

Compliance with
OPERATING RULES

AND
SAFETY RULES

INSURES
**SAFE and EFFICIENT
Operation**

In Case of DOUBT or UNCERTAINTY
the SAFE COURSE MUST BE TAKEN

**IMPACT FORCE AT VARIOUS
STRIKING SPEEDS**

CAR COUPLED AT (MPH)		IMPACT FORCE
SAFE	1	1
	2	4
	3	9
	4	16
DAMAGING	5	25
	6	36
	7	49
	8	64
	9	81
	10	100

**THE BALTIMORE AND OHIO
RAILROAD COMPANY**
WESTERN REGION

Safety Above Everything



ST. LOUIS DIVISION

TIMETABLE No. 83

Effective 3:01 A. M. Eastern Standard Time
Effective 2:01 A. M. Central Standard Time

SUNDAY, APRIL 30, 1967

DESTROY ALL TIMETABLES OF PREVIOUS DATE

Read The Instructions

FOR INFORMATION OF EMPLOYEES ONLY

D. E. FARIS
Superintendent

A. W. JOHNSTON,
General Manager

DIVISION OFFICERS

ST. LOUIS DIVISION

D. E. Faris	Superintendent	Washington, Ind.
D. E. Sheeran	Terminal Manager	E. St. Louis, Ill.
J. Anders	Divn. Engr.	Washington, Ind.

G. H. Culp, Jr.	TTM	E. St. Louis, Ill.
E. A. Curless	ATTM	E. St. Louis, Ill.
A. E. Odell	TM	Washington, Ind.
F. E. Garland	RFE	Washington, Ind.
L. J. Bies	CTD	Washington, Ind.
B. M. Thomas	TM	North Vernon, Ind.
John Leprich	RFE	North Vernon, Ind.
A. A. Conrad	Asst. Divn. Engr.	Washington, Ind.
R. O. Cromwell	Asst. Divn. Engr.	Washington, Ind.

Assistant Chief Train Dispatchers—Washington, Ind.

Otto Gharst	A. C. Spillman	L. E. Edmiston
-------------	----------------	----------------

Train Dispatchers—Washington, Ind.

C. A. Harris	E. L. Kincaid
G. V. Bies	L. G. Slinkard
J. E. Kirchner	T. Babbs
W. M. Crown	B. E. Edmiston
R. M. Johnson	N. D. Gerkin
J. P. Klier	B. E. Hughes
K. L. Myers	S. J. Myers

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Note.—Additional instructions, distances, passing sidings, office hours, junctions, etc., may be found on Schedule and Station pages 2 to 20.

CINCINNATI SUBDIVISION

WESTWARD

TIMETABLE No. 83 In Effect 3:01 a.m. (EST), Sunday, April 30, 1967	FIRST CLASS		SECOND CLASS	
	1	11	95	83
	Daily	Daily	Daily	Daily
<i>Cincinnati</i>	L 1.7	AM 820	L 1130	AM
<i>Storrs Jct. (EEDT)</i>	5.0	826	1136	345 1030
C. W. Cabin (WEDT)	3.8	832	1142	353 1038
Delhi	7.8	836	1146	400 1043
Finney (EEDT)	3.4	844	1155	410 1053
Dearborn (WEDT)	0.4	848	1159	417 1113
Lawrenceburg	3.7	F 849	F 1201	
Aurora	4.5	854	1206	
Cochran Jct. (EEDT)	12.3	900	1212	432 1130
Milan (WEDT)	8.9	916	1228	507 1205
Osgood	10.6	925	1237 96	519 1215
Nebraska	3.5	934	1247	540 12 1227
Butlerville	2.8	937	1250	550 1233
Oakdale	3.8	940	1253	554 1237
Riley	0.5	944	1258	602 1245
NORTH VERNON		946	100	605 1250
		A AM	A AM	A AM A PM

The times shown in italics convey no timetable authority and are for information only.

WESTWARD

SECOND CLASS					THIRD CLASS
97	91	99	93	89	81
Daily	Daily	Daily	Daily	Daily	Tues., Thur. and Sat.
L	PM	L	PM	L	PM
.....
145	730	900	945	1015	945
153	737	908	952	1022	955
158	741	913	956	1030	1002
208	749	923	1006	1040	1035
213	753	928	1012	1050	1115
.....
.....
.....
230	805	943	1026	1108	1145
305	824	1013	1050	1140	1245
317	833	1027	1101	1152	115
332	843	1039	1112	1203	140
349	846	1043	1118	1218 96	147
2					
359	849 90	1046	1121	1230	155
407	859	1053	1128	1238	205
410	900	1055	1130	1240	210
A	PM	A	PM	A	PM

CINCINNATI SUBDIVISION

EASTWARD

	FIRST CLASS		SECOND CLASS	
	12 Daily	2 Daily	96 Daily	98 Daily
TIMETABLE No. 83	In Effect 3:01 a.m. (EST) Sunday, April 30, 1967			
NORTH VERNON	L 0.5 S 528	L 0.5 S 340	L 1207	L 700
Riley	3.8 529	341	1209	702
Oakdale	534	346	1215	712
Butlerville	2.8 537	349 97	1218 89	718
Nebraska	3.5 540 95	353	1222	724
Osgood	10.6 551	403	1237 11	744
Milan (WEDT)	8.9 600	412	1255	756
Cochran Jct. (EEDT)	12.3 617	428	112	813
Aurora	4.5 S 625	434	.....	.....
Lawrenceburg	3.7 S 633	F 440	.....	.....
Dearborn (WEDT)	0.4 635	441	128	830
Finney (EEDT)	3.4 639	445	133	840
Delhi	7.8 650	454	143	850
C. W. Cabin (WEDT)	3.8 655	458	148	855
Storrs Jct. (EEDT)	5.0 703	505	155	905
Cincinnati	1.7 715	515	.....	.....
	A AM	A PM	A AM	A AM

The times shown in italics convey no timetable authority and are for information only.

EASTWARD

SECOND CLASS					THIRD CLASS
88 Daily	92 Daily	84 Daily	90 Daily	94 Daily	80 Mon., Wed. and Fri.
L 955	L 450	L 510	L 835	L 935	L 1005
957	452	515	840	937	1010
1006	501	525	849 91	944	1020
1011	505	529	854	948	1025
1015	510	534	859	952	1035
1027	522	548	913	1003	1100
1037	532	600	925	1013	1130
1055	548	618	943	1031	1210
.....
.....
1113	606	634	955	1043	1250
1118	612	640	1000	1048	110
1128	623	650	1010	1058	125
1133	628	655	1015	1103	130
1145	640	710	1025	1115	140
.....
A AM	A PM	A PM	A PM	A PM	A PM

WESTWARD

WASHINGTON

	TIMETABLE No. 83					
	FIRST CLASS				SECOND CLASS	
	11 Daily		1 Daily		95 Daily	
	L	AM	L	AM	L	AM
NORTH VERNON	0.4	S1205	S 850			505
Whitcomb		1206	851 88			545 98
Hayden	5.8	1213	857			610
Seymour	8.3	S1220	S 904			620
Dunham	5.0	1242	911			628
Brownstown	5.6	1248	917			636
Medora	7.6	1257	925			646
Sparksville	5.2	103	931			654
Tunnelton	7.1	111	939			702
Mitchell	8.7	S 128	S 951			724 88
Washington	43.2	S 245	S1043			820
SHOPS	0.8	247	1046			825
		A	AM	A	AM	A

EASTWARD

WASHINGTON

	TIMETABLE No. 83					
	FIRST CLASS				SECOND CLASS	
	12 Daily		2 Daily		98 Daily	
	L	AM	L	PM	L	AM
SHOPS	0.8	202	1237			300
Washington	43.2	S 214	S1247			305
Mitchell		S 304	S 134 87			418
Tunnelton	8.7	315	144			428
Sparksville	7.1	324	152			438
Medora	5.2	330	157			446
Brownstown	7.6	339	205			456
Dunham	5.6	345	210			502
Seymour	5.0	S 403	S 218			510
Hayden	8.3	411	227			520
Whitcomb	5.8	418	234			545 95
NORTH VERNON	0.4	420	236			600
		A	AM	A	PM	A

SUBDIVISION

WESTWARD

	SECOND CLASS								THIRD CLASS	
	97 Daily		91 Daily		99 Daily		93 Daily		87 Daily Ex. Sun.	
	L	PM	L	PM	L	PM	L	PM	L	AM
	310		800		955		1030			1000
	313		802		958		1033			1005
	336 92		816 94		1006		1057 96			1015
	355		836		1015		1112			1030
	403		846		1023		1119			1110
	411		853		1038 96		1126			1130
	419		901		1053		1134			1205
	427		908		1100		1141			1225
	435 86		916		1108		1150			1250
	447		926		1118		1201			330 2-92-86
	553		1016		1212		1250			535
	555		1020		1215		1253			540
	A	PM	A	PM	A	AM	A	AM	A	PM

SUBDIVISION

EASTWARD

	SECOND CLASS								THIRD CLASS	
	88 Daily		92 Daily		94 Daily		96 Daily		86 Daily Ex. Sun.	
	L	AM	L	PM	L	PM	L	PM	L	AM
	615		145		625		920			1050
	620		149		629		923			1055
	724 95		241 87-86		721		1008			400 92-87
	734		251		731		1018			435 97
	744		259		739		1025			455
	752		305		745		1030			510
	802		313		753		1038 99			528
	808		319		759		1043			538
	816		326		806		1049			610
	826		336 97		816 91		1057 93			630
	851 1		344		824		1103			650
	855		350		835		1107			655
	A	AM	A	PM	A	PM	A	PM	A	PM

TIMETABLE No. 83 In Effect 3:01 a.m., (EST) Sunday, April 30, 1967		SECOND CLASS			
		89 Daily		83 Daily	
		L	AM	L	PM
NORTH VERNON	0.6	1240		1250	
James	14.4	1245		1255	
Deputy	15.2	105		125	
Marysville	10.3	125		140	
Charlestown	5.7	140		155	
Watson	0.5	.....		.....
WS Tower	9.0	155		300	
YOUNGTOWN		230		330	
		A	AM	A	PM

SECOND CLASS			
84 Daily		90 Daily	
A	PM	A	PM
510		835	
505		832	
446		816	
430		800	
420		750	
.....		
340		740	
300		715	
L	PM	L	PM

