Illinois Terminal R. R. Company

Illinois Traction Division

TIME TABLE No. 25

EFFECTIVE

SUNDAY, SEPTEMBER 30, 1951

At 12:01 A. M.
(Central Standard Time)

Superseding All Previous Time Tables

This Time Table is for the Government and Information of Employes only, and the Company reserves the right to vary from it as circumstances may require. Note general change in time. Study table carefully.

NOTE CAREFULLY SPECIAL INSTRUCTIONS ON PAGES 2, 3, 14, 15, 16, 17, 18, AND 19.

F. L. DENNIS, Vice-President - - - - - - St. Louis, Mo.
O. C. GENUNG, Superintendent - - - - - Springfield, Ill.
H. H. SMITH, Asst. to Vice-President - - - St. Louis, Mo.
D. B. HILL, Train Master - - - - - - - - Springfield, Ill.
C. F. WARREN, Chief Dispatcher - - - - Springfield, Ill.
C. F. SCHROEN, Asst. Train Master - - - - Decatur, Ill.
M. H. AUGUSTINE, Asst. Train Master - - - Decatur, Ill.
L. M. HALL, Terminal Train Master - - - - St. Louis, Mo.

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TONNAGE RATINGS

Tonnage Rating for Class "C" Locomotives

When Outside Temperature is:		0-25° F	25° F-85° F	85° & Above
Granite City	Edwardsville	1250	1300	1200
Edwardsville	East Belt	1550	1600	1500
Smultzlar and Moody		1350	1400	1300
East Belt	East Peoria	1450	1550	1400
	Union	1250	1300	1200
	Herberger	850	950	800
East Peoria	Caldwell	800	900	750
Caldwell	East Belt	1450	1500	1400
East Belt	Edwardsville	1550	1600	1500
Davis and Wall		1400	1450	1350
East Belt	Decatur Yards	1450	1500	1400
	Riverton	1300	1350	1250
Decatur Yards	Batestown	1300	1350	1250
Batestown	Decatur Yards	1300	1350	1250
	Grays	500	500	450
Decatur Yards	East Belt	1350	1400	1300

Tonnage Rating for Class "D" Locomotives

Edwardsville	East Belt	1750
East Belt	East Peoria	1750
	Herberger	1000
East Peoria	East Belt	1750
	Caldwell	1000
East Belt	Edwardsville	1750

Tonnage Rating for Locomotive 1586

Edwardsville —	East Peoria	1000
	Herberger	700
East Peoria or Decatur —	Edwardsville	1000
	Caldwell	600

Use following figures for tonnage basis for empty cars: Coal Cars 28 Tons, Box Cars 28 Tons, Tank Cars 26 Tons, Flat Cars 25 Tons.

Locomotives—Class C 88 Tons, Class B 68 Tons, Engines 51 52 and 53 106 Tons, Engine 1586 100 Tons, Class D 120 Tons. On wheel report show actual weight of empties.

The tonnages given are maximum for the conditions stated, except an allowance of 25 tons where it will permit the handling of an additional load.

Where it is necessary to double a grade, the train should be divided as nearly as possible in the center by weight, half the tonnage being handled in each movement.

When it is necessary to operate a locomotive with two of the motors cut out, a thirty percent (30%) reduction of the rated tonnage should be made.

When temperature is below zero, tonnage will be governed by instructions from Dispatcher.

AMMETERS

The ammeter reads current in one motor, in series parallel multiply ammeter reading by four, and in parallel by eight for total amperes. On Class "D" locomotives and 1586, in series multiply ammeter reading by two, in series parallel by four and in parallel by eight.

Following Tabulation Gives Capacities of Sub-Stations:

Sub-Station	Breaker Setting Amperes	Sub-Station	Breaker Setting Amperes
Chemical	2000	Robinson	*2000
Bells	*3000	Morton	*2000
Cornstalk	*3000	Caldwell	*3800
Worden	*3000	East Peoria	*3500
Spring St.	3200	Riverton	*2000
Smutzlar	*2500	Rents	*2000
Gillespie	*2000	Buffalo	*2000
Loveless	*2000	Haynes	*2000
Hill	*2000	Illiopolis	2000
Moody	*2000	Harristown	*2000
Anderson	*2000	Fairview	*2000
Nilwood	*2000	No. Decatur	2000
Virden	*2500	Oakley	*2000
C&IM	*3000	Bement	2000
Chatham	*2000	Monticello	2000
Iles	*3000	White Heath	2000
B. & O.	*2500	Bondville	2000
Ridgley	*2000	Champaign PH	1500
Merriam	*2000	Urbana	*2000
Elkhart	*2000	St. Joseph	2000
Fogarty	*2000	Fithian	2000
Lincoln	*2000	Danville	2500
Wilmert	*2000	Emery	1500
Union	*3000	Clinton	1250
Richmond	*2000	Heyworth	2000
Mindale	*2000	Bloomington	2000
Summit	*2000	Danvers	1250
Mackinaw	3000		

*Indicating automatic reclosing D. C. Breaker.

Overload Current Relays

Motorman must not under any circumstances hold the reset button in on this circuit. In case total amperes exceed these values in the parallel position of controller, motorman will set back to series parallel. Three hundred amperes per motor (except Class "D" locomotives) is the maximum to be used under any condition for over three minutes.

MISSOURI PACIFIC HOSPITAL ASSOCIATION

H. J. Mohler, President
J. A. Lembeck, M.D., Medical Assistant
St. Louis, Missouri

LOCAL PHYSICIANS AND SURGEONS

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Dr. D. J. Zerbolio

Bloomington
Dr. Fred W. Brian
Dr. D. M. Jenkins
Dr. M. F. Hersey
Dr. H. R. Watkins, E.N.T. Spec.
Dr. O. L. Abbott, O.A.

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Dr. R. H. Bell
Dr. E. R. Chamness

Cerro Gordo
Dr. A. O. Trimmer

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Danville
Dr. M. L. Hole
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Dr. H. E. Baldwin, O-A.
Dr. Harry Smith, O-A.

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Dr. Nelson B. Jack
Dr. M. E. Rose
Dr. F. J. Brown
Dr. H. J. Bavor
Dr. R. Zink Sanders, O-A.

East Peoria
Dr. F. L. Stiers

Edwardsville
Dr. E. Wahl

Gillespie
Dr. H. A. Engh
Dr. P. B. O'Connell

Girard
Dr. H. A. Finney

Granite City
Dr. R. W. Binney
Dr. W. W. Bowers, associate of Dr. R. W. Binney
Dr. M. Hamm
Dr. H. P. Reuss

Heyworth
Dr. T. S. Cumming

Illiopolis
Dr. V. B. Stanford
Dr. R. D. Bower
Dr. H. B. Willcockson

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Dr. H. D. Fast

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Maroa
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Dr. A. D. Furry

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Dr. Cody A. Cox

Muncie
Dr. O. W. Michael

Peoria
Dr. R. M. Sutton
Dr. C. P. Strause
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Dr. H. E. Cooper (Consultant)
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St. Joseph
Dr. P. C. Casto

St. Louis
Staff of Mo. Pac. Hosp. Assn., 1755 S. Grand

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Dr. A. C. Goff
Dr. A. H. Hunter

Venice
Dr. J. R. Chalfin

Virden
Dr. F. E. Anspaugh

White Heath
Dr. W. N. Sievers

Williamsville
Dr. J. M. Shearl

Arrangements with the Following Hospitals

BLOOMINGTON
Brokaw
St. Joseph's
The Mennonite

CARLINVILLE
Macoupin

CHAMPAIGN
Mercy
Burnham

CLINTON
The John Warner

DANVILLE
The Lake View
St. Elizabeth

DECATUR
St. Mary's
Decatur & Macon County

GRANITE CITY
St. Elizabeth

LINCOLN
Deaconess
St. Clara's

LITCHFIELD
St. Francis

PEORIA
Methodist
St. Francis

SPRINGFIELD
St. John's
Springfield Memorial

ST. LOUIS
Missouri Pacific Hosp., 1755 S. Grand Blvd., Tel. Grand 0500

URBANA
Burnham

STATION NUMBERS AND MILEAGE OF SIDINGS, SPURS AND CONNECTIONS NOT SHOWN ON THE TIME TABLE

	Station No.		Miles
Branch St.	202		
Broadway (Bremen Ave.)	202		
Venice Jct. Power House	203		
McKinley Junction	205	From Venice	1.7
Illinois Power Track	213	From Chemical	0.4
Wabash Conn. Staunton	238	From Sager	0.3
C.&N.W. Conn. Benld	244	From Benld	0.5
Alton Siding	260	From Sheeps	0.8
C.&I.M. Conn. Auburn	282	From Auburn	1.2
Woodside	293	From Hawks	1.1
Perma Starch	521	From Haynes	1.5
Wab. Conn. Harristown	530		
Spencer Kellogg tracks 1 & 2	542A	From Store Room	1.5
Spencer Kellogg tracks 3 & 4	542C	From Store Room	1.5
Spencer Kellogg Coal Tracks	542D	From Store Room	1.5
Spencer Kellogg tracks 5 & 6	542E	From Store Room	1.5
Spencer Kellog Butane track	542F	From Store Room	1.5
Spencer Kellogg tracks 7, 8 & 9	542G	From Store Room	1.5
Staley Plant	542B		
Swartz	542	From Store Room	1.8
Archer Daniels Midland	543	From Store Room	2.3

Decatur North Trains	400	From Decatur	2.1
North Jct.		From Price	0.3
I.C. Connection	443	From East Peoria	24.8
Green Siding	445	From East Peoria	8.3
Santa Fe Conn. (Morton)	363	From Cash	0.5
P & E Conn.	356	From Boren	2.0
Gravel Pit	327	From Lincoln	1.5
Lincoln Water Co.	327	From Monticello	0.3
Pecks Siding	567	From Staley	0.9
Johnsons Spur	585	From Staley	1.9
Bonner Siding	587	From Staley	2.9
Elm Siding	588	From Staley	3.5
Champaign Frt. House	588A	From Staley	3.8
Champaign Power House	588A	From Staley	4.0
Washington Street	589	From Urbana	0.1
Wabash Conn. (Urbana)	590	From Bailey	1.0
Urbana Power House	590B		

