

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

TERRE HAUTE DIVISION

TABLE OF TRAIN SPEEDS

Seconds Per Mile	Miles Per Hour	Seconds Per Mile	Miles Per Hour
36	100	59	61
37.9	95	60	60
40	90	61	59
42.4	85	62	58.1
45	80	63	57.1
46	78.3	64	56.3
47	76.6	65	55.4
48	75	66	54.5
49	73.5	67	53.7
50	72	68	52.9
51	70.6	69	52.2
52	69.2	70	51.4
53	67.9	75	48
54	66.7	80	45
55	65.5	85	42.4
56	64.3	90	40
57	63.2	100	36
58	62.1	120	30

TIME TABLE No. 10

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

Sunday, June 1, 1947

For the government and information
of employes only

W. J. HOTCHKISS,
Superintendent.

J. L. BROWN
General Superintendent of Transportation.

H. C. MUNSON,
Assistant General Manager.

L. F. DONALD,
General Manager.

FIRST SUBDIVISION—SOUTHWARD

TIME TABLE No. 10 June 1, 1947 STATIONS	Distance from Bensenville Village, Ill., to Baltimore & O.C.T.	Telegraph calls	Capacity in cars		SECOND CLASS							
			Sidings	Other tracks	80	82	84	86				
					Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily				
BENSENVILLE YARD				Yard	L 3.00AM	L 6.15AM	L 9.00AM	L 3.00PM				
4 3 FRANKLIN PARK	4.3											
25 5 NORTH HARVEY	29.8			Yard								
10 0 CHICAGO HEIGHTS	39.8			Yard								
5 3 FAITHORN	45.1			Yard	A 6.30AM	A 10.00AM	A 12.30PM	A 6.30PM				

This time-table confers no authority between Bensenville Yard and Faithorn: Between Bensenville Yard and Franklin Park Chicago Terminal Division 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.

INTERCHANGE TRACKS

Railroad	Location	Receiving	Delivery	Both
B. & O.	Seymour	35	35	
B. & O.	West Dana	45	45	
B. & O.C.T.	Barr Yard		Yard	
B. & O.C.T.	North Harvey	Yard		
C.C.C. & St.L.	Terre Haute	60	56	
C.C.C. & St.L.	Westport	23	20	
C.H.T.T.	Chicago Hgts.			Yard
C. & E.I.	Momence	Yard	15	
C. & E.I.	Terre Haute	Yard	Yard	
C.C.C. & St.L.	Elnora			22
C.C.C. & St.L.	Terre Haute			10
E.J. & E.	Joliet			Yard
I.C.	Linton	30	25	
I.H.B.	North Harvey	Yard		
I.H.B.	Blue Island		Yard	
M.C.	Joliet			Yard
Monon	Bedford	32	32	
Monon	Midland Jet.	15	15	
N.K.P.	Cheneyville	75	55	
N.K.P.	Humrick	27	35	
N.Y.C.	Delmar			Yard
P.R.R.	Beehunter			13
P.R.R.	Seymour	16	14	
P.R.R.	Terre Haute	77	77	
T.P. & W.	Webster	35	35	
Wabash	Manhattan			25
Wabash	Newell	38	45	

MINE INFORMATION

MINES	No.	No. of Tipple Tracks	Capacity of Tracks in Cars		
			Load Tracks	Empty Tracks	Tipple Tracks
(North Field)					
Electric Shovel	M-121	4	45	39	41
Standard Materials	M-122	3	24	24	12
Talleydale	M-115	7	84	65	65
(South Field)					
Glendora No. 28	M-5	5	58	58	38
Blackhawk	M-21	4	32	18	22
Fougerousse	M-88	0	2	2	0
Friar Tuck	M-89	5	40	36	26
Robin Hood	M-97	1	46	46	2
Robin Hood Pit			46	45	7
Maumee No. 20	M-91	5	64	60	21
Maumee No. 23	M-92	9	107	110	101
Maumee No. 26 Pit	M-92B	1	37	37	2
Maumee No. 26C	M-76	2	18		18
Maumee No. 27	M-87		48	45	
Maumee No. 28	M-74	4	40	40	16
Maumee No. 30	M-73				
Minnehaha	M-93	5	47	50	45
New Hope No. 5	M-94A	6	64	45	44
Oakleaf	M-2	3	16	20	11
Alum Cave	M-3				
All Star	M-75	3	19	15	24
Regent	M-14	5	59	40	43

NORTHWARD

ENGINE TONNAGE RATING

SOUTHWARD

Class L-3 Booster	Class L-3	Class L-2A	Class C-5A	BETWEEN		Class C-5A	Class L-2A	Class L-3	Class L-3 Booster
8000	7000	4800	2750	Faithorn	Greer	2750	4600	5400	6000
5800	5000	4500	2750	Greer	Coalton	2750	4600	5400	6000
7500	7000	4800	2750	Coalton	Humrick	2750	4600	5400	6000
6500	6000	4800	2750	Humrick	West Clinton	2750	4600	5400	6000
9000	8500	8000	4000	West Clinton	Blackhawk	2600	3850	5200	5750
8400	7900	7600	4000	Blackhawk	Latta	1450	2900	3200	3600
3200	2850	2600	1900	Latta	Linton	1450	2800	3100	3500
4600	3900	3500	2400	Linton	Crane				
3000	3000	3000	3000	Coxton	Bedford				
1600	1400	1200	800	Crane	Coxton				
				Linton	Odon	1800	3600	3800	4000
				Odon	Bedford	800	1250	1500	1900
1900	1700	1300	950	Bedford	Zelma	800	1100	1500	1700
1500	1300	900	625	Zelma	Kurtz	1025	1800	2200	2400
1950	1750	1350	1150	Kurtz	Seymour	1150	1800	2200	2400
			1325	Seymour	Westport	1575			
		4500	2800	Delmar	Andres	2800	3750		
		6000	3600	Andres	Joliet	2650	3500		

These ratings may be increased or decreased by order of the chief dispatcher.

FIRST SUBDIVISION—NORTHWARD

STATIONS	Distance from Faithorn	SEE RULE 6-A	Office open week days	SECOND CLASS				
				75	69	77	71	73
				Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily
BENSENVILLE YARD	45.1	BCKPRTWXZ	Continuous	A 5.00AM		A 4.30PM	A 5.00PM	A 2.30AM
FRANKLIN PARK	40.8							
NORTH HARVEY	15.3	W			A 10.30AM			
CHICAGO HEIGHTS	5.3							
FAITHORN		BCKPRTWXZ	Continuous	L 12.01AM	L 9.00AM	L 12.01PM	L 1.00PM	L 10.00PM

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

DISPATCHERS' TELEPHONE

Faithorn..... In roundhouse office.
 Claus..... At north switch.
 Polk..... On telephone pole opposite elevator.
 Puder..... At north switch.
 Delmar Hill..... On telephone pole 1500 feet south of mile post 50.
 Ahern..... At north switch at section tool house.
 Tallmadge..... At end of double track.
 Hooper..... At coal shed.
 Nelson..... At section tool house.
 Stockland..... Railroad crossing.
 Hallock..... At north switch.
 Greer..... At north switch.
 Cheneyville..... At end of double track.
 Gundy..... At north end of siding.
 Mile Post 113..... Opposite section tool house.
 Starr..... End of double track.
 Newell..... At interchange track.
 Myron..... Just north of section tool house.
 Dick..... At north switch.
 At north end of Bridge 132.55; also at a point one mile south of Bridge 132.55 on telephone pole.
 Meeks..... At north switch.
 Humrick..... At north end of north wye switch.
 Quaker..... At station.
 West Dana..... At north end new storage track.
 West Clinton..... In roundhouse.
 Bradshaw..... In depot.
 Mile Post 167..... On pole.
 Coal Creek..... Just south of overhead bridge.
 Fayette..... South siding switch.
 Grover..... In depot, and opposite water tank.
 Keller..... Near crossover.
 Blackhawk..... In depot.
 Hoosier..... At north switch.
 Sponsler..... At south switch.
 Beehunter..... On pole south of P. R. R. crossing.
 Odon..... At south switch.
 Indian Springs..... In depot.
 Mt. Olive..... In depot.
 Coxton..... In depot.
 Bedford..... In passenger station.
 Bedford..... In round house office.

MESSAGE TELEPHONE

Connected to Dispatchers' Office.

