

Cleveland, Cincinnati, Chicago & St. Louis Railway

The N. Y. C. R. R. Co., Lessee

ST. LOUIS - TERRE HAUTE DIVISION

Time Table No. 119

FOR EMPLOYEES ONLY

EFFECTIVE

12:01 A.M., Central Standard Time

Sunday, September 25, 1932

H. F. MILLIGAN,
Superintendent

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SURGEONS

L. A. Ensminger, Chief Surgeon, Indianapolis

- B. A. BROWN.....} Brightwood.
- T. A. O'DELL.....}
- GORDON W. BATMAN.....}
- N. C. DAVIDSON.....} Indianapolis.
- J. J. BRIGGS.....}
- J. H. GRIMES} Danville.
- W. W. MCGAUGHEY} Greencastle.
- T. W. MOOREHEAD.....}
- W. C. KUNKLER.....} Terre Haute.
- J. T. MUSSELMAN.....}
- WINFRED E. CONKLIN.....} Paris.
- R. H. MCKNIGHT} Kansas.
- R. H. CRAIG} Charleston.
- W. J. CARTER.....}
- J. G. BAKER.....} Mattoon.
- J. J. LINK.....}
- C. H. HULICK} Shelbyville.
- R. C. DANFORD.....}
- G. C. BULLINGTON.....} Pana.
- C. W. VAUGHN} Nokomis.

- LOUIS S. BROWN.....} Hillsboro.
- R. C. BERRY} Livingston.
- G. A. SIHLER, JR.} Litchfield.
- HOMER DAVIS} Alton.
- R. W. BINNEY} Granite City.
- R. L. CAMPBELL.....}
- J. W. RENDLEMAN.....} East St. Louis.
- FRED W. BAILEY.....}
- WILLIAM H. NORTON.....} St. Louis.
- R. GANTZ.....} Saline City.
- L. C. RENTSCHLER.....} Clay City.
- JOSEPH W. CLIFFORD.....} Worthington.
- F. A. VANSANDT.....} Bloomfield.
- MCGUYER PORTER.....} Elnora.
- D. H. SWAN.....} Plainville.
- BERT O. BURRESS.....} Washington.
- A. R. LOGAN.....} Petersburg.
- W. R. DAVIDSON.....} Evansville.

OCULISTS

B. J. Larkin, Consulting Oculist, Indianapolis

- WILLIAM F. HUGHES.....} Indianapolis.
- DONALD A. BARTLEY.....}

- ORRIS T. ALLEN.....} Terre Haute.
- C. B. VOIGT.....} Mattoon.

SPECIAL INSTRUCTIONS

Special Instructions shown by numbers supplement, modify, or supersede the rules for the government of the Operating Department.

SAFETY FIRST.

Safe operation and conduct are more important than making schedule time.

OTHER RAILROADS.

Indianapolis Union Railway rules govern between Washington and Noble Streets on the east, to West Street on the west, and on the Belt R. R.

C. C. C. & St. L. and C. & A. joint special instructions govern between East Alton, Wann and Bridge Jct.

St. L. M. B. T. rules govern between Granite City and St. Louis.

T. R. R. A. rules govern between Bridge Jct., and St. Louis.

C. & E. I. time-table and rules govern between Straight Line Jct. and Evansville.

DEFINITIONS.

Restricted Speed—A speed not exceeding that which will enable a train to stop short of train ahead, obstruction, switch not properly lined, and look out for broken rail.

Slow Speed—A speed not exceeding 10 miles per hour.

3. STANDARD CLOCKS.

Belt Jct.....	Telegraph office.
Brightwood.....	Engine-house.
Indianapolis.....	Telegraph office.
Duane.....	Telegraph office.
Terre Haute.....	Telegraph office.
Midland.....	Yard office.
Mattoon.....	Yard office.
Hillsboro.....	Telegraph office.
East Alton.....	Telegraph office.
East St. Louis.....	Yard office.
St. Louis.....	Telegraph office.
Ashby.....	Yard office.
Wansford.....	Telegraph office.
Evansville.....	Telegraph office.

6. TRAIN ORDER AND BLOCK STATIONS.

Followed by the sign "D" are open:

*Fillmore.....	7:30 A.M. to 4:30 P.M.
*Cobb.....	8:00 A.M. to 5:00 P.M.
*Burnett.....	8:00 A.M. to 5:00 P.M.
*Kansas.....	8:00 A.M. to 5:00 P.M.
*Gays.....	7:00 A.M. to 4:00 P.M.
*Middlesworth.....	8:00 A.M. to 5:00 P.M.
*Butler.....	7:00 A.M. to 4:00 P.M.
*Gillespie.....	7:00 A.M. to 4:00 P.M.
*Dorchester.....	7:00 A.M. to 4:00 P.M.
*Bunker Hill.....	7:00 A.M. to 4:00 P.M.
*Bethalto.....	7:00 A.M. to 4:00 P.M.
*East Alton.....	6:00 A.M. to 2:00 P.M.
Nameoki.....	3:00 P.M. to 11:00 P.M.
*Riley.....	8:00 A.M. to 5:00 P.M.
*Cory.....	6:15 A.M. to 3:15 P.M.
*Coal City.....	6:45 A.M. to 3:45 P.M.
*Elliston.....	8:00 A.M. to 5:00 P.M.
*Newberry.....	8:00 A.M. to 5:00 P.M.
*Elnora.....	7:20 A.M. to 4:20 P.M.
*Plainville.....	7:30 A.M. to 4:30 P.M.
*Duff.....	8:00 A.M. to 5:00 P.M.
*Somerville.....	8:00 A.M. to 5:00 P.M.
*Buckskin.....	8:00 A.M. to 5:00 P.M.
*Elberfeld.....	7:40 A.M. to 4:40 P.M.
*Washington.....	7:55 A.M. to 4:55 P.M.
*Washington.....	8:00 A.M. to 5:00 P.M.

Followed by the sign "N" are open:

Nash.....	8:00 P.M. to 5:00 A.M.
Paris.....	7:45 P.M. to 4:45 A.M.

Followed by the sign "DN" are closed:

Dudley.....	11:00 P.M. to 7:00 A.M.
Ashmore.....	7:00 A.M. to 3:00 P.M. Sunday
Litchfield.....	11:00 P.M. to 7:00 A.M.
Clay City.....	5:00 A.M. to 7:30 A.M.
Worthington.....	4:30 P.M. to 8:00 P.M.
Ashby.....	7:30 A.M. Sunday to 7:30 A.M. Monday
	7:00 A.M. Sunday to 7:00 A.M. Monday
	3:00 P.M. to 11:00 P.M.
	8:00 A.M. Sunday to 8:00 A.M. Monday

*Closed Sunday
**Closed Monday

STATIONS (Additional)

Simpson.....	1.7 mile west of Carbon.
Diamond Valley Coal Co.....	1.0 mile west of Fontanet.
Gravel Pit.....	1.2 mile west of Terre Haute.
Wabash Mine.....	1.5 mile west of Terre Haute.
Majestic Mine.....	1.3 mile west of St. Mary.
Tobacco Track.....	1.4 mile east of Paris.
Robin.....	3.2 miles west of Moulton.
Duncan.....	3.2 miles east of Gillespie.
Perry Mine.....	1.4 mile east of Gillespie.
Worcester.....	0.3 mile east of Mitchell.
Riley Mine.....	0.8 mile north of Riley.
Hickory Grove.....	1.6 mile south of Riley.
Mancourt.....	0.8 mile south of Coal City.
Daggett.....	1.2 mile south of Coal City.
Jefferson Coal Co.....	2.4 miles south of Coal City.
Glenburnie Coal Co.....	2.4 miles south of Coal City.
Hubbell.....	3.8 miles south of Coal City.
Plummer.....	3.3 miles south of Elliston.
Chappell.....	0.9 mile north of Maysville.
Sandy Hook.....	4.3 miles south of Thomas.
Gladstone.....	0.9 mile north of Bennett.
Pike No. 3.....	1.2 mile north of Petersburg.
Gray Jct.....	1.0 mile south of Oakland City.
Ingle.....	1.1 mile south of Hosmer.
Enosville.....	3.7 miles south of Oakland City.
Coe.....	6.8 miles south of Oakland City.
General Fuel No. 1.....	1.3 mile north of Somerville.
General Fuel No. 2.....	0.4 mile south of Somerville.
Elberfeld Mine.....	0.6 mile south of Elberfeld.
Elliott.....	2.9 miles south of Elberfeld.
Iglehart.....	2.2 miles south of Daylight.
Taylor Switch.....	0.4 mile north of Straight Line Jct.

14. ENGINE WHISTLE SIGNALS.

Sound	Indication
(k) — o o	(Single Track) To call the attention of yard engines, extra trains or trains of the same or inferior class or inferior right to signals displayed for a following section. If not answered by a train, the train displaying signals must stop and ascertain the cause.
	(Two or More Tracks) To call the attention of yard engines, also of extra trains or trains of the same or inferior class moving in the same direction to signals displayed for a following section.
(q) — o	When running against the current of traffic:
	(1) Approaching stations, curves, or other points where view may be obscured.
	(2) Preceding the signals prescribed by Rule 14(d), (e).

16. COMMUNICATING SIGNALS.

Sound	Indication
(m) o o o o o o o	When running—shut off train heat.

17. HEADLIGHTS.

- Must be dimmed:
- Passing through yards where yard engines are employed.
 - Approaching stations at which stops are to be made or where trains are receiving or discharging passengers.
 - Approaching train order signals, junctions, terminals, or meeting points or while standing on main track at meeting points.
 - On two or more tracks when approaching trains in opposite direction.
 - When closing up behind trains.
- Passenger trains—approaching and passing station platform Terre Haute.
- Freight trains—between 25th Street and Maple Ave., Duane, excepting if movement is to be made over either street, the headlight will be dimmed only to within 500 feet of crossing.

