

THE PENNSYLVANIA RAILROAD

WESTERN REGION

SOUTHWESTERN DIVISION

ST. LOUIS DIVISION

Time-Table No. 7

In effect 12.01 A. M., Sunday, September 29, 1946

FOR THE GOVERNMENT OF EMPLOYES ONLY

CENTRAL STANDARD TIME

H. H. PEVLER,
General Manager.

BOYD WILSON,
Sup't Passenger Transportation.

A. F. McINTYRE,
General Superintendent.

A. J. GREENOUGH,
Sup't Freight Transportation.

H. D. KRUGGEL,
Superintendent.

475

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Superintendent.

THE BUREAU OF RAILROADS

WESTERN REGION

SOUTHWESTERN DIVISION

ST. LOUIS DIVISION

Time-Table No. 7

IN EFFECT JANUARY 1, 1900

FOR THE DEPARTMENT OF COMMERCE

CENTRAL STANDARD TIME

ST. LOUIS

1900

JOHN WILSON

ST. LOUIS

1900

JOHN WILSON

ST. LOUIS

1900

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INDIANAPOLIS TO ST. LOUIS

MAIN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Indianapolis	Sidings Assigned direction Car Capacity 45 ft. cars		
						East	West	Both
X	X	X		INDIANAPOLIS	6.9			
				DAVIS	7.8			129
				DIVISION POST (Inds. Div.)				
X				WEST DAVIS	8.0			94
X				BRIDGEPORT	8.8			
				PLAINFIELD	13.5			
X				EAST GIBSON	14.9			118
X				WEST GIBSON	16.0			
				CARTERSBURG	16.8			
				CLAYTON	20.1			
X				SUMMIT	20.3	150		
X				WEST SUMMIT	22.0		138	
				AMO	24.9			
				COATESVILLE	27.9			
X				EAST MARION	28.0			
X				MARION	29.0	150	150	
X				WEST MARION	30.0			
				FILLMORE	32.5			
X				EAST ALMEDA	35.9			
X				ALMEDA	37.2			
				GREENCASTLE	38.9			
X	X	X		LIMEDALE	40.3			135
X				WEST LIMEDALE	41.4			
				REELSVILLE	47.3			
				HARMONY	53.2			
X				KNIGHTSVILLE	55.0	227		
X				BRAZIL	57.0			
				SEELYVILLE	64.5			
X				PRAIRIE	67.7			
				EAST YARD	70.0			
X	X	X		TERRE HAUTE	72.0			
	X	X		UNION	72.0			
X				SEVENTH STREET	72.2			
X	X	X		VIGO	72.9			
				WEST TERRE HAUTE	74.4			
				MACKSVILLE	74.6			
X				FARRINGTON	79.9			110
X				WEST FARRINGTON	80.9			
				DENNISON	82.9			
X				EAST MARSHALL	89.0			
X				MARSHALL	90.2			134
X				EAST ADEN	96.4			
X				ADEN	97.7	134	150	
X				WEST ADEN	99.0			
				MARTINSVILLE	101.0			
				DUPONT	104.2			
X				EAST CASEY	106.7			130
X				CASEY	107.3	112	150	
X				WEST CASEY	108.8			
				VEVAY PARK	110.9			
				GREENUP	117.7			
				JEWETT	122.1			
				MONS	129.2			
				MONTROSE	130.2			
				TEUTOPOLIS	135.7			
X	X	X		EFFINGHAM	139.8		90	
				DEXTER	147.6			
X	X	X		ALTAMONT	151.5		124	
X	X	X		EAST ST. ELMO	155.5			
X	X	X		ST. ELMO	157.0	150		
X				AVENA	161.2			
X				BROWNSTOWN	163.2			
X	X	X		VANDALIA	171.4			158
X				WEST VANDALIA	172.9			
				HAGARSTOWN	175.5			
				MULBERRY GROVE	181.2			
X				EAST SMITHBORO	183.5			
X	X	X		SMITHBORO	185.6			
				GREENVILLE	189.6	130	60	
				POCAHONTAS	197.9			
X				EAST MARTY	198.2			
X				MARTY	200.2	150	160	
X				WEST MARTY	201.4			
				PIERRON	202.2			
X				HIGHLAND	207.5	150		
X				WEST HIGHLAND	208.9			
X				ST. JACOB	212.3		150	
X				WEST ST. JACOB	213.7			
				PAIT	221.1			
				COLLINSVILLE	225.0			
				CASEYVILLE	227.7			
X				EXERMONT	229.0			

MAIN LINE—CONTINUED

Interlockings	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Indianapolis	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	Both
X	X	X		A. & S. CROSSING.....	231.1			
				ROSE LAKE.....	232.5			
X	X	X		WILLOWS.....	234.1			
		X		EADS.....	235.6			
X	X			EAST ST. LOUIS..... (TRRA-	235.8			
X	X			ST. LOUIS..... Eads Br.)	239.0			
X	X			EAST ST. LOUIS..... (MBR'y	235.8			
X	X			ST. LOUIS..... D. MacA. Br)	239.4			
X	X			EAST ST. LOUIS..... (TRRA-	235.8			
X	X			ST. LOUIS..... Mer. Br)	244.6			

NOTE—X indicates in service.

Interlockings—Remote controlled, operated from:

Interlocking	Operated from
West Davis	Limedale
Bridgeport	Limedale
East Gibson	Limedale
West Gibson	Limedale
Summit	Limedale
West Summit	Limedale
East Marion	Limedale
Marion	Limedale
West Marion	Limedale
East Almeda	Limedale
Almeda	Limedale
West Limedale	Limedale
Harmony	Union
Knightsville	Union
Brazil	Union
Prairie	Union
Seventh Street	Union
Macksville	Union
Farrington	Union
West Farrington	Union
East Marshall	Union
Marshall	Union
East Aden	Union
Aden	Union
West Aden	Union
East Casey	Union
Casey	Union
West Casey	Union
East St. Elmo	St. Elmo
Avena	Vandalia
Brownstown	Vandalia
West Vandalia	Vandalia
East Smithboro	Smithboro

MAIN LINE—CONTINUED

Interlockings—Remote controlled, operated from:

Interlocking	Operated From
East Marty	Smithboro
Marty	Smithboro
West Marty	Smithboro
Highland	Smithboro
West Highland	Smithboro
St. Jacob	Smithboro
West St. Jacob	Smithboro
Exermont	A. & S. Crossing

Employes in Charge of Sidings of
Assigned Direction as Follows:

Siding	Employe in Charge	Note
Altamont	Signalman Altamont	
Greenville	Signalman Smithboro	

TERRE HAUTE TO PEORIA

PEORIA BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Terre Haute	Sidings Assigned direction Car Capacity 45 ft. cars		
						East	Wes	Both
X	X	X		TERRE HAUTE				
X				FARRINGTON	7.9			32
			X	FERRELL	10.8			
				NEVINS	14.8			
				PARIS	20.3			57
X				CAIRO JUNCTION	21.0			
X	X			MIDLAND	21.3			
			X	WP	21.8			
				MAYS	26.0			
			X	GN	29.9			
				REDMON	30.0			50
				BORTON	34.1			
				ISABEL	34.8			35
X			X	OAKLAND	38.6			
				DORA	43.0			
			X	HINDSBORO	45.0			45
				KEMP	48.0			
				FILSON	50.5			
X	X	X		ARCOLA	54.5			
			X	CHESTERVILLE	59.1			
X	X	X		ARTHUR	63.6			75
			X	HU	64.3			
				FAIRBANKS	66.6			
				WILLIAMSBURG	69.0			
		X	X	LOVINGTON	72.1			20
				ULLRICH	75.2			
				LAKE CITY	77.5			
				PRAIRIE HALL	81.0			
		X		HERVEY CITY	84.7			50
				MT. ZION (I.C.R.R.)	86.3			
				TURPIN	88.9			
				SUFFERN	91.8			
X				DECATUR JCT	92.2			
	X			DECATUR	94.4			
		X		MAROA	107.5			
X	X	X		ROWELL	112.3			
				KENNEY	115.8			15
				MIDLAND CITY	120.1			
				TABOR	122.7			
		X		WAYNESVILLE	126.8			15
X	X	X		ATLANTA	132.9			24
				MT. JOY	136.0			
		X		ARMINGTON	140.6			22
				HITTLE	142.1			
				MINIER	147.1			20
				TAZEWELL	150.8			
X				DOWNING	154.3			
				MACKINAW	155.1			
				ALLENTOWN	158.3			
		X		MORTON	163.4			25

PEORIA BRANCH--CONTINUED

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATION	Distance from East Yard	Sidings Assigned direction Car Capacity 45 ft. cars		
						East	West	Both
X				FARMDALE JCT...(N. K. P.)	167.8			
X	X	X		FARMDALE	168.3			
				P. & P. U. JCT. (P.&P.U.R.R.)	172.1			
				PEORIA	176.3			

NOTE—X indicates in service.

Block stations open continuously, except:

Arcola	Closed	Daily except Sunday, 11.00 P.M. to 7.00 A.M. Sunday.
Arthur	Closed	Daily except Sunday, 4.30 P.M. to 7.30 A.M. Sunday.
Lovington	Closed	Daily except Sunday, 5.00 P.M. to 8:00 A.M. Sunday.
Maroa	Closed	Daily except Sunday, 4.15 P.M. to 7.15 A.M. Sunday.
Waynesville	Closed	Daily except Sunday, 4.30 P.M. to 7.00 A.M. Sunday.
Arming-ton	Closed	Daily except Sunday, 1.00 P.M. to 7.30 A.M. Sunday.
Morton	Closed	Daily except Sunday, 5.00 P.M. to 8.00 A.M. Sunday.

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
Nevins	Vigo
WP	Vigo
GN	Vigo
Oakland	Vigo
Hindsboro	Arcola—7.00 A.M. to 11.00 P.M.
Chesterville	Arcola—7.00 A.M. to 11.00 P.M.
HU	Arthur—7.30 A.M. to 4.30 P.M. Arcola—4.30 P.M. to 11.00 P.M.
Lovington	Arcola—5.00 P.M. to 11.00 P.M.

Interlockings—Remote controlled, operated from.

Interlocking	Operated from
Cairo Junction	Midland
Decatur Junction	Decatur

NOTE—Train order offices other than block stations are open as follows:

Indianapolis (I. U. R'y.)—UN } Continuously.
St. Louis (T. R. R. A.)—US }

Oakland —Daily except Sunday and holidays
6.45 A.M. to 11.00 A.M.
4.15 P.M. to 4.45 P.M.

Hindsboro—Daily except Sunday and holidays,
1.00 P.M. to 4.00 P.M.

CRAWFORDSVILLE BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from East Yard	Sidings Assigned direction Car Capacity 45 ft. cars		
						East	West	Both
				EAST YARD				
		X		DEWEY JCT. (C.&E.I.)	4.3			
				OTTER CREEK JCT.	5.8			93
				ROSEDALE	12.2			
				JESSUPS	14.9			
			X	CATLIN	17.8			
				KD	22.7			102
				ROCKVILLE	22.9			
				SAND CREEK	26.6			
				JUDSON	29.9			
			X	GUION	32.3			93
				GU	32.7			
			X	WAVELAND	37.2			
			X	BROWNS VALLEY	40.4			
			X	NEW MARKET	45.6			96
X	X	X		AMES	52.0			67
			X	CRAWFORDSVILLE	52.5			
			X	GR	56.5			114
			X	DARLINGTON	60.1			
				BOWERS	64.6			
X	X	X		COLFAX	68.6			100
				MANSON	73.7			
			X	DIVISION POST (Inds. Div.)	77.3			
			X	FORT	77.4			120
				CLINTON	78.2			

NOTE—X indicates in service.

The direction from Clinton to East Yard is eastward.

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
KD	Otter Creek Jct.
GU	Otter Creek Jct.
Browns Valley	Ames
New Market	Ames
GR	Colfax
Darlington	Colfax
Fort	Clinton

LOST CREEK-DEWEY JCT. SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from East Yard
				EAST YARD	
X	X			PRESTON	3.7
				DEWEY JCT.	4.3

The direction from Dewey Jct. to East Yard is eastward.

