

DIVISION OFFICERS

J. McEWEN.....Superintendent.....Carbondale
P. H. WALDORF.....Terminal Superintendent..East St. Louis
D. H. MILLER.....Assistant Superintendent.....Herrin
J. A. GRIFFIN.....Terminal Train Master..East St. Louis
W. B. HEALY.....Terminal Train Master..East St. Louis
C. S. SCOTT.....Train Master.....Carbondale
E. C. HARPER.....Train Master.....Carbondale
H. A. RUST.....Assistant Train Master...Carbondale
H. J. HEMAN.....Assistant Train Master..Pinckneyville
A. C. RABORN.....Traveling Engineer.....Carbondale
H. F. WILSON.....Chief Train Dispatcher....Carbondale
J. P. WESTERFIELD..Ast. Chief Train Dispatcher..Carbondale
C. C. NEELY.....Train Dispatcher.....Carbondale
W. W. HAWTHORNE..Train Dispatcher.....Carbondale
V. F. LYONS.....Train Dispatcher.....Carbondale
J. R. HUFF.....Train Dispatcher.....Carbondale
L. W. MORTON.....Train Dispatcher.....Carbondale
R. H. GURLEY.....Train Dispatcher.....Carbondale
J. V. METZGER.....Train Dispatcher.....Carbondale
E. H. WERTH.....Train Dispatcher.....Carbondale
H. PARKER.....Train Dispatcher.....Carbondale
H. J. DILLOW.....Train Dispatcher.....Carbondale
D. E. CAVITT.....Train Dispatcher.....Carbondale
O. F. ALBRIGHT....Train Dispatcher.....Carbondale
W. D. CHRISMAN...Train Dispatcher.....Carbondale
M. KIMBER.....Train Dispatcher.....Carbondale

SPEED TABLE

This is not for authorized speed,
but for information only.

Seconds Per Mile	Miles Per Hour	Seconds Per Mile	Miles Per Hour
48	75	80	45
52	70	90	40
55	65	103	35
60	60	120	30
65	55	144	25
72	50	180	20

Illinois Central System

CENTRALIA ST. LOUIS MURPHYSBORO DISTRICTS

(ST. LOUIS DIVISION)

TIME TABLE No.

34

Taking Effect at 12:01 A. M.,

Sunday, February 7, 1943

Superseding Time Table No. 33 dated December 19, 1942

FOR THE GOVERNMENT OF EMPLOYEES ONLY.

F. R. MAYS, Vice President & General Manager.

J. McEWEN, Superintendent.

Siding, Standing Room Cars with Engine	Miles from Chicago	TIME TABLE No. 34 Taking Effect February 7, 1943 STATIONS	FIRST CLASS											
			15	3	9	25	53	303	7	1	255	55	315	29
			The Chickasaw	The Louisiane	The Seminole	Fast Mail	City of Miami	G.M.&O. No. 1	The Sunchaser	The Creole	St. Louis Panama	The Panama Limited	G.M.&O. No. 15	The Illini
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	249.9	...BRANCH JCT. 2.5	L 1 14AM	L 3 24AM	L 8 14AM	L 12 15PM			L 2 29PM	L 3 29PM		L 7 22PM		L 11 49PM
	252.4	C...CENTRALIA 6.3	s {1 20 1 25 ⁷³	s {3 30 3 35	s {8 20 8 28	s {12 22 12 25 ⁷⁵			s {2 35 2 38	s {3 35 3 40		s {7 28 7 31		s {11 55 12 05AM
	258.7	D...IRVINGTON 4.1	1 33	3 43	f 8 38	12 31			2 45	3 47		7 38		12 13
	262.8	D...RICHVIEW 3.5	1 37	3 47	f 8 46	12 35			2 49	3 51		7 42		12 17
109	266.3	C...ASHLEY 7.5	s 1 43	3 51	s 9 00	12 38			2 53	s 4 00		7 46		s 12 26
	273.8	D...BOIS 6.0	1 52	3 59	f 9 15	12 44			3 01	4 08		7 54		12 35
95	279.8	D...TAMAROA 8.8		1 59	4 05	s 9 29	12 49		3 07	4 14		8 00		12 42
70	288.6	C...DU QUOIN 4.8	s 2 10	4 15	s 9 47	12 57			3 16	s 4 26	L7 48PM	8 08		s 12 54
	293.4	D...DOWELL 2.1	2 16	4 20	f 9 55	1 01			3 21	4 31	b7 54	8 13		12 59
	295.5	D...ELKVILLE 1.3	2 18	4 22	f 10 00	1 03			3 23	4 33	b7 57	8 15		1 01
86	296.8	D...HALLIDAYBORO 5.1	2 20	4 24	10 03	1 04			3 25	4 35	7 59	8 17		1 03
	301.9	D...DE SOTO 5.0		2 25	4 29	f 10 11	1 08		3 30	4 40	b8 06	8 22		1 08
90		C...NORTH YARD 1.2		2 30	4 35	10 18	1 12		3 35	4 45	8 11	8 27		1 14
	308.1	C...CARBONDALE 8.6	L 1 55AM	s {2 45 2 55	s {4 50 5 10	s {10 35 11 00	s {1 15 1 18		s {3 53 3 58	s {5 00 5 20	A8 15PM	s {8 30 8 39		A 1 20AM
80	316.7	D...MAKANDA 7.2	2 06	3 07	5 22	f 11 13	1 28		4 10	5 32		8 50		
	323.9	D...COBDEN 5.3	2 16	3 17	5 32	s 11 26	1 38		4 20	5 42		9 00		
100	329.2	C...ANNA 4.5	2 23	3 25	a 5 40	s 11 38	1 44		4 27	s 5 51		9 07		
	333.7	D...BALCOM 4.7	2 29	3 32	5 47	11 45	1 50		4 34	5 58		9 13		
102	338.4	D...DONGOLA 2.9	2 35 ⁸⁷	3 39	5 54 ⁷³	s 11 54	1 56		4 41	6 05		9 19		
	341.3	D...WETAUG 3.7	2 38	3 42	5 58	11 59	1 59		4 45	6 09		9 22		
118	345.0	D...ULLIN 4.5	2 43	3 48	6 03	s 12 06PM	2 02		4 51	6 15		9 25		
108	349.5	D...PULASKI 4.0	2 48	3 55	6 10 ⁷⁷	c 12 15	2 07		4 57	6 22		9 30		
	353.5	D...VILLA RIDGE 3.2	2 53	4 01	6 16	12 22	2 11		5 03	6 28		9 34		
100	356.7	D...MOUNDS 5.1	2 57	4 05 ⁸⁷	6 21	s 12 28	2 14		5 09	6 34		9 37		
	361.8	C...NORTH CAIRO 1.5	s {3 07 3 18	s {4 15 4 20	s {6 32 6 40	s {12 40 12 50	s {2 22 2 25	L4 50PM	s {5 19 5 22 ⁷⁵	s {6 42 6 50		s {9 44 9 47 ⁸¹	L 9 52PM	
	363.3	D...ILLINOIS 1.5	3 21	4 24	6 44	12 54	2 28	4 54	5 25	6 54		9 50	9 56	
	364.8	D...BALLARD	A 3 27AM	A 4 30AM	A 6 50AM	A 1 00PM	A 2 34PM	A5 00PM	A 5 31PM	A 7 00PM		A 9 56PM	A10 02PM	