19. MARKERS.

Trains with rear car not equipped to display markers as prescribed by Rule 19, will display red flag by day and red light by night.

Between sunset and sunrise a red light must be carried on rear of last car of all cuts occupying main track within yard limits.

21. EXTRA TRAINS.

On double track extras and work extras may omit the display of white signals.

Extras and work extras passing from single to double track may continue the display of white signals to the point on double track to which such train is authorized to run or work extra.

28. MAIN TRACK SWITCHTENDERS.

Trains and engines must approach switches at Bates Street and crossover between ice house and yard office Hill (Indianapolis) at restricted speed, and be governed by signal from switchtender who will use green signal for main track movements, and yellow signal for diverging or crossover movements.

Trains and engines entering or leaving double track at 12th Street will be governed by signal from switchtender.

72. SUPERIORITY OF TRAINS.

The superior direction of trains is east or north.

83. TRAIN REGISTERS.

Belt Jct.....	Telegraph office.
Indianapolis.....	Telegraph office.
Duane.....	Telegraph office.
Terre Haute.....	Telegraph office.
A Tower.....	Telegraph office.
12th Street.....	Telegraph office.
Karl.....	Telegraph office.
Mattoon.....	{ Yard office.
	{ Telegraph office.
Pana.....	Telegraph office.
Hillsboro.....	Telegraph office.
East Alton.....	Telegraph office.
Alton.....	Passenger station.
East St. Louis.....	Yard office.
Duff.....	Telegraph office.
Ashby.....	Yard office.
Straight Line Jct.....	Telephone booth.
Washington.....	Telegraph office.

Duane, Terre Haute and Midland are register stations, only, for trains originating or terminating at these points.

12th Street and Karl are register stations, only, for inbound freight trains.

Mattoon is a register station, only, for passenger trains.

Westbound trains using the single track east of Pana will be registered at that point.

Hillsboro is a register station, only, for trains using Old Line.

Trains will be registered at intermediate register stations by the operator, except when a train is displaying signals for a following section, it must stop at intermediate register stations, and be registered by the conductor unless relieved of that duty by train order.

Enginemen are relieved from examining register, except when they act as pilot or have no conductor, but this does not relieve them from knowing whether all trains due, which are superior or of the same class, have arrived or left, before leaving a register station.

CLEARING OF TRAINS.

Westbound first-class trains moving with the current of traffic, and trains in either direction, moving against the current of traffic, must not leave Terre Haute without Clearance Form A.

85. MOVEMENT OF TRAINS.

Trains of one schedule may pass trains of another schedule of the same class, and extra trains may pass and run ahead of second class and extra trains.

91. SPACING TRAINS.

On portions of the road where no other form of block system is used, under the operation of Rule 91, it will be the duty of operators and signalmen to display the train order signal at stop, until ten minutes after the departure of a train carrying passengers, and until five minutes after the departure of any other train. They must not deliver, and trainmen must not accept, any form of Clearance until the time limit has expired.

93. YARDS.

Within yard limits the main track may be used protecting against first class trains. Other trains and engines must move within yard limits prepared to stop unless main track is seen or known to be clear.

Movements against the current of traffic within yard limits must be made at restricted speed.

Between Beech Grove and Noble Street, (Indianapolis.) Eastwood and Washington Street, (Indianapolis.) West Street, (Indianapolis) and Mt. Jackson. 12th Street and Karl, Duane and Terre Haute.

movements with the current of traffic will be made at restricted speed.

Between C. B. & Q. wye connection and the main line intersection at East Alton, trains and engines must run at restricted speed.

Rule 93 governs between Gray Jct. and Coe.

Hostlers at Petersburg must get permission from operator Ashby before fouling main track at Petersburg with engines and must keep clear of all other trains and engines.

Road and yard crews must get permission from operator Ashby before taking engine from engine track Petersburg, and must not move against or occupy main track at any time when northbound freight trains are in yard ready to leave without protecting in accordance with Rule 99. All trains and engines moving in yard limits when northbound through freights are due to leave must use care not to stop them.

Trains and engines must approach the crossover and switch leading to Beech Grove shop at restricted speed, unless main track is seen or known to be clear.

Trains and engines must expect to find the Beech Grove employes' train, receiving or discharging passengers, or about to stop for this purpose on either track, at points between Beech Grove and State Street, Indianapolis, and when so found, must come to a stop and then proceed with caution at slow speed after giving warning signals. This employes' train makes regular stops at Sherman Drive, Ice-house Crossover, Keystone Avenue, and State Street.

While on the main track of the Indianapolis Terminal Division, a trainman must ride on the rear of last car of all trains and cuts.

MOVEMENTS AGAINST THE CURRENT OF TRAFFIC.

May be made:

Between Eastwood and Belt Jct., on signal indication under supervision of signalman at Eastwood.

Between IJ and Mt. Jackson, on signal indication under supervision of signalman at BX.

Between Mt. Jackson and crossover 1.4 mile west, on permission of signalman at Mt. Jackson, who must obtain authority from the train dispatcher before permitting the movement.

Between end of double track and passenger station, Terre Haute, eastbound, on signal indication. The signalman at Terre Haute must not arrange such movement, unless train orders have been issued authorizing the movement beyond that station.

98. RAILROAD CROSSINGS AT GRADE.

Location	Railroad	Signals
BX.....	Belt.....	Interlocking.
Greencastle.....	C. I. & L.....	Gate.
Cobb.....	B. & O.....	Interlocking.
Burnett.....	C. & E. I.....	Interlocking.
	{ P. R. R.....	Interlocking.
Preston.....	{ C. M. St. P. & P.....	Interlocking.
Haley.....	C. & E. I.....	Interlocking.
	{ C. C. C. & St. L.....	Interlocking.
A Tower.....	{ P. R. R.....	Interlocking.
Kansas.....	Westfield.....	Interlocking.
Charleston.....	N. Y. C. & St. L.....	Interlocking.
Karl.....	I. C.....	Interlocking.
Windsor.....	Wabash.....	Interlocking.
Tower Hill.....	B. & O.....	Interlocking.

Pana.....	I. C.....	Interlocking.
Granite City.....	St. L. M. B. T.....	Interlocking.
Venice Crossing.....	Southern.....	Target.
Bridge Jct.....	Illinois Terminal.....	None.
	N. Y. C. & St. L.....	Gate.
East St. Louis (Relay).....	Wabash.....	Target.
	B. & O.....	Interlocking.
East St. Louis.....	P. R. R.....	Interlocking.
	T. R. R. A.....	Interlocking.
Litchfield.....	L. & N.....	None.
	I. C.....	Interlocking.
Gillespie 1.5 mi. east.....	Wabash.....	Interlocking.
	C. B. & Q.....	Interlocking.
Gillespie.....	C. & N. W.....	Interlocking.
Wood River.....	Illinois Terminal.....	None.
Terre Haute.....	Illinois Terminal.....	Interlocking.
	P. R. R.....	Home.
Greenwood.....	Indiana R. R. (Int. Elec.).....	None.
	C. M. St. P. & P.....	None.
Spring Hill.....	C. M. St. P. & P.....	Interlocking.
	C. & E. I.....	Interlocking.
Clay City.....	C. I. & L.....	Interlocking.
Rincon.....	P. R. R.....	None.
Elliston.....	C. I. & L.....	Target.
Elnora.....	C. M. St. P. & P.....	None.
Chappell.....	B. & O.....	Interlocking.
Washington.....	B. & O.....	Automatic.
Oakland City.....	Southern.....	Gate.
Enosville.....	A. W. & W.....	None.

93a. INDICATION OF GRADE CROSSING TARGETS.

Venice Crossing.....	Diagonal.....	C. C. C. & St. L.
	Vertical.....	Southern.
Bridge Jct.....	(Upper arm) Vertical.....	C. C. C. & St. L.
	(Lower arm) Vertical.....	Wabash.
Elliston.....	Vertical.....	C. C. C. & St. L.
	Horizontal.....	C. I. & L.

104. SWITCHES.

It must be known that switch rails are in proper position and in good order before and after using a switch.

106. PASSING STATIONS.

Trains and engines, in either direction, when running against the current of traffic, must approach the passenger station at Terre Haute under full control expecting to find passengers crossing tracks.

Trains and engines must approach the passenger station at Paris under full control, expecting to find Cairo Division passenger trains on siding doing station work.

221A. TRAIN ORDER SIGNALS.

The "wig-wagging" of train order signal (or of home signal, or slow-speed signal used in lieu thereof) and its immediate return to normal position, will indicate an approaching train or engine may proceed and pass signal at restricted speed, prepared to receive train orders and Clearance Forms, but if not received in passing, the train or engine must be stopped immediately and not proceed until properly authorized. This does not authorize holding the main track on the time of a superior train, except as may be provided in other rules or special instructions.

223. ABBREVIATIONS MAY BE USED.

- Saline for Saline City.
- Clay for Clay City.
- St. Mary for St. Mary-of-the-Woods.

DESIGNATION AND USE OF MAIN TRACKS.

Single Track:

- Between Terre Haute and Millard.
- Sandford and 12th Street.
- Karl and Pana.
- Hillsboro and East Alton.
- Alton and East Alton.
- Terre Haute and Straight Line Jct.
- Washington and Duff.
- Gray Jet. and Coe.

Double Track:

- Between Indianapolis and Terre Haute.
- Millard and Sandford.

12th Street and Karl.
Pana and East St. Louis.
East Alton and Lenox.

The Old Line extends from the junction switch at Hillsboro, through Litchfield and East Alton, to the junction switches at Lenox.

251. MOVEMENT OF TRAINS BY BLOCK SIGNALS.

Rules S-251 to S-254 inclusive govern on single track.
Rules D-251 to D-254 inclusive govern on double track.

