

SPEED TABLE

Time	Sec.	Miles Per Hour	Time Min.	Sec.	Miles Per Hour
40		90.0	1	12	50.0
41		87.8	1	14	48.6
42		85.7	1	16	47.4
43		83.7	1	18	46.1
44		81.8	1	20	45.0
45		80.0	1	22	43.9
46		78.3	1	24	42.9
47		76.6	1	26	41.9
48		75.0	1	28	40.9
49		73.5	1	30	40.0
50		72.0	1	32	38.7
51		70.6	1	34	37.5
52		69.2	1	36	36.4
53		67.9	1	38	35.3
54		66.7	1	40	34.3
55		65.4	1	42	33.3
56		64.2	1	44	32.7
57		63.0	1	46	31.3
58		61.8	2	48	30.0
59		60.6	2	50	27.7
1		60.0	2	10	25.7
1	1	59.0	2	20	24.0
1	2	58.0	3	30	22.5
1	3	57.1	3	40	20.0
1	4	56.2	3	50	17.1
1	5	55.3	4	00	15.0
1	6	54.5	5	10	12.0
1	7	53.7	6	20	10.0
1	8	52.9	7	30	8.5
1	9	52.1	8	40	7.5
1	10	51.4	9	50	6.7
1	11	50.6	10	00	6.0
1	12	49.8	11	10	5.0

C. G. RODGERS, Assistant Superintendent
 W. R. HILL, Train Master
 E. A. TEMPLE, Train Master
 J. A. DUVAL, Train Master
 R. W. GERLOFF, Terminal Train Master
 C. H. PITTAWAY, Road Foreman
 R. F. WHITLOW, Road Foreman
 H. S. VIERING, Road Foreman
 D. ADDUCI, Terminal Road Foreman
 W. R. JOHNSON, Chief Train Dispatcher
 C. G. BLACKWELL, Chief Train Dispatcher
 B. P. COOPER, Asst. Chief Train Dispatcher
 WM. FULTON, Asst. Chief Train Dispatcher
 C. MCCLEARY, Chief Train Rule Examiner



Chicago & Eastern Illinois Railroad

TIME TABLE No.

42

Effective

Sunday, August 13, 1950

12:01 A. M.

Central Standard Time

For Government of Operating Department Employees Only.

D. B. JENKS, Vice-President & General Manager

C. H. FISCHER, Superintendent of Transportation

J. T. THEBY, Division Superintendent

LOCATION OF TELEPHONES OTHER THAN WHERE AT BOTH ENDS OF SIDING

DANVILLE SUBDIVISION

Yard Center.....	Fredericka St. So. End North Yd.
Thornton.....	On Depot South End
Heights Yard....	MC Connection South End Yds. Crossover
Steger.....	TP 23-33
Crete.....	In Depot
NE.....	South end Siding
Goodenow.....	Crossover
Beecher.....	Crossover South End Depot
Sollitt.....	Crossover
Grant Park....	North End Siding In Depot
Momence.....	North End Siding So. End West Yd.
Wichert.....	In Depot
St. Anne.....	North End South- ward Siding
Papineau.....	In Depot
Martinton.....	On Depot
Pittwood.....	Crossover
Watseka.....	No. End Old Siding
Coaler.....	TP 79-24
Milford.....	So. Side of Depot
Cissna Jct....	Crossover
Wellington....	On Depot
Hoopeston....	North Crossover South Crossover
Rossville.....	Eng. Track West Side
Rossville Jct...	North and South Leg Wye
Alvin.....	In Depot
Bismarck.....	On Depot
West Newell...	Crossover
Danville.....	North Crossover No. End Interlock- ing Crossover Coach Track South Crossover TP 123-17
Oaklawn.....	North Crossover Middle Crossover North Gate South Crossover
Brewer.....	Water Tank South End South- ward Yards South Crossover

EVANSVILLE SUBDIVISION

Gessie.....Crossover
Perrysville....Crossover
Dickason.....North End of
Siding
Dickason Pit...At Crossover
Walnut Grove..South end of Siding
TP 149-12

Newport.....	On Depot TP 149-26
Montezuma.....	So. End of Depot
Hillsdale.....	TP 153-33 TP 157-20 Standard Pit
Clinton.....	North Crossover South side of Yard Office End Two Tracks TP 163-11 TP 165-5
Otter Creek Jct.	TP 171-15
Dewey.....	Penna Connection TP 175-34
Haley.....	TP 177-5
Terre Haute....	TP 178-23 College Ave. TP 179-18 TP 179-25 TP 179-33 TP 179-36
Baker.....	TP 180-16 TP 180-20
Spring Hill....	North End Siding TP 184-14
Young.....	North End of Wye South End of Wye
Pimento.....	TP 189-19
Standard.....	TP 196-32 TP 197-27
Shelburn.....	TP 198-11 TP 198-31 TP 200-5
Sullivan.....	North End Siding Coal Chute TP 203-34 IC Crossing TP 205-16 TP 207-28
Paxton.....	TP 209-8 TP 209-34
Carlisle.....	North and South End House Track TP 214-29 TP 216-27
Oaktown.....	Mill Track TP 221-26
Emison.....	TP 224-04 TP 224-34 TP 226-32
Maria Creek....	TP 227-38
Smith.....	TP 231-3 TP 232-16 TP 233-27
Vincennes.....	TP 234-27 Penna. Crossing Vincennes Frt.
Alice.....	TP 235-37 North End Ladder Siding Crossover TP 238-37
Purcell.....	TP 240-32 TP 241-01 TP 242-40
Decker.....	TP 246-16 TP 247-21
Hazelton.....	TP 248-24 Station Platform South End Old Siding TP 249-19

Miller.....	TP 254-8
Patoka.....	TP 254-39
	TP 255-8
	TP 256-5
Princeton.....	North End Trans- fer Track
	Sou. RR. Crossing
	TP 261-12
King.....	TP 262-10
	TP 262-34
	TP 263-5
	TP 263-10
	TP 263-29
Mt. Vernon Jct..	North End of Wye
	South End of Wye
	TP 266-21
Ft. Branch.....	Emge Switch
Haubstadt.....	TP 269-24
	TP 269-40
Stacer.....	TP 273-34
Ingle.....	TP 277-24
Wansford.....	TP 282-0
Straight Line Jct.....	In Building
	TP 284-23
Belt Yard.....	South End
	TP 285-13
Union Trk Jct..	TP 285-36
	TP 285-38
Otter Creek Jct.	Brazil Subdivision Switch
Burnett.....	Tower
Dixie Line Mine.	At Switch

ST. LOUIS SUBDIVISION

Woodland Jet... Wye Switch
TP 84-11
Hustle.....NKP Connection
Daily.....North End
Glover.....South End Siding
Tipton.....TP 129-4
Villa Grove....TP 144-22
TP 144-30
TP 144-36
TP 145-37
TP 146-06
TP 146-12
Tuscola.....TP 153-1
Chippis.....TP 173-8
Sullivan.....TP 175-25
TP 176-7
Okaw River...TP 181-40
Hall.....North End Two
Tracks
Coal Chute in
Booth
Findlay Jet....West End of Wye
Westervelt....On Depot
South End Siding
Henton.....TP 194-10
Dollville.....TP 199-13
Pana.....TP 203-35

SALEM SUBDIVISION

Fairground.....	South End Siding
Shelbyville.....	So. End of Bridge
Clarksburg.....	South End Siding
Moccasin.....	South End Siding
Altamont.....	B&O Connection South End Siding
S.X.....	North End Siding
St. James.....	South End Siding
Loogootee.....	TP 233-06
St. Peter.....	TP 235-18
KJ Tower.....	South End Siding
Salem Yd.....	North End
SA Tower.....	Interchange Track South End
Kell.....	Depot
Texico.....	South End Siding
Mt. Vernon....	North End Siding
VN Tower.....	North End
Ina.....	South End Siding
Benton.....	North End Siding
West Frankfort.	Coal Chute
Orient Mine....	At Switch
Old Ben No. 8..	At Switch
Jenkins Spur...	At Switch
Barlow Siding..	At Switch TP 314-02
Marion.....	North End Siding S. Tie Plant Switch
Goreville.....	North End Siding
Omar.....	South End Siding TP 336-06
Cypress.....	South End Siding
Joppa Jct.....	No. Wye Pole Box South Wye
Perks.....	Water Tank
Tamms.....	GM&O Crossing
Ullin.....	South End Siding
Olive Branch..	North End Siding
Thebes.....	Depot
Gale Jct.....	M. P. Conn. Switch

WESTVILLE SUBDIVISION

P&E Crossing.....	At Crossing
Riley Track.....	South End
Maring.....	At Switch
WR Tower.....	North End Storage
Bunsen.....	Switch
Indianola.....	South End Siding
Sidell Jct.....	North Wye Switch
	South Wye Switch
Allerton.....	North End House
	Track
Longview.....	South End House
	Track
Fairland.....	North End House
	Track
Villa Grove Jct.	TP 164-21
Jamaica.....	On Depot

BROTHERS SUBDIVISION

Henning.....On Depot
Jamesburg.....TP 115-35
Collison.....On Depot
Brothers.....On Depot