West Clinton..... In roundhouse.
 Bradshaw..... In depot.
 Coal Creek..... Just south of overhead bridge.
 Grover..... In depot, and opposite water tank.
 Van..... In yard office and south of Maple Ave.
 Terre Haute..... In yard office.
 Terre Haute..... In roundhouse.
 Crawford Street Freight House.
 Keller..... Near crossover.
 Blackhawk Mine... At mine switch.
 Blackhawk Station. In depot.
 Lewis..... In depot.
 Coalmont..... In depot.
 Jasonville..... In depot.
 Latta..... In roundhouse.
 Hoosier..... At mine lead switch.
 Linton Station.... In waiting room.
 Sponsler..... At north switch.
 Sponsler..... At south switch.

BELT TELEPHONE

Grover..... Opposite water tank, and in depot.
 Preston..... In tower.
 Van..... In yard office and south of Maple Ave.
 Penn Transfer..... Van.
 Big Four Transfer. Preston.
 College Ave..... At south switch.
 Belt Jct. South Wye.
 Belt Jct. North Wye.
 South Belt Switch.
 Terre Haute..... Store Department.
 Crawford Street Freight House.

4 SECOND SUBDIVISION—SOUTHWARD

**TIME TABLE
No. 10
June 1, 1947
STATIONS**

TIME TABLE No. 10 June 1, 1947 STATIONS	Distance from Faithorn	Telegraph calls	Capacity in cars		SECOND CLASS							
			Sidings	Other tracks	80	82	84	86				
					Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily				
FAITHORN 3.7		FN		Yard	L 7.00 ⁷⁷ AM	L 10.30AM	A 1.00PM	L 7.00 ⁷³ PM				
CLAUS 4.2	3.7		82		7.10	10.40 ⁷¹	1.10	7.10				
POLK 2.6	7.9			13								
BROCK 1.8	10.5			6								
PUDER 4.8	12.3		144	9	7.25	10.55	1.25	7.25				
DELMAR (N. Y. C. Crossing) 0.9	17.1	DA		Yard	8.00	11.15	2.00	8.00				
GARY JCT. 0.9	18.0											
AHERN 4.3	18.9		73									
TALLMADGE (North End of Double Track) 8.3	23.2			28								
HOOPER CHUTE 1.4	31.5			22								
NORTH HOOPER 0.8	32.9			12								
HOOPER 3.6	33.7			11								
NELSON 7.6	37.3			7								
(South End of Double Track) (T. P. & W. Crossing) WEBSTER 4.1	44.9	WA		47	9.05 ⁷¹	12.05PM	3.00	9.00				
DARROW 4.5	49.0			17								
CUTMER 2.6	53.5			19								
(C. & E. I. Crossing) STOCKLAND 3.3	56.1		150	13	9.25	12.25	3.20	9.20				
HALLOCK 2.2	59.4		83	16	9.32	12.32	3.27	9.27				
GREER 4.4	61.6			29								
(N. K. P. Crossing) CHENEYVILLE 0.6	66.0	CY		150	10.00	12.50	4.00 ⁷³	10.00				
(North End of Double Track) 1.9	66.6											
COALTON 1.1	68.5			67								
NORTH HEATON (South End of Double Track) 0.5	69.6				10.45	1.25	4.45	10.45 ⁶⁹				
HEATON 4.6	70.1			18								
(C. & E. I. Crossing) GUNDY 8.0	74.7		72	5	11.00	1.35	5.10 ⁷⁵	11.00				
(North End of Double Track) 4.6	82.7				11.15	1.50	5.25	11.15				
NEWELL 2.0	87.3			35	11.45	2.00	5.45	11.35				
(South End of Double Track) (C. C. C. & St. L. Crossing) WALZ 0.8	89.3	BW			11.50	2.05 ⁷³	5.55	11.40				
(C. & E. I. Crossing) 4.4	90.1			25								
MYRON 4.4	94.5			7								
DICK 5.5	100.0		102	10	12.10PM	2.25	6.15	12.01AM				
MEEKS 6.1	106.1	HK	154	115	1.00 ⁷³	2.40	6.40	12.30				
(N. K. P. Crossing) 3.9	110.0			14								
QUAKER 4.0	114.0				1.30	3.10 ⁷⁵	7.15	1.00 ⁷⁷				
(B. & O. Crossing) WEST DANA (North End of Double Track) 6.1	120.1	XN		118								
ST. BERNICE 1.5	120.1			21								
WEST CLINTON	121.6	NY		Yard	A 2.30PM	A 4.30PM	A 8.30PM	A 2.00AM				

Double track is in use between Tallmadge and Webster, between Cheneyville and North Heaton, between Starr and Walz, between West Dana and West Clinton.

At Webster, North Heaton and Walz, the time of southward trains applies at the end of double track.

At Tallmadge, Cheneyville, Starr and West Dana, the time of northward trains applies at the end of double track.

C.T.C. is in use between Puder and Tallmadge.

Automatic block signal system is in use between north end of siding at Puder and north end of double track at Tallmadge.

Trains must not exceed maximum speed of 45 miles per hour.

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

SECOND SUBDIVISION—NORTHWARD

5

STATIONS	Distance from West Clinton	SEE RULE 6-A	Office open week days	SECOND CLASS				
				77	71	73	75	69
				Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily
FAITHORN 4.2	121.6	BCKPRTWXZ	Continuous	A 7.00 ⁸⁰ AM	A 11.00AM	A 7.00 ⁸⁶ PM	A 10.00PM	A 2.30AM
CLAUS 2.0	117.9	PX	No Office	6.10	10.40 ⁸²	6.30	9.00	1.30
POLK 2.6	113.7	P	No Office					
BROCK 1.8	111.1		No Office					
PUDER 4.8	109.3	P	No Office	5.55	10.10	6.15	8.45	1.15
DELMAR (N. Y. C. Crossing) 0.9	104.5	IPV	Continuous	5.40	9.55	6.00	8.30	1.00
GARY JCT. 0.9	103.6	JP	No Office					
AHERN 4.3	102.7	PW	No Office					
TALLMADGE (North End of Double Track) 0.3	98.4	P	No Office					
HOOPER CHUTE 1.4	90.1	CPW	No Office					
NORTH HOOPER 0.8	88.7		No Office					
HOOPER 3.6	87.9		No Office					
NELSON 7.6	84.3	P	No Office					
(South End of Double Track) (T. P. & W. Crossing) WEBSTER 4.1	76.7	IPVX	Continuous	4.40	9.05 ⁸⁰	5.00	7.10	12.10AM
DARROW 4.5	72.6		No Office					
CUTMER 2.6	68.1		No Office					
(C. & E. I. Crossing) STOCKLAND 3.3	65.5	MPWX	No Office	4.20	8.45	4.40	6.50	11.50
HALLOCK 2.2	62.2	P	No Office	4.10	8.35	4.30	6.40	11.40
GREER 4.4	60.0	P	No Office					
(N. K. P. Crossing) CHENEYVILLE 0.6	55.6	IPVX	Continuous	3.45	8.15	4.05 ⁸⁴	6.15	11.15
(North End of Double Track) 1.9	55.1	X						
COALTON 1.1	53.1	CPWXY	No Office					
NORTH HEATON (South End of Double Track) 0.5	52.0	X	No Office	3.00	7.30	3.05	5.25	10.30 ⁸⁶
HEATON 4.6	51.5		No Office					
(C. & E. I. Crossing) GUNDY 8.0	46.9	MP	No Office	2.40	7.10	2.45	5.10 ⁸⁴	10.10
STARR (North End of Double Track) 4.6	38.9	P	No Office	2.25	6.55	2.30	4.55	9.55
NEWELL 2.0	34.3	PVX	No Office	2.10	6.40	2.15	4.40	9.40
(South End of Double Track) (C. C. C. & St. L. Crossing) WALZ (C. & E. I. Crossing) 0.8	32.3	IP	Continuous	2.05	6.35	1.55 ⁸²	4.35	9.35
MYRON 4.4	31.5	P	No Office					
DICK 5.5	27.1	P	No Office					
MEEKS 6.1	21.6	P	No Office	1.40	6.10	1.30	4.10	9.10
HUMRICK (N. K. P. Crossing) 3.9	15.5	IPVWX	Continuous	1.25	5.55	1.00 ⁸⁰	3.55	8.55
QUAKER 4.0	11.6	P	No Office					
(B. & O. Crossing) WEST DANA (North End of Double Track) 6.1	7.6	IPVX	Continuous	1.00 ⁸⁶	5.30	12.01PM	3.30 ⁸²	8.30
ST. BERNICE 1.5	1.5	X	No Office					
WEST CLINTON		BCKPRTWXZ	Continuous	L 12.30AM	L 5.00AM	L 11.30AM	L 3.00PM	L 8.00PM

Trains must not exceed maximum speed of 45 miles per hour.
NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS
 No. 77 and No. 73 will handle interchange to and from connecting lines West Dana to Delmar, inclusive.

