

CHICAGO & NORTH WESTERN RAILWAY



BENLD DISTRICT TERMINAL TIME TABLE No. 3

TAKES EFFECT SUNDAY, SEPTEMBER 29th, 1929, AT 12.01 A.M. CENTRAL TIME

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY

BETWEEN BENLD AND DECAMP

SPEED RESTRICTIONS MAXIMUM SPEED OF TRAINS THAT MUST NOT BE EXCEEDED AT ANY POINT

	MAXIMUM SPEED (Miles per Hour)	
	PASSENGER	FREIGHT
Benld and Decamp.....	35	25

ADDITIONAL SPEED RESTRICTIONS

Speed Interlocking Plants
The maximum speed of any train over an interlocking plant is twenty-five miles per hour. Light engines, or engines with caboose only, must not exceed 15 miles per hour over any street or highway crossing in any city, town or village. Steam wrecking and pile driver outfits must not exceed a speed of 20 miles per hour. In the district between Tower ON (Yard Limits) and Benld, trains will run under control, prepared to stop within vision, expecting to find switch engines occupying main track.

Speed Tank Cars
Trains handling oil or gasoline in tank cars must not exceed 25 miles per hour at any point. Conductors will inform enginemen when they have oil or gasoline in tank cars in their trains.

Speed over Cross-Overs and Turn-Outs
The speed of a train moving over a cross-over, turn-out from main track to siding or to diverging route at a junction, must not exceed 10 miles per hour, except in moving over diverging main route at each of the following points at which speed shown below will govern:
No exceptions.

OVERHEAD OBSTRUCTIONS MAXIMUM WIDTH AND HEIGHT OF LOADED CARS THAT WILL PASS IN SAFETY THROUGH BENLD DISTRICT TERMINAL

BETWEEN	HEIGHT ABOVE TOP OF RAIL			STRUCTURE LIMITING HEIGHT
	9 Ft. Wide	10 Ft. Wide	11 Ft. Wide	
	Ft. In.	Ft. In.	Ft. In.	
Benld and Decamp	20'-0"	20'-0"	20'-0"	Trolley wire, I. T. R. S. Crossing, 0.52 miles west of Benld.

No load must exceed eleven (11) feet in width, regardless of height. Trainmen and Yardmen must know, and will be held responsible, that cars do not exceed above width and height before placing them in trains or hauling them over the Division.

WESTWARD				Station Numbers	Fuel, Water, Turntable and Wye Stations	Distance from Benld	STATIONS	Communicating Stations	Capacity of Passing Tracks	Distance from St. Louis	EASTWARD			
SECOND CLASS											SECOND CLASS			
	385	381									386	380		
	Peorian	Ozark			Twin Citian	Oil Special								
	DAILY	DAILY			DAILY	DAILY								
	PM 7.30	AM 6.00	3171	F W T T	AM 5.24	PM 7.00								
	7.40	6.10			5.11	6.47								
	7.50	6.20			5.04	6.40								
	8.00	6.30			4.58	6.34								
	PM	AM			AM	PM								
	10.50	9.30			2.30	3.45								
	PM	AM			AM	PM								
	DAILY	DAILY			DAILY	DAILY								
	385	381			386	380								

The line between Benld and Decamp will be operated as a switching district.

In the district between Benld and Mine 4 Switch, trains will run under control, prepared to stop within vision, expecting to find switch engines occupying main track. All movements between these points will be made as required by Rules 93 and 93a.

In the district between Mine 4 Switch and Decamp, yard engine and extra train movements will be made only by train order. All movements between these points will be made as required by Rule 87.

All main line switches west of Benld will be set and locked for main line.

B. E. TERPNING,
GENERAL SUPERINTENDENT

F. J. BYINGTON,
ASS'T GEN'L SUPERINTENDENT

DIVISIONAL STAFF

J. WALLISER,
SUPERINTENDENT

P. F. BRADEN, Trainmaster
SOUTH PEKIN

I. B. SHERMAN, Chief Train Dispatcher
SOUTH PEKIN

DISPATCHERS

R. BELL
J. T. CASTER
A. L. CASH

N. V. BOYLAN
J. S. PETERS

L. A. HARDIN, Master Mechanic
SOUTH PEKIN

L. M. BATES, Division Engineer
SOUTH PEKIN

D. NEE, Road Foreman of Engines
SOUTH PEKIN

M. McFADDEN, Roadmaster
SOUTH PEKIN

E. T. VAN GORDER, Division Accountant
SOUTH PEKIN

GENERAL RULES GOVERNING EMPLOYES OF THE OPERATING DEPARTMENT, DATED JUNE 1st, 1919, ARE ISSUED IN BOOK FORM.