DANVILLE SUBDIVISION—Southward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 42 August 13, 1950 STATIONS	FIRST CLASS							SECOND CLASS	
				1	9	3	7	11	15	5	61	65
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Two Tracks	DN		CHICAGO	AM	AM	PM	PM	PM	PM	PM	AM	PM
				7.55	10.00	12.30	4.15	5.10	.....	10.15	.....	.....
	16.9	16.9	DOLTON JCT.									
	DN	18.0	YARD CENTER. WOX	8.28	10.33	1.03	4.48	5.43	.....	10.48	11.30	10.50
	DN	20.1	THORNTON JCT. X								11.33	10.55
		26.6	CHICAGO HTS.	s 8.43	c 10.40	s 1.11	c 4.55	s 5.52	.....	10.56	11.43	11.05
	DN	26.8	M. C. TOWER. X									
		27.0	JAY TOWER. X									
		28.8	STEGE. PX	c 8.48								
		30.4	CRETE	c 8.52								
		32.5	N. E.	8.56	10.47	1.20	5.02	5.59	.....	11.04	12.05	11.15
		37.6	BEECHER	c 9.02								
		44.7	GRANT PARK	c 9.12	10.57	1.30	5.12	6.09	.....	11.14		
	DN	49.7	M. G. TOWER. X								12.25	11.36
		49.9	MOMENCE. PX	s 9.24	11.01	c 1.35	5.16	s 6.14	.....	11.19		
		57.9	WICHERT	c 9.34								
	DN	60.1	ST. ANNE	s 9.40	11.09	1.44	5.24	6.24	.....	11.28	12.37	11.50
		64.2	PAPINEAU	c 9.45								
		67.7	MARTINTON	c 9.50								
		71.5	PITTWOOD	c 9.54	11.18	1.53	5.33	6.33	.....	11.37	12.51	12.04
	DN	77.5	WATSEKA. WX	s 10.06	11.23	s 2.00	5.38	s 6.42	6.55	c 11.42	12.58	12.11
		79.6	COALER. X	10.08	11.25	2.02	5.40	6.44	6.57	11.44	1.03	12.15
		81.8	WOODLAND	c 10.12								
	DN	82.6	WOODLAND JCT.	10.15	11.30	2.06	5.43	6.48	7.02	11.48	1.10	12.20
	D	88.1	MILFORD. X	s 10.25	.....	2.12	.....	.....	s 7.10	11.54	.....	.....
		92.7	CISSNA JCT.									
	D	94.2	WELLINGTON	c 10.34	11.41	2.17	.....	.....	7.17	12.00		
	DN	99.2	HOOPESTON. X	s 10.46	11.45	s 2.26	5.57	.....	s 7.28	c 12.07		
		105.2	ROSSVILLE	s 10.57					f 7.36			
		107.1	ROSSVILLE JCT.	11.00	11.52	2.36	6.03	.....	7.37	12.16		
		111.2	ALVIN	f 11.07								
	D	114.8	BISMARCK	c 11.12	11.58	2.43	6.09	.....	7.44	12.21		
	DN	123.2	DANVILLE. WOX	s 11.55	s 12.20	s 3.06	s 6.28	.....	8.00	s 1.00		
	DN	125.8	WALZ. X	11.59	12.24	3.11	6.32	.....		1.05		
		126.5	BREWER. WX	12.00	12.25	3.12	6.33	.....		1.06		
				PM	PM	PM	PM	PM	PM	AM	PM	AM
Average Miles Per Hour				31	52	47	55	51	42	44	39	43

CONDITIONAL STOPS

No. 1—Steger, Crete, Beecher, Grant Park, Wichert, Papineau, Martinton, Pittwood, Woodland, Wellington, and Bismarck, daily to receive and discharge passengers; daily except Sunday to handle mail and express.

No. 3—Momence on Sunday to discharge revenue passengers.

No. 5—Watseka and Hoopeston to discharge revenue passengers from Chicago.

No. 7—Chicago Heights to receive revenue passengers holding prior reservations destined Nashville, Tenn. and points south.

No. 9—Chicago Heights to receive revenue passengers for Nashville, Tenn. and south when advance reservations have been secured.

DANVILLE SUBDIVISION—Northward

3

Siding Car Capacity	Station Numbers	TIME TABLE No. 42 August 13, 1950 STATIONS	FIRST CLASS						SECOND CLASS			
			6	8	16	12	4	2	64	56	58	62
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
Two Tracks	1	CHICAGO	AM	AM	AM	AM	PM	PM	AM	AM	PM	PM
		DOLTON JCT.	5.20	9.05		11.55	2.10	7.50				
	Between Yard Center and Chicago use C&W current time table and rules.											
	18	YARD CENTER.WOX	s 4.48	8.33		11.23	1.38	7.18	5.00	6.45	10.30	9.30
	20	THORNTON JCT..X	4.44	8.29		11.19	1.34	7.14	3.25	5.40	9.36	8.43
	27	CHICAGO HTS....	s 4.38	c 8.23		s11.13	c 1.24	s 7.07	3.20	5.30	9.26	8.35
		M. C. TOWER.....X										
		JAY TOWER.....X										
	s133	29 STEGER.....PX										
		30 CRETE										
	n100	N. E.....	4.25	8.13		11.04	1.11	6.50	3.00	5.10	8.56	8.10
		38 BEECHER										
	n112	45 GRANT PARK	4.12	8.02		10.53	12.57	6.35				
		M. G. TOWER.....X							2.30	4.50	8.36	7.45
	n115s80	50 MOMENCE.....PX	4.06	7.56		s10.47	12.51	s 6.27			8.33	
		58 WICHERT										
	n86s80	60 ST. ANNE	3.52	7.47		f10.37	12.41	6.18	2.15	4.35	8.15	7.27
		64 PAPINEAU					12.35					
		68 MARTINTON										
	n78	72 PITTSWOOD										
		77 WATSEKA.....WX	3.36	7.31	10.05	s10.22	c12.23	s 6.00	1.55	4.15	7.45	7.05
	n87s95	80 COALER.....X	3.30	7.27	10.00	10.17	12.19	5.50	1.50	4.10	7.30	6.55
		82 WOODLAND										
		83 WOODLAND JCT...	3.27	7.25	9.56	10.14	12.15	5.47	1.35	4.00	7.14	6.40
		88 MILFORD.....X	3.22		s 9.48		12.09	s 5.40		3.50	7.05	
		93 CISSNA JCT.										
	n118	94 WELLINGTON			f 9.40		12.02					
		99 HOOPESTON.....X	3.10	7.09	s 9.33		c11.54	s 5.25		3.30	6.50	
		106 ROSSVILLE			f 9.21		11.47	f 5.12				
	n90s77	107 ROSSVILLE JCT...	3.01	7.02	9.20		11.45	5.10		3.20	6.39	
		111 ALVIN					11.40					
		114 BISMARCK										
		123 DANVILLE.....WOX	s 2.43	s 6.45	9.00		s11.25	s 4.55				
		WALZ.....X	2.18	6.36			10.57	4.34		2.40	6.05	
	126 BREWER.....WX	2.17	6.35			10.56	4.33		2.35	6.00		
		AM	AM	AM	AM	AM	PM	AM	AM	PM	PM	
Average Miles Per Hour.....			42	51	42	49	39	39	19	26	24	23

CONDITIONAL STOPS

- No. 4—Hoopeston receive revenue passengers for Chicago.
Watseka discharge revenue passengers from Danville and south, and pick up revenue passengers for Chicago.
Chicago Heights discharge revenue passengers from Danville and south.
- No. 2—Second section when operated with Dixie Flagler equipment will not make stops of first section except at Danville and conditional stop at Chicago Heights to discharge revenue passengers from Nashville, Tenn. and points south.
- No. 8—Chicago Heights to discharge revenue passengers from Nashville, Tenn. and points south.

DISPATCHING U. S. MAIL

- No. 6—Rossville daily except Sunday: Reduce speed to forty (40) M.P.H.
Milford and St. Anne daily reduce speed to forty (40) M.P.H.
- No. 4—Crete—daily—Reduce speed to forty (40) M.P.H.

EVANSVILLE SUBDIVISION—Southward

Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 42 August 13, 1950		STATIONS	FIRST CLASS					SECOND CLASS		THIRD CLASS	
						5	9	1	3	7	57	51	55	
						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
Two Tracks						AM	PM	PM	PM	PM	AM	PM	PM	
	DN	126.5	4.5	BREWER.....WX	1.06	12.25	12.00	3.12	6.33	1.15	5.15	6.35		
		131.0	3.3	GESSIE.....			f12.05							
		134.2	3.3	PERRYSVILLE.....			c12.10							
		137.6	3.3	DICKASON.....										
	DN	141.1	3.5	CAYUGA.....	1.20	12.39	s12.25	3.25	6.46	1.33	5.33			
		143.7	2.6	WALNUT GROVE.....										
		146.9	3.2	NEWPORT.....	1.25	12.46	s12.33	3.30	6.51					
		153.3	6.4	MONTEZUMA.....			c12.40							
	DN	154.6	1.3	HILLSDALE.....	1.33	12.56	c12.42	3.38	7.00	1.51	5.51			
	DN	162.9	8.3	CLINTON.....X	1.41	1.04	s12.59	c 3.46	7.07	2.03	6.04	7.55		
		167.3	4.4	ATHERTON.....P										
		171.9	4.6	OTTER CREEK JCT.....										
		173.8	1.9	DEWEY.....P										
	DN	176.5	2.7	HALEY.....	1.58	1.21	1.15	4.03	7.22	2.21	6.25	8.20		
		177.5	1.0	TERRE HAUTE.....W	s 2.14	s 1.30 ¹	s 1.58 ⁹	s 4.15	s 7.28					
		179.9	2.7	BAKER.....								8.30 ⁵⁶		
	DN	181.7	1.4	SPRING HILL.....	2.21	1.38	2.05	4.22	7.33	2.30	6.40	9.05		
		189.0	7.4	PIMENTO.....			c 2.15							
		192.9	3.9	FARMERSBURG.....P			s 2.21 ⁵⁸		7.42 ⁵⁶					
		198.4	5.5	SHELburn.....			s 2.31							
	DN	203.7	5.3	SULLIVAN.....W	2.41	2.00 ⁵⁸	s 2.50 ²	c 4.48	7.52	3.00	7.15 ⁵⁶	10.00		
		209.3	5.6	PAXTON.....			c 2.54							
		213.2	4.0	CARLISLE.....P			s 3.00							
		220.0	6.7	OAKTOWN.....P	2.59	2.17	s 3.10	5.04	8.07	3.25	7.45			
		224.7	4.7	EMISON.....			f 3.17							
		229.5	4.9	SMITH.....P		2.24 ²								
		234.7	5.1	VINCENNES.....P	s 3.25	c 2.31	s 3.57	s 5.31	s 8.23	3.48	8.15	10.45		
		236.4	1.7	ALICE.....PW					8.25 ⁵¹		8.25 ⁷			
		246.3	10.0	DECKER.....P			s 4.12			4.05 ⁵²		11.11 ⁶		
		248.7	2.4	HAZLETON.....	3.45	2.48	s 4.22	5.48	8.36	4.10	8.55			
		252.3	3.9	MILLER.....P	3.49 ⁵²			5.52 ⁵⁶		4.15 ⁸				
		255.3	2.8	PATOKA.....			c 4.35							
		257.9	2.5	GIBSON.....P	4.08 ⁸									
	DN	259.0	1.1	PRINCETON.....	4.09	3.04	s 5.00	s 6.05	8.49	4.30	9.12	11.35		
		262.8	3.8	KING.....P			5.05 ⁵⁶							
		265.3	2.5	MT. VERNON JCT.....										
		266.6	1.3	FORT BRANCH.....P			s 5.18							
		269.7	3.1	HAUBSTADT.....	4.29	3.19	f 5.24	6.20	9.03	4.45	9.30			
		276.3	6.7	INGLE.....P	4.39	3.27	c 5.36	6.27	9.09	4.54	9.39	12.05		
	DN	283.6	7.3	WANSFORD.....WO			s 5.50			7.00	11.00	2.00		

Belt Yard—Northward home signal to Evansville, southward trains are superior to northward trains of same class. Time of first class trains applies at northward home signal.

