

19

The Pennsylvania Railroad

WESTERN REGION

SOUTHWESTERN DIVISION

ST. LOUIS DIVISION

Time Table No. 21

In effect 12:01 A. M., Sunday, April 28, 1935

FOR THE GOVERNMENT OF EMPLOYEES ONLY

CENTRAL STANDARD TIME

J. C. RILL,
General Manager.

HOWARD GINTER,
Supt. Pass. Transportation.

H. W. JONES,
General Superintendent.

A. F. McSWEENEY,
Supt. Frt. Transportation.

J. G. SHEAFFER,
Superintendent.

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scanned by Rob Schoenberg -- r08sch@gmail.com

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2024

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INDIANAPOLIS TO ST. LOUIS

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Indianapolis	STATIONS	Station Signals	Sidings assigned direct'n Car Capacity 45 ft. cars		
							E	W	Both
I ★	B	6.9	6.9		INDIANAPOLIS (Inds. Div.) BEN DAVIS	UN BD			120
			1.9	8.8	BRIDGEPORT				
			4.7	13.5	PLAINFIELD	NA			
I ★			2.4	15.9	GIBSON				125
			0.9	16.8	CARTERSBURG				
			3.3	20.1	CLAYTON				
I ★			0.7	20.8	SUMMIT				140
			4.1	24.9	AMO				
			3.0	27.9	COATESVILLE	CT			
I ★			0.8	28.7	MARION		125	100	
			3.8	32.5	FILLMORE				
I ★			4.7	37.2	ALMEDA				125
			1.7	38.9	GREENCASTLE				
I ★	B		1.4	40.3	LIMEDALE	JA			130
			7.4	47.7	REELSVILLE				
I ★			5.5	53.2	HARMONY				
	B		1.8	55.0	KNIGHTSVILLE	KV	187		
			2.0	57.0	BRAZIL				
			3.9	60.9	STAUNTON (Old Line)				
			4.5	65.4	SEELYVILLE				
I	B		3.2	68.6	PRAIRIE	EY			
I	B		4.1	72.7	TERRE HAUTE	DS			
			0.2	72.9	SEVENTH STREET	KA			
I			0.6	73.5	VIGO				
			1.6	75.1	WEST TERRE HAUTE				
I	B		0.2	75.3	MACKSVILLE	MV			
I	B		5.3	80.6	FARRINGTON	FN			105
			3.0	83.6	DENNISON				
			1.4	85.0	McKEEN				
			6.0	91.0	MARSHALL				136
			5.5	96.5	ADENMOOR				
			1.9	98.4	ADEN				137
			3.4	101.8	MARTINSVILLE	MN			
			2.6	104.4	DUPONT				
I ★	B		3.8	108.2	CASEY	CA	110	109	
			3.1	111.3	VEVAY PARK				
			7.0	118.3	GREENUP	G			
			2.8	121.1	AMBRAW				
			1.8	122.9	JEWETT				
			7.1	130.0	MONS.				
			1.0	131.0	MONTROSE				
			5.4	136.4	TEUTOPOLIS				
I	B		4.2	140.6	EFFINGHAM	FE			
			4.3	144.9	FUNKHOUSER				
			3.5	148.4	DEXTER				
I	B		3.9	152.3	ALTAMONT	MA			
I	B		5.5	157.8	ST. ELMO	S	123		
			4.2	162.0	AVENA				
I	B		1.0	163.0	HUNTER	BW			96
			1.1	164.1	BROWNSTOWN	BN			
I	B		8.2	172.3	VANDALIA	V			164
			4.4	176.7	HAGARSTOWN				
			5.8	182.5	MULBERRY GROVE	BY			
I	B		3.9	186.4	SMITHBORO	BO			89
			3.9	190.3	GREENVILLE		125	93	
			4.1	194.4	STUBBLEFIELD				
			5.3	199.7	POCAHONTAS	ON			
I	B		2.3	202.0	MARTY	PR	125	119	
			2.0	204.0	PIERSON	PO			
			5.0	209.0	HIGHLAND				
			5.6	214.6	ST. JACOB				
			9.5	224.1	PAIT				
I	B		3.5	227.6	COLLINSVILLE	CV			
			2.9	230.5	CASEYVILLE				
			1.6	232.1	EXERMONT				
I	B		1.9	234.0	A & S CROSSING	HN			
			1.4	235.4	ROSE LAKE				
I	B		1.6	237.0	WILLOWS	VI			
	B		1.5	238.5	EADS	AD			
I			0.1	238.6	EAST ST. LOUIS	Q			
			1.2	239.8	WASH'N. Av. TRRA-Eads Br.				
			2.0	241.8	ST. LOUIS	US			
			10.4	247.4	ST. LOUIS-TRRA-Mer. Br.	US			

★—Switches—Power operated from distant point of control.
(Special Instruction D2601).

PEORIA BRANCH

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Terre Haute	STATIONS	Station Signals	Sidings assigned direct'n Car Capacity 45 ft. Cars		
							E	W	Both
---	I	---	---	---	TERRE HAUTE	DS	---	---	---
---	I	B	7.9	7.9	FARRINGTON	FN	---	---	32
---	---	---	2.9	10.8	FERRELL	---	---	---	---
---	---	---	2.0	12.8	MARLEY	---	---	---	---
---	IB	---	2.0	14.8	NEVINS	---	---	---	---
---	---	---	4.8	19.6	EAST PARIS	---	---	---	---
---	I	---	0.7	20.3	PARIS	F	---	---	57
---	IB	---	1.5	21.8	WEST PARIS	---	---	---	---
---	---	---	4.2	26.0	MAYS	---	---	---	---
---	IB	---	4.0	30.0	REDMON	---	---	---	---
---	---	---	4.1	34.1	BORTON	---	---	---	---
---	---	---	0.7	34.8	ISABEL	---	---	---	35
---	IA	B	3.8	38.6	OAKLAND	AK	---	---	---
---	---	---	4.4	43.0	DORA	---	---	---	---
---	IB	---	2.0	45.0	HINDSBORO	SB	---	---	45
---	---	---	3.0	48.0	KEMP	---	---	---	---
---	---	---	2.5	50.5	FILSON	---	---	---	---
---	I	B	4.0	54.5	ARCOLA	QN	---	---	---
---	IB	---	4.6	59.1	CHESTERVILLE	---	---	---	---
---	I	IB	4.5	63.6	ARTHUR	HU	---	---	75
---	---	---	3.0	66.6	FAIRBANKS	---	---	---	---
---	---	---	2.4	69.0	WILLIAMSBURG	---	---	---	---
---	IB	---	3.1	72.1	LOVINGTON	B	---	---	20
---	---	---	3.1	75.2	ULLRICH	---	---	---	---
---	---	---	2.3	77.5	LAKE CITY	---	---	---	---
---	---	---	3.5	81.0	PRAIRIE HALL	---	---	---	---
---	B	---	3.7	84.7	HERVEY CITY	JI	---	---	52
---	---	---	1.6	86.3	MT. ZION	I. C. R. R.	---	---	---
---	---	---	2.6	88.9	TURPIN	"	---	---	---
---	---	---	2.9	91.8	SUFFERN	"	---	---	---
---	I★	---	0.4	92.2	DECATUR JCT.	"	---	---	---
---	---	---	2.2	94.4	DECATUR	DZ	---	---	---
---	B	---	13.1	107.5	MAROA	FS	---	---	---
---	I	B	4.8	112.3	ROWELL	---	---	---	---
---	---	---	3.5	115.8	KENNEY	KN	---	---	15
---	---	---	4.3	120.1	MIDLAND CITY	---	---	---	---
---	---	---	2.6	122.7	TABOR	---	---	---	---
---	B	---	4.1	126.8	WAYNESVILLE	W	---	---	15
---	I	B	6.1	132.9	ATLANTA	AN	---	---	24
---	---	---	3.1	136.0	MT. JOY	---	---	---	---
---	B	---	4.6	140.6	ARMINGTON	RN	---	---	22
---	---	---	1.5	142.1	HITTLE	---	---	---	---
---	---	---	5.0	147.1	MINIER	---	---	---	35
---	---	---	3.7	150.8	TAZEWELL	---	---	---	---
---	IA	---	3.5	154.3	DOWNING	---	---	---	---
---	---	---	0.8	155.1	MACKINAW	---	---	---	---
---	---	---	3.2	158.3	ALLENTOWN	---	---	---	---
---	B	---	5.1	163.4	MORTON	MB	---	---	25
---	I★	---	4.4	167.8	FARMDALE JCT.	N.K.P.	---	---	---
---	I	---	0.5	168.3	FARMDALE	FD	---	---	---
---	---	---	3.8	172.1	P. & P. U. JCT.	P. & P. U. R. R.	NF	---	---
---	---	---	4.2	176.3	PEORIA	BJ	---	---	---

A—Automatic Interlocking
(Special Instruction D2602)

★—Switches—Power operated from distant point of control.

CRAWFORDSVILLE BRANCH

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Terre Haute	STATIONS	Station Signals	Sidings assign'd direc'n Car Capacity 45 ft. Cars		
							E	W	Both
	I				TERRE HAUTE.....C. & E. I.	D S			
			3.7	3.7	DEWEY....."				
			0.6	4.3	N. TERRE HAUTE....."				
	I	B	1.5	5.8	OTTER CREEK JCT...."	J			
			6.4	12.2	ROSEDALE.....				
			2.7	14.9	JESSUPS.....				
			2.9	17.8	CATLIN.....				
		†B	4.9	22.7	ROCK.....				102
			0.2	22.9	ROCKVILLE.....	K			
			3.7	26.6	SAND CREEK.....				
			3.3	29.9	JUDSON.....				
		†B	2.4	32.3	GUION.....				
			4.9	37.2	WAVELAND.....				
		†B	3.2	40.4	BROWNS VALLEY.....				
		†B	5.2	45.6	NEW MARKET.....	NW			93
	I	B	6.4	52.0	AMES.....	J N			65
			0.5	52.5	CRAWFORDSVILLE.....				
		†B	4.0	56.5	MIDWAY.....				96
			3.6	60.1	DARLINGTON.....	D A			
			4.5	64.6	BOWERS.....				
	I	B	4.0	68.6	COLFAX.....	C F			100
			5.1	73.7	MANSON.....				
		†B	4.3	78.0	E. FRANKFORT (Inds. Div.).....				120
		B	0.2	78.2	FRANKKFFORT.....	F R			

KNIGHTSVILLE TO CENTER POINT

CENTER POINT BRANCH

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Knightsville	STATIONS	Station Signals	Sidings assign'd direc'n Car Capacity 45 ft. Cars		
							E	W	Both
	I				KNIGHTSVILLE.....	K V			
			4.5	4.5	ASHERVILLE.....				
			2.0	6.5	STEARLEYS.....				
			1.8	8.3	CENTER POINT.....				

COLLINSVILLE TO TROY

TROY BRANCH

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Collinsville	STATIONS	Station Signals	Sidings assign'd direc'n Car Capacity 45 ft. Cars		
							E	W	Both
	I				COLLINSVILLE.....	C V			
			1.3	1.3	LUMAGHI.....				
			5.8	7.1	TROY.....				

NOTE—Block Stations are open continuously except:

Collinsville	Closed	Daily 10.00 P.M. to 6.00 A.M.
Oakland	Closed	Daily 5.00 P.M. to 7.00 A.M. Sunday 7.00 A.M. to 5.00 P.M.
Hindsboro	Closed	Daily 5.00 P.M. to 7.00 A.M. Sunday 7.00 A.M. to 5.00 P.M.
Arcola	Closed	Daily except Sunday, 11:00 P.M. to 7:00 A.M. Sunday 7.00 A.M. to 11.00 P.M.
Arthur	Closed	Daily 5.30 P.M. to 7.30 A.M. Sunday 7.30 A.M. to 5.30 P.M.
Lovington	Closed	Daily 6.00 P.M. to 8.00 A.M. Sunday 8.00 A.M. to 6.00 P.M.
Hervey City	Closed	Sunday 7.00 A.M. to 3.00 P.M.
Maroa	Closed	Daily 5.30 P.M. to 8.30 A.M. Sunday 8.30 A.M. to 5.30 P.M.
Waynesville	Closed	Daily 4.30 P.M. to 7.00 A.M. Sunday 7.00 A.M. to 4.30 P.M.
Armington	Closed	Daily 4.30 P.M. to 7.30 A.M. Sunday 7.30 A.M. to 4.30 P.M.
Morton	Closed	Daily 6.00 P.M. to 8.00 A.M. Sunday 8.00 A.M. to 6.00 P.M.

NOTE—Unattended Block Stations controlled by open Block Stations:

SIGN	LOCATION	CONTROLLED BY SIGNALMAN	PERIOD OPERATED
EV	Nevins	Farrington	Continuously
WP	West Paris	Farrington	Continuously
GN	Redmon	Farrington	Continuously
SB	Hindsboro	Arcola	Daily except Sunday 5:00 P.M. to 11:00 P.M.
C	Chesterville	Arcola	Daily except Sunday 7:00 A.M. to 11:00 P.M.
HU	Arthur	Arthur: 7:30 A.M. to 5:30 P.M. Arcola: 5:30 P.M. to 11:00 P.M.	Daily except Sunday 7:30 A.M. to 11:00 P.M.
B	Lovington	Arcola	Daily except Sunday 6:00 P.M. to 11:00 P.M.
KD	Rock	Otter Creek Jct.	Continuously
GU	Guion	Otter Creek Jct.	Continuously
BR	Browns Valley	Ames	Continuously
NW	New Market	Ames	Continuously
GR	Midway	Colfax	Continuously
NK	E. Frankfort	Frankfort	Continuously

NOTE—Train Order offices other than Block Stations are open as follows:

DZ—Decatur, continuously.

