

S A F E T Y



F I R S T

Illinois Terminal R. R. Company

Illinois Traction Division

TIME TABLE No. 12

Effective 12:01 A. M.

SUNDAY, DECEMBER 19, 1937

Superseding All Previous Time Tables

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

NOTE CAREFULLY SPECIAL RULES ON PAGES 20, 21, 22 AND 23.

**A. P. TITUS, President & Gen'l Mgr. - - - - St. Louis, Mo.
TRACY LYNN, Superintendent Transportation - St. Louis, Mo.
L. B. MARTIN, General Superintendent - - Springfield, Ill.
C. F. HANDSHY, Inspector of Transportation - St. Louis, Mo.
O. C. GENUNG, Train Master - - - - - Decatur, Ill.
S. W. HABERLE, Train Master - - - - - Springfield, Ill.
J. H. MORRIS, Chief Dispatcher - - - - - Springfield, Ill.
E. A. BRUTCHER, Superintendent of Terminals - St. Louis, Mo.
C. E. COONS, Terminal Train Master - - - - St. Louis, Mo.**

HUSTON-PATTERSON CORPORATION, DECATUR, ILL.

Our success in obtaining deposits largely on the basis we render the public. There are four Electric roads still operating. We are improving our equipment, working tracks, spending more than what sometimes seems justified in order to render this service the important part, however, and which costs nothing, is courtesy in dealing with the public, improving on them the fact that we are glad to know them ride and patronize the railroad, therefore I accept your courtesy and helpful cooperation towards this End, which I shall greatly appreciate

A. D. G. White

R. M. SUTTON, Chief Surgeon, Peoria, Ill.
LOCAL PHYSICIANS AND SURGEONS

St. Louis
 Arthur Gundlach
 F. C. Brooks
 S. B. Westlake, Aurist
 Wm. M. James, Oculist
 Vincent L. Jones, Oculist

Venice
 T. B. Edwards

Madison
 Charles R. Kiser

Granite City
 H. P. Reuss
 R. D. Luster
 R. W. Binney
 L. D. Darner
 M. Hamm
 O. K. Kaylor, Oculist & Aurist
 P. L. Noggle, Oculist & Aurist

Edwardsville
 E. Wahl Jr.
 J. A. Hirsch

Worden
 Chas. E. Dorr

Mt. Olive
 G. A. Floreth

Litchfield
 G. A. Sihler, Sr.
 G. A. Sihler, Jr.
 C. H. Zoller
 C. H. Sihler, Oculist & Aurist

Stanton
 A. H. Hunter
 W. L. McBrien
 A. C. Goff

Benld
 D. J. Zerbolio

Gillespie
 Edw. F. Sullivan
 H. A. Eng
 P. B. O'Connell

Carlinville
 Robt. H. Bell
 E. R. Chamness

Girard
 J. H. Riffey
 E. E. Bullard

Virden
 T. W. Morgan
 S. M. Blunk

Anburn
 S. P. Hart

Chatham
 M. M. Bradley

Springfield
 R. E. Smith
 Fred P. Cowdin
 H. H. Tuttle
 A. L. Hagler, Oculist & Aurist
 John F. Deal, Oculist & Aurist
 A. E. Walters, Oculist & Aurist

Riverton
 C. McMahon
 Jos H. Smith

Buffalo
 O. E. Black

Illioopolis
 H. B. Wilcoxson
 V. B. Stanford

Niantic
 Roy Pope

Decatur
 Arthur F. Goodyear
 Orville Wilhelmy
 Tyler Meriweather
 John T. Miller
 C. M. Jack, Consultant
 N. L. Bourne, Oculist & Aurist

Oakley
 E. E. Clark

Cerro Gordo
 A. O. Trimmer

Monticello
 C. M. Bumstead

White Heath
 W. N. Sievers

Champaign
 A. J. Dalton
 C. H. Spears, Oculist & Aurist

Urbana
 L. T. Gregory

St. Joseph
 P. C. Casto

Fithian
 E. F. Dietrich

Muncie
 O. W. Michael

Oakwood
 W. T. Snider

Danville
 M. L. Hole
 H. F. Hooker
 F. N. Cloyd
 L. L. Steiner, Oculist & Aurist
 H. E. Baldwin, Oculist-Aurist

Peoria
 R. M. Sutton
 J. E. Meloy
 J. F. Duane, Oculist & Aurist
 W. C. Williams, Oculist-Aurist
 E. E. Barbour

East Peoria
 Fred L. Stiers

Morton
 O. N. Brines

Mackinaw
 H. D. Fast

Danvers
 E. M. Minnick

Union
 T. L. Hutton, Hartsburg, Ill.

Lincoln
 W. B. Perry
 Emory C. Gaffney
 F. C. Houser, Oculist & Aurist

Williamsville
 J. M. Shearl

Forsyth
 L. N. Lindsey

Maroa
 W. T. McLean
 C. M. Wood

Clinton
 A. E. Shell

Heyworth
 F. L. Wakefield

Bloomington
 Fred W. Brian
 J. K. P. Hawks
 W. W. Galey, Oculist & Aurist
 H. R. Watkins, Oculist-Aurist

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

Location	Structures	Overhead Clearance From Top of Rail	Side Clearance from Track Center
Peoria	Power House Thru Bridge	18' 5"	6' 10"
Peoria	Illinois River Thru Bridge	18' 7½"	7' 2½"
Peoria	Illinois River Draw Bridge	17' 6½"	5' 11½"
Mackinaw	Mackinaw River Thru Bridge	18' 6¾"	6' 9½"
Mackinaw	Penn R. R. Subway	16' 1"	8' 9"
Mackinaw	C.C.C.&St.L.R.R. Subway	16' 1"	8' 9½"
Mackinaw	Highway Subway	16' 11½"	8' 5"
Wilmet	Sugar Creek Thru Bridge	18' 10"	7' 0"
Lincoln	Kickapoo Creek Thru Bridge	16' 8¾"	7' 0"
Sherman	Sangamon River Thru Bridge	17' 10¼"	7' 0"
Springfield	I.C.R.R. Subway	16' 5"	8' 10"
Springfield	Fox Road Subway	16' 9"	23' 5"
Springfield	C.&A.R.R. Thru Bridge	18' 1"	6' 5"
Springfield	C.&A.R.R. Subway	16' 2"	11' 5½"
Woodside	Lick Creek Thru Bridge	17' 9"	7' 0¼"
Auburn	Panther Creek Thru Bridge	18' 10"	7' 2½"
Thayer	Sugar Creek Thru Bridge	18' 3"	8' 0½"
Carlinville	C.&A.R.R. Subway	16' 5"	6' 2"
Carlinville	Macoupin Creek Thru Bridge	17' 0"	6' 3"
Worden	Wabash Ry. Subway	16' 7"	10' 2¾"
Worden	C.C.C.&St.L.R.R. Subway	17' 2"	11' 5"
Edwardsville	T.St.L.&W.R.R. Subway	20' 4¾"	8' 10¼"
Edwardsville	Prickett Ave. Subway	17' 3¾"	14' 2½"
Edwardsville	I.T.R.R. Thru Bridge	16' 6½"	6' 3½"
Edwardsville	Highway Subway	19' 7"	8' 5"
Edwardsville	Cahokia Creek Thru Bridge	16' 2¾"	6' 2½"
Madison	Cambridge Thru Bridge	17' 6"	7' 6"
Venice	McKinley Bridge Thru Bridge	17' 10"	6' 10"
St. Louis	McKinley Bridge Thru Bridge	18' 2"	8' 2"
St. Louis	Howard to Branch Elevated	18' 2"	8' 2"
St. Louis	Cass to Lucas Subway	18' 4½"	8' 6"
Bloomington	L.E.&W.R.R. Subway	15' 2"	13' 10"
Bloomington	C.&A.R.R. Subway	15' 1"	13' 7"
Heyworth	Highway Subway	15' 11¾"	9' 0"
Clinton	I.C.R.R. Subway	15' 9½"	7' 10"
Clinton	Salt Creek Thru Bridge	16' 9"	7' 2"
Maroa	Penn R.R. Subway	15' 9"	6' 3"
Riverton	Sangamon River Thru Bridge	17' 4½"	8' 0"
Decatur	Wabash Ry. Subway	16' 1"	6' 7½"
Decatur	I.C.R.R. Subway	17' 2"	8' 9½"
Decatur	I.C.R.R. Penn R.R. Subway	16' 10"	8' 10½"
Decatur	Wabash Ry. Staley Subway	17' 7"	8' 0"
Muncie	Stoney Creek Thru Bridge	18' 1¾"	7' 1½"

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

Arrangements with the Following Hospitals

CHAMPAIGN
 Mercy
 Burnham

URBANA
 Burnham

DANVILLE
 The Lake View
 St. Elizabeth

CLINTON
 The John Warner

BLOOMINGTON
 Brokaw
 St. Joseph's
 The Mennonite

PEORIA
 Methodist
 John C. Proctor
 St. Francis

LINCOLN
 Deaconess
 St. Clara's

ST. LOUIS
 De Paul
 St. Johns

GRANITE CITY
 St. Elizabeth

LITCHFIELD
 St. Francis
SPRINGFIELD
 St. John's
 Springfield

DECATUR
 St. Mary's
 Decatur Macon County

CARLINVILLE TO ST. LOUIS—Southern Division

Southward										Station Numbers	Miles from Springfield	Time Table No. 12	
SECOND CLASS			FIRST CLASS									EFFECTIVE	
201	205	203	99	97	95	93	91	31	89			December 19, 1937.	
St. Louis Freight	St. Louis Freight	St. Louis Mdse.	Local	Limited	Limited	Limited	Limited	Local	St. Louis Sleeper Limited			STATIONS	
Daily Ex. Sunday.	Daily	Daily Ex. Monday	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
2.25 PM	8.01 AM	3.00 AM	\$10.24 PM	\$ 7.32 PM	\$ 4.22 PM	\$ 1.49 PM	\$ 9.55 AM	\$ 8.49 AM	\$ 5.30 AM	A59	42.8	L..CARLINVILLE (Y) ...	
2.46 ⁹²	8.06	3.05	10.27	7.35	4.24	1.51	9.57	8.51	5.33	A58	43.7	...MOODY	
2.58	8.16	3.15	10.32	7.40	4.29	1.56	10.02	8.56 ²⁰²	5.41	A55	47.4	...DAVIS	
3.05	8.21	3.20	10.34	7.42	4.31	1.58	10.04	8.58	5.44	A53	49.0	...LOVELESS	
3.11	8.25 ²⁰²	3.24	10.36	7.44	4.33	2.00	10.06 ⁹⁰	9.00	5.47	A51	50.7	...CLARK	
3.27	8.41	3.33	10.40	7.48	4.37	2.03	10.09	9.04	5.51	A48	54.2	...CAVENDER	
3.35	8.49	3.38	\$10.43	\$ 7.51	\$ 4.40	\$ 2.06	\$10.11	\$ 9.12	\$ 5.56 ³⁰	A47	55.0	...GILLESPIE (Y)	
3.45	9.00	3.47 ²⁰⁰	10.48	f 7.56	f 4.45	f 2.10	f 10.15	\$ 9.17	f 6.03	A45	57.4	...BENLD	
3.53	9.20 ³¹	3.57	10.50	f 7.58	f 4.47	f 2.13	10.16	9.20 ²⁰⁵	6.07	A43	58.6	...SAWYERVILLE	
4.04	9.46 ⁹⁰ 9.55 ⁴	4.07	10.55	8.03 ⁹⁸ ₇	4.52	2.18 ⁹²	10.21 ³	9.25	6.14	A40	62.5	...WALL	
4.09	10.03	4.12	\$10.58	\$ 8.06	\$ 4.55	\$ 2.21	\$10.23	\$ 9.33	\$ 6.18	A39	63.3	...STAUNTON	
4.12	10.05	4.15	10.59	8.07	4.56	2.22 ⁶	10.24	9.35 ⁴	6.19 ²	A39	63.6	...SPRING STREET (Y) .	
4.15	10.09	4.19	11.00 ²⁰⁴	8.09	4.57	2.23	10.25	9.39 ⁹⁰	6.20	A38	64.3	...SAGER	
4.21	10.15	4.24	11.02	8.11	4.59	2.25	10.27	9.43	6.23	A36	66.5	...DE CAMP	
4.26	10.29 ⁹¹	4.28	11.05	8.14	5.01	2.27	10.29 ²⁰⁵	9.45	6.26	A34	68.1	...SUBWAY	
4.32	10.35	4.32	11.07	f 8.17	f 5.03	f 2.29	10.31	\$ 9.48	f 6.29	A33	69.4	...WORDEN	
4.38	10.41	4.37	11.10	8.20	5.06	2.32	10.33	9.51	6.32	A31	70.7	...HERN	
4.44	10.46	4.42	11.12	f 8.22	f 5.08	f 2.34	10.35	9.54	f 6.35	A29	72.6	...HAMEL	
5.11 ⁹⁵ 5.18 ⁹⁴	10.54	4.48	11.15	8.25	5.11 ²⁰¹	2.37	10.38	9.57	6.39 ²⁰²	A27	75.1	...MAPLE ROAD	
5.35	11.02	5.05 ³⁰	11.18	8.28	5.14 ⁹⁴	2.40	10.41	10.00	6.46	A24	78.1	...GRANEY	
5.43	11.06	5.12	11.20	8.30	5.18	2.42	10.43	10.02	6.49	A22	79.7	...WOLF	
6.00 PM ⁹⁶	11.20 AM	5.20 AM ²⁰²	\$11.24	\$ 8.34	\$ 5.22	\$ 2.46	\$10.47	\$10.07	\$ 6.54	A20	81.7	...EDWARDSVILLE	
.....	.....	.....	11.26	8.37	5.24	2.48	10.50	10.10	6.57	A20	82.4	...BELL'S	
.....	.....	.....	11.28	8.38	5.25	2.49	10.51	10.12	6.58	A18	83.6	...CENTER GROVE	
.....	.....	.....	11.31	8.41	5.29	2.53	10.55	10.16	7.03	A15	87.2	...LEE	
.....	.....	.....	11.33	8.43	5.31	2.55	10.57	10.18	7.05	A13	88.9	...CHEMICAL	
.....	.....	.....	11.36	8.46	5.34	2.58	11.00	10.21	7.08	A10	91.8	...HORSE SHOE	
.....	.....	.....	11.40	8.50	5.37	3.02	11.03	10.25	7.13	A8	94.2	...HEWITT	
.....	.....	.....	\$11.44 ⁸⁸	\$ 8.53	\$ 5.40 ⁹⁶	\$ 3.05	\$11.06	\$10.30	\$ 7.18	A7	94.8	...GRANITE CITY	
.....	.....	.....	12.05 AM	9.15 PM	6.00 PM	3.25 PM	11.25 AM	10.50 AM	7.45 AM	A0	102.1	A..ST. LOUIS	