TICKET OFFICES OPEN FOR SALE OF TICKETS

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
27	27	Plainfield.....		
27	27	Clayton.....		
27	67	Greencastle.....		
27	11	Brazil.....		
All trains		Terre Haute.....	All trains	
27	27	Marshall.....		
27	27	Martinsville.....		
27	27	Casey.....		
27	27	Greenup.....		
All trains		Effingham.....	All trains	
27	26	Altamont.....		
27	26	St. Elmo.....		
27	27	Brownstown.....		
27	26	Vandalia.....		
27	27	Mulberry Grove..		
27	26	Greenville.....		
27	27	Pocahontas.....		
27	26	Highland.....		
27	27	St. Jacob.....		
27	26	Collinsville.....		
All trains		East St. Louis.....	All trains	
All trains		St. Louis.....	All trains	
909	909	Redmon.....		
909	909	Oakland.....		
909	909	Arcola.....		
909	909	Arthur.....		
909	909	Lovington.....		
All trains		Hervey City.....		
All trains		Decatur.....		

INDIANAPOLIS TO ST. LOUIS

STATIONS	FIRST CLASS				
	# 909	33	27		
	DAILY EX. SUN.	DAILY	DAILY		
	Leave A. M.	A. M.	A. M.		
INDIANAPOLIS (Inds Div)		S 4.10	S 7.05		
DAVIS.....		4.27	7.22		
BRIDGEPORT.....			S 7.27		
PLAINFIELD.....			S 7.37		
GIBSON.....					
CARTERSBURG.....	Will Not Run Nov. 28, Dec. 25, 1946		S 7.44		
CLAYTON.....			S 7.53		
SUMMIT.....					
AMO.....			S 8.02		
COATESVILLE.....			S 8.09		
MARION.....	Jan. 1 May 30, July 4, Sept. 1, Nov. 27, Dec. 25, 1947				
FILLMORE.....			S 8.18		
EAST ALMEDA.....			4.52	8.24	
GREENCASTLE.....				S 8.32	
LIMEDALE.....		4.57	8.36		
REELSVILLE.....			S 8.44		
HARMONY.....		5.09	8.52		
KNIGHTSVILLE.....			8.55		
BRAZIL.....			S 9.04		
SEELYVILLE.....			S 9.15		
PRAIRIE.....					
TERRE HAUTE.....	S 5.50	S 5.32	S 9.37		
VIGO.....	5.52	5.34	9.39		
WEST TERRE HAUTE.....	S 5.56				
MACKSVILLE.....	5.57	5.37	9.42		
FARRINGTON.....	F 6.05				
DENNISON.....			F 9.53		
MARSHALL.....			S 10.07		
ADEN.....					
MARTINSVILLE.....			S 10.22		
EAST CASEY.....		6.05	10.32		
CASEY.....			S 10.49		
GREENUP.....			S 11.02		
JEWETT.....			S 11.10		
MONTROSE.....			S 11.22		
TEUTOPOLIS.....			S 11.32		
EFFINGHAM.....		6.35	S 11.46		
ALTAMONT.....			S 12.20		
ST. ELMO.....			S 12.30		
AVENA.....			F 12.38		
BROWNSTOWN.....		7.03	S 12.43		
VANDALIA.....		7.12	S 12.57		
HAGARSTOWN.....			S 1.05		
MULBERRY GROVE.....			S 1.14		
EAST SMITHBORO.....		7.23	1.18		
SMITHBORO.....		7.25	S 1.22		
GREENVILLE.....			S 1.35		
POCAHONTAS.....			S 1.46		
PIERRON.....			S 1.58		
HIGHLAND.....			S 2.14		
ST. JACOB.....			S 2.24		
COLLINSVILLE.....			S 2.42		
A. & S. CROSSING.....		8.08	2.52		
WILLOWS.....		8.11	2.56		
EAST ST. LOUIS (EADS).....		B 8.15	S 3.05		
ST. LOUIS (M.B.R'y.-T.R.R.A.)		S 8.35	S 3.25		
Arrive	A. M.	A. M.	P. M.		
	909	33	27		

ST. LOUIS TO INDIANAPOLIS

STATIONS	FIRST CLASS			
	6	4	66	30
	A. M.	P. M.	P. M.	P. M.
INDIANAPOLIS (Inds Div)	S 6.10	X 1.42	S 2.25	S 4.40
DAVIS.....	5.55	1.27	2.08	4.25
BRIDGEPORT.....				
PLAINFIELD.....				
GIBSON.....				
CARTERSBURG.....				
CLAYTON.....				
SUMMIT.....				
AMO.....				
COATESVILLE.....				
MARION.....				
FILLMORE.....				
EAST ALMEDA.....	5.30	1.02	1.43	4.00
GREENCASTLE.....			V 1.39	
LIMEDALE.....	5.24	12.58	1.37	3.55
REELSVILLE.....				
HARMONY.....	5.11	12.44	1.24	3.43
KNIGHTSVILLE.....				
BRAZIL.....	S 5.03			
SEELYVILLE.....				
PRAIRIE.....				
TERRE HAUTE.....	S 4.37	X 12.24	S 12.58	S 3.23
VIGO.....	4.14	12.18	12.50	3.17
WEST TERRE HAUTE.....				
MACKSVILLE.....	4.12	12.15	12.47	3.14
FARRINGTON.....				
DENNISON.....				
MARSHALL.....				
ADEN.....				
MARTINSVILLE.....				
EAST CASEY.....	3.37	11.48	12.19	2.46
CASEY.....	S 3.35			
GREENUP.....				
JEWETT.....				
MONTROSE.....				
TEUTOPOLIS.....				
EFFINGHAM.....	S 3.02	11.19	S 11.50	2.17
ALTAMONT.....	S 2.24			
ST. ELMO.....	2.14			
AVENA.....				
BROWNSTOWN.....	2.09	10.51	11.21	1.51
VANDALIA.....	S 1.57	10.43	11.13	1.43
HAGARSTOWN.....				
MULBERRY GROVE.....				
EAST SMITHBORO.....	1.42	10.32	11.02	1.32
SMITHBORO.....	1.40			
GREENVILLE.....	S 1.35			
POCAHONTAS.....				
PIERRON.....				
HIGHLAND.....				
ST. JACOB.....				
COLLINSVILLE.....				
A. & S. CROSSING.....	12.49	9.51	10.21	12.51
WILLOWS.....	12.45	9.48	10.18	12.48
EAST ST. LOUIS (EADS)..	S 12.42	9.45	A 10.15	A 12.45
ST. LOUIS (M.B.E'y.-T.R.R.A.)	S 12.27	X 9.30	S 10.00	S 12.30
Leave	A. M.	A. M.	A. M.	P. M.
	DAILY	DAILY	DAILY	DAILY
	6	4	66	30

TERRE HAUTE TO DECATUR—WESTWARD

STATIONS	FIRST CLASS		
	Leave	#*909 DAILY EX. SUN.	
		A. M.	
TERRE HAUTE.....	S	5.50	
FARRINGTON.....	F	6.05	
FERRELL.....	F	6.11	
NEVINS.....	F	6.19	
PARIS.....	S	6.37	
WP.....		6.42	
MAYS.....	F	6.51	
REDMON.....	S	7.01	
BORTON.....	F	7.11	
ISABEL.....	F	7.14	Will Not Run Nov. 28, Dec. 25, 1946
OAKLAND.....	S	7.27	
HINDSBORO.....	S	7.47	
KEMP.....	F	7.55	
FILSON.....	F	8.01	
ARCOLA.....	S	8.14	Jan. 1, May 30, July 4, Sept. 1, Nov. 27, Dec. 25 1947
CHESTERVILLE.....	F	8.25	
ARTHUR.....	S	8.41	
FAIRBANKS.....	F	8.49	
WILLIAMSBURG.....	F	8.55	
LOVINGTON.....	S	9.08	
ULLRICH.....	F	9.15	
LAKE CITY.....	F	9.21	
PRAIRIE HALL.....	F	9.28	
HERVEY CITY.....	S	9.40	
MT. ZION..... (I.C.R.R.)	S	9.44	
DECATUR..... "	S	10.00	
	Arrive	A. M.	
		909	

DECATUR TO TERRE HAUTE—EASTWARD

STATIONS	FIRST CLASS		
	Arrive	910	
		P. M.	
TERRE HAUTE.....	S	10.00	
FARRINGTON.....	F	9.45	
FERRELL.....	F	9.36	
NEVINS.....	F	9.25	
PARIS.....	S	9.11	
WP.....		9.02	
MAYS.....	F	8.53	
REDMON.....	S	8.45	
BORTON.....	F	8.36	
ISABEL.....	F	8.33	Will Not Run Nov. 28, Dec. 25, 1946
OAKLAND.....	S	8.24	
HINDSBORO.....	S	8.10	
KEMP.....	F	8.03	
FILSON.....	F	7.54	
ARCOLA.....	S	7.45	Jan. 1, May 30, July 4, Sept. 1, Nov. 27, Dec. 25 1947
CHESTERVILLE.....	F	7.34	
ARTHUR.....	S	7.24	
FAIRBANKS.....	F	7.14	
WILLIAMSBURG.....	F	7.09	
LOVINGTON.....	S	7.03	
ULLRICH.....	F	6.54	
LAKE CITY.....	F	6.49	
PRAIRIE HALL.....	F	6.42	
HERVEY CITY.....	F	6.35	
MT. ZION..... (I.C.R.R.)	F	6.30	
DECATUR..... "	S	6.15	
	Leave	P. M.	
		DAILY EX. SUN. #*910	

TRAINS WAIT FOR CONNECTIONS

JUNCTION	TRAIN	DUE	MINS. WAIT	CONNECTION FROM	DUE	REMARKS
ST. LOUIS	No. 6	12.27 A. M.	10	No. 14 MO. PAC.	9.48 P. M.	When passengers reported for Indianapolis and beyond.
			10	No. 38 MO. PAC.	10.30 P. M.	
			10	No. 8 MO. PAC.	11.00 P. M.	
			15	No. 4 FRISCO	12.15 A. M.	
	No. 66	10.00 A. M.	Indefinitely	No. 20 MO. PAC.	8.20 A. M.	
			Indefinitely	No. 22 MO. PAC.	8.24 A. M.	
			Indefinitely	No. 2 MO. PAC.	8.26 A. M.	
			Indefinitely	No. 26 MO. PAC.	11.30 A. M.	
	No. 30 No. 64	12.30 P. M. 12.40 P. M.	Indefinitely	No. 26 MO. PAC.	11.30 A. M.	
			Indefinitely	No. 26 MO. PAC.	11.30 A. M.	
			10	No. 48 C. B. & Q.	6.05 P. M.	
			10	No. 6 MO. PAC.	5.40 P. M.	
No. 32	6.00 P. M.	10	No. 4 MO. PAC.	5.45 P. M.		
		10	No. 4 MO. PAC.	5.45 P. M.		

When passengers reported for Indianapolis and beyond.

When passengers reported for Indianapolis and beyond.

U. S. MAIL WORK

STATIONS	Westward							Eastward					
	33	27	65	67	11	13	909	6	66	64	26	32	910
Bridgeport										DJ			
Plainfield													
Cartersburg										CD J			
Clayton													
Amo										DJ			
Coatesville										DJ			
Fillmore										DJ			
Greencastle			CB DA	DN X					CB DAV	CD A	CD B		
Reelsville										CD J			
Harmony		CD IJ								CD J			
Knightsville		CD IJ								CD J			
Brazil				CD F					CD B	CD B			
Seelyville										CD J			
West Terre Haute													
Dennison		CD IJ							DJ		CD J		
Marshall			CD B						DA	CD A			
Martinsville									DA	CA DB			
Casey	DL									CAA DJ			
Greenup	DL		DJ						DA				
Jewett									DB			CD J	
Montrose									DB			CD B	
Teutopolis												CD J	
Effingham	DN X										DB		
Altamont			CD J		CB V								
St. Elmo													
Avena	CD L	CD IJ										CD B	
Brownstown						DB				CD B	CD J	CJ	
Vandalia			DB		DA					DA CJZ			
Hagarstown													
Mulberry Grove	DF					DR							CB

U. S. MAIL WORK

STATIONS	Westward							Eastward					
	33	27	65	67	11	13	909	6	66	64	26	32	910
Smithboro	DF			DF		DB			CB		CD B	CB	
Greenville	DN		CD B	DF					CD A				
Pocahontas								DJ	CD J		CD J		
Pierron	DL					DR			CJ				
Highland	CD F		CD B						CD A				
St. Jacob									CD J		CD J		
Collinsville	CD L		CD HB						CD A	CD B			
East St Louis	DN		DB	DN									
Borton							CD						CD
Isabel							CD						CD
Kemp							CD						CD
Filson							CD						CD
Chesterville							CD						CD
Lake City							CD						CD

- C—Mail caught from crane only.
 D—Mail delivered only.
 CD—Mail caught and delivered.
 E—Train stops, mail received or delivered, or both.
 H—Pass station at reduced speed to exchange mail.
 I—Stop on signal or on notice of postal clerk to receive or deliver bulky mail or fragile parcel post matter.
 A—Daily.
 AA—Daily except holidays.
 B—Daily except Sunday.
 F—Daily except Sunday and Monday.
 J—Daily except Sunday and holidays.
 L—Daily except Sunday, Monday and holidays.
 N—Daily except Monday.
 P—Sunday only.
 R—Monday only.
 T—New Year's, Memorial, Independence, Labor, Thanksgiving and Christmas Days only.
 V—Reduce speed to 35 miles per hour to catch or deliver mail.
 X—Reduce speed to 45 miles per hour to catch or deliver mail.
 Z—Reduce speed to 50 miles per hour to catch or deliver mail.