CONDITIONAL STOPS

No. 1—Perrysville, Montezuma, Hillsdale, Pimento, Paxton, Patoka and Ingle daily to receive and discharge passengers; daily except Sunday to handle mail and express.

No. 3—Clinton to discharge revenue passengers from Chicago and to receive revenue passengers for Evansville and beyond.
Sullivan to discharge revenue passengers from Chicago.

No. 9—Vincennes to receive revenue passengers for Nashville, Tenn. and south when advance reservations have been secured.

EVANSVILLE SUBDIVISION—Northward

5

Siding Car Capacity		Station Numbers	TIME TABLE No. 42 August 13, 1950		FIRST CLASS					SECOND CLASS		THIRD CLASS	
					8	4	2	6		58	56	52	
					Daily	Daily	Daily	Daily		Daily	Daily	Daily	
STATIONS													
Two Tracks	94	126	BREWER.....WX	Automatic Train Stop— Automatic Block System	AM	AM	PM	AM		PM	AM	AM	
		131	GESSIE.....		6.35	10.56	4.33	2.17		4.45	12.05	11.00	
		134	PERRYSVILLE.....		6.29	10.51	4.27	2.12		4.38	11.05	9.10	
		137	DICKASON.....										
		141	CAYUGA.....		6.17	10.41	f 4.15	2.00		4.23	10.30	8.45	
		144	WALNUT GROVE.....										
		147	NEWPORT.....		6.11	10.34	4.05	1.46		4.13	10.12	8.30	
		153	MONTEZUMA.....										
		155	HILLSDALE.....		6.02	10.24	3.55	1.36		4.03	10.02	8.18	
		163	CLINTON.....X		5.53	f10.14	s 3.45 ⁵⁸	1.25		3.45 ²	9.52	8.05	
	78	167	ATHERTON.....P	Centralized Traffic Control									
		172	OTTER CREEK JCT.....										
		174	DEWEY.....P										
		176	HALEY.....		5.38	9.58	3.30	1.09		3.10	9.05	7.35	
		178	TERRE HAUTE.....W		s 5.36	s 9.56	s 3.28	s 1.07			8.30 ⁵⁵		
		180	BAKER.....								8.05	7.00	
		182	SPRING HILL.....		5.28	9.36	3.10	12.34		2.50			
		189	PIMENTO.....										
		193	FARMERSBURG.....P							2.21 ¹	7.42 ⁷		
		199	SHELBURN.....			9.23							
	105	204	SULLIVAN.....W	5.09	s 9.16	s 2.50 ¹	12.09		2.00 ⁹	7.15 ⁵¹			
		209	PAXTON.....		9.05								
		214	CARLISLE.....P	4.53	8.59	2.33	11.55		1.42	6.52			
		220	OAKTOWN.....P										
		225	EMISON.....										
		229	SMITH.....P			2.24 ⁹							
		235	VINCENNES.....P	s 4.37	s 8.43	s 2.16	s11.36		1.20	6.30			
		236	ALICE.....PW	4.30 ⁵²							4.30 ⁸		
		246	DECKER.....P				11.11 ⁵⁵				4.05 ⁵⁷		
		248	HAZLETON.....	4.19	8.21	1.53	11.07		12.55	6.00			
105	252	MILLER.....P	4.15 ⁵⁷						5.52 ³	3.49 ⁵			
	255	PATOKA.....											
	258	GIBSON.....P	4.08 ⁵										
	259	PRINCETON.....	4.07	s 8.10	s 1.40	s10.55		12.30	5.20				
	263	KING.....P							5.05 ¹				
	266	MT. VERNON JCT.....											
	267	FORT BRANCH.....		7.58	s 1.28								
	270	HAUBSTADT.....	3.57	7.55	1.23	10.43		11.52	4.52				
	276	INGLE.....P	3.51	7.47	1.17	10.37		11.42	4.42	2.15			
	284	WANSFORD.....WO						11.30	4.30	2.00			
82	285	BELT YARD.....WOX											
	286	UNION TRACK JCT.....X		3.42	7.37	1.07	10.27						
	287	EVANSVILLE.....X		3.35	7.30	1.00	10.20						
				AM	AM	PM	PM		AM	PM	AM		
Average Miles Per Hour.....					54	47	45	41		30	21		

Belt Yard—Northward home signal to Evansville, southward trains are superior to northward trains of same class.

CONDITIONAL STOPS

No. 2—Second section when operated with Dixie Flagler equipment will not make stops of first section except Vincennes, to discharge revenue passengers from Nashville and South and Terre Haute to receive and discharge passengers.

DISPATCHING U.S. MAIL

No. 8—Hillsdale and Montezuma—daily—Reduce speed to forty (40) M.P.H.

ST. LOUIS SUBDIVISION—Southward

Train Order and Block Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 42 August 13, 1950 STATIONS	FIRST CLASS			SECOND CLASS			THIRD CLASS		
				13	11		65	61		163		
				Daily	Daily		Daily	Daily		Daily		
Two Tracks	DNB 82.6	4.9	WOODLAND JCT.	AM	PM		AM	PM		AM		
	DB 87.5	4.8	BRYCE.....P		6.48		12 20	1.10				
	DB 92.3	3.8	GOODWINE.....P		6.53		12 40	1.18				
	DB 96.1	3.7	FOUNTAIN CREEK.....P		6.58		12 46	1.37				
	 99.8	3.6	HUSTLE.....P				12 51	1.42				
	DB 103.4	3.6	REILLY.....P		7.09		12 56	1.47				
	DNB 108.0	4.6	ELLIS.....P		7.13		1 01 ⁶⁴	1.52				
	 114.2	6.2	GERALD.....P		7.20		1.07	2.00				
	DB 120.0	5.8	ROYAL.....P		7.26		1.15	2.08				
	DNB 125.9	5.9	GLOVER.....P		c 7.33		1.22	2.15				
	DB 136.5	10.6	BLOCK.....P		7.45		1.29	2.22				
	DB 140.0	3.5	BONGARD.....P				1.42	2.35				
	 144.8	4.8	VILLA GROVE JCT.x	3.30			1.47	2.41				
	DNB 145.1	0.8	VILLA GROVE...wox	s 3.35	s 7.55		{ 1.55	{ 2.50		1.50		
Two Tracks	 146.3	1.2	V. E.....x	s 3.45	s 8.02		{ 2.30	{ 3.20		1.52		
	DB 148.9	2.6	WEST RIDGE.....P	3.47	8.04		2.32	3.25 ¹⁶⁴				
	DNB 153.4	4.5	TUSCOLA.....P	s 3.58	s 8.13		2.42	3.35		2.02		
	DB 159.4	6.0	BOURBON.....P	c 4.07	8.20		2.59	3.45		2.12		
	DNB 164.7	5.8	ARTHUR.....P	s 4.19	s 8.28		3.11	4.07 ⁶²		2.22		
	DB 168.4	3.7	CADWELL.....P	c 4.26	8.33		3.20	4.15		2.40		
	DNB 176.1	7.7	SULLIVAN.....P	s 4.41	s 8.43		3.40	4.24		3.05		
	 184.2	8.1	HALL.....PCX	4.51	8.52		4.05	4.34		3.30		
	 185.2	1.0	FINDLAY.....WX	s 4.55	c 8.53							
	DNB 185.5	0.8	FINDLAY JCT.....x	4.56	8.55		4.09	4.37		3.55		
	 191.8	6.3	WESTERVELT.....PX				4.24	4.47				
	 205.1	13.3	PANA.....PX				4.40	5.08				
	D 275.1	70.0	MITCHELL YD...wo	AM	PM		8.00	8.35		AM		
Average Miles Per Hour.....				31	49		25	26				

NYC current timetable and rules govern between Pana and Lenox NYC and GM&O joint special instructions govern between Lenox and Granite City. TRRA rules and timetable govern between Granite City and St. Louis.

Northward trains are superior to southward trains of the same class.

CONDITIONAL STOPS

No. 11—Glover to receive or discharge revenue passengers to or from regular stops.

Findlay to discharge revenue passengers from Chicago.

No. 13—Bourbon and Cadwell daily except Sunday to handle mail and express.

*Manual Block System—Woodland Jct to Pana except automatic block system between Villa Grove Jct and V.E. and between Sullivan and Findlay Jct.

ST. LOUIS SUBDIVISION—Northward

7

Siding Car Capacity	Station Numbers	TIME TABLE No. 42 August 13, 1950 STATIONS	FIRST CLASS				SECOND CLASS		THIRD CLASS			
			12	14			62	64	164			
			Daily	Daily			Daily	Daily	Daily			
Two Tracks	83	WOODLAND JCT.	AM	PM			PM	AM	PM			
	83	1088 BRYCE.....P	10.14				6.40	1.35				
	90	1092 GOODWINE.....P					6.32	1.25				
	88	1096 FOUNTAIN CREEK P	10.03				6.25	1.20				
	98	1100 HUSTLE.....P					6.19	1.15				
	77	1103 REILLY.....P					6.13	1.10				
	89	1108 ELLIS.....P	9.52				6.07	1.01 ⁶⁵				
	90	1114 GERALD.....P	9.45				6.00	12.47				
	77	1120 ROYAL.....P	9.40				5.51	12.39				
	100	1126 GLOVER.....P	9.33				5.43	12.31				
	80	1136 BLOCK.....P	c 9.27				5.35	12.24				
	80	1140 BONGARD.....P	9.15				5.20	12.12				
		1144 VILLA GROVE JCT.x	9.11				5.15	12.08				
		1145 VILLA GROVE..wox		11.45								
Two Tracks		V. E.....X	s 9.05	s 11.40 ¹⁴			{ 5.05	{ 12.01 ¹⁴	3.30			
		1149 WEST RIDGE.....	s 8.59	s 11.20 ¹⁴			{ 4.45	{ 11.00 ¹⁴				
	115	1153 TUSCOLA.....P	8.56	11.18			4.40	10.45	3.25 ⁶¹			
	115	1159 BOURBON.....P										
	115	1165 ARTHUR.....P	s 8.45	s 11.09			4.27	10.25	3.06			
	115	1168 CADWELL.....P	8.39	10.58			4.16	10.15	2.58			
	115	1176 SULLIVAN.....P	s 8.32	s 10.51			4.07 ⁶¹	10.05	2.50			
	85	1184 HALL.....PX	8.26	10.41			4.02	9.58	2.42			
		1185 FINDLAY.....WX	s 8.17	s 10.31			3.52	9.45	2.30			
		1186 FINDLAY JCT.....	c 8.07	10.21			3.43	9.31	2.15			
	84	1192 WESTERVELT.....	c 8.05	s 10.19								
	60	1205 PANA.....PX	8.04	10.15			3.39	9.24	1.50			
							3.31	9.15				
							3.15	8.55				
NYC current timetable and rules govern between Pana and Lenox. NYC and GM&O joint special instructions govern between Lenox and Granite City. TRRA rules and timetable govern between Granite City and St. Louis.												
	1276	MITCHELL YD...wo					1.15	7.00				
Average Miles Per Hour.....			AM	PM			PM	PM	PM			
			47	35			36	29				

Northward trains are superior to southward trains of the same class.

