

L. E. Rutledge

J. S. Tatum

The Pennsylvania Railroad

WESTERN REGION

SOUTHWESTERN DIVISION

ST. LOUIS DIVISION

Time Table No. 29

In effect 12:01 A.M., Sunday, April 30, 1939

FOR THE GOVERNMENT OF EMPLOYÉS ONLY

CENTRAL STANDARD TIME

J. M. SYMES,
General Manager.

HOWARD GINTER,
Supt. Pass. Transportation.

G. S. WEST,
General Superintendent.

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

F. R. REX,
Superintendent.

The Pennsylvania Railroad

WESTERN REGION

SOUTHWESTERN DIVISION

ST. LOUIS DIVISION

Time Table No. 29

In effect 12:01 A. M., Sunday, April 30, 1939

FOR THE GOVERNMENT OF EMPLOYES ONLY

CENTRAL STANDARD TIME

J. M. SYMES,
General Manager.

HOWARD GINTER,
Supt. Pass. Transportation.

G. S. WEST,
General Superintendent.

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

F. R. REX,
Superintendent.

INDEX

	Page
Arranged Freight Train Service.....	16-17
Block Stations Open, etc.....	6-7
List of Stations, Distances, etc.....	3-5
Schedule Pages.....	8-12
Ticket Offices—Opening and Closing Hours.....	18
Train Order Offices Other than Block Stations.....	7
Trains Wait for Connections.....	13
U. S. Mail Work at Non-stop Stations.....	14-15

SPECIAL INSTRUCTIONS

Amplification of Controlled Manual Block Rules.....	61
Automatic Block System.....	40
Automatic Block System Rules for Single Track.....	58-60
Automatic Highway Crossing Signals.....	30
Block Signal Rules.....	38
Bulletin Boards.....	23
Cab Signal Rules.....	41
Color Signals.....	20
Communicating Signals.....	21
Controlled Manual Block System.....	39
Electric Illuminated Signs on Rear of Trains.....	56
Electrical Operation.....	50
Emergency Whistle and Horn Signals at Interlocking Plants.....	21
Employes' Register.....	50
Engine and Other Equipment Restrictions.....	46-50
Engine Whistle Signals.....	20
General Orders—Instructions Governing Handling of.....	23-25
Grade Signals.....	41
Hand, Flag and Lamp Signals.....	20
Hospitals—First Aid Boxes, Stretches, etc.....	54
Inspection of Passing Trains.....	61
Interlocking Rules.....	41-43
Letters and Characters.....	19-20
Manual Block System.....	38
Medical Examiners and Company Surgeons.....	51-53
Minimum Running Time for Passenger Trains.....	36
Miscellaneous.....	56-60
Movement of Locomotive Cranes, etc.....	56
Movement of Trains.....	26-29
Movement by Train Orders.....	30-31
Non-Interlocked Railroad Crossings.....	28
Non-Interlocked Switches Connected with Block Station Signal, etc.....	44
Personal Injuries.....	51
Qualifications.....	62
Search or Flood Light on Rear of Train.....	56
Signal Aspects.....	38
Signal Rules.....	37
Special Instructions.....	19
Speed Restrictions.....	32-36
Speed Table.....	32
Superiority of Trains.....	23
Symbols.....	19
Telephones—Use of and Location of Telephones.....	55
Track Assignments.....	26
Track Cars, etc.....	44-46
Train Rules—Standard Time.....	19
Train Signals.....	21-22
Unattended Block Station Rules.....	39
Use of Signals.....	22
Yards and Yard Instructions.....	31

MAIN LINE									
Interlockings	Block Stations	Dist. between Stations	Dist. from Indianapolis	STATIONS	Station Signals	Sidings assigned direct'n Car Capacity 45 ft. Cars			
						E	W	Both	
				INDIANAPOLIS(Inds. Div.)	UN				
IP	B	6.9	6.9	BEN DAVIS	BD				129
		1.9	8.8	BRIDGEPORT					
		4.7	13.5	PLAINFIELD	NA				
P		2.4	15.9	GIBSON					118
		0.9	16.8	CARTERSBURG					
		3.3	20.1	CLAYTON					
P		0.7	20.8	SUMMIT					138
		4.1	24.9	AMO					
		3.0	27.9	COATESVILLE	CT				
P		0.8	28.7	MARION		118	100		
		3.8	32.5	FILLMORE					
P		4.7	37.2	ALMEDA					133
		1.7	38.9	GREENCASTLE					
IP	B	1.4	40.3	LIMDALE	JA				135
		7.4	47.7	REBELSVILLE					
P		5.5	53.2	HARMONY					
I	B	1.8	55.0	KNIGHTSVILLE	KV	227			
		2.0	57.0	BRAZIL					
		8.4	65.4	SEELYVILLE					
I	B	3.2	68.6	PRAIRIE	EY				
	B	4.1	72.7	TERRE HAUTE	DS				
	B	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					
		7.4	91.0	MARSHALL					134
		5.5	96.5	ADENMOOR					
		1.9	98.4	ADEN					134
		3.4	101.8	MARTINSVILLE	MN				
IP	B	6.4	108.2	CASEY	CA	112	113		
		3.1	111.3	VEVAY PARK					
		7.0	118.3	GREENUP	G				
		4.6	122.9	JEWETT					
		7.1	130.0	MONS					
		1.0	131.0	MONTROSE					
		5.4	136.4	TEBTOPOLIS					
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		124		
I	B	5.5	157.8	ST. ELMO	S	111			
		4.2	162.0	AVENA					
I	B	1.0	163.0	HUNTER	BW				96
		1.1	164.1	BROWNSTOWN					
I	B	8.2	172.3	VANDALIA	V				158
		4.4	176.7	HAGARSTOWN					
		5.8	182.5	MULBERRY GROVE					
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					
I	B	2.3	202.0	MARTY	PR	122	116		
		2.0	204.0	PIERRON					
		5.0	209.0	HIGHLAND					
		5.6	214.6	ST. JACOB					
		9.5	224.1	PAIT					
		3.5	227.6	COLLINSVILLE					
		2.9	230.5	CASEYVILLE					
		1.6	232.1	EXHRMONT					
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				
		0.1	238.6	EAST ST. LOUIS	Q				
		1.2	239.8	WASH'N Av. TRRA-EadsBr.	US				
		2.0	241.8	ST. LOUIS					
		10.4	247.4	ST. LOUIS-TRRA-Mer. Br.	US				

(Note) :- (I) Interlocking Station and Plant.
(P) Interlocking Plant - Remote controlled.
(A) Interlocking Plant - Automatic.
(B) Attended Block Station.
(†B) Unattended Block Station.

PEORIA BRANCH									
Interlockings	Block Stations	Dist. between Stations	Dist. from Terre Haute	STATIONS	Station Signals	Sidings assign'd direct'n Car Capacity 45 ft. Cars			
						E	W	Both	
				TERRE HAUTE	DS				
I	B	7.9	7.9	FARRINGTON	FN			32	
		2.9	10.8	FERRILL					
	†B	4.0	14.8	NEVINS					
I	B	5.5	20.3	PARIS	F			57	
	†B	1.5	21.8	WEST PARIS					
		4.2	26.0	MAYS					
	†B	4.0	30.0	REDMON					
		4.1	34.1	BORTON					
		0.7	34.8	ISABEL				35	
A	†B	3.8	38.6	OAKLAND	AK				
		4.4	43.0	DORA					
	†B	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				
	†B	4.6	59.1	CHESTERVILLE					
I	†B	4.5	63.6	ARTHUR	HU			75	
		3.0	66.6	FAIRBANKS					
		2.4	69.0	WILLIAMSBURG					
	†B	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			50	
		1.6	86.3	MT. ZION	I. C. R. R.				
		2.6	88.9	TURPIN	"				
		2.9	91.3	SUFFERN	"				
P		0.4	92.2	DECATUR JOT.	"				
		2.2	94.4	DECATUR	"	DZ			
B		13.1	107.5	MAROA	"	FS			
		4.8	112.3	ROWELL					
I	B	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					
A		3.5	154.3	DOWNING					
		0.8	155.1	MACKINAW					
		3.2	158.3	ALLENTOWN					
B		5.1	163.4	MORTON	MB			25	
P		4.4	167.8	FARMDALE JOT.	N.K.P.				
I		0.5	168.3	FARMDALE	"	FD			
		3.8	172.1	P. & P. U. JOT.	P. & P. U. R. R.	NF			
		4.2	176.3	PEORIA	"	BJ			

(Note) :- (I) Interlocking Station and Plant.
(P) Interlocking Plant - Remote controlled
(A) Interlocking Plant - Automatic.
(B) Attended Block Station.
(†B) Unattended Block Station.