EVERY EMPLOYEE, WHOSE DUTIES ARE IN ANY WAY PRESCRIBED BY THESE RULES, MUST ALWAYS HAVE A COPY OF THEM AT HAND WHEN ON DUTY.

SIGNS AND LETTERS

The following signs when placed before the figures of the schedule indicate:

- "s"—Regular stop.
- "f"—Flag stop to receive or discharge revenue passengers or freight.
- "L"—Leave.
- "A"—Arrive.

When placed before the figures of the schedules the following will indicate:

- "M"—Meals.
 - "F"—Luncheon.
- Other letters will indicate flag stops as specified by time table.

The following signs when placed elsewhere indicate:

- "F"—Fuel.
- "W"—Water.
- "T"—Turntable.
- "Y"—Wye.
- "CS"—Communicating Station.

Employees are warned that on the road, at stations, in yards and on industrial tracks, there are buildings, structures and obstructions which, owing to local conditions or requirements, do not give clearance to men on top of or side of car.

They must familiarize themselves by personal observation with these conditions existing in the district in which they are employed, so that risk of injury may be prevented. New employees must exercise great care in this respect.

During fogs or bad storms in Chicago Terminals and other congested districts, freight and switch engine movements should be kept off the main lines entirely so far as practicable. When movements are absolutely necessary, full protection must be given by flagmen using fuses and other signals.

Under the conditions above mentioned delays are expected, and it should be understood by all that "Safety" is the first consideration.

SPECIAL RULES

- Standard Time 1. Clock showing Central Standard time is located at Telegraph Office, Benld.
- Superior Direction 2. EASTWARD trains are superior to WESTWARD trains of the same class.
- Register Stations 3. All trains will register at Benld and Decamp.
- Bulletin Boards 4. Bulletin Boards are located as follows:
For Conductors, Trainmen and Yardmen—Telegraph Office at Benld.
For Enginemen—at Roundhouse, Benld.
- Telephone Booths 5. Additional telephones are located as follows:
Mine 4 Switch—Connecting with Dispatchers Circuit and Benld Block Circuit.
Mine 14 Switch—Connecting with Dispatchers Circuit and Benld Block Circuit.
Mine 14— In Mine Company's office connecting with Benld Block Circuit.
- Blocking of Trains 6. Rules 380 to 383 govern and trains will be spaced ten minutes apart.
- Interchange Tracks 7. Track No. 7, Benld (capacity 65 cars), will be used for delivery of cars to the L. & M. Ry.
Track No. 8, Benld (capacity 65 cars), will be used to receive cars from the L. & M. Ry.

Railroad Crossings

8. The following crossings are interlocked and Rules 601A to 685 will be observed:

I. T. R. S. and Wabash at Decamp.

Crossings at which Rules 98 and 98b will be observed:

I. T. R. S., 0.52 miles west of Benld.

Air Brakes Rule 1074

9. The minimum number of cars in freight trains required by law to be equipped with air brakes and operated, is eighty-five per cent. (85) of total number of cars.

TABLE SHOWING MAXIMUM NUMBER OF CARS THAT CAN BE HAULED IN TRAIN WITH AIR BRAKES NOT IN OPERATION:

Total number of cars in a train including caboose	Maximum number of cars with air brakes not in operation
1 to 6 inclusive	0
7 " 13 "	1
14 " 19 "	2
20 " 26 "	3
27 " 33 "	4
34 " 39 "	5
40 " 46 "	6
47 " 53 "	7
54 " 59 "	8
60 " 66 "	9
67 " 73 "	10
74 " 79 "	11
80 " 86 "	12
87 " 93 "	13
94 " 99 "	14

Precautions to Prevent Highway Crossing Accidents

10. Enginemen, firemen, brakemen and yardmen, who may be riding on road or yard engines approaching street or highway crossings are required to maintain a constant lookout to prevent accidents to pedestrians, or parties driving teams or automobiles over these crossings. Approaching highway crossings where the view is obstructed, there are no restrictions as to the amount of whistling that may be done to insure that approaching pedestrians or drivers of automobiles or other vehicles may have ample warning of the approach of a train or engine.

