

INDIANAPOLIS & ST. LOUIS RAILROAD

TIME TABLE NO. 11.

For the Government and Information of the Employees of this Co

TO TAKE EFFECT SUNDAY, AUGUST 1st, 1869, AT 12.50 P. M.

East Bound Trains.							Distances.	STATIONS AND SIDINGS.	Station Nos.	West Bound Trains.			
FREIGHT TRAINS.			PASSENGER TRAINS.							PASSENGER TRAINS.			
No. 13. EXPRESS FREIGHT.	No. 11. SPECIAL STOCK EXPRESS	No. 9. LOCAL & THRO. FREIGHT.	No. 7. MATTOON ACCOMMOD'N.	No. 5. LIGHTNING EXPRESS.	No. 3. ACCOMMODAT'N	No. 1. DAY EXPRESS.				No. 2. NIGHT EXPRESS.	No. 4. WESTERN EXPRESS.	No. 6. DAY EXPRESS.	No. 8. MATTOON ACCOMMODAT'N
8.00 P.M.	12.50 P.M.	5.05 A.M.		7.05 P.M.	3.45 P.M.	8.00 A.M.	0.5	E. ST. LOUIS	1	8.08 A.M.	3.30 P.M.	7.20 P.M.	
	12.54 "			7.12 "	3.53 "	8.03 "	1.2	ENGINE HOUSE	2	7.57 "	3.23* "	7.12 "	
8.10 "	1.00 "	5.15 "		7.17+ "	4.00* "	8.07 "	4.0	O. & M. R. R. CR.	4	7.51* "	3.16* "	7.02* "	
8.24 "	1.12 "	5.30 "		7.22+ "	4.06* "	8.13* "	6.6	VINCE SWITCH	5	7.45* "	3.10* "	6.55* "	
8.35 "	1.24 "	5.43 "		7.27+ "	4.14* "	8.20* "	9.2	KINDERS	6	7.39* "	3.04* "	6.49* "	
8.47 "	1.35 "	5.57 "		7.33+ "	4.21* "	8.32* "	12.0	NAMEOKI	7	7.32* "	2.56* "	6.41* "	
9.00 "	1.48 "	6.10 "		7.44 "	4.36 "	8.45 "	17.5	LONG LAKE	8	7.18 "	2.43 "	6.28 "	
9.25 "	2.13 "	6.38 "		7.50Ar "	4.45Ar "	8.53Ar "	20.6	EDWVILLE CR.	9	7.11Le "	2.36Le "	6.20Le "	
9.40Ar "	2.30Ar "	6.55Ar "		7.52Le "	4.47Le "	8.55Le "	25.1	ALTON JUNC'N.	11	7.09Ar "	2.34Ar "	6.17Ar "	
9.50Le "	2.36Le "	7.09Le "		8.01+ "	5.00* "	9.07* "	26.6	BETHALTO	12	6.58* "	2.23* "	6.05* "	
10.15 "	2.57 "	7.44 "		8.04+ "	5.05* "	9.11* "	30.2	MORO	13	6.54* "	2.19* "	6.01* "	
10.23 "	3.04 "	7.55 "		8.11+ "	5.17* "	9.20* "	35.9	DORSEY'S	14	6.45* "	2.10* "	5.51 "	
10.43 "	3.20 "	8.23 "		8.22+ "	5.35 } Ar	9.36 "	40.4	BUNKER HILL	15	6.30Le "	1.56Le "	5.35 "	
11.13 "	3.48 "	9.10 "		8.31+ "	5.52 } Le	9.47* "	45.2	6.14Ar "	16	6.03* "	1.39Ar "	5.22* "	
11.37 "	4.09 "	9.47 "		8.40+ "	6.04* "	9.59* "	50.3	DORCHESTER	17	6.03* "	1.27* "	5.22* "	
12.00 M.	4.32 "	10.17 "		8.40+ "	6.17* "	9.59* "	55.0	GILLESPIE	18	5.51* "	1.15* "	5.10* "	
12.27 A.M.	4.57 "	10.46 "		8.50+ "	6.30* "	10.12* "	60.0	CLYDE	19	5.38* "	1.02* "	4.57* "	
12.55Ar "	5.25Ar "	11.15 Ar		8.59Ar "	6.43Ar "	10.26Ar "	62.6	LITCHFIELD	20	5.26Le "	12.50Le "	4.45Le "	
1.15Le "	5.35Le "	11.35 Le		9.02Le "	6.48Le "	10.30Le "	66.2	SHOAL SIDING	21	5.22Ar "	12.46Ar "	4.42Ar "	
1.40 "	6.00 "	12.02 P.M.		9.12+ "	7.02+ "	10.42+ "	72.3	BUTLER	22	5.10+ "	12.33+ "	4.29+ "	
1.55 "	6.13 "	12.26 "		9.17+ "	7.10* "	10.48* "	76.9	HILLSBORO	23	5.03* "	12.26* "	4.23* "	
2.14 "	6.30 "	12.55 "		9.24+ "	7.20 "	10.58 "	81.5	IRVING	24	4.53 "	12.16 P.M.	4.13 "	
2.45 "	7.00 "	1.30 "		9.36+ "	7.37* "	11.13* "	90.0	WITT	25	4.37+ "	11.59* "	3.57* "	
3.10 "	7.23 "	1.55 "		9.45+ "	7.50* "	11.24* "	94.4	NOKOMIS	26	4.26+ "	11.47* "	3.46* "	
3.45 } Ar	7.43 "	2.23 "		9.54+ "	8.03 "	11.35 "	100.9	ROSA MOND	27	4.14* "	11.35 "	3.34 "	
4.14 } Le	8.27 "	3.12 "		10.11+ "	8.27* "	11.55* "	105.0	PANA	28	3.52+ "	11.14* "	3.12* "	
4.55 "	8.27 "	3.12 "		10.20Ar "	8.40Ar "	12.06 P.M.	109.3	TOWER HILL	29	3.40Le "	11.03Le "	3.00Le "	
5.18Ar "	8.52 Ar	3.36Ar "		10.23Le "	8.45Le "	12.09 Le	114.3	ROBINSON CR'K	30	3.35Ar "	11.00Ar "	2.58Ar "	
5.50Le "	9.10 Le	4.00Le "		10.36+ "	9.03* "	12.25* "	121.0	MOULTON	31	3.17+ "	10.44* "	2.41* "	
6.23 "	9.42 "	4.35 "		10.44+ "	9.15* "	12.34* "	127.0	SHELBYVILLE	32	3.06+ "	10.33* "	2.30+ "	
6.43 "	10.02 "	4.57 "		10.52+ "	9.27+ "	12.44* "	133.0	MIDDLESW' RTH	33	2.55+ "	10.23* "	2.20+ "	
7.05 "	10.24 "	5.22 "		10.54+ "	9.31 "	12.49 "	139.0	WINDSOR	34	2.52* "	10.19 "	2.17 "	
7.13 "	10.30 "	5.30 "		11.02+ "	9.43* "	1.00* "	143.6	SUMMIT	35	2.40+ "	10.09* "	2.07+ "	
7.35 "	11.02 "	5.53 "		11.02+ "	9.43* "	1.00* "	148.2	MATTOON	36	2.23* "	9.52 "	1.49 "	
8.13 "	11.37 "	6.31 "		11.15+ "	10.03 "	1.18 "	152.3	STOCKTON	37	2.07+ "	9.36* "	1.34 "	
8.45 "	12.07 A.M.	7.05 "		11.27+ "	10.20* "	1.34* "	156.7	CHARLESTON	38	1.51Le "	9.21Le "	1.15Le "	
9.21Ar "	12.37Ar "	7.40Ar "		11.39Ar "	10.35Ar "	1.49Ar "	161.8	EMBAR'AS SID'G	39	1.47Ar "	9.19Ar "	1.12Ar "	
10.00Le "	12.55Le "	8.15Le "		11.42Le "	10.38Le "	1.52Le "	165.3	ASHMORE	40	1.29+ "	9.01* "	12.56+ "	
10.32 "	1.29 "	8.53 "		11.54+ "	10.55* "	2.07+ "	170.4	KANSAS	41	1.14 "	8.53 } Le	12.41 } Le	
11.10 "	1.53 "	9.18 "		12.07 A.M.	11.08 "	2.18 } Ar	175.6	DUDLEY	42	1.14 "	8.38 } Ar	12.28 } Ar	
11.35 "	2.17 "	9.45 "		12.16+ "	11.20+ "	2.33 } Le	177.0	WALNUT GR'VE	43	1.25+ "	8.25+ "	12.17+ "	
12.07 P.M.	2.37 "	10.08 "		12.24+ "	11.32* "	2.43+ "	180.9	PARIS	44	1.25+ "	8.15* "	12.07* P.M.	
12.35 "	2.59 "	10.33 "		12.33+ "	11.44* "	2.54* "	185.3	KENTUCKY	45	1.23+ "	8.04 "	11.56 "	
1.10 "	3.25 "	11.00 "		12.43+ "	11.58* "	3.04 "	189.3	VERMILION		1.23+ "	8.04 "	11.56 "	
1.30 "	3.42 "	11.21 "		12.50+ "	12.10 A.M.	3.18 "		SANFORD		1.23+ "	8.04 "	11.56 "	
2.10 "	4.08 "	11.50 } Ar		1.01+ "	12.24 "	3.26+ "		ST. MARYS		1.23+ "	8.04 "	11.56 "	
2.40 "	4.35 "	11.58 } Le		1.12+ "	12.37+ "	3.39 "		TERRE HAUTE		1.23+ "	8.04 "	11.56 "	
2.50 "	4.43 "	12.37 A.M.		1.15+ "	12.40* "	3.51+ "				1.23+ "	8.04 "	11.56 "	
3.15 "	5.03 "	1.23 "		1.15+ "	12.40* "	3.55* "				1.23+ "	8.04 "	11.56 "	
3.45 "	5.25 "	1.50 "		1.23+ "	12.50* "	4.05* "				1.23+ "	8.04 "	11.56 "	
4.10 P.M.	5.45 A.M.	2.15 A.M.		1.32+ "	1.00* "	4.15* "				1.23+ "	8.04 "	11.56 "	
				1.45 A.M.	1.15 A.M.	4.25 "				1.23+ "	8.04 "	11.56 "	
				1.45 A.M.	1.15 A.M.	4.30 P.M.				1.23+ "	8.04 "	11.56 "	

