

**CHICAGO, MILWAUKEE, ST. PAUL
AND PACIFIC RAILROAD CO.**

TERRE HAUTE DIVISION

**TIME
TABLE
No. 4**

TABLE OF TRAIN SPEEDS			
Seconds Per Mile	Miles Per Hour	Seconds Per Mile	Miles Per Hour
40	90	62	58.1
42.4	85	63	57.1
45	80	64	56.3
46	78.3	65	55.4
47	76.6	66	54.5
48	75	67	53.7
49	73.5	68	52.9
50	72	69	52.2
51	70.6	70	51.4
52	69.2	75	48
53	67.9	80	45
54	66.7	85	42.4
55	65.5	90	40
56	64.3	100	36
57	63.2	120	30
58	62.1	144	25
59	61	180	20
60	60	240	15
61	59	360	10

Taking effect at 12:01 A. M.
Central Standard Time

Thursday, June 1, 1967

For the government and information
of employes only

J. W. STUCKEY
Superintendent

L. F. SHANAHAN
Asst. Superintendent

Q. W. TORPIN
General Superintendent of Transportation

D. O. BURKE
Assistant General Manager

L. V. ANDERSON
General Manager

SECOND CLASS				Capacity in cars		Telegraph calls	Distance from Faithorn	TIME TABLE No. 4 JUNE 1, 1967 STATIONS		Distance from Spring Hill	SEE RULE 6-A	Train Order Office hours Also see page 6 for other assigned hours	SECOND CLASS	
	84	82												77
	Time Freight	Time Freight	Sidings	Other Trains								Time Freight	Time Freight	
	Daily	Daily										Daily	Daily	
	9.45PM	9.45AM	Yard	FN	0.0		FAITHORN	147.2	BKPRTWY	9:00AM to 5:00PM 9:00PM to 5:00AM		A 11.30AM	A 8.30PM	
	9.55	9.55	82		3.7		3.7 CLAUS 8.6	143.5	PY	No Office		10.25	7.30	
	10.10	10.10 ⁷⁷	170	9	12.3		PUDER 4.8	134.9	P	No Office		10.10 ⁸²	7.10	
	10.35	10.20	Yard	DA	17.1		DELMAR (N. Y. C. Crossing) 1.8	130.1	AJP	8:00AM to 4:00PM 9:00PM to 5:00AM		10.00	7.00	
					18.9		AHERN 4.3	128.3	P	No Office				
	10.50	10.35	200	28	23.2		TALLMADGE 9.7	124.0	P	No Office		9.44	5.45	
	11.05	10.50	180		32.9		NORTH HOOPER 12.0	114.3	P	No Office		9.31	5.30	
	11.30	11.15	180	10	44.9	WA	(T.P. & W. Crossing) WEBSTER 11.2	102.3	IP	7.00AM to 4.00 PM Exc. Sat. & Sun.		9.15	5.00	
	11.50	11.35	150	30	56.1		STOCKLAND 9.9	91.1	P	No Office		8.45	4.10	
	12.30AM	12.15PM	150	CY	66.0		(N. K. P. Crossing) CHENEYVILLE (North End of Double Track) 2.5	81.2	IPY	Continuous		8.15	3.45	
			67		68.5		COALTON (South End of Double Track) 1.1	78.7	PWY	No Office				
	12.40	12.25	18		69.6		HEATON 5.1	77.6	Y	No Office		7.30	2.55	
	12.55	12.35			74.7		(C. & E. I. Crossing) GUNDY 12.6	72.5	AP	No Office		7.20	2.45	
	1.45	1.10	180	35	87.3		NEWELL 2.0	59.9	P	No Office		7.00	2.25	
	1.55	1.25			89.3		(N. Y. C. Crossing) WALZ (C. & E. I. Crossing) 10.7	57.9	AP	No Office		6.15	2.15	
	2.20	1.50 ⁷¹	102		100.0		MEEKS 6.1	47.2	P	No Office		5.50	1.50 ⁸²	
	3.00	2.30	154	55	106.1	HK	HUMRICK (N. K. P. Crossing) 7.9	41.1	IPY	Continuous		5.40	1.35	
	3.30	2.50	225	118	114.0	XN	(B. & O. Crossing) WEST DANA 6.5	33.2	IPY	Continuous		5.00	1.00	
	3.45	3.00	Yard		120.5		ST. BERNICE 7.1	26.7	P	No Office		4.30	12.15	
	4.00 ⁷⁷	3.15	148		127.6		BRADSHAW 7.0	19.6	P	No Office		4.00 ⁸⁴	12.01PM	
	4.15	3.30	69	83	134.6		FAYETTE 3.9	12.6	P	No Office		3.40	11.40	
	4.25	3.40	105	69	138.5		GROVER 0.3	8.7	JPY	No Office		3.30	11.30	
					138.8	DE	DEWEY (C. & E. I. Crossing) 0.5	8.4	IPY	Continuous				
					139.3		(N. Y. C. Crossing) PRESTON (P. R. R. Crossing) 1.5	7.9	IPY	No Office				
			150	Yard	140.8		VAN 2.3	6.4	PY	No Office				
			85		143.1		COLLEGE AVE. 3.0	4.1	P	No Office				
	5.30	4.10			146.1		(C. & E. I. Crossing) BELT JCT. 1.9	1.1	JPTY	No Office		3.10	10.55	
	A 6.30AM		Yard		148.0		TERRE HAUTE 1.1	1.9	BKPRTWYZ	No Office		3.00AM		
		A 4.15PM		X	147.2		(N. Y. C. Crossing) SPRING HILL (C. & E. I. Crossing)	0.0	IPY	Continuous			10.50AM	

Trains must not exceed maximum speed of 45 miles per hour between Faithorn and mile post 157 and 40 miles per hour between mile post 157 and Spring Hill

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

Double track is in use between Cheneyville and Coalton.

