

**SAFETY**  
IS OF  
**FIRST**  
**IMPORTANCE**



**BE CAREFUL**  
**THINK - LOOK**  
**AND**  
**LIVE**

**THE CHESAPEAKE AND OHIO**  
**RAILWAY COMPANY**  
(CHESAPEAKE DISTRICT)

**CHICAGO DIVISION**

**TIMETABLE No.**

**136**

To Take Effect 12:01 A. M. (Central Time)  
1:01 A. M. (Eastern Time)

**Sunday, April 30, 1950.**

Book of Rules, Dated October 18, 1931,  
Governs the Rights of Trains

**DESTROY ALL TIME TABLES OF**  
**PREVIOUS DATE**

**Read the Instructions**

For information of employees only — not intended  
for the information of the public, and not an advertise-  
ment of the time of trains. The right is reserved to  
vary time of trains without notice.

Trains run on Central Standard Time West of Cheviot

Trains run on Eastern Standard Time East of Cheviot

- C. A. TAYLOR,**  
Vice-President and General Manager.
- O. H. CARPER,**  
Superintendent Freight Transportation.
- I. D. IRWIN,**  
Superintendent Passenger Transportation.
- M. I. DUNN,**  
General Superintendent.

**CHICAGO DIVISION**  
**MIAMI SUBDIVISION**  
 WESTWARD

Cals	Hours Open	Distance from Cincinnati	TIMETABLE No. 136.		THIRD CLASS.					FIFTH CLASS.		
			In Effect Sunday, April 30, 1950.		93 Daily	91 Daily	97 Daily	95 Daily	99 Daily	53 Tue., Thur., Sat.	51 Mon., Wed., Fri.	
			STATIONS.									L
		.0	CINCINNATI									
		.8	C. & O. Junction									
BI	Continuous	1.2	Brighton									
		4.9	Wt	Cheviot (Eastern Time)								
		4.9	Wt	Cheviot (Central Time)								
YD	Continuous	5.6	Y. D. Cabin		12 45	8 30	12 01 <sup>PM</sup>	3 10	5 55		8 45	
		6.9	Mulligan		12 50	8 38	12 05	3 15	6 01		8 55	
		7.3	Bridgetown									
DE	Continuous	9.5	Dent		12 57	8 45	12 11	3 25	6 09		9 05	
MO	Continuous	14.1	Miami		1 07	8 55	12 20 <sup>PM</sup>	3 35	6 28 <sup>PM</sup>		9 30	
FD	Continuous	18.7	Fernald		1 15	9 03	12 28	3 42	6 37		9 55	
S	Continuous	22.0	Shandon		1 20	9 10	12 33	3 48	6 42		10 15	
NA		25.5	Okeana									
NK	Continuous	30.0	Newkirk		1 44	9 35	12 51	4 10	7 06		10 50 <sup>PM</sup>	
PO	Continuous	32.6	Peoria		1 50	9 41	12 56	4 15	7 12		11 05	
BA	Continuous	38.5	Bath		1 58	9 49 <sup>PM</sup>	1 04	4 23	7 20		11 30	
CG	Continuous	44.5	Cottage Grove		2 06	9 57	1 12	4 31	7 29		11 50	
K	Continuous	50.4	Kitchell		2 24 <sup>PM</sup>	10 16 <sup>PM</sup>	1 20	4 39	7 37		12 05	
B	Continuous	54.4	Wy	Boston		2 45	10 30	1 26	4 50	7 51	12 30	
DK	Continuous	59.8	Elkhorn		2 55	10 39	1 35	5 06 <sup>PM</sup>	8 10 <sup>PM</sup>		12 45	
RI	Continuous	62.5	Richmond							7 05	1 30	
WA	Continuous	67.0	Wayne		3 18	10 56	1 52	5 36	8 35	7 25		
W	Continuous	73.4	Williamsburg		3 30	11 06	2 02	5 46	8 47	7 45		
ON	Continuous	79.1	W	ECONOMY		3 50	11 15	2 17	5 58	9 05 <sup>PM</sup>	8 15	
					A	AM	A	AM	A	PM	A	PM
					93 Daily	91 Daily	97 Daily	95 Daily	99 Daily	53 Tue., Thur., Sat.	51 Mon., Wed., Fri.	