CONDITIONAL STOPS

No. 12—Findlay to receive revenue passengers for Chicago.

Glover to receive or discharge revenue passengers to or from regular stops.

*Manual Block System—Woodland Jct to Pana except automatic block system between Villa Grove Jct and V.E. and between Sullivan and Findlay Jct.

Southward—SALEM SUBDIVISION—Northward

THIRD CLASS		SECOND CLASS	FIRST CLASS		Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 42 August 13, 1950		Station Numbers	Siding Car Capacity	FIRST CLASS		THIRD CLASS	
183	163	13	11	STATIONS				12	14			164	184		
CB&Q Daily	Daily	Daily	Daily	Daily								Daily	Daily	Daily	CB&Q Daily
PM	AM		AM	PM								AM	PM	PM	AM
.....	3.55	.....	4.56	8.55	DN	185.5	7.3	FINDLAY JCT. x	1186	...	8.04	10.15	.....	1.50	.....
.....	4.10	.....	5.05	9.02	...	192.8	7.3	FAIR GROUNDS. . x	2193	75	7.56	10.06	.....	1.35	.....
.....	.....	.....	s 5.12	s 9.04	...	193.9	1.1	SHELBYVILLE. . x	2194	...	s 7.55	s 10.03	.....	.....	.....
.....	4.30	.....	5.22	9.13	...	200.1	6.2	CLARKSBURG.	2200	75	7.46	9.48	.....	.....	.....
.....	4.37	.....	s 5.35	9.19	DN	204.5	4.4	MODE.	2205	68	7.40	s 9.42	.....	1.13	.....
.....	4.48	.....	5.46	9.27 ¹⁴	...	212.9	8.4	MOCCASIN.	2213	83	7.32	9.27 ¹¹	.....	1.02	.....
.....	5.05	.....	s 6.02	f 9.34	D	218.9	6.0	ALTAMONT.	2219	75	f 7.23	s 9.05	.....	12.42	.....
.....	5.17	.....	6.11	9.40	DN	224.4	5.5	S. X. TOWER. x	2223	60	7.18	8.58	.....	12.33	.....
.....	.....	.....	s 6.14	s 9.44	...	224.6	0.2	ST. ELMO. x	2224	...	s 7.17	s 8.56	.....	.....	.....
.....	5.30	.....	c 6.24	9.51	...	229.7	5.1	ST. JAMES.	2230	75	7.10	8.48	.....	12.15	.....
.....	.....	.....	c 6.30	.....	...	233.2	3.5	LOOGOOTEE.	2233	...	.....	c 8.44	.....	.....	.....
.....	5.40	.....	s 6.38	9.57	D	235.7	2.5	ST. PETER.	2236	65	7.04	s 8.40	.....	11.45	.....
.....	5.50	.....	s 6.49	s 10.06	...	242.4	6.7	KINMUNDY.	2242	...	s 6.57	s 8.30	.....	.....	.....
.....	{ 6.00 ¹²	.....	6.55 ¹²	10.07	DN	242.7	0.3	K. J. TOWER.	...	72	6.55 ¹³	8.28	.....	11.30	.....
.....	{ 7.35 ¹³	.....	{ 7.07	10.17	DN	252.1	9.4	SALEM YARD. . . wox	2252	...	6.45 ¹⁶³	8.16	.....	{ 11.10	.....
.....	7.40	.....	{ 7.16 ¹⁶³	.....	...	253.8	1.7	.....	.....	.....	.....	.....	.....	{ 9.20	.....
.....	.....	.....	s 7.28	s 10.23	...	254.1	0.3	SALEM. x	2254	...	s 6.43	s 8.04	.....	.....	.....
.....	.....	.....	7.29	10.25	DN	260.0	5.9	S. A. TOWER. x	.....	.....	6.38	7.54	.....	9.10	.....
.....	7.55	.....	c 7												

Northward trains are superior to southward trains of the same class.

Use tracks of and be governed by time table, rules and instructions issued by: SI&MB Co. between Bridge Jct. and Illmo; STL&W Ry. between Illmo and Rockview; and STL&F Ry. between Rockview and Chaffee. The time of No. 14 at Marion applies at Station sign.

CONDITIONAL STOPS

No. 13—St. James, Logootee, Cartter, Texico, Bonnie and Buncombe, daily except Sunday to handle mail and express.

No. 14—Buncombe, Texico, Cartter and Logootee, daily except Sunday to handle mail and express.

WESTVILLE SUBDIVISION

SOUTHWARD		Train Order and Block Stations	Distance from Chicago	Distance be- tween Station	TIME TABLE No. 42 August 13, 1950			Station Numbers	Siding Car Capacity	Station Tracks Car Capacity	NORTHWARD	
First Class					First Class							
13					14							
Daily					Daily							
STATIONS												
AM											AM	
2.15	DNB	123.0	5.8		DANVILLE.....wx	123	...	...	...	...	1.05	
		123.8	3.6		GRAPE CREEK....P	3129	38	...	...	...	...	
		132.4	0.4		WESTVILLE.....x	3132	...	...	...	18	...	
2.38	DNB	132.8	9.3		W. R. TOWER.....x	...	...	...	...	54	12.37	
	D	142.1	3.5		INDIANOLA.....	3142	48	10	...	...	...	
2.57		145.6	0.9		SIDELL JCT.....x	4141	...	...	...	...	12.18	
	D	146.5	6.1		SIDELL.....x	3146	...	...	...	27	...	
3.08		152.6	3.1		ALLERTON.....	3153	...	...	...	36	12.07	
	D	155.7	4.0		BROADLANDS.....	3156	...	...	...	40	...	
	D	159.7	2.2		LONGVIEW.....	3160	...	...	...	32	...	
	D	161.9	3.0		FAIRLAND.....	3162	...	...	...	35	...	
3.30		164.9			VILLA GROVE JCT.x	1144	...	...	...	...	11.45	
AM											PM	

Northward trains are superior to southward trains of the same class.

MT. VERNON SUBDIVISION

SOUTHWARD		Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 42 August 13, 1950		Station Numbers	Station Tracks Car Capacity	NORTHWARD	
Second Class									Third Class	
303									302	
Daily Ex. Sunday					STATIONS				Daily Ex. Sunday	
AM									AM	
7.30	.....	265.4	6.1	MT.VERNON JCT. x	266	....	11.15			
f 7.50	D	271.5	5.9	OWENSVILLE.....	8272	47	f11.05			
f 8.05	D	277.4	4.4	CYNTHIANA.....	8278	23	f10.55			
f 8.20	D	281.8	4.4	POSEYVILLE.....	8282	55	f10.40			
8.35	.....	286.5	4.7	WADESVILLE.....	8288	18	10.20			
9.00	D	302.1	15.6	MT. VERNON...x	8305	....	10.00			
AM							AM			

Northward trains are superior to southward trains of the same class.

JOPPA SUBDIVISION

SOUTHWARD		Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE No. 42 August 13, 1950		Station Numbers	Station Tracks Car Capacity	NORTHWARD			
					STATIONS							
		347.6	0.9	JOPPA JCT.....	x	2348						
		348.5	0.9	CHASCO.....	x	9348						
		349.4	2.1	RAGO.....	x	9349						
	D	351.5	4.0	KARNAK.....		9352	5					
		355.5	7.8	BOAZ.....		9356	6					
	D	363.3		JOPPA.....	x	9363						

Northward trains are superior to southward trains of the same class.

BROTHERS SUBDIVISION

SOUTHWARD		Train Order Stations	Distance from Chicago	Distance between Stations	TIME TABLE		Station Numbers	Siding Car Capacity	Station Tracks Car Capacity	NORTHWARD
					No. 42					
					August 13, 1950					
					STATIONS					
.....		107.1			ROSSVILLE JCT.....x	107				.....
.....	D	111.8	4.7		HENNING.....	4112		40		.....
.....	D	119.8	8.0		COLLISON.....	4120		26		.....
.....	D	125.4	5.6		BROTHERS.....	4125		32		.....

Northward trains are superior to southward trains of the same class.

CISSNA PARK SUBDIVISION

		92.7	2.6		CISSNA JCT.....x	93			
		95.3	2.9		ALONZO.....x	5095	12		
	D	98.2	1.9		GOODWINE.....x	1092	25		
		100.1	3.7		CLAYTONVILLE...x	5100	23		
		103.8			CISSNA PARK...x	5104	40		

JUDYVILLE SUBDIVISION

		107.1	3.0		ROSSVILLE JCT...x	107			
		110.1	4.1		JOHANNOTT.....x				
	D	114.2	1.8		PENCE.....x	6114	24		
		116.0	4.4		STEWART.....x	6116			
		120.4			JUDYVILLE.....x	6121	15		

BRAZIL SUBDIVISION

		171.9	3.1		OTTER CREEK JCT.x	172			
		175.0	1.5		BURNETT.....x	7175			
		176.5	2.8		BURNETT SIDING...x	7176	10		
		179.3	4.3		DIXIE LINE MINE...x	7179			
		183.6	1.0		BRAZIL CLAY CO..x				
		184.6			BRAZIL.....x	7185			

SPECIAL INSTRUCTIONS

- 1—Danville instead of Brewer is subdivision initial station for through first class schedules on Danville and Evansville Subdivisions.
- 2—Auxiliary lines when recalling flagman: Woodland Jct—St. Louis Subdivision, Villa Grove Jct and Danville—Westville Subdivision, Findlay Jct—Salem Subdivision.
- 3—Footnote of Rule 605 Book of Rules, is not in effect insofar as Rule 99 is concerned.
- 4—Conductor notify postal clerk on train when cars are picked up containing storage or other U.S. mail.
- 5—Passengers must be handled on station platform. If passenger cars do not reach platform, second stop must be made.
- 6—Back up movements of multiple unit Diesel road engines will be as follows:
 - (1)—With A and B units, a member of the crew must be in B unit to handle brake and signal valves, maintaining a careful look-out in direction of movement.
 - (2)—With two A units, engine crew must change cabs.
- a—On multiple unit Diesel engines in through passenger service on the main line, the fireman must be in the cab at all times when the train is in motion.
On multiple unit Diesel engines in through freight service, both the fireman and head brakeman must not be absent from the leading cab at the same time when the train is moving on main track between stations. If it is necessary for the fireman to leave the cab he should not do so until the head brakeman has come forward to the leading cab so as to comply with Rule 34.
- b—Diesel engines must not move through water unless authorized by chief dispatcher or officer at point of high water.
- 7—Second paragraph of Rule 727 does not apply to all steel cars.
- 8—Stock Drenchers at Coaler, Brewer, Sullivan, Ind., Alice Hall Goreville.
- 9—SPEED RESTRICTIONS:

a—Except as otherwise restricted, trains and engines must not exceed:

	Psg. MPH	Frt. MPH
Yard Center to Evansville.....	80	55
Woodland Jct to Villa Grove.....	70	55
Villa Grove to Pana.....	60	50
Findlay Jct. to Goreville.....	60	45
Goreville to West Vienna.....	45	40
West Vienna to Cypress.....	50	40
Cypress to Thebes.....	45	40
Engines in forward movement with or without caboose or one coach.....	45	45
Freight trains of over 5000 tons.....	..	50

b—Diesel engines:

95-101.....	45 MPH
103-105, 115-133, 203-222.....	55 MPH
200-202.....	65 MPH
1100-1102, 1200-1205, 1300-1301, 1400-1409, 1500- 1504, 1600-1609.....	80 MPH

c—Trains handling scale test car A1034 (maximum speed 25 MPH), steam derrick, pile driver, spreader car with wings secured, and locomotive cranes; also burro and caterpillar cranes unless otherwise advised by car inspector:

Yard Center to Evansville, Woodland Jct. to Pana 35 MPH.
Findlay Jct. to Cypress 25 MPH.
Cissna Jct. to Goodwine, Brothers Subdivision, Westville to Villa Grove Jct., and Cypress to Thebes 20 MPH.
Danville to Westville, Brazil and Mt. Vernon Subdivisions 15 MPH.
On other lines 10 MPH.

Above machines moving on own wheels should be handled on rear of train ahead of caboose and boom must be turned to trailing position at first point where switch can be made, unless otherwise authorized.

d—Trains must be under control when starting onto bridge over which speed is restricted and the use of air brakes must be avoided while engine or train is on the bridge. Only sufficient power should be worked to maintain the specified speed while engines are on bridges.

10—RAILROAD CROSSINGS:

- a—Freight trains must not stop or stand on railroad crossings while doing work; they must clear or cut crossings.
- b—At Railroad Crossings not interlocked:
Illinois law requires trains Stop within 800 ft. of crossing and positively ascertain that way is clear.
Indiana law requires trains stop not closer than 40 ft. nor more than 500 ft. from crossing ascertaining no train approaching.

11—AUTOMATIC TRAIN STOP:

- a—Miller System—Train stop system must be in service Dolton Jct. to Clinton. If signal indicates stop engineman may forestall ramp and make stop for signal by operating brake valve by hand.

Non-equipped engine or engines with equipment cut out must not be operated in road service unless doubleheading behind an equipped engine or authorized by superintendent.

Train stop system is not connected with second arm of home signals. When this unit is clear, engineman may forestall home signal ramp.

When false stop occurs due to a known or unknown cause, engineman must keep train stop system in service and prevent false stops by forestalling when possible to do so while passing over ramps. If the cause is unknown engineman must wait until second false stop occurs before forestalling at succeeding ramps.

In each case engineman must inform fireman immediately that operation is being forestalled and make wire report to the superintendent and road foreman. When necessary to cut train stop system out of service enroute due to inability to forestall, train may proceed with train stop system cut out at a speed not to exceed 40 MPH for passenger trains and 30 MPH for freight trains to the first open point of communication. Report giving reasons for cut out must be made at once by wire to superintendent and road foreman. Train may then proceed at normal speed when authorized by message from superintendent.

- b—GRS System—While operating between Pana and Mitchell Yard be governed by N.Y.C. rules and instructions. Enginemen must know before leaving terminal that cut-out cock is sealed and that 3-way cock is in position to cut in the GRS system. Send chief train dispatcher at Salem copies of all wire reports to N.Y.C. officials relating to automatic train stop operation.

12—SPRING SWITCHES—Yard Center, South End; Steger South End; Coaler North End Northward Siding; Vincennes, North End Siding; Union Track Jct.; Villa Grove Jct.; V.E. end of two tracks. V.E. Yard lead; Hall North End.

13—When Registering at Initial Stations—Road and yard conductors and engineers will record the number of last bulletin on train register under column headed "Remarks" which is to left of watch comparison.

DANVILLE SUBDIVISION

14—BLOCK INFORMATION:

a—Rules 505 to 518 in effect Yard Center to Brewer.

b—WOODLAND JCT.—SOUTHWARD TRAIN ORDER—BLOCK SIGNAL, Top arm is train order signal for Danville Subdivision trains. Lower arm is manual block signal and train order signal for St. Louis Subdivision trains.

15—DANVILLE:

a—Engines after handling southward passenger trains are authorized to move ahead of train handled from Danville to the north engine track lead, Oaklawn.

b—Between crossovers just south of Wabash crossing and P&E crossing Danville, tracks are numbered commencing with No. 1 for the most westerly track and continuing east as No. 2 and No. 3. Current of traffic: Track 1 southward. Track 2 northward. Track 3 northward. Movements may be made in either direction on tracks 1, 2 or 3 if signal indicates proceed.

The most easterly track between P&E crossing and Wabash crossing Danville is a running track and may be used in either direction.

c—First class trains must approach Danville prepared to stop and look out for Westville Subdivision trains.

JOINT TRACKS

16—C&WI—Between Chicago and Yard Center trains and engines will use the tracks and time table and be governed by rules and instructions issued by the Chicago and Western Indiana Railroad. C&EI train order form F is authority for a C&EI train to run as a section on the C&WI through between Chicago and Yard Center when such train is shown under the same schedule number on the current time tables of both roads. Yard Center is Subdivision initial station for southward and Subdivision terminal station for northward trains under Rule 4, Book of Rules. The time shown on C&EI time table as at Chicago is for information only.

INTERLOCKING PLANTS

17—Yard Center, Thornton Jct., M.C. Tower, Jay Tower, M.G. Tower, St. Anne, Watseka, Woodland Jct., Hoopeston, Danville (2), Walz.

YARD LIMITS

Stations	From	To
Yard Center.....	Dolton Jct.....	TP 20-35
Heights Yard.....	TP 26-31.....	TP 29-8
Momence.....	TP 48-40.....	TP 51-45
Watsaka.....	MP 76.....	TP 80-24
Milford.....	MP 87.....	TP 89-1
Hoopeston.....	MP 98.....	MP 100
Danville.....	MP 122.....	MP 128

SPEED RESTRICTIONS

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instruction 9 are less:

	MPH
Yard Center—Over railroad crossings on main track....	50
Over slip switches on side tracks.....	20
Over spring switch against traffic on southward track.....	40
Chicago Heights—Between first street north of depot TP 26-24 and EJ&E crossing TP 27-1....	50
Steger—Over spring switch against current of traffic on southward track.....	40
Momence—Between M.G. Tower and TP 50-20.....	60
St. Anne—Over NYC crossing.....	60
Coaler—Over spring switch against current of traffic on northward track.....	40
Woodland Jct.—On northward track through interlocker	60
On southward track through interlocker	40
Through north crossover.....	20
Hoopeston—Until engine has passed over street crossings	60
Danville—Between Wabash crossing and P&E crossing.	20
Through the crossover between tracks 1 and 2	10
Walz—Around curve at TP 125-27 and over railroad crossing.....	60

TRACKS NOT ON SCHEDULE PAGES

Mile from Chgo.	Name	No.
19.5	South Holland.....	19
21.7	Thornton.....	22
23.4	Glenwood.....	23
27.8	Heights Yard.....	
34.2	Goodenow.....	34
41.0	Sollitt.....	41
118.4	West Newell.....	118
124.8	Oaklawn.....	125

EVANSVILLE SUBDIVISION

18—C.T.C. INFORMATION

a—Rules 261 to 264, inclusive, in effect between end of two tracks at Clinton and northward home signal Belt Yard.

b—Clinton—Northward trains receiving a proceed indication on the home signal, running with current of traffic will move ahead of overdue superior trains unless otherwise directed.

Northward trains running against current of traffic must have train order, form D-R.

19—BLOCK INFORMATION:

Rules 505 to 518 in effect Brewer to signal 284-5 Belt Yard.

20—SULLIVAN—When delivering to IC in west wye, air must be coupled and working on all cars.

21—EVANSVILLE—Trains to and from Evansville use crossover at Union Track Jct. Switches are set normally for that movement.

L&N, NYC and IC engines use C&EI tracks as follows and are governed by C&EI rules and instructions:

L&N..... West Running Track, Union Track, Wansford Yard and Belt Railway.

NYC..... Straight Line Jct. to Wansford Yard.

IC..... Belt Railway Devon St., to Wansford Yard and West Running Track to Garvin St.

JOINT TRACKS

22—Pennsylvania trains may move between Otter Creek Junction and Pennsylvania connections at Dewey in accordance with signal indication and other operating rules of the C&EI.

Pennsylvania trains may display their standard markers.

INTERLOCKING PLANTS

23—Cayuga, Hillsdale, Dewey, Haley, Terre Haute, Spring Hill, Sullivan IC, Vincennes PRR, Princeton Southern RR and Wansford.

a—TERRE HAUTE—Penna. RR. Movements through plant governed by interlocking home signals operated from interlocking machine in office at crossing. Northward passenger trains occupying main track, setting out or picking up, may pass southward home signal indicating Stop and Proceed at Restricted Speed (Rule 290-A) without clearance Form A to place engine on train.

b—SPRING HILL—Plant controls both ends of sidings and crossings and connections just north and just south of the siding. When stopped by the home signal at north crossing and signal does not display proceed indication, do not proceed until permission is obtained from the signalman by telephone and until switch and derails are inspected and known to be properly set. In addition, main track movements must receive authority as per Rule 509(a) before proceeding over the plant. When necessary these derails and switch may be operated by hand after obtaining permission from the signalman. Instructions are posted in telephone box at each home signal and on switch and derail machines.

c-SULLIVAN—I.C. Automatic plant. Home signals equipped with smashboards. If a train is stopped by a home signal and no conflicting movement is being made, operate C&EI time release in box on instrument house at crossing. If signal remains at Stop, make sure both C&EI smashboards are vertical, cranking them up if necessary and proceed through plant on hand signal from trainman at crossing. To make reverse move through plant after train has passed opposing home signal, push button on home signal. If it does not change to proceed indication, operate C&EI release at crossing and protect movement as described above, cranking smashboards up if necessary. Instructions for operating release and cranking smashboards are in release box.

d-VINCENNES—PRR—Automatic plant. If a train is stopped by home signal and no conflicting movement is being made, operate C&EI release in telephone box at crossing. If signal does not change to proceed indication within two minutes, proceed through plant on hand signal from trainman at crossing.

e-PRINCETON SOU. RY.—Automatic plant. If a train is stopped by home signal and no conflicting movement is being made, operate C&EI release in telephone box at crossing. If signal does not change to proceed indication within six minutes, proceed through plant on hand signal from trainman at crossing. Southward signal governing movement from transfer track will not give a proceed indication unless crossover to main track is reversed.