Full Faced Figures indicate meeting and passing points.

*Trains stop on Signal.

TRAINS BETWEEN ALTON AND JUNCTION.—Leave Alton at 6.53 A. M., 8.37 A. M., 2.18 P. M., 4.28 P. M., 6.00 P. M., 7.33 P. M. Arrive at Alton 7.28 A. M., 9.13 A. M., 2.53 P. M., 5.05 P. M., 6.38 P. M., 8.07 P. M.

LITCHFIELD ACCOMMODATION, ON SUNDAY AND MONDAY ONLY.—A train will run from East St. Louis to Litchfield on Sunday on the time and with all the rights of Train No. 3. Returning will run from Litchfield to East St. Louis on Monday morning on the time and with all the rights of Train No. 2.

Train No. 7 will side track at Ashmore. Train No. 9 will side track at Stockton. Train No. 3 will side track at Walnut Grove. For Meals, Trains No. 1, 4, and 6 will stop at Charleston, 2, 3, and 4 at Bunker Hill.

Train No. 11 will wait but ten minutes at meeting points for other freight trains; when, if the west bound train is delayed more than that time, Train No. 11 will wait five minutes more for variation of watches and then proceed, running fifteen minutes behind its card time until delayed train is met and passed

This Time Table contains important changes in the tim Conductors, Engineers, and other employees of the Company places should be particularly examined and familiarized.

All Engineers and Conductors are specially cautioned ag to the running time given in the Tables, as closely as p made up by exceeding the prescribed speed. Start prom quires you in all cases of doubt to take the side of safety.

A. A. TALMAGE, Ass't Superintendent.

WARDER CUMMING, Train Dispatcher.

J. D. H

DESTROY ALL TIME TABLES OF PREVIOUS DATE.

ST. LOUIS & ST. LOUIS RAILROAD COMPANY.

TIME TABLE NO. 11.

Government and Information of the Employees of this Company only.

TO TAKE EFFECT SUNDAY, AUGUST 1st, 1869, AT 12.50 P. M.