**CHICAGO DIVISION**  
**MIAMI SUBDIVISION**  
EASTWARD

Side Track Capacity in Cars (41 R.)	Distance from Economy	TIMETABLE No. 136. In Effect Sunday, April 30, 1950. STATIONS.	THIRD CLASS.						FIFTH CLASS.									
			96		90		98		82		92		84		52		54	
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tues., Thurs., Sat.	Mon. Wed. Fri.	Daily	Daily	Tues., Thurs., Sat.	Mon. Wed. Fri.		
			A	AM	A	AM	A	PM	A	PM	A	PM	A	AM	A	PM	A	PM
	79.1	CINCINNATI	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
	78.3	C. & O. Junction	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
	77.9	Brighton	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
	74.2	Wt Cheviot(Eastern Time)	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
	74.2	Wt Cheviot(Central Time)	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
	73.5	Y. D. Cabin	5 00	8 05	12 01 <sup>97</sup>		7 15	10 30	12 01		1 00							
p 60	72.2	Mulligan	3 40	7 15	11 45		6 54	9 55	11 45		12 50							
	71.8	Bridgetown	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
p 73	69.6	Dent	3 33	7 05	11 35		6 44	9 45	11 35		12 40							
p 93	65.0	Miami	3 19	6 51	11 20		6 28 <sup>99</sup>	9 30	11 20		12 20 <sup>97</sup>							
p 70	60.4	Fernald	3 12	6 44	11 12 <sup>52</sup>		6 21	9 22	11 12		11 12 <sup>98</sup>							
p 110	57.1	Shandon	3 07	6 39	11 05		6 15	9 17	11 05		10 50							
	53.6	Okeana	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
p 86	49.1	Newkirk	2 52	6 24	10 50 <sup>51</sup>		6 00	9 01	10 50		10 20							
p 115	46.5	Peoria	2 48	6 20	10 42		5 54	8 55	10 42		10 10							
p 92	40.6	Bath	2 40	6 12	10 34		5 44	8 46	10 33		9 49 <sup>91</sup>							
p 74	34.6	Cottage Grove	2 32	6 04	10 25		5 33	8 36	10 24		9 33							
p 97	28.7	Kitchell	2 24 <sup>93</sup>	5 56	10 16 <sup>91</sup>		5 23	8 28	10 15		9 15							
p 115	24.7	Wy Boston	2 16	5 50	10 10		5 17	8 21	10 08		9 01							
p 85	19.3	Elkhorn	2 07	5 41	9 57		5 06 <sup>95</sup>	8 10 <sup>99</sup>	9 55		8 45							
Yard	16.6	Richmond	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
p 97	12.1	Wayne	1 50	5 21	9 40		4 40	7 52	9 25		-----							1 05
p 100	5.7	Williamsburg	1 39	5 11	9 30		4 30	7 42	9 15		-----							12 50
* 104	28.0	W ECONOMY	1 28	5 01	9 20		4 20	7 30	9 05 <sup>99</sup>		-----							12 30
			L	AM	L	AM	L	PM	L	PM	L	PM	L	AM	L	AM	L	PM
			<b>96</b>	<b>90</b>	<b>98</b>		<b>82</b>	<b>92</b>	<b>84</b>		<b>52</b>							<b>54</b>
			Daily	Daily	Daily		Daily	Daily	Daily		Tues., Thurs., Sat.							Mon. Wed. Fri.

\*-Right-hand running track for westward trains. (See General Instruction G-5.)

