DIVISION OFFICERS

J. L. DOWNS	Superintendent	Champaign
C. F. DUGGAN	Train Master	Champaign
A. GORMAN	Train Master	Champaign
W. P. BUCKLES	Traveling Engineer	Champaign
E. C. SLINGMAN	Chief Train Dispatcher	Champaign
W. H. DAVIS	Asst. Chief Train Dispatcher	Champaign
T. H. MURPHY	Dispatcher	Champaign
F. W. GRANGER	Dispatcher	Champaign
H. H. WEATHERFORD	Dispatcher	Champaign
J. A. GERBEL	Dispatcher	Champaign
J. P. MADIX	Dispatcher	Champaign
J. L. HEINS	Dispatcher	Champaign
E. L. SMITH	Dispatcher	Champaign
O. A. KNIGHT	Dispatcher	Champaign

Flanigan-Pearson Co., Champaign, Ill.

Illinois Central System

CHICAGO CHAMPAIGN DISTRICTS

(ILLINOIS DIVISION)

TIME TABLE No. 27

Taking Effect at 12:01 a. m.,

SUNDAY, JANUARY 2, 1938,

Superseding

TIME TABLE No. 26

Dated April 25, 1937.

FOR THE GOVERNMENT OF EMPLOYES ONLY.

Not intended for the information of the public, nor as an advertisement of the time of trains. The Railroad reserves the right to vary therefrom as circumstances may require.

W. ATWILL, Vice President and General Manager.
R. O. FISCHER, Assistant General Manager
J. W. HEVRON, General Superintendent.
J. L. DOWNS, Superintendent.

CHICAGO DISTRICT—Southward (Continued to Page 3)

TIME TABLE NO. 27
Taking Effect
January 2, 1938

FIRST CLASS (Continued to Page 3)

Siding, Standing Room. Cars with Engine.	Miles from Chicago	STATIONS	27	17	25		31	37	1	11	19
			C. C. C. & St. L. No. 46	The Diamond	Fast Mail		Local Passenger	C. C. C. & St. L. No. 114	The Creole	C. C. C. & St. L. No. 116	The Daylight
....	.....	C.....CHICAGO.....	L 11 45PM	L 11 55PM	L 1 29AM	.....	L 7 30AM	L 7 50AM	L 9 00AM	L 10 00AM	L 11 35AM
....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			Daily	Daily	Daily		Except Sunday	Except Sunday	Daily	Daily	Daily
....	29.3	D.....RICHTON.....	L 12 25AM	L 12 40AM	L 2 07AM	.....	Lf 8 15AM	L 8 40AM	L 9 48AM	L 10 35AM	L 12 08PM
		4.9									
50	34.2	C.....MONEE.....	.....	.....	.....	.....	s 8 21	.....	.....	.....	.....
		6.3									
96 37	40.5	.....PEOTONE.....10	.....	.....	.....	.....	s 8 29	.....	.....	.....	.....
		6.2									
103 47	46.7	C.....MANTENO.....16	.....	.....	.....	.....	s 8 37	.....	c 10 03	.....	.....
		4.1									
47	50.8	.....INDIAN OAKS.....	.....	.....	.....	.....	8 41	.....	.....	.....	.....
		3.4									
....	54.2	.....BRADLEY.....10	.....	.....	.....	.....	s 8 46	.....	.....	.....	.....
		1.7									
235 158	55.9	C.....KANKAKEE.....10	A 1 00AM	s 1 10	s 2 42	.....	s 8 57	A 9 10AM	s 10 17	A 11 05AM	s 12 30
		4.4									
131 113	60.3	C.....OTTO.....	.....	1 15	2 48	.....	9 03	.....	10 22	.....	12 34
		4.0									
....	64.3	D.....CHEBANSE.....20	.....	1 19	2 53	.....	s 9 09	.....	10 27	.....	12 37
		4.8									
....	69.1	D.....CLIFTON.....10	.....	1 25	2 59	.....	s 9 15	.....	10 33	.....	12 41
		4.0									
120 140	73.1	D.....ASHKUM.....	.....	1 29	3 03	.....	s 9 21	.....	10 37	.....	12 44
		4.3									
....	77.4	D.....DANFORTH.....15	.....	1 33	3 08	.....	s 9 27	.....	10 41	.....	12 47
		3.7									
513 504	81.1	C.....GILMAN.....10	.....	As 1 43AM	s 3 25	.....	s 9 40	.....	c 10 47	.....	A 12 50PM
		3.6									
....	84.7	D.....ONARGA.....15	.....	.....	3 29	.....	s 9 48	.....	10 51	.....	.....
		2.9									
95	87.6	D.....DEL REY.....	.....	.....	3 32	.....	f 9 52	.....	10 54	.....	.....
		5.5									
100	93.1	D.....BUCKLEY.....10	.....	.....	3 38	.....	s 10 00	.....	11 00	.....	.....
		5.2									
....	98.3	D.....LODA.....12	.....	.....	3 44	.....	s 10 08	.....	11 06	.....	.....
		4.5									
107 119	102.8	C.....PAXTON.....	.....	.....	s 3 55	.....	s 10 20	.....	c 11 11	.....	.....
		5.5									
80	108.3	D.....LUDLOW.....10	.....	.....	4 02	.....	s 10 27	.....	11 17	.....	.....
		5.5									
105	113.8	D.....RANTOUL.....10	.....	.....	s 4 14	.....	s 10 38	.....	c 11 23	.....	.....
		4.9									
....	118.7	D....THOMASBORO....15	.....	.....	4 20	.....	s 10 44	.....	11 28	.....	.....
		3.9									
....	122.6	.....LEVERETT.....	.....	.....	4 24	.....	f 10 49	.....	11 32	.....	.....
		5.2									
....	127.8	C.....CHAMPAIGN.....5	.....	.....	A 4 35AM	.....	A 11 00AM	.....	A 11 40AM	.....	.....
....	912.3	.....NEW ORLEANS.....	.....	.....	A 8 00AM	.....	.....	.....	A 9 15AM	.....	.....

c—Stop on Sunday to discharge revenue passengers from Chicago.

Siding, Standing Room, Cars with Engine.	Miles from Chicago	TIME TABLE NO. 27 Taking Effect January 2, 1938 STATIONS	FIRST CLASS 5 The Panama Limited	29 C. C. C. & St. L. No. 18	51 The Green Diamond		3 The Louisiana	35 The Illini	7 The Floridan	15 C. C. C. & St. L. No 34	9 The Seminole
....	.....	C.....CHICAGO.....	L 1 00PM	L 1 45PM	L 5 00PM	.....	L 6 05PM	L 7 30PM	L 8 45PM	L 9 20PM	L 11 05PM
....	21.9	.....MARKHAM.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
			Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily
....	29.3	7.4 D.....RICHTON.....	L 1 40PM	L 2 20PM	L 5 29PM	.....	L 6 55PM	L 8 10PM	L 9 20PM	L 10 04PM	L 11 45PM
50	34.2	4.9 C.....MONEE.....	.....	.....	.....	.....	.....	*f* 8 15	.....	.....	.....
96 37	40.5	6.3 .....PEOTONE.....10	.....	.....	.....	.....	.....	*y* 8 22	.....	.....	.....
103 47	46.7	6.2 C.....MANTENO.....16	.....	.....	.....	.....	.....	*y* 8 30	.....	.....	.....
47	50.8	4.1 .....INDIAN OAKS.....	.....	.....	.....	.....	.....	8 35	.....	.....	.....
....	54.2	3.4 .....BRADLEY.....10	.....	.....	.....	.....	.....	8 39	.....	.....	.....
235 158	55.9	1.7 C.....KANKAKEE....{10 6	*b* 2 07	A 2 50PM	*s* 5 51	.....	*s* 7 25	*s* 8 45	*t* 9 47	A 10 35PM	*s* 12 12AM
131 113	60.3	4.4 C.....OTTO.....	2 12	.....	5 55	.....	7 31	8 50	9 52	.....	12 17
....	64.3	4.0 D.....CHEBANSE.....20	2 16	.....	5 58	.....	7 36	*f* 8 54	9 56	.....	12 21
....	69.1	4.8 D.....CLIFTON.....{10 6	2 22	.....	6 02	.....	7 42	*f* 8 59	10 02	.....	12 27
120 140	73.1	4.0 D.....ASHKUM.....	2 26	.....	6 05	.....	7 46	*f* 9 04	10 06	.....	12 31
...	77.4	4.3 D.....DANFORTH....{15 10	2 30	.....	6 08	.....	7 50	*f* 9 09	10 10	.....	12 35
513 504	81.1	3.7 C.....GILMAN.....{10 6	2 36	.....	A 6 11PM	.....	8 00	*s* 9 15	10 16	.....	12 41
....	84.7	3.6 D.....ONARGA.....15	2 40	.....	.....	.....	8 05	*f* 9 20	10 20	.....	12 45
95	87.6	2.9 D.....DEL REY.....	2 43	.....	.....	.....	8 08	9 23	10 23	.....	12 48
100	93.1	5.5 D.....BUCKLEY.....{10 6	2 49	.....	.....	.....	8 14	*f* 9 29	10 28	.....	12 54
....	98.3	5.2 D.....LODA.....{12 8	2 54	.....	.....	.....	8 20	*f* 9 36	10 33	.....	12 59
107 119	102.8	4.5 C.....PAXTON.....	2 59	.....	.....	.....	8 25	*s* 9 43	10 38	.....	1 04
80	108.3	5.5 D.....LUDLOW.....10	3 05	.....	.....	.....	8 32	*f* 9 50	10 43	.....	1 09
105	113.8	5.5 D.....RANTOUL.....{10 6	3 11	.....	.....	.....	8 38	*s* 9 59	10 49	.....	1 15
....	118.7	4.9 D....THOMASBORO..{15 10	3 16	.....	.....	.....	8 43	10 05	10 54	.....	1 20
....	122.6	3.9 .....LEVERETT.....	3 21	.....	.....	.....	8 48	10 10	10 58	.....	1 24
....	127.8	5.2 C.....CHAMPAIGN.....5	A 3 30PM	.....	.....	.....	A 8 55PM	A 10 20PM	A 11 05PM	.....	A 1 30AM
....	912.3	.....NEW ORLEANS....	A 9 00AM	.....	.....	.....	A 7 50PM	.....	.....	.....	.....