Rule 83 (B) does not apply at Terre Haute. Northward trains starting at Terre Haute will obtain Clearance at Dewey.

C.A.B. is in use between Belt Jct. and South end of yard at Van.

A.B.S. is in use between Spring Hill and Preston.

At Coalton, the time of southward trains applies at the end of double track.

At Cheneyville, the time of northward trains applies at the end of double track.

SOUTHWARD

SECOND SUBDIVISION

NORTHWARD

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Spring Hill	TIME TABLE No. 4 JUNE 1, 1967 STATIONS	Distance from Bedford	SEE RULE 6-A	Train Order Office hours Also see page 6 for other assigned hours	THIRD CLASS	
182	82	Sidings	Other tracks							171	71
Time Freight	Time Freight								Time Freight	Time Freight	
Daily	Daily		Yard		0.0	TERRE HAUTE	82.5	BFKPRTWYZ	No Office	Daily	Daily
						2.8 N. Y. C. Crossing SPRING HILL (C. & E. I. Crossing)	79.7	IPY	Continuous		A 10.50AM
	4.15PM			X	2.8	4.9 KELLER	74.8	P	No Office		10.40
	4.25	105			7.7	3.7 BLACKHAWK	71.1	P	No Office		10.30
	4.35	82			11.4	4.1 LEWIS	67.0	P	No Office		10.20
	4.45		14		15.5	4.9 COALMONT	62.1	PY	No Office		10.10
	4.55	35	153		20.4	2.7 JASONVILLE	59.4	PY	No Office		
					18	1.1 LATTA	58.3	BFKPRTWYZ	7:00 am to 4:00 pm Exc. Sunday	A 4.30AM	10.00AM
L 9.30PM	A 5.15PM	69	Yard	RA	24.2	2.7 (C. I. & L. Crossing) MIDLAND JCT.	55.6	MY	No Office		
					26.9	2.8 HOOSIER	52.8	PY	No Office		4.00
	9.45	44	40		29.7	2.8 LINTON (I. C. Crossing)	50.0	APTY	6:30 am to 2:30 pm Exc. Sunday		3.50
	9.55		113	K	32.5	2.7 (P. R. R. Crossing) SPONSER	47.3	BMPTY	No Office		3.40
	10.05				35.2	3.2 BEEHUNTER (P. R. R. Crossing)	44.1	AP	No Office		3.30
	10.20	68			38.4	5.8 (N. Y. C. Crossing) ELNORA	38.3	PU	No Office		3.10
	10.40	18	4		44.2	6.2 ODON	32.1	P	No Office		2.50
	11.00	15	20	D	50.4	5.7 CRANE	26.4	PT	7:00 am to 4:00 pm Exc. Sunday		2.40
	11.45	65	Yard	BN	56.1	8.2 INDIAN SPRINGS	18.2	P	No Office		2.15
	12.05AM		4		64.3	7.3 WILLIAMS	10.9	P	No Office		2.00
	12.25		10		71.6	10.9 (C. I. & L. Crossing) BEDFORD	0.0	ABFKRTWYZ	7:00 am to 4:00 pm Exc. Sat. & Sun.		1.30AM
A 1.00 AM			Yard	Q	82.5						

Trains must not exceed maximum speed of 40 miles per hour between Spring Hill and Mile Post 234 located two miles north of Crane and 30 miles per hour between Mile Post 234 and Bedford.

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

Rule 88 (B) does not apply at Terre Haute. Southward trains starting at Terre Haute will obtain Clearance at Spring Hill.

Rule 88 (B) does not apply at Bedford when Operator is not on duty.

SOUTHWARD—THIRD SUBDIVISION—NORTHWARD

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Bedford	TIME TABLE No. 4 JUNE 1, 1967 STATIONS	Distance from Westport	SEE RULE 6-A	Train Order Office hours Also see page 6 for other assigned hours	THIRD CLASS	
282	271	Sidings	Other tracks							Time Freight	Time Freight
Time Freight	Time Freight								Time Freight	Time Freight	
Daily Except Sat. & Sun.	Daily Except Sat. & Sun.		Yard		0.0	BEDFORD	36.5	ABFKRTWYZ	7:00 am to 4:00 pm Exc. Sat. & Sun.	A 6.15PM	
						7.6 HELTONVILLE	28.9		No Office		5.45
	1.00PM	23			7.6	8.5 NORMAN	22.4		No Office		5.20
	1.40		20		14.1	8.7 FREETOWN	13.7		No Office		4.50
	2.10				22.8	9.4 CORTLAND	4.3		No Office		4.25
	2.40		11		32.2	4.3 (P. R. R. Crossing) SEYMOUR	0.0	MRTY	7:00 am to 4:00 pm Exc. Sunday		4.00PM
	3.15		17		36.5						
A 3.45PM		22	68	SY							

Trains must not exceed maximum speed of 25 miles per hour.