Trains.				Distances.	STATIONS AND SIDINGS.	Station Nos.	West Bound Trains.									
PASSENGER TRAINS.							PASSENGER TRAINS.				FREIGHT TRAINS.					
No. 7. MATTOON ACCOMMOD'N.	No. 5. LIGHTNING EXPRESS.	No. 3. ACCOMMODAT'N	No. 1. DAY EXPRESS.				No. 2. NIGHT EXPRESS.	No. 4. WESTERN EXPRESS.	No. 6. DAY EXPRESS.	No. 8. MATTOON ACCOMMOD'N.	No. 10. LOCAL & THRO. FREIGHT.	No. 12. THROUGH FREIGHT.	No. 14. THRO. & LOCAL FREIGHT.			
	7.05 P.M.	3.45 P.M.	8.00 A.M.		^{Leave.} E. ST. LOUIS ^{Arrive.}		8.08 A.M.	3.30 P.M.	7.20 P.M.		3.35 A.M.	1.00 P.M.	6.40 P.M.			
	7.12 "	3.53 "	8.07 "	0.5	ENGINE HOUSE	1	8.03 "					12.54 "				
	7.17† "	4.00* "	8.13* "	1.2	O. & M. R. R. CR.	2	7.57 "	3.23* "	7.12 "		3.22 "	12.45 "	6.27 "			
	7.22† "	4.06* "	8.20* "	4.0	V'NICE SWITCH	4	7.51* "	3.16* "	7.02* "		3.09 "	12.30 "	6.10 "			
	7.27† "	4.14* "	8.26* "	6.6	KINDERS	5	7.45* "	3.10* "	6.55* "		2.57 "	12.17 "	5.58 "			
	7.27† "	4.14* "	8.26* "	9.2	NAMEOKI	6	7.39* "	3.04* "	6.49* "		2.43 "	12.04 P.M.	5.44 "			
	7.33† "	4.21* "	8.32* "	12.0	LONG LAKE	7	7.32* "	2.56* "	6.41* "		2.30 "	11.50 A.M.	5.30 "			
	7.44 "	4.36 "	8.45 "	17.5	EDWVILLE CR.	8	7.18 "	2.43 "	6.28 "		2.02 "	11.22 "	5.02 "			
	7.50 ^{Ar} "	4.45 ^{Ar} "	8.53 ^{Ar} "	20.6	ALTON JUNC'N.	9	7.11 ^{Le} "	2.36 ^{Le} "	6.20 ^{Le} "		1.45 ^{Le} "	11.05 ^{Le} "	4.45 ^{Le} "			
	7.52 ^{Le} "	4.47 ^{Le} "	8.55 ^{Le} "				7.09 ^{Ar} "	2.34 ^{Ar} "	6.17 ^{Ar} "		1.40 ^{Ar} "	11.00 ^{Ar} "	4.30 ^{Ar} "			
	8.01† "	5.00* "	9.07* "	25.1	BETHALTO	11	6.58* "	2.23* "	6.05* "		1.12 "	10.36 "	3.58 "			
	8.04† "	5.05* "	9.11* "	26.6	MORO	12	6.54* "	2.19* "	6.01* "		1.03 "	10.28 "	3.45 "			
	8.11† "	5.17* "	9.20* "	30.2	DORSEY'S	13	6.45* "	2.10* "	5.51 "		12.40 "	10.08 "	3.20 "			
	8.22† "	5.35 } ^{Ar}	9.36 "	35.9	BUNKER HILL	14	{ 6.30 ^{Le} "	{ 1.56 ^{Le} "	5.35 }		12.05 A.M.	9.36 } ^{Le}	2.35 }			
	8.31† "	5.52 } ^{Le}	9.47 *	40.4	DORCHESTER	15	{ 6.14 ^{Ar} "	{ 1.39 ^{Ar} "			11.37 "	8.40 } ^{Ar}	1.43 }			
	8.40† "	6.04* "		45.2	GILLESPIE	16	6.03* "	1.27* "	5.22* "		11.11 "	7.45 "	1.15 "			
	8.40† "	6.17* "	9.59* "	50.3	CLYDE	17	5.51* "	1.15 "	5.10* "		10.45 "	7.15 "	12.30 P.M.			
	8.50† "	6.30* "	10.12* "				5.38* "	1.02* "	4.57 *							
	8.59 ^{Ar} "	6.43 ^{Ar} "	10.26 ^{Ar} "	55.0	LITCHFIELD	18	5.26 ^{Le} "	12.50 ^{Le} "	4.45 ^{Le} "		10.20 ^{Le} "	6.50 ^{Le} "	12.00 M. ^{Le}			
	9.02 ^{Le} "	6.48 ^{Le} "	10.30 ^{Le} "				5.22 ^{Ar} "	12.46 ^{Ar} "	4.42 ^{Ar} "		10.00 ^{Ar} "	6.20 ^{Ar} "	11.35 A.M. ^{Ar}			
	9.12† "	7.02† "	10.42† "	60.0	SHOAL SIDING	19	5.10† "	12.33† "	4.29† "		9.34 "	5.50 "	11.03 "			
	9.17 † "	7.10* "	10.48 *	62.6	BUTLER	20	5.03* "	12.26 *	4.23* "		9.17 "	5.34 "	10.48 "			
	9.24† "	7.20 "	10.58 "	66.2	HILLSBORO	21	4.53 "	12.16 P.M.	4.13 "		8.47 "	5.13 "	10.18 "			
	9.36† "	7.37* "	11.13* "	72.3	IRVING	22	4.37 † "	11.59* "	3.57* "		8.15 "	4.37 "	9.41 "			
	9.45† "	7.50 *	11.24* "	76.9	WITT	22	4.26† "	11.47* "	3.46* "		7.50 } ^{Le}	4.10 "	9.15 "			
	9.54† "	8.03 "	11.35 "	81.5	NOKOMIS	23	4.14 *	11.35 "	3.34 "		7.23 } ^{Ar}		8.17 "			
	10.11† "	8.27 *	11.55* "	90.0	ROSA MOND	24	3.52† "	11.14* "	3.12 *		6.53 "	3.45 "	8.17 "			
	10.20 ^{Ar} "	8.40 ^{Ar} "	12.06 ^{P.M.} "	94.4	PANA	25	3.40 ^{Le} "	11.03 ^{Le} "	3.00 ^{Le} "		6.03 "	2.58 "	7.57 "			
	10.23 ^{Le} "	8.45 ^{Le} "	12.09 ^{Le} "				3.35 ^{Ar} "	11.00 ^{Ar} "	2.58 ^{Ar} "		5.40 ^{Le} "	2.35 ^{Le} "	7.30 ^{Le} "			
	10.36† "	9.03* "	12.25* "	100.9	TOWER HILL	26					5.15 A. "	2.05 ^{Ar} "	6.55 ^{Ar} "			
	10.44† "	9.15* "	12.34* "	105.0	ROBINSON CR'K	27	3.17† "	10.44* "	2.41* "		4.35 "	1.29 "	6.23 "			
	10.52† "	9.27† "	12.44* "	109.3	MOULTON	28	3.06† "	10.33* "	2.30† "		4.10 "	1.05 "	5.59 "			
	10.54† "	9.31 "	12.49 "	110.3	SHELBYVILLE	29	2.55† "	10.23* "	2.20† "		3.45 "	12.42 "	5.34 "			
	11.02 † "	9.31 "	1.00* "	114.3	MIDDLESW'RTH	30	2.52* "	10.19 "	2.17 "		3.30 "	12.35 "	5.22 "			
	11.15 † "	9.43* "	1.18 "	114.3	MIDDLESW'RTH	30	2.40† "	10.09* "	2.07† "		3.05 "	12.15 A. M.	5.00 "			
	11.15† "	10.03 "	1.18 "	121.0	WINDSOR	31	2.23* "	9.52 "	1.49 "		2.25 "	11.37 } ^{Le}	4.25 }			
	11.27† "	10.20 *	1.34 *	127.0	SUMMIT	32	2.07† "	9.36* "	1.34 "		11.15 } ^{Ar}	10.20 }	3.50 }			
	11.39 ^{Ar} "	10.35 ^{Ar} "	1.49 ^{Ar} "	133.0	MATTOON	33	1.51 ^{Le} "	9.21 ^{Le} "	1.15 ^{Le} "		12.55 ^{Le} "	9.48 ^{Le} "	3.15 ^{Le} "			
	11.42 ^{Le} "	10.38 ^{Le} "	1.52 ^{Le} "				1.47 ^{Ar} "	9.19 ^{Ar} "	1.12 ^{Ar} "		12.20 ^{Ar} "	9.25 ^{Ar} "	2.53 ^{Ar} "			
	11.54† "	10.55* "	2.07† "	139.0	STOCKTON	34					11.35 "	8.53 "	2.18 "			
	12.07 A.M.	11.08 "	2.18 } ^{Ar}	143.6	CHARLESTON	35	1.29 † "	9.04* "	12.56† "		7.19 "					
	12.16† "	11.20† "	2.33 } ^{Le}	148.2	EMBARAS SID'G	35	1.14 "	8.53 } ^{Le}	12.41 } ^{Le}		7.06 "	11.10 "	8.30 "			
	12.24 † "	11.32* "	2.43† "	152.3	ASHMORE	36	12.58 † "	8.38 } ^{Ar}	12.28 } ^{Ar}		6.53 "	10.30 "	8.06 "			
	12.33 † "	11.44* "	2.54* "	156.7	KANSAS	37	12.46† "	8.25† "	12.17† "		6.42 "	10.05 "	7.47 "			
	12.43† "	11.58* "	3.04 "	156.7	KANSAS	37	12.33 "	8.15 *	12.07 * P.M.		6.30 "	9.40 "	7.25 "			
	12.50† "	12.10 A.M.	3.26† "	161.8	DUDLEY	38	12.18† "	8.04 "	11.56 "		6.16 "	9.10 "	7.00 "			
	1.01† "	12.24 "	3.39 "	165.3	WALNUT GRVE	39	12.10 † A.M.	7.51 "	11.43 "		6.07 "	8.51 "	6.42 "			
	1.12† "	12.37 † "	3.51† "	170.4	PARIS	40	11.58 *	7.42* "	11.35† "		6.07 "	8.13 "	6.15 "			
	1.15† "	12.40* "	3.55* "	175.6	KENTUCKY	41	11.45† "	7.29 "	11.22 "		5.53 "	8.13 "	6.15 "			
	1.23 † "	12.50* "	4.05* "	177.0	VERMILLION	42	11.42† "	7.16* "	11.09† "		5.38 "	7.35 "	5.50 "			
	1.32† "	1.00* "	4.15* "	180.9	SANFORD	43	11.33† "	7.12* "	11.06* "		5.34 "	7.25 "	5.43 "			
	1.45 A.M.	1.15 A.M.	4.25 P.M.	185.3	ST. MARYS	44	11.23† "	7.02 *	10.56* "		5.23 "	7.02 "	5.23 "			
			4.30 P.M.	189.3	TERRE HAUTE	45	11.08 P.M.	6.50* "	10.45* "		5.10 "	6.25 "	4.50 "			
								6.35 A.M.	10.30 A.M.		4.55 P.M.	6.00 A.M.	4.25 P.M.			
													8.30 P.M.			

and passing points.