STATIONS	FIRST CLASS			
	155	☆909	MP3361	☆341
	DAILY	DAILY EX. SUN	DAILY	± DAILY EX. SUN.
Leave	A. M.	A. M.	A. M.	A. M.
INDIANAPOLIS(Inds. Div.)	\$ 2.25	-----	-----	\$ 6.40
BEN DAVIS.....	2.42	-----	-----	6.52
BRIDGEPORT.....	-----	-----	-----	\$ 6.57
PLAINFIELD.....	-----	-----	-----	\$ 7.04
GIBSON.....	2.51	-----	-----	7.08
CARTERSBURG.....	-----	-----	-----	F 7.11
CLAYTON.....	-----	-----	-----	\$ 7.19
SUMMIT.....	2.56	-----	-----	7.21
AMO.....	-----	-----	-----	\$ 7.28
COATESVILLE.....	-----	-----	-----	\$ 7.34
MARION.....	3.04	-----	-----	7.36
FILLMORE.....	-----	-----	-----	\$ 7.42
ALMEDA.....	3.12	-----	-----	7.48
GREENCASTLE.....	-----	-----	-----	\$ 7.55
LIMEDALE.....	3.16	-----	-----	\$ 8.00
REELSVILLE.....	-----	-----	-----	\$ 8.10
HARMONY.....	3.29	-----	-----	8.18
KNIGHTSVILLE.....	3.31	-----	-----	8.20
BRAZIL.....	-----	-----	-----	\$ 8.35
SEELYVILLE.....	-----	-----	-----	\$ 8.46
PRAIRIE.....	3.44	-----	-----	8.51
TERRE HAUTE.....	\$ 4.00	\$ 5.30	-----	\$ 9.20
SEVENTH STREET.....	4.01	5.31	-----	9.21
WEST TERRE HAUTE.....	-----	\$ 5.37	-----	\$ 9.28
MACKSVILLE.....	4.05	5.38	-----	9.29
FARRINGTON.....	4.12	F 5.47	-----	F 9.37
DENNISON.....	-----	-----	-----	F 9.42
MARSHALL.....	4.23	-----	-----	\$ 9.54
ADEN.....	4.30	-----	-----	10.03
MARTINSVILLE.....	-----	-----	-----	\$ 10.09
CASEY.....	4.39	-----	-----	\$ 10.28
GREENUP.....	-----	-----	-----	\$ 10.50
JEWETT.....	-----	-----	-----	\$ 10.58
MONTROSE.....	-----	-----	-----	\$ 11.10
TEUTOPOLIS.....	-----	-----	-----	\$ 11.19
EFFINGHAM.....	\$ 5.15	-----	-----	\$ 11.40
ALTAMONT.....	5.35	-----	-----	\$ 12.10
ST. ELMO.....	5.40	-----	-----	\$ 12.20
AVENA.....	-----	-----	-----	F 12.25
HUNTER.....	5.45	-----	-----	12.27
BROWNSTOWN.....	-----	-----	-----	\$ 12.30
VANDALIA.....	F 5.54	-----	-----	\$ 12.50
HAGARSTOWN.....	-----	-----	-----	F 1.00
MULBERRY GROVE.....	-----	-----	-----	\$ 1.10
SMITHBORO.....	6.09	-----	-----	\$ 1.19
GREENVILLE.....	6.13	-----	-----	\$ 1.40
STUBBLEFIELD.....	-----	-----	-----	F 1.46
POCAHONTAS.....	-----	-----	-----	\$ 1.55
MARTY.....	6.28	-----	-----	2.00
PIERRON.....	-----	-----	-----	\$ 2.04
HIGHLAND.....	F 6.36	-----	-----	\$ 2.30
ST. JACOB.....	-----	-----	-----	\$ 2.40
COLLINSVILLE.....	6.56	-----	-----	\$ 3.20
A. & S. CROSSING.....	7.03	-----	-----	3.30
ROSE LAKE.....	-----	-----	-----	O 3.38
WILLOWS.....	7.07	-----	9.47	3.43
EAST ST. LOUIS.....	F 7.20	-----	\$ 9.55	\$ 4.00
WASH'N. AVE. T.R.R.A.	F 7.29	-----	-----	\$ 4.09
ST. LOUIS.....	\$ 7.40	-----	-----	\$ 4.20
Arrive	A. M.	A. M.	A. M.	P. M.
	155	909	MP3361	341

FIRST CLASS

31	65	19	●11	13	
DAILY	DAILY	DAILY	DAILY	DAILY	
A. M.	A. M.	P. M.	P. M.	P. M.	
\$ 8.21	\$ 10.50	\$ 1.33	\$ 5.46	\$ 11.00	
8.38	11.07	1.50	6.03	11.17	
8.46	11.15	1.58	6.12	11.26	
8.51	11.20	2.03	6.17	11.31	
8.59	11.27	2.10	6.25	11.39	
9.07	11.35	2.18	6.33	11.47	
M 9.09	\$ 11.37				
9.11	11.40	2.22	6.37	\$ 12.05	
9.24	11.53	2.35	6.50	12.20	
9.26	11.55	2.37	6.52	12.22	
	F 11.57		F 6.55	\$ 12.26	
9.38	12.11	2.49	7.09	12.41	
\$ 9.49	\$ 12.22	\$ 3.00	\$ 7.23	\$ 1.06	
9.50	12.23	3.01	7.24	1.07	
9.54	12.27	3.05	7.28	1.11	
10.01	12.34	3.11	7.35	1.19	
10.12	12.44	3.20	7.46	1.31	
10.19	12.51	3.27	7.53	1.39	
④ 10.28	1.00	3.36	8.02	\$ 1.49	
\$ 11.00	\$ 1.32	4.03	\$ 8.43	\$ 2.53	
11.21	1.52	4.19	9.03	\$ 3.17	
11.26	1.57	4.24	9.08	3.24	
11.31	2.02	4.29	9.13	3.30	
11.40	2.11	4.38	9.23	3.39	
11.54	2.24	4.50	9.37	3.56	
11.58	\$ 2.30	4.54	9.41	4.00	
12.12	2.48	5.06	9.56	4.16	
12.36	⑤ 3.11	5.28	10.21	4.40	
12.43	3.18	5.34	10.28	4.48	
12.47	3.22	5.38	10.32	4.54	
Via Mer. Br.	Via Mer. Br.	Via Mer. Br.	F 10.45	Via Mer. Br.	
\$ 1.20	\$ 3.55	\$ 6.10	\$ 11.05	\$ 5.10	
				\$ 5.30	
P. M.	P. M.	P. M.	P. M.	A. M.	
31	65	19	11	13	

STATIONS	FIRST CLASS			
	6	3 4 0	6 6	3 0
	A. M.	P. M.	P. M.	P. M.
INDIANAPOLIS(Inds. Div.)	\$ 6.00	\$ 3.50	\$ 1.43	\$ 4.39
BEN DAVIS	5.45	3.40	1.28	4.24
BRIDGEPORT		\$ 3.35		
PLAINFIELD		\$ 3.25		
GIBSON	5.35	3.16	1.19	4.15
CARTERSBURG		F 3.14		
CLAYTON		\$ 3.05		
SUMMIT	5.30	2.58	1.14	4.10
AMO		\$ 2.51		
COATESVILLE		\$ 2.43		
MARION	5.21	2.40	1.06	4.02
FILLMORE		\$ 2.32		
ALMEDA	5.11	2.23	12.57	3.53
GREENCASTLE	\$ 5.06	\$ 2.15	F 12.55	
LIMEDALE	5.02	\$ 2.00	12.53	3.49
REELSVILLE		\$ 1.37		
HARMONY	4.48	1.26	12.40	3.33
KNIGHTSVILLE	4.46	1.22	12.38	3.35
BRAZIL	\$ 4.42	\$ 1.17		
SEELYVILLE		\$ 12.52		
PRAIRIE	4.27	12.42	12.25	3.19
TERRE HAUTE	\$ 4.20	\$ 12.35	\$ 12.18	\$ 3.12
SEVENTH STREET	4.04	12.00	12.13	3.07
WEST TERRE HAUTE		\$ 11.53		
MACKSVILLE	4.00	11.52	12.09	3.03
FARRINGTON	3.53	F 11.44	12.03	2.58
DENNISON		F 11.39		
MARSHALL	\$ 3.41	\$ 11.28	11.53	2.49
ADEN	3.33	11.16	11.46	2.42
MARTINSVILLE		\$ 11.09		
CASEY	\$ 3.22	\$ 10.55	11.37	2.33
GREENUP		\$ 10.30		
JEWETT		\$ 10.20		
MONTROSE		\$ 10.10		
TEUTOPOLIS		\$ 10.00		
EFFINGHAM	\$ 2.48	\$ 9.50	F 11.07	N 2.06
ALTAMONT	\$ 2.15	\$ 9.08	10.50	1.50
ST. ELMO	2.03	\$ 8.54	10.45	1.45
AVENA		F 8.45		
HUNTER	1.58	8.43	10.40	1.40
BROWNSTOWN		\$ 8.41		
VANDALIA	\$ 1.47	\$ 8.29	10.31	1.31
HAGARSTOWN		F 8.18		
MULBERRY GROVE		\$ 8.09		
SMITHBORO	1.32	\$ 8.02	10.19	1.19
GREENVILLE	\$ 1.26	\$ 7.53	10.15	1.15
STUBBLEFIELD		F 7.39		
POCAHONTAS		\$ 7.30		
MARTY	1.10	7.24	10.03	1.03
PIERRON		\$ 7.21		
HIGHLAND	F 1.02	\$ 7.12		
ST. JACOB		\$ 7.00		
COLLINSVILLE	12.44	\$ 6.45	9.41	12.41
A. & S. CROSSING	12.38	6.34	9.35	12.35
ROSE LAKE		O 6.31		
WILLOWS	12.34	6.28	9.31	12.31
EAST ST. LOUIS	Via Mer. Br.	\$ 6.22	Via Mer Br.	Via Mer. Br.
WASH'N. AVE. T.R.R.A.				
ST. LOUIS	\$ 12.03	\$ 6.00	\$ 9.02	\$ 12.02
Leave	A. M.	A. M.	A. M.	P. M.
	DAILY	‡DAILY EX. SUN.	DAILY	DAILY
	6	☆3 4 0	6 6	3 0

FIRST CLASS

102	MP 3350	908	154	88	
P. M.	P. M.	P. M.	P. M.	A. M.	
\$ 8.10	-----	-----	\$ 10.45	\$ 5.40	-----
7.55	-----	-----	10.30	5.25	-----
-----	-----	-----	-----	-----	-----
7.45	-----	-----	10.21	5.10	-----
-----	-----	-----	-----	-----	-----
7.40	-----	-----	10.16	5.02	-----
-----	-----	-----	-----	-----	-----
7.31	-----	-----	10.08	4.48	-----
-----	-----	-----	-----	-----	-----
7.22	-----	-----	9.59	4.33	-----
\$ 7.17	-----	-----	-----	-----	-----
7.14	-----	-----	9.55	4.28	-----
-----	-----	-----	-----	-----	-----
7.01	-----	-----	9.42	4.12	-----
-----	-----	-----	-----	-----	-----
6.58	-----	-----	9.40	4.09	-----
\$ 6.53	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
6.39	-----	-----	9.27	3.53	-----
\$ 6.32	-----	\$ 8.45	\$ 9.20	\$ 3.45	-----
-----	-----	-----	-----	-----	-----
6.25	-----	8.44	9.15	3.22	-----
-----	-----	\$ 8.39	-----	-----	-----
6.21	-----	8.38	9.11	3.18	-----
6.15	-----	F 8.30	9.05	3.11	-----
-----	-----	-----	-----	-----	-----
\$ 6.03	-----	-----	8.55	2.59	-----
5.54	-----	-----	8.48	2.50	-----
\$ 5.49	-----	-----	-----	-----	-----
\$ 5.39	-----	-----	8.39	2.40	-----
\$ 5.24	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
\$ 5.00	-----	-----	\$ 8.08	\$ 2.05	-----
\$ 4.88	-----	-----	7.50	1.36	-----
-----	-----	-----	-----	-----	-----
4.32	-----	-----	7.45	1.30	-----
-----	-----	-----	-----	-----	-----
4.27	-----	-----	7.40	1.24	-----
-----	-----	-----	-----	-----	-----
\$ 4.16	-----	-----	7.31	1.14	-----
-----	-----	-----	-----	-----	-----
4.01	-----	-----	7.18	12.59	-----
\$ 3.56	-----	-----	7.14	12.55	-----
-----	-----	-----	-----	-----	-----
3.42	-----	-----	7.02	12.40	-----
-----	-----	-----	-----	-----	-----
\$ 3.32	-----	-----	-----	-----	-----
-----	-----	-----	-----	-----	-----
\$ 3.11	-----	-----	6.40	12.15	-----
3.03	-----	-----	6.34	12.07	-----
-----	-----	-----	-----	-----	-----
2.59	5.41	-----	6.30	12.03	-----
\$ 2.53	\$ 5.33	-----	Via Mer. Br.	Via Mer. Br.	-----
-----	-----	-----	-----	-----	-----
\$ 2.35	-----	-----	\$ 6.00	\$ 11.30	-----
-----	-----	-----	-----	-----	-----
P. M.	P. M.	P. M.	P. M.	P. M.	
DAILY	DAILY	DAILY EX. SUN.	DAILY	DAILY	
102	MP 3350	☆ 908	154	88	

STATIONS	FIRST CLASS			
	★909 DAILY EX. SUN.			
	A. M.			
Leave				
TERRE HAUTE.....	S 5.30			
FARRINGTON.....	F 5.47			
FERRELL.....	F 5.54			
NEVINS.....	F 6.02			
EAST PARIS.....	F 6.12			
PARIS.....	S 6.15			
WEST PARIS.....	6.21			
MAYS.....	F 6.30			
REDMON.....	S 6.39			
BORTON.....	F 6.49			
ISABEL.....	F 6.52			
OAKLAND.....	S 7.03			
HINDSBORO.....	S 7.22			
KEMP.....	F 7.30			
FILSON.....	F 7.36			
ARCOLA.....	S 7.48			
CHESTERVILLE.....	F 7.58			
ARTHUR.....	S 8.13			
FAIRBANKS.....	F 8.21			
WILLIAMSBURG.....	F 8.27			
LOVINGTON.....	S 8.37			
ULLRICH.....	F 8.45			
LAKE CITY.....	F 8.52			
PRAIRIE HALL.....	F 9.01			
HERVEY CITY.....	S 9.10			
MT. ZION.....I.C.R.R.	S 9.14			
TURPIN....."	F 9.18			
DECATUR....."	S 9.30			
Arrive	A. M.			
	909			

STATIONS	FIRST CLASS			
	9 0 8			
	P. M.			
Arrive				
TERRE HAUTE.....	S 8.45			
FARRINGTON.....	F 8.30			
FERRELL.....	F 8.24			
NEVINS.....	F 8.16			
EAST PARIS.....	8.06			
PARIS.....	S 8.04			
WEST PARIS.....	7.58			
MAYS.....	F 7.50			
REDMON.....	S 7.42			
BORTON.....	F 7.34			
ISABEL.....	F 7.32			
OAKLAND.....	S 7.24			
HINDSBORO.....	S 7.10			
KEMP.....	F 7.03			
FILSON.....	F 6.58			
ARCOLA.....	S 6.50			
CHESTERVILLE.....	F 6.40			
ARTHUR.....	S 6.31			
FAIRBANKS.....	F 6.24			
WILLIAMSBURG.....	F 6.19			
LOVINGTON.....	S 6.13			
ULLRICH.....	F 6.04			
LAKE CITY.....	F 5.59			
PRAIRIE HALL.....	F 5.52			
HERVEY CITY.....	F 5.45			
MT. ZION..... I.C.R.R.	F 5.40			
TURPIN..... "	F 5.34			
DECATUR..... "	S 5.25			
Leave	P. M.			
	DAILY			
	EX. SUN.			
	☆9 0 8			

STATIONS	FIRST CLASS			
	☆309 DAILY EX. SUN.			
	A. M.			
Leave				
TERRE HAUTE..C. & E. I.	S 5.15			
N. TERRE HAUTE....."	P 5.26			
OTTER CREEK JCT....."	F 5.29			
ROSEDALE.....	S 5.47			
JESSUPS.....	F 5.55			
CATLIN.....	F 6.03			
ROCK.....	6.13			
ROCKVILLE.....	S 6.30			
JUDSON.....	S 6.45			
GUION.....	E 6.55			
WAVELAND.....	S 7.10			
BROWNS VALLEY.....	S 7.21			
NEW MARKET.....	S 7.33			
AMES.....	7.46			
CRAWFORDSVILLE.....	S 9.20			
MIDWAY.....	9.38			
DARLINGTON.....	S 10.00			
BOWERS.....	F 10.18			
COLFAX.....	S 10.40			
MANSON.....	F 11.00			
E. FRANKFORT (Inds. Div.)	11.10			
FRANKFORT.....	S 11.15			
Arrive	A. M.			
	309			

EASTWARD

STATIONS	FIRST CLASS			
	308			
	P. M.			
Arrive				
TERRE HAUTE..C. & E. I.	S 5.15			
N. TERRE HAUTE....."	P 5.03			
OTTER CREEK JCT....."	F 4.59			
ROSEDALE.....	S 4.44			
JESSUPS.....	F 4.37			
CATLIN.....	F 4.31			
ROCK.....	4.21			
ROCKVILLE.....	S 4.20			
JUDSON.....	S 4.05			
GUION.....	E 4.00			
WAVELAND.....	S 3.45			
BROWNS VALLEY.....	S 3.38			
NEW MARKET.....	S 3.26			
AMES.....	3.12			
CRAWFORDSVILLE.....	S 3.10			
MIDWAY.....	2.58			
DARLINGTON.....	S 2.48			
BOWERS.....	F 2.37			
COLFAX.....	S 2.27			
MANSON.....	F 2.15			
E. FRANKFORT (Inds. Div.)	2.06			
FRANKFORT.....	S 2.05			
Leave	P. M.			
	DAILY EX. SUN. ☆308			

TRAINS WAIT FOR CONNECTION

JUNCTION	TRAIN	DUE	MINS. WAIT	CONNECTION FROM	DUE	REMARKS
ST. LOUIS	6	12.03 A. M.	10	No. 8 MO. PAC. No. 4 FRISCO	11.20 P. M. 11.40 P. M.	WHEN PASSENGERS REPORTED FOR INDIANAPOLIS AND BEYOND.
	154	6.00 P. M.	10 10	No. 48 C. B. & Q. No. 4 MO. PAC.	5.10 P. M. 5 50 P. M.	WHEN PASSENGERS REPORTED FOR INDIANAPOLIS AND BEYOND.
FRANKFORT	308	2.05 P. M.	30	No. 316 INDS. DIV.	1.56 P. M.	WHEN CONNECTION IS LATER ASK FOR INSTRUCTIONS.