WESTWARD

ILLINOIS

SUBDIVISION

TIMETABLE No. 83 In Effect 2:01 a.m. (CST), Sunday, April 30, 1967		FIRST CLASS		SECOND CLASS
		11	1	99
		Daily	Daily	Daily
	L	AM L	AM L	AM
SHOPS	6.3	247	1046	1235
Wheatland	6.6	253	1051	1243
Fritchton	5.2	300	1057	1250
Vincennes	4.9	S 306	S1102	1258
Beman	5.0	336	1110	117 ¹²
Lawrenceville	4.0	S 350	S1116	128
Bridgeport	5.8	356	1121	132
Sumner	5.9	401	1126	138
Claremont	6.2	406	1131	144
Olney	7.7	S 412	S1145 ²	150
Noble	7.1	428 ⁸⁸	1200 ⁹²	158
Clay City	7.4	435	1207	205
Flora	8.4	S 457	S1217	213
Xenia	8.3	506	1227	221
Iuka	8.4	514	1235 ⁷⁴	229
Salem	5.7	S 528	S1245	.....
Odin	7.7	S 538	1252	243
Shattuc	9.5	549	1259	251
Carlyle	3.7	F 600	108	306 ⁸⁸
Beckemeyer	5.0	604	111	315
Breese	4.4	610	115	320
Aviston	4.0	615	119	324
Trenton	3.8	619	123	328
Summerfield	9.4	623	126	332
Carbon	10.1	634	137	346
HN Cabin	3.0	648	150	359
Willows	0.7	652	154	403
Cone	0.7	.....	.....	410
K Tower	0.2	655	158	.....
Relay Depot	3.3	S 700	H 200	.....
St. Louis		725	230	.....
		A	AMA	PMA AM

The times shown in italics convey no timetable authority and are for information only.

H-Stop to discharge passengers.

SECOND CLASS				THIRD CLASS
93	95	97	91	79
Daily	Daily	Daily	Daily	Mon., Wed. and Fri.
L	AM L	L	PM L	L
		PM L	PM L	AM
215	1255	830	1030	.....
227	115 ⁹²	855 ⁹⁶	1038	.....
235	135	910	1045	.....
245	145	920	1053	.....
253	153	928	1059	.....
259	201	934	1110	.....
304	207	939	1114	.....
309	213	945	1132 ⁹⁸	.....
315	220	953	1142	.....
321	228	1001	1150	.....
330	236	1010	1158	.....
337	244	1020	1206	.....
359 ⁸⁸	255	1040 ⁹⁸	1223 ¹²	600
420	305	1050	1240	615
430	315	1059	1250	630
.....
450	335	1115	105	705
458	343	1136 ¹²	113	725
509	403 ⁹⁴	1150	123	750
515	415	1155	127	805
520	420	1200	132	830
524	425	1205	137	850
528	430	1210	141	910
532	434	1214	145	920
547	448	1228	231 ⁸⁸	1030 ²⁻⁹²
601	506	1242	250	1105
605	510	1246	255	1115
610	515	1255	300	1125
.....
.....
.....
.....
A	AM A	A	PMA AM A	AM A

EASTWARD

ILLINOIS

SUBDIVISION

		FIRST CLASS		SECOND CLASS
		2 Daily	12 Daily	88 Daily
	L	AML	PM	L AM
<i>St. Louis</i>	3.3	<i>930</i>	<i>1020</i>	.....
<i>Relay Depot</i>	0.2	<i>S 945</i>	<i>S1035</i>	.....
<i>K Tower</i>	0.7	<i>946</i>	<i>1036</i>	.....
<i>Cone</i>	0.7	.....	.....	200
<i>Willows</i>	3.0	<i>949</i>	<i>1038</i>	204
<i>HN Cabin</i>	10.1	<i>952</i>	<i>1041</i>	215
<i>Carbon</i>	9.4	1004 ⁷⁹	<i>1053</i>	231 ⁹¹
<i>Summerfield</i>	3.8	<i>1013</i>	<i>1102</i>	244
<i>Trenton</i>	4.0	<i>1016</i>	<i>1106</i>	248
<i>Aviston</i>	4.4	<i>1020</i>	<i>1110</i>	253
<i>Breese</i>	5.0	<i>1024</i>	<i>1114</i>	258
<i>Beckemeyer</i>	3.7	<i>1028</i>	<i>1119</i>	302
<i>Carlyle</i>	9.5	<i>1032</i>	<i>S1126</i>	306 ⁹⁹
<i>Shattuc</i>	7.7	<i>1041</i>	1136 ⁹⁷	319
<i>Odin</i>	5.7	1047 ⁷⁴	<i>F1143</i>	328
<i>Salem</i>	8.4	<i>S1054</i>	<i>S1155</i>	.....
<i>Iuka</i>	8.3	<i>1103</i>	<i>1203</i>	342
<i>Xenia</i>	8.4	<i>1110</i>	<i>1211</i>	350
<i>Flora</i>	7.4	<i>S1120</i>	S1223 ⁹¹	359 ⁹³
<i>Clay City</i>	7.1	<i>1128</i>	<i>1231</i>	409
<i>Noble</i>	7.7	<i>1134</i>	<i>1238</i>	428 ¹¹
<i>Olney</i>	6.2	S1145 ¹	<i>S1247</i>	445
<i>Claremont</i>	5.9	<i>1151</i>	<i>1254</i>	453
<i>Sumner</i>	5.8	<i>1156</i>	<i>1259</i>	500
<i>Bridgeport</i>	4.0	<i>1201</i>	<i>104</i>	507
<i>Lawrenceville</i>	5.0	<i>S1205</i>	<i>S 108</i>	514
<i>Beman</i>	4.9	<i>1211</i>	117 ⁹⁹	520
<i>Vincennes</i>	5.2	<i>S1218</i>	<i>S 140</i>	528
<i>Fritchton</i>	6.6	<i>1225</i>	149 ⁹³	538
<i>Wheatland</i>	6.3	<i>1231</i>	<i>156</i>	546
SHOPS		<i>1237</i>	<i>202</i>	555
	A	PM	A	A AM

SECOND CLASS				THIRD CLASS
92 Daily	94 Daily	96 Daily	98 Daily	74 Tues., Thur. and Sat.
L	AML	L	PM	L PM
.....
.....
.....
<i>945</i>	<i>300</i>	<i>600</i>	<i>800</i>	<i>700</i>
<i>955</i>	<i>305</i>	<i>603</i>	<i>804</i>	<i>705</i>
<i>1002</i>	<i>315</i>	<i>613</i>	<i>815</i>	<i>715</i>
1017 ⁷⁹	<i>330</i>	<i>626</i>	<i>832</i>	<i>735</i>
<i>1028</i>	<i>341</i>	<i>636</i>	<i>847</i>	<i>825</i>
<i>1032</i>	<i>345</i>	<i>640</i>	<i>853</i>	<i>840</i>
<i>1037</i>	<i>350</i>	<i>644</i>	<i>858</i>	<i>850</i>
<i>1042</i>	<i>355</i>	<i>648</i>	<i>904</i>	<i>910</i>
<i>1046</i>	<i>359</i>	<i>653</i>	<i>912</i>	<i>920</i>
<i>1050</i>	403 ⁹⁵	<i>657</i>	<i>918</i>	<i>940</i>
<i>1100</i>	<i>413</i>	<i>707</i>	<i>928</i>	<i>1000</i>
1108 ⁷⁴	<i>421</i>	<i>715</i>	<i>939</i>	1115 ²⁻⁹²
.....
<i>1122</i>	<i>435</i>	<i>729</i>	<i>957</i>	1235 ¹
<i>1130</i>	<i>444</i>	<i>738</i>	<i>1005</i>	<i>1255</i>
<i>1139</i>	<i>452</i>	<i>746</i>	1040 ⁹⁷	<i>110</i>
<i>1147</i>	<i>500</i>	<i>753</i>	<i>1055</i>	.....
1200 ¹	<i>508</i>	<i>800</i>	<i>1104</i>	.....
<i>1221</i>	<i>515</i>	<i>808</i>	<i>1113</i>	.....
<i>1228</i>	<i>522</i>	<i>814</i>	<i>1123</i>	.....
<i>1234</i>	<i>528</i>	<i>820</i>	1132 ⁹¹	.....
<i>1240</i>	<i>534</i>	<i>826</i>	<i>1140</i>	.....
<i>1244</i>	<i>538</i>	<i>830</i>	<i>1146</i>	.....
<i>1250</i>	<i>543</i>	<i>835</i>	<i>1152</i>	.....
<i>1258</i>	<i>550</i>	<i>841</i>	<i>1205</i>	.....
<i>108</i>	<i>559</i>	<i>849</i>	<i>1217</i>	.....
115 ⁹⁵	<i>605</i>	855 ⁹⁷	<i>1225</i>	.....
<i>125</i>	<i>615</i>	<i>903</i>	<i>1235</i>	.....
A	PM	A	PM	A AM

The times shown in *italics* convey no timetable authority and are for information only.

WESTWARD

STATIONS, ETC.

Distance	Passing Siding Capacity in Cars (45 ft.)	CINCINNATI SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
STATIONS						
0.0		CINCINNATI	1.7	.....	.....	C.U.T.
1.7	Yard	Storrs Jct.	5.0	C	C	RS C.U.T.
6.7	.....	CW Cabin (WEDT)	3.8	.....	.....	CW Cinti. Term. SD
10.5	143	Delhi	4.6	*800 A	500 P	DE
15.1	.....	North Bend	3.2	.....	.....	NB
18.3	.....	Finney (EEDT)	3.4	.....	.....	FY
21.7	.....	Dearborn (WEDT)	0.4	C	C	XN NYC
22.1	.....	Lawrenceburg	3.7	.....	.....	F NYC
25.8	.....	Aurora	1.5	.....	.....	AU
27.3	.....	Cochran	3.0	.....	.....	N
30.3	.....	Cochran Jct. (EEDT)	3.6	.....	.....	CJ
33.9	.....	Dillsboro	3.7	.....	.....	DO
37.6	.....	Cold Springs	5.0	.....	.....	CS
42.6	52	Milan (WEDT)	2.7	C	C	MI
45.3	.....	Pierceville	6.2	.....	.....	MR
51.5	153	Osgood	6.6	*645 A	345 P	H
58.1	.....	Holton	4.0	.....	.....	HO
62.1	169	Nebraska	3.5	.....	.....	NA
65.6	163	Butlerville	2.8	.....	.....	BU
68.4	162	Oakdale	3.8	.....	.....	A
72.2	45	Riley	0.5	.....	.....	RI
72.7	Yard	NORTH VERNON		C	C	G Lou. SD Wash. SD PRR-NYC

C-Continuous.