NOTE—Letters and characters as used on this page have no reference to their application as provided for in special instruction ★1201 or 1202

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

STATIONS	PH-9 (1)	CC-1 (1)	PH-1 (1)	SW-1 (1)	PH-11 (1)	IS-1 (1)	SD-1 (1)	SL-29 (2)	SL-3 (2)	SL-7 (2)	SL-9 (2)	SL-11 (6)	SL-13 (6)	SL-15 (2)	SL-17 (6)	SL-31 (1)	
Leave	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	A.M.	
DAVIS	12.01	3.15	10.00	6.30	8.00	9.30								6.00			A.M.
GREENCASTLE														10.00			
BRAZIL																	
CLINTON							4.30								3.00		
TERRE HAUTE {	2.00	5.15	12.01	8.30	10.00	12.30	9.30										
Lv.	2.30	5.45	12.30	8.45	10.15	1.30		5.50			1.20	7.00	3.30		7.00	2.00	
PARIS											4.00						
TEUTOPOLIS																	
EFFINGHAM	4.15	7.30	2.45	10.45	12.01	4.30			7.30				11.30				
VANDALIA									9.30								
SMITHORO										10.00							
GREENVILLE																	
HIGHLAND										11.00							
COLLINSVILLE																	
EAST ST. LOUIS	8.00	11.30	8.00	2.30	4.00	9.30											
DECATUR								10.30				3.00				6.30	
PEORIA								3.30								12.30	P.M.
Arrive	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	

(1) Daily.

(2) Daily except Monday.

(3) Daily except Tuesday.

(4) Tuesday and Friday.

(5) Mon., Wed. and Fri.

(6) Tues., Thu. and Sat.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

STATIONS	PH-10 (1)	VL-4 (1)	VL-2 (1)	VL-8 (1)	SL-20 (1)	SD-2 (1)	SL-32 (2)	SL-28 (2)	SL-4 (2)	SL-6 (2)	SL-8 (2)	SL-10 (2)	SL-12 (7)	SL-14 (7)	SL-16 (2)	SL-18 (7)	SL-30 (1)
Arrive	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.
DAVIS	3.15	6.00	10.15	7.30			3.30								4.00		
GREENCASTLE															2.00		
BRAZIL						4.45										9.00	
CLINTON						12.01	8.30										
TERRE HAUTE	1.20	4.00	7.45	4.45													
	1.00	3.30	7.15	4.15	9.00		10.00					9.20	6.30	6.30		5.00	2.00
PARIS												6.00					
TEUTOPOPOLIS																	
EFINGHAM	11.30	1.00	5.00	2.15	5.30				3.00					10.30			
VANDALIA									11.00								
SMITHBORO										9.15							
GREENVILLE					3.30					9.00							
HIGHLAND											2.00						
COLLINSVILLE											12.30						
EAST ST. LOUIS	7.30	10.00	2.30	11.00	1.00			6.15					10.30				9.00
DECATUR								8.00									3.30
PEORIA																	A. M.
Leave	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Tuesday. (5) Tuesday and Friday. (6) Mon., Wed and Fri. (7) Tues., Thu. and Sat.

SPECIAL INSTRUCTIONS

Note—Five point star symbol (★) indicates Special Instructions of System application.

★ 1001. A rule referred to by number, unless otherwise specified is a rule in the "Operating, Signal And Interlocking Rules."

STANDARD TIME

★ 1101. Central Standard Time applies on this Division.

★ 1102. Referring to Rule 2 drivers of track cars must use reliable watches

LETTERS AND CHARACTERS

★ 1201. The following letters and characters in schedules indicate:

S—Regular stop.

F—Stop on signal to receive or discharge passengers.

A—Stop on signal to receive passengers.

B—Stop on signal to discharge passengers.

C—Regular stop to receive passengers.

D—Regular stop to discharge passengers.

E—Regular stop for express, mail, or newspapers.

G—Regular stop, Saturday only.

H—Regular stop, Saturday only, to receive passengers.

J—Regular stop, Saturday only, to discharge passengers.

K—Regular stop, Sunday only.

L—Stop on signal, Sunday only, to receive or discharge passengers.

M—Regular stop daily except Saturday and Sunday.

N—Regular stop daily except Sunday.

●—No baggage service.

⊕—No baggage service Sunday.

*—Passenger train—schedule assigned to gas-electric, gasoline or oil-electric rail motor cars.

*—Passenger train—schedule assigned to handle passenger and freight equipment.

◇—Passenger train—no train baggageman.

‡—Indicates trains that will not be operated on specified dates or holidays shown on schedule pages.

1202.

U—Stop on signal to discharge passengers from Pittsburgh or points beyond.

V—Stop on signal to receive passengers for Pittsburgh or points beyond.

W—Stop on signal to receive passengers for points beyond St. Louis.

X—Stop on signal to discharge passengers from points beyond St. Louis.

COLOR SIGNALS

★ 1301. At the end of two main tracks where switch is not interlocked nor spring switch is in service, when the switch is set for trains to move in normal direction, switch lamp will display white disc (green light at night). When the switch is set against train movement in normal direction, switch lamp will display red disc (red light at night).

★ 1302. A yellow flag or light placed to the right of track indicates the approach to a portion of track covered by a slow order and is located a sufficient distance ahead of the obstruction to permit the speed of train to be reduced from maximum authorized speed to the speed required.

The end of the restricted territory will be indicated by a green flag or light.

NOTE—The requirements of Special Instruction ★1302 will be considered as having been complied with when Western Region standard slow and resume boards are used instead of yellow and green flags. Yellow and green lights will be used.

HAND, FLAG AND LAMP SIGNALS

★ 1401. An oil lamp must be used for the red light prescribed by Rule 35, Night Signals—to be used by flagman.

COMMUNICATING SIGNALS

★ 1601. When communicating signal is inoperative and cannot be put in working condition without detention, train may proceed after conductor and engineman have an understanding as to how train is to be operated.

USE OF SIGNALS

Fuses And Torpedoes

★ 1801. When a pusher engine is assisting a train, coupled behind the cabin car, and the flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fuseses should be met by dropping them off between the cabin car and pusher engine on the track the train is using, and not between that track and an adjoining track.

1802. On account of fire hazard lighted fuseses must not be displayed on bridges or trestles unless necessary to prevent an accident.

1803. Minimum number of fuseses and torpedoes which must be carried as part of equipment in services indicated:

	Fuseses	Torpedoes
Passenger Service	6	12
Freight Service	12	24
Engines in Road Service	3	6
Engines in Shifting Service	3	6
Track Cars	3	6

Switch Stands Not Equipped With Lighted Switch Lamps

1804. Switch stands at the following locations either not equipped with switch lamps or equipped with switch lamps not lighted:

Location	Main, Secondary track or Siding	Switch
Maroa— Farmdale Jct.	Main	All switches

SUPERIORITY OF TRAINS

★ 1901. Eastward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

**GENERAL ORDERS, BULLETIN BOARDS,
EMPLOYEES' REGISTERS, STANDARD CLOCKS**

★ **2001.** Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of Employees' Registers and Standard Clocks on this Division, also locations on this Division where General Orders of other Divisions will be posted and delivered:

Bulletin Board	Employee's Register	Standard Clock	Location	Other Divisions	Zones	
X	X		Brazil—Station			
X	X		East Yard—Fultridge Ave. Yard Office 25th Street Crew Dispatcher's Office	I. U. R'y.		
X	X	X		Indianapolis Logansport I. U. R'y.	A, B, B, C.	
X	X	X		Terre Haute—Block Station.	Indianapolis Logansport I. U. R'y.	B, B, C.
X	X		Effingham—Coal Wharf			
X	X		Greenville—Trainmen's Building			
X	X	X	Rose Lake—East end Westbound Yard Yard Office Enginehouse West end Eastbound Yard	Indianapolis	B.	
X	X	X				
X	X	X				
	X		Willows—Block Station			
	X		East St. Louis—Freight Station			
X	X	X	T. R. R. A. of St. Louis St. Louis—US			
X	X		Decatur—Yard Office			
X	X	X	P. & P. U. Ry. Co. Peoria—Enginehouse No. 1 East Peoria—Yard Office			
X	X	X				

NOTE—X indicates in service.

**2002. Standard Clocks At Other Points:
Train Dispatcher's Office.**

★ **2003.** At points where there is no designated employe on duty to witness signatures as required by **Rule 75b**, conductor or engineman must witness the signatures of all members of his crew.

GENERAL ORDER ZONES

★ **2101.** General Order Zones of this Division are as follows:

Zone A—

Between:

Division Post, Indianapolis Division, located 4786 feet West of Davis and Mile Post 68, located 3614 feet east of Prairie.

Zone B—

Between:

Mile Post 68, located 3614 feet east of Prairie and Mile Post 82 Mail Line, located 2028 feet west of West Farrington, and Mile Post 9, Peoria Branch, located 1.1 mile west of Farrington.

Zone C—

Between:

Mile Post 82, located 2028 feet west of West Farrington and Mile Post 222, located 1.3 mile east of Pait.

Zone D—

Between:

Mile Post 222, located 1.3 mile east of Pait to Eads, inclusive.

Zone E—

Between:

Mile Post 9, Peoria Branch, located 1.1 mile west of Farrington and Hervey City, inclusive; Maroa, exclusive and Farmdale Junction, exclusive.

Zone F—

Between:

East Yard, inclusive, and Dewey Junction, inclusive; Otter Creek Junction, exclusive, and Division Post, Indianapolis Division, located 289 feet east of Fort.

Qualification of Conductor Or Enginman

2102. A conductor or an engineman who has not made a trip, either in service or a special trip in such manner as to keep posted on the physical characteristics of his own division, or a part of it, or over connecting divisions used in interdivisional service within a period of six months, must not be used on such portions of the road until he has made one or more trips. In such cases it will be necessary to go over the portion of the division involved, be examined and qualified by the proper division officer.

When a conductor or engineman makes a trip (not in service) for the purpose of retaining his qualifications he must notify the Superintendent in writing, giving necessary details, and have conductor or engineman witness his certification.

Conductors or enginemen extending their qualifications by making trips (not in service) must be reexamined after the expiration of one year.

2103. Conductors of through eastward passenger trains will exhibit their Indianapolis Division time-table to Signalman at Terre Haute.

TRACK ASSIGNMENTS

2201. Single Track

Track	Between	And
Main Line	Division Post (Inds. Div'n.)	East Alameda
Main Line	Limedale	Harmony
Main Line	Macksville	East Casey
Main Line	Brownstown	East Smithboro
Peoria Branch	Farrington	Hervey City
Peoria Branch	Maroa	Farmdale Jct.
Crawfordsville Branch	Otter Creek Jct.	Division Post (Inds. Div'n.)

2202. Two or More Tracks

Current of traffic is as follows:

Main Line Between:				No. 2 Track	No. 1 Track
East Alameda and Limedale				Westward	Eastward
Harmony and Macksville				Westward	Eastward
East Casey and Brownstown				Westward	Eastward
East Smithboro and Eads				Westward	Eastward

NOTE—Tracks are numbered from south to north.

2203. Secondary Tracks of Assigned Direction

Track	From	To	Assigned Direction	Controlled by	All Movements on Permission from	Note
No. 41	Seventh Street	Fruitridge Avenue	Eastward	Union	Union	1 2
No. 41	Prairie	Fruitridge Avenue	Westward	Union	Union	1 2
No. 42	Prairie	Seventh Street	Westward	Union	Union	1 2

NOTE—Tracks are numbered from south to north.

NOTE 1. Cross over and switching movements between C. M. & St. P. P. R. R. overhead bridge and Fruitridge Ave., and between 25th Street and 21st Street may be made without permission of signalman at Union.

