

Jim Adams

THE BALTIMORE AND OHIO RAILROAD COMPANY

WESTERN LINES

"SAFETY ABOVE EVERYTHING"



ST. LOUIS DIVISION

Time Table No. 33

EFFECTIVE 12:01 A. M., CENTRAL STANDARD TIME

Sunday, April 24, 1938

E. C. CAVEY,

Superintendent

A. A. IAMS,

General Superintendent

J. D. CLARKE,

Superintendent Freight Transportation

J. A. LATCHFORD,

Superintendent Passenger Transportation

C. R. ELKINS,

Superintendent Transportation

F. B. MITCHELL,

General Manager

D. F. STEVENS,

General Superintendent Transportation

These little

SPUDS

went to market!



IT seems very simple for a woman to drop in at her grocer's and say:

"I'll have a peck of potatoes — 25 pounds of flour — a pound of coffee — half a dozen oranges — a package of corn flakes — and how's your lettuce today?"

But did you ever wonder how all these things find their way to the corner grocer?

Instead of one woman, think of twenty-five million who do the buying for their families.

Instead of a peck of potatoes, think of three and a half million *tons* delivered to all the corner grocers in a year.

Think of 8,600,000 *tons* of wheat flour — 1,790,000 *tons* of oranges and grapefruit — 868,000 *tons* of cereal and you begin to see the amount of food moved by the railroads every year.

Coming back to the potatoes — the average

distance this humble food travels by rail, between the fields where it is raised and the counter where it is sold, is 741½ miles.

And the only thing which can make potato-raising profitable for many people is the fact that their potatoes can get to a market several hundred miles away.

If that transportation were not easy — potatoes would pile up unused in the country — while city people paid fancy prices for the few that could be hauled in.

This in a simple way demonstrates the indispensable part the railroads play in helping the man who raises food to find a market — and the consumer to enjoy the pick of the nation's food at a reasonable price.

The rate at which this service is rendered is low — no other form of transportation could handle the tonnage at close to the price if in fact it could handle it at all.

ASSOCIATION OF
AMERICAN RAILROADS

WASHINGTON, D. C.



THE BALTIMORE AND OHIO RAILROAD COMPANY

Relief Department
W. M. KENNEDY, Superintendent

MEDICAL AND SURGICAL SERVICE

COMPANY'S SURGEONS.

Cincinnati, O.	DR. LOUIS J. FEID, 8th & State Sts. DR. LOUIS J. FEID, JR., 1812-14 Union Central Life Bldg. DR. EMIL R. SWEPSTON, 1812-14 Union Central Life Bldg. DR. R. C. HEFLEBOWER, Oculist, 22 W. 7th St. DR. HERMAN KECK, Oculist, 22 W. 7th St.
Covington, Ky.	DR. CHARLES J. FARRELL, 1001 Madison Ave.
Lawrenceburg, Ind.	DR. EDWIN L. LIBBERT.
Milan, Ind.	DR. I. A. WHITLACH.
Osgood, Ind.	DR. GEORGE S. ROW.
North Vernon, Ind.	DR. W. H. STEMM.
Deputy, Ind.	DR. JOHN W. GREEN.
Charlestown, Ind.	DR. D. W. ROBERTSON.
Jeffersonville, Ind.	DR. T. J. MARSHALL.
Louisville, Ky.	DR. N. C. ISLER. DR. HEMAN HUMPHREY, 1110 Heyburn Bldg.
Seymour, Ind.	DR. HAROLD P. GRAESSLE.
Brownstown, Ind.	DR. D. J. CUMMINGS.
Medora, Ind.	DR. NEAL MATLOCK.
Shoals, Ind.	DR. E. E. LONG.
Loogootee, Ind.	DR. JOHN W. STRANGE.
Washington, Ind.	DR. A. A. RANG. DR. BERT O. BURRESS. DR. CHESTER P. FOX.
Vincennes, Ind.	DR. CLAUDIUS L. BOYD. DR. NORMAN E. BECKES. DR. A. B. KNAPP, Oculist.
Lawrenceville, Ill.	DR. R. R. TRUEBLOOD.
Bridgeport, Ill.	DR. JNO. F. SCHRADER.
Olney, Ill.	DR. GEO. T. WEBER. DR. FRANK J. WEBER. DR. J. C. WEBER, Oculist.
Clay City, Ill.	DR. CURTIS HENDERSON.
Flora, Ill.	DR. H. D. FEHRENBACHER.
Xenia, Ill.	DR. J. L. BRYAN.
Salem, Ill.	DR. HARRY A. CUNNINGHAM.
Odin, Ill.	DR. WM. N. HAMILTON.
Carlyle, Ill.	DR. J. Q. ROANE.
Trenton, Ill.	DR. L. NIESS.
O'Fallon, Ill.	DR. EDWARD TRIPPEL.
East St. Louis, Ill.	DR. F. H. GUNN, 513a Missouri Ave. DR. HOWARD C. KNAPP, Oculist, Murphy Bldg. DR. MADISON J. PULLIAM, 816 University Club Bldg. DR. LAWRENCE H. STEVENS, 4500 Olive Street. DR. F. P. PARKER, Oculist, 102 N. Broadway.
St. Louis, Mo.	DR. THOS. G. CHARLES. DR. WALTER S. TAYLOR.
Beardstown, Ill.	DR. DON DEAL.
Ashland, Ill.	DR. GEO. W. STABEN.
Springfield, Ill.	DR. JOHN DEAL, Oculist.
Taylorville, Ill.	DR. G. L. ARMSTRONG.
Pana, Ill.	DR. L. H. MILLER.
Cowden, Ill.	DR. EARNEST M. MONTGOMERY.
Altamont, Ill.	DR. HARRY W. SCHUMACHER.
Fairfield, Ill.	DR. LESLIE W. YOUNG.
Springer, Ill.	DR. G. L. CREMEENS.
Ridgway, Ill.	DR. EDGAR A. GREEN.
Shawneetown, Ill.	DR. W. C. MERSHIMER.

HOSPITALS.

Breese, Ill.	St. Joseph's.
Cincinnati, Ohio	St. Mary's.
East St. Louis, Ill.	St. Mary's.
Flora, Ill.	Flora Hospital.
Louisville, Ky.	Saints Mary and Elizabeth.
Milan, Ind.	Whitlach Clinic.
Olney, Ill.	Olney Sanitarium.
Springfield, Ill.	St. John's.
Springfield, Ill.	Springfield Hospital and Training School.
Taylorville, Ill.	Taylorville Hospital.
Vincennes, Ind.	Good Samaritan.
Washington, Ind.	Davies County.

FIRST AID EMERGENCY CASES.

First aid emergency cases, with a booklet of instructions enclosed, will be carried on trains and located at every important shop and station. They shall be in direct charge of conductors of freight trains, baggagemen of passenger trains, or conductors if no baggageman, enginemmen of helpers, agents at stations and master mechanic at shops who are responsible for the compliance with the General Notice in reference thereto.

EXAMINING POINTS.

CINCINNATI—(Winton Place Station, Toledo Division), Monday and Thursday, 9:00 A.M. to 12:00 Noon.
SHOPS—Monday and Thursday, 9:00 A.M. to 11:30 A.M.
FLORA—Tuesday, 11:00 A.M. to 12:00 Noon.
EAST ST. LOUIS—(513a Missouri Ave.) Second and fourth Wednesdays of each month, 8:00 A.M. to 9:45 A.M.
SPRINGFIELD—First and Third Saturday of each month. 8:00 A.M., to 9:45 A.M.

MEDICAL EXAMINERS' TERRITORIES.

Cincinnati to Seymour, both inclusive	DR. F. H. HUTCHINSON Cincinnati, O.
North Vernon to Louisville, both inclusive	
Beardstown to Pana, both inclusive	DR. J. P. SELLMAN, Washington, Ind.
Seymour exclusive to St. Louis inclusive	
Pana exclusive to Shawneetown inclusive	

Reports of disability and death should be forwarded to the respective Medical Examiners.

Rules Governing Services of COMPANY'S SURGEONS.

1. Telegraphic calls for surgeons will have precedence over other business except train orders.
2. In case of injuries to passengers or employees requiring surgical aid, the surgeon of the company who can reach the point the quickest will be immediately called by the officer in charge and the case put in his exclusive control. If impossible to secure immediate attendance of company's surgeon, other surgical aid should be promptly secured to attend until the arrival of the company's surgeon.
3. Upon arrival of the company's surgeon he shall assume charge of the situation, making proper arrangements with the surgeon already in attendance for continuance, or discontinuance of services.
4. When a number of persons are injured the services of competent surgeons in the vicinity should at once be secured and every attention given the injured. Company's surgeon should be immediately notified, giving number of persons injured and what will probably be required for their relief.
5. The company will not be responsible for the employment of other surgeons than those above named and no obligation of any kind, beyond the services required while awaiting the arrival of the Company's surgeon or subsequently arranged for by him, will be assumed by the company.
6. The officer in charge will arrange to have the injured persons removed from the scene of the accident as promptly as possible, providing an ambulance or other conveyance, and sending a man, or men, with the injured persons when necessary; any expense incurred to be billed direct to the company, or paid by the person in charge, who will present a statement and receive voucher.
7. No important surgical operation should be performed previous to the arrival of the company's surgeon, except such as may be required for the immediate safety of the patient.
8. While company's surgeons will be assigned to duty within prescribed limits, they will be expected to go out of such limits whenever required.
9. Employees will be expected, whenever able, to visit the company surgeon's office for treatment.
10. When an injured employee selects a surgeon other than the one appointed the company will be relieved of any obligation to pay for his service, and such surgeon will look to the employee for his compensation.

E. V. MILHOLLAND, M. D.

Medical and Surgical Director.

SPECIAL INSTRUCTIONS.

1. SUPERIORITY OF TRAINS.

On single track eastward trains are superior to westward trains of the same class.

2. LOCATION OF STANDARD CLOCKS.

Storrs Junction	Lawrenceville
North Vernon	Flora
Mitchell	Carlyle
Jeffersonville, Big Four Yard Office	Venice
Louisville, Central Station	St. Louis, Union Station
Youngtown	Beardstown
Washington	Ridgely
Shops	Springfield
Vincennes	Shawneetown

LOCATION OF WATCH INSPECTORS.

Cincinnati	Southam Watch Co., Dixie Terminal Bldg.
North Vernon	Theo. Andrews
Louisville	R. G. Tafel & Son Co., 122 West Market St.
Seymour	Holtman's Jewelry Store
Mitchell	R. L. Mendenhall
Washington	J. P. Hagel
Vincennes	Leo A. Simon
Lawrenceville	G. H. Schmalhausen
Flora	J. W. Gibson
E. St. Louis	Zerweck Jewelry Co., 211 Collinsville Ave.
St. Louis	R. P. Wiggins 123 North 18th St.
St. Louis	Fred Baehr 501 United Home Bldg.
Springfield	Collins & Co. 210 South 6th St.

3. REGISTER AND BULLETIN BOARD STATIONS.

Registers.

Cincinnati	Watson	Shawneetown
Union Terminal	New Albany	Wyatt
C W Cabin	Youngtown	Junction
Dearborn	Louisville, Cent. Sta.	Flora (Springfield Sub-Div. trains only)
Cochran	Shops	Ridgely
Milan	H N Cabin	Beardstown
North Vernon		

Bulletin Boards.

Cincinnati	Seymour	Carlyle
Storrs Junction	Mitchell	Shattuc
North Vernon	Washington	Venice
Whitcomb	Shops	St. Louis, Union Sta.
Youngtown	Vincennes	Shawneetown
Louisville, Cent. Sta.	Lawrenceville	Ridgely
	Flora	

Rules 83, 83 (A) and 83 (B) are modified as follows:

Conductors and enginemen of all trains passing from double to single track at HN Cabin, Milan, Cochran, Dearborn, (Finney, where train register will not be used), CW Cabin; first class trains at Shops and westward trains at Watson; are relieved of examining register when train order, or Form A, part A, line 5, is received containing proper information regarding overdue superior trains or trains of the same class, and may register with Form C.

All trains passing from single to double track may register with Form C.

Enginemen of first and second class trains are relieved of examining register at North Vernon.

Enginemen of eastward trains are relieved of examining register at New Albany.

Eastward first class trains will not be required to secure clearance at Watson.

Train register will not be used at North Tower and any necessary clearance on trains will be given by Train Dispatcher on train order, or Form A, part A, line 5.

Enginemen of first class trains are relieved of examining register at Junction and Wyatt.

4. FORM A.

Rule 37 is modified as follows: in non-manual block territory line 3, part A, Form A will not be used.

In automatic signal territory when it is necessary for signalman to use Part R, he will draw a line through the words "as per line 3, Part A."

Rule 706 (A) is modified to provide, that conductors and enginemen will carry with them a supply of Form A with carbon paper, and where telephone booths or boxes are not provided with the forms, Form A will be made and copy mailed to Supt.

All trains will receive Form A at North Vernon, Vincennes, and Flora.

All trains originating at Central Station, Louisville, including C. C. C. & St. L. trains, will secure Form A, part A, line 5, over commercial telephone, located in Station Master's office, from VI office. To get VI office call Shawnee 5860 and ask for line 3.

All trains originating at Youngtown will secure Form A and train orders at YD Office.

No. 40 will not leave North Tower until Form A is received at that point.

Clearance Card, Form 13, will be secured by westward trains at Union Terminal, Cincinnati.

Clearance Card Form A, No. 368, will be secured by eastward trains at Union Station, St. Louis.

Form A will not be furnished at Wyatt and Junction, and at Shawneetown only during office hours of operator.

5. SPEED RESTRICTIONS.

The following definitions must be observed:

NORMAL SPEED—The maximum speed permitted by Timetable for main track movements.

MEDIUM SPEED—One-half the normal speed, not to exceed 30 miles per hour.

SLOW SPEED—One-quarter the normal speed, not to exceed 15 miles per hour.

RESTRICTED SPEED—Proceed prepared to stop short of train, obstruction, or anything that may require the speed of a train to be reduced.