Ogden to State Road

Ogden	703		
State Road	706	Miles from Ogden	2.7

Mechanicsburg Jct. to Mechanicsburg

Mechanicsburg Jct.	714		
Mechanicsburg	717	From Mechanicsburg Jct.	2.1

SPRINGFIELD TO ST. LOUIS—Southern Division

Southward

SECOND CLASS					FIRST CLASS						Station Numbers	Miles from Springfield	Time Table No. 25 EFFECTIVE Sept. 30, 1951
203	201	207	205		97	95	91	89	99	71			
St. Louis Freight	St. Louis Freight	St. Louis Freight	St. Louis Freight		Limited	Local	Limited	Local	Local	Local			
Daily	Daily Ex.Sunday	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily			STATIONS
.....	.....	.....	.....	.....	6.50 PM	3.30 PM	10.50 AM	8.00 AM	5.30 AM	.....	301	0.0	L.SPRINGFIELD ..
92 4.22 PM	202 91 11.00 AM	205 12.30 AM	207 12.05 AM	.....	6.56	3.35	10.56 202 201	8.05	5.35 200	.....	301	1.0	..EAST BELT (Y)..
4.28	11.06	12.36	12.11	.....	7.00	3.40	11.00	8.10	5.40	.....	301	2.8	..B. & O. CONN....
4.34	11.12	12.41	12.16	.....	7.03	3.44	11.04	8.14	5.44	.....	301	4.8	..ALLIS .....
4.41	11.19	12.47	12.21	.....	7.08	3.49	11.08	8.18	5.49	.....	301	6.4	..JESS .....
4.47	11.36 90	12.51	12.25	.....	7.11	3.52	11.11	8.21	5.52	.....	294	8.4	..HAWKS .....
4.57	11.50	1.02	12.35	.....	f 7.18	4.01 92	f11.18	8.28	6.01	.....	288	13.7	..CHATHAM SDG. .
5.07	12.06 204	1.19 206	12.45	.....	7.24 94	4.07	11.24 90	8.34	6.07	.....	284	18.4	..LEPTON .....
5.09	12.12	1.24	12.47	.....	S 7.26	S 4.09	S11.26	S 8.36	S 6.09	.....	283	19.1	..AUBURN .....
5.15	12.17	1.28	12.53	.....	7.29	4.13	11.29	8.39	6.13	.....	281	21.1	..SOLOMON .....
5.21	12.24	1.34	1.07 206	.....	7.33	4.17	11.33	8.43	6.17	.....	278	24.1	..COUNTY LINE ..
5.27	12.30	1.40	1.17	.....	S 7.36	S 4.21	S11.36	S 8.46	S 6.21	.....	276	26.1	..VIRDEN .....
5.32	12.35	1.43	1.21	.....	7.38	4.23	11.38 204	8.48	6.23	.....	275	26.6	..MONROE .....
5.37	12.40	1.55 98	1.26	.....	7.41 96	4.26	11.41	8.51	6.26	.....	273	29.1	..BOWMAN .....
5.40	12.45	2.00	1.30	.....	S 7.43	S 4.28	S11.42	S 8.52	S 6.28	.....	272	29.9	..GIRARD .....
5.45	12.55	2.06	1.50 98	.....	7.46	4.31	11.45	8.55 202	6.31	.....	271	31.6	..RUTH .....
5.51	1.02	2.12	2.00	.....	f 7.49	4.34	f11.49	8.59	6.34	.....	268	33.7	..NILWOOD .....
5.53	1.04	2.14	2.02	.....	7.50	4.35	11.50	9.00	6.35	.....	268	34.1	..DOW .....
6.00	1.14	2.20	2.09	.....	7.53	4.38	11.53	9.03	6.38	.....	265	36.7	..COOPERS .....
6.48 94 / 7.23 96	1.22	2.57 200	2.19	.....	7.58	4.43	11.58	9.08	6.43	.....	261	41.2	..SHEEP'S .....
7.30	1.40	3.03	2.25	.....	S 8.01	S 4.47	S12.01	S 9.11	S 6.47	.....	259	42.8	..CARLINVILLE ....
7.34	1.50	3.07	2.29	.....	8.04	4.50	12.04	9.16	6.50	.....	258	43.7	..MOODY .....
7.44	2.00	3.17	2.40 200	.....	8.09	4.55	12.09	9.21	6.55	.....	255	47.3	..DAVIS .....
7.50	2.07	3.23	2.48	.....	.....	.....	.....	.....	.....	.....	253	49.0	..LOVELESS .....
7.54	2.12	3.27	2.52	.....	8.13	4.59	12.13	9.25 204	6.59	.....	251	50.7	..CLARK .....
7.59	2.20	3.32	2.57	.....	8.17	5.03	12.17	9.29	7.03	.....	248	54.2	..CAVENDER .....
8.05	2.30	3.39	3.04	.....	S 8.21	S 5.07	S12.21	S 9.36	S 7.07 70 71	70 92 5.55 AM	247	55.0	..GILLESPIE (Y)..
8.15	2.51 92a	3.48	3.13	.....	S 8.25	S 5.12	S12.25	S 9.44	S 7.12	S 6.02	245	57.4	..BENLD .....
8.28 97	3.05	3.52	3.17	.....	f 8.28 203	5.15	f12.28	9.48	7.15	6.05	243	58.6	..SAWYERVILLE .
8.42	3.15	4.02	3.27	.....	8.32	5.20	12.32	9.53	7.20 202	6.10	240	62.5	..WALL .....
8.47	3.20	4.07	3.32	.....	S 8.36	S 5.24	S12.36	S 9.58	S 7.24	S 6.14	239	63.3	..STAUNTON .....
8.49	3.23	4.08	3.33	.....	8.37	5.26	12.37	10.02	7.26	6.16	239	63.6	..SPRING ST. (Y).
8.51	3.25	4.10	3.35	.....	8.39	5.27	12.39	10.06 90	7.27	6.18	238	64.3	..SAGER .....
9.01	3.35	4.36 70	3.45	.....	8.44	5.33	12.44	10.13	7.33	6.24	234	68.1	..SUBWAY .....
9.06	3.41	4.41	3.50	.....	f 8.47	S 5.37	f12.47	S10.17	S 7.37	S 6.28	233	69.4	..WORDEN .....
9.11	3.47	4.46	3.55	.....	8.50	5.40	12.50	10.21	7.40 204	6.32 202	231	70.7	..HERN .....
9.15	3.52	4.50	3.59	.....	8.52	5.43	12.52	10.24	7.43	6.35	230	72.6	..HAMEL .....
9.20	3.57	4.55	4.04	.....	8.55	5.49 94	12.55	10.27	7.47	6.39	227	75.1	..MAPLE ROAD ...
9.25	4.02	4.59	4.18 70	.....	8.59	5.52	12.59	10.30	7.51	6.43	224	77.9	..GRANITE .....
9.45 PM 206	4.40 PM 94 96	5.20 AM 202	4.40 AM 202	.....	S 9.05 206	S 5.57	S 1.05	S10.36	S 7.57	S 6.54 204	220	81.7	..EDWARDSVILLE.
.....	.....	.....	.....	.....	9.15	6.06 96	1.15	10.46	8.06	7.06	213	88.9	..CHEMICAL .....
.....	.....	.....	.....	.....	9.19	6.10	1.19	10.50	8.10	7.10	210	91.8	..HORSE SHOE ...
.....	.....	.....	.....	.....	9.23	6.14	1.23	10.55	8.14	7.14	208	94.2	..HEWITT .....
				.....	S 9.25	S 6.17	S 1.25	S10.57	S 8.17	S 7.17	207	94.6	..GRANITE CITY .
				.....	9.27	6.20	1.27 92	10.59	8.20	7.20	207	95.0	..SULPHUR JCT. ..
				.....	9.45 PM	6.40 PM	1.45 PM	11.15 AM	8.40 AM 90	7.40 AM	200	101.9	A.ST. LOUIS .....
				.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Passenger trains will under no conditions exceed a speed of sixty (60) miles per hour and must operate at a safe speed around curves.

Time Table No. 25
EFFECTIVE
Sept. 30, 1951

Northward

STATIONS	Miles from St. Louis	Siding Car Capacity	FIRST CLASS 70 Local Daily	90 Limited Daily	92 Local Daily	94 Limited Daily	96 Local Daily	98 Local Daily		SECOND CLASS 200 Decatur Freight Daily	202 Peoria Freight Daily	204 Danville Freight Daily Ex. Sunday	206 Peoria Freight Daily
A. SPRINGFIELD ..	101.9	...	.....	11.55 AM	4.26 PM	7.55 PM	8.35 PM	2.45 AM	.....	.....	.....	.....	.....
..EAST BELT (Y)..	100.9	...	.....	11.50	*4.22*[208]	7.50	8.30	2.41	.....	*4.45* AM[99]	*10.15* AM[91 201]	1.00 PM	2.05 AM
..B. & O. CONN....	99.1	...	.....	11.46	4.18	7.46	8.25	2.36	.....	4.30	10.08	12.43	1.53
..ALLIS	97.1	42	.....	11.43	4.15	7.43	8.21	2.32	.....	4.25	10.03	12.37	1.48
..JESS	95.5	56	.....	11.39	4.11	7.39	8.17	2.28	.....	4.20	9.57	12.31	1.43
..HAWKS	93.5	46	.....	*11.36*[201]	4.08	7.36	8.13	2.24	.....	4.15	9.53	12.26	1.38
..CHATHAM SDG. .	88.2	51	.....	f11.30	*4.01*[95]	f 7.30	8.07	2.18	.....	4.04	9.43	12.16	1.27
..LEFTON	83.5	45	.....	*11.24*[91]	3.55	*7.24*[97]	8.01	2.12	.....	3.54	9.35	*12.06*[201]	*1.19*[207]
..AUBURN	82.8	12	.....	S11.22	S 3.53	S 7.22	S 7.59	S 2.11	.....	3.52	9.33	12.04	1.17
..SOLOMON	80.8	44	.....	11.19	3.50	7.19	7.56	2.08	.....	3.47	9.28	11.59	1.13
..COUNTY LINE ..	77.8	63	.....	11.15	3.46	7.15	7.52	2.04	.....	3.41	9.22	11.53	*1.07*[205]
..VIRDEN	75.8	...	.....	S11.11	S 3.42	S 7.11	S 7.48	S 2.00	.....	3.36	9.15	11.45	12.53
..MONROE	75.3	32	.....	11.08	3.39	7.08	7.45	1.58	.....	3.33	9.12	*11.38*[91]	12.49
..BOWMAN	72.8	23	.....	11.05	3.36	7.05	*7.41*[97]	*1.55*[207]	.....	3.29	9.07	11.20	12.44
..GIRARD	72.0	...	.....	S11.03	S 3.34	S 7.03	S 7.38	S 1.53	.....	3.27	9.04	11.15	12.41
..RUTH	70.3	58	.....	*11.00*[204]	3.31	7.00	7.35	*1.50*[205]	.....	3.22	*8.55*[89]	*11.00*[90]	12.36
..NILWOOD	68.2	...	.....	f10.57	3.28	f 6.57	7.32	1.46	.....	3.17	8.42	10.40	12.31
..DOW	67.8	23	.....	10.56	3.27	6.56	7.31	1.45	.....	3.16	8.41	10.38	12.30
..COOPERS	65.2	50	.....	10.53	3.24	6.53	7.28	1.42	.....	3.08	8.33	10.30	12.22
..SHEEP'S	60.7	46	.....	10.48	3.19	*6.48*[208]	*7.23*[208]	1.36	.....	*2.57*[207]	8.23	10.15	12.12
..CARLINVILLE	59.1	...	.....	S10.44	S 3.15	S 6.44	S 7.20	S 1.32	.....	2.53	8.18	9.55	12.07
..MOODY	58.2	20	.....	10.39	3.11	6.39	7.17	1.29	.....	2.50	8.14	9.50	12.04
..DAVIS	54.6	41	.....	10.34	3.06	6.34	7.12	1.24	.....	*2.40*[205]	8.04	9.40	11.54
..LOVELESS	52.9	13	.....	.....	.....	.....	.....	.....	.....	2.35	8.00	9.32	11.52
..CLARK	51.2	38	.....	10.31	3.03	6.31	7.09	1.19	.....	2.30	7.57	*9.25*[89]	11.49
..CAVENDER	47.7	35	.....	10.28	2.59	6.28	7.06	1.15	.....	2.25	7.52	9.00	11.44
..GILLESPIE (Y)..	46.9	...	*5.10*[71 99] AM	S10.24	S 2.56	S 6.24	S 7.03	S 1.11	.....	2.20	7.47	8.50	11.38
..BENLD	44.5	31	S 5.03	S10.20	S *2.51*[201]	S 6.20	S 6.58	S 1.06	.....	2.10	7.37	8.40	11.28
..SAWYERVILLE .	43.3	40	4.58	f10.16	2.47	6.16	6.55	1.03	.....	2.06	7.32	8.30	11.23
..WALL	39.4	53	4.53	10.12	2.43	6.12	6.50	12.58	.....	1.57	*7.20*[99]	8.20	11.13
..STAUNTON	38.6	...	S 4.48	S10.09	S 2.39	S 6.09	S 6.46	S12.54	.....	1.52	7.00	8.05	11.08
..SPRING ST., (Y).	38.3	...	4.43	10.07	2.36	6.07	6.44	12.52	.....	1.50	6.58	8.03	11.05
..SAGER	37.6	62	4.42	*10.06*[89]	2.34	6.06	6.43	12.51	.....	1.48	6.55	8.00	11.01
..SUBWAY	33.8	32	*4.36*[207]	10.00	2.28	6.00	6.37	12.46	.....	1.40	6.45	7.50	10.51
..WORDEN	32.5	...	S 4.32	S 9.57	S 2.24	f 5.57	6.34	12.43	.....	1.35	6.40	7.45	10.45
..HERN	31.2	38	4.28	9.54	2.20	5.54	6.30	12.39	.....	1.30	*6.32*[71]	*7.40*[99]	10.39
..HAMEL	29.3	20	4.25	9.52	2.17	5.52	6.28	12.37	.....	1.26	6.20	7.25	10.35
..MAPLE ROAD ...	26.8	45	4.22	9.49	2.14	*5.49*[95]	6.25	12.34	.....	1.20	6.15	7.20	10.30
..GRANBY	24.0	55	*4.18*[205]	9.46	2.11	5.46	6.22	12.31	.....	1.12	6.07	7.12	10.22
..EDWARDSVILLE .	20.2	...	S 4.11	S 9.40	S 2.04	S *5.40*[201]	S *6.16*[201]	S*12.25*[200]	.....	*1.00* AM[98]	*5.55* AM[205 207]	*7.00* AM[71]	*10.10* PM[97 203]
..CHEMICAL	13.0	26	4.01	9.30	1.54	5.30	*6.06*[95]	12.15	.....	.....	.....	.....	.....
..HORSE SHOE ...	10.1	23	3.57	9.26	1.50	5.26	6.01	12.11	.....	.....	.....	.....	.....
..HEWITT	7.7	...	3.53	9.22	1.45	5.22	5.57	12.07	.....	.....	.....	.....	.....
..GRANITE CITY .	7.3	...	S 3.50	S 9.20	S 1.42	S 5.20	S 5.55	S12.05	.....				
..SULPHUR JCT. ..	6.9	...	3.47	9.17	*1.40*[91]	5.17	5.52	12.02	.....				
L. ST. LOUIS	0.0	...	3.30 AM	*9.00*[99] AM	1.20 PM	5.00 PM	5.35 PM	11.45 PM	.....				