Where No. 35 is shown as flag stop this train will stop to receive or discharge passengers, mail, baggage or express.

b—**Receive revenue passengers destined Memphis and beyond.**

t—Receive revenue passengers for Birmingham and scheduled stops beyond.

y—Stops daily except Sunday and holidays. Stops Sunday and holidays on flag.

CHICAGO DISTRICT—Southward (Continued to Page 5)

TIME TABLE NO. 27
Taking Effect
January 2, 1938

SECOND CLASS (Continued to Page 5)

Siding, Standing Room, Cars with Engine.	Miles from Chicago	STATIONS	75 Cuban Dispatch C D 1	87 Cairo Dispatch	73 Dispatch Freight		71 Panama Dispatch P D 1	77 Dispatch Freight	83 Dispatch Freight	69 Panama Dispatch PD-3	65 St. Louis Dispatch
....	.....	C.....CHICAGO.....	.....	.....	.....	.....	.....	.....	L 8 00AM	.....	.....
....	21.9	21.9 .....MARKHAM.....	L 11 59PM	L 12 15AM	L 12 30AM	.....	L 1 45AM	L 3 00AM	10 00	L 11 00AM	L 2 00PM
			Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily
....	29.3	7.4 D.....RICHTON.....	L 12 25AM	L 12 50AM	L 1 00AM	.....	L 2 40AM	L 3 55AM	L 10 30AM	L 11 30AM	L 2 30PM
50	34.2	4.9 C.....MONEE.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
96 37	40.5	6.3 .....PEOTONE.....10	.....	.....	.....	.....	.....	.....	.....	.....	.....
103 47	46.7	6.2 C.....MANTENO.....16	.....	.....	.....	.....	.....	.....	.....	.....	.....
47	50.8	4.1 .....INDIAN OAKS.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	54.2	3.4 .....BRADLEY.....10	.....	.....	.....	.....	.....	.....	.....	.....	.....
235 158	55.9	1.7 C.....KANKAKEE....{10 6	.....	.....	.....	.....	.....	.....	A 11 30AM	.....	.....
131 113	60.3	4.4 C.....OTTO.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	64.3	4.0 D.....CHEBANSE.....20	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	69.1	4.8 D.....CLIFTON.....{10 6	.....	.....	.....	.....	.....	.....	.....	.....	.....
120 140	73.1	4.0 D.....ASHKUM.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	77.4	4.3 D.....DANFORTH....{15 10	.....	.....	.....	.....	.....	.....	.....	.....	.....
513 504	81.1	3.7 C.....GILMAN.....{10 6	.....	.....	A 2 30AM70	.....	.....	A 7 00AM	.....	.....	A 4 13PM20
....	84.7	3.6 D.....ONARGA.....15	.....	.....	.....	.....	.....	.....	.....	.....	.....
95	87.6	2.9 D.....DEL REY.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
100	93.1	5.5 D.....BUCKLEY.....{10 6	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	98.3	5.2 D.....LODA.....{12 8	.....	.....	.....	.....	.....	.....	.....	.....	.....
107 119	102.8	4.5 C.....PAXTON.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
80	108.3	5.5 D.....LUDLOW.....10	.....	.....	.....	.....	.....	.....	.....	.....	.....
105	113.8	5.5 D.....RANTOUL.....{10 6	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	118.7	4.9 D....THOMASBORO..{15 10	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	122.6	3.9 .....LEVERETT.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	127.8	5.2 C.....CHAMPAIGN.....5	A 3 25AM	A 4 45AM	.....	.....	A 6 10AM	.....	.....	A 2 40PM	.....
....	912.3	....NEW ORLEANS.....	.....	.....	.....	.....	A 2 00AM	.....	.....	.....	.....

Siding, Standing Room, Cars with Engine	Miles from Chicago	TIME TABLE NO. 27 Taking Effect January 2, 1938 STATIONS	SECOND CLASS 63 St. Louis Dispatch	89 Cincinnati Dispatch	79 Evansville Dispatch		61 Southern Merchandise MS-1	67 Cuban Dispatch C D 7			
....	.....	C.....CHICAGO.....	L 6 30PM	L 6 45PM	L 6 55PM	.....	L 7 45PM	L 9 15PM	.....	.....	.....
....	21.9	21.9 .....MARKHAM.....	7 45	.....	.....	.....	.....	10 30	.....	.....	.....
			Daily	Daily	Except Sunday		Except Sunday	Daily			
....	29.3	7.4 D.....RICHTON.....	L 8 20PM	L 8 30PM	L 8 35PM	.....	L 8 35PM	L 10 55PM	.....	.....	.....
50	34.2	4.9 C.....MONEE.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
96 37	40.5	6.3 .....PEOTONE.....10	.....	.....	.....	.....	.....	.....	.....	.....	.....
103 47	46.7	6.2 C.....MANTENO.....16	.....	.....	.....	.....	.....	.....	.....	.....	.....
47	50.8	4.1 .....INDIAN OAKS.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	54.2	3.4 .....BRADLEY.....10	.....	.....	.....	.....	.....	.....	.....	.....	.....
235 158	55.9	1.7 C.....KANKAKEE.... 10 6	.....	A 9 15PM	.....	.....	.....	.....	.....	.....	.....
131 113	60.3	4.4 C.....OTTO.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	64.3	4.0 D.....CHEBANSE.....20	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	69.1	4.8 D.....CLIFTON.... 10 6	.....	.....	.....	.....	.....	.....	.....	.....	.....
120 140	73.1	4.0 D.....ASHKUM.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	77.4	4.3 D.....DANFORTH... 15 10	.....	.....	.....	.....	.....	.....	.....	.....	.....
513 504	81.1	3.7 C.....GILMAN.... 10 6	A 9 30PM	.....	.....	.....	.....	.....	.....	.....	.....
....	84.7	3.6 D.....ONARGA.....15	.....	.....	.....	.....	.....	.....	.....	.....	.....
95	87.6	2.9 D.....DEL REY.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
100	93.1	5.5 D.....BUCKLEY.... 10 6	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	98.3	5.2 D.....LODA..... 12 8	.....	.....	.....	.....	.....	.....	.....	.....	.....
107 119	102.8	4.5 C.....PAXTON.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
80	108.3	5.5 D.....LUDLOW.....10	.....	.....	.....	.....	.....	.....	.....	.....	.....
105	113.8	5.5 D.....RANTOUL.... 10 6	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	118.7	4.9 D....THOMASBORO.. 15 10	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	122.6	3.9 .....LEVERETT.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	127.8	5.2 C.....CHAMPAIGN.....5	.....	.....	A 1 35AM	.....	A 10 35PM	A 1 40AM	.....	.....	.....
....	912.3	.....NEW ORLEANS.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Siding, Standing Room, Cars with Engine.	Miles from Champaign	TIME TABLE NO. 27 Taking Effect January 2, 1938 STATIONS	FIRST CLASS (Continued to Page 7)								
			26	12	10		18	28	4	8	6
			Chicago Express	C. C. C. & St. L. No. 43	The Seminole		The Diamond	C. C. C. & St. L. No. 35	The Louisiane	The Floridan	The Panama Limited
....	127.8	C.....CHICAGO.....	A 4 00AM	A 5 10AM	A 7 15AM	.....	A 7 30AM	A 7 35AM	A 8 30AM	A 8 50AM	A 9 00AM
....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	98.5	29.3 D.....RICHTON.....	A 3 08AM	A 4 25AM	A 6 20AM	.....	A 6 40AM	A 6 50AM	A 7 40AM	A 8 10AM	A 8 13AM
50	93.6	4.9 C.....MONEE.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
96 37	87.3	6.3 .....PEOTONE.....10	.....	.....	.....	.....	.....	.....	.....	.....	.....
103 47	81.1	6.2 C.....MANTENO.....16	c 2 25	.....	.....	.....	.....	.....	.....	.....	.....
47	77.0	4.1 ..... INDIAN OAKS.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	73.6	3.4 .....BRADLEY.....10	.....	.....	.....	.....	.....	.....	.....	.....	.....
235 158	71.9	1.7 C.....KANKAKEE.....10	s 2 15	L 3 55AM	s 5 40	.....	s 6 05	L 6 15AM	s 7 05	t 7 32	b 7 40
131 113	67.5	4.4 C.....OTTO.....	2 00	.....	5 30	.....	5 55	.....	6 54	7 22	7 28
....	63.5	4.0 D.....CHEBANSE.....20	1 55	.....	5 25	.....	5 50	.....	6 49	7 18	7 23
....	58.7	4.8 D.....CLIFTON.....10	1 49	.....	5 19	.....	5 44	.....	6 43	7 12	7 18
120 140	54.7	4.0 D.....ASHKUM.....	1 44	.....	5 15	.....	5 40	.....	6 39	7 08	7 14
....	50.4	4.3 D.....DANFORTH.....15	1 38	.....	5 11	.....	5 35	.....	6 35	7 04	7 10
513 504	46.7	3.7 C.....GILMAN.....10	s 1 33	.....	s 5 05	.....	Lk 5 30AM	.....	6 30	7 00	7 05
....	43.1	3.6 D.....ONARGA.....15	s 1 22	.....	4 59	.....	.....	.....	6 26	6 57	7 01
95	40.2	2.9 D.....DEL REY.....	1 18	.....	4 56	.....	.....	.....	6 23	6 54	6 58
100	34.7	5.5 D.....BUCKLEY.....10	1 10	.....	4 50	.....	.....	.....	6 17	6 49	6 53
....	29.5	5.2 D.....LODA.....12	1 02	.....	4 44	.....	.....	.....	6 12	6 44	6 48
107 119	25.0	4.5 C.....PAXTON.....	s 12 55	.....	e 4 37	.....	.....	.....	6 07	6 40	6 44
80	19.5	5.5 D.....LUDLOW.....10	12 45	.....	4 31	.....	.....	.....	6 01	6 35	6 38
105	14.0	5.5 D.....RANTOUL.....10	s 12 37	.....	e 4 25	.....	.....	.....	5 55	6 29	6 32
....	9.1	4.9 D....THOMASBORO....15	12 28	.....	4 20	.....	.....	.....	5 50	6 24	6 27
....	5.2	3.9 .....LEVERETT.....	12 23	.....	4 16	.....	.....	.....	5 46	6 20	6 23
....	.....	5.2 C.....CHAMPAIGN.....5	L 12 15AM	.....	L 4 10AM	.....	.....	.....	L 5 40AM	L 6 15AM s	L 6 17AM s
			Daily	Except Monday	Daily		Daily	Daily	Daily	Daily	Daily
....	.....	.....NEW ORLEANS.....	L 5 10PM	.....	.....	.....	.....	.....	L 8 30AM	.....	L 1 00PM