At stations or in yards when making movements over crossings, adopt the safe course by considering that pedestrians or vehicles approaching have not observed your movement and are not going to stop, and regardless of what you think the pedestrian or the driver of the vehicle or automobile is required to do for his own protection, sound additional alarm. In multiple track districts (two or more main tracks) the engineman of a train approaching a highway crossing at grade, will, when the engine of a freight train in the opposite direction has passed the highway crossing, sound the engine whistle continuously until the crossing has been passed.

Flagging of Highway and Street Crossings by Trainmen Rule 956

11. Trainmen of trains standing at stations or passing tracks either on main track or siding with street or highway crossings cut, or view obscured, awaiting approach of trains of any class in either direction, will be required to protect such open crossings to insure against possible injury to pedestrians and vehicles from approaching trains as they pass.

12. When a freight train, operating on main track in multiple track district (two or more main tracks) or upon any track adjacent to main track in any district, breaks in two, or in the event of an emergency stop at night or when the view is obscured, immediate action must be taken to stop all trains that may be operating on adjacent main tracks and such trains must be held until it is ascertained that the track over which they are operating is not obstructed.

13. At night, or when weather or other conditions obscure the view and it is necessary to detach the engine or the engine and portion of train for any purpose, when head end of rear portion of train is not protected by a member of the crew, a lighted white lantern must be displayed on the forward end of the leading car of rear portion of train until the head end of train returns.

14. A train moving in reverse direction in double track district must not exceed ten miles per hour over dangerous highway crossings, including crossings equipped with wigwags or within the limits of any city.

15. All trains will approach automatic signal protected railroad crossings under full control. If clear indication is given, the engine or leading car must not exceed a speed of ten miles per hour by the home signal, but the speed of the train may be increased thereafter.

LAW LIMITING THE HOURS EMPLOYES IN TRAIN, ENGINE, AND TELEGRAPH SERVICE ARE PERMITTED TO REMAIN ON DUTY

Trainmen and Enginemen are permitted to remain on duty a total of sixteen (16) hours in any twenty-four hour period.

After sixteen (16) consecutive hours on duty, they are required to have ten (10) consecutive hours off duty, and after sixteen (16) hours in the aggregate on duty in any twenty-four (24) hour period, they are required to have at least eight (8) consecutive hours off duty.

The term "on duty" includes all time from the time required to report for duty until the time actually relieved from duty.

AGENTS, TELEPHONE AND TELEGRAPH OPERATORS

No operator, train dispatcher, or other employe who by the use of the telegraph or telephone, dispatches, reports, transmits, receives or delivers orders pertaining to or affecting train movements, shall be required or permitted to be or remain on duty for a longer period than nine hours in any twenty-four hour period in all towers, offices, places, and stations continuously operated night and day, nor for a longer period than thirteen hours in all towers, offices, places, and stations operated only during the day-time, except in case of emergency when the employe named in this proviso may be permitted to be and remain on duty for four additional hours in a twenty-four hour period on not exceeding three days in any week.

Emergencies consist of cases of casualties or unavoidable accidents, or the act of God, or where the excess service was result of cause not known to carrier, its officers, or agents in charge of such employe at the time, and which could not have been foreseen.

When emergencies arise permission from the Chief Train Dispatcher, if possible, should be secured to work beyond the regular assigned hours or in excess of hours in service permitted by Law, and in every case where such hours of service are exceeded each employe involved will make prompt and full report in writing direct to the superintendent.

Each employe who by the use of the telephone or telegraph, dispatches, reports, transmits, receives or delivers orders pertaining to or affecting train movements, must register his name and other information called for on Form 490 (revised); the original copy thereof must be kept on file in such office subject to inspection at all future time.

TRAIN ORDER OFFICES WILL BE OPEN AS FOLLOWS:

- Decamp.....Continuous-Daily
- Benld.....Continuous-Daily

COMPANY SURGEONS

- Benld.....G. H. GRANAU, Telephone 333.....Local Surgeon