**CHICAGO DIVISION**  
**MIDDLE SUBDIVISION**  
**WESTWARD**

Calks	Hours Open	Miles from Economy	TIMETABLE No. 136.		THIRD CLASS.					FIFTH CLASS.
			In Effect Sunday, April 30, 1950.							Tues., Thurs., Sat.
			STATIONS.		93 Daily	91 Daily	97 Daily	95 Daily	99 Daily	53 Sat.
ON	Continuous	.0	W	ECONOMY	L 3 50	L 11 15	L 2 17	L 5 58	L 9 05 <sup>PM</sup>	L 8 15
DR	Continuous	6.9	y	Losantville 6.9	4 01	11 30	2 30	6 08	9 16	8 30
SN	-----	10.8		Blountsville 3.9						
HN	Continuous	12.9		Henry 2.1	4 12	11 40	2 40	6 16	9 27	8 53 <sup>PM</sup>
MF	Continuous	17.1		Medford 4.2	4 30 <sup>PM</sup>	11 48 <sup>PM</sup>	2 48	6 24	9 35	9 15
MU	Continuous	23.1	y	M. U. Siding 6.0	4 45	12 01	2 59	6 45 <sup>PM</sup>	9 55	9 45
ME	-----	23.5		Muncie 0.4						
DW	Continuous	25.5		Drew 2.0	4 53	12 07	3 15 <sup>PM</sup>	6 59	10 03	9 55
G	Continuous	34.0		Gaston 8.3	5 03	12 17	3 25	7 09	10 13	10 30
JN	Continuous	38.8	W	Janney 4.8	5 19	12 31	3 31	7 25 <sup>PM</sup>	10 28	10 40
FO	Continuous	41.4		Fowlerton 2.6	5 23	12 40	3 35	7 30	10 33	10 55
GR	Continuous	46.4		Grey 5.0	5 31	12 50	3 43	7 38	10 41	11 05
BR	-----	47.7		Jonesboro-Gas City 1.3						
DC	Continuous	50.2		Deer Creek 2.5	5 38	12 59	3 50	7 45	10 51	11 15
MA	3:00 a. m. to 6:00 p. m. Except Saturday and Sunday	52.8		Marion 2.0	5 44	1 05	3 59	7 55	10 57	11 30
PX	Continuous	54.4	y	Phoenix 1.6	5 48	1 10	4 03	8 05	11 03	11 45
WS	Continuous	58.4		Sweetser 4.0	5 54	1 17	4 10	8 13	11 11	12 01
CO	Continuous	64.1		Converse 5.7	6 04	1 26	4 20	8 23	11 22	12 20
BY	Continuous	67.2		Amboy 3.1	6 09	1 31	4 25	8 28	11 40 <sup>PM</sup>	12 30
FA	Continuous	73.1		Santa Fe 5.9	6 17	1 45 <sup>PM</sup>	4 33	8 35	11 52	12 45
RU	Continuous	80.4		Peru Station 7.3	6 30 <sup>PM</sup>	2 01	4 45	8 50	12 10	1 15 <sup>PM</sup>
OX	Continuous	80.9	Wt	PERU YARD 0.5						
					A AM	A PM	A PM	A PM	A AM	A PM
					93 Daily	91 Daily	97 Daily	95 Daily	99 Daily	53 Tues., Thurs., Sat.