Operation between St. Louis and Sulphur Jct. will be governed by current Sulphur Jct. St. Louis Terminal Timetable and rules and special instructions contained therein.

EAST PEORIA TO SPRINGFIELD—Northern Division

Southward

SECOND CLASS		FIRST CLASS								Station Numbers	Miles from East Peoria	Time Table No. 25 EFFECTIVE Sept. 30, 1951 STATIONS
205	203	99	47	97	45	95	43	91	41			
St. Louis Freight	St. Louis Freight	Local	Local	Limited	Local	Local	Local	Limited	Local			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
92 7.00 PM	40 11.00 AM	11.55 PM	44 5.25 PM	44 5.00 PM	42 90 1.55 PM	42 1.30 PM	40 10.15 AM	98 9.00 AM	206 7.05 AM	372	0.0	L. EAST PEORIA
7.20	11.30	11.58	5.28	5.03	1.58	1.33	10.18	9.03	7.08	372	0.5	... P. & P. U.
7.27	11.37	12.02	5.32	5.06	2.03	1.39 90	10.22	9.06	7.13	369	2.4	... KERFOOT
8.00 46	11.57	12.06	5.36	5.09	2.09	1.44	10.26	9.09	7.17	367	4.7	... CALDWELL
8.08	12.04	12.10	5.40	5.12	2.13	1.50	10.30	9.12	7.21	364	7.2	... HENRY
8.14	12.10	S 12.14	S 5.44	S 5.16	S 2.17	S 1.54	S 10.35	S 9.16	S 7.26	363	8.6	... MORTON
8.18	12.15	12.16	5.47	5.19	2.19	1.56	10.38	9.19	7.29 98	362	9.3	... DODDS
8.30	12.34 42	12.22	5.53	5.25	2.25 202	2.02 202	10.44	9.25 40	7.35	357	14.2	... CLYDE
8.35	12.40	S 12.25	S 5.56 PM 92	S 5.27	S 2.28 PM	S 2.05	S 10.48 AM	S 9.27	S 7.38 AM	356	15.5	... MACKINAW JCT., (Y).
8.38	12.43	12.26	.....	5.28	.....	2.06	.....	9.28	.....	356	15.8	... CASH
9.15 94	{ 12.56 202 / 1.15 90	12.29	.....	5.31	.....	2.09	.....	9.31	.....	354	17.8	... SUMMIT
9.25	1.22	12.31	.....	5.33	.....	2.11	.....	9.33	.....	352	19.4	... WALNUT
9.30	1.26	12.34	.....	5.36	.....	2.14	.....	9.36	.....	350	21.9	... PRAVERT
9.35	1.31	12.36	.....	f 5.38	.....	2.16	.....	f 9.38	.....	348	23.4	... MINDALE
9.40	1.36	12.39	.....	5.41 92	.....	2.19	.....	9.41	.....	346	25.6	... SUTTER
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	343	28.0	... RICHMOND
9.48	1.43	12.43	.....	5.45	.....	2.23	.....	9.45	.....	342	29.2	... BURT
9.54	1.48	12.46	.....	5.48	.....	2.26	.....	9.48	.....	340	31.7	... LUCAS
9.57	1.50	12.48	.....	f 5.50	.....	2.28	.....	f 9.50	.....	339	33.0	... UNION
10.06	1.58	12.54	.....	5.56	.....	2.34	.....	9.56	.....	334	37.8	... EVANS
10.13	2.03	12.58	.....	6.00	.....	2.38	.....	10.00	.....	331	41.0	... KINGS
10.20	2.10	S 1.01	.....	S 6.04	.....	S 2.41	.....	S 10.04	.....	329	43.0	... LINCOLN
10.23	2.13	1.03	.....	6.06	.....	2.43	.....	10.06	.....	328	43.3	... WYATT (Y)
10.29	2.20	1.07	.....	6.10	.....	2.47	.....	10.10	.....	325	46.3	... BORRN
10.33	2.25	1.09	.....	6.12	.....	2.49	.....	10.12	.....	324	47.9	... POGARTY
10.37	2.30	1.12	.....	f 6.15	.....	2.52	.....	f 10.15	.....	322	49.8	... BROADWELL
10.42	2.36	1.16	.....	6.19	.....	2.56	.....	10.19	.....	318	52.9	... LYONS
10.44	2.38	S 1.18	.....	f 6.21	.....	S 2.58	.....	S 10.21	.....	318	53.9	... ELKHART
10.49	2.43	1.20	.....	6.23	.....	3.00	.....	10.23	.....	316	55.3	... HURLBUT
10.57	3.05 95	1.24	.....	6.27	.....	3.05 203	.....	10.27	.....	313	59.1	... WOOD
11.00	3.10	1.25	.....	f 6.28	.....	3.06	.....	f 10.28	.....	312	59.6	... WILLIAMSVILLE
11.10	3.20	1.31	.....	6.34	.....	3.12	.....	10.34	.....	307	64.6	... SHERMAN
11.18	3.28	1.36	.....	6.39	.....	3.17	.....	10.39	.....	301	68.8	... RIDGLEY
11.22	3.32 92	1.38 206	.....	6.41	.....	3.19	.....	10.41 202	.....	301	69.6	... STARNE
11.40 PM	3.50 PM	1.40	.....	6.43	.....	3.21	.....	10.43	.....	301	70.4	... EAST BELT (Y)
.....	.....	1.45 AM	.....	6.47 PM	.....	3.25 PM	.....	10.47 AM	.....	301	71.3	A.. SPRINGFIELD
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....	....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....	....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....	....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....	....	.....

Passenger trains will under no conditions exceed a speed of fifty-nine (59) miles per hour and must operate at a safe speed around curves.

Time Table No. 25
EFFECTIVE
Sept. 30, 1951

Northward

STATIONS	Miles from Springfield	Siding Car Capacity	FIRST CLASS 98 Local Daily	40 Local Daily	42 Local Daily	90 Limited Daily	44 Local Daily	92 Local Daily	46 Local Daily	94 Limited Daily	SECOND CLASS 206 Peoria Freight Daily	202 Peoria Freight Daily
A EAST PEORIA	71.3	...	91 *7.50* AM	43 203 *9.50* AM	95 45 *1.05* PM	45 *1.45* PM	97 47 *4.50* PM	205 *6.25* PM	8.10 PM	9.45 PM	41 *5.55* AM	3.30 PM
...P. & P. U.	70.8	...	7.46	9.47	1.01	1.42	4.47	6.22	8.08	9.42	5.42	3.10
...KERFOOT	68.9	14	7.43	9.44	12.57	*1.39*95	4.43	6.19	8.04	9.39	5.32	2.59
...CALDWELL	66.6	28	7.39	9.41	12.52	1.36	4.39	6.15	*8.00*205	9.36	5.27	2.53
...HENRY	64.1	40	7.36	9.38	12.47	1.33	4.35	6.12	7.56	9.33	5.22	2.48
...MORTON	62.7	...	S 7.32	S 9.34	S12.43	S 1.29	S 4.31	S 6.08	S 7.52	S 9.29	5.16	2.42
...DODDS	62.0	31	*7.29*41	9.31	12.40	1.26	4.29	6.05	7.49	9.26	5.12	2.37
...CLYDE	57.1	60	7.23	*9.25*91	*12.34*203	1.20	4.23	5.59	7.43	9.20	5.00	{ 2.25 45 / 2.02 95
...MACKINAW JCT., (Y)	55.8	...	S 7.21	S 9.20 AM	S12.30 PM	S 1.18	S 4.20 PM	S *5.56*47	S 7.40 PM	S 9.18	4.30	1.25
...CASH	55.5	...	7.20	.....	.....	1.17	.....	5.55	.....	9.17	4.26	1.22
...SUMMIT	53.5	60	7.17	.....	.....	*1.15* 203 202	.....	5.52	.....	*9.15*205	4.22	{ 1.15 90 / 12.56 203
...WALNUT	51.9	18	7.15	.....	.....	1.13	.....	5.50	.....	9.13	4.18	12.44
...PRAVERT	49.4	32	7.12	.....	.....	1.10	.....	5.47	.....	9.10	4.13	12.39
...MINDALE	47.9	14	7.10	.....	.....	f 1.08	.....	5.45	.....	f 9.08	4.10	12.36
...SUTTER	45.7	33	7.07	.....	.....	1.05	.....	*5.41*97	.....	9.05	4.05	12.31
...RICHMOND	43.3	11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
...BURT	42.1	47	7.03	.....	.....	1.01	.....	5.35	.....	9.01	3.57	12.23
...LUCAS	39.6	26	7.00	.....	.....	12.58	.....	5.32	.....	8.58	3.53	12.19
...UNION	38.3	20	6.58	.....	.....	f12.56	.....	5.30	.....	f 8.56	3.51	12.17
...EVANS	33.5	27	6.52	.....	.....	12.50	.....	5.23	.....	8.50	3.29	11.55
..KINGS	30.3	50	6.48	.....	.....	12.46	.....	5.19	.....	8.46	3.24	11.50
..LINCOLN	28.3	...	S 6.43	.....	.....	S12.42	.....	S 5.15	.....	S 8.42	3.18	11.42
...WYATT (Y)	28.0	...	6.41	.....	.....	12.39	.....	5.12	.....	8.39	3.15	11.38
...BOREN	25.0	27	6.37	.....	.....	12.35	.....	5.08	.....	8.35	3.10	11.32
...POGARTY	23.4	14	6.35	.....	.....	12.33	.....	5.06	.....	8.33	3.07	11.29
...BROADWELL	21.5	28	6.32	.....	.....	f12.30	.....	S 5.03	.....	f 8.30	3.04	11.25
...LYONS	18.4	50	6.28	.....	.....	12.26	.....	4.59	.....	8.26	2.59	11.20
..ELKHART	17.4	...	S 6.26	.....	.....	S12.24	.....	S 4.57	.....	S 8.24	2.57	11.17
...HURLBUT	16.0	14	6.24	.....	.....	12.22	.....	4.55	.....	8.22	2.54	11.14
...WOOD	12.2	44	6.20	.....	.....	12.18	.....	4.51	.....	8.18	2.47	11.06
...WILLIAMSVILLE	11.7	...	S 6.19	.....	.....	f12.17	.....	S 4.50	.....	f 8.17	2.46	11.04
...SHERMAN	6.7	30	6.13	.....	.....	12.11	.....	4.44	.....	8.11	2.36	10.54
...RIDGLEY	2.5	29	6.08	.....	.....	12.06	.....	4.39	.....	8.06	2.29	10.46
...STARNE	1.7	...	6.06	.....	.....	12.03	.....	*4.36*203	.....	8.03	*2.25*99	*10.41*91
...EAST BELT (Y)	0.9	...	6.05	.....	.....	12.02	.....	4.35	.....	8.02	2.20 AM	10.30 AM
L..SPRINGFIELD	0.0	...	6.00 AM	.....	.....	11.58 AM	.....	4.30 PM	.....	7.58 PM	.....	.....
.....	....	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	....	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	....	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	....	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Passenger trains will under no conditions exceed a speed of fifty-nine (59) miles per hour and must operate at a safe speed around curves.