These definitions do not supersede nor modify the following speed restrictions:

LIMITS

	CLASS OF SERVICE		
	Passenger and Express Trains	Passenger Trains handled by Freight Engines and Fast Freight Trains	Slow Freight, Local, Pickup and Work Trains
Storrs Junction and K Tower	65	45	35
North Vernon and New Albany	60	45	35
Watson and Mile Post 5	50	40	30
Mile Post 5 and Jeffersonville	45	40	30
Shawneetown and Fairfield	40	30	25
Fairfield and Flora	25	20	20
Flora and Springfield	45	30	30
Springfield and Beardstown	40	30	25
Except as noted below:			
Maximum speed of excursion or other special trains made up of open platform equipment, and passenger trains handling equipment with freight car trucks will be 10 miles per hour less than the maximum speed of other passenger trains.			
Trains handling steam cranes, locomotive cranes, pile drivers, ditchers and similar equipment, will not exceed a speed of 30 miles per hour between Storrs Junction and East St. Louis, North Vernon and New Albany; and 20 miles per hour on Springfield Sub-division.			
Trains, the make-up of which includes dead engines, will not exceed a speed of 25 miles per hour.			
Trains handling dead engines WITHOUT SIDE RODS will not exceed a speed of 20 miles per hour.			
Entering or leaving sidings	10	10	10
Through cross-overs	10	10	10
Engines running backward on tangent	20	20	20
Engine running backward on curve	15	15	15
When other than passenger trains are run on first class schedules the train orders will specify the maximum speed.			
Where Form A or orders are received	25	25	25
Ends of double track, except westward at Cochran, Milan, H N Cabin; eastward at Dearborn, C W Cabin, H N Cabin	25	25	25
Addyston and North Bend	45	30	30
Finney, westward trains moving from single main track to westward main track	25	25	25
Finney, westward trains moving from single main track to eastward main track	20	20	20

SPECIAL INSTRUCTIONS—CONTINUED.

SPEED RESTRICTIONS—Continued.

LIMITS	CLASS OF SERVICE.		
	Passen- ger and Express Trains	Passen- ger Trains handled by Freight Engines & Fast Freight Trains	Slow Freight Local Pickup and Work Trains
Finney, eastward trains moving from eastward main track to single main track..	30	30	30
Lawrenceburg through city.....	15	15	15
Aurora through city.....	15	15	15
Between Cochran and Dillsboro on both tracks.....	50	35	30
Between Dillsboro and Milan on westward track.....	45	35	30
Between Milan and Mile Post 37, east of Cold Springs, on eastward track.....	50	35	30
Between Mile Post 37, east of Cold Springs, and Dillsboro, on eastward track.....	45	35	30
Dillsboro, on eastward track between Poles 34-20 & 34-06.....	30	30	30
E. of Osgood Bridge 48-99, Laughery Creek	45	30	30
Osgood through City.....	35	35	35
East of Nebraska Bridge 60-78, Otter Creek	45	30	30
Oakdale and North Vernon.....	45	30	30
North Vernon, over Walnut and State Sts. Crossings, between 6:30 P.M. & 7:30 A.M.	10	10	10
Watson, over junction switch of Jeffersonville Sub-Div. going to or from Louisville	25	25	25
Mile Post 48 and east derail X Tower..	50	45	35
New Albany, Silver Street Crossing.....	25	25	25
Between K & I Bridge & New Albany depot	12	12	12
Short Route Trestle, Louisville.....	15	15	15
Mikado engines, all turn outs Short Route Louisville.....	10	10	10
Seymour City Limits.....	8	8	8
Around Curve, M. P. 94, West of Dunham	50		
Mile Post 99 & Mile Post 100, E. of Vallonia	50	30	30
Around Curves, M. P. 109 and W. End Big Tunnel.....	45	30	30
Through tunnels.....	45	30	30
Mile Post 124 E. of Mitchell to Mile Post 119	45	30	30
Rock Lick Branch.....	15	15	15
Shoals, between river bridge and second crossing east of depot.....	30	30	30
Shoals Bridge 147-21, Mikado Engines... 60	10	10	10
Between Shoals and Loogootee.....	25	25	25
Loogootee street cross'gs 6 A.M. to 8 P.M.	35	35	35
Washington through city.....	35	20	20
CCC & StL Crossing west of Shops.....	12	12	12
Vincennes, principal street crossings.....	25	25	25
Vincennes, Wabash River Bridge 189-34... Mikado Engines.....	10	10	10
No. 2 Running Track between Bridgeport and Lawrenceville.....	15	15	15
Bridgeport street crossings.....	40	40	30
Olney, over three principal street crossings	20	20	20
Salem, street crossings.....	25	25	25
Sandoval street crossings.....	20	20	20
Carlyle, B & O Mikado engines and CB & Q type O-3 engines over Bridge 290-09	10	10	10
Carlyle milk sta. to 4th cross'g W. of depot	25	25	25
Breese, over principal street crossings...	30	30	30
O'Fallon, street crossings 6 A.M. to 8 P.M.	20	20	20
Furman and Caseyville.....	45	30	25
Caseyville street crossings.....	20	20	20
HNCabin, leaving or entering east'd main tk	30	30	30
Willows, over three railroad crossings...	30	25	15
E. St. Louis, Bowman, Exchange and St. Clair Aves.....	10	10	10
K Tower and Venice.....	15	15	15
Over Bridge 2 to Shawneetown.....	20	20	20
Junction-Over temporary trestle.....	5	5	5
Between Flora and M. P. 78 West of Flora.	35	25	25
Cowden-over automatic interlocker.....	20	20	20
Between Cowden and Tower Hill.....	40	30	30
Tower Hill and Pana.....	35	25	25
Pana-All trains will come to full stop at near street line before proceeding over StateSt.			
Taylorville—All street crossings.....	10	10	10

SPEED RESTRICTIONS—Continued.

Between Taylorville and Springfield.....	40	30	30
Springfield—Around curve Cook St.....	20	20	20
Springfield—Capitol Avenue.....	10	10	10
Springfield—End of double track First St.	10	10	10
Springfield—Over C. & I. M. crossing.....	12	12	12
Springfield—Over wye, 8th Street.....	10	10	10
Springfield—Over Alton connection, 3rd St.	10	10	10
Springfield—All trains operating in and out of Alton Depot will stop before passing alley between Jefferson and Madison Sts.			
Ashland and Bluff Springs.....	30	20	20
Beardstown—No. 1 transfer track.....	10	10	10
Beardstown—Fifteenth Street.....	8	8	8

Speed of Light Engines with or without Caboose	Sub-Divisions		
	Cinti.-Lou. Wash.-Ill.	Springfield West of Flora	Springfield East of Flora
Passenger Engines.....	50	40	35
Freight Engines.....	40	25	25
Engines without engine truck	20	20	20

Where speed restrictions are lower than above, all light engines will run five miles per hour less than the speed restriction, except where the speed restriction is 20 miles per hour or less, no further restrictions will apply.

Speed of Relief Trains			
Engine in forward motion..	35	25	20
Engine in backward motion.	20	15	15
With crane ahead of engine.	20	15	15

Rule 105 (A) is modified as follows: When trains are moving against the current of traffic they will not exceed a speed of thirty (30) miles per hour while passing over facing point switches not interlocked.

Freight trains that have been stopped a sufficient time to permit inspection will not when starting exceed a speed of eight miles per hour until the caboose has passed the point at which the engine stood, unless a proceed signal is given from the rear end before the caboose reaches that point.

6. BRAKEMEN, FLAGMEN AND FLAGGING.

Rule 99 is modified to this extent:

Except between Wyatt and Junction, East Grand Avenue and Bradfordton, East Grand Avenue and Ridgely, second and third class trains on Springfield Sub-Division are relieved from protecting the rear of their train except when on the time of an overdue first class train. When other trains are run on this Sub-Division, regular trains will be protected by train order.

At all points where movements of trains are governed by flag or light signals given by switch tenders, following indications will govern:

Green signal for eastward movement.

Yellow signal for westward movement.

with the following modifications:

At Storrs Junction, trains and engines will approach and move at restricted speed on both main track and through cross-overs and will not foul cross-overs nor proceed until receive signal from switchtender and be governed by flag or light signals as follows:

Green signal for all main track movements;

Yellow signal for all cross-over movements.

Before accepting signals from switch tenders, enginemen must know that switches are properly lined for their movement.

Eastward trains or engines entering C. U. T. track, in addition to signal received from switchtender, will be governed by indication on fixed signal located on C. U. T. Co. track.

At K Tower, East St. Louis:

Green signal for eastward movement,

Yellow signal for westward movement.

Eastward trains at K Tower in addition to signal received from Switch Tender, will be governed by indication of signal 3354 East of K Tower.

7. EXPLOSIVES.

Cars loaded with inflammable articles, acid, dynamite, powder and other explosives, and oil tanks, loaded or empty, will be handled in accordance with Bureau of Explosives Pamphlet No. 9 and supplements thereto.

SPECIAL INSTRUCTIONS—Continued.

8. EXTRA TRAINS.

After receiving Form A helper engines and engines doubling will run with current of traffic as extras Milan to Cochran, and may run ahead of second class trains.

9. FIXED SIGNALS.

Automatic block signals are equipped with number boards, semi-automatic block signals are not equipped with number boards.

In color position light automatic block signal territory, where a track is signaled in one direction only, when a train is stopped by an automatic signal indicating STOP (Diagram 190-Q) a member of the crew will examine switches, if any, including both ends of crossover between main tracks in the immediate vicinity of the signal involved, and if such switches are found in proper position, train will proceed in accordance with Paragraph B, Rule 509.

Rule 27 is modified that at an interlocking station where a train is stopped, due to the imperfect display of the home signal, and the day signal is plainly seen to indicate PROCEED the train will be governed by the day indication displayed.

When sufficient lights in a color position light signal are displayed to determine correct indication of signal, such indication will govern and the fact reported to the train dispatcher.

Rule 221 is modified as follows:

At all train order stations in automatic block signal territory, while an operator is on duty, the train order signal shall indicate STOP when trains are to be stopped for train orders. When there are no orders the signal must indicate PROCEED.

When a train order is received the operator must, before repetition, display the signal to indicate STOP and reply to the train dispatcher, "STOP DISPLAYED."

Rules 362 and 363 are modified to permit passenger trains to pass a stop signal to do platform work at stations at which they stop, except that no trains will pass a stop signal far enough to run by the clearance of the passing siding switch where an opposing train would enter siding, or pass clearance at end of double track where an opposing train would enter double track without first receiving hand signal from operator. Before leaving conductor and engineman will receive Form A, part A, line 3.

Rules 501 B and 601 B are revised as follows:

INDICATION—Prepare to stop at next signal.

Train exceeding medium speed must at once reduce to that speed.

NAME—Approach Signal.

Rules 501-AA, 509-A and 509-B are modified to permit tonnage freight trains to pass a stop and proceed signal having a circular disk bearing the letter "P" attached, at a speed not exceeding fifteen miles per hour, expecting to find a train in the block, broken rail, obstruction or a switch not properly set.

It must be understood that the circular disk with the letter "P" has no significance except in combination with a stop and proceed indication as shown in Rule 501-AA and figures 3 and 10, Diagram 190-Q, revised August 31st, 1936.

A tonnage train as mentioned above is defined as one having 80% or more of the authorized slow freight engine rating or having in excess of 90 cars including the caboose.

Before entering territory where tonnage signals are in use, the conductor will notify the engineman as to the gross tonnage and the number of cars there will be in the train within such territory.

Tonnage Signals are Located as follows:

At or Between	Track Nos.	Signal Nos.
Twin Bridges	One	W-31-14
East of Dillsboro	One	W-32-38
Dillsboro	One	W-33-35
Dillsboro and Dillsboro Crossover	One	W-35-03
Dillsboro Crossover	One	W-36-14
West of Cold Springs	One	W-37-28
Cold Springs and Moores Hill	One	W-38-52
East of Moores Hill	One	W-40-05
East of Milan	One	W-41-28
North Vernon and Whitcomb	One	727
West End Whitcomb	One	738
Hayden and Whitcomb	One	754
Hayden and Whitcomb	One	770
Rivervale and Mitchell	One	1229
Mitchell and Georgia	One	1291
Georgia and Mitchell	One	1292
West End Georgia	One	1318
Huron and Georgia	One	1338
West End Huron	One	1384
East End Cannelburg	One	1593

West End Cannelburg	One	1598
East End Montgomery	One	1625
West of Shops	One	1712
East End Wheatland	One	1761
West End Wheatland	One	1770
Wheatland and Fritchton	One	1811
East End Fritchton	One	1833
Clay City and Flora	One	2367
East End Xenia	One	2503
Lebanon and O'Fallon	One	3167
Lebanon and O'Fallon	One	3189
West End Furman	One	3240
Caseyville and Furman	One	3258

RAILROAD CROSSINGS.

