

**NORFOLK AND WESTERN
RAILWAY COMPANY**

WESTERN REGION

1st
DECATUR DIVISION

Time-Table No. 71

In Effect 12:01 A.M., Sunday, April 25, 1965

●
**FOR THE GOVERNMENT OF
EMPLOYEES ONLY**

Central Standard Time

H. C. WYATT
Senior Vice-President

H. P. THINNES
General
Manager

W. T. ROSS
General Manager
Transportation

J. N. SAILOR
Assistant
General
Manager

R. J. CRIPE
Manager
Transportation

C. R. FOUNTAIN
Superintendent

DIVISION OFFICERS

DECATUR DIVISION

C. R. Fountain, Superintendent	Decatur
C. A. Lasco, Ass't Superintendent	Decatur
E. F. Murry, Trainmaster	Peru
J. A. Walker, Trainmaster	Frankfort
S. D. Chandler, Trainmaster	Charleston
A. W. Gill, Trainmaster	Decatur
T. J. Golian, Trainmaster	Decatur
O. C. Sheppard, Ass't Trainmaster	Decatur
R. G. Willis, Ass't Trainmaster	Peru
U. F. Rogers, Road Foreman	Decatur
L. H. Griffin, Road Foreman	Decatur
E. W. Relford, Road Foreman	Decatur
C. E. Enyeart, Road Foreman	Frankfort
E. D. Kinzie, Road Foreman	Peru
G. K. Harris, Chief Train Dispr	Decatur
E. J. Follin, Chief Train Dispr.	Muncie

CHICAGO TERMINAL

W. E. Ruby, Superintendent	Chicago
M. W. Hollenbeck, Ass't Superintendent	Chicago
C. A. Glass, Trainmaster	Chicago
D. R. Brady, Ass't Trainmaster	Chicago
K. D. Gillaspie, Ass't Trainmaster	Chicago

ST. LOUIS TERMINAL

G. P. Hill, Superintendent	St. Louis
H. B. Mason, Term. Trainmaster	Madison
R. D. Belenski, Trainmaster	St. Louis
G. E. Rohrer, Trainmaster	St. Louis
M. E. Kloth, Ass't Trainmaster	St. Louis
K. C. Shumate, Ass't Trainmaster	St. Louis
N. S. Calvin, Ass't Trainmaster	St. Louis

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Superintendent

To All Employees:

Probably most of us have done things that we later regretted. Something about which we knew better but, without thinking, did anyway. After it was done it was difficult or impossible to change.

This also applies to our personal safety. We know we should do certain things and that we should not do other things, but unless we use what we know, this knowledge is of no benefit. Compliance with the rules and following recommended practices — i.e., using what we know — will prevent accident and injury.



Remember . . .

accidents don't "just happen", they are caused.



M. M. ECHOLS
Superintendent Safety

TRAIN AND ENGINE CREWS

Always keep in mind that the customer is the BUYER and that it is your job to make every BUYER a satisfied customer. To that end, the following deserves your constant attention:

Ever be alert to the safety and comfort of your passengers, and freely give information and advice when requested. The aged, infirm and the young passenger traveling unaccompanied require special attention. Be helpful to them in every way possible, particularly in assisting them on and off trains, and occasionally inquire as to their comfort.

Cheerfully offer explanation of unusual delays and pass such information to other members of your crew—Brakeman, Porter, Sleeping Car, Pullman and Dining Car employees—so they too may advise passengers. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.

Neatness of appearance and courtesy bespeak pride in your job, and create good-will for the Railroad.

AVOID ROUGH HANDLING OF YOUR TRAIN. N.&W. enginemen have an enviable reputation for smooth starting, running and stopping of their trains. Never lose sight of this feature, as passengers are more disposed to avoid the route that does not give them a smooth ride, than they are to exert the effort involved in registering complaints about it.

Of equal importance is **SMOOTH HANDLING OF FREIGHT TRAINS.** Rough handling results in damaged lading and delays due to damaged equipment, which creates dissatisfied customers.

On-Time delivery of passengers, mail, express and freight at destination is what the customers pay for and expect. Your best efforts, always within the zone of safety, should be extended to keep your trains on time. The on-time performance of our freight trains is the best known way to secure business and it behooves all of us to work toward that end.

SECOND AND NINTH DISTRICTS

Miles from Detroit	STATIONS		T.O. Offices	Interlockings	R.R. Crossing	Cap. in 50 ft. Cars Passing Track Cap.
Second District						
202.5	ABS	PERU.....	DT DN	X-A X	N&W C&O	.....
204.4		C. W. TOWER.....				DN	X	C&O	.....
209.2		NEW WAVERLY.....				103
213.0		DANES.....				116
218.5		LOGANSPOUT.....	2S	X-R	PRR	104
224.3	TCS	CLYMERS.....	DN	X	PRR	240
227.8		BURROWS.....				.....
232.1		ROCKFIELD.....				155
238.6		DELPHI.....	D	TCS	MON	.....
243.8		COLBURN.....				112
247.4	ABS	BUCK CREEK.....				109
252.9		EAST YARD.....		TCS		.....
255.4		LAFAYETTE.....	DT 2S			.....
257.2		LAFAYETTE JCT.....		X	N&W-NYC	.....
260.2		SHADELAND.....				.....
265.3	TCS	WEST POINT.....				110
272.2		RIVERSIDE.....				.....
276.8		ATTICA.....	D			160
280.5		WILLIAMSPORT.....	D			107
284.9		WEST LEBANON.....				108
288.7	ABS	MARSHFIELD.....				108
294.2		STATE LINE.....	D			.....
296.2		ELDAN.....		TCS		.....
298.8		NEWELL.....				.....
300.7		DANVILLE JCT.....		X	CEI-P&E	.....
301.6	DT	DANVILLE.....	2S			.....
303.8		TILTON.....	DN			.....
Ninth District						
303.8	ABS	TILTON.....	DN			.....
306.7		N. T. JCT.....		TCS		.....
307.8	TCS	CATLIN.....	D			.....
313.3		RYAN.....				139
314.7		FAIRMOUNT.....	D			.....
321.5		HOMER.....	D			112
327.6	SIDNEY.....	D			112	
332.2	TCS	PHILO.....				.....
338.0		TOLONO.....	DN	X	IC	268
342.5		SADORUS.....	D			60
345.6	DT	SLOAN.....				142
348.6		IVESDALE.....	D			45
355.4		BEMENT.....	D	TCS		.....
357.5		VEECH.....		TCS		.....
359.4		MILMINE.....				.....
363.7	TCS	CERRO GORDO.....	D			47-E
367.8		OAKLEY.....				.....
372.9		BRUSH.....		X-R		.....
375.6		DECATUR.....	DN	X	IC	.....

SIXTH, SEVENTH AND EIGHTH DISTRICTS

Miles from Chicago	STATIONS	T.O. Offices	Interlockings	R.R. Crossing	Cap. in 50 ft. Cars Passing Track Cap.
	Sixth District				
	CHICAGO	DN			
4.4	47TH STREET	VIA CWI			
6.5	ENGLEWOOD				
8.0	W. I. JCT.		X		
9.2	ABS BELT JCT.	DT	X	BRC	
9.8	FOREST HILL		X	PRR-BOCT	
10.8	TCS LANDERS	DN	X	Belt Conn.	
12.2	ASHBURN		X-R	GTW	
14.8	OAK LAWN				
16.4	ABS CHICAGO RIDGE	DT	DN	IHB	
17.8	WORTH				
19.9	PALOS PARK		TCS		
23.2	ORLAND PARK	D			30
30.1	TCS MARLEY				
33.6	STEELE				
34.6	BRISBANE	D	TCS		115
39.6	MANHATTAN	2S	X	Milw	102
42.0	ARSENAL				103
47.0	SYMERTON	D			75
51.1	BALLOU				
52.9	RITCHIE				
54.2	ABS CUSTER PARK				85
59.8	ESSEX				64
66.0	REDDICK	DN	X	NYC	115
72.2	CAMPUS				68
77.2	EMINGTON				112
82.4	SAUNEMIN	D	X-A	IC	100
87.4	WING				54
92.4	FORREST	DN	X	TPW	111-S 106-N
	Seventh District				
37.0*	STREATOR		X-A	ATSF-NYC	
35.2*	CLAY				
31.2*	MANVILLE				
26.3*	CORNELL				
21.3*	NBS ROWE				
16.8*	PONTIAC		X-A	GMO-IC	
12.8*	McDOWELL				
11.0*	LODEMIA				
5.6*	FAIRBURY	VIA TPW			111-S
92.4	FORREST		DN	X	TPW	106-N
99.4	ABS STRAWN		X-A		135
104.0	SIBLEY	D			112
108.9	GARBER				
112.1	GIBSON CITY	2S	X	IC-N&W	106
116.3	PROCTOR				
120.2	FOOSLAND				28
123.4	LOTUS	D	TCS	IC	
125.1	OSMAN				160
127.3	TCS BLUE RIDGE				
131.2	MANSFIELD	D	TCS	P&E	
136.1	GALESVILLE				
139.3	LODGE		TCS	IC	165
145.0	MONTICELLO	D			40
152.3	BEMENT	D	TCS		
	Eighth District				
152.3	BEMENT	D			
160.8	HAMMOND	D		B&O	
167.0	NBS LOVINGTON	D		PRR	
175.1	SULLIVAN	D			

* Miles From Forrest.

THIRTEENTH DISTRICT

Miles from Detroit	STATIONS	T.O. Offices	Interlockings	R.R. Crossings	Cap. in 50 ft. Cars Passing Track Cap.
375.6	DECATUR.....	DN	X	IC	.....
376.5	MOSSER.....	.....	X-R	.....	.....
379.2	KNIGHTS.....	.....	.....	.....	.....
383.9	BOODY.....	.....	.....	.....	99-N
389.8	BLUE MOUND.....	D	.....	.....	.....
395.3	STONINGTON.....	D	.....	.....	.....
399.2	WILLEYS.....	.....	.....	.....	.....
404.0	TAYLORVILLE.....	2S	X-A	B&O	41-S
412.4	PALMER.....	D	.....	.....	.....
416.2	MORRISONVILLE.....	D	.....	.....	.....
422.2	HARVEL.....	.....	.....	.....	54-N
425.5	RAYMOND.....	D	.....	.....	56-N
430.8	HONEY BEND.....	.....	.....	.....	.....
434.0	NORTH LITCHFIELD..	.....	X-A	IC	.....
436.5	LITCHFIELD.....	2S	X-A	NYC	78-N 87-S
437.8	WINSTON.....	.....	X-A	CBQ	.....
444.6	MT. OLIVE.....	D	.....	.....	.....
446.1	KARNES.....	.....	.....	.....	.....
450.3	STAUNTON.....	.....	.....	.....	109-S
452.1	DECAMP.....	DN	X	CNW	.....
456.2	WORDEN.....	.....	.....	.....	.....
460.5	CARPENTER.....	.....	.....	.....	.....
467.1	EDWARDSVILLE.....	D	.....	.....	45-N
475.0	MITCHELL.....	.....	X	A&S	.....
477.5	NAMEOKI.....	.....	.....	.....	.....
480.5	GRANITE CITY.....	D	X	TRRA-ITC	.....
483.8	BROOKLYN.....	DN	.....	SOU	.....
485.0	BRIDGE JCT.....	.....	.....	TRRA-ITC-	.....
485.6	E. ST. LOUIS.....	.....	.....	N&W-GM&O	.....
488.8	ST. LOUIS.....	DN	.....	.....	.....

ABS } DT

TCS }
 } VIA TRRA

THIRD AND FOURTH SUBDIVISIONS

Miles from Toledo	STATIONS	T.O. Offices	Interlockings	R.R. Crossings	Cap. in 50 ft. Cars Passing Track Cap.
	Third Subdivision				
206.2	FRANKFORT.....			PRR-MON	
206.7	FRANKFORT YARD.....	DN			
207.5	W. Y. TOWER.....	DN	X		
210.3	JEFFERSON.....				81
217.8	CLARKS HILL.....	DN	X	NYC	138
223.7	KIRKPATRICK.....				
228.5	LINDEN.....	DN	X	MON	116
232.4	NEW RICHMOND.....				
237.7	WINGATE.....	D			138
241.7	MELLOTT.....				68
249.1	VEEDERSBURG.....	DN	X	NYC	126
252.9	MACKIE.....				
258.5	ABS CATES.....				116
266.5	CAYUGA.....	D	X-A	CEI	138
271.9	HUMRICK.....	DN	X	MILW	115
277.8	RIDGE FARM.....		X-A	NYC	113
282.5	MORTIMER.....				
288.5	METCALF.....		X-A	B&O	119
292.4	MELWOOD.....				
297.3	BROCTON.....	D			114
303.6	OAKLAND.....		X-A	PRR	51
309.1	RARDIN.....				136
311.3	BUSHTON.....				
313.4	FAIR GRANGE.....				
318.2	CHARLESTON YARD.....	DN			
	Fourth Subdivision				
318.2	CHARLESTON YARD.....	DN			
319.0	C. O. TOWER.....	DN	X	NYC	
319.1	CHARLESTON.....				
319.9	ROSS.....				
327.5	LERNA.....		X-A	IC	133
332.1	TRILLA.....				
338.6	NEOGA.....	D	X-A	IC	139
342.4	TROWBRIDGE.....				
344.8	KINGMAN.....				
349.4	STEWARDSON.....	D			120
355.1	MODE.....	DN	X	CEI	
358.1	MILNE.....				119
362.7	COWDEN.....	D	X-A	B&O	47
369.8	HERRICK.....				115
378.6	RAMSEY.....	DN	X	IC	117
382.5	BAYLE.....				
385.0	BINGHAM.....				
388.5	FILLMORE.....				116
394.8	COFFEEN.....	D			81
400.7	DONNELLSON.....				116
403.6	ABS PANAMA.....				
406.8	SORENTO.....		X-A	CB&Q	67
412.6	NEW DOUGLAS.....				140
418.8	ALHAMBRA.....	DN	X	IC	
422.5	KAUFMAN.....				118
429.7	WHITE.....				115
432.1	EDWARDSVILLE.....	D	X	ITC	69
436.6	GLEN CARBON.....		X	IC	
441.3	ABS STALLINGS.....				134
445.7	A&S TOWER.....	DN	X	A&S	
446.5	MADISON.....	DN			
446.7	M. B. CONNECTION.....				
449.7	BRIDGE JCT.....			TRRA-N&W NYC-GM&O	
450.1	E. ST. LOUIS- FRONT ST. } VIA TRRA				
454.9	ST. LOUIS.....	DN			

PEORIA DISTRICT

Miles from Sandusky	STATIONS	T.O. Offices	Interlockings	R.R. Crossings	Cap. in 50 ft. Cars Passing Track Cap.
254.8	ABS { ALTAMONT..... LAFAYETTE JCT..... LAFAYETTE..... SUMMIT..... BALLS..... } DT	DN	X	N&W-MON	{ 92-E 106-W
257.5		.....	X		
258.5		DN			
260.3					
263.0					67
267.4	MONTMORENCI..... OTTERBEIN..... TEMPLETON..... OXFORD..... FARGO.....	D			58-W, 98-E
271.0					138
277.1		DN	X		57
279.2					
280.8					65
286.4	BOSWELL.....	D			110
291.3	HANDY.....		X-A	NYC	
293.7	AMBIA.....	D			56
297.8	CHENEYVILLE.....	2S	X	MILW	92
302.4	HOOPESTON.....	DN	X	CEI	96
314.2	RANKIN.....	D			94
318.2	CLARENCE.....				
324.7	PAXTON.....	DN			92
329.2	PERDUEVILLE.....				
334.1	ELLIOTT.....	D			
339.4	GIBSON CITY.....	DN	X	N&W-IC	95
348.7	SAYBROOK.....	D			103
354.8	ARROWSMITH.....	D			68
359.2	ELLSWORTH.....	D			93
364.0	HOLDER.....	D			
368.9	BROKAW.....				98
373.3	DEAN.....	DN	X	IC	
374.7	BLOOMINGTON.....				61
375.6	GM&O JCT.....	DN		GMO	
376.0	WEST SIDE.....				42
380.3	YUTON.....				92
385.4	CARLOCK.....				
389.9	CONGERVILLE.....	D			98
394.2	GOODFIELD.....	D			
397.1	DEER CREEK.....				55
402.5	CRANDALL.....		X-A	ATSF	90
406.9	FARMDALE JCT.....		X-R		
409.8	FARMDALE.....		X-A	TPW	
411.3	P&PU JCT.....		X-R		
411.8	E. PEORIA YD.....	VIA P&PU	DN		
412.9	WESLEY JCT.....				
415.3	PEORIA.....				

NINTH DISTRICT (CHAMPAIGN BRANCH)

Miles from Sidney	STATIONS	T.O. Offices	Interlockings	R.R. Crossings	Cap. in 50 ft. Cars Passing Track Cap.
3.4	NBS { SIDNEY..... DEERS..... MIRA..... URBANA..... I. C. JCT..... CHAMPAIGN.....	D			
6.3					
9.5					
11.5		X	IC		
11.7		D			

ABBREVIATIONS:

- | | |
|-------------------------|-----------------------------|
| X—In Service | DN—Continuous Office |
| A—Automatic | 2S—Two-shift Office |
| R—Remote Control | D—One-shift Office |

SYMBOLS FOR PASSENGER STOPS

- a—Stops on signal to receive revenue passengers for scheduled stops
- b—Stops on signal to discharge revenue passengers from scheduled stops
- c—Stops on signal to discharge or receive revenue passengers from or to scheduled stops
- d—Stops on signal on Friday to receive revenue passengers for scheduled stops
- e—Stops on signal on Saturday only to discharge revenue passengers from Chicago
- f—Stops on signal
- h—Stops on signal on Saturday only to discharge or receive revenue passengers from or to scheduled stops
- s—Regular stop
- I—No. 113 stop at Halsted St., Racine Ave., Ashland Ave., and Western Ave., stop on signal at Southmoor, 1 mile south of Palos Park to receive or discharge revenue passengers.
- J—No. 112 stop on signal at Southmoor, 1 mile south of Palos Park and stop at Western Ave., Ashland Ave., Racine Ave., and Halsted St. to receive or discharge revenue passengers.