a—Receive or discharge revenue passengers.

b—Discharge revenue passengers from St. Louis, East St. Louis and Belleville.

c—Receive revenue passengers for Cairo and points south thereof. No. 25 stop on signal Radom.

Train No. 53 will discharge revenue passengers at Centralia, Carbondale and North Cairo from Chicago and receive revenue passengers at these stations for Jackson, Tenn. and schedule stops south thereof.

CENTRALIA DISTRICT—Northward

(Continued on page 5)

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Siding, Standing Room, Cars with Engines	Miles from North Cairo	TIME TABLE No. 34 Taking Effect February 7, 1943 STATIONS	FIRST CLASS										
			4	54	30	16	316	2	304	8	26	52	10
			The Louisiane	The Panama Limited	The Illini	The Chickasaw	G. M. & O. No. 16	The Creole	G. M. & O. No. 2	The Sunchaser	Chicago Express	City of Miami	The Seminole
111.9		BRANCH JCT.	A 3 50AM	A 2 57AM	A 4 35AM			A 2 40PM		A 3 45PM	A 8 00PM	A 5 38PM	A 2 30AM
109.4	C	CENTRALIA	s { 3 45 3 35 ⁷⁶	s { 2 52 2 49 ⁷⁶	s { 4 30 4 20			s { 2 35 2 25		s { 3 40 3 37	s { 7 55 ⁷² 7 40 ⁸²	s { 5 34 ⁸² 5 31 ⁸²	s { 2 25 2 20 ⁷⁶
103.1	D	IRVINGTON	3 23	2 40	4 08			2 12		3 25	s 7 25	5 23	2 07
99.0		RIOHVIEW	3 16	2 36	4 02			2 04		3 21	s 7 15	5 19	2 00
98 95.5	C	ASHLEY	3 08 ⁸⁰	2 32	3 57			s 1 57		3 17	s 7 05	5 16	1 53
88.0	D	BOIS	2 58	2 25 ⁸⁰	3 48			1 46		3 09 ⁸²	s 6 45	5 08	1 44
82.0	D	TAMAROA	2 50	2 19	3 41			1 37		3 03	s 6 30	5 02 ⁷²	1 37
73.2	C	DU QUOIN	e 2 34	2 10	s 3 30	As 5 07AM		s 1 24		2 53	s 6 00	4 54	s 1 25 ⁸⁰
68.4	D	DOWELL	2 28	2 05	3 19	4 59		1 14		2 48	s 5 40	4 49	1 17
66.3	D	ELKVILLE	2 26	2 03	3 17	4 57		1 11		2 46	s 5 32	4 47	1 15
90 86 65.0		HALLIDAYBORO	2 24	2 02	3 15	4 55		1 09		2 44	5 25	4 46	1 13
59.9	D	DE SOTO	2 18	1 57	3 09	4 49		1 02		2 39	s 5 15	4 41	1 08
54.9	C	NORTH YARD											
53.7	C	CARBONDALE	s { 2 00 1 44 ⁵⁴	s 1 49 ⁴	L 3 00AM	s { 4 30 4 10		s { 12 50 12 25		s { 2 21 2 15	s { 4 55 4 20 ⁵²	s { 4 34 4 31 ²⁶	s { 12 50 12 35
80 45.1	D	MAKANDA	1 32	1 39		3 59		12 12 ⁸²		2 02	s 4 06	4 21	12 23
37.9	D	COBDEN	1 21	1 29		3 49		12 01PM		1 52	s 3 52	4 11	12 13
100 32.6	C	ANNA	1 13	1 23		k 3 42		s 11 53		1 46	s 3 37	4 05	a 12 06AM
28.1		BALCOM	1 06	1 17		3 35		11 43		1 40	f 3 22	3 59	11 56
102 23.4	D	DONGOLA	12 59	1 11		3 28		11 36		1 33	s 3 13	3 53	11 49 ⁸³
20.5		WETAUG	12 55	1 08		3 25		11 32		1 30	f 3 05	3 50	11 46
16.8	D	ULLIN	12 51	1 04		3 21		11 27		1 26	s 3 00	3 47	11 42
108 12.3		PULASKI	12 45	12 59		3 16		11 20		1 20	s 2 51	3 43	11 35
8.3	D	VILLA RIDGE	12 40	12 55		3 12		11 15		1 15	s 2 43	3 39	11 31
5.1	D	MOUNDS	12 35	12 51		3 08		11 10		1 10	s 2 36	3 36	11 27
0.0	C	NORTH CAIRO	s { 12 27 12 21	s { 12 44 12 41 ⁷⁸		s { 3 01 2 55	A 3 48AM	s { 11 02 10 54	A 11 45AM	s { 1 02 12 59 ⁷²	s { 2 28 2 19	s { 3 30 3 27	s { 11 20 11 15
		ILLINOIS	12 18	12 38		2 52	3 45	10 51	11 41	12 56	2 16	3 24	11 11
		BALLARD	L 12 12AM	L 12 32AM		L 2 46AM	L 3 39AM	L 10 45AM	L 11 35AM	L 12 50PM	L 2 10PM	L 3 18PM	L 11 05PM
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily

a—Receive or discharge revenue passengers.

e—Discharge revenue passengers from Memphis and points south thereof.

k—Receive revenue passengers for St. Louis.

No. 26 stop on signal Radom.

Train No. 52 will discharge revenue passengers at North Cairo, Carbondale and Centralia from Jackson, Tenn. and schedule stops south thereof and will receive revenue passengers at these stations for Chicago.

CENTRALIA DISTRICT—Southward

(Continued from page 2)

Siding- Standing Room Cars with Engines.	Miles from Chicago	TIME TABLE No. 34 Taking Effect February 7, 1943 STATIONS		SECOND CLASS								
				69	77			75	81	79	87	73
				Southern Mdse. MS-1	Dispatch SE 1			Dispatch CB 9	Dispatch SJ 3	Dispatch SM 3	Dispatch CD 1	Dispatch CN 3
				Except Monday	Except Monday			Daily	Daily	Daily	Daily	Except Monday
	249.9		BRANCH JCT.....	L 1 40AM						L 7 40PM	L 11 55PM	
	252.4	O.....	CENTRALIA.....	{ 2 05						{ 8 00	{ 12 15AM	
	258.7	D.....	IRVINGTON.....	{ 2 15						{ 10 00	{ 1 55 3	
	262.8		RICHVIEW.....									
109	266.3	C.....	ASHLEY.....									
	273.8	D.....	BOIS.....									
			6.0									
95	279.8	D.....	TAMAROA.....									
70	288.6	C.....	DU QUOIN.....	3 00 73				1 30			11 30	3 00 69
	293.4	D.....	DOWELL.....									
	295.5	D.....	ELKVILLE.....									
86	296.8		HALLIDAYBORO.....									
			5.1									
	301.9	D.....	DE SOTO.....									
113		C.....	NORTH YARD.....	{ 3 30	L 4 00AM			{ 2 00			{ 12 10AM	{ 3 40
	308.1	C.....	CARBONDALE.....	{ 3 50				{ 2 15			{ 1 00	{ 4 05
80	316.7	D.....	MAKANDA.....						L 5 30PM	L 10 55PM		
	323.9	D.....	COBDEN.....									
			5.3									
100	329.2	C.....	ANNA.....									
	333.7		BALCOM.....									
102	338.4	D.....	DONGOLA.....								2 35 15	5 54 9
	341.3		WETAUG.....									
118	345.0	D.....	ULLIN.....									
			4.5									
108	349.5		PULASKI.....		6 10 9							
	353.5	D.....	VILLA RIDGE.....									
100	356.7	D.....	MOUNDS.....								4 05 3	
	361.8	C.....	NORTH CAIRO.....	{ 6 05	{ 6 40			{ 4 40	{ 9 00	{ 12 30AM	A 5 00AM	{ 7 10
	363.3		ILLINOIS.....	{ 6 15	{ 7 00			{ 5 25 7	{ 10 00 55	{ 12 45		{ 7 40
	364.8		BALLARD.....	A 6 30AM	A 7 20AM			A 5 40PM	A 10 20PM	A 1 00AM		A 8 00AM

CENTRALIA DISTRICT—Northward

(Continued from page 3)

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Miles from North Cairo	TIME TABLE No. 34 Taking Effect February 7, 1943		SECOND CLASS						
	STATIONS		78 Dispatch M S 2	82 Dispatch M M 4		72 Dispatch N C 2	80 District Dispatch	76 Dispatch B C-4	88 Dispatch J S 4
111.9	BRANCH JCT.	2.5		A 8 30PM		A 9 40PM		A 4 20AM	
109.4	CENTRALIA	6.3		{ 8 00 52 5 10 26		{ 9 10 7 10 26	A 4 00AM	{ 3 50 54 1 30AM 10	
103.1	IRVINGTON	4.1							
99.0	RIOHVIEW	3.5							
98 95.5	ASHLEY	7.5					3 08 4		
88.0	BOIS	6.0		3 09 8			2 25 54		
82.0	TAMAROA	8.8				5 02 52			
73.2	DU QUOIN	4.8	A 4 35AM	1 45		4 30	1 25 AM 10		A 2 00AM
68.4	DOWELL	2.1							
66.8	ELKVILLE	1.3							
90 86 65.0	HALLIDAYBORO	5.1							
59.9	DE SOTO	5.0							
54.9	NORTH YARD	1.2	3 40	1 00		3 30	11 30	11 00	1 20AM
53.7	CARBONDALE	8.6							
80 45.1	MAKANDA	7.2		12 12PM 2					
37.9	COBDEN	5.3							
32.6	ANNA	4.5					10 15 76	10 15 80	
28.1	BALCOM	4.7							
102 23.4	DONGOLA	2.9							11 49 10
20.5	WETAUG	3.7							
16.8	ULLIN	4.5							
108 12.3	PULASKI	4.0							
8.3	VILLA RIDGE	3.2							
5.1	MOUNDS	5.1							
0.0	NORTH CAIRO	1.5	{ 1 30 12 30 54	{ 10 05 9 30		{ 1 05 12 01PM 8	L 8 00PM	{ 9 15 8 45	{ 10 50 9 45
	ILLINOIS	1.5							
	BALLARD		L 12 15AM	L 9 15AM		L 11 40AM		L 8 25PM	L 9 30PM
			Daily	Except Sunday		Daily	Daily	Daily	Daily