MACKINAW JCT. TO NORTH JCT.

Southward

FIRST CLASS				Station Numbers	Miles from Mackinaw Junction	Time Table No. 25 EFFECTIVE Sept. 30, 1951 STATIONS
47	45	43	41			
Local	Local	Local	Local			
Daily	Daily	Daily	Daily			
S 5.56 PM	S 2.28 PM	S10.48 AM	S 7.38 AM	466	0.0	L..MACKINAW JCT. (Y).
S 5.59	S 2.31	S10.50	S 7.40	466	0.6	...MACKINAW .....
6.03	2.34	10.53	7.43	464	2.1	..PORTER .....
6.10	2.41	11.00	7.50	459	7.4	...WOODRUFF .....
S 6.15	S 2.46	S11.05	S 7.54	456	10.4	...DANVERS .....
6.18	2.48	11.07	7.57	456	10.8	...STUCKEY .....
6.23	2.53	11.12	8.02	452	13.9	...ELKINS .....
6.32	3.03	11.21	8.10	445	19.7	...STILWELL .....
S 6.44	S 3.13	S11.30	S 8.20	445	21.3	...BLOOMINGTON .....
6.53	3.22	11.38	8.28	445	22.8	...DEAN .....
*6.55*46	3.24	*11.40*42	*8.31*40	443	23.4	...PRICE .....
7.00	*3.30*44	11.44	8.36	440	26.0	...HENDRIX .....
S 7.10	S 3.42	S11.55	S 8.47	433	33.1	...HEYWORTH (Y) .....
7.11	3.44	11.56	8.49	433	33.4	...HARLS .....
7.15	3.48	12.00	8.53	430	36.6	...BUCK .....
7.16	3.49	12.01	8.54	429	37.3	...CARLE SPRINGS .....
S 7.20	S 3.53	S12.05	S 8.58	427	39.6	...WAPELLA .....
7.21	3.54	12.06	8.59	426	40.0	...DUCEY .....
7.25	3.59	12.10	9.04	423	43.3	...SNELLS .....
S 7.29	S 4.05	S12.14	S 9.09	422	44.4	...CLINTON (Y) .....
7.31	4.10	12.16	9.12	421	45.2	...JOHNSON .....
7.36	4.15	12.21	9.17	417	48.9	...CRAIG .....
7.40	4.20	12.26	9.21	414	52.1	...VANDALIA .....
S 7.41	S 4.23	S12.27	S 9.22	414	52.6	...MAROA .....
7.44	4.27	12.30	9.25	412	54.6	...CRAWFORD .....
7.47	4.30	12.33	9.28	410	56.6	...EMERY .....
7.49	4.32	12.35	9.30	409	57.6	...MARTIN .....
7.52	4.35	12.38	9.33	406	59.7	...FORSYTH .....
7.53	4.36	12.39	9.34	406	60.2	...COX .....
8.00 PM	4.43 PM	12.45 PM	9.40 AM	402	64.2	...NORTH JCT. (Y) .....
.....	.....	.....	.....	...	....	.....
.....	.....	.....	.....	...	....	.....
.....	.....	.....	.....	...	....	.....
.....	.....	.....	.....	...	....	.....
.....	.....	.....	.....	...	....	.....
.....	.....	.....	.....	...	....	.....

Note on Pages 10 and 11 time of Trains between North Jct. and Decatur.

Passenger trains will under no conditions exceed a speed of forty-five (45) miles per hour and must operate at a safe speed around curves.

Time Table No. 25

EFFECTIVE

Sept. 30, 1951

Northward

FIRST CLASS

STATIONS	Miles from Decatur	Siding Car Capacity	40 Local Daily	42 Local Daily	44 Local Daily	46 Local Daily
A..MACKINAW JCT. (Y).	66.3	...	S 9.20 AM	S12.30 PM	S 4.20 PM	S 7.40 PM
...MACKINAW	65.7	10	S 9.17	S12.28	S 4.18	S 7.38
...PORTER	64.2	8	9.14	12.26	4.15	7.36
...WOODRUFF	58.9	4	9.07	12.19	4.08	7.29
...DANVERS	55.9	3	S 9.03	S12.15	S 4.04	S 7.25
...STUCKEY	55.5	5	9.02	12.13	4.02	7.24
...ELKINS	52.4	16	8.58	12.08	3.58	7.20
...STILWELL	46.6	18	8.49	12.00	3.50	7.11
...BLOOMINGTON	45.0	...	S 8.41	S11.50	S 3.43	S 7.04
...DEAN	43.5	18	8.33	11.42	3.36	6.57
...PRICE	42.9	7	*8.31*41	*11.40*43	3.34	*6.55*47
...HENDRIX	40.3	23	8.26	11.36	*3.30*45	6.50
...HEYWORTH (Y)	33.2	...	S 8.16	S11.26	S 3.20	S 6.39
...EARLS	32.9	17	8.14	11.25	3.19	6.38
...BUCK	29.7	16	8.10	11.21	3.15	6.33
...CARLE SPRINGS	29.0	5	8.09	11.20	3.14	6.32
...WAPELLA	26.7	14	S 8.05	S11.16	S 3.10	S 6.27
...DUCEY	26.3	6	8.04	11.15	3.09	6.26
...SNELLS	23.0	11	8.00	11.11	3.04	6.21
...CLINTON (Y)	21.9	2	S 7.55	S11.07	S 3.00	S 6.15
...JOHNSON	21.1	17	7.49	11.04	2.56	6.12
...CRAIG	17.4	14	7.44	10.59	2.51	6.07
...VANDALIA	14.2	5	7.39	10.54	2.46	6.02
...MAROA	13.7	5	S 7.36	S10.53	S 2.44	S 6.00
...CRAWFORD	11.7	14	7.32	10.50	2.40	5.55
...EMERY	9.7	...	7.28	10.47	2.37	5.52
...MARTIN	8.7	13	7.26	10.45	2.35	5.49
...FORSYTH	6.6	...	7.23	10.42	2.32	5.45
...COX	6.1	26	7.21	10.41	2.31	5.44
...NORTH JCT. (Y)	2.1	...	7.15 AM	10.35 AM	2.25 PM	5.38 PM

Note on Pages 10 and 11 time of Trains between Decatur and North Jct.

Passenger trains will under no conditions exceed a speed of forty-five (45) miles per hour and must operate at a safe speed around curves.

DECATUR TO SPRINGFIELD—Central Division

Westward

SECOND CLASS			FIRST CLASS				Station Numbers	Miles from Decatur	Time Table No. 25 EFFECTIVE Sept. 30, 1951
209	207		65	63	61	89			
St. Louis Freight	St. Louis Freight		Local	Local	Local	Local			
Daily Ex. Sunday.	Daily		Daily	Daily	Daily	Daily			STATIONS
11.20 PM	96 *10.20* PM	.....	8.10 PM	2.25 PM	10.15 AM	7.00 AM	537	0.0	L..DECATUR (Y) .....
11.27	10.30	.....	8.14	2.29	10.19	*7.04*200	537	0.7	...TORRENCE .....
11.42	10.40	.....	8.18	2.33	10.23	7.08	533	3.8	...WYCKLES .....
11.51	10.46	.....	8.22	2.37	10.28	7.12	530	6.8	...HARRISTOWN .....
11.53	10.49	.....	8.24	2.39	10.30	7.14	530	7.9	...FRASER .....
11.55	10.52	.....	8.26	2.41	10.32	7.16	528	9.4	...FENTON .....
11.59	10.57	.....	8.28	2.43	10.35	7.18	526	11.3	...NIANTIC .....
12.06	11.04	.....	8.32	2.47	10.40	7.22	522	14.9	...LONG POINT .....
12.08	11.06	.....	S 8.33	S 2.48	S10.42	S 7.23	522	15.3	...ILLIOPOLIS .....
12.17	11.12	.....	*8.37*204	2.53	10.47	7.27	519	18.6	...HAYNES .....
12.23	11.18	.....	8.41	2.57	10.51	7.30	516	20.9	...LANESVILLE .....
12.27	11.22	.....	8.43	2.59	10.53	7.32	515	22.1	...HANSON .....
12.30	11.24	.....	8.44	3.00	10.54	7.33	514	23.0	...MECHANICSB'G J. (Y)
12.32	11.26	.....	8.45	3.01	10.55	7.34	513	23.8	...ENIS .....
12.34	11.27	.....	S 8.46	S 3.02	S10.57	S 7.35	513	24.1	...BUFFALO .....
12.46	11.37	.....	8.54	3.10	11.05	7.41	508	29.5	...HESSAB .....
12.49	11.39	.....	*8.55*96	3.11	11.06	*7.44*60	507	30.4	...TURNEY .....
12.55	11.43	.....	S 8.57	S 3.13	S11.08	S 7.46	505	31.5	...RIVERTON .....
12.56	11.44	.....	.....	.....	.....	.....	505	31.7	...POWER HOUSE .....
1.02	11.51	.....	9.01	3.18	11.13	7.49	503	34.2	...MILLERS .....
1.06	11.55	.....	9.04	3.20	11.15	7.51	501	35.5	...STARNE .....
1.20 AM	12.05 AM	.....	9.06	3.21	11.16	7.52	501	36.2	...EAST BELT (Y) .....
.....	.....	.....	9.10 PM	3.25 PM	11.20 AM	7.55 AM	500	37.1	A..SPRINGFIELD .....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
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.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Passenger trains will under no conditions exceed a speed of fifty-nine (59) miles per hour and must operate at a safe speed around curves.