LITCHFIELD TO SPRING STREET—Westward

Operation between Granite City and St. Louis will be governed by current Granite City-St. Louis Terminal Time Table and rules and special instructions contained therein.

THIRD CLASS				Station Numbers	Miles from Hillsboro	Time Table No. 12	
7	5	3	1			EFFECTIVE	
Local	Local	Local	Local			December 19, 1937.	
Daily	Daily	Daily	Daily			STATIONS	
7.20 PM	3.55 PM	10.40 AM	8.30 AM	C15	0.0	...LITCHFIELD	
7.27	4.02	10.52	8.37	C12	2.7	...DICKMAN	
7.32	4.07	10.57	8.42	C9	5.3	...WHITEHOUSE	
7.36	4.11	11.01	8.46	C7	7.5	...HOOSIER	
7.38	4.12	11.02	8.47	C6	8.2	...LAMB	
\$ 7.39	\$ 4.13	\$11.03	\$ 8.48	C6	8.4	...MT. OLIVE	
7.47	4.19	11.10	8.56	C4	10.8	...STULL	
7.51	4.23	11.13	9.00	.....	12.8	...WABASH JCT.	
8.03 ⁹⁷ ₉₈	4.28	11.17 ⁹¹	9.05	C1	13.8	...WALL	
\$ 8.10	\$ 4.34	\$11.20	\$ 9.10	C0	14.5	...STAUNTON	
8.15 PM	4.40 PM	11.25 AM	9.15 AM ^{90 4}		14.8	...SPRING STREET (Y) .	

ST. LOUIS TO CARLINVILLE—Southern Division

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Time Table No. 12 EFFECTIVE December 19, 1937.		Miles from St. Louis	Siding	Car Capacity	Northward									
					FIRST CLASS							SECOND CLASS		
					88	30	90	92	94	96	98	200	202	204
					Peoria Sleeper Limited	Local	Limited	Limited	Limited	Limited	Local	Peoria Freight	Danville Freight	Peoria Mdsc.
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday.	Daily Ex. Sunday.			
A. CARLINVILLE (Y) ...	59.3	25	\$ 2.23 AM	\$ 6.18 AM	\$ 10.19 AM	\$ 2.48 PM	\$ 6.03 PM	\$ 7.16 PM	\$ 8.32 PM	4.38 AM	9.17 AM	12.06 AM		
... MOODY	58.4	23	2.20	6.14	10.17	2.46 ²⁰¹	6.01	7.13	8.30	4.33	9.10	12.02		
... DAVIS	54.7	46	2.14	6.08	10.12	2.41	5.56	7.08	8.25	4.23	8.56 ³¹	11.52		
... LOVELESS	53.1	13	2.11	6.06	10.10	2.39	5.54	7.06	8.24	4.18	8.35	11.48		
... CLARK	51.4	43	2.08	6.04	10.06 ⁹¹	2.37	5.53	7.04	8.22	4.13	8.25 ²⁰⁵	11.44		
... CAVENDER	47.9	35	2.03	5.59	10.00	2.33	5.49	7.00	8.18	4.03	8.00	11.35		
... GILLESPIE (Y)	47.1	7	\$ 1.59	\$ 5.56 ⁸⁹	\$ 9.58	\$ 2.30	\$ 5.47	\$ 6.58	\$ 8.16	3.58	7.52	11.31		
... BENLD	44.7	45	f 1.54	\$ 5.47	f 9.53	f 2.25	f 5.42	f 6.53	8.11	3.47 ²⁰³	7.42	11.24		
... SAWYERVILLE	43.5	43	f 1.51	5.43	9.51	f 2.23	5.40	f 6.50	8.08	3.40	7.32	11.19		
... WALL	39.6	58	1.44	5.38	9.46 ²⁰⁵	2.18 ⁹³	5.35	6.45	8.03 ⁹⁷	3.28	7.22	11.10		
... STAUNTON	38.8	...	\$ 1.41	\$ 5.34	\$ 9.43	\$ 2.14	\$ 5.33	\$ 6.42	\$ 7.57	3.23	7.17	11.06		
... SPRING STREET (Y)	38.5	...	1.37	5.27	9.40 ¹	2.10 ⁶	5.31	6.40 ⁸	7.54	3.20	7.13 ²	11.04		
... SAGER	37.8	62	1.36	5.25	9.39 ³¹	2.09	5.30	6.38	7.52	3.18	7.10	11.00 ⁹⁹		
... DE CAMP	35.6	18	1.32	5.23	9.37	2.07	5.28	6.36	7.49	3.13	7.06	10.46		
... SUBWAY	34.0	35	1.28	5.21	9.35	2.05	5.26	6.34	7.46	3.07	7.00	10.40		
... WORDEN	32.7	6	f 1.25	\$ 5.19	f 9.33	f 2.03	5.24	f 6.31	7.44	3.00	6.57	10.34		
... HERN	31.4	42	1.21	5.16	9.30	2.00	5.22	6.28	7.41	2.53	6.52	10.28		
... HAMEL	29.5	22	f 1.18	5.13	f 9.28	f 1.58	5.20	f 6.26	7.39	2.49	6.47	10.23		
... MAPLE ROAD	27.0	45	1.14	5.09	9.25	1.55	5.18 ²⁰¹	6.23	7.36	2.42	6.39 ⁸⁹	10.17		
... GRANBY	24.0	28	1.11	5.05 ²⁰³	9.22	1.52	5.14 ⁹⁵	6.20	7.32	2.32	6.20	10.11		
... WOLF	22.4	...	1.05	5.02	9.20	1.50	5.10	6.17	7.29	2.25	6.10	10.06		
... EDWARDSVILLE	20.4	...	\$ 12.56	\$ 4.56	\$ 9.16	\$ 1.46	\$ 5.06	\$ 6.13 ²⁰¹	\$ 7.24	2.15 AM	6.00 AM ²⁰³	10.00 PM		
... BELL'S	19.7	25	12.52	4.50	9.14	1.44	5.04	6.11	7.21	.....	.....	.....		
... CENTER GROVE	18.5	22	12.48	4.48	9.13	1.43	5.02	6.09	7.19	.....	.....	.....		
... LEE	14.9	22	12.42	4.43	9.10	1.38	4.58	6.04	7.15	.....	.....	.....		
... CHEMICAL	13.2	26	12.40	4.41	9.08	1.36	4.56	6.02	7.13	.....	.....	.....		
... HORSE SHOE	10.3	23	12.35	4.37	9.05	1.34	4.53	5.59	7.09	.....	.....	.....		
... HEWITT	7.9	...	12.30	4.33	9.00	1.30	4.50	5.56	7.05	.....	.....	.....		
... GRANITE CITY	7.3	...	\$ 12.27 ⁹⁹	\$ 4.30	\$ 8.58	\$ 1.28	\$ 4.48	\$ 5.53 ⁹⁵	\$ 7.03	.....	.....	.....		
L. ST. LOUIS	0.0	...	12.05 AM	4.10 AM	8.40 AM	1.10 PM	4.30 PM	5.35 PM	6.45 PM	.....	.....	.....		

Time Table No. 12 EFFECTIVE December 19, 1937.		SPRING STREET TO LITCHFIELD—Eastward							
		Miles from Wall	Siding Car Capacity	THIRD CLASS					
				2	4	6	8		
				Local Daily	Local Daily	Local Daily	Local Daily		
... LITCHFIELD	14.8	6		7.40 AM	10.30 AM	3.20 PM	7.20 PM	Operation between St. Louis and Granite City will be governed by Current St. Louis-Granite City Terminal Time Table and rules and special instructions contained therein.	
... DICKMAN	12.1	3		7.31	10.21	3.11	7.13		
... WHITEHOUSE	9.5	18		7.25	10.15	3.06	7.08		
... HOOSIER	7.3	13		7.20	10.10	3.01	7.04		
... LAMB	6.6	4		7.19	10.09	3.00	7.03		
... MT. OLIVE	6.4	.....	S	7.18	10.08	2.59	7.01		
... STULL	4.0	9		7.13	10.03	2.53	6.56		
... WABASH JCT.	2.0	.....		7.09	9.59	2.49	6.52		
... WALL	1.0	.....		7.05	9.55 ²⁰⁵	2.45	6.50		
... STAUNTON	0.3	.....	S	7.00	9.50	2.40	6.46		
... SPRING STREET (Y)	0.0			6.55 AM ^{89 202}	9.45 AM ^{31 90 1}	2.35 PM ^{92 93}	6.40 PM ⁹⁶		

SPRINGFIELD TO CARLINVILLE—Southern Division

Southward

Time Table
No. 12EFFECTIVE
December 19, 1937.