PERU TO TILTON—WESTWARD

FIRST CLASS

STATIONS	3	1		
	Leave Daily	Leave Daily		
	AM	AM		
PERU.....	12.54	10.11	.....	.....
C. W. TOWER.....	12.59	10.15	.....	.....
NEW WAVERLY.....	1.04	10.20	.....	.....
DANES.....	1.09	10.24	.....	.....
LOGANSPORT.....	\$ 1.33	\$ 10.34	.....	.....
CLYMERS.....			.....	.....
BURROWS.....			.....	.....
ROCKFIELD.....			.....	.....
DELPHI.....			.....	.....
COLBURN.....			.....	.....
BUCK CREEK.....			.....	.....
EAST YARD.....	2.06	11.06	.....	.....
LAFAYETTE.....	\$ 2.34	\$ 11.19	.....	.....
LAFAYETTE JOT.....	2.38	11.22	.....	.....
SHADELAND.....			.....	.....
WEST POINT.....			.....	.....
RIVERSIDE.....			.....	.....
ATTICA.....			.....	.....
WILLIAMSPORT.....			.....	.....
WEST LEBANON.....			.....	.....
MARSHFIELD.....			.....	.....
STATE LINE.....			.....	.....
ELDAN.....	3.10	12.00	.....	.....
NEWELL.....	3.12	12.02	.....	.....
DANVILLE JOT.....	3.14	12.04	.....	.....
DANVILLE.....	\$ 3.35	\$ 12.12	.....	.....
TILTON.....	3.38	12.20	.....	.....
	AM	PM		
	Arrive Daily	Arrive Daily		
Scheduled time	2:44	2:09		
Average MPH	37.1	46.3		

TILTON TO PERU—EASTWARD

FIRST CLASS

	4	2			
	Arrive Daily	Arrive Daily			
	PM	AM			
.....	3.23	12.26	.....	
.....	3.18	12.20	.....	
.....	3.14	12.15	.....	
.....	3.10	12.11	.....	
.....	s 3.04	s 12.05	.....	
.....	2.50	11.37	.....	
.....				
.....				
.....	s 2.37		.....	
.....				
.....	2.20	11.09	.....	
.....	s 2.16	s 11.05	.....	
.....	2.05	10.52	.....	
.....				
.....				
.....	s 1.47		.....	
.....	s 1.39		.....	
.....				
.....				
.....	1.22	10.16	.....	
.....	1.19	10.13	.....	
.....	1.16	10.10	.....	
.....	s 1.13	s 10.07	.....	
.....	1.03	9.53	.....	
	PM	PM			
	Leave Daily	Leave Daily			
	2:25	2:42			
	41.9	37.5			

TILTON TO ST. LOUIS—SOUTHWARD AND WESTWARD

FIRST CLASS

STATIONS	3 Daily	1 Daily	111 Daily	121 Daily	117 Daily Except Sun
	AM	PM	PM	PM	PM
TILTON.....	3.38	12.20			
NT JCT.....	3.41	12.23			
CATLIN.....					
RYAN.....					
FAIRMOUNT.....					
HOMER.....					
SIDNEY.....					
PHILO.....					
TOLONO.....	s 4.21	s 12.51			
SADORUS.....					
SLOAN.....					
IVESDALE.....					
BEMENT.....	4.40	1.06	1.10	6.36	11.09
VEECH.....	4.42	1.08	1.12	6.38	
MILMINE.....					
CERRO GORDO...	4.48	1.13	1.17	6.43	
OAKLEY.....					
BRUSH.....	4.58	1.21	1.25	6.51	
DECATUR.....	5.10	1.30	1.40	6.59	11.35
	5.27	1.50		7.04	11.55
MOSSER.....	5.30	1.53		7.07	
KNIGHTS.....					
BOODY.....	5.36			7.14	
BLUE MOUND.....		2.03			
STONINGTON.....	5.45			7.24	
TAYLORVILLE...	s 5.55	s 2.20		c 7.33	12.40
PALMER.....					
MORRISONVILLE	6.05			7.45	
HARVEL.....		2.36			
RAYMOND.....	6.13			7.53	
.....					
LITCHFIELD.....	s 6.29	s 2.52		c 8.04	1.30
MT. OLIVE.....					
KARNES.....					
STAUNTON.....	6.41	3.04		8.17	
DECAMP.....					
CARPENTER.....				8.26	
EDWARDSVILLE..	s 7.00	b 3.20		b 8.32	2.05
MITCHELL.....	7.08			8.40	
GRANITE CITY...	b 7.18	b 3.36		b 8.49	2.35
BROOKLYN.....					3.15
BRIDGE JCT.....	Via Merchants Bridge and High Line	Via Merchants Bridge and West Belt		Via Merchants Bridge and West Belt	
EAST ST. LOUIS..					
ST. LOUIS.....	8.10	4.40		9.55	
Scheduled time	4:32	4:20	0:30	3:19	Daily Except Sun
Average MPH	40.8	42.7	40.4	40.2	
	AM	PM	PM	PM	AM
Time due Delmar.....		4:15		9:30	

CHICAGO TO BEMENT—SOUTHWARD

FIRST CLASS

STATIONS	111	121	113	117
	Daily	Daily	Daily Except Sat-Sun	Daily Except Sun
	AM	PM	PM	PM
CHICAGO.....	10.40	4.15	4.30	
47TH STREET.....			\$ 4.40	
ENGLEWOOD.....	\$10.54	\$ 4.29	\$ 4.44	
W. I. JCT.....	10.57	4.32	4.47	
FOREST HILL.....	11.01	4.34	4.56	
LANDERS.....			\$ 4.58	8.45
ASHBURN.....	11.04	4.37	\$ 5.02	
OAK LAWN.....		e.....	\$ 5.06	
CHICAGO RIDGE.....	11.08	4.41	\$ 5.09	
WORTH.....			\$ 5.12	
PALOS PARK.....	11.11	4.44	\$ 5.16	
ORLAND PARK.....			\$ 5.22	
MARLEY.....				
STEELE.....				
BRISBANE.....	11.23	4.56		9.10
MANHATTAN.....	11.27	5.00		
ARSENAL.....				
SYMERTON.....	11.33	5.06		
.....				
.....				
CUSTER PARK.....	11.39	5.12		
ESSEX.....				
REDDICK.....	11.50	5.21		9.42
CAMPUS.....	11.55	5.26		
EMINGTON.....	11.59	5.30		
SAUNEMIN.....	12.04	5.35		
WING.....		5.39		
FORREST.....	\$12.14	\$ 5.44		10.09
STRAWN.....	12.20	5.51		
SIBLEY.....	12.24	5.55		
GARBER.....				
GIBSON CITY.....	12.31	6.02		10.29
PROCTOR.....				
FOOSLAND.....				
LOTUS.....				
OSMAN.....				
BLUE RIDGE.....				
MANSFIELD.....				
GALESVILLE.....				
LODGE.....				
MONTICELLO.....	\$ 1.02	b 6.29		
BEMENT.....	1.10	6.36		11.09
.....				
	PM	PM	PM	PM
	Daily	Daily	Daily Except Sat-Sun	Daily Except Sun
Scheduled time	2:30	2:21	0:52	
Average MPH	60.9	64.8	26.7	

See
Note I

FRANKFORT TO MADISON—WESTWARD

STATIONS	SECOND CLASS					
	49 Daily	45 Daily	41 Daily	47 Daily	43 Daily	
	AM	AM	PM	PM	PM	
Frankfort Yard....	4.00	7.00	12.40	6.30	11.00	.....
Jefferson.....	4.10	7.10	12.48	6.40	11.10	.....
Clarks Hill.....	4.20 ⁹⁶	7.26	12.58 ⁴²	6.56	11.20	.....
Linden.....	4.33	7.45	1.11	7.09	11.33	.....
Wingate.....	4.44	8.10	1.22	7.20	11.43	.....
Mellott.....	4.49	8.20	1.27	7.25	11.48	.....
Veedersburg.....	5.00 ⁴⁸	9.10	1.38	7.36 ⁹⁰	12.05	.....
Cates.....	5.13	9.35	1.51	7.49	12.18	.....
Cayuga.....	5.25	10.15	2.03	8.01	12.30	.....
Humrick.....	5.37	10.55	2.15	8.13	12.42	.....
Ridge Farm.....	⁹⁶ 5.55	11.10	2.24	8.22	12.51	.....
Metcalf.....	6.10	11.35	2.39	8.37	1.06	.....
Brocton.....	6.22	11.59 ⁹⁸	2.55	8.49	1.18	.....
Oakland.....	6.30	12.22	3.05	8.57	1.26	.....
Rardin.....	6.40	12.35	3.15	9.07	1.36	.....
Charleston Yard..	⁴⁸ 6.55	1.00	⁴² 3.30	9.20	1.50	.....
	7.15	1.00	5.25	9.30	2.10	.....
Lerna.....	7.35	1.20	5.45 ⁹⁰	9.58	2.30	.....
Neoga.....	7.59 ⁹⁸	1.44	6.00	10.13	2.45	.....
Stewardson.....	8.16	2.00	6.14	10.28	3.00	.....
Milne.....	8.29	2.13	6.28	10.41	3.13	.....
Cowden.....	8.37	2.21	6.36	10.49	3.21	.....
Herrick.....	8.46	2.30	6.45	10.58 ⁹⁶	3.36	.....
Ramsey.....	8.57 ⁴²	2.47	6.56	11.09	3.48	.....
Fillmore.....	9.11	3.01	7.10	11.23	4.02	.....
Coffeen.....	9.21	3.11	7.20	11.33	4.12	.....
Donnellson.....	9.30	3.20	7.29	11.42 ⁴⁸	4.21	.....
Sorento.....	9.40	3.29	7.38	11.52	4.30	.....
New Douglas.....	9.49	3.39 ⁹⁰	7.53	12.01	4.39	.....
Kaufman.....	10.01	3.51	8.05	12.13	4.51	.....
White.....	10.10	4.00	8.14	12.22	5.00	.....
Edwardsville.....	10.13	4.03	8.17	12.25	5.03	.....
Stallings.....	10.23	4.13	8.27	12.35	5.18	.....
Madison.....	10.30	4.20	8.35	12.45	5.25	.....
	AM	PM	PM	AM	AM	

MADISON TO FRANKFORT—EASTWARD

SECOND CLASS

96 Daily	48 Daily	98 Daily	42 Daily	90 Daily	
AM	AM	PM	PM	AM	
7.50	10.20	5.15	7.20	1.15	.....
7.35	10.07	5.02	7.07	1.02	.....
⁴⁵ 7.26	9.56	4.51	⁴⁷ 6.56	12.51	.....
7.11	9.41	4.36	6.41	12.36	.....
6.59	9.29	4.24	6.29	12.24	.....
6.52	9.22	4.17	6.22	12.17	.....
6.40	⁴⁵ 9.10	4.05	6.10	⁴³ 12.05	.....
6.27	8.57	3.52	5.57	11.52	.....
6.13	8.43	3.38	5.43	11.38	.....
6.03	8.33	3.28	5.33	11.28	.....
⁴⁹ 5.55	8.25	3.20	5.25	11.20	.....
5.40	8.10	3.05	5.10	11.05	.....
5.30	8.00	⁴¹ 2.55	5.00	10.55	.....
5.22	7.52	2.47	4.52	10.47	.....
5.15	7.45	2.40	4.45	10.40	.....
5.00	⁴⁹ 7.30	2.25	⁴¹ 4.30	10.25	.....
4.50	6.20	2.15	4.15	10.15	.....
4.36	6.06	1.58	3.58	⁴⁷ 9.58	.....
4.22	5.52	⁴⁵ 1.44	3.44	9.44	.....
4.05	5.35	1.27	3.27	9.27	.....
3.53	5.23	1.15	3.15	9.15	.....
3.45	5.15	1.05	3.07	9.05	.....
⁴³ 3.36	5.06	12.56	2.58	8.56	.....
3.24	4.54	12.44	⁴⁵ 2.47	8.44	.....
3.10	4.40	12.30	2.33	8.30	.....
3.00	4.30	12.20	2.23	8.20	.....
2.51	⁴³ 4.21	12.11	2.14	8.11	.....
2.41	4.01	12.01	2.04	8.01	.....
2.33	3.53	11.53	1.55	⁴¹ 7.53	.....
2.19	3.39	11.39	1.40	7.39	.....
2.09	3.29	11.29	1.29	7.29	.....
2.05	3.25	11.25	1.25	7.25	.....
1.50	3.10	11.10	1.10	7.10	.....
1.40	3.00	11.00	1.00	7.00	.....
AM	AM	AM	PM	PM	

ALTAMONT TO PEORIA—WESTWARD

STATIONS	FIRST CLASS		SECOND CLASS			
	303 Daily	305 Daily	65 Daily	63 Daily		
	AM	PM	AM	PM		
Altamont.....	10.35	7.14	6.36	7.38		
Lafayette.....	10.45 s	7.25				
Summit.....	10.47	7.27				
Balls.....	10.50	7.30				
Montmorenci.....	10.54	7.34				
Otterbein.....	10.57	7.37				
Templeton.....	11.03	7.44	7.31	8.35		
Fargo.....			7.39	8.42		
Boswell.....			7.51	8.52		
Handy.....			8.01	8.59		
Ambia.....			8.05	9.05		
Cheneyville.....	NYC	NYC	8.30	9.15		
Hoopeston.....			8.55	9.40		
Rankin.....			9.27	⁶⁶ 10.30		
Paxton.....			9.47	10.50		
Elliott.....			10.07	11.05		
Gibson City.....						
Central.....			10.19	11.15		
Saybrook.....			10.34	11.27		
Arrowsmith.....			10.46	11.35		
Ellsworth.....			10.56	11.43		
Holder.....			11.06	11.50		
Brokaw.....			11.16	11.57		
Dean.....			11.31	12.15		
Bloomington.....			11.36	12.20		
West Side.....			11.48	12.27		
Yuton.....			⁶² 12.04	12.37		
Congerville.....			12.17	12.55		
Goodfield.....			12.25	1.02		
Deer Creek.....			12.30	1.07		
Crandall.....			12.40	1.17		
Farmdale Jct.....			12.50	1.25		
East Peoria.....			1.30	1.50		
	AM	PM	PM	AM		

PEORIA TO ALTAMONT—EASTWARD

FIRST CLASS		SECOND CLASS			
302 Daily	304 Daily	68 Daily	62 Daily	66 Daily	
AM	PM	AM	PM	AM	
11.36	6.17	7.37	4.23	1.30	.....
s 11.29	s 6.10	.....	.....	.....	.....
11.08	6.01	.....	.....	.....	.....
11.05	5.58	.....	.....	.....	.....
11.01	5.54	.....	.....	.....	.....
10.58	5.51	.....	.....	.....	.....
10.51	5.45	6.52	3.37	12.30	.....
.....	.....	6.46	3.31	12.20	.....
.....	.....	6.37	3.22	12.12	.....
.....	.....	6.29	3.14	12.05	.....
.....	.....	6.26	3.11	12.01	.....
NYC	NYC	6.18	3.03	11.50	.....
.....	.....	6.03	2.48	10.47	.....
.....	.....	5.46	2.31 ⁶³	10.30	.....
.....	.....	5.31	2.15	10.00	.....
.....	.....	5.15	1.57	9.40	.....
.....
.....	.....	5.05	1.47	9.30	.....
.....	.....	4.51	1.33	9.17	.....
.....	.....	4.41	1.23	9.07	.....
.....	.....	4.33	1.14	8.58	.....
.....	.....	4.24	1.05	8.49	.....
.....	.....	4.15	12.56	8.40	.....
.....	.....	4.06	12.46	8.30	.....
.....	.....	3.52	12.26	8.10	.....
.....	.....	3.42	12.14	8.00	.....
.....	.....	3.32 ⁶⁵	12.04	7.52	.....
.....	.....	3.09	11.40	7.35	.....
.....	.....	2.55	11.26	7.26	.....
.....	.....	2.50	11.21	7.21	.....
.....	.....	2.38	11.09	7.09	.....
.....	.....	2.23	10.53	6.53	.....
.....	.....	2.00	10.30	6.30	.....
AM	PM	AM	AM	PM	

ARRANGED FREIGHT TRAIN SERVICE--WESTWARD AND SOUTHWARD

The time shown conveys no time-table authority

STATIONS	CD-3 (1) PM	NS-3 (1) PM	DS-13 (1) PM	117 (1) PM	DS-11 (1) PM	DS-15 (1) AM	CD-1 (1) AM	MS-15 (1) AM	NS-5 (1) AM	65 (1) AM	NS-9 (1) AM	CS-7 (1) AM	63 (1) PM
PERU		6.30	8.50		11.50	5.45	AM	9.30					
LOGANSFORT													
FRANKFORT									12.35	7.00	3.50	4.45	7.30
LAFAYETTE			10.00					10.45					
BLOOMINGTON										2.00			2.20
PEORIA										5.00			5.00
TILTON								12.30					
TOLONO								1.45					
CHICAGO													
CHICAGO RIDGE							5.30						
DECATUR	Ar 1.45	11.00	1.20	11.35	3.50	10.00	10.30	3.30					
	Lv	3.30		11.55	5.00	11.00		5.00					
CHARLESTON									3.55		6.10	8.20	
MITCHELL		6.00			7.30	1.30		7.30					
ST. LOUIS	Arrive	7.00		3.15	8.30	2.00		8.30	7.30		9.45	2.00	AM

(1) Daily.