In Manual or Automatic Block territory, when a train or engine takes siding or otherwise clears the main track, it must not again enter the block or foul the main track without permission from the signalman or dispatcher.

At points where outlying switches are remote controlled, trains will be governed by signal indication.

Trains and engines irrespective of class or direction, will move between Terre Haute and Millard by block signals whose indications will supersede time-table superiority. The movements will be supervised by the train dispatcher. A train or engine having work to do between these points must secure permission from the signalman at Terre Haute before proceeding.

Westbound trains receiving Clearance at Terre Haute, must not pass the westward home signal at the end of double track, unless a proceed signal is displayed.

301. MANUAL BLOCK SYSTEM.

Between Hillsboro and East Alton (Old Line).

Rules 317A and 331A govern movement of passenger trains and Rules 318B and 331B other trains, excepting that Rules 318B and 331A govern between Hillsboro and Litchfield, and Bethalto and East Alton.

366. CROSSOVER MOVEMENTS.

Trains or engines, before fouling westward main track at crossover, west of East Alton telegraph office, must secure permission from the signalman.

501. AUTOMATIC BLOCK SYSTEM.

Between Indianapolis and Lenox, the Automatic Block System will be used on single track, and with the current of traffic on double track.

The Manual Block System will be used for movements against the current of traffic between

- Mt. Jackson and Terre Haute.
- Millard and Sandford.
- Pana and Lenox.

Rule 501B is revised:

Block is clear; second block in advance is not clear.

Indication—Proceed at a speed not to exceed one-half the maximum authorized at point involved (not exceeding 30 miles per hour) prepared to stop at next signal. Name—Approach Signal.

GRADE SIGNAL.

A yellow light displayed in a vertical line with the automatic block signal light.

Indication—Proceed at restricted speed.

REMOTE CONTROL SWITCHES.

When a remote control switch fails, trainmen must crank switch machine to desired position, regardless of position of switch points. If after cranking switch machine, the signal does not indicate "Proceed," switch must not be used in facing direction without spiking or blocking the switch points, except switches equipped with dual control while being manually operated.

LEAVE SIDING SIGNAL.

Indications:

- White, displaying letter "L" .. Prepare to leave siding.
- Yellow..... Leave siding; approach next signal prepared to stop.
- Red..... Stop; answer telephone.
- Intermittent flashing..... Answer telephone.

INTERLOCKING PLANTS.

At Cobb and Burnett, when signalmen are not on duty, a stop signal displayed to a train or engine moving with the current of traffic may be passed after securing permission from train dispatcher, but trainmen must know the interlocking is properly lined before proceeding. A clear signal displayed on a home signal to a train or engine moving against the current of traffic will indicate only that the interlocking is properly lined, and such train or engine will be governed by signal indication or instructions received at last open station.

AUTOMATIC TRAIN STOP.

The automatic train stop will be used between Mt. Jackson and Lenox except when engines are moving backward with the current of traffic.

When the automatic stop device on an engine becomes inoperative after leaving the engine terminal, such engine will be operated at not to exceed 75% of maximum speed authorized and unless otherwise directed, must not be operated beyond the first engine terminal where a relief engine can be furnished.

When forestalling whistle fails to sound while forestalling a restrictive signal, locomotive will be operated not to exceed the speeds herein prescribed, until a restrictive signal has been forestalled and the whistle sounds. Failure of whistle to sound must be reported on Form SC-1 at first open station.

720. BULLETIN BOARDS AND BOOKS.

Belt Jet.....	Telegraph office.
Brightwood.....	Engine-house.
Shelby St.....	Engine-house.
Indianapolis.....	Telegraph office.
Greencastle.....	Passenger station.
Duane.....	Yard office.
Terre Haute.....	Engine-house.
Midland.....	Telegraph office.
Mattoon.....	Yard office.
Hillsboro.....	Engine-house.
East Alton.....	Telegraph office.
East St. Louis.....	Engine-house.
St. Louis.....	Telegraph office.
Petersburg.....	Engine-house.
Ashby.....	Yard office.
Wansford.....	Telegraph office.
Evansville.....	Telegraph office.

747. SIDING SWITCHES.

At Charleston and Moulton trains taking siding will pull in at first switch.

790. REDUCE SPEED BOARD.

Location—Upon the right of and adjoining the track to which it refers, approximately 6,000 feet from the point to be protected.

Indication—Approach Slow Speed Board at not exceeding speed shown on Reduce Speed Board.

Note—Flags of prescribed color may be substituted for the boards when necessary.

When yellow flags are substituted, or the Reduce Speed Board does not designate the speed limit, speed must be reduced to 10 miles per hour.

Lights of the prescribed color must be used by night in addition to the boards or flags.

PASSING TRAINS.

Observance of passing trains by employes and code of signals to be used:

When trains are passing, trainmen at rear of train must observe the general condition of trains on other tracks.

When trains are standing, trainmen must place themselves in the best possible position to observe the running gear of passing passenger trains, and, when other duties do not interfere, the same observation must be made of passing freight trains.

The forward trainmen of freight trains, and enginemen and firemen when practicable, must be on the lookout for signals from the rear after meeting or passing trains, also when approaching and passing stations and trackmen, and frequently at other points.

When trains are passing, signalmen and operators must observe the general condition of trains. Trackmen, bridgemen, signal maintainers, pumpers, and other employes must make similar observations.

If any indication of conditions endangering a train is observed, "Stop" signal must be given. If there are no apparent defects, employes, except crossing watchmen, must give "Proceed" signal.

Hot Journals.

By day: Hold nose with finger and thumb of one hand and point down toward track with the other.

By night: Swing lamp in small vertical circle; lamp to be held by guard wires.

Connections Dragging.

By day or night: Give "Stop" signal.

Car Door Swinging.

By day: Raise and lower right hand slowly full length of body.*

By night: Same signal to be given with lamp.*

Brakes Sticking.

By day: Shove hand in sliding movement out from body.*

By night: Same signal to be given with lamp.*

In addition, give "Stop" signal to freight trains.

Flat Wheels.

By day: Place palms of hands together in horizontal position.

By night: Hold lamp in horizontal position at arm's length.

All Clear.

By day or night: "Proceed" signal.

All signals must be acknowledged.

SPEED RESTRICTIONS.

Speed restrictions are shown in miles per hour and apply to entire train.

General

(unless otherwise restricted)

Through crossovers and entering or leaving sidings.....	12
Express trains handling freight equipment.....	50
Troop trains handling freight or passenger equipment with cast iron wheels.....	30
Trains handling dead engines with side rods.....	30
Trains handling dead engines without side rods.....	20
Engines without engine truck operating under steam or being towed.....	20
Road engines running light or with caboose.....	30
(Rule 743 is revised.)	
Engines equipped with trailers, backing.....	30
(Rule 744 is revised.)	
Trains handling scale test cars.....	25
Through interlocking limits when signalman or leverman is not on duty and clear signal is not displayed.....	10
Indianapolis { First District.....	10
{ Second District.....	15
{ Third District.....	20
Between Preston and Maple Avenue, Duane, when necessary to avoid excessive dust.....	20
Terre Haute, curves east of passenger station.....	20
Terre Haute, entering or leaving double track.....	35
Wabash River bridge, engines Class H-7, H-10, J, L, N.....	25
Millard, entering or leaving double track.....	25
Sandford, entering or leaving eastward track.....	35
12th Street, entering double track.....	25
Karl, leaving double track.....	35
Pana, entering or leaving C. & E. I. tracks.....	10
Pana, on eastward main from C. & E. I. intersection to end of double track.....	35
1.5 mile east of Shelbyville, Thornton curve.....	30
Shelbyville, curve at passenger station.....	50
Hillsboro, entering or leaving double track via Old Line.....	10
Between Alton (Union Station) and Henry Street.....	15
Between Henry Street and East Alton.....	20
Wann, connection westward track with Alton R. R.....	25
Wood River, through interlocking.....	15
Canal Bridge on Old Line, Passenger over fill on westward track: } Freight.....	25
Junction switches at Lenox, except on eastward track via Short Line.....	35
Lenox, via diverging route through puzzle switch.....	10
Alton, over street crossings between Cherry and Ridge Streets.....	10
Over Bridge 443 (0.2 mile east of Mile post 196 Old Line).....	10
Over Bridge 469 (0.1 mile east of Mile post 203 Old Line).....	10
Over Bridge 576 (0.1 mile west of Mile post 242).....	10

Passenger Trains

(unless otherwise restricted)

Between Indianapolis and St. Louis.....	70
When handled by class L engine.....	65
Other freight engines.....	50
Hillsboro and East Alton (Old Line)	
Straight track.....	40
Curves.....	35
Between Terre Haute and Evansville.....	50
When handled by freight engine.....	40

Motor train with freight engine.....	30
Mile post 46 and 0.3 mile south of Mile post 47....	30
Elliston south switch and 0.5 mile south of Mile post 49.....	30
Mile post 57 and 0.8 mile south of Mile post 58....	30
Mile post 63 and 0.5 mile south.....	30
Mile post 66, curve.....	30
Maysville and Petersburg, curves.....	30
Mile post 92, curve.....	10
Mile post 107 and 0.4 mile south.....	10

Freight Trains

(unless otherwise restricted)

Between Indianapolis and St. Louis.....	50
Hillsboro and East Alton (Old Line):	
Straight track.....	30
Curves.....	25
Curves, when handling loaded tank cars.....	20
Terre Haute and Evansville.....	30
Riley Mine and Bridge 8-8, northbound.....	20
Worthington, over street crossings.....	6
Mile post 46 and 0.2 mile south of Mile post 47....	20
Elliston south switch and 0.5 mile south of Mile post 49.....	20
Mile post 57 and 0.8 mile south of Mile post 58....	20
Over Bridge 53-1 (0.1 mile south Mile post 53)....	20
Over Bridge 53-4 (0.4 mile south of Mile post 53)....	20
Mile post 63 and 0.5 mile south.....	20
Mile post 66, curve.....	20
Mile post 73 and 0.3 mile south.....	20
Maysville and Petersburg, curves.....	20
Mile post 84 and 1 mile south.....	15
Mile post 87 and 0.2 mile south of Mile post 89....	15
Mile post 92, curve.....	10
Mile post 107 and 0.4 mile south.....	10
Over Bridge 120-5 (0.5 mile south of Mile post 120) .	5
Gray Jct. and Coe.....	20
Washington north switch and Duff, northbound...	20
Handling loaded high hopper coal cars:	
Between Indianapolis and St. Louis.....	40
Hillsboro and East Alton (Old Line).....	25
(Rule 745 is revised.)	
Handling steam cranes:	
Between Indianapolis and St. Louis	
Straight track.....	40
Curves.....	30
Hillsboro and East Alton (Old Line)	
Straight track.....	30
Curves.....	20
Terre Haute and Evansville.....	25

ENGINE AND CAR RESTRICTIONS.