SECOND CLASS			FIRST CLASS							Station Numbers	Miles from Springfield	STATIONS
201	205	203	99	97	95	93	91	31	89			
St. Louis Freight	St. Louis Freight	St. Louis Mdse.	Local	Limited	Limited	Limited	Limited	Local	St. Louis Sleeper Limited			
Daily Ex. Sun.	Daily	Daily Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
11.18 ⁹⁰ AM	5.35 AM	12.40 AM	9.13 ⁹⁴ PM	6.21 PM	3.14 PM	12.40 PM	9.00 AM	7.40 ⁸⁰ AM	4.00 ⁸⁸ AM	A101	0.0	L...SPRINGFIELD
11.25	5.43	12.47	9.16	6.25	3.17	12.43 ²⁰²	9.03	7.43 ²⁰⁰	4.05	A101	1.0	...EAST BELT (Y)
11.31	5.47	12.51	9.20	6.29	3.21	12.47	9.06	7.47	4.09	A101	2.8	...B. & O. CONN.
11.37	5.51	12.54	9.22	6.32	3.23	12.49	9.08	7.49	4.12	A101	4.1	...DRAIN TILE
11.38	5.52	12.55	9.23	6.33	3.24	12.50	9.09	7.50	4.13	A101	4.8	...PARK
11.42	5.58	1.00	9.24	6.34	3.25	12.51	9.10	7.51	4.14	A101	5.2	...BAKERS
11.54 ²⁰²	6.03	1.06	9.27 ⁹⁸	6.37	3.28	12.54	9.12	7.54	4.18	A101	6.4	...JESS
12.01	6.07	1.09	9.30	6.39	3.30	12.56	9.14	7.56	4.21	A94	8.4	...HAWKS
12.06	6.12	1.13	9.32	6.41	3.33 ⁹²	12.58	9.15	7.58	4.23	A93	9.6	...WOODSIDE
.....	.....	.....	9.35	6.44 ⁹⁴	3.36	1.00	9.17	8.00	4.25	A91	11.5	...LICK CREEK
.....	.....	.....	9.37	6.47	3.38	1.02	9.19	8.02	4.29	A89	13.1	...CHATHAM
12.14	6.23 ²⁰⁰	1.20 ²⁰⁴	9.38	6.48	3.39	1.03	9.20	8.03	4.31	A88	13.7	...CHATHAM SIDING ...
12.19	6.27	1.24	9.40	6.50	3.41	1.05	9.21	8.04	4.33	A87	15.0	...MACK
12.25	6.31	1.28	9.42	6.52	3.43	1.07	9.22	8.06	4.36	A85	16.6	...IRWIN'S PARK
12.31	6.36	1.32	9.44	6.54	3.45	1.09	9.24	8.08	4.39	A84	18.4	...LEPTON
12.35	6.38	1.38	9.46	6.55	3.47	1.11	9.25	8.09	4.42	A83	19.1	...AUBURN
12.43	6.50 ⁸⁰	1.44	9.49	6.58	3.50	1.14	9.28	8.12	4.47	A81	21.1	...SOLOMON
12.53	7.01	1.53	9.54	7.02	3.55	1.19	9.31	8.18	4.53	A78	24.1	...COUNTY LINE
1.03	7.06	1.58	9.57	7.05	3.58	1.22	9.34	8.21	4.57	A76	26.1	...VIRDEN (Y)
1.07	7.09	2.01	9.58	7.06	4.00	1.24	9.35	8.23	4.59	A75	26.6	...MONROE
1.13	7.14	2.06	10.01	7.09	4.03	1.27	9.38	8.27	5.03	A73	29.1	...BOWMAN
1.18	7.18	2.10	10.03	7.10	4.05	1.29	9.39	8.29	5.06	A72	29.9	...GIRARD
1.32 ⁹⁸	7.24	2.16	10.06	7.13	4.08	1.32 ²⁰¹	9.41	8.32	5.10	A71	31.6	...RUTH
1.45	7.31	2.21	10.09	7.16	4.10	1.35	9.43	8.35	5.13	A68	33.7	...NILWOOD
1.48	7.33	2.23	10.10	7.17	4.11	1.36	9.44	8.36	5.15 ²⁰⁰	A68	34.1	...DOW
2.01	7.40	2.35 ⁸⁸	10.13	7.20	4.13	1.39	9.47 ²⁰²	8.39	5.18	A65	36.7	...COOPERS
2.07	7.48	2.45	10.16	7.23 ⁹⁶	4.15	1.42	9.49	8.42	5.21	A64	38.5	...C. & A.
2.16	7.56	2.53	10.19	7.27	4.18	1.45	9.52	8.45	5.25	A61	41.2	...SHEEP'S
2.25 PM	8.01 AM	3.00 AM	10.24 PM	7.32 PM	4.22 PM	1.49 PM	9.55 AM	8.49 AM	5.30 AM	A59	42.8	A...CARLINVILLE (Y) ...

CARLINVILLE TO SPRINGFIELD—Southern Division

7

Time Table No. 12 EFFECTIVE December 19, 1937.		Northward									
		FIRST CLASS							SECOND CLASS		
		88	30	90	92	94	96	98	204	200	202
		Peoria Sleeper Limited	Local	Limited	Limited	Limited	Limited	Local	Peoria Mdse.	Peoria Freight	Danville Freight
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Mon.	Daily	Daily Ex. Sun.
STATIONS	Miles from St. Louis Siding Car Capacity										
A. SPRINGFIELD	102.1 ...	⁸⁹ 3.48 AM	³¹ 7.27 AM	11.22 AM	3.52 PM	7.04 PM	⁹⁹ 8.25 PM	9.41 PM	.....	.....	.....
...EAST BELT (Y)	101.1 145	3.44	7.23	²⁰¹ 11.18	3.49	7.00	8.22	9.38	2.05 AM	³¹ 7.15 AM	⁹³ 12.38 PM
...B. & O. CONN.	99.3 40	3.41	7.20	11.15	3.45	6.56	8.18	9.34	1.59	7.06	12.23
...DRAIN TILE	98.0 ...	3.39	7.17	11.12	3.42	6.53	8.15	9.32	1.55	6.59	12.16
...PARK	97.3 40	3.38	7.16	11.11	3.41	6.52	8.14	9.31	1.52	6.57	12.13
...BAKERS	96.9 12	3.37	7.15	11.10	3.40	6.51	8.13	9.30	1.50	6.55	12.11
...JESS	95.7 62	3.34	7.12	11.07	3.38	6.49	8.11	⁹⁹ 9.27	1.43	6.50	12.04
...HAWKS	93.7 40	3.32	7.10	11.05	3.36	6.47	8.09	9.21	1.38	6.45	²⁰¹ 11.54
...WOODSIDE	92.5 23	3.29	7.09	11.03	⁹⁵ 3.33	6.46	8.07	9.19	1.34	6.40	11.49
...LICK CREEK	90.6 24	3.26	7.07	11.01	3.31	⁹⁷ 6.44	8.04	9.16	1.30	6.33	11.42
...CHATHAM	89.0 6	3.23	7.04	10.59	3.29	6.42	8.02	9.14	.....	.....	.....
...CHATHAM SIDING ...	88.4 51	3.21	7.03	10.58	3.28	6.41	8.01	9.13	²⁰³ 1.20	²⁰⁵ 6.23	11.35
...MACK	87.1 21	3.18	7.01	10.57	3.26	6.39	7.59	9.11	1.13	6.19	11.30
...IRWIN'S PARK	85.5 16	3.16	6.59	10.55	3.25	6.37	7.57	9.09	1.09	6.15	11.25
...LEFTON	83.7 45	3.13	6.56	10.53	3.22	6.35	7.55	9.07	1.05	6.10	11.20
...AUBURN	83.0 12	3.11	6.54	10.52	3.21	6.34	7.54	9.06	1.03	6.08	11.17
...SOLOMON	81.0 49	3.06	²⁰⁵ 6.50	10.49	3.18	6.31	7.51	9.03	12.58	6.03	11.10
...COUNTY LINE	78.0 19	3.00	6.46	10.46	3.14	6.27	7.47	8.59	12.51	5.54	10.59
...VIRDEN (Y)	76.0 4	2.56	6.43	10.43	3.11	6.24	7.44	8.56	12.47	5.48	10.51
...MONROE	75.5 35	2.54	6.42	²⁰² 10.41	3.09	6.22	7.41	8.54	12.44	5.45	⁹⁰ 10.41
...BOWMAN	73.0 25	2.51	6.39	10.38	3.06	6.19	7.38	8.51	12.40	5.38	10.22
...GIBARD	72.2 ...	2.49	6.37	10.36	3.04	6.18	7.36	8.49	12.38	5.33	10.14
...RUTH	70.5 55	2.45	6.34	10.33	3.02	6.16	7.33	8.46	12.34	5.27	10.08
...NILWOOD	68.4 3	2.40	6.31	10.30	2.59	6.14	7.30	8.43	12.29	5.21	10.00
...DOW	68.0 25	2.39	6.30	10.29	2.58	6.13	7.29	8.42	12.27	⁸⁹ 5.15	9.57
...COOPERS	65.4 50	²⁰³ 2.35	6.27	10.27	2.56	6.11	7.26	8.40	12.21	5.01	⁹¹ 9.47
...C. & A.	63.6 27	2.32	6.24	10.25	2.54	6.09	⁹⁷ 7.23	8.38	12.16	4.53	9.32
...SHEEP'S	60.9 50	2.28	6.21	10.22	2.51	6.06	7.19	8.35	12.11	4.43	9.24
L. CARLINVILLE (Y) ...	59.3 25	2.23 AM	6.18 AM	10.19 AM	2.48 PM	6.03 PM	7.16 PM	8.32 PM	12.06 AM	4.38 AM	9.17 AM

MACKINAW JUNCTION TO SPRINGFIELD—Northern Division

Southward								Station Numbers	Miles From Mackinaw Junction	Time Table No. 12	
SECOND CLASS		FIRST CLASS								EFFECTIVE	
203	205	99	97	95	93	91	89			December 19, 1937.	
St. Louis. Mdsc.	St. Louis Freight	Local	Limited	Limited	Limited	Limited	St. Louis Sleeper Limited			STATIONS	
Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
9.00 PM	1.40 AM	7.50 PM	5.03 PM	1.58 PM	²⁰⁰ 11.28 AM	³² 7.53 AM	1.00 AM	A156	0.0	L. MACKINAW JCT. (Y) ..	
9.04	1.43	7.52	5.04	1.59	11.29	7.54	1.01	A156	0.3	... CASH	
9.14	1.55	7.55	² 5.06	2.01	11.31	7.56	1.05	A154	2.3	... SUMMIT	
9.21	2.00	7.57	5.09	2.03	11.32	7.58	1.07	A152	3.9	... WALNUT	
9.28	2.07	8.00	5.11	2.05	11.35	8.00	1.10	A150	6.4	... FRAVERT	
9.34	2.12	8.02	5.14	2.07	11.37	8.02	1.13	A148	7.9	... MINDALE	
9.43	2.17	⁴ 8.07	5.16	2.10	11.39	8.04	1.17	A146	10.1	... SUTTER	
9.49	2.24	8.11	5.19	2.13	11.41	8.06	1.21	A144	12.5	... RICHMOND	
9.52	2.26	8.12	5.21	2.14	11.42	8.07	1.23	A142	13.7	... BURT	
10.00	2.31	8.15	5.24	2.17	11.45	8.09	1.26	A140	16.2	... LUCAS	
10.04	2.36	8.16	5.26	2.18	11.46	8.10	1.28	A139	17.5	... UNION	
10.11	2.43	8.20	5.30	2.22	11.50	8.14	1.32	A135	21.0	... WILMBERT	
10.13	2.47	8.21	5.31	2.23	11.51	8.15	1.33	A134	22.3	... EVANS	
^{ss} 10.36	2.58	8.26	5.35	2.28	11.56	8.19	1.40	A130	26.5	... KINGS	
10.42	3.03	^s 8.29	^s 5.39	^s 2.31	^s 11.59	^s 8.22	^s 1.44	A129	27.5	... LINCOLN	
10.44	3.05	8.31	5.41	2.33	^{so} 12.01	8.23	1.46	A128	27.8	... WYATT (Y)	
10.47	3.07	8.33	5.43	2.35	12.04	8.24	1.48	A127	28.8	... GRAVEL PIT	
10.55	3.12	8.35	5.45	2.37	12.06	8.26	1.50	A125	30.8	... BOREN	
11.00	3.20	8.37	5.47	2.39	12.08	8.28	1.53	A124	32.4	... FOGARTY	
11.05	^{so} 3.30	8.40	5.50	2.41	12.10	8.30	1.56	A122	34.3	... BROADWELL	
11.14	3.43	8.44	5.54	2.46	12.14	8.34	2.01	A118	38.1	... MORRIS	
11.15	3.45	8.45	5.55	2.47	12.15	8.35	2.02	A118	38.4	... ELKHART	
11.19	3.50	8.47	5.57	2.49	12.17	8.37	2.04	A116	39.8	... HURLBUT	
11.23	3.55	8.49	5.58	2.51	12.18	8.38	2.06	A115	41.0	... MT. FULCHER	
11.29	^{ss} 4.22	8.53	6.02	2.54	12.20	^{so} 8.40	2.09	A113	43.6	... WOOD	
11.31	4.27	8.54	6.03	2.55	12.21	8.41	2.10	A112	44.1	... WILLIAMSVILLE	
11.38	4.35	8.57	6.06	2.58	12.24	8.44	2.14	A109	46.7	... SELBYTOWN	
11.42	4.43	8.59	6.09	3.01	12.27	8.47	2.18	A107	49.1	... SHERMAN	
11.55	4.57	9.04	6.14	3.06	12.32	8.52	2.25	A101	53.6	... J. & A.	
11.58	5.00	9.05	6.15	3.07	12.33	8.53	^{so} 2.26	A101	54.1	... STARNE	
12.10 AM	5.10 AM	9.07	6.16	3.09	12.34	8.54	2.28	A101	54.9	... EAST BELT (Y)	
.....	.....	9.10 PM	6.18 PM	3.11 PM	12.37 PM	8.57 AM	2.35 AM	A101	55.8	A. SPRINGFIELD	

SPRINGFIELD TO MACKINAW JUNCTION—Northern Division

9

Time Table No. 12

EFFECTIVE

December 19, 1937.