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

Rule 88 (B) does not apply at Bedford and Seymour when Operator is not on duty.

SOUTHWARD—FOURTH SUBDIVISION—NORTHWARD

SECOND CLASS			Capacity in cars		Telegraph calls	Distance from Joliet	TIME TABLE No. 4 JUNE 1, 1967 STATIONS	Distance from Delmar	SEE RULE 6-A	Train Order Office hours Also see page 6 for other assigned hours	SECOND CLASS	
184		Sidings	Other tracks	Distance from Joliet							173	
Time Freight	Daily Exc. Sunday				Time Freight	Daily Exc. Sunday						
9.00AM			Yard	JO	0.0	JOLIET (E. J. & E. Crossing) 8.8 (Wabash Crossing)	37.2	BKRUWY	7:00 am to 4:00 pm Exc. Sunday	A 3.30PM		
9.50			52		8.8	MANHATTAN 3.8	28.4	A	No Office	3.00		
10.10			23		12.6	WILTON 2.7	24.6		No Office	2.50		
10.25			51	NA	15.3	ANDRES 5.3	21.9		8:00 am to 5:00 pm Exc. Sat. & Sun.	2.45		
10.50			6		20.6	PEOTONE 6.7	16.6		No Office	2.25		
11.15			31		27.3	WHITAKER 3.2	9.9		No Office	2.15		
11.25			13		30.5	YEAGER 3.5	6.7		No Office	2.05		
11.45			Yard	MO	34.0	MOMENCE 0.7	3.2	Y	7:00 am to 4:00 pm Exc. Sat. & Sun.	1.55		
					34.7	(C. & E. I. Crossing) 2.5	2.5	Y	No Office			
A 1.15PM			Yard	DA	37.2	DELMAR	0.0	IJPRY	8:00 am to 4:00 pm 9:00 pm to 5:00 am	1.45PM		

Trains must not exceed maximum speed of 25 miles per hour

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

Delmar is a register station for No. 184 only.

SOUTHWARD

FIFTH SUBDIVISION

NORTHWARD

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Bensenville Via I.H.R.R. & B.&O.C.T.	TIME TABLE No. 4 JUNE 1, 1967 STATIONS	Distance from Faithorn	SEE RULE 6-A	Train Order Office hours Also see page 6 for other assigned hours	SECOND CLASS	
84	82	Sidings	Other tracks							Distance from Bensenville Via I.H.R.R. & B.&O.C.T.	Distance from Faithorn
Time Freight	Time Freight			Time Freight	Time Freight						
Daily	Daily				0.0	BENSENVILLE YARD	42.8	BFKPRTWYZ	Continuous	A 9.00 AM	A 9.00 PM
7.00 PM	7.30 AM	Yard			1.3	FRANKLIN PARK	41.5				
					26.8	NORTH HARVEY	16.0				
		Yard			37.5	CHICAGO HEIGHTS	5.3				
					42.8	FAITHORN	0.0	BKPRTWY	9.00AM to 5.00PM 9.00PM to 5.00AM	4.00 AM	3.30PM

This time-table confers no authority between Bensenville Yard and Faithorn: Between Bensenville Yard and Franklin Park Chicago Terminal and Dubuque and Illinois Division First Subdivision Joint time-table and rules govern. Between Franklin Park and Blue Island Indiana Harbor Belt Railroad time-table and rules govern. Between Blue Island and Faithorn Baltimore & Ohio Chicago Terminal Railroad time-table and rules govern. Special instructions shown under Fifth Subdivision of this timetable also apply.

P. W. HALING
D. T. HEHMAN

J. H. ANDERSON
A. C. DRESSLER

D. E. PIERSON
Train Dispatchers

D. T. HEHMAN
Chief Trick Dispatcher

COMPANY SURGEONS ARE LOCATED AS FOLLOWS

Location	Name	Residence and Phone	Office and Phone
Chicago.....	‡Dr. Myron J. Tremaine, Chief Surgeon	55 East Washington St.	263-6109
		Union Station	236-7600
		Henrotin Hospital	642-3500
Chicago.....	Dr. L. F. McBride, Aurist	122 S. Michigan Ave.	922-2272
Chicago.....	Dr. H. A. Hooper, Dentist	53 E. Washington St.	782-0509