CRAWFORDSVILLE BRANCH									
Interlockings	Block Stations	Dist. between Stations	Dist. from Terre Haute	STATIONS	Station Signals	Sidings assign'd direct'n Car Capacity 45 ft. Cars			
						E	W	Both	
I	B			TERRE HAUTE	DS				
I		2.1	2.1	PRESTON					
		0.9	3.0	DEWEY	O. & H. I.				
I	B	1.9	4.9	OTTER CREEK JOT.	"	J			
		6.4	11.3	ROSEDALE					
		2.7	14.0	JESSUPS					
		2.9	16.9	OATLIN					
	†B	4.9	21.8	ROCK				102	
		0.2	22.0	ROCKVILLE	K				
		3.7	25.7	SAND CREEK					
		3.3	29.0	JUDSON					
	†B	2.4	31.4	GUION					
		4.9	36.3	WAVELAND					
	†B	3.2	39.5	BROWNS VALLEY					
	†B	5.2	44.7	NEW MARKET	NW			96	
I	B	6.4	51.1	AMBS	JN			67	
		0.5	51.6	CRAWFORDSVILLE					
	†B	4.0	55.6	MIDWAY				114	
	†B	3.6	59.2	DARLINGTON	DA				
		4.5	63.7	BOWERS					
I	B	4.0	67.7	COLFAX	CF			100	
		5.1	72.3	MANSON					
	†B	4.8	77.1	E. FRANKFORT (Inds. Div.)				120	
	B	0.2	77.3	FRANKFORT	FR				

Terre Haute to Frankfort—Westward.

Frankfort to Terre Haute—Eastward.

(Note) :- (I) Interlocking Station and Plant.
(P) Interlocking Plant - Remote controlled.
(A) Interlocking Plant - Automatic.
(B) Attended Block Station.
(†B) Unattended Block Station.

KNIGHTSVILLE TO CENTER POINT

CENTER POINT BRANCH

Interlockings	Block Stations	Dist. between Stations	Dist. from Knightsville	STATIONS	Station Signals	Sidings assign'd direct'n Car Capacity 45 ft. Cars		
						E	W	Both
I				KNIGHTSVILLE	KV			
		4.5	4.5	ASHERVILLE				
		2.0	6.5	STEARLEYS				
		1.8	8.3	CENTER POINT				

Knightsville to Center Point—Eastward.
Center Point to Knightsville—Westward.

(Notes) :- (I) Interlocking Station and Plant.
(P) Interlocking Plant - Remote controlled
(A) Interlocking Plant - Automatic
(B) Attended Block Station.
(†B) Unattended Block Station.

NOTE—Block Stations are open continuously except:		
Altamont	Closed	Daily 10.00 P.M. to 6.00 A.M. Sunday 6.00 A.M. to 10.00 P.M.
Arcola	Closed	Daily 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 11.00 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 1.00 P.M. to 7.30 A.M. Sunday 7.30 A.M. to 1.00 P.M.
Morton	Closed	Daily 5.00 P.M. to 8.00 A.M. Sunday 8.00 A.M. to 5.00 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
AK	Oakland	Farrington	Continuously
SB	Hindsboro	Arcola	Daily except Sunday 7:00 A.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.
MT	Mt. Joy	Atlanta	Continuously
RN	Armington	Atlanta: Daily 1:00 P.M. to 7:30 A.M. Sunday 7:30 A.M. to 1:00 P.M. Armington: Daily except Sunday 7:30 A.M. to 1:00 P.M.	Continuously
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
DA	Darlington	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.)	\$ 2.28			\$ 6.35
BEN DAVIS	2.45			6.47
BRIDGEPORT				\$ 6.52
PLAINFIELD				\$ 6.59
GIBSON				
CARTERSBURG				\$ 7.06
CLAYTON				\$ 7.14
SUMMIT	2.59			7.16
AMO				\$ 7.23
COATESVILLE				\$ 7.29
MARION				
FILLMORE				\$ 7.37
ALMEDA	3.16			7.43
GREENCASTLE				\$ 7.49
LIMDALE	3.20			\$ 7.54
REELSVILLE				\$ 8.04
HARMONY	3.34			8.12
KNIGHTSVILLE	3.36			8.14
BRAZIL				\$ 8.23
SEELYVILLE				\$ 8.33
PRAIRIE	3.49			8.38
TERRE HAUTE	\$ 4.05	\$ 5.30		\$ 9.10
SEVENTH STREET	4.06	5.31		9.11
WEST TERRE HAUTE		\$ 5.37		\$ 9.16
MACKSVILLE	4.10	5.38		9.17
FARRINGTON	4.16	F 5.47		F 9.23
DENNISON				F 9.28
MARSHALL	4.26			\$ 9.40
ADEN	4.33			9.48
MARTINSVILLE				\$ 9.53
CASEY	4.42			@ 10.13
GREENUP				\$ 10.32
JEWETT				\$ 10.40
MONTROSE				\$ 10.52
TEUTOPOLIS				\$ 11.03
EFFINGHAM	\$ 5.16			\$ 11.28
ALTA MONT	5.36			\$ 11.58
ST. ELMO	5.41			\$ 12.13
AVENA				F 12.18
HUNTER	5.46			12.21
BROWNSTOWN				\$ 12.24
VANDALIA	5.55			\$ 12.40
HAGARSTOWN				\$ 12.47
MULBERRY GROVE				\$ 12.57
SMITHBORO	6.08			\$ 1.23
GREENVILLE	6.12			\$ 1.52
STUBBLEFIELD				F 2.00
POCAHONTAS				\$ 2.12
MARTY	6.26			@ 2.25
PIERRE				\$ 2.28
HIGHLAND	F 6.34			\$ 2.47
ST. JACOB				\$ 2.59
COLLINSVILLE				\$ 3.29
A. & S. CROSSING	7.03			\$ 3.37
ROSE LAKE				0 3.42
WILLOWS	7.07		10.32	3.47
EAST ST LOUIS (HEADS)	\$ 7.20		\$ 10.40	\$ 4.00
WASH'N. AVE. T.R.R.A.				\$ 4.09
ST. LOUIS	\$ 7.40			\$ 4.20
Arrive	A. M.	A. M.	A. M.	P. M.
	155	909	MP3361	341

FIRST CLASS					
27	◇ 31	33	- 67	● 11	- 13
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
\$ 7.26	\$ 8.17	\$ 10.50	\$ 12.19	\$ 5.30	\$ 10.58
7.42	8.34	11.07	12.36	5.47	11.15
7.54	8.46	11.19	12.48	6.01	11.28
8.08	9.00	11.33	1.02	6.17	11.43
\$ 8.11					
8.14	9.04	11.37	1.06	6.21	\$ 12.03
8.27	9.16	11.50	1.18	6.34	12.18
8.29	9.18	11.52	1.20	6.36	12.20
\$ 8.32				\$ 6.39	\$ 12.24
8.46	9.30	12.05	1.32	6.53	12.40
\$ 8.57	\$ 9.40	\$ 12.15	\$ 1.42	\$ 7.07	\$ 1.07
8.58	9.41	12.16	1.43	7.08	1.08
9.02	9.45	12.20	1.47	7.12	1.12
9.08	9.50	12.25	1.53	7.19	1.19
F 9.19	9.59	12.34	2.02	7.30	1.29
9.27	10.05	12.40	2.09	7.38	1.36
F 9.38	@ 10.13	12.49	2.18	7.48	\$ 1.47
\$ 10.20	M 10.40	\$ 1.18	F 2.47	\$ 8.30	\$ 2.35
10.40	10.58	1.36	3.06	8.51	\$ 3.00
F 10.45	11.03	1.41	3.11	8.56	3.08
10.52	11.08	1.46	3.16	9.01	3.13
\$ 11.02	11.17	1.55	3.25	F 9.11	3.23
11.18	11.29	2.07	3.38	9.27	3.38
\$ 11.22	11.38	2.11	3.42	9.32	3.43
11.38	11.47	@ 2.25	3.56	9.49	3.59
F 11.45					
12.08	12.15	2.53	4.25	10.23	4.33
12.11	12.18	2.56	4.29	10.27	4.37
\$ 12.15	12.22	3.00	4.35	\$ 10.40	\$ 4.45
\$ 12.35	\$ 12.42	\$ 3.20	\$ 4.55	\$ 11.00	\$ 5.05
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.
27	31	33	67	11	13