b—Discharge revenue passengers from Memphis and points south thereof.

c—Discharge revenue passengers.

e—Receive Chicago revenue passengers.

k—Discharge revenue passengers from St. Louis and Springfield.

t—Discharge revenue passengers from Birmingham and beyond.

Siding, Standing Room, Cars with Engine	Miles from Champaign	TIME TABLE NO. 27 Taking Effect January 2, 1938 STATIONS	FIRST CLASS 36 The Illini	50 The Green Diamond	16 C. C. C. & St. L. No. 115	32 Local Passenger		20 The Daylight	30 C. C. C. & St. L. No. 19	14 C. C. C. & St. L. No. 5	2 The Creole
....	127.8	C.....CHICAGO.....	A 10 45AM	A 1 50PM	A 2 10PM	A 4 37PM	.....	A 5 45PM	A 6 55PM	A 8 25PM	A 9 30PM
....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	98.5	29.3 D.....RICHTON.....	A 10 00AM	A 1 17PM	A 1 30PM	A 3 42PM	.....	A 5 05PM	A 6 15PM	A 7 45PM	A 8 35PM
50	93.6	4.9 C.....MONEE.....	*h* 9 53	.....	.....	*s* 3 35	.....	.....	.....	.....	.....
96 37	87.3	6.3 .....PEOTONE.....10	*h* 9 46	.....	.....	*s* 3 26	.....	.....	.....	.....	.....
103 47	81.1	6.2 C.....MANTENO.....16	*h* 9 39	.....	.....	*s* 3 18	.....	.....	*d* 5 53PM	.....	.....
47	77.0	4.1 .....INDIAN OAKS.....	9 33	.....	.....	3 11	.....	.....	.....	.....	.....
....	73.6	3.4 .....BRADLEY.....10	9 29	.....	.....	*s* 3 07	.....	.....	.....	.....	.....
235 158	71.9	1.7 C.....KANKAKEE.....10	*s* 9 27	*s* 12 51	L 1 05PM	*s* 3 02	.....	*s* 4 39	L 5 45PM	L 7 20PM	*s* 7 52
131 113	67.5	4.4 C..... OTTO.....	9 18	12 46	.....	2 52	.....	4 32	.....	.....	7 39
....	63.5	4.6 D.....CHEBANSE.....20	*h* 9 14	12 43	.....	*s* 2 48	.....	4 28	.....	.....	7 33
....	58.7	4.8 D.....CLIFTON.....10	*h* 9 08	12 39	.....	*s* 2 41	.....	4 24	.....	.....	7 27
120 140	54.7	4.0 D.....ASHKUM.....	*h* 9 03	12 36	.....	*s* 2 34	.....	4 21	.....	.....	7 23
....	50.4	4.3 D..... DANFORTH.....15	*h* 8 58	12 32	.....	*s* 2 27	.....	4 17	.....	.....	7 18
513 504	46.7	3.7 C..... GILMAN.....10	*s* 8 54	L 12 28PM	.....	*s* 2 21	.....	L 4 13PM *ss*	.....	.....	*s* 7 10
....	43.1	3.6 D.....ONARGA.....15	*y* 8 49	.....	.....	*s* 2 14	.....	.....	.....	.....	7 03
95	40.2	2.9 D..... DEL REY	8 45	.....	.....	*s* 2 09	.....	.....	.....	.....	7 00
100	34.7	5.5 D.....BUCKLEY.....10	*h* 8 39	.....	.....	*s* 2 03	.....	.....	.....	.....	6 53
....	29.5	5.2 D..... LODA.....12	*h* 8 33	.....	.....	*s* 1 56	.....	.....	.....	.....	6 46
107 119	25.0	4.5 C..... PAXTON.....	*s* 8 28	.....	.....	*s* 1 49	.....	.....	.....	.....	*s* 6 40
80	19.5	5.5 D.....LUDLOW.....10	*h* 8 22	.....	.....	*s* 1 42	.....	.....	.....	.....	6 31 *tt*
105	14.0	5.5 D.....RANTOUL.....10	*s* 8 16	.....	.....	*s* 1 35	.....	.....	.....	.....	*s* 6 23
....	9.1	4.9 D....THOMASBORO ...15	8 09	.....	.....	*s* 1 27	.....	.....	.....	.....	6 15
....	5.2	3.9 ..... LEVERETT	8 05	.....	.....	*f* 1 22	.....	.....	.....	.....	6 11
....	.....	5.2 C.....CHAMPAIGN.....5	L 8 00AM	.....	.....	L 1 15PM	.....	.....	.....	.....	L 6 05PM
			Daily	Daily	Daily	Except Sunday		Daily	Daily	Daily	Daily
....	.....	.....NEW ORLEANS	.....	.....	.....	.....	.....	.....	.....	.....	L 8 30PM

d—Stop on Sunday only.

h—Receive or discharge revenue passengers.

y—Stops daily except Sunday and holidays. Stops Sunday and holidays on flag.