	Residence Telephone	Office Telephone	Residence Telephone	Office Telephone
Bensenville.....	*Dr. Kenneth L. Fisk	766-0600	766-6-0600	
LaGrange.....	Dr. E. Secor	352-0120	352-0120	
Chicago Heights.....	*Dr. Victor Lodato, Jr.	748-0128	746-4400	
Crete.....	‡Dr. W. U. Miller	672-3271	672-6141	
Hoopeston.....	Dr. K. H. Hammond	212	141	
Danville.....	‡Dr. D. C. Good	442-3230	442-0630	
Clinton.....	Dr. M. Herzberg	832-8474	832-3553	
Terre Haute.....	‡Dr. John E. Freed, Jr.	466-3720	232-2501	
Terre Haute.....	‡Dr. W. G. Bannon	232-2766	235-6193	
Terre Haute.....	Dr. R. C. Speas, Oculist	877-3975	232-4003	
Terre Haute.....	Dr. G. E. McAleese	466-4519	232-2501	
Jasonville.....	*Dr. Sam'l Rotman	665-2803	665-2854	
Linton.....	*Dr. Edwin B. Bailey	847-7405	847-4451	
Sullivan.....	Dr. J. H. Crowder	551	65	
Bedford.....	‡Dr. J. D. Pike	279-3181	275-3565	
Bedford.....	*Dr. J. Dusard	275-4731	275-4622	
Bedford.....	‡Dr. H. T. Hammel	275-4710	275-7528	
Seymour.....	*Dr. H. P. Graessle	522-1841	522-1831	
Joliet.....	‡Dr. L. J. Heintz	726-6986	722-8508	
Manhattan.....	Dr. Carlos Rubiano	478-3431	478-3347	
Momence.....	*Dr. Arthur L. Cramp	472-2033	472-4516	

‡Indicates salaried company surgeons who should be used whenever possible.

‡Indicates surgeons equipped to conduct physical examinations of employes for entrance into service, promotion, or re-examination.

*Indicates surgeons equipped to conduct physical examinations of employes for re-examination only.

YARD LIMITS AT

Faithorn.....	Extend from B. & O. property line north of Faithorn to 1300 feet south of south switch at Claus.	Latta.....	Extend from 300 feet north of the north switch at Coalmont to 6500 feet south of the PRR crossing at Sponsler and to end of tracks at Jonay Mine on the Latta Branch.
Cheneyville....	Extend from one-half mile south of M. P. 101 to 500 feet south of the south switch at Heaton.	Bedford.....	Extend from 6300 feet north of passenger station to 5500 feet south of passenger station.
Humrick.....	Extend from one mile north of the N. K. P. crossing to 3000 feet south of N. K. P. crossing.	Seymour.....	Extend from 12000 feet north of P. R. R. crossing to 7600 feet south of P. R. R. crossing.
West Dana.....	Extend from 1500 feet north of the north switch to one-half mile south of mile post 150.	Momence.....	Extend from 5500 feet north of freight station at Momence to connection with First Subdivision at Delmar.
Terre Haute....	Extend from one mile south of Wabash Bridge to 3100 feet south of the south switch at Van Yard; from Mile Post 181 to 2000 feet south of Spring Hill Tower; from Belt Jct. to the end of the track at Ohio Street, and to the end of the track at Perkins Elevator on the South Belt.	Joliet.....	Extend from connection with the E. J. & E. to 7400 feet south of the south switch of Joliet Yard.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Capacity in Cars
First Subdivision		
Brock.....	1.8 miles north of Puder	6
Hooper.....	0.8 miles south of North Hooper	11
Darrow.....	4.1 miles south of Webster	17
Cutmer.....	2.6 miles north of Stockland	19
Hallock.....	3.3 miles south of Stockland	16
Greer.....	4.4 miles north of Cheneyville	29
Myron.....	0.8 miles south of Walz	25
Quaker.....	4.0 miles north of West Dana	14
Third Subdivision		
Kurtz.....	4.5 miles north of Freetown	8

Telephones for emergency use at blind sidings and stations where operators not on duty are located as follows:

DISPATCHERS' TELEPHONE

Faithorn..... At spring switch south end of yard.
 Claus..... At north siding switch.
 Puder..... At north and south end of siding.
 Ahern..... At north switch at section tool house.
 Tallmadge..... North and south ends of siding.
 Delmar..... In booth south side of Tower.
 North Hooper..... North and south ends of siding.
 Mile Post 73..... 2500 feet south at Section tool house.
 Webster..... North end of siding and in booth at Tower.
 Darrow..... 1½ miles south of Mile Post 86 in booth on pole.
 Stockland..... North and south ends of siding.
 Hallock..... At north switch
 Greer..... At north switch
 Cheneyville..... At end of double track.
 Coalton..... In building west of coal shed.
 Gundy..... On pole at C&EI crossing.
 Newell..... At interchange track and north end of siding.
 Pande..... In steel booth at NYC crossing.
 Walz..... In steel booth at C&EI crossing.
 Myron..... In booth 800 ft. north of Mile Post 126.
 Meeks..... At north switch.
 Humrick..... At north end of siding.
 Mile Post 146..... 500 feet north
 West Dana..... At north end new storage track and south end
 of siding.
 Mile Post 157..... 2500 feet south on east side of track in booth
 on pole.
 Bradshaw..... North and south ends of siding.
 Fayette..... South siding switch and in steel booth at Power
 Plant switch.
 Grover..... In steel booth north end of siding.
 LaFayette Avenue..... In steel booth at crossover
 Mile Post 178..... In booth at Deming Park.
 Keller..... Near crossover.