NOTE 2. Reverse movements on these tracks may be made when authorized in writing on message blank in following form:

.....Station.....19.....

To Conductor and Engineman:
 Train.....Eng.....has permission to use No.....
 secondary track from.....to.....
 Received by.....
Operator

Time effective.....M.

Engines with or without cars, using secondary tracks, will display markers from sunset to sunrise, or when day signals cannot be plainly seen, owing to weather or other conditions; yard engines will display a red light on the rear.

2204. Secondary Tracks of No Assigned Direction

Track	Between	And	Controlled by	Note
Knightsville-Centerpoint (E)	Knightsville	Centerpoint	Union	1
Logan Lead (W)	East Yard	Lost Creek	Union	
Wye Lead (W)	East Yard	Lost Creek	Union	
Dewey Cut-off (W)	Lost Creek	Dewey Jct.	Union	2
No. 20 (W)	Rose Lake	Willows	Y'd Master Rose Lake	
No. 20 (W)	Willows	Eads	Willows	
No. 30 (W)	A. & S. Crossing	Rose Lake	Y'd Master Rose Lake	
No. 40 (W)	Exermont	A. & S. Crossing	A. & S. Crossing	

(E) (W) Indicates time-table direction, from point first named.

NOTE 1. Commercial telephone available in station at Centerpoint.

NOTE 2. Interlocking and interlocking station at Preston, in service.

Engines with or without cars, using secondary tracks, will display markers from sunset to sunrise, or when day signals cannot be plainly seen, owing to weather or other conditions; yard engines will display a red light on the rear.

MOVEMENT OF TRACK CARS

2301. Track cars will be governed as specified by **Rule 80** on portions of the division as follows:

All main tracks, secondary tracks and sidings.

★ **2304.** Signalmen will not admit a one-man track car to a block which is occupied by an approaching train, nor permit any train to enter a block which is occupied by a one-man track car without instructions from the Superintendent.

Movement of Detector Cars, Burro Cranes, etc.

★ **2305.** Unless otherwise provided, Rules and Special Instructions applying to movement of track cars will apply to detector cars (device for detecting defective rails), burro cranes or cars of similar type or construction, except that detector cars will display markers in accordance with **Rules 19** and **19a**, and will not be required to conform to speed for track cars.

Detector cars will be designated as Detector car extra, burro cranes as Burro crane extra and other cars in a like manner.

When detector cars are testing rail in manual block system territory, **Rule 316** will apply to following movements.

MOVEMENT OF TRAINS

2401. Location of Train Dispatchers—
Terre Haute.

Movements on portions of the main tracks and sidings of connecting Division listed below will be in charge of Train Dispatcher of this Division:

Between—

Davis and Division Post, located 4786 feet west thereof;
Fort and Division Post, located 289 feet west thereof, and orders issued over signature of the Superintendent of this Division.

★ **2402. Rule S-83:** Except on portions of the railroad where **Rule 261** is in effect, the information as to the arrival or departure of trains will be furnished on form CT 1246 or by message, by the signalman at initial stations, junctions or where trains pass from one of two or more tracks to single track or by train orders if furnished to trains before arrival at the points mentioned.

★ **2403. Rule D-83:** Except on portions of the railroad where **Rules 251** or **261** are in effect, information as to the departure of superior trains will be furnished verbally to train by the signalman at initial stations or junctions.

Engineman Pilot

★ **2404.** Enginemen, when acting as pilots, will operate the engine of train to which assigned, unless otherwise instructed.

2409. Signalmen in charge of main track hand operated switches when block station is open:

Location	Switches
Eads	Main track switches
Hervey City	Switch at West end of siding
	Switch at junction with I. C. R. R.

Hand Operated Switches Equipped With Electric Locks

2411. The following switches are equipped with electric lock; permission to unlock must be obtained from signalman;

Location	Switch	Controlled by
Greencastle	North storage track—east and west switches	Limedale
	Crossover between Nos. 1 and 2 tracks	Limedale
	Crossover between No. 2 track and north storage track	Limedale
	Stock track—switch and derail	Limedale
Limedale	Hotel track	Limedale
	Crossover between main track and siding	Limedale
	Crossover between main track and Lone Star Cement Co. lead	Limedale
	Storage track—west switch	Limedale
East Yard	Crossover between No. 2 main track and No. 41 secondary track	Union
	Crossover between Nos. 1 and 2 tracks	Union
	The Quaker Maid Co., Inc. track	Union
Terre Haute	Advance Electric Co. track	Union
Macksville	North Branch	Union
Martinsville	Crossover between main track and Mill track	Union
	House track	Union
	Crossover between main track and Illinois Pipe Line Co. storage track	Union
	Illinois Pipe Line Co. storage track	Union
Du Pont	Siding—east and west switches	Union
Casey	Crossover between Nos. 1 and 2 tracks	Union
	City Light and Power Co. track	Union
Brownstown	Illinois Pipe Line Co. track	Vandalia
	Team track	Vandalia
Vandalia	Storage track—east switch	Vandalia
	Lumber track	Vandalia
Hagarstown	Storage track	Vandalia
Mulberry Grove	Lutz Spur	Smithboro
	Storage track	Smithboro
Smithboro	Crossover between No. 1 track and team track	Smithboro
Greenville	East crossover between Nos. 1 and 2 tracks	Smithboro
	Eastward siding—east and west switches	Smithboro
	Westward siding—east and west switches	Smithboro
	House track	Smithboro
	West crossover between Nos. 1 and 2 tracks	Smithboro
Highland	Crossover between Nos. 1 and 2 tracks	Smithboro
St. Jacob	Crossover between Nos. 1 and 2 tracks	Smithboro
Exermont	Switches A, B, C, D at east end of yard tracks	A. & S. Crossing
Rose Lake	Crossover between No. 2 main track and No. 20 secondary track	A. & S. Crossing
Cairo Junction	Illinois Cereal Mill, Inc. track	Midland

NOTE—When operating crossover from normal to reverse, the switch equipped with electric lock must be operated first; when operating crossover from reverse to normal, this switch must be operated last.

2413. On that portion of single track between the end of two main tracks 50 feet east of B. & O. Railroad crossing at Eads and junction with T. R. R. A. at east limit of Q Tower interlocking plant, train and engine movements will be governed by fixed signal indications, and in addition, hand signals by signalman with yellow flag by day and yellow light by night.

Yards and Yard Instructions.

- 2417. Yards indicated by yard limit boards located at:
 Paris.....1115 feet west of Mile Post 19 to 1022 feet west of Mile Post 22.
 Crawfordsville....1665 feet west of Mile Post 51 to 1540 feet east of Mile Post 54.
 Clinton.....Clinton to 1008 feet east of Mile Post 77.

2418. Rule D-93 in effect as follows:

Track	Between	And
Nos. 1 and 2 tracks	25th St., Terre Haute	Vigo

Non-interlocked Railroad Crossings at Grade.

2427. Movement of trains or engines on tracks of the division over non-interlocked railroad crossings at grade will be governed as follows:

Location	Signals, Etc., Covering Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
Vigo: Lead track to American Can Co., Crossing with C.C.C. & St. L. R. R.	None	None	Stop. It must be known that crossing is clear before using.	
Lovington: Wabash R. R.	None	None	Stop. It must be known that crossing is clear before using.	
Midland City: I. C. R. R.	None	None	Stop. It must be known that crossing is clear before using.	
Morton: A.T.&S.F.R.R.	None	None	Stop. It must be known that crossing is clear before using.	
Eads: B.&O.R.R.	None	None	Stop. Proceed signal from switch-tender with green flag by day and green light by night.	
Minier: Alton R. R.	Gate	Stop	Proceed when gate is clear. Gate operated by trainmen of this division.	
Rosedale: B.&O.R.R.	Target	More favorable than Stop.	Proceed when target is in diagonal position, not exceeding 10 miles per hour.	

Automatic Highway Crossing Signals

★ 2450. Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with **Rules 14 (1) and 30**. They operate when trains approach crossings with or against the current of traffic on main tracks only.

Trains approaching a highway crossing on a siding or yard track, adjacent to tracks crossing a highway protected by automatic highway crossing signals, will run carefully sounding the warning as prescribed by **Rules 14 (1) and 30**.

When a train passes entirely over a highway crossing protected by automatic highway crossing signals, it must not move in opposite direction over the crossing until protection is provided as prescribed by **Rule 103a**.

To avoid unnecessary operation of the automatic highway crossing signals, switches must not be left open, nor cars left standing on the main track longer than necessary within operating limits of such signals.

When shifting movements are made in the vicinity of a highway crossing protected by automatic highway crossing signals, or when a train is stopped, thereby operating the signals unnecessarily, every effort must be made by trainmen to avoid delay to highway traffic. When it is safe for vehicles or pedestrians to cross the track, the trainman will say "all right" and beckon to cross.

At the following locations a device is provided to cut out the operation of the automatic highway crossing signals by trainmen:

Track	Crossing	Location	Control Device Located	Movements
No. 1	Alabama St.	Brazil	In white box on instrument case at Alabama St.	Eastward
No. 2	Alabama St.	Brazil	In white box on instrument case at Alabama St.	Westward
Main Track	York St.	Martinsville	In white box on instrument case at York St.	Eastward and Westward
No. 2	Maple St.	Montrose	In white box on post at House track	Westward
No. 1	Main St.	St. Elmo	In white box on instrument case east of Main St., and in white box on post south side, west of Elm St.	Eastward
No. 2	Main St.	St. Elmo	In white box on instrument case east of Main St., and in white box on post north side, east of Elm St.	Westward
No. 1	Walnut St.	St. Elmo	In white box on instrument case east of Walnut St., and in white box on post, south, side west of Elm St.	Eastward
No. 2	Walnut St.	St. Elmo	In white box on instrument case east of Walnut St., and in white box on post, north side, east of Elm St.	Westward
No. 1	Elm St.	St. Elmo	In white box on post, south side, west of Elm St.	Eastward
No. 2	Elm St.	St. Elmo	In white box on post, north side, east of Elm St.	Westward
Main Track	Fifth St.	Vandalia	In white box on instrument case west of Fifth St.	Eastward and Westward
Main Track	Sixth St.	Vandalia	In white box on instrument case east of Sixth St.	Eastward and Westward
Main Track	Reiman St.	Vandalia	In white box on instrument case at Reiman St.	Eastward and Westward
No. 1	Old U.S. 40	Highland—2 mi. west of	In white box on instrument case at Old U.S. 40	Eastward
No. 2	Old U.S. 40	Highland—2 mi. west of	In white box on instrument case at Old U.S. 40	Westward
No. 1	Black Lane	Exermont	In white box on instrument case at Black Lane	Eastward
No. 2	Black Lane	Exermont	In white box on instrument case at Black Lane	Westward
Main Track	State Route 121	Hervey City	In white box on instrument case at State Ro. 121	Eastward and Westward
Main Track	State Route 121	Morton	In white box on instrument case at State Ro. 121	Eastward and Westward

When such device is used, no movement may be made over the crossing by their train until protection is provided as prescribed by **Rule 103a**, or the automatic operation of these signals has been restored.

Employees should observe the operation of automatic highway crossing signals and report promptly to the Superintendent any failures to operate properly.

★ **2451.** Electric light indicators are in service on or adjacent to instrument cases of flashing light signals and crossing bells protecting road crossings.

Indicator light will be displayed when train is operating the flashing light signals or crossing bells. Absence of indicator light indicates normal source of power has failed and that signals or bells will be entirely dependent upon storage battery.

If indicator light is not displayed as train approaches crossing, prompt report must be made to Superintendent.

Manual Highway Crossing Signals

2453. At Terre Haute, before making a switching movement over any highway crossing protected by highway crossing signals, it must be known that such signals are operating, and when movements are completed, crossing watchman in charge must be notified.

2454. At Effingham, before making switching movements over any highway crossing protected by highway crossing signals, it must be known that such signals are operating, or a member of the crew must protect the crossing in advance of each movement over the crossing.

2455. At Vandalia, before making a movement on storage track over Fifth and Sixth Street crossings, it must be known that highway crossing gates are down, or a member of the crew must protect the crossing in advance of each movement over the crossing.

2456. At Greenville, before making switching movements over Elm Street crossing, it must be known that highway crossing gates are down, or a member of the crew must protect the crossing in advance of each movement over the crossing.

Gas-Electric, Gasoline And Oil-Electric Rail Motor Cars

★ **2475.** Gas-electric rail motor cars, gasoline rail motor cars and oil-electric rail motor cars must not use sand in automatic block system territory, except to avoid accidents. When these cars are used as trailers or are being towed, they must be placed only at end of train. If handled by passenger train, it should not consist of more than 15 cars. If handled by freight train, it should not consist of more than 35 cars.