NORTH JCT. TO DECATUR—Central Division

Westward

THIRD CLASS		FIRST CLASS								Time Table No. 25 EFFECTIVE Sept. 30, 1951
209	207	47	65	45	63	43	61	41		
St. Louis Freight	St. Louis Freight	Local	Local	Local	Local	Local	Local	Local		
Daily Ex.Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		STATIONS
11.10 PM	10.15PM	65 *8.00* PM	47 *7.59* PM	4.43 PM	2.14 PM	12.45PM	41 *10.03*AM	60 61 *9.40* AM		NORTH JCT. (Y).
11.20 PM	10.20PM	8.05 PM	8.04 PM	46 64 *4.50* PM	44 *2.20* PM	62 *12.50*PM	42 *10.08*AM	42 *9.45* AM		DECATUR (Y) ...
.....	.....	.....	.....	.....	.....	.....	.....	.....		.....
.....	.....	.....	.....	.....	.....	.....	.....	.....		.....

SPRINGFIELD TO DECATUR—Central Division

Time Table No. 25
EFFECTIVE
Sept. 30, 1951

Eastward

STATIONS	Miles from Springfield	Siding Car Capacity	FIRST CLASS 60 Local Daily	62 Local Daily	64 Local Daily	96 Local Daily		SECOND CLASS 200 Decatur Freight Daily	204 Danville Freight Daily Ex.Sunday
A..DECATUR (Y)	37.1	...	8.30 AM	1.40 PM	5.30 PM	207 *9.40* PM	.....	7.15 AM	10.00 PM
..TORRENCE	36.4	43	8.25	1.35	5.25	9.35	.....	*7.04*89	9.53
...WYCKLES	33.3	13	8.21	1.31	5.21	9.30	.....	6.45	9.45
...HARRISTOWN	30.3	15	8.17	1.27	5.17	9.26	.....	6.37	9.37
...FRASER	29.2	16	8.15	1.25	5.15	9.24	.....	6.28	9.27
...FENTON	27.7	36	8.13	1.23	5.13	*9.22*204	.....	6.25	*9.22*96
...NIANTIC	25.8	16	8.10	1.20	5.10	9.20	.....	6.18	9.00
...LONG POINT	22.2	6	8.06	1.16	5.06	9.16	.....	6.08	8.48
...ILLIOPOLIS	21.8	6	S 8.05	S 1.15	S 5.05	S 9.15	.....	6.06	8.45
...HAYNES	18.5	52	8.01	1.11	5.01	9.11	.....	6.00	*8.37*85
...LANESVILLE	16.2	5	7.58	1.08	4.58	9.08	.....	5.54	8.05
...HANSON	15.0	17	7.56	1.06	4.56	9.06	.....	5.50	8.00
...MECHANICSB'G J. (Y)	14.1	...	7.55	1.05	4.55	9.05	.....	5.47	7.57
...ENIS	13.3	12	7.54	1.04	4.54	9.04	.....	5.43	7.54
...BUFFALO	13.0	...	S 7.53	S 1.03	S 4.53	S 9.03	.....	5.42	7.52
...HESSAR	7.6	16	7.46	12.55	4.45	8.56	.....	5.29	7.34
...TURNEY	6.7	38	*7.44*89	12.54	4.44	*8.55*85	.....	5.25	7.28
...RIVERTON	5.6	...	S 7.42	S12.52	S 4.42	S 8.52	.....	5.17	7.20
...POWER HOUSE	5.4	...	.....	.....	.....	.....	.....	5.16	7.19
...MILLERS	2.9	38	7.37	12.47	4.37	8.47	.....	5.10	7.13
...STARNE	1.6	...	7.35	12.45	4.35	8.45	.....	5.06	7.08
...EAST BELT (Y)	0.9	...	7.34	12.44	4.34	8.44	.....	5.00 AM	7.00 PM
L..SPRINGFIELD	0.0	...	7.30 AM	12.40 PM	4.30 PM	8.40 PM	.....	.....	.....

Passenger trains will under no conditions exceed a speed of fifty-nine (59) miles per hour and must operate at a safe speed around curves.

DECATUR TO NORTH JCT.—Central Division

Time Table No. 25
EFFECTIVE
Sept. 30, 1951

Eastward

STATIONS	SECOND CLASS 40 Local Daily	60 Local Daily	42 Local Daily	62 Local Daily	44 Local Daily	46 Local Daily	64 Local Daily		THIRD CLASS 200 Decatur Freight Daily	204 Danville Freight Daily Ex. Sunday
..NORTH JCT. (Y)	7.15 AM	41 *8.40* AM	10.35 AM	1.50 PM	2.25 PM	5.38 PM	5.40 PM	.....	7.25 AM	10.05PM
..DECATUR (Y)	*7.10* AM 200	8.35 AM	*10.30* AM 41 61	*1.45* PM 43	*2.20* PM 63	*5.33* PM 45 64	*5.35* PM 45 46	.....	*7.15* AM 40	10.00PM
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

DANVILLE TO NORTH JCT.—Eastern and Central Divisions

Westward

SECOND CLASS			FIRST CLASS						Station Numbers	Miles from Danville	Time Table No. 25 EFFECTIVE Sept. 30, 1951
209	207	209			65	63	61				
St. Louis Freight	St. Louis Freight	St. Louis Freight			Local	Local	Local				
Daily Ex. Sunday	Daily	Daily Ex. Sunday			Daily	Daily	Daily				STATIONS
.....	.....	62 *4.45* PM			*5.30* PM	60 *11.45* AM	204 *7.30* AM		621	0.0	L..DANVILLE
.....	.....	4.55			5.37	11.51	7.36		620	1.5	...FOURTH ST.
.....	.....	5.00			5.40	11.54	7.39		618	3.2	...BATESTOWN
.....	.....	5.03			5.42	11.56	7.41		618	4.0	...HILLERY
.....	.....	5.18			5.46	12.00	7.45		615	6.4	...GRAYS
.....	.....	5.25			5.49	12.03	7.48		613	8.5	...OAKWOOD
.....	.....	5.30			5.51	12.05	7.50		612	9.8	...BRONSON
.....	.....	5.37			5.55	12.09	7.54		609	12.3	...MUNCIE
.....	.....	5.42			S 5.59	S12.11	S 7.56		608	13 6	...FITHIAN
.....	.....	5.47			6.02	12.14	7.59		606	15.2	...DELONG
.....	.....	5.50			6.04	12.16	8.01		605	16.2	...RUMPLER
.....	.....	5.55			6.08	12.20	8.05		603	18.0	...OGDEN (Y)
.....	.....	*6.13*65			*6.13*209	12.25	8.10		600	21.1	...C. & E. I. CONN.
.....	.....	6.25			S 6.16	S12.28	S 8.13		599	22.6	...ST. JOSEPH
.....	.....	6.35			6.21	12.32	8.18		596	25.3	...FULLS
.....	.....	6.45			6.26	12.37	8.23		593	28.6	...STORAGE
.....	.....	*7.12*64			6.29	12.41	8.26		591	30.4	...BAILEY
.....	.....	7.15			6.31	12.43	8.28		591	31.1	...MAIN STREET
.....	.....	.....			S 6.33	S12.45	S 8.30		590A	31.4	...URBANA
.....	.....	.....			6.39 } 6.42 }	12.53 } 12.58 }	8.38 } 8.43 }		588	33.5	...CHAMPAIGN (Y)
.....	.....	7.40			*6.49*64	1.05	8.50		585	36.8	...STALEY CONNECTION
.....	.....	7.48			6.54	1.10	8.55		581	40.4	...BONDVILLE
.....	.....	8.17			7.13	1.29	9.13		568	53.6	...DICKERSON
.....	.....	8.20			S 7.15	S 1.30	S 9.14		567	54.3	...MONTICELLO
.....	.....	8.35			7.21	1.36	*9.20*60		563	58.5	...LARK
.....	.....	8.41			S 7.25	S 1.40	S 9.24		560	61.3	...BEMENT
.....	.....	8.50			7.27	1.42	9.26		559	62.1	...LAMB
.....	.....	8.54			7.32	1.47	9.31		556	65.4	...MILMINE
.....	.....	9.05			7.37	1.52	9.36		553	69.1	...LESLIE
.....	.....	9.07			7.38	1.53	9.37		552	69.6	...MASON
.....	.....	9.08			S 7.39	S 1.54	S 9.38		552	69.9	...CERRO GORDO
.....	.....	9.17			7.45	2.00	9.44		548	73.9	...OAKLEY
.....	.....	9.25			7.49	*2.04*62	9.50		544	77.1	...KELLAR
.....	.....	9.30			7.52	2.07	9.54		542	79.3	...BRUSH
204 *11.00* PM	204 *10.10* PM	9.40 PM			7.55	2.10	9.58		540	80.8	...STORE ROOM
11.10 PM	10.15 PM	.....			7.59 PM	2.14 PM	10.03 AM		539	82.3	...NORTH JCT. (Y)

All trains will operate over Wabash Ry. Co. and Illinois Central R. R. Co. tracks between Main Street, Urbana, and Staley Connection and will be governed by current Champaign Terminal Joint Time Table and rules and special regulations contained therein.

Note on Pages 10 and 11 time of Trains between North Jct. and Decatur.

Passenger trains will under no conditions exceed a speed of forty-five (45) miles per hour and must operate at a safe speed around curves.