ARRANGED FREIGHT TRAIN SERVICE--EASTWARD AND NORTHWARD

The time shown conveys no time-table authority

STATIONS	SB-4 (1)	KSB-4 (1)	KSD-14 (1)	2/KSD-14 (1)	SB-6 (1)	KSD-16 (1)	KD-2 (1)	1DC-2 (1)	2DC-2 (1)	SM-2 (1)	DC-4 (1)	MB-98 (1)	PB-2 (1)	SN-8 (1)	PB-6 (1)	KC-44 (1)	118 (1)	PB-12 (1)	ST-96 (1)
Leave	AM	PM	AM	AM	PM	PM	PM	PM	PM	PM	AM	AM	AM	PM	PM	PM	PM	AM	AM
ST. LOUIS	2.30				1.30					5.00		11.00	AM	5.30	PM	7.00	9.15	AM	2.30
CHARLESTON												2.45		8.50		11.15			5.45
DECATUR	5.30	2.00	7.00	10.00	4.30	7.30	2.30	9.00	10.00	8.00	9.00						11.45	11.59	
CHICAGO RIDGE									1.30		2.30								
CHICAGO								1.00	2.00	5.20	3.00						3.45		
TILTON				12.01		9.30	4.15						11.30		7.30			2.30	
PEORIA																			
LAFAYETTE				1.30						7.15									
FRANKFORT												6.00	6.15	12.01	3.30	2.50			8.30
LOGANSFORT			10.45							9.30									
PERU		7.30	11.45	3.00		12.30	7.15			10.15									
Arrive	AM	PM	AM	PM	PM	AM	AM	AM	AM	AM	PM	PM	PM	AM	AM	AM	AM	AM	AM

(1) Daily.

A. GENERAL INSTRUCTIONS

1. Operating Rules

Rules of the Operating Department of the Wabash Railroad effective October 26, 1958, govern on the following districts:

2nd District
6th District
7th District
8th District
9th District
13th District

Rules for the government of the Operating Department of the New York, Chicago & St. Louis Railroad Co. effective December 5, 1943, govern on the following districts and subdivisions.

3rd Subdivision
4th Subdivision
Peoria District

2. Modifications to Operating Rules

First paragraph of Rule 201 of the Wabash and NKP rule books is modified to read as follows:

For movements not provided for by timetable, train orders will be issued by authority and over the signature of the division superintendent and contain only information or instructions essential to such movements.

Operating rule book of the NKP is modified as follows:

DEFINITIONS:

Limited Speed—A speed not exceeding 50 miles per hour.

Restricted Speed—Proceed prepared to stop short of train, obstruction or switch not properly lined and to look out for broken rail, but not exceeding 15 miles per hour.

Grade Signal—An automatic signal equipped with a yellow disc.

Absolute Block—A block in which no train is permitted to enter while it is occupied by another train.

Track Car—A car propelled by any form of energy, and not used by employes in train or yard service.

Line-up of Trains—Information showing last known location of all trains or engines on line of road or called for service.

RULE 11.

Note—Passenger trains, after stopping, may proceed without extinguishing red fuses. Freight trains having total tonnage in excess of 1500 tons per operative hauling unit, may pass a fusee burning red without stopping to remove it and proceed at reduced speed.

RULE 14(I).

Approaching public crossings at grade. Engineer will sound whistle at whistling post; whistling to be prolonged or repeated until engine has crossed crossing. Trains or engines having stopped will again sound signal before proceeding over crossing.

RULE 15.

The explosion of two torpedoes is a signal to proceed at reduced speed for a distance of 6000 feet from the point the torpedoes were exploded. If the track is then seen to be clear normal speed may be resumed.

The explosion of one torpedo will indicate the same as two but the use of two is required.

Torpedos must not be placed near stations, road crossings or where persons are liable to be injured by them.

RULE 17.

(1) On all moving trains, when full power headlight is not required it must be burning dim during the daylight hours.

(2) Oscillating white headlight on engines so equipped will be displayed in addition to displaying of regular headlight by night or in extreme bad weather conditions when approaching and moving over highway crossings at grade except approaching passenger stations where stop is to be made.

Oscillating red headlight on engines so equipped will be displayed immediately when sudden stop of train is made, due to emergency application of air brakes or other causes. When red oscillating headlight is displayed the white headlight will be immediately turned off.

When any train which is equipped with red oscillating warning light comes to a stop on or fouls main track, or when moving under circumstances in which it may be overtaken by another train, the rear warning light must be operating. If light does not start automatically, it must be operated manually by flagman.

When stop is made with less than 15 pound reduction in train line pressure, enginemen will make further reduction to attain necessary 15 pound total reduction.

The light should, under no circumstances, be turned off until speed of train has increased sufficient to avoid possibility of being overtaken.

When the red oscillating light is displayed on either front or rear of any train, enginemen on approaching train or engine must stop immediately and must not proceed until it has been ascertained that track is safe and clear for movement of such train.

The use of this light will not, in any way, relieve employees from compliance with Rules 99 and 102 of the Book of Rules.

When switching is to be done, cars or engines must not be coupled to the end of a car to which a warning light is attached unless it is known positively that there is ample clearance so as to avoid damage to the light.

RULE 19.

(a) Displaying of top deck light will be omitted.

(b) In Centralized Traffic Control territory, so designated in Time Tables, the requirements for displaying markers as illustrated by Figures 8-A and 8-B, Pages 36 and 37 of the Book of Rules are eliminated.

(c) Fig. 10-A

Lights at AA as markers, showing green to the front, yellow to the side and rear, with a white light on the platform.

(d) (Last Paragraph)

A train not equipped to display the prescribed signals will display a red flag by day and a white light by night to indicate the rear of the train.

RULE 35.

The following signals will be used by flagmen:

Day signals—A red flag, torpedoes and fuses.

Night signals—A white light, torpedoes and fuses.

RULE 93.

Within yard limits, unless otherwise provided, the main track may be used clearing the time of first class trains at the next station where time is shown, but in any case must clear the time of first class train not less than 5 minutes.

Protection against second class, third class, extra trains, and engines is not required. Second class, third class, extra trains and engines, must move within yard limits at yard speed unless the main track is known to be clear. Where

manual block or automatic block signal rules are in effect 'known to be clear' includes when track is known to be clear by signal indication.

RULE 99.

When a train or engine, moving or standing in automatic block territory is protected against following movements by automatic block signals, flag protection against following movements on the same track will not be required.

A train must not display signals for a following section except as prescribed by Rule 85, without orders from the Superintendent. That part of Rule 95 modified accordingly.

Sidings of an assigned direction must not be used in a reverse direction unless authorized by the Superintendent or in an emergency under flag protection. That part of Rule 105 is modified accordingly.

First paragraph of Operating Rule 206 as contained in Nickel Plate Operating Rules is modified as follows:

"In train orders regular trains will be designated by numbers as "No. 10" and sections as "Second No. 10" adding engine initials and numbers. Extra trains will be designated by engine initials and numbers and the direction, as Extra NKP 798 seven nine eight 'East' or 'West' or "Extra N&W 798 seven nine eight 'East' or 'West'.

Even hours as "10:00 A.M." must not be used in stating time in train orders etc.

RULE 103.

(a) Exception No. 1 does not apply to Unit Multiple Diesels in back up movement.

(b) A train or engine having moved in one direction over a highway crossing protected by electric signals must not make reverse movement over crossing in opposite direction without first protecting such move by man on ground, unless such highway crossing signals are operating prior to and during the period the reverse movement is being made.

(c) At various locations electric highway crossing signals are actuated by movements on sidings, adjacent tracks and/or yard tracks, the control circuits for which extend but a short distance on either side of the crossing. At these locations a train, engine or car using such tracks must not proceed over the crossing until the highway crossing signals have been operating a sufficient length of time to warn highway traffic, without first protecting such move by man on ground.

RULE 281B.

Aspect: Yellow over Green over Green.

Indication—Proceed: Approaching next signal at limited speed.

Name: Approach Limited

RULE 281C.

Aspect: Red over Green over Green.

Indication—Proceed: Limited speed within interlocking limits.

Name: Limited Clear.

RULE 285.

Indication—Proceed preparing to stop at next signal.

Trains exceeding medium speed must at once reduce to that speed. Reduction to medium speed must be completed before accepting a more favorable indication on the next signal in advance.

RULE 291.

When automatic signal displays Stop and Proceed a train to take siding at a meeting point may proceed at restricted speed without stopping, when engineman receives

hand signal from trainman of train holding main track and switch is set for movement to siding in accordance with Rule 104.

RULE 509.

When an automatic signal equipped with yellow disc indicates "Stop and Proceed", freight trains having total tonnage in excess of 1500 tons per operative hauling unit may proceed at restricted speed without stopping.

RULE 545.

When failure of the CTC system occurs, and trains or engines are authorized to proceed or pass a Stop signal which governs movement over a switch or switches equipped with dual control switch mechanism, selector lever of each switch must be locked in hand throw position before proceeding. When a train or engine has passed over all switches, unless otherwise instructed by the train dispatcher, the switches and selector levers must be restored to and left locked in normal position and dispatcher or signalman notified.

If signal involved controls movement through an automatic or remotely controlled interlocking, the special instructions applying to that interlocking must also be complied with.

RULE 670.

At railroad crossings where automatic or remotely controlled interlockings are in service, equipment detached from engine must not be left standing between home signal limits that will obstruct the movement of equipment of the other railroad or railroads at such crossing.

Instructions to ENGINEMEN (Fifth Paragraph), Page 181.

They will keep a supply of red fuses on the engine ready for immediate use in case of necessity.

RULES FOR MOVEMENT OF TRACK CARS.

RULE 801.

Line-up of trains will be issued by authority and over the signature of the Division Superintendent and shall contain designation of trains, engine number, place and time last reported on train dispatcher's territory, including trains called but which have not departed from terminal yards or originating point, at time line-up is issued.

Passenger extras and work extras shall be so designated in line-up.

Line-ups must be issued in the prescribed form when practicable; and without erasure, alteration or interlineation.

Figures in line-ups must not be surrounded by brackets, circles or other characters.

RULE 802.

Line-ups will be issued to operators at all open Telegraph Offices as stated times, which shall be designated by Special Notice for each operating territory, and shall contain the same information to all employes or operators receiving same.

RULE 803.

Line-ups must be numbered consecutively each day, beginning at midnight.

RULE 804.

Operators will prepare and complete, on line-up, Form 294, information furnished by Train Dispatcher.

Before line-up, Form 294, is delivered, it must be signed by employe to whom delivered. Copies of all Forms 294 delivered to employes must be retained by Operator. More than one line-up on a manifold pad at the same time is prohibited.

RULE 805.

Information furnished for line-up must be written in a book provided for that purpose at the office of the Train Dispatcher; and with it recorded the locations and name of the employe receiving same. These records must be made at once and never from memory or memoranda.

RULE 806.

Train Dispatcher will issue train orders to all trains operated from a terminal or any originating point reading, "Be on lookout for track cars and sound whistle frequently" under following conditions:

- (a) When such train is not included in line-up; or
- (b) Is permitted to operate in advance of time shown in line-up, or in advance of time as shown in time table; or
- (c) When authorized to run against current of traffic and not so indicated in line-up.

RULE 807.

When operator of track car obtains a line-up by communicating directly with the Train Dispatcher or Telegraph Operator, it must be repeated back to the person from whom received and the repeat approved as being correct before line-up shall be used.

Train Dispatcher shall show name of the employe, to whom the line-up is so furnished, in the book as provided for in Rule 805.

The Telegraph Operator shall show name of the employe to whom the line-up is so furnished, on the original copy of such line-up, as provided for in Rule 804.

RULE 808.

Line-ups sent to two or more offices must be transmitted simultaneously to as many of them as practicable.

RULE 809.

Operators receiving line-ups must write them in manifold during transmission. If requisite number of copies cannot be made at one writing, they must make others from the original copy and repeat to the train dispatcher from the new copies each time additional copies are made. They must retain a copy of each line-up. The time, repeat and signature must be in his handwriting.

3. Superiority of Trains

Unless otherwise provided, eastward and northward trains are superior to trains of the same class in the opposite direction.

4. General Instructions

(a) All engines, with or without cars, using sand in stopping or engines stopped on sanded rail, must be moved off of same promptly. Cars detached from engine must not be left standing on sanded rail. This is to insure proper operation of all signals, including electric highway signals.

(b) When an emergency application of train brakes occurs on multiple unit diesel operated trains in either forward or reverse movement, a forward movement must be made before any attempt is made to back up train in order to have swivel butt drawbars of Diesel units in alignment.

(c) In backing a train or cut of cars with units in multiple of three or more, throttle must not exceed No. 2 position in starting train to minimize danger of jack-knifing train.

(d) Diesel engines may be operated thru water not exceeding depth of 2 inches above top of rail, proceeding at a speed not exceeding 2 miles per hour.

(e) When necessary to use the tracks of another district or foreign road at junction points permission must first be obtained from agent or operator of such road and the movement must be protected by flag.

(f) In switching or handling cars or trains, where the view is obstructed, signals must be continuous and distinct, or the engine brought to a stop.

(g) When switching or moving on repair tracks, the engine bell must be ringing.

(h) When the switching of repair tracks is completed, the switches must, in all cases, be lined for the ladder and such will be the normal position of switches connecting repair tracks to the ladder.

(i) Cars must not be run over live rails on scale track except when actual weighing operations are being performed. Engines must not be operated over live rails on scale track at any time, except in case of emergency.

(j) Helper engines assisting in the handling of trains or cuts of cars will not start movement of trains or engines until receiving proper signal or they are instructed to do so.

(k) Operators must not open main track switch until train has come to a stop except at points where proper signals are provided to control the approach and movement of trains.

(l) Trains or engines desiring to enter or leave siding at interlockings, will give engine whistle signal one long, one short and one long.

(m) When proceed signal has been given to start a freight train, and after the entire train is in motion, a final proceed signal shall be given from rear end at the first point at which it will be visible from the head end from either side of the train.

Engineman, fireman and trainman on engine shall be on the lookout for such signal and be governed accordingly.

(n) The speed of passenger trains will be reduced at points where orders are to be received so as to make it possible for members of the train crew to receive the orders.

(o) When operating snow plow or Jordan spreader it will be necessary to close wings at all overhead structures, through bridges, coal docks, water tanks, dwarf signals, spring switch indicators and other structures which are visible.

(p) The following is effective in Illinois:

Illinois House Bill No. 110 (1957)

"Every railroad corporation shall cause a bell and a whistle or horn on locomotive to be rung or sounded by the engineer or fireman at the distance of at least 80 rods from the place where the railroad crosses or intersects any public highway and shall be kept ringing or sounding until the highway is reached."

Illinois Commerce Commission—General Order No. 133.

In addition to warning by whistle or bell as required by statute, every railroad train shall give warning by prolonged or repeated whistling when passing or meeting or about to pass or meet a train, at or in the immediate vicinity of a grade crossing, under such circumstances that the second train will obscure, in whole or in part, the view of the first mentioned train to persons who may be about to use the crossing.

(q) The officers of this company direct that the timetable, book of rules, general orders and bulletin orders must be rigidly observed, and the claim of customary practice at variance therewith will not be accepted as an excuse for violation.

Personal Injury Accidents

(r) It is desired that all statements to the railroad in reference to personal injury accidents shall be as full as possible

and all facts stated, whether favorable or unfavorable to the railroad, the injured person, or any of the railroad's employes.

Employes who witness or have any knowledge of an accident must not give information concerning the same to any person other than an officer or a claim agent of this company unless required by law to do so, and persons, other than officers or claim agents of this company, who seek information concerning any accident should be referred to the Chief Claim Agent of this company, provided, however, that this rule shall not prevent employes from furnishing, voluntarily, to a person in interest, information as to the facts incident to the injury or death of any employe.

5. Equipment Restrictions

(a) Handling dead locomotives:

The mechanical Department at the originating point must notify the Chief Train Dispatcher, General Yardmaster and Superintendent of any desired movement of dead locomotives specifying speed restrictions, if any, that are to be observed. This information must be written conspicuously on the face of the waybill. The Yardmaster at all terminals, after consultation with the Mechanical Department, must advise the Chief Train Dispatcher of the restrictions required and secure the Chief Train Dispatcher's authority as to the train in which the locomotive is to be moved, and then must notify the Conductor and Engineer of the restriction. The Chief Train Dispatcher must notify the connecting Division of the movement and restrictions required. Also, the Chief Train Dispatcher must notify the Conductor and Engineer of the train handling the dead locomotive of the restrictions required in the movement.

Trains hauling foreign Diesel locomotives in tow will be governed by billing instructions of the manufacturer or of foreign line for whom we are handling the locomotive. Where there are no billing instructions, or special instructions, trains hauling Diesel locomotives with friction bearings will not exceed 35 MPH and trains hauling Diesel locomotives with roller bearings will not exceed 60 MPH.