CHICAGO DISTRICT—Northward

Siding. Standing Room Cars with Engine.	Miles from Champaign	TIME TABLE NO. 27 Taking Effect January 2, 1938 STATIONS	SECOND CLASS 70 Chicago Dispatch	78 Dispatch Freight	84 D'spatch C C 1		72 Panama Dispatch P D 2	66 Chicago Stock	76 Cuban Dispatch C D 2	86 Cincinnati Dispatch C C 3	74 Chicago Dispatch
....	127.8	C.....CHICAGO.....	A 6 30AM	A 2 00PM	A 8 00PM	.....	A 1 00AM	.....	A 1 00AM	A 2 30AM	A 3 00AM
....	105.9	21.9 MARKHAM	5 00	12 01PM	6 00	.....	11 30	A 1 25AM	11 45	12 45	1 45
....	98.5	7.4 D.....RICHTON.....	A 4 30AM	A 11 30AM	A 5 30PM	.....	A 11 00PM	A 12 55AM	A 11 15PM	A 12 15AM	A 1 15AM
50	93.6	4.9 C.....MONEE.....	.....	.....	.....	.....	.....	12 40	.....	.....	.....
96 37	87.3	6.3 .....PEOTONE.....10	.....	.....	.....	.....	.....	12 20	.....	.....	.....
103 47	81.1	6.2 C.....MANTENO.....16	.....	.....	.....	.....	.....	12 01AM	.....	.....	.....
47	77.0	4.1 .....INDIAN OAKS.....	.....	.....	.....	.....	.....	11 40	.....	.....	.....
....	73.6	3.4 .....BRADLEY.....10	.....	.....	.....	.....	.....	.....	.....	.....	.....
235 158	71.9	1.7 C.....KANKAKEE.....{10 6	.....	.....	L 4 00PM	.....	.....	11 20	.....	L 10 45PM	.....
131 113	67.5	4.4 C.....OTTO.....	.....	.....	.....	.....	.....	10 40	.....	.....	.....
....	63.5	4.0 D.....CHEBANSE.....20	.....	.....	.....	.....	.....	10 20	.....	.....	.....
....	58.7	4.8 D.....CLIFTON.....{10 6	.....	.....	.....	.....	.....	10 05	.....	.....	.....
120 140	54.7	4.0 D.....ASHKUM.....	.....	.....	.....	.....	.....	9 50	.....	.....	.....
....	50.4	4.3 D.....DANFORTH....{15 10	.....	.....	.....	.....	.....	9 35	.....	.....	.....
513 504	46.7	3.7 C.....GILMAN.....{10 6	L 2 30AM73	L 9 50AM	.....	.....	.....	9 20	.....	.....	L 11 30PM
....	43.1	3.6 D.....ONARGA.....15	.....	.....	.....	.....	.....	8 55	.....	.....	.....
95	40.2	2.9 D.....DEL REY.....	.....	.....	.....	.....	.....	8 35	.....	.....	.....
100	34.7	5.5 D.....BUCKLEY.....{10 6	.....	.....	.....	.....	.....	8 15	.....	.....	.....
....	29.5	5.2 D.....LODA.....{12 8	.....	.....	.....	.....	.....	7 40	.....	.....	.....
107 119	25.0	4.5 C.....PAXTON.....	.....	.....	.....	.....	.....	7 15	.....	.....	.....
80	19.5	5.5 D.....LUDLOW.....10	.....	.....	.....	.....	.....	6 31 2	.....	.....	.....
105	14.0	5.5 D.....RANTOUL.....{10 6	.....	.....	.....	.....	.....	6 08	.....	.....	.....
....	9.1	4.9 D....THOMASBORO...{15 10	.....	.....	.....	.....	.....	5 50	.....	.....	.....
....	5.2	3.9 .....LEVERETT.....	.....	.....	.....	.....	.....	5 40	.....	.....	.....
....	.....	5.2 C.....CHAMPAIGN.....5	.....	.....	.....	.....	L 5 05PM	L 5 30PM	L 8 05PM	.....	.....
			Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily
....	.....	.....NEW ORLEANS.....	.....	.....	.....	.....	L 11 59PM	.....	L 10 00AM	.....	.....

Siding. Standing Room Cars with Engine.	Miles from Chicago	TIME TABLE NO. 27 Taking Effect January 2, 1938 STATIONS	FIRST CLASS 17 The Diamond	19 The Daylight	51 The Green Diamond		SECOND CLASS 73 Dispatch Freight	77 Dispatch Freight	47 Mixed	65 St. Louis Dispatch	63 St. Louis Dispatch
....	.....	C.....CHICAGO.....	L 11 55PM	L 11 35AM	L 5 00PM	.....	.....	.....	.....	.....	L 6 30PM
....	.....	21.9 .....MARKHAM.....	.....	.....	.....	.....	L 12 30AM	L 3 00AM	.....	L 2 00PM	7 45
			Daily	Daily	Daily		Daily	Daily	Except Sunday	Daily	Daily
91	81.1	59.2 C.....GILMAN.....{10 6	Ls 1 43AM	L 12 50PM	L 6 11PM	.....	L 2 30AM 70	L 7 30AM	L 8 00AM	L 4 13PM 20	L 9 30PM
79	86.4	5.3 .....RIDGEVILLE.....6	1 50	12 55	6 16	.....	2 40	7 40	f 8 15	4 30	9 40
82	90.1	3.7 D.....THAWVILLE.....	n 1 54	12 58	6 19	.....	2 50	7 48	s 8 30	4 38	9 50
63	95.6	5.5 C.....ROBERTS.....{10 6	n 2 01 70	1 03	6 24	.....	3 05	8 00	s 8 45	4 48	10 00
77	100.2	4.6 D.....MELVIN.....10	n 2 06	1 07	6 27	.....	3 15	8 10	s {8 55 48 / 9 10 78	4 57	10 10
81	106.0	5.8 .....GUTHRIE.....	2 12	1 12	6 31	.....	3 30	{8 45 48 / 8 58 78	s 9 35	5 08	10 20
94	110.0	4.0 C.....GIBSON CITY...{10 6	s 2 18	g 1 16	6 35	.....	3 45	9 15	s 10 00	5 16	10 35 74
81	115.7	5.7 .....HARPSTER.....	2 28	1 22	6 39	.....	4 00	9 35	f 10 25	5 26	10 45
....	119.2	3.5 .....MCNULTA.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
80	121.8	2.6 D....BELLEFLOWER....6	2 35	1 27	6 44	.....	4 35 18	10 00	s 10 50	5 36	10 55
....	123.2	1.4 .....LAURETTE.....	.....	.....	.....	.....	.....	.....	f 10 55	.....	.....
....	125.7	2.5 .....KUMLER.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
81	127.4	1.7 .....WEEDMAN.....	2 41	1 32	6 48	.....	4 46	10 25	s 11 05	5 45	11 12
85	130.6	3.2 C....FARMER CITY.....8	s 2 45	g 1 36	6 51	.....	4 55	10 35	s 11 15	5 55	11 30
81	135.0	4.4 D.....PARNELL.....	2 51	1 41	6 54	.....	5 05	10 45	f 11 42 50	6 05	11 45
....	136.6	1.6 .....FULLERTON.....	.....	.....	.....	.....	.....	.....	f 11 50	.....	.....
75	139.2	2.6 D.....DE WITT.....{10 6	2 57	1 47	6 58	.....	5 15	10 55	f 12 03PM	6 20	11 59
62	143.7	4.5 D.....BIRKBECK.....	3 03	1 52	7 02 65	.....	5 27	11 35 50	f 12 22	7 02 51	12 10AM
....	147.4	3.7 D.....EAST JCT.....	3 09	1 56	7 05	.....	A 5 40AM	A 11 45AM	A 1 00PM	A 7 15PM	A 12 30AM 70
....	148.6	1.2 C.....CLINTON.....{10 6	A 3 15AM	A 1 59PM	A 7 08PM	.....	.....	.....	.....	.....	.....
....	193.2	.....SPRINGFIELD.....	A 4 30AM	A 3 00PM	A 7 55PM	.....	.....	.....	.....	.....	.....
....	290.5	.....EAST ST. LOUIS.....	.....	.....	.....	.....	A 11 55AM	A 2 00AM	.....	A 2 00AM	A 6 30AM
....	293.0	.....ST. LOUIS.....	A 7 18AM	A 5 05PM	A 9 55PM	.....	.....	.....	.....	.....	.....

n—Receive or discharge revenue passengers destined to or from Chicago and St. Louis.

g—Receive or discharge revenue passengers destined to or from regular stops.