Station	Railroad	Position of Signal indicating clear route for St. Louis Div. Trains.
Storrs Junction	C. C. C. & St. L.	Hand Signal from switch tender.
Dearborn	C. C. C. & St. L.	Interlocking
Lawrenceburg	C. C. C. & St. L.	Interlocking
North Vernon	Penna. Main Line	Horizontal
North Vernon	Penna. Lou. Sub.	Horizontal
North Vernon	C. C. C. & St. L.	Horizontal
Watson	L. R. S.	Interlocking
X Tower	Penna.	Interlocking
Watson	I. R. S.	Interlocking
Jeffersonville, Ninth Street	Penna.	Trainmen flag crossing.
Seymour	Penna.	Horizontal
Mitchell	C. I. & L.	Horizontal
Washington	C. C. C. & St. L.	Interlocking
West of Shops	C. C. C. & St. L.	Automatic Interlocking
Vincennes	C. & E. I. & Penna.	Horizontal
Vincennes	Drawbridge & River Track	Interlocking
Lawrenceville	C. C. C. & St. L.	Interlocking
Olney	Ill. Central	Interlocking
Salem	C. & E. I.	Interlocking
Odin	Ill. Central	Interlocking
Sandoval	Ill. Central	Interlocking
Shattuc	C. B. & Q.	Interlocking
O'Fallon	L. & N.	Interlocking
H N Cabin	Alton & Southern	Interlocking
Willows	T. R. R. A.	Interlocking
E. St. Louis	Penna.—T. R. R. A.	Hand signal from operator.
Ashland	Alton	Interlocking
Springfield	Alton	Semaphore
Springfield	Wabash	Automatic Interlocking.
Springfield	C. & I. M.	Horizontal
Springfield	Ill. Cent. C. & I. M.	Interlocking
Tansey	I. T. S.	Interlocking
Taylorville	Wabash	Interlocking
Pana	C. & E. I. & Ill. Central	Interlocking
Tower Hill	C. C. C. & St. L.	Interlocking
Cowden	N. Y. C. & St. L.	Automatic Interlocking.
Altamont	C. & E. I.	Trainmen flag crossing.
Altamont	Penna.	Interlocking
Edgewood	Ill. Central	Interlocking
Fairfield	Southern	Trainmen flag crossing.
Enfield	L. & N.	Interlocking
Norris City	C. C. C. & St. L.	Interlocking

10. SPACING TRAINS.

Rules 301 to 377, inclusive, are in effect on the St. Louis Division except in the automatic territory at and between Storrs Jet. and Vincennes, Olney and K Tower, and the opposing home signals at I. R. S. Tower Watson, X Tower, and Lawrenceville, where rules 501 to 515, inclusive, are in effect, and except on Springfield Sub-Division.

Rules 301 to 377, inclusive, are in effect when trains are operated against current of traffic.

Rule 93 is modified to provide that yard engines working between First Street, Springfield and Bradfordton will occupy the main track only when authorized to do so by train order Form H.

SPECIAL INSTRUCTIONS—Continued.

Conductors of westward first class trains will report arrival at Bradfordton and conductors of eastward first class trains will report arrival at Rochester by telephone to operator at Springfield.

Rules 509 and 509 (A) of the Rules and Regulations of the Operating Department are modified as follows:

Color Position Light Signal Territory, CW Cabin to Finney, Cochran to Milan, North Vernon to Vincennes, Olney to K Tower.

Signals located at the fouling points of passing sidings are known as head block signals.

When a train is stopped by a head block signal indicating STOP, the conductor will communicate with the train dispatcher, and upon receiving an order from him that there is no opposing train within the block the train will then proceed at restricted speed.

Train receiving a STOP indication at intermediate signals after having received an order from the train dispatcher that no opposing train is occupying the block will stop and then proceed at restricted speed.

When a train is stopped by a STOP signal where communication is lost or not provided, if superiority permits, the train may proceed preceded by a flagman to the next point of communication or to a signal governing in the same direction where the indication is more favorable than stop and then be governed by the indication shown.

When a train is stopped by a STOP AND PROCEED signal it may proceed at once at restricted speed.

Head block and interlocked home signals are not equipped with number boards and numbers. All other signals are so equipped.

Signal circuits are arranged for eastward traffic as superior movement. Westward trains arriving at west end of passing sidings and occupying main track to meet an opposing train automatically sets the signals governing eastward train at STOP to the next passing siding west and westward trains should immediately operate a push button located in small box on the side of relay box adjacent to the head block signal. Trains moving out at west end of passing siding to make an eastward movement on main track must operate a push button located in small box on side of relay box adjacent to eastward signal at end of siding to restore operation of eastward signal.

Hand operated derails have been placed at clearance point of all sidings, except passing sidings, and must after being used, be restored to their normal position and locked.

When a train is entering or leaving a passing siding neither the main track switch nor the inside switch of a crossover should be restored to normal position until the entire train has passed the dwarf signals at clearance point or high signal protecting facing switch.

Signal indication for trains entering non-interlocked passing sidings will be STOP AND PROCEED, figure 9, Diagram No. 190-Q, revised August 31, 1936 and for trains entering interlocking passing sidings MEDIUM PERMISSIVE, figure 11, Diagram No. 190-Q revised August 31, 1936.

The following switches at Shattuc are equipped with dual controlled mechanisms:

Switches at each end of No. 10 cross-over for movement of eastbound trains to CB&Q lead.

Switches at each end of No. 16 cross-over at east end of passing track.

These switches will not be hand-thrown without first getting permission from the operator. After use, such switches will be restored to their normal position and locked.

When eastward or westward trains are stopped by home signals, the conductor or engineman will immediately communicate with operator, and be governed by instructions of the operator. When permission is given by operator to conductor to use dual control, conductor will place and keep selector levers of the dual control machines in manual position until last car of train has passed over same. Before leaving, see that hand thrown levers are in normal position and selector levers in power position and locked.

Semaphore Signal Territory, Dearborn to Cochran.

Between Dearborn and Cochran, which is overlap territory, when a train is stopped by a STOP signal or by a STOP AND PROCEED signal, the conductor will, if possible, communicate with the train dispatcher and upon receiving an order from him indicating that there is no opposing train within the block, the train will then proceed at RESTRICTED SPEED.

When a train is stopped by a STOP AND PROCEED signal after having received an order from the train dispatcher that there is no opposing train within the block the train will proceed at restricted speed.

If unable to communicate with the train dispatcher, Rules 509 and 509 (A) will be complied with.

Semaphore Signal Territory, Milan to North Vernon.

Absolute Signals.

When a train is stopped by a STOP indication at absolute signals located at the ends of passing sidings which are designated by two square end blades, or two red lights in a vertical line, and having no orders to meet an opposing train, the conductor will communicate with the train dispatcher. Upon receiving an order from the train dispatcher that there is no opposing train within the block the train will proceed at restricted speed. If unable to communicate with the train dispatcher, Rule 509 will govern.

Intermediate Signals.

Intermediate signals are those located between opposing absolute signals and are equipped with one pointed end blade and one red light.

When a train is stopped by an intermediate automatic block signal indicating STOP AND PROCEED after having received an order from the train dispatcher that there is no opposing train within the block, or after having passed an absolute signal indicating proceed, will stop and then proceed at restricted speed.

Other Automatic Block Signals.

When a train is stopped by a STOP AND PROCEED automatic signal equipped with pointed end blade and located at the entrance to or within the confines of a passing siding and having no order to meet an opposing train, the train will be governed by instructions for absolute signals where communication is provided.

If unable to communicate with train dispatcher, rule 509 (A) will govern.

All westward trains holding the main track and meeting eastward trains, at west end of passing tracks at Delhi, North Bend, Milan, Pierceville, Delaware, Osgood, Dabney, Holton, Nebraska, Oakdale, will operate push button on signal box located at clearance point, west end of siding, in order to clear signals for eastward trains.

Engines with or without cars may run with the current of traffic between K Tower and HN Cabin, when proceed is indicated by the block signals at K Tower or HN Cabin, or when authorized to do so by Form A, clearing first-class trains as required by the rules. Engines or trains, other than first class, starting from K Tower, will procure Form A from operator at K Tower before using eastward main track east of L. & N. connection. The upper arm of the two arm semaphore, located 650 feet east of Penna. crossing east of K Tower, controls movement of westward Baltimore & Ohio trains and engines on westward main track only. Westward trains using reverse track will be governed by hand signal from operator. The lower arm controls movement of trains and engines from L. & N. rails using the cross-over from eastward to westward track. This signal will only advance a train to the Penna. crossing. Permission to use the crossing will be given by operator. Semaphore located directly in front of K Tower controls the movement of eastward trains and engines using eastward main track, also movement of eastward trains and engines using westward track through cross-over to eastward track and onto L. & N. rails. Movement against the current of traffic will be made only when authorized by train order. Permission to cross over on double track will be secured on Form A from operator at HN Cabin, except cross-over between eastward and westward tracks just east of K Tower, and within the interlocking limits at Willows, will be governed entirely by C. P. L. Signal.

SPECIAL INSTRUCTIONS—Continued.

Trains or engines may use Avenue Track between Willows and K Tower in either direction under yard rules at restricted speed.

A proceed indication on the home signal at Willows for trains running via Merchants Bridge will be authority to use the eastward main track Willows to Signal 3338.

Rules 86, 87 and 89 are modified to the extent that unless otherwise instructed trains will clear Nos. 1, 2 and 3 as follows:

Fast freight trains	15 minutes
Local freights and pick-ups with 20 cars or less.....	15 minutes
Local freights and pick-ups with more than 20 cars...	30 minutes
Slow freights and drags.....	30 minutes
Yard engines handling cuts on main track.....	30 minutes
Yard engines and other engines light.....	15 minutes

11. HELPER, SWITCH AND YARD ENGINES.

When passenger trains are passing through yards or stations engines engaged in switching on next parallel track will stop.

Helper engines may run ahead of second-class trains.

12. TELEPHONES.

13. AIR BRAKES, HAND BRAKES, TESTING, ETC.

Instructions governing the operation and testing of air brakes, and train air signal equipment, and the operation of electric head lights and electric lighting of passenger cars are in Form 1118-D Revised, which will govern.

When helper engine is used on rear end of freight trains, the air brakes must be coupled up to helper engine and operated from leading engine. If necessary to cut helper engine off without stopping train, the angle cock will be closed on rear end of the last car or caboose, the uncoupling lever raised and signal given to helper engine to stop helping. When the helper engine drops back far enough to pull the hose apart the brakes on helper engine will act and stop the engine, so that the helper engine will not collide with the train should an air hose burst just after cutting off.

Air will be cut into helper engines used on rear of passenger train and train stopped to cut helper off.

14. WATER AND FUEL.

Rule 115 is modified that it will not be necessary to detach engine to take water or fuel unless in the judgment of engine-man it is necessary.

15. OPERATING TRAINS BY SIGNAL INDICATION.

16. JOINT OR SPECIAL USE OF TRACKS.

Cincinnati Union Terminal Company Rules of the Operating Department are in effect between Union Terminal, Cincinnati, and Storrs Junction.

Cincinnati Terminal Division time table is in effect between Oakley and Storrs Junction.

The Kentucky and Indiana Terminal Railroad Company time table is in effect between New Albany and Thirteenth Street, Louisville, and Youngtown.

The Short Route time table is in effect between Thirteenth Street and Central Station, Louisville.

Terminal Railroad Association time table is in effect between St. Louis and Relay Depot and between St. Louis and Willows—(Merchants Bridge Route).

Springfield joint time table is in effect between East Grand Avenue and First Street.

C. & I. M. time table is in effect between East Grand Avenue and WR Tower, Ridgely.

Trains or engines using B. & O. tracks west of switch from B. & O. to the C. C. C. & St. L., immediately west of North Tower, will report clear of the switch and will not foul the switch until proper authority is received from operator at Watson. Normal position of switch at North Tower will be for C.C.C. & St. L.

As provided by Rule 93, Train Dispatcher is designated to give instructions when it is necessary for engines or trains to make movements against current of traffic on double track within yard limits between Storrs Junction and CW Cabin and between H N Cabin and K Tower.

Trains or engines moving from Washington sub-division toward Louisville sub-division at North Vernon will use the main wye. Trains from Louisville sub-division to Washington sub-division will use back wye. Trains or engines using these tracks will move at restricted speed expecting to find tracks occupied.

No. 1 transfer track Beardstown will be used as main track to Burlington passenger station. This track is also used by Burlington yard engines. All trains will reduce speed to ten miles an hour looking out for Burlington yard engines.

Leverman at Ashland on duty 8:00 A. M. to 5:00 P. M., daily except Sunday. At all other hours, interlocking plant will be left lined for Alton R. R.

Leverman at Tansey on duty, 7:00 A. M. to 11:00 P. M., daily. At all other hours, interlocking plant will be left lined for I. T. S.

Leverman at Taylorville on duty 8:10 A. M. to 12:00 Noon; 1:00 P. M. until passage of No. 40, daily except Sunday. At all other hours, interlocking plant will be left lined for Wabash Ry.

Leverman at Altamont on duty 6:00 A. M. to 10:00 P. M., daily except Sunday. At all other hours, interlocking plant will be left lined for Pennsylvania R. R.

Leverman at Norris City on duty 7:00 A. M. to 4:00 P. M., daily except Sunday. At all other hours, interlocking plant will be left lined for C. C. C. & St. L. Ry.

All trains will stop at Wyatt and Junction and will run at restricted speed between Wyatt and Shawneetown looking out for engine switching at Shawneetown.