U. S. MAIL WORK AT NON-STOP STATIONS

STATIONS	WESTWARD								EASTWARD						
	155	31	341	65		11	13		6	340	66	102	30	154	
Bridgeport....															
Plainfield....															
Cartersburg...			C D I							C D I					
Amo.....		D N													
Coatesville...		D X													
Greencastle...		C N D									C D L				
Llmedale.....															
Reelsville.....		D N							D N						
Harmony.....		D N	C D							C D					
Knightsville...			C D I							C D					
Brazil.....		C D N		E N		E N					C D N			C D N	
Seelyville.....												C D O			
Dennison.....									D N						
Marshall.....	C D N										C N		C T		
Martinsville...		C L D N								D L		D L		C N	
Casey.....		C D O									D N				
Greenup.....		D N		D N					D L						
Jewett.....		C D N							D N			C D N			
Montrose.....		C D N							D N			C D N			
Teutopolis....		C D N									C D T	C D N			
Effingham.....											D N				
Altamont.....	D S	C D N				C N								C N	
St. Elmo.....		C T				C R						C D N			
Avena.....			C D							C D	D T	C D N			
Brownstown...	D P						D N		D V		D T	C D N		C O	
Vandalia.....	D P	C D N					D L				D L	D L		C L K	
Hagarstown...															
Mulberry Grove.....							D L					D N		C N	
Smithboro....		C D N					D N		D N		C N	D N		C N	

U. S. MAIL WORK AT NON-STOP STATIONS

STATIONS	WESTWARD							EASTWARD						
	155	31	341	65	11	13		6	340	66	102	30	154	
Greenville....	C P	C D N			D H L	D H L				D T				
Pocahontas....											D N		C D N	
Highland.....	E R	C D N				C D V				C D L			D N	
St. Jacob.....		C D N									C D N			
Collinsville...	C D P	C D H L				D H L						D P		
Wash. Ave. St. Louis....	D O	D H L												
	909							908						
Borton.....	C D							C D						
Isabel.....	C D							C D						
Kemp.....	C D							C D						
Filson.....	C D							C D						
Chester ville...	C D							C D						
Lake City....	C D							C D						
	309							308						
North Terre Haute.	C D I							C D I						
Jessups.....	C D							C D						
Catlin.....	C D							C D						

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

E—Train stops, mail received or delivered, or both.

H—Pass station at reduced speed to exchange mail.

I—Stop on signal or on notice of Postal clerk to receive or deliver bulky mail or fragile parcel post matter.

J—Reduce speed to 25 miles per hour to catch or deliver mail.

K—Reduce speed to 40 miles per hour to catch or deliver mail

L—Daily.

N—Daily except Sunday.

O—Daily except Sunday and holidays.

P—Daily except Monday.

R—Daily except Sunday and Monday.

S—Daily except Saturday and Sunday.

T—Sunday only.

V—Monday only.

X—New Year's, Memorial, Independence, Labor, Thanksgiving and Christmas Days only.

NOTE—Letters and characters as used in this page have no reference to their application as provided for in S-4.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

STATIONS	SL-1 ④ A.M.	SL-7 ④ P.M.	SL-11 ④ A.M.	SL-15 ④ A.M.	SL-17 ④ A.M.	SL-21 ④ A.M.	SL-27 ④ P.M.	SL-29 ④ A.M.	SL-37 ④ A.M.	SD-1 ④ P.M.	SW-1 ④ A.M.	VL-7 ④ P.M.	IS-1 ④ P.M.					
BEN DAVIS				10.30		9.15					2.00	7.00	10.30					
LIMEDALE				12.15														
CENTER POINT							12.15											
KNIGHTSVILLE							1.15											
TERRE HAUTE Att. Lv.						1.15				6.15	4.00	9.30	12.30					
		12.20	7.00		2.30	9.30		5.30		9.30	4.30	10.00	1.15					
FRANKFORT					10.30					1.30			The Hummer					
EFFINGHAM	7.05	8.20																
GREENVILLE	3.05								8.00									
EAST ST. LOUIS						7.30			4.00	7.30	10.15	4.30	9.00					
DECATUR			3.00					11.30										
PEORIA								4.30										
	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.					

① Daily. ② Daily Ex. Sunday. ③ Daily Ex. Monday. ④ Mon., Wed. and Fri. ⑤ Tues., Thu. and Sat. ⑥ Tuesday only. ⑦ Friday only. ⑧ Daily Ex. Tues.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

STATIONS	SL-6 ① P.M.	SL-8 ① P.M.	SL-12 ② P.M.	SL-16 ② P.M.	SL-18 ① A.M.	SL-24 ① P.M.	SL-26 ① P.M.	SL-28 ③ P.M.	SL-30 ② A.M.	VL-8 ① P.M.	PH-10 ② A.M.	VL-3 ① A.M.	SD-2 ③ P.M.	VL-6 ① P.M.	SL-36 ⑤ P.M.
BEN DAVIS				4.30		11.45	11.30			7.05	3.15	3.15		12.15	
LIMEDALE				3.00					10.00						
CENTER POINT									9.00						
KNIGHTSVILLE															
TERRE HAUTE --- {Lv. Arr.		3.05	5.00		8.00	5.00		8.45		4.30	11.35	11.55	9.00	9.00	
FRANKFORT					12.01								4.10		
EFFINGHAM	5.30	7.05													
GREENVILLE	9.30									1.45					5.30
EAST ST. LOUIS						6.00				11.00	6.30	7.30	11.45	1.30	9.30
DECATUR			9.00					5.25				Uncle Sam			
PEORIA	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.

① Daily. ② Daily Ex. Sunday. ③ Daily Ex. Monday. ④ Mon., Wed., and Fri. ⑤ Tues., Thu. and Sat. ⑥ Tuesday only. ⑦ Friday only. ⑧ Daily Ex. Tues.

**THE TICKET OFFICES OF STATIONS NAMED
BELOW WILL BE OPEN FOR THE SALE
OF TICKETS AS FOLLOWS:**

Daily Except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
341	340	Plainfield.....		
340	340	Coatesville.....		
341	340	Greencastle.....	31	66
341	340	Brazil.....		
All Trains		Terre Haute.....	All Trains	
341	102	Marshall.....		
341	102	Martinsville.....		
341	102	Casey.....		
340	102	Greenup.....		
All Trains		Effingham.....	All Trains	
340	102	Altamont.....		
340	341	St. Elmo.....		
340	341	Brownstown.....		
340	102	Vandalia.....	102	102
340	341	Mulberry Grove.....		
340	341	Smithboro.....		
340	102	Greenville.....		
340	341	Pocahontas.....		
340	341	Highland.....		
340	341	St. Jacob.....		
340	341	Collinsville.....		
All Trains		East St. Louis.....	All Trains	
"		St. Louis.....	"	
908	908	Paris.....		
All Trains		Redmon.....		
"		Borton.....		
"		Oakland.....		
"		Hindsboro.....		
"		Arcola.....		
"		Arthur.....		
"		Lovington.....		
"		Hervey City.....		
909	909	Mt. Zion.....		
All Trains		Decatur.....		
308	308	Rosedale.....		
All Trains		Rockville.....		
"		Waveland.....		
"		New Market.....		
"		Crawfordsville.....		
"		Darlington.....		
"		Colfax.....		

SPECIAL INSTRUCTIONS.

S1. A rule referred to by number, unless otherwise specified, is a rule in the Book of Rules.

Employees whose duties are affected by time tables must have with them, while on duty, a copy with all effective supplements properly inserted for all divisions or foreign railroads over which they are qualified to run.

TRAIN RULES.

S2. STANDARD TIME.

S2A. Central Standard Time applies on this division as indicated on the cover and title pages.

D201. Standard clocks are located as follows:

Terre Haute.....	{ Enginehouse. Yard Office. DS Telegraph Office. Train Dispatcher's Office.
Farrington.....	Block Station.
Effingham.....	Coal Dock
Rose Lake.....	Yard Office.
St. Louis	Union Station.
East Peoria.....	Yard Office.

TIME-TABLE

S3. SYMBOLS.

S3A. The following symbols will be used as indicated by Rule 5— ④ ⑤ ⑥ ⑦, etc.

D301.

- ④—No. 31 pass No. 341.
- ⑤—No. 65 pass No. 341 at 3:11 P. M.
- ⑥—No. 66 pass No. 340 at 12:18 P. M

S4. LETTERS AND CHARACTERS.

S4A. Rule 6 amplified:

The following letters and characters indicate:

- S—Regular stop.
- F—Stop on signal to receive or discharge passengers.
- A—Stop on signal to receive passengers.
- B—Stop on signal to discharge passengers.
- C—Regular stop to receive passengers.
- D—Regular stop to discharge passengers.
- E—Regular stop for express, mail, milk, newspapers or marketing.
- G—Regular stop, Saturday only.
- H—Regular stop to receive passengers, Saturday only.
- J—Regular stop to discharge passengers, Saturday only.
- K—Regular stop, Sunday only, to receive or discharge passengers.
- L—Stop on signal, Sunday only, to receive or discharge passengers.
- ‡—Unattended Block Station.
- No baggage service.
- ⊕—No baggage service Sunday.
- ◇—Passenger train—No train baggageman.

- ☆—Passenger train—Schedule assigned to handle passenger and freight equipment.
- *—Passenger train—Schedule assigned to gas or gas-electric rail motor cars.
- ‡—Indicates trains that will not be operated on New Year's, Memorial, Independence, Labor, Thanksgiving and Christmas Days, or on Monday following when any of these holidays fall on Sunday.

D401.

- M**—Stop on signal to discharge passengers from Pittsburgh or points east and receive passengers for St. Louis and beyond.
- N**—Stop on signal to receive passengers for Pittsburgh and beyond.
- O**—Stop on signal to receive or discharge company employes or material.
- P**—Stop on signal to receive or discharge express or freight.

S5. COLOR SIGNALS.

S5A. At the end of double track where switches are not interlocked, when the switch is set for trains to move in normal direction, switch lamp will display white disc (green light at night). When the switch is set against train movement in normal direction, switch lamp will display red disc (red light at night).

D501. A track covered by a slow order, other than a train order or time-table Special Instructions, will be indicated by a yellow flag or light placed to right of track a sufficient distance ahead of obstruction to reduce from maximum authorized speed to the speed required at point of obstruction.

A green flag or light placed to right of track marks the end of restricted territory.

S6. HAND, FLAG AND LAMP SIGNALS.

D601. Rule 33a modified:

Signalmen in charge of main track switches at Eads will use a yellow flag by day and a yellow light by night to give proceed signals.

S7. ENGINE WHISTLE SIGNALS.

D701. Rule 14 (l) amplified:

SOUND	INDICATION
— — — o o	Approaching public crossings at grade, to be prolonged or repeated until crossing is reached unless otherwise provided; also when view is obscured by weather and other conditions, approaching interlocking plants, stations, yards or other points where men may be at work.

S8. EMERGENCY WHISTLE AND HORN SIGNALS AT INTERLOCKING PLANTS.

S9. COMMUNICATING SIGNALS.

D901. Passenger trains must be started by the communicating signal. When train is ready to start, signal will be passed from the rear end by hand or lamp, and the trainman nearest the engine will give the communicating signal to start train, except, when necessary to recall the flagman, the communicating signal to start train will be given from the rear. When the communicating signal is inoperative, and after proper understanding with engineman, a hand or lamp signal will be given by the trainman nearest the engine.

D902. Rule 16 amplified:

SOUND	INDICATION
(ja) o o o o o o	When standing-deplete brake pipe pressure.

D903. Rule 25 modified:

Freight cars not equipped for passenger service and having no communicating signal appliance connected with engine, are authorized to operate in trains Nos. 340, 341, 908, 909, 308 and 309.

S10. TRAIN SIGNALS.**D1001.** Rule 17a amplified:

(g)—Approaching a fixed signal affecting the movement of the train when the weather conditions are such that, in the judgment of the engineman, his view of the signal will be thereby improved.

D1002. Rule 19 modified:

The bottom line under Fig. 4 of Rule 19, page 24, modified to read:

"Lights showing yellow to the outside, and red to the rear.

NOTE.—Markers will display colors to the rear as prescribed by Figures 5 and 6 when conditions require."

D1003. Rule 19 modified:

Missouri Pacific trains may display green instead of yellow between Willows and East St. Louis.

D1004. Rule 19—When the design of the car at the rear of a passenger train will not permit the change of night marker indication with safety, while the train is running, stop will be made. A train so stopped is authorized to proceed on a hand signal from the rear of the train. Conductors of passenger trains having such cars on rear of the train will notify the engineman.

D1005. Rule 26 amplified:

When a blue flag or blue light is placed at one or both ends of an engine, or cars to which an engine is attached, the engineman and fireman must be notified; they must also be notified when the blue flag or blue light is removed.

D1006. On all portions of the division, including single track, the display of white flags and white lights, as prescribed by Rule 21, will be omitted on all extra trains, except passenger extras.

(SINGLE TRACK) A regular train will be identified by its engine number.

A train must be informed by train order as to the number of the engine on an opposing superior regular train; however, if the engine number is not received by train order, the identification will be made by a personal conference between the conductors and enginemen of trains involved.

A train will obtain from the signalman the number of the engine on a superior regular train in the same direction it is moving.

When a regular train is named in a train order by its schedule number, the engine number must be stated in addition to the schedule number.

Signalmen must observe and record the engine number on regular trains, and when reporting them will give the engine number in addition to the train number.

S10A. Rule 21b.

21b. (DOUBLE, THREE, OR MORE TRACKS.) On portions of the railroad so specified on the time-table, the display of white flags and white lights, as prescribed by Rule 21 will be omitted. Regular trains must be designated by both schedule and engine number.

S11. USE OF SIGNALS.

S11A. Rule 99 amplified:

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

D1101. Proper application of Rule 27 in connection with Rule 287, Figure 1:

The absence of a marker light does not prevent correct reading of the signal, but should be reported from the next point of communication where it can be done without serious delay to the train.