THIRD SUBDIVISION—SOUTHWARD

TIME TABLE No. 10 June 1, 1947 STATIONS	Distance from West Clinton	Telegraph calls	Capacity in cars		FIRST CLASS			SECOND CLASS						
			Sidings	Other tracks	104	86	82							
					Passenger	Time Freight	Time Freight							
					Daily Except Sunday	Daily	Daily							
WEST CLINTON		NY		Yard	L 3.00AM	L 7.00PM								
BRADSHAW (South End of Double Track)	6.0			132			3.20	7.20						
FAYETTE	7.0			69	83	L 4.02PM	3.35	7.35						
WABASH BRIDGE	1.2													
GROVER	2.7			105	69	s 4.07	3.50	7.50						
MAPLE AVE	1.6					As 4.10PM								
DEWEY (C. & E. I. Crossing)	0.3													
PRESTON (C. C. C. & St. L. Crossing)	0.5	DE												
VAN (P. R. R. Crossing)	1.5			150	221									
COLLEGE AVE.	2.3			85										
BELT JCT. NORTH (C. & E. I. Crossing)	3.0						A 5.30AM	A 8.20PM						
BELT JCT. WEST	0.3													
TERRE HAUTE	1.6	DX					A 6.00AM							

Trains must not exceed maximum speed of 40 miles per hour.

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

Fayette is a register station for Nos. 101 and 104 only.
No. 104 loses both right and schedule when more than 30 minutes late at any station.
13th Street, at North end of Grover Siding is regular stop for No. 104.

Double track is in use between West Clinton and Bradshaw.
At Bradshaw, the time of southward trains applies at the end of double track.
This time-table confers no authority between Belt Jct. West and Terre Haute. Fourth subdivision time-table governs.

YARD LIMITS AT

Faithorn..... Extend from B. & O. property line north of Faithorn to 1300 feet south of south switch at Claus.
Delmar..... Extend to 5500 feet north of freight station at Momence on Sixth Subdivision.
Webster..... Extend from just south of highway No. 24 crossing to just south of first road crossing south of Webster.
Stockland.... Extend from north end of siding to just south of Bridge 90.81.
Cheneyville... Extend from one-half mile south of mile post 101 to 500 feet south of south switch at Heaton.
Newell..... For southward track only. Extend from 4500 feet north of north crossover switch at Newell to 6000 feet south of the Wabash overhead bridge.
Humrick..... Extend from 3000 feet south of N.K.P. crossing to one mile north of N.K.P. crossing.
West Clinton. Extend from 5000 feet north of the north switch at West Dana to 2 miles south of West Clinton Yard office.
Terre Haute.. Extend from one mile south of Wabash Bridge to 2000 feet south of Spring Hill Tower. Extend from 300 feet north of southward home signal at Belt Jct. North and from Belt Jct. South to Ohio Street. Extend from main track switch near Lockport Road to end of track at Perkin's Elevator.

YARD LIMITS AT

Latta..... Extend from Latta to Sullivan on Seventh Subdivision.
Latta..... Extend from 6000 feet north of north switch at Coalmont to 200 feet north of depot at Midland.
Linton..... Extend from 1000 feet north of north switch at Hoosier to 6500 feet south of P. R. R. crossing at Sponsler.
Odon..... Extend from one half mile north of north switch to one half mile south of south switch.
Crane..... Extend from one half mile north of the north team track switch Crane, to one half mile south of the south siding switch at Crane.
Bedford..... Extend from 6300 feet north of passenger station to 5500 feet south of passenger station.
Seymour Jct.. Extend from 12000 feet north of P. R. R. crossing to 7600 feet south of P. R. R. crossing. Extend from Seymour Jct. to end of track at Seymour.
Momence..... Extend from 5500 feet north of freight station at Momence to connection with Second Subdivision at Delmar.
Joliet..... Extend from connection with the E. J. & E. to 7400 feet south of the south switch of Joliet Yard.

SOUTHWARD—FOURTH SUBDIVISION—NORTHWARD

SECOND CLASS	FIRST CLASS	Capacity in cars		Telegraph calls	Distance from Terre Haute	TIME TABLE No. 10 June 1, 1947 STATIONS	Distance from Bedford	SEE RULE 6-A	Office open week days	FIRST CLASS	SECOND CLASS
		Sidings	Other tracks							1	71
82	4									Passenger	Time Freight
Time Freight	Passenger									Daily Except Sunday	Daily
Daily	Daily Except Sunday									As	2.30PM
L 8.50PM	L 6.45AM		Yard	DX		TERRE HAUTE	82.5	BCKPRTVWXYZ	No Office	f	2.23
	6.48				1.7	BELT JCT.-WEST	80.8	JPXY	No Office	s	2.22
	6.49		80		2.1	BELT JCT.-SOUTH	80.4	IJPXY	No Office	s	12.45AM
						(C. C. C. & St. L. Crossing) SPRING HILL (C. & E. I. Crossing)					
8.55	6.51			X	2.8		79.7	IPX	Continuous	s	2.20
9.08	f 7.00	105			7.7	KELLER	74.8	P	No Office	f	2.13
9.15	f 7.05	82	17		11.4	BLACKHAWK	71.1	PY	No Office	f	2.08
9.25	s 7.12		14	WC	15.5	LEWIS	67.0	P	7:00 am to 4:00 pm	s	2.01
9.35	s 7.22	35	153	CA	20.4	COALMONT	62.1	PX	7:00 am to 4:00 pm	s	1.52
	s 7.30		18	J	23.1	JASONVILLE	59.4	PX	7:00 am to 4:00 pm	s	1.46
10.10	s 7.33	69	Yard	RA	24.2	LATTA	58.3	BCJKPRWXYZ	Continuous	s	1.42
10.15	f 7.37				26.0	MIDLAND	56.5		No Office	f	1.38
					26.9	(C. I. & L. Crossing) MIDLAND JCT.	55.6	MV	No Office		
	f 7.41				28.1	VICKSBURG	54.4		No Office	f	1.33
10.30 ⁷¹	7.43	44	113		29.7	HOOSIER	52.8	PX	No Office	s	1.31
11.15	s 7.57		113	K	32.5	LINTON (I. C. Crossing)	50.0	MPVWXY	10:00 pm to 6:00 am 8:00 am to 4:00 pm	s	1.23
11.25	s 8.03				35.2	(P. R. R. Crossing) SPONSLER	47.3	PRYX	No Office	s	1.15
11.35	f 8.09	68	10		38.4	BEEHUNTER (P. R. R. Crossing)	44.1	MV	No Office	f	1.08
	f 8.11				39.8	ILENE	42.7		No Office	f	1.06
11.55	s 8.20	15	24	NO	44.2	(C. C. C. & St. L. Crossing) ELNORA	38.3	PVW	7:00 am to 4:00 pm	s	12.59
12.05AM	8.25				47.6	EPSOM JCT.	34.9	PJ	No Office		8.30
12.30	s 8.35	69	225	D	50.4	ODON	32.1	PXY	7:00 am to 4:00 pm	s	12.47
12.50	s 8.50	65	Yard	BN	56.1	CRANE	26.4	PWXY	7:00 am to 4:00 pm	s	12.36
1.15	f 8.57	45			59.9	BLANKENSHIP	22.6	PY	No Office	f	12.22
1.25	s 9.07	15			64.3	INDIAN SPRINGS	18.2	P	No Office	s	12.10
	f 9.09				65.2	CALE	17.3	P	No Office	f	12.08PM
	f 9.17				68.5	MT. OLIVE	14.0	P	No Office	f	11.59
1.50	s 9.25	45	13	CN	71.6	WILLIAMS	10.9	P	7:00 am to 4:00 pm	s	11.52
	f 9.37		8		76.7	COXTON	5.8	P	No Office	f	11.41
A 3.00AM	As 10.00AM		Yard	Q	82.5	(C. I. & L. Crossing) BEDFORD		BCJKPRWXYZ	7:00 am to 4:00 pm	L	11.30AM
										L	7.00PM

Passenger trains must not exceed maximum speed of 45 miles per hour and other trains 40 miles per hour between Terre Haute and Mile Post 234 located two miles north of Crane and passenger trains must not exceed maximum speed of 35 miles per hour and other trains 30 miles per hour between Mile Post 234 and Bedford.