17. MAIL.

18. TRAIN ORDER STATIONS—IRREGULAR HOURS.

Stations open less than twenty-four hours:

*Delhi.....	7:00 A.M. to	4:00 P.M.
*North Bend.....	6:30 A.M. to	2:00 P.M.
*Dillsboro.....	7:15 A.M. to	4:15 P.M.
*Holton.....	7:00 A.M. to	4:00 P.M.
*Butlerville.....	8:00 A.M. to	5:00 P.M.
*Deputy.....	7:00 A.M. to	4:00 P.M.
Blocher.....	6:45 P.M. to	3:45 A.M.
*Charlestown.....	8:00 A.M. to	5:00 P.M.
*Brownstown.....	7:00 A.M. to	3:00 P.M.
Brownstown.....	9:00 P.M. to	5:00 A.M.
*Tunnelton.....	8:00 A.M. to	5:00 P.M.
Huron.....	8:00 A.M. to	5:00 P.M.
Loogootee.....	8:00 A.M. to	4:00 P.M.
Loogootee.....	8:00 P.M. to	4:00 A.M.
*Montgomery.....	6:00 A.M. to	3:00 P.M.
Washington.....	11:30 P.M. to	7:30 A.M.
*Washington.....	8:00 A.M. to	4:30 P.M.
†Washington.....	9:15 A.M. to	1:15 P.M.
Washington.....	4:00 P.M. to	6:00 P.M.
*Wheatland.....	8:00 A.M. to	5:00 P.M.
*Bridgeport.....	7:00 A.M. to	4:00 P.M.
*Sumner.....	8:00 A.M. to	4:00 P.M.
Sumner.....	6:30 P.M. to	2:30 A.M.
*Claremont.....	7:30 A.M. to	4:30 P.M.
*Noble.....	7:00 A.M. to	4:00 P.M.
*Clay City.....	7:00 A.M. to	4:00 P.M.
*Xenia.....	8:00 A.M. to	5:00 P.M.
*Tuka.....	8:00 A.M. to	5:00 P.M.
*Carlyle.....	8:00 A.M. to	5:00 P.M.
*Beckemeyer.....	8:00 A.M. to	4:00 P.M.
*Trenton.....	7:30 A.M. to	4:30 P.M.
*Shawneetown.....	7:30 A.M. to	4:30 P.M.
*Ridgway.....	7:00 A.M. to	4:00 P.M.
*Norris City.....	7:30 A.M. to	4:30 P.M.
*Enfield.....	7:00 A.M. to	4:00 P.M.
*Mill Shoals.....	6:45 A.M. to	3:45 P.M.
*Fairfield.....	6:20 A.M. to	3:20 P.M.
*Cisne.....	6:15 A.M. to	3:15 P.M.
*Louis.....	6:15 A.M. to	3:15 P.M.
*Altamont.....	6:00 A.M. to	10:00 P.M.
*Cowden.....	6:45 A.M. to	3:45 P.M.
*Pana.....	7:15 A.M. to	4:15 P.M.
*Owaneco.....	7:45 A.M. to	4:45 P.M.
*Taylorville.....	7:00 A.M. to	4:00 P.M.
*Edinburg.....	7:00 A.M. to	4:00 P.M.
*Rochester.....	6:15 A.M. to	3:15 P.M.
*Pleasant Plains.....	7:00 A.M. to	4:00 P.M.
*Ashland.....	8:00 A.M. to	5:00 P.M.
*Philadelphia.....	8:00 A.M. to	5:00 P.M.
*Virginia.....	8:00 A.M. to	5:00 P.M.

* Daily except Sunday.

† Sunday only.

19. MAXIMUM WEIGHT LIMITS—CARS.

Storrs Junction to Vincennes.....	240,000 lbs.
Vincennes to East St. Louis.....	220,000 lbs.
North Vernon to New Albany.....	270,000 lbs.
Watson to North Tower (Jeffersonville).....	320,000 lbs.
Shawneetown to Beardstown.....	220,000 lbs.

For operation of Engines—See booklet Form 1594 Special No. 10, effective January 1, 1937.

SPECIAL INSTRUCTIONS—Continued.

20. RESTRICTIONS AT RAILROAD CROSSINGS AND DRAWBRIDGES

In the State of Ohio at railroad crossings and drawbridges not equipped with approved interlocking trains or engines will stop not less than 200 feet nor more than 800 feet from crossing and in the State of Indiana not less than 40 feet nor more than 500 feet from the crossing and in the state of Illinois within 800 feet from crossing, and will not proceed until the route is clear.

Trains will approach Watson at restricted speed and will not pass until it is known that switches are properly set and track clear.

21. WHISTLE SIGNALS.

Rules 14 (da) and (ea) will apply on Louisville and Springfield Sub-Divisions.

Rule 14 (l) is amended as follows:

Sound	Indication
— — oo	Approaching public crossings at grade to be prolonged or repeated until the crossing is reached.

When trains are running against the current of traffic whistle signals will be sounded as shown below to cover recall of flagman:

Sound	Indication
— — — — — ooo	Flagman may return from west or south on double track.
— — — — — ooo	Flagman may return from east or north on double track.

oo oo oo Should the engineman of a passenger train on which the engine is scheduled to run through the next terminal in advance find, after leaving the last stop that a relief engine will be required at the terminal, they will sound two short blasts of the whistle three times with a short pause between each of the two blasts; thus oo oo. This signal is to be given when approaching and passing the first open office after it is known that a relief engine will be required. Operators hearing this signal will at once order relief engine from the terminal or station in advance where relief engines are provided and will then notify the Train Dispatcher.

22. MARKERS.

Big Four trains operating between North Vernon and Jeffersonville may display yellow flags or lights as markers, where rules require green.

23. TRAIN ORDERS.

Rules 209, 210 and 211 of the Rules and Regulations of the Operating Department are modified that at train order offices, where typewriters are available, they may be used in copying train orders. However, CAPITAL letters must, in all cases be used in forming the words. There must be no erasers, alterations or interlineations and figures must not be surrounded by brackets, circles or other characters. Type must be clean in order that a clear impression will be made. In all cases the operator repeating the order to the train dispatcher will sign his name with a stylus in the space provided for that purpose.

To secure uniformity of train orders, following form of order has been adopted to notify certain trains to take siding in making a meeting point:

"No.....Engine.....take siding and meet No.....Engine.....at....."

On single track, whether manual block rules are in effect or not, when a middle order, so called, is addressed to the operator at the intermediate train order office, there will be a train order signal displayed, at that office in every case and Rule 208 govern until the order has been delivered by the operator to trains affected until all have arrived from one direction. The operator is not relieved from such delivery, even though the time of a wait order has elapsed, unless the order addressed to the operator has been annulled by the Train Dispatcher.

On single track where Rules 301 to 377, inclusive, are in effect, to admit a train that is not carrying passengers into a block within which a work extra is working and is not clear of the block, a copy of the work extra's working order must be addressed and delivered to such trains at the entrance of the block and they may be admitted under permissive indication on Form A.

As provided by Rule 211, train order, Form 19, may be used, except on Springfield Sub-Div., to restrict the superiority of trains, except that Form 31 will be used when an order is issued at the point where superiority is restricted, and also in territory where Rules 301 to 377, inclusive, are in effect, where superiority is

restricted at an advance or intermediate siding within the block by order issued at the telegraph office at the entrance to the block.

Rule 317 is modified that train order Form T will be used for the following movement only.

When a train order is to be delivered to a train at an interlocking station where the home signals are also used as block and train order signals, the signalman will:

A—Display the home signal at STOP for the track and in the direction of the train to which the orders are addressed and will also place reminders on the machine levers that control train movements into the block.

B—Display a red flag, and in addition a red light at night, in the places provided for that purpose at the station to indicate that there are orders to be delivered.

C—When a train approaches for which there are no orders, these signals may be cleared or removed only in accordance with Rule 36 of the Rules and Regulations of the Operating Department.

This combination of signals must be acknowledged by the engineman by one short and two long sounds of the engine or motor whistle.

In automatic block signal territory, the signalman, upon hearing the acknowledging whistle, will, if the rights of the train are not restricted at that station, cause the home signal to display the correct block indication. The engineman having acknowledged the display of the train order signal, will, upon proper observance of the home signal, proceed at slow speed to the interlocking station only, unless there otherwise directed by train order or clearance card Form A. After receiving orders the speed of the train will then be governed by the block indication received at the home signal.

The above rule will also govern in delivering train orders at Seymour, Brownstown, Medora, Tunnelton, Mitchell, Shoals, Loogootee, Montgomery, and Clay City.

In non-automatic block signal territory, the signalman, upon hearing the acknowledging whistle, will, if the rights of the train are not restricted at that station, cause the home signal to display PERMISSIVE indication. The engineman having acknowledged the display of the train order signal, will then proceed at slow speed to the interlocking station only, unless there otherwise directed by train order or clearance card Form A. After receiving orders, the speed of the train will be governed in accordance with the block indication shown on clearance card Form A.

24. PROTECTION OF MOVEMENTS OVER HIGHWAYS AT GRADE.

In the movement of engines with or without cars while switching over highway grade crossings within yard limits, also commercial and station sidings, mine, industrial, or passing sidings; and between commercial and station sidings, unless there is a crossing watchman at his post, or the gates are down, a member of the crew will protect highway traffic at crossing by preceding each movement over the crossing and see that all highway traffic has been stopped before signaling the engineman to proceed.

The same protection will be given whenever a light engine is making a movement either forward or backward over highway crossing at grade (except when running from one station to another as a straight-away movement); also whenever a train or engine takes a siding and obscures the view from the highway of an approaching train.

When necessary to cut a train at a highway grade crossing, the ends of the cut, where practicable, shall be not less than fifty feet from the center line of the crossing and a member of the crew will remain at the crossing to protect highway traffic as indicated above, until the cars have again been coupled.

If necessary to cut a train at more than two highway crossings and there are not sufficient members of the crew available to protect highway traffic at each crossing, the ends of the cuts at the crossings which cannot be protected should, where practicable, be left standing not less than one hundred and fifty feet from center line of the crossing. A member of the crew should station himself in position to insure that all highway traffic has been stopped before signaling the engineman to make the movement.

When a car or cars are set off or placed on any track they must be left standing not less than one hundred and fifty feet from the center line of a highway crossing when the space permits.

SPECIAL INSTRUCTIONS—Continued.

25. INTERLOCKING.

Rule 684 is revised to read: When necessary to disconnect a switch, derail or movable frog, they shall first be spiked and signal maintainer must give to the Operator "Out of Service" form in duplicate, specifying the part or parts affected. This form must be signed by each operator on duty, and one copy filed by the signal maintainer.

The "Out of Service" Form must in a like manner be used when it is necessary to disconnect a detector bar, signal or circuit, signals governing over routes affected shall be secured so as to display the most restrictive indication.

26.

27. HOURS OF SERVICE LAW.

The Hours of Service Law requires that no employee in train service shall be permitted to be continuously on duty for more than sixteen consecutive hours, nor be permitted to be on duty more than sixteen hours in the aggregate in any twenty-four hour period, except in case of casualty, unavoidable accident or Act of God.

After being on duty sixteen consecutive hours, he must not be required or permitted to again resume duty without having been off duty ten consecutive hours, and, after being on duty sixteen hours in the aggregate in any twenty-four hour period, he shall not be required or permitted to again go on duty without having at least eight consecutive hours off duty.

Any employee concerned who may be ordered for duty before his legal rest period has expired must report the fact to the proper officer before going on duty.

Train and engine crews after being on duty twelve hours will notify the dispatcher, by telegraph, from first open telegraph office, the time they will be on duty fourteen hours.

The time of employees performing more than one (1) period of service, within a twenty-four hour period, will be considered consecutive unless the employees are given a definite release period of at least two (2) consecutive hours off duty between any two (2) periods of service.

Rule 934, of the Rules and Regulations of the Operating Department, is modified that when such inspection by engineman would occasion service beyond sixteen hours, the foreman in charge must make the inspection report upon the proper form.

28. ELECTRIC HEADLIGHTS.

Governed by Form 1118-D-Rev. and in addition, headlights will be dimmed approaching block stations and train order offices, when signals are displayed indicating train orders or messages are to be handed on.

Headlights will be lighted when entering and passing through tunnels.

29. BRIDGE AND TRESTLE PROTECTION.

Except where trains have observation or office cars on rear of train, conductor or flagman on freight and passenger trains will be on the rear end of their train passing over Miami River Bridge to observe whether any fire has been dropped by their engine in passing over the bridge.

30. TRAINS LEAVING A SIDING OR CROSSING FROM ONE TRACK TO ANOTHER IN AUTOMATIC BLOCK SIGNAL TERRITORY.

When a train takes a siding at a point where switches are hand operated and signal indication Rules D-251 to D-254 inclusive are in effect, the Conductor or Engineman will, when communication is available, report the train into clear and will receive permission from Train Dispatcher before again fouling the main track.

At points where communication is not available trains that have taken siding may re-enter the main track when their superiority permits.

When a train takes siding to be passed by another train moving in the same direction, or is delayed in siding doing station work, or when making a crossover movement from one main track to another at a point where switches are hand operated and either or both Signal Indication Rules D-251 to D-254 inclusive or Automatic Signal Rules 501 to 515 inclusive are in effect, then switches to be used in leaving siding or crossing from one track to another must be thrown three minutes before fouling the main or crossover tracks. To expedite their own movement when being passed by a train the outlet switch should be opened as soon as the train to be followed has passed the switch.

When trains meet at passing sidings on single track, hand operated switch will be thrown as soon as the rear of the train to be met has passed the signal located at the fouling point of

the siding. Movement from siding [to main track will be governed by the indication displayed by the leave siding signal.

This does not relieve crews from protecting their trains in accordance with Rule 99.

30-A. TRAINS OPERATING OVER SPRING SWITCHES.

Trains moving through spring switches must not exceed the speed specified in time table at the point involved.

Trains trailing through and stopping on a spring switch must not reverse movement or take slack until switch operating lever is set and latched for such movement.

When preparing to move a train in the facing direction over spring switch reversed, trainmen must first see that the switch operating lever is thrown to the reverse position and latched, and that the switch point is in proper position.

When a train or engine has been stopped by a signal which governs over a spring switch in a facing direction, trainmen must examine the spring switch points to know that they are fully closed before the movement is made over the switch.

At points where spring switches are in service and switch foulings protected by automatic block signals (equipped with number boards), conductor or engineman will push a button located at the fouling point of siding immediately after the train to be followed has passed the switch and be governed by the indication shown on leave siding signal, then wait three minutes before fouling the main track.

Where spring switches are in service and switch foulings protected by semi-automatic signals (without number boards), train will be governed by the indication shown on the signal.

31. INSPECTION OF PASSING TRAINS.

Rule 117 is supplemented as follows:

If no indication of conditions endangering the train is seen, employees will give proceed signal to rear of passing train.

Trainmen and enginemen on moving trains will be on the lookout for signals, when passing stations, sidings, water stations, points where trackmen are working and other places where employees are stationed along track, and, when possible, will exchange signals with men on ground. When other duties permit, trainmen will be stationed at rear of both passenger and freight trains to exchange signals when passing stations and sidings. On trains having official or other cars on rear of train, to which trainmen do not have access, signals will be exchanged from rear of car first ahead of such car or cars.

The following code of signals will be used by employees for conveying information to train crews that defects are noted in passing trains:

CONNECTIONS DRAGGING.