		Northward							
		FIRST CLASS						SECOND CLASS	
		88	32	90	92	94	98	204	200
		Peoria Sleeper Limited	Local	Limited	Limited	Limited	Local	Peoria Mdse.	Peoria Freight
STATIONS		Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Monday	Daily
A. MACKINAW JCT. (Y)	55.8	5.30 AM	⁹¹ 7.53 AM	12.36 PM	5.09 PM	8.18 PM	11.09 PM	5.10 AM	⁹³ 11.28 AM
CASH	55.5	5.27	7.50	12.34	5.08	8.17	11.08	5.03	11.20
SUMMIT	53.5	5.24	7.48	12.32	⁹⁷ 5.06	8.15	11.05	4.57	11.13
WALNUT	51.9	5.22	7.46	12.30	5.02	8.13	11.03	4.49	11.05
FRAVERT	49.4	5.19	7.44	12.28	4.59	8.11	11.01	4.44	10.56
MINDALE	47.9	5.17	7.42	¹ 12.26	4.57	¹ 8.09	10.59	4.40	10.51
SUTTER	45.7	5.14	7.39	12.24	4.55	⁹⁹ 8.07	10.57	4.35	10.45
RICHMOND	43.3	5.11	7.35	12.22	4.52	8.04	10.54	4.28	10.38
BURT	42.1	5.10	7.34	12.21	4.51	8.03	10.52	4.25	10.34
LUCAS	39.6	5.07	7.30	12.18	4.48	8.00	10.48	4.20	10.30
UNION	38.3	¹ 5.06	7.29	¹ 12.17	4.47	¹ 7.59	10.47	4.17	10.24
WILMERT	34.8	5.01	7.24	12.13	4.42	7.55	10.42	4.05	10.00
EVANS	33.5	5.00	7.23	12.12	4.41	7.54	10.41	4.03	9.57
KINGS	29.3	4.53	7.17	12.07	4.36	7.49	²⁰³ 10.36	3.53	9.44
LINCOLN	28.3	³ 4.49	³ 7.13	³ 12.04	³ 4.33	³ 7.46	³ 10.32	3.47	9.38
WYATT (Y)	28.0	4.47	7.11	⁹³ 12.01	4.31	7.44	10.30	3.45	9.36
GRAVEL PIT	27.0	4.45	7.10	12.00	4.29	7.43	10.28	3.42	9.31
BOREN	25.0	4.44	7.08	11.58	4.27	7.41	10.25	3.38	9.26
FOGARTY	23.4	4.41	7.05	11.56	4.25	7.39	10.23	3.35	9.22
BROADWELL	21.5	¹ 4.37	7.02	¹ 11.54	4.23	7.36	10.20	²⁰⁵ 3.30	9.15
MORRIS	17.7	4.32	6.58	11.50	4.19	7.32	10.15	3.19	9.03
ELKHART	17.4	¹ 4.31	³ 6.57	¹ 11.49	4.18	¹ 7.31	10.14	3.18	9.02
HURLBUT	16.0	4.29	6.55	11.47	4.16	7.29	10.11	3.15	8.58
MT. FULCHER	14.8	4.27	6.53	11.45	4.14	7.27	10.09	3.11	8.53
WOOD	12.2	²⁰⁵ 4.22	6.49	11.42	4.11	7.25	10.05	3.02	⁹¹ 8.40
WILLIAMSVILLE	11.7	¹ 4.21	³ 6.47	¹ 11.41	4.10	¹ 7.24	10.03	3.01	8.12
SELBYTOWN	9.1	4.16	6.44	11.38	4.07	7.20	9.59	2.54	8.04
SHERMAN	6.7	4.12	6.41	11.35	4.04	7.17	9.56	2.48	7.58
J. & A.	2.2	4.05	6.35	11.30	3.59	7.12	9.50	2.35	7.43
STARNE	1.7	4.04	6.33	11.29	3.58	7.11	9.49	⁹⁹ 2.30	7.40
EAST BELT (Y)	0.9	4.02	²⁰⁰ 6.32	11.28	3.57	7.10	9.48	2.25 AM	³² 7.35 AM
L. SPRINGFIELD	0.0	4.00 AM	6.30 AM	11.25 AM	3.55 PM	7.07 PM	9.45 PM		

Southward										Station Numbers	Miles From Peoria	Time Table No. 12	
FIRST CLASS												EFFECTIVE	
												December 19, 1937.	
99	45	97	43	95	93	91	41	89	39			STATIONS	
Local	Local	Limited	Local	Limited	Limited	Limited	Local	St. Louis Sleeper Limited	U. S. Mail				
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
²⁰³ 7.20 PM	⁴² 5.15 PM	4.35 PM	²⁰⁰ 1.50 PM	^{90 200} 1.30 PM	11.00 AM	^{204 38} 7.25 AM	5.50 AM	^{104 98 39} 12.25 AM	^{104 98 205 89} 12.05 AM	A172	0.0	A. PEORIA	
7.23	5.17	4.38	1.53	1.33	11.03	7.28	5.52	12.28 ²⁰⁵	12.07	A172	0.5	... FARM CREEK	
7.24	5.18	4.39	1.54	1.34	11.04	7.29	5.54	12.30	12.08	P172	1.0	... P. & P. U.	
7.28	5.22	4.41 ⁴²	1.58	1.37	11.07	7.32	5.58 ^{ss}	12.34	12.12	A169	2.9	... KERFOOT	
7.32	5.27 ⁹²	4.46	2.02	1.41	11.11	7.35	6.03	12.38	12.16	A167	5.2	... CALDWELL	
7.34	5.29	4.47	2.04	1.42	11.12	7.36	6.05	12.40	12.18	A166	6.2	... GARDENA	
7.36 ⁴⁴	5.31	4.49	2.06	1.44	11.14	7.38	6.07 ²⁰⁴	12.42	12.20	A164	7.7	... HENRY	
S 7.40	S 5.35	S 4.53	S 2.09	S 1.48	S 11.18	S 7.43	S 6.10	S 12.47	f 12.24	A163	9.1	... MORTON	
7.41	5.37	4.54	2.11	1.49	11.19	7.44	6.12	12.49	12.25	A162	9.8	... DODDS	
7.43	5.39	4.56	2.13	1.51	11.21	7.46	6.15	12.51	12.27	A161	11.4	... BELSLEY	
7.46	5.42	f 4.59	2.16	1.54	11.24	7.49	6.19	f 12.55	f 12.31	A158	14.0	... ALLENTOWN	
7.47	5.44	5.00	2.17	1.55	11.25	7.50	6.20 ^{ss}	12.56	12.32	A157	14.7	... CLYDE	
S 7.50 PM	S 5.46	S 5.03 PM	S 2.20	S 1.58 PM	S 11.28 AM	S 7.53 AM	6.24	S 1.00 AM	S 12.35	B 66	16.0	... MACKINAW JCT., (Y)	
.....	S 5.48	.....	S 2.22	.....	^{102 200}	⁴⁰	S 6.27	.....	f 12.37	B 66	16.6	... MACKINAW	
.....	5.50	.....	2.24	.....	.....	.....	6.30	.....	12.40	B 64	18.0	... PORTER	
.....	5.54	.....	2.27	.....	.....	.....	6.34	.....	f 12.44	B 62	20.2	... LILLY	
.....	5.58	.....	2.30	.....	.....	.....	6.38	.....	12.47	B 59	23.4	... WOODRUFF	
.....	S 6.02	.....	S 2.35	.....	.....	S 6.43	S 6.43	f 12.52	12.52	B 56	26.4	... DANVERS	
.....	6.04	.....	2.37	.....	.....	.....	6.45	.....	12.53	B 56	26.8	... STUCKEY	
.....	6.07	.....	2.40	.....	.....	.....	6.49	.....	12.56	B 53	28.9	... McINTOSH	
.....	6.08	.....	2.41	.....	.....	.....	6.51	.....	12.57	B 52	29.9	... ELKINS	
.....	6.12	.....	2.44	.....	.....	.....	6.56	.....	1.01	B 50	32.2	... TWIN GROVE	
.....	6.16	.....	2.48	.....	.....	.....	7.00	.....	1.04	B 48	34.8	... WASHBURN	
.....	6.17	.....	2.50	.....	.....	.....	7.02	.....	1.05	B 45	35.7	... STILWELL	
.....	6.25 PM	.....	3.00 PM	.....	.....	.....	⁴⁰ 7.10 AM	.....	1.10 AM	B 45	37.0	... BLOOMINGTON (Y)	
.....													
.....													

BLOOMINGTON TO PEORIA—Northern Division

11

Time Table No. 12

EFFECTIVE
December 19, 1937.

Northward

FIRST CLASS

STATIONS	Miles From Decatur	Siding Car Capacity	88	38	40	90	42	92	44	94	98
			Peoria Sleepers Limited	U. S. Mail	Local	Limited	Local	Limited	Local	Limited	Local
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
A. PEORIA	82.3	...	6.05 AM	⁹¹ 6.50 AM	8.25 AM	⁹⁵ 1.05 PM	⁴⁵ 4.50 PM	5.40 PM	7.55 PM	¹⁰⁵ 8.45 PM	^{89 89 205} 11.45 PM
... FARM CREEK	81.8	100	6.02	6.45	8.22	1.01	4.47	5.35	²⁰³ 7.48	8.41	11.39
... P. & P. U.	81.3	36	6.01	6.43	8.20	12.59	4.45	5.33	7.47	8.40	11.38
... KERFOOT	79.4	14	⁴¹ 5.58	6.39	8.17	12.56	⁹⁷ 4.41	5.30	7.44	8.37	11.34
... CALDWELL	77.1	32	5.51	6.35	8.13	²⁰⁰ 12.52	4.35	⁴⁵ 5.27	7.40	8.33	11.30
... GARDENA	76.1	15	5.49	6.33	8.11	12.51	4.32	5.25	7.38	8.32	11.28
... HENRY	74.6	44	5.46	6.31	8.09	12.49	4.29	5.23	⁹⁹ 7.36	²⁰³ 8.30	11.26
... MORTON	73.2	7	⁸ 5.42	¹ 6.28	⁸ 8.05	⁸ 12.46	⁸ 4.25	⁸ 5.20	⁸ 7.32	⁸ 8.27	⁸ 11.22
... DODDS	72.5	34	²⁰⁴ 5.40	6.26	8.03	12.44	4.23	5.18	7.30	8.26	11.20
... BELSLEY	70.9	15	5.38	6.24	8.01	12.42	4.21	5.16	7.28	8.24	11.18
... ALLENTOWN	68.3	8	¹ 5.34	¹ 6.21	7.58	¹ 12.39	4.17	5.13	7.25	8.21	11.14
... CLYDE	67.6	30	5.33	⁴¹ 6.20	7.57	12.38	4.16	5.12	7.24	8.20	11.13
... MACKINAW JCT., (Y) ..	66.3	...	⁸ 5.30 AM	⁸ 6.16	⁸ ⁹¹ 7.53	⁸ 12.36 PM	⁸ 4.13	⁸ 5.09 PM	⁸ 7.21	⁸ 8.18 PM	⁸ 11.09 PM
... MACKINAW	65.7	10	...	¹ 6.12	⁸ 7.47	...	⁸ 4.09	...	⁸ 7.19	...	...
... PORTER	64.3	25	...	6.09	7.44	...	4.06	...	7.17	...	...
... LILLY	62.1	8	...	¹ 6.05	7.40	...	4.02	...	7.13	...	...
... WOODRUFF	58.9	12	...	6.01	7.36	...	3.57	...	7.10	...	...
... DANVERS	55.9	6	...	¹ 5.56	⁸ 7.31	...	⁸ 3.52	...	⁸ 7.05	...	...
... STUCKEY	55.5	5	...	5.54	7.28	...	3.50	...	7.02	...	...
... McINTOSH	53.4	14	...	5.51	7.25	...	3.47	...	6.59	...	...
... ELKINS	52.4	19	...	5.49	7.23	...	3.45	...	6.57	...	...
... TWIN GROVE	50.1	7	...	5.46	7.20	...	3.41	...	6.54	...	...
... WASHBURN	47.5	7	...	5.43	7.17	...	3.37	...	6.51	...	...
... STILWELL	46.6	20	...	5.41	7.15	...	3.36	...	6.50	...	...
L. BLOOMINGTON (Y) ..	45.3	...	...	5.35 AM	⁴¹ 7.10 AM	...	3.30 PM	...	6.45 PM	...	...

