

Inclusion 2114

**THINK
SPEAK
ACT**

with caution!

Your life, as well as the lives of others, depends on **YOUR** attitude and action with regard to safety.

Safety is everybody's job on the B & O (from the President down) . . . but, it begins with

You

**THE BALTIMORE & OHIO RAILROAD COMPANY
WESTERN REGION**

SAFETY ABOVE EVERYTHING



ST. LOUIS DIVISION

75

TIME-TABLE No. 75

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

SUNDAY, APRIL 24, 1960

A. S. WALLER,
Superintendent

ST. LOUIS DIVISION

SUPERINTENDENT

A. S. Waller

TRAIN MASTERS

East End
E. C. Moorman

West End
L. W. Brenner

TERMINAL TRAIN MASTER

A. E. Odell

ASSISTANT TERMINAL TRAIN MASTER

W. J. Strickland

ROAD FOREMAN OF ENGINES

East End
John Leprich

West End
B. C. Raley

CHIEF TRAIN DISPATCHERS

C. A. Black

C. A. Haig

L. J. Bies

Otto Gharst

TRAIN DISPATCHERS

W. H. Richards
M. W. Kirsch
H. R. Schroeder
P. E. Truitt

C. A. Harris
G. V. Bies
M. F. Washinsky

A. C. Spillman
C. B. Spillman
J. E. Kirchner

L. E. Edmiston
W. M. Crown
R. M. Johnson
B. E. Edmiston

R. T. Moore
J. P. Klier
R. E. Bowden
K. L. Myers

MASTER MECHANIC

F. M. Galloway

DIVISION ENGINEERS

East End
H. S. Ross

West End
J. G. Begley

ASSISTANT DIVISION ENGINEERS

East End
H. C. Pembroke

West End
A. A. Conrad

DISTRICT CLAIM AGENT

R. D. Steed, Cincinnati, Ohio

DIVISION CLAIM AGENTS

Cincinnati-Louisville-Willow Valley excl.
H. J. J. Lentz, Jr.
Cincinnati, Ohio

Willow Valley, incl. Illinois & Springfield
Sub-Divisions
D. F. Merideth
Washington, Ind.

GENERAL SAFETY SUPERVISOR

H. D. Hedges

SAFETY SUPERVISOR

Robert J. Talkington

CAPTAINS OF POLICE

St. Louis Division except Pana to Beardstown
R. G. Albers

Pana to Beardstown Inclusive
P. R. Cotter

THE BALTIMORE AND OHIO RAILROAD COMPANY

Relief Department
I. C. WHITE, Superintendent.

MEDICAL AND SURGICAL SERVICE

COMPANY'S SURGEONS

Cincinnati, Ohio	{ Dr. A. J. Huesman, 2617 Vine Street. Dr. Edward Bender, Room 856, Doctors' Building. Dr. Louis Feid, 818 Union Central Life Building. Dr. Edw. J. Glaser, Oculist, 703 Carew Tower Dr. Taylor Asbury, Ophthalmologist. Carew Tower
Covington, Ky.	Dr. C. J. Farrell, 808 Scott St.
Lawrenceburg, Ind.	{ Dr. W. J. Fagaly. Dr. L. G. Hunter.
Aurora, Ind.	Dr. L. M. Baker.
Osgood, Ind.	Dr. G. S. Row.
North Vernon, Ind.	Dr. B. W. Thayer.
Deputy, Ind.	
Charlestown, Ind.	Dr. C. L. Patterson.
New Albany, Ind.	Dr. J. Y. McCullough.
Jeffersonville, Ind.	Dr. N. C. Isler.
Louisville, Ky.	{ Dr. W. M. Twyman. 1110 Heyburn Building.
Seymour, Ind.	Dr. H. P. Graessle.
Mitchell, Ind.	Dr. J. R. Hamilton.
Washington, Ind.	{ Dr. C. P. Fox. Dr. R. H. Rang. Dr. W. C. Schafer. Dr. E. B. Smoot.
Vincennes, Ind.	{ Dr. R. M. Anderson. Dr. N. D. Ewing.
Lawrenceville, Ill.	Dr. C. G. Stoll.
Olney, Ill.	{ Dr. F. C. Weber. Dr. P. C. Weber.
Clay City, Ill.	Dr. C. Henderson.
Flora, Ill.	{ Dr. H. D. Fehrenbacher. Dr. H. B. Dillman.
Xenia, Ill.	Dr. D. E. Fatheree.
Salem, Ill.	Dr. H. D. Nesmith.
Breese, Ill.	{ Dr. F. H. Ketterer. Dr. W. R. Ketterer.
East St. Louis, Ill.	{ Dr. E. J. Casey, Oculist. Dr. C. F. Alderson, Murphy Bldg.
St. Louis, Mo.	{ Dr. H. K. Purcell, 4660 Maryland Ave. Dr. R. W. Stevens, 634 N. Grand Ave.
Beardstown, Ill.	
Springfield, Ill.	Dr. D. J. Lewis.
Pana, Ill.	Dr. R. B. Siegert.
Fairfield, Ill.	
Carmi, Ill.	Dr. E. W. Dach.

HOSPITALS

Breese, Ill. Cincinnati, Ohio	St. Joseph's. St. Mary's. Good Samaritan Deaconess St. Francis St. Mary's. Flora Hospital. Saints Mary and Elizabeth. Whitlach Clinic. Olney Samaritan Salem Hospital. Memorial Hospital, St. John's. Taylorville Hospital. Good Samaritan. Daviss County.
East St. Louis, Ill. Flora, Ill. Louisville, Ky. Milan, Ind. Olney, Ill. Salem, Ill. Springfield, Ill. Taylorville, Ill. Vincennes, Ind. Washington, Ind.	

EXAMINING POINTS

CINCINNATI—Rooms 5 and 6 Railway Express Bldg., York and McLean Sts., every weekday except Saturday, 9:00 A.M. to 4:30 P.M. First Aid Clinic every weekday except Saturday, 8:30 A.M. to 5:00 P.M.
NORTH VERNON—2nd and 4th Tuesdays of each month, 10:30 A.M. to 1:30 P.M. CST
LOUISVILLE—by appointment.
WASHINGTON, IND.—Mondays, 10:00 A.M. to 12:30 P.M. CST
FLORA—by appointment.
EAST ST. LOUIS—Second floor Freight House, Wednesdays 1:00 P.M. to 3:00 P.M. CST

MEDICAL EXAMINERS' TERRITORIES

Cincinnati to East St. Louis incl. . . . } Dr. V. E. Spitznagle,
North Vernon to Louisville, both incl. } Cincinnati, O.
Shawneetown to Springfield excl. . . . }
Beardstown to Springfield, both incl. . } Dr. J. J. Kazak,
Chicago, Ill.

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

INSTRUCTIONS COVERING SERVICES OF COMPANY'S SURGEONS

- When passengers or employees need surgical aid call the company's surgeon who can reach them quickest. Put the case in his exclusive control. If the company's surgeon is not available immediately then secure a local surgeon to attend until the company's surgeon arrives.
- Notify the company's surgeon of the number of persons injured and the probable relief needed. When a number of persons are injured secure the services of competent local surgeons, and give every attention to the injured.
- The company will not be responsible for the employment of surgeons other than these, except as authorized by the company's surgeon.
- The officer in charge will provide a proper conveyance to remove the injured persons promptly, having someone accompany them when necessary. Such expense will be billed direct to the company, or paid by the person in charge and bill submitted to the company.
- No major surgical operation shall be performed before arrival of the company's surgeon unless required for the safety of the patient.
- Company's surgeons will be expected to go outside of their assigned limits whenever required.
- Employees will, when able, visit the company's surgeon for treatment.
- The company will not be responsible when an injured employee selects other than a company's surgeon.

I. KAPLAN, 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 WATCH INSPECTORS

Cincinnati	Southam Watch Co. Carl Leser Jewelry Co.
North Vernon	Bob's Jewelry
Louisville	J. V. Benton
Seymour	Louis Tiemeier
Mitchell	R. L. Mendenhall
Washington	J. P. Hagel
Vincennes	Leo A. Simon
Lawrenceville	Everett Black <i>VINCENT L.</i>
Flora	Mrs. N. B. Hettiger
Breese	Forrest C. Becker
East St. Louis	Zerweck Jewelry Co.
Granite City	A. E. Michel
St. Louis	Wiggins Jewelry Co.
Springfield	Collins & Co.

3. STANDARD CLOCK, BULLETIN BOARD, AND TRAIN REGISTER

(Located as indicated by "X")

	Standard Clock	Bulletin Board	Train Register
Cincinnati			
Stock Yards Enginehouse	X	X	X-w
GC Train Order Station C.U.T.	X	X	X-w
C.U.T. Enginehouse	X	X	X-w
Storrs Jct.	X		X
Dearborn			X
Cochran			X
Milan			X
North Vernon Train Order Station	X	X	X
Whitcomb		X	
WS Tower			X
Louisville Central Station	X	X	X-w
Jeffersonville, NYC Yard Office . .	X	X	X-w
Youngtown	X	X	X-w
Seymour		X	
Mitchell	X	X	X-w
Washington	X	X	X-w
Shops			
Train Order Station	X		
Register Room		X	X
Vincennes	X	X	X-w
Lawrenceville	X	X	X-w
Flora			
Train Order Station	X	X	X-a-X-w
Yard Master's Office		X	
Shattuc		X	
HN Cabin			X
Cone			
Yard Office	X	X	X
Enginehouse	X	X	X-w
St. Louis Union Station			
Train Order Station	X	X	X-w
New Shawneetown	X	X	X
Junction			X
Ridgely (GM & O Enginehouse) .	X	X	X
Ridgely (GM & O Yard Office) . .	X	X	X
JA Tower		X	

a—Springfield Sub-Division trains only.
w—Indicates "Watch comparison".

All trains may register with Form C at the following stations: Dearborn, Cochran, Milan, North Vernon, WS Tower, HN Cabin.

CW Cabin and Finney, Clearance on trains will be given by Train Dispatcher on train order or Clearance Card Form A.

Last sentence of Rule 2 is amended to read as follows: These employees must have their watches inspected annually, during the month of May, and cleaned every twenty-four months.

4. CLEARANCE CARD FORM A.

Westward trains from Central Union Terminal, Cincinnati will receive Clearance Card Form 13 at train order station that point, in lieu Clearance Card Form A at CW Cabin. Rule 111 modified.

Westward freight trains from Cincinnati yards will receive Clearance Card Form A at Storrs Jct. Rule 111 modified.

All trains will receive Clearance Card Form A at North Vernon.

Trains originating Central Station, Louisville will receive Clearance Card Form A at WS Tower. Rule 111 modified.

Eastward trains will receive Clearance Card Form 368 at Union Station, St. Louis in lieu of Clearance Card Form A, K Tower. Rule 111 modified.

Engines or trains starting from K Tower will receive Clearance Card Form A at HN Cabin. Rule 111 modified.

Engines or trains starting from Cone will receive Clearance Card Form A at train order station, Cone, before leaving.

Trains will not receive Clearance Card Form A at Wyatt or Junction. Rule 111 modified.

Trains will not receive Clearance Card Form A at New Shawneetown when station is closed. Rule 111 modified.

Trains will not be required to receive Clearance Card Form A at Beardstown. Rule 111 modified.

Conductor of Switcher crews at Shoals will not receive Clearance Card Form A at beginning of tour of duty, except when receiving train order from dispatcher. Rule 111 modified.