By day or night—Give a stop signal.

HOT JOURNALS.

By day—Hold nose with thumb and finger of one hand, pointing to the train with the other.

By night—Hold the lamp by the guard wires around the globe and swing it in a small vertical circle.

CAR DOOR SWINGING.

By day—Hold hand horizontal above the head.

By night—Hold lamp by guard wires around the globe, in vertical position, and swing it across, but not beyond the body, and then hold it above the head.

BRAKES STICKING OR WHEELS SLIDING.

By day—Place palm of hands together in a horizontal position.

By night—Hold lamp by guard wires around the globe in front of and close to the body, and raise and lower it vertically a distance of 12 inches.

32. UNCLASSIFIED

Following will govern handling of General Orders and Rules 83(D) and 220(A) of the Rules and Regulations of the Operating Department are modified accordingly:

General Order will be issued by each division effective 12:01 A.M. of the 1st and 15th of each month, covering all matters requiring General Order Instructions, supply of which will be provided at designated places at the initial stations on the division or where trains originate and Conductor and Engineman must have a copy of the General Order in effect before starting trip or entering upon any division.

SPECIAL INSTRUCTIONS—Continued.

Form A required by Rule 83(C) of the Rules and Regulations of the Operating Department must show under Part A, Line 2, the number of the General Order in effect in addition to numbers of train orders, if any are delivered, and train will not leave initial station or enter upon another division until enginman and conductor have copy of the General Order bearing number shown on Form A.

Conductors and Enginmen working only in yards will sign receipt for General Order affecting territory in which they will work, on time slip received when going on duty.

Employees operating motor cars must not pass an open telegraph or block station nor leave a point where company's telephone service to an open office is available without receiving from the operator information as to train movements, also movements of other motor cars in the same or opposing direction of which he is informed. They should state the direction in which they are to move and the operator to whom this information is given will notify the operator at the station in advance and proper record be made by these operators on their block sheets or train register, so that in the event a motor car is to be operated within these limits, the operator will be in position to give information as to movements of other cars within the same limits.

Except when telegraph or telephone service fails operators must receive information as to the location of trains from the train dispatcher, using Form 1089-A, Rev. for that purpose.

Telegraph operators, in furnishing information and instructions to motor car operators, will furnish same in writing except where it is given over telephone, in which case motor car operators will take the information and instructions in writing, using Form 1089-A, Rev. for that purpose, and will repeat same to the telegraph operator. Telegraph operators will also keep copy of all information and instructions given, with motor car operator's name on file.

The information received does not relieve those acting upon it from exercising proper precaution at all times.

In the operation of such cars where there are three or more tracks, special effort will be made to confine the operation to outside tracks. When necessary to use other tracks and a train is approaching from either direction on any track the car must be stopped and the occupants stand clear of the running tracks.

When two or more motor cars are being operated within the same limits, (or when those operating motor cars do not have access to telegraph office or telephone) all such cars must be so operated that they can be stopped within the range of vision of the person operating the car.

When there are section gangs located between telegraph stations without means of communication with one of such stations, the operator should inform other cars of the fact that they may look out for them.

Motor cars must not be operated at a speed in excess of twenty (20) miles per hour. When operated at night, or during fog or storm, the speed must not exceed ten (10) miles per hour.

As an additional precaution for the safety of trackmen working on or near important running tracks, and particularly where the view is obstructed from any cause, track gangs will be provided with portable "W" banner and will display this banner in both directions where protection is required.

Where these portable whistle posts are displayed, enginemen will sound proper whistle signal to warn trackmen of approaching trains.

This banner must not be used to reduce speed of trains, which will continue to be covered by standard speed posts.

Rules 980 and 1042 are modified as follows: Trainmen will permit passengers to ride on the rear platform of the rear car when there are side doors and end gates in position. Chains will not be considered as a substitute for gates.

Rule 41 is modified that it will be permissible to start train from cars other than baggage car at intermediate stations.

When an accident occurs involving personal injury to, or damage to property belonging to passengers, employees or others, no information is to be given by employees concerning the accident excepting to duly authorized officers or representatives of this company.

When running switches are made from or to main track, the Conductor will handle switch, except on local freight trains when switch may be handled by the brakeman.

Engines, except engines in yard service, will display red light at night on rear of tank when detached from train within yard limits.

In yards where switching is performed at both ends, or in any yard where tracks are shoved, the following rule will govern movements:

When a track is shoved, a yard man will be stationed at the head end of the leading car to govern the movement and see that cars are stopped where they will not foul other tracks or be shoved over the ends of tracks or derails.

When cars are ridden over a hump, or kicked into tracks that are clear, a sufficient number of hand brakes will be applied to prevent movement to foul any other tracks or be shoved over the ends of tracks or derails when struck by other cars.

No. 29 will not carry passengers.

Time of trains at Cincinnati, Louisville, Youngtown, Springfield, Relay Depot, Washington Ave. and St. Louis, shown in Italics, is for information only.

EXPLANATION OF LETTERS

- D Day train order station.
- N Night train order station.
- DN Day and night train order station.
- DPN Day, part night train order station.
- C Stop, on signal, to pick up passengers for Cincinnati or beyond, or discharge passengers from St. Louis.
- E Stop to unload express bread shipments.
- G Wait at Mitchell thirty (30) minutes for motor coach connection when passengers are reported.
- H Stop, on signal, to discharge passengers from Cincinnati, Louisville or beyond; or pick up passengers for St. Louis.
- J Stop, on signal, to discharge passengers from St. Louis; or pick up passengers for Cincinnati or Louisville.
- K Stop, on signal, Sunday only, to pick up passengers for Cincinnati.
- M Stop to pick up passengers for points where scheduled to stop.
- P Stop, on signal, to discharge passengers from Louisville Cincinnati or points east thereof.
- Q Stop, on signal, to pick up passengers for or discharge passengers from Washington, D. C., or beyond.
- R Stop to discharge registered bags of coin when conductor is notified by mail clerk.
- W Stop, on signal, to discharge passengers from St. Louis.
- X Stop, on signal, to pick up passengers for Louisville, Cincinnati, and points east thereof, where train is scheduled to stop; or to discharge passengers from points west of St. Louis.
- Y Stop on Wednesday to load newspapers.

ADDITIONAL REGULAR AND FLAG STOPS

1—When misses connection at Cincinnati with No. 57 will stop at Lawrenceburg and Aurora to land passengers for these points on their train from the East.

61 and 62 will stop, on signal, at flag stations to receive or discharge U. S. Mail.

WESTWARD.

Distance from Cincinnati	Train Order Stations	CINCINNATI SUB-DIVISION TIME TABLE No. 33 April 24, 1938.	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS								SECOND CLASS			THIRD CLASS	
				11	1	57	61	3	65	63	29	197	97	91	81	
				DAILY	DAILY	DAILY	DAILY Ex. Sunday	DAILY	DAILY Ex. Sunday	DAILY	DAILY		DAILY	DAILY	DAILY	DAILY Ex. Sunday
				A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.		A.M.	P.M.	P.M.	A.M.
	DN	CINCINNATI 1.7		12.05	7.20	7.25	8.55	10.05	5.26	7.00	9.30					
1.7	DN	End of STORRS Jct. Dbl. Trk 5.0		11.11	6.26	6.31	8.01	9.11	4.31	6.06	8.36	8.40	1.00	9.00	7.00	
6.7	DN	End of C. W. CABIN Dbl. Trk 3.8		11.18	6.33	6.38	8.08	9.18	4.44	6.13	8.43	8.48	1.08	9.31	7.20	
10.5	D	DELEH 0.3	135	11.23	6.37	6.42	8.14	9.24	4.50	6.17	8.47	8.55	1.14	9.40	7.35	
10.8		SAYLOR PARK 0.8							4.51							
11.6		FERN BANK 1.0							4.52							
13.6		ADDYSTON 2.5					8.20									
15.1	D	NORTH BEND 3.2	107	11.29	6.42	6.53	8.23	9.30	4.56	6.23	8.52	9.02	1.21	9.48	8.01	
18.3		End of FINNEY Dbl. Track 0.8	93	11.33	6.46	6.57	8.27	9.34	5.01	6.27	8.56	9.07	1.26	9.53	8.10	
19.1		COLUMBIA PARK 2.6					8.29		5.02							
21.7	DN	End of DEARBORN Dbl. Trk (CCC&St.L.) 0.4		11.37	6.50	7.01	8.34	9.38	5.06	6.31	9.00	9.13	1.32	9.59	8.20	
22.1		LAWRENCEBURG 0.9 (CCC&St.L.)		11.39	6.51	7.05	8.37	9.39	5.08	6.33	9.02	9.15	1.34	10.01	8.25	
23.0		NEBO 2.8	97	11.42	6.52	7.08	8.39	9.41	5.11	6.35	9.10	9.17	1.36	10.03	8.39	
25.8		AURORA 1.5		11.46	6.55	7.15	8.46	9.45	5.19	6.40	9.15	9.22	1.41	10.08	9.15	
27.3	DN	End of COCHRAN 6.6 Dbl. Track	63	11.49	6.57	7.18	8.48	9.48	5.23	6.43	9.18	9.30	1.47	10.13	9.20	
33.9	D	DILLSBORO 3.7		11.57	7.04	7.27	8.58	9.56		6.51	9.25	10.10	2.00	10.24	9.48	
37.6		COLD SPRINGS 2.6	68	12.03	7.09	7.32	9.04	10.02		6.57	9.31	10.24	2.10	10.34	10.10	
40.2		MOORE'S HILL 2.4		12.08	7.14	7.37	9.09	10.06		7.02	9.36	10.34	2.20	10.44	10.25	
42.6	DN	MILAN 2.7 Dbl. Track	50	12.13	7.19	7.42	9.17	10.11		7.08	9.41	10.45	2.32	10.56	10.40	
45.3		PIERCEVILLE 2.1	55	12.17	7.22	7.45	9.21	10.14		7.12	9.44	10.50	2.36	11.00	10.50	
47.4		DELAWARE 4.1	52	12.19	7.24	7.47	9.25	10.16		7.21	9.46	10.55	2.39	11.03	11.00	
51.5	DN	OSGOOD 4.1	154	12.24	7.29	7.52	9.34	10.20		7.27	9.51	11.01	2.45	11.10	11.25	
55.6		DABNEY 2.5	55	12.29	7.33	7.57	9.40	10.24		7.32	9.56	11.07	2.51	11.16	11.35	
58.1	D	HOLTON 4.0	57	12.32	7.35	8.00	9.44	10.27		7.34	9.59	11.14	2.56	11.23	11.42	
62.1		NEBRASKA 3.5	160	12.37	7.39	8.04	9.49	10.31		7.38	10.04	11.20	3.05	11.30	11.52	
65.6	D	BUTLERVILLE 2.8	160	12.41	7.43	8.08	9.56	10.35		7.41	10.08	11.25	3.10	11.35	12.05	
68.4		OAKDALE 3.8	160	12.44	7.46	8.11	9.59	10.38		7.44	10.11	11.30	3.19	11.40	12.17	
72.2	DN	NORTH VERNON (Penna) (CCC&St.L.)	48	12.52	7.51	8.16	10.05	10.43		7.49	10.16	11.40	3.25	11.50	12.30	
				A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	
		Time over Sub-Division....		1.41	1.25	1.45	2.04	1.32	0.52	1.43	1.40	3.00	2.25	2.50	5.30	
		Average speed per hour....		41.8	49.7	40.2	34.1	45.9	29.5	41.1	42.3	23.5	29.2	24.8	12.8	

Passenger trains will not exceed a speed of 65 miles per hour.
Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