Blackhawk..... In booth on pole.
 Lewis..... In booth on pole.
 Sponsler..... At south switch.
 Beehunter..... On pole south of P. R. R. crossing.
 Elnora..... In booth on pole south of NYC crossing.
 Odon..... In booth on pole.

MESSAGE TELEPHONE

Connected to Dispatchers' Office

Van..... In Depot
 Latta..... In booth north end of yard.
 Linton..... In booth north end of station.
 Sponsler..... In booth north leg of wye.

BELT TELEPHONE

Dewey..... At N. Y. C. transfer track.
 Preston..... In tower.
 Van..... In depot.
 Fruitridge Ave..... In booth.
 Maple Ave..... In booth.
 College Ave..... At north and south end of siding.
 P.R.R. Transfer..... Van.
 N.Y.C. Transfer..... Preston and on post at transfer track switch.
 Deming Park..... On pole at Signal 178.3.
 Belt Jct. South Wye.
 Belt Jct. North Wye.

OFFICE HOURS NOT OTHERWISE SHOWN

Station	Saturday	Sunday	Holiday
Joliet.....			7:00 AM to 4:00 PM
Latta.....			7:00 AM to 4:00 PM
Linton.....			7:30 AM to 3:30 PM
Crane.....			8:00 AM to 5:00 PM
Seymour.....			7:00 AM to 4:00 PM
Delmar.....			8:00 AM to 4:00 PM 9:00 PM to 5:00 AM
Faithorn.....			9:00 AM to 5:00 PM 9:00 PM to 5:00 AM

At stations where office hours are shown as continuous, such stations will be open continuous daily including Holidays.

At all other stations the office will be closed on Holidays unless hours are assigned as specified above or by Bulletin.

Holidays include New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas on day set by Proclamation.

SPECIAL INSTRUCTIONS

All Subdivisions

G-1 In reference to Rule 2 of The Consolidated Code of Operating Rules, the following watches conform to the requirements of this railroad:

POCKET WATCHES

Hampden, Howard, Illinois, South Bend and Waltham, all of which must be 16 size-19 jewel or better, Hamilton-16 size-992-21 jewel, or 16 size-950-23 jewel, Elgin-16 size B. W. Raymond-21 jewel.

WRIST WATCHES

Elgin-13/0 size, 23 jewel B. W. Raymond
Elgin 21 jewel, B. W. Raymond Chronometer
Ball ligne, 21 jewel. Official Railroad Standard Bulova Accutron-Railroad Approved.

G-2 In complying with Rule 3, of the Consolidated Code of Operating Rules, the prescribed form for yardmasters and foremen of yard engines to register the time when watches are compared will be the place provided on back of their time slip.

G-3 The use of Gasoline stoves and burners in Company's buildings and equipment is prohibited.

The use of oil and bottled gas (Propane) stoves and burners for either cooking, heating or refrigeration is permitted only when authorized by the Company and when installation is made in accordance with Company standards.

The above does not apply to U.S. Army Field Ranges when installed under the supervision of a U.S. Army Commissioned Officer and operated by his men.

To avoid personal injuries and possible damage by fire, when lighting and operating caboose oil stoves, employees must be governed by the instructions which are posted in each caboose so equipped.

G-4 Unoccupied outfit cars of steel underframe or steel center sill construction when inspected and passed by a Car Department inspector, may be hauled in any part of the train.

G-5 In addition to Consolidated Code Rule 806 about handling of occupied outfit cars, the following will also apply on this Railroad:

When occupied outfit cars are set on a siding, the switches at each end should be spiked to prevent any possibility of a train striking the cars.

The same principle will also apply when such cars are placed on other side tracks; but when for operating reasons, it is not practicable to have the switches spiked, the train dispatcher must be notified.

When occupied outfit cars are standing on other than siding and the switches on each end are not spiked, a yellow signal must be displayed on each end of the outfit cars. Under such conditions, the cars must not be moved except when necessary and then only after the man in charge has given his permission. When other cars are placed on the same track, the yellow signal must be moved to the end of the string of cars on that track where it can be plainly seen.

G-6 For the comfort of the passengers, the air-conditioning on our air-conditioned passenger trains should be kept operating as long as possible. When approaching stations where cars are to be picked up or set out between the engine and the rear car, the steam line must be blown out at the proper place and the steam shut off before the train stops. At the final terminal of the equipment, when no cars are to be set out between the engine and the rear car, the steam must be shut off as soon as the train stops in the station.

G-7 When passenger trains are unusually delayed, passengers should be informed as to the cause and extent of delay.

Conductors will make suitable announcements to passengers on trains, or arrange for brakeman and sleeping or parlor car employees to do so. Agents or Station Masters will see that such announcements are made to passengers in stations when waiting for delayed trains.

Public Address System should be utilized at stations when available.

G-8 A yellow flag by day stenciled **ELECTRIC CHARGE LINE** and in addition, a yellow light by night, placed at one or both ends of a passenger car standing on a yard track, indicates that the battery of the car is connected to a charge line. When thus protected, it must not be coupled to or moved before the charge line has been removed. Other equipment must not be placed on the same track so as to intercept the view of the yellow signals without first notifying the workmen; in the absence of the workmen, the signals may be moved to the end of the equipment so placed to afford the necessary protection.