*-Daily except Saturday and Sunday.

WESTWARD

STATIONS, ETC.

Distance	Passing Siding Capacity in Cars (45 ft.)	WASHINGTON SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
STATIONS						
72.7	.....	NORTH VERNON		C	C	G Lou. SD Cinti. SD PRR-NYC
			0.4	.....	.....	WB
73.1	Yard	Whitcomb	5.8	.....	.....	WB
	38			.....	.....	HA
78.9	92	Hayden	8.3	.....	.....	HA
87.2	W 129 E 125	Seymour		.....	.....	..... Milw
			0.1	.....	.....	..... PRR
87.3	.....	JO Tower	4.9	C	C	JO PRR
92.2	77	Dunham	5.6	.....	.....	DU
97.8	75	Brownstown	3.2	*645 A	345 P	BI
101.0	.....	Vallonia	4.4	.....	.....	VA
105.4	106	Medora	5.2	.....	.....	Q
110.6	92	Sparksville	7.1	.....	.....	SV
117.7	92	Tunnelton	8.7	.....	.....	UN
126.4	Yard	Mitchell		C	C	M Monon
	243		5.5	.....	.....	.....
131.9	92	Georgia	6.1	.....	.....	GE
138.0	85	Huron	3.4	.....	.....	HR
141.4	.....	Willow Valley	3.6	.....	.....	WA
145.0	.....	East Shoals	2.0	.....	.....	.....
147.0	.....	Shoals	0.7	.....	.....	SA
147.7	77	Martin	4.7	.....	.....	NM
152.4	.....	Quarry	3.1	.....	.....	QY
155.5	104	Loogootee	7.0	.....	.....	P
162.5	89	Montgomery	7.1	.....	.....	GY
169.6	91	Washington		800 A 1100 P	400 P 700 A	W
			0.8	C	C	SH ILL. SD NYC
170.4	Yard	SHOPS		C	C	SH ILL. SD NYC

C-Continuous.

*-Daily except Saturday and Sunday.

WESTWARD

STATIONS, ETC.

Distance	Passing Siding Capacity in Cars (45 ft.)	ILLINOIS SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
170.4	Yard	SHOPS	C	C	SH	Wash. SD NYC
176.7	102	Wheatland	.....	.....	WD	.....
183.3	87	Fritchton	.....	.....	GO	.....
188.5	63	Vincennes	C	C	V	C&EI-PRR
193.4	162	Beman	.....	.....	BN	.....
198.4	146	Lawrenceville	C	C	WC	NYC
202.4	161	Bridgeport	.....	.....	RD	.....
208.2	90	Sumner	*645 A	345 P	MY	.....
214.1	113	Claremont	.....	.....	CL	.....
220.3	74	Olney	*800 A	500 P	D	IC
228.0	95	Noble	*645 A	345 P	NO	.....
235.1	89	Clay City	*645 A	345 P	CY	.....
242.5	W 126 Yard E 153	Flora	C	C	FA	SpgRd.SD
250.9	98	Xenia	.....	.....	MS	.....
259.4	96	Iuka	.....	.....	MN	.....
267.8	.....	Salem	800 A 1030 P	400 P 630 A	NS	C&EI M&I
273.5	96	Odin	.....	.....	OD	IC
277.2	.....	Sandoval	.....	.....	B	IC
281.2	93	Shattuc	C	C	SC	CB&Q
286.7	.....	Huey	.....	.....	CE	.....
290.7	W 72 E 97	Carlyle	*645 A	345 P	MO	.....
294.4	76	Beckemeyer	.....	.....	BY	.....
299.4	W 102 E 113	Breese	*645 A	345 P	BR	.....
303.8	160	Aviston	.....	.....	AN	.....
307.8	134	Trenton	.....	.....	TR	.....
311.6	95	Summerfield	.....	.....	SF	.....
314.5	.....	Lebanon	.....	.....	U	.....
320.2	.....	Ofallon	‡745 A 1050 P	345 P 650 A	RN	ITRR
321.0	171	Carbon	.....	.....	CR	.....
331.1	.....	HN Cabin	C	C	HN	A&S
334.1	.....	Willows	C	C	WI	Sou-TRRA
334.8	Yard	Cone	C	C	KN	.....
335.5	TRRA	K Tower	.....	.....	K	PRR-TRRA L&N
335.7		Relay Depot	.....	.....	BD	.....
339.0		ST. LOUIS	C	C	US	TRRA

C-Continuous.

*-Daily except Saturday and Sunday.

‡-Daily except Sunday.

WESTWARD

STATIONS, ETC.

Distance	Passing Siding Capacity in Cars (45 ft.)	LOUISVILLE SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
0.0	Yard	NORTH VERNON	C	C	G	Wash. SD Cinti. SD PRR-NYC
0.6	86	James	.....	.....	JS	.....
15.0	88	Deputy	.....	.....	DA	.....
30.2	76	Marysville	.....	.....	MA	.....
40.5	75	Charlestown	.....	.....	CN	.....
46.2	85	Watson	.....	.....	SI	.....
46.7	.....	WS Tower	C	C	WS	Jefferson- ville SD
50.5	.....	X Tower	.....	.....	X	PRR
53.5	67	Floyd	.....	.....	FD	.....
54.1	.....	New Albany	.....	.....	NY	K&IT Sou. Monon
55.7	.....	YOUNGTOWN	C	C	YD	Monon K&IT
JEFFERSONVILLE SUBDIVISION						
0.0	.....	WS TOWER	C	C	WS	Lou. SD PRR
4.5	.....	NYC Jct.	.....	.....	.....	NYC
6.7	.....	JEFFERSONVILLE	.....	.....	JR	PRR

C-Continuous.

Distance	Passing Siding Capacity in Cars (45 ft.)	SPRINGFIELD SUBDIVISION	OFFICE HOURS		Office Call	Jct. or Crossing
			From	To		
0.0	.....	SHAWNEETOWN	0.7	.....	.....	.....
0.7	.....	Wyatt	2.4	.....	.....	L&N
3.1	.....	New Shawneetown	2.7	*700 A 400 P	SY	.....
5.8	.....	Junction	5.6	.....	.....	L&N
11.4	30	Ridgway	6.8	*645 A 345 P	Q	.....
18.2	19	Omaha	6.7	.....	.....	.....
24.9	.....	Norris City	8.2	.....	.....	NYC
33.1	11	Enfield	10.4	.....	CG	L&N
43.5	41	Mill Shoals	9.4	*645 A 345 P	M	.....
52.9	40	Fairfield	4.9	*645 A 345 P	F	SOU
57.8	.....	Geff	5.1	.....	.....	.....
62.9	32	Cisne	11.1	*700 A 400 P	CN	.....
74.0	Yard	Flora	7.3	C C	FA	ILL. SD
81.3	34	Louis	7.6	*615 A 315 P	L	.....
88.9	.....	Iola	6.7	.....	.....	.....
95.6	27	Edgewood	11.1	C C	WO	IC
106.7	27	Altamont	9.2	.....	MA	PRR-C&EI
115.9	.....	Beecher City	6.0	.....	BC	.....
121.9	37	Cowden	11.2	*645 A 345 P	K	N&W
133.1	.....	Tower Hill	6.5	.....	.....	NYC
139.6	25	Pana	5.8	.....	SU	IC-C&EI
143.4	.....	Millersville	2.9	.....	.....	.....
148.3	.....	Owaneco	7.4	*645 A 345 P	WN	.....
155.7	58	Taylorville	5.3	*645 A 345 P	G	N&W
161.0	.....	Sharpsburg	3.6	.....	.....	.....
164.6	.....	Edinburg	4.3	*700 A 400 P	DN	.....
168.9	.....	Breckenridge	5.9	.....	.....	.....
174.8	.....	Rochester	3.5	*645 A 345 P	RH	.....
178.3	.....	Sangamon Jct.	1.6	.....	.....	Tol.-Indpl. Div.
179.9	.....	Tansey	1.5	.....	.....	ITRR
181.4	.....	Avenue	0.5	.....	.....	IC, C&IM
181.9	.....	WR Tower	0.4	C C	WR	GM&O
182.3	.....	Springfield	0.1	.....	.....	IC
182.4	.....	Fourth Street	0.1	.....	.....	.....
182.5	.....	Third Street	5.2	.....	.....	GM&O
187.7	.....	Bradfordton	6.9	.....	.....	.....
194.6	.....	Richland	3.8	.....	.....	.....
198.4	16	Pleasant Plains	4.6	.....	.....	.....
203.0	13	Ashland	6.6	.....	.....	GM&O
209.6	29	Philadelphia	5.5	.....	P	.....
215.1	19	Virginia	7.9	.....	A	.....
223.0	.....	Bluff Springs	5.2	.....	.....	.....
228.2	.....	BEARDSTOWN	.....	.....	B	CB&Q

C-Continuous.

*-Daily except Saturday and Sunday.

SPECIAL INSTRUCTIONS

TIMETABLE ABBREVIATIONS:

TT..... Timetable
 SI..... Special Instructions
 TO..... Train Order
 SD..... Subdivision

Any reference to "Rule/s" in Special Instructions refers to "Operating Rule/s" unless otherwise noted.

1.—SUPERIORITY OF TRAINS.

On single track, eastward trains are superior to westward trains of the same class, except westward trains are superior to eastward trains of the same class between Sangamon Jct. and Beardstown.

1-A.—DESIGNATION AND USE OF MAIN TRACKS.

St. Louis Division Between:

SUBDIVISION OR TRACK SECTION BETWEEN	RULES IN EFFECT	TRACK/S
Terminal Jct. and 1,000 feet east of Storrs Jct. or Southwest Conn.	CUT	Single
Storrs Jct. and CW Cabin	251-254	2
CW Cabin and Finney	505-519	Single
Finney and Dearborn	251-254	2
Dearborn and Cochran Jct.	505-519	Single
Cochran Jct. and Milan	251-254	2
Milan to westward home signal, Mitchell	505-519	Single
Westward Home Signal, Mitchell, and Eastward signal, 1050 feet east of TO office Shops	676	Single
Eastward signal, 1050 feet east of TO office Shops and HN Cabin	505-519	Single
HN Cabin and K. Tower	676	Single
K. Tower and St. Louis	TRRA	Multiple
North Vernon and WS Tower	505-519	Single
WS Tower and New Albany	676	Single
New Albany and Youngtown	K&IT	Single
WS Tower and NYC Jct.	676	Single
Shawneetown and Beardstown	301-304	Single

Note.—Where Rules 251-254 are in effect, Rules 505-519, inclusive, are also in effect.