Distance from St. Louis	Train Order Stations	CINCINNATI SUB-DIVISION	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS						SECOND CLASS					THIRD CLASS		
				30	12	54	2	62	4	58	90	98	94	88	96	80	
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
				A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	
266.8	DN	(CCC&StL) (Penna) NORTH VERNON 3.8	48	\$ 4.58 ⁹⁴	\$ 5.17 ⁸	\$ 9.35 ⁸	\$ 3.13 ⁸	\$ 2.50 ⁸	\$ 6.46 ⁸	\$ 8.04 ⁸	.....	1.10 ¹¹	2.30	4.58 ³⁰	11.50 ¹⁹⁷	7.14	7.10
270.0		OAKDALE 2.8	160	5.06	5.24	9.42	3.19 ⁹⁷	2.57	6.55	8.15	.....	1.19	2.45	5.11 ⁸¹	12.00 ⁸¹	7.23	7.46 ¹⁻⁵⁷
273.4	D	BUTLERVILLE 3.5	160	5.09	5.27	9.45	3.22 ⁹⁷	3.01	6.58	8.18	.....	1.24	2.51	5.16 ⁸¹	12.05 ⁸¹	7.27	8.08 ¹⁻⁵⁷
276.9		NEBRASKA 4.0	160	5.13	5.31	9.49 ⁶¹	3.26 ⁹⁷	3.05 ⁹⁷	7.02	8.22	.....	1.32	3.02	5.22	12.11 ⁶³	7.38 ⁶³	8.16
280.9	D	HOLTON 2.5	57	5.18	5.36	9.53	3.31 ^F	3.10	7.08	8.26	.....	1.40	3.11	5.28	12.17	7.48	8.25
283.4		DABNEY 4.1	55	5.21	5.39	9.56	3.34 ^F	3.14	7.11	8.29	.....	1.46	3.18	5.33	12.22	7.53	8.30
287.5	DN	OSGOOD 4.1	71	5.26	5.44 ⁹⁴	10.01	3.39 ^S	3.20	7.16 ^K	8.34	.....	1.55	3.28	5.44 ¹²	12.28	7.59	8.55
291.6		DELAWARE 2.1	52	5.31	5.49	10.06	3.44 ^F	3.27	7.21 ⁶³	8.39	.....	2.02	3.37	5.54	12.35	8.06	9.10
293.7		PIERCEVILLE 2.7	55	5.33	5.51	10.08	3.46 ^S	3.32	7.24	8.41	.....	2.07	3.40	5.58	12.40	8.10	9.21 ⁶¹
296.4	DN	MILAN End of 2.4 Dbl. Tk	58	5.36	5.54 ⁸¹⁻³	10.11 ⁸⁰⁻¹⁹⁷	3.49 ^F	3.49 ²	7.27 ^K	8.44	.....	2.12	3.45	6.03	12.45	8.15	10.11 ^{549.35}
298.8		MOORE'S HILL 2.6		5.39	5.57	10.15	3.52 ^F	3.55	7.30	8.48	.....	2.17	3.51	6.08	12.50	8.20	10.20 ¹⁹⁷⁻⁸¹⁻³
301.4		COLD SPRINGS 3.7		5.43	6.01	10.19	3.56 ^F	4.00	7.34	8.51	.....	2.23	3.58	6.14	12.57	8.27	10.28
305.1	D	DILLSBORO 6.6		5.48	6.06	10.24	4.01 ^S	4.08	7.39	8.56	.....	2.30	4.07	6.21	1.05	8.35	10.40
311.7	DN	COCHRAN End of 1.5 Dbl. Tk	63	5.56	6.14	10.32 ³⁻⁸¹⁻¹⁹⁷	4.09 ^F	4.17	7.48	9.04	.....	2.43	4.18	6.30	1.15	8.50	10.58 ⁸¹⁻³⁻¹⁹⁷
313.2		AURORA 2.8		F 5.59	\$ 6.19	\$ 10.35	4.11 ^S	4.22	7.51 ^F	9.06	.....	2.46	4.23	6.32	1.17	8.52	11.10
316.0		NEBO (CCC 0.9 & StL)	97	6.03	6.23	10.39	4.14	4.26	7.55	9.10 ²⁹⁻⁹⁶	.....	2.51	4.32	6.36	1.21	9.10 ²⁹⁻⁵⁸	11.20
316.9		LAWRENCEBURG (CCC 0.4 & StL)		\$ 6.06	\$ 6.26	\$ 10.43	Q 4.16	4.36	Q 7.57	9.12	.....	2.53	4.40	6.40	1.25	9.18	11.30
317.3	DN	DEARBORN End of 2.6 Dbl. Tk		6.08	6.27	10.44	4.17	4.38	7.58	9.13	.....	2.55	4.42	6.42 ¹⁻⁵⁷	1.27 ⁹⁷	9.21	11.35
319.9		COLUMBIA PARK 0.8		F 6.13	.....	.....	F 4.43	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
320.7		FINNEY End of 3.2 Dbl. Tk		6.14	6.31	10.49	4.21 ^F	4.44	8.03	9.17	.....	3.01	4.52	6.57 ¹⁻⁵⁷	1.32 ⁹⁷	9.27	11.42
323.9	D	NORTH BEND 2.5	107	6.19	6.42 ¹	10.53	4.25 ^F	4.56 ⁶⁵	8.08	9.21	.....	3.06	5.00	7.05	1.37	9.32	11.50
326.4		ADDYSTON 1.0		.....	.....	.....	F 4.59	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
327.4		FERN BANK 0.8		.....	.....	.....	F 5.02	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
328.2		SAYLER PARK 0.3		.....	.....	.....	F 5.04	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
328.5	D	DELHI 3.8	135	6.25	6.48 ⁵⁷	10.58	4.30 ^F	5.06	8.14	9.27	.....	3.16	5.12	7.15	1.43	9.40 ⁹¹	12.10
333.3	DN	C. W. CABIN End of 5.0 Dbl. Tk		6.30 ¹⁻⁵⁷	6.53	11.02	4.34 ⁶⁵	5.11	8.18	9.31	.....	3.22	5.20	7.20 ⁶¹⁻⁸¹	1.49	9.50	12.18
337.3	DN	STORRS JCT. End of 1.7 Dbl. Tk		6.39 ¹⁻⁵⁷	6.59	11.07	4.39 ⁶⁵	5.18	8.24	9.37 ⁹¹	.....	A 3.30	A 5.30	A 7.30 ⁶¹⁻⁸¹	A 2.00	A 10.00	A 12.30
359.0	DN	CINCINNATI		A 7.45	A 8.05	A 12.15	A 5.45	A 6.36	A 9.50	A 10.45	.....	.....	.....	.....	.....	.....	.....
				A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
		Time over Sub-Div. Av'ge speed per hr.		1.41 41.8	1.42 41.5	1.32 45.9	1.26 49.1	2.28 23.5	1.38 43.1	1.33 45.5		2.20 30.2	3.00 23.5	2.32 27.8	2.10 32.5	2.46 25.4	5.20 13.2

Passenger trains will not exceed a speed of 65 miles per hour.
Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

Distances from Chocoma	Train Order Stations	WASHINGTON SUB-DIVISION TIME TABLE No. 33 April 24, 1938.	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS					SECOND CLASS			THIRD CLASS		
				11	1	61	3	29	91	197	97	83		
				DAILY	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY Ex. Sunday	
				A.M.	A.M.	A.M.	A.M.	P.M.		A.M.	P.M.	P.M.	A.M.	
72.2	DN	NORTH VERNON (Penna) 0.9 (CCC&StL)		\$ 1.02	\$ 7.55	\$10.10	\$10.50	10.26	.....	12.30	12.40	3.35	5.55	.....
73.1		WHITCOMB 5.8	45	1.04	7.57	10.12	10.52	10.28	.....	12.35	12.50 ⁸⁸	3.38	6.00	.....
78.9		HAYDEN 3.7	95	1.10	8.03	10.20	10.58	10.34	.....	12.50	1.05	3.47	6.09	.....
82.6		FLEMING 4.6		1.14	8.07	10.24	11.02	10.38	.....	12.57	1.12	3.52	6.15	.....
87.2	DN	SEYMOUR (Penna) 5.0 (I.R.S.)	50	\$ 1.21 ⁹¹	8.12	\$10.34	\$11.08 ⁸⁸	\$10.46	.....	1.05 ¹¹⁻⁹⁸	1.40	1.25	4.03	6.25
92.2		DUNHAM 5.6	80	1.28 ⁹⁸	8.18	10.41	11.14	10.52	.....	1.50	1.35	4.11	6.35	.....
97.8	DPN	BROWNSTOWN 3.2	88	F 1.35	8.24	\$10.49	11.20	10.58	.....	1.58	1.43	4.18	7.05	.....
101.0		VALLONIA 4.4	88	1.40	8.27	\$10.54	11.23	11.02	.....	2.03	1.56 ⁶²	4.24	7.15	.....
105.4	DN	MEDORA 5.2	109	1.45	8.32	\$11.01	11.28	11.07	.....	2.10	2.05	4.31	7.35	.....
110.6		SPARKSVILLE 3.1	95	1.51	8.38	\$11.07	11.34	11.13	.....	2.18	2.18 ²	4.39	7.46	.....
115.7		FORT RITNER 4.0		1.55	8.42	\$11.12	11.38	11.17	.....	2.24	2.30	4.44	7.52	.....
117.7	D	TUNNELTON 3.3	98	2.00	8.47	\$11.18	11.43	11.22	.....	2.47	2.36	4.50	8.05	.....
121.0		RIVERVALE 6.4		2.04	8.51	\$11.23	11.47	11.26	.....	2.55	2.42	4.56	8.15	.....
126.4	DN	MITCHELL 5.5 (C.I.&L.)	252	\$ 2.17 ⁹⁴	\$ 9.00	\$11.35	\$12.00	\$11.36	.....	3.25	3.30	5.23	8.30	.....
131.9		GEORGIA 6.1	96	2.25	9.06	\$11.43	12.07	11.42 ⁹⁸	.....	3.50 ³⁰	3.40 ⁸²	5.35 ⁴⁻⁹⁶	8.40	.....
138.0	D	HURON 3.4	89	2.31	9.12 ⁸³⁻⁸⁸	\$11.50	12.14	11.48	.....	4.00	3.50	5.44	9.12 ¹⁻⁸⁵	.....
141.4		WILLOW VALLEY 5.6	55	2.36	9.16	\$11.55	12.18	11.52	.....	4.08	3.57	5.50	9.25	.....
147.0	DN	SHOALS 0.7		2.43	9.22	\$12.04	12.24	11.58	.....	4.18	4.07	5.59	9.45	.....
147.7		MARTIN 4.7	94	2.45 ³⁰	9.23	12.06	12.25	12.00	.....	4.20	4.09	6.01	9.50	.....
152.4		QUARRY 3.1	55	2.51	9.28	12.11	12.30	12.05	.....	4.27	4.16	6.09	10.00	.....
155.5	DPN	LOOGOTEE 4.5	90	2.55	9.31	\$12.18 ⁸²	12.33	12.08	.....	4.32	4.25 ⁹⁶	6.15	10.18	.....
160.0		CANNELBURG 2.5	55	3.00	9.35	\$12.24	12.38	12.13	.....	4.40	4.39	6.23	10.34	.....
162.5	D	MONTGOMERY 2.2	92	3.13 ¹²	9.38	\$12.29	12.41	12.16	.....	4.44	4.45	6.31	10.42	.....
164.7		BLACK OAK 4.9		3.16	9.40	\$12.34	12.44	12.18	.....	4.48	4.50	6.35	10.47	.....
169.6	DPN	WASHINGTON 0.8 (CCC&StL)	102	\$ 3.30	\$ 9.50	\$12.47	\$12.54	\$12.30	.....	4.58	5.00	6.45	10.58	.....
170.4	DN	SHOPS		3.33	9.52	12.52 ³⁻²⁻⁸²	12.56 ⁶¹⁻²⁻⁸²	12.32 ⁹⁴	.....	5.00	5.10	6.50	11.05	.....
				A.M.	A.M.	P.M.	P.M.	A.M.		A.M.	P.M.	P.M.	A.M.	
		Time over Sub-Division....		2.31	1.57	2.42	2.06	2.06		4.30	4.30	3.15	5.10	
		Average speed per hour....		39.0	50.3	36.3	46.7	46.7		21.8	21.8	30.2	19.0	

Passenger trains will not exceed a speed of 65 miles per hour.
Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

Distance from St. Louis	Train Order Stations	WASHINGTON SUB-DIVISION	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS					SECOND CLASS				THIRD CLASS		
				30	12	62	2	4	94	88	96	98	82		
				DAILY	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY Ex. Sunday	
				A.M.	A.M.	A.M.	P.M.	P.M.		A.M.	A.M.	P.M.	P.M.		P.M.
168.6	DN	SHOPS 0.8 (CCC&StL)		2.13	2.57	11.50	12.56 ^{3-6 1-82}	4.22	.....	12.55 ²⁹	8.00	4.00	10.30	.....	1.05 ⁶¹⁻²⁻³
169.4	DPN	WASHINGTON	102	2.18 ^S	3.02 ^S	11.56 ^S	1.05 ^S	4.27	.....	12.59	8.02	4.02	10.32	.....	1.10
174.8		BLACK OAK		2.25	3.10	12.04	1.11	4.34	.....	1.10	8.11	4.10	10.42	.....	1.20
176.6	D	MONTGOMERY	92	2.27	3.13 ¹¹	12.08	1.13	4.36	.....	1.14	8.15	4.14	10.46	.....	1.25
179.0		CANNELBURG	55	2.30	3.16	12.13	1.16	4.39	.....	1.18	8.19	4.19	10.50	.....	1.35
183.6	DPN	LOGOOTEET	90	2.35	3.21 ⁶¹	12.18	1.21	4.44	.....	1.26	8.27	4.25 ¹⁰⁷	10.57	.....	1.50
186.6		QUARRY	55	2.38	3.24	12.30 ³	1.24	4.47	.....	1.30	8.32	4.30	11.02	.....	1.56
191.8		MARTIN	94	2.45	3.30	12.37	1.29	4.53	.....	1.38	8.40	4.36	11.10	.....	2.05
192.0	DN	SHOALS		2.50 ^{F 11}	3.31	12.40	1.30	4.54	.....	1.40	8.42	4.38	11.12	.....	2.20
197.6		WILLOW VALLEY	55	2.58	3.39	12.49	1.37	5.02	.....	1.50	8.52	4.46	11.20	.....	2.35
201.0	D	HURON	89	3.02	3.43	12.55	1.41	5.06	.....	1.56	9.12 ¹⁻⁸³	4.51	11.27	.....	2.45
207.1		GEORGIA	96	3.09	3.50 ^{F 91}	1.04	1.48	5.12	.....	2.04	9.22	5.01	11.42 ²⁹	.....	3.00
212.6	DN	MITCHELL (CI&L)	150	3.25 ^{S 91}	4.01 ^S	1.16	1.56 ^S	5.23 ^{S 97-96}	.....	2.17 ¹¹	9.37	5.23 ⁴⁻⁹⁷	12.15	.....	3.30 ¹⁹⁷
218.0		RIVERVALE		3.34	4.10	1.24	2.04	5.31	.....	2.40	9.47	5.43	12.30	.....	3.40
221.8	D	TUNNELTON	98	3.38	4.14	1.29	2.08	5.35	.....	2.47 ⁹¹	9.53	5.49	12.36	.....	3.56
225.3		FORT RITNER		3.41	4.19	1.35	2.13	5.40	.....	2.54	10.00	5.56	12.42	.....	4.10
228.4		SPARKSVILLE	95	3.45	4.23 ^{F 197}	1.40	2.18	5.44	.....	3.00	10.06	6.02	12.48	.....	4.18
233.6	DN	MEDORA	109	3.51	4.29	1.48	2.24	5.50	.....	3.08	10.15	6.10	12.57	.....	4.31 ⁹⁷
238.0		VALLONIA	88	3.56	4.34	1.56	2.29	5.55	.....	3.14	10.21	6.16	1.03	.....	4.50
241.2	DPN	BROWNSTOWN	88	4.00	4.38 ^{F 107}	2.02	2.33	5.59	.....	3.19	10.26	6.21	1.08	.....	5.15
246.8		DUNHAM	30	4.08	4.44	2.09	2.39	6.05	.....	3.27	10.41 ⁶¹	6.29	1.28 ¹¹	.....	5.35
251.8	DN	(I.R.S.) SEYMOUR (Penna.)	120	4.25 ^S	4.52 ^{W 4}	2.16 ^S	2.47 ^S	6.15	.....	3.36	11.08	6.38	1.40	.....	6.00
256.4		FLEMING		4.32	4.59	2.24	2.53	6.22	.....	3.44	11.18	6.45	1.46	.....	6.10
260.1		HAYDEN	95	4.36	5.03	2.30	2.57	6.26	.....	3.51	11.24	6.50	1.52	.....	6.26
265.9		WHITCOMB	45	4.42	5.09	2.37	3.03	6.32	.....	4.00	11.33	7.00	2.00	.....	6.45 ⁸²
266.8	DN	(CCC&StL) NORTH VERNON (Penna.)		4.45 ^{A 94}	5.12 ^A	2.40 ^A	3.05 ^A	6.36	.....	4.15 ^{A 30}	11.35 ^{A 197}	7.02 ^A	2.10	.....	7.00 ^A
				A.M.	A.M.	P.M.	P.M.	P.M.		A.M.	A.M.	P.M.	A.M.		P.M.
		Time over Sub-Division....		2.32	2.15	2.50	2.09	2.14		3.20	3.35	3.02	3.40		5.55
		Average speed per hour....		38.7	43.6	34.6	45.6	43.9		29.5	27.4	32.3	27.8		16.5