ST. LOUIS DISTRICT—Southward

Siding, Standing Room, Cars with Engines.	Miles from Relay Depot	TIME TABLE No. 34 Taking Effect February 7, 1943 STATIONS	FIRST CLASS					SECOND CLASS			THIRD CLASS	
			253	207	201	255	15	81	79	77	245	
			City of Miami	The Sunchaser	The Creole	The Panama Limited	The Chickasaw	Dispatch S J 3	Dispatch S M 3	Dispatch S E 1	Murphys- boro District Local Freight	
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Except Sunday	
		ST. LOUIS	L 10 40AM	L 1 15PM	L 1 45PM	L 5 50PM	L 11 05PM					
		RELAY DEPOT	s 10 58	s 1 33	s 2 03	s 6 08	s 11 23					
			Municipal Bridge	Municipal Bridge	Municipal Bridge	Municipal Bridge	Municipal Bridge					
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Except Sunday	
	1.0	O. EAST ST. LOUIS	L 11 03AM	L 1 38PM	L 2 08PM	L 6 13PM	L 11 28PM	L 1 25PM	L 8 15PM	L 9 00PM		
	5.2	CHURCH	11 11	1 46	2 16	6 20	11 36					
	7.8	C. BELLEVILLE	a 11 23	a 1 58 ⁸¹	s 2 30	s 6 33	b 11 48	1 58 ²⁰⁷	8 35	9 20		
	7.5											
109	21.5	D. FREEBURG	11 32	2 07	s 2 41	6 42	11 57					
	3.5											
116	25.0	D. LEMENTON	11 35	2 11	2 45	6 47	12 01AM					
	3.6											
98	28.6	D. NEW ATHENS	11 39	2 16	s 2 51	6 52	12 05	2 28	9 00	9 45		
	4.3											
96	32.9	D. LENZBURG	11 43	2 21	s 2 57	6 57	12 10					
	4.5											
123	37.4	D. MARISSA	11 47	2 26	s 3 04	7 02	12 15					
	4.6											
35	42.0	D. TILDEN	11 52	2 32	f 3 11	7 08	12 20					
	4.5											
106	46.5	C. COULTERVILLE	11 57	2 38	s 3 20	7 14	12 24	3 08	9 25	10 10		
	3.8											
	50.3	D. SWANWICK	12 01PM	2 43	f 3 24	7 18	12 28					
	3.0											
	53.3	D. WINKLE	12 04	2 46	3 27 ⁸¹	7 21	12 31	3 27 ²⁰¹				
	3.9											
97	57.2	D. LAYFIELD	12 08	2 50	3 31	7 25	12 35					
	3.4											
	60.6	O. & Mt. V. CROSSING										
	0.5											
175	61.1	C. PINOKNEYVILLE	a 12 14	a 2 56	s 3 41	A 7 32PM	g 12 40	3 55	9 53	A 10 35PM		
	5.1											
54	66.2	D. PYATTS	12 19	3 02	3 48		12 46	4 05	10 03			
	7.4											
	73.6	D. VERGENNES	12 26	3 10 ²⁰⁸	s 3 57		12 53	4 15	10 13			
	3.5											
49	77.1	D. FINNEY	12 30	3 14	4 01		12 57	4 21	10 19			
	4.6											
	81.7	D. HARRISON										
	2.3											
	84.0	D. MURPHYSBORO	a 12 41	a 3 26	s 4 17		s 1 11	4 37	10 35			
	1.0											
57	85.0	D. TEXAS	12 45	3 30	4 22		1 15	4 50 ²⁵²	10 40			L 1 30PM
	7.1											
	92.1	C. CARBONDALE	A 12 55 ²⁰² PM	A 3 43PM	A 4 40 ²⁵² PM		A 1 30AM	A 5 10PM	A 10 55PM			A 1 50PM

a—Receives passengers for Jackson, Tenn., and scheduled stops beyond.

b—Discharge revenue passengers from St. Louis and East St. Louis.

g—Discharge revenue passengers from St. Louis and East St. Louis, and receive revenue passengers for Cairo and scheduled stops beyond.