Time Table No. 25
EFFECTIVE
Sept. 30, 1951

Eastward

STATIONS	Miles from Decatur	Siding Car Capacity	FIRST CLASS 60 Local Daily	62 Local Daily	64 Local Daily	SECOND CLASS 204 Danville Freight Daily Ex. Monday	200 Decatur Freight Daily	204 Danville Freight Daily Ex. Sunday
A..DANVILLE	84.4	...	63 *11.10* AM	65 209 *4.20* PM	8.10 PM	61 *5.20* AM	.....	.....
...FOURTH ST.	82.9	7	11.04	4.14	8.04	5.05	.....	.....
...BATESTOWN	81.2	26	11.01	4.11	8.02	5.00	.....	.....
...HILLERY	80.4	11	10.59	4.09	7.59	4.50	.....	.....
...GRAYS	78.0	40	10.55	4.05	7.55	4.40	.....	.....
...OAKWOOD	75.9	6	10.51	4.01	7.51	4.32	.....	.....
...BRONSON	74.6	18	10.47	3.57	7.48	4.27	.....	.....
...MUNCIE	72.1	12	10.43	3.53	7.44	4.20	.....	.....
...FITHIAN	70.8	3	S10.40	S 3.50	S 7.42	4.12	.....	.....
...DELONG	69.2	12	10.37	3.47	7.40	4.07	.....	.....
...RUMPLER	68.0	19	10.35	3.45	7.38	3.57	.....	.....
...OGDEN (Y)	66.4	...	10.33	3.43	7.35	3.52	.....	.....
...C. & E. I. CONN.	63.3	53	10.29	3.39	7.30	3.44	.....	.....
...ST. JOSEPH	61.8	5	S10.26	S 3.36	S 7.26	3.29	.....	.....
...FULLS	59.1	14	10.21	3.31	7.22	3.18	.....	.....
...STORAGE	55.8	30	10.16	3.26	7.17	3.11	.....	.....
...BAILEY	54.0	7	10.13	3.23	*7.12* 209	3.05	.....	.....
...MAIN STREET	53.2	..	10.11	3.21	*7.10* 65	3.00	.....	.....
...URBANA	52.9	...	S10.10	S 3.20	S 7.08	.....	.....	.....
...CHAMPAIGN (Y)	50.9	...	{10.02 { 9.57	{3.12 {3.07	{7.00 {6.55	.....	.....	.....
...STALEY CONNECTION	47.5	28	9.51	3.01	6.49	2.23	.....	.....
...BONDVILLE	44.0	14	9.46	2.56	6.44	2.11	.....	.....
...DICKERSON	30.8	21	9.28	2.38	6.25	1.42	.....	.....
MONTICELLO	30.1	2	S 9.26	S 2.36	S 6.23	1.36	.....	.....
...LARK	25.9	16	*9.20* 61	2.30	6.17	1.27	.....	.....
...BEMENT	23.1	11	S 9.16	S 2.26	S 6.13	1.21	.....	.....
...LAMB	22.3	16	9.14	2.24	6.11	1.17	.....	.....
...MILMINE	19.0	8	9.09	2.20	6.07	1.07	.....	.....
...LESLIE	15.3	26	9.04	2.16	6.02	12.57	.....	.....
...MASON	14.8	15	9.03	2.15	6.01	12.56	.....	.....
...CERRO GORDO	14.5	...	S 9.02	S 2.14	S 6.00	12.54	.....	.....
...OAKLEY	10.5	8	8.56	2.08	5.54	12.44	.....	.....
...KELLAR	7.3	17	8.52	*2.04* 63	5.50	12.34	.....	.....
...BRUSH	5.1	35	8.49	1.59	5.47	12.27	.....	.....
...STORE ROOM	3.6	...	8.45	1.55	5.44	12.20 AM	7.45 AM	207 209 *10.10* PM
...NORTH JCT. (Y)	2.1	...	8.40 AM	1.50 PM	5.40 PM	.....	7.25 AM	10.05 PM

All trains will operate over Illinois Central R. R. Co. and Wabash Ry. Co. tracks between Staley Connection and Main Street, Urbana, and will be governed by current Champaign Terminal Joint Time Table and rules and special regulations contained therein.

Note on Pages 10 and 11 time of Trains between Decatur and North Jct.

Passenger trains will under no conditions exceed a speed of forty-five (45) miles per hour and must operate at a safe speed around curves.

SPECIAL INSTRUCTIONS

SUPERIORITY OF TRAINS

Trains will not leave terminal or junction point until all trains of superior class and all trains of the same class past due have arrived or meetings points have been fixed by train orders.

A train is superior to another train by right or class.

Right is conferred by train order; class by time-table.

Right is superior to class.

Trains of the first class are superior to those of the second; trains of the second class are superior to those of the third; and so on.

Extra trains are inferior to regular trains.

Trains of the same class in either direction have equal rights and will meet as per time table, unless otherwise provided by train order.

Second class passenger trains will clear the time of first class trains five (5) minutes.

Second class freight trains will clear the time of first class trains five (5) minutes.

Third class trains will clear the time of first and second class trains five (5) minutes.

Extra trains will clear the time of scheduled trains five (5) minutes.

At meeting or passing points, a train awaiting arrival of another train, must, if practicable, stop at least 300 feet from clearance of facing point switch over which expected train will pass.

Inferior trains must keep out of the way of superior trains and failing to clear the main track by the time required by rule must be protected as prescribed by rule No. 99.

At meeting points between trains of different class the inferior train must take siding and clear time of superior train as prescribed by rules and must pull into siding. If necessary to back in, train must first be protected as prescribed by rule No. 99 unless otherwise provided.

Two or more sections may be run on same schedule. Each section has equal time table authority.

When a train of one class is on the schedule time of another train of the same class in the same direction it will proceed on its own schedule.

Inferior class trains must clear the time of superior class trains in the same direction as prescribed by the rules.

Inferior trains northbound when approaching meeting points with superior trains must be into clear before opposing trains are due at first siding beyond.

South or westbound trains take siding for north or eastbound trains.

Trains may head out of siding.

Extra trains northbound approach south leg of wye and extra trains southbound approach north leg of wye at Mackinaw Jct. under control, expecting to find main line occupied.

North and South Bound East Peoria—Decatur Trains will not leave Mackinaw Junction without orders.

Passenger trains must not leave Springfield station without orders.

North bound passenger trains take siding at Prices for South bound passenger trains.

Train No. 40 take siding for Train No. 91 at meeting point.

Train No. 92 take siding for Train No. 97 at meeting point.

Train No. 96 take siding for Train No. 97 at meeting point.

Train No. 200 take siding for Train No. 205 at Davis.

Train No. 60 take siding for Train No. 61 at Lark.

Passenger trains must not head through Torrence Siding.

Trains meeting at Torrence use west track.

Train No. 204 take siding for Train No. 207 at meeting point.

Trains meeting at Cavender use the east track between the crossover and the north end.

Freight trains must not leave Edwardsville, East Belt, East Peoria or Store Room without orders.

The Motorman of each train will give two long and one short blast of whistle at least one mile before reaching a meeting or waiting point—should the Motorman fail to give this signal, Conductor must take immediate action to stop the train.

At Danville, Champaign, Decatur, Bloomington, East Peoria, Springfield, Granite City and St. Louis it will be permissible for motorman on passenger trains to take train order in which case he will deliver one copy to conductor which will be read and compared.

AUTOMATIC BLOCK SIGNALS IN SERVICE

St. Louis Terminal to Cass Avenue, St. Louis.

Howard Street, St. Louis, to Bridge Intersection.

Powers to Hewitt.

Private right of way north edge Granite City to LeClaire Interlocker.

1000′ north of Edwardsville Station to south limits of Staunton.

Wall Siding to south edge of Gillespie.

North edge of Gillespie to Moody Siding.

North edge of Carlinville to 500′ south of Monroe Siding.

North edge of Virden to south end of Jess Siding.

Signal 1042 north of Ridgley Siding to Signal 1101 north of Selbytown.

Mackinaw Junction to Dodds Siding.

Henry to West Washington Street, East Peoria.

Staley Connection to Main Street, Urbana.

Grays Siding to West Main Street, Danville.

Signal 543, south bound home signal at the north end of Davis Siding and signal 572, northbound home signal at the south end of Moody Siding are grade signals and are designated as such by the letter "G" and. when red, freight trains may pass these signals and proceed to the opposite end of the siding at slow speed.

DOUBLE TRACKS

When a passenger train is receiving or discharging passengers on the side towards a station, a train or engine must not pass between it and the station unless proper safe-guards are provided.

Trains using cross-over on double track will flag against current of traffic on the opposite track.

TRAIN ORDER STATIONS

Train order stations are located as follows: Virden, Carlinville, Benld, Staunton and Edwardsville.

Unless otherwise provided, a fixed signal must be used at each train-order office, which shall indicate "proceed," except when changed to "stop." When "stop" is indicated, trains must not proceed without clearance Form A.

Clearance Form A must be delivered together with all train orders, showing the number of orders for the train and the number of each order. Conductors and Motormen must see that the information shown on the clearance Form A corresponds with the form 19 and form 31 train orders received.

When Conductor or Motorman and others addressed receive a form 31 train order from operator they must read it to the operator and then sign it.

It is not necessary for Conductor or Motorman and others addressed to sign for a form 19 Train order.

Conductors as well as Engineman, upon approaching train order stations, must observe train order signal indications.

Train Dispatcher's telephone numbers:
8:00 a.m. to 5:00 p.m. Springfield 34553
5:00 p.m. to 8:00 a.m. Springfield 31982

REGISTERING STATIONS

Springfield, Mackinaw Jct., East Peoria, Decatur and Danville, except it will not be necessary for freight trains to register at Decatur.

BULLETIN BOOKS

St. Louis, Edwardsville, Springfield, East Belt, Decatur, Decatur Shops, Champaign, Danville, and East Peoria.

YARD LIMITS

Springfield

Between Capitol Ave. and 1000 feet east of Starne, 1000 feet north of Ridgley Siding and 1000 feet south of B. & O. Connection.

Edwardsville

Between 1000 feet north of Edwardsville and 1000 feet south of the Steam Division connection.

Granite City Belt

Between Hewitt and Sulphur Jct.

East Peoria

Between East Peoria and 1000 feet south of P.&P.U. Connection.

Decatur

Between 2600 feet east of Store Room, 1000 feet north of the Site Oil Company track, and 1000 feet west of Torrence siding.

Extra trains will call for and receive train orders to operate in Decatur Yard Limits.

STOPS AND SPEED RESTRICTIONS

Trains will not exceed speed restrictions through towns and cities.

Trains operating over City streets, used jointly with vehicular traffic, will operate at restricted speed, unless a slower speed is indicated by Time Table or bulletin instructions.

RESTRICTED SPEED—A speed that will permit stopping short of another train or obstruction but not exceeding fifteen (15) miles per hour.

YARD SPEED—A speed that will permit stopping within one-half the range of vision.

Hand Derails, Stop at a distance of 30 feet.

Railroad crossings not governed by interlocking plants or gates, stop at distance of 30 feet, and not exceed a speed of 6 miles per hour over crossing.

Trains must not exceed a speed of four (4) miles per hour over tongue switches.

Class (C) Engines must not be operated to exceed a speed of thirty-five (35) miles per hour.

Class (D) engines must not be operated to exceed a speed of fifty (50) miles per hour.

Granite City 20 miles per hour between St. Johns and Hewitt; 15 miles per hour between Hewitt and Sulphur Junction.

Northbound trains leaving LeClaire Yard, will not exceed a speed of ten (10) miles per hour when moving off the lead onto the Main Line switch.

Hamel 15 miles per hour.

Big 4 subway south of Worden 10 miles per hour, Worden 15 miles per hour. Wabash subway north of Worden 15 miles per hour.

Staunton 10 miles per hour.

Benld 10 miles per hour.

Gillespie 15 miles per hour and all southbound trains stop before crossing Elm Street.

Carlinville 10 miles per hour and all trains stop before crossing Main Street. C. & A. subway 15 miles per hour.

Nilwood 25 miles per hour.

Girard 15 miles per hour.

Virden, passenger 12, freight 8, miles per hour.

Chatham 25 miles per hour.

Passenger trains must not exceed a speed of 25 miles per hour between Springfield Station and Clear Lake Road.

Trains will not exceed a speed of 25 miles per hour over Sangamon River Bridge north of Springfield, Ill.

Lincoln, 6 miles per hour over Pulaski and Clinton Streets and make safety stop at Broadway. Southbound passenger trains making station stop at Lincoln need not make safety stop at Broadway.

Freight trains must not exceed a speed of 40 miles per hour Union to Evans.

Passenger trains must not exceed a speed of 55 miles per hour Union to Evans.

Morton, 6 miles per hour business center; 10 miles immediately adjoining business center; 15 miles outskirts.

Trains must not exceed a speed of 40 miles per hour Caldwell to Kerfoot.

Danvers, 10 miles per hour.

Bloomington, 10 miles per hour on Lincoln Street; Stop at Main Street; 10 miles per hour on Madison Street; make stop at Wood Street, Oakland Avenue and Washington Street; 5 miles per hour through Alton Subway, Market Street.

Clinton 10 miles per hour.

Freight trains will not exceed a speed of 25 miles per hour over Salt Creek Bridge south of Clinton, Ill.