D1102. Rule 34—In calling signals, the name as it appears in the Book of Rules shall be used, omitting the word "signal," except Rule 275.

S12. SUPERIORITY OF TRAINS.

D1201. Eastward trains are superior by direction to trains of the same class in the opposite direction.

S13. BULLETIN BOARDS.

D1301. Location of bulletin board points on this division also on T. R. R. A. of St. Louis, Mo. Pac. R. R. and P. & P. U. R. R. where all General Orders of this division will be posted and delivered.

General Orders of other divisions will be posted and delivered at points on this division as indicated:

LOCATION	OTHER DIVISIONS	ZONE
TERRE HAUTE—		
Yard Office		
Enginehouse	Indianapolis	A-B
	Logansport	B-C
DS Telegraph Office	Indianapolis	A-B
	Logansport	B-C
EFFINGHAM—		
Coal Dock		
GREENVILLE—		
Coal Dock		
ROSE LAKE—		
Yard Office	Indianapolis	A-B
Enginehouse	Indianapolis	A-B
EADS—		
Block Station		
ST. LOUIS—(T. R. R. A.)		
US Telegraph Office		
GORHAM—(Mo. Pac. R. R.)		
Station		
DECATUR—		
Yard Office		
EAST PEORIA—(P. & P.U.R.R.)		
Yard Office		
PEORIA—(P. & P.U.R.R.)		
Enginehouse No. 1		

S14. GENERAL ORDERS.

S14A. Rule 75 amplified:

D1401. 1. Conductors and enginemen must have a copy of all General Orders that pertain to any portion of a General Order Zone over which they are qualified to run either in part or as a whole. Conductors and enginemen will not be required to understand a General Order pertaining to territory over which they are not qualified to run.

The qualification page in each conductor and engineman's Home Division time table must show their Home Division, Name, Occupation and all General Order Zones over which they are qualified to run either in part or as a whole. If a conductor or engineman is qualified to run over a Foreign Division, the qualification page in their time-table for that Division must show General Order Zones of that Division over which they are qualified to run.

The Bulletin Board Attendant will be governed accordingly in checking time-tables.

2. The Bulletin Board Attendant will supervise the handling of the employes' register, matters pertaining to General Orders and delivery of time slips to conductors and enginemen.

He must personally witness the signatures of conductors and enginemen on their register, personally inspect time-tables to ascertain that they contain all General Orders as outlined in paragraph (1), punch and insert sticker copies of such General Orders in time-tables, and, after each conductor and engineman has registered and had his time-table verified as to containing all copies of General Orders required, he will cancel the figures on Form "Z" so as to indicate the date of reporting for duty and numbers of necessary General Orders, then deliver to the person presenting the time-table and Form "Z" his time slip and Form "Z" properly prepared.

An additional Form "Z" card or cards must be used if a conductor or engineman is qualified to run over more than eight (8) General Order Zones and a notation made following his name indicating the number of cards.

If a conductor or engineman reports for duty at a point where the General Orders received do not cover all the territory over which he is qualified to run, the General Order Clearance received there does not apply to territory not covered by General Orders sent there and he must not run over such territory until after having received General Order Clearance at a point to which General Orders covering it are sent, unless otherwise instructed by the Superintendent of that territory.

The use of a receipted card furnished by the Bulletin Board Attendant, and as referred to in the second paragraph of Rule 75, also the use of column with caption "last General Order" on employes' register, will be discontinued.

The method of preparing Form "Z" is as follows: To indicate date of reporting for duty, cancel the star under proper date; however, if a conductor or engineman reports for duty twice on the same date, cancel the figure or figures of that date to indicate the second time reporting for duty. To indicate General Order information, cancel the star under proper number. The figures 1 to 9, inclusive, represent the last figure of numbers above an even hundred, and from 10 on the last two figures above an even hundred. The use of this punch must be confined to the Bulletin Board Attendant.

When a new time-table is effective, or, after a Form "Z" card is used up, it must be turned in to the Bulletin Board Attendant, who will prepare a new card as follows:

At the end of a month, with no change in time-table, prepare a new card in such a manner as to show the same General Order information as was shown on the old card, and proper information for first trip.

When a new time-table is effective, the information shown on the old Form "Z" card need not be shown on the new one, but proper information for first trip must be shown.

Cards turned in must be sent to the Superintendent by the Bulletin Board Attendant.

3. Before starting out on a run the engineman must show his General Orders to his fireman, and when he has no conductor he must also show his Form "Z" to his fireman. The conductor must show his General Orders to his trainmen.

4. When conductors and enginemen compare time, as required by Regulations 803, 807 and 817, they must, in addition, be governed as follows:

(a) Check the qualification page in each other's time-tables to determine necessary qualification information for that trip.

(b) Check the latest General Orders in each other's time-tables.

(c) Compare their Forms "Z" for that trip.

5. In the application of these instructions, a pilot will be regarded the same as a conductor or engineman.

6. The foregoing instructions apply to conductors and enginemen when serving in that capacity.

All qualified conductors and enginemen, when not serving in that capacity, must be provided with Form "Z," and when they register at the beginning of each day's work present to the Bulletin Board Attendant their time table and have necessary General Orders inserted, also present their Form "Z" to be punched as provided by instructions covering conductors and enginemen serving in that capacity.

D1402. Conductors and enginemen will insert, on qualification page of their time-table, territory over which they are qualified to run. This information must be checked and approved by the Train Master, Road Foreman of Engines or their Assistants.

A conductor or engineman, who has not made a trip since effective date of time-table preceding current time-table, or, who has failed to keep posted as to the physical characteristics of his home division, or a part of it or foreign division, over which he is qualified to run, must not be used on such portions of the railroad until he has made one or more trips and has been examined and qualified by proper authority. If no change in time-table, qualifications must be checked at the expiration of six months from date of issuance of current time-table.

Conductors and enginemen called for a run on any portion of a division over which they are not qualified, must so inform the crew dispatcher.

D1403. General Order Zones of this division are as follows:

A.....Ben Davis to Prairie.

B.....Prairie to west switches of main line and Peoria Branch sidings, Farrington.

C.....West switch Farrington to A. & S. crossing.

D.....A. & S. crossing to East St. Louis.

E.....West switch Farrington to Farmdale Junction.

F.....Otter Creek Junction to East Frankfort.

General Orders for each Zone will be numbered consecutively followed by proper Zone letter.

D1404.

Conductors of through eastward passenger trains will exhibit their Indianapolis Division time-table and Form "Z" to Bulletin Board Attendant at Terre Haute.

S15. TRACK ASSIGNMENTS.

D1501. (DOUBLE TRACK)

Almeda and Limesdale.
 Harmony and Macksville.
 Casey and Hunter.
 Marty and East St. Louis, (Relay Station).
 South track No. 1.
 North track No. 2.
 Track No. 1 Eastward track.
 Track No. 2 Westward track.

D1502. Trains using Old Line between Brazil and Seelyville, and sidings between Farrington and Hervey City and between Maroa and Farmdale Junction, will do so expecting to find cars thereon.

S16. MOVEMENT OF TRAINS.

D1601. Train Dispatchers in charge of train movements are located at Terre Haute.

S16A. Rules 83 and 83a.

The information required by Rules 83 and 83a must be obtained as indicated below:

D1602. Rule 83—Signalmen, after consulting the train dispatcher, will furnish clearance message (Form C.T. 1246). If this information is given by the train dispatcher to a train before reaching the point where clearance is required, it should be done by a train order.

Rule 83a—Verbally by the signalman or by signal indication.

D1603. Dewey Cut-off, between connection with C. & E. I. R. R. at Dewey and connection with westward freight running track at Fruitridge Ave., will be used as a siding for trains in both directions as prescribed by Rule 90a by permission of, and under control of signalman at Otter Creek Junction.

D1604. Old line between Brazil and Seelyville will be used as a siding for trains in both directions as prescribed by Rule 90a.

D1605. Between Ben Davis and Almeda and between Limesdale and Harmony, block signals govern the use of the blocks, and unless otherwise provided their indications supersede time-table superiority, and take the place of train orders; they do not dispense with the use or the observance of other signals whenever and wherever they may be required.

Within this territory a train that has work between two meeting or passing points must confer with signalman before accepting proceed indication of Home or Block signal governing movement into territory where work is to be performed.

D1606. When a train or engine clears the block at Reelsville, conductor or engineer must report clear to signalman at Knightsville and it must not again enter the block without a train order authorizing it to do so.

S16B. Rule 98.

D1608. In accordance with Rule 98, stop must be made at the following non-interlocked railroad crossings:

PLACE AND RAILROAD CROSSING	PERMITS TRAINS ON TRACKS OF THIS DIVISION TO CROSS AFTER STOPPING
BRAZIL: World's Fair Branch, Furnace Branch, Indiana R.R. VIGO: Track No. 1 to Amer. Can Co. C. C. C. & St. L. R. R.	No signal. It must be known that crossing is clear before proceeding.
EADS: B. & O. R. R.	No signal. Proceed signal from Switchtender with a green flag by day and a green light by night.
PARIS: C. C. C. & St. L. R. R. (Cairo Div.) LOVINGTON: Wabash R. R. MIDLAND CITY: I. C. R. R.	No Signal. It must be known that crossing is clear before proceeding.
MINIER: Alton R. R.	Crossing gate, normal position is against trains on P. R. R. When crossing is clear and no trains approaching, crossing gate may be placed against trains on Alton R.R., and after clearing crossing, crossing gate must be restored and locked in normal position.
MORTON: A. T. & S. F. R. R.	No signal. It must be known that crossing is clear before proceeding.

The following non-interlocked railroad crossings may be used without stopping:

PLACE AND RAILROAD CROSSING	PERMITS TRAINS ON TRACKS OF THIS DIVISION TO CROSS WITHOUT STOPPING
BORTON: K. & S. R. R.	Crossing gate, normal position is against trains on K. & S. R. R. When it is known to be clear, trains may proceed over crossing not exceeding twenty (20) miles per hour.
ROSEDALE: B. & O. R. R.	Diagonal. At night position of target is indicated by two red lights. When the target is in Diagonal position and crossing is clear, trains may proceed without stopping, at a speed not exceeding ten (10) miles per hour.

S16C. Rule 104.

Unless hand-operated switches in main track are listed in the time-table as being in charge of a switch tender or a signalman, they must be operated by a member of the train or engine crew using the switch, except as otherwise provided in Rule 104 and at a meeting point where the train holding main track may set switch for opposing train to enter siding.

Trains or engines must approach switches where switch tenders are stationed, prepared to stop and must stop clear of any switch or route unless signal to proceed is received from the switch tender.

A switch tender must not set a switch to divert an approaching train until he is assured of its identity and that its speed does not exceed 15 miles per hour.

D1609. Signalmen are stationed at and have charge of main track switches as indicated:

<u>LOCATION</u>	<u>SWITCHES</u>
Seventh Street.....	Main and freight running track switches between Ninth and Sixth Streets.

Trains or engines approaching switches on track for which Home and Distant-signals are provided are governed by indication of these signals. A train or engine stopped or delayed after passing a clear Distant-signal must approach the Home-signal prepared to stop.

On tracks for which Home or Distant-signals are not provided, trains or engines will approach switches prepared to stop, unless switches are properly set and signal to proceed is received from signalman.

<u>LOCATION</u>	<u>SWITCHES</u>
Eads.....	Main track.

Trains or engines must stop clear of any switch or route and not proceed unless signal to proceed is received from signalman.

<u>LOCATION</u>	<u>SWITCHES</u>
Hervey City	At west end of siding. At junction with I. C. R. R.

Trains or engines which are to use siding switch must reduce speed to not exceed 15 miles per hour and must stop clear of switch or route unless switch is properly set and signal to proceed is received from signalman.

Trains or engines using junction switch are governed by indication of fixed signals.

S16D.---**S16E. Rules 251, 253 and 254.**

D1610. (DOUBLE, THREE, OR MORE TRACKS.) Rules 251, 253 and 254 are in effect.

D1611. The two tracks paralleling No. 2 main track from Prairie to Fruitridge Ave. and extending westwardly from Fruitridge Ave. to Seventh St., are designated as eastward and westward freight running tracks. South track will be used for eastward and north track for westward movement.

Trains or engines must not enter these tracks without permission from, and must report clear to the signalman at Prairie and Seventh Street.

Movements with or against current of traffic may be made on authority of signalman at Prairie and Seventh Street.

Cross-over movements at Fruitridge Ave. and 25th Street may be made without permission from signalman at Prairie and Seventh Street.

All movements on these tracks must be at such speed that stop can be made within range of vision.

D1612. The track adjacent to and paralleling No. 2 main track from A. & S. Crossing to Willows is designated as a freight running track for movements in both directions.

All movements on this track must be made at such speed that stop can be made within range of vision.

S16F. HIGHWAY GRADE CROSSING PROTECTION.

D1614. Automatic Highway Grade Crossing signals at the following locations do not operate for trains on other than main tracks. Trains running on other than main track must use care to avoid accidents, sounding a second warning whistle, Rule 14 (1) when necessary.

Clayton.....	Iowa St., station siding.
Coatesville.....	Cross St., team track.
Fillmore.....	Mt. Meridian Road, station track.
Almeda.....	Cemetery Road, siding.
Limedale.....	Cement Plant Rd., siding and storage tracks.
Casey.....	Tenth St., eastward and westward sidings.
Altamont.....	West Division St., siding.
Hunter.....	Road crossing at west end of siding.
Vandalia.....	Reamann St., siding.
Hagarstown.....	Hagarstown crossing, storage track.
Smithboro.....	Main St., siding and team track.
Greenville.....	White's crossing, eastward siding.
Collinsville.....	Heintz Bluff Road, Lithopone Spur and lead to Troy Branch.
	Mill St., pocket, storage and mill tracks.
	Bellville Road, storage tracks.
Paris.....	Main St., house track and Illinois Highway crossing track.
Arcola.....	Second road crossing east of station, siding.
Arthur.....	Vine St., team and station tracks.
Morton.....	Tremont St., siding.
Rockville.....	Ohio St., station track.
Waveland.....	Cross St., station track.
New Market.....	Main St., siding.
	Third St., siding and station track.

D1615. At highway grade crossings protected by Automatic Highway Grade Crossing signals, before making a reverse movement or a forward movement after making a reverse movement, it must be known that the Highway Grade Crossing signals are operating, or the movement must be otherwise protected.

D1616. In switching movements over Second, Third and Fourth Streets, Lafayette Ave., Fifth, Center, Eighth, Ninth, Fourteenth, Fifteenth, Sixteenth and Twenty-first Streets, Terre Haute, crews must know that Highway Grade Crossing Signals are operating before making such moves.

When such movements are completed, Crossing Watchman must be notified.

S17. MOVEMENT BY TRAIN ORDERS.

D1701. Rules 210 and 211 modified:

Enginemen are relieved from reporting for orders at US Telegraph Office, St. Louis, and conductors will personally deliver a copy of each order to the engineman, who will compare with the conductor by reading the order aloud.

D1702. Rule 221a amplified:

To insure correct delivery of all orders and messages handed to moving trains signalman will enclose memorandum reading: "You should receive orders Nos." or "Message only."

D1703. While a train order signal is displayed in the direction of an approaching train or trains, it must not be passed by any such train on any track except as provided in the last paragraph of Rule 221a.

D1704. When a slow order to be delivered to a train covers a track close to the block station, signalman must bring the train to a stop before delivering the order.