STATIONS	FIRST CLASS			
	6	340	66	30
	A. M.	P. M.	P. M.	P. M.
INDIANAPOLIS (Inds. Div.)	\$ 6.04	\$ 3.50	\$ 1.50	\$ 4.17
BEN DAVIS	5.49	3.40	1.35	4.02
BRIDGEPORT		\$ 3.35		
PLAINFIELD		\$ 3.25		
GIBSON				
CARTERSBURG		\$ 3.14		
CLAYTON		\$ 3.05		
SUMMIT	5.34	2.58	1.22	3.50
AMO		\$ 2.51		
COATESVILLE		\$ 2.43		
MARION				
FILLMORE		\$ 2.32		
ALMEDA	5.14	2.23	1.06	3.36
GREENCASTLE	\$ 5.09	2.15		
LIMEDALE	5.06	2.00	1.02	3.32
REELSVILLE		\$ 1.30		
HARMONY	4.51	1.21	12.49	3.20
KNIGHTSVILLE	4.49	1.18	12.47	3.18
BRAZIL	\$ 4.45	\$ 1.13		
SEELYVILLE		\$ 12.48		
PRAIRIE	4.28	12.42	12.34	3.06
TERRE HAUTE	\$ 4.21	\$ 12.35	\$ 12.27	\$ 2.59
SEVENTH STREET	4.06	11.49	12.22	2.54
WEST TERRE HAUTE		\$ 11.42		
MACKSVILLE	4.01	11.41	12.18	2.50
FARRINGTON	3.56	F 11.32	12.13	2.45
DENNISON		F 11.28		
MARSHALL	\$ 3.44	\$ 11.15	12.03	2.36
ADEN	3.36	11.03	11.56	2.30
MARTINSVILLE		\$ 10.57		
CASEY	\$ 3.25	\$ 10.43	11.47	2.21
GREENUP		\$ 10.15		
JEWETT		\$ 10.05		
MONTROSE		\$ 9.55		
TEUTOPOPOLIS		\$ 9.45		
EFFINGHAM	\$ 2.51	\$ 9.35	F 11.16	1.54
ALTMONT	\$ 2.20	\$ 8.48	11.00	1.39
ST. ELMO	2.14	\$ 8.34	10.55	1.34
AVENA		F 8.25		
HUNTER	2.09	8.23	10.50	1.29
BROWNSTOWN		\$ 8.21		
VANDALLA	\$ 1.58	\$ 8.09	10.41	1.21
HAGARSTOWN		\$ 7.58		
MULBERRY GROVE		\$ 7.49		
SMITHBORO	1.43	\$ 7.42	10.29	1.09
GREENVILLE	\$ 1.37	\$ 7.33	10.25	1.05
STUBBLEFIELD		F 7.19		
POCAHONTAS		\$ 7.10		
MARTY	1.21	7.04	10.11	12.51
PIERRON		\$ 7.01		
HIGHLAND		\$ 6.52		
ST. JACOB		\$ 6.40		
COLLINSVILLE		\$ 6.25		
A. & S. CROSSING	12.53	6.14	9.43	12.23
ROSE LAKE		0 6.11		
WILLOWS	12.49	6.08	9.39	12.20
EAST ST. LOUIS (EADS)	\$ 12.45	\$ 6.02	Q 9.35	12.17
WASH'N. AVE... T.R.R.A.				
ST. LOUIS	\$ 12.30	\$ 5.40	\$ 9.20	\$ 12.02
Leave	A. M.	A. M.	A. M.	P. M.
	DAILY	DAILY EX. SUN.	DAILY	DAILY
	= 6	*☆ 340	= 66	30

FIRST CLASS					
32	102	MP 3350	910	154	
P. M.	P. M.	P. M.	P. M.	P. M.	
\$ 4.38	\$ 8.22			\$ 10.45	
4.18	8.07			10.25	
4.06	7.54			10.10	
3.52	7.39			9.52	
	\$ 7.34				
3.48	7.31			9.48	
3.36	7.18			9.34	
3.34	7.16			9.32	
	\$ 7.12				
3.22	6.57			9.18	
\$ 3.15	\$ 6.50		\$ 8.45	\$ 9.11	
3.10	6.43		\$ 8.44	9.06	
			\$ 8.39		
3.06	6.39		\$ 8.38	9.02	
3.01	6.34		F 8.30	8.57	
2.52	\$ 6.23			8.47	
2.45	6.15			8.40	
	\$ 6.10				
2.36	\$ 6.01			8.31	
	\$ 5.46				
2.08	\$ 5.28			\$ 7.59	
1.53	\$ 5.00			7.41	
1.48	F 4.53			7.36	
1.43	4.48			7.31	
1.35	\$ 4.37			7.22	
1.23	4.22			7.09	
1.19	\$ 4.17			7.05	
1.05	4.01			6.51	
	\$ 3.51				
12.37	\$ 3.30			6.28	
	3.22				
12.34	3.19	5.26		6.19	
12.30	\$ 3.15	\$ 5.18		R 6.15	
\$ 12.15	\$ 3.00			\$ 6.00	
P. M.	P. M.	P. M.	P. M.	P. M.	
DAILY	DAILY	DAILY	DAILY EX. SUN	DAILY	
32	102	MP 3350	*☆ 910	= 154	

STATIONS	FIRST CLASS			
	#★909 DAILY EX. SUN.			
TERRE HAUTE	Leave	A. M.		
		\$ 5.80		
FARRINGTON	F	5.47		
FERRELL	F	5.54		
NEVINS	F	6.02		
PARIS	\$	6.15		
WEST PARIS		6.21		
MAYS	F	6.30		
REDMON	\$	6.39		
BORTON	F	6.49		
ISABEL	F	6.52		
OAKLAND	\$	7.03		
HINDSBORO	\$	7.22		
KEMP	F	7.30		
FILSON	F	7.36		
ARCOLA	\$	7.48		
CHESTERTVILLE	F	7.58		
ARTHUR	\$	8.13		
FAIRBANKS	F	8.21		
WILLIAMSBURG	F	8.27		
LOVINGTON	\$	8.37		
ULLRICH	F	8.45		
LAKE CITY	F	8.52		
PRAIRIE HALL	F	9.01		
HERVEY CITY	\$	9.10		
MT. ZION	I.C.R.R.	\$ 9.14		
DECATUR	"	\$ 9.30		
	Arrive	A. M.		
		909		

DECATUR TO TERRE HAUTE—EASTWARD

STATIONS	FIRST CLASS			
	910			
TERRE HAUTE	Arrive	P. M.		
		\$ 8.45		
FARRINGTON	F	8.30		
FERRELL	F	8.24		
NEVINS	F	8.16		
PARIS	\$	8.04		
WEST PARIS		7.58		
MAYS	F	7.50		
REDMON	\$	7.42		
BORTON	F	7.34		
ISABEL	F	7.32		
OAKLAND	\$	7.24		
HINDSBORO	\$	7.10		
KEMP	F	7.03		
FILSON	F	6.58		
ARCOLA	\$	6.50		
CHESTERTVILLE	F	6.40		
ARTHUR	\$	6.31		
FAIRBANKS	F	6.24		
WILLIAMSBURG	F	6.19		
LOVINGTON	\$	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.	\$ 5.40		
DECATUR	"	\$ 5.25		
	Leave	P. M.		
		DAILY EX. SUN.		
		#★910		

TRAINS WAIT FOR CONNECTION

JUNCTION	TRAIN	DUE	MINS. WAIT	CONNECTION FROM	DUE	REMARKS
ST. LOUIS	6	12.30 A. M.	10	No. 8 MO. PAC. No. 4 FRISCO	11.20 P. M. 12.15 A. M.	WHEN PASSENGERS REPORTED FOR INDIANAPOLIS AND BEYOND.
	154	6.00 P. M.	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.

U. S. MAIL WORK AT NON-STOP STATIONS

STATIONS	WESTWARD							EASTWARD								
	155	21	241	33	67	11	13	0	240	66	102	32	154			
Coatesville...	D	X				C	O									
Greencastle...	C	D			D	P			C	D		C	D			
Reelsville...	D	N														
Harmony...		C	D						C	D						
Knightsville...		C	D						C	D						
Brazil...	C	D							C	D		C	D			
Seelyville...										C	D					
Dennison...								D	N							
Marshall...	C	D								D	N					
Martinsville...	C	L						D	L	D	O					
Casey...	D	P	C	D						C	T					
Greenup...	D	P	D	N				D	L							
Jewett...	C	D						D	N			C	D			
Montrose...	C	D						D	N			C	D			
Teutopolis...	C	D								C	D	C	D			
Effingham...	D	K			D	R				D	N		D	R		
Altamont...	C	D				C	N									
St. Elmo...	C	T			C	D	P	C	O			C	D			
Avena...		C	D							C	D	D	T			
Brownstown...	D	P					D	N		D	V	D	T			
Vandalls...	D	P	D	N				D	L			D	L			
Mulberry Grove...	D	R									D	V				
Smithboro...	C	D					D	N		D	N			C	N	
Greenville...	D	P	C	D			D	R	H	L	D	H	L			
Pocahontas...															C	N
Highland...	E	R	C	D								C	D			
St. Jacob...		C	D											C	D	
Collinsville...	C	D	C	D							D	L			C	D
East St. Louis...	D	N														