RAILROAD CROSSINGS NOT INTERLOCKED

24-VINCENNES—B&O. Semaphore signal at crossing. Arm in diagonal position is permission for C&EI train to move over crossing providing home signal is at proceed. The northward and southward home signals are jointly controlled by the CTC operator and the leverman operating the crossing signals. These signals are so arranged that a proceed indication cannot be given of the home signals until the crossing signal at the B&O crossing is in the diagonal position. This crossing signal can be placed in the diagonal position without the home signals indicating proceed. The most restrictive indication of the home signals and the crossing signal must be observed. The home signal at proceed and the crossing signal in the diagonal position does not permit a train to disregard the law or rule to make a full stop at this crossing.

a-EVANSVILLE—Southern and IC.

b-EVANSVILLE BELT RY.—NYC and IC also Industrial track near Devon Street crossing gates normal position across Industrial track.

YARD LIMITS

Brewer.....See Danville Subdivision
Clinton.....MP 160.....TP 162-31
MP 196.8.....Main Line.....End of Branch
Evansville.....Northward Home Signal Belt Yard to MP 287.3
including Belt Ry to L&N Ry.

SPEED RESTRICTIONS

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instruction 9 are less:

	MPH
Perrysville—Between TP 133-20 and 134-20 on both tracks.....	60
Cayuga—Over NKP crossing.....	40
Newport—Between TP 147-5 and 148-6.....	50
Dana—Wabash River Ordinance tracks and over switch and through turnout just west of highway Route 63.....	5
Clinton—Over switch at end of two tracks.....	30
Over Wabash River Bridge.....	20
Between TP 163-20 and 164-10.....	55
Otter Creek Jct.—Around curve.....	60
Terre Haute—Haley—Southward home signal to south end Haley.....	30

	MPH
South end Haley to automatic signal 178-5 (Crawford Street).....	20
Automatic signal 178-5 (Crawford Street) to T.P. 179-16.....	30
Young—Wye tracks to Pfizer Plant including east track and four carlengths beyond clearance points west track.....	10
Maria Creek—Around curves between TP 227-20 and TP 228-15.....	50
Smith—Between MP 230 and TP 231-15.....	60
Vincennes—Between TP 233-15 and 233-31.....	55
Over Penna crossing.....	10
Between TP 233-31 and 235-39.....	35
Decker—White River Bridge and trestle.....	20
Hazleton—Around curves TP 248-7 to TP 249-0.....	70
Moving out of Atlanta track MP 249.....	5
Around curve between TP 251-22 and 251-37.....	60
Miller—Between MP 253 and 254.....	55
Patoka—Between TP 254-40 and TP 255-35.....	55
Gibson—Between TP 258-10 and 258-30.....	60
Princeton—Around curve south of depot.....	40
—Until engine has passed over Southern Railway crossing Northward.....	35
Southward.....	20
Around curves between TP 271-15 and 272-7.....	60
Powder Farm Tracks.....	5
Evansville—Between Wansford and TP 285-13.....	55
Evansville—Between TP 285-13 and Union Track Jct.....	20
Belt Ry.....	10
Union Track Junction to Evansville, except 8 miles per hour between Fifth and Clark Street, 5 miles per hour passing over Main St. and Fulton Avenue...	15
Do not exceed 5 miles per hour through passenger station tracks, looking out for yard engines not protecting and switches not lined for the movement on the track over which the train or engine is operating.	

ENGINES RESTRICTED ON AUXILIARY TRACKS

JACKSON MINE BRANCH	10 miles per hour.
SULLIVAN COUNTY MINE BRANCH	15 miles per hour.

TRACKS NOT ON SCHEDULE PAGES

Miles from Chgo.	Name	No.
128.9	Rileysburg.....	129
138.1	Dickason Pit.....	138
149.7	Dana Jct.....	149
151.4	Worthy.....	151
159.8	Standard Pit.....	161
178	Wabash Ave.....	
178.3	Poplar Street.....	179
186.2	Young.....	186
196.8	Standard.....	197
241.0	Purecell.....	241
273.6	Stacer.....	274
277.8	Powder Farm.....	278
283.0	Straight Line Jct.....	283
*151.0	Dana.....	152
	Sullivan County Mine Branch.....	197
	Peerless Mine, CMStP&PRR.....	205

*Dana—Located at intersection of State Highway Route 63 and lead to Wabash River Ordinance Works.

ST. LOUIS SUBDIVISION

25—BLOCK INFORMATION:

a—Rules 305 to 373 in effect between Woodland Junction and Villa Grove Junction; V.E. and Sullivan; Findlay Junction and Pana.
The manual block signal will also be used as train order signal except at Villa Grove and Findlay Jet.

b—Rules 505 to 518 in effect Villa Grove Junction to V.E. and between Sullivan and Findlay Junction.

Automatic southward approach signal located at TP 143-10 north of Villa Grove Junction is part of the automatic block signal system for southward movements.

Automatic northward approach signal located at TP 147-33 south of V.E. is part of the automatic block signal system for northward trains. Automatic southward approach signal located at TP 174-34 north of Sullivan is part of the automatic block signal system for southward trains.

c—GOODWINE, GLOVER and TUSCOLA—Southward trains entering siding to meet northward trains or to be passed by southward trains, may pass block signal indicating stop and be governed by Rule 365.

d—ARTHUR—Northward trains entering siding to meet southward trains or to be passed by northward trains may pass block signal indicating stop and be governed by Rule 365.

e—VILLA GROVE JUNCTION—Northward color light high manual block signal and northward color light dwarf manual block signal located at clearance point end of two tracks at Villa Grove Junction governs northward movements to next open manual block station. Rules 305 to 373 inclusive will apply.

V.E.—Southward color light high manual block signal and southward color light dwarf manual block signals located at end of two tracks and clearance point for yard lead govern southward movements to next open block station. Rules 305 to 373 inclusive will apply.

Trains receiving a stop signal at Villa Grove Junction or V.E. will call operator at Villa Grove as per Rule 371.

f—FINDLAY JCT.—PANA—Northward approach signal (187-6) for Findlay Junction interlocking is part of automatic block signal system for northward movements. Southward approach signal (202-7) for Pana interlocking is part of automatic block signal system for southward movements. Northward automatic dwarf signal (205-0) located at Poplar Street, Pana, is approach signal for northward manual block signal at Pana. Rules 505 to 518 are in effect for all the above automatic block signals.

Manual Block Signals: Findlay Jet.—Pana.

Southward manual block signal located TP 185-27.

Northward manual block signal located TP 203-35.

Rules 305 to 373 are in effect between these signals.

Train stopped by either of these signals must communicate with operator at Findlay Junction and be governed by his instruction. Additional instructions are posted in telephone box located at Pana northward block signal.

Clearance Provisions and Exceptions to Rule 83(b) and Rule 97:

At Pana—When manual block signal indicates Proceed, northward trains may proceed without clearance.

A proceed indication of the northward manual block signal is authority for northward extra trains to run without train orders from Pana to Findlay Jet.

At Findlay Jct.—Clearance issued and signed by the superintendent will confer the same authority to a train as though received at its initial station.

26—VILLA GROVE—All trains register and receive clearance at Villa Grove. Clearance received at Villa Grove issued and signed by the superintendent will confer the same authority to regular trains as though received at initial station (Rule 83b).

When passenger trains are standing on southward track at Villa Grove station, trains on northward track will watch out for hose lying across track.

JOINT TRACK

27—PANA is the Subdivision initial station for northward and Subdivision terminal station for southward trains under Rule 4, Book of Rules.

Employees who operate between Pana and St. Louis must have copy of current rules, time table and special instructions NYC, GM&O and TRRA.

a—HOPKINS—Trains or engines must not leave the yard, or cross over from westbound main track into yard lead until they have first obtained permission from the operator at Lenox or train dispatcher located at Mattoon. In all cases trainmen must secure the name, title and location of the party who authorizes the movement. This information must be noted in writing, showing the date, train, engine, conductor, engineer, time authority received and name of person authorizing movement. This information must be turned over to conductor at end of trip for his record.

INTERLOCKING PLANTS

28—Woodland Jet., Goodwine, Glover, Tuscola, Arthur, Sullivan, Findlay Jet., Pana.

YARD LIMITS

Villa Grove.....TP 143-30.....MP 147
Findlay.....Signal 182-7.....TP 186-28
Pana.....TP 203-20.....Big 4 Main Track Connection

SPEED RESTRICTIONS

MPH

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instruction 9 are less:

Woodland Jet.—Northward trains through crossover.....	20
Bridge C-1114 between Ellis and Gerald.....	60
Villa Grove Jct.—Northward movements over spring switch end of two tracks.....	30
V.E. Over main track spring switch.....	30
Tuscola—Around curves north of IC crossing.....	30
Arthur—Around curve and over Penna. crossing.....	30
Sullivan—Around curve at depot between TP 176-01 and 176-08.....	30
Hall—Over Spring switch end of two tracks.....	30
Findlay Jct.—Over junction switches.....	30
Through crossover.....	15
Pana—Southward trains between TP 202-26 and TP 203-20.....	30
Entering or leaving NYC main tracks.....	10

TRACKS NOT ON SCHEDULE PAGES

Miles from Chgo.	Name	No.
116.5	Dailey.....	1117
124.7	Pauline.....	1125
129.1	Tipton.....	1129
155.5	Craigs.....	1156
173.1	Chippis.....	1173
179.5	Kirksville.....	1180
194.3	Henton.....	1194
199.3	Dollville.....	1199

SALEM SUBDIVISION

29—SALEM YARD—All trains register and receive clearance at Salem Yard. Clearance received at Salem Yard issued and signed by the superintendent will confer the same authority to regular trains as though received at initial station (Rule 83b).

30—WEST FRANKFORT—When flasher signals at Main Street are operating account train on main line, trains or engines using lead over Main Street must protect their movement over street by a flagman.