D1705. Employes copying train orders direct from the Train Dispatcher or Signalman, will endorse thereon their name and occupation and at end of tour of duty, forward same to the Division Operator.

D1706. Schedule time and train orders, affecting the movement of trains at Hunter, will apply at the end of the double track.

S18. YARDS AND YARD INSTRUCTIONS.

D1801. Rules 93 and 317d amplified:

The use of the main track within yard limits, authorized by Rules 93 and 317d, applies to engines not authorized by timetable schedule or train order to use the main track within yard limits, and they may do so without train orders. Under Manual Block operation, before entering the block, the conductor or engineman must notify the signalman when it is desired to make such a yard movement; they must not exceed a speed of 15 miles per hour, prepared to stop short of other yard movements, extra trains or obstructions; they are not required to protect against other yard movements and extra trains.

Rules 19 and 21 will not apply to such yard movements, but by night at least one red light must be displayed on the rear, and if the movement is made past a block station by day, at least one yellow flag must be displayed on the rear to indicate the rear.

Except as hereby provided, all Rules and Special Instructions applicable to trains must be observed.

D1802. Yards indicated by Yard Limit boards are located at: Paris, Arthur, Crawfordsville and Frankfort.

S18A. Rule 97.

S19.**SPEED TABLE**

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
Min. Sec.		Min. Sec.		Min. Sec.		Min. Sec.	
0.51	70.59	1.27	41.38	2.02	29.51	2.37	22.93
0.52	69.23	1.28	40.91	2.03	29.27	2.38	22.78
0.53	67.92	1.29	40.45	2.04	29.03	2.39	22.64
0.54	66.67	1.30	40.00	2.05	28.80	2.40	22.50
0.55	65.45	1.31	39.56	2.06	28.57	2.41	22.36
0.56	64.29	1.32	39.13	2.07	28.35	2.42	22.22
0.57	63.16	1.33	38.71	2.08	28.13	2.43	22.09
0.58	62.07	1.34	38.30	2.09	27.91	2.44	21.95
0.59	61.02	1.35	37.89	2.10	27.69	2.45	21.82
1.00	60.00	1.36	37.50	2.11	27.48	2.46	21.69
1.01	59.02	1.37	37.11	2.12	27.27	2.47	21.56
1.02	58.06	1.38	36.73	2.13	27.07	2.48	21.43
1.03	57.14	1.39	36.36	2.14	26.87	2.49	21.30
1.04	56.25	1.40	36.00	2.15	26.67	2.50	21.18
1.05	55.38	1.41	35.64	2.16	26.47	2.51	21.05
1.06	54.55	1.42	35.29	2.17	26.28	2.52	20.93
1.07	53.73	1.43	34.95	2.18	26.09	2.53	20.81
1.08	52.94	1.44	34.62	2.19	25.90	2.54	20.69
1.09	52.17	1.45	34.29	2.20	25.71	2.55	20.57
1.10	51.43	1.46	33.96	2.21	25.53	2.56	20.45
1.11	50.70	1.47	33.64	2.22	25.35	2.57	20.34
1.12	50.00	1.48	33.33	2.23	25.17	2.58	20.22
1.13	49.32	1.49	33.03	2.24	25.00	2.59	20.11
1.14	48.65	1.50	32.73	2.25	24.83	3.00	20.00
1.15	48.00	1.51	32.43	2.26	24.66	3.15	18.46
1.16	47.37	1.52	32.14	2.27	24.49	3.30	17.14
1.17	46.75	1.53	31.86	2.28	24.32	3.45	16.00
1.18	46.15	1.54	31.58	2.29	24.16	4.00	15.00
1.19	45.57	1.55	31.30	2.30	24.00	5.00	12.00
1.20	45.00	1.56	31.03	2.31	23.84	6.00	10.00
1.21	44.44	1.57	30.77	2.32	23.68	6.46	8.87
1.22	43.90	1.58	30.51	2.33	23.53	7.30	8.00
1.23	43.37	1.59	30.25	2.34	23.38	8.34	7.00
1.24	42.86	2.00	30.00	2.35	23.23	10.00	6.00
1.25	42.35	2.01	29.75	2.36	23.08	12.00	5.00
1.26	41.86						

S20.**SPEED RESTRICTIONS.**

S20A. On account of braking arrangement, when passenger trains have class X-25, X-29, R-7, RF, or other types of freight cars equipped for passenger train service, they must have passenger equipment cars in proportion to freight cars, not less than:

1 passenger to 1 freight, when lading is between 25,000 and 50,000 pounds.

2 passenger to 1 freight, when lading is between 50,000 and 75,000 pounds.

3 passenger to 1 freight, when lading is between 75,000 and 100,000 pounds.

For two such passenger equipped freight cars operated, the lading of which is less than 25,000 pounds, at least one regular passenger equipment car must be included in the makeup of the train.

ENGINES

	Miles Per Hour
MAIN LINE	
With trailer trucks, when running backward, except where lower speed is required.....	25
When running without trucks.....	15
ALL BRANCHES	
When running backward.....	20
When running without trucks.....	15
When necessary to clear main track, engines with any main or side rods disconnected, may be moved to a terminal at not exceeding the following speeds:	
N-1s, C-1, I-1s.....	8
All others.....	15
If engines with any main or side rods disconnected while on main track, have interference between crosshead or guide and front crank pin, on account of front wheels getting out of register, enginemen must notify the Superintendent and receive instructions for further movement.	
When it is necessary to move an engine in a train or light with any main or side rods disconnected, from one point to another, conductor or engineman must secure instructions from the Superintendent as to the maximum speed permitted before the engine is dispatched.	
Dead engines of a design having two or three pairs of drivers and no trucks, may be moved only at speeds not exceeding.....	20
Dead engines of a design having four pairs of drivers and no trucks, shall be restricted to speeds not exceeding.....	25
Two or more such dead engines in the same train, shall be separated by one or more cars.	

MAXIMUM SPEED FOR ENGINES

CLASS	FORWARD	BACKWARD
A.....	15	15
B.....	20	20
C.....	20	20
CC2.....	20	20
D.....	70	25
E.....	70	25
G.....	70	25
H.....	50	25
I.....	40	25
K.....	70	25
L.....	50	25
M.....	70	25
N.....	50	25

MAXIMUM SPEED WHEN RUNNING FORWARD LIGHT

Passenger engines.....	50 miles per hour
Freight engines.....	40 miles per hour
A train hauling a dead engine must not exceed the speed authorized for that class or type of engine, and must not exceed a speed of 30 miles per hour with any type of dead engine when new.	
When a train with no engine ahead is being pushed, a speed of 15 miles per hour must not be exceeded.	

TRACK CARS

Unless otherwise specified.....	20
When handling trailers loaded with material	10
Over switches, frogs, street and highway crossings.....	5

		Miles Per Hour
TRACKS	On sidings.....	15
	Through all non-interlocked turn-outs, except as otherwise specified.....	10
	Through all No. 8 turn-outs and crossovers: Class M engines.....	5
	Harmony, eastward, through turn-out at end of double track.....	40
	City Limits.....	20
	Between 13th. Street and C. C. C. & St. L. crossings at First and Water Streets ..	10
	Marshall, between fixed signals Nos. 886 and 887, 2.3 miles east of Marshall.....	60
	East St. Louis, City Limits.....	15
	No. 7 turnout on No. 2 track op- posite center of passenger station, Class M engines.....	5
	No. 7 slip crossover on No. 1 track at east line of Missouri Ave., Class M engines.....	5
	Eads, No. 7 slip crossovers on Nos. 1 and 2 tracks, Class M Engines.....	5
	Over Eads Bridge route, all engines unless otherwise specified.....	8
	Over Merchants Bridge and elevated structures on that route:	
	K2 engines.....	18
	K4 engines.....	15
	Oakland, over N.Y. C. & St. L. R. R. crossing.....	20
	Downing, over P. & E. R. R. crossing.....	20
CURVES	Between Greencastle and Limesdale.....	60
	Reelsville, between M. P. 46 and Reelsville station.....	60
	Brazil, between M. P. 57 and M. P. 58.....	60
	Terre Haute, first curve east and first curve west of Fruitridge Ave.....	60
	Greenville, City Limits.....	60
	Stubblefield-Marty:	
	between M. P. 193.0 and Bridge 200.17.....	60
	Farrington (Peoria Branch).....	20
	Paris, C. C. C. & St. L. crossing (St. Louis Division).....	20
	Hervey City.....	20
	Atlanta, west of C. & A. R. R. crossing.....	30
	Farmdale Junction.....	30
	East Peoria, between Washington and Silver Streets (P. & P. U. Lead).....	15
	Between Catlin and Waveland.....	30
TRAINS HAULING WRECK OR INDUSTRIAL DERRICKS	MAIN LINE { Straight track.....	30
	{ Curves.....	20
	{ Boom trailing.....	30
	{ Boom forward.....	20
	PEORIA AND CRAWFORDSVILLE BRANCHES	20
	CENTER POINT AND TROY BRANCHES	10
TRAINS HAULING PILE DRIVERS	MAIN LINE AND ALL BRANCHES	15

NOTE. Where speed of freight trains is restricted by time-table or otherwise to less than maximum authorized speed, the speed of wreck trains or trains hauling wreck or industrial derricks, will be 5 miles per hour less than freight train restriction if boom is trailing, and 10 miles per hour less if boom is forward, except when the restriction for freight trains is limited to 10 miles per hour or less, the speed restriction for wreck trains or trains hauling wreck or industrial derricks will be the same as for freight trains.

D2002.

BRIDGES.

LOCATION	CLASS OF ENGINE AND TENDER CAPACITY															
	Less than 15,000 gallons												21,000 and 25,000 gals.			
	B and D16	C1	E, excluding E6	G5 and K2	H6	H8	H10	I1	K3 and K4	L1 and L2	M1	N1	N2	I1 and N1	K4	L1 and L2
MILES PER HOUR																
AMO																
23.14 (1.8 mi. east).....											60	40		40		60
HARMONY																
51.87 (1.3 mi. east)											60	40		40		60
MACKSVILLE																
76.46 (1.2 mi. west).....		X						X	40		30	X	40	X	15	15
78.03 (2.7 mi. west).....		X						X	40		30	X	40	X	15	15
78.25 (3.0 mi. west).....		X						X	40		30	X	40	X	15	15
STUBBLEFIELD																
195.92 (1.5 mi. west).....		X						X	50		35	X	50	X	35	35
196.82 (2.4 mi. west).....		X						X	40		30	X	40	X	15	15
POCAHONTAS																
197.35 (2.4 mi. east).....		X						X	40		30	X	40	X	15	15
197.68 (2.0 mi. east).....		X						X	40		30	X	40	X	15	15
197.88 (1.8 mi. east).....		X						X	40		30	X	40	X	15	15
198.18 (1.5 mi. east).....		X						X	40		30	X	40	X	15	15
200.17 (0.5 mi. west).....		X						X	40		30	X	40	X	15	15
MERCHANTS BRIDGE		X		18				X	15		X	X		X	15	X
EADS BRIDGE	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
OAKLAND																
40.79 (2.2 mi. west).....		X	30	X	20	10	10	X	X	X	X	X	X	X	X	X
MACKINAW																
156.12 (1.0 mi. west).....		X		X	30	30	30	X	X	X	X	X	X	X	X	X
FARMDALE JCT. (N.K.P.)																
1003.....		X		40			35	10	30	30	20	X	20	X	X	X
FARMDALE (N.K.P.)																
1005 (1.0 mi. west)		X	15	20	40	25	20	5	15	20	10	X	20	X	X	X
1006 (1.3 mi. west)		X	15	20	30	20	15	5	10	15	10	X	15	X	X	X
P. & P. U. JUNCTION (N.K.P.)																
1008 (0.9 mi. east)		X	20	20	20	20	15	X	15	15	X	X	15	X	X	X
WESLEY JCT. (N.K.P.)																
1017 (0.8 mi. east).....		X	25	25	25	25	25	X	15	15	X	X	15	X	X	X

X—Prohibited.

**D2003. MINIMUM RUNNING TIME FOR PASSENGER
TRAINS EITHER DIRECTION**

BETWEEN	DISTANCE	MINS.
Ben Davis and Limesdale.....	33.4	30
Limesdale and Knightsville.....	14.7	13
Knightsville and Terre Haute.....	17.7	18
Terre Haute and Macksville.....	2.6	5
Macksville and Casey.....	32.9	28
Casey and Effingham.....	32.4	27
Effingham and Hunter.....	22.4	20
Hunter and Smithboro.....	23.4	21
Smithboro and Marty.....	15.6	16
Marty and Willows.....	35.0	31
Willows and Eads.....	1.5	3
Eads to St. Louis.....	3.3	20
St. Louis to Eads.....	3.3	18
Willows to St. Louis via Merchants Bridge.....	10.4	31
St. Louis to Willows " " ".....	10.4	29
Ben Davis and Terre Haute.....	65.8	61
Terre Haute and Willows.....	164.3	148

In case of delay enroute the number of minutes delayed must be added to the minimum time.

S21. SIGNAL ASPECTS.

D2101. In applying Rule 282 (Caution Signal) and Rule 283 (Approach Signal) the speed of train should not exceed one-half its maximum authorized speed when passing the signal. Where signal cannot be seen to do so, reduce as soon as proper handling will permit, which requires a reduction of speed immediately upon the signal being in sight.

S22. BLOCK SIGNAL RULES.

S23. MANUAL BLOCK SYSTEM.

D2301. Rules 301 to 375 inclusive are in effect as follows except that Rules 317a, 317b, 318a and 318b will apply only on portions of the division as specified:

Farrington and Hervey City.
Maroa and Farmdale Junction.
Otter Creek Junction and Frankfort.

D2302. Rule 317b will apply:

Farrington and Hervey City.
Maroa and Farmdale Junction.
Otter Creek Junction and Frankfort.

On all main tracks governing movements against current of traffic.

D2303. Rule 362, first paragraph, amplified:

Trains must not pass a Stop-signal without receiving a Caution Card (Form D), a Clearance Card (Form C), or a train order authorizing them to do so, nor must an engine returning to its train in the block pass a Stop-signal without Clearance Card (Form C).

S23A. UNATTENDED BLOCK STATIONS.

An unattended block station is a point designated by a sign, indicating the limits of a block, the use of which is controlled by Manual Block System Rules, except as hereby modified.

D2304. Unattended block stations are controlled by the signalman specified in time-table, or Special Instructions.

The sign indicating an unattended block station will display by day the station call, and, in addition, by night a red light and a yellow light horizontal; the yellow light next to the main track.

The signalman may give a train oral permission to enter one block, and by the use of Clearance Card (Form K) may authorize a train to pass one or more unattended block stations.

Unless otherwise provided, trains must stop at unattended block stations, and conductor or engineman must obtain permission from the signalman to enter, and ascertain condition of the block, and report clear.

If from any cause, conductor or engineman is unable to communicate with the signalman either by the usual means of communication or the use of commercial lines and should no cause for detaining the train be known, it may proceed through that block on its rights or time-table authority, preceded by a flagman to the next point of communication and report to the Superintendent.

Conductors and enginemen finding an unattended block station sign imperfectly displayed, or absent, must, if practicable, correct it, or replace the light, and report the fact to the Superintendent.

A train receiving Clearance Card (Form K) to pass an unattended block station, and arriving at such station after the time for it to become an open block station, must identify the train to the signalman before accepting a signal to proceed at that station, as Clearance Card (Form K) is thereby annulled.

Clearance Card (Form K) authorizing a train to pass one or more unattended block stations without stopping, is annulled when train clears the main track and reports clear of the block.