G-9 In connection with Rule 920 of The Consolidated Code of Operating Rules, the engineer may permit the fireman, when competent, to handle the engine with the engineer being responsible.

G-10 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G-11 When a train order office is closed during the period authorized by time-table or bulletin, the light in the train order signal will be extinguished.

G-12 Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity.

G-13 When diesel-electric or electric engines are handled dead in train, the following will apply:

When engine handling the train is of the wagon type:—Single unit diesel-electric road switcher, yard switcher or wagon type units may be handled next behind the road engine.

When engine handling the train is of the road switcher or yard switcher type:—Wagon type units or series of such units may be handled next behind the road engine, but road switcher and yard switcher type engines must be separated from the road engine by at least one car and must be separated from each other by one or more cars.

Diesel-electric or electric engines will be handled dead in train on authority of Chief Dispatcher who will specify the train they are to be handled on and where they will be placed in the train.

When a 44 ton diesel engine is being handled dead in freight train, it must be placed at rear of train just ahead of the caboose and when a pusher engine is placed on the rear of the train, the 44 ton diesel engine must be placed behind the pusher. When there is a 44 ton diesel engine on the rear of the train, the train must not be pushed nor pulled from the rear and the dead diesel engine must not be handled in switching movements in conjunction with other cars.

G-14 Diesel engines moving dead in train will come under the provisions of Rule 809 and when the doors of the engines are locked and the hand brake is not accessible, a freight car with operative hand brakes must be coupled to the diesel with uncoupling mechanism made inoperative.

G-15 Passenger car equipment may be moved through water up to six inches above the top of rail without damage to the generators or battery and bearing boxes.

When necessary to move passenger car equipment through water from 8 to 6 inches above the rails, the equipment should be pushed through the water to a point where it can be reached from the opposite end by a power unit or other equipment and pulled on through the obstruction.

GENERAL SPEED RESTRICTIONS

G16 Unless otherwise restricted, the following equipment must not be moved in excess of the maximum speed shown below and further reduction made where conditions require:

TYPE OF EQUIPMENT	M.P.H.
Trains handling ore cars Loaded	35
Empty	40
Trains handling ore, except silicon ore, loaded in open top equipment other than ore cars	40
Trains handling loaded air dumps (must stop when meeting trains on double track)	25
Work trains with workmen or occupied outfit cars	25
Scale test cars On Branch Lines	20
On Main Lines	25
The following diesel engines either dead in train or operating under own power:	
690 AB to 696 AB	55
950 to 977	45
993	30

G-17 When freight cars (except cars that are equipped for passenger train service) are hauled in a passenger train, the maximum speed of that train will be that prescribed for freight trains in that territory unless a different speed is authorized by bulletin or train order.

G-18 Diesel or electric engines with unobstructed view in either direction may be operated at permissible speeds in either direction.

Diesel or electric engines with restricted view in one direction must, when operated in that direction, reduce speed to the extent necessary for safe operation.

G-19 The provisions of Rule 30 of the Manual of Rules and Instructions on Air Brake and Train Air Signals Form 2697 Revised, will apply as follows at the following points:

Aberdeen-Miles City-Deer Lodge-Othello	All Trains
St. Paul	Freight Trains only
Minneapolis	Passenger Trains only

G-20 When making a backup movement with more than three diesel units in multiple, there is a danger of jack-knifing the units which may result in rail overturning under the locomotive. Before making backup movements with more than three units, the leading unit, or units, must be isolated and only the rear three units allowed to work power.

G-21 When flat spots develop enroute on car or engine wheels, speed of train must be reduced to not exceed forty (40) MPH to the first available point of communication, where Conductor or Engineer will notify Chief Dispatcher and be governed by his instructions. If in the judgment of the Conductor or Engineer a lesser speed is deemed advisable, speed of train will be reduced in line with their judgment.

From tests made it develops that it is desirable, in order to reduce the impact, to operate cars or engines with flat spots at a speed either under seventeen (17) MPH or in excess of twenty-three (23) MPH as the most severe impact occurs at speeds seventeen (17) to twenty-three (23) MPH.

G-22 When two locomotive tenders are handled in the same train, they must be separated from each other by one or more cars.

G-23 Before shoving cuts of cars that include extra length cars measuring 60 ft. or longer, on sharp curves, or steep grades, it must be known that any such extra length cars are coupled.

G-24 A train order or Clearance timed, dated and completed or OK'd before midnight, may be accepted after midnight and should be respected the same as if issued on date of departure of the train.

X-1 Trains handling wrecker derricks must not exceed the following speed limitations. The indicated maximum speeds must be further reduced on tangents and on curves where track is not in proper condition for the specified maximum speeds.

Between	On Tangent Track	On Curves
Faithorn and Spring Hill	30 MPH	20 MPH
Spring Hill and Bedford	25 MPH	15 MPH
Bedford and Seymour	25 MPH	15 MPH
Joliet and Delmar	20 MPH	15 MPH
Faithorn and Bensenville Yard	30 MPH	20 MPH

X-2 Trains handling locomotive cranes, Jordan Spreaders, shovels, pile drivers, ditching machines, cut wideners and snow plows of all types, except flangers, must not exceed the speed limitation shown below. The indicated maximum speeds must be further reduced on tangents and curves where track conditions do not justify the specified maximum speeds. Engine train crews will make frequent observations of how these machines are riding and when in damaged or questionable condition, or when this equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement.