Engines must not be operated—

Location	Classes
Fern.....	G-6, G-46
Hillsboro—Standard Oil, or Eagle Pitcher tracks.....	H-10, J, L, N
Over Bridge 443 (0.2 mile east of Mile post 196 Old Line).....	H-7, H-10, J, L, N
Over Bridge 469 (0.1 mile east of Mile post 203 Old Line).....	H-7, H-10, J, L, N
Washington, curve north of Walnut St. on east track.....	All
Engines of class H-5 or H-6 must not be doubleheaded over Bridges 443 and 469.	
Engines of class H-5 or heavier must not be doubleheaded over Bridge 120-5. (0.5 mile south of Mile post 120).	
Engines or cars over first bridge from main, Majestic mine track.	

LOCOMOTIVE CRANES.

Whenever possible, locomotive cranes handled in trains will be run with the heavy end forward.

HELPER ENGINES.

A helper engine must not couple onto either head or rear of train it is to help until such train is stopped. Helper engines must not push trains beyond the summit of the grade. If helper engine is to continue in the same direction in automatic block territory, it may proceed complying with the automatic block rules, and in manual block territory it may proceed with caution prepared to stop short of any obstruction to the next block station, where the block rules must be complied with.

AIR BRAKES.

When a failure renders the brakes on both train and engine inoperative, the train may proceed with extreme care to the first siding where it will await relief engine.

If the failure involves the brakes on the train or a part of the train, leaving the brakes on the engine operative, the train may be moved with extreme care at a speed at which the train may be stopped short of any obstruction with the available braking power. Weather and other conditions must be such as to insure the safety of the movement. If a relief engine is necessary, it must be provided at the first possible point.

If the conditions are not extremely favorable, the train must be side tracked until relief engine is provided.

STOPPING TRAINS FROM REAR.

When necessary to make an emergency application from rear of train account of derailed car, connections dragging, broken truck, etc., conductor's valve must be opened quickly. In cases other than extreme emergency:

Trains of less than 75 cars running at a speed of 15 miles per hour or less: Open valve slowly, consuming 90 seconds.

Trains of less than 75 cars running at a speed of more than 15 miles per hour: Open valve slowly, consuming 60 seconds.

Trains of 75 cars or more running at a speed of 15 miles per hour or less: Open valve slowly, consuming 2 minutes and 20 seconds.

Trains of 75 cars or more running at a speed of more than 15 miles per hour: Open valve slowly, consuming 80 seconds.

In each case valve must not be closed until train has come to a full stop.

MIXED TRAINS.

Mixed trains carry passengers and must stop coach (or caboose) at station platform.

REGULAR STOPS.

Nos. 1, 2, 19, 27, 31, 522 and 523 at Washington Avenue, St. Louis.

Nos. 521 and 522 on Sunday and 523 and 524 on Monday at Nokomis.

CONDITIONAL STOPS.

Trains will stop on signal as follows:

Nos. 1 and 2 at Westside, Duane, Mattoon Shops and yard office between Venice Crossing and Bridge Jct. for company employes and supplies; at Venice Crossing to receive or discharge company mail; at east end of Midland to load and unload company supplies.

No. 11 at Greencastle to discharge revenue passengers and to receive revenue passengers for St. Louis and beyond; at St. Mary to discharge revenue passengers from Indianapolis and beyond; at Granite City to discharge revenue passengers from points east of Buffalo.

No. 12 at Paris to discharge revenue passengers from St. Louis and to receive revenue passengers for Indianapolis and beyond; at Greencastle to receive revenue passengers for New York and Boston.

No. 19 at Charleston to receive or discharge revenue passengers; at Nokomis on Sunday to receive revenue passengers for St. Louis and beyond; at Granite City to discharge revenue passengers from Indianapolis and beyond.

No. 20 at Greencastle to discharge revenue passengers from St. Louis and beyond and to receive revenue passengers for Indianapolis and beyond; at Windsor on Sunday for revenue passengers.

No. 24 at Hillsboro and Greencastle to receive revenue passengers for Indianapolis and beyond.

No. 31 at Livingston for express or to receive or discharge revenue passengers; at Granite City for express and to discharge revenue sleeping car passengers; at Windsor and Nokomis on Sunday to receive or discharge revenue passengers.

No. 34 at Granite City and Nokomis to receive revenue passengers for Indianapolis and beyond; at Shelbyville to discharge revenue passengers from St. Louis and beyond.

No. 39 at Greencastle to discharge revenue passengers from Buffalo and Pittsburg and beyond, and to receive revenue pas-

sengers for St. Louis and beyond, and at Hillsboro to receive revenue passengers for St. Louis and beyond.

No. 40 at Pana to receive revenue passengers for New York.

No. 521 at Nokomis to receive passengers for St. Louis and to discharge revenue passengers from Chicago and Englewood; at Hillsboro to receive or discharge revenue passengers to or from regular or conditional stops, and from stations Danville to Fairland inclusive; at Livingston to discharge revenue passengers from Chicago, Englewood and Chicago Heights; at Granite City to discharge revenue passengers from Chicago, 47th Street, Englewood, Kensington, Chicago Heights, Momence, Watseka, Glover, Villa Grove, Tuscola, Arthur, Sullivan, Findlay, and from stations Danville to Fairland inclusive, and at Washington Ave., St. Louis to discharge revenue passengers.

No. 522 at Granite City to receive revenue passengers for Glover, Watseka, Momence, Chicago Heights, Englewood,

47th Street and Chicago and for stations Fairland to Danville inclusive; at Livingston to receive revenue passengers for Chicago Heights, Englewood and Chicago; at Hillsboro to receive or discharge revenue passengers from or to regular or conditional stops, and for stations Fairland to Danville inclusive or to receive or discharge U. S. mail; at Nokomis to receive revenue passengers for Englewood and Chicago.

No. 523 at Nokomis and Witt to discharge revenue passengers from Chicago and Englewood and to receive revenue passengers for St. Louis; at Mitchell Yard to handle railroad mail and to discharge employees and unload light pieces of company material.

No. 524 at Mitchell Yard to handle railroad mail and to receive employees and load and unload light pieces of company material; at Witt and Nokomis to discharge revenue passengers from St. Louis and Granite City and to receive revenue passengers for Englewood and Chicago.

H. F. MILLIGAN,
Superintendent,
Mattoon, Ill.

P. L. McMANUS,
Assistant Superintendent,
Terre Haute, Ind.

G. W. SEARS,
Trainmaster,
Terre Haute, Ind.

F. E. JOHNSON,
Trainmaster,
Mattoon, Ill.

W. H. CARTER,
Trainmaster,
Ashby, Ind.

L. P. HICKMAN,
Asst. Trainmaster,
East St. Louis, Ill.

J. M. HOPKINS,
Chief Dispatcher,
Mattoon, Ill.

INDIANAPOLIS TO MATTOON—WEST

Miles from Indianapolis.	STATIONS	FIRST CLASS						
		31	27	1	39	11	19	3
		ST. LOUIS SPECIAL	THE GATEWAY	ST. LOUIS EXPRESS	MISSOURIAN	SOUTHWESTERN LIMITED	MOUND CITY SPECIAL	CLEVELAND-ST. LOUIS SPECIAL
		Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily
.....	Belt Jct. DN	AM	AM	AM	AM	AM	PM	PM
.....	Indianapolis. DN	12.35	2.45	7.00	8.10	11.45	2.45	6.20
1.1	IJ.	12.39	2.48	7.03	8.13	11.48	2.48	6.22
1.5	Westside.							
1.6	BX.							
2.5	Mt. Jackson. DN	12.42	2.52	7.07	8.17	11.52	2.52	6.27 ⁹⁵
11.9	Avon.			f 7.16 ⁵¹				
19.3	Danville.			s 7.26				
20.3	Nash. N	1.02	3.11	7.28	8.34 ⁵¹	12.09 PM	3.09	6.44
23.8	Hadley.			f 7.33				
27.8	Reno.			s 7.38				
32.6	Fillmore. D			s 7.44				
39.0	Greencastle. DN	s 1.24	3.29	s 7.55	8.49	12.24	s 3.25	7.00
44.6	Fern.			f 8.01				
47.9	Alma.			8.05				
48.7	Lena.			s 8.07				
52.8	Carbon.			s 8.14				
55.6	Perth.			s 8.18				
58.6	Coal Bluff.			s 8.22				
59.0	Cobb. D			8.23		12.42 ⁵¹		
60.2	Fontanet.			s 8.26				
63.9	Burnett. D			s 8.31				
66.8	Markles.			f 8.34				
68.6	Preston.							
69.2	Duane. DN	1.55	3.58	8.39	9.16	12.51	3.53	7.29
70.5	Haley. DN							
71.6	Terre Haute. DN	s 2.07	s 4.10	s 8.51	s 9.25	s 1.00	s 4.03	s 7.39
72.4	Millard.					1.02 ²		
75.7	St. Mary.			s 8.58		1.06		
79.9	Sandford. DN	2.21	4.23	s 9.05	9.37	1.12	4.16	7.51
84.0	Vermilion. DN	2.25	4.27	s 9.12	9.41	1.16	4.20	7.55 ⁸⁵
90.6	Paris. N	s 2.34 ⁴⁶	4.34	s 9.25	s 9.49	1.23	s 4.29	s 8.04
91.2	A Tower. DN	2.49	4.35	9.27	9.51	1.24	4.31	8.06
92.1	Midland.	2.50	4.36 ⁸⁴	9.28 ⁶⁹	9.52	1.25	4.32 ⁹¹	8.07
95.9	Conlogue.			s 9.34				
99.3	Dudley. DN	3.00	4.44	s 9.40 ⁵³	9.59 ⁵³⁻⁶⁹	1.32	4.39	8.18 ²⁰
104.4	Kansas. D	3.05	4.49	s 9.48 ⁵²	10.04 ⁵²	1.37	4.43 ⁷⁴	8.24
108.8	Ashmore. DN	3.10	4.54	s 9.57	10.08	1.42	4.48	8.28
113.0	Embarrass.			f 10.02				
117.6	Charleston. DN	s 3.21	5.03	s 10.16 ³⁰	10.16 ¹	1.50	4.57	8.39 ⁴⁰
122.3	Loxa.	3.27	5.08	f 10.24	10.21	1.55	5.02	8.46
126.4	Starr.	3.33	5.13	10.30	10.26	1.59 ⁸⁰	5.06	8.51
127.6	Mattoon Shops.							
127.8	12th Street. DN	3.36	5.15	10.40	10.28	2.01	5.08	8.53
128.2	Mattoon. DN	s 3.45	s 5.20	s 10.45	s 10.30	s 2.05	s 5.10	s 8.57