Maroa 15 miles per hour between south end of pavement and Vandalia and 4 miles per hour across Main Street.

Westbound trains reduce speed to 15 miles per hour over Broadway Street at North Junction, Decatur, and know the way is clear before passing the junction with the Bloomington Line.

Trains will not exceed a speed of 15 miles per hour between Sawyer Street and Oakland Avenue, Decatur. Westbound trains stop at Grand Avenue, Decatur, and sound whistle before proceeding.

Monticello 10 miles per hour.

STOPS FOR PASSENGER TRAINS

Local trains stop on signal to receive or discharge passengers at agency stations, non agency stations, and other places designated by signs.

All trains stop at Harvard Park, Springfield, to receive or discharge passengers.

Trains 90, 91 and 97 stop on signal at Thayer to receive or discharge passengers.

All trains stop on signal at Halleck Ave., Edwardsville, to receive or discharge passengers.

Local trains stop at Mullanphy Street and at North Market Street, St. Louis, on signal to receive or discharge passengers.

SPECIAL INSTRUCTIONS (Continued)

SAFETY FIRST

"Safety First," at all times and in all places, is the most important rule of conduct, of each and every employee, whatever his position. The safety of every movement, or action, in its effect upon himself and others and upon property must be the first consideration of every trainman, yardman, stationman, shopman, sectionman, and all other classes of employees. Trains and engines must be operated accordingly, under all circumstances; the maintenance of schedule time must be subordinated to the observance of signal indications and obedience thereto, whatever the weather, or other, conditions may be.

In order to detect defects on passing trains, such as defective brake riggings, running gears, hot journals, etc.; Train crews in the clear on sidings, must be on the ground, Agents must be on the station platforms and bridge and section men must be in a position to watch passing trains for these defects and where no defects are noticed must give proceed signal to trainmen on rear of passing train. Rear brakeman must be in a position to see such signals and communicate them to the head end, to be answered by whistle signal 14g. Conductors on passenger trains must be on rear platform, when practicable to receive such signals.

Trainmen must observe train at frequent intervals and when Rounding Curves, in order to detect possible derailments, defects, hot journals, etc.

Under no circumstances will crews attempt to kick or drop cars at such tracks as the Lamm Lumber Co. Track at Danville, Ill., or Allis-Chalmers Tracks, Springfield, Ill., or at any other track where similar conditions exist.

Riding on top of box cars is prohibited.

When any train is to be backed over a road or street crossing, it is the duty of the Conductor to ride the rear of train to handle air, and have one of his brakemen stationed on the road or street crossing to protect same.

Employees are warned that on the road, at stations, in yards and on industrial tracks, there are buildings, structures and obstructions which, owing to local conditions or requirements, do not give clearance to men on top or side of car. Employees must familiarize themselves by personal observance with these conditions existing in the district in which they are employed, so that risk of injury may be prevented. New employees must exercise great care in this respect.

Motormen are cautioned to exercise great care when an automobile or vehicle is being driven ahead or alongside of train. Sound the alarm vigorously and run cautiously until the automobile or vehicle is passed.

Motormen must not engage in conversation with passengers while operating train.

Conductors must ascertain destination of passengers when loading train.

In ticket complications, or in matters of collection of cash fares, Conductors will of necessity have to call for instructions if conditions warrant, or use their best judgment. It is the test of diplomacy that these matters be handled with avoidance of argument or friction, in which a calm and pleasant manner is the best assurance of success.

Where trains encounter unusual delays or are running late, information should be cheerfully offered as to cause, as most passengers will likewise cheerfully accept a condition they understand.

In crowded train conditions employes riding on passes should cheerfully cooperate in seeing that pay passengers are given every possible consideration in all parts of the train, ever keeping in mind that our trains are operated on the revenues from pay passengers and that passes are issued to employes and their families subject to the accommodation and needs of pay passengers.

Employees whose duties may require them to give signals must provide themselves with the proper appliances, keep them in good order and ready for immediate use.

Within yard limits the main track may be used, protecting against first class trains.

Second and third class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear. In case of accident the responsibility rest with the approaching train.

All trains must approach meeting or passing points under full control, and must not attempt to pass until switches and signals are seen to be properly set and the train to be met or passed is clear of the main track, Conductor of train on siding will take a position on opposite side of track from switch stand to give proper signals to passing trains.

When a train stops under circumstances in which it may be overtaken by another train, the flagman must go back immediately with flagman's signals a sufficient distance to insure full protection, placing two torpedoes, and when necessary, in addition, displaying lighted fusees. When recalled and safety to train will permit, he may return.

When the conditions require, he will leave the torpedoes and a lighted fusee.

The front of the train must be protected in the same way when necessary by trainmen or Helper.

When a train is moving under circumstances in which it may be overtaken by another train, the flagman must take such action as may be necessary to insure full protection. By night, or by day when the view is obscured, lighted fusees must be thrown off at proper intervals.

When day signals cannot be plainly seen, owing to weather or other conditions, night signals must also be used. Conductors and enginemen are responsible for the protection of their trains.

When a train doubles or an engine leaves its train or part of it on main track, except when switching at stations, one torpedo must be placed on rail and at night or in stormy or foggy weather or when the view is obstructed a red light must be placed on lead car to warn engine men returning.

A train finding a fusee burning on or near its track must stop and extinguish the fusee, and then proceed at restricted speed.

When a train is disabled or stopped suddenly by an emergency application of the air brakes or other causes, adjacent tracks as well as tracks of other railroads that are liable to be obstructed must at once be protected until it is ascertained they are safe and clear for the movement of trains.

All members of engine or train crews must, when practicable, communicate to each other by its name the indication of each signal affecting the movement of their train or engine.

RAILROAD CROSSINGS

Between P. & P. U. and Kerfoot (P. & P. U. Ry.) bring train to stop, if crossing clear, proceed.

Morton: (A. T. & S. F. Ry.) bring train to stop, if crossing clear, proceed.

Between King Siding and Lincoln; (I. C. R. R.-G. M. & O. Railroad governed by interlocking plant).

All trains reduce speed to twenty (20) miles per hour between home signals.

(I. C. switch track) governed by gate. Trains will operate under control in approaching and moving over this crossing, after it is known that the way is clear at a speed not to exceed ten (10) miles per hour.

Between Wyatt Siding and Boren: (I. C. R. R.) governed by interlocking plant.

All trains reduce speed to twenty (20) miles per hour between home signals.

Between Wyatt and Boren: (Lincoln Sand and Gravel Co.) governed by interlocking plant.

All Southbound trains reduce speed to twenty (20) miles per hour between home signals.

Between J. & A. & Starne: (Wab. R. R.—I. C. R. R.) governed by interlocking plant.

All trains reduce speed to twenty (20) miles per hour between home signals.

The switch between the North and East main lines is operated from the Interlocking Tower.

The two color light signal for east and north bound trains will indicate green over red when the route is lined for Eastbound movement. It will indicate red over green when the route is lined for Northbound movement. The normal indication is red over red. If the signal does not indicate proceed for the route you want to take, trains will stop on double track until proper indication is displayed.

Eastbound trains sound one long whistle for the East route. Northbound trains sound four (4) short whistles for the North route.

Between Springfield Station and Capitol Avenue (B. & O. R. R.) bring train to stop, if crossing clear, proceed.

Between East Belt and Allis: (B. & O. R. R.) Motorman bring train to stop; if crossing clear, proceed.

Between East Belt and Allis: (B. & O. R. R.) governed by interlocking plant.

All trains reduce speed to twenty (20) miles per hour between home signals.

Between Auburn and Solomon Siding: (C. & I. M. R. R.) governed by interlocking plant.

Between Monroe and Bowman: (C. B. & Q. R. R.) governed by automatic interlocking.

All trains reduce speed to twenty (20) miles per hour between home signals.

Emergency release and instructions covering their operation are located in a small box at the railroad crossing. Our trainmen will use the box marked I. T. R. R. Co.

When a train is stopped by a home signal and no conflicting train movement is evident, a trainman shall proceed to the crossing and operate emergency release as per instructions.

Trains must clear home signal in the opposing direction after once passing over the crossing so as to clear plant and avoid delays to C. B. & Q. trains.

Trainmen will be required to operate the emergency release in making reverse movements after once passing through the plant.

After the operation of the time release, if the home signal does not indicate proceed, train must be governed by hand signal.

When a train is proceeding on a signal after the operation of the time release or on a hand signal, it must be protected against conflicting train movements.

Carlinville: (C. & A. R. R.) governed by gate. Trains will operate under control in approaching and moving over this crossing, after it is known that the way is clear, at a speed not to exceed ten (10) miles per hour.

Gillespie: (C. C. C. & St. L. R. R.) bring train to stop, if crossing clear, proceed.

Between Gillespie and Benld: (C. & N. W. R. R.) governed by interlocking plant.

All trains reduce speed to twenty (20) miles per hour between home signals.

Between Benld and Sawyerville: (C. &. N. W. R. R.) bring train to stop, if crossing clear, proceed.

Between Wall & Staunton: (Wab. R. R.) governed by interlocking plant.

All trains reduce speed to twenty (20) miles per hour between home signals.

Between Sager & Subway (L. & M. R. R.) governed by interlocking plant.

Between Worden and Hern (L. & M. R. R.) governed by automatic interlocking.

This crossing is protected by color-light home signals and fixed approach signals. The home signals are controlled automatically, red "stop", yellow "proceed at restricted speed".

Speed over this crossing will be reduced to ten (10) miles per hour. This speed should not be exceeded until the rear of train has passed the crossing.

Trains approaching this crossing and finding the home signal "red" must stop and a trainman proceed to crossing. If no L. & M. train is seen in the vicinity, trainmen will operate a push button which is mounted in the case on the side of the large relay case at the crossing. If, after the expiration of one minute, the home signal for that train does not change to "proceed at restricted speed" the train may proceed only after protecting the crossing by a flag, the same as though no interlocking plant existed. In case of failure of the plant to operate properly, immediate notification by telephone should be given to the dispatcher of the Illinois Terminal at Springfield.

Edwardsville: (N. K. P. R. R.—L. &. M. R. R.) governed by interlocking plant.

All trains reduce speed to 6 miles per hour through this plant.

Between Horse Shoe Siding and Hewitt Siding (A. & S. Ry.) governed by automatic interlocking.

If the home signal indicates stop and no A & S train is seen in the vicinity, after stopping, the train may proceed to the crossing where it must stop and open the knife switch which is located in a box fastened on the relay case near the crossing. It may then proceed by hand signal over the crossing, protecting against conflicting train movements, leaving the switch open. This puts the entire plant out of service and an immediate report should be made of such condition to dispatcher at the next telephone.

Between Granite City and Sulphur Jct. (Granite City Steel Co.) Governed by automatic interlocking.

All trains reduce speed to twenty (20) miles per hour between home signals.

If the home signal indicates "stop" and no Granite City Steel Co. trains are seen in the vicinity, after stopping, the train may proceed to the crossing where it will stop and open the knife switch which is located in a box on relay case at the crossing. It may then proceed by hand signal over the crossing, protecting against conflicting train movements, leaving the switch open. This puts the entire plant out of service and an immediate report should be made of such condition to dispatcher at next telephone.

Between North Jct. and Store Room: (I. C. R. R.) governed by gate.

Between Torrence and Decatur (I. C. R. R.) switch track governed by gate. Trains will operate under control in approaching and moving over these crossings, after it is known that the way is clear, at a speed not to exceed 10 miles per hour.

Brush: (I. C. R. R.) governed by automatic interlocking.