Where two main tracks are in service the north track is designated as No. 1 track and the south track as No. 2 track.

Except where Rule 676 is in effect, current of traffic is:

No. 1 track..... Westward

No. 2 track..... Eastward

JOINT USE OF TRACKS

1-B.—Baltimore and Ohio trains and engines will use the tracks of other railroads in accordance with their timetables rules and regulations between the points shown below:

Terminal Jct. and Storrs Jct.....CUT
 K Tower and St. Louis.....TRRA
 New Albany and Youngtown.....K&IT
 Avenue and WR Tower.....C&IM

1-C.—Trains and engines of other railroads will be governed by Baltimore and Ohio timetables, rules and regulations when using the tracks designated as follows:

Wyatt and Junction.....L&N
 Shattuc and East St. Louis.....CB&Q

1-D.—TIMETABLES IN EFFECT:

TIMETABLE	IN EFFECT BETWEEN
Cincinnati Terminal SD	CW Cabin—East.
K&IT RR	New Albany and Youngtown.
TRRA of St. Louis	K Tower and St. Louis
C&IM	Avenue and WR Tower

2.—LOCATION—STANDARD CLOCKS, BULLETIN BOARDS, GENERAL ORDERS AND WATCH COMPARISON FORMS.

STATION	LOCATION OF CLOCK	GENERAL ORDERS, ETC.
North Vernon	TO Office	TO Office
Whitcomb	Yard Office	Yard Office
Jeffersonville	Agents Office	Agents Office
Youngtown	TO Office	TO Office
Mitchell	TO Office	TO Office
Shoals	Depot	Depot
Washington	Passenger Station	Passenger Station
Shops	TO Office	Register Room
Vincennes	TO Office	TO Office
Lawrenceville	TO Office	TO Office
Flora	TO Office	TO Office
	.....	Yard Office

2.—Concluded.

STATION	LOCATION OF CLOCK	GENERAL ORDERS, ETC.
Shattuc	.....	TO Office
	TO Office	Register Room
Cone	Enginehouse	Enginehouse
St. Louis	TO Office	TO Office
New Shawneetown	TO Office	TO Office
	GM&O Yard Office	GM&O Yard Office
Springfield	GM&O Enginehouse	GM&O Enginehouse

3.—TRAIN REGISTER STATIONS.

STATION	LOCATION	TRAINS REQUIRED TO REGISTER
New Shawneetown	TO Office	All trains
Junction	Register Box	

4.—CLEARANCE CARD FORM A.

(a).—Rule III is modified to permit trains to leave the stations designated below without Clearance Card Form A except when train order signal is displayed for orders.

Station	Trains
Youngtown.....	All trains
Jeffersonville	Originating trains
New Shawneetown.....	Westward trains when office closed
Junction.....	Eastward L&N scheduled trains
Beardstown.....	All trains
Sangamon Jct.....	Westward Decatur SD trains
Shoals.....	Originating trains

(b).—Trains are required to get Clearance Card Form A before leaving stations designated below:

Station	Trains
North Vernon.....	All trains
WS Tower.....	Eastward trains
St. Louis.....	Trains will receive TRRA Clearance Card
Shattuc.....	Westward CB&Q trains
HN Cabin.....	Eastward CB&Q trains
WR Tower.....	All trains

(c).—Rule 221 is modified to require the use of Clearance Card Form A in lieu of fixed signal at stations designated below. Trains are required to receive Clearance Card Form A (when operator is on duty).

Station	Trains
Open train order offices—Springfield SD...	All trains

4.—Concluded.

(d).—DELIVERY OF TRAIN ORDERS.

Rule 222 in effect at:

Osgood	Olney
Brownstown	Clay City
Shops	Flora
Sumner	

5.—Maximum Authorized Speed.—Definition.—The maximum speed authorized by timetable, or by special instructions for a subdivision or a portion of a subdivision subject to designated speed restrictions.

BETWEEN	PSCR. TRAINS	MFST. TRAINS	OTHER FRT.
	MPH	MPH	MPH
CW Cabin and K Tower	70	60	50
North Vernon and New Albany	65	50	50
WS Tower and Jeffersonville	20	20	20
Shawneetown and Beardstown	35	35	35

Note 1.—Trains with thirty or more open top loads of coal, sand, stone and ore will be governed by speed restrictions applying to "Other Freight" trains but will not be operated in excess of forty miles per hour.

Note 2.—Unless otherwise restricted shop car trains will not be operated in excess of 25 miles per hour.

5-A.—SPEEDS—DIESEL UNITS.

Unless otherwise restricted to lower speeds, diesel units must not exceed the speed designated below. When units are intermixed in multiple control, the lowest speed applicable to any of the units must be observed.

DIESEL UNITS	M.P.H.
1408-1413, 1415-1430, 1433-1457, 2407-2419, RDC 1900-1910, 1951, 1960, 1961, 1970	79
RDC 9082	75
2234-2249, 3500-3575, 3684-3699, 6700-6701, 6900-6976, 7400-7499	70
1826-1840, 4106-4110, 4128-4137, 4467-4499, 4500-4599, 4600-4654, 5420-5499, 5500-5537, 6400-6499, 6500-6599, 6600-6618, 6693-6699, 6702-6708, 7032-7093, 7503-7546, 8500-8506, 9400-9428, 9600-9621	65
9000-9099, 9100-9144, 9150-9155, 9200-9278, 9376-9399, 9500-9551, 9700-9726	60
8400-8422	45
8301-8302	35

5-B.—CHECKING SPEED RECORDERS:

Engineers will check speed recorders between posts located one mile apart at following points:

Cincinnati SD.....	Mile Post 11 and 12; Mile Post 65 and 64
Washington SD.....	Mile Post 80 and 81; Mile Post 166 and 165
Illinois SD.....	Pole 178-02 and Pole 179-02; Pole 316-41 and Pole 315-41
Louisville SD.....	Mile Post 7 and 8; Mile Post 36 and 35

5-1.—SPEED RESTRICTIONS.

LOCATIONS AND CONDITIONS	PSCR. TRAINS	MFST. TRAINS	OTHER FRT.
	MPH	MPH	MPH
<i>Cincinnati Subdivision:</i>			
CW Cabin, westward trains moving from No. 1 track to single main track	30	30	30
CW Cabin, eastward trains moving from single main track to No. 1 track	15	15	15
Pole 12-45 and 15-18.....	45	45	45
Finney, eastward trains moving from No. 2 track to single main track	25	25	25
Finney, westward trains moving from single main track to No. 2 track	15	15	15
Dearborn, entering or leaving No. 1 track	15	15	15
Lawrenceburg City Limits	15	15	15
Aurora City Limits	15	15	15
Pole 26-0 and Pole 30-16	50	35	35
Cochran Jct., leaving No. 2 track	25	25	25
Cochran Jct., westward trains moving from Single Main to No. 2 track	15	15	15
Pole 30-16 and Pole 34-03, both tracks	50	35	35
Dillsboro and a point 1/2-mile west of Mile Post 41, on No. 1 track	45	35	35
Pole 42-20 and Pole 37-04 on No. 2 track	50	35	35
Pole 37-04 and Pole 34-03 on No. 2 track	45	35	35
Milan, entering or leaving No. 2 track	25	25	25
Pole 48-44 and Pole 49-08	60	45	40
Pole 50-49 and Pole 52-02	35	35	35
Pole 60-37 and Pole 60-47	60	45	40
Pole 69-07 and Pole 71-22	45	30	30
North Vernon, over Walnut St., Fifth St. and Madison Ave. crossings	10	10	10
North Vernon, other street crossings	25	25	25
<i>Washington Subdivision:</i>			
Passing Whitcomb yard office	.....	10	10
Seymour City Limits	25	25	25
Pole 93-28 and Pole 94-01	60	60	40
Pole 97-19 and Pole 98-07	50	50	40
Pole 98-40 and Pole 99-40	50	50	40
Medora City Limits	35	35	35

5-1.—Continued.

LOCATIONS AND CONDITIONS	PSGR. TRAINS	MFST. TRAINS	OTHER FRT.
	MPH	MPH	MPH
<i>Washington Subdivision—Concluded:</i>			
Pole 107-33 and Pole 108-04	60	60	30
Pole 108-31 and Pole 114-22	50	50	30
Pole 114-22 and Pole 115-07	45	45	30
Pole 115-07 and Pole 118-19	60	60	40
Pole 118-19 and Pole 119-38	45	45	30
Pole 119-38 and Pole 123-32	55	55	40
Pole 123-32 and Pole 124-08	45	45	30
Pole 125-35 and Pole 126-32	30	30	30
Pole 127-10 and Pole 140-0	70	55	40
Pole 140-0 and Pole 141-29	55	55	40
Pole 141-29 and Pole 142-11	45	45	30
Pole 142-11 and Pole 144-12	55	55	40
Pole 144-12 and Pole 144-35	50	50	40
Pole 144-35 and Pole 146-30	55	55	40
Pole 146-30 and Pole 147-13	30	30	30
Pole 147-13 and Pole 150-14	55	55	40
Pole 150-14 and Pole 155-0	65	60	40
Loogootee street crossings	20	20	20
Washington City Limits	35	35	35
<i>Illinois Subdivision:</i>			
Pole 184-23 and Pole 187-12	60	60	50
Vincennes: St. Clair and First Sts.	25	25	25
Olney I. C. crossing	60	60	50
Flora Street crossings	45	45	45
Flora—East switch eastward passing siding to Flora TO office	.....	10	10
Pole 324-20 and Pole 327-20	35	35	35
Willows and K Tower	20	20	20
K Tower—Reverse curves	15	10	10
<i>Louisville Subdivision:</i>			
North Vernon, over Walnut St., Fifth St. and Madison Avenue crossings	10	10	10
North Vernon, other street crossings	25	25	25
WS Tower	25	25	25
East Switch Floyd and New Albany	20	20	20
New Albany Depot	10	10	10
<i>Jeffersonville Subdivision:</i>			
Mile Post 5 and Jeffersonville	15	15	15
<i>Springfield Subdivision:</i>			
Pole 111-10 and Pole 111-12	20	20	20
Pole 120-6 and Pole 120-8	25	25	25
Pole 154-11 and Pole 154-13	25	25	25
Pole 155-23 and Pole 155-32	15	15	15
Springfield—Cook Street	20	20	20
Springfield—Through interlocking limits, Avenue	10	10	10
Springfield—End of double track, Fourth St.	10	10	10

5-1(a).—GENERAL—ALL SUBDIVISIONS:

LOCATIONS AND CONDITIONS	PSGR. TRAINS	MFST. TRAINS	OTHER FRT.
	MPH	MPH	MPH
When picking up Clearance Card Form A	30	30	30
Entering, leaving or through passing sidings or crossovers	10	10	10

Note 1.—All trains will stop at Wyatt, New Shawneetown and Junction and will run at restricted speed between New Shawneetown and Shawneetown.