MATTOON TO INDIANAPOLIS—EAST

Miles from East St. Louis.	STATIONS	FIRST CLASS						
		34	46	2	12	24	20	40
		RAILWAY EXPRESS	CINCINNATI NIGHT SPECIAL	INDIANAPOLIS EXPRESS	SOUTHWESTERN LIMITED	THE KNICKERBOCKER	CLEVE-BUFFALO SPECIAL	MISSOURIAN
		Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily
120.5	Mattoon.....DN	AM 1.00	AM 1.55	AM 10.55	AM 11.25	PM 2.25	PM 7.45	PM 8.27
120.9	12th Street.....DN	1.01	1.56	10.57	11.26	2.26	7.46	8.28
121.1	Mattoon Shops.....							
122.3	Starr.....	1.03	1.58 ⁹³	11.04 ⁶⁹	11.28	2.28	7.48	8.30
126.4	Loxa.....	1.08	2.02	f11.10	11.32	2.32	7.52	8.34
131.1	Charleston.....DN	s 1.18 ⁹³	2.08	s11.20	11.37	2.37	s 7.59	8.39 ³
135.7	Embarrass.....			f11.35				
139.9	Ashmore.....DN	1.28	2.16	s11.45 ⁵³⁻¹²	11.45 ⁵³⁻²	2.45	8.09	8.47
144.3	Kansas.....D	1.33	2.20	s11.55	11.49	2.49	8.13	8.51
149.4	Dudley.....DN	1.38	2.25	s12.03	PM 11.54	2.54	8.18 ³	8.56
152.8	Conlogue.....			s12.10				
156.6	Midland.....	1.45	2.32	12.16	12.01	PM 3.01	8.27 ⁸⁵	9.03
157.5	A Tower.....DN	1.46	2.33	12.18	12.02	3.02	8.28	9.04
158.1	Paris.....N	s 1.58	2.34 ⁸¹	s12.35	12.03	3.03	s 8.33	s 9.05
164.7	Vermilion.....DN	2.08	2.41	s12.45	12.09	3.10	8.42	9.12 ⁹⁵
168.8	Sandford.....DN	2.12	2.45	s12.51	12.13 ⁵²	3.14 ⁹¹	8.47 ⁹⁵	9.16
173.0	St. Mary.....			s12.57				
176.3	Millard.....			1.02 ¹¹				
177.1	Terre Haute.....DN	s 2.35	s 3.00	s 1.16	s12.25	s 3.28	s 9.07	s 9.29
178.2	Haley.....DN							
179.5	Duane.....DN	2.41	3.04	1.23	12.29	3.33 ⁸⁰	9.12	9.34
180.1	Preston.....							
181.9	Markles.....			f 1.27				
184.8	Burnett.....D			s 1.31				
188.5	Fontanet.....			s 1.38				
189.7	Cobb.....D			1.41				
190.1	Coal Bluff.....			s 1.44				
193.1	Perth.....			s 1.49				
195.9	Carbon.....			s 1.57			9.33 ⁷⁴	9.51 ⁷⁴
200.0	Lena.....			s 2.03				
200.8	Alma.....							
204.1	Fern.....			f 2.09				
209.7	Greencastle.....DN	s 3.21	3.35	s 2.21	12.57	4.04	9.50	10.05
216.1	Fillmore.....D			s 2.33				
220.9	Reno.....			s 2.40				
224.9	Hadley.....			s 2.46				
228.4	Nash.....N	3.43	3.56	2.51	1.15 ⁹⁵	4.24	10.15	10.25
229.4	Danville.....			s 2.58				
236.8	Avon.....			f 3.09				
246.2	Mt. Jackson.....DN	4.03	4.16	3.20	1.33	4.43	10.35	10.42
247.1	BX.....							
247.2	Westside.....							
247.6	IJ.....	4.07	4.20	3.25	1.37	4.46	10.38	10.46
248.7	Indianapolis.....DN	4.10	4.25	3.30	1.40	4.50	10.45	10.50
.....	Belt Jet.....DN	AM	AM	PM	PM	PM	PM	PM

MATTOON TO INDIANAPOLIS—EAST

Miles from East St. Louis.	STATIONS	SECOND CLASS							
		50	84	96	52	80	74	90	92
		LOCAL FREIGHT	OIL SPECIAL	ADV. NY4 FREIGHT	LOCAL FREIGHT	BFNY4 FREIGHT	THROUGH FREIGHT	ADV. NY6 FREIGHT	NY6 FREIGHT
		Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily
120.5	Mattoon.....DN								
120.9	12th Street.....DN								
121.1	Mattoon Shops.....			AM	AM	PM	PM	PM	PM
122.3	Starr.....			6.15	7.00	1.59 ¹¹	3.30	9.45	11.20
126.4	Loxa.....			6.40	s 7.15	2.08	3.50	9.52	11.28
131.1	Charleston.....DN			6.55	s 8.29 ⁹⁷	2.16	4.10	9.59	11.35
135.7	Embarrass.....				8.40				
139.9	Ashmore.....DN			7.25	s 9.03	2.27	4.25	10.12	11.51
144.3	Kansas.....D			7.37	s 8.48 ¹⁻³⁹ s 10.20 ⁶⁹⁻⁹³	2.34	4.43 ¹⁹	10.18 ⁹⁵	11.57
149.4	Dudley.....DN			7.50 ⁹⁷	s 10.40	2.41	5.10 ⁹¹	10.24	12.04 ^{AM}
152.8	Conlogue.....		AM						
156.6	Midland.....		4.36 ²⁷	8.32 ⁵³	11.30	2.51	6.15	10.34	12.14 ⁹³
157.5	A Tower.....DN		4.38	8.35	11.35	2.52	6.17	10.35	12.16
158.1	Paris.....N		4.40	8.37	11.37	2.53	6.20	10.36	12.18
164.7	Vermilion.....DN		4.55	8.52 ⁶⁹	s 11.55	3.02	6.40	10.45	12.29
168.8	Sandford.....DN		5.05	9.00	f 12.13 ¹⁹ f 12.30	3.07 ⁹¹	6.50	10.50	12.36
173.0	St. Mary.....								
176.3	Millard.....								
177.1	Terre Haute.....DN		5.25	9.15	1.00	3.19	7.10	11.03 ⁹³	12.55
178.2	Haley.....DN	AM							
179.5	Duane.....DN	6.00	6.30	10.00	1.15	3.33 ²⁴	8.20	11.08	1.15
180.1	Preston.....				PM				
181.9	Markles.....								
184.8	Burnett.....D	f.							
188.5	Fontanet.....	f.							
189.7	Cobb.....D	f.							
190.1	Coal Bluff.....	f.							
193.1	Perth.....	f.							
195.9	Carbon.....	s 7.45 ⁵⁴	7.45 ⁵⁰				9.33 ³⁰ 9.51 ⁴⁰		
200.0	Lena.....	f.							
200.8	Alma.....								
204.1	Fern.....								
209.7	Greencastle.....DN	s.							
216.1	Fillmore.....D	f.							
220.9	Reno.....	f.							
224.9	Hadley.....	f.							
228.4	Nash.....N			1.15 ¹² PM			12.35 ⁹⁰ AM	12.35 ⁷⁴ AM	
229.4	Danville.....	s.							
236.8	Avon.....	f.							
246.2	Mt. Jackson.....DN	1.15 ^{PM}	11.30	2.30		6.30	2.30	1.00	3.30
247.1	BX.....								
247.2	Westside.....								
247.6	IJ.....								
248.7	Indianapolis.....DN								
.....	Belt Jct.....DN	2.00 PM	1.30 PM	4.30 PM		8.00 PM	4.30 AM	2.00 AM	5.00 AM