U. S. MAIL WORK AT NON-STOP STATIONS

STATIONS	WESTWARD							EASTWARD					
	909							910					
Borton...	C	D								C	D		
Isabel...	C	D								C	D		
Kemp...	C	D								C	D		
Filson...	C	D								C	D		
Chesterville...	C	D								C	D		
Lake City...	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.
K—Reduce speed to 60 miles per hour to 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	THROUGH										LOCAL			
	PH-7 A.M.	VL-7	SD-1 A.M.	SW-1 P.M.	IS-1 P.M.	SL-29 A.M.	SL-5 A.M.	SL-11 A.M.	SL-17 P.M.	SL-3 A.M.	SL-1 A.M.	SL-15 A.M.	SL-27 P.M.	
BEN DAVIS	12.30			8.45	9.30						11.00			
LIMEDALE	1.20			9.50	11.00						1.45	12.15		
ONTARIO POINT												1.15		
KNIGHTSVILLE	1.45			10.15	11.25			2.30						
FRANKFORT			11.30											
TERRE HAUTE	2.15		5.00	10.45	12.30						9.00			
	2.45		9.30	11.15	1.30	5.30		7.00			12.25			
CASEY	3.50		11.00	12.10	2.30						5.00			
EFFINGHAM	4.50		1.20	1.00	4.30				8.00					
HUNTER	5.30		2.15	1.35	5.20		6.30		9.10					
GREENVILLE	6.15		5.45	2.35	7.35		7.15		4.00					
MARTY	6.55		6.30	3.10	8.00		2.30							
EAST ST. LOUIS	8.15		7.30	4.15	9.30	10.30		3.00						
DECATUR						3.30								
PEORIA			A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	

① Daily ② Daily except Sunday ③ Daily except Monday ④ Mon., Wed. and Fri. ⑤ Tues., Thu. and Sat. ⑥ Tuesday only ⑦ Friday only ⑧ Daily except Tues.
* Will not operate on New Year's, Memorial, Independence, Labor, Thanksgiving and Christmas Days, or on Monday following when any of these holidays fall on Sunday.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

STATIONS	THROUGH										LOCAL			
	SD-2 P.M.	VL-2 A.M.	VL-6 A.M.	VL-6 P.M.	PH-10 A.M.	SL-4 P.M.	SL-2 P.M.	SL-28 P.M.	SL-30 A.M.	SL-15 A.M.	SL-6 P.M.	SL-12 P.M.	SL-16 P.M.	SL-26 A.M.
BEN DAVIS		10.15	11.15	7.05	8.15									
LIMEDALE		9.15	10.15	6.05	2.15									
ONTARIO POINT														
KNIGHTSVILLE		8.45	9.45	5.35	1.50				10.00					
FRANKFORT	4.45								9.00					12.30
TERRE HAUTE	12.01	7.45	8.45	5.00	1.20									
	9.00	7.15	8.15	4.30	12.50		4.00	8.45	4.00			6.00		10.30
CASEY	7.15	6.10	7.10	3.10	11.15									
EFFINGHAM	5.30	5.00	6.00	1.45	10.15	2.30	8.00							
HUNTER	4.15	4.15	5.15	1.00	9.20	11.30								
GREENVILLE	3.30	3.40	4.40	12.15	8.45	6.30								
MARTY	3.00	3.20	4.20	11.50	8.20									
EAST ST. LOUIS	1.00	2.30	3.30	11.00	7.30									
DECATUR								5.25						
PEORIA								8.00						
	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.

① Daily ② Daily except Sunday ③ Daily except Monday ④ Mon., Wed. and Fri. ⑤ Tues., Thu. and Sat. ⑥ Tuesday only ⑦ Friday only ⑧ Daily except Tues.
* Will not operate on New Year's, Memorial, Independence, Labor, Thanksgiving and Christmas Days, or on Monday following when any of these holidays fall on Sunday.

**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		
341	102	Brazil		
All Trains		Terre Haute	All Trains	
27	102	Marshall		
341	102	Martinsville		
27	102	Casey		
340	102	Greenup		
All Trains		Effingham	All Trains	
340	102	Altamont		
340	102	St. Elmo		
341	341	Brownstown		
340	102	Vandalia		
340	341	Mulberry Grove		
340	341	Smithboro		
340	102	Greenville		
341	341	Pocahontas		
340	340	Pierron		
340	102	Highland		
340	341	St. Jacob		
340	102	Collinsville		
All Trains		East St. Louis	All Trains	
"		St. Louis	"	
910	910	Paris		
All Trains		Redmon		
"		Oakland		
"		Arcola		
"		Arthur		
"		Lovington		
"		Hervey City		
All Trains		Decatur		

SPECIAL INSTRUCTIONS.

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

Employes whose duties are affected by a Time-table, must have a copy with them while on duty.

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.
Effingham	Coal Dock.
Rose Lake	Yard Office.
St. Louis	Union Station.
Decatur	Yard Office.

TIME TABLE.

S3. SYMBOLS.

S3A. The following symbols will be used as indicated by Rule 5—**A** **@** **⊙**, etc.

D301.

- ⊙**—No. **341** clear on No. 3 track for No. **27** to pass.
- @**—No. **341** leave passenger station at 10:07 A.M. for No. **31** to pass.
- ⊙**—No. **33** pass No. **341**.
- @**—No. **340** clear on Gym track for No. **66** to pass.

S4. LETTERS AND CHARACTERS.

S4A. Rule 6 amplified.

The following letters and characters indicate:

- \$**—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 points east of Pittsburgh.

N—Stop on signal to receive passengers for Columbus and beyond.

O—Stop on signal to receive or discharge company employes or material.

Q—Stop on signal to receive passengers for Terre Haute and beyond.

R—Stop on signal to receive passengers for Effingham and beyond.

+—Train baggageman between Indianapolis and Terre Haute.

— Train baggageman between Indianapolis and Effingham.

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 on tracks.
-----------	--

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 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, 909, and 910.

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 Figure 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."

The paragraph preceding the NOTE under Figure 10, page 27, and Figure 14, page 29, modified to read:

Marker lamps lighted showing yellow to the outside, and red to the rear. The NOTE modified to read:

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

D1003. On portions of the railroad so specified in the time-table, Rule 19, Figure 6, is not in effect.

Rule 19, Figures 3, 4, 10 and 14, amplified in this territory.

DOUBLE TRACK. Rear of train by night when turned out against the current of traffic.

D1004. Rule 19, Figure 6, not in effect on main line between Ben Davis and East St. Louis.

D1005. Rule 19 modified:

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

D1006. 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.

D1007. Rule 21 modified:

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.

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.

D1008. (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.

D1009. 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.

S11. USE OF SIGNALS.

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.

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 fuses 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 it between that track and adjoining track.

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
BRAZIL— Station		
TERRE HAUTE— Yard Office Enginehouse DS Telegraph Office	Indianapolis Logansport Indianapolis Logansport	A-B B-C B B-C
EFFINGHAM— Coal Dock		
GREENVILLE— Coal Dock		
ROSE LAKE— Yard Office	Indianapolis	B
ST. LOUIS—(T. R. R. A.) US Telegraph Office		
MARION—(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 their present 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 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 Limedale.	} Track No. 1, eastward main track. Track No. 2, westward main track.
Harmony and Macksville.	
Casey and Hunter.	
Marty and East St. Louis.	

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 may be obtained as indicated below:

D1602. Rule 83. Signalman, 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. Trains or engines moving on yard or other tracks not operated under Block Signal Rules, or by train orders, must move at such speed that stop can be made within range of vision unless tracks are seen or known to be clear and switches properly set.

D1604. 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.

D1605. 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.

D1606. Old line between Brazil and Seelyville is in service as a siding for trains in both directions as prescribed by Rule 90a.

D1607. The two tracks paralleling No. 2 main track between Prairie and Fruitridge Avenue and extending westwardly to Seventh Street are in service as freight running tracks. South track is eastward track and north track is westward track.

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

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

Cross-over movements at Fruitridge Avenue and Twenty-fifth Street may be made without permission from signalman at Prairie or Seventh Street.

All movements on these tracks must be made with caution prepared to stop within range of vision.

D1608. Old line between Collinsville and Troy is in service as a siding for trains in both directions as prescribed by Rule 90a.

D1609. The track adjacent to and paralleling No. 2 main track from A. & S. Crossing to Eads is in service as a freight running track for use in both directions.

Trains or engines must not enter this track without permission from, and must report clear to signalman at Willows.

All movements on this track must be made with caution prepared to stop within range of vision.