*Trains stop on Signal.

†Trains do not Stop.

ave Alton at 6.53 A. M., 8.37 A. M., 2.18 P. M., 4.28 P. M., 6.00 P. M.,
P. M., 5.05 P. M., 6.38 P. M., 8.07 P. M.
MONDAY ONLY.—A train will run from East St. Louis to
of Train No. 3. Returning will run from Litchfield to East St. Louis
of Train No. 2.
side track at Stockton. Train No. 3 will side track at Walnut
at Charleston, 2, 3, and 4 at Bunker Hill.
er freight trains; when, if the west bound train is delayed more than
ariation of watches and then proceed, running fifteen minutes behind

This Time Table contains important changes in the time of running the trains, to which the attention of all
Conductors, Engineers, and other employees of the Company is particularly directed. The new meeting and passing
places should be particularly examined and familiarized.
All Engineers and Conductors are specially cautioned against too rapid running; and they are required to adhere
to the running time given in the Tables, as closely as possible, taking care to lose no time unnecessarily, to be
made up by exceeding the prescribed speed. Start promptly and run regularly, and remember the rule that re-
quires you in all cases of doubt to take the side of safety.

ndent.

WARDER CUMMING, Train Dispatcher.

J. D. HERKIMER, Gen'l Superintendent.

SPECIAL INSTRUCTIONS.

Trains are to leave the several stations at the time assigned in Time Table.

Westward bound trains when meeting trains of the same class, should arrive first and take the side track, except when otherwise directed.

Passenger trains must pass all stations where they do not stop at a reduced speed.

Trains must not arrive at stations unnecessarily ahead of their time, but are expected to use their time in running; and in no case should a Passenger Train arrive at a station more than five minutes before its leaving time, except as otherwise required in Time Table.

The speed of all trains, in approaching any Bridge or Trestle, must be reduced, and in crossing must not exceed ten miles per hour, and on the trestle bridges at Long Lake and Wabash Bottom, the speed must not exceed six miles per hour.

All trains must come to a full stop before crossing the St. Louis, Vandalia & Terre Haute, the Ohio & Mississippi, the Edwardsville, and the Illinois Central Railroads, and before crossing the Wabash river Bridge; and no train or engine to be run faster than six miles per hour East of the Wabash Bridge.

No train or engine to be run through Illinois town or Alton faster than six miles per hour.

Under no circumstances will freight trains, except when required by Time Table, be permitted to run faster than fifteen miles per hour, nor wood and construction trains faster than eighteen miles per hour, without a special order from a Superintendent.

Train No. 5 will run daily, except Saturday.

Train No. 14 will leave Terre Haute daily, except Saturday.

Train No. 11 will leave East St. Louis daily, except Saturday.

All other trains will be run daily, except Sunday.

Train No. 13 will stop at Litchfield from Saturday night till Sunday night.

Freight trains will not be permitted to carry passengers under any circumstances.

The Rules and Regulations for the movement of Trains and government of employees, and for working the Telegraph, as printed with this Time Table, are to be strictly enforced and complied with, and all agents and employees will be governed thereby.

GENERAL REGULATIONS.

MOVEMENT OF TRAINS.

1. The standard of time of the Road is the clock in the Superintendent's Office at St. Lo is, and is 15 minutes faster than St. Louis time. The clock in the Engine Room at Litchfield, and all office clocks on the line, will be daily regulated by telegraph, and compared with each other at 12 o'clock M. Conductors and Enginemen will compare their time daily with each other, and with one or more of the said clocks. Station Agents, Road Masters and Foremen will receive their time daily from Conductors.

2. No train will be allowed to leave a Station before its time, as specified in the Time Table, nor to run faster between Stations than is required to reach the next Station in season to start from it on its regular time.

3. The Conductor will have charge of the train, and all persons connected therewith, but each person will be held responsible for a proper discharge of the duties assigned him, and in the event of any difficulty with the train or track, it is expected that the Engineman will be consulted, and in all matters of doubt, the safe course adopted.

4. When Passenger Trains fail to make the meeting points, the train going East will wait 10 minutes for the train going West, when, if the westward bound train does not arrive, the eastward bound train will wait 5 minutes more, and then proceed, keeping 15 minutes behind its own card time, until the delayed train is met and passed. A train going west will wait 30 minutes for a train going east, when, if the eastward bound train does not arrive, the westward bound train will wait 5 minutes more, and then proceed, keeping 35 minutes behind its own card time until the delayed train is met and passed. If both trains fall behind their delayed time, they will proceed as irregular trains. If passenger Trains do not arrive at the western terminus of the Road before the starting time of other Passenger Trains, they must be held back until the expiration of the delayed time of such other Passenger Train, when they will proceed as irregular Trains according to Rule 7. Passenger Trains in starting from and coming to Terre Haute Station, will be governed by this Rule for Trains failing to make the meeting points—East St. Louis and Indianapolis being held the termini for such Trains.

5. Freight Trains will wait for each other at the meeting Station 20 minutes, when, if either is delayed beyond that time, the other will wait 5 minutes more, and then proceed, keeping 25 minutes behind its own card time. If both trains fall behind their delayed time, they will proceed as irregular trains; but in all cases keep out of the way of Passenger Trains, and wait indefinitely their arrival. Freight Trains, when more than 30 minutes behind their card time, must proceed with caution, keeping a look out for Construction and Wood Trains. The speed of Freight Trains must not exceed 15 miles per hour, under any circumstances. All Freight Trains will leave the termini of the road, on their card time, although trains of their own class due, have not arrived, except when the terminus is made a regular meeting place, in which case they will wait according to rule as in other cases.

When the delayed time of a Freight Train would put it on the time of a Passenger Train, the delayed time must not be used; but all Freight Trains must be kept out of the way of Passenger Trains, absolutely.

6. The 5 minutes additional time given delayed trains, in Rules 4th and 5th, is intended for any possible variation in watches, and must NOT BE USED FOR RUNNING TIME by the delayed trains.

7. When trains become irregular, they must proceed with great caution, at such diminished speed as shall be necessary to prevent a collision; sending a man in advance of train around curves, with a red flag by day and a red lantern by night, to warn approaching trains. All trains other than those named in the Time Table, will be irregular, and can only proceed as such; when two irregular trains meet, the one nearest the Station must back up. Conductors to decide.

8. Construction and Wood Trains must, in all cases, keep out of the way of Passenger Trains. Construction and Wood Trains, after waiting 30 minutes for Freight Trains, (after Freight Trains are due,) may proceed with great caution, as irregular trains, under Rule 7th, being very particular to observe all the precautions designated in such Rule to prevent collision; but on the approach of Freight Trains, will give them the track as soon as practicable.