JOINT TRACKS

31—Between Neilson and W.V. Tower, CB&Q trains use C&EI tracks and are governed by C&EI rules and instructions.

a—Time shown on this time table as at Chaffee is for information only. Thebes is initial and terminal station under Rule 4, Book of Rules.

b—THEBES TO BRIDGE JCT.—Rules 505 to 518 inclusive in effect between south end of Thebes Yard and Bridge Jet. At Bridge Jet. and Gale Jet. dwarf signals controlled by push-button on signal case govern movements entering main track. If signal indicates Proceed after push-button is operated, train may reverse junction switch and move onto main track and through block. If signal does not indicate Proceed when push-button is operated, train must wait 5 minutes and again operate push-button. If signal does not then indicate Proceed, crew may after making sure there is no conflicting train movement, reverse junction switch and move onto main track and through block per Rule 509(a).

c—BRIDGE JCT., ILLINOIS TO ILLMO, MISSOURI—Uniform Code of Operating Rules and Southern Illinois & Missouri Bridge Company Special Instruction No. 1, adopted Sept. 1, 1947, supplementary to the Uniform Code of Operating Rules is in effect. Imperfectly displayed signal indication or train delays in this territory must be reported promptly to chief train dispatcher, Bush, Illinois.

d—ILLMO, MISSOURI to ROCKVIEW, MISSOURI—Uniform Code of Operating Rules effective May 1st, 1950 and supplements are in effect.

INTERLOCKING PLANTS

32—Findlay Jet., Mode, S.X. Tower, K.J. Tower, S.A. Tower, V.N. Tower, Neilson, W.V. Tower, Tamms.

a—NEILSON and W.V. TOWER—When signalman is not on duty, routes are lined and home signals cleared for C&EI movements.

b—TAMMS—Train or engine finding home signal at stop must occupy track within 200 ft. of home signal in order to receive a proceed indication of the home signal. Northward and southward home signals are automatically controlled through track circuits.

RAILROAD CROSSING NOT INTERLOCKED

33—ALTMONT—B&O.

a—BENTON—IC. Stop and do not foul or move over crossing until proceed hand signal is received from a member of crew at crossing.

b—MARION—IC and MP. Stop and do not foul or move over crossing until proceed hand signal is received from a member of crew at crossing.

c—TP 373-12—MOPAC. Gate normally across MOPAC. Signals indicate Proceed if gate is normal and Stop if gate is across C&EI track. Approach signals prepared to stop and do not proceed on-to crossing until signal indicate Proceed, gate is properly lined for C&EI movement and crossing is clear.

YARD LIMITS

Findlay	St. Louis Subdiv....	TP 186-22
Shelbyville	MP 191	TP 194-15
St. Elmo	TP 222-45	TP 225-22
Salem Yard	TP 250-20	MP 256
Mt. Vernon	TP 274-25	TP 277-20
West Frankfort	TP 303-16	TP 306-29
Marion	TP 315-10	TP 319-8
Cypress	TP 344-7	TP 348-17
Thebes	TP 377-1	Bridge Jct.

SPEED RESTRICTIONS

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instruction 9 are less:

Kaskaskia Bridge C1942 (Use 45 seconds)	MPH
Altamont—Curve at Depot	20
	20

MPH

S. X. Tower—Curve at tower	25
St. Elmo—Between TP 224-36 and TP 225-05	50
Happy Hollow—Around reverse curves between TP 228 and TP 228-24	40
V. N. Tower—Between home signals	25
Saline Creek Bridge C3243 (Use 30 seconds)	20
Between TP 332-6 and MP 334	35
Grasshopper Creek Bridge C3347 (Use 23 seconds)	20
Between TP 335-10 and TP 335-22	25
Between TP 338-15 and TP 338-25	25
Between TP 343-20 and MP 345	40
Thebes—SI&MB Co. Bridge	25

TRACKS NOT ON SCHEDULE PAGES

Miles from Chgo.	Name	No.
208.1	Holland	2208
248.2	Brubaker	2248
276.9	JSW RR	2277
304.5	Orient Jct.	
306.4	Old Ben 15	2306
308.8	Jenkins Spur	2309
314.3	Spillertown	2314
317.7	Tie Plant	2318
321.8	Hudgens	2322
349.3	Oberts	2349
368.4	Cox	2368

WESTVILLE SUBDIVISION

34—BLOCK INFORMATION:

a—Rules 305 to 373 in effect between Danville and W.R. Tower. Train order signal at Danville is also the manual block signal governing movements to the Westville Subdivision.

b—VILLA GROVE—Southward trains must procure from operator a check of all over-due northward and southward superior trains before entering St. Louis Subdivision main track.

INTERLOCKING PLANTS

35—Danville—Wabash lead to P&E, Danville—P&E, Wabash and city freight lead,—W.R. Tower.

YARD LIMITS

Danville	Danville Subdiv....	TP 124-30
Westville	MP 132	MP 134
Sidell Jct.—Sidell	MP 145	MP 147
Sidell Jct.	Main Line	End of Jamaica Spur
Villa Grove	MP 164	Villa Grove Jct.

SPEED RESTRICTIONS

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instructions 9 are less:

Wabash crossing to 300 feet south of Wellington St.	MPH
Danville to Westville	25
Danville—Main Street TP 124-6	35
Bridge W1262 Vermilion River	10
Rock Cut—Between TP 126-25 and 127-14	10
Westville to Villa Grove Jct.	15
Indianola—Curve north of depot TP 141-32	40
Sidell Jct. to Jamaica	30
	25

TRACKS NOT ON SCHEDULE PAGES

Miles from Chgo.	Name	No.
123.6	Riley Track.....	
126.5	Maring.....	3127
136.8	Bunsen.....	3137
138.6	Maizetown.....	4139
150.1	Hastings.....	3150
150.9	Jamaica.....	4151
.....	Jamaica Spur.....	.....

JOPPA SUBDIVISION

36—JOPPA—Expect to find cars on main track without notice.

RAILROAD CROSSINGS NOT INTERLOCKED

a—Karnak—NYC. Gate normally across C&EI and locked. C&EI trains stop, crews operate gate and restore to normal after movement over crossing is complete.

YARD LIMITS

Joppa Jct.....Main Line.....TP 349-18
Joppa.....TP 361-25.....End of subdivision

SPEED RESTRICTIONS

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instructions 9 are less:

Joppa Jct. to Joppa.....MPH
40

TRACKS NOT ON SCHEDULE PAGES

Miles from Chgo.	Name	No.
350.8	Mains Spur.....	9351

BROTHERS SUBDIVISION

YARD LIMITS

Rossville Jct.....Main Line.....MP 108

SPEED RESTRICTIONS

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instructions 9 are less:

Rossville Jct. to Brothers.....MPH
40

TRACKS NOT ON SCHEDULE PAGES

Miles from Chgo.	Name	No.
115.9	Jamesburg.....	4116

JUDYVILLE SUBDIVISION

37—JUDYVILLE—Derail located in main track three hundred (300) feet north of elevator track switch.

INTERLOCKING PLANTS

38—Johannott—Automatic plant. If train is stopped by home signal and no CMStP&P train is approaching or on crossing, crew must operate hand release in box on tower wall. Instructions are in the box. If

home signal does not then change to Proceed, train may move through plant on hand signal from trainman at crossing.

RAILROAD CROSSINGS NOT INTERLOCKED

39—Stewart—NYC. Gate normally across C&EI and locked and semaphore arm on gate post vertical. C&EI trains stop, crews operate gate and restore to normal after movement over crossings is complete.

YARD LIMITS

Judyville Subdivision...Main Line.....End of Subdivision

SPEED RESTRICTIONS

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instructions 8 are less:

Rossville Jct. to Judyville.....MPH
20

BRAZIL SUBDIVISION

40—BRAZIL—End of C&EI track is at west line of Chicago St.

Derail on main track just south of new highway.

All engines must approach Brazil prepared to stop and expect to find cars on main track between house track switch and Chicago St.

Brazil Clay Plant No. 2—Two derrails, one near main track and one at road crossing at plant.

INTERLOCKING PLANT

41—Burnett.

YARD LIMITS

Brazil Subdivision...Main Line.....End of Subdivision

SPEED RESTRICTIONS

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instructions 9 are less:

Otter Creek Jct. to Brazil.....MPH
25
Burnett—Over Bridge E1748.....10
Brazil—Over Old National Road.....10

CISSNA PARK SUBDIVISION

INTERLOCKING PLANTS

42—Goodwin.

YARD LIMITS

Cissna Park Subdivision.....Main Line.....End of Subdivision

SPEED RESTRICTIONS

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instructions 9 are less:

Cissna Park to Cissna Jct.....MPH
30
Alonzo—Around curve at TP 94-20 to 95-10.....20

MT. VERNON SUBDIVISION

RAILROAD CROSSINGS NOT INTERLOCKED

43—POSEYVILLE—IC. Gates on each side of crossing normally across C&EI and electrically locked.

C&EI trains stop, crews operate gates in accordance with instructions posted at crossing and restore gates to normal after movement over crossing is completed.

a—Mt. VERNON—L&N. Gate normally across C&EI and electrically locked. C&EI trains stop, operate gate in accordance with instructions posted at crossing and restore gate to normal after movement over crossing is complete.

YARD LIMITS

Mt. Vernon Jct.....Main Line.....TP 266-12
Mt. Vernon.....MP 300.....End of Subdivision

SPEED RESTRICTIONS

The following restrictions govern all trains and engines except where speed restrictions covered by Special Instructions 9 are less:

	MPH
Mt. Vernon Jet. to Mt. Vernon.....	30
Wadesville—Over highway 1350 ft. south of Depot.....	15
Solitude—Over Bridge M2958.....	15

TRACKS NOT ON SCHEDULE PAGES

Miles from Chgo.	Name	No.
274.4	Mounts.....	8275
282.2	I.C. Crossing.....	8283
291.8	Oliver.....	8294
295.7	Solitude.....	8298

LOCATION BULLETIN BOARDS, STANDARD CLOCKS AND TRAIN REGISTERS

Location	Bulletin Board	Standard Clock	Train Register
Chicago.....Dearborn Sta. Dispatchers' Office.....	x	x	
Chicago.....Dearborn Sta. Conductors' Room.....	x		
Chicago.....37th St. Switchmen's Locker Room.....	x		
Yard Center.....Yard Office.....	x	x	x
Yard Center.....Roundhouse Office.....	x	x	
Chicago Heights.....CHTT Diesel House.....	x		
Danville.....Yard Office.....	x	x	x
Danville.....Passenger Depot.....	x	x	
Danville.....Enginemen's Locker Room.....	x		
Danville.....Telegraph Office (in Tower).....			x
Oaklawn.....Diesel House.....	x	x	
Oaklawn.....Dispatchers' Office.....	x		
Walz.....Telegraph Office.....			x
Clinton.....Yard Office.....	x		
Haley.....Telegraph Office.....	x	x	
Haley.....Locust St. Yard Office.....	x	x	x
Haley.....Roundhouse Office.....	x	x	
Terre Haute.....Union Depot Telegraph Office.....	x	x	
Vincennes.....Freight Station.....	x		
Mt. Vernon, Ind. Depot.....	x		x
Wansford.....Enginemen's Locker Room.....	x	x	
Wansford.....Yard Office.....	x	x	x
Belt Yard.....Yard Office.....	x	x	
Evansville.....Union Station Telegraph Office.....	x	x	x
Villa Grove.....Depot.....	x	x	x
Findlay.....Depot.....	x		
Findlay Jet.....Interlocking Station.....			x
Mitchell Yard.....Roundhouse.....	x		
Mitchell Yard.....Yard Office.....	x	x	x
Salem Yard.....Yard Office.....	x	x	x
Salem.....Depot.....	x	x	x
West Frankfort.....Depot.....	x	x	x
Neilson.....Telegraph Office.....			x
W.V. Tower.....Telegraph Office.....			x
Cypress.....Depot.....	x	x	x
Thebes.....Depot.....	x	x	x
Joppa.....Depot.....			x
Yard Center.....Through first class trains register by slip.			
Danville Yard office).....All trains register by slip.			
Danville (Tower).....First class trains register by slip. Other trains will not register.			