D1610. Between Ben Davis and Almeda,
Limedale and Harmony,
Macksville and Farrington:

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.

D1611. When a train or engine clears the block at Reelsville conductor or engineman must report clear to signalman at Knightsville and it must not again enter the block without a train order authorizing it to do so.

D1612. Devices for detecting broken or dragging equipment on trains are in service at:

Vandalia.....westward - 1.3 mile east of signal 1711.
eastward - 1.3 mile west of signal 1738.

Dragging equipment will break detector arm and cause Home-signal to assume Stop position. Trains receiving Stop indication on Home-signal will communicate immediately with signalman; conductor and front brakeman will both report on telephone and if detector is broken by dragging equipment, they will inspect train for defective equipment.

S16B. Rule 98.

D1613. Rule 98. In the use of non-interlocked railroad crossings, trains on the tracks of this division are governed as follows:

Note: At night the position of gates and targets, if used, is indicated by red or green lights.

LOCATION	REQUIREMENTS
BRAZIL: World's Fair Branch, Indiana R.R. Furnace Branch, Indiana R.R. VIGO: Track No. 1 to Amr. Can Co. C. C. C. & St. L. R. R. PARIS: C. C. C. & St. L. R. R. (Cairo Div.) LOVINGTON: Wabash R. R. MIDLAND CITY: I. C. R. R. MORTON: A. T. & S. F. R. R.	Stop. No signal. It must be known that crossing is clear before using.
EADS: B. & O. R. R.	Stop. No signal. Proceed signal from switchtender with a green flag by day and a green light by night.
MINIER: Alton R. R.	Stop. Proceed indication, gate clear. Gate operated by trainmen of this division. Normal position of gate is against trains of this division.
ROSEDALE: B. & O. R. R.	Approach crossing prepared to stop. Proceed indication—clear, when target is in diagonal position. Maximum speed over crossing 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.

D1614. 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.

D1615. Switch lamps are not lighted at following locations; Third paragraph Rule 27 will not apply:

Peoria Branch.....	between Maroa and Farmdale Jct. Center Point Branch.
--------------------	---

D1616. Hand operated switches found unlocked must be promptly reported to the Superintendent. Employes last using a switch prior to the time it is found unlocked will be held responsible.

S16D. Rules 106 and 106a.

S16E. Rules 251, 253 and 254.

D1617. (DOUBLE, THREE, OR MORE TRACKS.) Rules 251, 253 and 254 are in effect.

S16F. AUTOMATIC HIGHWAY CROSSING SIGNALS.

D1618. Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with Rules 30 and 31. They operate when trains approach crossings with or against the current of traffic on main tracks only.

Trains moving on sidings or in yards which cross a highway where automatic highway crossing signals are installed, will run carefully, sounding the warnings as prescribed by Rules 30 and 31.

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

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

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

Employes should observe the operation of automatic highway crossing signals and report by wire to the Superintendent any failures to operate properly.

D1619. At Terre Haute, before making switching movements over Second, Third and Fourth Streets, Lafayette Ave., Fifth, Center, Eighth, Ninth, Fourteenth, Fifteenth, Sixteenth and Twenty-first Streets, it must be known that the highway grade crossing signals are operating. When such movements are completed, crossing watchmen must be notified.

D1620. At Effingham, before making switching movements over Willow, Fifth, Park and Maple Streets, it must be known that the highway grade crossing signals are operating, or movements must be protected as prescribed by Rule 103a.

S17. MOVEMENT BY TRAIN ORDERS.

D1701. At Terre Haute and St. Louis, enginemen of passenger trains are relieved from reporting for train orders. Conductor will personally deliver a copy of each train order to the engineman, who will compare with the conductor by reading the train order aloud.

D1702. 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 time-table 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 93b.

On portions of the railroad, within defined terminals specified on the time-table, trains and engines are not required to protect against following movements. On main tracks, within these limits, trains and engines must move with caution, prepared to stop short of other movements or obstructions, unless by signal indication the track ahead, on which movement is to be made, is known to be clear. On other than main tracks within these limits, trains and engines must move at such speed that they can stop within range of vision, unless such track is seen or known to be clear and switches properly set.

D1803. Rule 93b in effect between:

Twenty-fifth Street, Terre Haute, and Vigo, on Nos. 1 and 2 main tracks.

Prairie and Seventh Street, on eastward and westward freight running tracks.

S19.

SPEED TABLE.

Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour
Min. Sec.	Min. Sec.		Min. Sec.	Min. Sec.				
0 36		100	0 48		75	1 12		50
0 38		95	0 51		70	1 20		45
0 40		90	0 55		65	1 30		40
0 42		85	1 0		60	1 43		35
0 45		80	1 5		55	2 0		30

S20.

SPEED RESTRICTIONS.

S20A. Freight cars equipped for passenger train service must have steam heat line, air signal line, steel wheels, E-7 safety valve, three position retaining valve, and air brake cylinder—10 inch minimum diameter.

On account of braking arrangement, when passenger trains have class X-29, 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, the lading of which is less than 25,000 pounds each, at least one regular passenger equipment car must be included in the make-up of the train.

1 empty passenger equipped freight car to equal 1 passenger car.

The weight of lading in a car in express service loaded with mixed freight normally does not exceed 25,000 pounds—occasional car load shipments exceed 50,000 pounds in which case the weight should be ascertained from the Railway Express Agent.

When the make-up of a passenger train is such that the number of allowable loaded freight cars exceeds the limit above prescribed, the train must be operated under the regulations and speed restrictions which apply to freight trains, as well as the use of retaining valves on grades as required by the Brake and Train Air Signal Instructions No. 99-B-1.

D2001.

MAXIMUM SPEED.

		Miles Per Hour
PASSENGER TRAINS	MAIN LINE	
	With passenger engines.....	70
	With freight engines.....	50
	Gas-electric cars.....	60
	PEORIA BRANCH.....	30
	CRAWFORDSVILLE BRANCH.....	30
FREIGHT TRAINS	MAIN LINE.....	50
	PEORIA BRANCH.....	30
	CRAWFORDSVILLE BRANCH.....	30
	CENTER POINT BRANCH.....	25
CIRCUS TRAINS	MAIN LINE.....	30
	PEORIA BRANCH.....	20
	CRAWFORDSVILLE BRANCH.....	20
TRAINS HAULING WRECK DERRICKS	MAIN LINE, boom trailing.....	50
	boom leading.....	40
	PEORIA BRANCH, boom trailing.....	30
	boom leading.....	20
	CRAWFORDSVILLE BRANCH	
	boom trailing.....	30
	boom leading.....	20
	CENTER POINT BRANCH.....	20
	OVER BRIDGES	
	150-ton capacity wreck derricks, Restrictions governing H.10s engines apply.	
TRAINS OTHER THAN WRECK TRAINS HAULING INDUSTRIAL DERRICKS OR PIVOTED MACHINERY MOVING ON OWN WHEELS	MAIN LINE	
	Straight track, boom trailing.....	30
	boom leading.....	20
	Curves.....	20
	PEORIA BRANCH.....	20
	CRAWFORDSVILLE BRANCH.....	20
CENTER POINT BRANCH.....	10	
TRACK CARS	Unless otherwise specified.....	20
	When hauling trailers loaded with material.....	10
	Over switches, frogs, street and highway crossings.....	5

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:	
N1-s, 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.

Rule 750 amplified:

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
Freight engines.....	40

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.

TRACKS

	Miles Per Hour
MAIN LINE:	
On sidings.....	15
On tracks not otherwise specified.....	10
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.....	50
Knightsville (Center Point Branch), between a point one-half mile east and a point one-half mile west of Bridge 0.92.....	5
Terre Haute { City Limits.....	20
Over C.& E.I.Ry. crossing.....	10
Vigo, over C. C. C. & St. L. crossings.....	20
Eads, No. 7 slip crossovers on Nos. 1 and 2 tracks, Class M Engines.....	5
East St. Louis:	
No. 7 turnout on No. 2 track opposite center of passenger station, Class M Engines.....	5
No. 7 slip crossover on No. 1 track at east line of Missouri Avenue, Class M Engines.....	5
PEORIA BRANCH:	
Oakland, over N. Y. C. & St. L. crossing.....	20
Downing, over P. & E. crossing.....	20

CURVES

MAIN LINE:	
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
Macksville, first curve west.....	60
Greenville, curve at M. P. 190, east of station and first curve west of station....	60
Between M. P. 193 and Stubblefield.....	60
Between M. P. 198 and Bridge 200-17.....	60
PEORIA BRANCH:	
Farrington.....	20
Paris, C. C. C. & St. L. crossing (St. Louis Division).....	20
Hervey City.....	20
East Peoria, between Washington and Silver Street (P. & P. U. Lead).....	15