Automatic braking operations on trains handling dead locomotives require a minimum of 15 pound brake pipe reduction be completed to insure full release of brakes on the dead locomotives.

Diesel locomotives are equipped with three-way bleed valves, one over each truck, to cut out and bleed air brakes. If brakes are found sticking no attempt will be made to haul locomotive with brakes operative. Air brakes must be cut out and bled and locomotive handled to next terminal in that condition.

In cases where it is necessary to tow Diesel locomotives in a train as a result of derailment or other damaged or defective conditions, special instructions will be issued.

Diesel locomotives in multiple (up to three units) may be hauled in tow without separation of the units. There must not be less than five cars between the locomotive handling the train and the first locomotive in tow, and not less than five cars between any two locomotives in tow.

Any locomotive in tow must not be carried further than thirty cars from the locomotive handling the train and not more than five locomotives in tow may be handled in one freight train.

Trains hauling diesel yard engines dead must not exceed 35 MPH.

(b) Wrecker

When wreck train leaves terminal with derrick boom leading, a stop should be made at a convenient point as soon as steam has been gotten up on the derrick, and boom swung around to trailing position.

(c) Lubrication and Care of Journal Boxes.

When a journal is found overheated enroute, train must be stopped and examination made, packing must be adjusted or box repacked if this will overcome the trouble. If cause of heating cannot be corrected in this manner or car cannot be moved to next terminal through use of cooling compound and without undue delay to train car should be set out.

When cars with hot journals are set out where car inspectors do not take immediate charge precaution must be taken to know that journal is left in condition to avoid damage to car by fire.

(d) Restricted tracks

Engines D-48, D-45, D-30 and D-24 series must not be operated over tracks at stations as indicated below:

6th District

Station	Track
Symerton.....	House track except from north switch to Depot.
Forrest.....	Track No. 5 except from point of switch north 600 feet.

7th District

Garber	Elevator Track
Gibson City	NKP wye
Blue Ridge	West House Track
Lodge	From 100 ft. north of elevator on I.C. Wye stock track.
Monticello	East and west wye
Monticello	Syrup Pepsin track

When necessary to set out or pick up cars on these tracks it will be necessary to hold onto a sufficient number of cars so it will not be necessary to operate engine over the restricted track.

9th District

Station	Track
Philo	Lumber Track.
Cerro Gordo	Storage Track — excepting from switch to 500 ft. east of north elevator track switch.
Oakley	House track — excepting from switch to east end of east elevator.

13th District

Knights	Coal spur—except from switch to derail.
Taylorville	Rinker Track.
Taylorville	Darlington Track.
Taylorville	High paper mill track—except from switch to south end of Mill building.
Harvel	House track from north switch to first crossing north of Depot.
Raymond	House Track.
Litchfield	Mill No. 2.
Litchfield	Farmers elevator spur, beyond scale.
Litchfield - N.Y.C. Wye	Engines of all classes are prohibited from use of the N. Y. C. Wye at Litchfield, and it will be necessary, therefore, when picking up or setting out on this wye to hold onto sufficient cars to keep engine off of this track.
Mt. Olive	No. 15 Mine spur.
Mt. Olive	Old No. 10 Mine track except from South switch to 300 feet north.
Mt. Olive	House track.
Karnes	No. 2 lead and coal track.
Edwardsville	Bung track.

(g) Trains or engines having stopped, including compliance with a signal displaying a stop or stop and proceed indication, performing switching or been otherwise delayed within the limits of a starting section, must not proceed over a crossing without first protecting such move by a man on the ground, unless crossing protection has been operating a sufficient length of time to warn highway traffic.

(h) To avoid unnecessary operation of electric highway signals:

Engines or cars must not occupy circuits unnecessarily. When circuits are occupied by standing engine or car, available cut out device must be used to avoid unnecessary delay to highway traffic.

(i) Trainman manual control device for canceling automatic operation may be either of two types:

Insert switch key in control box and turn clockwise as far as possible. To restore automatic operation remove switch key.

Insert switch key in control box and turn clockwise as far as possible and remove. To restore automatic control, push button marked "lower gates" or "re-start."

7. Speed of Trains

Speed restrictions apply to entire train, except where otherwise specified. Speeds must be further reduced when, in the judgment of the enginemen, conditions require it.

Speeds are governed by general speed restrictions, local speed restrictions, and restrictions due to locomotive or car equipment. In all cases, lowest speed will govern.

(a) General Speed Restrictions

CONDITIONS	Miles Per Hour	
	Passenger Trains	Freight Trains
Trains or Engines moving against the current of traffic in automatic block signal territory	59	49
Trains handling scale test cars. Handle on rear end only		30
Trains handling steam shovels, locomotive cranes, pile drivers, Jordan spreader or similar equipment moving on own wheels, load or heavy end must be toward engine		30
Trains handling high hopper cars of coal or other heavy commodities loaded to cubic capacity (top of car or above)		50
Engine backing with blind end forward (car-body units)	25	25
Trains handling short ore hopper cars:		
When loaded		30
When empty		35
Solid trains of tank cars loaded with petroleum or petroleum products		50
Trains handling flangers	25	25
Snow plows		35
Snow plows passing passenger trains on double track		4
Large derricks:		
Tangent track		40
Curves		30
Passenger trains handling freight cars will observe freight train speeds.		

Trains, engines and self-propelled equipment must not exceed the following speeds when moving in automatic block signal or traffic control system, through interlockings or approaching highway crossings protected by automatic warning devices.

Single engine or unit of self-propelled equipment	20 MPH
Two units of engines or cars	30 MPH
Three units of engines or cars	40 MPH
Four units of engines or cars	50 MPH

(b) Speed Restrictions for locomotives:

Unit Numbers	New Numbers	Max Speed
WAB 100	3100	40
WAB 108-111	3108-3111	50
WAB 150	3150	40
All other yard engines		60
N&W 200-239	200-239	70
N&W 413-420	413-420	70
N&W 500-521	500-521	78
N&W 522-565	522-565	70
N&W 1000-1006	1000-1006	70
N&W 1300-1328	1300-1328	70
NKP 578	2578	70
NKP 874-875	2874-2875	70
NKP 900-909	2900-2909	70
NKP 910	2910	70
WAB 484-489	3484-3489	78
WAB 493-495	3493-3495	78
WAB 500-515	3500-3515	70
WAB 540-547	3540-3547	70
WAB 597-598	3597-3598	70
WAB 900-906	3900-3906	70
All other road-switcher engines		65
WAB 606-726	3606-3726	65
WAB 820-823	3820-3823	65
WAB 1000-1017	3800-3817	98

(c) Speed signs in effect on Second, Sixth, Seventh, Eighth, Ninth, and Thirteenth Districts:

Permanent slow signs which are yellow with black numerals, are set in advance of locations where trains must be operated at reduced speed. The one numeral on these signs indicates the maximum permissible speed for both passenger and freight trains except that, when district speed restriction, type of locomotive, equipment restriction, or any other restriction calls for a slower speed, the slowest allowable speed must not be exceeded.

These signs will be as follows on lines between:

Peru and St. Louis

Chicago and Bement

Signs indicating a maximum permissible speed of 45 M.P.H., or less, will be set not less than 1 mile in advance of location where speed must not exceed that shown on sign.

Signs with figures 75, 70, 65, 60, 55 or 50, will be set ½ mile in advance of location where speed must not exceed that shown on sign.

On all other lines in the timetable, the new signs will be set ½ mile in advance of the location where speed must not exceed that shown on sign.

Maximum permissible speeds must not be exceeded until rear of train has passed a permanent resume-speed sign.

(d) Maximum Speed Restrictions by District

District or Subdivision	Between	And	Mile Per Hour	
			Psg	Fr
2nd Dist	Peru	Tilton	78	60
6th Dist	W.I. Jct	Forrest	78	60
7th Dist	Streator	Fairbury	30	30
7th Dist	Forrest	Bement	78	60
8th Dist	Bement	Sullivan	20	20
9th Dist	Tilton	Decatur	78	60
9th Dist	Sidney	Champaign	25	25
13th Dist	Decatur	Brooklyn	78	60
3rd Sub	Frankfort	WY Tower	30	30
3rd Sub	WY Tower	Mellott	59	49
3rd Sub	Mellott	Humrick	65	55
3rd Sub	Humrick	Charleston Yd	59	49
4th Sub	Charleston Yd	Donnellson	59	49
4th Sub	Donnellson	Sorento	65	55
4th Sub	Sorento	Edwardsville	59	49
4th Sub	Edwardsville	A&S Tower	65	55
4th Sub	A&S Tower	MB Conn	30	30
4th Sub	MB Conn	East St. Louis	20	20
Peoria Dist	Altamont	Summit	60	45
Peoria Dist	Summit	Templeton	79	50
Peoria Dist	Templeton	P&Pu Jct	59	49

(e) Local Speed Restrictions**2ND DISTRICT**

Maximum Permissible Speed in M.P.H.	LOCATION
25	Westbound
40	Eastbound Frt
50	Eastbound Psgr
	} Peru—CW Tower: End double track and C&O crossing
50	Curve ¼ mile west of C. W. tower to Grant St. Peru eastward track
60	Three (3) curves east of Danes
75	Curve ½ mile west of Danes
75	Curve 2 ½ miles west of Danes
70	Curve east end of Logansport
15	Westward home signal PRR Crossing Lo- gansport to a point 2500 ft. west
25	Curve in front depot Delphi
25	Curve 1 mile west of Delphi
75	Curve ½ mile west of Colburn
25	Turnout end of double track East Yard
25	End of double track Lafayette Jct.
12	Lafayette City District No. 1, M. P. 255 to 600 ft. west of Highway No. 25 (Ordinance)
25	Lafayette except District No. 1
50	Eastbound Frt
60	Eastbound Psgr
25	Westward
	} Lafayette Jct. N&W and CCC&StL crossing
65	Curve 3 miles west of Lafayette
25	Curves in front depot Attica and ½ mile east
40	East end Attica bridge to west end of curve west of Attica bridge
60	Reverse curves east of Williamsport
40	Passenger trains Monroe Street Williamsport

**Maximum
Permissible
Speed in M.P.H.**

LOCATION

25	No. 1 and Freight Trains Monroe Street Williamsport
75	Curve 2 miles west of Williamsport
75	Curve 2 miles west of West Lebanon
25	Turnout end of double track Eldan
15	Over C&E and P&E crossing Danville Jct
30	Over H. Street Tilton, Illinois first street east of Tilton Yard Office

6TH AND 7TH DISTRICTS

20	On curve between Union Avenue and 74th Street.
30	Between home signals at Belt Junction Loomis Street.
30	Between home signals, Forest Hill Interlocking.
40	On main track between Kedzie Avenue Viaduct and Western Avenue Viaduct Landers
50	End of double track Ashburn
70	Curve 1 mile south of Oaklawn.
55	End of double track Palos Park.
65	First curve south of Orland Park.
65	Second curve south of Orland Park.
65	Third curve south of Orland Park.
70	Fourth curve 1 1/2 mile south of Orland Park.
65	Curve at Wolf Road 4 miles south of Orland Park.
65	Curve at south end of Marley.
65	Curve 1 1/2 miles south Marley.
50	Curve at New Lenox south of Rock Island under crossing.
65	Curve at Steele.
65	Curve at south end of Brisbane
70	Curve two miles north Symerton.
65	Curve one-half mile north Ballou.
65	Curve north end Ritchie.
40	Two curves at Custer Park.
65	Curve one mile south Horse Creek.
60	Curve one mile north of depot Forrest.
35	TP&W Railroad crossing at Forrest.
65	Curve at south end Forrest.
50	Curve at Gibson City.
70	Curve one mile south Gibson City.
75	Curve one-half mile north Mansfield.
75	Curve one mile south Mansfield.
75	Curve at Galesville.
75	Curve two miles North Monticello.
65	Curve at Depot Monticello.
60	Curve south end Monticello.
45	Curve at Bement.

9TH AND 13TH DISTRICTS

Some locations between Brush and Mosser. Decatur where it is not practicable to put reduce speed signs are indicated by * which are shown after maximum permissible speeds below.

Maximum Permissible Speed in M.P.H.	LOCATION
30	Through turnout at end of double track N.T. Junction.
10	Within city limits, Champaign.
30	Through turnout at East Bement.
30	Through turnouts at Veech.
45	Between depot Bement and 2000 feet west of depot Bement.
35*	Between Brush and Wabic interlockings over single main track.
30*	Through turnouts at end of double track Brush.
15*	While any portion of train is moving through Wabic interlocking Decatur.
15*	Southward trains while any portion of train is moving through Mosser interlocking.
20*	Curve at Mosser, Decatur. Northward trains.
50*	Two curves between Mosser and River Bridge, Decatur.
70	First curve south of River Bridge, Decatur.
50	Curve at B&O Crossing, Taylorville.
75	Curve two and one-half miles south of Taylorville.
75	Curve one mile south Illinois Central Crossing, Litchfield.
35	First highway crossing north of Litchfield depot.
60	Curve at CB&Q Crossing South of Litchfield
75	Curve two miles south of CB&Q Crossing Litchfield
70	Curve one mile south of Carpenter.
55	Curve at Edwardsville Depot.
65	Curve at ITS overhead, Edwardsville.
70	Curve two miles south of Edwardsville.
55	Curve 0.3 miles north of Mitchell.
15	SB TRRA Crossing Granite City.
45	W R Interlocking Granite City M.P. 480.5 to M.P. 483.5 Brooklyn.
20	Over Broadway Street Crossing Venice.

Third and Fourth Subdivisions

	Psg	Frt
Clarks Hill: Turnout, West end of siding	35	35
Curve at Mile Pole 243-12	55	
Curve at Mile Pole 245-25	50	50
Curves between Mile Poles 247-12 and 251-10	45	40
Veedersburg: Turnouts, both ends of siding	35	35
Cates: Turnout West end of siding	35	35
Between Mile Poles 260-10 and 262-11	35	35
Cayuga: Turnouts, both ends of siding	35	35
Curve at Mile Pole 266-20	45	45
Curves between Mile Poles 267-16 and 271-06	35	35
Humrick: Turnouts, both ends of siding	35	35
Curve at Mile Pole 277-08	55	
Curve at Mile Pole 313-02	55	

	Psgr	Frt
Curves between Mile Poles 318-20 and 319-20	30	30
Curves between Mile Poles 320-09 and 322-20	50	45
Lerna: Turnout, West end of siding	35	35
Neoga: Turnout, West end of siding	35	35
Curve at Mile Pole 338-27	45	40
Curve at Mile Pole 344	40	40
Curve at Mile Pole 348-30	55	
Curves between Mile Poles 355-31 and 356-16	50	
Curve at Mile Pole 360	50	
Curve at Mile Pole 360-22	45	45
Curve at Mile Pole 362-29	45	45
Curve at Mile Pole 370-03	55	
Curves between Mile Poles 377-33 and 378-13	50	45
Ramsey: Turnouts, both ends of siding	35	35
Curve at Mile Pole 378-26	35	35
Curves between Mile Poles 383-39 and 384-30	45	45
Fillmore: Turnout, West end of siding	35	35
Donnellson: Turnout, West end of siding	35	35
Curves between Mile Poles 400-25 and 404-20	45	45
White: Turnout, West end of siding	35	35
Curves between Mile Poles 431-31 and 436-37	50	45
Edwardsville: Thru slip switch to I.T.R.R.	10	10
A&S Tower: Main track turnout	35	35
MB Connection: Reverse curves	10	10
Through all Sidings	15	15
Outlying tracks	6	6
Other main track turnouts and crossovers	15	15
Other turnouts and crossovers	10	10

Peoria District

	Psgr	Frt
Altamont: Main track turnouts through interlocking	35	35
Lafayette Junction—Eastward and Westward: Crossovers in interlocking	35	35
Lafayette: Between east corporate limits and Smith Street	25	25
Lafayette: Between Smith Street and Wabash River Bridge	20	20
Templeton: Main track turnouts through interlock- ing	35	35
Gibson City: City Limits	40	40
Dean: Curve at Mile Pole 373	45	45
Bloomington: Between NYC Transfer and Roosevelt Ave.	15	15
Between Roosevelt Ave. and East End of West Side	35	30
Mackinaw Dells: Reverse curves between Mile Post 391.6 and East end of Bridge 955	50	
Between Crandall and Farmdale	50	
Through all other sidings	15	15
Outlying tracks	6	6
Other main track turnouts and crossovers	15	15
Other turnouts and crossovers	10	10

8. CLEARANCE

A train must not leave its initial station on a District or Sub-Division without Clearance unless otherwise provided.

B&O trains obtaining N&W clearance at avenue may leave Boody without clearance. ITC trains may leave Starne and Decatur without clearance and will proceed on signal indication.

St. Louis (Union Station) is initial station for passenger trains to 13th District.

Trains to and from 7th and 8th Districts at Bement may depart without clearance.

Chicago (Dearborn Station) is initial station for passenger trains to 6th District.

East Peoria Yard is initial station for trains to Peoria Sub-Division.

Westward PRR trains may leave Farmdale Jct. without clearance.