5-1(b).—SPEED RESTRICTIONS LIGHT ENGINES.—Unless otherwise restricted to lower speeds, all light diesel road units operating in multiple control will not exceed the speeds shown below:

	M.P.H.
Cincinnati SD	60
Washington SD	60
Illinois SD	60
Louisville SD	60
Springfield SD	35
Jeffersonville SD	20

Single Units.

	M.P.H.
Single Diesel Unit	30
Single Budd Car Unit	30

5-1(c).—TRAINS HANDLING RELIEF CRANES.

UNLESS OTHERWISE RESTRICTED	FORWARD MOV'T.	PUSHING TRAIN OR CRANE AHEAD OF ENGINE
	MPH	MPH
Cincinnati SD	35	20
Washington SD	35	20
Illinois SD	35	20
Louisville SD	35	20
Springfield SD (west of Flora)	25	15
Springfield SD (east of Flora)	20	15
Jeffersonville SD	20	15

5-2.—SPEED RESTRICTIONS—EQUIPMENT.

UNLESS OTHERWISE RESTRICTED	M.P.H.
Other than B&O Relief (Wreck) Cranes, unless otherwise restricted by Train Order, derrick cars, power shovels, cranes, ditchers and similar pivoted machinery moving on their own wheels.	On tangents... 20
	On curves..... 15
Foreign Line Short Ore Cars	On tangents... 30
	On curves..... 20

5-2(a).—PIVOTED CRANES.

Except relief or work trains, trains handling cranes moving on own wheels must have boom secured in trailing position.

6-3.—ENGINE AND EQUIPMENT RESTRICTIONS—GENERAL.

(a).—*Hauling Dead or Disabled Engine in Train.*—Dead or Disabled engines must not be dispatched or moved in any train, without authority of the Chief Train Dispatcher, who will secure instructions from the proper Mechanical Department Officer before authorizing movement. When for any reason lower speeds than specified in timetable are required, such speeds will be requested before engine is dispatched. When enroute and conditions require further speed restrictions, Chief Train Dispatcher should be so notified, who will advise whether to set engine out or reduce speed.

(b).—*Scale Tracks.*—Engines must not be operated over live rail of scale tracks.

Cars with gross weight exceeding 220,000 lbs. must not be moved on track scales with capacity of less than 200 tons.

(c).—*Handling Defective Cars in Train.*—Unless otherwise authorized by the Superintendent, cars with broken center sills, defective drawbars, draft gears, or similar defects must be handled on rear behind the caboose of freight trains other than manifest. Air brakes must be cut in and in proper working condition.

If air brakes are inoperative or if there is question of drawbar standing the pull, such car must be chained to the caboose.

Mechanical Department employe reporting such defective equipment ready for movement will designate the speed required for safe movement.

(d).—*Heavy Cars.*—Cars with gross weight exceeding 263,000 lbs. must not be operated without authority of Superintendent. (See TTSI 6-3(x).)

(e).—*Handling Loaded Welded or Continuously Jointed Rail Cars.*—Cars loaded with welded or continuously jointed rail must be handled in through trains as follows:

A loaded hopper car as a buffer must be placed on each end of the rail cars. Except for cars relating to the welded rail such as unloading cars, etc., no other equipment will be handled in this type train, and speed must not exceed 30 MPH except through tunnels and over truss bridges where speed must not exceed 10 MPH.

6-3.—Continued.

(f).—*Scale Test Cars.*—In regular service must be handled three cars ahead of caboose and train must have 85% operative air brakes. Train on which handled must not exceed maximum speed of 35 miles per hour. First paragraph, Rule C-229, of Form CDT-30 modified accordingly.

(g).—*Pullman Standard PS-2CD 4000, or greater, Cubic Foot Capacity 100 Ton Covered Hoppers.*—Trains handling these cars on six degree or sharper curves must maintain speed in excess of 25 miles per hour. Trains not being able to maintain a speed greater than 25 miles per hour must reduce to a speed not to exceed 10 miles per hour. Train and engine crews should observe these cars frequently enroute and where excessive rocking is noted, crews should promptly reduce speed below the 10 miles per hour limit.

Location of all six degree or sharper curves are listed in General Notice.

Train and engine crews will be given train order notifying them when their train contains any of these cars.

These cars must not be moved on the Manhattan, Manhattan Trailer Jet, St. Louisan, or St. Louis Trailer Jet.

(h).—*Handling Hydrocyanic Acid (HCN) Tank Cars.*—Tank cars containing Hydrocyanic Acid (HCN) painted white with horizontal and vertical red stripes placarded on both sides and ends of cars must be handled according to the following instructions.

1. To be handled only when authorized by message over the signature of the Chief Dispatcher.
2. Notify Chief Dispatcher immediately of any occurrence that may be hazardous.
3. In case of suspected leakage, isolate car and keep all except authorized persons away.
4. Under no circumstances should other than authorized persons get close to car in case of derailment.
5. Read carefully the placarded instructions posted in yard offices, cabooses and work force bunk cars involving the handling of these cars.
6. Instructions attached to each waybill and boarded instructions on each car must be complied with.
7. These instructions are applicable to empty cars as well as loaded cars.

(i).—*DODX and USNX 28000 Series 50-ton, 50-foot DX Box Cars.*—Must be handled not more than 16 cars ahead of occupied caboose when length of train permits, complying with Section 74.589(g), ICC regulations for transportation of explosives and other dangerous articles, etc., dated April 10, 1961. **THESE CARS MUST NOT BE HANDLED IN TRAINS REQUIRING HELPER SERVICE.**

(j).—*Reachers.*—Reachers must be used in switching tracks or portions of tracks not safe for engines.

(k).—*Handling of Loaded Bi-Level and Tri-Level Cars.*—Loaded bi-level and tri-level cars must not be placed directly behind open gondola or hopper cars loaded with sand, gravel, coal or similar commodity.

(l).—*Loaded Foreign Line Cars.*—Loaded foreign line cars of 70 tons or greater capacity with length of 37 feet 9 inches or less between pulling faces of coupler knuckles must not be operated without authority of the Superintendent.

6-3.—Concluded.

(m).—*Air Dump Cars*.—Will be handled in local freight trains only and speed must not exceed 30 MPH.

(x).—ENGINE AND/OR EQUIPMENT RESTRICTIONS.

Unless otherwise authorized by the superintendent, engines and/or equipment are restricted in use of tracks, bridges, trestles, etc., as designated below:

STATION, TRACK, BRIDGE, ETC.	ENGINE OR EQUIPMENT	RESTRICTION
<i>Aurora, Ind.:</i> Indianapolis Chair and Furniture Co. Bridge 25/83-1	Engines other than 8301-8302, 8400-8421, 9150-9155	
Stedman Foundry and Machine Co., Inc. Bridge 27/16-1	Engines Cars with gross weight exceeding 220,000 lbs.	
<i>Mitchell, Ind.:</i> Lehigh Portland Cement Co. Bridge 123/46-2	Engines Cars with gross weight exceeding 130,000 lbs.	
Rock Lick Branch	1838, 3684-3699, 7400-7499 Cars with gross weight exceeding 220,000 lbs.	Must not operate on.
<i>Washington, Ind.:</i> Mitchell Crushed Stone Co. Bridge 171/4-1	Engines Cars with gross weight exceeding 200,000 lbs.	
<i>Carlyle, Ill.:</i> Carlyle Paper Co. Bridge 290/34-1	Cars with gross weight exceeding 240,000 lbs.	
<i>Springfield Subdivision:</i> Shawneetown to Pana, Ill.	1838, 3684-3699, 7400-7499 Cars with gross weight exceeding 220,000 lbs.	
Shawneetown to Pana, Ill., over all bridges	Relief Cranes X215 to X219	Must not exceed 15 m.p.h.
Pana to Springfield, Ill.	Cars with gross weight exceeding 240,000 lbs.	Must not operate on.
Pana to Springfield, Ill. Bridges 171 and 202	Engines 1826-1840, 3684-3699, 7400-7499	Must not exceed 20 m.p.h.
<i>Springfield, Ill.:</i> State of Illinois Sdg. Bridge 209/1	1838, 3684-3699, 7400-7499	Must not operate on.
Springfield to Beardstown, Ill.	Cars with gross weight exceeding 220,000 lbs.	
Springfield to Beardstown, Ill., over all bridges	Relief Cranes X215 to X219	Must not exceed 15 m.p.h.

Note.—Movement over all industrial trestles and bridges must not exceed 10 miles per hour.

8.—USE OF ELECTRIC-LOCKED SWITCHES.

To enter tracks equipped with electric locks, movement must stop within 100 feet of switch. After obtaining permission from train dispatcher or operator, remove switch lock. After indicator light is lit, operate foot treadle to release electric lock.

To enter main track at electric-locked switch, obtain permission from train dispatcher or operator, then remove switch lock. After indicator light is lit operate foot treadle to release electric lock.

If indicator light fails to light after lock is removed, wait 8 minutes for time release. If time release fails to unlock switch, dispatcher must be immediately notified. Switches and derrails must be restored and locked in normal position after use and dispatcher notified.

Following switches and derrails are equipped with electric locks.

Washington SD:

Georgia.....East and West switches of Stone Quarry.
Willow Valley.....East and West switches.
East Shoals.....East and West switches.
Shoals.....East and West switches of station track.
Quarry.....East and West switches.
Shops.....Crossover switches between West Second and West Third Sts., Washington.

Illinois SD:

HN Cabin.....West switch A&S connection.

Jeffersonville SD:

WS Tower.....Wye switch on Jeffersonville SD.

Louisville SD:

New Albany.....General Plywood track switch, Southern Ry. connection and Public Service Switch.

8-1.—USE OF NON-ELECTRIC-LOCKED SWITCHES.

Following switches not equipped with electric locks. Trains and engines are prohibited from clearing in these tracks:

Washington SD:

Loogootee.....East track.
Station track.
Montgomery.....Mill track.
Washington.....Farm Bureau Track.
Grubb Spur.