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Time Table No. 12					Northward				
EFFECTIVE December 19, 1937.					SECOND CLASS				
STATIONS	Miles from Decatur	Siding	Car Capacity	204	100	200	102	104	
				Peoria Mdse.	Local	Peoria Freight	Local	Local	
				Daily Ex. Monday	Daily	Daily	Daily	Daily	
A. PEORIA	82.3	...		⁹¹ 6.45 AM	10.10 AM	^{95 48} 1.25 PM	12.01 PM	^{99 205 89} 11.25 PM	
... FARM CREEK	81.8	100		6.35	10.07 ¹⁰³	1.18	11.58	11.21	
... P. & P. U.	81.3	36		6.26	10.05	1.13	11.57	11.20	
... KERFOOT	79.4	14		6.21	10.02	1.02	11.53	11.16	
... CALDWELL	77.1	32		6.14	9.57	12.52 ⁹⁰	11.48	11.12	
... GARDENA	76.1	15		6.11	9.55	12.39	11.46	11.10	
... HENRY	74.6	44		6.07 ⁴¹	9.53	12.34	11.44	11.08	
... MORTON	73.2	7		5.47	\$ 9.49	12.21	\$ 11.40	\$ 11.04	
... DODDS	72.5	34		5.40 ^{ss}	9.47	12.16	11.38	11.02	
... BELSLEY	70.9	15		5.30	9.45	12.11	11.36	11.00	
... ALLENTOWN	68.3	8		5.23	9.41	12.00	11.32	10.56	
... CLYDE	67.6	30		5.20	9.40	11.55	11.31	10.55	
... MACKINAW JCT., (Y) ..	66.3	...		5.10 AM	\$ 9.37	11.28 AM	\$ 11.28 ^{93 200}	\$ 10.52	
... MACKINAW	65.7	10		.....	\$ 9.34	.....	\$ 11.24	\$ 10.49	
... PORTER	64.3	25		.....	9.31	.....	11.20	10.47	
... LILLY	62.1	8		.....	9.28	.....	11.16	10.43	
... WOODRUFF	58.9	12		.....	9.25	.....	11.12	10.40	
... DANVERS	55.9	6		.....	\$ 9.20	.....	\$ 11.08	\$ 10.36	
... STUCKEY	55.5	5		.....	9.17	.....	11.06	10.34	
... McINTOSH	53.4	14		.....	9.15	.....	11.03 ¹⁰³	10.31	
... ELKINS	52.4	19		.....	9.13	.....	11.01	10.29	
... TWIN GROVE	50.1	7		.....	9.09	.....	10.57	10.26	
... WASHBURN	47.5	7		.....	9.06	.....	10.53	10.22	
... STILWELL	46.6	20		.....	9.05	.....	10.51	10.20 ¹⁰⁵	
L. BLOOMINGTON (Y) ..	45.3	...		.....	9.00 AM	.....	10.45 AM	10.15 PM	
.....	.....	.....		.....	¹⁰¹.....	.....	.....	.....	

BLOOMINGTON TO NORTH JCT.—Central Division

Southward							Station Numbers	Miles from Peoria	Time Table No. 12	
THIRD CLASS	SECOND CLASS		FIRST CLASS						EFFECTIVE	
501	105	103	45	43	41	39			December 19, 1937.	
Way Freight	Local	Local	Local	Local	Local	U. S. Mail			STATIONS	
Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily				
..... 4 ⁴⁵ 4 ⁴⁴ 7.10 PM	10.30 PM	11.20 AM	6.25 PM	3.00 PM	7.15 ⁴⁰ AM	1.15 AM	B 45	37.0	L. BLOOMINGTON (Y)...	
7.20	10.32	11.23	6.28 ⁵⁰¹	3.03	7.17	1.17 ⁵⁰⁰	B 45	37.3	...FREIGHT HOUSE ...	
7.21	10.37	11.29	6.33	3.08	7.23	1.22	B 45	38.8	...DEAN	
7.22	10.38	11.30	6.34	3.09	7.24	1.23	B 43	39.1	...I. C. CONN.	
7.27	10.39	11.31	6.35 ⁴⁴	3.10	7.25	1.24	B 43	39.4	...PRICE	
7.33	10.42	11.35	6.40	3.15 ⁴²	7.30	1.27	B 40	42.0	...HENDRIX	
	10.45	11.40	6.45	3.20	7.35	1.30	B 38	44.8	...RANDOLPH	
7.38	10.50	11.46	6.51	3.26	7.41	1.36	B 33	49.1	...HEYWORTH (Y).....	
7.40	10.51	11.47	6.52	3.27	7.42	1.37	B 33	49.4	...EARLS	
7.46	10.54	11.51	6.57	3.32	7.46	1.41	B 30	52.6	...BUCK	
7.50	10.55	11.52	6.58	3.33	7.47	1.42	B 29	53.3	...CARLE SPRINGS	
7.55	10.59	11.56	7.02	3.37	7.51	1.46	B 27	55.6	...WAPELLA	
7.56	11.00	11.57	7.03	3.38	7.52	1.47	B 26	56.0	...DUCHEY	
8.01	11.04 ⁵⁰⁰	12.02	7.08	3.42	7.57	1.51	B 23	59.3	...SNELLS	
8.10	11.08	12.07	7.13	3.47	8.03	1.55	B 22	60.4	...CLINTON (Y).....	
8.14	11.10	12.09	7.15	3.49	8.05	1.57	B 21	61.2	...JOHNSON	
8.20	11.15	12.14	7.19	3.54	8.10	2.01	B 17	64.9	...CRAIG	
8.26	11.20	12.18	7.24	3.59	8.15	2.05	B 14	68.1	...VANDALIA	
8.28	11.21	12.20	7.26	4.01	8.17	2.06	B 14	68.6	...MAROA	
8.31	11.24	12.23	7.29	4.04	8.21	2.09	B 12	70.6	...CRAWFORD	
8.34	11.27	12.26	7.32	4.07	8.24	2.11	.....	72.6	...EMERY	
8.36	11.31	12.28	7.35	4.09	8.26	2.12	B 9	73.6	...MARTIN	
8.40	11.33	12.31	7.38	4.12	8.29	2.15	B 6	75.8	...FORSYTH	
8.41	11.34	12.32	7.39	4.13	8.30	2.16	B 6	76.2	...COX	
8.45	11.37	12.36	7.42	4.16	8.34	2.18	B 4	78.7	...POOR FARM	
8.55 PM 104 500	11.40 PM	12.40 PM	7.45 PM	4.20 PM	8.38 AM	2.20 AM	B 2	80.2	...NORTH JCT. (Y).....	
.....										
.....										

Note on Pages 16 and 17 time of Trains between North Jct. and Decatur

NORTH JCT. TO BLOOMINGTON— Central Division

15

Time Table No. 12		Northward								
EFFECTIVE December 19, 1937.		Miles from Decatur	Siding Car Capacity	FIRST CLASS				SECOND CLASS		THIRD CLASS
STATIONS	38			40	42	44	102	104	500	
	U. S. Mail			Local	Local	Local	Local	Local	Way Freight	
	Daily			Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday.	
A. BLOOMINGTON (Y)	45.3	...	5.30 AM	7.10 ⁴¹ AM	3.30 PM	6.45 PM	10.45 AM	10.10 PM	.....	
FREIGHT HOUSE	45.0	...	5.26	7.04	3.26	6.42 ⁵⁰¹	10.41	10.07	1.00 ³⁹ AM	
DEAN	43.5	18	5.23	6.58	3.21	6.37	10.35	10.02	12.25	
I. C. CONN.	43.2	18	5.22	6.57	3.20	6.33	10.33	10.01	12.15	
PRICE	42.9	10	5.21	6.56	3.19	6.35 ⁴⁵	10.32	10.00	12.10	
HENDRIX	40.3	29	5.18	6.52	3.15 ⁴⁸	6.29	10.29	9.56	11.59	
RANDOLPH	37.5	11	5.15	6.47	3.10	6.24	10.25	9.52	11.50	
HEYWORTH (Y)	33.2	3	5.10	6.42	3.04	6.18	10.19	9.47	11.38	
EARLS	32.9	17	5.09	6.41	3.03	6.17	10.18	9.46	11.35	
BUCK	29.7	18	5.05	6.36	2.59	6.12	10.14	9.42	11.25	
CARLE SPRINGS	29.0	23	5.04	6.35	2.58	6.11	10.13	9.41	11.21	
WAPELLA	26.7	14	5.01	6.31	2.54	6.06	10.09	9.37	11.14	
DUCEY	26.3	6	5.00	6.30	2.53	6.05	10.08	9.36	11.12	
SNELLS	23.0	13	4.56	6.26	2.49	6.00	10.03	9.32	11.04 ¹⁰⁵	
CLINTON (Y)	21.9	2	4.52	6.21	2.44	5.55	9.58	9.27	10.42	
JOHNSON	21.1	17	4.50	6.19	2.42	5.53	9.56	9.25	10.32	
CRAIG	17.4	16	4.46	6.14	2.37	5.48	9.51	9.20	10.22	
VANDALIA	14.2	5	4.42	6.10	2.32	5.43	9.46	9.16	10.14	
MAROA	13.7	5	4.41	6.09	2.30	5.41	9.45	9.15	10.12	
CRAWFORD	11.7	14	4.38	6.05	2.26	5.37	9.41	9.11	10.07	
EMERY	9.7	...	4.35	6.02	2.23	5.33	9.38	9.08	10.04	
MARTIN	8.7	15	4.34	6.00	2.21	5.31	9.36	9.06	10.02	
FORSYTH	6.5	3	4.31	5.57	2.18	5.28	9.33	9.03	9.56	
COX	6.1	16	4.30	5.56	2.17	5.27	9.32	9.02	9.55	
POOR FARM	3.6	14	4.28	5.53	2.13	5.24	9.29	8.59	9.50	
NORTH JCT. (Y)	2.1	...	4.25 AM	5.50 AM	2.10 PM	5.20 PM	9.25 AM	8.55 ⁵⁰¹ PM	9.45 ⁵⁰¹ PM	

Note on Pages 16 and 17 time of Trains between Decatur and North Jct.