10. All freight and irregular trains must be upon the side track at Stations where they are to meet passenger trains, at least FIVE MINUTES before the time for the arrival of the passenger train.

11. A brakeman must, in all cases, while a train is in motion, be upon the rear car. Passenger train brakemen must see that the bell cord is adjusted and kept in its place, and that it extends to, and is attached to, the rear car of the train. No brakeman will be allowed to leave his post, or ride in the car, while the train is in motion. Brakemen must not set the brakes so tight as to slide the wheels.

12. Conductors of all trains, BOTH REGULAR AND IRREGULAR, before leaving any Telegraph Station, must furnish the Telegraph Operator a report, stating their leaving time, and all irregular trains before going out in the morning, must know that trains due during the previous night have passed, or they must learn the position of such trains.

13. No person, except the Division Superintendents, and they within their own divisions, and dispatchers appointed by them, will have authority to dispatch trains by Telegraph.

14. Trains approaching a meeting point, will enter the side track at the nearest end, UNDER NO CIRCUMSTANCES (when the side track is connected at both ends,) backing in from the direction and in the time of the approaching trains.

15. If a train is delayed from any cause on the road, so that it cannot reach the next turnout within the time for which it is entitled to the road, it must be backed with care to the nearest turnout, and there wait the passing of the train then entitled to the road.

16. A red signal shown on an engine indicates that an extra engine is following the red signal, WHICH HAS PRECISELY THE SAME RIGHT TO THE ROAD AS THE LEADING ENGINE AND NO MORE. Great care must be taken on the part of Extra Trains, to see that each train is properly flagged by all trains which precede it; and at night, a red light must be carried on the last end of the last car in every train.

17. A white signal shown on an engine indicates that an engine is following the white signal, WHICH WILL BE KEPT OUT OF THE WAY OF ALL REGULAR TRAINS, but will have the right to the track against all IRREGULAR OR WOOD TRAINS NOT RUNNING UNDER THE PROTECTION OF A FLAG. Enginemen carrying flags must call attention of all engines they meet or pass to the flag by FIVE SHORT WHISTLES.

18. In all cases, when extra trains or engines are to follow another train, notice must be given of the intention to the forward train; and a red flag by day, and a red light at night, must be carried on the front of every engine but the last, and the trains must be kept at least five minutes apart, except at meeting points, which must always be approached slowly and with great care.

19. No extra train or engine, except as provided for in these rules, must be sent over the road, within either division, without an order directly from the Superintendent of the division.

SIGNALS.

20. One short sound of the whistle is the signal to brake; two to take off brakes; three to back the train, and four to call in signal men.

21. A lantern raised and lowered is the signal for the train to stop; swung cross-wise, to back; swung over the head, to go forward.

22. A stationary red flag by day, or red lantern by night—or any lantern moved by night on the line of the road—is a signal of danger and trains must come to a full stop.

23. A white flag by day, or white light by night, displayed upon the track at stations where the trains do not stop regularly, is the signal for the train to stop for passengers. Green lights are used at switches, and are signals of caution.

24. The engine bell must be rung at the distance of eighty rods from the highway crossings, and be kept ringing until the engine has passed the crossing. Enginemen must sound the whistle for each Station when half a mile distant from the Station.

25. All trains running at night, must carry one red light on the rear car. Freight, Construction and Wood Trains must carry a red flag unfurled, on rear car of train by day, and a red light by night, in such position as to be seen by the Engineman.

CONDUCTORS AND ENGINEMEN.

26. Conductors must see, before starting from any terminal Station, that their cars are clean and in order; that a bell cord is attached from the signal bell of the engine to the rear car of the train; and that they have signal flags, lanterns, spare shackles, pins, &c.; and for this purpose conductors must be at the terminal Station 20 minutes before the time for their trains to leave the Station.

27. It is the duty of Conductors to require all passengers, where practicable, to purchase tickets before taking their seats in the cars, and the Baggage Master must require passengers to produce their tickets before they check their baggage.

28. No lantern or car lamp must be filled and trimmed in the Passenger or Baggage cars.

29. Conductors are required to see that passengers do not deface the backs or soil the cushions of the seats, by putting their feet upon them.

30. It is the duty of the Conductor to report with his way-bill, and endorse thereon the names of all Station Agents who are absent from their office, or who do not keep the same open at the time of the passing of passenger trains.

31. Conductors leaving cars where there are no Agents, must see that the brakes are put on said cars, or that they are otherwise secured in a position where they will be entirely clear from passing trains.

32. Conductors and Enginemen will be held responsible for the safety of switches which they may use at points where there are Agents as well as where there is no Agent. Each Engineman will be furnished with one switch key; each Passenger Train Conductor will be furnished with one switch key; each Freight Train Conductor will be furnished with one switch key and one freight car key.

33. All accidents—such as breakages, getting off of the track, uncoupling of trains, killing of stock, failure in any way of the engines, defective places in the track, road-crossing, bridges, etc., etc.—must be reported by the Conductor to the Superintendent, by special report. The Engineman must promptly report any failure of, or defect in his engine to the Master Mechanic. Conductors will promptly report to the Master Mechanic any injury to cars in their train; giving, in the report of the injury, the number of the car, and the position in which it was left.

34. Freight Conductors are required to station one Brakeman on the third or fourth car from the engine, and another near the rear of the train; and when running a Flagged train, approaching a station, running near another train's time, or as irregular, will, at all such times, take their stations on the engine. Conductors will require Brakemen to stand at their posts, and will not allow them to ride inside the cars.

35. Enginemen must see that they have upon their engines, at all times, on the road, all necessary articles for the trip, and possible accident, as shall be prescribed by the Master Mechanic. They must see that the head-lights of their engines are kept in perfect order, and are lit up for night run before dark.

FREIGHT CONDUCTORS.

36. Conductors will in no case receive cars or freight for their trains without WAYBILL ACCOMPANIES THE SAME, except THROUGH BUSINESS to and from Terre Haute and E. St. Louis.

37. Freight Conductors will not leave any freight at any Station between Terre Haute and E. St. Louis WITHOUT LEAVING WAYBILL FOR SAME, except at Stations where the Company have no Freight Agent. In such case the waybill for same will be left at the next Station where there is an Agent.

38. Freight Conductors leaving DISABLED cars at any station where there is NO FREIGHT AGENT, will leave the waybill with the NEXT STATION AGENT, endorsing on the back of the waybill the DATE OF LEAVING AND NAME OF STATION LEFT AT, and SIGN THE SAME.

39. Freight Conductors leaving DISABLED cars at Stations where there are Agents, will leave the WAYBILL FOR SAME, ENDORSING DATE OF LEAVING CAR ON IT, and SIGN THE SAME.

40. Freight Conductors will always PROMPTLY notify the Assistant Superintendent at Litchfield when they leave loaded cars from their trains at ANY SIDE TRACK OR STATION, using blank Form No. —, properly filling same. This must be STRICTLY OBSERVED, that there may be RESPONSIBILITY for delay of freight.

41. Freight Conductors, taking loaded cars left by other trains from any Station or siding where there is no Agent, will inquire at the next Station where there is an Agent, for the waybill for same, and will endorse on the waybill the name of Station taken from, date and sign the same. If waybill cannot be found, so state in "Remarks" column in "Train Report."

42. Freight Conductors will in ALL CASES sign the waybills which they may leave at any Station.

43. Freight Conductors RECEIVING cars loaded at any Station where the Company have no Agent, will require a "Forwarding Order" from the Consignor, giving CONSIGNEE, DESTINATION AND DESCRIPTION OF ARTICLES, WITH WEIGHT OF SAME, and will see that the same is properly waybilled by the next Station Agent. This waybill they will deliver with the car, as previously instructed.