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

Sponsler is register station for No. 1 and No. 4 only.

Latta is register station for all trains. No. 4 and No. 1 may register at Latta by register ticket.

SOUTHWARD—FIFTH SUBDIVISION—NORTHWARD

9

SECOND CLASS				Capacity in cars		Telegraph calls	Distance from Bedford	TIME TABLE No. 10		Distance from Westport	SEE RULE 6-A	Office open week days	THIRD CLASS		
182		82						71	171						
Time Freight		Time Freight		Sidings	Other tracks	Telegraph calls	Distance from Bedford	June 1, 1947 STATIONS		Distance from Westport	SEE RULE 6-A	Office open week days	Time Freight	Time Freight	
Tues., Thurs., & Saturday only		Sun., Mon., Wed & Fri. only						Sun., Mon., Wed & Fri. only	Tues., Thurs., & Saturday only						
L	7.30AM	L	7.30AM		Yard	Q		BEDFORD	61.7	BCJKRVWXYZ	7:00 am to 4:00 pm	As	3.00PM	As	5.30PM
f	7.50	f	7.50	23		HN	7.6	HELTONVILLE	54.1		7:30 am to 4:30 pm	f	2.25	f	5.00
f	8.05	f	8.05				12.1	ZELMA	49.6		No Office	f	2.15	f	4.45
f	8.10	f	8.10	20			14.1	NORMAN	47.6		No Office	f	2.05	f	4.40
f	8.25	f	8.25		8		18.3	KURTZ	43.4	W	No Office	f	1.55	f	4.25
f	8.40	f	8.40	25	11	MO	22.8	FREETOWN	38.9		7:00 am to 4:00 pm	f	1.45	f	4.10
f	8.55	f	8.55				27.1	SURPRISE	34.6		No Office	f	1.35	f	3.55
f	9.10	f	9.10	13	4		32.2	CORTLAND	29.5		No Office	f	1.25	f	3.40
	9.25		9.25	22	30		36.5	SEYMOUR JCT. (P. R. R. Crossing)	25.2	JMPVWXYZ	No Office		1.15		3.25
s	10.50	As	9.30AM		38	SY		SEYMOUR		BRVX	7:00 am to 4:00 pm	L	1.00PM	s	3.20
f	11.05				8		40.2	REDDINGTON	21.5		No Office			f	2.10
f	11.20			24			44.8	AZALIA	16.9		No Office			f	1.50
f	11.35				9		48.5	ELIZABETHTOWN (P. R. R. Crossing)	13.2		No Office			f	1.35
f	11.50			27			53.4	GRAMMER	8.3		No Office			f	1.20
f	12.01PM				9		55.9	ALERT	5.8		No Office			f	1.10
f	12.10						58.5	SARDINIA	3.2		No Office			f	1.00
As	12.15PM				2	N	61.7	WESTPORT		RVY	7:00 am to 4:00 pm			L	12.50PM

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

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

Nos. 71, 171, 82 and 182 will carry passengers.

SOUTHWARD—SIXTH SUBDIVISION—NORTHWARD

SECOND CLASS				Capacity in cars		Telegraph calls	Distance from Joliet	TIME TABLE No. 10		Distance from Gary Jct.	SEE RULE 6-A	Office open week days	THIRD CLASS		
184		173													
Time Freight		Time Freight		Sidings	Other tracks	Telegraph calls	Distance from Joliet	June 1, 1947 STATIONS		Distance from Gary Jct.	SEE RULE 6-A	Office open week days	Time Freight	Time Freight	
Daily		Daily						Daily	Daily						
L	10.00AM				Yard	JO		JOLIET (E. J. & E. Crossing)	37.6	BCKRVWXY	7:00 am to 4:00 pm	A	4.30PM		
	10.45	32	20	MN	8.8		12.6	MANHATTAN (Wabash Crossing)	28.8	IVP	Continuous		3.50		
	11.00	23					15.3	WILTON	25.0		No Office		3.25		
	11.15	25	32	NA	15.3		20.6	ANDRES	22.3	P	8:00 am to 5:00 pm		3.15		
	11.35	31					27.3	PEOTONE	17.0		No Office		3.00		
	11.55	31		WI	27.3		30.5	WHITAKER	10.3	P	8:00 am to 5:00 pm		2.40		
	12.05PM	13					34.0	YEAGER	7.1		No Office		2.30		
	12.30		Yard	MO	34.0		34.7	MOMENCE	3.6	PVWX	7:00 am to 4:00 pm		2.20		
							36.8	DELMAR JCT. (C. & E. I. Crossing)	2.9	IX	No Office				
							37.2	DELMAR JCT. (N. Y. C. Crossing)	0.8	IJX	No Office				
A	1.00PM		Yard	DA	37.2		37.6	DELMAR	1.2	IPRVX	Continuous	L	2.00PM		
								GARY JCT.		JPHY	No Office				

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

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

Delmar is register station for No. 184 only.

		Capacity in cars		Telegraph calls	Distance from Latta	TIME TABLE No. 10 June 1, 1947 STATIONS	Distance from Sullivan	SEE RULE 6-A	Office open week days
Sidings	Other tracks	Yard	RA						
						LATTA	17.8	BCJKPRWXYZ	Continuous
					1.9	LATTAS CREEK JCT.	15.9	JVX	No Office
					2.2	ANTIOCH JCT.	15.6	PX	No Office
		64			3.2	GILMOUR	14.6	PX	No Office
					5.9	VIGO 28	11.9	PX	No Office
					6.8	MINNEHAHA	11.0	PXY (W at Mine)	No Office
					8.1	HAWTON	9.7	JPXY	No Office
					12.5	BAKER	5.3	PX	No Office
					15.0	GLENDORA	2.8	X	No Office
					17.8	SULLIVAN		X	No Office

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

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

COMPANY SURGEONS

Location	Name	Residence and Phone	Office and Phone
Chicago	§Dr. A. R. Metz, Chief Surgeon		Wesley Memorial Hospital, Delaware 6500. Union Station, Central 7600.
Chicago	§Dr. R. Householder, Ass't to Chief Surgeon		Wesley Memorial Hospital, Delaware 6500. Union Station, Central 7600.
Chicago	§Dr. James DePree, Ass't to Chief Surgeon		Wesley Memorial Hospital, Delaware 6500. Union Station, Central 7600.
Chicago	*Dr. V. Wescott, Oculist		30 North Michigan Ave., Dearborn 3127.
Chicago	Dr. L. F. McBride, Aurist		122 So. Michigan Ave., Wabash 2272.
Chicago	Dr. H. A. Hooper, Dentist		53 E. Washington St., State 0509.
Bensenville	Dr. Frederick Oakes	York & Wood Sts., Bensenville, 72	York & Wood Sts., Bensenville 72.
LaGrange	Dr. E. Secor	52 Seventh Ave., LaGrange 120	52 Seventh Ave., LaGrange 120.
Chicago Heights	*Dr. Victor Lodato, Jr.	294 W. 16th St., 128	1603 Halsted St., 185.
Chicago Heights	*Dr. P. R. Blodgett	1302 Edgewood, Chgo. Hts. 2177	1602 Otto Blvd., Chgo. Hts., 324
Crete	†Dr. W. U. Miller	15 Milburn St., Crete 3271	Main Street, Crete 6141
Beecher	Dr. D. D. VanVoorhis	210 No. Dixie Highway, 35-J	210 No. Dixie Highway, 35-J Beecher.
Hoopeston	*Dr. R. P. Donovan	646 E. Honeywell St., 800	607 E. Penn St., 800.
Danville	†Dr. A. E. Dale	1645 No. Vermillion St., Main 3397	103 W. Harrison St., Main 630
Danville	Dr. J. S. Curtis, Ass't Surg.	402 W. North St., 3733	30 No. Gilbert St., 221 or 844
Humrick	Dr. H. F. Dice	Ridgefarm, 48-3	Ridgefarm, Ill., 48-2.
Dana	*Dr. W. C. Myers	Dana, 24	Dana, Ind., 17.
St. Bernice	†Dr. S. I. Green	St. Bernice, 1, 1, Ring, 2	St. Bernice, Ind., 1, 1, Ring, 2.
Terre Haute	†Dr. Jas. F. Spigler	1436 So. 6th St., C-1556	314 Merchants Natl. Bank Bldg., C-8675.
Terre Haute	†Dr. D. B. Miller	903 So. 7th St., C-5156	1603 So. 7th St., C-2753.
Terre Haute	Dr. Ivan Gilbert	2641 Crawford St., C-7479	607 Cherry St., C-8621
Terre Haute	Dr. W. E. Stewart, Oculist	2130 So. Center St., C-1656	402 Tribune Bldg., C-4003.
Lewis	Dr. O. G. Cruikshank	Terre Haute, H-3772	Lewis, Ind., Lewis 58.
Coalmont	Dr. H. H. Ward	Coalmont, 50-F-2	Coalmont, Ind., 50-F-2.
Jasonville	*Dr. Sam'l. Rottman	603 So. Washington St., 78R	121 So. Lawton St., 78-W.
Linton	*Dr. W. F. Craft	580 A St., N. E., 22-R	22½ No. Main St., 22-W.
Sullivan	Dr. J. H. Crowder	425 W. Thompson St., 551	112 No. Section St., 65
Elnora	*Dr. M. G. Porter	Elnora, Phone 2 on 6	Elnora, Ind., Phone 3 on 6.
Odon	Dr. Ira E. Bowman	Odon, Ind., 471	Odon, Ind., 472.
Bedford	*Dr. J. Dusard	1405 21st St., 1620-R	304 Citizens Nat'l Bank Bldg., 1620-W
Bedford	*Dr. H. C. Ragsdale	1229 17th St., 1336	Citizen's National Bank Bldg., 127
Bedford	*Dr. N. R. Byers	Brook Knoll Bedford 1691	Citizen's National Bank Bldg., 127.
Bedford	Dr. Frank D. Martin, Oculist	Brook Knoll, 1462-W	Stone City Bank Bldg., Main 293.
Oolitic	Dr. Claude Dollens	Lafayette St., Oolitic 77	Lafayette St., Oolitic 77.
Seymour	*Dr. H. P. Graessle	604 W. Second St., 535	Seymour Clinic, 24.
Joliet	†Dr. L. S. Heintz	606 Campbell St., 6986	58 No. Chicago St., 28508.
Manhattan	Dr. L. S. Pederson	Main St., Phone 75	Main St., Phone 75.
Peotone	Dr. F. A. Holzhauer	Peotone, 315 E. Corning Ave., 2682	315 E. Corning Avenue, 2682.
Momence	*Dr. Chas. H. Ruch	211 Pine St., 81	First National Bank Bldg., Phone 85.