Passenger trains will not exceed a speed of 65 miles per hour.
Speed as shown in Special Rule No. 5 and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

Distance from Louisville	Train Order Stations	LOUISVILLE SUB-DIVISION	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS					THIRD CLASS					
									CCC& St.L			CCC& St.L		
				54	40	52	58	56		86	84	78	90	
				DAILY	DAILY	DAILY	DAILY	DAILY		DAILY	DAILY Ex. Sunday	DAILY	DAILY	
		A.M.	P.M.	P.M.	P.M.	P.M.			A.M.	P.M.	P.M.	P.M.		
		LOUISVILLE (Central Station)		8.10	1.50	5.20	6.46	11.40						
2.0	DN	^{2.0} YOUNGTOWN ^{1.8} (K&ITCo.)										6.15	10.00	
5.6	DN	(Ct&L) NEW ALBANY		8.21	C 5.30		8.56	11.50						
4.2		^{0.6} FLOYD ^{6.8} (Penna.) (I.R.S.)	65	8.23			5.31	6.57	11.51					
11.0	DN	WATSON ^{6.2}	56	8.32	1.50	5.39	7.05	11.58						
17.2	D	CHARLESTOWN ^{2.2}	75	8.39	1.57	5.46	7.12	12.05	4.49	6.58	7.55	10.27		
19.4		CLARKE ^{4.8}	55	8.42	2.00	5.49	7.15	12.08	4.54	7.15	8.13	10.31		
24.2		OTISCO ^{3.3}	75	8.47	2.05	5.54	7.20	12.13	5.02	7.33	8.21	10.38		
27.5	DN	MARYSVILLE ^{1.5}	75	8.55	2.09	5.56	7.24	12.17	5.07	7.38	8.33	10.43		
29.0		NABB ^{3.5}										6.3		
32.5		LEXINGTON ^{5.0}	58	9.03	2.15	6.04	7.30	12.23	5.17	7.58	8.46	10.51		
37.5	N	BLOCHER ^{5.2}	75	9.08	2.20	6.09	7.35	12.28	5.26	8.22	8.54	10.58		
42.7	D	DEPUTY ^{2.4}	56	9.14	2.26	6.15	7.41	12.34	5.48	8.35	9.02	11.06		
45.1		PARIS										5.9		
47.3		COMMISKEY ^{3.6}	63	9.19	2.31	6.20	7.46	12.39	6.00	8.43	9.09	11.19		
50.9		LOVETT ^{6.2}	75	9.23	2.35	6.24	7.50	12.43	6.07	8.50	9.16	11.26		
57.1		JAMES ^{0.6}	97	9.30	2.42	6.31	7.57	12.50	6.17	9.00	9.27	11.36		
57.7	DN	NORTH VERNON (CCC&StL) (Penna.)		A 9.32	2.48	A 6.33	A 7.59	A 12.52	6.25	A 9.05	9.30	A 11.40		
				A.M.	P.M.	P.M.	P.M.	A.M.						
				A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.		
Time over Sub-Division....				1.22	0.58	1.13	1.14	1.12	1.45	2.50	1.45	1.40		
Average speed per hour....				42.2	48.3	47.4	46.7	48.0	26.4	19.6	26.6	33.0		

**Passenger trains will not exceed a speed of 60 miles per hour.
Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.**

EASTWARD.

Distance from Jeffersonville	Train Order Stations	JEFFERSONVILLE SUB-DIVISION	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS								
												CCC& St.L
												40
												DAILY
		(Penna.) JEFFERSONVILLE										
1.0		^{1.0} NORTH TOWER		1.42								
6.7	DN	(I.R.S.) WATSON	56	1.50								
				P.M.								
Time over Sub-Division....				.8								
Average speed per hour....				42.7								

**Passenger trains will not exceed a speed of 45 miles per hour between Jeffersonville and Mile Post 5, and 50 miles per hour between Mile Post 5 and Watson.
Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.**

WESTWARD.

Distance from Cincinnati	Train Order Stations	ILLINOIS SUB-DIVISION	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS					SECOND CLASS				THIRD CLASS		
				TIME TABLE No. 33											
				April 24, 1938.											
				29	11	1	3	61	91	95	197	97	71	73	
DAILY	DAILY	DAILY	DAILY	DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY	DAILY Ex. Sunday	DAILY Ex. Sunday					
A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.					
170.4	DN	SHOPS 6.3 (CCC&StL)		12.32 ⁰⁴	3.33	9.52	12.56 ⁶¹⁻²⁻⁸²	1.00 ³⁻²⁻⁸²		7.00	2.15 ⁷⁰	6.30	8.00	5.00	.....
176.7	D	WHEATLAND 6.6	107	12.39	3.40	9.58	1.05 ⁸⁸	1.10 ⁷⁰		7.11 ⁸⁸	2.25	6.45	8.10	5.10	.....
183.3		FRITCHTON 5.2	95	12.46	3.47	10.04	1.12 ^F	1.17		7.20	2.35	6.55	8.20	5.25	.....
188.5	DN	VINCENNES (Penna.) 4.9 (C&EI)	132	\$ 1.00	\$ 4.00	\$ 10.12	\$ 1.27	\$ 1.42		7.30	2.55	7.15	8.35 ⁹⁵	5.45	.....
193.4		BEMAN 5.0 (CCC&StL)	156	1.08	4.07	10.18	1.34	1.50		7.50	3.09 ⁹⁶	8.05 ⁹⁵	9.00	6.01	.....
198.4	DN	LAWRENCEVILLE 4.0	132	\$ 1.21 ⁸⁰	F 4.13	10.23	H 1.41	S 1.58		8.01	3.43 ⁴	8.30	9.10	6.27 ⁸⁸	.....
202.4	D	BRIDGEPORT 5.8	82	1.30	4.19	10.27 ⁷⁰	1.46	S 2.05		8.10	4.00	8.40	9.16	7.01	.....
208.2	DPN	SUMNER 5.9	90	1.36	4.25	10.33	1.52	S 2.14		8.20	4.15	8.52	9.26	7.30	.....
214.1	D	CLAREMONT 6.2	117	1.41	4.31	10.39 ⁶²	1.58	F 2.23		8.30	4.25	9.00	9.36	8.01	.....
220.3	DN	OLNEY (IC) 4.5	56	\$ 1.52 ¹²	F 4.39	10.45	H 2.04	S 2.33 ⁹⁶		8.42 ⁷⁰⁻⁷¹	4.40	9.10	9.45	8.42 ⁷⁰⁻⁹¹	.....
224.8		HIGGINS 3.2		1.57	4.45	10.50	2.09	F 2.39		8.50	4.50	9.18	9.52	9.15	.....
228.0	D	NOBLE 7.1	102	2.01	4.49	10.53	2.12 ⁹⁶	S 2.46		8.55	4.57	9.24	9.57	9.45	.....
235.1	D	CLAY CITY 7.4	93	F 2.09	4.56	11.00	2.19 ⁹⁶	S 3.05 ⁴		9.05	5.10	9.37	10.19 ⁹⁴	9.58 ⁶²	.....
242.5	DN	FLORA 4.6	84	\$ 2.35	\$ 5.10 ⁸⁸	11.08	H 2.27	S 3.25		9.48 ⁶²	6.00 ⁹⁵	10.07 ⁹⁴	10.40	10.30	7.00
247.1		KENNER 3.8		2.45	5.20	11.13	2.33	F 3.34		9.53	6.20	10.20	11.00	.....	7.10
250.9	D	KENIA 2.7	104	2.50	5.24	11.17	2.40 ⁴	S 3.40		10.00	6.28	10.28	11.08	.....	7.18
253.6		GREENDALE 5.8	100	2.58	5.27	11.25	2.43	F 3.44		10.05	6.33	10.35	11.13	.....	7.24
259.4	D	IUKA 3.7	102	3.00	5.31	11.31	2.48	S 3.52		10.13	6.45	10.45	11.48 ³⁰	.....	7.37
263.1		BANNISTER 4.7		3.04	5.35	11.35	2.52	F 3.57		10.18	6.58	10.52	11.57	.....	7.47
267.8	DN	SALEM (C&EI) 5.7	81	\$ 3.15	H 5.41	11.41	2.57	S 4.05		10.25	7.05	11.00	12.05	.....	8.30
273.5	DN	ODIN (IC) 3.7	93	\$ 3.31	H 5.50	11.47 ⁷²	3.03	S 4.16		10.34	7.17	11.29	12.15	.....	8.54
277.2	DN	SANDOVAL (IC) 4.0	65	3.37	5.55	11.51	3.07	S 4.22		10.47 ²	7.30	11.40 ³⁰	12.22	.....	9.20
281.2	DN	SHATTUC (CB&Q) 5.3	96	3.42	5.59	11.56	3.11	S 4.28		10.57	7.40	11.46 ¹⁷²	12.44 ¹²	.....	9.35
286.5		HUEY 4.2	75	3.48 ⁸⁸⁻	6.05	12.01	3.16	S 4.35 ⁹⁸		11.04 ⁷²	7.50	11.54	1.00	.....	9.45
290.7	D	CARLYLE 3.7	79	3.54	H 6.10	12.05	3.21	S 4.43		11.10	8.01	12.04	1.10	.....	10.34 ²⁻⁷⁴
294.4	D	BECKEMEYER 5.0	75	3.58	6.15	12.09	3.25	S 4.50		11.15	8.08	12.11	1.17	.....	10.55
299.4	DN	BREESE 4.2	99	4.04	6.21	12.15 ⁹⁶	3.30	S 5.00		11.23 ⁷³	8.40 ⁹⁴	12.26 ¹²	1.25	.....	11.23 ⁹¹
303.6		AVISTON 4.2	165	4.09	6.26	12.19	3.34	S 5.08		11.30	8.54	12.38	1.35	.....	11.35
307.8	D	TRENTON 3.8	134	4.14	6.30	12.24	3.39	S 5.16		11.37	9.02	12.45	1.45	.....	11.58 ⁹⁶
311.6		SUMMERFIELD 2.9	101	4.19	6.34	12.28	3.44	S 5.22		11.43	9.09	12.52	1.52	.....	12.02
314.5		LEBANON 5.7	75	4.22	6.37 ⁷²	12.31	3.47 ⁹⁸	S 5.29		11.49 ⁹⁶	9.14	12.57	2.00	.....	12.14
320.2	DN	O'FALLON (L&N) 0.8		4.29	6.45	12.37 ⁷³	3.54	S 5.40		11.57	9.25	1.07	2.12	.....	12.37
321.0		CARBON 2.6	88	4.31	6.46	12.38	3.55	5.42		12.04	9.27	1.08	2.15	.....	12.50
323.6		FURMAN 4.4	79	4.35	6.49	12.41	3.58	F 5.47		12.11	9.32	1.15	2.22	.....	1.20
328.0		CASEYVILLE 3.1	75	4.43	6.56	12.47	4.05	S 5.56		12.20	9.41	1.25	2.36 ⁸⁸	.....	1.35
331.1	DN	End of Double Track H. N. CABIN (A&S) 3.0		4.47	7.00 ⁶²	12.51 ⁴	4.09	6.02		12.25	9.47 ³⁰⁻¹⁷²	1.31 ⁸⁸	2.50	.....	1.42
334.1		WILLOWS (TRR) 1.4 (Southern)		4.51	7.04	12.55	4.13	6.06		12.31	9.55	1.35	3.00	.....	1.48
335.5	DN	K. TOWER 0.2 (Penna.) (TRR)		4.57	7.10	12.58	4.18	6.08		A 12.40	A 10.10	A 1.45	A 3.25	.....	A 1.55
335.7		RELAY DEPOT 1.3		S 6.10	S 7.14	P 1.00	P 4.30	S 6.30						.....
337.0		WASHINGTON AVE. 2.0		.....	S 7.20	.....	.....	S 6.35						.....
339.0	DN	ST. LOUIS		A 5.30	A 7.36	A 1.30	A 4.40	A 6.40						.....
				A.M.	A.M.	P.M.	P.M.	P.M.		P.M.	P.M.	A.M.	A.M.	A.M.	P.M.
		Time over Sub-Division....		4.25	3.37	3.06	3.22	5.08		5.40	7.55	7.15	7.25	5.30	6.55
		Average speed per hour....		37.4	45.6	53.2	49.0	32.1		29.1	20.8	22.7	22.2	13.3	13.4

Passenger trains will not exceed a speed of 65 miles per hour.
Speed as shown in Special Rule 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