9.—ADDITIONAL INSTRUCTIONS AUTOMATIC BLOCK SYSTEM.

(a).—*Crossing Over or Occupying Main Tracks*.—In automatic block territory, hand-operated switches must be opened 5 minutes before fouling main or crossover tracks.

9.—Concluded.

Exception:

First paragraph Operating Rule 512 not in effect at North Vernon, Washington or Shops when switching passenger trains.

(b).—*Directional Circuits.*—Signal circuits are arranged for eastward traffic as superior movement. Westward trains arriving at west end of passing sidings and occupying main track to meet an opposing train automatically set the signals governing eastward train at STOP to the next passing siding west. Conductors or Engineers of westward trains will immediately operate a push button located in small box on the side of relay box, or signal mast adjacent to the absolute signal. When using push button it should be held depressed not less than 15 seconds.

When trains move out of passing sidings to make reverse move on main tracks, a member of crew will operate a push button located in box on signal mast which governs or on side of relay box adjacent to the signal to restore operation of the signal.

When a train is entering or leaving a passing siding, neither the main track switch nor the inside switch will be restored to normal position until the entire train has passed the dwarf signal at clearance point or signal protecting facing switch.

Note 1.—*CW Cabin:*

Cut section and CS sign is located 50 feet east of Anderson Ferry Road Crossing, governing overlap on eastward trains at Delhi, and westward trains having meet order at CW Cabin must stay east of CS sign until home signal goes to stop position. If necessary to occupy main track west of CS sign, push button located on home signal must be operated.

Note 2.—*James Siding:*

Eastward trains holding main track will be required to push a button on signal 0-8 at East end of James in order to permit westward train to come to James siding on meeting point.

Note 3.—*Shops:*

Clearance point at East and West End Shops Yard is at crossover. Operating Rule 4 modified.

(c).—*General—All Subdivisions: Single Budd Car Units.*—Where Rules 505-519, inc., are in effect when handling single Budd Car Unit, after initial stop is made, the unit must immediately be moved forward at least ten (10) feet and a second stop made without the use of sand.

Passengers must not be permitted to entrain or detrain until second stop has been made.

If second stop cannot be made, flagman will immediately go back a sufficient distance to stop a following train moving at maximum authorized speed. (Rule 99 is modified)

10.—FIXED SIGNALS NOT IN CONFORMITY WITH THE BOOK OF RULES.

(a).—*General.*—Square end blades may be used in place of round end blades as illustrated in Rules 281-H, 289-E and 292-G.

(b).—*Shops, Flora and H N Cabin.*—Rule 222(c) is modified to permit the use of lights instead of flags on train order signals at Shops, Flora and H N Cabin.

10.—Concluded.

(c).—*Reflectorized Targets.*—Rules 272 and 296 are modified to permit the use of reflectorized targets instead of lamps on derrails.

(d).—*Semi-Automatic Block Signals.*—The semi-automatic block signals located at stations shown below will be observed as Automatic Block Signals during the hours the offices are closed. When Stop-Indication is displayed Rules 505-519, inclusive, will apply.

Cincinnati SD.....	Osgood
Washington SD.....	Brownstown
Illinois SD.....	{ Summer
	{ Clay City

(e).—*Illinois SD—K Tower.*—The upper arm of the two-arm semaphore signal, located 650 ft. east of PRR-TRRA Crossing K Tower governs westward movements of B&O trains and engines.

The lower-arm governs train and engine movements from L&N using crossover from Main Track to Old Main.

Hand signal from switchtender is also required to use crossing.

10-1.—HAND SIGNALS—FLAGGING.

(a).—Rule 99 is modified as follows:

Unless otherwise provided, trains, engines and other on track equipment must be given flag protection as follows:

When moving: Lighted fuseses must be dropped at proper intervals to insure full protection when moving under circumstances in which may be overtaken.

When standing: A member of crew must go back immediately with proper flagging equipment a sufficient distance to insure full protection, placing two torpedoes on rail, and, when necessary, displaying lighted fusee. When recalled, if safety will permit, he may return, leaving lighted fusee and torpedoes when conditions require.

When necessary, head end must be protected in the same manner.

Stop signals must be answered promptly. Flagging signals will be repeated until answered.

Exception.—When operating under Automatic Block System Rules 505 to 519, inclusive, rear end flag protection for *Trains* or *Engines* is not required against following movements on the same track, except as provided by Rules 98(B), 511, 512, 514 and 515. (Does not apply to other On Track equipment or where Special Instructions require otherwise.)

(b).—*Flagging Equipment.*—Rule 11-A is modified to eliminate red and white lanterns on engines.

10-1.—Concluded.

(c).—*Flag Protection*.—Rule 99 is modified to eliminate flag protection against following trains on the same main track as specified below, except when notified by train order that Rule 99 is in effect:

Springfield SD, between—

Shawneetown and Wyatt, Junction and Rochester, Bradfordton and Beardstown.

This will not relieve trains or engines of providing flag protection where other rules, conditions or specific instructions require flag protection to be provided.

(d).—*Use of Yellow Fuses*.—Yellow fuses will be used for passing signals where view of hand or lantern signals is restricted. Red fuses must not be used for any other purpose than to give stop signals.

10-2.—HAND OPERATED SWITCHES.

Illinois SD.....K Tower

At K Tower a yellow signal will be used by switchtender for both eastward and westward trains and engines operating on Baltimore and Ohio tracks over PRR-TRRA crossing. Before accepting signal from switchtender, engineers must know that switches are properly lined for their movement. Operating Rule 13(A) modified.

Hand signal from switchtender K Tower will be authority for movement of eastward trains and engines using main to HN Cabin subject to indication displayed on automatic signals, also movement of eastward trains and engines using Old Main through crossover to main track and onto L&N.

10-3.—NORMAL POSITION OF HAND-OPERATED SWITCHES.

(a).—*Sangamon Jct.*—Main track switch to be lined for Tol-Indpls Divn.

11.—MARKERS—GENERAL.

(a).—Last paragraph of Rule 28 is modified to permit trains of other railroads to display markers as prescribed by that railroad when operating on Baltimore and Ohio rails.

(b).—*Freight Trains*.—In accordance with Rule 28 the use of reflectorized markers is permitted.

(c).—*Light Engines*.—Red classification lights may be used as markers. (Rule 28 modified)

11-1.—CLASSIFICATION SIGNALS.

(a).—Rules 24(A) and 27 are modified to permit trains to continue the display of the same classification signals (as before required) when operating over the territory designated below:

Cincinnati and Storrs Jct.
K Tower and St. Louis
WS Tower and Youngtown

12.—USE OF SIDINGS AND SPECIFIED TRACKS.

(a).—*Industrial Tracks*.—Crews performing work at industries equipped with gates or doors manually or electrically operated and protected by a derail (or lock) will not remove derail (or lock) until gates or doors are fully opened, except where derail (or lock) controls operation of gate or door, movement must not be made until it is known gate or door is fully opened and secured.

Gates and doors must be closed and secured and derails (where provided) replaced after work is completed.

(b).—*Team Tracks*.—When switching industrial or team tracks, Conductors, and Yard Foremen will assure themselves that there are no brow plates, pipe connections or all weather doors fouling equipment to be moved.

Crews doing work on sidings will determine that engine and equipment will clear building, tipples and elevator spouts.

(c).—*Whitcomb*.—Trains that include cars 17 feet 6 inches in height including all loaded or empty tri-level cars will not use passing siding beneath overhead Bridge 72-55.

(d).—*Jeffersonville*.—Engines not permitted more than 25 feet inside gate at American Car and Foundry.

(e).—*Jeffersonville*.—Trains or engines using Jeffersonville SD west of NYC Jct. will not again foul crossover until authority is received from the Operator at WS Tower, and will then be governed by indication displayed on signal at clearance point NYC Jct. All movements west of this crossover will be made at restricted speed, expecting to find track occupied or engine or train moving in opposite direction.

(f).—*Pana*.—Movement must not be made through house track switch while main track is occupied between switches at Poplar Street.

12-1.—DIRECTIONAL PASSING SIDINGS.

(a).—Passing sidings of an assigned direction are located as shown below and their use is governed by Rule 60, unless otherwise provided.

Seymour..... { North track is westward passing siding
 { South track is eastward passing siding

13.—AIR BRAKES.

(a).—Trains Manhattan, Manhattan Trailer Jet, St. Louisan and St. Louis Trailer Jet will carry 90 pounds brake pipe pressure.

14.—SPRING SWITCHES.

(a).—Spring switches are in service at the following locations:

CW Cabin.....W. E. D. T.
Finney.....E. E. D. T.
Cochran Jct.....E. E. D. T.

Push buttons are located in box attached to signal mast of governing signal. (Rule 105, except 8th paragraph, governs)

15.—INTERLOCKINGS.

(a).—*Interlockings.*—Rules 605-633, inclusive, are in effect at Railroad Crossings designated below.

Dearborn.....	NYC
Seymour.....	PRR
Mitchell.....	MONON
Vincennes.....	C&EI-PRR
Lawrenceville.....	NYC
Shattuc.....	CB&Q
HN Cabin.....	A&S
Willows.....	TRRA-SOU
WS Tower.....	PRR
X Tower.....	PRR
New Albany.....	MONON
Edgewood.....	IC
Tower Hill.....	NYC
Pana.....	C&EI-IC
Avenue-Springfield.....	IC-C&IM
Ashland (See Note).....	GM&O

Note.—*Ashland.*—When office closed, interlocking will be left lined for GM&O RR.

(b).—*Closed Interlocking Stations.*—During the period that an interlocking station is closed, under provisions of Rule 631, the movements of trains within interlocking limits must be confined to through movements on main tracks. The use of crossovers, junction switches and sidings within the interlocking limits, including outlet switches, is prohibited, unless operator is called and on duty to control movements.

15-1.—AUTOMATIC AND SEMI-AUTOMATIC RAILROAD CROSSINGS:

(a).—Before a train or engine moves over railroad crossings shown below, when absolute block signal governing movement over crossing displays Stop-Indication, in addition to complying with Stop Signal Rules in effect the movement must be protected against opposing or conflicting movements in compliance with the instructions posted in telephone booths or in boxes attached to signal masts, except at Sandoval, Instructions are in Box marked B&O in Southwest corner of diamond and at Norris City, Instructions are in Box marked B&O in Southeast corner of Diamond.