Four-Wheel Cabin Cars

★ **2476.** Four-wheel cabin cars must not be allowed to stand in an automatic block unless the block is occupied by other cars or engine. Necessary care must be used at all interlockings and such cabin cars must not be permitted to stand alone between the signals of a block or interlocking station without permission of signalman.

Dragging Equipment Detector

★ **2478.** After each actuation of a dragging equipment detector, the train crew must examine the entire train and advise the signalman when this has been done before proceeding.

MOVEMENT BY TRAIN ORDERS

2502. A train must not leave its initial station without reporting for train orders.

2503. At St. Louis and Terre Haute, enginemen of eastward passenger trains are relieved from reporting for train orders. Conductors will personally deliver a copy of each train order to the engineman who will compare with the conductor by reading aloud the train order. When there are no train orders or messages, the conductor will personally notify the engineman before the train departs.

★ **2505.** While train order signal (**Rule 294**, Fig. A) is displayed in the direction of an approaching train or trains, it must not be passed by any such trains on any track except as provided in **Rule 221a**.

★ **2506.** Referring to **Rule 221a**, message form C. T. 1250 will be used.

MOVEMENT OF TRAINS IN THE SAME DIRECTION BY BLOCK SIGNALS

★ **2601.** Rules 251, 253 and 254 in effect:

	Track	Between	And
Main Line	No. 2	Brazil	Macksville
	No. 1	Terre Haute	Brazil
	No. 1	Macksville	Seventh Street
	No. 1 and No. 2	West Casey	Avena
	No. 1 and No. 2	East Smithboro	Exermont
	No. 2	Willows	Eads
	No. 1	Eads	A. & S. Crossing

On two or more tracks signal indication or permission of the signalman will be authority for a train to proceed as an extra.

When a train is to run as a Passenger Extra it will be notified by the signalman, except:

At Indianapolis Union Station, by operator, UN Office.

St. Louis Union Station, by operator, US Office.

OPPOSING AND FOLLOWING MOVEMENT OF TRAINS BY BLOCK SIGNALS

★ **2602.** Rules 261, 262, 263 and 264 in effect.

	Track	Between	And
Main Line	Single	Division Post (Inds. Div.)	East Alameda
	No. 1 and No. 2	East Alameda	Limedale
	Single	Limedale	Harmony
	No. 1 and No. 2	Harmony	Brazil
	No. 1	Seventh Street	Terre Haute
	Single	Macksville	East Casey
	No. 1 and No. 2	East Casey	West Casey
	No. 1 and No. 2	Avena	Brownstown
	Single	Brownstown	East Smithboro
	No. 2	Exermont	Willows
	No. 1	A. & S. Crossing	Exermont

Signal indication or permission of the signalman will be authority for a train to proceed as an extra.

When a train is to run as a Passenger Extra it will be notified by signalman, except:

At Indianapolis Union Station, by Operator, UN Office.

St. Louis Union Station, by Operator, US Office.

CAB SIGNALS

★ 2753. Required departure tests of engines and trains must be made before entering territory in which the use of cab signals is prescribed.

Testing sections located at Terre Haute and Rose Lake.

★ 2754. Departure test of cab signals on engines equipped for forward and backward running will be made from both ends.

When two or more electric engines are coupled in multiple, departure test will be made from front end of leading unit and trailing end of rear unit, noting that all cab signals and warning whistles are operative.

When two or more engines are coupled and it becomes necessary enroute to operate one of the engines from an end from which departure test of cab signals has not been made, the engine must be considered as not equipped.

MANUAL BLOCK SYSTEM

2801. Rules 305 to 373, inclusive, are in effect as follows, except that Rules 316 and 317 will apply only on portions of the Division as specified:

	Track	Between	And
Peoria Branch	Single	Farrington	Hervey City
	Single	Maroa	Farmdale Jct.
Crawfordsville Branch	Single	Otter Creek Jct.	Division Post (Inds. Div.)

2803. Rule 317 will apply:
 Farrington and Hervey City,
 Maroa and Farmdale Jct.,
 Otter Creek Jct. and Fort.,
 Two or more tracks—movement against current of
 traffic except where Rule 261 is in effect.

AUTOMATIC BLOCK SYSTEM

2901. Rules 501 to 512, inclusive, are in effect on portions of the Division as follows:

For movements with current of traffic and on single track.

	Track	Between	And
Main Line	Single	Division Post (Inds. Div.)	East Alameda
	No. 1 and No. 2	East Alameda	Limedale
	Single	Limedale	Harmony
	No. 1 and No. 2	Harmony	Macksville
	Single	Macksville	East Casey
	No. 1 and No. 2	East Casey	Brownstown
	Single	Brownstown	East Smithboro
	No. 1 and No. 2	East Smithboro	Eads

INTERLOCKING

3001. Rule 672 - Instructions for manual operation of remote controlled interlocking switches are located:

Exermont—in telephone shelter at east end of yard for yard switches A, B, C and D.

3002. The following instructions will govern at railroad crossings protected by Automatic Interlocking:

Oakland—When a train is stopped by the Home-signal and there is no train approaching on N. Y. C. & St. L. R. R., or should no other cause for detaining the train be known, the conductor will, after a thorough understanding with the engine-man, arrange for manual operation of the signal. P. R. R. time release, located in shelter box, must be operated and after the expiration of four (4) minutes, the signal does not display proceed indication, the emergency switch, located in shelter box, must then be operated. The train may then proceed over the railroad crossing under flag protection.

A reverse movement, or a forward movement after making a reverse movement must not be made over the railroad crossing until P. R. R. key switch, located in shelter box, is operated.

Instructions for manual operation of signals are posted in shelter box.

Downing—When a train is stopped by the Home-signal and there is no train approaching on P. & E. R'y., or should no other cause for detaining the train be known, the conductor will, after a thorough understanding with the engine-man, arrange for manual operation of the signal. P. R. R. time release, located in shelter box, must be operated and after the expiration of four (4) minutes, the signal does not display proceed indication, the train may proceed over railroad crossing under flag protection.

A reverse movement, or a forward movement after making a reverse movement must not be made over the railroad crossing until P. R. R. time release is operated.

Instructions for manual operation of signals are posted in shelter box.

Track Cars must stop and not proceed over railroad crossings at automatic interlockings until proper flag protection has been provided against trains of other railroads.

SPEEDS

★ 3101.

SPEED TABLE

Time per Mile		Miles per Hour	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.	
0	36	100	0	48	75	1	12	50	2	24	25
0	33	95	0	51	70	1	20	45	3	00	20
0	40	90	0	55	65	1	30	40	4	00	15
0	42	85	1	00	60	1	43	35	6	00	10
0	45	80	1	05	55	2	00	30	12	00	5

3102. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED, PASSENGER TRAINS AND FREIGHT TRAINS

MAIN LINE BETWEEN:	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Psgr.	Frt.	Psgr.	Frt.	Psgr.	Frt.	Psgr.	Frt.	Psgr.	Frt.
	Miles per Hour									
Div. Post (Inds. Div.) and East Alameda	70	50								
East Alameda and LImedale							70	50	70	50
LImedale and Harmony	70	50								
Harmony and Macksville							70	50	70	50
Macksville and East Casey	70	50								
East Casey and Brownstown							70	50	70	50
Brownstown and East Smithboro	70	50								
East Smithboro and Eads							70	50	70	50
Peoria Branch										
Between: Farrington and Hervey City	30	30								
Maroa and Farmdale Junction	30	30								
Crawfordsville Branch										
Between: Otter Crk. Jct. and Div. Post (Inds. Div.)	30	30								

Passenger trains with freight cars not equipped for passenger service must not exceed maximum speed for freight trains, unless otherwise instructed.

WRECK TRAINS

	Boom Trailing	Boom Forward
	Miles per Hour	
	Main Line Between: Division Post (Inds. Div.) and Eads..	50	40
Peoria Branch Between: Farrington and Hervey City.....	30	20
Maroa and Farmdale Junction.....	30	20
Crawfordsville Branch Between: Otter Creek Jct. and Division Post (Inds. Div.)	30	20
Secondary Track Between: Knightsville and Centerpoint.....	20	20

WORK TRAINS

	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
	Main Line Between: Division Post (Inds. Div.) and Eads	30	20	20
Peoria Branch Between: Farrington and Hervey City..	20	15	15
Maroa and Farmdale Junction	20	15	15
Crawfordsville Branch Between: Otter Creek Jct. and Division Post (Inds. Div.)	20	15	15

Work trains without crane may operate at speed authorized for freight trains, unless otherwise instructed.

VARIOUS

MAIN LINE	Miles per Hour
Circus Trains—Main Line.....	30
Revenue Trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc., moving on own wheels—see Special Instructions ★3601.	
—on straight track.....	30
—on curves	20
Solid trains of tank cars loaded with petroleum products	40
Freight trains consisting of 50 per cent or more tank cars loaded with petroleum products.....	40
Freight trains that consist entirely of mineral freight or have a mineral freight fillout of more than 50 cars in a solid block.....	40
Note—When handling such trains Conductors must know that enginemen have been advised.	
Snow Plows in service.....	25
Snow Flangers in service.....	20
Passing station platforms and trains on adjacent tracks	10
NOTE—When operating over territory other than Main Line, shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.	
Operating against current of traffic, except where Rule 261 is in effect—Passenger Trains	50
—Freight Trains	40
Trains consisting of 50 percent or more P.R.R. cars of MP-54 and MBM-62 types or Long Island Rail Road cars of P-54 type.....	65
NOTE—For purpose of identification, P.R.R. suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms.	
Long Island Rail Road suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet.	
When handling such cars, conductors must know that enginemen have been properly advised.	
Passenger trains assisted by an engine on rear and air brake controlled by leading engine.....	30
Pushing cars—Passenger Trains	30
—Freight Trains	20
NOTE—Trains handling foamite cars must be operated in accordance with freight train speeds.	
Track Cars—unless otherwise restricted	20
—when hauling track cars or trailers...	15
—hand cars operated under Rule 80	8
—through crossovers and turnouts, and over highway and railroad crossings..	5

3103. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED TURNOUTS

ENTIRE DIVISION	Miles per Hour	
Non-Interlocked turnouts—diverging movements, except class I, J, K, M, Q, S and T engines over No. 8 crossovers and turnouts	15	
	Miles per Hour	
	Forward	Backward
Class I, J, K, M, Q, S and T engines through No. 8 crossovers and turnouts must not exceed speeds indicated.....	10	5

This will apply to all hand operated crossovers and turnouts and the following interlocked crossover:

Trailing interlocked crossover between No. 1 and No. 2 tracks located between Southern and T.R.R.A. railroad crossings at Willows.

	Miles per Hour
At Eads—Class I, J, K, M, Q, S and T engines through No. 7 slip crossover in T.R.R.A. No. 1 track	5
At East St. Louis—Class I, J, K, M, Q, S and T engines through No. 7 turnout in No. 1 track opposite center line of passenger station.....	5

3104. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED, CURVES, BRIDGES, ETC.