5. SPEED RESTRICTIONS

LIMITS	Class of Service		
	Passenger and express trains	Fast freight trains	Slow freight, local, pick-up and work trains
Between CW Cabin and North Vernon	75	60	40
Except as noted below:			
CW Cabin, westward trains moving from No. 1 track to single main track	30	30	30
CW Cabin, eastward trains moving from single main track to No. 1 track	15	15	15
Between Mile Post 13 and North Bend	45	45	30
Finney, eastward trains moving from No. 2 track to single main track . .	25	25	25
Finney, westward trains moving from single main track to No. 2 track . .	15	15	15
Dearborn, entering or leaving No. 1 track	25	25	25
Lawrenceburg City Limits	15	15	15
Aurora City Limits	15	15	15
Cochran, entering or leaving No. 2 track	25	25	25
Between Cochran and Dillsboro both tracks	50	35	35
Between Dillsboro and a point 1/2 mile west of Mile Post 41, on No. 1 track	45	35	35
Between Milan and Mile Post 37, east of Cold Springs, on No. 2 track . .	50	35	35
Between Mile Post 37, east of Cold Springs and Dillsboro, on No. 2 track	45	35	35
Milan, entering or leaving No. 2 track .	25	25	25
East of Osgood, Bridge 48-99, Laughery Creek	60	45	40
East of Nebraska Bridge 60-78, Otter Creek	60	45	40
Between Oakdale and North Vernon . .	45	30	30
North Vernon, over Walnut St., Fifth St. and Madison Ave. Crossings . .	10	10	10
Other Street Crossings North Vernon	25	25	25

SPECIAL INSTRUCTIONS—Continued.

Between North Vernon and Shops... Except as noted below:	75	60	40
Seymour City Limits.....	25	25	25
Curve, Mile Post 94, West of Dunham.....	60	60	40
Three curves Brownstown.....	50	50	40
Between Mile Post 99 and Mile Post 100 East of Vallonia.....	50	50	40
Medora City Limits.....	35	35	35
Curve East of Mile Post 108.....	60	60	30
Curves, between Curve East of Mile Post 109 & East End Big Tunnel....	50	50	30
Between West End Big Tunnel & West End Tunnelton Passing Siding....	60	60	40
Through tunnels.....	45	45	30
Between West End Tunnelton Passing Siding & West End Little Tunnel Cut.....	45	45	30
Between West End Little Tunnel Cut and Pole 123-32 east of Mitchell....	55	55	40
Between Pole 123-32 and Pole 124-8 Rock Lick Branch.....	45	45	30
15	15	15	
Mitchell, between the overhead bridges and Meridian Road.....	30	30	30
Between Mitchell and Mile Post 140, one mile east of East Switch, Willow Valley.....	70	55	40
Between Mile Post 140, one mile east of East Switch Willow Valley and West end Peeks Curve.....	55	55	40
Shoals, between river bridge and second crossing east of depot....	30	30	30
Between West end Peeks Curve and Mile Post 155 East crossing Loogootee.....	65	60	40
Loogootee street crossings.....	20	20	20
Washington City Limits.....	35	35	35
Between Shops and K Tower..... Except as noted below:	75	60	40
Curves between Pole 184-23 and Pole 187-12.....	60		
Vincennes, between St. Clair St. and First St.....	25	25	25
Olney I.C. Crossing.....	60		
Flora street crossings.....	45	45	
Curves between Pole 324-20 and Pole 327-45.....	45	30	30
HN Cabin, leaving or entering No. 2 track.....	30	30	30
Reverse curves Penna. crossing K Tower.....	15	10	10
Between North Vernon and New Albany.....	65	50	40
Except as noted below:			
North Vernon, over Walnut St., Fifth St. and Madison Ave. Crossings..	10	10	10
Other Street Crossings, North Vernon.....	25	25	25
WS Tower, over junction switch of Jeffersonville Sub-Division going to or from New Albany.....	25	25	25
Between K&I Bridge and New Albany depot.....	10	10	10
Short Route Trestle, Louisville....	10	10	10
Between WS Tower & Mile Post 5	40	30	20
Between Mile Post 5 & Jeffersonville.....	15	15	15
Between Shawneetown and Beardstown.....	35	35	35
Except as noted below:			
Pana—Account close clearance no movement will be made through house track switch while main track is occupied between switches at Poplar Street.			
Taylorville, between east switch of house track and Webster St....	15	15	15

Springfield—Curve Cook St.....	20	20	20
Springfield—Capitol Avenue.....	10	10	10
Springfield—Through interlocking limits Avenue.....	10	10	10
Springfield—End of double track Fourth St.....	10	10	10
When picking up Clearance Card Form A or train order.....	30	30	30
Entering, leaving or through siding..	10	10	10
Through cross-overs.....	10	10	10

Maximum Speed of Light Engines

SUB-DIVISION

	Cincinnati, Washington, Illinois		Louisville		Springfield west of Flora		Springfield east of Flora	
	For- ward	Back- ward	For- ward	Back- ward	For- ward	Back- ward	For- ward	Back- ward
Diesel Engines	60	45	60	45	45	30	40	25

Diesel Switching Locomotive, single unit of Road Diesel Locomotive, either freight or passenger, when operated light or single Budd car unit will not exceed 30 miles per hour.

Where the maximum speed of a Division or Sub-Division is 25 miles or less the same speed will apply to light engines in forward motion.

Speed of Relief Trains	Cint-Lou Wash-Ill	Springfield west of Flora	Springfield east of Flora
Engine in forward motion..	35	25	20
Engine in backward motion..	20	15	15
With crane ahead of engine	20	15	15

Passenger and express trains handled by freight diesel engines will not exceed 65 miles per hour and will be governed by speed restrictions applying to passenger and express trains where such restrictions are less than 65 miles per hour.

All Diesel Electric Switching Locomotives will not exceed 40 miles per hour.

Trains handling steam cranes, locomotive cranes, pile drivers, ditchers and similar equipment will not exceed 30 miles per hour between CW Cabin and K Tower, North Vernon and New Albany, Watson and Jeffersonville; and 20 miles per hour on Springfield Sub-Division.

Dead steam engines moving in a train shall be headed in the direction of the train movement, and trains handling such engines are not to exceed 25 miles per hour.

Diesel engines moving dead in a train may be moved at authorized speed in the Time Table, unless special instructions to govern otherwise, and/or, the speed provided for in shipper's endorsement on bill of lading.

Trains handling scale test cars will not exceed 35 miles per hour. As these cars are not equipped with air brakes, they will be spaced three cars ahead of caboose, and train must have 85% operative brakes.

Engines with broken or bent crank pins, main or side rods, moved without side rods; also engines with excessive flat spots on driving tires, bent axles, and where excessive weight is placed on drivers due to engine being jacked up for a broken axle or having truck removed, 15 miles per hour.

No. 12 will not exceed 60 miles per hour at Clay City to pick up U.S. mail.

No. 12 will not exceed 40 miles per hour at Osgood to dispatch U.S. mail.

Engineers will check speed recorders between posts located one mile apart at the following points:

Cincinnati	}	Delhi—Between Mile Post 11 and 12
Sub-Division		Butlerville—Between Mile Post 65 and 64
Washington	}	Hayden—Between Mile Post 80 and 81
Sub-Division		Washington—Between Mile Post 166 and 165
Louisville	}	Lovett—Between Mile Post 7 and 8
Sub-Division		Charleston—Between Mile Post 36 and 35
Illinois	}	Wheatland—Between Pole 178-02 and 179-02
Sub-Division		O'Fallon—Between Pole 316-41 and 315-41

SPECIAL INSTRUCTIONS—Continued.

6. TRAIN ORDERS

Rule 222 will apply in delivering train orders at Osgood, Holton, Butlerville, Brownstown, Medora, Shops, Bridgeport, Sumner, Clay City and Flora.

7. EXTRA TRAINS

8. OPERATING TRAINS BY SIGNAL INDICATION

Rules 261 to 264 inclusive are in effect between interlocking limits east end passing siding Washington and eastward C.P.L. signal located 1050 feet east of train order station Shops.

Rules 261 to 264 inclusive are in effect between WS Tower and VI interlocking limits, New Albany, Louisville Sub-Division; WS Tower and East crossover Jeffersonville, Jeffersonville Sub-Division.

Electrically locked switches at following points:

Electrically locked switches of crossover between West Second and West Third Street, Washington, under control of operator, Shops.

Watson—South wye—under direction operator WS Tower.
New Albany—Indiana Public Service Company—under direction operator WS Tower.

Hame and Chain Track under control operator VI Tower.

Southern Interchange Connection—under direction operator VI Tower.

CENTRALIZED TRAFFIC CONTROL SYSTEM

Rule 676 is in effect between Westward home signal CI&L interlocking Mitchell and westward home signal East end passing siding Washington for westward trains and between Eastward home signal east end passing siding Washington and train order station Mitchell for eastward trains.

Following switches and derails equipped with electric locks under direction of Train Dispatcher.

Georgia-Huron—New Quarry, east and west switch

Willow Valley—east and west switches.

East Shoals—east and west switches

Shoals—east and west switches to Station Track

Quarry—east and west switches

Cannelburg—east and west switches.

To enter above sidings from Main Track stop head end of train within 100 feet of switch, AFTER PERMISSION RECEIVED FROM TRAIN DISPATCHER remove padlock and this should light indicator lamp and release locks. Padlock must be removed from main track switch to cause circuits to function for release of electric locks. In all cases after indication lamp lights only the foot treadle is to be operated to unlock the switch.

Trains or engines using commercial sidings leading to main track will not throw the inside derail or switch UNTIL NOTIFIED TO DO SO EACH TIME BY THE TRAIN DISPATCHER. After permission is received from the dispatcher remove padlock from the switch and derail and lock will release immediately if indicator lamps are lighted. If indicator lamps do not light after locks removed, wait 8 minutes for automatic operation of time release, then indicator lamp should light and lock should release. If not, dispatcher should be notified. After use, switches and derails will be restored to their normal position, locked and dispatcher notified.

The following switches are not equipped with electric locks. TRAINS AND ENGINES ARE NOT PERMITTED TO CLEAR UP IN THESE TRACKS.

Loogootee New switch to East Track
Station Track

Montgomery . . . Switch to New Mill Track

Washington . . . Canning Factory Track

Hincher Track

Grubb Spur

9. SPACING TRAINS

Rules 505 to 519 inclusive, are in effect between CW Cabin and Westward Home Signal CI&L interlocking Mitchell, between east end passing siding, Washington, and K Tower, between North Vernon and VI interlocking limits, New Albany, and between WS Tower and East Crossover, Jeffersonville.

First paragraph Rule 512 not in effect at North Vernon, Washington, or Shops when switching passenger or express trains.

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 signal mast which governs, or on the side of relay box adjacent to the absolute signal.

Eastward trains holding main track will be required to push a button on signal O-8 at East end of James in order to permit westward train to come to James siding on meeting point.

Trains or engines moving out at either end of passing sidings to make opposing moves on main tracks must operate a push button located in small box on signal mast which governs, or on side of relay box adjacent to the signal at end of siding to restore operation of the signal.

Between Storrs Junction and K Tower, between North Vernon and West Switch Floyd, between WS Tower and Jeffersonville, after opening switch, trains will wait 5 minutes instead of 3 minutes before fouling main track. Rule 512 modified.

Clearance point at East and West End Shops Yard is at crossover. Rule 4 modified.

10. FIXED SIGNALS

Square end blades may be used in place of round end blades as illustrated in Rules 281-H, 289-E and 292-G.

At Shops lights will be used in lieu of flags on train order board. Rule 222 modified.