Siding, Standing Room, Cars with Engines.	Miles from Clinton	TIME TABLE NO. 27 Taking Effect January 2, 1938 STATIONS	FIRST CLASS 18 The Diamond	50 The Green Diamond	20 The Daylight	SECOND CLASS 70 Chicago Dispatch	48 Mixed	78 Dispatch Freight	74 Chicago Dispatch
....	148.6	C.....CHICAGO.....	A 7 30AM	A 1 50PM	A 5 45PM	A 6 30AM	.....	A 2 00PM	A 3 00AM
	21.9								
....	126.7	.....MARKHAM.....	.....	.....	.....	5 00	.....	12 01PM	1 45AM
	59.2								
91	67.5	C.....GILMAN.....{10 6	Ak 5 30AM	A 12 28PM	A 4 13PM 65	A 2 30AM 73	A 10 20AM	A 9 50AM	A 11 30PM
	5.3								
79	62.2	.....RIDGEVILLE.....6	5 23	12 23	4 07	2 18	f 9 55	9 38	11 16
	3.7								
82	58.5	D.....THAWVILLE.....n	5 18	12 20	4 04	2 12	s 9 45	9 30	11 09
	5.5								
63	53.0	C.....ROBERTS.....{10 6 n	5 10	12 16	3 59	2 01 17	s 9 25	9 20	11 00
	4.6								
77	48.4	D.....MELVIN.....10 n	5 04	12 12	3 55	1 44	s {9 15 78 / 8 55 47}	9 10 48 47	10 52
	5.8								
81	42.6	.....GUTHRIE.....	4 58	12 07	3 50	1 35	f 8 45 77	8 58 77	10 43
	4.0								
94	38.6	C.....GIBSON CITY...{10 6 s	4 51	s 12 03PM	m 3 45	1 28	s 8 30	8 50	10 35 63
	5.7								
81	32.9	.....HARPSTER.....	4 42	11 57	3 40	1 19	f 8 00	8 40	10 22
	3.5								
....	29.4	.....MCNULTA.....	.....	.....	.....	.....	.....	.....	.....
	2.6								
80	26.8	D....BELLEFLOWER....6	4 35 73	11 53	3 35	1 10	s 7 50	8 28	10 12
	1.4								
....	25.4	.....LAURETTE.....	.....	.....	.....	.....	f 7 45	.....	.....
	2.5								
....	22.9	.....KUMLER.....	.....	.....	.....	.....	.....	.....	.....
	1.7								
81	21.2	.....WEEDMAN.....	4 28	11 48	3 30	1 02	f 7 35	8 18	10 02
	3.2								
85	18.0	C....FARMER CITY.....8 s	4 23	11 45	g 3 27	12 57	s 7 30	8 10	9 55
	4.4								
81	13.6	D.....PARNELL.....	4 16	11 42 47	3 22	12 50	f 7 05	8 00	9 45
	1.6								
....	12.0	.....FULLERTON.....	.....	.....	.....	.....	f 7 00	.....	.....
	2.6								
75	9.4	D.....DE WITT.....{10 6	4 10	11 39	3 18	12 44	f 6 55	7 50	9 35
	4.5								
62	4.9	D.....BIRKBECK.....	4 03	11 35 77	3 14	12 37	f 6 45	7 40	9 25
	3.7								
....	1.2	D.....EAST JCT.....	3 58	11 32	3 10	L 12 30AM 63	6 35	L 7 30AM	L 9 15PM
	1.2								
....	.....	C.....CLINTON.....{10 6	L 3 55AM	L 11 31AM	L 3 08PM	.....	L 6 30AM	.....	.....
			Daily	Daily	Daily	Daily	Except Sunday	Daily	Daily
....	.....	.....SPRINGFIELD.....	L 2 40AM	L 10 47AM	L 2 14PM	.....	.....	.....	.....
....	.....	.....EAST ST. LOUIS.....	.....	.....	.....	L 7 00PM	.....	L 2 00AM	L 4 30PM
....	.....	.....ST. LOUIS.....	L 12 05AM	L 8 55AM	L 12 15PM	.....	.....	.....	.....

g—Receive or discharge revenue passengers destined to or from regular stops.

k—Discharge revenue passengers from St. Louis and Springfield.

m—Stop on signal to receive or discharge revenue passengers on Sunday only.

n—Receive or discharge revenue passengers destined to or from Chicago and S. Louis.

Siding, Standing Room, Cars with Engine.	Miles from Chicago	TIME TABLE NO. 27 Taking Effect January 2, 1938 STATIONS	FIRST CLASS 9 The Seminole Daily	25 Fast Mail Daily	1 The Creole Daily		5 The Panama Limited Daily	3 The Louisiane Daily	7 The Floridan Daily		
....	127.8	C.....CHAMPAIGN.....5	L 1 37AM	L 4 50AM	L 11 50AM	.....	L 3 35PM	L 9 05PM	L 11 10PM	.....	.....
....	132.2	4.4 D.....SAVOY.....	1 43	*f* 4 57	11 55	.....	3 40	9 10	11 15	.....	.....
130	137.1	4.9 C.....TOLONO.....6	1 48	*s* 5 07	12 01PM	.....	3 45	9 15	11 20	.....	.....
94	141.9	4.8 D.....PESOTUM.....	1 53	*f* 5 14	12 06	.....	3 49	9 20	11 24	.....	.....
97	145.6	3.7 .....HAYES.....	1 57	5 20	12 10	.....	3 52	9 24	11 27	.....	.....
....	149.8	4.2 C.....TUSCOLA.....{10 6	*s* 2 03	*s* 5 30	*s* 12 16	.....	3 56	*r* 9 29	11 31	.....	.....
110	154.1	4.3 .....GALTON.....	2 08	*f* 5 37	12 21	.....	4 01	9 34	11 35	.....	.....
109	157.9	3.8 D.....ARCOLA.....8	2 12	*s* 5 47	*p* 12 25	.....	4 05	*r* 9 38	11 39	.....	.....
117	163.6	5.7 D.....HUMBOLDT....{10 6	2 18	*f* 5 55	12 30	.....	4 11	9 44	11 44	.....	.....
....	167.5	3.9 D.....DORANS.....	2 22	*f* 6 02	12 34	.....	4 15	9 48	11 48	.....	.....
114	172.4	4.9 C.....MATTOON.....{10 6	*s* 2 33	*s* {6 10 6 30	*s* 12 47	.....	*b* 4 20	*s* 10 08	*t* 11 53	.....	.....
....	179.3	6.9 D.....AETNA.....	2 42	*f* 6 40	12 54	.....	4 26	10 17	11 59	.....	.....
112	184.3	5.0 C.....NEOGA.....{10 7	2 47	*s* 6 49	12 59	.....	4 31	*r* 10 23	12 04AM	.....	.....
124	191.2	6.9 D.....SIGEL.....	2 54	*f* 7 00	1 06	.....	4 38	10 30	12 11	.....	.....
90	199.2	8.0 C.....EFFINGHAM....{10 6	*s* 3 04	*s* {7 10 7 25	*s* 1 23	.....	*b* 4 50	*s* 10 55	*t* 12 20	.....	.....
90	205.7	6.5 D.....WATSON.....10	3 11	*f* 7 36	1 33	.....	5 01	11 09	12 29	.....	.....
....	211.5	5.8 .....MASON.....10	3 17	*s* 7 46	1 39	.....	5 07	11 16	12 34	.....	.....
82	214.6	3.1 C.....EDGEWOOD.....6	3 20	*s* 7 53	1 43	.....	5 12	11 21	12 38	.....	.....
....	218.5	3.9 .....LACLEDE.....	3 24	*f* 8 00	1 47	.....	5 16	11 26	12 42	.....	.....
65	223.1	4.6 D.....FARINA.....{10 6	3 29	*s* 8 10	1 52	.....	5 21	*p* 11 33	12 47	.....	.....
98	228.9	5.8 C.....KINMUNDY.....10	3 36	*s* 8 21	1 58	.....	5 27	*r* 11 41	12 53	.....	.....
....	233.6	4.7 D.....ALMA.....{10 8	3 41	*s* 8 31	2 03	.....	5 32	11 48	12 58	.....	.....
109	239.0	5.4 .....TONTI.....	3 47	*f* 8 40	2 09	.....	5 38	11 54	1 04	.....	.....
98	244.2	5.2 C.....ODIN.....{20 10	3 54	*s* 9 00	2 15 *41*	.....	5 44	*p* 12 01AM	1 13	.....	.....
....	249.9	5.7 .....BRANCH JCT.....	4 02	9 13	2 23	.....	5 54	12 07	1 22	.....	.....
....	250.7	0.8 .....CENTRAL CITY.....	4 05	9 15	2 25	.....	5 57	12 09	1 25	.....	.....
....	252.2	1.5 C.....CENTRALIA...{10 6	A 4 08AM	A 9 18AM	A 2 28PM	.....	A 6 00PM	A 12 15AM	A 1 28AM	.....	.....
....	.....	.....NEW ORLEANS.....	.....	A 8 00AM	A 9 15AM	.....	A 9 00AM	A 7 50PM	.....	.....	.....

No. 3 will stop at Tuscola to discharge revenue passengers from Champaign.

b—Receive revenue passengers destined Memphis and beyond.

p—Discharge Chicago revenue passengers.

r—Discharge revenue passengers from Chicago, receive revenue passengers for scheduled stops south of Carbondale.

t—Receive revenue passengers for Birmingham and scheduled stops beyond.

Where Nos. 25 and 26 are shown as flag stops these trains will stop to receive or discharge passengers, mail, baggage or express.

Schedules shown in Springfield Division time table are in effect beween Branch Jct. and Centralia.