# CHICAGO DIVISION

## MIDDLE SUBDIVISION

EASTWARD

5

Side Track Capacity in Cars (4 ft.)	Distance from Previous Yard	TIMETABLE No. 136.		THIRD CLASS.							FIFTH CLASS.
		In Effect Sunday, April 30, 1950.									54
		STATIONS.		96 Daily	90 Daily	98 Daily	82 Daily	92 Daily	84 Daily	54 Mon. Wed. Fri.	
* 104 o 28	80.9	W	ECONOMY 6.9	A 1 28 AM	A 5 01 AM	A 9 20 AM	A 4 20 PM	A 7 30 PM	A 9 05 PM	A 12 30 PM	
p 122 o 22	74.0	y	Losantville 2.9	1 16	4 46	9 01	4 07	7 13	8 45	12 10	
o 30	70.1		Blountsville 2.1								
p 99	68.0		Henry 4.2	1 05	4 36	8 53 <sup>53</sup>	3 59	7 03	8 33	11 55	
p 89 o 21	63.8		Medford 0.9	12 59	4 30 <sup>93</sup>	8 45	3 51	6 55	8 25	11 48 <sup>91</sup>	
p 76	57.8	y	M. U. Siding 0.4	12 49	4 20	8 35	3 41	6 45 <sup>95</sup>	8 15	11 20	
Yard	57.4		Muncie 2.0								
p 97	55.4		Drew 8.3	12 43	4 04	8 08	3 15 <sup>97</sup>	6 32	7 42	10 48	
p 89 o 37	46.9		Gaston 4.8	12 33	3 54	7 58	2 57	6 21	7 31	10 30	
p 109 o 10	42.1	W	Janney 2.6	12 27	3 48	7 52	2 50	6 15	7 25 <sup>95</sup>	10 15	
p 100 o 27	39.5		Fowlerton 3.9	12 23	3 44	7 48	2 43	6 10	7 10	10 05	
p 82	34.5		Grey 1.3	12 16	3 37	7 41	2 35	6 02	7 02	9 35	
o 13	33.2		Jonesboro-Gas City 2.5								
p 92	30.7		Deer Creek 1.6	12 09	3 29	7 33	2 25	5 54	6 54	9 15	
p 12 o 57	28.1		Marion 4.0	12 04	3 23	7 27	2 19	5 48	6 45	9 01	
p 91 o 76	26.5	y	Phoenix 5.7	12 01	3 21	7 24	2 15	5 45	6 30	8 30	
p 78 o 16	22.5		Sweetser 3.1	11 55	3 15	7 18	2 08	5 38	6 08	8 15	
p 86 o 34	16.8		Converse 5.9	11 45	3 08	7 08	1 58	5 28	5 58	7 55	
p 85 o 9	13.7		Amboy 7.3	11 40 <sup>99</sup>	3 03	7 03	1 53	5 23	5 53	7 36	
p 99 o 46	7.8		Santa Fe 0.5	11 32	2 55	6 55	1 45 <sup>91</sup>	5 15	5 45	7 10	
Yard	.5	Wt	Peru Station 0.5	11 10	2 30	6 30 <sup>93</sup>	1 15 <sup>93</sup>	4 50	5 20	6 45	
			PERU YARD 0.5	L PM	L AM	L AM	L PM	L PM	L PM	L AM	
				96 Daily	90 Daily	98 Daily	82 Daily	92 Daily	84 Daily	54 Mon. Wed. Fri.	

\*-Right-hand running track for westward trains. (See General Instruction G-5.)