During the hours train order stations at Osgood, Holton, Butlerville, Brownstown, Medora, Shops, Bridgeport, Sumner, Clay City and Flora are closed, semi-automatic block signals will be observed as automatic block signals, and if found in stop position when office is closed switch points will be examined and train be governed by automatic signal rules.

The upper arm of the two-arm semaphore, located 650 feet east of Pennsylvania crossing K Tower, controls movements of westward Baltimore & Ohio trains and engines on No. 1 track only. Westward trains using reverse track will be governed by hand signal from Switch Tender. The lower arm controls movement of trains and engines from L & N rails using the crossover from No. 2 to No. 1 track. This signal will only advance a train to the Pennsylvania crossing. Permission to use the crossing will be given by Switch Tender.

11. HAND SIGNALS AND FLAGGING

Rule 11(A) is modified to permit use of red electric lanterns, furnished by Baltimore and Ohio Railroad Company for flagging purposes.

Location of Switchtenders handling main track switches:
K Tower.

Unless weather conditions make it necessary to do so, flag protection will not be provided in passing sidings, except those listed below where flag protection will be provided at all times:

Delhi	Tunnelton	Blocher
Nebraska	Commiskey	Caseyville
Sparksville	Deputy	

Rule 59 must be complied with at all times.

At K Tower a yellow signal will be used by switch tender for signaling both eastward and westward trains and engines operating on Baltimore and Ohio tracks over Pennsylvania crossing. Before accepting signal from switch tenders, engineers must know that switches are properly lined for their movement. Rule 13A modified.

Hand signal from Switch Tender K Tower will be authority for movement of eastward trains and engines using No. 2 track to HN Cabin, subject to indication displayed on automatic signals; also movement of eastward trains and engines using No. 1 track through crossover to No. 2 track, and onto L & N rails.

SPECIAL INSTRUCTIONS—Continued.

On Springfield Sub-Division, except between Wyatt and Junction and between Rochester and Bradfordton, trains are relieved from protecting the rear of their train except when otherwise instructed by train order. When more than one train is operated in these territories at the same time, they will be instructed to protect against each other in accordance with Rule 99.

11-A. MARKERS AND CLASSIFICATION SIGNALS

Classification lamps on Diesel engines, when equipped with red lens, may be used as markers. Rule 28 modified.

12. JOINT AND SPECIAL USE OF TRACKS

Cincinnati Union Terminal Company rules are in effect between Union Terminal, Cincinnati and Storrs Junction.

Cincinnati Terminal Division time table is in effect East of CW Cabin.

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

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

Terminal Railroad Association time table and rules are in effect between St. Louis and Relay Depot via Eads Bridge and between St. Louis and Willows via Merchants Bridge, and between Gratiot Street and Union Station, St. Louis.

St. Louis Municipal Bridge Railway time table and rules are in effect between Gratiot Street and Broadway via MacArthur Bridge.

Trains operating between Storrs Junction and Cincinnati Union Terminal; K Tower and Union Station, St. Louis; WS Tower and Youngtown or Central Station, Louisville will display the same classification signals, if any, over these territories as they would display entering or leaving non-signal indication territory.

Springfield joint time table and rules are in effect between Avenue and Fourth Street.

C & IM time table and rules are in effect between Avenue and WR Tower, Ridgely.

Trains or engines using B & O tracks on Jeffersonville Sub-Division west of NYC Jct. at east end of NYC Yard, Jeffersonville, after clearing same will not again foul crossover until proper authority is received from the Operator at WS Tower, and will then be governed by indication displayed on signal at clearance point, NYC Jct. All movements west of this crossover will be made at restricted speed, expecting to find track occupied, or engine or train moving in opposite direction.

Westward NYC trains desiring to use James siding via NYC connecting track must first ascertain from Dispatcher whether siding can be used, such movements to be made expecting to find NYC connecting track occupied.

Trains or engines moving in either direction through the wye at North Vernon will use back wye, which is track next to coal elevator, and each movement will be preceded by a flagman.

Trains may use extension track Vincennes only when authorized by train order.

A proceed indication on the home signal at Willows for trains running via Merchants Bridge Route will be authority to use No. 2 track Willows to HN Cabin.

Unless otherwise directed in writing, Eastward trains or engines leaving Cone Yard will use Avenue Track Cone to Willows. A proceed indication on dwarf signal Willows, will be authority to use No. 2 track Willows to HN Cabin for trains or engines using Avenue Track.

Westward trains will enter Cone Yard through crossover east of St. Clair Ave. from No. 1 track, unless otherwise directed, in writing.

All movements in Avenue track will be made at restricted speed.

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

Leverman at Taylorville on duty 9:00 A.M. to 5:00 P.M. daily except Sunday. At all other hours, interlocking will be left lined for Wabash R.R.

Operator at Enfield on duty 6:45 A.M. to 3:45 P.M. daily except Saturday and Sunday. At all other hours interlocking will be left lined for L. & N. R.R.

Leverman Norris City off duty 8:00 A.M. Sunday to 7:00 A.M. Monday, and interlocking left lined for N.Y.C. R.R.

All trains will stop at Wyatt, New Shawneetown and Junction and will run at restricted speed between New Shawneetown and Shawneetown.

13. OPERATION OF AIR BRAKES

14. *Handwritten: After Test* SPRING SWITCHES

Westward trains using No. 1 track from Storrs to CW Cabin and eastward trains using No. 2 track from Dearborn to Finney, finding color position light signal at CW Cabin or at Finney in "Stop" position will be governed by Rules 509(B) and 509(C). If it is necessary to pass through a spring switch when the signal displays a stop indication, the spring switch will be operated by hand and restored to normal position by hand after train has passed. Rule 105 modified.

Westward trains using No. 2 track from Storrs to CW Cabin, finding dwarf signal in "Stop" position will press button marked "Take Signal" and if there is no conflicting move, it will require three minutes before the signal will give a proceed indication.

Eastward trains using No. 1 track from Dearborn to Finney, finding dwarf signal in "Stop" position will press push button marked "Take Signal" and if there is no conflicting move, the signal will immediately change to "Proceed" position, but in the event there is a train on the approach circuit on No. 2 track, it will require eight minutes before the signal will give a proceed indication.

If after clearing the dwarf signal governing the eastward movement from No. 1 track at Finney, or westward move from No. 2 track at CW Cabin, it is not desired to make the move, push button marked "Cancel Signal" will be pressed, which will cause the dwarf signal to go to "Stop" position and other signals to function normally.

When necessary to re-line movement from No. 1 track at Absolute Signal CW Cabin, after having cleared signals for eastward movement out of Delhi, member of crew will push "Cancel" button located in No. 2 box on this signal and restore normal route.

Sandoval: West switch passing siding equipped with spring switch. Rule 105, except 8th paragraph, governs.

14-A. DUAL CONTROL SWITCHES

Interlocking rules 605 to 633 apply at dual control switches at following locations.

- Washington East end of Passing Siding controlled from Shops.
- Shattuc East end Passing Siding and CB&Q connection track, controlled from interlocking.
- Jeffersonville East crossover controlled from WS Tower.
- WS Tower West wye switch on Louisville Sub-Division controlled from and included within interlocking limits.
- Floyd East and west ends of passing siding, and Southern connection controlled from VI Tower.

15. RAILROAD CROSSINGS AND DRAWBRIDGES

Station	Railroad Crossings	Position of Signal indicating clear route for St. Louis Div. Trains
Dearborn	NYC	Interlocking
Lawrenceburg	NYC	Semi-Automatic Signals and Gate.
North Vernon	PRR Main Line	Horizontal
North Vernon	PRR Lou. Sub.	Horizontal
North Vernon	NYC	Horizontal
X Tower	PRR	Interlocking
WS Tower	PRR	Interlocking
Jeffersonville,		
Ninth St.	PRR	Trainmen flag crossing
Seymour	PRR	Interlocking
Mitchell	CI & L	Interlocking
Chappell	NYC	Automatic interlock'g.
Vincennes	C & EI & Penna.	Interlocking
Vincennes	River Track	Interlocking

SPECIAL INSTRUCTIONS—Continued.

E—following the letters D-X indicates train order station closed from 11:30 A.M. to 12:30 P.M. for meal hour.

X—following the letter D indicates train order station open daily except Saturday and Sunday.

Y—following the letters D or N indicates train order station open daily except Saturday.

Z—following the letters D or DPN indicates train order station open daily except Sunday.

23. RESTRICTIONS ON STRUCTURES AND TRACKS

MAXIMUM WEIGHT LIMITS	Heaviest class of Diesel Power permitted	Car's Gross Weight in lbs.
CW Cabin to St. Louis.....	FS6E-4	240,000
Brownstown Keifer Paper Co.....	PE-4	240,000
Mitchell Rock Lick Branch.....	FS6E-1	220,000
Sandoval Sandoval Zinc Co., Bridges.....	PE-6	200,000
Flora to Shawneetown.....	FS6E-2	220,000
Flora to Beardstown.....	FS6E-2	220,000
North Vernon to New Albany.....	FS6E-4	240,000
Watson to Jeffersonville.....	FS6E-4	240,000

Engines will not be operated on trestle at Alton Box Board Company, Carlyle.

Lead to Dupont Plant No. 2 at Charlestown cannot be used beyond State Route 62.

24. CLEARANCES

Employees are required to familiarize themselves with all close clearances in territory in which they operate, both for their own protection and the protection of the Company. They are prohibited from riding on top of tenders, engines, high box cars, and other high equipment when passing under wires and overhead structures.

The following overhead structures and wire crossings have less than 22 feet vertical clearance, and the high tension lines shown have less than 27 feet, and employees should not stand on the top of engines, tenders, cars, or other equipment while passing under these overhead structures or wire crossings.

Cincinnati and Washington Sub-Divisions

Station	Location	Name of Track	Structure
CW Cabin	Pole 6-41-42	Main	PowerLine
St. Joseph	River Transportation Co.	Nos. 2, 3, 4 and 5	Mine Tipples
St. Joseph	Pole 7-25-26	Main and Siding	PowerLine
St. Joseph	Pole 8-10-11	Siding	PowerLine
Delhi	Pole 9-39-40	Rip	PowerLine
North Bend	Pole 16-17-18	Main	PowerLine
Finney	Pole 18-33-34	Columbia Spur	PowerLine
Dearborn	Pole 21-30-31	Big Four Transfer	PowerLine
Lawrenceburg	Pole 21-36-37	Main	PowerLine
Aurora	Pole 25-16-17	Main	PowerLine
Aurora	National Container Corp.	Loading Dock	Roof
Aurora	Importing St.	Gaff	PowerLine
Aurora	Pole 26-02-03	Main-Spur	PowerLine
Aurora	Pole 26-20-21	Coffin	PowerLine
Cochran		West Wye	PowerLine
Dillaboro	Pole 33-25-26	East and West Main	PowerLine
Milan	E. End Station	House	PowerLine
Delaware	Bridge 49-17	Main	Bridge
Nebraska	Pole 62-06-07	Spur	PowerLine
North Vernon	Pole 72-10-11	Main and Passing Siding	PowerLine
North Vernon		Wye	Bridge
North Vernon		Wye	(4) Yard PowerLine