FORM
K

**THE PENNSYLVANIA RAILROAD
CLEARANCE CARD**

FORM
K

.....Block Station.M.19.....

To Conductor and Engineman: Train.....

Proceed at.....as though.....signal was displayed.

Report Clear at.....

.....
Signalman.

The signalman may issue this card only when authorized by the Superintendent. Before issuing it, the signalman must have proper understanding with other signalmen, if any, having authority over blocks mentioned, and must know that blocks mentioned above have been duly reported clear of opposing trains, and clear of trains that may not be followed in the same block by the train addressed.

The conductor and engineman receiving this card properly filled out and signed, or authorized by the signalman to fill it out, may proceed as directed above.

To be printed on green paper, size 5½x3½

S24. CONTROLLED MANUAL BLOCK SYSTEM.

S25. AUTOMATIC BLOCK SYSTEM.

D2501. Rules 551 to 564 inclusive, except Rule 555a, are in effect as follows:

(SINGLE TRACK)

Ben Davis and Almeda.
Limedale and Harmony.
Macksville and Casey.
Hunter and Marty.

D2502. Rule 555a will apply between:
Macksville and Casey,
Hunter and Marty.

D2503. Rules 501 and 505, 505b to 514 inclusive, are in effect as follows:

(DOUBLE TRACKS)

Track No. 1—

East St. Louis (Relay Station) to Marty.
Hunter to Casey.
Macksville to Harmony.
Limedale to Almeda.

Track No. 2—

Almeda to Limedale.
Harmony to Macksville.
Casey to Hunter.
Marty to East St. Louis (Relay Station).

D2504. (DOUBLE, THREE, OR MORE TRACKS.) In Automatic Block System territory, at interlockings where there is no block signal that governs the use of the block from the limits of the interlocking, the Home-signals governing the use of routes leading to that block will, in addition, govern the use of the block with the current of traffic to the next block signal beyond the interlocking.

D2505. Unless it is known that gasoline motor cars and cars of similar type or construction will operate automatic signals and shunt track circuits at interlockings and electric switch locking, they must not be operated in Automatic Block Signal territory unless special provision is made for Manual Block protection, and such gasoline motor cars, and cars of similar type or construction, must not be permitted to stand alone between the signals of a block or interlocking station without permission from signalman; signalmen and levermen must assure themselves that such cars have cleared the switches of an interlocking before attempting to operate them.

D2506. In Automatic Block System territory, if, in connection with a train using hand-operated main track switches, the entire movement clears a block and the switches used that affect that block are restored to normal position, thereby clearing signals affecting that block, regardless of whether the train has or has not been reported clear of the block, it must not again enter that block without permission from the signalman, unless otherwise instructed by the Superintendent.

S25A. Rule 505a.

S25B. CAB SIGNAL RULES.

D2507. Definition: Equipped engine.—An engine equipped with cab signal apparatus, including whistle and acknowledger, in operative condition for the direction in which it is to move.

At Rose Lake and Terre Haute, the engineman in charge of an equipped engine assigned for movement in Cab Signal territory, must make the required departure test before proceeding from such terminals.

S25C. GRADE SIGNALS.**D2508. LOCATION OF GRADE SIGNALS.****EASTWARD****East of Station Named**

444.....	Reelsville
998, 1006.....	Martinsville
1668.....	Vandalia
1944.....	Stubblefield

WESTWARD**West of Station Named**

183.....	Cartersburg
269.....	Amo
503.....	Reelsville
795.....	Macksville
1025.....	Martinsville
1819.....	Hagarstown
1995.....	Stubblefield
2007.....	Pocahontas

A tonnage freight train, as referred to in Rule 277, is a train having 80 per cent or more of the authorized slow freight engine rating, or, having in excess of 90 cars, including the cabin car.

Before entering territory where Grade-signals are in use, conductor must notify engineman of authorized slow freight engine rating for that trip, exact tonnage, or number of cars in train and changes due to setting off or picking up cars.

S26. INTERLOCKING RULES.**D2601. SWITCHES—POWER OPERATED FROM DISTANT POINT OF CONTROL.**

LOCATION	CONTROL STATION
BEN DAVIS: West switch of siding.	LIMEDALE
GIBSON: East and west switch of siding.	LIMEDALE
SUMMIT: East and west switch of siding.	LIMEDALE
MARION: East and west switch of eastward siding. East and west switch of westward siding.	LIMEDALE
ALMEDA: East switch of siding. End of double track.	LIMEDALE
LIMEDALE: West end of siding.	LIMEDALE
HARMONY: End of double track.	KNIGHTSVILLE
CASEY: End of double track. Facing switch of eastward siding.	CASEY

Interlocking Rules 601 to 685 inclusive, govern the use of power operated switches when operating from distant point of control; when necessary to operate manually, the conductor or engineman must notify the signalman and obtain permission to do so.

When, in the application of Rule 663, it becomes necessary to issue Clearance Card, (Form C), conductor or engineman will promptly co-operate with the signalman and will prepare Form C under his direction. A supply of Form C is provided in telephone shelter.

When a train is stopped by a Stop-signal at a switch operated from a distant point of control, if means of communication have failed, and should no cause for detaining the train be known, the conductor, after a thorough understanding with the engineman will arrange for manual operation of the switch or switches in the route to be used, after which it may proceed under Stop-signal, preceded by a flagman, to the next point of communication, or to the next block signal displaying a more favorable indication than stop and proceed, expecting to find a train in the block, broken rail, obstruction or switch not properly set. After train has cleared the plant all switches must be restored to normal operating position and complete report made to the Superintendent from the first point of communication.

Instructions for manual operation of switches are posted in telephone shelter.

D2602. The following instructions will govern at railroad crossings protected by Automatic Interlocking:

OAKLAND:

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

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

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

DOWNING:

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

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

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

D2603. Between the hours 10:00 P.M. and 6:00 A.M., daily, there will be no signalman on duty at Collinsville. During the time no signalman is on duty, trains will be governed by the signal indication displayed. Switches will be set for main track movements. Rule 663 applies.

When a train is stopped by a Stop-signal, if means of communication have failed, and should no cause for detaining the train be known, the conductor or engineman will examine switches within the interlocking limits, and if found set for the movement of the train, it may proceed under Stop-signal, not exceeding 15 miles per hour to the next signal, expecting to find a train ahead, broken rail, obstruction or switch not properly set.

Complete report will be made to the Superintendent from first point of communication.

D2604. During the time block station at Arcola is closed, trains will be governed by signal indication.

S26A. Rule 663 amplified:

Trains or engines must not pass an Interlocking Stop-signal without receiving Clearance Card (Form C) or train order.

The signalman may authorize a conductor or engineman to fill out Clearance Card (Form C).

**S27. NON-INTERLOCKED SWITCHES CONNECTED
WITH MANUAL AND CONTROLLED MANUAL
BLOCK STATION SIGNALS.**

D2701.

BLOCK STATION	NON-INTERLOCKED SWITCHES CONNECTED.
FARRINGTON	East switch of siding.
HERVEY CITY	West switch of siding.
AMES	Westward, all facing point switches between Distant and Home-signal. Eastward, all facing point switches between Distant and Home-signal.
COLFAX	Westward, all facing point switches between Distant and Home-signal.

S28. TRACK CARS, ETC.

General definition of track car—amplified:

(a) **TRACK CAR**—A hand car or self-propelled car or truck, which may be manually moved to or from the track.

Rule 829, paragraph 10, amplified:

(b) Track cars must not be operated except as prescribed by Rule 80 when so provided in the time-table.

Rule 206 amplified.

(c) The prefix H. C. to hand car running number will be used when issuing train orders or instructions to drivers of hand cars.

Rule 80 amplified:

(d) When track cars are approaching road crossings at grades the trackman's whistle or other alarm signal provided for the purpose must be sounded before reaching the crossing, and track cars must approach all such crossings prepared to stop.

(e) Track cars will not operate Automatic or Semi-Automatic signals, or highway crossing warning signals; neither will they shunt track circuits at interlockings. Electric switch locking must not be depended upon for protection to movements made by such cars; signalman and leverman must assure themselves that such cars have cleared the switches before operating same. They must not be used in Controlled Manual Block System territory or in Automatic Block System territory unless special provision is made for Manual Block protection.

(f) Pony trucks must use the least important track available and be loaded so as to permit prompt removal from the track upon the approach of a train; when practicable they must be run on the rail nearest the ditch, and on double, three or more tracks, on a track against the current of traffic; they must not use a track under conditions when an approaching train cannot be seen in ample time to clear the track for the train, except in cases of emergency and then not until after a flagman has been placed in position where a train can be stopped before reaching the pony truck. In yards they must not be used except by permission of the yard master and under proper protection.

D2801. Between:

Limesdale and Eads,
Otter Creek Jct. and Frankfort,

track cars will operate as per Rule 80.

(a) A track car must not be placed on a main track without orders from the Superintendent.

(b) Signalmen must not permit a train to follow a track car without orders from the Superintendent.

(c) Track car extras must not pass a block station without permission from the signalman.

(d) When a track car extra clears a main track the driver must report clear to the signalman; or failing to do so by the time required, must protect as prescribed by Rule 99.

D2802. Rule 80 modified:

Between:

Ben Davis and Limesdale,
Farrington and Hervey City,
Maroa and Farmdale Junction,

track cars will operate as follows:

(a) Track cars will be numbered for identification and will be in charge of a qualified employee.

(b) Track car must not be placed on a main track until the driver has obtained written information from the Superintendent as to train movement, and the location of trains will permit at that time.

Track car extras must not pass a block station without permission from the signalman.

When necessary, they may move on a main track under flag protection to the nearest point of communication, or until removed from the track.

They must not be used at night, nor when dense fog or other weather conditions obscure the view, except when necessary, and then only after obtaining written permission from the Superintendent and the driver has been advised by the signalman that the movement is protected.

(c) Lookout must be maintained in both directions. Track cars must not be attached to trains in motion nor follow trains or other track cars closer than 500 feet. They must be equipped with flagman's signals as prescribed in Rule 99.

(d) When night signals, as prescribed by Rule 9 are required, a white light must be displayed to the front and rear of track cars.

(e) When approaching curves, or other locations, where the view is obstructed, unless the way is seen or known to be clear, track car and motor must be stopped in order that an approaching train may be heard; when conditions require, a flagman must be sent ahead to protect the movement.

**S29. ENGINE AND OTHER EQUIPMENT-
RESTRICTIONS.**

**D2901. EQUIPMENT DESIGNATED A—B—C AND D
IS PROHIBITED ON TRACKS,
BRIDGES, ETC.,**

**A—Curvature
C—Clearance**

**B—Light Bridges
D—Light Rail**

LOCATION	CLASS OF ENGINE												
	B and D16	C1 and I1	CC1S and CC2S	E, excluding E6	G5 and K3	H6 and H8	H10	K2	K4	L1 and L2	M1	N1	N2
MAIN LINE													
Ben Davis to Terre Haute.....			B										
Terre Haute to East St. Louis.....		B	B									B	
BRANCHES													
Center Point Branch.....		B	B		B			B	B	B	B	B	B
Crawfordsville Branch.....		B	B					B	B		B	B	
Peoria Branch.....		B	B		B			B	B	B	B	B	B
BRIDGEPORT													
Hobbs' Nursery track.....		A	A		A			A	A	A	A	A	A
PLAINFIELD													
House track, 75 feet beyond clearance point.....		A	A								A		
CARTERSBURG													
Indiana R. R. Interchange (No. 18) track.....		A	A								A	A	A
North team track.....											A		
AMO													
Spur track, south side, west of stock pen.....		A	A								A	A	A
FILLMORE													
Storage track.....		D	D		D			D	D	D	D	D	D
GREENCASTLE													
Harris track.....		A	A								A	A	A
Coal track, south of stock track.....		A	A								A	A	A
Sinclair Oil Co. track.....		A	A								A	A	A
Red Hat Oil Co. track.....		D	D								D	D	D
Midwest Stone Co. track.....		A	A					A	A	A	A	A	A
American Zinc Products Co. track...		A	A					A	A	A	A	A	A
LIMEDALE													
C. I. & L. R'y., south Wye, 360 feet beyond clearance point at east end		A	A								A		
Lone Star Cement Co., old lead and silo tracks Nos. 1 and 2.....		A	A					A	A	A	A	A	A
REELSVILLE													
Storage track, west of a point 500 feet west of house track switch (engines and loaded cars).....	D	D	D	D	D	D	D	D	D	D	D	D	D
BRAZIL-SEELYVILLE DISTRICT													
Center Point Branch—Birch Creek Coal Co., tipple.....	C	C	C	C	C	C	C	C	C	C	C	C	C
Hadleytown Branch.....		A	A		A			A	A	A	A	A	A

LOCATION	CLASS OF ENGINE												
	B and D16	C1 and I1	CC1S and CC2S	E, excluding E6	G5 and K3	H6 and H8	H10	K2	K4	L1 and L2	M1	N1	N2
BRAZIL-SEELYVILLE DIST. (cont.)													
World's Fair Branch.....	A	A		A				A	A			A	A
Saline City Branch.....	D	D		D				D	D	D	D	D	D
North Branch.....	D	D		D				D	D	D	D	D	D
Old line.....	B	B	D	D					B	B	B	B	B
All mine tracks.....	D	D		D				D	D	D	D	D	D
Lincoln Oil Co. track.....	A	A	A	A	A	A	A	A	A	A	A	A	A
Seelyville—North storage track, beyond a point 500 feet from point of switch entering track (engines and loaded cars).....	D	D	D	D	D	D	D	D	D	D	D	D	D
Seelyville—South storage track.....	D	D	D	D				D	D	D	D	D	D
Seelyville—Old line leading to Willow Creek Mine switch.....		D	D	D	D			D	D	D	D	D	D
Glen Ayr Mine track.....	B	A	A	B	B	B	B	A	A	A	A	A	A
Willow Creek Mine track, beyond first bridge.....		B	B	B	B			B	B	B	B	B	B
TERRE HAUTE													
Quaker Maid Co.....		A	A					A	A	A	A	A	A
North and South Wye to C. & E. I. R. R.....		A	A								A	A	A
DEWEY CUT-OFF													
North storage track, beyond a point 500 feet from point of switch entering track (engines and loaded cars).....	D	D	D	D	D	D	D	D	D	D	D	D	D
Lost Creek siding between a point 100 feet from derail at east and west end of siding.....	D	D	D	D	D	D	D	D	D	D	D	D	D
MACKSVILLE													
North and South Branches.....		A	A		A			A	A	A	A	A	A
FARRINGTON													
Peoria Branch, storage track.....		A	A		A			A	A	A	A	A	A
MARTINSVILLE													
Illinois Pipe Line Co., north track...		A	A					A	A	A	A	A	A
Illinois Pipe Line Co., coal trestle..	B	B	B	B	B	B	B	B	B	B	B	B	B
Mill track.....		A	A					A	A	A	A	A	A
CASEY													
Interchange track, beyond a point 50 feet from derail.....		A	A					A	A	A	A	A	A
Interchange track, beyond a point 50 feet from west end of coal bins (engines or cars).....	D	D	D	D	D	D	D	D	D	D	D	D	D
Battlefield tracks.....		A	A					A	A	A	A	A	A
Mill track.....											D		
GREENUP													
Interchange tracks west of east end of freight station platform.....		A	A					A	A	A	A	A	A
House track.....		A	A					A	A	A	A	A	A
Electric Light Plant track.....		A	A					A	A	A	A	A	A
TEUTOPOLIS													
Curve, east end of north and south team tracks.....		A	A					A	A	A	A	A	A