§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.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

G1 Engineers operating engines equipped with the oscillating emergency red headlight will be governed by the following:

When the air brakes are applied from any cause other than in normal operation by the engineer, or when it is found necessary to stop train due to some defect, or under circumstances which might cause a derailment and the fouling of adjacent main track, engineer must immediately display the oscillating red headlight.

Engineers on approaching trains will take notice and immediately bring train to a stop, and will not proceed until track is found to be safe and clear for their movement.

These instructions are applicable at all times, both day and night. The emergency headlight should not be used for any other purpose.

The operation and use of this device does not in any way relieve trainmen and enginemen from full compliance with Rules 99 and 102.

Emergency Red Rear End Lights. Trainmen on trains equipped with oscillating emergency red rear end lights must familiarize themselves with the location of the switches which control the lights and will be governed by the following:

The emergency red rear end lights will be used on trains so equipped in the following manner:

To provide protection to trains on adjacent tracks as required by Rule 102.

To provide supplement protection under Rule 99 in all circumstances where its use is necessary to stop following trains on one or more tracks.

A following train observing this emergency red light displayed must immediately reduce to restricted speed and be governed by instructions of flagman.

The use of this emergency red light does not in any way relieve the flagman from full compliance with Rules 99 and 102.

Portable emergency red lights must be removed before coupling onto the car.

G2 The Mars white light on engines so equipped shall be used at all times between the hours of sunset and sunrise, and during daylight hours on days that are dark, or during sleet, snow, fog or rain, such as would impair the vision of motorists and hinder them from observing approaching trains, except the light must be turned out when moving through certain portions of large terminals and yards where yard engines are employed, approaching junctions, or meeting points, or while standing at those points, and when approaching trains in the opposite direction on double or three or more tracks.

In case of failure of the regular headlight, the Mars white light should be used in stationary position as the headlight.

G3 Where Approach signals are used in connection with facing point switches or manual block signals, the switch or block signal will be considered as the Home signal.

G4 Employees are prohibited from:

Removing any of the appliances of engines or cars that will endanger the safety of themselves or others.

Standing on top of high cars while passing under bridges or through tunnels.

Getting on the end of an engine or of a car as it approaches them.

Going between or running ahead of moving cars to couple, uncouple, open, close, or arrange knuckles of couplers.

Working on the side of cars or trains where there are buildings, sheds, cattle chutes, or other projections.

Kicking or holding draw bar in position to make a coupling with an approaching car or engine.

Following other dangerous practices.

G5 When, for any reason, adjustment is necessary to a draw bar, knuckle pin, or locking block prior to making coupling or when coupling does not make, the engine or cars must be

separated not less than 20 feet and action taken to prevent the cars from moving before going between the cars to make the adjustments.

G6 Whenever a car without a drawbar or draft timber is to be moved by a train or engine and it is necessary to chain the car to other cars or engines, employees are prohibited from going between such car and other cars or engines until the persons performing the work have a thorough understanding with the engineer and other members of the train crew. During the process of chaining up the car, the car itself must be properly secured while being chained to other cars, and if the car is to be chained to the engine, then the car must be secured and the brakes on the engine set to avoid a movement of any kind. The engineer must not release the brakes until he has received verbal information that all employees are out from between the cars or engines, and under no circumstances must employees again go between such car or cars and engines until the engineer and other members of the train crew have been notified and the car properly secured and the engine brake set.

G7 Employees must not handle or board cars or engines that bear BAD ORDER cards without first ascertaining the nature of the defect so that they may guard against injury.

G8 When descending the gangway steps, employees must face the engine.

G9 Employees should step over track rails or other similar objects except when necessary to obtain secure footing.

G10 When run-ways, gang-planks or skids are used in handling freight to or from cars, they must be secured to prevent slipping.

G11 Lighting enginemen's torches by holding them in the fire box is hazardous and must not be permitted.

G12 Employees are prohibited from riding:

On engine footboards or pilot steps between engine and car when cars are being pushed.

On leading footboard or pilot steps while coupling engine to cars.

On deadwoods, drawbars, brake beams, journal boxes and brake wheels.

On ends of cars containing lading which may shift.

On engine pilot or footboards, sides or ends of cars, while going in or out of depressed tracks.

On forward footboard or pilot steps of engine in direction the engine is moving except in cases where operating conditions make it necessary for safety and then only one employee must ride on the footboard.

In the gangway of engine.

G13 When necessary to go outside when locomotive is either standing or moving, extreme caution must be exercised to avoid slipping or falling from cab ledge (catwalk) or running board. Cab ledge (catwalk) is not to be used on standing locomotives when access to the running board can be had by other means.

G14 The use of gasoline stoves in Railroad Company's equipment or buildings is prohibited; the use of oil stoves other than modern kerosene stoves (preferably those bearing the Underwriter's label) is also prohibited.

This 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.

G15 The provisions of Rule 815 also apply to transfer movements within yards.

G16 All 44-ton Diesel engines dead in freight trains must be handled 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 dead Diesel engine in 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.

The following equipment must not be towed or operated under its own power through water in excess of the maximum height of water above rail shown below. When towed or operated under own power through water of lesser depth than that shown below, a speed of three miles per hour must not be exceeded.

Diesel power units 600 and 1000 H.P. Switchers.....4½ inches

All other Diesel engines and Gas-Electric
motor cars 3 inches

When operating through water under own power, controller must be in Series position.

G17 The following cars, loaded or empty, will be handled next ahead of the caboose giving preference in the order shown, except that at least one car must be handled between a flat car loaded with rails and the caboose:

Bad order cars.

Wood underframe flat cars.

Switch rear "S.R." cars.

G18 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.

G19 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 fireman will simply shut off the steam as soon as the train stops in the station.

G20 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G21 A yellow flag by day stencilled **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.

DEFINITIONS

G22 Centralized Traffic Control.—A block or a series of consecutive blocks, the signals of which, together with certain switches, are controlled from a central location.

Remote Control Interlocking.—A system of operating outlying signal appliances from a designated point.

C.T.C.—Abbreviation for Centralized Traffic Control.