Walz.....	Evansville Subdivision freight trains register by slip. Other trains will not register.
Haley.....	Trains starting and terminating will register. Other trains will not register.
Wansford.....	First class trains register by slip.
Findlay Jet.....	All trains register by slip.
Salem Yard.....	Nos. 11, 12, 13 and 14 register by slip.
Salem.....	Only trains starting and terminating will register.
West Frankfort.....	Only trains starting and terminating will register.
Neilson.....	C.B.&Q. trains register by slip. Other trains will not register.
W.V. Tower.....	CB&Q trains register by slip. Other trains will not register.
Cypress.....	Only first and second class trains will register.

TRAIN ORDER OR BLOCK STATIONS ARE OPEN ONLY AS FOLLOWS

DANVILLE SUBDIVISION	Week Days	Saturdays Sundays and Holidays
Milford.....	8.00 AM to 5.00 PM	
Wellington.....	7.00 AM to 4.00 PM	
Bismarck.....	7.00 AM to 4.00 PM	

EVANSVILLE SUBDIVISION

Clinton.....	10.30 AM to 6.30 PM	10.30 AM to 6.30 PM
	11.00 PM to 7.00 AM	11.00 PM to 7.00 AM

ST. LOUIS SUBDIVISION

Bryce.....	8.00 AM to 5.00 PM	
Goodwine.....	8.00 AM to 5.00 PM	
Fountain Creek.....	8.00 AM to 5.00 PM	
Reilly.....	8.00 AM to 5.00 PM	
Ellis.....	8.00 AM to 4.00 PM	
	8.00 PM to 4.00 AM	
Royal.....	8.00 AM to 5.00 PM	
Block.....	8.00 AM to 5.00 PM	
Bongard.....	8.00 AM to 5.00 PM	
West Ridge.....	8.00 AM to 5.00 PM	
Bourbon.....	8.00 AM to 5.00 PM	
Cadwell.....	8.00 AM to 5.00 PM	

SALEM SUBDIVISION

Altamont.....	7.30 AM to 4.30 PM	
St. Peter.....	8.00 AM to 5.00 PM	
Kell.....	6.30 AM to 3.30 PM	
Ina.....	7.15 AM to 4.15 PM	
Benton.....	3.45 PM to 11.45 PM	3.45 PM to 11.45 PM
	(Sundays) 6.30 PM to 8.30 PM	
West Frankfort.....	5.30 AM to 1.30 PM	5.30 AM to 1.30 PM
	4.00 PM to 12.00 PM	4.00 PM to 12.00 PM
Johnston City.....	6.00 AM to 3.00 PM	6.00 AM to 3.00 PM
	6.10 PM to 8.10 PM	6.10 PM to 8.10 PM
Marion.....	4.00 PM to 12.00 PM	4.00 PM to 12.00 PM
Neilson.....	8.15 AM to 5.15 PM	8.15 AM to 5.15 PM
Goreville.....	9.00 AM to 6.00 PM	
WV Tower.....	8.15 AM to 5.15 PM	8.15 AM to 5.15 PM
Cypress.....	9.00 AM to 6.00 PM	9.00 AM to 6.00 PM
	(Not open on Sundays)	
Tamms.....	7.00 PM to 3.00 AM	3.00 PM to 5.00 PM
Olive Branch.....	7.45 AM to 4.45 PM	
Thebes.....	8.00 AM to 5.00 PM	3.00 PM to 5.00 PM

WESTVILLE SUBDIVISION

Indianola.....	8.00 AM to 5.00 PM	
Sidell.....	8.00 AM to 5.00 PM	
Allerton.....	8.00 AM to 5.00 PM	
Broadlands.....	8.00 AM to 5.00 PM	
Longview.....	8.00 AM to 5.00 PM	
Fairland.....	8.00 AM to 5.00 PM	

MT. VERNON SUBDIVISION

Owensville.....	7.00 AM to 4.00 PM.....
Cynthiana.....	7.00 AM to 4.00 PM.....
Poseyville.....	7.00 AM to 4.00 PM.....
Mt. Vernon.....	7.00 AM to 4.00 PM.....

JOPPA SUBDIVISION

Karnak.....	8.00 AM to 5.00 PM....	8.00 AM to 10.00 AM
	(Not open on Sundays and Holidays)	
Joppa.....	8.00 AM to 5.00 PM....	8.00 AM to 10.00 AM
	(Not open on Sundays and Holidays)	

SURGEONS

NAME	LOCATION	OFFICE PHONE	RESIDENCE PHONE
Ray S. Westline, Chief Surgeon.....	Chicago.....	[WE 6-5577]	
E. L. Arensdorf, Asst. Chief Surgeon.....	Chicago.....	[WE 6-5578]	DO 3-3309
Myron J. Tremaine.....	Chicago.....	[WE 6-5577]	RA 3-1217
Roland A. Jacobson.....	Chicago.....	HA 7-1774.....	Oak Park
Chas. F. Clayton.....	Chicago.....	PU 5-0138.....	PU 5-0138
J. A. Kollar.....	Dolton.....	IN 8-9718.....	Riverdale 2
Francis J. Armbruster.....	Chicago Heights.....	2833.....	2831
H. S. Hiatt.....	Beecher.....	2211.....	3641
Charles H. Ruch.....	Momence.....	80.....	81
Donald A. Meier.....	St. Anne.....	130.....	116
G. W. Ross.....	Watseka.....	16.....	135
E. Forest Herdian.....	Watseka.....	Main 2.....	Main 2
A. L. Green.....	Milford.....	2 R 7.....	3 R 7
R. G. Kline.....	Hoopeston.....	236.....	155
R. P. Donovan.....	Hoopeston.....	800.....	800
John C. Mason.....	Rossville.....	79 R 2.....	79 R 3
O. P. Donovan.....	Bismarck.....		52
Melvin L. Hole.....	Danville.....	399.....	1470
James E. McKibben.....	Danville.....	3617.....	1438
J. B. Curtis.....	Danville.....	221.....	3733
S. G. Baldwin, Oculist.....	Danville.....	703.....	
W. A. Johnson.....	Perrysville.....	33.....	9
Ralph E. Brown.....	Cayuga.....	263.....	263
J. L. Saunders.....	Newport.....	83.....	83
Paul B. Casebeer.....	Clinton.....	123.....	124
C. C. Sourwine.....	Brazil.....	401.....	458
M. C. Topping.....	Terre Haute.....	C-2652.....	C-8983
Albert M. Mitchell.....	Terre Haute.....	C-5652.....	C-2193
W. E. Stewart, Oculist.....	Terre Haute.....	Crawford 4003.....	C-1656-C-8624
J. T. Oliphant.....	Farmersburg.....	89-A.....	89-B
C. F. Briggs.....	Sullivan, Ind.....	263.....	306
J. Stanley Brown.....	Carlisle.....	Main 4.....	Main 100
E. W. Beckes.....	Vincennes.....	2054.....	1210
H. M. Arthur.....	Hazleton.....	362.....	363
John K. Folck.....	Princeton.....	33.....	33
J. R. Montgomery.....	Owensville.....	79 F 3.....	79 F 4
S. W. Boren.....	Poseyville.....	24-1.....	24-3
Frank W. Oliphant.....	Mt. Vernon, Ind.....	180-W.....	180-W
W. F. Morris.....	Ft. Branch.....	113.....	113
J. H. McCool.....	Evansville.....	5-6201.....	2-3164
W. E. McCool.....	Evansville.....	3-2102.....	3-2102
W. A. Heinrich.....	Evansville.....	5-6201.....	5-6133
Wm. H. Field, Oculist.....	Evansville.....	3-6434.....	3-0650
J. M. James.....	Henning.....	1.....	7
P. C. Casto.....	St. Joseph.....	2161.....	2326
James Taylor.....	Villa Grove.....	63 R 1.....	71
Walter C. Blaine.....	Tuscola.....	75.....	75
C. O. Norris.....	Arthur.....	14.....	14 X
W. B. Kilton.....	Sullivan, Ill.....	6112.....	6113
O. G. Kauder.....	Findlay.....	154.....	149
L. H. Miller.....	Pana.....	3582.....	2750
C. W. Vaughn.....	Nokomis.....	8.....	28
Z. V. Kimball.....	Hillsboro.....	92.....	94
R. C. Berry.....	Livingston.....	3 x 2.....	3 x 2
H. P. Reuss.....	Granite City.....	Tri City 99.....	Tri City 443
Earl Rice.....	St. Louis.....	Chestnut 5844.....	Parkview 6356
Charles H. Hulick.....	Shelbyville.....	302.....	348
Duncan Biddlecomb.....	Shelbyville.....	486.....	486
A. R. Whitefort.....	St. Elmo.....	89.....	40
H. L. Logan.....	Salem.....	44.....	128
T. D. Lancy.....	Salem.....	260.....	127
Harry G. Thompson.....	Mt. Vernon, Ill.....	650.....	31
Walter H. Alvis.....	Benton.....	191.....	432
C. O. Lane.....	W. Frankfort.....	126.....	366
C. H. Eldridge.....	W. Frankfort.....	247.....	247
W. J. Clayton.....	Johnston City.....	177 R 2.....	177 R 3
A. N. Baker.....	Marion.....	784.....	49 N
H. A. Felt.....	Marion.....	612.....	595
W. W. Ritchey.....	Goreville.....	26 R 3.....	26 R 2
William Thomson.....	Cypress.....		
James K. Rosson.....	Tamms.....	20.....	23
A. Lottman.....	Olive Branch.....	7.....	7
G. F. Cummings.....	Joppa.....	404 W 1.....	404 W 2
G. A. Sample.....	Chaffee, Mo.....	50.....	67

42