Station	Location	Name of Track	Structure
North Vernon	Wye	Cinder Pit (2)	PowerLine
North Vernon	Wye	7 Tracks R'ndh'se	PowerLine
Whitcomb	Pole 72-37-38	Spur	PowerLine
Whitcomb	Bridge 72-55	Main and Passing Siding	Bridge
N. Vernon	Pole 76-12	Main	Bridge
Seymour	Pole 85-31-32	Main	PowerLine
Seymour	Pole 86-29-30	Arvin Spur	PowerLine and Bldg. roof
Seymour	Pole 87-09-10	Hoadley Spur	PowerLine
Seymour	Pole 87-15-16	Main	PowerLine
Seymour	Pole 87-25-26	Main	PowerLine
Lehigh	Pole 94-39-40	Loading & Storage	PowerLine
Lehigh	Pole 95-09-10	Loading & Storage	PowerLine
Brownstown	Pole 97-15-16	Brick Yard Spur	PowerLine
Brownstown	Canning Fcty.	Spur	PowerLine
Brownstown	Bridge 98-36	Main	Bridge
Vallonia	Pole 101-07-08	Spur	PowerLine
Medora	Pole 105-17-18	House	PowerLine
Ft. Ritner	Tunnel	Main	Tunnel
Rivervale	Bridge 123-46	Main	Bridge
Mitchell		Cinder Pit	PowerLine
Mitchell	Pole 126-04-05	Stone Storage (two tracks)	PowerLine
Mitchell	Pole 126-13-14	Spur	PowerLine
Mitchell	Bridge 127-08-09	Main	Bridge
Mitchell	Bridge 127-11-12	Main	Bridge
Willow Valley	Pole 141-17-18	Main	PowerLine
Willow Valley	Tunnel	Main	Tunnel
Willow Valley	Pole 142-14-15	Main	PowerLine
Shoals	Pole 147-19-20	Main	PowerLine
Quarry	Pole 153-09-10	Main	PowerLine
Loogootee	S.W. 3rd St.	South Factory	PowerLine
Loogootee	S.W. 1st St.	South Factory	PowerLine
Montgomery	Bridge 162-64	Main and Passing Siding	Bridge
Washington	Bridge 168-63	Main	Bridge
Shops	Pole 170-17	(2) Yard	PowerLine

Louisville Sub-Division

North Vernon	Fifth Street	Main and Siding	PowerLine
North Vernon	Main Street	Main	PowerLine
North Vernon	Jennings St.	Main	PowerLine
James	Pole 1-15-16	Main	PowerLine
Between North Vernon and Lovett	Bridge 2-32	Main	Bridge
Between North Vernon and Lovett	Bridge 3-38	Main	Bridge
Between North Vernon and Lovett	Bridge 4-76	Main	Bridge
Commiskey	Pole 10-26-27	Main	PowerLine
Commiskey	Pole 11-16-17	Main	PowerLine
Blocher	Pole 19-39-40	Main	PowerLine
Blocher	Pole 20-09-10	Main and Passing Siding	PowerLine
Blocher	Bridge 21-32	Main	Bridge
Between Charlestown and Watson	Pole 43-06-07	Main	PowerLine
Watson	Pole 47-11-12	Main	PowerLine

Jeffersonville Sub-Division

Jeffersonville	Sixth Street	Main	PowerLine
Jeffersonville	Fifth Street	Main and Passing Siding	Wire
Jeffersonville	Illinois Street	Colgate track	PowerLine
Jeffersonville	Illinois Street	Amer. Car track	PowerLine

SPECIAL INSTRUCTIONS—Continued.

Station	Location	Name of Track	Structure
Illinois Sub-Division			
Fritchton	Bridge 183-09	Main	Bridge
Vincennes	Pole 187-32	Reynolds Indsty.	Building
Vincennes	Bridge 189-34	Main	Bridge
Vincennes	Ebner Ice Co.	No. River	PowerLine
Vincennes	Pepsi Cola Co.	No. River	PowerLine
Lawrenceville	Bridge 196-45	Main	Bridge
Bridgeport	N. W. Corner of station	Station track	Telephone Wire
Bridgeport	Bridge 203-45	Main	Bridge
Olney	Bridge 219-69	Main and two passing sidings	Bridge
Olney	Bridge 219-91	Main and two passing sidings	Bridge
Clay City	Pole 235-07	House	Wire
Flora	Bridge 241-34	Main	Bridge
Flora	East of Engine House	Eng. Hse. Trk. No. 3	PowerLine
Flora	Sand House	Eng. Hse. Trk. No. 3	PowerLine
Flora	Sand House	Spgfld. Connect'n	Sander Hose
Flora	Turn Table	Turn Table	PowerLine
Flora	West of Turn Table	Turn Table	PowerLine
Sandoval	Pole 277-16	Main	Wire
Shattuc	Pole 281-14	CB&Q Connect'n	PowerLine
Breese	Bridge 297-48	Main	Bridge
Trenton	Trenton Co-op	Elevator	PowerLine and Bldg. roof
Trenton	Trenton Mill Co.	Mill	Bldg. roof
Lebanon	North Street	Pfeffer Mill Lead	PowerLine
Lebanon	Pfeffer Mill Co.	(2) Mill	Bldg. roof
Lebanon	Bridge 317-23	Main	Bridge
O'Fallon	Bridge 319-22	Main	Bridge
Furman	Bridge 324-30	Main	Bridge
HN Cabin	West of HN Cabin	A & S Conn.	PowerLine

Springfield Sub-Division

New Shawneet'n	Atkins Popcorn Co.	Stdrd. Oil Co. (2)	Power Lines
Ridgway	Pole 11-10	Main and elevator	PowerLine
Roland	Pole 21-05	Main	PowerLine
Fairfield	No. Seventh St.	Sexton Mfg. Co.	PowerLine
Fairfield	East of 7th St.	Sexton Mfg. Co.	PowerLine and wire
Fairfield	F' rfd. Pwr. Co.	Airtex Inc.	PowerLine
Fairfield	F' rfd. Pwr. Co.	Airtex Inc.	Wire
Fairfield	Airtex Inc.	Airtex Inc.	PowerLine
Fairfield	F' rfd. Pwr. Co.	Sexton Mfg. Co.	PowerLine
Cienc	Pole 63-03	Main and passing siding	Wire
Flora	Pole 73-09	Main	PowerLine
Flora	Pole 73-16	Main	PowerLine
Flora	Pole 73-25	Main	PowerLine
Flora	Pole 73-28	Main	PowerLine
Cowden	Pole 121-26	Main and passing siding	PowerLine
Pana	Pole 139-29	Main	PowerLine
Pana	Pole 140-01	Main	PowerLine
Edinburg	Douglas Ave.	Rink & Schieb Spur	PowerLine
Rochester	Bridge 202	Main	Bridge
Taney	IT R.R. Cress'g	Main	PowerLine
Taney	Pole 179-29	Converse Lead	PowerLine

Station	Location	Name of Track	Structure
Springfield	Pole 180-08	Main	PowerLine
Springfield	Pole 180-09	Main	PowerLine
Springfield	Pole 180-20	Main	PowerLine
Springfield	East of 3rd St.	Main and (2) yard	PowerLine
Bluff Springs	Pole 221-30	Main	Wire

25. CLASSIFICATION WHERE THERE ARE TWO OR MORE MAIN TRACKS

Limits	Track	Current of Traffic	No.
Finney to Dearborn	{ North track . . .	Westward	1
	{ South track . . .	Eastward	2
Cochran to Milan	{ North track . . .	Westward	1
	{ South track . . .	Eastward	2
HN Cabin to K Tower	{ North track . . .	Westward	1
	{ South track . . .	Eastward	2

25-A. PASSING SIDINGS OF ASSIGNED DIRECTION

As provided for in Rules 4 and 60, passing sidings at following points are designated for use as indicated below:

Cochran . . .	North Siding . . .	As westward passing siding
	South Siding . . .	As eastward passing siding
Seymour . . .	North Siding . . .	As westward passing siding
	South Siding . . .	As eastward passing siding
Olney	North Siding . . .	As westward passing siding
	South Siding . . .	As eastward passing siding

26. TELEPHONES

Conductors of trains meeting with accident or unusual delay will call nearest open office or Train Order Station by telephone; or if conditions warrant, call Chief Dispatcher's Office, Washington, CL-4-3200, 7:00 A.M. to 4:00 P.M., C.S.T., daily except Sundays and Holidays, and other times CL-4-3254. In using public telephone instruct operator to reverse charges.

Location of Telephones:

Telephones are located in booth or box at ends of passing sidings, cross-overs, station buildings or vicinity thereof except:

Location	Pole No.	Connected With
Cincinnati Sub-Division		
Cold Springs, no 'phone east end		passing sidings
Louisville Sub-Division		
James, in watchman's house,	0-11	} N. Vernon
Walnut St.		
Illinois Sub-Division		
Flora, in switchman's shanty east end		} Flora
Eastward passing siding 242-39		
Other Telephones located in booth, or box at following locations:		
Cincinnati Sub-Division		
Location	Pole No.	Connected With
Sedamsville	3-12	} Block Circuit Storrs Jct. and Dearborn
Tresler Oil Spur	5-18	
Texas Oil Spur	5-36	
Anderson Ferry	6-16	
CW Cabin	6-35	
St. Joe	7-16	
St. Joe	8-01	
St. Joe	8-09	
St. Joe	8-29	
Finney	18-06	
Finney, on porch of Finney		
Treating Plant Office	18-13	
Columbia Power Spur	18-32	
Miami River Bridge	19-40	

SPECIAL INSTRUCTIONS—Continued

Location	Pole No.	Connected With
West Lawrenceburg	22-17	Block Circuit Dearborn and Cochran
Aurora, George St.	25-14	
Aurora, Freight Room		
West of Cochran	27-26	Block Circuit Cochran and Milan
West of Cochran	29-28	
West of Cochran	31-13	
Dillsboro, west end section tool house	34-04	
East of Cold Springs	35-25	
Cold Springs	37-16	
East of Moore's Hill	39-02	
Moore's Hill	40-09	Block Circuit
Milan, East of Depot	42-20	
Dabney	55-18	
Nebraska, middle of passing siding	62-07	Osgood and North Vernon
Oakdale Hill	70-32	

Washington Sub-Division

North Vernon, west end wye	72-25	North Vernon
Whitcomb Yard, west end No. 2 track	73-22	
Whitcomb Yard, west end Tail Track	73-37	Block Circuit North Vernon and JO Tower
Absolute signal west of Whitcomb	75-19	
East of Hayden, overhead bridge	76-11	
Fleming	82-29	
Seymour, O'Brien St.	86-35	Block Circuit JO Tower and Medora
Seymour, Band Saw Mill Track	88-10	
Lehigh Shale Pit	94-40	
Spark's Ferry	109-09	Block Circuit Medora and Mitchell
West of Big Tunnel	115-21	
Tunnelton	117-28	
East of Little Tunnel Cut	119-28	
Mill Creek Hill	122-41	
Mitchell, Meridian St.	125-37	Mitchell
Mitchell, in shop foreman's office	126-12	

- *Pole 127-08 west end eastward passing siding Mitchell
- *Pole 131-01 east end passing siding Georgia
- *Pole 131-34 west end passing siding Georgia
- *Pole 132-38 west end Old Quarry Georgia
- *Pole 133-11 west end New Quarry Georgia
- *Pole 137-25 east end passing siding Huron
- *Pole 138-15 west end passing siding Huron
- *Pole 140-39 east end Willow Valley
- *Pole 141-16 west end Willow Valley
- *Pole 144-35 east end East Shoals
- *Pole 145-10 west end East Shoals
- *Pole 146-37 east end station track Shoals
- *Pole 147-05 west end station track Shoals

Block Circuit
Mitchell and
Shops
and
Dispatcher's
Circuit

* Indicates telephones which are connected with both Train Dispatcher and Block Circuit with Double Pole Double Throw Switch. These switches should be left open when not in use to avoid interference with Dispatcher's ringing circuit.