MATTOON TO GRANITE CITY AND BRIDGE JCT.—WEST

Miles from Indianapolis	STATIONS	FIRST CLASS										(Continued page 15)					
		31		523		27		39		1		11		521		19	
		ST. LOUIS SPECIAL		C. & E. I. PASSENGER		THE GATEWAY		MISSOURIAN		ST. LOUIS EXPRESS		SOUTHWESTERN LIMITED		C. & E. I. PASSENGER		MOUND CITY SPECIAL	
		Daily		Daily		Daily		Daily		Daily Ex. Sunday		Daily		Daily		Daily	
127.8	12th Street.....DN	AM	..	..	..	AM	..	..	AM	..	..	PM	..	..	..	PM	..
128.2	Mattoon.....DN	3.50	..	..	..	5.25	..	10.35	..	11.30	..	2.10	..	..	..	5.15	..
129.3	Karl.....DN	3.53	..	..	..	5.27	..	10.38	..	11.33	..	2.16 ²⁴	..	..	..	5.18	..
134.8	Gays.....DN	4.02	..	..	..	5.33	..	10.45	..	s11.41	..	2.22	..	..	..	..	..
140.6	Windsor.....DN	4.09	..	..	..	5.39	..	10.52	..	s11.49	..	2.27	..	..	..	5.30	..
147.0	Middlesworth.....D	4.16	..	..	..	5.45	..	11.01 ¹²	..	s11.59	..	2.33	..	..	..	5.36	..
151.3	Shelbyville.....	..	..	..	..	..	..	..	..	s12.06 ^{PM}	..	..	..	..	s	5.44	..
152.0	Moulton.....DN	4.24	..	..	..	5.51	..	11.08	..	12.09 ⁶⁴	..	2.39	..	..	..	5.46	..
160.7	Tower Hill.....DN	4.34	..	AM	..	5.59 ⁹³	..	11.16	..	s12.20 ⁸⁰	..	2.47	..	PM	..	5.54	..
167.1	Pana.....DN	s 4.43	..	5.05	..	6.05	..	11.22 ⁶⁴	..	s12.31	..	2.53	..	3.53	..	s 6.02	..
171.4	Rosamond.....	..	..	..	..	..	..	..	..	s12.38	..	..	..	..	..	..	..
175.4	Ohlman.....	..	..	..	..	..	..	..	..	s12.44	..	..	..	..	..	..	..
180.1	Nokomis.....DN	5.00	..	5.19	..	6.18	..	11.36 ^{673 65}	..	s12.53 ⁶⁵	..	3.06	..	4.09	..	6.17 ⁷¹	..
184.8	Witt.....	..	..	..	..	..	..	..	..	s 1.00	..	..	..	..	..	..	..
189.3	Irving.....	..	..	..	..	..	..	..	..	s 1.06	..	..	..	..	..	..	..
194.2	Hillsboro.....DN	s 5.24	..	s 5.39	..	6.35	..	11.51 ⁹⁷	..	s 1.20	..	3.20	..	4.25	..	s 6.35	..
196.4	Taylor Springs.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
205.1	Joan.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
214.9	Livingston.....DN	5.51	..	6.07	..	6.55	..	12.12 ^{PM}	..	..	..	3.45	..	4.48	..	6.56 ^{69 661}	..
227.8	Gard.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
235.7	Home.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
237.7	Lenox.....DN	6.22 ⁵⁶¹	..	6.39 ⁵⁶¹	..	7.18	..	12.36	..	..	..	4.07	..	5.15	..	7.19	..
195.2	Seward Street.....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
199.2	Butler.....D	..	..	..	..	..	..	..	..	s 1.30	..	..	..	..	..	..	..
207.0	Litchfield.....DN	..	..	..	..	..	..	..	..	s 1.45	..	..	..	..	..	..	..
211.7	Hornsby.....	..	..	..	..	..	..	..	..	s 1.53	..	..	..	..	..	..	..
216.5	Gillespie.....D	..	..	..	..	..	..	..	..	s 2.02	..	..	..	..	..	..	..
221.3	Dorchester.....D	..	..	..	..	..	..	..	..	s 2.11	..	..	..	..	..	..	..
225.9	Bunker Hill.....D	..	..	..	..	..	..	..	..	s 2.21	..	..	..	..	..	..	..
231.5	Dorsey.....	..	..	..	..	..	..	..	..	s 2.30	..	..	..	..	..	..	..
235.2	Moro.....	..	..	..	..	..	..	..	..	s 2.39	..	..	..	..	..	..	..
236.7	Bethalto.....D	..	..	..	..	..	..	..	..	s 2.45	..	..	..	..	..	..	..
241.2	East Alton.....DN	..	..	..	..	..	..	..	..	s 2.55	..	..	..	..	..	..	..
242.3	Wann.....DN	..	..	..	..	..	..	..	..	2.57	..	..	..	..	..	..	..
243.0	Wood River.....DN	..	..	..	..	..	..	..	..	s 3.01	..	..	..	..	..	..	..
245.1	Roxana.....	..	..	..	..	..	..	..	..	3.04	..	..	..	..	..	..	..
249.7	Lenox.....DN	..	..	..	..	..	..	..	..	3.10	..	..	..	..	..	..	..
238.1	Mitchell.....	..	..	..	..	..	..	..	..	s 3.12	..	..	..	..	..	..	..
240.7	Nameoki.....D	6.30	..	6.44	..	7.21	..	12.40	..	f 3.16	..	4.11	..	5.20	..	7.23	..
243.1	Granite City.....DN	6.35	..	s 6.51	..	7.25	..	12.45	..	s 3.23	..	4.15	..	5.25	..	7.28	..
245.9	Venice Jct.....DN	..	..	..	..	..	..	..	..	3.27	..	..	..	..	..	..	..
246.1	Venice.....	..	..	..	..	..	..	..	..	s 3.29	..	..	..	..	..	..	..
246.7	Venice Crossing.....	..	..	..	..	..	..	..	..	3.31	..	..	..	..	..	..	..
248.0	Bridge Jct.....DN	..	..	..	..	..	..	..	..	3.36	..	..	..	..	..	..	..
248.7	East St. Louis.....	..	..	..	..	..	..	..	..	s 3.43	..	..	..	..	..	..	..
252.2	St. Louis.....DN	7.10 ^{AM}	..	7.21 ^{AM}	..	7.55 ^{AM}	..	1.15 ^{PM}	..	4.10 ^{PM}	..	4.47 ^{PM}	..	5.55 ^{PM}	..	7.58 ^{PM}	..

MATTOON TO GRANITE CITY AND BRIDGE JCT.—WEST

Miles from Indianapolis.	STATIONS	FIRST CLASS				SECOND CLASS <small>(Continued page 16)</small>			
		3				551	93	555	57
		<small>CLEVELAND-ST. LOUIS SPECIAL</small>				<small>C. & E. I. FREIGHT</small>	<small>CC-3 FREIGHT</small>	<small>C. & E. I. FREIGHT</small>	<small>OLD LINE LOCAL FREIGHT</small>
		Daily			Daily	Daily	Daily	Daily Ex. Sunday	
127.8	12th Street.....DN	PM					AM 4.20		
128.2	Mattoon.....DN	9.02					4.25		
129.3	Karl.....DN	9.05					4.30		
134.8	Gays.....DN	9.10					4.45		
140.6	Windsor.....DN	9.15					5.05		
147.0	Middlesworth.....D	9.21					5.15		
151.3	Shelbyville.....								
152.0	Moulton.....DN	9.27					5.25		
160.7	Tower Hill.....DN	9.35 ⁹³				AM	5.59 ²⁷	AM	
167.1	Pana.....DN	9.41				3.10	6.15	6.20	
171.4	Rosamond.....								
175.4	Ohlman.....								
180.1	Nokomis.....DN	9.54							
184.8	Witt.....								
189.3	Irving.....								AM
194.2	Hillsboro.....DN	10.09				3.55	7.10	7.20	6.35
196.4	Taylor Springs.....								
205.1	Joan.....								
214.9	Livingston.....DN	10.29 ⁷¹⁻⁹¹							
227.8	Gard.....								
235.7	Home.....								
237.7	Lenox.....DN	10.51				8.39 ^{81 823}	9.30	10.00	
195.2	Seward Street.....								6.38
199.2	Butler.....D								s 6.50
207.0	Litchfield.....DN								s 8.15 ^{2 56}
211.7	Hornsby.....								f 9.20
216.5	Gillespie.....D								s 9.55
221.3	Dorchester.....D								s10.15
225.9	Bunker Hill.....D								s11.00
231.5	Dorsey.....								f11.25
235.2	Moro.....								f11.40
236.7	Bethalto.....D								s11.55
241.2	East Alton.....DN								12.30
242.3	Wann.....DN								PM
243.0	Wood River.....DN								
245.1	Roxana.....								
249.7	Lenox.....DN								
238.1	Mitchell.....								
240.7	Nameoki.....D	10.55							
243.1	Granite City.....DN	11.00				7.20		11.30	
245.9	Venice Jct.....DN								
246.1	Venice.....								
246.7	Venice Crossing.....								
248.0	Bridge Jct.....DN								
248.7	East St. Louis.....								
252.2	St. Louis.....DN	11.30				9.00	10.30	12.30	

Via Merchants Bridge)

Via Merchants Bridge)

Via Merchants Bridge)