CHAMPAIGN DISTRICT—Southward

Siding, Standing Room, Cars with Engine	Miles from Chicago	TIME TABLE NO. 27 Taking Effect January 2, 1938 STATIONS	SECOND CLASS 67 Cuban Dispatch C D 7 Daily	79 Evansville Dispatch Except Monday	75 Cuban Dispatch C D 1 Daily		87 Cairo Dispatch Daily	71 Panama Dispatch P D 1 Daily	41 Mixed Except Sunday		69 Panama Dispatch P D 3 Daily	61 Southern Merchandise M S 1 Except Sunday
....	127.8	C.....CHAMPAIGN.....5	L 1 55AM	L 3 30AM	L 3 40AM	.....	L 5 45AM	L 6 40AM	L 8 00AM		L 3 00PM	L 10 44PM
		4.4										
....	132.2	D.....SAVOY.....	.....	.....	.....	.....	.....	.....	f 8 10		.....	.....
		4.9										
130	137.1	C.....TOLONO.....6	.....	.....	.....	.....	.....	.....	s 8 30		.....	.....
94		4.8										
97	141.9	D.....PESOTUM.....	.....	.....	.....	.....	.....	.....	f 8 50		.....	.....
		3.7										
....	145.6	.....HAYES.....	.....	.....	.....	.....	.....	.....	f 9 01		.....	.....
		4.2										
114	149.8	C.....TUSCOLA.....6	.....	.....	.....	.....	.....	.....	s 9 25		.....	.....
		4.3										
110	154.1	.....GALTON.....	.....	.....	.....	.....	.....	.....	f 9 35		.....	.....
109		3.8										
117	157.9	D.....ARCOLA.....8	.....	.....	.....	.....	.....	.....	s 9 55		.....	.....
		5.7										
....	163.6	D.....HUMBOLDT.....6	.....	.....	.....	.....	.....	.....	f 10 15		.....	.....
		3.9										
....	167.5	D.....DORANS.....	.....	.....	.....	.....	.....	.....	f 10 25		.....	.....
114		4.9										
111	172.4	C.....MATTOON.....6	3 10	5 00AM	4 55	.....	7 30AM	8 05	s 10 35		4 15	11 40
		6.9										
....	179.3	D.....AETNA.....	.....	.....	.....	.....	.....	.....	f 11 01		.....	.....
112		5.0										
108	184.3	C.....NEOGA.....7	.....	.....	.....	.....	.....	.....	s 11 15		.....	.....
124		6.9										
90	191.2	D.....SIGEL.....8	.....	.....	.....	.....	.....	.....	f 11 30		.....	.....
359		8.0										
240	199.2	C.....EFFINGHAM.....6	.....	.....	.....	.....	.....	.....	s 12 01PM		.....	.....
		6.5										
90	205.7	D.....WATSON.....10	.....	.....	.....	.....	.....	.....	f 12 20		.....	.....
		5.8										
....	211.5	.....MASON.....10	.....	.....	.....	.....	.....	.....	f 12 40		.....	.....
82		3.1										
108	214.6	C.....EDGEWOOD.....6	4 30	8 30AM	6 35	.....	9 30AM	11 05	f 12 55		5 55	12 30AM
		3.9										
....	218.5	.....LACLEDE.....		.....		.....	.....		f 1 05			.....
65		4.6										
90	223.1	D.....FARINA.....6		.....		.....	.....		f 1 15			.....
		5.8										
98	228.9	C.....KINMUNDY.....10		.....		.....	.....		f 1 30			.....
		4.7										
....	233.6	D.....ALMA.....8		.....		.....	.....		f 1 40			.....
		5.4										
109	239.0	.....TONTI.....		.....		.....	.....		f 1 50			.....
88		5.2										
98	244.2	C.....ODIN.....10		.....		.....	.....		s 2 15 1			.....
93		5.7										
....	249.9	.....BRANCH JCT.....		.....		.....	.....		2 25			.....
		0.8										
....	250.7	.....CENTRAL CITY.....		.....		.....	.....		2 30			.....
		1.5										
....	252.2	C.....CENTRALIA.....6		A 11 00AM		.....	A 12 30PM		A 2 35PM			A 1 23AM
	Miles from Edgewood											
		0.9										
108	0.9	.....MANGO.....	4 32	.....	6 40	.....	.....	11 10 72	.....		6 01	.....
		6.1										
108	7.0	.....CRUSE.....	4 44	.....	6 52	.....	.....	11 30	.....		6 20	.....
		8.2										
108	15.2	.....BETHEL.....	4 59	.....	7 09	.....	.....	11 55	.....		6 40	.....
		4.1										
109	19.3	D.....GREENDALE.....	5 08	.....	7 20	.....	.....	12 10PM	.....		6 55	.....
		5.8										
108	25.1	.....CORNISH.....	5 19	.....	7 32	.....	.....	12 25	.....		7 10	.....
		7.6										
106	32.7	.....STRATTON.....	5 33	.....	7 48	.....	.....	12 40	.....		7 25	.....
		7.3										
....	40.0	C.....BLUFORD.....	A 5 50AM	.....	A 8 05AM	.....	.....	A 1 05PM	.....		A 7 45PM	.....
....	.....	.....NEW ORLEANS.....	.....	.....	.....	.....	.....	A 2 00AM	.....		.....	.....

VIA BLUFORD

Siding-Standing Room Cars with Engine	Miles from Centralia	TIME TABLE NO. 27 Taking Effect January 2, 1938 STATIONS	FIRST CLASS 10 The Seminole	4 The Louisiane	6 The Panama Limited		8 The Floridan	2 The Creole	26 Chicago Express		
....	124.4	C.....CHAMPAIGN.....5	A 4 00AM	A 5 30AM	A 6 00AM *s*	.....	A 6 08AM *s*	A 5 55PM	A 11 55PM	.....	.....
	4.4										
....	120.0	D.....SAVOY.....	3 50	5 18	5 52	.....	6 00	5 42	11 45	.....	.....
	4.9										
130	115.1	C.....TOLONO.....6	3 45	5 13	5 46	.....	5 56	*s* 5 36	*s* 11 38	.....	.....
94	4.8										
97	110.3	D.....PESOTUM.....	3 40	5 08	5 41	.....	5 50	5 29	*f* 11 28	.....	.....
	3.7										
....	106.6	.....HAYES.....	3 35	5 03	5 37	.....	5 46	5 24	11 20	.....	.....
	4.2										
114	102.4	C.....TUSCOLA.....{10 6	*u* 3 30	4 58	5 33	.....	5 42	*s* 5 18	*s* 11 15	.....	.....
	4.3										
110	98.1	.....GALTON.....	3 25	4 53	5 29	.....	5 38	5 10	11 03	.....	.....
109	3.8										
117	94.3	D.....ARCOLA.....8	3 20	*u* 4 49	5 26	.....	5 35	*s* 5 05	*s* 10 57	.....	.....
	5.7										
....	88.6	D.....HUMBOLDT....{10 6	3 14	4 43	5 21	.....	5 30	4 58	*f* 10 47	.....	.....
	3.9										
....	84.7	D.....DORANS.....	3 10	4 39	5 18	.....	5 27	4 53	10 42	.....	.....
114	4.9										
111	79.8	C.....MATTOON.....{10 6	*s* 3 05	*s* 4 33	*b* 5 14	.....	*t* 5 23	*s* 4 46	*s* 10 35	.....	.....
	6.9										
....	72.9	D.....AETNA.....	2 52	4 18	5 06	.....	5 15	4 32	10 10	.....	.....
112	5.0										
108	67.9	C.....NEOGA.....{10 7	2 45	4 13	5 01	.....	5 10	*s* 4 25	*s* 10 01	.....	.....
124	6.9										
90	61.0	D.....SIGEL.....8	2 36	4 07	4 55	.....	5 04	4 15	*s* 9 50	.....	.....
359	8.0										
240	53.0	C.....EFFINGHAM....{10 6	*s* 2 26	*s* 3 58	*b* 4 45	.....	*t* 4 55	*s* 4 05	*s* 9 40	.....	.....
	6.5										
90	46.5	D.....WATSON.....10	2 12	3 43	4 32	.....	4 45	3 52	*s* 9 18	.....	.....
	5.8										
....	40.7	.....MASON.....10	2 06	3 37	4 26	.....	4 39	3 46	*s* 9 10	.....	.....
82	3.1										
108	37.6	C.....EDGEWOOD.....6	2 03	3 34	4 23	.....	4 36	3 43	*s* 9 04	.....	.....
	3.9										
....	33.7	.....LACLEDE.....	1 59	3 30	4 20	.....	4 33	3 39	*f* 8 59	.....	.....
65	4.6										
90	29.1	D.....FARINA.....{10 6	1 54	3 26	4 15	.....	4 28	*u* 3 34	*s* 8 52	.....	.....
	5.8										
98	23.3	C.....KINMUNDY.....10	1 48	3 21	4 10	.....	4 23	*z* 3 27	*s* 8 43	.....	.....
	4.7										
....	18.6	D.....ALMA.....{10 8	1 43	3 16	4 05	.....	4 18	3 22	*s* 8 32	.....	.....
109	5.4										
88	13.2	.....TONTI.....	1 37	3 11	4 00	.....	4 13	3 16	*f* 8 24	.....	.....
98	5.2										
93	8.0	C.....ODIN.....{20 10	1 31	3 06	3 55	.....	4 09	*s* 3 09	*s* 8 17	.....	.....
	5.7										
....	2.3	.....BRANCH JCT.....	1 25	3 00	3 49	.....	4 03	3 00	8 05	.....	.....
	0.8										
....	1.5	.....CENTRAL CITY.....	1 23	2 58	3 47	.....	4 02	2 58	8 03	.....	.....
	1.5										
....	.....	C.....CENTRALIA...{10 6	L 1 20AM	L 2 55AM	L 3 45AM	.....	L 4 00AM	L 2 55PM	L 8 00PM	.....	.....
			Daily	Daily	Daily		Daily	Daily	Daily		
....	.....	.....NEW ORLEANS.....	.....	L 8 30AM	L 1 00PM	.....	.....	L 8 30PM	L 5 10PM	.....	.....

b—Discharge revenue passengers from Memphis and points south thereof.

t—Discharge revenue passengers from Birmingham and beyond.

u—Receive Chicago revenue passengers.

z—Discharge revenue passengers from Centralia and points beyond. Receive revenue passengers for Champaign and regular stops beyond.