LOCATION	CLASS OF ENGINE											
	B and D16	C1 and I1	CC1S and CC2S	E, excluding E6	G6 and K3	H6 and H8	H10	K2	K4	L1 and L2	M1	N1 N2
EFFINGHAM												
Pevely Dairy Co., coal track.....		A	A					A	A	A	A	A
Libby, McNeil, Libby Co., tracks...		A	A					A	A	A	A	A
Interchange track, Wabash R. R.....		A	A					A	A	A	A	A
Coal storage tracks.....		A	A							A	A	A
Ice Plant track.....		A	A					A	A	A	A	A
Coal Dock, over unloading hopper	B	B	B	B	B	B	B	B	B	B	B	B
ALTAMONT												
North and south wye to B. & O.R.R.....		A	A					A	A	A	A	A
Stock track, beyond stock pen.....										A		
ST. ELMO												
C. & E. I. R'y. interchange tracks, curves west of east clearance points		A					A	A	A	A	A	A
VANDALIA												
Short Wye.....		A	A					A	A	A	A	A
Ford Roofing Co. track.....		A	A					A	A	A	A	A
Standard Oil Co. track.....		A	A							A		
City Light Co. track.....		A	A					A	A	A	A	A
GREENVILLE												
C track west of coal track switch...		A	A					A	A	A	A	A
D and F tracks.....		A	A					A	A	A	A	A
West leg of Wye east of lime house		A	A							A	A	A
Pet Milk Co., north track.....		A	A							A	A	A
POCAHONTAS												
All mine tracks east and west of tipple, except main lead to scales		D	D	D	D			D	D	D	D	D
HIGHLAND												
Elevator tracks.....		A	A					A	A	A	A	A
Storage track, beyond a point 500 feet from point of switch leading to mill track lead (engines and loaded cars).....	D	D	D	D	D	D	D	D	D	D	D	D
Mill track lead south of National Highway crossing.....		A	A							A		
Electric Light Plant track.....		A	A							A		
New mill track.....		A	A							A		
Coal track.....		A	A							A		
Brewery track.....		A	A					A	A	A	A	A
Mill track.....		A	A					A	A	A	A	A
ST. JACOB												
Elevator track, south side.....		A	A					A	A		A	A
Storage track, beyond a point 1000 feet from point of switch ent- ering track (engines and loaded cars).....	D	D	D	D	D	D	D	D	D	D	D	D
COLLINSVILLE DISTRICT												
Mine track No. 17, 400 feet beyond point of switch.....	B	B	B	B	B	B	B	B	B	B	B	B
Mine track No. 17, bridges 1, 2 and 4	B	B	B	B	B	B	B	B	B	B	B	B
All industry and mine tracks.....		A	A					A	A	A	A	A
Lumaghi, track leading to mine No. 3	D	D	D	D	D	D	D	D	D	D	D	D
Bullock Mine track, from a point 150 feet before reaching tipple...		A	A	A	A		A	A	A	A	A	A
Collinsville to Troy, old line.....		B	B							B	B	
Troy, Elevator tracks.....		B	B					A	A	A	A	A
South storage track.....	A	A	A	A	A	A	A	A	A	A	A	A

LOCATION	CLASS OF ENGINE													
	B and D16	C1 and I1	CC1S and CC2S	E, excluding E6	G5 and K3	H6 and H8	H10	K2	K4	L1 and L2	M1	N1	N2	
CASEYVILLE Atlas Leather Co. track.....	..	A	A	..	..	..	..	A	A	A	A	A	A
EXERMONT North track, north of unloading platform .....	..	A	A	..	..	..	..	..	..	..	A	A	A
Spur track leading westwardly from between No. 2 track and yard track crossover.....	D	D	D	D	D	D	D	D	D	D	D	D	D	
WILLOWS-ST. LOUIS Merchants Bridge route.....	..	B	B	..	..	..	..	..	..	..	B	B	..
EAST ST. LOUIS-ST. LOUIS Eads Bridge route.....	C	C	C	C	C	C	C	C	C	C	C	C	C	
PARIS Cummings Car Works, all tracks, except lead and scale tracks....	A	A	A	A	A	A	A	A	A	A	A	A	A	
BORTON K. & S. R. R. Wye, 400 feet beyond clearance point at east end.....	D	D	D	D	D	D	D	D	D	D	D	D	D	
DECATUR Freight station, No. 1 track.....	..	A	A	..	..	..	A	A	A	A	A	A	A
ATLANTA Oil Spur.....	A	A	A	A	A	A	A	A	A	A	A	A	A	
MORTON Farmers Elevator track west of stop board.....	A	A	A	A	A	A	A	A	A	A	A	A	A	
EAST OF CATLIN Illinois Pipe Line Co., coal trestle....	..	B	B	..	..	..	..	B	B	B	B	B	B
ROCKVILLE Old yard track west of stock track Storage track, beyond a point 500 feet from point of switch entering track (engines and loaded cars) ..	D	D	D	D	D	D	D	D	D	D	D	D	D	
GUION B. & O. Interchange track.....	..	..	D	..	..	..	..	..	A	..	D	D	D
BROWNS VALLEY Storage track, beyond a point 1000 feet from point of switch entering track (engines and loaded cars) ..	D	D	D	D	D	D	D	D	D	D	D	D	D	
NEW MARKET Elevator track.....	..	A	A	..	A	..	..	A	A	A	A	A	A
AMES Poston Brick Co., shale track and east and west tracks .....	..	A	A	..	..	..	..	..	A	..	A	A	A
Big Four receiving and delivering tracks .....	..	A	A	..	..	..	..	..	A	..	A	A	A
Turntable .....	..	A	A	..	..	..	..	..	A	..	A	A	A
CRAWFORDSVILLE Foundry track .....	..	D	D	..	..	..	..	D	D	D	D	D	D
O'Neal track .....	..	D	D	..	..	..	..	D	D	D	D	D	D

LOCATION	CLASS OF ENGINE											
	B and D16	C1 and I1	CC1S and CC2S	E, excluding E6	G5 and K3	H6 and H8	H10	K2	K4	L1 and L2	M1	N1 N2
MIDWAY No. 2 storage track, beyond a point 500 feet from point of switch en- tering track (engines and loaded cars)	D	D	D	D	D	D	D	D	D	D	D	D
DARLINGTON Mill track		A	A		A			A	A	A	A	A
Elevator track		A	A		A			A	A	A	A	A
BOWERS Elevator track		D	D					D	D	D	D	D
COLFAX West Wye		A	A					A	A	A	A	A

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

S30. ELECTRICAL OPERATION.

S31. EMPLOYES' REGISTER.

S31A. When reporting for duty, trainmen, enginemen and firemen in road and yard service must personally sign a register in the presence of Assistant Train Master, Yard Master, Station Master, Agent, Engine House Foreman or their representatives, or Operator when register is signed at a block station, who will witness the signatures.

D3101. Registers for this purpose are in charge of Bulletin Board Attendants.

S32.**PERSONAL INJURIES.**

S32A. Emergency calls for Surgeons will have preference over other business, except train orders.

Employees injured on company property, or while on company business, will be treated by the nearest physician listed in Special Instruction D3201, without cost, throughout their disability. If hospital attention is necessary, they should be sent, if practicable, to one of the hospitals listed in Special Instruction D3202.

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

D3201.**MEDICAL EXAMINERS.**

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Indianapolis	Dr. L. W. Brown, Res. Asst., Ofs., 764 S. Emerson Ave., Mon., Wed. and Fri. 8:30 A. M. to 12:00 Noon, 1:30 P. M. to 5:00 P. M. Thursday and Saturday. 8:30 A. M. to 12:00 Noon, Res., 505 E. 61st St.....	Riley 9331 Humbolt 1509
Terre Haute....	Dr. C. L. Canada, Res. Asst., Office, Passenger Station.... Monday: 10:00 A. M. to 12:00 Noon Tuesday and Thursday: 1:30 P. M. to 4:00 P. M. Saturday: 8:00 A. M. to 11:30 A. M. X. L. Car Shop..... Mon., Tues., Thur. and Fri. 8:00 A. M. to 9:00 A. M. Res., 2625 Farrington.....	C-1371 Sta. 22 C-1371 Sta. 77 H-4482
Effingham	Dr. C. L. Canada, Res. Asst., Ofs., opposite Freight Sta... 4th Friday of each month: 11:00 A. M. to 12:00 Noon	Call Frt. Station
Rose Lake.....	Dr. J. E. O'Brien, Asst., Office, Car Shop..... Thursday: 8:00 A. M. to 10:00 A. M. 2:00 P. M. to 3:30 P. M.	MAin 3200 Station 56
Decatur.....	Dr. C. L. Canada, Res. Asst., Office, Freight Station..... 2nd Wed. of each month: 11:30 A. M. to 12:30 P. M.	Call Frt. Station

COMPANY SURGEONS.

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Indianapolis	Dr. Daniel J. McCarthy, Of., 507 Hume Mansur Bldg Res., 3055 N. Meridian, Apartment 16.....	LIncoln 3618 TAlbot 5321
	Dr. H. E. Kitterman, Of., 818 Hume-Mansur Bldg Res., 4330 Boulevard Place	Rlley 5633 HUmolt 5824
	Dr. W. F. Hughes, Oculist Of., 410 Hume Mansur Bldg Res., 4025 N. Meridian.....	LIncoln 4938 Wash. 1406
	Dr. D. A. Bartley, Asst. Oculist Of., 401 Hume Mansur Bldg Res., 4731 N. Penna.....	LIncoln 4938 HUmolt 5471
Greencastle.....	Dr. J. F. Gillespie, Office, Almo Building, Res., 2 W. Poplar St.....	264 760-X
	Dr. W. M. McGaughey, Office, Almo Building, Res., 610 E. Seminary St...	327 318
Brazil	Dr. H. M. Pell, Ofs., 3 Brazil Trust Bldg... Res., 1204 N. Walnut.....	218 6171
Staunton	Dr. P. H. Veach, Office, Residence.....	11043 11045
Terre Haute....	Dr. Rudolph Duenweg, Office, 512 Tribune Bldg.,... Res., 86 Potomac Ave..... If no answer, call.....	C-6126 C-8482 C-7303
	Dr. J. F. Spigler, Ofs., 314 Merchants Nat'l. Bank Building..... Res., 125 Monterey..... If no answer, call.....	C-8675 C-2902 C-7581
	Dr. W. E. Stewart, Oculist, Office, 402 Tribune Bldg.,... Res., 2130 So. Center St... If no answer, call.....	C-4003 C-1656 C-7303
Martinsville	Dr. D. L. Wilhoit, Office, Residence,	15 15
Casey	Dr. L. H. Johnson, Office, 22 W. Main St., Res., 100 W. Buckeye Ave...	238 12
Effingham	Dr. E. L. Damron, Office, 109½ S. Banker St... Res., 325 S. 4th Street.....	Main 72 Main 111
Vandalia.....	Dr. Mark Greer, Office, 515½ S. Gallitan.... Res., 225 N. 8th St.....	Main 110 Main 225
Greenville.....	Dr. W. T. Easley, Ofs., 311A W. Main Ave.,... Res., 403 W. College Ave...	8-L 8-R

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Highland.....	Dr. A. F. Kaeser, Office, 1018 Broadway..... Res., Trenton Road.....	Main 23-W Main 483
Collinsville.....	Dr. J. H. Siegel, Office, 113 W. Main St..... Res., 302 S. Morrison Ave...	Main 90 Main 91
	Dr. E. F. Moore, Office, 307 E. Main St..... Res., Sumner Blvd.....	Main 536 Main 92
East St. Louis..	Dr. J. H. Siegel, Office, St. Mary's Hospital.. Res., 8th & Missouri Ave...	East 3300-3301-3302 Hours: 9 A. M. to 12:00 Noon
	Dr. V. P. Siegel, Office, 401a Collinsville Ave.. Res., 2514 Ridge Ave.....	East 132 East 4467
	Dr. W. A. Griffith, Office, 1st Nat'l Bank Bldg.. Res., 8520 W. Main St..... Belleville, Illinois.....	East 2957 Express 249
	Dr. E. C. Spitze, Oculist, Office, 315 Murphy Bldg.,.. Res., 34 Signal Hill Blvd...	East 2814 Express 999
St. Louis	Dr. G. Lynn Krause, Office, 3720 Washg'n Ave... Res., 5932 Cabanne Place...	Jef. 6111 Cab. 6686
Paris.....	Dr. E. O. Laughlin, Office, 110 S. Main St..... Res., 132 E. Wash. St.....	73 73-W
Arcola	Dr. O. F. Barnes, Office, Cor. Main and Oak.. Res., West Main.....	47 45
Arthur.....	Dr. C. O. Norris, Office, Residence.....	14 14½
Decatur	Dr. Thomas Lahners, Office, 203 Citz. Bank Bldg.. Res., 2215 N. Edward St...	20762 24631
Atlanta.....	Dr. Maskel Lee, Office, Residence.....	155 92
Mackinaw	Dr. E. E. Kilby, Office, Residence.....	122-K 122-L
Peoria.....	Dr. S. M. Miller, 815-17 Peoria Life Bldg.... Res., Malvern Lane.....	5530 3-1853
Rockville.....	Dr. J. R. Bloomer, Office, 115 N. Market,..... Res., 115 N. Market.....	109 20
Crawfordsville..	Dr. F. A. Dennis, Office, 214 Commerce Bldg.. Res., 508 W. Pike St.....	1630 497
Colfax.....	Dr. J. H. Schuck, Office, Residence.....	80-2 80-3
Frankfort.....	Dr. W. L. Hammersley, Office, 205 E. Clinton..... Res., 202 S. Jackson.....	276 558

D3202.**HOSPITALS.**

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Indianapolis....	St. Vincent, W. Fall Creek Parkway....	Talbot 7070
Greencastle....	Putnam County, Greenwood Avenue.....	800
Brazil	Clay County, Oak Park,.....	476
Terre Haute....	Union, 7th St. and 8th Avenue....	Crawford 5007
Effingham.....	St. Anthony, 812 Railroad Avenue.....	Main 318
Vandalia	Dr. Mark Greer, 727 W. Jackson Street.....	Main 260
Highland.....	St. Joseph, Ninth Street	Main 128
E. St. Louis....	St. Mary, 8th and Missouri Avenue..	East 3300, 3301 or 3302
St. Louis	Missouri Baptist, 919 N. Taylor Avenue.....	Rosedale 4800
Paris.....	Paris, 302 E. Crawford.....	220
Decatur.....	Decatur & Macon County, North Edward Street.....	4134
Peoria.....	John C. Proctor, 2nd and Fisher Streets.....	4-4121
Frankfort.....	Clinton County, South Jackson Street.....	2396

D3203. FIRST AID BOXES AND STRETCHERS.

First Aid Boxes, location of:

In all passenger carrying cars, including baggage cars and mail cars, and in cabin cars.

At each passenger and each freight station.

At yard offices and other suitable places in the larger yards, car inspectors' offices, power plants, substations, block and interlocking stations, tool houses, pump houses, M. W. cabins, wreck trains, shop and enginehouses, camp cars and on each track and hand car, and as provided by a State law.

Stretchers:

One stretcher should be carried on each combined car and baggage car, to be placed in stretcher box.

One stretcher must be carried on each passenger train.

S33.**USE OF TELEPHONES.**

S33A. Employees using telephones in connection with train movements must satisfy themselves beyond doubt that they are in communication with proper persons.