ST. LOUIS DISTRICT—Northward

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Siding Standing Room Cars with Engines	Miles from Carbondale	TIME TABLE No. 34 Taking Effect February 7, 1943 STATIONS	FIRST CLASS				SECOND CLASS		THIRD CLASS	
			16 The Chickasaw	202 The Creole	208 The Sunchaser	252 City of Miami	226 St. Louis Express	88 Dispatch J S 4	78 Dispatch M S 2	240 Murphys- boro District Local Freight
		ST. LOUIS.....	A 7 30AM	A 3 45PM	A 5 17PM	A 7 10PM	A 8 45PM			
		RELAY DEPOT.....	s 7 02	s 3 25	s 4 57	s 6 52	s 8 22			
			Municipal Bridge	Municipal Bridge	Municipal Bridge	Municipal Bridge	Municipal Bridge			
	92.5	O. EAST ST. LOUIS.....	A 6 54AM	A 3 12PM	A 4 49PM	A 6 44PM	A 8 12PM	A 6 45AM	A 7 30AM	
	88.3	OHURCH.....	6 44	3 02	4 39	6 34	8 00			
52	78.1	O. BELLEVILLE.....	s 6 30	s 2 49	e 4 26	e 6 24	s 7 44	6 05	6 40	
109	70.6	D. FREEBURG.....	6 20 78	2 36	4 14	6 11	s 7 26		6 20 16	
116	67.1	LEMENTON.....	6 15	2 32	4 09	6 07	7 20			
98	63.5	D. NEW ATHENS.....	6 10	s 2 28	4 04	6 03	s 7 14			
96	59.2	D. LENZBURG.....	6 05	2 19	3 58	5 57	f 7 07			
123	54.7	D. MARISSA.....	6 00	s 2 14	3 52	5 52	s 7 01			
85	50.1	TILDEN.....	5 55	2 07	3 46	5 46	f 6 53			
106	45.6	O. COULTERVILLE.....	5 50	s 2 01	3 41	5 41	s 6 47	4 00	5 25	
	41.8	SWANWICK.....	5 46	1 54	3 36	5 36	6 39			
	38.8	WINKLE.....	5 43	1 51	3 33	5 33	6 35			
97	34.9	LAYFIELD.....	5 39	1 46	3 28	5 28	6 31			
	31.5	O. & Mt. V. CROSSING.....								
175	31.0	O. PINOKNEYVILLE.....	L 5 32AM	s 1 40	e 3 23	e 5 23	s 6 25	L 3 00AM	L 5 00AM	
54	25.9	D. PYATTS.....		1 32	3 17	5 17	6 15			
	18.5	D. VERGENNES.....		s 1 25	3 10 207	5 10	6 07			
49	15.0	D. FINNEY.....		1 21	3 05	5 05	6 03			
	10.4	HARRISON.....								
	8.1	D. MURPHYSBORO.....		s 1 10	e 2 54	e 4 54	s 5 52			
57	7.1	D. TEXAS.....		1 05	2 50	4 50 81	5 45			A 6 30AM
		O. CARBONDALE.....		L 12 55 253 PM	L 2 40PM	L 4 40 201 PM	L 5 35PM			L 6 00AM
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Except Sunday

e—Discharge passengers from Jackson, Tenn., and scheduled stops south thereof.

Southward—MURPHYSBORO DISTRICT—Northward

THIRD CLASS				Sling, Standing Room, Cars with Engine	Miles from Texas	TIME TABLE No. 34 Taking Effect February 7, 1943		Miles from Gale	THIRD CLASS			
443						444						
Local Freight						Local Freight						
L 6 00AM				...	...	C..... CARBONDALE	53.4	A 1 50PM				
Except Sunday				ST. LOUIS DISTRICT								
L 7 10AM				57	0	 TEXAS	46.3	A 1 10PM				
7 15				...	1.2	 CARBON LAKE	45.1	1 00				
f 7 35				13	8.2	 SAND RIDGE	38.1	f 12 40				
f 7 45				24	11.5	 GORHAM	34.8	f 12 30				
s 8 10				37	17.4	D..... GRAND TOWER	28.9	s 12 15PM				
f 8 25				13	23.0	 ALDRIDGE	23.3	f 11 55				
s 8 35				41	27.2	D..... WOLF LAKE	19.1	s 11 45				
f 8 45				24	31.8	 WARE	14.5	f 11 30				
f 9 00				17	37.4	 REYNOLDSVILLE	8.9	f 11 15				
s 9 30				43	41.4	D..... McCLURE	4.9	s 11 00				
A 9 50AM				62	46.3	 GALE	0.0	L 10 30AM				
Except Sunday												

SPECIAL INSTRUCTIONS (Continued on page 9)

M. Trainmen and enginemen are cautioned that there are structures alongside tracks at stations and elsewhere which do not provide clearance for a man to ride on top or side of cars and they must familiarize themselves with location of such structures.

3. Standard Clocks:

Centralia ("B" yard, passenger station and engine house),
DuQuoin,
North Yard,
Carbondale (passenger station and dispatcher's office),
North Cairo,
East St. Louis (telegraph office and engine house and south end of "B" yard),
Belleville,
Pinckneyville,

14. Following code of whistle signals will be used in calling for interlocking signals:

Centralia,	
From yard	—
Ashley,	
For siding	0 0 — 0 0
Cross-over to siding	— 0 — —
Cross-over	0 0 0 0
East St. Louis,	
For cross-over	0 0 0 0
Yard to southward main	0 — 0
Yard to Illinois Transfer	— 0 —
Northward main to northeast wye	0 0 — 0
Yard to main	0 0 — 0 0
Main to yard	0 — —
Entrance to track 22, 23, 24, 25 and 26 "B" yard	— 0 —

19. Gulf, Mobile and Ohio trains will display yellow and red markers.

21(a). Between Branch Jct. and Ballard, and between East St. Louis and Pinckneyville, the display of white flags and white lights will be omitted on all extra trains, except passenger extras.

S-72. Northward trains are superior to trains of same class in the opposite direction.

No. 444 wait at Gale for No. 443.

83. Train Registers:

Centralia (passenger station and "B" yard),
DuQuoin,
Carbondale,
East St. Louis telegraph office,
Pinckneyville,
North Cairo,
North Yard, trains originating or terminating,
Texas for Murphysboro District trains.

Trains may register at stations named below by form 905.

DuQuoin—Centralia District trains except trains originating or terminating.

Second class and inferior trains will not register at Carbondale, except second class trains entering or leaving Centralia District.

Missouri-Illinois Railroad trains and engines must not enter Illinois Central Railroad main track Centralia, until it is known Illinois Central Railroad trains have arrived or departed.

Missouri-Illinois Railroad trains and engines will not enter Illinois Central Railroad main track Branch Jct., until they receive permission from train dispatcher, Champaign, through operator at Centralia passenger station.

Clinton District trains and engines will not enter Centralia District nor cross from northward main to Clinton District, Branch Jct., until they receive permission from train dispatcher, Champaign, through operator at Centralia passenger station.

Missouri Pacific Railroad trains and engines must not enter Illinois Central Railroad main track between Pinckneyville and Pyatts until they receive permission from train dispatcher at Carbondale through operator at Pinckneyville.