Distance from St. Louis	Train Order Stations	ILLINOIS SUB-DIVISION	Passing Sidings Capacity in 40 ft. Cars	FIRST CLASS					SECOND CLASS					THIRD CLASS		
				62	2	4	30	12	88	96	98	94	CB&Q 172	72	70	
				DAILY Ex. Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY Ex. Sunday	DAILY Ex. Sunday	
				A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	
	DN	ST. LOUIS WASHINGTON AVE. RELAY DEPOT		6.45	9.30	12.50	9.45	11.28								
2.0				S 6.50												
3.5				S 7.05	S 9.45	S 1.05	S 10.02	S 11.45								
3.5	DN	(Penna)(TRR) K. TOWER		7.07	9.44	1.04	10.06	11.44	2.20	11.15	3.00	7.30	10.10	5.15		
4.9		(TRR) WILLOWS		7.10	9.46	1.06	10.10	11.46	2.25	11.18	3.03	7.34	10.14	5.20		
7.9	DN	(Sou) H. N. CABIN		7.15	9.50	1.10	10.14	11.50	2.30	11.23	3.10	7.40	10.20	5.26		
		(A&S) End of Double Track		11		1	95		197			95				
11.0		CASEYVILLE	75	S 7.19	9.54	1.14	10.18	11.54	2.36	11.28	3.15	7.45	10.25	5.33		
15.4		FURMAN	79	F 7.27	10.00	1.20	10.25	12.01	2.45	11.37	3.25	7.56	10.33	5.42		
18.0		CARBON	88	S 7.30	10.03	1.23	10.28	12.04	2.49	11.41	3.29	8.00	10.37	5.48		
18.8	DN	O'FALLON (L&N)	S	7.33	10.04	1.24	10.29	12.05	2.51	11.42	3.31	8.02	10.39	6.00		
24.5		LEBANON	75	S 7.41	10.10	1.30	10.35	12.11	2.59	11.49	3.47	8.10	10.47	6.37		
27.4		SUMMERFIELD	101	S 7.46	10.13	1.33	10.38	12.14	3.03	11.53	3.55	8.14	10.51	7.00		
31.2	D	TRENTON	134	S 7.52	10.17	1.37	10.42	12.18	3.08	11.58	4.00	8.19	10.56	7.25		
35.4		AVISTON	165	S 7.59	10.21	1.41	10.46	12.22	3.15	12.04	4.05	8.25	11.02	7.59		
39.0	DN	BREESE	118	S 8.07	10.25	1.45	10.50	12.26	3.22	12.15	4.10	8.40	11.08	8.40		
44.0	D	BECKEMEYER	75	S 8.15	10.30	1.50	10.55	12.31	3.29	12.22	4.16	8.48	11.15	9.15		
48.8	D	CARLYLE	100	S 8.24	10.34	1.54	11.03	12.35	3.37	12.27	4.21	8.53	11.21	10.34		
52.5		HUEY	75	S 8.31	10.38	1.58	11.09	12.39	3.43	12.33	4.35	8.59	11.27	11.04		
57.8	DN	SHATTUC (CB&Q)	96	S 8.39	10.43	2.03	11.15	12.44	4.00	12.40	4.44	9.06	11.40	11.15		
61.8	DN	SANDOVAL (IC)	65	S 8.46	10.47	2.07	11.19	12.48	4.06	12.46	4.50	9.12		11.25		
65.5	DN	ODIN (IC)	93	S 8.54	10.52	2.11	11.29	12.52	4.12	12.51	4.55	9.17		11.47		
71.2	DN	SALEM (C&EI)	95	S 9.08	10.58	2.17	11.39	12.58	4.20	12.58	5.02	9.25		12.10		
75.9		BANNISTER	F	9.13	11.03	2.22	11.44	1.03	4.27	1.05	5.09	9.32		12.20		
79.6	D	IUKA	102	S 9.19	11.07	2.26	11.48	1.07	4.33	1.10	5.14	9.37		12.30		
85.4		GREENDALE	100	F 9.25	11.13	2.31	11.54	1.13	4.41	1.17	5.21	9.45		12.40		
88.1	D	XENIA	104	S 9.30	11.17	2.40	11.57	1.16	4.46	1.21	5.26	9.49		1.21		
91.9		KENNER	F	9.34	11.21	2.46	12.01	1.20	4.52	1.26	5.31	9.54		1.30		
96.5	DN	FLORA	153	S 9.48	11.30	2.56	12.17	1.29	5.10	1.40	6.00	10.07		1.45	7.00	
103.9	D	CLAY CITY	93	S 9.58	11.40	3.05	12.26	1.37	5.30	1.50	6.13	10.19			7.15	
111.0	D	NOBLE	102	S 10.08	11.47	3.12	12.34	1.44	5.41	2.12	6.24	10.30			7.31	
114.2		HIGGINS	F	10.12	11.50	3.15	12.37	1.47	5.47	2.18	6.29	10.35			7.39	
118.7	DN	OLNEY (IC)	132	S 10.21	11.55	3.20	12.46	1.52	5.55	2.33	6.37	10.42			8.42	
124.9	D	OLAREMONT	117	F 10.39	12.02	3.26	12.55	1.59	6.05	2.42	6.58	10.52			9.20	
130.8	DPN	SUMNER	90	S 10.50	12.08	3.32	1.02	2.05	6.13	2.49	7.13	11.00			10.10	
136.6	D	BRIDGEPORT	82	S 10.57	12.14	3.38	1.11	2.12	6.21	2.56	7.21	11.08			10.57	
140.6	DN	LAWRENCEVILLE (CCC&St L)	132	S 11.05	12.19	3.43	1.21	2.16	6.27	3.02	7.27	11.14			11.25	
145.6		BEMAN	156	11.12	12.25	3.49	1.28	2.22	6.34	3.09	8.05	11.21			11.40	
150.5	DN	VINCENNES (C&EI)	132	S 11.25	12.35	4.00	1.47	2.34	6.50	3.20	8.35	11.33			12.10	
155.7		FRITCHTON (Penna)	95	F 11.33	12.43	4.08	1.57	2.43	7.02	3.30	8.55	11.44			12.25	
162.5	D	WHEATLAND	107	S 11.40	12.50	4.15	2.05	2.50	7.11	3.39	9.10	11.54			12.40	
168.6	DN	SHOPS (CCC&StL)		11.50	12.56	4.22	2.13	2.57	7.30	3.50	9.25	12.05			1.40	
				61-3-82					91		197			2-3-61	95	
				A.M.	P.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	
Time over Sub-Division				4.43	3.12	3.18	4.07	3.13	5.10	4.35	6.25	4.35	1.30	8.30	6.40	
Average speed per hour				35.0	51.5	50.0	40.1	51.3	31.9	36.0	25.7	36.0	36.2	10.9	10.8	

Passenger trains will not exceed a speed of 65 miles per hour.
Speed as shown in Special Rule 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD.

Distance from Shawneetown	Train Order Stations	SPRINGFIELD SUB-DIVISION TIME TABLE No. 33 April 24, 1938.	Passing Sidings Capacity in 45 ft. Cars	FIRST CLASS		SECOND CLASS		THIRD CLASS			
				41 DAILY Ex. Sunday	48 DAILY Ex. Sunday	77 Mon. Wed. & Fri. only	75 DAILY Ex. Sunday				
								A.M.	P.M.	A.M.	P.M.
74.0	DN	FLORA 7.3			5.30				6.15		
81.8	D	LOUIS 3.5	35	S	5.44				6.35		
84.8		RIFFLE 4.1		F	5.52				6.50		
88.9		IOLA 6.7		S	6.00				7.05		
95.6	DN	EDGEWOOD (IC) 5.5	35	S	6.13				7.30		
101.1		GILMORE 5.6		F	6.22				7.45		
106.7	DPN	(Penna) ALTAMONT (C&E) 5.9	30	S	6.35				8.10		
112.6		MOCCASIN 3.3		S	6.47				8.30		
115.9		BEECHER CITY 2.9		S	6.54				8.40		
118.8		HOLLIDAY 3.1		S	7.00				8.50		
121.9	D	COWDEN (NYC&StL) 5.6	39	S	7.09				9.10		
127.5		LAKEWOOD 5.6		S	7.20				9.25		
133.1		TOWER HILL 6.5 (CCC&StL)		S	7.30				9.40		
139.6	D	PANA 5.8 (IC-C&E)	27	S	7.48				10.00		
145.4		MILLERSVILLE 2.9		F	7.58				10.20		
148.3	D	OWANECO 3.1	26	S	8.04				10.35		
151.4		VELMA 4.3		F	8.09				10.50		
155.7	D	TAYLORVILLE (Wab) 5.3	37	S	8.21				11.20		
161.0		SHARPSBURG 3.6	40	S	8.30				11.40		
164.6	D	EDINBURG 0.8	18	S	8.37				11.55		
166.4		G. W. PASSING SIDING 3.5	34		8.39				11.59		
168.9		BRECKENRIDGE 1.6		F	8.45				12.11		
170.5		BERRY 4.3		F	8.49				12.21		
174.8	D	ROCHESTER 5.1	33	S	8.58				12.37		
179.9		(ITS) TANSEY Joint Time Tb. 1.5			9.07				12.49		
181.4		EAST GRAND AVE. (Wabash) 1.3 (IC)			9.10	4.19		6.00	12.55		
182.7		FIRST STREET 0.1			9.16	4.24		6.10			
182.8		RUTLEDGE STREET 0.2			9.17	4.25		6.11			
183.0	DN	SPRINGFIELD (Alton) 0.2		S	9.50	A 4.80					
182.8		RUTLEDGE STREET 3.8			9.33			6.11			
186.6		BOND (C&NW) 1.1	34		9.40			6.20			
187.7		BRADFORDTON 3.5	17	S	9.42			6.25			
192.2		FARMINGDALE 3.4		F	9.49			6.38			
194.6		RICHLAND 3.8		F	9.56			7.05			
198.4	D	PLEASANT PLAINS 4.6	33	S	10.03			7.25			
203.0	D	ASHLAND (Alton) 2.3	17	S	10.13			7.50			
205.3		GURNEY 4.3		F	10.18			8.00			
209.6	D	PHILADELPHIA 2.3	25	S	10.25			8.20			
211.9		BURLINGAME 3.2		F	10.29			8.30			
215.1	D	VIRGINIA 3.6	21	S	10.38			9.00			
218.7		CASS 4.3		F	10.45			9.10			
223.0		BLUFF SPRINGS 5.2		S	10.52			9.30			
228.2	DN	BEARDSTOWN 76		A	11.10			9.50			
				A.M.	P.M.			A.M.	P.M.		
Time over Sub-Division				5.40	11.0			3.50	6.40		
Average speed per hour				27.2	8.7			12.5	16.1		

Passenger trains will not exceed a speed of 45 miles per hour.
Speed as shown in Special Rule 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD.

WESTWARD.

THIRD CLASS			FIRST CLASS			Distance from Beardstown	Train Order Stations	SPRINGFIELD SUB-DIVISION	Passing Sidings Capacity in 45 ft. Cars	Distance from Shawneetown	FIRST CLASS		SECOND CLASS	
L&N 135	78			42	DAILY Ex. Sunday						43		L&N 134	79	DAILY Ex. Sunday	Tues. Thur. & Sat. only
A.M.	A.M.			A.M.			TIME TABLE No. 33			P.M.		A.M.	P.M.	
.....	7.15	.....	.....	8.00	154.2	DN	FLORA		74.0	A 2.15	.....	.....	A 3.00
.....	7.37	.....	.....	8.22	161.1		RINARD		67.1	S 1.51	.....	.....	2.31
.....	7.50	.....	.....	8.33	165.3	D	CISNE	32	62.9	S 1.41	.....	.....	2.16
.....	8.03	.....	.....	8.44	170.6		GEFF	13	57.6	S 1.29	.....	.....	1.55
.....	8.20	.....	.....	8.58	175.3	D	FAIRFIELD	26	52.9	S 1.18	.....	.....	1.18
.....	8.28	.....	.....	7.04	178.2		HUBBARD		50.0	F 1.07	.....	.....	12.05
.....	8.37	.....	.....	7.11	181.9		BARN HILL	17	46.3	S 1.00	.....	.....	11.55
.....	8.50	.....	.....	7.18	184.7	D	MILL SHOALS	45	43.5	S 12.55	.....	.....	11.45
.....	9.10	.....	.....	7.29	189.5		SPRINGER	25	38.7	S 12.45	.....	.....	11.20
.....	9.30	.....	.....	7.40	195.1	D	ENFIELD (L&N)	13	33.1	S 12.35	.....	.....	10.55
.....	9.40	.....	.....	7.43	199.8		SACRAMENTO		28.4	F 12.26	.....	.....	10.30
.....	10.03	.....	.....	7.53	203.3	D	NORRIS CITY	36	24.9	S 12.20	.....	.....	10.10
.....	10.13	.....	.....	8.04	206.5		ROLAND		21.7	F 12.12	.....	.....	9.53
.....	10.23	.....	.....	8.12	210.0		OMAHA	22	18.2	S 12.05	.....	.....	9.45
.....	10.43	.....	.....	8.25	216.8	D	RIDGWAY	33	11.4	S 11.54	.....	.....	9.32
.....	10.50	.....	.....	8.30	219.9		BARTLEY		8.3	F 11.47	.....	.....	9.10
10.30	11.00	.....	.....	8.35	222.1		JUNCTION		6.1	S 11.43	.....	5.48	9.05
10.45	11.20	.....	.....	8.45	227.5		WYATT		0.7	11.33	.....	5.33	8.55
.....	11.30	.....	.....	8.50	228.2	D	SHAWNEETOWN			11.30	.....	.....	8.50
A.M.	A.M.			A.M.						A.M.		A.M.	A.M.	
15	4.15			2.50			Time over Sub-Division....		2.45			15	6.10	
21.6	17.4			26.1			Average speed per hour....		26.9			21.6	12.0	

Passenger trains will not exceed a speed of 40 miles per hour. Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

DIVISION STAFF

SUPERINTENDENT

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