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 and streamlined K4	N1	N2	I1 and N1	K4	L1 and L2	M1	N2
MAIN LINE:	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	
KNIGHTSVILLE (Center Point Branch)																		
0-92 (1.0 mi. east).....	5	X	X	X	5	5	5	X	X	X	X	X	X	X	X	X	X	X
STUBBLEFIELD																		
195-97 (1.5 mi. west).....		X						X	50		35	X	50	X	35	35	35	35
196-82 (2.4 mi. west).....		X						X	40		30	X	40	X	15	15	15	15
POCAHONTAS																		
197-35 (2.4 mi. east).....		X						X	40		30	X	40	X	15	15	15	15
197-68 (2.0 mi. east).....		X						X	40		30	X	40	X	15	15	15	15
197-88 (1.8 mi. east).....		X						X	40		30	X	40	X	15	15	15	15
198-18 (1.5 mi. east).....		X						X	40		30	X	40	X	15	15	15	15
200-17 (0.5 mi. west).....		X						X	40		30	X	40	X	15	15	15	15
MERCHANTS BRIDGE																		
.....	X	X	18		18	X	15		X	X		X	15		X		X	
EADS BRIDGE																		
.....	X	X	X	X	X	12	X	12	X	X	X	X	X	X	X	X	X	X
PEORIA BRANCH:																		
OAKLAND																		
40-79 (2.2 mi. west).....		X	30	X	20	10	X	X	X	X	X	X	X	X	X	X	X	X
MACKINAW																		
156-12 (1.0 mi. west).....		X		X	30	30	X	X	X	X	X	X	X	X	X	X	X	X
X—Prohibited.																		
D2003. MINIMUM RUNNING TIME FOR PASSENGER TRAINS EITHER DIRECTION																		
BETWEEN										DISTANCE		MINS.						
Ben Davis and Limedale										33.4		30						
Limedale and Terre Haute										32.4		31						
Terre Haute and Effingham										67.9		60						
Effingham and Vandalia.....										31.7		29						
Vandalia and Marty.....										29.7		30						
Marty and Eads (East St. Louis).....										36.5		34						
Eads (East St. Louis) and St. Louis.....										3.3		20						
St. Louis and Eads (East St. Louis).....										3.3		15						
Ben Davis and Terre Haute										65.8		61						
Terre Haute and Eads (East St. Louis).....										164.3		153						
In case of delay enroute the number of minutes delayed must be added to the minimum time.																		

S21. SIGNAL RULES.**D2101. Rule 279 modified:**

Indication—Proceed, prepared to stop at next signal. Within interlocking limits, a train must not exceed 15 miles per hour.

Name—Slow Speed Signal.

D2102. Rule 281 modified:

Indication—Proceed. Within interlocking limits, a train must not exceed 15 miles per hour.

Name—Clear Slow Speed Signal.

D2103. Rule 282 modified:

Indication—A train exceeding one-half its maximum authorized speed here must at once reduce to not exceeding that speed. Where a facing switch is connected with the signal, approach that switch prepared to stop. Approach next signal prepared to stop.

Name—Caution Signal.

D2104. Rule 283 modified:

Indication—A train exceeding one-half its maximum authorized speed here must at once reduce to not exceeding that speed. Approach next signal prepared to stop.

Name—Approach Signal.

D2105. Rule 284 modified:

Indication—Approach next signal at not exceeding one-half the speed authorized for passenger trains at next signal, but not exceeding 30 miles per hour.

Name—Approach Restricting Signal.

D2106. Rule 285 modified.

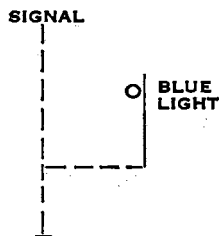
Indication—Proceed. Within interlocking limits, a train must not exceed one-half the speed authorized for passenger trains, but not exceeding 30 miles per hour.

Name—Clear Restricting Signal.

D2107. In conforming to the speed when operating under Rule 282 (Caution Signal) and Rule 283 (Approach Signal), the train must not exceed one-half its maximum authorized speed when passing the signal, but not necessarily before reaching it. However, where the signal cannot be seen a sufficient distance to reduce speed to not exceeding one-half its maximum authorized speed at the signal, the speed must be so reduced as soon as proper handling of train will permit. Where the indication shown in Rule 282 is received, enginemen must not resume speed on seeing the next signal clear, if there is a facing point switch between the point where he sees the signal and the signal.

When the indication shown in Rule 280 is received, enginemen must not resume speed until the track is seen to be clear to the end of the block.

Where the indication shown in Rule 283 is received, enginemen may resume speed on seeing the next signal ahead clear.

S21A. SIGNAL ASPECTS.**D2108.** Signal aspects not standard:

Indication: One track intervenes between signal and track it governs.

Name. Signal Mast Bracket Marker.

S22. BLOCK SIGNAL RULES.

D2201. Four wheel cabin cars must not be allowed to stand in an Automatic Block unless the block is occupied by other cars or engine. Necessary care must be used at all interlocking plants, and such cabin cars must not be permitted to stand alone between the signals of a block or interlocking station without permission from signalman.

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 5 1/2 x 3 1/2

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.

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

D2507. 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. Rule 511a.

When moving from main track to siding, switch must remain open until train is clear, and when moving from siding to main track, switch must be opened before main track is fouled.

S25D. 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.

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).

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 a 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 is no train approaching on N. Y. C. & St. L. R. R., or should no other cause for detaining the train be known, the conductor will, after a thorough understanding with the 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 is no train approaching on P. & E. R'y., or should no other cause for detaining the train be known, the conductor will, after a thorough understanding with the 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, and between the hours 6:00 A. M. and 10:00 P. M., Sunday, there will be no signalman on duty at Altamont.

During the time no signalman is on duty, trains will be governed by the signal indication displayed. Switches and derails 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 and derails 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.

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.

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 329, 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 grade, 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; signalmen and levermen 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.

They will not be authorized to represent or run as a section of a schedule; and under Manual Block System Rules will be operated as a train other than a passenger train, and may be admitted by train order and under stop block signal to a block following a passenger train in Manual Block territory.

(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:

Limedale and Eads,
Otter Creek Jct. and Frankfort,

track cars will operate as per Rule 80.

SINGLE TRACK:

(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.

DOUBLE, THREE OR MORE TRACKS:

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

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

Signalman must comply with Rule 221c when a track between his block station and the next block station in advance is occupied by a track car.

(c) Signalman must not give permission nor a fixed signal, authorizing a track car to enter a block at any point without authority from the Superintendent.

(d) Track cars must not pass a block station without permission from the signalman.

(e) When a track car clears a main track the driver must promptly report clear to the signalman.

D2802. Rule 80 modified:

Between:

Ben Davis and Limedale.
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 employe.

(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.

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

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

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 at 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 movement.

D2803. The use of hand trucks on main tracks shall be restricted as far as practicable and they must not be used on main tracks, unless attached to track cars, without permission from the Superintendent.

D2804. Track cars must be manually moved over switches operated from distant point of control.

D2805. Burro Crane—A motor driven car used to lay rails, etc. Such equipment must not be depended upon to operate automatic signals, nor shunt track circuits at interlockings and electric switch locking. They cannot be easily or quickly, removed to or from track. They will be numbered for identification as a running

number and, when no car number is used, the last four figures of the badge plate should be used.

The prefix B. C. to number will be used when issuing train orders or instructions to drivers.

All rules and special instructions governing the movement of track cars will apply to the movement of Burro cranes.

S29. ENGINE AND OTHER EQUIPMENT RESTRICTIONS.