9. Location of Standard Clocks:

Peru	Telegraph Office
Lafayette (Wab)	" "
Danville	" "
Tilton	" "
Chicago	" "
Landers	" "
Forrest	" "
Brush	Yard Office
East Decatur	Telegraph Office
Wabic	" "
Decatur	Enginehouse
Brooklyn	Telegraph Office
St. Louis	" "
Lafayette (NKP)	" "
East Peoria	P&PU Dispr Office
East Peoria	Engineers' Room
Frankfort	Dispr Office
Frankfort	Yard Office
Charleston	" "
Madison	" "

10. Overhead and Side Obstructions.

Employees are warned of close overhead clearances at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges, structures, wires or cables:

Altamont	All tracks under coal dock.
Lafayette	Rush Metal Products on Wallace Bros. track.
Hoopeston	American Can Co. tracks No. 2, 3, 4 and 5
Frankfort	Swift and Co. building.
Brocton	West elevator, overhead chute, south track.
Mile Pole 319-34	Overhead bridge.
Mile Pole 401-31	Overhead bridge.
Gilmore	Richard Brick Co., platform.
Edwardsville	Richard Brick Co.

Employees are warned of close side clearances at the following locations and must not ride on side of cars, engines or other equipment while passing these structures:

Altamont	Unloading Dock west end Fairfield track.
Lafayette	Loading platform No. 4 shop track.
Boswell	Platform elevator track.
Hoopeston	American Can Co. tracks. Platform new team track.
Rankin	Freight house platform.
Paxton	Freight house platform.
Gibson City	Platform elevator track.
Holder	Platform Jones elevator.
Bloomington	Freight house platform.
Frankfort	Swift and Co. building.

Linden	Transfer platform.
New Richmond	South Track.
Cayuga	Cayuga Brick Co., platform.
Metcalf	Elevator track, west end north side.
Oakland	House track. Elevator track, loading platform.
Rardin	Elevator track and loader.
Stewardson	Shelby Service track.
Gilmore	Richard Brick Co., platform.
Edwardsville	Richard Brick Co. Nelson loading track.

On the routes usually taken by engines in making delivery of cars on tracks of other railroads at various terminals, the clearance of overhead and side structures is particularly called to attention of employes in charge of such engines and trains.

Owing to various changes due to grade elimination, work going on at several of the terminals and constantly changing conditions on these and other routes, there are many overhead obstructions which are not 21 feet from the top of rail to the lowest part of overhead structure and will not clear a man standing on top of cars of various heights.

At various stations there are buildings and platforms that will not clear a man on the side of car. Trainmen and yardmen are notified to be constantly on the alert, and must be governed accordingly in passing such structures.

**LIST OF THROUGH TRUSS AND OTHER
NON-CLEARANCE BRIDGES, STRUCTURES AND
TUNNELS — MAIN TRACKS**

**Second—Sixth—Seventh—Eighth—Ninth—Thirteenth
Districts**

Structure or Bridge No.	Location	
1035	Palos Park	Side
1037A	Palos Park	Overhead
1038A	Palos Park	Overhead Side
1040A	Palos Park	Overhead
1076	Marley	Side
1078	Steele	Side
1081	Steele	Overhead
1084	Brisbane	Side
1145	Custer Park	Overhead Side
1149	Custer Park	Overhead Side
1166	Essex	Side
1236	Wing	Overhead Side
1705	Pontiac	Overhead Side
1320	Gibson City	Side
1326	Proctor	Side
1332	Foosland	Side
1342	Lotus	Side
1352	Blue Ridge	Overhead
1393	Lodge	Side
1396	Lodge	Side
1402	Monticello	Side
1403	Monticello	Side
495	Logansport	Overhead Side
497	Logansport	Overhead Side
749	Danville	Overhead Side
42A	Sidney	Side
57A	Tolono	Side
63	Sadorus	Side
70	Ivesdale	Side
700A	Decatur	Side
721	Boody	Side
853 1/2	Worden	Side
854 1/2	Worden	Overhead
868	Carpenter	Side

Structure or Bridge No.	Location	
870	Carpenter	Side
871	Carpenter	Side
873	Carpenter	Side
874	Carpenter	Side
878	Edwardsville	Side
881 ½	Edwardsville	Overhead
899 ½	Brooklyn	Overhead

SIGNAL RULES DECATUR DIVISION

(a) Rules in effect:

Between	And	Track	ABS	TCS	NBS	MBS	Rule 251	Rule 261	ATS
BROOKLYN.....	W. R. TOWER.....	SINGLE.....	X	X	.....	.....	.....	X	.....
W. R. TOWER.....	MITCHELL.....	NORTHWARD.....	X	.....	.....	.....	X	.....	.....
MITCHELL.....	W. R. TOWER.....	SOUTHWARD.....	X	.....	.....	.....	X	.....	.....
MITCHELL.....	MOSSER.....	NORTHWARD.....	X	.....	.....	.....	.....	.....	.....
MOSSER.....	MITCHELL.....	SOUTHWARD.....	X	.....	.....	.....	.....	.....	.....
MOSSER.....	DECATUR.....	NORTHWARD.....	X	.....	.....	.....	X	.....	.....
DECATUR.....	(BROADWAY)	SOUTHWARD.....	X	.....	.....	.....	X	.....	.....
(BROADWAY)	MOSSER.....	.....	.....	.....	.....	.....	.....	.....	.....
WABIC.....	BRUSH.....	SINGLE.....	X	X	.....	.....	.....	X	.....
BRUSH.....	VEECH.....	EASTWARD.....	X	.....	.....	.....	X	.....	.....
VEECH.....	BRUSH.....	WESTWARD.....	X	.....	.....	.....	X	.....	.....
VEECH.....	EAST BEMENT.....	SOUTH.....	X	X	.....	.....	.....	X	.....
EAST BEMENT.....	VEECH.....	NORTH.....	X	X	.....	.....	.....	X	.....
EAST BEMENT.....	N. T. JCT.....	SINGLE.....	X	X	.....	.....	.....	X	.....
N. T. JCT.....	ELDAN.....	EASTWARD.....	X	.....	.....	.....	X	.....	.....
ELDAN.....	N. T. JCT.....	WESTWARD.....	X	.....	.....	.....	X	.....	.....
ELDAN.....	LAFAYETTE JCT.....	SINGLE.....	X	X	.....	.....	.....	X	.....
LAFAYETTE JCT.....	EAST YARD.....	EASTWARD.....	X	.....	.....	.....	X	.....	.....
EAST YARD.....	LAFAYETTE JCT.....	WESTWARD.....	X	.....	.....	.....	X	.....	.....

(b) Operation over dual control switches

When a train or engine is stopped by a Stop signal governing movement over a dual-control switch, if no conflicting movement is evident, a member of the crew must immediately communicate with the control machine operator.

The operator must initiate code or control action from the control machine to ascertain that the switch or switches in the route are indicating properly on the control machine. If the switch or switches are indicating properly, the operator may grant permission for the train or engine to proceed by the Stop signal.

If the control machine operator cannot obtain proper indication for the switch or switches in the desired route, movement must not be authorized until they have been placed on hand operation. Before authorizing the dual-control switch or switches to be placed in hand operation, the control machine operator must place the lever controlling the switch or switches in the proper position and initiate code or control action for each switch in the desired route.

When authority is received to place a dual-control switch in hand operation, the following procedure must be followed:

Selector lever must be taken out of "motor" (or Power) position and placed in "hand" position and locked, if lock is provided. Hand throw lever must be operated until switch points are seen to move with the movement of the hand throw lever. Switch must then be lined and locked for the route to be used. Selector lever must be left in "hand" position until entire train or engine has cleared the switch. Unless otherwise instructed by the control machine operator, switches must be restored to "motor" (or Power) after the movement is completed.

If the switch or switches in the desired route cannot be properly lined by hand, they must be spiked before a movement is made over them.

Switches in the route to be used must be observed to ascertain that they are properly lined.

When a dual-control switch is in hand operation, it is a hand-operated switch and Rule 104, Book of Rules, applies.

Rule 552, Nickel Plate Book of Rules, Rules 526, 530 and 620, Wabash Book of Rules, and Rule 565, P & WVa. Book of Rules, are modified.

(c) Operation of Electrically Locked Switches in A.B.S. Territory

Hand throw switches equipped with electric switch locks must be operated as follows:

A—Train or engine desiring to enter switch must stop on releasing section located ahead of switch. With electric lock released, switch can be handled in the regular manner.

B—Train or engine desiring to leave switch must stop clear of track to be entered and trainman must proceed as follows:

1. Remove padlock, wait until electric lock is released and then switch can be handled in regular manner.
2. When movement over switch is completed return switch to normal and lock.

C—When electric lock is out of order, inform the dispatcher and secure authority to break seal. Remove padlock and wait 5 minutes, then lift cover, insert switch key and turn to release electric lock, then switch may be lined and movement made.

When seal has been broken report must be made to dispatcher.

(d.) T.C.S. TERRITORY—6th, 7th, 9th DISTRICT

There are push buttons at each set of intermediate signals to be used by crews on train or engine holding work permit 440.

Rule 525 provides train or engine holding Work Permit 440 may make a reverse movement prepared to stop within one-half range of vision within that block. Further movement in to adjoining block must not be made unless governing signal displays on indication more favorable than stop and Proceed, except under flag protection.

After stopping at signal displaying stop (Rule 291) a member of crew will push button and if a more favorable indication than "stop and proceed" is displayed, further movement may be made without flag protection.

These push buttons for reverse movements will only be used by train or engine holding Work Permit 440. All other reverse movements after entering a block must be made under flag protection.

Such reverse movement must not pass controlled signal except as prescribed by rules.

B. Local Instructions**Special Rules—Decatur Terminal****MOVEMENT THROUGH BRUSH INTERLOCKING**

In case signal cannot be displayed for movement of train or engine through Brush Interlocking, authority for movement of train or engine must be secured from Yardmaster and the following instructions will govern:

Trainmen will check position of switch points and observe lock indicator on end of switch machine for all switches in route.

If switch points for all switches in route are in proper position and locked (indicator on end machine) train may be hand signaled through interlocking by trainmen.

Enginemen will proceed on hand signal at not exceeding five miles per hour and know that the route is lined for his movement.

If switch points are not in position for the intended movement:

Throw selector Lever (this is the small lever) to hand position.

Operate hand throw lever to move switch points then observe indicator on end of machine to be sure they are locked. Train may be hand-signalized through interlocking and enginemen will proceed at not exceeding 5 MPH.

No movements must be hand-signalized without the points being locked (shown by indicator on end of machine) unless the switch points are spiked in the position required.

A steel post five feet high and painted yellow is located on south side of lead entering Westbound yard at Brush. This post is 480 feet west of the home signal governing entrance to yard and 625 feet east of the low restricting signals governing eastward movements out of the Westbound yard.

Any train or engine entering the westbound yard and has passed this yellow post with rear of train or engine or cut of cars, and makes a stop without rear of train, engine or cut of cars having passed the low restricting signals 625 feet west of this post, must not make reverse move beyond this yellow post until member of crew has communicated with the Yardmaster at Brush Tower and flag protection has been provided for the reverse move. Train, engine or cut of cars must be stopped before passing yellow post in reverse move until flag protection has been provided.

ENTERING AND LEAVING YARD AT DECATUR

All inbound and outbound freight trains arriving and leaving East Decatur and Brush will not exceed 15 MPH while any portion of train is passing East Decatur or Brush Yard Office in order that clerks may record car numbers and initials of all cars in trains on recording device.

Also, in order to not block view of clerks using recorders road and yard engines will not stop and stand directly in front of Brush or East Decatur Yard Offices on either north or south side of these buildings.

MOVEMENT THROUGH WABIC INTERLOCKING

The limits of WABIC Interlocking are from low restricting signals located at Jasper Street to low restricting signals located just west of Illinois Central Crossing.

Movements through turnouts and over the Illinois Central Crossing will be governed by low restricting signals displaying aspects covered by Rules 290A and 292 in the Rules of the Operating Department.

Trains must not exceed speed of 15 MPH while any portion of train is within interlocking limits.

Enginemen will maintain close lookout to see that the route is lined for their intended movement.

When train or engine is stopped by stop signal Rule 292 and no apparent cause, member of crew will contact the Towerman and when instructed by Towerman the following will govern the train and enginemen in case signal cannot be displayed for their movement through power switches not involving a movement over Illinois Central crossing.

(a) Trainmen will check position of switch points and observe lock indicator on end of switch machine for all switches in route.

(b) If switch points for all switches in route are in proper position and locked (indicator on end of machine) train may be hand signaled over the route by trainmen.

(c) Enginemen will see that the route is lined for his movement before proceeding on hand signal and must not exceed five miles per hour until engine or lead car has completed the route through interlocking.

(d) If switch points are not in position for the intended movement: Throw selector lever (this is the small lever) to hand position. Operate hand throw lever to move switch points then observe indicator on end of machine to be sure they are locked. Train may then be hand-signalized through the lower switches.

(e) No movements will be made by hand signals without the points being locked (shown by indicator on end of machine) unless the switch points are spiked in the position required.

(f) After movement through interlocking has been completed, crews will, if instructed by the towerman, line switches to **Normal Position**, returning selector lever to motor position and locking all levers on switches.

Rule 621 must be compiled with over Illinois Central crossing.

FLASHERS AND GATES—DECATUR

For the proper operation of flashers and gates at Water, Edward and Broadway Streets, Decatur, Trains and Engines making through movements must not exceed 25 MPH between Mosser and Broadway on either Main Track. Westward through Movements will not exceed 15 MPH Between Wabic and Broadway on Either Main Track. Under no circumstances will this Speed be exceeded.

2ND DISTRICT

All first class trains will register at Peru, Lafayette, Danville and Tilton; at Tilton they will register by throwing off O.S. slip to operator.

All trains except first class will register at Peru, and Tilton; at Tilton they will register by throwing off O.S. slip to operator.

All trains affected will examine register unless given check on register by train order.

Eastward trains leaving the limits of T. C. S., Logansport, must have train order check on superior trains for further movement East.

Eastward and Westward home signals, Clymers and Westward home signal, Lafayette Jct. interlocking, are controlled jointly by signalman and train dispatcher.

At above points, when stopped by stop signal, in addition to receiving hand signal from signalman, train must secure TCS Permissive card from 439, authorizing the movement per Rule 523.

Eastward Home Signal west end Logansport is remotely controlled by the Wabash and P.R.R. Train stopped by a stop indication must communicate with the Dispatcher and if further movement is authorized movement must be made in accordance with rules 619 and 620.

Westward Home Signal Logansport is remotely controlled by the Wabash and P.R.R. Trains stopped by a stop indication must communicate with the Dispatcher, train must secure permissive card form 439 then further movement must be made in accordance with rules 523, 619 and 620.

The line between Tilton and Eldan, Lafayette Jct. and East Yard, and C. W. tower and Peru is operated as double track in accordance with the rules and special instructions.

Eastward extra trains diverted at C. W. Tower and Westward Extra trains diverted at Junction, will proceed against current of traffic as instructed by Yardmaster Peru, complying with Rule 93. Extra trains originating Peru will proceed against current of traffic between C. W. Tower and Junction as authorized by Yardmaster, complying with Rule 93. All opposing movements against first class trains must be authorized by Train Order.

Trains must not exceed speed of 15 MPH through main track turnouts; including West switch Colburn and West switch Logansport. At other Dual Control Switches movement will be governed by signal indication.

When necessary to move against the current of traffic on double track from East Yard, or from Lafayette Junction or from Eldan, upon instructions from train dispatcher for the movement, a push button must be operated before proceed signal can be displayed for movement over interlocking or Dual Control Switch and movement through yard limits made in accordance with rules 93 and D-93.

The siding at Attica is a control siding block, both switches to the Scale Track off the siding are equipped with electric locked switches. Trains or engines must not clear siding in Scale Track in accordance with signs posted at each end of track reading: "Trains or engines must not clear through this switch".

When Dispatcher requires control of siding for meeting or passing of trains, he may require any work to be done by a work permit if verbal instructions will not cover situation.

CROSSING PROTECTION

At stations where switching is performed, and the main tracks, sidings and auxiliary tracks are bonded to operate automatic signals or gates, various starting and cut-out circuits are used. Trains or engines making other than through movement at these stations on main tracks should move at

a speed that will allow automatic signals or gate to operate before fouling crossing or protect in accordance with rule 103.

On sidings and auxiliary tracks the circuits are short and movement on these tracks must be made prepared to stop short of vehicle or other obstructions.

Crossing protection located at following points have cut out circuits, sidings and auxiliary tracks with short circuits, also tracks requiring protection as per rule 103:

Location	Crossing
Peru	Grant and Union Streets
Burrows	Madison Street
Delphi	Main, Franklin, Monroe, Market Washington, Union, Indiana and Wilson Streets
Buck Creek	Main Street
Lafayette	Greenbush and Underwood Sts.
Lafayette (Belt)	U. S. 52 by-pass
Attica	Perry Street
West Lebanon	High Street
Marshfield	State Street
Danville	South, Main, Van Buren and North Streets

Delphi: Eastward trains, delayed between signal 2393 and battery box located 650 feet west of Main Street, will approach Main Street at restricted speed and crossing protection must be known to be functioning and gates down before movement over crossing is made. Westward trains, delayed east of Wilson Street, or trains performing switching at either the Transfer or Storage Track, will approach Wilson Street at restricted speed and crossing protection must be known to be functioning and gates down before movement over crossing is made.

All switching movements must approach crossings at Delphi prepared to stop unless crossing protection is functioning and gates down or protected in accordance with rule 103.

Buck Creek, Main Street: Trains must not exceed 15 MPH approaching Main Street crossing on siding. All switching and slow following movements must approach crossing prepared to stop unless crossing is protected in accordance with rule 103. The House Track is protected by a short circuit just over the crossing and movements must be made on the track prepared to stop short of vehicle or other obstruction.