Between	On Tangent Track	On Curves
Faithorn and Spring Hill	30 MPH	20 MPH
Spring Hill and Bedford	25 MPH	15 MPH
Bedford and Seymour	25 MPH	15 MPH
Joliet and Delmar	20 MPH	15 MPH
Faithorn and Bensenville Yard	30 MPH	20 MPH

X-3 The speed of all trains or engines passing through turnouts must not exceed 13 miles per hour except those turnouts laid with long frogs and designated by Special Instructions or bulletin where the speed may be increased to 25 miles per hour, unless otherwise authorized.

Location of turnouts laid with long frogs:

Station	Location
Faithorn	South end of yard
Puder	South end of siding
Tallmadge	North and south ends of siding
North Hooper	South end of siding
Webster	North and south end of siding
Stockland	South end of siding
Cheneyville	End of double track
Coalton	End of double track
Newell	South end of siding
Humrick	South end of siding
West Dana	North and south ends of siding
Van	North end of yard
Spring Hill	North of NYC crossing.

X-3 (A) Spring Switches

Movement in facing point direction over a spring switch not equipped with a facing point lock must not exceed 25 miles per hour. When switch is equipped with a facing point lock, movement may be made at normal speed. If switch is lined for the turnout, the allowable turnout speed must be observed.

Movement in trailing point direction over a spring switch on track for which the switch is lined may be made at normal speed.

Movement in trailing point direction which springs the points must not exceed 40 miles per hour.

If movement is through the turnout the allowable turnout speed must be observed.

All spring switches except those listed below are equipped with facing point locks. The speed must not exceed 25 miles per hour when moving against the points at the following spring switches:

Station	Location
Faithorn	North and south end of yard
Cheneyville	End of double track
Coalton	End of double track

X-4 Speedometers on road engines in main line service must be checked by observing time between "Speed Test Section" signs.

Where there are no "Speed Test Section" signs in use, the check must be made between mile posts at first opportunity after departure from point where engineer takes charge of engine.

The location where test was made, speed at time of check and any variation must be shown on work report.

"Speed Test Section" signs are located as follows:

Terre Haute Divn. None

X-5 Ten minute fuses should be used on all subdivisions.

FIRST SUBDIVISION

X-8 Speed restrictions (in addition to General speed restrictions).

Location	Maximum Speed M.P.H.
NYC crossing at Delmar	40
TP&W crossing at Webster	40
NKP crossing at Cheneyville	40
NYC and C&EI crossings at Walz	40
Big Vermillion River Bridge between Mile Post 132 and Mile Post 133	30
NKP crossing at Humrick	40
B&O crossing at West Dana	40
Wabash Bridge 171.66 between Mile Post 171 and Mile Post 172	25

X-9 At Walz, an Automatic Interlocking is in service at the crossings with the C&EI and P&E Railroads. Rule 613 governs.

"RELEASES" of the push button type are located on the relay house at the C&EI crossing and on the relay case at the P&E crossing.

In complying with Rule 613, the following will apply.

On Northward trains, a member of the crew must actuate the "RELEASE" at the C&EI crossing and on Southward trains a member of the crew must actuate the "RELEASE" at the P&E crossing. If the Home Signal does not change its indication, then the other requirements of Rule 672 must be applied at both the C&EI crossing and the P&E crossing.

Instructions for operation of the "RELEASE" are located in the release box.

X-10 At Webster and West Dana a light will not be displayed on train order signal until interlocking route is lined for movement of a train.

X-11 REMOTE CONTROL INTERLOCKING

Station	Location	By whom Operated
Belt Junction	C&EI Crossing	Operator at Spring Hill

X-12 At Terre Haute the automatic flashing light signals at the crossing of Walnut Street over the tracks of the C&EI will operate when a train occupies the crossing on the CMSTP&P tracks.

A push button manual control is located at the crossing near the Milwaukee tracks and may be used to manually actuate the signals. The signals will then operate for 30 seconds.

If movement onto the crossing has not been made within the 30 seconds time period, signals will stop operating. They may again be placed in operation by occupying the short track circuit over the crossing with a car or engine or by again using the manual control.

If signals fail to operate with crossing occupied, train movements must be made in accordance with Rule 103. All movements over the crossing must be made in a safe manner.

X-13 Trains or engines moving from the NYC interchange track at Dewey to the main track must obtain permission from the operator at Dewey before fouling the main track.

X-14 At Terre Haute, the normal position of the crossing gates at the N.Y.C. crossing near Sixth Street is against movements on the CMSTP&P.

X-15 At Terre Haute, employees are forbidden to ride the sides or tops of cars while working in the plant of the Indiana Gas & Chemical Corporation, between a point 40 ft. south of the coal breaker house on tracks Nos. 3 and 4 and a point 20 ft. north of the domestic coke house located between tracks 4 and 4½.