Westward								Station Numbers	Miles From Decatur	Time Table No. 12	
SECOND CLASS		FIRST CLASS								EFFECTIVE	
203	205	79	77	75	73	71	69			December 19, 1937.	
St. Louis Freight	St. Louis Freight	Local	Local	Local	Local	Local	U. S. Mail			STATIONS	
Daily Ex. Sunday	Daily Ex. Monday	Daily	Daily	Daily	Daily	Daily	Daily				
7.42 PM	12.35 AM	8.05 PM	4.55 PM	1.52 PM	9.50 AM	7.32 AM	3.07 AM	537	0.0	...DECATUR (Y)	
7.50	12.45	8.08	4.58	1.57 ⁷⁴	9.53	7.35	3.10	537	0.7	...TORRENCE	
7.55	12.51	8.11	5.01	2.01	9.56	7.38	3.12	535	2.6	...MOFFETT	
7.59	12.55	8.13	5.03 ⁷⁶	2.02	9.57	7.39	3.14	533	3.8	...WYCKLES	
8.04	1.05	8.16	5.06	2.06	10.01	7.44	3.18	530	6.8	...HARRISTOWN	
8.20 ⁷⁹	1.09	8.20 ⁸⁰³	5.10	2.10	10.05	7.48	3.21	528	9.4	...FENTON	
8.28	1.13	8.24	5.14	2.13	10.08	7.51	3.23	526	11.3	...NIANTIC	
8.32	1.18	8.26	5.16	2.15	10.10	7.54	3.26	524	13.1	...DONOVAN	
8.36	1.22	8.27	5.17	2.17	10.12	7.55	3.27	522	14.9	...LONG POINT	
8.39	1.24	8.28	5.18	2.18	10.13	7.56	3.28	522	15.3	...ILLIOPOLIS	
8.46	1.32	8.32	5.22	2.22	10.17	8.02 ⁷⁰	3.31	519	18.2	...HAYNES	
9.05	1.40	8.36	5.26	2.26	10.20	8.06	3.34	516	20.9	...LANESVILLE	
9.09	1.43	8.37	5.27 ²⁰²	2.27	10.21	8.07	3.35	515	22.1	...HANSON	
9.17	1.52 ⁰⁶	8.38	5.28	2.28	10.22	8.08	3.36	514	23.0	...MECHANICSB'G J. (Y)	
9.20	1.56	8.39	5.29	2.29	10.25 ⁷²	8.09	3.37	513	23.8	...ENIS	
9.22	2.00	8.40	5.30	2.30	10.26	8.10	3.38	513	24.1	...BUFFALO	
9.25	2.09	8.42	5.32	2.33	10.28	8.12	3.40	512	24.9	...SCULLY	
9.30	2.12	8.43	5.33	2.35	10.30	8.14	3.42	511	26.4	...DAWSON	
9.39	2.17	8.47 ⁷⁸	5.38	2.39	10.34	8.18	3.46	508	29.5	...HESSAR	
9.42	2.20	8.49	5.39	2.40	10.35	8.19	3.47 ²⁰⁴	507	30.4	...TURNNEY	
9.46	2.25	8.52	5.42	2.42	10.37	8.22	3.49	505	31.5	...RIVERTON	
9.47	2.26	8.53	5.43	2.43	10.38	8.23	3.50	505	31.7	...POWER HOUSE	
9.55	2.33	8.57	5.47	2.47	10.42	8.27	3.53	503	34.2	...MILLERS	
9.59	2.37 ²⁰⁴	8.59	5.49	2.49 ²⁰²	10.44	8.29	3.55	502	35.5	...STARNE	
10.10 PM	2.45 AM	9.01	5.51	2.51	10.46	8.31	3.57	501	36.2	...EAST BELT (Y)	
		9.05 PM	5.55 PM	2.55 PM	10.50 AM	8.35 AM	4.00 AM	500	37.1	...A. SPRINGFIELD	

NORTH JCT. TO DECATUR—Central Division

[illegible]

DANVILLE TO NORTH JCT.—Eastern and Central Divisions

Westward

THIRD CLASS		Second Class	FIRST CLASS							Station Numbers	Miles From Danville	Time Table No. 12 EFFECTIVE December 19, 1937. STATIONS
205	203	205	81	79	77	75	73	71	69			
St. Louis Freight	St. Louis Freight	St. Louis Freight	Local	Local	Local	Local	Local	Local	U. S. Mail			
Daily Ex. Monday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
		4.35 PM	9.00 PM	5.30 PM	2.25 PM	11.20 AM	7.20 AM			621	0.0	L. DANVILLE
		5.00	9.11	5.41	2.36	11.31	7.31			618	4.0	HILLERY
		5.03	9.12	5.42	2.37	11.32	7.32			617	4.9	WRIGHT
		5.15	9.14	5.45	2.39	11.34	7.34			615	6.3	GRAYS
		5.21	9.16	5.47	2.41	11.36	7.36			613	8.5	OAKWOOD
		5.25	9.18	5.49	2.43	11.38	7.38			612	9.8	BRONSON
		5.31	9.21	5.53	2.46	11.42	7.42			609	12.3	MUNCIE
		5.34	9.23	5.55	2.48	11.43	7.43			608	13.3	BUSEY
		5.36	9.24	5.56	2.49	11.44	7.44			608	13.6	FITHIAN
		5.41	9.27	5.59	2.52	11.47	7.47			606	15.2	DELONG
		5.45	9.29	6.01	2.54	11.49	7.49			605	16.2	RUMPLER
		5.49	9.33	6.05	2.58	11.53	7.53			603	18.0	OGDEN (Y)
		5.54	9.35	6.07	3.00	11.55	7.55			602	19.7	WAGNER
		6.10 ⁷⁹	9.38	6.10 ²⁰⁵	3.03	11.58	7.58			600	21.1	C. & E. I. CONN.
		6.20	9.41	6.13	3.06	12.01	8.01			599	22.6	ST. JOSEPH
		6.23	9.42	6.15	3.07	12.02	8.02			598	23.3	SALT FORK
		6.28	9.45	6.18	3.10	12.05	8.05			596	25.3	FULLS
		6.35	9.50	6.23	3.15	12.10	8.10			593	28.6	STORAGE
		6.52 ⁷⁶	9.53	6.26	3.18	12.13	8.13			591	30.4	BAILEY
		6.58	9.56	6.28	3.20	12.15	8.15			591	31.1	MAIN STREET
			9.58	6.30	3.22	12.17	8.17			590A	31.4	URBANA
			10.05 PM	6.36	3.28	12.23	8.22	6.05 AM	1.50 AM	588A	33.5	CHAMPAIGN (Y)
		7.40		6.43 ⁷⁶	3.36 ⁷⁴	12.31 ⁷²	8.30	6.12	1.57	585	36.8	STALEY CONNECTION
		7.49		6.48	3.41	12.36	8.35	6.16	2.02	581	40.4	BONDVILLE
		7.57		6.53	3.46	12.41	8.40	6.21	2.06	579	43.0	SEYMOUR
		8.11		7.00	3.53	12.48	8.47	6.28	2.12	573	48.5	WHITE HEATH
		8.23		7.07	4.00	12.55	8.53	6.34	2.17	568	53.6	DICKERSON
		8.26		7.09	4.02	12.57	8.55	6.36	2.19	567	54.3	MONTICELLO
		8.32		7.11	4.04	12.59	8.57	6.39	2.21	566	55.0	BEAR
		8.43		7.16	4.08	1.03	9.01	6.43	2.25	563	58.5	LARK
		8.53		7.20	4.12	1.07	9.05	6.47	2.29	560	61.3	BEMENT
		8.58		7.22	4.15	1.10	9.08 ⁷⁰	6.49	2.31	559	62.1	LAMB
		9.08		7.27	4.20	1.15	9.13	6.54	2.35	556	65.4	MILMINE
		9.18		7.32	4.25	1.20	9.18	6.59	2.40	553	69.1	LESLIE
		9.19		7.33	4.26	1.21	9.19	7.00	2.41	552	69.6	MASON
		9.21		7.34	4.27	1.22	9.20	7.01	2.42	552	69.9	CERRO GORDO
		9.27		7.40	4.32	1.27	9.25	7.06	2.47 ⁶⁶	548	73.9	OAKLEY
		9.48 ⁷⁸		7.44	4.36	1.31	9.29	7.10	2.52	544	77.1	KELLAR
		9.55		7.47	4.39	1.34	9.32	7.13	2.54	542	79.0	SWARTZ
12.15 AM	7.25 PM ²⁰²	10.05 PM		7.51	4.43	1.38	9.36	7.18	2.57	540	80.8	STORE ROOM
12.21 AM	7.32 PM			7.56 PM	4.46 PM	1.43 PM	9.41 AM	7.22 AM	3.01 AM	539	82.3	NORTH JCT. (Y)

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

Note on Pages 16 and 17 time of Trains between North Jct. and Decatur

Operation between Danville and Hillery will be governed by current Danville Terminal Time Table and rules and special instructions contained therein.

NORTH JCT. TO DANVILLE—Central and Eastern Divisions

19

Time Table No. 12		Eastward										
EFFECTIVE December 19, 1937.		FIRST CLASS							Second Class	THIRD CLASS		
STATIONS	Miles From Decatur	Siding Car Capacity	66	68	70	72	74	76	78	202	204	202
			U. S. Mail	Local	Local	Local	Local	Local	Local	Danville Freight	Decatur Freight	Danville Freight
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Sunday.
A. DANVILLE	84.4	...	.....	7.00 AM	11.00 AM	1.30 PM	4.35 PM	7.50 PM	.....	3.20 AM	.....	.....
HILLERY	80.4	11	.....	6.47	10.47	1.17	4.21	7.38	.....	2.45	.....	.....
WRIGHT	79.5	10	.....	6.45	10.45	1.15	4.19	7.36	.....	2.40	.....	.....
GRAYS	78.1	14	.....	6.43	10.43	1.13	4.17	7.34	.....	2.20	.....	.....
OAKWOOD	75.9	6	.....	6.40	10.40	1.10	4.13	7.30	.....	2.12	.....	.....
BRONSON	74.6	18	.....	6.37	10.37	1.07	4.10	7.27	.....	2.06	.....	.....
MUNCIE	72.1	12	.....	6.34	10.33	1.04	4.06	7.23	.....	2.00	.....	.....
BUSEY	71.1	12	.....	6.33	10.32	1.03	4.05	7.22	.....	1.55	.....	.....
PITHIAN	70.8	3	.....	6.32	10.31	1.02	4.04	7.21	.....	1.53	.....	.....
DELONG	69.2	17	.....	6.29	10.28	12.59	4.02	7.19	.....	1.49	.....	.....
RUMPLER	68.0	19	.....	6.28	10.26	12.57	4.00	7.17	.....	1.45	.....	.....
OGDEN (Y)	66.4	...	.....	6.25	10.24	12.54	3.57	7.14	.....	1.40	.....	.....
WAGNER	64.7	20	.....	6.23	10.22	12.52	3.55	7.12	.....	1.34	.....	.....
C. & E. I. CONN.	63.3	23	.....	6.20	10.19	12.50	3.52	7.09	.....	1.29	.....	.....
ST. JOSEPH	61.8	5	.....	\$ 6.17	\$10.16	\$12.46	\$ 3.49	\$ 7.06	.....	1.16	.....	.....
SALT FORK	61.1	11	.....	6.15	10.14	12.44	3.48	7.05	.....	1.12	.....	.....
FULLS	59.1	9	.....	6.12	10.11	12.41	3.45	7.02	.....	1.07	.....	.....
STORAGE	55.8	33	.....	6.07	10.06	12.37	3.41	6.57	.....	12.58	.....	.....
BAILEY	54.0	7	.....	6.04	10.03	12.33	3.37	6.52 ²⁰⁵	.....	12.53	.....	.....
MAIN STREET	53.2	...	.....	6.02	10.01	12.30 ⁷⁵	3.35 ⁷⁷	6.50 ⁷⁹	.....	12.43	.....	.....
URBANA	52.9	...	.....	\$ 6.00	\$ 9.59	\$12.28	\$ 3.33	\$ 6.47	.....	.....	.....	.....
CHAMPAIGN (Y)	50.9	...	3.45 AM	5.55 AM	\$ 9.54	\$12.23	\$ 3.28	\$ 6.40	10.55 PM	.....	.....	.....
STALEY CONNECTION	47.5	30	3.38	.....	9.47	12.16	3.20	6.33	10.48	12.15	.....	.....
BONDVILLE	44.0	14	3.34	.....	9.42	12.11	3.14	6.28	10.43	12.05	.....	.....
SEYMOUR	41.4	10	3.30	.....	9.38	12.06	3.09	6.23	10.38	11.57	.....	.....
WHITE HEATH	35.9	7	3.23	.....	9.30	11.58	3.01	6.15	10.30	11.45	.....	.....
DICKERSON	30.8	24	3.16	.....	9.22	11.51	2.54	6.07	10.23	11.30	.....	.....
MONTICELLO	30.1	2	3.14	.....	\$ 9.20	\$11.49	\$ 2.52	\$ 6.04	\$10.21	11.26	.....	.....
BEAR	29.4	9	3.12	.....	9.18	11.47	2.50	6.02	10.19	11.23	.....	.....
LARK	25.9	16	3.08	.....	9.14	11.43	2.46	5.58	10.15	11.14	.....	.....
BEMENT	23.1	11	3.04	.....	\$ 9.10	\$11.39	\$ 2.42	\$ 5.54	\$10.11	11.06	.....	.....
LAMB	22.3	18	3.02	.....	9.08 ⁷³	11.37	2.40	5.52	10.09	11.02	.....	.....
MILMINE	19.0	8	2.57	.....	9.03	11.32	2.35	5.47	10.04	10.52	.....	.....
LESLIE	15.3	28	2.53	.....	8.59	11.28	2.30	5.42	9.59	10.42	.....	.....
MASON	14.8	6	2.52	.....	8.58	11.27	2.29	5.41	9.58	10.41	.....	.....
CERRO GORDO	14.5	...	2.51	.....	\$ 8.57	\$11.26	\$ 2.28	\$ 5.40	\$ 9.57	10.39	.....	.....
OAKLEY	10.5	10	2.47 ⁶⁹	.....	8.51	11.21	2.22	5.34	9.52	10.30	.....	.....
KELLAR	7.3	17	2.43	.....	8.47	11.17	2.18	5.30	9.48 ²⁰⁵	10.22	.....	.....
SWARTZ	5.4	8	2.41	.....	8.45	11.15	2.16	5.27	9.46	10.10	.....	.....
STORE ROOM	3.6	...	2.38	.....	8.41	11.12	2.12	5.23	9.43 ²⁰²	10.05 PM	6.10 AM	7.10 PM ²⁰³
NORTH JCT. (Y)	2.1	...	2.35 AM	.....	8.38 AM	11.08 AM	2.08 PM	5.18 PM	9.38 PM	78 205	5.57 AM	6.55 PM