Urbana: (Wabash R. R.) bring train to stop, if crossing clear, proceed.

Glover: (C. & E. I. R. R.) governed by interlocking plant.

All trains reduce speed to twenty (20) miles per hour between home signals.

RAILROAD CROSSINGS (Continued)

Between Batestown and Fourth Street: (C. C. C. & St. L. R. R.) 2 crossings governed by gates. Trains will operate under control in approaching and moving over these crossings, after it is known that the way is clear, at a speed not to exceed 10 miles per hour.

Between Fourth St. and Danville: (C. C. C. & St. L. R. R.) governed by interlocking plant.

All trains reduce speed to twenty (20) miles per hour between home signals.

Clinton: (I. C. R. R.) Hand Derails.

Bloomington: (N. K. P. R. R.—C. C. C. & St. L. R. R.) bring train to stop. Conductor will flag crossing and must ascertain that the way is clear before giving a signal to proceed.

Signalmen must not give hand signals when the proper indication can be displayed by the interlocking signals. Hand signals **must not be given until the route has been examined, is known to be safe for the passage of train or engine, and until the train or engine comes to a stop at the home signal. When hand signals are necessary, they must be given from such a place and in such a way that there can be no misunderstanding on the part of engine men or trainmen as to the signals, or as to the train or engine for which they are intended. Hand signals will be given with a yellow flag or yellow light.**

Trains or engines must not pass an interlocking signal indicating Stop without receiving hand signals, except as provided **in Rule 671, and must send a man ahead, provided they cannot see that the track is properly lined; the movement must then be made at restricted speed.**

While an interlocking station is closed, or where no signalman is on duty at an interlocking, should a signal for an open **route indicate Stop, movements through the interlocking must be preceeded by a flagman. Before proceeding, the engine men and trainmen must know the route is properly lined.**

The facts must be reported to the train dispatcher from the first available point of communication.

At interlocking "A" signals indicating "Stop" must not be passed except as provided in Rules 628, 663 or 671.

AIR BRAKES, HAND BRAKES, TESTING, ETC.

1. Each train should have the air brakes on all cars in effective operating condition except in cases of emergency. The proportion of brakes in operation must at no time be less than 85% of the cars in the train.
2. The first car out behind the Engine or Motor must always have its brake operative.
3. When necessary to cut out a defective brake while enroute Conductor must notify Motorman.
4. Air brakes must not be cut out on more than two (2) consecutive cars in any train.
5. **When brake pipe on train has been uncoupled, brakes must be applied and released from motorman's brake valve after recoupling and before starting out. Trainmen must see that brakes behind the point of separation operate properly.**
6. Test hand brakes before using them, when possible to do so.

TERMINAL TEST OF FREIGHT TRAINS

7. As soon as the engine is coupled to the train and the required pressure of 70 lbs. is equalized throughout the train, the Motorman, upon request of trainmen, shall make a 15 lb. continuous brake pipe reduction, then note the number of pounds of brake pipe leakage per minute, after which the reduction must be increased to a total of 20 lbs. and hold the brakes applied until the trainmen have examined the brakes on the engine and each car. If the trainmen find that the brakes have applied, they will signal for brakes to be released and the Motorman will release brakes. The test is not complete until the trainmen have examined the brakes of each car to know they have released properly and without the use of release valves, after which they will report to Conductor and Motorman the number of air brake cars in service in the train, and the condition of the brakes. All cars equipped with brakes must be operative.
8. Terminal test as above will be made where motive power or Engine Crew is changed; Trainman making test will examine the brakes on each car to know that they have released properly and without the use of release valves before allowing train to depart.

RESPONSIBILITY

9. The Conductor and Motorman are both responsible for seeing that the brake is in perfect order and properly connected throughout the train before starting from Terminal Stations.

NOTES

A. Remember a loaded train cannot be stopped in the same distance as an empty train, all other conditions being the same.

B. On level track all the braking power is available for stopping, while on descending grades a portion must be utilized to prevent increase in speed, therefore the necessity for having trains under control from the start.

C. Keep in mind also that on level track, a train running twenty miles per hour will require four times the distance to stop as compared with a train running ten miles per hour, and a train running thirty miles per hour will require nine times the distance to stop as compared with a train running ten miles per hour.

D. Conductors on freight trains must attach an air-brake defect card to every car which has a defective brake and which is not already so carded.

PASSENGER TRAIN TERMINAL AIR BRAKE TESTS

1. As soon as a motor car is coupled to a train and the required brake pipe pressure is equalized throughout the train the Motorman, upon request of a trainman, shall make a 20 lb. continuous service application of the brakes, noting brake valve discharges proper amount of air and hold them applied until the Trainman shall have examined the brakes on motor car and on each car. When brake valve is on the lap and train brakes are being tested, Motorman will check brake pipe leakage, which must not exceed 5 lbs. per minute. If trainman finds that the brakes have applied properly, he shall signal for release of brakes from the rear of train to the Motorman who will then release brakes. A test of brakes is not complete until trainman has examined the brakes on each car to know that they have released properly and without the use of release valves, after which they must report to the Motorman the condition of the brakes. Passenger equipment trains leaving Terminals must have 100% air brakes operative. At points where motive power, or motorman or train crews are changed, tests of the air brakes will be made as at Terminals.

RUNNING TESTS OF PASSENGER TRAINS

2. **After all standing tests, a running test must be made. After having attained a speed of 15 miles per hour, motorman will make a (10) lb. continuous brake pipe reduction. The motorman, on noting by the brake pipe exhaust and the hold efficiency of train brakes, that the brakes are working properly, will release the brakes and proceed. A similar test will be made approaching railroad crossings at grade, drawbridges and steep descending grades and at any other danger points to know brakes are operating properly.**

Cars necessary in train, with air brakes working, to comply with law requiring 85% air in service. Trains of less than seven cars must have all air brakes working.

Tot. Cars in Train	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Air Cars Needed	6	7	8	9	10	11	12	12	13	14	15	16	17	17	18	19	20	21	22	23	23	24	25	26	27	28

ELECTRIC SWITCHES

The switch on outbound track at West Leg of East Belt Wye is electrically operated by trolley contact. North or East bound trains approaching East Belt Wye will use power under contactor and receive a Green light. South bound trains using Wye will not use power under contactor and will receive a Yellow light before proceeding. When the switch is split or not locked, light will show Red and switch must be thrown by hand. This can be done by use of switch hook or pipe placed in the sockets located at each end of switch mechanism.

Trolley contact is located 200 feet from Switch; all trains will reduce speed to Five (5) miles per hour while passing under Contactor.

Switch crews will not attempt to push cars ahead of Engine or Motor while making moves over these switches.

Trains operating between Springfield Passenger Station and West leg of East Belt Wye on outbound main track will be governed by automatic signals. Trains must report to Dispatcher before leaving Springfield Station.

If trains are delayed between signals in excess of five (5) minutes, they will report to Dispatcher. If signals are out of order, movements will be by train order. In this case, outbound trains will report "Clear" at West leg of Wye.

Switch engines and freight trains operating between Springfield Station and East Belt will operate with the current of traffic except on orders from Train Dispatcher.

Before opening switch for cross over movement from inbound to outbound main at I. C. connection, trains must be governed by time element indicator located at switch on inbound track. Proceed as follows: Open door of indicator. If white light is not lighted when door is open, track section is occupied. If light is lighted turn knob to the left as far as possible and release same. It will take approximately forty seconds for the time element to run down; after which light will again light in case a train has not entered the block. When light is again lighted the switch should be opened immediately. Return knob to its normal position, close and lock door. If knob is not returned to normal position, door cannot be closed.

SPRING SWITCHES

Spring switches are located as follows:

Edwardsville Station, one (1)
Springfield Station, two (2)
Springfield Station Wye, three (3)
Springfield Station Yard Crossover, one (1)
Springfield Freight House Lead, one (1)
East Belt Wye, two (2)
East Belt, Clear Lake Road, one (1)
Starne, one (1)
Mackinaw Junction, one (1)
East Peoria double track, two (2)
East Peoria Yards, two (2)
North Junction, one (1)
Decatur Station double track, two (2)
Decatur station west leg of wye.

A train or engine trailing through and stopping on a spring switch must not make reverse movement or take slack while any part of train or engine is on switch points until switch has been thrown by hand.

Running switches must not be made through spring switches.

When necessary to throw a spring switch by hand the switch should be operated slowly keeping a steady pressure on the handle of the switch stand. The switch must be properly lined after having been used.

When a train is backed out of a spring switch, motorman must see that train is backed far enough out of the switch to see that switch points fit up properly before proceeding.

LIST OF THROUGH TRUSS AND OTHER NON-CLEARANCE BRIDGES AND SUBWAYS

Location	Structures	Overhead Clearance From Top of Rail	Side Clearance from Track Center
Mackinaw	Mackinaw River Thru Bridge	18' 6"	6' 9"
Mackinaw	Penn R. R. Subway	16' 1"	8' 9"
Mackinaw	C.C.C.&St.L.R.R. Subway	16' 1"	8' 9"
Mackinaw	Highway Subway	16' 11"	8' 5"
Lincoln	Kickapoo Creek Thru Bridge	16' 8"	7' 0"
Sherman	Sangamon River Thru Bridge	17' 10"	7' 0"
Springfield	I.C.R.R. Subway	16' 4"	8' 10"
Springfield	Fox Road Subway	16' 7"	23' 5"
Springfield	C.&A.R.R. Thru Bridge	18' 1"	6' 5"
Springfield	C.&A.R.R. Subway	16' 1"	11' 5"
Carlinville	C.&A.R.R. Subway	16' 3"	6' 2"
Carlinville	Macoupin Creek Thru Bridge	17' 4"	8' 5"
Worden	Wabash Ry. Subway	16' 4"	10' 2"
Worden	C.C.C.&St.L.R.R. Subway	16' 0"	10' 0"
Edwardsville	Prickett Ave. Subway	17' 3"	14' 2"
Edwardsville	T.St.L.&W.R.R. Subway	20' 4"	8' 10"
Edwardsville	Highway Subway	19' 7"	8' 5"
Madison	McCambridge Thru Bridge	17' 6"	7' 6"
Venice	T.&E. High Line	18' 8"	8' 0"
Venice	McKinley Bridge Thru Bridge	17' 4"	6' 7"
St. Louis	McKinley Bridge to Branch St.	17' 9"	8' 2"
St. Louis	Howard to Branch Elevated	17' 6"	8' 2"
St. Louis	Cass to Lucas Subway	17' 2"	8' 6"
Bloomington	L.E.&W.R.R. Subway	15' 3"	13' 10"
Bloomington	C.&A.R.R. Subway	14' 9"	12' 7"
Heyworth	Highway Subway	16' 1"	9' 0"
Clinton	I.C.R.R. Subway	15' 10"	7' 10"
Clinton	Salt Creek Thru Bridge	16' 9"	7' 2"
Maroa	Penn R.R. Subway	15' 9"	14' 8"
Riverton	Sangamon River Thru Bridge	17' 4"	8' 0"
Decatur	Wabash Ry. Subway	16' 7"	7' 0"
Decatur	I.C.R.R. Subway	16' 11"	8' 10"
Decatur	I.C.R.R. Penn R.R. Subway	16' 5"	8' 7"
Decatur	Wabash Ry. Staley Subway	17' 7"	8' 0"
Muncie	Stoney Creek Thru Bridge	18' 1"	7' 1"

Conductors must not attempt to handle cars through these bridges where the lading is in excess of clearance indicated.

SAFETY FIRST