X-16 At Terre Haute, between 11:00 P.M. and 7:00 A.M. all movements over Hulman Street must be protected as prescribed by Rule 103. Cars on any track must be left at least one car length from the crossing.

X-17 Controlled Automatic Block (CAB).—A system under which certain signals and switches are controlled from a central location.

(a) Between Belt Jct. and the south end of the yard at Van, the automatic block signals are controlled by the Operator at Spring Hill under the supervision of the Train Dispatcher at Terre Haute.

(b) Rules 261, 262, 263, 264, 267, 268, 269, 270, 271, 272, 275, 275(A) and 276 apply.

(c) Where main track switches are not interlocked or governed by signal indications, trains or engines must report to the Train Dispatcher when clear of the main track and switches properly lined and locked.

(d) Under Form S-C Train Orders, when right is given to the beginning of C.A.B. territory, the first named train may proceed in accordance with the instructions outlined above, but must not leave C.A.B. territory to enter single track until the second named train has arrived, unless authorized by train order to do so, or it may proceed keeping clear of the schedule of the opposing trains as required by the Rules.

(e) Trains or engines must not pass beyond the limits of this territory without proper authority, including the information required by Rules S-83 or D-83.

(f) Extra trains may be run between Belt Jct and Van without train orders.

SECOND SUBDIVISION

X-18 Speed restrictions (in addition to General speed restrictions).

Location	Maximum Speed M.P.H.
Between Mile Post 185, located 2.3 miles south of Spring Hill and the yard limit sign 2000 feet south of Spring Hill — Northward freight trains	20
Illinois Central crossing at Linton	15
Through Tunnel between Crane and Indian Springs	20
CI&L crossing Bedford	15

X-19 Push buttons are located in box on side of instrument house at Linton, for use by trainmen to clear signals for a return movement over the I. C. Crossing.

X-20 During and after heavy rains, trains must run at restricted speed through Rock Cut, located just south of south siding switch at Crane, and through Doman's Cut located between M.P. 250 and M.P. 249 north of Williams.

X-21 At Midland Jct., the normal position of the crossing gate at the C.I.&L. crossing is against movements on the C.I.&L.

X-22 At Sponsler, the normal position of the crossing gate at the P.R.R. crossing is against movements on the P.R.R.

X-23 At Crane, engines using tracks in the old yards at Navy Jct. about one-half mile south of Crane are prohibited from heading through Nos. 1, 2 or 3 tracks from the north end except sharp turnouts. When necessary to turn engine, the old main track should be used.

X-24 Between Bedford and Linton, the maximum height of cars of lading must not exceed 16 feet and width, 11 feet.

X-25 Crews serving the Odon Milling Co. at Odon must make sure the cat walk has been removed from across track before going into the mill.

Box cars must not be shoved beyond four car lengths from gate on Mill Track.

THIRD SUBDIVISION

X-26 Speed restrictions (in addition to General speed restrictions).

Location	Maximum Speed M.P.H.
Between Bedford and Oolitic Quarry	15
Between Mile Post 294 and Mile Post 301	20
Over Bridge 296.4, located 1.8 miles south of Cortland, between Mile Post 296 and Mile Post 297	10

X-27 At Seymour, employes are prohibited from riding on the sides or the tops of cars while switching on the track serving the Arvin Industries, Inc. In addition, before making switch moves inside the plant, the train crew will see to it that there are no runways or other obstructions across or on the track.

X-28 During and after heavy rains, trains must run at restricted speed through all cuts on Alexander Hill, located between Norman and Mile Post 281.

X-29 When loads with a gross weight of 210,000 lbs. are handled over Bridge 296.4 spanning the White River 1.8 miles south of Cortland, such loads must be placed two or more cars behind the engine. When two or more such loads are in one train, an empty or lightly loaded car must be placed between them.

X-30 At Seymour the normal position of the crossing gate at the P.R.R. crossing is against the CMStP&P. This gate is locked electrically, and the release mechanism is contained in the instrument case located on south side of CMStP&P track west of P.R.R. track. Instructions for operating the gate are contained inside the case.

X-31 At Bedford, manually controlled gates are in service at the crossings at the Fabricast Plant of the General Motors Plant on the Oolitic Line. These gates will be operated by a watchman of the Industry and will be equipped with red reflectors.

All trains will make a stop at this location and proceed only after observing that the gates are in a clear position for rail traffic.

FOURTH SUBDIVISION

FIFTH SUBDIVISION

X-32 Speed restriction (in addition to General speed restrictions). At Chicago Heights, when handling cars to and from the C.H.T.T. Railroad, movements must not exceed 6 miles per hour through the switches.

X-33 Through the Chicago Heights district, the maximum height of cars or lading must not exceed 15 feet 9 inches and width, 11 feet.

X-34 Within the yard limits of Franklin Park and Bensenville, the officials of the Chicago Terminal Division have jurisdiction.

X-35 An indicator signal with the letter "P", located 150 feet south of 163rd Street is in service to authorize northbound CMStP&P trains to proceed toward Harvey and North Harvey Interlocking plants on the B&OCT when illuminated. In the absence of illuminated sign, trains will stop and call Harvey Tower for instructions. Trains with less than 80 cars may proceed toward North Harvey without an indication.