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

Note on Pages 16 and 17 time of Trains between Decatur and North Jct.

Operation between Hillery and Danville will be governed by current Danville Terminal Time Table and rules and special instructions contained therein.

SPECIAL RULES

SUPERIORITY OF TRAINS

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

Second class trains are inferior to first class trains.

Third class trains are inferior to first and second class trains.

Extra trains are inferior to schedule trains.

Second class passenger trains will clear the time of first class trains two (2) minutes.

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

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

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

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

The above rules supercede rule No. 35 in rule book dated January 10th, 1927.

Inferior trains must keep out of the way of superior trains and failing to clear the main track by the time required by rule must be protected as prescribed by rule No. 55.

At meeting points between trains of different class the inferior train must take siding and clear time of superior train as prescribed by rules and must pull into siding. If necessary to back in, train must first be protected as prescribed by rule No. 55 unless otherwise provided.

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

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

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

Second class freight trains scheduled ahead of second class passenger trains, when falling back on time of second class passenger trains will report to train dispatcher in sufficient time to avoid delay to passenger trains. In such cases second class passenger trains will pass second class freight trains without orders.

Dispatchers will notify second class passenger trains by train order when second class freight trains are running in sections.

Inferior trains northbound will disregard signal rule No. 294 when approaching meeting points with superior trains and must be into clear before opposing trains are due at first siding beyond.

Trains may head out of siding.

North and Sound Bound Peoria-Decatur Trains will not leave Mackinaw Junction without Orders.

Eastbound passenger trains will not leave Springfield station without orders.

Freight trains will not leave LeClaire or East Belt without Orders.

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

The above rules supercede any rules in rule book dated January 10th, 1927, that may be in conflict with them and are effective only on divisions on which trains are classified.

Motormen on trains approaching meeting or passing points will sound two long and one short blast of whistle at least 2000 feet distance from meeting or passing points. Should motorman fail to give above signal, the Conductor must take immediate action to stop train.

At Danville, Champaign, Decatur, Bloomington, Peoria, Springfield and St. Louis, it will be permissible for motorman to take train orders in which case he will deliver one copy to Conductor which will be read and compared. (This modifies Rule No. 73 in Book of Rules in effect January 10th, 1927.)

Trains meeting at Torrence will use the West Track.

Train No. 78 will take Siding at Hesser for Train No. 79.

Train No. 90 will take Siding for Train No. 91 at Meeting Point.

Trains Nos. 42, 96 and 98 take siding for Train No. 97 at Meeting Point.

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

Cars of Illinois Power and Light Corporation use Illinois Terminal tracks between Farm Creek and Peoria subject to rules of this Company.

TRAIN ORDER STATIONS

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

Agents on duty at train order stations will be used for handling 31 train orders, also for 19 train orders. Train dispatchers, when issuing train orders to these stations, will specify kind of train order (31 or 19). If 31 order, agent will respond, "Red displayed", before dispatcher transmits the order and after transmitting 31 order, agent will repeat same and dispatcher, if repeated O. K., will complete same. Agent will then deliver order with clearance card to trains addressed, first securing signature of motorman and conductor, and will, after delivery is made, give train dispatcher signature of those to whom addressed and time orders delivered.

Signals at all Train Order stations will be displayed for 19 order and clearance cards will be issued at these stations with 19 order the same as with 31 order.

REGISTERING STATIONS

Granite City, Springfield, Mackinaw Jet., Peoria, Decatur and Danville, Except it will not be necessary for Freight Trains to Register at Decatur.

Edwardsville and East Belt scale house for all Freight Trains.

Spring Street, Staunton for Litchfield Division.

Litchfield, Champaign and Bloomington for Trains Terminating.

BULLETIN BOOKS

St. Louis, Edwardsville, Spring Street, Staunton, Springfield, East Belt, Decatur, Decatur Shops, Champaign, Bloomington Freight House and Peoria.

YARD LIMITS

Springfield

Between Capitol Avenue and 1000 feet east of Starnes and 1000 feet north of the north switch at J. & A. and to a point 1000 feet south of B. & O. connection.

Staunton

Between North End Wall Siding and 1000 feet south of Sager.

Edwardsville

1000 feet north of Edwardsville to 1000 feet south of Bells and to first street north of Hotz Siding.

Granite City Belt

Between Hewitt and Sulphur Yards.

Peoria

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

Decatur

Between 1000 feet East of Store Room, 1000 feet North of North Jet., and 1000 feet West of Torrence Siding.

Extra Trains will call for and receive Train Orders to operate in Decatur Yard Limits.

DOUBLE TRACKS

Where double track is in use, when a passenger train is standing to receive or discharge passengers, train on opposite track will stop with train opposite and know the way is clear.

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

STOPS AND SPEED RESTRICTIONS

Trains will not exceed speed restrictions through towns and cities.

Hand Derails, Stop at a distance of 30 feet.

Railroad Crossings and Draw Bridges, stop at distance of 30 feet, and not exceed a speed of 6 miles per hour over crossing or bridge not governed by interlocking plant or gates.

All trains entering Madison Avenue in Granite City will make positive stop at Neidringhaus and Madison Avenues and know the way is clear before proceeding.

Jerden and Washington streets, Granite City—6 miles.

Big 4 Subway south of Worden 10 miles per hour. Wabash Subway north of Worden 15 miles per hour. C. & A. Subway Carlinville 15 miles per hour.

Gillespie—All southbound trains stop before crossing Elm Street.

Carlinville—All trains stop before crossing Main Street.

Chatham, 10 miles per hour; Virden passenger 12, freight 8 miles per hour; Girard passenger 20, freight 15 miles per hour; Nilwood, 10 miles per hour; Carlinville, 10 miles per hour; Gillespie, 10 miles per hour; Benld passenger 10, freight 8 miles per hour; Staunton, 10 miles per hour; Worden 10 miles per hour in business section, 15 outside; Hamel, 15 miles per hour; Granite City, 10 miles per hour.

Trains will not exceed a speed of eight (8) miles per hour over Jackson Street, Virden, or Center Street, Girard.

All Trains stop before crossing Clear Lake Road and Tenth Street, Springfield, and sound whistle before proceeding.

Lincoln—6 miles over Pulaski and Clinton streets and make safety stop at Broadway.

All trains will approach end of double track at Starne under control and will stop if way is not known to be clear. Northern Division trains have right of way.

Trains will not exceed a speed of 15 miles per hour between Sawyer Street and Oakland Ave. Decatur.

All West Bound Trains will stop before crossing Grand Ave. Decatur, and will sound whistle before proceeding.

Trains will not exceed a speed of four (4) miles per hour across Main Street, Maroa.

All trains will not exceed a speed of five (5) miles per hour across Wood Street, Bloomington.

All trains reduce speed to (5) miles per hour through C. & A. subway Market Street Bloomington.

Trains will not exceed a speed of (5) Miles per hour over Bloomington Street, East Peoria.

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

All trains must not exceed a speed of forty (40) miles per hour, Caldwell to Kerfoot.

Extra trains Northbound will approach South leg of Wye and extra trains Southbound will approach North leg of Wye at Mackinaw Jct. under control expecting to find main line occupied.

STOPS FOR PASSENGER TRAINS

Passenger Trains stop at Mullanphy Street and at North Market Street, St. Louis on Signal, to receive or discharge passengers.

All trains will stop on signal at Halleck Ave. between Wolf and Edwardsville to receive and discharge passengers.

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

All trains except No. 91 stop on signal at East Washington Street, East Peoria, to receive or discharge passengers.

Train No. 91 will receive revenue passengers at Morton for Mackinaw Jct., Lincoln, Springfield and points beyond where scheduled to make regular or flag stops.

Train No. 91 will stop at Mindale to discharge revenue passengers from Peoria, Morton and points east of Mackinaw Jct.

Train No. 91 will stop on signal from agent at Mindale, Union, Elkhart and Williamsville to receive revenue passengers for Springfield and points beyond where scheduled to make regular or flag stops.

No. 92 will stop on signal to receive or discharge passengers at non Agency Stations, and other places designated by signs between Granite City and Mackinaw Jct.

Nos. 89 and 96 will stop on signal to receive or discharge passengers at non agency stations, and other places designated by signs between Granite City and Edwardsville.

No. 38 stop on signal at Pleasant Hill to receive passengers.

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

SAFETY FIRST

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

WARNING

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

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

In sounding the Road crossing whistle, Motormen will start the whistling at the Whistle board and will draw out the last blast of whistle until crossing has been passed.

When trains are backed out of a spring switch, Motorman will see that train is backed far enough out of the switch to see that switch points fit up before proceeding.

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

Switches on outbound track at West Leg of East Belt Wye and Starne are Electrically operated by trolley contact. North bound trains approaching Starne will not use power and will receive a yellow light before proceeding. East bound trains will use power and receive a Green light before proceeding. North or East bound trains approaching East Belt Wye will use power and receive a Green light, South bound trains using Wye will not use power and will receive a Yellow light before proceeding. When the switches are split or not locked in either direction light will show Red and must be thrown by hand which can be done by use of switch hook or piece of pipe being placed in one of two sockets located at each end of switch box.

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

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

The following instructions will govern the operation of trains on the outbound main track between the Springfield passenger station and the west leg of the East Belt Wye.

Inbound passenger trains from the south will use this track between the points mentioned.

Automatic signals now installed will govern the movement of trains between these points.

Outbound trains will report to the Dispatcher before leaving Springfield Passenger station.

Automatic signals controlling these movements are the two-color type—red and green; green indicating proceed, red indicating stop. Signal governing westbound movements, No. 1000, is located just west of the switch at the west leg of East Belt Wye, and signal governing eastbound movements, No. 1001, is located just east of the crossover at the entrance to the Springfield station tracks.

Advance indicators (which are white lights) are placed approximately 200 feet beyond each home signal, and will show a white light when train passes the entering home signal when track is not occupied.