Mine switchers will not enter main track between Pinckneyville and Pyatts until they have received permission from train dispatcher at Carbondale through operator at Pinckneyville.

83(a). Southward first class trains may leave East St. Louis without a clearance. This does not relieve such trains from proper observance of train order signal located one-fourth mile south of round house opposite telegraph office E. St. Louis.

(Continued on page 9)

Rule 101(b). LOWER SPEEDS.

Territory or Location	Miles per Hour										
	Diesel engines with passenger trains.	Passenger engines, 1 class and 2500 class engines with passenger trains, caboose or light.	Passenger trains with 2030 class or improved mikado locomotives.	Passenger train with other type freight engine.	Dispatch freight train with improved mikado type engine.	Dispatch trains with passenger engines, 1 class, 2500, 2600, 2700-2899, 2900-3025, 7000, 8000 class engines.	Dispatch, local or mixed train with other type freight engine.	Tonnage and other freight trains.	Eight wheel locomotive cranes.	Derricks.	Engines without trucks and engines backing up with or without cars.
Centralia District											
Branch Jct.....	25	25	25	25	25	25	25	25	25	25	25
DuQuoin Nth. wye Eldorado Dist.....	20	20	20	20	20	20	20	20	20	20	20
DuQuoin, Gayle Mine.....											
Elkville, Black Servant Mine Ward, Forsythe Mine											
1-51, 2199, 2100-2174, 2900-3025, 2500-2555, 8000 class engines.....	10	10	10	10	10	10	10	10	10	10	10
Curve, MP 342-south of Wetaug.....	65	60	60	50	50	50	45	40	30	30	25

Bridge 344-8, Ullin:

Class Engine

1-51 must not exceed speed of fifteen (15) miles per hour.

2400

2500

2600

2700-2899

2900-3025

7000

8000

must not exceed speed of ten (10) miles per hour.

Double-heading the above engines, or double-heading these engines with any other class engine, over this bridge is prohibited.

2600 must not pass over this bridge while another engine or any 8000 part of another train is on this bridge on the opposite track. 1200-1499 must not exceed speed of twenty-five (25) miles per hour.

1200-1499 Double-heading must not exceed speed of ten (10) 1135-1199 miles per hour.

Bridge 358-0 (Cache River) south of Mounds.

Class engines

1-51 must not exceed speed of ten (10) miles per hour.

2500

2600

8000

must not exceed speed of twenty (20) miles per hour.

All speed restrictions over bridge 344-8, Ullin, and bridge 358-0, Cache River, apply only to locomotive handling, or being handled in train.

Territory or Location

St. Louis District

East St. Louis, northward main, subway Trendley Ave.....	5	5	5	5	5	5	5	5	5	5	5
East St. Louis, southward main, curve G.M. & O. Jct. Belleville, southward main, between MP G13 and High St.....	10	10	10	10	10	10	10	10	10	10	10
MP G58, southward main, first curve north and south Pinckneyville yard, St. Louis Dist., curve.....	15	15	15	15	15	15	15	15	15	15	15
MP G81, first curve south...	60	60	50	50	50	45	40	30	30	25	25
MP G82, second curve south Between MP G81 and 82, all other curves.....	25	25	25	25	25	25	25	25	25	25	25
MP G83, first curve south...	50	50	50	50	50	45	40	30	30	25	25
MP G84, first curve south Between Murphysboro and Texas bridge and curves.)	35	35	35	35	35	35	35	30	30	25	25
Between MP G86 and 87, reverse curve.....	10	10	10	10	10	10	10	10	10	10	10
MP G87, second curve south...	45	45	45	45	45	45	40	30	30	25	25
MP G89, first curve south...	10	10	10	10	10	10	10	10	10	10	10
MP G91, second curve south	10	10	10	10	10	10	10	10	10	10	10
Murphysboro District											
Carbon Lake, G. M. & O. R. R. crossing.....	20	20	20	20	20	20	20	20	20	20	20
Gorham, Mo. Pac. R. R. crossing.....	15	15	15	15	15	15	15	15	15	15	15
Between Clipseo Park and Fountain Bluffs, curves...	25	25	25	25	25	25	25	25	25	25	25
Between Grand Tower and Aldridge, Aldridge fill....	10	10	10	10	10	10	10	10	10	10	10
Between McClure and Gale, Black Dump.....	10	10	10	10	10	10	10	10	10	10	10
Bridge GM 100-9.....	20	20	20	20	20	20	20	20	20	20	15

When freight cars, not equipped with passenger trucks, are handled in passenger trains, maximum speed of dispatch trains for class of engine handling the train must not be exceeded.

When 50% of cars in a train are loaded tank cars, speed of train must not exceed forty miles per hour.

Trains must not exceed a speed of 20 miles per hour passing coal chute at North Yard, Carbondale.

Trains and engines on southward movement must not exceed a maximum speed of 20 miles per hour when moving over Valley Jct. Interlocking, East St. Louis.

(Continued on page 11)

CAIRO BRIDGE RESTRICTIONS

101-b (Continued from page 10)

Steam locomotives must not be double-headed or hauled coupled together in trains and when handled in trains must be separated by at least ten cars.

Two Diesel power units of the 4000 class may be operated, coupled together, but Diesel power units must not be double-headed with, or coupled together with steam locomotives, and when handled in trains must be separated from nearest steam locomotive, or Diesel units of the 4000 class coupled together, by at least ten cars or 400 feet.

Engines designated below must not be operated over Cairo Bridge:

1-51 }
2500-2555 } — also prohibited from hauling dead in trains.

2199

2100-2174

2600 — also prohibited from hauling dead in trains.

2700-2899

2900-3025

7000-7050

8000-8049

3600 and 3601 — also prohibited from hauling dead in trains.