44. Conductors leaving freight at any Station where there is no Agent will, if consignee is present, require him to sign the waybill acknowledging receipt of goods. If not, Conductors will mark waybill "Left at O. R. (owner's risk)," and sign the same, and leave it at first Station having Agent.

45. Freight Conductors will give their particular attention to the forwarding and delivery of LOCAL FREIGHTS between Stations, especially to way freights from Terre Haute, Mattoon and Pana. Cars containing way freight must not be left on the way FOR ANY CAUSE other than being UNSAFE TO RUN THEM.

STATION AGENTS.

46. All Station Agents are required to be at their offices, and to keep the same open for the sale of tickets, thirty minutes previous to the usual and regular time for the passage of passenger trains and until passenger trains have passed.

47. Station Agents must not, in any case, deliver freight to consignees until the charges upon the same have been paid. Agents receiving articles of freight, which have been damaged from any cause while in the possession of the Company, must immediately report the same to the General Freight Agent.

48. Station Agents will be held responsible for the proper position and security of their switches.

49. Station Agents must not, in any case load coal, stone, lime, plaster, lumber, or stock of any kind, in freight cars which are numbered above 600. This rule must be observed in all cases.

50. Station Agents at Terre Haute, Mattoon, Pana, and Alton, receiving from other Companies freight cars loaded for Stations upon this road, will promptly forward them to the Station for which they are loaded, and the Agent receiving them will, in all cases, cause them to be unloaded within 24 hours after receiving them, and return them by the next freight train to the Station from which they were forwarded. Cars thus received must not be loaded on their return, except with freight consigned to the Company from whom the cars were received.

51. Station Agents will see that all cars on side track at their respective Stations are so placed as to be clear from trains passing on main line, and that they are so secured that they cannot be blown out on the main line.

52. Station Agents will issue passes to owners and drivers accompanying their Stock, (using blanks furnished by the General Freight Agent) not exceeding one for two cars, and four for ten cars or over; such passes must be dated and countersigned by the Agent issuing them. Agents must not in any case issue passes on account of stock to owners or drivers, unless the parties to whom they are issued actually accompany their Stock.

53. Agents' reports of freight forwarded will be due at G. F. Office, the morning of second day after freight goes forward.

54. Agents' reports of freight received will be due at G. F. Office, the morning of third day after freight is received. An observance of these rules will give Agents ample time to record their bills, and to send such reports as will contain the whole of, and NOTHING BUT, the ACTUAL BUSINESS of their Stations for each day. Freight will in NO CASE be reported as FORWARDED unless the same has GONE FORWARD FROM THE STATION. DELAYED FREIGHT received at any Station will be reported as a separate item in current report for date received, giving date of waybill.

55. Agents' monthly reports will be due at G. F. Office on the morning of the fourth day of succeeding month. SUPPLEMENTARY reports of DELAYED freights will be made promptly.

56. Agents will in ALL CASES return with their reports of freight received the waybills from which the report is compiled.

57. Agents will see that in all cases their waybills received are signed by the Conductor leaving the same. They will sign the waybills themselves, giving date the freight is received. If freight is received on a memorandum bill, (the regular bill to follow) the memorandum bill must be signed and dated as above, and returned to G. F. O. with regular bill and attached to it.

58. Agents will be careful to number their bills in regular order of numbers, commencing each month with ONE, and to fill the blanks properly on the back of same.

59. Agents will in all cases carefully examine the waybills received by them and observe errors in CLASSIFICATION OF FREIGHT and COMPUTATION OF SAME. Errors when found will be corrected in the proper OVERCHARGE or UNDERCHARGE column.

60. Agents' attention is called to Rule 22 in Rules and Regulations of Freight Tariff, which reads "All freight going to Stations where there is no Agent must be prepaid," etc. THIS MUST BE OBSERVED.

61. Agents will send to G. F. O. whenever freight is SHORT, OVER or DAMAGED on any waybill, a copy of Form No. 72 properly filled, also one to the Station from which the freight is forwarded. The G. F. O. will endeavor to trace the freight.

62. Agents forwarding stray freight will make waybill for same, issuing it as a regular bill, with its proper number, etc. Agents receiving such freight and waybill will, in all cases, return the same to G. F. O., signing the name as per Rule 57.

63. Agents will return to G. F. O. an account, each month, of all freight which has been on hand over thirty days, giving reason for delay in delivery.

64. Agents receiving freight without waybill will promptly notify G. F. O., giving date of receipt, number of train left by.

65. Agents will not forward freight without waybill for same accompanying it, except through business to and from Terre Haute and East St. Louis.

66. Agents receiving disabled cars at their Stations, loaded for Stations beyond, will promptly notify G. F. Office, using Form No. —, properly filling the same.

67. Agents will waybill freight from any Station where the Company may not have an Agent, on being furnished by the Conductor of the train having such freight, with the FORWARDING ORDER from consignor of same, and will report the same in the next forwarding report due G. F. O., giving name of Station it was from.

68. Agents having cars at their Stations loaded and ready for trains will notify Conductor of the first trains to take them, and if, after notice, they are not taken within twenty-four hours, they will report to the Assistant Superintendent, giving the number of cars to be moved and destination, and also report the Conductor who refused to take them.

A. A. TALMAGE, Ass't Superintendent.

J. D. HE

12. Conductors of all trains, BOTH REGULAR AND IRREGULAR, before leaving any Telegraph Station, must furnish the Telegraph Operator a report, stating their leaving time, and all irregular trains before going out in the morning, must know that trains due during the previous night have passed, or they must learn the position of such trains.

13. No person, except the Division Superintendents, and they within their own divisions, and dispatchers appointed by them, will have authority to dispatch trains by Telegraph.

14. Trains approaching a meeting point, will enter the side track at the nearest end, UNDER NO CIRCUMSTANCES (when the side track is connected at both ends,) backing in from the direction and in the time of the approaching trains.

15. If a train is delayed from any cause on the road, so that it cannot reach the next turnout within the time for which it is entitled to the road, it must be backed with care to the nearest turnout, and there wait the passing of the train then entitled to the road.

16. A red signal shown on an engine indicates that an extra engine is following the red signal, WHICH HAS PRECISELY THE SAME RIGHT TO THE ROAD AS THE LEADING ENGINE AND NO MORE. Great care must be taken on the part of Extra Trains, to see that each train is properly flagged by all trains which precede it; and at night, a red light must be carried on the last end of the last car in every train.

17. A white signal shown on an engine indicates that an engine is following the white signal, WHICH WILL BE KEPT OUT OF THE WAY OF ALL REGULAR TRAINS, but will have the right to the track against all IRREGULAR OR WILD TRAINS NOT RUNNING UNDER THE PROTECTION OF A FLAG. Engineers carrying flags must call attention of all engineers they meet or pass to the flag by FIVE SHORT WHISTLES.

18. In all cases, when extra trains or engines are to follow another train, notice must be given of the intention to the forward trains; and a red flag by day, and a red light at night, must be carried on the front of every engine but the last, and the trains must be kept at least five minutes apart, except at meeting points, which must always be approached slowly and with great care.

19. No extra train or engine, except as provided for in these rules, must be sent over the road, within either division, without an order directly from the Superintendent of the division.

SIGNALS.

20. One short sound of the whistle is the signal to brake; two to take off brakes; three to back the train, and four to call in signal men.

21. A lantern raised and lowered is the signal for the train to stop; swung cross-wise, to back; swung over the head, to go forward.

22. A stationary red flag by day, or red lantern by night—or any lantern moved by night on the line of the road—is a signal of danger, and trains must come to a full stop.