MATTOON TO GRANITE CITY AND BRIDGE JCT.—WEST

Miles from Indianapolis.	STATIONS	SECOND CLASS							
		55	573	97	69	561	71	91	95
		LOCAL FREIGHT	C. & E. I. LOCAL FREIGHT	BF3-BF5-BF9 FREIGHT	LB1 FREIGHT	C. & E. I. FREIGHT	OS1 OLD LINE FR'T	ADV-BF1 FREIGHT	BF1-BF7 FREIGHT
		Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily
127.8	12th Street..... DN	AM 6.30		AM 9.10	PM 3.25		PM 3.35	PM 7.00	PM 11.30
128.2	Mattoon..... DN	6.35		9.12	3.30		3.40	7.02	11.35
129.3	Karl..... DN	6.40		9.15	3.35		3.46	7.05	11.40
134.8	Gays..... DN	s 7.00		9.25	3.50		4.00	7.12	11.47
140.6	Windsor..... DN	s 7.55		9.35	4.05		4.20	7.23 ²⁰	11.54
147.0	Middlesworth..... D	f 8.30		9.43	4.20		4.40	7.33	12.01 AM
151.3	Shelbyville..... S	8.42							
152.0	Moulton..... DN	9.10		9.51 ²	4.35		5.15	7.58 ⁴⁰	12.10 ³⁴
160.7	Tower Hill..... DN	s 9.41 ²	AM	10.05	4.58	PM	5.40	8.25 ³⁰	12.25
167.1	Pana..... DN	s 10.22 ⁵⁴	8.30	10.22 ⁵⁵	5.20	5.30	5.50	8.35	12.50
171.4	Rosamond..... S	11.00	8.50						
175.4	Ohlman..... S	11.15	9.10						
180.1	Nokomis..... DN	s 11.36 ³⁹⁻⁵⁷³	11.10 ⁹⁷⁻⁸⁹	11.10 ⁵⁷³			6.17 ¹⁹		
184.8	Witt..... S	1.40	11.47						
189.3	Irving..... S	2.05	11.57						
194.2	Hillsboro..... DN	2.30	12.10 PM	11.51 ³⁹	6.10	6.15	9.10	9.15	1.55
196.4	Taylor Springs.....	PM							
205.1	Joan.....								
214.9	Livingston..... DN				6.56 ¹⁹	6.56 ¹⁹	10.29 ³	10.29 ³	
227.8	Gard.....								
235.7	Home.....								
237.7	Lenox..... DN		2.00	12.55 PM	8.50	8.53	11.30	11.05	3.05
195.2	Seward Street.....		PM						
199.2	Butler..... D								
207.0	Litchfield..... DN								
211.7	Hornsby.....								
216.5	Gillespie..... D								
221.3	Dorchester..... D								
225.9	Bunker Hill..... D								
231.5	Dorsey.....								
235.2	Moro.....								
236.7	Bethalto..... D								
241.2	East Alton..... DN								
242.3	Wann..... DN								
243.0	Wood River..... DN								
245.1	Roxana.....								
249.7	Lenox..... DN								
238.1	Mitchell.....								
240.7	Nameoki..... D								
243.1	Granite City..... DN			1.10	9.00	11.00			
245.9	Venice Jct..... DN								
246.1	Venice.....								
246.7	Venice Crossing.....								
248.0	Bridge Jct..... DN			2.00	10.30		1.00 AM	12.05 AM	3.30
248.7	East St. Louis.....			3.00	10.45		1.50	1.45	4.00
252.2	St. Louis..... DN			PM	PM	11.30 PM	AM	AM	AM

BRIDGE JCT. AND GRANITE CITY TO MATTOON—EAST

Miles from East St. Louis	STATIONS	FIRST CLASS							
		(Continued page 18)							
		524	2	12	522	24	20	40	34
		C. & E. I. PASSENGER	INDIANAPOLIS EXPRESS	SOUTHWESTERN LIMITED	C. & E. I. PASSENGER	THE KNICKERBOCKER	CLEVE-BUFFALO SPECIAL	MISSOURIAN	RAILWAY EXPRESS
Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
		AM	AM	AM	AM	NOON	PM	PM	PM
.....	St. Louis.....DN	12.01	6.00	9.04	11.45	12.00	5.00	6.02	9.45
0.0	East St. Louis.....		s 6.17						
0.7	Bridge Jct.....DN		s 6.20						
2.0	Venice Crossing.....		s 6.22						
2.6	Venice.....		s 6.24						
2.8	Venice Jct.....DN		s 6.25						
			(Via Merchants Bridge)	(Via Merchants Bridge)	(Via Merchants Bridge)	(Via Merchants Bridge)	(Via Merchants Bridge)	(Via Merchants Bridge)	(Via Merchants Bridge)
5.6	Granite City.....DN	s12.30	s 6.35	9.33	12.12 ^{PM}	12.29 ^{PM}	s 5.29	6.31	10.14
8.0	Nameoki.....D	12.33	f 6.39	9.36	12.15	12.32	5.32	6.34	10.18
10.6	Mitchell.....		s 6.42						
11.0	Lenox.....DN	12.36	6.43	9.39	12.18 ⁵⁵²	12.35 ⁵⁵²	5.35	6.37 ⁵⁶⁶	10.22
13.0	Home.....								
20.9	Gard.....								
33.8	Livingston.....DN	1.02		9.59	12.42	12.55	s 5.58	6.58	s10.50 ⁹⁶
43.6	Joan.....								
52.3	Taylor Springs.....								
54.5	Hillsboro.....DN	s 1.28		10.17	1.05	1.13	s 6.20	7.17	s11.18
15.7	Roxana.....		6.51						
17.8	Wood River.....DN		s 6.55						
18.5	Wann.....DN		6.57						
19.6	East Alton.....DN		s 7.11						
24.1	Bethalto.....D		s 7.20						
25.6	Moro.....		s 7.23						
29.3	Dorsey.....		s 7.29						
34.9	Bunker Hill.....D		s 7.37						
39.5	Dorchester.....D		s 7.45 ⁵⁶						
44.3	Gillespie.....D		s 7.53						
49.1	Hornsby.....		s 8.01						
53.8	Litchfield.....DN		s 8.15 ⁵⁷						
61.6	Butler.....D		s 8.27						
65.6	Seward Street.....								
66.6	Hillsboro.....DN		s 8.40						
59.4	Irving.....		s 8.48						
63.9	Witt.....		s 8.56						
68.6	Nokomis.....DN	1.49	s 9.07 ⁵⁷⁴	10.30 ⁵⁷⁴	1.21	1.27	s 6.35	7.30 ⁹⁰	11.35
73.3	Ohlman.....		s 9.14						
77.3	Rosamond.....		s 9.21 ⁵⁴						
81.6	Pana.....DN	2.07	s 9.32	10.42 ⁵⁴	1.36	1.40	s 6.52	7.42	s11.55
88.0	Tower Hill.....DN	AM	s 9.41 ⁵⁵	10.48	PM	1.46	6.59	7.48	12.02 ^{AM}
96.7	Moulton.....DN		s 9.51 ⁹⁷	10.56		1.54	7.07	7.56 ⁹¹	12.10 ⁹⁵
97.4	Shelbyville.....		s 9.53				s 7.10		12.12
101.7	Middlesworth.....D		s10.01	11.01 ³⁹		2.00	7.17	8.02	12.18
108.1	Windsor.....DN		s10.12	11.07		2.06	7.23 ⁹¹	8.08	12.25
113.9	Gays.....DN		s10.20	11.13		2.11	7.29	8.14	12.31
119.4	Karl.....DN		10.32	11.20		2.16 ¹¹	7.35	8.21	12.37
120.5	Mattoon.....DN		s10.35	s11.22		s 2.20	s 7.40	s 8.23	s12.50
120.9	12th Street.....DN		AM	AM		PM	PM	PM	AM

BRIDGE JCT. AND GRANITE CITY TO MATTOON—EAST

Miles from East St. Louis.	STATIONS	SECOND CLASS							
		80	552	90	566	92	96		
		BFNY4 FREIGHT	C. & E. I. FREIGHT	ADV. NY6 FREIGHT	C. & E. I. FREIGHT	NY6 FREIGHT	ADV. NY4 FREIGHT		
		Daily	Daily	Daily	Daily	Daily	Daily		
.....	St. Louis.....DN		AM 10.00		PM 5.30				
0.0	East St. Louis.....	AM		PM		PM	PM		
0.7	Bridge Jct.....DN	10.00	Via Merchants Bridges	5.30	Via Merchants Bridges	6.50	8.00		
2.0	Venice Crossing.....								
2.6	Venice.....								
2.8	Venice Jct.....DN								
5.6	Granite City.....DN	10.11	10.50	5.45	6.10	7.07	8.25		
8.0	Nameoki.....D			5.50	6.17	7.12			
10.6	Mitchell.....								
11.0	Lenox.....DN	10.20	12.38 ⁵²	5.55	9.37 ⁴⁰	7.17 ⁶⁶⁶	8.40		
13.0	Home.....								
20.9	Gard.....								
33.8	Livingston.....DN			6.29			10.50 ³⁴		
43.6	Joan.....								
52.3	Taylor Springs.....								
54.5	Hillsboro.....DN	11.30	2.50	7.10	8.40	8.35	12.01 ^{AM}		
15.7	Roxana.....								
17.8	Wood River.....DN								
18.5	Wann.....DN								
19.6	East Alton.....DN								
24.1	Bethalto.....D								
25.6	Moro.....								
29.3	Dorsey.....								
34.9	Bunker Hill.....D								
39.5	Dorchester.....D								
44.3	Gillespie.....D								
49.1	Hornsby.....								
53.8	Litchfield.....DN								
61.6	Butler.....D								
65.6	Seward Street.....								
66.6	Hillsboro.....DN								
59.4	Irving.....								
63.9	Witt.....								
68.6	Nokomis.....DN	11.50		7.30 ⁴⁰			12.53 ⁴⁶		
73.3	Ohlman.....								
77.3	Rosamond.....								
81.6	Pana.....DN	12.10 ^{PM}	3.45	7.50	9.45	9.17	1.20		
88.0	Tower Hill.....DN	12.20 ¹	PM	7.58	PM	9.35 ³	1.35		
96.7	Moulton.....DN	12.35		8.12 ⁹¹		9.50	2.00		
97.4	Shelbyville.....								
101.7	Middlesworth.....D	12.42 ⁵⁴		8.22		10.01	2.20		
108.1	Windsor.....DN	12.59		8.30		10.15	2.35		
113.9	Gays.....DN	1.11		8.40		10.25	3.05		
119.4	Karl.....DN	1.20		8.50		10.35	3.30		
120.5	Mattoon.....DN	1.25		8.55		10.40	3.40		
120.9	12th Street.....DN	1.30		9.00		10.50	4.45		
		PM		PM		PM	AM		