CENTRALIZED TRAFFIC CONTROL

G23 (a) On portions of the railroad so specified in the timetable, trains will be governed by block signals whose indications will supersede the superiority of trains for both opposing and following movement on the same track.

(b) Except as affected by Special Instructions G23 (a), all block signal rules and operating rules remain in force.

(c) The movement of trains and engines will be supervised by the train dispatcher, who may also control the C.T.C. When the C.T.C. is controlled by other than the dispatcher, the dispatcher will issue the necessary instructions to the operator at the control station. Location of control station will be designated by special instructions.

(d) Trains or engines must not enter C.T.C. territory unless the governing signal displays a Proceed indication, or unless authority is obtained from the authorized employe at the control station.

(e) In case of failure of a Stop signal, authority to proceed will be issued orally by the authorized employe at the control station.

(f) Trains or engines must not move beyond the limits of C.T.C. territory without the proper authority including the information required by Rules S-83 and D-83.

(g) When the governing signal displays a Stop indication and the operator knows that the interlocked switches are in proper position and there are no opposing or conflicting train or engine movements involved, he will authorize the train or engine to proceed in the following form:

"You may proceed at restricted speed to the next signal."

If the operator does not positively know that there are no opposing or conflicting train or engine movements involved or that the interlocked switches are in proper position, he will issue authority to proceed in the following form:

"You may proceed under protection of a flagman to the first signal that displays a Proceed indication."

These instructions must be repeated by the conductor or engineer to insure correct understanding.

See Rule 663(A).

(h) When the governing signal displays a Stop indication for an approaching train or engine and the means of communication have failed, the train or engine may proceed at restricted speed, when preceded by a flagman, to the next signal that displays a Proceed indication, or to the next point of communication. Flagman must be sent far enough in advance to insure full protection.

(i) Where main track switches are not interlocked or equipped with electric locks, when a train or engine enters a siding or other track or makes a crossover movement, the operator in charge must be notified when the movement is complete and the main track switches have been closed and locked. The switches must not be opened nor will the train or engine enter upon or foul the main track without first receiving authority from the operator.

(j) A train or engine must not move in the opposite direction to that authorized by the governing signal without proper authority from the operator, unless preceded by a flagman sent far enough in advance to insure protection.

(k) Instructions for the operation of the electric locks on hand operated switches are posted in telephone booths or on the inside of the door of the locks.

(l) Dual Control switches are located at Interlocking in C.T.C. territory. See Rules 663 (A), 663 (B) and 663 (C).

GENERAL SPEED RESTRICTIONS

G24 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.

G25 Dead engines must not be hauled in trains without instructions from the chief dispatcher and must be accompanied by a competent rider, except a rider is not required for gas-electric or Diesel engines.

Engines with side rods removed from one side only, must not be hauled in trains.

Dead engines equipped with wood underframe tenders, when hauled in trains, should be placed in the rear of the train just ahead of any Switch Rear cars.

G26 Gas-Electric motor cars should not be hauled dead in trains unless disabled. When necessary to haul such cars dead in freight trains, they should be hauled on the rear of short freight trains.

G27 Dead engines must not be hauled backward in trains if it can be prevented and then only at slow speed.

Conductors will notify engineers when one or more dead engines are to be hauled in trains and the conditions under which they are being handled, so that the speed may be regulated accordingly.

G28 When dead engines with side rods disconnected are hauled in trains there must be at least 8 cars between engines so hauled.

G29 Dead engines of Class K type or larger when hauled in trains should be placed approximately 10 cars from the road engine.

G30 Unless otherwise restricted the following equipment must not be moved in excess of the maximum speeds shown below and further reduction must be made where conditions require:

Type of equipment	M P H
Trains handling loaded air dump cars (must stop when meeting trains on double track)	25
Work trains with workmen or occupied outfit cars.....	25
Lidgerwood unloaders	15
Scale Test Cars, on branch line... 20, on main line.....	25
Class I engines	25
Passenger trains handled or helped by freight engines with single trucks	60
K-1 engines on passenger trains.....	45
L-2 and L-3 engines (on divisions or portions of divisions where authorized to be used)	50
Dead engines with side rods disconnected	15
Dead engines with side rods in position	25
Dead engines with all rods connected, pistons removed and valve motion disconnected	45
Engines with side rods off and main rods connected when working steam, running light or in train.....	15
Engines (other than Mallet type) with side rods in position and one main rod removed, light or hauling cars	25
Mallet type engines working steam with one main rod removed	20
Diesel switchers, either dead in trains or operating under their own power (except 600 H.P. Alco switchers 1600 to 1603 inclusive)	45
600 H.P. Alco switchers, series 1600 to 1603 inclusive.....	40
All 44-ton Diesel engines:	
When dead in train	25
When under own power	30

G31 Unless otherwise specified, the speed of all trains or engines approaching interlocked railroad crossings must be reduced, and passenger trains must not exceed 45 miles per hour and other trains or engines 25 miles per hour when passing over such crossing. The stated speed must be further reduced where conditions require. This does not apply to railroad crossings protected by automatic signals or gates; trains and engines will approach such crossings at restricted speed and if proper proceed indication is received, may pass over the crossing at the speed prescribed by Special instructions or bulletin.

The speed of all trains must not exceed 20 miles per hour while passing over railroad crossings protected by signals or gates unless otherwise specified.

G32 The speed of trains handled by Gas-Electric or other similar type power, when consisting of power unit only, must not exceed 10 miles per hour when approaching and passing over railroad crossings protected by automatic signals.

G33 That enginemen may have knowledge of the maximum permissible speed around curves and at points where normal authorized speed must be restricted, a yellow sign with the black letters R.S. and black figures and placed at an upward angle of 45° on the right hand side of the track, indicates that the permissible speed beginning 3000 ft. distant corresponds in miles per hour, to the figures shown. A yellow sign with the black letters R.S. and placed in a vertical position on the right hand side of the track, indicates that normal speed may be resumed.

These signs do not apply to trains which by time-table or other instructions, are restricted to a slower speed.

Where these signs have two sets of figures, the outside figures apply to the movement of freight trains and those nearest the track apply to passenger trains.

G34 Spring switches:

Movement in facing point direction over a spring switch equipped with facing point lock may be made at normal speed. Movement in facing point direction over a spring

switch not equipped with facing point lock must not exceed 25 miles per hour. If switch is lined for 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 switch points must not exceed 40 miles per hour.

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

See Rules 520 to 525 inclusive.

G34(A) Spring switch must not be thrown by hand when wheels are standing on any part of the switch points, nor before the points have completed their full movement after being trailed through.

G35 In addition to Consolidated Code Rule 801 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.

G36 When a train order office is closed during the period authorized by timetable or bulletin, the light in the train order signal will be extinguished.

G37 Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity.

X1 Trains handling steam 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 specific maximum speeds.

	On tangent track	On curves
First Subdivision	30 M.P.H.	20 M.P.H.
Second Subdivision	30 M.P.H.	20 M.P.H.
Third Subdivision	30 M.P.H.	20 M.P.H.
Fourth Subdivision	25 M.P.H.	15 M.P.H.
Fifth Subdivision between Bedford and Seymour	25 M.P.H.	15 M.P.H.
Fifth Subdivision between Seymour and Westport	15 M.P.H.	10 M.P.H.
Sixth Subdivision	20 M.P.H.	15 M.P.H.
Seventh Subdivision	15 M.P.H.	10 M.P.H.

X2 Trains handling locomotive cranes, Jordan spreaders, shovels, pile drivers and ditching machines must not exceed speed limitations shown below. The indicated maximum speeds must be further reduced on tangents and on curves where track conditions do not justify the specified maximum speeds. When this work equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement. Engine and train crews will make frequent observations of how these machines are riding.

	On tangent track	On curves
First Subdivision	30 M.P.H.	20 M.P.H.
Second Subdivision	30 M.P.H.	20 M.P.H.
Third Subdivision	30 M.P.H.	20 M.P.H.
Fourth Subdivision	25 M.P.H.	15 M.P.H.
Fifth Subdivision between Bedford and Seymour	25 M.P.H.	15 M.P.H.
Fifth Subdivision between Seymour and Westport	15 M.P.H.	10 M.P.H.
Sixth Subdivision	20 M.P.H.	15 M.P.H.
Seventh Subdivision	15 M.P.H.	10 M.P.H.

X3 The speed of all trains or engines passing through turnouts must not exceed 13 miles per hour, except those turn-outs 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.