23. A white flag by day, or white light by night, displayed upon the track at stations where the trains do not stop regularly, is the signal for the train to stop for passengers. Green lights are used at switches, and are signals of caution.

24. The engine bell must be rung at the distance of eighty rods from the highway crossings, and be kept ringing until the engine has passed the crossing. Engineers must sound the whistle for each Station when half a mile distant from the Station.

25. All trains running at night must carry one red light on the rear car. Freight, Construction and Wood Trains must carry a red flag unfurled, on rear car of train by day, and a red light by night, in such position as to be seen by the Engineman.

CONDUCTORS AND ENGINEMEN.

26. Conductors must see, before starting from any terminal Station, that their cars are clean and in order; that a bell cord is attached from the signal bell of the engine to the rear car of the train; and that they have signal flags, lanterns, spare shackles, pins, &c.; and for this purpose conductors must be at the terminal Station 20 minutes before the time for their trains to leave the Station.

27. It is the duty of Conductors to require all passengers, where practicable, to purchase tickets before taking their seats in the cars, and the Baggage Master must require passengers to produce their tickets before they check their baggage.

28. No lantern or car lamp must be filled and trimmed in the Passenger or Baggage cars.

29. Conductors are required to see that passengers do not deface the backs or soil the cushions of the seats, by putting their feet upon them.

30. It is the duty of the Conductor to report with his waybill, and endorse thereon the names of all Station Agents who are absent from their office, or who do not keep their same open at the time of the passing of passenger trains.

31. Conductors leaving cars where there are no Agents, must see that the brakes are put on said cars, or that they are otherwise secured in a position where they will be entirely clear from passing trains.

32. Conductors and Enginemen will be held responsible for the safety of switches which they may use at points where there are Agents as well as where there is no Agent. Each Engineman will be furnished with one switch key; each Passenger Train Conductor will be furnished with one switch key; each Freight Train Conductor will be furnished with one switch key and one freight car key.

33. All accidents—such as breakages, getting off of the track, uncoupling of trains, killing of stock, failure in any way of the engines, defective places in the track, road crossing, bridges, etc., etc.—must be reported by the Conductor to the Superintendent, by special report. The Engineman must promptly report any failure of, or defect in his engine to the Master Mechanic. Conductors will promptly report to the Master Mechanic any injury to cars in their train; giving, in the report of the injury, the number of the car, and the position in which it was left.

34. Freight Conductors are required to station one Brakeman on the third or fourth car from the engine, and another near the rear of the train; and when running a Flagged train, approaching a station, running near another train's time, or as irregular, will, at all such times, take their stations on the engine. Conductors will require Brakemen to stand to their posts, and will not allow them to ride inside the cars.

35. Enginemen must see that they have upon their engines, at all times, on the road, all necessary articles for the trip, and possible accident, as shall be prescribed by the Master Mechanic. They must see that the head-lights of their engines are kept in perfect order, and are lit up for night run before dark.

FREIGHT CONDUCTORS.

36. Conductors will in no case receive cars or freight for their trains without waybill accompaniment, the same, except through business to and from Terre Haute and E. St. Louis.

37. Freight Conductors will not leave any freight at any Station between Terre Haute and E. St. Louis without leaving waybill for same, except at Stations where the Company have no Freight Agent. In such case the waybill for same will be left at the next Station where there is an Agent.

38. Freight Conductors leaving disabled cars at any station where there is no Freight Agent, will leave the waybill with the next Station Agent, endorsing on the back of the waybill the DATE OF LEAVING and NAME OF STATION LEFT AT, and SIGN THE SAME.

39. Freight Conductors leaving disabled cars at Stations where there are Agents, will leave the waybill for same, ENDORSING DATE OF LEAVING CAR ON IT, and SIGN THE SAME.

40. Freight Conductors will always PROMPTLY notify the Assistant Superintendent at Litchfield when they leave loaded cars from their trains at ANY SIDE TRACK OR STATION, using blank Form No. —, properly filling same. This must be STRICTLY OBSERVED, that there may be RESPONSIBILITY for delay of freight.

41. Freight Conductors, taking loaded cars left by other trains from any Station or siding where there is no Agent, will inquire at the next Station where there is an Agent, for the waybill for same, and will endorse on the waybill the name of Station taken from, date and sign the same. If waybill cannot be found, so state in "Remarks" column in "Train Report."

42. Freight Conductors will in ALL CASES sign the waybills which they may leave at any Station.

43. Freight Conductors RECEIVING cars loaded at any Station where the Company have no Agent, will require a "Forwarding Order" from the Consignor, giving CONSIGNEE, DESTINATION AND DESCRIPTION OF ARTICLES, WITH WEIGHT OF SAME, and will see that the same is properly waybilled by the next Station Agent. This waybill they will deliver with the car, as previously instructed.

44. Conductors leaving freight at any Station where there is no Agent will, if consignee is present, require him to sign the waybill acknowledging receipt of goods. If not, Conductors will mark waybill "Left at O. R. (owner's risk)," and sign the same, and leave it at first Station having Agent.

45. Freight Conductors will give their particular attention to the forwarding and delivery of LOCAL FREIGHTS between Stations, especially to way freights from Terre Haute, Mattoon and Pana. Cars containing way freight must not be left on the way FOR ANY CAUSE other than being UNSAFE TO RUN THEM.

STATION AGENTS.

46. All Station Agents are required to be at their offices, and to keep the same open for the sale of tickets, thirty minutes previous to the usual and regular time for the passage of passenger trains and until passenger trains have passed.

47. Station Agents must not, in any case, deliver freight to consignees until the charges upon the same have been paid. Agents receiving articles of freight, which have been damaged from any cause while in the possession of the Company, must immediately report the same to the General Freight Agent.

48. Station Agents will be held responsible for the proper position and security of their switches.

49. Station Agents must not, in any case load coal, stone, lime, plaster, lumber, or stock of any kind, in freight cars which are numbered above 600. This rule must be observed in all cases.

50. Station Agents at Terre Haute, Mattoon, Pana, and Alton, receiving from other Companies freight cars loaded for Stations upon this road, will promptly forward them to the Station for which they are loaded, and the Agent receiving them will, in all cases, cause them to be unloaded within 24 hours after receiving them, and return them by the next freight train to the Station from which they were forwarded. Cars thus received must not be loaded on their return, except with freight consigned to the Company from whom the cars were received.

51. Station Agents will see that all cars on side track at their respective Stations are so placed as to be clear from trains passing on main line, and that they are so secured that they cannot be blown out on the main line.

52. Station Agents will issue passes to owners and drivers accompanying their stock, (using blanks furnished by the General Freight Agent) not exceeding one for two cars, and four for ten cars or over; such passes must be dated and countersigned by the Agent issuing them. Agents must not in any case issue passes on account of stock to owners or drivers, unless the parties to whom they are issued actually accompany their stock.

53. Agents' reports of freight forwarded will be due at G. F. Office, the morning of second day after freight goes forward.

54. Agents' reports of freight received will be due at G. F. Office, the morning of third day after freight is received. An observance of these rules will give Agents ample time to record their bills, and to send such reports as will contain the whole of, and nothing but, the ACTUAL BUSINESS of their Stations for each day. Freight will in no case be reported as FORWARDED unless the same has GONE FORWARD FROM THE STATION. DELAYED FREIGHT received at any Station will be reported as a separate item in current report for date received, giving date of waybill.

55. Agents' monthly reports will be due at G. F. Office on the morning of the fourth day of succeeding month. SUPPLEMENTARY reports of DELAYED freights will be made promptly.