<i>Automatic</i>		
Station		R. R. Crossings
Chappell.....		NYC
Olney.....		IC
Salem.....		C&EI
Odin.....		IC
Sandoval.....		IC
Ofallon.....		IT
Norris City.....		NYC
Cowden.....		N&W
Taylorville.....		N&W
Tansey.....		IT
Springfield (10th St.).....		N&W
Springfield (3rd St.).....		GM&O

15-1.—Concluded.

<i>Semi-Automatic</i>		
Station		R. R. Crossings
Lawrenceburg.....		NYC
Vincennes.....		B&O
Altamont.....		PRR
Enfield.....		L&N
Fairfield.....		SOU

15-2.—NON-INTERLOCKED CROSSINGS.

(a).—Instructions applying to Non-interlocked Railroad Grade Crossings designated below:

Station	Crossing	Position of Tilting Target, Gate or Other Protection for B&O Movement
North Vernon.....	PRR Main Line.....	Horizontal.
North Vernon.....	PRR Lou-Sub.....	Horizontal.
North Vernon.....	NYC.....	Horizontal.
K Tower.....	PRR-TRRA.....	Hand Signal from Switchtender.
Jeffersonville.....	PRR.....	Trainmen Flag Crossing.
Altamont.....	C&EI.....	Gate Clear of Track

15-4.—RAILROAD CROSSINGS AND DRAWBRIDGES.

(a).—In the State of Ohio at railroad crossings and drawbridges not equipped with approved interlocking, trains or engines will stop not less than 200 feet nor more than 800 feet from crossing and in the State of Indiana not less than 40 feet nor more than 500 feet from the crossing, and in the State of Illinois within 800 feet from crossing, and will not proceed until the route is clear.

18.—DISPATCHING MAIL FROM TRAINS.

Engineers of trains handling U. S. Mail will sound one long blast of engine whistle approaching mail cranes. Care must be exercised when throwing mail and newspapers from moving trains.

20.—WHISTLE SIGNALS.

(a).—Rules 14(da) and 14(ea) are in effect on Louisville and Springfield Subdivisions for recalling flagman.

21.—HIGHWAY AND STREET CROSSINGS.

In addition to complying with Rule 109, trains and engines will stop before moving over the highway and/or Street crossings designated below:

SUBDIVISION	LOCATION	HIGHWAY OR STREET
Springfield	Flora	U. S. Route 50
	Pana	State Street
	Beardstown	SA 8

21.—Concluded.

21-1.—Movement over the highway or street crossings designated below will be made in accordance with Rule 109(A).

SUBDIVISION	LOCATION	HIGHWAY OR STREET
Springfield	Geff	U. S. Route 45
	Iola	Broadway St.
	Rochester	Walnut St.

21-2.—In addition to complying with Rule 109(A), the movement of trains and engines will be governed as follows:

Springfield SD:

LOCATION AND STREET	INSTRUCTIONS
Geff: U. S. Route 45	Trains will not exceed 20 M.P.H. approaching crossing.
Iola: Broadway St.	Eastward trains will not exceed 15 M.P.H. approaching crossing.
Rochester: Walnut Street	Trains will come to a stop before passing over crossing.

22.—MISCELLANEOUS.

(a).—Employes are prohibited from riding or walking on roofs of any moving cars.

(b).—Employes are prohibited from riding footboards of engines.

(c).—HOLIDAYS:—New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas Day.

(d).—Use of privately owned and licensed citizens band radios for operating purposes is forbidden.

(e).—Temporary Speed Signs.—Temporary speed restrictions shall be covered by Train Order or General Order and designated by portable signs, Rule 298, Figure A, to be placed on both sides of the restriction sufficient distance to permit reduction from maximum authorized speed to the reduced speed specified in Train Order or General Order. Rule 298-A Modified.

(f).—Chief Dispatcher's Phone Area Code 812—254-3254.

23.—ACCIDENTS.

When physically able to do so, employes sustaining injury, no matter how minor, will report it to supervisor before leaving company premises.

The supervisor must arrange prompt first aid for the injured; then, as soon as possible, place him under the care of a Company's Surgeon. He must also report the injury promptly on the prescribed forms however minor it may appear.

23.—Concluded.

In case of fatal accident on line of road, the nearest state or local police should be promptly notified. If such police cannot be promptly contacted and brought to the scene within a short time, train will proceed without further delay, a member of the crew or other agent of the Company being left at the scene to notify the police and make sure that the body is placed in the hands of the proper authority.

24.—MOVEMENT OF MofW CARS.

(a).—Motor Car Rules governing use of High Railers, Rail Detector Cars, Motor, Push, and Trailer Cars, Velocipedes, and other M of W equipment in effect March 1, 1967. These rules supersede all rules or special instructions not consistent therewith.

(b).—Permission of Yardmaster is not required for main track movement through or within yard limits at North Vernon, Mitchell, Shops, Vincennes, Lawrenceville and Flora. Car operator must protect against yard engines. Motor Car Rule 4(c) modified.

MEDICAL DEPARTMENT

I. Kaplan, M. D., Medical and Surgical Director

COMPANY SURGEONS

Cincinnati, Ohio.....	Dr. V. E. Siler Christian R. Holmes Hospital Eden and Bethesda Avenue
	Dr. F. E. Cunningham 206 Delmar Avenue St. Bernard
	Dr. A. J. Huesman 2617 Vine Street
	Dr. E. Bender Room 856, Doctors' Building
	Dr. E. J. Glaser, Oculist 703 Carew Tower
	Dr. T. Asbury, Ophthalmologist Carew Tower
Covington, Ky.....	Dr. C. J. Farrell 808 Scott Street
Lawrenceburg, Ind.....	Dr. F. D. Houston Dr. L. G. Hunter
Aurora, Ind.....	Dr. L. M. Baker
Osgood, Ind.....	Dr. G. S. Row
North Vernon, Ind.....	Dr. B. W. Thayer
New Albany, Ind.....	Dr. J. Y. McCullough
Jeffersonville, Ind.....	Dr. N. C. Isler
Louisville, Ky.....	Dr. W. M. Twyman 1110 Heyburn Building
Seymour, Ind.....	Dr. H. P. Graessle
Mitchell, Ind.....	Dr. J. R. Hamilton
Washington, Ind.....	Dr. C. P. Fox Dr. R. H. Rang Dr. W. C. Schafer Dr. J. W. Barrett Dr. M. H. Seat
Vincennes, Ind.....	Dr. R. M. Anderson Dr. N. D. Ewing
Lawrenceville, Ill.....	Dr. C. G. Stoll
Olney, Ill.....	Dr. J. W. Landis 426 Whittle Ave.
Flora, Ill.....	Dr. William T. Kamp
Salem, Ill.....	Dr. H. D. Nesmith

COMPANY'S SURGEONS—Concluded

Breese, Ill.....	Dr. F. H. Ketterer Dr. W. R. Ketterer
East St. Louis, Ill.....	Dr. Augusto Paredes Murphy Building
St. Louis, Mo.....	Dr. R. W. Stevens 634 N. Grand Avenue
Springfield, Ill.....	Dr. C. M. Kenney
Pana, Ill.....	Dr. R. B. Siebert

HOSPITALS

Breese, Ill.....	St. Joseph's
Cincinnati, Ohio.....	Christian R. Holmes Bethesda—Emergency
East St. Louis, Ill.....	St. Mary's
Flora, Ill.....	Flora Clinic and Clay County Hospital
Louisville, Ky.....	Saints Mary and Elizabeth
Olney, Ill.....	Richland Memorial
Salem, Ill.....	Salem Hospital
Springfield, Ill.....	Memorial Hospital, St. John's
Taylorville, Ill.....	Taylorville Hospital
Vincennes, Ind.....	Good Samaritan
Washington, Ind.....	Daviess County

FIRST AID CLINIC (Cincinnati)

Railway Express Bldg., Room 4, York and McLean Sts., 9:00 A.M. to 12 Noon and 1:00 P.M. to 4:00 P.M. daily except Saturday, Sunday and holidays.

EXAMINING POINTS AND HOURS

CINCINNATI—Room 4, Railway Express Bldg., York and McLean Sts. 9:00 A.M. to 12 Noon and 1:00 P.M. to 4:00 P.M. daily except Saturday, Sunday and holidays.

NORTH VERNON—4th Tuesday, 10:30 A.M. to 1 P.M.—Eastern Standard Time.

LOUISVILLE—By appointment.

WASHINGTON—Monday, Tuesday, Wednesday, Friday and Saturday, 1:00 P.M. to 4:30 P.M.—Dr. C. P. Fox, 305 Peoples Bank Bldg.

FLORA—By appointment.

SPRINGFIELD—Daily except Thursday and Sunday, 10:30 A.M. to 1:30 P.M. Dr. C. M. Kenney, 100 West Miller Street.

EAST ST. LOUIS—Monday 1:00 P.M. to 3:00 P.M., local time.
Friday 1:00 P.M. to 3:00 P.M., by appointment.
Dr. Augusto Paredes, 627 Murphy Building, Upton 4-0044.

MEDICAL EXAMINERS' TERRITORIES

Cincinnati to East St. Louis, inclusive } Dr. D. J. Foglia
 North Vernon to Louisville, inclusive } Cincinnati, Ohio
 Shawneetown to Springfield, exclusive }
 Beardstown to Springfield, inclusive } Dr. A. F. O'Hanley
 Chicago, Ill.

INSTRUCTIONS COVERING MEDICAL SERVICES

1. Employees seriously injured on duty or passengers, whose injuries require medical or surgical aid, should be promptly taken to the nearest listed Company's Surgeon or hospital emergency room, except in extreme emergency, when they should be transported to the closest medical facility.

Workers with minor injuries sustained on duty should be treated at the listed First Aid Clinics. Where these services are not readily available, such cases should be referred to the nearest listed Company's Surgeon or hospital emergency room.

2. Depending on severity of injury, the officer in charge will use discretion as to proper conveyance for removal of injured employees. Municipal or private ambulances, taxicabs, personal or Company's vehicles may be used for this purpose, and the Company may be billed for the service.