2199 } Without coal or water and tender empty, may be
2100-2174 } handled dead in trains when separated from the
2700-2899 } hauling engine by at least ten freight cars, loaded
2901-3025 } or empty.

7000-7050, without coal or water and tender empty, may be handled dead in trains when separated from the hauling engine and nearest loaded car by at least ten empty freight cars.

997- 999 } When handling freight trains, none of the first ten
1135-1199 } freight cars following the engine shall have a gross
1200-1499 } weight of car and lading exceeding 80 tons.

2400-2459 } When handling freight trains, must have at least ten
empty freight cars following the engine.

Engines designated below must not be operated over the following locations:

Location

Class of engine

Centralia District

Bois—Kuhn mine

Tamaroa—Little Muddy mine

1-51, 2199, 2100-2174, 2400-2459,
2500-2555, 2600, 2700-2899, 2900-
3025, 7000-7050 and 8000-8049
except may move with care
minimum distance beyond der-
ail to cut crossing.

Carbondale—Hundley coal track

Anna—Hamilton Ice Co. track

Anna—Central Ill. Public Service Co. track beyond

Ice Plant

All engines.

Mounds—Banana shed—All engines.

Cairo—Chicago Mill & Lumber Co. track—Heavier than 942-993.

St. Louis District

2600

2700-2899

2900-3025

Class } Engines, while working St.L. & B.E. connection
Belleville, must not move through switches from
runaround track to load track in either direction.

(Snyder Baker track
Alley
Yoch, beyond Alley track switch
Reichert Milling Co.
Belleville Stove Works
Gas Company
Karr Stove Works

1-51, 2199, 2100-2174,
2400-2459, 2500-2555,
2600, 2700-2899, 2900-
3025 and 7000-7050,
except may move
with care minimum
distance beyond der-
ail to cut crossings.

Tilden—Eureka #2 mine

Marissa—O. K. Mine—Engines must not go beyond derail in
empty end.

Coulterville—Perco mine—Track 1 empty end } All engines.
Track 2 beyond switch }

Murphysboro District

Grand Tower—Central Illinois Public Service Co. scale } All
track } engines.

Carondelet District

All Bridges—Heavier than 1200-1499.

Engines must not operate beyond clearance point T.R.R.A.
connection to old Carondelet District at North Dupo.

104. Normal position of switches:

Branch Jct.....For St. Louis Division.

DuQuoin.....For Centralia District.

Carbondale.....For Centralia District.

North Cairo.....For Centralia District.

East St. Louis.....For southward trains.

Pinckneyville.....For northward trains St. Louis District.

Texas.....For St. Louis District.

Gale Jct.....For C. & E. I. R. R.

DuQuoin.....For track No. 2.

Bois.....For track No. 2.

At Carbondale St. Louis District northward freight trains will leave the Centralia District at crossover north of passenger station. Passenger trains and southward freight trains will enter Centralia District at crossover south of passenger station.

At DuQuoin, northward Eldorado District trains will leave Centralia District at crossover at south end of freight yard.

At Carbondale, switches are handled by switch tender for first class trains.

109. Bulletin Boards:

Centralia....."B" yard, passenger station and engine house.

DuQuoin.....Yard office and passenger station.

North Yard.....Yard office.

Carbondale.....Passenger station and engine house.

North Cairo.....Station.

Cairo.....Engine house.

St. Louis.....Union Station and 14th St. engine house.

East St. Louis....Telegraph office, engine house, and south end
"B" yard.

Belleville.....Station.

Pinckneyville.....Station and engine house.

D-151. Two tracks:

Branch Jct. to Illinois.

Broadway Street, East St. Louis to Pinckneyville.

Three or more tracks:

Between Bois and DuQuoin.

No.	Location:	Use:
1	West	southward trains.
2	Middle	northward high speed trains.
3	East	northward freight trains.

Northward second class and inferior trains must use track No. 3 between DuQuoin and Bois unless otherwise directed by train dispatcher.

A northward freight train authorized to use track No. 2 must not cross to track No. 3; a northward freight train using track No. 3 must not cross to track No. 2 unless instructed by train dispatcher, except when protected by flagman in both directions.

221. Train order signal mast at Tamaroa passenger station is equipped with two arms for northward trains. The top arm governs northward trains on track 2 and the bottom arm governs northward trains on track 3.

505. Automatic block system territory extends from Branch Jct. to Illinois and from East St. Louis to Carbondale.

At DuQuoin electric switch lock and color light dwarf signal indicator, located 1500 feet south of Mile Post 288, and between northward and southward main, in service.

When dwarf signal indicator shows yellow, electric switch lock can be operated without use of clockwork release.

Northward trains desiring to cross to southward main, or Eldorado District, will operate electric switch lock at south end of crossover, as follows:

- Open door of switch lock;
- Turn crank to the left to unlock switch;
- Operate switch stand;

When train movement is complete, restore electric lock crank to the right, close and lock door.

Dwarf signal indicator, when red, indicates the presence of a train on southward main between signal 2851 and dwarf signal located between main tracks 1500 feet south of Mile Post 288.

If necessary to make movement from northward main across southward main when dwarf signal indicator is red, movement must be protected in accordance with Transportation Rules.

When dwarf signal indicator is red and a train is between signal 2851 and location 250 feet south of Mile Post 288, electric switch lock cannot be operated unless trainman operates clockwork time release located on instrument case opposite dwarf signal.

In order to operate, turn handle of clockwork release to the right as far as possible and let go;

When release runs down, operate electric switch lock.

509. At East St. Louis north end of "B" yard when a train or engine making movement from long crossover to southward main track is stopped by Stop-indication, it may proceed at restricted speed on authority and information from signalman at Valley interlocking that there is no train or engine moving with the current of traffic on southward main track through interlocking limits and be governed by Rule 93 for probable movements against current of traffic.

Telephone connected with interlocking station is located in box adjacent to stop signal at switch. Two short rings calls signalman.