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

A—Curvature B—Light Bridges
C—Clearance D—Light Rail

LOCATION	CLASS OF ENGINE												
	B and D16	C1 and H1	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	B	B
Crawfordsville Branch.....	B	B	B				B		B	B	B	B	B
Peoria Branch.....	B	B	B	B			B	B	B	B	B	B	B
BRIDGEPORT													
Hobbs' Nursery track.....	A	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 track.....	A	A								A	A	A	A
AMO													
Spur track, south side, west of a point opposite main track switch.....	A	A								A	A	A	A
FILLMORE													
Storage track.....	D	D		D			D	D	D	D	D	D	D
GREENCASTLE													
Harris track.....	A	A								A	A	A	A
Sinclair Oil Co. track.....	A	A								A	A	A	A
Cities Service Oil Co. track.....	D	D								D	D	D	D
Midwest Stone Co. track.....	A	A								A	A	A	A
American Zinc Products Co. track.....	A	A								A	A	A	A
LIMEDALE													
C. I. & L. R'y., south Wye, 300 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
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	A

LOCATION	CLASS OF ENGINE												
	B and D16	C1 and H1	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	A	A	A
Saline City Branch.....	D	D		D			D	D	D	D	D	D	D
North Branch.....	D	D		D			D	D	D	D	D	D	D
Old line.....	B	B	D	D				B	B	B	B	B	B
All mine tracks.....	D	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—Yard tracks Nos. 1, 2, 3, 4 and 5.....	D	D	D	D	D	D	D	D	D	D	D	D	D
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, beyond a point 500 feet from point of switch entering track (engines and loaded cars).....		D	D	D				D	D	D	D	D	D
Seelyville—Willow Creek Mine tracks, beyond first bridge.....		B	B	B	B			B	B	B	B	B	B
Glen Ayr Mine track.....	A	A	B	B			A	A	A	A	A	A	A
TERRE HAUTE													
Quaker Maid Co.....	A	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, (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	A
FARRINGTON													
Peoria Branch, storage track.....	A	A		A			A	A	A	A	A	A	A
MARTINSVILLE													
Illinois Pipe Line Co., north track....	A	A					A	A	A	A	A	A	A
Mill track.....	A	A					A	A	A	A	A	A	A
CASEY													
City Light and Power Co. track, beyond a point 50 feet from derail....	A	A						A	A	A	A	A	A
Battlefield tracks.....	A	A						A	A	A	A	A	A
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	CCIS and CC2S	E, excluding E6	G5 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	A	A
Libby, McNeil, Libby Co., tracks.....	A	A					A	A	A	A	A	A	A
Standard Oil Co. track.....	A	A					A	A	A	A	A	A	A
Coal storage tracks.....	A	A					A	A	A	A	A	A	A
Ice Plant track.....	A	A					A	A	A	A	A	A	A
Coal Dock, over unloading hopper	B	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	A	A
ST. ELMO													
C. & E. I. R'y. interchange tracks, curves west of east clearance points	A						A	A	A	A	A	A	A
VANDALIA													
Short Wye.....	A	A					A	A	A	A	A	A	A
Ford Roofing Co. track.....	A	A					A	A	A	A	A	A	A
City Light Co. track.....	A	A					A	A	A	A	A	A	A
GREENVILLE													
C track west of coal track switch..	A	A					A	A	A	A	A	A	A
D and F tracks.....	A	A					A	A	A	A	A	A	A
West leg of Wye east of lime house	A	A					A	A	A	A	A	A	A
Pet Milk Co., north track.....	A	A					A	A	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	D	D
HIGHLAND													
Elevator tracks.....	A	A					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	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	A	A
Mill track.....	A	A					A	A	A	A	A	A	A
ST. JACOB													
Elevator track, south side.....	A	A					A	A		A	A	A	A
Storage track, beyond a point 1000 feet from point of switch enter- ing track (engines and loaded cars).....	D	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	B
Chemical and Pigment Co. track, bridge No. 2.....	B	B	B	B			B	B	B	B	B	B	B
All industry and mine tracks.....	A	A					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	D
Bullock Mine track, from a point 150 feet before reaching tipple..	A	A	A	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	A	A
South storage track.....	A	A	A	A	A	A	A	A	A	A	A	A	A

LOCATION	CLASS OF ENGINE												
	B and D16	C1 and I1	CCIS 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	A
EXERMONT													
North track, north of unloading platform.....	A	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
PARIS													
Cummings Car Works, all tracks, except lead and scale tracks....	A	A	A	A	A	A	A	A	A	A	A	A	A
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
ROCKVILLE													
Old yard track west of stock track	D	D							D	D	D	D	D
Storage track, beyond a point 500 feet from point of switch entering track.....	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
NEW MARKET													
Elevator track.....	A	A					A	A	A	A	A	A	A
Saw Mill track.....	D	D	D	D	D	D	D	D	D	D	D	D	D
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

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., 5108 Graceland Ave.	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., W. Walnut Street Rd.	264 221-M
	Dr. W. M. McGaughey, Office, Almo Building, Res., 601 E. Seminary St...	327-W 318
Brazil	Dr. H. M. Pell, Ofs., 3 Brazil Trust Bldg... Res., 1204 N. Walnut.....	218 6171
Terre Haute	Dr. J. F. Spigler, Ofs., 314 Merchants Nat'l. Bank Building..... Res., 2222 Ohio.....	C-8675 C-7581
	Dr. Rudolph Duenweg. Call Dr. Ivan Gilbert, Ofs., 505 Rose Dispensary Bldg..... Res., 422 South 17th St.....	C-8621 C-8621
	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
	Dr. L. H. Johnson, Office, 22 W. Main St..... Res., 100 W. Buckeye Ave...	238 12
Casey	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
	Dr. Miller Greer, Ass't., Office, 515½ S. Gallitan..... Res., 707 W. Jackson St.....	Main 110 Main 347
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..... 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, 1st Nat'l Bank Bldg. Res., 1428 N. 44th Street...	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
St. Louis	Dr. E. C. Spitze, Oculist, Office, 315 Murphy Bldg.,... Res., 34 Signal Hill Blvd...	East 2814 Express 999
	Dr. F. J. Tainter, Ofs., Humboldt Bldg., 539 North Grand Ave..... Res., 505 Clark St , St. Charles, Mo..... If no answer, call	JEfferson 8128 St. Charles 345 CABany 3924 or PARKview 0101
Paris	Dr. E. O. Laughlin, Office, 110 S. Main St..... Res., 132 E. Wash. St.....	73 73-W
Decatur	Dr. Thomas Lahners, Office, 203 Citz. Bank Bldg. Res., 2215 N. Edward St...	20762 24631
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

D3202. HOSPITALS.

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Indianapolis.....	St. Vincent, 120 W. Fall Creek Park- way, North Drive.....	Talbot 7070
	Methodist, 1604 N. Capitol Ave.	Talbot 4840
Greencastle.....	Putnam County, Greenwood Avenue.....	800
Brazil.....	Clay County, Oak Park.....	476
Terre Haute.....	St. Anthony, 1021 S. 6th Street.....	Crawford 2331
Effingham.....	St. Anthony, 812 Railroad Avenue.....	Main 318
Vandalia.....	Greer Brothers Clinic 727 W. Jackson Street.....	Main 260
Highland.....	St. Joseph, Ninth Street.....	Main 128
E. St. Louis.....	St. Mary, 8th and Missouri Avenue..	East 3300, 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, sub-stations, 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 should be carried on each passenger train.

S33. USE OF TELEPHONES.

S33A. Employes 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.	41-16	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. A. R. 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. A. R. 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 and 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 may be displayed on rear of passenger trains.

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. Enginemen on freight trains, when pulling away from coal or water stations, sidings, etc., will move at such speed that will permit trainmen to properly inspect and safely board trains.

D3408. Cars equipped with roller bearing trucks must have hand brakes applied when standing alone.

D3409. 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.

D3410. Acetylene cutting torches, for emergency use, may be obtained at following locations:

<u>Locations</u>	<u>Call</u>	<u>Telephone</u>
Coatesville.....	Ira Masten Garage.....	58-30
Greencastle.....	Putnam Motor Sales.....	648
	If no answer.....	221-J or 583-R
Brazil.....	J. A. Turner Garage.....	366
Terre Haute.....	Rousch Motor Co.	C-3225
West Terre Haute	Kersey Garage.....	C-9149
	If no answer.....	C-4255
Marshall	Marshall Auto Sales	325
	If no answer.....	178
Casey.....	Roy Hutton Garage.....	26
Montrose	Morr's Garage.....	17
Effingham	Pendley's Garage	662
Altamont	Altamont Motor Co.....	213
	If no answer.....	126-K
St. Elmo.....	Acme Welding Co.....	98
	At night call (Altamont)	118
Vandalia	Burtschi Motor Car Co.....	366
Greenville	Central Garage.....	13
	If no answer	258 or 347-R
Highland.....	National Trails Garage.....	473
Collinsville	Bitzer & Co. Garage.....	M-201

D3411. 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 enginemen 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.

D3412. 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. Employes 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 WHEELS.....

DEFECTIVE TRUCK.....

DRAGGING BRAKE CONNECTION.....

LADING SHIFTED OVER SIDE OR END OF CAR....

SWINGING CAR DOOR OR ANY OTHER DANGEROUS CONDITIONS.....

.....Stop signal.

THE PENNSYLVANIA RAILROAD
ST. LOUIS DIVISION

Terre Haute, Ind., July 10, 1939.

GENERAL ORDER NO. 2902

ZONE A
ZONE B
ZONE C
ZONE D
ZONE E
ZONE F

Effective 12:01 A. M., Sunday, July 16, 1939:

TRAIN SIGNALS:

Rule 19, Rule 20, Rule 20a, Rule 21, Rule 21a, Rule 21b, Rule 22, Rule 23, Rule 24, Rule 24a, Figures 1 to 17 inclusive, notes, amplifications and modifications annulled.