MAIN LINE	Miles per Hour
Bridge 24.63 east of Amo, Class S.2 engines.....	60
Curves between Greencastle and Limedale, Nos. 1 and 2 tracks	60
Curves between Mile Post 46 and Reelsville.....	60
Curve at Harmony on No. 1 track at end of two main tracks	50
Curves between Mile Post 71 and C. & E. I. R'y. crossing, Terre Haute, Nos. 1 and 2 tracks.....	35
C. & E. I. R'y. crossing, Terre Haute, Nos. 1 and 2 tracks	10
C. C. C. & St. L. R'y. crossing, Vigo, Nos. 1 and 2 tracks	20
First curve west of Macksville	60
Curve 1.0 mile east of Dennison.....	65
Under coal wharf at Effingham, Nos. 1 and 2 tracks	25
Peoria Branch	
Curve at Farrington	20
Curve at C. C. C. & St. L. R'y. crossing (St. Louis Div'n.) Paris	20
N. Y. C. & St. L. R. R. Co., crossing at Oakland....	20
Bridge 40.79 west of Oakland.....	10
I. C. R. R. crossing at Arcola.....	20
Curve at Hervey City	20
I. C. R. R. crossing at Kenney	20
P. & E. R'y. crossing at Downing.....	20
Bridge 156.12 west of Mackinaw.....	10
Knightsville—Centerpoint	
Between points one-half mile east and one-half mile west of Bridge 0.92	5

**3105. MAXIMUM SPEEDS UNLESS OTHERWISE RESTRICTED
ENGINES**

Class Steam Engines	Miles per Hour		
	Backward	Forward- Light	Forward- with train
A.....	15	15	15
B.....	20	20	20
C.....	20	20	20
D.....	25	50	70
E.....	35	50	70
G.....	35	50	70
H.....	35	40	50
I.....	25	40	40
J.....	25	40	50
K.....	35	50	70
L.....	25	40	50
M.....	35	50	60
N.....	25	40	50
Q.....	25	40	50
S.1.....	35	50	70
S.2.....	10	50	70
T.....	25	50	70
Note: Gas- Electric Rail Motor Cars.....	60	60	60

Class Diesel-Electric and Gasoline-Electric Engines	Miles per Hour	
	Forward Light	Forward with train
A6.....	20	20
A6B.....	20	20
AA5.....	25	40
AA5A.....	25	50
AA5B.....	25	50
AA10B.....	25	50
AA10E.....	25	50
4000 H.P. Passenger 2 (A1A-A1A)	50	70
6000 H.P. Passenger Articulated 2-D + D-2 + 2-D + D-2.....	50	70

**3106. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED
SECONDARY TRACKS AND SIDINGS**

Track	Between	And	Miles per Hour
42	Prairie	Seventh Street..	20
41	Seventh Street..	Prairie	20
20	Rose Lake	Eads	20
Knightsville- Centerpoint ...	Knightsville ...	Centerpoint	20
Logan Lead ...	East Yard	Lost Creek	15
Wye Lead	East Yard	Lost Creek	15
Dewey Cut-off..	Lost Creek	Dewey Junction..	20
All Sidings .....	.....	.....	15

★3107. Movements on tracks, other than main, secondary and sidings must be made at restricted speed.

ENGINE RESTRICTIONS

3108. ENGINES ARE RESTRICTED AT LOCATIONS SHOWN BELOW:

NOTE—Letters and figures indicate:

X—Prohibited.

A—Backward movement prohibited.

B—Backward movement restricted to speed indicated.

D—Operation of engines coupled prohibited.

E—Operation of engines coupled restricted to speed indicated.

R—Restricted account of light rail.

Figures 5, 10, 15, etc., indicate maximum speed at which engines specified may be operated.

LOCATION	CLASS OF ENGINES											Engines with Tender Capacity of Over 15,000 Gallons	
	B	C	CC 2S	E, excluding E6	G5, K2, K3	H6, 8 and 10	K4	L1 and L2	M1, M1, Q1 & Q2	N1	N2		S	T
ST. LOUIS DIVISION													
Main Line													
Peoria Branch	30	X	X	30	X	30	X	X	X	X	X	X	X
Crawfordsville Branch ..	30	30	30	30	30	30	X	30	X	X	30	X	X
Knightsville-Centerpoint ..	20	20	X	20	X	20	X	X	X	X	X	X	X
MAIN LINE:													
BRIDGEPORT:													
Hobbs' Nursery track.....			X		X		X	X	X	X	X	X	X
PLAINFIELD:													
House track, 75 feet beyond clearance point.....			X						X	X	X	X	X
BRIDGE 24.63:													
0.3 mile east of Amo											60		
COATESVILLE:													
Elevator track									X			X	X
FILLMORE:													
Storage track.....			X		X		X	X	X	X	X	X	X
GREENCASTLE:													
Sinclair Oil Co. track.....									X	X	X	X	X
Cities Service Oil Co. track			X						X	X	X	X	X
Midwest Stone Co. track..			X				X	X	X	X	X	X	X
American Zinc Products track.....			X				X	X	X	X	X	X	X
LIMDALE:													
C. I. & L. R'y., south Wye, 300 feet beyond clearance point at east end...			X						X			X	X
Lone Star Cement Co., old lead and silo tracks Nos. 1 and 2.....			X				X	X	X	X	X	X	X
BRAZIL-SEELYVILLE DISTRICT:													
Hadleytown Branch.....			X		X		X	X	X	X	X	X	X
World's Fair Branch.....			X		X		X	X	X	X	X	X	X
Saline City Branch.....			X		X		X	X	X	X	X	X	X
North Branch.....			R		R		R	R	R	R	R	R	R
Old line-Brazil to Electric Shovel lead			X	R	X		X	X	X	X		X	X
Old line-Seelyville to end of track.....			X	R	X		X	X	X	X	X	X	X
All mine tracks, except Electric Shovel mine			R	R	R		R	R	R	R		R	R
Lincoln Oil Co. track.....			X	X	X		X	X	X	X	X	X	X
Seelyville—Yard tracks Nos. 1, 2, 3, 4 and 5....	R	R	R	R	R		R	R	R	R	R	R	R
Seelyville—North storage track beyond a point 500 feet from point of switch entering track (engines and loaded cars).....	R	R	R	R	R		R	R	R	R	R	R	R
Seelyville—South storage track, beyond a point 500 feet from point of switch entering track (engines and loaded cars).....	R	R	R	R	R		R	R	R	R	R	R	R
Seelyville—Willow Creek Mine track.....			X	X	X		X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES											Engines with Tender Capacity of Over 15,000 Gallons	
	B	C	CC 2S	E, excluding E6	G5, K2, K3	H6, 8 and 10	K4	L1 and L2	H, J, M1, Q1 & Q2	N1	N2		S
TERRE HAUTE:													
Quaker Maid Co., track			X				X	X	X	X	X	X	X
X. L. Shop, all tracks			X				X	X	X	X	X	X	X
Turner Bros., Nos. 1, 2 and 3 tracks			X	X	X	X	X	X	X	X	X	X	X
Progress Distributors, Inc., track			X				X	X	X	X	X	X	X
North & South Interechange track with C. & E. I. R'y.			X						X	X	X	X	X
Chestnut St. Yard—Crane Co., track			X	X	X	X	X	X	X	X	X	X	X
Model Dairy Co.			X	X	X	X	X	X	X	X	X	X	X
No. 26 shop lead			X				X	X	X	X	X	X	X
Pease-Overton Lumber Co., track			X				X	X	X	X	X	X	X
Terre Haute Gravel Co., tippie track			X				X	X	X	X	X	X	X
Kivits Bros. Third St., track			X				X	X	X	X	X	X	X
Fromme Oil Co., Third St., track									X	X	X	X	X
American Can Co., track									X	X	X	X	X
C. C. C. & St. L. Interechange track									X	X	X	X	X
C. M. & St. P., receiving and delivering tracks			X				X	X	X	X	X	X	X
Highland Iron & Steel, Inc.—all tracks			X				X	X	X	X	X	X	X
trestle	X	X	X	X	X	X	X	X	X	X	X	X	X
Cars prohibited on trestle beyond point 2 carlengths from east end of trestle	X	X	X	X	X	X	X	X	X	X	X	X	X
Terre Haute Paper Co., all tracks			X				X	X	X	X	X	X	X
Silverberg track			X				X	X	X	X	X	X	X
Braden Mfg. Co., track			X				X	X	X	X	X	X	X
Milks Emulsion Co. track			X				X	X	X	X	X	X	X
Old Coach Yard, Nos. 1, 2, 3 and 4 tracks			R				R	R	R	R	R	R	R
Dewey Cut-off—North Storage track (engines and loaded cars)	X	X	X	X	X	X	X	X	X	X	X	X	X
MACKSVILLE:													
North and South Branches			X		X			X	X	X	X	X	X
MARTINSVILLE:													
Mill track							X	X	X	X	X	X	X
CASEY:													
City Light and Power Co. track, beyond a point 50 feet from derail			X				X	X	X	X	X	X	X
Battlefield tracks			X				X	X	X	X	X	X	X
GREENUP:													
Interchange tracks west of east end of freight station platform			X					X	X			X	X
House track			X					X	X			X	X
Electric Light Plant track			X					X	X			X	X
MONTROSE:													
Storage track beyond point 100 feet east of switch leading to team track			R				R	R	R	R	R	R	R
TEUTOPOLIS:													
Curve, east end of north and south team tracks			X				X	X	X	X	X	X	X
EFFINGHAM:													
Pevey Dairy Co., coal track			X					X	X			X	X
Standard Oil Co. track			X					X	X			X	X
Coal storage tracks			X					X	X			X	X
Ice Plant track			X				X	X	X			X	X
Coal Dock, over unloading hopper	X	X	X	X	X	X	X	X	X	X	X	X	X
Wabash Track			X				X	X	X	X	X	X	X
ALTAMONT:													
South wye to B. & O. R. R.			X	X		X		X	X	X	X	X	X
North Wye								X				X	X

LOCATION	CLASS OF ENGINES											Engines with Tender Capacity of Over 15,000 Gallons		
	B	C	CC2S	E, excluding E6	G5, K2, K3	H6, 8 and 10	K4	L1 and L2	II, J1, M1, Q1 & Q2	N1	N2		S	T
ST. ELMO: C. & E. I. R'y. Interchange tracks, curves west of east clearance points...									X			X	X	
VANDALIA: Short Wye..... Ford Roofing Co. track..... City Light Co. track..... City Light Co., unload pit			X				X	X	X	X	X	X	X	
GREENVILLE: C track west of house track switch..... D and F tracks..... West leg of Wye east of coal wharf switch..... Pet Milk Co., north and south track.....									X			X	X	
HIGHLAND: Elevator tracks..... Mill track lead south of National Highway crossing..... Electric Light Plant track..... New mill track..... Coal track..... Brewery track..... Mill track.....									X			X	X	
ST. JACOB: Elevator track, south side..... Mill track, on scales.....	X	X	X	X	X	X	X	X	X	X	X	X	X	
COLLINSVILLE DISTRICT: Chemical and Pigment Co. track, bridge No. 2..... All industry and mine tracks..... Lumaghi, track leading to Mine No. 3..... Bullock Mine track, from a point 150 feet before reaching tipple..... Collinsville to Troy, old line Bridge 0.42 in storage trk Troy, Elevator tracks..... South storage track..			X	X	X	X	X	X	X	X	X	X	X	
CASEYVILLE: Atlas Leather Co. track...									X			X	X	
EXERMONT: North track, north of unloading platform.....									X			X	X	
EAST ST. LOUIS (ROSE LAKE DISTRICT): American Smelter Co., track..... General Chemical Co., track..... Kokotovich track..... Car repair tracks..... Connection with Stock Yards and Southern Railway..... Thels Bros., track..... Ralston-Purina Co., track..... All tracks west of Missouri Avenue..... Lower Yard tracks Nos. 5, and 13..... Lower Yard, west of switch leading from outbound lead westward to freight house ladder and north side..... Wiggins Ferry connection..... Eads-All Turnouts west of B. & O. crossing.....									X			X	X	
WILLOWS-ST. LOUIS: Merchants Bridge route...			X					X	X	X	X	X	X	
EAST ST. LOUIS-ST. LOUIS: Eads Bridge Route..... Municipal Bridge route...		X	X	X	X			X	X	X	X	X	X	

LOCATION	CLASS OF ENGINES											Engines with Tender Capacity of Over 15,000 Gallons	
	B	C	CC2S	E, excluding E6	G5, K2, K3	H6, 8 and 10	K4	L1 and L2	H, J1, M1, Q1 & Q2	N1	N2		S	T
PEORIA BRANCH;													
PARIS:													
South Foley track	X	X	X	X		X	X	X	X	X	X	X	X
Van Zant Grain Co. track, engines and cars	X	X	X	X	X	X	X	X	X	X	X	X	X
Scale track	X	X	X	X	X	X	X	X	X	X	X	X	X
BRIDGE 40.79:													
2 Mile west of Oakland ...	10	X	X	10	X	10	X	X	X	X	X	X	X
DECATUR:													
Freight station, No. 1 track	...	X	X	...	X	...	X	X	X	X	X	X	X
ATLANTA:													
Oil Spur	X	X	X	X	X	X	X	X	X	X	X	X	X
MORTON:													
Farmers Elevator track west of stop board	X	X	X	X	X	X	X	X	X	X	X	X	X
BRIDGE 156.12:													
1 mile west of Mackinaw ...	10	X	X	10	X	10	X	X	X	X	X	X	X
CRAWFORDSVILLE BRANCH:													
EAST OF CATLIN:													
Illinois Pipe Line Co., coal trestle .....	...	X	X	...	...	...	X	X	X	X	X	X	X
ROCKVILLE:													
Old yard track west of stock track .....	...	R	R	...	...	...	R	R	R	R	R	R	R
Storage track, beyond a point 500 feet from point of switch entering track .....	...	R	R	R	R	...	R	R	R	R	R	R	R
GUION:													
B. & O. Interchange track .....	...	...	R	...	...	...	R	...	R	R	R	R	R
BROWNS VALLEY:													
Storage track, beyond a point 1000 feet from point of switch entering track (engines and loaded cars) .....	...	R	R	R	R	...	R	R	R	R	R	R	R
NEW MARKET:													
Elevator track .....	...	X	X	...	X	...	X	X	X	X	X	X	X
CRAWFORDSVILLE:													
Poston Brick Co., shale track and west track ...	...	X	X	...	X	...	X	X	X	X	X	X	X
East track .....	...	X	X	...	X	...	X	X	X	X	X	X	X
Big Four receiving and delivering tracks .....	...	X	X	...	X	...	X	X	X	X	X	X	X
Turntable .....	...	X	X	...	X	...	X	X	X	X	X	X	X
Foundry track .....	...	R	X	...	X	...	R	R	R	R	R	R	R
O'Neal track .....	...	R	R	...	R	...	R	R	R	R	R	R	R
VanCamp track .....	...	R	R	R	R	...	R	R	R	R	R	R	R
MIDWAY:													
No. 2 storage track, beyond a point 500 feet from point of switch entering track (engines and loaded cars)	R	R	R	R	R	R	R	R	R	R	R	R	R
DARLINGTON:													
Elevator track .....	...	...	X	...	X	...	X	X	X	X	X	X	X
BOWERS:													
Elevator track .....	...	R	R	...	...	...	R	R	R	R	R	X	R
COLFAX:													
West Wye .....	...	...	...	...	...	...	...	R	...	...	R	R	...
East Wye .....	...	X	...	...	...	...	X	X	X	...	X	X	...