Second class and inferior trains must avoid delay to Springfield Division and Mattoon District first class trains using Champaign District main track or sidings at Mattoon as follows:

No. 234—L 7 30 a.m. except Sunday.
No. 233—A 9 35 p.m. except Sunday.
No. 235—L 7 40 a.m. except Sunday.
No. 236—A 9 15 p.m. except Sunday.

Second class and inferior trains must avoid delay to Effingham District first class trains using Champaign District main track or sidings at Effingham as follows:

No. 334—L 5 45 a.m. except Sunday.
No. 333—A 7 50 p.m. except Sunday.

Siding, Standing Room, Cars with Engine.	Miles from Centralia	TIME TABLE NO. 27 Taking Effect January 2, 1938 STATIONS	SECOND CLASS 42 Mixed	66 Chicago Stock	72 Panama Dispatch P D 2		76 Cuban Dispatch C D 2				
....	124.4	C.....CHAMPAIGN.....5	A 1 30PM	A 4 00PM	A 4 20PM	.....	A 7 35PM	.....	.....	.....	.....
		4.4									
....	120.0	D.....SAVOY.....	f 1 20	3 45	.....	.....	.....	.....	.....	.....	.....
		4.9									
130 94	115.1	C.....TOLONO.....6	s 1 05	3 30	.....	.....	.....	.....	.....	.....	.....
		4.8									
97	110.3	D.....PESOTUM.....	f 12 45	3 15	.....	.....	.....	.....	.....	.....	.....
		3.7									
....	106.6	.....HAYES.....	f 12 30	3 00	.....	.....	.....	.....	.....	.....	.....
		4.2									
114	102.4	C.....TUSCOLA.....6	f 12 15PM	2 40	.....	.....	.....	.....	.....	.....	.....
		4.3									
110	98.1	.....GALTON.....	f 11 55	2 20	.....	.....	.....	.....	.....	.....	.....
		3.8									
109 117	94.3	D.....ARCOLA.....8	f 11 40	2 00	.....	.....	.....	.....	.....	.....	.....
		5.7									
....	88.6	D.....HUMBOLDT.....6	f 11 25	1 35	.....	.....	.....	.....	.....	.....	.....
		3.9									
....	84.7	D.....DORANS.....	f 11 15	1 20	.....	.....	.....	.....	.....	.....	.....
		4.9									
114 111	79.8	C.....MATTOON.....6	s 11 05	12 40PM	.....	.....	.....	.....	.....	.....	.....
		6.9									
....	72.9	D.....AETNA.....	f 10 45	11 50	.....	.....	.....	.....	.....	.....	.....
		5.0									
112 108	67.9	C.....NEOGA.....7	s 10 35	11 32	.....	.....	.....	.....	.....	.....	.....
		6.9									
124 90	61.0	D.....SIGEL.....8	f 10 20	10 50	.....	.....	.....	.....	.....	.....	.....
		8.0									
359 240	53.0	C.....EFFINGHAM.....6	s {10 05 \ 8 40	10 15	.....	.....	.....	.....	.....	.....	.....
		6.5									
90	46.5	D.....WATSON.....10	f 8 20	9 44	.....	.....	.....	.....	.....	.....	.....
		5.8									
....	40.7	.....MASON.....10	f 8 05	9 20	.....	.....	.....	.....	.....	.....	.....
82		3.1									
108	37.6	C.....EDGEWOOD.....6	f 7 55	9 06	11 15	.....	3 50	.....	.....	.....	.....
		3.9									
....	33.7	.....LACLEDE.....	f 7 35	8 47		.....		.....	.....	.....	.....
		4.6									
65 90	29.1	D.....FARINA.....6	f 7 25	8 35		.....		.....	.....	.....	.....
		5.8									
98	23.3	C.....KINMUNDY.....10	f 7 10	8 10	VIA BLUFORD	.....	VIA BLUFORD	.....	.....	.....	.....
		4.7									
....	18.6	D.....ALMA.....8	f 6 55	7 50		.....		.....	.....	.....	.....
		5.4									
109 88	13.2	.....TONTI.....	f 6 40	7 30		.....		.....	.....	.....	.....
		5.2									
98 93	8.0	C.....ODIN.....10	s 6 30	7 10		.....		.....	.....	.....	.....
		5.7									
....	2.3	.....BRANCH JCT.....	6 15	6 50		.....		.....	.....	.....	.....
		0.8									
....	1.5	.....CENTRAL CITY.....	6 10	6 45		.....		.....	.....	.....	.....
		1.5									
....	.....	C.....CENTRALIA.....6	L 6 00AM	L 6 30AM		.....		.....	.....	.....	.....
	Miles from Bluford										
		0.9									
108	39.1	.....MANGO.....	.....	.....	11 10 71	.....	3 45	.....	.....	.....	.....
		6.1									
108	33.0	.....CRUSE.....	.....	.....	10 55	.....	3 35	.....	.....	.....	.....
		8.2									
108	24.8	.....BETHEL.....	.....	.....	10 30	.....	3 21	.....	.....	.....	.....
		4.1									
109	20.7	D.....GREENDALE.....	.....	.....	10 10	.....	3 13	.....	.....	.....	.....
		5.8									
108	14.9	.....CORNISH.....	.....	.....	9 50	.....	3 03	.....	.....	.....	.....
		7.6									
106	7.3	.....STRATTON.....	.....	.....	9 30	.....	2 50	.....	.....	.....	.....
		7.3									
....	.....	C.....BLUFORD.....	.....	.....	L 9 05AM	.....	L 2 30PM	.....	.....	.....	.....
			Except Sunday	Daily	Daily		Daily				
....	.....	.....NEW ORLEANS.....	.....	.....	11 59PM	.....	L 10 00AM	.....	.....	.....	.....

8. Standard Clocks:

Kankakee Enginehouse	Effingham Tower
Kankakee Yard Office	Centralia Telegraph Office
Kankakee KX Tower	Centralia Yard Office
Gilman CK Tower	Centralia Enginehouse
Champaign Telegraph Office	Clinton Yard Office
Champaign Yard Office	Clinton Dispatcher's Office
Champaign Enginehouse	Clinton Enginehouse
Mattoon Yard Office	Bluford Yard Office
Mattoon Engine House	

14. Following code of whistle signals will be used in calling for interlocking signals:

Manteno,	
Brick yard lead	o o —
House track	— — o
West siding	— o
Stock track	o —
Track No. 1	—
Track No. 3	— o —
Kankakee Junction,	
For east yard	— o
For west yard	— — —
East yard to No. 3 track	o o o
East yard to Big Four wye	o o o o
From either direction to No. 1 track	o —
From either direction to No. 3 track	o o o —
Otto,	
West siding	— o
Bloomington Dist.	— o —
Track No. 3	— — —
Gilman "CK" Tower,	
From North for Southward Main	— —
From North for Gilman Line Main	o o o o
From Gilman Line to Northward Main	— —
To lead from Gilman Line Main	— — —
From lead to Gilman Line Main	— o
From Northward Main to Gilman Line Main	— o —
From Gilman Line Main to South Wye	— — o
From South Wye to Gilman Line Main	o —
Champaign,	
Track No. 1	—
Track No. 2	— —
Track No. 3	— — —
Track No. 4	— — — —
Inbound engine lead	— o —
Outbound engine lead to engine track	— o —
To Springfield Division	o o o o o
From Springfield Div'n to Coach Yard	o o o o o
From Springfield Div'n to No. 1 Track	o o o
Effingham,	
Northward Main from East Siding	— o
Northward Main to Southward Main	— o —
Southward Main to Northward Main	— o —
For east siding	— o
For west siding	— — — —
For Pennsylvania Wye	o o o o o
Edgewood,	
Edgewood Line to Northward Main	— —
Southward Main to Edgewood Line	— — o
Edgewood Line to West Siding	— o
West Siding to Edgewood Line	— o

Following whistle signal will be used to indicate trains will stop for water:

Otto: Will stop at Kankakee Hospital — —

19. Between Chicago and Kankakee, Big Four passenger trains will display yellow and red markers.

21. (a). Between Richton and Centralia the display of white flags and white lights will be omitted on all extra trains except passenger extras and Edgewood Line trains between Edgewood and Effingham.

S-72. Northward trains are superior to trains of the same class in the opposite direction.

83. (a). Trains starting may leave stations Richton to Otto inclusive and northward trains Gilman without clearance card Form 44.

Northward trains from Edgewood line may leave Edgewood without clearance card Form 44.

83. (b). Train Registers:

Kankakee Junction	Edgewood
Otto	Centralia Telegraph Office
Gilman "CK" Tower	Centralia Yard Office
Champaign Telegraph Office	Bluford
Champaign Yard Office	Clinton

Kankakee Junction is a register station for Bloomington District trains and Chicago District local freight trains only. Otto is a register station for Bloomington District trains only. Edgewood is a register station for Edgewood Line trains only. CK tower, Gilman, is a register station for trains between Gilman and Clinton and trains originating and terminating at Gilman.