Lafayette, Greenbush and Underwood Streets: Eastward and Westward trains or engines operating in the area between Greenbush Street on the west at a point 1430 feet east of Route 52 over-pass on the east that have stopped or are traveling 10 M.P.H. or less and are in the approach of either crossing will then not exceed 10 M.P.H. while approaching these crossings. The siding thru Greenbush Street is protected by a short track circuit just over the crossing and movements must be made on track prepared to stop short of vehicles or obstructions.

Lafayette, U. S. 52 by-pass (On Belt): Starting circuit for flashing light signals are 250 feet each side of crossing. Yard crews using Peerless Wire Company track will comply with rule 103 when leaving this track.

Attica, Perry Street: The siding is equipped with approach track circuits approximately 500 feet long to operate the protection for through continuous movements. Trains must not exceed 15 MPH approaching Perry Street crossing on siding. All switching and slow following movements must approach crossing prepared to stop unless crossing is protected in accordance with rule 103.

West Lebanon, High St., State Highway No. 63: The siding is equipped with approach track circuit approximately 600 feet long to operate the protection for through continuous movements. Trains must not exceed 15 MPH approaching High Street crossing on the siding. All switching and slow following movements must approach crossing prepared to stop unless crossing is protected, in accordance with rule 103. Westward trains delayed in starting circuit and signal displayed for main track movement will approach crossing at restricted speed and comply with rule 103.

Marshfield, State Street: Approach starting circuits 300 feet from crossing on siding. Flashing light signals will not operate on main track or siding unless train on approach circuit and signal cleared for train movement. Train crews setting out cars on the east end of House Track should leave cars to clear the west side of State Street.

Danville: Crossings at South Street, Main Street, Van Buren Street and North Street are protected by automatic gates and flashers with manual supervision by towerman located at Main Street to manipulate gates for switching moves. Speed of 30 MPH must not be exceeded as it will result in train moving over crossing with no protection. Yardmen working this territory while switching will see that gates are down before fouling crossing due to switching, etc.

City authorities at Lafayette have ordinances passed prohibiting whistling for crossings where automatic protection is provided. Engine horn should not be sounded as required by rule 14L, unless conditions are such that, because of emergency whistling would be necessary or prudent.

Yard limits at Peru, Lafayette and Newell-Danville-Tilton are designated by "Yard Limit" boards.

6TH DISTRICT

Trains will be governed by the rules and time-table of the C. & W. I. R. R. between Chicago and W. I. Jct.

The line between W. I. Jct. and Forest Hill interlocking and between Ashburn Interlocking and Palos Park will be operated as double track in accordance with the rules.

Trains performing station work or trains delayed between Ashburn and Palos Park will keep informed of the movement of other trains and permit them to pass without delay.

When necessary to move against the current of traffic from Palos Park to Chicago Ridge upon instructions from train dispatcher for the movement, a push button located in concrete house at Palos Park must be operated before proceed signal can be displayed for movement over power switch.

All train and enginemen will be under the supervision of the Superintendent Chicago Terminal Division between Chicago and Brisbane.

First class trains will register at Chicago, Brisbane, and Forrest. All other trains will register at Landers, Brisbane and Forrest. At Brisbane all trains will register by throwing off OS slip to operator.

At Brisbane all southward trains affected will examine register unless given clearance on the register by train dispatcher.

No train order signal Forrest. All trains must receive clearance of proper form.

At Forrest all through trains will register by throwing off OS slip to operator. All trains affected will examine register, unless given clearance on the register by train dispatcher.

PROCEDURE ENTERING OR LEAVING JOLIET ARSENAL

The gates across the railroad tracks entering the Joliet Arsenal are under the jurisdiction of the Commanding Officer of the Joliet Arsenal and will be kept locked at all times except for the passage of the train.

These gates will be locked with an Arsenal lock and will only be unlocked by Arsenal guards. When it is necessary to operate into Arsenal and the gates are not open, a trainman will call Extension 2229 on the phone (located at the gate of the east entrance and may be used from either side of fence) and they will send a guard to open the gates. For other information as to spotting or switching of cars, call extension 4126, 4206, or 4115. The engine and train will proceed at a speed not to exceed 10 miles per hour until the rear car being handled has cleared the gate. The gate will then be closed and locked before train proceeds to the Classification yards. When leaving the Arsenal, the train will stop before reaching the gate. A guard will unlock and open the gate.

The engine and train will proceed at a speed not to exceed 10 miles per hour until rear car has cleared the gate. The gate will be closed and locked before train proceeds.

All engines and trains entering or leaving the Arsenal are subject to inspection by Arsenal officials or guards. In event a train is stopped for inspection, train and enginemen will cooperate with such officials or guards in permitting inspections to be completed.

The tracks at Arsenal are safe for operation of all classes N.&W. engines from Arsenal siding to Classification Yard located two and one-half miles west of Arsenal. D-45 and D-30 class engines must not exceed a speed of 10 miles Per Hour, and D-15 class engines 15 miles per hour between Arsenal and Classification Yard. All movements within the plant area must be made at restricted speed.

HIGHWAY CROSSING PROTECTION MANHATTAN

Operation of the automatic flashlight gate signals for the protection of highway traffic on State St., Manhattan, Ill. and to avoid unnecessary gate operation and delay to highway traffic, trains will be governed as follows:

SOUTHWARD—Southward trains holding main track and cutting off will make cut not less than 525 feet north of North Street. On returning to train will not exceed speed of ten (10) MPH approaching State Street crossing.

NORTHWARD—Northward trains when stop is made on main track south of crossing must not exceed speed of twenty-five (25) MPH approaching State Street crossing.

PASSING TRACK—The passing track is equipped with 500 feet approach circuits to operate protection for continuous movements. Trains must not exceed fifteen (15) MPH approaching State St. crossing. All switching and slow following movements must approach crossing prepared to stop unless crossing is protected as per Rule 103. When possible, trains must not stop on the approach circuit but pull over the crossing and cut, if necessary, to clear the yellow insulated joints on each side of crossing.

HOUSE TRACK—The house track is equipped with circuit extending only to outside of foot walks. All switching moves across State St. must be made at slow speed in order to allow gates to lower before engine or car reaches highway. It will be necessary for trainmen to protect crossing against traffic until gates are lowered.

GENERAL—It is important that all concerned know that crossing protection is operating before switch moves are made across highway.

All trains must not exceed 15 MPH through all main track turnouts, or 10 MPH through all other turnouts.

Yard limits at W. I. Jct.-Ashburn are designated by "Yard Limit" boards.

7TH DISTRICT

Conductors will register at Forrest and Gibson City.

At Forrest all through trains will register by throwing off OS slip to operator. All trains affected will examine register, unless given clearance on the register by train dispatcher.

At Gibson City all trains will register by throwing off OS slip. All northward trains affected will examine register, unless given clearance on the register by train dispatcher.

All trains must not exceed 15 MPH through main track turnouts. Movement over dual control switches is governed by signal indication.

All trains must not exceed 10 MPH through all other turnouts.

HIGHWAY CROSSING SIGNALS—OSMAN, ILL.

Automatic highway flashing light signals in service at Bellflower road crossing, Osman, Illinois.

Operation of the automatic flasher signals for the protection of highway traffic on Bellflower road, Osman, Ill. and to avoid unnecessary flasher operation and delay to highway traffic, trains will be governed as follows:

A train having cleared the crossing on the main track will not make a reverse movement over the crossing unless the crossing is properly protected in accordance with Rule 103.

The siding is equipped with 500' approach circuit to operate protection for continuous movement. Trains using the siding must not exceed 15 MPH approaching the crossing. All switching and slow following movements must approach crossing prepared to stop unless crossing is protected as per Rule 103. When possible, trains must not stop on the approach circuit but pull over the crossing and cut, if necessary, to clear the yellow insulated joints on each side of crossing. The house track is equipped with circuit extending twenty' on either side of the crossing. All switching moves across the crossing must be made at slow speed in order to allow the flashers to operate before engine or car reaches crossing. It will be necessary for trainmen to protect crossing against traffic when switching movements are being made over the crossing on the house track or siding.

Cars left on the house track must clear the insulated joints which are painted yellow, located approximately twenty feet of either side of the crossing.

STREATOR BRANCH — 7TH DISTRICT

Conductors will register at Fairbury.

Trains will be governed by the rules and time-table of the T. P. & W. R. R. between Forrest and Fairbury.

All trains must not exceed 10 MPH through all turnouts.

Double-heading is not permitted over Bridge 1705 Pontiac.

AT NYC crossings at Streator and Streator Jct, trains must stop before crossing.

Trains approaching the following railroad crossings must be prepared to stop at home signal and must not exceed the speed shown while within interlocking limits:

Pontiac—IC	20 MPH
Pontiac—GM & O	20 MPH
Streator—ATSF	10 MPH

SPEED OVER STREATOR BRANCH WITH LOADED HOPPERS

Trains operating over the Streator Branch must not exceed a speed of 20 MPH between Fairbury and MP 24, south of Cornell, when such trains are handling loaded hopper cars containing a net weight of 70 tons or more.

All trains and engines do not exceed 5 MPH from 500 feet either side Highway No. 23, Cornell until engines or cars occupy crossing.

Car dimensions and gross weights permissible between Fairbury and Streator.

Overall lengths Gross Weights

Less than 35 feet....	185,000 lbs.	No restrictions
35 to 40 feet	210,000 lbs.	No restrictions
More than 40 feet..	220,000 lbs.	No restrictions
Any length	220,000 lbs.	Placed between 2 empties

Yard Limits at Honeggers and Streator are designated by "Yard Limit" boards.

SULLIVAN BRANCH — 8TH DISTRICT

All trains must not exceed 5 MPH through all turnouts.

Car dimensions and gross weights permissible between Bement and Sullivan.

Overall lengths Gross Weights

Less than 35 feet....	155,000 lbs.	No restrictions
35 to 40 feet	175,000 lbs.	No restrictions
More than 40 feet..	185,000 lbs.	No restrictions
Any length	190,000 lbs.	Placed between 2 empties

U. S. HIGHWAY 36, HAMMOND, ILL.

All trains and engines do not exceed 5 MPH from 500 feet either side of U.S. Highway 36 located one-fourth mile south of Hammond until engine or cars occupy the crossing.

9TH DISTRICT

The line between Tilton and N.T. Jct. and between Veech and Brush will be operated as double track in accordance with the rules.

Movement over dual control switches is governed by signal indication. All trains must not exceed 15 MPH through all other main track turnouts.

All trains must not exceed 10 MPH through all other turnouts.

When necessary to move against the current of traffic from N.T. Jct. to Tilton, upon instructions from train dispatcher for the movement, a push button located in concrete house at N.T. Jct. must be operated before proceed signal can be displayed for movement over dual control switch. Movement through yard limits to be made in accordance with Rule 93.

Trains performing station work or trains delayed between Veech and Brush will keep informed of the movement of other trains and permit them to pass without delay.

When necessary to make a westward movement to eastward main track at Veech, upon instructions from train dispatcher for the movement, a push button located at telephone near westward home signal must be operated before proceed signal can be displayed for movement over dual control switches. Movement against the current of traffic between Veech and Brush must be controlled by train order.

Conductors will register at Tilton, Brush and Wabic.

At Tilton all through trains will register by throwing off OS slip to operator. All westward trains affected will examine register, unless given clearance on the register by train dispatcher.

Trains arriving or departing Decatur passenger station will register at Wabic. All other trains will register at Brush.

Trains approaching IC Crossing at Champaign must be prepared to stop at home signal and must not exceed 10 MPH within interlocking limits.

Yard limits at Tilton, Urbana, Champaign and Decatur are designated by "Yard Limit" boards.

13TH DISTRICT

The line between Decatur and Granite City will be operated as double track, in accordance with the rules.

Inferior trains may run ahead of superior trains between Jasper Street and Mosser, Decatur, without orders, but will keep advised of their movement and allow them to pass without delay. All trains must move between these points prepared to stop, unless the main track is seen or known to be clear.

All trains must not exceed 15 MPH through main track turnouts, or 10 MPH through all other turnouts.

All train and enginemen will be under the supervision of the Superintendent St. Louis Terminal Division between St. Louis and Mitchell.

Yard movements with current of traffic may be made without train orders between WR Interlocking Granite City and Mitchell.

Trains operating via Eads Bridge will be governed by the rules and time tables of the Terminal Railroad Association between Bridge Jct. and Union Station St. Louis. Trains operating via the Merchants Bridge route will be governed by the rules and time-table of the Terminal Railroad Association between Granite City interlocking and Union Station, St. Louis. Trains operating via West Belt route will be governed by the rules and time-table of the Terminal Railroad Association between Granite City interlocking and Page Ave. Jct. and between Grand Ave., interlocking and Union Station, St. Louis, and by the rules and time-table of the N.&W.-Moberly division between Page Ave. Jct. and Grand Ave. interlocking.

Conductors will register at East Decatur, Decatur, Granite City and Brooklyn.

Trains arriving or departing Decatur passenger station will register at Wabic. All other trains will register at East Decatur. All southward trains affected will examine register at Wabic, unless given clearance on the register by train dispatcher.

Yard limits at Decatur, Taylorville, Mitchell-Granite City and Brooklyn are designated by "Yard Limit" boards.

3RD AND 4TH SUBDIVISIONS

Automatic, Semi-automatic and Remotely Controlled Interlocking

Trains or engines arriving at Home Signal indicating stop will be governed by instructions posted at that location.

In the event instructions may have been destroyed, train dispatcher will be contacted immediately and his instructions will apply.

All trains and engines will approach home signals at Charleston (westbound only) and A & S Tower (eastbound only), interlocking, under full control, prepared to stop and will not proceed unless home signals indicate Proceed. Speed of engines between home signals must not exceed 20 MPH.

YARD LIMITS: Charleston, Madison, Frankfort**Frankfort Yard.**

(a) Ordinance prohibits the sounding of whistle, or the sounding of other engine signals, for any street or alley crossing.

(b) Road engines will receive instructions from yardmaster designating track to be used between the engine track and west end of yard.

(c) Second class and extra trains entering block governing movement through Frankfort Yard on clear signal must proceed at yard speed within yard limits.

(d) Movements of all trains and engines between clearance point of east switch of westward yard located 330 feet west of PRR crossing and clearance point of CL District or LE&W District main tracks east of PRR crossing will be governed by hand signals from switch tender located at PRR crossing.

Eastbound trains and engines will not proceed beyond clearance point of east switch of westward yard until they have received a proceed signal with yellow flag by day or yellow light by night from switch tender and switches are properly lined, route is clear and proper signal is displayed on PRR crossing semaphore.

Westbound trains and engines will not proceed beyond clearance point of CL District or LE&W District main tracks until they have received a proceed signal with a green flag by day or green light by night from switch tender and switches are properly lined, route is clear and proper signal is displayed on PRR crossing semaphore.

(e) Sandusky Div. LE&W District; Between the home signal located 265 feet east of PRR crossing and the home signals located 3500 feet east of Mile Pole 234, all trains and engines will move on signal indication as per Rules 261 to 264, inclusive.

Centralized traffic rules in effect beyond home signals located 3500 feet east of Mile Pole 234 and engines may pass CTC stop signal when authorized by train dispatcher.

(f) Bottom arm of PRR crossing semaphore governs movement over PRR crossing for trains or engines moving to or from LE&W District main track.

(g) WY Tower; Top arm of block signal governs westbound CL District trains and lower arm governs westbound LE&W District trains.

CHARLESTON YARD.

(a) Westbound second class and extra trains must not proceed beyond first switch west of yard limit board without instructions from yardmaster.

Eastbound second class and extra trains must not proceed beyond CO Tower without instructions from yardmaster.

Instructions from yardmaster may be given by yard track indicators located at Humrick and CO Towers. Indicator displays the letter M for main track and the figure 9 to 13 inclusive for yard tracks.

(b) Second class and extra trains entering block governing movement through Charleston Yard on clear signal must proceed at yard speed within yard limits.

MADISON YARD.

(a) Westbound second class and extra trains must not proceed beyond A&S Tower without instructions from yardmaster.

(b) Before entering upon Merchants Bridge Terminal Tracks, trains and engines must secure TRRA Clearance Form A or have permission from SH tower, and will be governed by their rules and signals while on their tracks.

Cayuga.

Indicator located 1765 feet west of eastward home signal, Cayuga interlocking, will display one lunar white light when eastward home signal Cayuga interlocking displays clear, approach or restricting indication.

Neoga.

Indicator located 300 feet east of Main Street will display one lunar white light when westward home signal at Neoga interlocking displays clear indication. A key type circuit controller is located at westward indicator, for use when lunar light not displayed.

Humrick.

Cars left on siding must be protected by train service employee remaining with car unless otherwise instructed.

Edwardsville.

Trains or engines desiring to use the following tracks at the interlocking will sound whistle signal indicated:

Track	Sound
Main	—
Siding	—0—
Old Siding	00—
I. T. Connection	—0
I. T. Delivery	0—0

Westward Home Signals.

Additional Aspect	Indication
Main Track—Red over flashing red Sidings—Flashing red	When signal for route involved displays flashing red, engines of eastbound trains may return to train left west of the interlocking limits.

Westbound trains and engines must not pass signal displaying flashing red unless authorized by train order.

At the following location a manual control device is provided to cut out the automatic highway signals by trainmen.