Location	Pole No.	Connected With
West of Peek's Curve	150-20	Block Circuit Mitchell and Shops
*East end Quarry	152-7	
*West end Quarry	152-27	
*East end Cannelburg	159-18	
*West end Cannelburg	159-39	
Mead's Crossing	165-25	
East of Washington, in Booth U.S. Rubber Co.	168-15	

Louisville Sub-Division

Near Muscatatuck River	3-36	Train Disp'tch'rs Cir.
Paris	12-23	Deputy
Big Creek	13-26	Train Disp'tch'rs Cir.
Nabb	28-31	Marysville and WS Tower
Absolute signal east of Charlest'n	38-40	
East of Charlestown	39-25	
Bethany Switch	43-19	
Absolute signal west of Charlest'n	44-17	
Watson, west end new interch'ge	46-18	WS Tower
West end wye in PRR box	47-18	
Southern Interchange New Albany	53-35	
New Albany station platform	54-06	New Albany and VI Tower

Jeffersonville Sub-Division

West end wye on Jeffersonville Sub-Division	0-27	WS Tower
Jeffersonville, east crossover	4-20	
Jeffersonville, middle crossover	4-39	
Jeffersonville, in NYC Yard office		

Illinois Sub-Division

Box on pole	170-40	Block Circuit Shops and Wheatland
Shops Yard, West end, switchman's shanty	171-10	
West End Shops yard, in booth	171-16	
Chappell, at NYC Crossing	172-07	Block Circuit Vincennes and Lawrenceville
Absolute signal east of Vincennes	185-42	
Auto Lite Battery Spur	187-20	
Vincennes, east Wye	188-12	
Vincennes, West 3rd Street	188-39	
Vincennes Scales	188-47	Block Circuit Vincennes and Lawrenceville
Vincennes, River track crossing, back of Tower	189-05	
West end Wabash River Bridge	189-18	
East end River Track, Lawrenceville	197-30	
Switchman's shanty South side near entrance Indian Refining Co.	197-38	
Lawrenceville, West end Central Lead track	198-08	Block Circuit Lawrenceville and Olney
Bridgeport Oil Spur	201-44	
Olney, Freight House Office		
Oil Spur, East of Noble	226-31	Block Circuit Olney and Flora
East of Clay City	230-24	
East of Mill St., Flora	242-06	

SPECIAL INSTRUCTIONS—Continued

Location	Pole No.	Connected With
Salem, Car Inspector's Room in Depot.....		Block Circuit SJ Tower and Shattuc
Sandoval I.C. Crossing— S.E. corner.....		
Beckemeyer.....			293-24	Block Circuit Shattuc and Breese
Absolute signal east of O'Fallon.....	318-44	Block Circuit Breese and O'Fallon
O'Fallon, IT Railway Tower... Sargent's Mine East of Caseyville.....	325-33	HN Cabin and O'Fallon
HN Cabin, A&S Connection... Willows Ave. track.....		HN Cabin, K Tower

Springfield Sub-Division

Wyatt.....	0-25	Dispatchers' Circuit
New Shawneetown.....	3-09	
Junction.....	6-03	
Omaha.....	18-15	
Norris City.....	25-02	
Geff.....	57-23	
Altamont CEI conn.....	108-02	
In Box in S.W. angle of crossing.		
Beecher City.....	115-09	
Lakewood.....	127-15	
Tower Hill.....	133-04	B&O Dispr. and NYC Tower Pana
Pana Poplar St.....	139-20	Connects with NYC Tower & B&O Freight Office
Pana Freight Room.....	Dispatchers' Circuit	
Taylorville Freight Room.....		
Taylorville CIM conn.....		
Tansey, in B&O Relay house...		
Bradfordton.....		187-20
Richland.....		194-10
Ashland, Freight Room.....		227-20

27. UNCLASSIFIED

General Order will be issued by each Division effective 12:01 A.M. of the first of each month. Rule 58 modified.

When physically able to do so, employes sustaining injury, no matter how minor, will report it to supervisor before leaving company premises.

The supervisor must arrange prompt first aid for the injured; then, as soon as possible, place him under the care of a Company's Surgeon. He must also report the injury promptly on the prescribed forms however minor it may appear.

In case of fatal accident on line of road, trains will not be held awaiting Coroner. Bodies will be moved to nearest station or some other place where information can be given the Coroner, and trains should proceed without further delay.

Time of trains at Cincinnati, Storrs Jct., Louisville, Youngtown, Relay Depot and St. Louis, is for information only.

HOLIDAYS: New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day, Christmas Day.

28. ~~OUT~~ ADDITIONAL REGULAR AND FLAG STOPS

No. 1—When misses connection at Cincinnati with No. 57 will stop at Lawrenceburg, Aurora, Milan and Osgood to discharge passengers from the East.

29. EXPLANATION OF LETTERS

- H** Stop on signal to discharge passengers from Cincinnati, Louisville or beyond; or pick up passengers for St. Louis.
- J** Stop on signal to pick up passengers for Louisville, Cincinnati, and beyond or to discharge passengers from St. Louis and beyond.
- M** Regular stop daily except Sunday; stop on Sunday to discharge passengers from Cincinnati, Louisville or beyond, or pick up passengers for St. Louis.
- O** Regular stop daily except Sunday.
- P** Stop on signal to discharge passengers from Cincinnati or points east thereof.
- Q** Stop on signal to pick up passengers for or discharge passengers from Washington, D. C. or beyond.
- W** Stop on signal to discharge passengers from St. Louis or pick up passengers for St. Louis.

SPEED TABLE

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 45 sec.	80.0	1 min. 4 sec.	56.0	1 min. 30 sec.	40.0	2 min. 50 sec.	21.0
0 " 46 "	78.0	1 " 5 "	55.0	1 " 32 "	39.0	3 " 0 "	20.0
0 " 47 "	77.0	1 " 6 "	54.0	1 " 34 "	38.0	3 " 10 "	18.0
0 " 48 "	75.0	1 " 7 "	53.0	1 " 36 "	37.0	3 " 15 "	18.0
0 " 49 "	73.0	1 " 8 "	52.0	1 " 38 "	36.0	3 " 20 "	18.0
0 " 50 "	72.0	1 " 9 "	52.0	1 " 40 "	36.0	3 " 30 "	17.0
0 " 51 "	70.0	1 " 10 "	51.0	1 " 42 "	35.0	3 " 45 "	16.0
0 " 52 "	69.0	1 " 11 "	50.0	1 " 45 "	34.0	4 " 0 "	15.0
0 " 53 "	67.0	1 " 12 "	50.0	1 " 50 "	32.0	4 " 17 "	14.0
0 " 54 "	66.0	1 " 13 "	49.0	1 " 55 "	31.0	4 " 36 "	13.0
0 " 55 "	65.0	1 " 14 "	48.0	2 " 0 "	30.0	5 " 0 "	12.0
0 " 56 "	64.0	1 " 15 "	48.0	2 " 5 "	28.0	5 " 27 "	11.0
0 " 57 "	63.0	1 " 16 "	47.0	2 " 10 "	27.0	6 " 0 "	10.0
0 " 58 "	62.0	1 " 18 "	46.0	2 " 15 "	26.0	6 " 40 "	9.0
0 " 59 "	61.0	1 " 20 "	45.0	2 " 20 "	25.0	7 " 30 "	8.0
1 " 0 "	60.0	1 " 22 "	43.0	2 " 24 "	25.0	8 " 34 "	7.0
1 " 1 "	59.0	1 " 24 "	42.0	2 " 30 "	24.0	10 " 0 "	6.0
1 " 2 "	58.0	1 " 26 "	41.0	2 " 40 "	22.0	12 " 0 "	5.0
1 " 3 "	57.0	1 " 28 "	40.0				

WESTWARD

Distance from Cincinnati	Train Order Stations	CINCINNATI SUB-DIVISION TIME TABLE No. 75 April 24, 1960	Passing Sidings Capacity 45 ft. Cars including Engine and Caboose	FIRST CLASS					SECOND CLASS					THIRD CLASS			
				1	57	3	11			89	95	99	97	91	83		
				Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Tues. Thurs. Sat.		
				A.M.	A.M.	A.M.	P.M.			A.M.	A.M.	A.M.	P.M.	P.M.	A.M.		
1.7	DN	CINCINNATI		7.55	8.00	9.45	11.45										
	DN	STORES JCT. East End 5.0 Dbl. Tk.		8.01	8.06	9.51	11.51					2.52	6.52	9.40	2.00	10.10	9.45
6.7		CW CABIN		7.08	7.13	8.58	10.57					2.00	6.00	8.48	1.08	9.18	8.55
10.5	D-Z	West End 3.8 Dbl. Tk. DELHI	143	7.12	7.17	9.02	11.01					2.06	6.05	8.55	1.14	9.25	9.02
15.1	D-X	4.6 NORTH BEND	114	7.18	7.22	9.08	11.07					2.14	6.13	9.03	1.22	9.30	9.23
18.3		FINNEY		7.21	7.25	9.11	11.10					2.19	6.25	9.08	1.27	9.35	9.35
21.7	DN	East End 3.4 Dbl. Tk. (NYC) DEARBORN		7.24	7.28	9.14	11.13					2.25	6.32	9.15	1.33	9.40	9.41
22.1		West End 0.4 Dbl. Tk. LAWRENCEBURG		7.25	7.33	9.15	11.14										
23.0		0.9 NEBO (NYC)	94	7.27	7.35	9.17	11.16					2.28	6.35	9.18	1.36	9.46	9.50
25.8		2.8 AURORA		7.30	7.41	9.20	11.19										
27.3	DN	East End 6.6 Dbl. Tk. COCHRAN	64	7.32	7.43	9.22	11.21					2.36	6.43	9.22	1.43	9.55	10.30
33.9	D-X	3.7 DILLSBORO		7.40	7.51	9.30	11.28					2.47	6.54	9.55	1.54	10.10	10.45
37.6		3 COLD SPRINGS		7.45	7.56	9.35	11.34					2.54	7.01	10.05	2.01	10.20	10.55
40.2		2 MOORE'S HILL		7.49	8.00	9.39	11.38					3.01	7.08	10.15	2.07	10.29	11.02
42.6	DN	West End 2.7 Dbl. Tk. MILAN	52	7.52	8.05	9.42	11.42					3.11	7.15	10.25	2.13	10.40	11.15
45.3		PIERCEVILLE		7.55	8.08	9.45	11.45					3.16	7.20	10.30	2.17	10.45	11.25
47.4		2 DELAWARE	50	7.57	8.11	9.47	11.48					3.21	7.24	10.37	2.20	10.48	11.35
51.5	DPN	4.1 OSGOOD	153	8.01	8.16	9.51	11.52					3.37	7.46	10.43	2.26	11.10	11.45
58.1	D-X	6.6 HOLTON	56	8.07	8.22	9.57	11.58					3.50	8.07	10.51	2.34	11.26	11.56
62.1		NEBRASKA	169	8.11	8.26	10.01	12.02					3.56	8.26	10.57	2.40	11.32	12.05
65.6	D-X	3.5 BUTLERVILLE	163	8.14	8.29	10.04	12.05					4.01	8.34	11.02	2.44	11.37	12.15
68.4		2.8 OAKDALE	162	8.17	8.32	10.07	12.08					4.06	8.43	11.06	2.48	11.41	12.25
72.2		3.8 RILEY	45	8.22	8.37	10.12	12.13					4.14	8.50	11.16	2.55	11.49	12.35
72.7	DN	0.5 NORTH VERNON		A 8.23	A 8.38	A 10.13	A 12.15					A 4.15	A 8.51	A 11.20	A 2.56	A 11.50	A 12.40
				A.M.	A.M.	A.M.	A.M.					A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
		Time over Sub-Division...		1.15	1.25	1.15	1.18					2.15	2.51	2.32	1.48	2.32	3.45
		Average speed per hour...		52.8	46.6	52.8	50.7					29.3	23.2	26.0	36.7	26.1	17.5