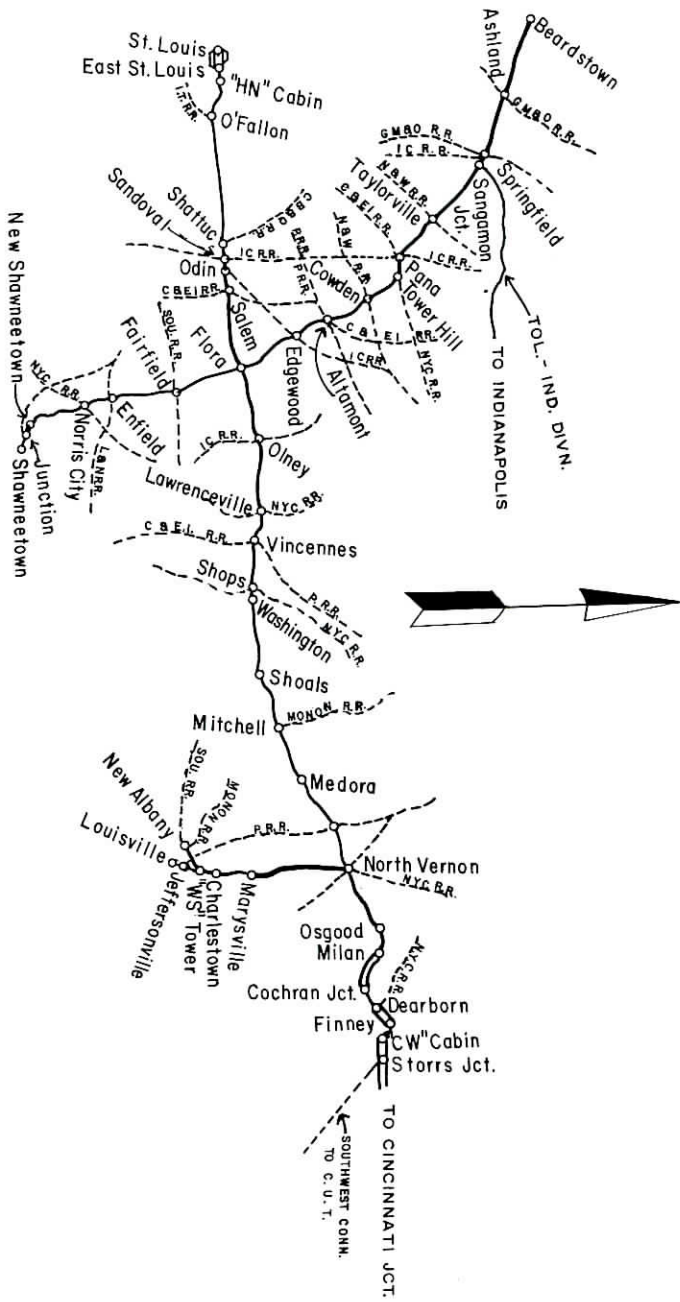
3. When a passenger becomes ill on a train and requests medical attention, any local physician (Company's Surgeon or otherwise) may be called. If the passenger cannot or will not pay physician called, we shall pay for the first call, but both the patient and the physician should be told that all subsequent treatment shall be at the patient's expense.

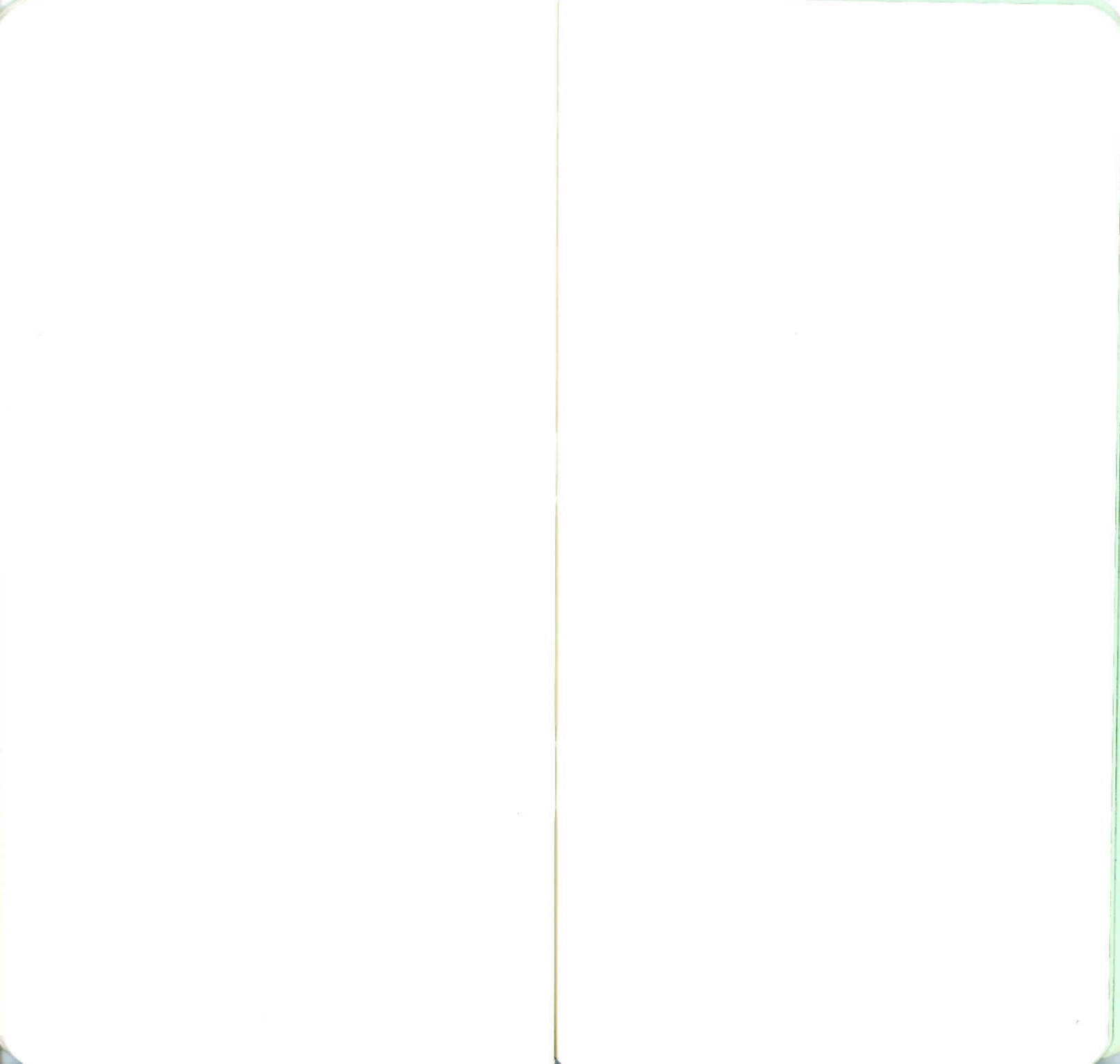
Notice of disablement or death of a Relief Department member should be reported promptly.

SPEED TABLE

Time per Mile		Miles per Hour		Time per Mile		Miles per Hour		Time per Mile		Miles per Hour	
Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.
0	45	80.00	1	20	45.00	1	55	31.30	2	30	24.00
0	46	78.26	1	21	44.44	1	56	31.03	2	31	23.84
0	47	76.59	1	22	43.90	1	57	30.77	2	32	23.68
0	48	75.00	1	23	43.37	1	58	30.51	2	33	23.53
0	49	73.47	1	24	42.86	1	59	30.25	2	34	23.38
0	50	72.00	1	25	42.35	2	00	30.00	2	35	23.23
0	51	70.59	1	26	41.86	2	01	29.75	2	36	23.08
0	52	69.23	1	27	41.38	2	02	29.51	2	37	22.93
0	53	67.92	1	28	40.91	2	03	29.27	2	38	22.78
0	54	66.66	1	29	40.45	2	04	29.03	2	39	22.64
0	55	65.45	1	30	40.00	2	05	28.80	2	40	22.50
0	56	64.28	1	31	39.56	2	06	28.57	2	41	22.36
0	57	63.16	1	32	39.13	2	07	28.34	2	42	22.22
0	58	62.07	1	33	38.71	2	08	28.12	2	43	22.08
0	59	61.02	1	34	38.29	2	09	27.91	2	44	21.95
1	00	60.00	1	35	37.89	2	10	27.69	2	45	21.82
1	01	59.02	1	36	37.50	2	11	27.48	2	46	21.69
1	02	58.06	1	37	37.11	2	12	27.27	2	47	21.56
1	03	57.14	1	38	36.73	2	13	27.07	2	48	21.43
1	04	56.25	1	39	36.36	2	14	26.87	2	49	21.30
1	05	55.38	1	40	36.00	2	15	26.66	2	50	21.18
1	06	54.54	1	41	35.64	2	16	26.47	2	51	21.05
1	07	53.73	1	42	35.29	2	17	26.28	2	52	20.93
1	08	52.94	1	43	34.95	2	18	26.09	2	53	20.81
1	09	52.18	1	44	34.61	2	19	25.90	2	54	20.70
1	10	51.43	1	45	34.29	2	20	25.71	2	55	20.58
1	11	50.70	1	46	33.96	2	21	25.53	2	56	20.45
1	12	50.00	1	47	33.64	2	22	25.35	2	57	20.34
1	13	49.31	1	48	33.33	2	23	25.17	2	58	20.22
1	14	48.65	1	49	33.03	2	24	25.00	2	59	20.11
1	15	48.00	1	50	32.73	2	25	24.83	3	00	20.00
1	16	47.37	1	51	32.43	2	26	24.66	4	00	15.00
1	17	46.75	1	52	32.14	2	27	24.49	6	00	10.00
1	18	46.15	1	53	31.86	2	28	24.32	12	00	5.00
1	19	45.55	1	54	31.58	2	29	24.16			

ST LOUIS DIVISION





AVOID DAMAGE

SWITCH CUSTOMERS CARS CAREFULLY

JUDGING SPEED

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

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

SPEED CARD

To Find Coupling Speed of 40 Foot and 50 Foot Car

Sight vertical end of car body on a fixed point and note the number of seconds it takes car to pass. Speed in miles per hour is shown opposite.	Seconds	40 Foot Car	50 Foot Car	
		Miles Per Hour	Miles Per Hour	
Damage as a result of Rough Handling makes up a large part of the claim bill for Loss and Damage to Freight. From the Railroad standpoint it is the major item in the expense. We all know that Rough Handling can be reduced, often eliminated. It is hoped that this card will be helpful in your efforts to prevent Rough Handling.	1	28.	35.	
	2	14.	17.5	
	3	9.3	11.6	
	4	7.	8.7	
	5	5.6	7.	
	6	4.7	5.9	
	7	4.	5.	
	8	3.5	4.4	
	9	3.1	3.9	
	10	2.8	3.5	
	Switch Crews must function as a team. Clear signals properly given are mighty important; talk it over — prevent Rough Handling — it can be done.	11	2.5	3.1
		12	2.3	2.9
		13	2.15	2.7
		14	2.	2.5