NOTE—Doubleheading with H.10, K.2 or K.4 engines is prohibited on Merchants Bridge.

Doubleheading with H.10 or K.4 engines is prohibited on Eads Bridge.

OTHER EQUIPMENT RESTRICTIONS

Steam Suburban Cars

★ **3116.** The following classes of passenger cars must not be hauled between heavier steel cars or between heavier steel cars and engine:

Coaches	Combined Passenger and Baggage	Passenger - Baggage and Mail
P-54 MP-54 MP-54c	PB-54 MPB-54 MPB-54b MPB-54c	MPBM-54 MBM-62

NOTE—For purpose of identification, P. R. R. suburban cars of MP-54, MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms.

Long Island Rail Road suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description of board located in toilet.

Cabin Cars in Passenger Train

★**3117.** Cabin cars, other than all-steel construction equipped with four-wheel trucks, must not be moved in passenger, mail, express or Main trains.

Cars Utilizing Compressed Inflammable Gas

★**3118.** Cars utilizing acetylene, butane, propane or other compressed inflammable gas for cooking, lighting, or other purposes, must not be accepted for movement unless the pintsch or acetylene gases have been drained from the permanent containers on cars so equipped, or unless the portable containers with other types of gases have been removed.

Cars Seventy Feet Or More In Length

★**3119.** Cars having a stenciled length of load space of seventy feet or more, or passenger-carrying cars of P70 car length or greater, must not be coupled to cabin cars of the 2-axle type nor to cabin cars having 4-wheel trucks if the latter have couplers of the riveted yoke type.

Passenger—Mail—Express—Main Trains

★ **3120.** The following restrictions must be observed with reference to physical condition of foreign railroad cars received for movement over our lines:

(a) Passenger equipment cars of all-wood construction must not be operated in passenger, mail, express or Main trains nor accepted from foreign railroads for movement in such trains.

(b) Cars having steel underframe with wood superstructure or having steel underframe with composite superstructure and wood sheathing must not be used for transporting passengers.

(c) Baggage or kitchen cars with steel underframe and wood superstructure assigned in Main movement, may be moved in Main trains or exclusive express trains to any point on line except when required to operate through East and North River Tunnels, New York Division.

(d) Passenger refrigerator cars with steel underframe and wood or composite superstructure, without lights or heating stoves, will be accepted for movement through East and North River Tunnels, New York Division.

(e) Passenger equipment cars with trucks having wood side and end members, with or without plates bolted thereto, must not be operated in passenger, mail, express or Main trains nor accepted from foreign railroads for movement in such trains.

(f) Cars with cast iron wheels must not be operated in passenger trains. Mail, express or Main trains having such cars must be operated at freight train speed.

Cars offered for movement in violation of clearances or any of these physical restrictions must not be accepted for movement over our lines.

Passenger Car Buffer Plates

★ 3121. Passenger train cars having continuous buffer plates must not be coupled to freight cars having coupler release levers with a center projecting arm.

Folding Steps

★3122. Folding steps which operate in conjunction with vestibule trap doors on passenger cars are not within the established clearance limits, unless in fully closed position or fully open position. Vestibule traps of cars equipped with folding steps must not be opened or closed while cars are in motion.

Dead Or Disabled Engines

★3123. Dead engines of a design having two or three pairs of drivers and no trucks, may be moved only at speeds not exceeding 20 miles per hour. Dead engines of a design having four pairs of drivers and no trucks shall be restricted to speeds not exceeding 25 miles per hour.

Two or more such dead engines in the same train shall be separated by one or more cars.

When necessary to clear the main track, engines with any main or side rods disconnected may be moved to a terminal at not exceeding the following speeds:

Class of Engines	Miles per Hour
C1	8
HH1	
IIs	
IIsa	
J1	
J1a	
N1s	
N2sa	
All others.....	15

If engines with any main or side rods disconnected while on the main track, have interference between crossheads or guide and front crank pin, on account of front wheels getting out of register, engineman must notify the Superintendent and receive instructions for further movement.

When it is necessary to move a light engine with any main or side rods disconnected, from a terminal to another point, the Master Mechanic or Road Foreman of Engines will notify the Superintendent the speed permitted before the engine is dispatched and the latter will then issue the necessary instructions.

When necessary to tow a diesel engine designed for road service, the reverser drum must be locked in neutral position. All isolation switches must be placed in "start" position. If necessary to keep power units idling, the fuel pumps and control switches must be in closed position.

Roller Bearing Equipment.

★ 3124. Engines and cars equipped with roller bearing journals must not be operated through water, except in emergency when authorized by the Superintendent and then, only as specified below:

(a) Steam and electric engines and cars, other than MU cars and drail motor cars, may be run through water when its depth does not exceed 7 inches (measured from top of rail) at a speed not exceeding 2 miles per hour.

(b) MU cars, rail motor cars and diesel engines may be run through water when its depth does not exceed 2 inches (measured from top of rail), at a speed not exceeding 2 miles per hour.

USE OF TELEPHONES

★ **3501.** Employees using telephones in connection with train movements must satisfy themselves that they are in communication with proper persons and must not consider conversation finished until the persons taking part are assured that they have heard all of the conversation and that it is understood.

Persons using telephones must yield the line promptly for train movements.

If telephones fail, trainmen will use any means of communication to avoid delay.

When used for block operations, transmitting train orders or making any arrangement pertaining to the movement of their trains, the conductor, engineman or driver must personally receive all orders on the telephone and make all verbal arrangements pertaining to the movement of his train, but neither is relieved of any responsibility as prescribed by **Rule 106.**

Verbal arrangements and instructions in regard to trains being clear of, or desiring to occupy certain tracks, etc., must be repeated by the person receiving the information.

3502. Commercial telephones, at the following locations, are for use when company communicating lines fail or in other emergencies. Telephones in stations can be reached from the outside.

LOCATION	CALL NUMBER	EXCHANGE
Davis: Block Station, on operating floor.....	BElmont 0478	Indianapolis
Plainfield: Station, northeast corner of office.....	41-16	Plainfield
Clayton: Station, north wall of office.....	42	Clayton
Summit: East end of siding.....	107-40	Clayton
Coatesville: Station, east wall of office.....	18	Coatesville
Marion: West end of westward siding	6	Coatesville
Almeda: Crossover	890	Greencastle
Greencastle: Station, south wall of office.....	2	Greencastle
Limedale: Block Station, on operating floor.....	362-2	Greencastle
West Terre Haute: Station, locked with switch lock.....	C-3271	Terre Haute
Marshall: Station, locked with switch lock.....	159	Marshall
Casey: Station, locked with switch lock.....	24	Casey
Effingham: Coal Wharf	778	Effingham
Altamont: Block Station, on operating floor.....	48	Altamont
Brownstown: Station, locked with switch lock.....	4	Brownstown
Vandalia: Block Station, on operating floor.....	37	Vandalia
Smithboro: Block Station, on operating floor.....	883-J3	Greenville
Marty: East end of westward siding.....	14-W7	Highland
West Highland: In shelter box.....	14-F-12	Highland
West St. Jacob: In shelter box.....	1608	St. Jacob

GENERAL INSTRUCTIONS

Machinery Of Rotary Or Swinging Type

★ **3601.** Machinery of rotary or swinging type such as cranes, derricks, steam shovels, etc., whether loaded on cars or moving on own wheels, must not be moved in revenue trains unless form CT-310 covering the specific movement is attached, one to each side of the car on which it is loaded or one to each side of the machine when moving on own wheels, and form CT-310-A is attached to the billing.

When such shipments are set off for repairs that may affect the requirements of the A.A.R. Loading Rules, they must not again be moved except upon authority of the Superintendent, and not until proper inspection has been made and billing endorsed by agent or yardmaster "Re-inspected at....." and loaded as per A.A.R. Loading Rules." Conductors when setting off such shipments for repairs must notify the proper officer that it is rotary type machinery.

In all movements of such rotary or swinging type machinery on own wheels in revenue trains the boom end must trail, except that when necessary the Superintendent may authorize movement with boom end forward, in which event the authority will include any additional speed restrictions that may be required.

When cranes are shipped on their own wheels, all coal must be removed from the coal bunkers, and all water removed from the boilers and reservoirs. When boom is detached the light end of crane should trail. Where trucks are secured to body with keyed or nutted center pin, key or nut should be removed from pin on trailing end. All locking pins and hold-downs must be in secure position.

When pivoted machinery, equipped with swinging booms of which a part may swing or extend outward, is moved from one service point to another in work trains, boom anchors and cables must be in place and locking devices fastened. When such equipment is moved during the progress of work on or about main tracks, stops must be in use to prevent fouling adjacent tracks, and crane operator must be in cab.

Boom must be securely anchored, with center lock in place, and crane operator must be in cab while train movements are being made on adjacent tracks.

Heavy Machinery Over Tracks At Grade Crossing

★ **3602.** To provide against possible accident to railroad property, and insure the safe passage of heavy machinery or implements at grade crossings, special provision should be made to protect such movement over the tracks.

Agents and foremen should keep closely in touch with such matters and give the Supervisor Track advance information to enable him to make proper arrangements with the owners or those in charge of the equipment to insure full protection is afforded while tracks are to be crossed.

3605. Trainmen must not pass over container cars while cars are in motion.

Overhead Clearance

★ 3610. Employees are warned of close overhead clearance at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures:

Bridge	Location
MAIN LINE	
13.34.....	0.6 mile east of Plainfield.
51.51.....	1.7 mile east of Harmony.
58.79.....	1.8 mile west of Brazil.
61.36.....	4.4 miles west of Brazil.
61.62.....	4.7 miles west of Brazil.
65.84.....	0.4 miles west of Seelyville.
67.41.....	1.2 mile east of Prairie.
70.22.....	1.6 miles west of Prairie.
75.73.....	0.4 miles west of Macksville.
77.09.....	1.8 miles west of Macksville.
90.18.....	0.8 miles east of Marshall.
117.62.....	0.7 mile east of Greenup.
143.54.....	2.9 miles west of Effingham.
171.78.....	Vandalia.
171.98.....	Vandalia.
172.04.....	Vandalia.
173.00.....	0.7 mile west of Vandalia.
181.33.....	1.2 mile east of Mulberry Grove.
189.15.....	1.1 mile east of Greenville.
192.87.....	2.6 miles west of Greenville.
216.03.....	1.4 miles west of St. Jacob.
219.25.....	4.7 miles west of St. Jacob.
220.49.....	5.9 miles west of St. Jacob.
223.72.....	Pait.
228.73.....	0.9 mile west of Collinsville.
PEORIA BRANCH	
14.01.....	0.8 mile east of Nevins.
14.33.....	0.5 mile east of Nevins.
129.22.....	2.4 miles west of Waynesville.
165.26.....	1.8 miles west of Morton.
165.28.....	1.9 mile west of Morton.
CRAWFORDSVILLE BRANCH	
22.22.....	0.7 mile east of Rockville.
23.19.....	1.0 mile west of Rockville.
32.32.....	Guion.
COLLINSVILLE—TROY	
3.08.....	2.5 miles west of Troy.