**Passenger trains will not exceed 75 miles per hour.
Speed as shown in Special Instruction 5, and such other restrictions as may
be in effect, will not be exceeded.**

WESTWARD

Distance from Cincinnati	Train Order Stations	WASHINGTON SUB-DIVISION TIME TABLE No. 75 April 24, 1960	Passing Sidings Capacity 45 ft. Cars including Engines and Caboose	FIRST CLASS					SECOND CLASS				THIRD CLASS			
				11	1	3				95	99	97	91	87		
				Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily Ex. Sun.		
				A.M.	A.M.	A.M.				A.M.	A.M.	P.M.	P.M.	A.M.		
72.7	DN	NORTH VERNON 0.4 (NYC)		\$12.40	\$ 8.26	\$10.16				8.55	11.20	2.56	11.50	10.00		
73.1		WHITCOMB 5.8	38	12.41	8.27	10.17				9.10	11.30	3.08	11.51	10.05		
78.9		HAYDEN 8.3	92	12.47	8.33	10.23				9.18	11.38	3.15	11.59	10.15		
87.2		SHYMOUR 0.1	129	\$12.54	\$ 8.40	\$10.30				9.27	11.50	3.25	12.14	10.30		
87.3	DN	JO TOWER 4.9														
92.2		DUNHAM 5.6	77	1.15	8.45	10.35				9.33	11.58	3.33	12.30	11.10		
97.8	D-X	BROWNSTOWN 3.2	75	1.21	8.51	10.41				9.39	12.05	3.39	12.36	11.30		
101.0		VALLONIA 4.4	83	1.25	8.55	10.45				9.44	12.10	3.44	12.41	11.45		
105.4	D-X	MEDORA 5.2	106	1.30	8.59	10.49				9.50	12.16	3.49	1.01	12.05		
110.6		SPARKSVILLE 7.1	92	1.35	9.04	10.54				9.58	12.24	3.57	1.10	12.24		
117.7		TUNNELTON 8.7	92	1.44	9.12	11.02				10.08	12.35	4.07	1.20	1.05		
126.4	DN	MITCHELL 5.5 (CI&L)	243	\$ 2.10	\$ 9.23	\$11.14				10.20	12.50	4.20	1.30	2.02		
131.9		GEORGIA 6.1	92	2.20	9.29	11.20				10.30	1.05	4.30	1.37	2.15		
138.0		HURON 3.4	85	2.28	9.35	11.26				10.37	1.45	4.43	1.45	2.25		
141.4		WILLOW VALLEY 5.6		2.33	9.39	11.30				10.43	1.50	4.51	1.51	2.44		
147.0		SHOALS 0.7		2.40	9.45	11.36				10.50	1.58	5.01	2.10	2.59		
147.7		MARTIN 4.7	77	2.46	9.46	11.37				10.52	2.00	5.04	2.46	3.06		
152.4		QUARRY 3.1		2.50	9.51	11.42				11.00	2.10	5.10	2.52	3.15		
155.5		LOGOOTHE 4.5	104	2.56	9.54	11.45				11.06	2.16	5.19	2.58	3.35		
160.0		CANNELBURG 2.5		3.00	9.58	11.49				11.12	2.21	5.24	3.05	3.45		
162.5		MONTGOMERY 7.1	89	3.05	10.00	11.51				11.17	2.26	5.30	3.09	3.50		
169.6	DPN	WASHINGTON 0.8	91	\$ 3.20	\$10.10	\$12.02				11.27	2.36	5.45	3.20	4.05		
170.4	DN	SHOPS		3.21	10.11	12.03				11.30	2.40	5.50	3.45	4.10		
				A.M.	A.M.	P.M.				A.M.	P.M.	P.M.	A.M.	P.M.		
		Time over Sub-Division..		2.41	1.45	1.47				2.35	3.20	2.54	3.55	6.10		
		Average speed per hour..		36.7	55.8	56.5				37.8	29.3	33.7	25.0	15.8		

**Passenger trains will not exceed 75 miles per hour.
Speed as shown in Special Instruction 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 TIME TABLE No. 75 April 24, 1960	Passing Sidings Capacity 45 ft. Cars including Engine and Caboose	FIRST CLASS					SECOND CLASS				THIRD CLASS			
				12	2	4				88	96	98	94		86	
				Daily	Daily	Daily				Daily	Daily	Daily	Daily		Daily Ex. Sun.	
				A.M.	P.M.	P.M.				A.M.	P.M.	P.M.	P.M.		A.M.	
168.6	DN	SHOPS 0.8		2.14	12.56	4.55	.....	.....	.....	6.20	3.10	10.00	11.15	.....	9.30	.....
169.4	DPN	WASHINGTON 7.1	91	8 2.25	8 1.10	8 5.05	.....	.....	.....	6.25	3.15	10.05	11.19	.....	9.35	.....
176.5		MONTGOMERY 2.5	89	2.31	1.18	5.12	.....	.....	.....	6.35	3.25	10.16	11.29	.....	9.44	.....
179.0		CANNELBURG 4.5		2.33	1.21	5.15	.....	.....	.....	6.39	3.29	10.20	11.33	.....	9.49	.....
183.5		LOGOOTE 3.1	104	2.37	1.25	5.19	.....	.....	.....	6.45	3.35	10.26	11.39	.....	9.54	.....
186.6		QUARRY 4.7		2.40	1.29	5.22	.....	.....	.....	6.50	3.40	10.31	11.44	.....	10.30	.....
191.3		MARTIN 0.7	77	2.46	1.34	5.27	.....	.....	.....	6.57	3.47	10.38	11.51	.....	10.52	.....
192.0		SHOALS 5.6		2.48	1.35	5.28	.....	.....	.....	6.59	3.49	10.40	11.53	.....	11.05	.....
197.6		WILLOW VALLEY 3.4		2.54	1.41	5.34	.....	.....	.....	7.07	3.57	10.48	12.01	.....	11.15	.....
201.0		HURON 6.1	85	2.58	1.45	5.38	.....	.....	.....	7.13	4.03	10.54	12.09	.....	11.26	.....
207.1		GEORGIA 5.5	92	3.04	1.52	5.45	.....	.....	.....	7.21	4.11	11.02	12.20	.....	12.00	.....
212.6	DN	MITCHELL (CI&L) 8.7	243	8 3.19	8 2.02	8 5.53	.....	.....	.....	7.30	4.20	11.15	12.30	.....	12.50	.....
221.3		TUNNELTON 7.1	92	3.32	2.14	6.04	.....	.....	.....	7.47	4.35	11.27	12.42	.....	1.05	.....
228.4		SPARKSVILLE 5.2	92	3.42	2.23	6.12	.....	.....	.....	7.58	4.49	11.38	12.53	.....	1.20	.....
233.6	D-X	MEDORA 4.4	106	3.47	2.28	6.17	.....	.....	.....	8.06	4.57	11.46	1.01	.....	1.30	.....
238.0		VALLONIA 3.2	83	3.51	2.32	6.21	.....	.....	.....	8.11	5.02	11.51	1.06	.....	1.40	.....
241.2	D-X	BROWNSTOWN 5.6	75	3.55	2.36	6.25	.....	.....	.....	8.16	5.07	11.57	1.21	.....	2.00	.....
246.8		DUNHAM 4.9	77	4.01	2.42	6.31	.....	.....	.....	8.30	5.15	12.04	1.30	.....	2.42	.....
251.7	DN	JO TOWER 0.1 (PRR)		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
251.8		SEYMOUR 8.3	125	8 4.19	8 2.50	8 6.38	.....	.....	.....	8.40	5.24	12.14	1.40	.....	3.25	.....
260.1		HAYDEN 5.8	92	4.27	2.59	6.46	.....	.....	.....	8.50	5.38	12.47	1.50	.....	3.35	.....
265.9		WHITCOMB 0.4 (PRR)	38	4.34	3.08	6.53	.....	.....	.....	9.10	5.48	1.00	2.00	.....	3.45	.....
266.3	DN	NORTH VERNON		A 4.35	A 3.10	A 6.54	.....	.....	.....	A 9.15	A 5.50	A 1.40	A 2.10	.....	A 3.50	.....
				A.M.	P.M.	P.M.				A.M.	P.M.	A.M.	A.M.		P.M.	
		Time over Sub-Division ..		2.21	2.14	1.59				2.55	2.40	3.40	2.55		6.20	
		Average speed per hour ..		41.5	43.7	49.2				33.4	36.7	26.6	33.4		15.4	

**Passenger trains will not exceed 75 miles per hour.
Speed as shown in Special Instruction 5, and such other restrictions as may
be in effect, will not be exceeded.**

WESTWARD

EASTWARD

FIRST CLASS	SECOND CLASS			THIRD CLASS	Distance from North Vernon	Train Order Stations	LOUISVILLE SUB-DIVISION TIME TABLE No. 75 April 24, 1960	Passing Sidings Capacity 45 ft. Cars including Engine and Caboose	Distance from Louisville	FIRST CLASS	SECOND CLASS			THIRD CLASS
	57	97	89	NYC 43						85	58	96	42	90	84
Daily	Daily	Daily	Daily	Daily Ex. Sun.						Daily	Daily	Daily	Daily	Daily Ex. Sun.
A.M.	A.M.	A.M.	A.M.	A.M.						P.M.	P.M.	P.M.	P.M.	A.M.
S 8.46	12.05	4.20	10.30	9.00		DN	NORTH VERNON (PRR) 0.6 (NYC)	86	57.7	A 7.01	A 1.05	A 8.20	A 9.55	A 7.15
8.47	12.08	4.23	10.33	9.05	0.6		JAMES 6.2	86	57.1	6.59	1.04	8.13	9.51	7.10
8.53	12.17	4.32	10.40	9.15	6.8		LOVETT 3.6	85	50.9	6.51	12.54	8.02	9.42	7.00
8.57	12.22	4.37	10.45	9.30	10.4		COMMISKEY 2.2	85	47.3	6.47	12.49	7.56	9.37	6.46
.....	.....	.....	.....	.....	12.6		PARIS 2.4		45.1	.....	.....	.....	.....	.....
9.02	12.28	4.43	10.50	9.40	15.0		DEPUTY 5.2	88	42.7	6.42	12.43	7.50	9.31	6.35
9.07	12.35	4.50	10.57	9.50	20.2		BLOCHER 5.0	77	37.5	6.37	12.36	7.38	9.23	6.20
9.12	12.42	4.57	11.03	10.00	25.2		LEXINGTON 3.5	66	32.5	6.32	12.30	7.32	9.16	6.10
.....	.....	.....	.....	.....	28.7		NABB 1.5		29.0	.....	.....	.....	.....	.....
9.17	12.49	5.04	11.09	10.10	30.2	D-X	MARYSVILLE 3.3	76	27.5	6.27	12.23	7.25	9.06	6.00
9.21	12.54	5.09	11.14	10.20	33.5		OTISCO 7.0		24.2	6.23	12.15	7.20	8.57	5.52
F 9.30	1.04	5.19	11.29	10.30	40.5		CHARLESTOWN 5.7	75	17.2	6.15	12.05	7.09	8.49	5.19
.....	.....	.....	.....	.....	46.2		WATSON 0.5	85	11.5	.....	.....	.....	.....	89
9.38	1.13	5.28	11.45	10.40	46.7	DN	WS TOWER 3.6		11.0	6.08	11.55	7.00	8.41	4.56
.....	.....	.....	.....	.....	50.5		(PRR) X TOWER 3.0		7.2	.....	.....	.....	.....	.....
9.45	1.23	6.01	.....	10.50	53.5		FLOYD 0.6	67	4.2	6.01	11.44	.....	8.32	4.45
S 9.50	1.25	6.10	.....	10.52	54.1		NEW ALBANY 1.6 (CI&L)		3.6	S 6.00	11.20	.....	8.30	4.40
.....	A 1.35	A 6.20	.....	A 11.05	55.7	DN	(K&T Co.) YOUNGTOWN 2.0		2.0	.....	11.10	.....	8.20	4.30
A 10.05	.....	.....	.....	.....	57.7		LOUISVILLE (Central Station)			5.50	.....	.....	.....	.....
A.M.	A.M.	A.M.	A.M.	A.M.						P.M.	A.M.	P.M.	P.M.	A.M.
1.19	1.30	2.00	1.15	2.05			Time over Sub-Division..			1.11	1.55	1.20	1.35	2.45
43.8	37.1	27.9	37.3	26.7			Average speed per hour..			48.7	29.1	35.1	35.2	20.9