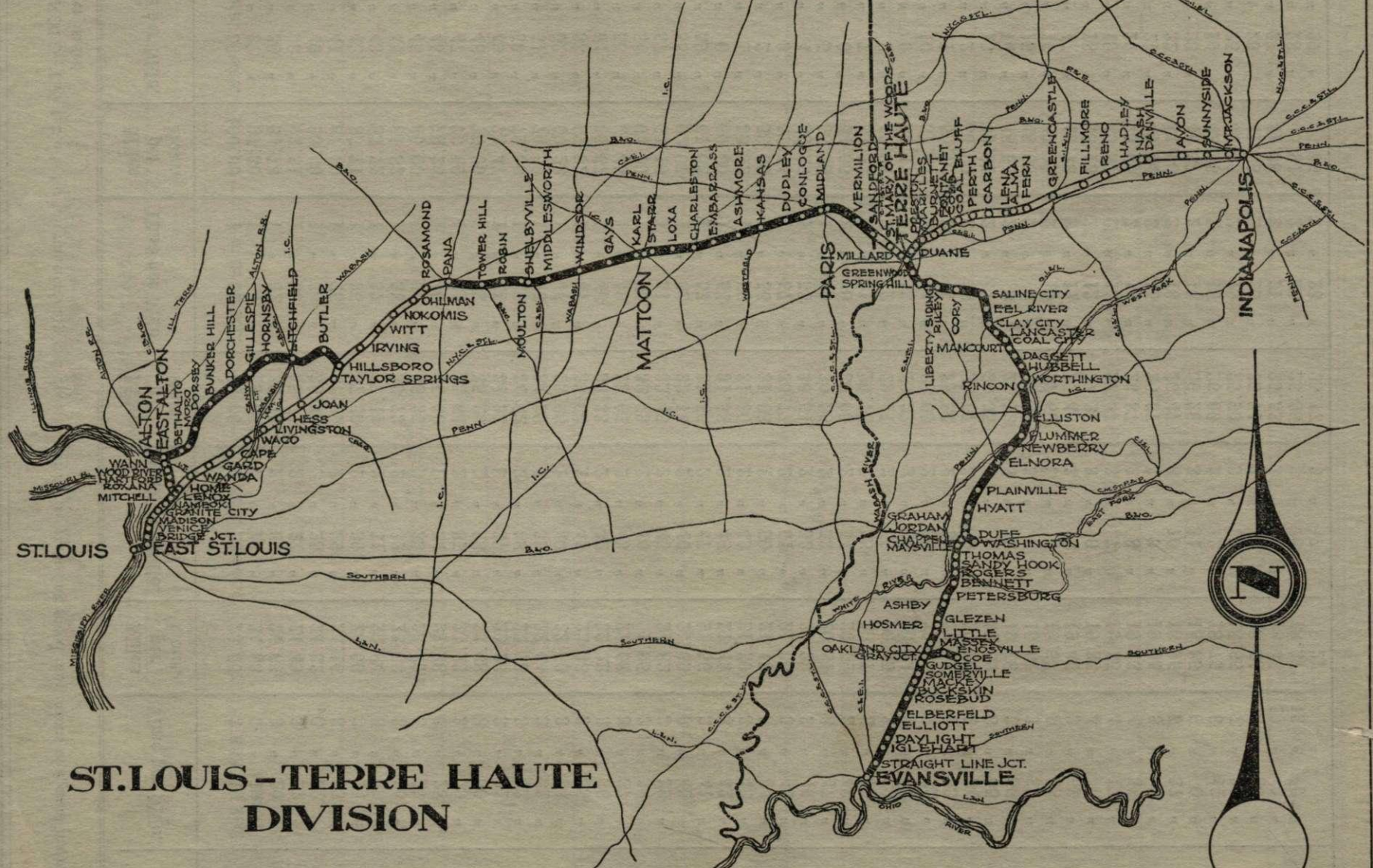
SPEED TABLE

NOTE—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.
0 min. 36 sec.	100.00	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	3 min. 18 sec.	18.18
0 " 37 "	97.30	1 " 31 "	39.56	2 " 25 "	24.83	3 " 19 "	18.09
0 " 38 "	94.74	1 " 32 "	39.13	2 " 26 "	24.66	3 " 20 "	18.00
0 " 39 "	92.31	1 " 33 "	38.71	2 " 27 "	24.49	3 " 21 "	17.91
0 " 40 "	90.00	1 " 34 "	38.30	2 " 28 "	24.32	3 " 22 "	17.82
0 " 41 "	87.80	1 " 35 "	37.89	2 " 29 "	24.16	3 " 23 "	17.73
0 " 42 "	85.71	1 " 36 "	37.50	2 " 30 "	24.00	3 " 24 "	17.65
0 " 43 "	83.72	1 " 37 "	37.11	2 " 31 "	23.84	3 " 25 "	17.56
0 " 44 "	81.82	1 " 38 "	36.73	2 " 32 "	23.68	3 " 26 "	17.48
0 " 45 "	80.00	1 " 39 "	36.36	2 " 33 "	23.53	3 " 27 "	17.39
0 " 46 "	78.26	1 " 40 "	36.00	2 " 34 "	23.38	3 " 28 "	17.31
0 " 47 "	76.60	1 " 41 "	35.64	2 " 35 "	23.23	3 " 29 "	17.22
0 " 48 "	75.00	1 " 42 "	35.29	2 " 36 "	23.08	3 " 30 "	17.14
0 " 49 "	73.47	1 " 43 "	34.95	2 " 37 "	22.93	3 " 31 "	17.06
0 " 50 "	72.00	1 " 44 "	34.62	2 " 38 "	22.78	3 " 32 "	16.98
0 " 51 "	70.59	1 " 45 "	34.29	2 " 39 "	22.64	3 " 33 "	16.90
0 " 52 "	69.23	1 " 46 "	33.96	2 " 40 "	22.50	3 " 34 "	16.82
0 " 53 "	67.92	1 " 47 "	33.64	2 " 41 "	22.36	3 " 35 "	16.74
0 " 54 "	66.67	1 " 48 "	33.33	2 " 42 "	22.22	3 " 36 "	16.67
0 " 55 "	65.45	1 " 49 "	33.03	2 " 43 "	22.08	3 " 37 "	16.59
0 " 56 "	64.29	1 " 50 "	32.73	2 " 44 "	21.95	3 " 38 "	16.51
0 " 57 "	63.16	1 " 51 "	32.43	2 " 45 "	21.82	3 " 39 "	16.44
0 " 58 "	62.07	1 " 52 "	32.14	2 " 46 "	21.69	3 " 40 "	16.36
0 " 59 "	61.02	1 " 53 "	31.86	2 " 47 "	21.56	3 " 41 "	16.29
1 " 0 "	60.00	1 " 54 "	31.58	2 " 48 "	21.43	3 " 42 "	16.22
1 " 1 "	59.02	1 " 55 "	31.30	2 " 49 "	21.30	3 " 43 "	16.14
1 " 2 "	58.06	1 " 56 "	31.03	2 " 50 "	21.18	3 " 44 "	16.07
1 " 3 "	57.14	1 " 57 "	30.77	2 " 51 "	21.05	3 " 45 "	16.00
1 " 4 "	56.25	1 " 58 "	30.51	2 " 52 "	20.93	3 " 46 "	15.93
1 " 5 "	55.38	1 " 59 "	30.25	2 " 53 "	20.81	3 " 47 "	15.86
1 " 6 "	54.55	2 " 0 "	30.00	2 " 54 "	20.69	3 " 48 "	15.79
1 " 7 "	53.73	2 " 1 "	29.75	2 " 55 "	20.57	3 " 49 "	15.72
1 " 8 "	52.94	2 " 2 "	29.51	2 " 56 "	20.45	3 " 50 "	15.65
1 " 9 "	52.17	2 " 3 "	29.27	2 " 57 "	20.34	3 " 51 "	15.58
1 " 10 "	51.43	2 " 4 "	29.03	2 " 58 "	20.22	3 " 52 "	15.52
1 " 11 "	50.70	2 " 5 "	28.80	2 " 59 "	20.11	3 " 53 "	15.45
1 " 12 "	50.00	2 " 6 "	28.57	3 " 0 "	20.00	3 " 54 "	15.38
1 " 13 "	49.31	2 " 7 "	28.35	3 " 1 "	19.89	3 " 55 "	15.32
1 " 14 "	48.65	2 " 8 "	28.12	3 " 2 "	19.78	3 " 56 "	15.25
1 " 15 "	48.00	2 " 9 "	27.91	3 " 3 "	19.67	3 " 57 "	15.19
1 " 16 "	47.37	2 " 10 "	27.69	3 " 4 "	19.57	3 " 58 "	15.13
1 " 17 "	46.75	2 " 11 "	27.48	3 " 5 "	19.46	3 " 59 "	15.06
1 " 18 "	46.15	2 " 12 "	27.27	3 " 6 "	19.35	4 " 0 "	15.00
1 " 19 "	45.57	2 " 13 "	27.07	3 " 7 "	19.25	4 " 17 "	14.00
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 36 "	13.00
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	5 " 0 "	12.00
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	5 " 27 "	11.00
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	6 " 0 "	10.00
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	6 " 40 "	9.00
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	7 " 30 "	8.00
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	8 " 34 "	7.00
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	10 " 0 "	6.00
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	12 " 0 "	5.00
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27		

ILLINOIS

INDIANA



**ST. LOUIS - TERRE HAUTE
DIVISION**