56. Agents will in ALL CASES return with their reports of freight received the waybills from which the report is compiled.

57. Agents will see that in all cases their waybills received are signed by the Conductor leaving the same. They will sign the waybills themselves, giving date the freight is received. If freight is received on a memorandum bill, (the regular bill to follow) the memorandum bill must be signed and dated as above, and returned to G. F. O. with regular bill and attached to it.

58. Agents will be careful to number their bills in regular order of numbers, commencing each month with one, and to fill the blanks properly on the back of same.

59. Agents will in all cases carefully examine the waybills received by them and observe errors in CLASSIFICATION OF FREIGHT and COMPUTATION OF SAME. Errors when found will be corrected in the proper OVERCHARGE or UNDERCHARGE column.

60. Agents' attention is called to Rule 22 in Rules and Regulations of Freight Tariff, which reads "All freight going to Stations where there is no Agent must be prepaid," &c. THIS MUST BE OBSERVED.

61. Agents will send to G. F. O. whenever freights are SHORT, OVER or DAMAGED on any waybill, a copy of Form No. 72 properly filled, also one to the Station from which the freight is forwarded. The G. F. O. will endeavor to trace the freight.

62. Agents forwarding stray freight will make waybill for same, issuing it as a regular bill, with its proper number, etc. Agents receiving such freight and waybill will, in all cases, return the same to G. F. O., signing the name as per Rule 57.

63. Agents will return to G. F. O. an account, each month, of all freight which has been on hand over thirty days, giving reason for delay in delivery.

64. Agents receiving freight without waybill will promptly notify G. F. O., giving date of receipt, number of train left by.

65. Agents will not forward freight without waybill for same accompanied by, except through business to and from Terre Haute and East St. Louis.

66. Agents receiving disabled cars at their Stations, loaded for Stations beyond, will promptly notify G. F. Office, using Form No. —, properly filling the same.

67. Agents will waybill freight from any Station where the Company may not have an Agent, on being furnished by the Conductor of the train having such freight, with the FORWARDING ORDER from consignor of same, and will report the same in the next forwarding report due G. F. O., giving name of Station it was from.

68. Agents having cars at their Stations loaded and ready for trains will notify Conductor of the first train to take them, and if, after notice, they are not taken within twenty-four hours, they will report to the Assistant Superintendent, giving the number of cars, to be moved and destination, and also report the Conductor who refused to take them.

ROAD MASTERS AND SECTION MEN.

69. Road Masters will be required to pass over their entire divisions daily, or as often as is possible for them to do so, to maintain a constant supervision over all Section men and other workmen employed on their divisions.

70. In stormy or windy weather section men will always be required to precede each passenger train run in the night, by sending two or three men over their section with their cars and lights to see if the track is clear and safe, and if necessary, to notify trains of any obstruction or defect. When, on account of ice or snow, cars cannot be run over the section, two men must be sent over on foot for the same purpose. This rule will be strictly enforced against Section Foremen.

GENERAL RULES.

71. In case of accident or delay to trains, the Conductor may command the services of all persons connected with the road. Their first care must be to send men each way with the proper signals, to warn approaching trains.

72. The Yard Masters at East St. Louis, Litchfield, and Terre Haute, will have control of and direct the movement of all trains while at their respective stations. They will also see that all trains are made up, in time to be ready to leave promptly upon their time, as per Time Table.

73. The main track of the road must always be kept clear and ready for use, except in case of necessity, when a red flag by day, and a red light by night, must be stationed on the track, at least eighty rods each way from the obstructions.

74. In no case must any platform, cattle-chute, fence at cattle-guards, or obstructions of any kind, be placed at a less distance than 3 feet 6 inches from the outside of the rail of main track or siding, where such platform, cattle-chute, or fence may be located.

75. Whenever any article of freight or baggage is lost or miscarried, the Conductor of the train must immediately report the same to the Agent of the Station from which the freight was shipped, or from which the baggage was checked, and also to the General Office. Whenever any article of baggage shall be left in the passenger cars, by passengers, it must be delivered to the Station Baggage-man at Terre Haute, or East St. Louis, on the arrival of the train, and a record of the same made by him.

76. Smoking while on duty, and the use of intoxicating liquors, as a beverage, are strictly prohibited, and will be considered sufficient causes for dismissal.

77. The Master Mechanic, and Road Masters, may issue passes for the day to employees under them, traveling upon business of the Company. Workmen employed on the road must produce a pass for the day, from the Road Master, and use the second class cars only. No Road Master must give a pass to any person unless that person is sent on business for Company, or going to and from his place of labor for the Company, and he shall state the same in the pass.

78. Every employee on the road will be paid for the actual amount of service performed, whether employed by the month or by the day; and the Heads of Departments must see personally, before certifying to their Monthly Returns, that the time of every man under their charge is checked on the Returns accordingly.

79. The time of every employee on the Road, who has leave of absence, or who may be taken sick, or who is injured by accident (either by his own or the carelessness of other employees,) must stop, both on the Time Books and Returns, when he stops work, and must not commence again until such employee resumes work in the same or some other capacity. All bills for medical attendance, &c., &c., or for board contracted on account of such sickness or injury must be adjusted and paid by the employee, and such bills, together with claims for unreturned time during such sickness or injury, can only be adjusted between the employee and Superintendent.

80. Every employee discharged must be given a certificate of his time, on the proper form, the amount of same to be distributed under its proper head, signed by the Head of the Department in which he has been employed, which certificate will be paid by the Pay Master.

81. Time certificates are not transferable, and will only be paid to the person in whose favor they are drawn. Should any employee of the Road be detected in buying the time certificates of discharged men, he will be promptly discharged from the service therefor.

82. No employee will be allowed to absent himself from duty without special permission from the Head of the Department in which he is employed: nor will any employee be allowed to employ a substitute to perform his duties while he is absent or sick, under any circumstances.

83. It is especially enjoined upon Conductors of passenger trains to promote by every means in their power the safety, comfort and pleasure of their passengers, and to be polite and courteous to all. Course or vulgar language from any one employed on these trains is positively prohibited under penalty of prompt dismissal.

SPECIAL REGULATIONS

In Regard to Moving Trains by Telegraph.

1. All Special Orders for the movement of Trains must be communicated in writing, and addressed to the Conductor and Engineman. The Conductor must write his understanding of the Order, which must be read by the Engineman, and signed by both. [Read carefully Rules 25 and 26 of Instructions for working the Telegraph.]

2. Conductors must not leave a Station when directed to, run by SPECIAL Order, without having the same in writing in their possession, which must always be read by the Engineman before starting.

3. Conductors who are carrying a red flag or light for an Extra Train or Engine, on receiving a Special Order, by Telegraph, must notify the person giving such Order, of the position of the Extra, stating whether the Extra can make the time and meeting points that the Order requires. Conductor and Engineman of the Extra must understand the Order, if they are to proceed with the Regular Train under Special Order. Be very careful to understand Orders in such cases.

4. When an Agent receives an Order to hold a Train for any purpose, he must carry out the Orders strictly, and should have, at all times, the proper Signals in readiness to flag the Train, should occasion require it, and go a safe distance from the Station for that purpose. Engineers must keep a good look-out for all Signals at Stations, and strictly regard them.

5. All Special Orders for moving Trains are only for the persons to whom they are directed, and no other person will use such Orders as authority to move their Trains.

6. Each Conductor, Engineman, Station Agent, and Operator, will be furnished a copy of Telegraph Rules, which must be carefully studied and strictly followed.

7. The above Rules are not calculated to interfere with any General Rules, but are Special Rules for moving Trains by Telegraph.

J. D. HERKIMER, Gen'l Superintendent.