Turnouts laid with long frogs are located at:

Station	Location
Faithhorn	South end of yard
Puder	South end of siding
Tallmadge	End of double track
Webster	End of double track
Stockland	South end of siding
Cheneyville	End of double track
North Heaton	End of double track
Starr	End of double track
Walz	End of double track
Humrick	South end of siding
West Dana	End of double track
Van	North end of yard
Spring Hill	North of NYC crossing.

X3(A) All spring switches except those indicated below are equipped with facing point locks, permitting maximum permissible speed in the territory involved while moving against the points. The speed must not exceed 25 MPH while moving against the points at the following spring switches: (See special instructions G-34)

Station	Location
Faithhorn	North and south end of yard
Puder	South siding switch
Tallmadge	End of double track
Stockland	South siding switch
Cheneyville	End of double track
North Heaton	End of double track
Starr	End of double track
Humrick	South siding switch
Bradshaw	End of double track
Fayette	South siding switch
Antioch Jct.	At Jct. switch to Maumee No. 28.

X4 Ten minute fuses should be used on all subdivisions.

X5 When an engineer copies a train order in a case of a recognized emergency, he must make two copies and leave one copy in the booth for the conductor. Engineer will give the following whistle signal "oo ooo" and will handle the train so that a man on the rear end can pick up his copy of the order from the booth.

X6 When computing gross tonnage for *no-bill* loads of coal the following will be used:

Cars in Milw 370000 series	= 100 tons.
Cars in Milw 360000 series	= 90 tons.
Cars in Milw 340000 series	= 98 tons.
Cars in Milw 315000 series	= 46 tons.
Cars in Milw 310000 series	= 73 tons.
Cars in Milw 306000 series	= 73 tons.
Cars in Milw 305000 series	= 73 tons.
Cars in Milw 304000 series	= 73 tons.
Cars in Milw 94000 series	= 75 tons.
Cars in Milw 80000 series	= 90 tons.

X7 The speed of engines when running backward, either light or handling trains, must not exceed the following speed restrictions, without instructions from proper authority:

On the First, Second, Third and Fourth Subdivisions.	.25 MPH
On the Fifth Subdivision, between Bedford and Seymour Jct.	.25 MPH
between Seymour Jct. and Westport	.15 MPH
On the Sixth and Seventh Subdivision	.15 MPH

FIRST SUBDIVISION

X8 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.

X9 On B.&OCT industrial tracks, Class L-2 and L-3 engines are not permitted except on the Thornton Quarry tracks.

X10 Through the Chicago Heights district, the maximum height of cars or lading must not exceed 15 feet 6 inches and width, 11 feet.

X11 Within the yard limits of Franklin Park and Bensenville, the officials of the Chicago Terminal Division have jurisdiction.

SECOND SUBDIVISION

X12 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
CCC&StL and C&EI crossings at Walz	40
Big Vermillion River Bridge between Dick and Meeks	30
NKP crossing at Humrick	40
B&O crossing at West Dana	40

X14 C.T.C. operation between Puder and Tallmadge is controlled by operator at Delmar under the supervision of the train dispatcher at Terre Haute.

Special instructions G23 in conjunction with the rules of the Consolidated Code of Operating Rules and General Instructions will govern the movement of trains or engines within this territory, except in case of failure of an interlocking signal at Delmar, after authority to proceed has been obtained from the operator at Delmar, an understanding must also be had with him before any movement is made over the interlocked switches at that point.

X15 At Newell, a light indicator installed on telegraph pole near the north cross-over will be used to hold trains to avoid blocking the high-way crossings. When it is desired to hold trains, the light will be displayed, and trains will remain until light is extinguished.

X16 At Ahern, the siding is also used as a house track; the train dispatcher need not be notified when cars are left on this siding.

THIRD SUBDIVISION

X18 Speed restrictions (in addition to General speed restrictions).

Location	Maximum Speed M.P.H.
Over Bridge 171.66 at Wabash Bridge	25

X20 REMOTE CONTROL INTERLOCKING

Station	Location	By whom Operated
Belt Junction	C&EI crossing	signalman at Spring Hill
See Rules 663(A) 663(B) and 663(C)		

X21 At Dewey Interlocking, the following whistle signals will be used:

For main track	—o
For siding	—o—
Main track to Big Four Transfer	oo—

X22 Trains having their initial station at Fayette or Maple Avenue need not obtain clearance Form A at these stations.

X23 Northward trains starting at Belt Junction North will obtain clearance Form A at Spring Hill or Dewey.

FOURTH SUBDIVISION

X25 Speed restrictions (in addition to General speed restrictions).

Location	Maximum Speed M.P.H.
Illinois Central crossing at Linton	15
Through Tunnel between Blankenship and Indian Springs	20
Trains with L2 and L3 engines	
Over Bridge 221.79 located between Elnora and Ilene	25
Over Bridge 246.90 located 1½ miles north of Mt. Olive	25
Over Bridge 257 located about ¼ mile south of Coxton	25
Between Mile Post 185, located 2.3 miles south of Spring Hill and the yard limit sign just south of Spring Hill-Northward freight trains	20

X26 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 1.5 miles south of Mt. Olive.

X28 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.

X29 At Midland Jct., the normal position of the crossing gate at the C.I.&L. crossing is against movements on the C.I.&L.

X30 At Sponsler, the normal position of the crossing gate at the P.R.R. crossing is against movements on the P.R.R.

X32 At Bedford, trainmen must flag trains and engines over the CI&L crossing.

X33 Between Bedford and Linton, the maximum height of cars or lading must not exceed 16 feet and width, 11 feet.

X34 At Belt Junction Interlocking, the following whistle signals will be used:

From Fourth to Third subdivision via north or south wye: —o.

From Third to Fourth subdivision via north wye: —o.

From Third to Fourth subdivision via south wye: —o.

X35 At Spring Hill Interlocking, the following whistle signals will be used:

Main track, to and from Fourth subdivision: —o—o—.

Main track, to and from Third subdivision: —o.

X36 Terre Haute City Ordinance reads as follows: "No railroad company shall cause or allow the whistle of any locomotive engine to be sounded within the corporate limits of said city, except in making necessary brake signals and such other signals or warnings, as may be absolutely necessary to prevent injury to persons and to property."

X37 Southward trains starting from Belt Junction South will obtain Clearance Form A at Spring Hill.

X38 Rule 83(B) does not apply at Latta, Linton or Odon when operators are not on duty.

X39 Crews of this railroad operating on the Greene County coal branch of the Pennsylvania Railroad Co. will not enter Pennsylvania tracks until permission has been secured from the operator at Switz City by telephones which are located, one in the booth at the railroad crossing and one at Maumee Mine No. 26 switch. Permission must be obtained on the trip from Sponsler and again before starting the return movement. Crews must report clear on arrival at Maumee Mine No. 26 and again on arrival at Sponsler on the return trip, after the movement has been entirely completed. When it becomes necessary to make movements to the Linton Summit Mine, permission will be given for the return movement between the Maumee switch connection and the Linton Summit Mine and return to the Maumee switch. Pennsylvania Railroad Co. operating rule 105B is not in effect on the main track and rule 99 must be observed.

All employees before accepting service on the Greene County coal branch must be qualified on Pennsylvania Co. operating rules and special instructions and must have in their possession a copy of Pennsylvania Railroad current time table and general orders in effect in this territory.

Pennsylvania Railroad crews, when operating over the joint track (Bushrod Branch), will be permitted to use red and yellow indications for markers as prescribed by Pennsylvania Railroad rules.

Bulletin boards will be maintained in the booth at the south wye switch at Sponsler where any C.M.St.P.&P. Railroad Co. bulletins pertaining to the operation on C.M.St.P. & P. Railroad Co. tracks will be posted for the guidance of the crews using the joint track from Sponsler to Maumee No. 23 mine.

X40 At Terre Haute, employes 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.

X41 In Latta District, in shoving cars to the Robin Hood Mine tracks, engines must not be moved on the track where the overhead hopper is located. The clearance of this track is 17 feet 6 inches and employes are prohibited from riding on top of cars while working at that point.

FIFTH SUBDIVISION

X42 Speed restrictions (in addition to General speed restrictions).

Location	Maximum Speed M.P.H.
Between Bedford and Oolitic Quarry	20

X44 During and after heavy rains, trains must run at restricted speed through all cuts on Alexander Hill, located between Norman and Kurtz.

X45 Southward trains will make a running test on the level track before reaching Norman and make an application of the air-brakes and if the brakes are effective, the train need not stop at Norman to make a test of the brakes.