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

WESTWARD

EASTWARD

FIRST CLASS				SECOND CLASS			Distance from North Vernon	Train Order Stations	JEFFERSONVILLE SUB-DIVISION TIME TABLE No. 75 April 24, 1960	Passing Sidings Capacity 45 ft. Cars including Engine and Caboose	Distance from Jeffersonville	FIRST CLASS				
				NYC 43												
				Daily												
				A.M.												
				11.45			46.7	DN	WS TOWER 4.5 (PRR)							
				A 12.01			31.2		NYC JCT. 2.2 (PRR)		6.7					
				.....			53.4		JEFFERSONVILLE		2.2				
				P.M.												
				.16					Time over Sub-Division..							
				16.8					Average speed per hour..							

**Passenger trains will not exceed 40 miles per hour between Watson and Mile Post 5, and 15 miles per hour between Mile Post 5 and Jeffersonville.
Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.**

WESTWARD

EASTWARD

THIRD CLASS		SECOND CLASS		FIRST CLASS		Distance from Beardstown	Train Order Stations	SPRINGFIELD SUB-DIVISION	Passing Sidings Capacity 45 ft. Cars including Engine and Caboose	Distance from Shawneetown	FIRST CLASS			THIRD CLASS			
L&N 36 Frie. Thur. Sat. only	13 Mon. Wed. Fri. only		15 Daily Ex. Sun.								L&N 35 Mon. Wed. Fri. only	16 Daily Ex. Sun.	14 Tues. Thur. Sat. only	P.M.	P.M.	P.M.	
TIME TABLE No. 75																	
April 24, 1960																	
4.08						228.2		SHAWNEETOWN 0.7									
4.17						227.5		WYATT 2.1		0.7							
						225.1	D-X-E	NEW SHAWNEETOWN 2.7		3.1			1.07				
						222.4		JUNCTION 5.6		5.8			1.00				
						216.8	D-X-E	RIDGWAY 6.8	30	11.4							
						210.0		OMAHA 6.7	19	18.2							
						203.3		(NYC) NORRIS CITY 8.2	32	24.9							
						195.1	D-X-E	ENFIELD (L&N) 10.4	11	33.1							
						184.7	D-X-E	MILL SHOALS 9.4 (Southern)	41	43.5							
						175.3	D-X-E	FAIRFIELD 4.9	40	52.9							
						170.4		GEFF 5.1		57.8							
						165.3	D-X-E	OISNE 11.1	32	62.9							
		6.15				154.2	DN	FLORA 7.3		74.0							A 1.30
		6.35				146.9	D-X-E	LOUIS 7.6	34	81.3							1.05
		7.05				139.3		IOLA 6.7		88.9							12.45
		7.30				132.6	DN	EDGEWOOD (1C) 11.1	27	95.6							12.30
		8.10				121.5		(PRR) ALTAMONT (C&EI) 9.2	27	106.7							11.55
		8.40				112.3		BEECHER CITY 6.0		115.9							11.23
		9.10				106.3	D-X-E	COWDEN (NYCS&L.) 11.2	37	121.9							11.00
		9.40				95.1		(NYC) TOWER HILL 6.5		133.1							10.20
		10.00				88.6	D-X-E	PANA 5.8 (1C-C&EI)	25	139.6							10.00
		10.20				82.8		MILLERSVILLE 2.9		145.4							9.10
		10.35				79.9	D-X-E	OWANCO 7.4		148.3							8.50
		11.20				72.5	D-X-E	(Wab) TAYLORVILLE 5.3	58	155.7							8.20
		11.40				67.2		SHARPSBURG 3.6		161.0							7.58
		11.55				63.6	D-X-E	EDINBURG 4.3		164.6							7.48
		12.11				59.3		BRECKENRIDGE 5.9		168.9							7.35
		12.37				53.4	D-X-E	ROCHESTER 5		174.8							7.20
		12.49				48.3		(ITRR) TANSEY Joint Time 1.5 Table		179.9							7.05
		A 12.55		6.00		46.8		AVENUE (Wabash) 0.9		181.4							A 1.05
				6.10		45.9		SPRINGFIELD (1C)		182.3							
				6.11		45.8		FOURTH STREET Joint Time 0.1 Table		182.4							12.52
				6.11		45.7	DN	JA TOWER (GM&O) 5.2		182.5							12.50
		6.23				40.5		BRADFORDTON 6.9		187.7							12.30
		6.40				33.6		RIOHLAND 3.8		194.6							12.10
		6.50				29.8	D-X-E	PLEASANT PLAINS 4.6	16	198.4							11.55
		7.05				25.2	DZ	ASHLAND (GM&O) 6.6	13	203.0							11.35
		7.30				18.6	D-X-E	PHILADELPHIA 5.5	29	209.6							11.00
		7.55				13.1	D-X-E	VIRGINIA 7.9	19	215.1							10.33
		8.25				5.2		BLUFF SPRINGS 5.2		223.0							10.00
		A 8.45						BEARDSTOWN		228.2							9.40
A.M.	P.M.		A.M.										P.M.	A.M.	A.M.		
.09	6.40		2.45					Time over Sub-Division ...					0.7	3.25	6.30		
18.0	16.1		17.0					Average speed per hour ...					23.1	13.7	16.5		

Passenger trains will not exceed 35 miles per hour. Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD

Distance from Cincinnati	Train Order Stations	ILLINOIS SUB-DIVISION TIME TABLE No. 75 April 24, 1960	Passing Sidings Capacity 45 ft. Cars including Engine and Caboose	FIRST CLASS						SECOND CLASS				THIRD CLASS	
				11	1	3				91	99	97	95	71	79
				Daily	Daily	Daily				Daily	Daily	Daily	Daily	Mon. Wed. Fri. only	Tues. Thur. Sat. only
				A.M.	A.M.	P.M.				A.M.	P.M.	P.M.	P.M.	A.M.	A.M.
170.4	DN	SHOPS 6.3 (NYC)		3.21	10.11	12.03				5.00	3.50	6.20	8.00	6.15	.....
176.7	D-X	WHEATLAND 6.6	102	3.28	10.17	12.08				5.15	4.00	6.30	8.10	6.30	.....
183.3		FRITCHTON 5.2 (Penna.)	87	3.34	10.23	12.14				5.30	4.25	6.40	8.20	6.58	.....
188.5	DN	VINCENNES 4.9 (C&E)	63	3.40	10.29	12.19				5.40	4.37	6.55	8.35	7.15	.....
193.4		BEMAN 5.0 (NYC)	162	4.05	10.39	12.28				5.53	4.42	7.05	8.42	7.40	.....
198.4	DN	LAWRENCEVILLE 4.0	146	4.20	10.43	12.34				6.00	4.55	7.12	9.02	8.00	.....
202.4	D-X	BRIDGEPORT 5.8	161	4.25	10.47	12.38				6.05	5.00	7.17	9.07	8.10	.....
208.2	D-X	SUMNER 5.9	90	4.30	10.52	12.43				6.12	5.07	7.24	9.15	8.20	.....
214.1		CLAREMONT 6.2	113	4.35	10.57	12.48				6.19	5.25	7.31	9.23	8.30	.....
220.3	DN	OLNEY 7.7 (IC)	74	4.50	11.02	12.55				6.26	5.35	7.38	9.43	8.45	.....
228.0	D-X	NOBLE 7.1	95	4.58	11.09	1.03				6.35	5.45	7.47	9.55	9.15	.....
235.1	D-X	OLAY CITY 7.4	89	5.05	11.15	1.09				6.43	5.55	7.55	10.04	9.30	.....
242.5	DN	FLORA 8.4	126	5.30	11.22	1.19				6.52	6.05	8.10	10.20	9.45	6.00
250.9	D-X	XENIA 2.7	98	5.39	11.29	1.27				7.04	6.15	8.22	10.35	.....	6.15
253.6		GREENDALE 5.8	95	5.42	11.32	1.30				7.08	6.20	8.26	10.40	.....	6.20
259.4		IUKA 7.9	96	5.47	11.42	1.35				7.16	6.28	8.49	11.00	.....	6.35
267.3	DN	SJ TOWER 0.5 (C&E)		.....	.....	.....				.....	.....	.....	.....	.....	.....
267.8		SALEM 5.7 (IC)	78	6.01	11.54	1.45				7.27	6.40	9.02	11.20	.....	6.50
273.5	DN	ODIN 3.7 (IC)	96	6.11	12.02	1.51				7.33	6.48	9.10	11.29	.....	7.05
277.2		SANDOVAL 4.0 (CB&Q)	58	6.16	12.06	1.54				7.38	6.53	9.15	11.34	.....	7.15
281.2	DN	SHATTUC 5.5	93	6.21	12.10	1.58				7.43	6.59	9.20	11.48	.....	7.25
286.7		HUEY 4.0	75	6.26	12.15	2.03				7.48	7.05	9.25	12.00	.....	7.35
290.7	D-X	CARLYLE 3.7	72	6.33	12.19	2.07				7.53	7.10	9.30	12.10	.....	7.53
294.4		BECKEMEYER 5.0	76	6.37	12.23	2.11				7.58	7.15	9.35	12.15	.....	8.20
299.4	D-X	BREESE 4.4	102	6.42	12.27	2.16				8.04	7.21	9.40	12.24	.....	8.30
303.8		AVISTON 4.0	160	6.46	12.32	2.20				8.09	7.26	9.50	12.37	.....	8.40
307.8	D-X	TRENTON 3.8	134	6.50	12.36	2.24				8.14	7.31	9.55	12.42	.....	8.50
311.6		SUMMERFIELD 2.9	95	6.54	12.40	2.28				8.19	7.43	10.00	12.49	.....	8.56
314.5		LEBANON 5.7	77	6.57	12.43	2.33				8.23	7.50	10.04	12.54	.....	9.00
320.2	DN	O'FALLON 0.8 (ITRR)		7.03	12.49	2.37				8.32	8.00	10.13	1.03	.....	9.10
321.0		CARBON 2.6	89	7.04	12.50	2.38				8.34	8.02	10.15	1.05	.....	9.15
323.6		FURMAN 4.4	75	7.07	12.53	2.45				8.38	8.06	10.19	1.10	.....	9.20
328.0		CASEYVILLE 3.1	94	7.14	12.59	2.53				8.51	8.19	10.29	1.20	.....	9.30
331.1	DN	East End Dbl. Trk. (A&S) HN CABIN 3.0 (TRR)		7.18	1.02	2.58				8.57	8.25	10.35	1.26	.....	9.40
334.1		WILLOWS 0.7		7.22	1.05	3.02				9.03	8.31	10.42	1.32	.....	9.45
334.8	DN	CONE 0.7		.....	.....	.....				9.10	8.40	10.50	1.40	.....	9.55
335.5		K TOWER 0.2 (Penna.) (TRR)		7.25	1.08	3.07				.....	.....	.....	.....	.....	.....
335.7		RELAY DEPOT 3.3		7.35	1.10	3.13				.....	.....	.....	.....	.....	.....
339.0	DN	ST. LOUIS		8.00	1.30	3.40				.....	.....	.....	.....	.....	.....
				A.M.	P.M.	P.M.				A.M.	P.M.	P.M.	A.M.	A.M.	A.M.
		Time over Sub-Division..		4.04	2.57	3.04				4.10	4.50	4.30	5.40	3.30	3.55
		Average speed per hour..		40.6	55.3	55.5				39.5	34.0	36.5	29.0	20.6	23.5