Red lights on the home signals, or a failure of the advance white signal lights, indicates that the block is occupied and must not be entered except on orders from Train Dispatcher.

Green light on the home signals indicates proceed and authorizes movement through the block providing the advance indicator lights up after leading car passes home signal and remains lighted until passed. Failure of advance signal to light up and stay lighted must be regarded as a stop indication, in which case train will back beyond the home signal and make a second attempt. If the advance signal does not light up on the second attempt, report facts to the Train Dispatcher.

If for any reason trains are delayed between signals in excess of five minutes, they will report to Train Dispatcher. Telephones are installed at signal 1000 and 1001 which can be used.

When these signals are inoperative, movements over this track will be governed by train orders issued by Train Dispatcher, and during the time they are inoperative, outbound trains will report clear at telephone booth located near the signal at the west leg of East Belt Wye.

Switch engines or freight trains will use inbound main by taking crossover at north end of East Belt Yards and will not use outbound main in reverse direction without instructions from Train Dispatcher.

In order to detect defects in equipment on freight trains, such as defective brake riggings, running gears, hot journals, etc., train crews in the clear on sidings, agents, track and bridge men must watch passing trains for these defects and call attention to train crew by giving signal to stop.

Trainmen in charge of trains on sidings where no defects are noticed on the passing train will give proceed signal to trainmen on rear of the passing train.

Agents must be on station platform to better observe train and will also give proceed signal to rear of train where no defects are noticed.

Rear brakeman will be in a position to see such signals and communicate same to the head end.

Trainmen must observe train at frequent intervals and when Rounding Curves, in order to detect possible derailments, defects, hot journals, etc., and will inspect train every twenty-five (25) miles. Inspection to be made in usual manner.

RAILROAD CROSSINGS

Between Power House and Farm Creek: (Illinois River Draw Bridge) governed by semaphore and operated by Bridge Attendant.

Between P. & P. U. and Kerfoot: (P. & P. U. Ry.)

Morton: (A. T. & S. F. Ry.)

Between Kings Siding and Lincoln: (I. C. R. R.—Alton R. R. governed by interlocking plant; (I. C. Switch Track) governed by gate.

Between Wyatt Siding and Gravel Pit: (L. C. R. R.) gov. by interlocking plant; (Lincoln Sand & Gravel Co.) gov. by interlocking plant.

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

Between Station (Springfield) and Capitol Ave. (B. & O. R. R.)

Between East Belt and Drain Tile: (B. & O. R. R.)—(B. & O. R. R.) First Crossing South of East Belt, Motorman bring train to a stop, If crossing clear Proceed. Second Crossing gov. by interlocking plant.

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

Virden: (C. B. & Q. R. R.)

Between Virden and Girard: (C. B. & Q. R. R.) governed by automatic interlocker signals.

All trains approaching the plant must reduce speed to twenty (20) miles per hour by the time the forward end of train reaches the home signal and must not resume a higher speed until after the engine or first car passes over the crossing.

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

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

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

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

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

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

Carlville: (C. & A. R. R.) governed by gates.

Gillespie: (C C. C. & St. L. R. R.)

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

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

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

Between Sagar & Decamp: (L. & M. R. R.) gov. by interlocking plant.

Between Worden and Hern: (L. & M. R. R.)

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

All trains must reduce speed to (20) twenty miles per hour through this plant.

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

Trains will not exceed a speed of 20 miles per hour over this crossing and if the home signal indicates stop and no A&S train is seen in the vicinity, after stopping, the train may proceed to the crossing where it must stop and close the knife switch which is located in a box fastened on the relay case near the crossing. It may then proceed by hand signal over the crossing, protecting against conflicting train movements, leaving the switch closed. This puts the entire plant out of service and an immediate report should be made of such condition to dispatcher at the next telephone.

Between Stull & Mt. Olive: (Wab.R.R.) gov. by interlocking plant.

Litchfield: (C. B. & Q. R. R.—I. C. R. R.—Wabash R. R.)

1. A telephone is installed west of the C. B. & Q Railroad and east of the Illinois Central Railroad. In each booth, in addition to the telephone, is an indicator equipped with a push button.

2. Illinois Terminal trains approaching these crossings must stop clear of the nearest crossing and the trainman in charge will notify the towerman by telephone the number of his train, with the number of cars, wishing to pass over the crossings.

3. The towerman will, if conditions permit, promptly display stop signals in both directions on the three steam roads, and reverse traffic lever No. 29. He will then operate the directional switch for the direction in which the Illinois Terminal train is to move. Illinois Terminal trainman will then push the push button to get clear indication on indicator after which he may proceed over the crossings.

4. When an Illinois Terminal train has cleared all of the crossings it must again be stopped and reported in the clear to the towerman by pushing the push button on the indicator at the leaving side of the crossings, which will release the interlocking plant for normal operation by the steam roads.

5. In case of failure in which the proceed indication can not be given on the indicators, the towerman will display stop signals in both directions on the three steam roads and give hand signals to the Illinois Terminal train. The failure of Illinois Terminal trainman to press the push button after clearing crossings will necessitate the use of time release in the tower in order to restore traffic lever No. 29.

Between Torrence and Decatur: (I. C. R. R.) Switch Track.

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

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

Urbana: (Wabash R. R.)

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

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

Between Brick Yard and Batestown: (C. C. C. & St. L. R. R.) (2) governed by gates.

Between Second Street and Ellsworth Siding: (C. C. C. & St. L. Ry.) governed by interlocking plant.

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

Between Bloomington Freight House and Power House: (L. E. & W. R. R.—C. C. C. & St. L. Ry.)

SPECIAL INSTRUCTIONS

Casualties involving personal injuries or damages to vehicles occupied by persons, witnessed or heard of by any employee (except those in train service) must be reported as soon as possible to train dispatcher by telephone and followed by written report to superior officer, giving full information, including names and addresses of witnesses.

Employees in train service will report to train dispatcher by telephone on form 38 as soon as possible after accident, giving full information including names and addresses of all witnesses; this to be followed by sending to trainmaster form 39 properly filled out with names and addresses of all witnesses. In case of accident in which train is carrying passengers, conductor will secure signature and address of each passenger on form 5 and send in with form 39 report.

It is the desire of the Company that all statements in reference to personal injury accidents must contain all facts whether favorable or unfavorable to the company, its employees, or the injured person. Employees who witness or have any knowledge whatever of an accident must not give information of the same to attorneys, the injured person, or anyone else, except this Company's officers and Claim Agents unless legally required. Persons seeking information should be referred to the General Claim Agent.

An employee served with subpoena to report to any court or officer must at once notify superior official and communicate with or report in person to the railroad attorney or representative of the Claim Department and act under his direction.

AIR BRAKES, HAND BRAKES, TESTING, ETC.

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

TERMINAL TEST OF FREIGHT TRAINS

- As soon as the Engine is coupled to the train and the required pressure of 70 lbs. is equalized throughout the train, the Motorman, upon request of trainman, shall make a 15 lb. continuous brake pipe reduction and hold the brakes applied until the Trainman has examined the brakes on the Engine and each car. When brake valve exhaust closes, Motorman will time brake pipe leakage for one minute with his watch, the brake pipe leakage must not exceed 5 lbs. from 55 lbs. in one minute. If the trainman finds that the brakes have applied he will signal for brakes to be released and the Motorman will release brakes. The test is not complete until the trainman has examined the brakes on each car to know they have released properly and without the use of release valves, after which he will report to the Conductor and Motorman the number of air brake cars in service in the train and the condition of the brakes. All cars equipped with brakes must be operative.
- Terminal test as above will be made where motive power or Engine Crew is changed; Trainman making test will examine the brakes on each car to know that they have released properly and without the use of release valves before allowing train to depart.

RESPONSIBILITY

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

NOTES

- Remember a loaded train cannot be stopped in the same distance as an empty train, all other conditions being the same.
- On level track all the braking power is available for stopping, while on descending grades a portion must be utilized to prevent increase in speed, therefore the necessity for having trains under control from the start.
- Keep in mind also that on level track, a train running twenty miles per hour will require four times the distance to stop as compared with a train running ten miles per hour, and a train running thirty miles per hour will require nine times the distance to stop as compared with a train running ten miles per hour.
- Conductors on freight trains must attach an air-brake defect card to every car which has a defective brake and which is not already so carded.

PASSENGER TRAIN TERMINAL AIR BRAKE TESTS

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

RUNNING TEST OF PASSENGER TRAINS

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

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

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

BELT LINES

Granite City Belt—From Hewitt Siding to Sulphur Yards.
.75 Miles.

Station Numbers and Mileage of Sidings, Spurs and Connections not shown on the Time Table.

Station No.		Miles
McKinley Junction	A5	From Venice 1.7
Concrete Spur	A8	From Hewitt 0.2
Hotz Siding	A20	From Bells 1.1
Wabash Conn. Staunton	A38	From Sager 0.3
American Radiator Co.	C16	From Litchfield 1.2
C.&N.W. Conn. Benld	A44	From Benld 0.5
Alton Siding	A60	From Sheeps 0.8
C.&I.M. Conn. Auburn	A82	From Auburn 1.2
Wabash Conn. Springfield	A101	From East Belt 5.7
M. Burns Oil Co.	A101	From East Belt 4.5
Allis Chalmers	A101	From East Belt 4.2
Clay Product	A101	From East Belt 3.1
Decatur Shale Pit	A101	From East Belt 2.5
Poston Plant	A101	From East Belt 1.9
Farmers Oil Co.	A101	From East Belt 1.9
B.O. Conn. Springfield	A101	From East Belt 1.9
D. B. Hodge Oil Co.	A101	From East Belt 1.9
Illinois Power Co.	A101	From East Belt 1.1
Cocking Oil Co.	A101	From East Belt 0.5
I. C. Conn. Springfield	A101	From East Belt 1.0
Capitol Mine	A101	From East Belt 1.3
Decatur North Trains	BO	
Wabash Conn. Decatur	537	From Store Room 4.2
Ward Schaub Coal Co.	537	From Store Room 4.1
Consumers Coal Co.	537	From Store Room 4.1
Decatur Frt. House	537	From Store Room 3.8
Polar Ice Co.	537	From Store Room 3.8
Grand Fuel Co.	537	From Store Room 3.2
Macon Co. Hospital	537	From Store Room 1.9
Lowe Coal Co.	537	From Store Room 1.7
Garfield Coal Yard	537	From Store Room 2.3
Leader Iron Co.	540	From Store Room 0.8
I. C. Conn. Decatur	540	From Store Room 0.6
Grady Coal Co.	540	From Store Room 0.4
Decatur Brick Co.	540	From Store Room 1.0
Illinois Malleable Co.	540	From Store Room 0.0
Condit	540	From Store Room 0.0
Shellabarger Plant	542A	From Store Room 1.5
Staley Plant	542B	
North Jet.	.....	From Decatur 2.1
Clinton Gas House	B22	From Clinton 0.1
Tick's Track	B45	From Dean 0.2
Bash Coal Company	B45	From Dean 0.3
Bloomington Pow. House	B45	From Dean 1.4
Green Siding	B48	From Peoria 35.3
Peoria Power House	A172	From Farm Creek 0.5
Santa Fe Conn. (Morton)	A163	From Peoria 9.4
Lincoln Water Co.	A127	From Lincoln 1.5
Evans Pit	A155	From Cash 0.6
Pecks Siding	567	From Monticello 0.3
Johnsons Spur	585	From Staley 0.9
Bonner Siding	587	From Staley 1.9
Elm Siding	588	From Staley 2.9
Washington Street	589	From Staley 4.0
Wabash Conn. (Urbana)	590	From Urbana 0.1
Urbana Power House	590B	From Bailey 1.0
Urbana Frt. House	590B	From Bailey 1.2
U. of I. Tracks	590B	From Bailey 2.0
Champaign Frt. House	588A	From Staley 3.5
Champaign Pow. House	588A	From Staley 3.8

Ogden to State Road

Ogden	E0	
State Road	E3	Miles from Ogden ...2.7

Mechanicsburg Jct. to Mechanicsburg

Mechanicsburg Jct.	D0	
Mechanicsburg	D3	From Mechanicsburg ...3.1