Spectacles With Colored Glass

★ 3615. The use of spectacles with colored glass by employes whose duties require them to distinguish the position or color of signals is prohibited.

Observation Of Trains For Defects

3620. Referring to Rule 77, a train must be stopped when it is observed with any of the following defects or other indications of conditions endangering the train:

- Hot Journal
- Sliding Wheels
- Broken Wheels
- Defective Truck
- Dragging Brake Connection
- Lading Shifted Over Side Or End Of Car
- Swinging Car Door

PERSONAL INJURIES

★ 3701. Emergency calls for surgeons will have preference over other business, except train orders and power emergency calls.

Employes injured on company property or while on company business, will be treated by the nearest physician named in the following, without cost. If hospital attention is necessary, they should be sent, if practicable, to one of the hospitals named in the following.

Passengers or others injured on company property will receive first attention by the Medical Examiner or Company Surgeon, without cost; at points where it is impossible to obtain their services, the company will be responsible for the cost of reasonable surgical attention by an outside surgeon for the first services rendered, subsequent attention will be determined by direction of proper official.

TERRA BRANCH	
0.2 mile east of Nevada	1001
0.2 mile east of Nevada	1002
3.4 miles west of Waynesville	1003
1.2 miles west of Norton	1004
1.8 mile west of Norton	1005
CRAWFORDVILLE BRANCH	
0.7 mile east of Rocksville	1006
1.0 mile west of Rocksville	1007
Clinton	1008
GOLDSVILLE BRANCH	
0.5 mile west of Troy	1009

3702. Medical Examiners and Company Surgeons

Location	Name and Address	Telephone number
Indianapolis....	Dr. H. B. Hamilton, Office, 764 S. Emerson Ave.... Monday: 8:30 A. M. to 12:00 Noon. 1:30 P. M. to 4:00 P. M. Wed., Fri. and Sat.: 8:30 A. M. to 12:00 Noon. Res., 3837 N. New Jersey....	Riley 9331 HUmboldt 7907
	Dr. Daniel J. McCarthy, Of., 507 Hume Mansur Bldg., Res., 3055 N. Meridian, Apartment 16.....	LIncoln 3618 TAlbot 5321
	Dr. W. F. Hughes, Oculist, Of., 401 Hume-Mansur Bldg., Res., 4025 N. Meridian.....	Riley 5253 HUmboldt 5471
Terre Haute....	Dr. R. H. Spackman, Res. Asst., Office, Passenger Station..... Mon. Wed. and Fri.: 8:00 A. M. to 12:00 Noon. 3:00 P. M. to 4:00 P. M. Car Shop.....	C-1371 Sta. 22 C-1371 Sta. 77
	Mon. Wed. and Fri.: 1:30 P. M. to 2:30 P. M. Y. M. C. A.....	Crawford 2361
Effingham.....	Dr. R. H. Spackman, Res. Asst., Office, Freight Station..... 2nd Tues. of each month: after arrival No. 27.	Call Frt. Station
Rose Lake.....	Dr. R. H. Spackman, Res. Asst., Office, Car Shop..... Tuesday: 8:30 A. M. to 12:00 Noon 1st and 3rd Thursday: 8:30 A. M. to 12:00 Noon	BRidge 1210 Station 36
East St. Louis.	Dr. R. H. Spackman, Res. Asst., Office, Freight Station..... Last Thursday of each Month 8:30 A. M. to 12:00 Noon	BRidge 1210 Station 39
St. Louis	Dr. R. H. Spackman, Res. Asst., Office, Ranken Yard..... 2nd Thursday of each month 8:30 A. M. to 12:00 Noon	MAin 3200 Sta. 477
Greencastle.....	Dr. J. F. Gillespie, Ofs., 105 E. Washington St... Res., W. Walnut St. Rd., R. R. 4	103 221-M
	Dr. W. M. McGaughey, Ofs., Court House	330
	Res., 601 E. Seminary St....	318
Brazil.....	Dr. J. F. Maurer, Office, 203 City Bank Bldg.... Res., 6 E. Park St.....	448 7181
Terre Haute....	Dr. J. F. Spigler, Ofs., 314 Mer. Nat'l. Bank Bldg. Res., 1436 S. 6th St.....	C-8675 C-1556
	Dr. Ivan Gilbert, Asst., Of., 509 Rose Disp'y. Bldg.... Res., 2641 Crawford St.	C-8621 C-7479
	Dr. Noel S. McBride, Oculist, Ofs., 407 Mer. Nat'l. Bank Bldg. Res., Allendale, R. R. 2.....	C-4141 C-2464

Location	Name and Address	Telephone number
Martinsville....	Dr. D. L. Wilhoit, Ofs., Cor. York & Main..... Res. Tenant Farm.....	15 8020
Casey.....	Dr. L. H. Johnson, Office, 22 W. Main St..... Res., 100 W. Buckeye Ave.....	238 12
Effingham.....	Dr. E. L. Damron, Office, 303 W. Jefferson..... Res., 325 S. 4th St.....	Main 72 Main 111
Greenville.....	Dr. Wm. L. Hall, Office, 109 W. College..... Res. 705 E. College.....	355-J 355-W
Highland.....	Dr. E. S. Meloy, Office, 1018 Broadway..... Res., 1319 Chestnut St.....	338 74
Collinsville.....	Dr. E. F. Moore, Ofs., 110 N. Morrison Ave... Res., 120 Sumner Blvd.....	Main 536 Main 92
East St. Louis	Dr. V. P. Siegel, Ofs., 1st Nat'l. Bank Bldg.... Res., 17 County Club Place, Belleville, Ill.	East 132 Express 1123
	Dr. W. A. Griffith, Office, 1st Nat'l Bank Bldg.. Res., 8520 W. Main St. Belleville, Illinois..... If no answer, call.....	East 2957 Express 249 East 5959
	Dr. E. C. Spitze, Oculist, Office, 315 Murphy Bldg..... Res., 34 Signal Hill Blvd.....	East 2814 Express 999
St. Louis.....	Dr. Harry A. Klein, Ofs. 5074 N. Union Blvd.... Res. 7256 S. Roland, Normandy, Mo. If no answer, call.....	MULberry 1030 MULberry 1515 Jefferson 5858
	Dr. F. J. James, Office, 210 S. Main St..... Res., 210 S. Main St.....	141 141
Decatur.....	Dr. R. H. Spackman, Res. Asst., Office, Freight Station..... 3rd Tues. of each month: 10.00 A.M. to 11.00 A.M.	Call Frt. Station
	Dr. C. T. Johnson, Office, 854 Citizens Bldg..... Res., 107 E. Sedgwick St.....	2-0762 2-4631
Peoria.....	Dr. R. M. Sutton, Office, 706 Lehman Bldg..... Res., 107 Moss Ave..... If no answer, call.....	4-2611 3-5054 4-4155
Rockville.....	Dr. J. R. Bloomer, Office, 115 N. Market..... Res., 115 N. Market.....	109 20
Crawfordsville	Dr. H. C. Wallace, Office, 419 Ben Hur Bldg..... Res., 107 W. Jefferson.....	1600 754

3703. Locations of Hospitals

Location	Name and Address	Telephone number
Indianapolis....	St. Vincent, 120 W. Fall Creek Parkway, North Drive.....	TAlbot 3301
	Methodist, 1604 N. Capitol Ave.....	TAlbot 1541
Greencastle.....	Putnam County, Greenwood Avenue.....	800
Brazil.....	Clay County, Oak Park.....	376
Terre Haute....	St. Anthony, 1021 S. 6th Street.....	C-6071
Effingham.....	St. Anthony, 812 Railroad Avenue.....	Main 318
Vandalia.....	Greer Brothers Clinic, 727 W. Jackson Street.....	Main 260
Highland.....	St. Joseph, Ninth Street.....	Main 128
E. St. Louis....	St. Mary, 8th and Missouri Avenue.....	East 3300
St. Louis.....	Missouri Baptist, 919 N. Taylor Avenue.....	Rosedale 4800
Paris.....	Paris, 302 E. Crawford.....	220
Decatur.....	Decatur and Macon County, North Edward Street.....	4134
Peoria.....	John C. Proctor, 2nd and Fisher Streets.....	4-4121
Frankfort.....	Clinton County, South Jackson Street.....	2396

3704. First-Aid Boxes and Stretchers:

First-Aid Boxes, location of:

Passenger, baggage, mail and cabin cars.
 Passenger and freight stations and yard offices.
 Enginehouses and M. of E. shops.
 Wreck trains.
 Power plants and substations.
 Car inspectors' offices.
 M. W. cabins, tool houses and camp cars.
 Block and interlocking stations.
 Track cars.

Stretchers:

Combined cars, baggage cars and on each passenger train.
 Yard offices.
 Enginehouses and M. of E. shops.
 Wreck trains.
 Camp cars.

3705. Employees Injured On Duty.

Personal injuries must be immediately reported to the head of the department and, if medical service is rendered, the name of the attending physician included.

GENERAL ORDERS

THE PENNSYLVANIA RAILROAD
ST. LOUIS DIVISION

Terre Haute, Ind., Sept. 23, 1946.

GENERAL ORDER NO. 701

Effective 12.01 A. M., Sunday, September 29, 1946

Applies in All Zones

- (a) Time-Table No. 7 in effect. It contains the necessary instructions issued in general orders up to and including No. 607, all of which must be removed from bulletin boards.

Each employe must examine Time-Table No. 7 to see that his copy is complete with all schedule pages properly lined up and note changes in schedules and Special Instructions.

Employes must turn in Time-Table No. 6 to bulletin board attendant, after Time-Table No. 7 takes effect.

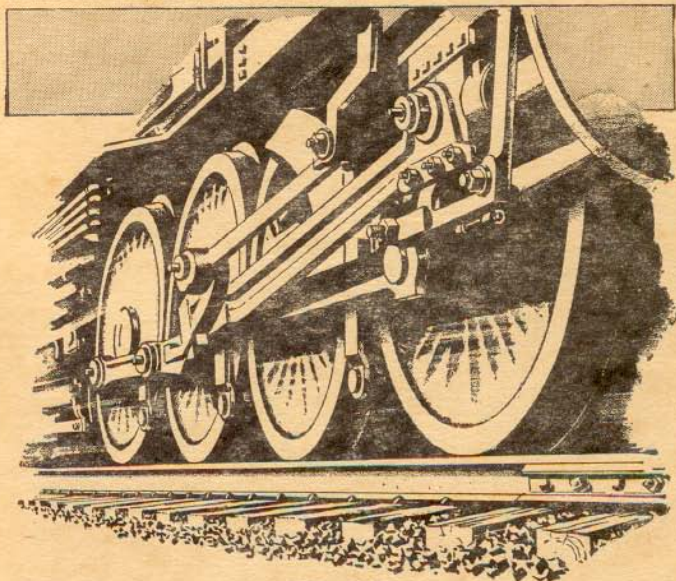
- (b) MAIN LINE
HAGARSTOWN

Crossover between main track and storage track, out of service.

Facing hand-operated switch for westward movement in main track with pipe-connected derail, leading to east end of storage track, in service; switch equipped with electric lock, controlled by Vandalia.

This General Order is printed in Time-Table No. 7 and will not be issued in sticker form.

H. D. KRUGGEL,
Superintendent.



THE **DRIVE** THAT GIVES AMERICA ITS **GO**

The successful working of American industry depends upon the giant driving rods of American railroads.

That was true in war—it is true in peace—because railroads are the nation's great common carriers. They handle every sort of freight, everywhere in the country, every day in the year . . . and at the lowest average charge for comparable service. Rail transportation opens nation-wide markets to every industry. And they are driving rods of prosperity for still another reason—the effect of the purchases of railroads upon the industries of the nation.

For railroads buy all sorts of things—100,000 different items—which range from food and fuel for daily use to long-range investment in heavy machinery and construction.

Look back and you will see that when this country has been prosperous, the business of its heavy industries has been brisk . . . and that never in peacetime has there been brisk business in the heavy industries without active buying by the American railroads.

And it will be true in the future that the ability of railroads to buy, as well as their ability to haul, the products of American industry will continue to be a major factor in the nation's well-being and prosperity.

Association of
AMERICAN RAILROADS

ST. LOUIS DIVISION TIME TABLE NO. 7