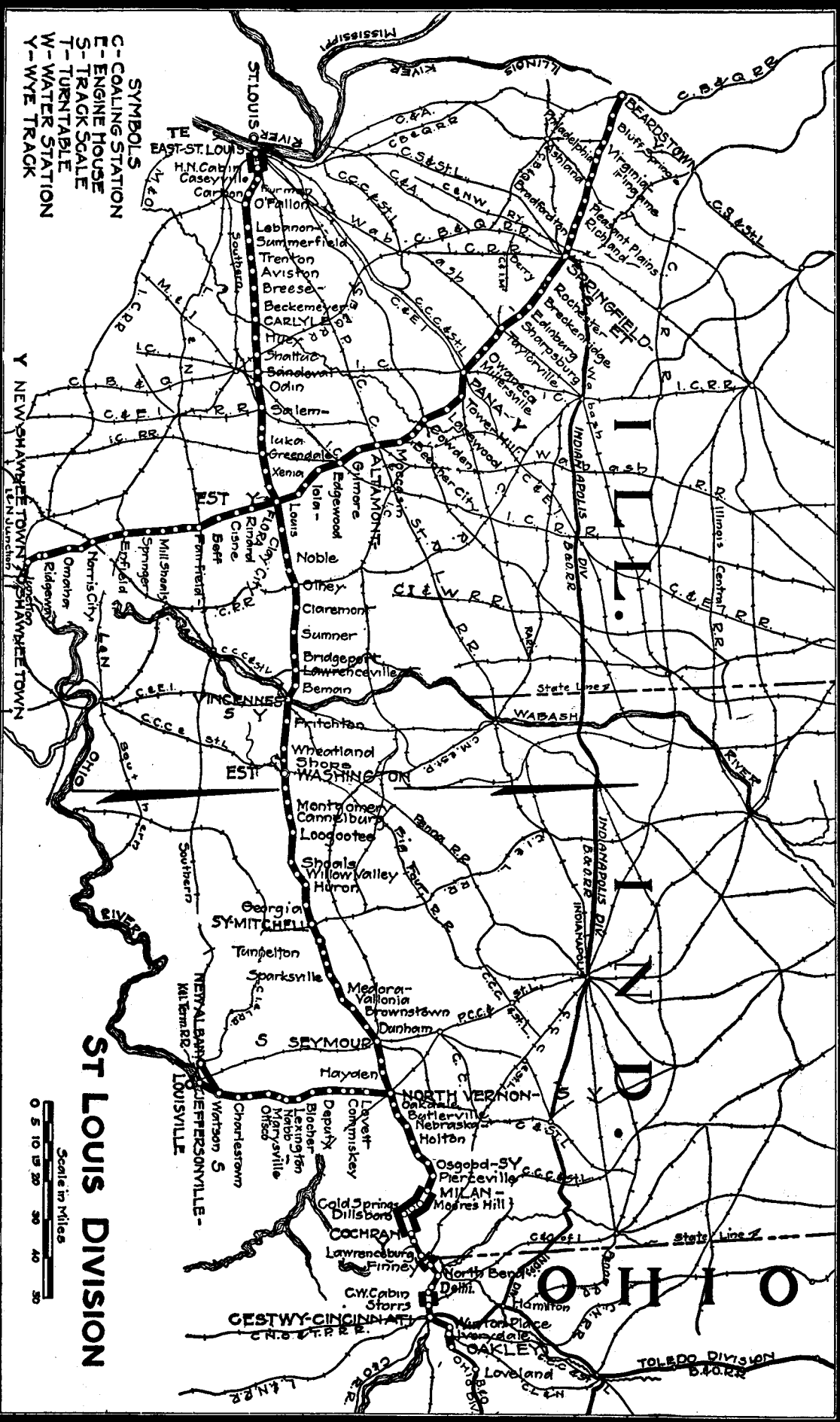
**Passenger trains will not exceed 75 miles per hour.
Speed as shown in Special Instruction 5, and such other restrictions as may
be in effect, will not be exceeded.**

EASTWARD

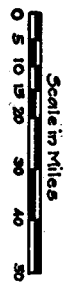
Distance from St. Louis	Train Order Stations	ILLINOIS SUB-DIVISION TIME TABLE No. 75 April 24, 1960	Passing Sidings Capacity of Cars including Engine and Caboose	FIRST CLASS			SECOND CLASS				THIRD CLASS		
				2	4	12	88	96	98	94	74	70	
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Mon. Wed. Fri. only	Tues. Thur. Sat. only
				A.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	
3.3	DN	ST. LOUIS 3.3 RELAY DEPOT 0.2		10.05	2.00	10.35							
3.5	(PRR)	K TOWER (TRR)		10.18	2.13	10.51							
4.2	DN	0.7 CONE					1.25	10.40	1.35	7.00		6.05	
4.9		0.7 WILLOWS		10.20	2.15	10.53	1.28	10.43	1.38	7.04		6.10	
7.9	DN	(TRR) 3.0 HN CABIN (Sou) East End Double Track (A&S)		10.23	2.18	10.56	1.33	10.53	1.45	7.10		6.18	
11.0		3.1 CASEYVILLE	94	10.26	2.21	10.59	1.38	10.58	1.50	7.15		6.25	
15.4		4.4 FURMAN	75	10.31	2.26	11.05	1.47	11.07	1.59	7.26		6.40	
18.0		2.6 CARBON	89	10.33	2.28	11.08	1.51	11.11	2.13	7.30		7.04	
18.8	DN	0.8 O'FALLON (ITRR)		10.34	2.29	11.09	1.53	11.13	2.17	7.32		7.30	
24.5		5.7 LEBANON	77	10.39	2.33	11.14	2.00	11.20	2.23	7.39		8.00	
27.4		2.9 SUMMERFIELD 3.8	95	10.42	2.36	11.17	2.04	11.24	2.28	7.43		8.19	
31.2	D-X	4.0 TRENTON	134	10.45	2.39	11.20	2.09	11.29	2.39	7.48		8.30	
35.2		98 AVISTON	160	10.48	2.42	11.23	2.14	11.34	2.50	7.53		8.40	
39.6	D-X	4.4 BREHSE	113	10.51	2.46	11.27	2.19	11.39	2.55	7.59		9.15	
44.6		5.0 BECKEMEYER	76	10.55	2.50	11.31	2.24	11.44	3.06	8.05		9.30	
48.3	D-X	3.7 CARLYLE 4.0	97	10.58	2.53	11.38	2.28	11.48	3.10	8.10		10.00	
52.3		5.5 HURY	75	11.01	2.57	11.43	2.34	11.55	3.16	8.16		10.10	
57.8	DN	4.0 SHATTUC (CB&Q)	93	11.06	3.02	11.48	2.40	12.00	3.22	8.22		10.20	
61.8	(IC)	3.7 SANDOVAL	58	11.09	3.05	11.51	2.45	12.06	3.27	8.27		10.30	
65.5	DN	5.7 ODIN (IC)	96	11.12	3.08	11.56	2.50	12.14	3.32	8.32		10.40	
71.2		0.5 SALEM	89	11.20	3.16	12.11	2.57	12.20	3.39	8.39		11.35	
71.7	DN	7.9 SJ TOWER (C&EI)	96	11.27	3.24	12.19	3.07	12.28	3.49	8.49		11.42	
79.6		5.8 IUKA	95	11.32	3.29	12.24	3.15	12.34	3.56	8.57		12.00	
85.4		2.7 GREENDALE	98	11.35	3.32	12.27	3.19	12.39	4.00	9.01		12.10	
88.1	D-X	8.4 XENIA											
96.5	DN	7.4 FLORA	153	11.44	3.42	12.40	3.28	12.50	4.45	9.15		12.30	6.55
103.9	D-X	7.1 CLAY CITY	89	11.50	3.48	12.47	3.37	1.09	4.55	9.25			7.20
111.0	D-X	7.7 NOBLE (IC)	95	11.56	3.54	12.53	3.46	1.22	5.05	9.34			7.35
118.7	DN	6.2 OLNEY	125	12.03	4.02	1.04	3.55	1.36	5.15	9.43			8.45
124.9		5.9 OLAREMONT	113	12.09	4.08	1.10	4.02	1.44	5.25	9.51			9.00
130.8	D-X	5.8 SUMNER	90	12.14	4.13	1.15	4.09	1.51	5.32	9.58			9.15
136.6	D-X	4.0 BRIDGEPORT	161	12.19	4.18	1.20	4.16	1.58	5.39	10.05			9.30
140.6	DN	5.0 LAWRENCEVILLE (NYC)	146	12.24	4.23	1.28	4.20	2.03	5.45	10.10			9.40
145.6		4.9 BEMAN	162	12.28	4.27	1.33	4.30	2.09	6.02	10.16			9.50
150.5	DN	5.2 VINCENNES (C&EI)	63	12.37	4.37	1.55	4.50	2.16	6.30	10.26			10.29
155.7	(PRR)	6.6 FRITCHTON	87	12.44	4.44	2.02	5.02	2.25	6.40	10.38			10.50
162.3	DX	6.3 WHEATLAND (NYC)	102	12.50	4.50	2.08	5.15	2.32	6.50	10.45			11.05
168.6	DN	6.2 SHOPS		12.56	4.55	2.14	5.25	2.40	7.00	10.55			11.20
				P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.
Time over Sub-Division..				2.38	2.42	3.23	4.00	4.00	5.25	3.55	6.25	4.25	
Average speed per hour..				62.7	61.2	48.7	41.1	41.1	30.3	42.1	14.3	16.3	

**Passenger trains will not exceed 75 miles per hour.
Speed as shown in Special Instruction 5, and such other restrictions as may
be in effect, will not be exceeded.**

SYMBOLS
 C-COALING STATION
 E-ENGINE HOUSE
 S-TRACK SCALE
 T-TURNTABLE
 W-WATER STATION
 Y-WYE TRACK



ST LOUIS DIVISION



1000	St. Louis
800	O'Fallon
600	Lebanon
400	Trenton
200	Breese
0	Cartyle
100	Shattuc
200	Sandoval
300	Odin
400	Salem
500	Iuka
600	Xenia
700	Flora
800	Noble
900	Olney
1000	Sumner
1100	Lawrenceville
1200	Vincennes
1300	Washington
1400	Loogootee
1500	Shoals
1600	Huron
1700	Mitchell
1800	Rivervale
1900	Ft. Ritter
2000	Medora
2100	Brownstown
2200	Seymour
2300	N. Vernon
2400	Holtan
2500	Osgood
2600	Riversville
2700	Milan
2800	Dillsboro
2900	Cochran
3000	Lawrenceburg
3100	N. Bend
3200	Delhi
3300	CINCINNATI