Track	Crossing	Location	Control Located	Movements
Main	State Route 63	Cayuga	On case in S. W. quadrant stencilled Main track.	Eastbound and Westbound
Siding	State Route 63	Cayuga	On case in S. W. quadrant stencilled Siding.	Eastbound and Westbound

(10) At the following locations movement must not be made over crossing without first protecting such move by man on ground unless crossing signals are operating.

Location	Crossing	Track
Frankfort	West Morrison St.	PRR wye
Frankfort	West Jefferson St.	PRR wye
Frankfort	West Morrison St.	MON wye
Frankfort	West Jefferson St.	MON wye
Frankfort	West Barner St.	MON wye
Clarks Hill	High St.	NYC wye
Clarks Hill	White St.	NYC wye

Dual Control Switches:

East Siding Switch Humrick—controlled by signalman Humrick.

LOCATION AND INSTRUCTIONS GOVERNING THE OPERATION OF AUTOMATIC ELECTRIC SWITCH LOCK

Lerna:

For Movement to Siding:

When home signal indicates proceed, train or engine must occupy track section within 75 feet of point of switch and crossing and trainmen will be governed by the following:

(1) Unlock switch padlock and open door of electric lock.

(2) If indicator shows Unlocked, throw small lever to extreme left position and reverse switch in usual manner. After reversing switch, restore small lever to extreme right position and close door.

(3) When movement thru switch is completed, throw small lever to extreme left position, restore switch to normal position. The small lever must then be placed in extreme right hand position, door closed and locked.

For Movement from Siding:

Handle as outlined in Articles 1 and 2 and in addition operate push button located in box attached to electric lock, which will clear dwarf signal.

After movement thru switch is completed, Article 3 must be complied with.

General Instructions:

(a) If a home signal has been cleared for an eastward main track movement, electric lock cannot be unlocked until after the door of the box has been open for a period of five (5) minutes. Opening of the door causes home signals to display stop indication and operation of time element relay.

(b) If I.C. home signals indicate proceed, electric lock cannot be unlocked until after I.C. movement has cleared the interlocking, or trainman has complied with instructions covering emergency operation of automatic interlocking.

LOCATION AND SPECIAL INSTRUCTIONS GOVERNING SPRING SWITCHES

Location	Normal Position
Frankfort Yard: East end No. 1 eastward yard leading to main track.	Main track.
West end No. 1 westward yard leading to main track.	Main track.
West end No. 2 westward yard leading to Altamont District main track.	Altamont District main track
Clarks Hill:	West end siding. Main track.
Veedersburg:	East end siding. Main track.
Cates:	West end siding. Main track.
Cayuga:	Both ends siding. Main track.
Lerna:	West end siding. Main track.
Neoga:	West end siding. Main track.
Ramsey:	East end siding. Main track.
Fillmore:	West end siding. Main track.
Donnellson:	West end siding. Main track.
White:	West end siding. Main track.

Spring switches are equipped with electric switch lamp.

When electric switch lamp displays green, the switch is properly lined and locked and trains or engines may proceed in accordance with the rules.

When electric switch lamp displays red, the switch is not properly lined or not properly locked and switch points must be examined, known to fit properly and lined for route to be used before movement over or thru switch is made.

(a) Frankfort Yard:

Trains or engines must approach spring switch expecting to find other trains or engines using the spring switch.

(b) Veedersburg:

Cates:

Cayuga:

Donnellson:

Trains or engines approaching on main track from either direction will cause signal governing movement from siding to display stop indication. If signal displays stop indication and movement from siding has been authorized, trainman must reverse spring switch which will permit signal to clear after automatic time release has operated for five (5) minutes. If signal fails to clear after operation of the automatic time release, trains or engines when authorized by train order may proceed in accordance with the rules. After engine has passed signal and before movement occupies the switch points, stop will be made and trainman will restore spring switch to normal position.

(c) Lerna:

When westward interlocking home signal displays yellow over red, trains or engines must approach spring switch at west end of siding prepared to stop and be governed by spring switch rules.

(d) Neoga:

When eastward interlocking home signal displays yellow over red, trains or engines must approach spring switch at west end of siding prepared to stop and be governed by spring switch rules.

Westward approach signal governs both the approach to spring switch and approach to the interlocking.

(e) Ramsey:

When eastward interlocking home signal displays yellow over red, trains or engines must approach spring switch at east end of siding prepared to stop and be governed by spring switch rules.

(f) Clarks Hill:

Fillmore:

White:

Westbound trains or engines on main track may proceed over spring switch without examining or knowing that switch is properly lined before passing over switch.

Non-interlocked railroad crossings:

Trains and engines must come to a full stop before crossing any railroad at grade, except when protected by interlocking, not less than 200 feet or more than 800 feet from such crossings (except in Indiana, when stop will be made not less than 40 feet nor more than 500 feet), and will not proceed over such crossing until proper signal is displayed and route is clear.

When stop is made for a railroad crossing not protected by signals and route is clear, before proceeding, signal 14 (b) must be sounded.

Frankfort-PRR—N&W proceed when semaphore is in vertical position.

Frankfort-MON—N&W proceed when semaphore is in vertical position.

Signal north of tower governs movement on tracks north of tower.

Signal south of tower governs movement on tracks south of tower.

Madison

(one mi west)—ITC crossover—N&W proceed on green signal

Madison

(1 ¼ mi west)—MBT—N&W proceed on diagonal target and hand signal

Madison

(1 ½ mi west)—Sou—Stop

Madison

(1 ¾ mi west)—TRRA—Stop

Madison

(2 mi west)—N&W—Stop

Bridge Jct.—TRRA—Stop

Bridge Jct.—WAB—NKP proceed when semaphore is in vertical position.

Bridge Jct.—NYC—N&W proceed when gate is over NYC

Bridge Jct.—GMO—Stop

Absolute Block Rules:

Between WY Tower and Mellott

Humrick and Donnellson

Sorento and Edwardsville:

Operators will block passenger trains a block station apart, and freight trains 5 minutes apart.

Should fog or storm prevent a clear view for one-half mile, operator will block all freight trains 15 minutes apart unless otherwise directed by train dispatcher.

A passenger train will be permitted to follow a freight train in block under stop signal, when authorized by train order and clearance Form A.

A freight train will be permitted to follow a freight train in block when authorized by clearance Form A. Clearance Form A will show trains ahead in block. If block is occupied, trains will proceed prepared to stop short of train ahead.

PEORIA DISTRICT

Automatic, Semi-automatic and Remotely Controlled Interlocking

Trains or engines arriving at Home Signal indicating stop will be governed by instructions posted at that location.

In the event instructions may have been destroyed, train dispatcher will be contacted immediately and his instructions will apply.

YARD LIMITS:

Lafayette

Bloomington

TRAIN ORDER SIGNALS:

On double track train order signals for a track will apply only to trains running with the current of traffic. A train running against the current of traffic must not pass a train order station without receiving Clearance Form A. All trains running against the current of traffic will be notified in the train order of any intermediate closed train order station.

LAFAYETTE YARD.

Ordinance prohibits the use of whistle within the City limits, except when necessary to prevent accident, and bell must be ringing when engine is moving.

BLOOMINGTON YARD

At G. M. & O. Junction, flasher light highway warning signals at Washington Street, do not protect movements on the G. M. & O. connecting track. Movements over this crossing on that track must be protected by a trainman on the ground.

At Oakland Ave and Gridley Street, flashing light highway warning signals and short arm gates do not protect movement on the House Track, Team Track, Coach Track and Oil Spur. Movements over these crossings on these tracks must be protected by a trainman on the ground.

HOOPESTON

At Hoopeston, the American Can Co. have a hydraulic lift section of track platform on No. 4 track. GREEN and RED signal lights placed over the door of No. 4 track will indicate position of track platform. When signal light indicates GREEN, the track platform is down in regular track position and track may be used. When signal light indicates RED, the track platform is raised for use as run-way and track must not be used.

Employees are prohibited from riding on north side of cars when making movements on the West Wye Track, Hoopeston, Illinois.

ALTAMONT

At Altamont the train order signal Aspect B, (yellow light) governs only N.Y.C. eastward trains.

GIBSON CITY

At Gibson City, the hours between which train order and block stations are open, Interlocking Tower continuously. Depot 8:00 A.M. to 4:00 P.M. daily except Saturday and Sunday.

INSTRUCTIONS AT RAILROAD GRADE CROSSINGS

All trains or engines must come to a full STOP before crossing any railroad at grade, except when protected by interlocking, not less than 200 feet or more than 800 feet from such crossing (except in Indiana, where stop will be made not less than 40 feet nor more than 500 feet), and will not proceed over such crossing until proper signal is displayed and route is clear.

When a stop is made for a railroad crossing not protected by signals, and route is clear, before proceeding, signal 14(b) must be sounded.

All engines of trains in direction specified, will not exceed a speed of 30 miles per hour passing approach signals

to the following interlockings when they display aspect and indication, RULES A285 or 285.

HandyEast and westbound trains.
 Lafayette Jct.Westbound trains only.

All trains and engines in direction specified, will approach home signals at interlockings listed below, under full control prepared to STOP, and will not proceed unless home signals indicate PROCEED. Speed of engines between home signals must not exceed 20 miles per hour.

East PeoriaEast and westbound trains and engines.
 CrandallEast and westbound trains and engines.
 DeanWestbound trains and engines only.
 HoopestonWestbound trains and engines only.

GM&O Jct:—N&W trains will proceed when lower semaphore arm is in vertical position.

TRAIN REGISTER

(a) First Class Trains.

Leave register slip at Templeton, Lafayette and Altamont.

(b) Second Class and Inferior Trains.

Register at East Peoria Yard. Lafayette, trains originating and terminating.

Leave register slip at EASTBOUND: Templeton, Altamont and WESTBOUND: Altamont, Templeton.

When proper signal is displayed at Farmdale Jct. westbound P.R.R. trains may proceed on N&W tracks without running orders or Clearance Form A. Eastbound P.R.R. trains receiving Clearance Form A at Washington St., East Peoria Yard, may proceed on N&W tracks without running orders when proper signal is displayed at P.&P.U. Jct. P.R.R. trains will move as extras between East Peoria Yard and Farmdale Jct. and will not display classification signals between these points.

Absolute Block Rules:

Between Templeton and Farmdale Jct.

Operators will block passenger trains a block station apart, and freight trains five minutes apart.

Should fog or storm prevent a clear view for one-half mile, operator will block all freight trains fifteen minutes apart, unless otherwise directed by train dispatcher.

A passenger train will be permitted to follow a freight train in block under stop signal, when authorized by train order and Clearance Form A.

A freight train will be permitted to follow a freight train in block when authorized by Clearance Form A.

Clearance Form A will show trains ahead in block. If block is occupied, trains will proceed prepared to stop short of train ahead.

DUAL CONTROL SWITCHES

Location	Controlled By
Farmdale Jct.	Signalman, Washington St. East Peoria
Altamont, West End..	Operator, Altamont
Eastward Siding	

CENTRALIZED TRAFFIC CONTROL RULES ARE IN EFFECT BETWEEN EASTWARD HOME SIGNAL P. & P. U. JCT. AND HOME SIGNALS AT FARMDALE JCT.

(a) Home signals and dual control switch mechanism at Farmdale Jct. and the eastward home signal at P. & P. U. Jct. are controlled by Signalman, Washington Street, East Peoria Yard, under the direction of the train dispatcher at Muncie.

(b) Location of Bolt Locked and Pipe Connected Switch. FarmdaleWest End No. 1 Interchange Track.

The Main Track switch must be placed in reverse position before inside switch may be reversed, and inside switch must be placed in normal position after having been reversed before Main Track switch can be restored to normal.

(c) Location Of Non-Controlled Electric Switch Locks. FarmdaleEast and West end No. 1 Interchange Track. East of FarmdaleCentral Illinois Light Co. Track.

(d) A train or engine must not pass a STOP signal except when authorized by dispatcher and after complying with Dual Control Switch Mechanism, Spring Switch and/or Interlocking Rules, except at T.P.&W. Interlocking where Time Table instructions will govern, may then proceed at restricted speed.

INSTRUCTIONS GOVERNING THE OPERATION OF NON-CONTROLLED ELECTRIC SWITCH LOCKS.

(1) To enter switch, a car or engine must occupy main track within 75 feet ahead of the switch.

(2) Unlock switch padlock and open door of electric lock.

(3) If electric switch lock mechanism indicates UNLOCKED by means of a miniature semaphore in the vertical position or by an indicator reading UNLOCKED, throw small lever to extreme left position. If miniature semaphore is in the horizontal position or indicator reads LOCKED, the small lever cannot be thrown until UNLOCKED.

(4) Handle switch in usual manner.

(5) When movement through switch is completed and switch is restored to its normal position, the small lever in the electric lock must be placed in extreme right hand position, door closed and locked.

(6) Movements entering switch must not restore switch and electric lock to normal position if cars have been left on main track, unless cars have been left within 75 feet ahead of switch point.

(7) Movements having cleared main track and restored switch and switch lock to normal position, must not again operate electric lock without permission from Signalman located at Washington Street.

MARKERS

N.Y.C. freight trains between Altamont and Templeton, and P.R.R. freight trains between Farmdale Jct. and East Peoria Yard will display marker lamps not lighted for day indication.

On N.Y.C. passenger, mail, express, milk and deadhead equipment trains where the rear car is equipped with permanent built-in marker lights, such lights will be used in lieu of standard marker lamps to indicate rear of train.

TELEGRAPH OFFICES HOURS IN SERVICE

2ND DISTRICT

Stations	Offices Open
C. W. Tower	Continuous
Logansport	7:30 A. M. to 3:30 P. M. Daily 7:00 P. M. to 3:00 A. M. Daily
Clymers	Continuous
Rockfield	9:00 A.M. to 10:30 A.M.—Except Sunday.
Delphi	6:30 A.M. to 9:00 A.M.; 1:00 P.M. to 3:30 P.M.—Except Sunday.
Buck Creek	10:30 A.M. to 12:00 Noon—Except Sunday.
Lafayette	7:30 A.M. to 3:30 P.M. Daily 6:30 P.M. to 2:30 A.M. Daily
Westpoint	10:00 A.M. to 11:00 A.M.—Except Sunday.
Attica	6:50 A.M. to 10:00 A.M. 11:00 A.M. to 3:50 P.M.—Except Sunday.
Williamsport	7:00 A.M. to 8:00 A.M.; 10:00 A.M. to 4:00 P.M.—Except Saturday and Sunday.
West Lebanon	8:00 A.M. to 10:00 A.M.—Except Saturday and Sunday.
State Line	6:50 A.M. to 3:50 P.M.—Except Saturday and Sunday.
Danville	8:00 A.M. to 4:00 P.M. Daily 8:00 P.M. to 4:00 A.M. Daily
Tilton	Continuous

9TH DISTRICT

Stations	Offices Open
Tilton	Continuous
Catlin	12:30 P.M. to 2:00 P.M.—Except Saturday and Sunday.
Fairmount	8:00 A.M. to 11:15 A.M.—2:15 P.M. to 5:00 P.M.—Except Saturday and Sunday.
Homer	8:00 A. M. to 5:00 P.M.—Except Saturday and Sunday.
Sidney	8:00 A.M. to 5:00 P.M.—Except Saturday and Sunday.
Philo Agent at Sidney	8:00 A.M. to 5:00 P.M.—Except Saturday and Sunday.
Tolono	Continuous
Sadorus	8:00 A.M. to 5:00 P.M.—Except Saturday and Sunday.
Ivesdale	8:00 A.M. to 5:00 P.M.—Except Saturday and Sunday.

HOURS IN SERVICE (Continued)**9TH DISTRICT (Continued)**

Bement	6:50 A.M. to 3:50 P.M.—Except Saturday and Sunday.
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Cerro Gordo	6:50 A.M. to 3:50 P.M.—Except Saturday and Sunday.
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13TH DISTRICT

Stations	Offices Open
East Decatur	Continuous
Wabic	Continuous
Blue Mound	8:00 A.M. to 5:00 P.M.—Except Saturday and Sunday.
Stonington	6:50 A.M. to 3:50 P.M.—Except Saturday and Sunday.
Taylorville	5:30 A.M. to 9:30 P.M.—Daily
Palmer	8:00 A.M. to 5:00 P.M.—Except Saturday and Sunday.
Morrisonville	8:00 A.M. to 5:00 P.M.—Except Saturday and Sunday.
Harvel	1:30 P.M. to 3:50 P.M.—Except Saturday and Sunday.
Raymond	6:50 A.M. to 12:00 P.M.—Except Saturday and Sunday.
Litchfield	6:00 A.M. to 2:00 P.M.—Except Sunday; 2:00 P.M. to 10:00 P.M. Daily.
Mt. Olive	7:00 A.M. to 12:00 P.M.—Except Saturday and Sunday.
Staunton	1:15 P.M. to 1:45 P.M.—Except Saturday and Sunday.
Decamp	Continuous
Worden	2:15 P.M. to 4:00 P.M.—Except Saturday and Sunday.
Edwardsville	8:00 A.M. to 5:00 P.M.; Daily.
Granite City	7:30 A.M. to 4:30 P.M. Daily.
Brooklyn	Continuous

6TH DISTRICT

Stations	Offices Open
Chicago	Continuous
Landers	Continuous
Chicago Ridge	Continuous
Orland Park	6:30 A.M. to 3:30 P.M.—Except Saturday and Sunday.
Brisbane	7:00 A.M. to 4:00 P.M. Daily.
Manhattan	8:00 A.M. to 4:00 P.M.—Daily Except Sunday 4:00 P.M. to 12:00 Midnight—Daily Except Saturday and Sunday.