X46 Loads with a gross weight in excess of 215,000 lbs. must not be handled over Bridge T.H.296.4, spanning the White River south of Cortland, at a speed in excess of 10 miles per hour and 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 a lightly loaded car must be placed between them. Engines larger than Class C-5 must not be operated over this bridge.

X47 Class "L" engines must not be operated beyond the Mc-Millan Mill located between Bedford and Oolitic Quarry.

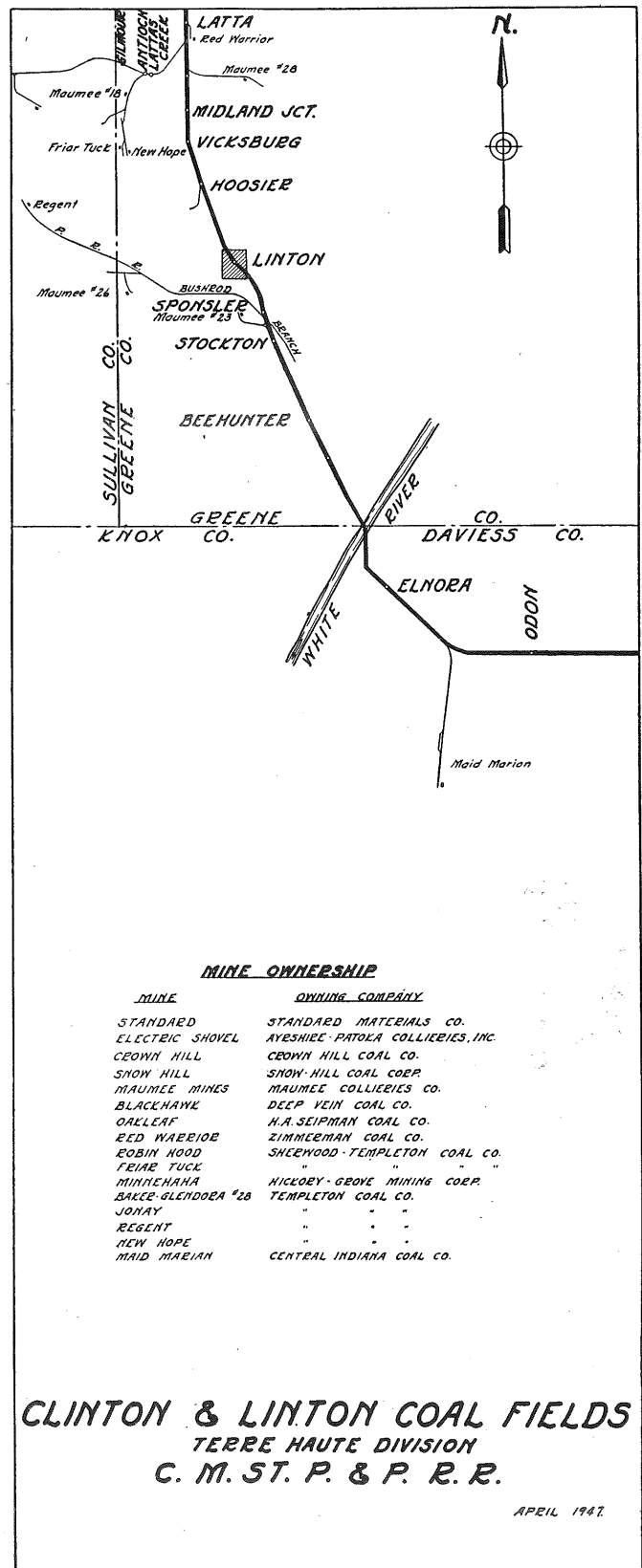
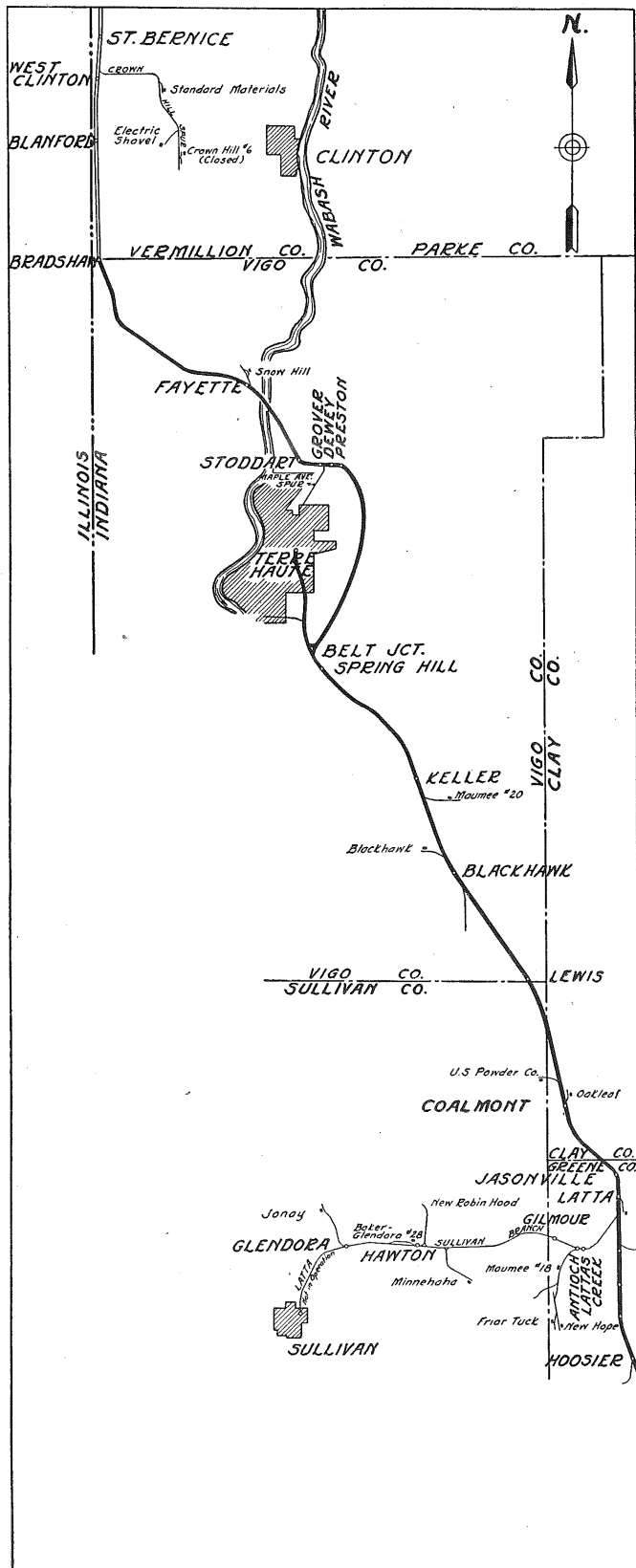
X48 At Seymour Junction, the normal position of the crossing gate at the P.R.R. crossing is against movements on the CMStP&P.

X49 At Norman, Freetown, Cortland, Azalia and Grammer, the siding is also used as a house track; the train dispatcher need not be notified when cars are left on any of these sidings.

X50 No. 171 need not obtain clearance Form A at Westport.

SIXTH SUBDIVISION

X52 At Yaeger, Whitaker, Peotone, Andres, Wilton and Manhattan the siding is also used as a house track; the train dispatcher need not be notified when cars are left on any of these sidings.



MINE OWNERSHIP

MINE	OWNING COMPANY
STANDARD	STANDARD MATERIALS CO.
ELECTRIC SHOVEL	AYSHIRE-PATOKA COLLIERIES, INC.
CROWN HILL	CROWN HILL COAL CO.
SNOW HILL	SNOW HILL COAL CORP.
MAUMEE MINES	MAUMEE COLLIERIES CO.
BLACKHAWK	DEEP VEIN COAL CO.
OAKLEAF	H.A. SEIPMAN COAL CO.
RED WARRIOR	ZIMMEEMAN COAL CO.
ROBIN HOOD	SHERWOOD-TEMPLETON COAL CO.
FRIAR TUCK	"
MINNEHANA	HICKOBY-GROVE MINING CORP.
BAKER-GLENDORA #28	TEMPLETON COAL CO.
JONAY	"
REGENT	"
NEW HOPE	"
MAID MARION	CENTRAL INDIANA COAL CO.

CLINTON & LINTON COAL FIELDS
 TERRE HAUTE DIVISION
 C. M. ST. P. & P. R. R.

APRIL 1947