Following trains may register by Form 905 at:

Gilman "CK" Tower—Trains between Gilman and Clinton, except trains originating and terminating at Gilman.

Otto—All Bloomington District trains.

Champaign—All first-class trains.

Edgewood—All Edgewood Line trains.

At Gilman the train dispatcher may inform trains going to Gilman Line, except those originating at Gilman, whether all trains due which are superior, or of the same Class have arrived or left.

At Otto the train dispatcher may inform trains going to Bloomington District, whether all trains due which are superior, or of the same class have arrived or left.

At Edgewood the train dispatcher may inform Southward Edgewood Line trains whether all trains due which are superior, or of the same Class have arrived or left.

83 (d). Northward trains from Edgewood line will move as extra trains from Edgewood unless otherwise directed.

Clear train order signal at Edgewood for northward trains from Edgewood line, indicates that all trains due, which are superior, have left. Operator must not display this indication unless authorized by the Train Dispatcher.

86. Between Otto and Centralia second class and inferior trains may run ahead of overdue first class trains but will keep advised of and avoid delay thereto.

Southward second class and inferior trains may run ahead of overdue Clinton District first class trains between Branch Junction and Centralia.

Unless otherwise instructed, second class and inferior trains must clear the time of trains 50 and 51, not less than ten minutes.

93. Yards:

Kankakee	Effingham
Gilman	Gibson City
Rantoul	Centralia
Champaign	Clinton
Mattoon	Bluford

Mattoon and Peoria District first class trains must move within yard limits at Mattoon prepared to stop unless the main track is seen or known to be clear.

On Big Four tracks between Court Street and Illinois Central Junction, Kankakee, trains and engines will run at restricted speed prepared to stop if track is obstructed and must keep clear of first class trains.

Before permitting trains or engines to move in either direction between Illinois Central Junction and Big Four passenger station at Kankakee, operator on duty will obtain authority from operator at objective point. Illinois Central trains or engines after clearing main track in Big Four yard must not again enter main track without permission of operator on duty at Big Four passenger station.

D-97. Between Richton and Centralia extra trains may run without train orders.

101. SPEED RESTRICTIONS: Except where lower speed is required. Special Speed Restrictions for Streamline train, "The Green Diamond" are posted in cab of that train.

		Miles Per Hour
All Trains	Otto to Richton Track No. 3	50
	Monee to Richton Track No. 4	50
	Between passenger station and Court St. viaduct, Kankakee on track No. 3	30
	Gilman Wye	15
	Northeast Wabash connection Tolono	10
	From extreme north public crossing to interlocking plant Gibson City	40
	Trailing through spring switches main track movement	25
Passenger trains with passenger engines, 2500 class and engine No. 1	Between Richton and Centralia	85
	Between Gilman and Clinton	85
	Between DeWitt and Birkbeck on curves between MP 141 and MP 143	60
	On curve MP 147 east of East Junction to Clinton	75
	Through subway at Mattoon	30
Passenger trains with freight engines	Between Richton and Centralia	50
	Between Gilman and Clinton	50
	Through subway at Mattoon	30
Passenger engines running light or with caboose	Between Richton and Centralia	70
	Between Gilman and Clinton	70
	Through subway at Mattoon	30
Dispatch trains with passenger engines, 2500 class, engine No. 1 and Mikado type equipped with stokers	Between Richton and Centralia	60
	Between Gilman and Clinton	60
All other freight trains and freight engines running light or with caboose	Between Richton and Centralia	50
	Between Gilman and Clinton	50
	Between Edgewood and Bluford	40
	Through subway at Mattoon	15
Mikado type engines (except those equipped with stokers) between Gilman and Clinton		45
Lima and Central type engines		40
Engines not equipped with engine trucks		15
Eight wheel locomotive cranes or trains handling them		40
Engines backing up light or with cars		15
Derricks	Between Richton and Centralia	30
	Between Gilman and Clinton	30
	Between Edgewood and Bluford	20

		Miles Per Hour
All trains	Crossover, junction and siding switches:	
	When equipped with No. 18 frogs	30
	When equipped with No. 15 frogs	25
	When equipped with No. 14 frogs	20
	When equipped with No. 12 frogs	20
	When equipped with No. 10 frogs	15
	When equipped with less than No. 10 frogs	10

All turnouts and crossovers on Illinois Division are equipped with No. 10 frogs, with the following exceptions:

Monee:
5 No. 18 crossovers and 1 No. 18 turnout from Track No. 1, within interlocking limits.

Peotone:
2 No. 18 crossovers.

Manteno:
4 No. 18 crossovers within interlocking limits.

Kankakee Junction:
2 No. 18 crossovers within interlocking limits.

Otto:
2 No. 18 crossovers and 1 No. 18 turnout leading to Bloomington District within interlocking limits.

Chebanse:
2 No. 18 crossovers.

Clifton:
2 No. 18 crossovers.

Ashkum:
1 No. 18 crossover.

North Gilman:
2 No. 18 crossovers between Main tracks.

Gilman:
2 No. 12 crossovers and 1 No. 12 turnout at divergence of Gilman Line from Chicago District main tracks.

Leverett Junction:
1 No. 15 crossover and 1 No. 15 turnout in inbound lead and 1 No. 15 turnout in outbound lead.

Gibson City:
1 No. 5 turnout to Wabash connection.

Champaign:
4 No. 15 crossovers and turnouts between Springfield Ave. and Logan St.

Edgewood:
2 No. 18 crossovers within interlocking limits.

Odin:
1 No. 8 turnout Northward Main to Odin Mine.

Engines named are restricted over bridges as follows:

	Miles Per Hour
Bridge 67-1:	
Engines 1135-1136-1137-1138 1168-1181-1193-1197	45
Engines 2400 to 2459	45
Engines 2901 to 3025	25
Engines 2500 class	20
Engines 7000 to 7050	20
Engine No. 1 (Hudson type)	20

Engines named are prohibited over tracks as follows:

Gibson City:
Wabash connection. Lima, Central, Hudson, Mountain and Mikado type.

Farmer City:
Farmer's Elevator track. All engines.

Champaign:
Havana Dist. wye. Mountain type, 2500 class and Engine No. 1.

Tolono:
House track and Northeast Elevator track. Mountain type, 2500 class and Engine No. 1.

Tuscola:
B. & O. and C. & E. I. wyes. Mountain type, 2500 class and Engine No. 1.

Arcola:
Penna wye. Mountain type, 2500 class and Engine No. 1.

Neoga:
Nickle Plate wye. Mountain type, 2500 class and Engine No. 1.

Edgewood:
B. & O. wye. Mountain Pacific type, 2500 class and Engine No. 1.

Odin:
Mine track. Mountain type, 2500 class and Engine No. 1.

Yellow slow boards are located 500 feet in advance of a condition requiring reduced speed. Indication—Reduce speed to ten miles per hour, or speed specified by numerals on board. Where two speeds are indicated, the upper is for passenger and the lower for freight trains.

104. Normal Position of Switches:

Rantoul----------For Chicago District
Effingham----------For Champaign District
Mattoon ----------For Champaign District

Spring switches are in service:

Location	*Normal Position*
Leverett Junction	Lined for Northward main track.
Bluford—main track to inbound lead	Lined for inbound lead.

Position of switch is indicated by fixed signal. When a train is stopped by fixed signal indicating the position of switch, the switch must be examined to know that it is properly lined before using. Reverse movement must not be made until switch has been lined by hand.

D-151. Two Tracks:
Between Otto and Centralia:

Three or More Tracks:

Between Richton and Monee:

No.	*Location*	*Use*
1.	West	Southward passenger trains.
2.	Second	Northward passenger trains.
3.	Third	Southward freight trains.
4.	East	Northward freight trains.

Between Monee and Otto:

No.	*Location*	*Use*
1.	West	Southward trains.
2.	Middle	Northward and Southward trains.
3.	East	Northward trains.

D-251. Between Richton and Otto, block signal indication will supersede time table superiority.

282. On two or more tracks and on single track between Gilman and East Junction trains may pass Stop and Proceed signals without stopping, proceeding at restricted speed not exceeding fifteen miles per hour.
Exception—Does not apply to "Stop and Proceed" signal 1242 indicating position of spring switch. See instruction 104.

289. (a). Engine Cab Signal: When the electrical engine equipment or the signalling current in the rails has failed, the pneumatic equipment may be cut out, electrical engine equipment remaining cut in, and train proceed at restricted speed. Report must be made to the train dispatcher from the next available point of communication and train proceed in accordance with instructions.

729. Bulletin Boards:

Chicago Conductors Room, Central Station
Chicago Engine House, 27th St.
Chicago Congress St. Train Master's Office
Markham Yard Office
Markham Engine House
Kankakee Engine House
Kankakee Yard Office
Gilman Engine House
Gilman "CK" Tower
Champaign Caller's Office
Champaign Yard Office
Champaign Engine House
Bluford Yard Office
Mattoon Yard Office
Mattoon Engine House
Centralia Passenger Station
Centralia Yard Office
Centralia Engine House
Clinton Dispatchers Office
Clinton Engine House

1201. Four wheel scale test cars must be handled on rear of freight trains ahead of caboose.