525. Centralized Traffic Control in service Between Illinois and Ballard:

Between North Cairo and Ballard, block signal indications supersede Time Table superiority without requiring the use of train orders; they do not dispense with the use or observance of other signals whenever or wherever they may be required.

At North Cairo, GM&O trains will not enter Illinois Central main track, North Cairo, until permission is received to do so by Illinois Central operator, North Cairo.

Trains not receiving proper signal indication at Illinois and Ballard must communicate with dispatcher at Carbondale.

Instructions covering the hand operation of these switches are posted in metal box near switch.

Telephone located at switch.

535. Spring switches:

Location: Normal Position:

East St. Louis: South end

thoroughfare track.....For southward main track.

South end lead B. yard.....For southward main track.

Jct. track No. 3 with track

No. 2, Bois.....For track No. 2.

Northward movements will be made under rules governing movements by block signals.

Track No. 2—By automatic block signal No. 2732, located 400 feet south of junction switch.

Track No. 3—By two indication automatic block signal located 400 feet south of junction switch on track No. 3. Signal will display Stop-indication when route ahead is not clear and when train movement is approaching or passing on track No. 2.

Southward movements—Position of switch is indicated by color light dwarf signal located five feet north of switch on east side of track No. 2, displaying red or green indication.

Jct. Eldorado District with

Southward main DuQuoin..For southward main.

Eldorado District:	Transportation	
Signal Light	Rule	
Red	292	When route is not clear or when train movement is in progress on Centralia District southward main.
Yellow or Green	285 or 286	When route is clear and no conflicting train movement in progress.
Red over Yellow	290	When switch is lined for straight movement on Eldorado District track.

When train is stopped by signal and when it is known that route is clear and that train on Centralia District southward main track has stopped north of signal 2879 (1650 feet north of spring switch), trainman will insert switch key in release box located near the switch, turn key and then remove it from release box. In approximately two (2) minutes the signal will display yellow or green indication. If proceed movement is not made within four (4) minutes the signal will again display red indication and key release operation must be repeated.

1201. Trains having hot boxes must be stopped before moving on Cairo bridge, and proper attention given to such boxes before proceeding.

1202. Trains must not move over Cairo bridge with car doors swinging.

1203. Eight wheel locomotive cranes on their own wheels must be handled next ahead of caboose, in tonnage or local freight trains during daylight hours.

ADJUSTED TONNAGE RULES AND RATINGS

13

1. The tonnage ratings shown herein include the adjustment factor.

2. In computing tonnage of train the adjustment factor should be added to the gross weight of each car in the train, whether loaded or empty. For example, tonnage for a 75 car train might be—

Weight of cars and lading
(including caboose).....5,000 tons.
Adjustment factor (75 x 10)..... 750 tons.
Adjusted tonnage of train.....5,750 tons.

When the sum of the gross weight of all cars plus adjustment factor equals the tonnage rating for the district, the locomotive has its full rating.

3. Conductors shall show actual gross and net tonnage in spaces provided therefor on wheel reports.

4. When dead locomotives are hauled in trains the adjustment factor shall be added for each 35 tons weight of locomotive and tender.

5. Helper Service: Ratings do not require helper except where same is provided for as shown in rating figures. When helpers are used on other runs the tonnage rating should not exceed the rating of the locomotive as established over remainder of district.

6. Double Heading: Double Headers exceeding 40 cars, except helpers as indication of rating figures, should be rated at the rating of the largest locomotive handling the train. Double headers handling 40 cars or less should be rated at combined rating of locomotives used

7. Ratings apply over ruling grades. Additional tonnage may be handled over other portions of the rating section.

8. When necessary to reduce the train load to maintain fast schedules with perishable, livestock, etc., the train master shall designate the rating to be used.

9. When, on account of low temperature, snow, or other causes, it is not practicable to haul 100% rating, the train master will authorize such temporary reduction as may be necessary, but such reduction must not be kept in effect longer than 24 hours without authority from the superintendent.

10. The tonnage ratings shown herein must be used by districts on this division and no reductions shall be made without the approval of the Superintendent of Transportation. If tonnage ratings are increased, a prompt report of the new ratings shall be made to the Superintendent of Transportation.

Factor	6	15	6	5	3	7	13
	Centralia to Carbondale Southward Ruling Grade—Centralia to Irvington	Carbondale to Centralia Northward Ruling Grade—Sunfield to Tamarca	Carbondale to North Cairo Southward Ruling Grade—Makanda to Cobden	North Cairo to Carbondale Northward Ruling Grade—Mounds to Villa Ridge and Dongola to Balcom Pusher Mounds to yard limit board Dongola to Anna	Carbondale to East St. Louis Northward Ruling Grade—Pinckneyville to Layfield Helper or Double Belleville Grade	East St. Louis to Carbondale Southward Ruling Grade—Wilderman to Freeburg Helper or Double Belleville Grade	Between Texas and Gale Ruling Grade—Sand Ridge
ENGINES	100 PER CENT TONNAGE RATING						
	Tractive Force						
8000—8049.....	77578	5225	9410	3780	3665		
7004—7047.....	70260	4735	8520	3425	3320	4245	5375
2700—2899.....	85395	5950	10555	4360	7550	5860	6730
2901—3025.....	85395	5950	10555	4360	7550	5860	6730
2500—2555.....	73768	4975	9955	3600	6800	4465	5650
2400—2459.....	58389	3935	7080	2845	2760		
2100—2174.....	69170	4660	8390	3370	3270		
2199.....	68330	4605	8290	3330	3230		
1501—1999.....	54158	3650	6570	2640	2560	3275	4145
1501—1999.....	51231	3450	6215	2495	2420	3100	3920
1200—1499.....	65868	4440	7990	3210	3110	3980	5040
651— 785.....	33113						6385
							6040
							7765
							3900