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

If telephone fails, trainmen will use any means of communication to avoid delay.

When used for block operations, transmitting train orders or making any arrangement pertaining to the movement of trains by trainmen, the conductor or engineman must personally receive all orders on the telephone and make all verbal arrangements pertaining to the movement of his train, but neither is relieved of any responsibility as prescribed by Rule 105.

The same precaution must be taken to insure accurate transmission and proper delivery of train orders and instructions as is required by the rules in transmitting by telegraph. The essential features of all verbal arrangements and instructions such as train numbers, engine numbers, information in regard to trains being clear of, or desiring to occupy certain tracks, etc., must be repeated by the person receiving the information.

D3301. Telephones are located at block stations, hand-operated siding and crossover switches, switches-power operated from distant point of control; also at other points necessary for train operation.

D3302. Commercial telephones, at following locations, are for use when company communicating lines fail or in other emergencies. Telephones in stations can be reached from the outside.

LOCATION	CALL NUMBER	EXCHANGE
BEN DAVIS: Block Station, on operating floor.	Belmont 0478	INDIANAPOLIS
PLAINFIELD: Station, northeast corner of office.	16	PLAINFIELD
CLAYTON: Station, north wall of office.	41-20	CLAYTON
SUMMIT: East end of siding.	107-40	CLAYTON
COATESVILLE: Station, east wall of office.	39	COATESVILLE
MARION: West end of eastward siding.	6-L	COATESVILLE
ALMEDA: End of double track.	890	GREENCASTLE
GREENCASTLE: Station, south wall of office.	2	GREENCASTLE
LIMDALE: Block Station, on operating floor.	362-2	GREENCASTLE

S34.**MISCELLANEOUS.**

S34A. Locomotive cranes and such other pivoted machinery equipped with swinging booms of which a part may swing or extend outward, must not be moved in revenue trains unless Form C. T. 310 is attached, one to each side of the pivoted machinery when moving on its own wheels or to the car upon which it may be loaded and Form C. T. 310-A to the billing. When such shipments are set off for repairs that may affect the requirements of A. R. A. Loading Rules, they must not be moved except upon authority of the Train Master, and not until proper inspection and billing has been endorsed by Agent or Yard Master "Reinspected at.....and loaded as per A. R. A. Loading Rules."

Conductors when setting off such shipments for repairs must notify the proper officer that it is pivoted machinery.

D3401. Gasoline or gas-electric propelled rail motor cars must not be operated on any track where there is an open flame.

D3402. Rule 701 modified:

When a freight train is stopped for coal or water at a point outside of interlocking limits, the engine need not be detached from the train, if, in the judgement of the engineman, it is unnecessary.

D3403. Rule 702, ninth paragraph, revised:

Defective hose removed en route must be tagged to show train number, initial and number of car or engine, date and place of removal. Enginemen to send hose from engine to enginehouse foreman. Conductors to send hose from passenger equipment cars to foreman car inspectors at terminals; from freight cars to be delivered to first available car inspector who will furnish a new one. Freight conductors must carry as part of their equipment a supply of M. P. 401—Conductors Report of Repairs Made and Material Applied to Foreign and Individual Freight Cars by Train and Engine Crews—and use these forms as directed thereon.

D3404. Rule 737 modified:

Search or flood lights located under the vestibule of business cars may be displayed on the rear end of trains.

Electric illuminated signs are authorized for use on the rear end of trains as follows:

Nos. 65 and 66....."The American".

D3405. General Regulations for Employees—832, amplified: (Second and third paragraphs.) To the signal equipment for each crossing watchman or gateman, add:

"Fuses"
"Whistle"

(Fourth paragraph). When a train, engine, or any type of rail equipment is approaching, watchmen must place themselves in the middle of the highway, near the track, and remain there until it is safe for vehicles and pedestrians to cross the track. By day they will display a Stop sign, holding it in an upright position so that the word "STOP" will plainly appear to any person approaching the highway. By night, or when Stop sign cannot be plainly seen, they will display a red light, swinging it across the direction of highway traffic, care being used not to show the red light to an approaching train, engine or any type of rail equipment except when necessary to stop it.

D3406. Trainmen must not pass over container cars while cars are in motion.

D3407. When cars with rusty wheels which have been stored are being moved from a storage track through an interlocking, all switch and lock levers in the route involved must be blocked with a standard blocking device by the operator, as prescribed by Rule 221c, before movement of such cars is permitted through the interlocking and all levers must remain blocked until the movement is completed.

D3408. BLOCK SIGNAL RULES ADDITIONAL TO THOSE CONTAINED IN THE BOOK OF RULES AND NOT EFFECTIVE EXCEPT WHERE SO SPECIFIED BY SPECIAL INSTRUCTIONS.

AUTOMATIC BLOCK SYSTEM RULES FOR SINGLE TRACK

Rules 551 to 564 inclusive, will not be effective except by Special Instructions.

551. (See standard signal aspects.)

Rule 276 indication amplified as follows:

Indication—Stop—then proceed in accordance with Rule 509, 559 or 660.

Rule 277, last paragraph of indication amplified as follows:

For other trains, Stop, then proceed in accordance with Rule 509 or 559.

555. Block signals govern the use of the blocks but unless otherwise provided do not supersede the superiority of trains nor dispense with the use or the observance of other signals whenever and wherever they may be required.

555a. On portions of the railroad so specified in the timetable, when a train that has no work short of the next meeting or passing point, receives permission from the signalman or a Home or Block-signal indication authorizing it to proceed, it may, unless otherwise directed, run ahead of superior trains in the same direction it is moving, clearing superior opposing trains as prescribed by the Rules. A train that has work between two meeting or passing points must clear all superior trains in both directions as prescribed by the Rules between those points. All the Rules and Special Instructions that apply to opposing trains remain in effect.

Note—At interlockings, where there is no Block signal that governs the use of the block from the limits of the interlocking, the Home-signals governing the use of the routes leading to that block will, in addition, govern the use of the block to the next Block signal beyond the interlocking.

555b. ———.

555c. A train having passed beyond the limits of a block must not back into that block without orders from the Superintendent except that while shifting at an interlocking station movements may be made beyond the Home-signal by permission of signalman and under protection as prescribed by Rule 99. Signalmen must not give permission for such movements when there is a train between the point where the move is to be made and the next block station where a signalman is located, which has been authorized to move in the direction of the former point.

When permission has been given for a movement beyond the home signal, signalman at that point and at the next block station must know that it has been made before admitting another train to a block either at or between their stations to move in the direction of the point where such movement is being made.

555d. Signalmen will not permit a train to enter a block at a hand-operated switch without permission from the Superintendent if there is a train between the block stations on either side of it where signalmen are located which has been authorized to move towards the switch where the train is to enter the block.

When a train has been given permission to enter a block at a hand-operated switch the signalmen at block stations on either side of that switch must know that it has entered the block before admitting any other trains to a block at or between their stations to move in the direction of that switch.

Signalman will arrange with conductor or engineman of a train desiring to enter a block at a hand-operated switch to give him information regarding passing trains on the main track, and will also arrange with them that after having received permission for their train to enter the block, to advise him when such movement has been made.

555e. When a train clears a block at a hand-operated switch conductor or engineman must report clear to the signalman.

A train must not enter a block at a hand-operated switch without permission from the signalman, and after receiving such permission it may proceed to the next block signal not exceeding 15 miles per hour, expecting to find a train in the block, broken rail, obstruction or switch not properly set.

555f._____.

555g._____.

556. Lights must be used upon all block signals from sunset to sunrise and whenever the signal indications cannot be clearly seen without them.

557. Signalmen must not admit a train to an occupied track between Home-signal and the next signal in advance without first stopping the train.

ENGINEMEN AND TRAINMEN.

558._____.

558a. Engines or trains assisting a train ahead, and trains being assisted by another engine or train pulling, may pass Stop and Proceed-signals in Stop position without stopping.

559. When a train is stopped by a Stop-signal located at the entrance to a block, it must stay until the signal displays an indication authorizing it to proceed, except that:

(a) If authorized to pass it at Stop, the train may proceed not exceeding 15 miles per hour to the next block signal, expecting to find a train in the block, broken rail, obstruction or switch not properly set.

(b) If means of communication have failed, and should no cause for detaining the train be known, it may proceed, when preceded by a flagman, to the next point of communication or to the next block signal that displays either Approach, Approach Restricting or Clear indication, expecting to find a train in the block, broken rail, obstruction or switch not properly set.

Except while being governed by paragraph (b), when a train is stopped by a Stop and Proceed-signal it may proceed at once not exceeding 15 miles per hour, expecting to find a train in the block, broken rail, obstruction or switch not properly set; if the train is preceded by a flagman because of having passed a signal at Stop where means of communication had failed, the flagman must continue to precede the train to the next point of communication or to the next block signal that displays either Approach, Approach Restricting or a Clear indication.

Note—When a train is stopped by an automatic block Stop signal where means of communication have failed, the permission to proceed preceded by a flagman to the next point of communication or to the next signal displaying either Approach, Approach Restricting or Clear Indication, as prescribed by paragraph (b) of Rule 559, does not apply to interlocking and other Stop signals.

560. When a train is stopped by a block signal which is evidently out of order, the fact must be reported to the Superintendent.

561. Both switches of a crossover must be opened before a train starts to make a crossover movement, and the movement must be completed before either switch is restored to normal position.

562. Where switch indicators are used, the indications displayed do not relieve engine-men and trainmen from protecting their train as required by the Rules.

563. Unless otherwise directed, when two or more trains or engines have been coupled and so moved past any block station, they must be separated only at a block station and the signalman notified.

564. Excessive use of sand at any point is prohibited, and its use must be restricted to actual necessity in automatic block signal territory.

D3407. AMPLIFICATION OF CONTROLLED MANUAL BLOCK RULES.

S35. INSPECTION OF PASSING TRAINS.

D3501. Rule 703 amplified:

The following instructions must be observed as far as practicable and other duties will permit. Employees will observe passing trains for defects, and should there be any indication of conditions endangering the train, take such measures for its protection as may be practicable.

Trainmen of freight and passenger trains will observe passing trains and if any defects are noted, such as brakes sticking, brake rigging down, swinging doors, hot boxes, objects protruding that may result in damage or injury, will signal members of such trains, calling attention to dangerous conditions, and if nothing irregular is noted, will give proceed signal to rear of passing train when it is practicable to do so.

Train and engine crews on moving trains will be on the lookout for signals, when passing other trains, interlocking, block, water, coaling and other stations, sidings, highway crossings where crossing watchmen are on duty and points where trackmen are working, and when practicable, exchange signals.

The following signals will be used where other signals are not required:

HOT JOURNAL	{ BY DAY —Nose held with one hand with other hand pointed toward track. BY NIGHT —Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.
BRAKES STICKING	{ BY DAY —Hands shoved in sliding motion out from body. BY NIGHT —Lamp raised and held stationary.
BROKEN WHEEL..... DEFECTIVE TRUCK..... DRAGGING BRAKE CONNECTION	}Stop signal.
LADING SHIFTED OVER SIDE OR END OF CAR....	
SWINGING CAR DOOR OR ANY OTHER DANGEROUS CONDITION.....	

GENERAL ORDERS

GENERAL ORDER NO. 2101 { ZONE A
ZONE B
ZONE C
ZONE D
ZONE E
ZONE F

Terre Haute, Ind., April 24, 1935.

Effective 12:01 A. M., Sunday, April 28, 1935:

Time Table No. 21 takes effect 12:01 A. M., Sunday, April 28, 1935, and contains necessary instructions issued in General Orders up to and including

No. 2005 Zone A
No. 2002 Zone B
No. 2003 Zone C
No. 2003 Zone D
No. 2004 Zone E
No. 2005 Zone F

all of which must be removed from Bulletin Boards.

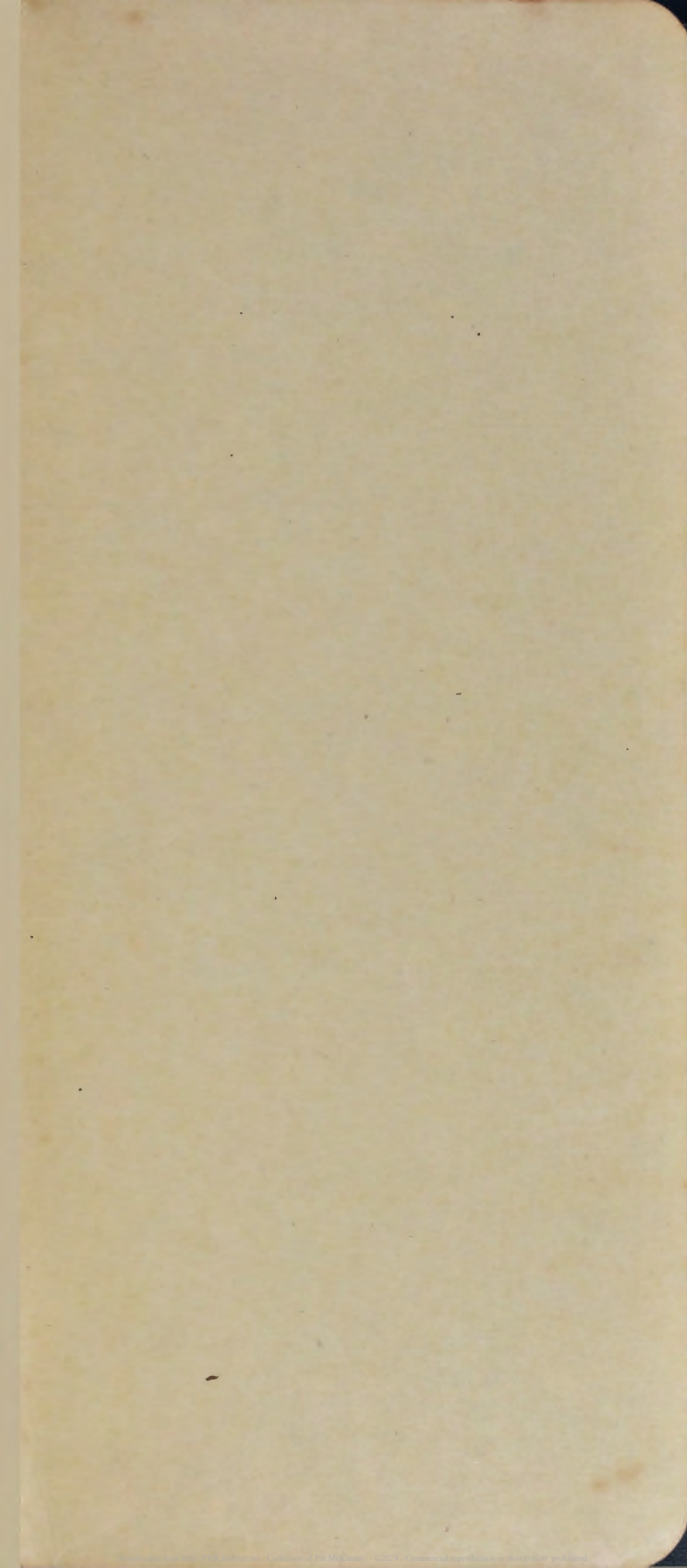
Each employe must carefully examine Time Table No. 21 to see that his copy is complete, with all schedule pages properly lined up and note the changes.

Employes must turn in old time tables to Bulletin Board Attendants after Time Table No. 21 takes effect.

This General Order is printed in Time Table No. 21 and will not be issued in sticker form.

MARTY:

Westward siding blocked with cars.



Shackford

ST. LOUIS DIVISION TIME TABLE NO. 21