HOURS IN SERVICE (Continued)**6TH DISTRICT (Continued)**

Symerton	6:50 A.M. to 3:50 P.M.—Except Saturday and Sunday.
Essex	10:15 A.M. to 11:30 A.M.—Except Saturday and Sunday.
Reddick	Continuous
Campus	8:30 A.M. to 9:45 A.M.—Except Saturday and Sunday.
Emington	9:20 A.M. to 11:20 A.M.—Except Saturday and Sunday.
Saunemin	8:00 A.M. to 9:00 A.M.; 11:40 A.M. to 4:30 P.M.—Except Saturday and Sunday.
Forrest	Continuous

7TH DISTRICT

Stations	Offices Open
Strawn	10:30 A.M. to 11:30 A.M.—Except Saturday and Sunday.
Sibley	8:00 A.M. to 10:15 A.M.—12:45 P.M. to 5:00 P.M.—Except Saturday and Sunday.
Gibson City	7:30 A.M. to 3:30 P.M.—7:30 P.M. to 3:30 A.M. Daily
Foosland	9:00 A.M. to 11:15 A.M.—Except Saturday and Sunday.
Lotus	8:00 A.M. to 8:45 A.M.—11:30 A.M. to 5:00 P.M.—Except Saturday and Sunday.
Mansfield	6:50 A.M. to 3:50 P.M.—Except Sunday.
Monticello	6:50 A.M. to 7:30 P.M.—Except Saturday and Sunday. 6:50 A.M. to 3:50 P.M.—Saturday.
Bement	6:50 A.M. to 3:50 P.M.—Except Saturday and Sunday.

STREATOR BRANCH**7TH DISTRICT**

Stations	Offices Open
Streator	7:00 A.M. to 4:00 P.M.—Except Sunday.
Pontiac	7:30 A.M. to 4:30 P.M.—Except Saturday and Sunday.
Fairbury	7:00 A.M. to 11:00 P.M.—Except Sunday.
Forrest	Continuous

HOURS IN SERVICE (Continued)

SULLIVAN BRANCH

8TH DISTRICT

Stations	Offices Open
Bement	6:50 A.M. to 3:50 P.M.—Except Saturday and Sunday.
Hammond	8:00 A.M. to 5:00 P.M.—Except Saturday and Sunday.
Lovington	8:00 A.M. to 5:00 P.M.—Except Saturday and Sunday.
Sullivan	9:00 A.M. to 6:00 P.M.—Except Saturday and Sunday.

CHAMPAIGN BRANCH

9TH DISTRICT

Stations	Offices Open
Sidney	8:00 A.M. to 5:00 P.M.—Except Saturday and Sunday.
Champaign } Urbana }	6:30 A.M. to 5:00 P.M.—Except Saturday and Sunday.

3RD AND 4TH SUBDIVISIONS

(Part-time Offices)

Stations	Offices Open
Wingate	6:45 A.M. to 3:45 P.M.—Except Saturday and Sunday.
Cayuga	6:45 A.M. to 3:45 P.M.—Except Saturday and Sunday.
Brocton	6:45 A.M. to 3:45 P.M.—Except Saturday and Sunday.
Neoga	6:45 A.M. to 3:45 P.M.—Except Saturday and Sunday.
Stewardson	6:45 A.M. to 3:45 P.M.—Except Saturday and Sunday.
Cowden	6:45 A.M. to 3:45 P.M.—Except Saturday and Sunday.
Coffeen	6:45 A.M. to 3:45 P.M.—Except Saturday and Sunday.
Edwardsville	6:45 A.M. to 3:45 P.M.—Except Saturday and Sunday. 11:00 P.M. Thurs. 7:00 A.M. Fri 11:00 P.M. Sat. 7:00 A.M. Sun.

HOURS IN SERVICE (Continued)**PEORIA DISTRICT
(Part-time Offices)**

Stations	Offices Open
Montmorenci	6:00 A.M. to 3:00 P.M.—Except Saturday and Sunday.
Boswell	7:30 A.M. to 4:30 P.M.—Except Saturday and Sunday.
Ambia	6:00 A.M. to 3:00 P.M.—Except Saturday and Sunday.
Cheneyville	8:59 A.M. to 4:59 P.M. Daily 11:59 P.M. to 7:59 A.M. Daily
Rankin	7:30 A.M. to 4:30 P.M. Daily
Elliott	6:00 A.M. to 3:00 P.M.—Except Saturday and Sunday.
Saybrook	6:00 A.M. to 3:00 P.M.—Except Saturday and Sunday.
Arrowsmith	8:00 A.M. to 5:00 P.M.—Except Saturday and Sunday.
Ellsworth	6:00 A.M. to 3:00 P.M.—Except Saturday and Sunday.
Holder	6:30 A.M. to 3:30 P.M.—Except Saturday and Sunday.
Congerville	7:00 A.M. to 4:00 P.M.—Except Saturday and Sunday.
Goodfield	6:00 A.M. to 3:00 P.M.—Except Saturday and Sunday.

EMPLOYEES' HOSPITAL ASSOCIATION

LIST OF SURGEONS

WILLIAM R. MILNES, Administrator, Decatur, Ill.

Location	Name and Address	Telephone Number
Decatur.....	Dr. D. A. Pence, Surgeon In Charge, Wabash Employes' Hospital	429-4288
	Off., 250 N. Water..... Res., 136 Woodale.....	429-5721 423-5324
	Dr. Robert L. Craig Asst. Surgeon In Charge Decatur Hospital	429-4288
	Off., 3021 N. Oakland.... Res., 2099 W. Macon.....	877-1887 428-8129
Chicago.....	Dr. V. Tauras Off., 2652 W. 59th St..... Res.	TR 3-5577 PR 8-1223
St. Louis.....	Dr. V. O. Fish Off., 634 N. Grand Blvd... (Wab. Exch.)	FR 1-5588 350
	Res.	HE 2-3671
	Dr. C. J. Gaffney Off., 2616 N. Kingshighway Res., 4959 Northland Pl...	FO 1-0313 FO 1-4241
	Attica.....	Dr. P. R. Petrich Off., 401 South Perry St. Res. ....	PO 2-2421 PO 2-3273
Bement.....	Dr. Wm. M. Scott Off., 248 S. Macon St..... Res. 105 East Bodman St.	5151 2631
Bloomington..	Dr. R. G. Price Off., 216 E. Washington .. Res., 1308 E. Washington.	829-3003 822-9205
Catlin.....	Dr. Fritz Koenig Off.,	HA 7-3311
	Res.	HI 6-5648
	Ex.	HI 6-5200
Champaign Urbana.....	Dr. L. M. T. Stilwell Off., 510 E. Daniel St.....	344-1222
Charleston...	Dr. J. T. Belting Off., National Bank Bldg.. Res., 901-11th St.	DI 5-4567 DI 5-2932
	Dr. L. E. Adkins Off., 730 6th St. Res., 820 "A" St.	DI 5-5757 DI 5-5434
	Dr. C. E. Duncan Oculist Off., 803 Jackson St.	DI 5-2234
	Res., 803 Jackson St.	DI 5-2234
Collinsville....	Dr. T. L. Kopjas Off., 119 N. Morrison Ave.	344-1997

Location	Name and Address	Telephone Number
Cowden.....	Dr. R. L. Jones	2481 2491
Danville.....	Dr. Donald C. Good Off., 103 W. Harrison St... Res., 107 W. Raymond Ave. Ex.	442-0630 442-3230 446-5200
	Dr. Holland Williamson Off., 607 N. Logan Ave.... Res.	HI 2-0025 HI 2-0781
Delphi.....	Dr. E. E. Baker Off., 109 S. Union St. Res.	LO 4-2292 LO 4-2645
Edwardsville..	Dr. Eugene F. Wahl Off., National Bank Bldg.. Res., 100 St. Louis St. ...	656-0181
East St. Louis.	Dr. C. C. Kane Off., 8521 State St..... Res. If no answer call.....	EX 8-0415 EX 7-1098 EX 7-3661
	Dr. Obert M. Lay Off., 4601 State St..... Res.	UP 4-1900 HE 2588 Ex. 7-3661
	Dr. L. G. Reed Off., 1907 Delmar Granite City, Ill. Res., 2801 Grand Ave. Granite City, Ill.	GL 1-9744 GL 1-9744
Forrest.....	Dr. G. E. Hudgens Off., 115 N. Beech St Res., Fairbury	657-8153 750
	Dr. D. L. Ervin Off., 115 N. Beech St. Res., Fairbury, Ill.	657-8153 583
	Dr. Robert F. Bort Off., 115 N. Beech St.	657-8153
Frankfort....	Dr. Paul Vankirk Off., 1252 S. Jackson Res., 701 E. Clinton St. ..	659-2632 654-6762
	Dr. R. A. Hedgcock Off., 205 E. Clinton Res., 857 E. Clinton St. ..	654-5922 659-3677
	Dr. Milton W. Brdel Oculist Off., 2 E. White St. Res., 658 E. Armstrong St.	654-5223 659-2698
Gibson City...	Dr. E. L. Etherton Off., 712 N. Sangamon.... Res.	784-4811 784-5289
Granite City..	Dr. L. G. Reed Off., 1907 Delmar Ave....	GL 1-9744
Homer.....	Dr. J. E. Walton Off., 105 N. Main..... Res.	896-2411 896-3771
Hoopeston....	Dr. K. H. Hammond Off., 804 E. Maple St. Res., 804 E. Maple St. ...	141 212

Location	Name and Address	Telephone Number
Lafayette....	Dr. R. L. Mather Oculist Off., 300 Main St. Res., 321 Leslie Ave., W. Lafayette, Ind.	SH 22461 RI 33688
	Dr. E. T. Stahl Off., 2600 Greenbush St. . Res., 324 Park Lane, W. Lafayette, Ind.	GI 74171 RI 32339
	Dr. E. L. VanBuskirk Oculist Off., 2600 Greenbush St. . Res., 1301 Ravinia Rd., W. Lafayette, Ind.	GI 74171 RI 32208
Litchfield.....	Dr. C. H. Sihler Off., 318 N. Madison St... Res., 625 N. Walnut St....	324-2129 324-2737
Logansport...	Dr. C. L. Viney Off., Masonic Temple North & 4th. Sts. Res.	3287 3755
Madison.....	Dr. L. G. Reed Off., 1907 Delmar Granite City, Ill. Res., 2801 Grand Ave. Granite City, Ill.	GL 1-9744 GL 1-9744
Mt. Olive.....	Dr. Frank B. Warner Off., 111 N. Foplar St.... Res.	999-4751 999-3581
New Lenox...	Dr. Leo Murskyj Off., 304 W. Maple..... Res.	485-8114 485-8216
Oxford.....	Dr. V. Scheurich Off., 101 S. Sheets St. Res., R. R. #1	DU 52095 DU 52176
Palos Heights.	Dr. Samuel S. Leavitt Off. 12221 Harlem Ave.... Res., 14515 Beacon St., Orland Park	GI 8-0502 FI 9-0105
Paxton.....	Dr. M. D. E. Peterson Off., 131½ N. Market St.. Res., 503 S. Washington ..	63 437
Peoria.....	Dr. H. F. Diller Off., 919 First Natl. Bank. Res., 5411 N. Stephen Dr.	676-4691 682-1728
Peru.....	Dr. L. L. Hill Dr. P. W. Snyder 65 N. Main.....	GR3-6200 GR3-4364
Pontiac.....	Dr. Homer L. Parkhill Off., 202 N. Main St..... Res., 320 E. Washington St.	844-6148 844-3325

Location	Name and Address	Telephone Number
Rankin.....	Dr. G. C. Goodwin Off., 126 West First Ave. . Res., 126 West First Ave..	EX 73700 EX 73700
Sidney.....	Dr. Martin Koeck III Off. Res.	MU 8-2241 MU 8-2241
Staunton.....	Dr. James C. Hawkins Off. Res.	Newton 5-2220 Newton 5-2555
	Dr. John W. Ubben Off. Res.	Newton 5-2220 Newton 5-3334
Streator.....	Dr. Rollin S. Moore Off., 109 E. Elm St..... Res. Physicians Exch.	2-2711 2-2483 2-2827
Taylorville....	Dr. John H. Scofield Off., 421 W. Market St... Res.	VA 4-3321 VA 4-6715
	Dr. I. Del Valle Off. Res. (Taylorville, Ill.) ...	2941 VA 4-2424
	Dr. L. C. Young Off., 421 W. Market St.... Res.	VA 4-3321 VA 4-5518
Tolono.....	Dr. W. L. McLane Off.	485-6090
Venice.....	Dr. Jacob Chalfin Off. & Res., 603 Broadway Physicians Exch.	Glenview 2-7150 Prospect 1-6080
West Lebanon	Dr. C. A. Nelson Off., W. Second St. State Highway No. 63 Res. Physicians Exch. (Danville, Ill.)	TW 3-4121 TW 3-4421 HI 6-5200
Williamsport.	Dr. J. W. Crain Off., 410 North Monroe Res.	PO 2-2468 PO 2-2681

AMBULANCE SERVICE

LAFAYETTE

Soller-Baker, 103 S. 4th St.....Tel. SH 26254

BLOOMINGTON

A-A Ambulance Service,

802 N. Clinton Blvd.....Tel. 967-6213

PEORIA

Ace Ambulance Service,

923 N. Knoxville Ave.....Tel. 674-3322

FRANKFORT

Goodwin Bros., 200 S. Main.....Tel. 654-5533

Hartman Funeral Home, 608 N. Main....Tel. 659-3356

CHARLESTON

Clark Funeral Home, 1117 Jackson St...Tel. DI 5-5474

Lewis Funeral Home, 815 Jackson St...Tel. DI 5-2511

MADISON

Lahey Funeral Home, 501 Madison St..Tel. TR 6-6222

EAST ST. LOUIS

Kassly Funeral Home, 1109 N. 9th St...Tel. UP 5-1234

TABLE OF SPEEDS
(Minutes and seconds per mile, in terms of miles per hour.)

Time Per Mile		Miles Per Hour
Min.	Sec.	
....	45	80.0
....	46	78.3
....	47	76.6
....	48	75.0
....	49	73.5
....	50	72.0
....	51	70.6
....	52	69.2
....	53	67.9
....	54	66.6
....	55	65.5
....	56	64.2
....	57	63.2
....	58	62.1
....	59	61.0
1	....	60.0
1	02	58.0
1	04	56.2
1	06	54.5
1	08	52.9
1	10	51.4
1	12	50.0
1	14	48.6
1	16	47.4
1	18	46.1
1	20	45.0
1	22	43.9
1	24	42.9
1	26	41.9
1	28	40.9
1	30	40.0
1	32	39.1
1	34	38.3
1	36	37.5
1	38	36.8
1	40	36.0
1	42	35.3
1	44	34.6
1	46	34.0
1	48	33.3
1	50	32.7
1	52	32.1
1	54	31.6
1	56	31.0
1	58	30.5
2	....	30.0
2	05	28.8
2	10	27.7
2	15	26.7
2	30	24.0
2	45	21.8
3	....	20.0
3	30	17.1
4	....	15.0
4	30	13.3
5	....	12.0
6	....	10.0

AVOID DAMAGE—SWITCH CUSTOMERS CAREFULLY

JUDGING SPEED

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 mph is not four times that at 2 mph but 16 TIMES AS GREAT. Damage to freight and car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

Impact Force At Various Striking Speeds

Car Coupled at	Units of Destruction
1 mph	1
2 "	4
3 "	9
4 "	16
5 "	25
6 "	36
7 "	49
8 "	64
9 "	81
10 "	100

To Find Coupling Speed of 40 Foot and 50 Foot Cars

Seconds	40 Foot Car Miles Per Hour	50 Foot Car Miles Per Hour
1	28	35
2	14	17.5
3	9.3	11.6
4	7	8.7
5	5.6	7
6	4.7	5.9
7	4	5
8	3.5	4.4
9	3.1	3.9
10	2.8	3.5
11	2.5	3.1
12	2.3	2.9
13	2.15	2.7
14	2	2.5

Sight vertical end of car body on a fixed point and note the number of seconds it takes car to pass. Speed in miles per hour is shown opposite.

Damage as a result of Rough Handling makes up a large part of the claim bill for Loss and Damage to Freight. From the Railroad standpoint it is the major item in the expense. We all know that Rough Handling can be reduced, often eliminated. It is hoped that this table will be helpful in your efforts to prevent Rough Handling.

Switch crews must function as a team. Clear signals properly given are mighty important; talk it over . . . Prevent Rough Handling . . . it can be done.

SAFETY ALWAYS

Safety is of the first importance in the discharge of duty.

Obedience to the rules is essential to safety.

Every employee should report promptly to proper person every unsafe condition and practice.



ROAD DIESEL LOCOMOTIVES

To provide greater advance warning to Maintenance of Way Forces the headlight must be displayed, burning bright, to the front of every train by day and by night. When the view is restricted by weather or other unusual conditions enginemen must frequently sound horn.

STOP SIGNALS will be used to notify crews of passing trains of following defective conditions:

HOT JOURNAL

BRAKES STICKING

BROKEN WHEELS

DEFECTIVE TRUCK

DRAGGING BRAKE CONNECTION

LADING SHIFTED OVER SIDE OR END OF CAR

SWINGING CAR DOOR OR ANY OTHER DANGEROUS CONDITION



NOTE:

When practicable, after stop signal is given for hot journal, hold nose with one hand with other hand pointing toward track.

When practicable, after stop signal is given for brakes sticking, shove hands in sliding motion out from body.