Rule 19 (new):

The following signals will be displayed, one on each side of the rear of every train, as markers, to indicate the rear of the train:

By day, on cars, marker lamps not lighted; on engines and cars equipped with fixed electric marker lamps, marker lamps lighted as at night.

By night, on engines and cars, marker lamps lighted showing red to the rear, except in Manual Block System territory, when clear of main track, marker lamps lighted showing yellow to the rear.

Rule 19a:

A train not equipped to display the markers prescribed by Rule 19, will display on rear of train, by day, a red flag; by night, a red light, except in Manual Block System territory, when clear of main track, a white light.

Rule 19b:

When cars are pushed by an engine (except when shifting or making up trains in yards) a white light must be displayed on the front of the leading car by night.

When an engine is running backward without cars, or at the front of a train pulling cars, a white light must be displayed by night on the rear of the tender if not equipped with a headlight.

Special Instruction D1008, Time Table No 29, annulled.

MOVEMENT OF TRAINS:

Definition of Section, Rule 85a, Rule 85b, Rule 95 and Rule 96 are annulled.

Rule 97b (new):

(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 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 operator the number of the engine on a superior regular train in the same direction it is moving.

Rule 97c (new):

(DOUBLE, THREE OR MORE TRACKS) Regular trains must be designated by both schedule and engine number.

Rule 106 modified:

Trains must not pass between a passenger train which is receiving or discharging traffic at a station, and the platform at which the traffic is being received or discharged.

GENERAL ORDER NO. 2902 (continued)

Rule 106a modified:

Unless otherwise provided, the conductor and engineman of a passenger train receiving or discharging traffic across tracks between their train and station platform, must see that the traffic is protected against trains running on such tracks. When the passenger train is a regular train making schedule stops on its assigned track, or, when it is known that other trains have been notified of the stopping of the train at the stations where protection would otherwise be required, protection against other trains is not required.

MOVEMENT BY TRAIN ORDER:

Rule 206, first sentence modified:

In train orders, regular trains will be designated by schedule and engine number; as No. 10, engine 3850.

Rule 218 annulled.

Rule 222 amplified:

Operators 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.

Rule 223 modified:

Abbreviation, Sec. for Section, cancelled.

FORM OF TRAIN ORDER:

Form F, for Sections, annulled.

YARDS AND YARD INSTRUCTIONS:

Rules 93 and 317d amplified:

Second paragraph of amplification changed to read:

"Rule 19 will not apply to such movements, but by night one red light will be displayed on the rear, and when movements are made past a block station by day, a red flag must be displayed on the rear."

TRACK CARS:

Rule 80—Sixth paragraph modified:

All movements will be made without displaying the signals prescribed by Rule 19 and Rule 19a.

Revised page 16, Time Table No. 29, changing service of Arranged Freight Trains PH-7, SW-1 and IS-1 and withdrawing VL-7, authorized.

LIMEDALE:

West switch of storage track relocated 510 feet westwardly; pipe-connected derail in service at clearance point.

BRAZIL (1.5 mi. west):

Construction track connected with No. 2 westward main track, in service; capacity 26 cars; switch trailing for westward movements; hand-operated derail at clearance point.

MONTROSE:

Engines prohibited on unloading pit under storage track. Special Instruction D2901, Time Table No. 29, amplified.

HERVEY CITY:

Block station closed daily, 2:00 A. M. to 9:00 A. M. Sunday, 9:00 A. M. to Monday 2:00 A. M. Page 6, Time Table No. 29, modified.

ROSEDALE:

B. & O. Interchange track out of service.

CRAWFORDSVILLE:

Engines prohibited on unloading pit under No. 2 Team track. Special Instruction D2901, Time Table No. 29, amplified.

F. R. REX,
Superintendent.

THE PENNSYLVANIA RAILROAD
ST. LOUIS DIVISION

Terre Haute, Ind., July 24, 1939.

GENERAL ORDER NO. 2903 { ZONE A
ZONE C
ZONE F

Effective 12:01 A. M., Saturday, July 29, 1939:

BRAZIL (4.4 mi. west):

Construction track connected with No. 2 westward main track in service; capacity 19 cars; switch trailing for westward movements; hand-operated derail at clearance point.

Construction track connected with and parallel to above construction track in service; capacity 10 cars; switch facing for eastward movements.

MONTROSE:

That part of General Order No. 2902, Zone C, reading "Engines prohibited on unloading pit under storage track.", annulled.

STUBBLEFIELD:

Engines prohibited on unloading pit under storage track.
Special Instruction D2901, Time Table No. 29, amplified.

EXERMONT:

North and South Platform tracks out of service east of Black Lane highway crossing.


Storage track out of service.

Pipe-connected derail in service at clearance point on Team track.

CRAWFORDSVILLE:

That part of General Order No. 2902, Zone F, reading "Engines prohibited on unloading pit under No. 2 Team track.", annulled.

F. R. REX,
Superintendent.



AL DN-22P M-17482

chg 12V

DA 8.4

DPU 10.8

7-28-39

9M

11V TER

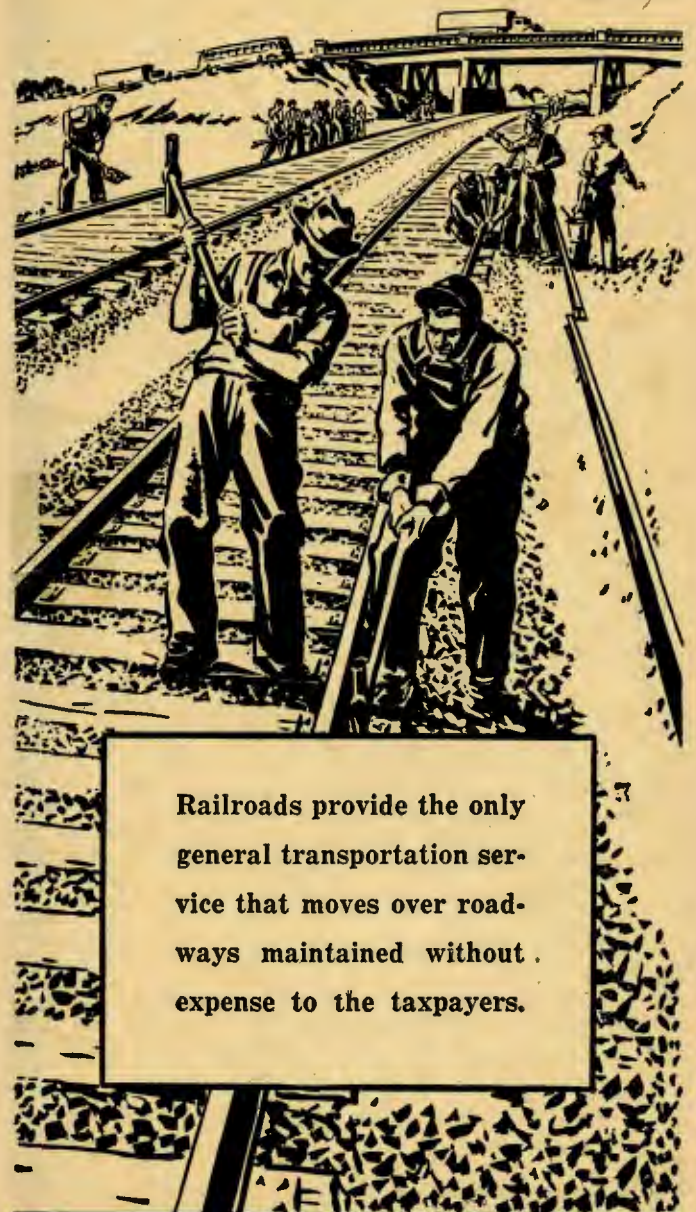
9-12-39

007

Harrington E. B. ⁵⁻⁴⁻³⁹
 2AHJ D-90323 ⁵⁻³⁻³⁹
 (out K6768) 4-2-2-2 Mar 12
 82Fsq ⁵⁻⁴⁻³⁹
 828TR J-8214 ⁵⁻³⁻³⁹
 (out J5624) 6-4 DN-11

AIM ⁶⁻²²⁻³⁹ Formington
 K-9513
 34 34
 9.8 8.0
 7.8 8.0

the RAILROAD way



Railroads provide the only
 general transportation ser-
 vice that moves over road-
 ways maintained without
 expense to the taxpayers.

ASSOCIATION OF AMERICAN RAILROADS

Fairleigh 5/10 3/87

D-9597 - 1 DWS

Marshall

910

910 LTO 8599 4-20-39

3.71 8.6

K-6768

2.4 25

5.4 5.8 43

8.6 9.2 43

ST. LOUIS DIVISION TIME TABLE NO. 29