**CHICAGO DIVISION**  
**WABASH SUBDIVISION**  
WESTWARD

Cars	Hours Open	Distance from Prev. Station	TIMETABLE No. 136.		THIRD CLASS.										FIFTH CLASS.			
			In Effect Sunday, April 30, 1950.		STATIONS.		91		99		93		97		95		57	
					L	AM	Daily	Daily	AM	AM	Daily	Daily	PM	PM	Daily	Daily	AM	AM
RU	Continuous	.0	PERU STATION <sup>0.5</sup> ⊕Ⓞ		---	---	---	---	---	---	---	---	---	---	---	---	---	
OX	Continuous	.5	Wt	Peru Yard <sup>1.0</sup> ⊕Ⓞ	---	---	---	---	---	---	---	---	---	---	---	---	---	
---	---	1.5	y	Shops <sup>1.0</sup> (ETDT)	2 00	---	---	6 10	11 30 <sup>PM</sup>	6 55	10 55	6 40	---	---	---	---	---	
CW	Continuous	2.6		C. W. Tower <sup>2.0</sup> (WEDT)	2 10	---	---	6 22	11 35	7 00	11 00	6 45	---	---	---	---	---	
VR	Continuous	9.6		Hoover <sup>3.0</sup>	2 32	---	---	6 45	11 53	7 14	11 14	7 10	---	---	---	---	---	
V	Continuous	14.1		Twelve Mile <sup>4.5</sup>	2 40	---	---	6 55	12 01	7 21	11 21	7 30	---	---	---	---	---	
UN	Continuous	20.0		Fulton <sup>5.0</sup>	2 50	---	---	7 05	12 10	7 29	11 29	7 55	---	---	---	---	---	
KN	Continuous	29.4		Kewanna <sup>6.4</sup>	3 04	---	---	7 18	12 23	7 42	11 48 <sup>PM</sup>	8 20	---	---	---	---	---	
BU	Continuous	33.7	W	Lake Bruce <sup>7.3</sup>	3 10	---	---	7 26	12 30	7 48	11 58	8 40	---	---	---	---	---	
BN	Continuous	42.3		Beardstown <sup>8.0</sup>	3 21	---	---	7 38	12 41	8 00	12 09	9 01	---	---	---	---	---	
PK	Continuous	49.3		Park <sup>9.0</sup>	3 31	---	---	7 48	12 58 <sup>PM</sup>	8 10	12 19	9 15	---	---	---	---	---	
JU	Continuous	52.9		North Judson <sup>9.9</sup> ⊕	3 36	---	---	7 53	1 08	8 15	12 24	9 35	---	---	---	---	---	
NG	Continuous	57.2	W	English Lake <sup>10.9</sup>	3 55 <sup>PM</sup>	---	---	8 10	1 30	8 30 <sup>PM</sup>	12 44	9 55	---	---	---	---	---	
CS	3:00 a. to 1:00 p. Ex. Sat. & Mon. 3:00 a. to 5:00 p. Sun. & Mon.	62.1	y	La Crosse <sup>11.9</sup>	4 03	---	---	8 20	1 38	8 38	12 52	10 10	---	---	---	---	---	
QN	Continuous	63.4		Q. N. Tower <sup>12.4</sup>	4 06	---	---	8 25 <sup>PM</sup>	1 43	8 47 <sup>PM</sup>	12 57	11 15	---	---	---	---	---	
DN	Continuous	70.5		Malden <sup>13.1</sup>	4 16	---	---	8 35	1 55	9 00	1 09	11 35	---	---	---	---	---	
BT	Continuous	79.6		Beatrice <sup>14.1</sup>	4 30	---	---	8 50	2 10	9 15	1 24	12 01 <sup>PM</sup>	---	---	---	---	---	
MV	Continuous	88.3		Merrillville <sup>15.1</sup>	4 42	---	---	9 05	2 23	9 27	1 36	12 30	---	---	---	---	---	
GP	Continuous	93.3	Wy	G. F. Siding <sup>16.1</sup>	4 50	---	---	9 30	2 35	9 35	1 45	12 45	---	---	---	---	---	
---	---	93.7		Griffith <sup>16.5</sup>	---	---	---	---	---	---	---	---	---	---	---	---	---	
HY	Continuous	100.4		H. Y. Tower <sup>17.5</sup>	---	---	---	---	---	---	---	---	---	---	---	---	---	
---	---	102.1		Hammond <sup>18.5</sup> ⊕	---	---	---	---	---	---	---	---	---	---	---	---	---	
---	---	102.8		Erie Junction <sup>19.2</sup>	---	---	---	---	---	---	---	---	---	---	---	---	---	
SI	Continuous	110.8		Stony Island <sup>20.2</sup>	6 00	---	---	11 00	5 00	10 30	2 45	---	---	---	---	---	---	
---	---	112.0		I. C. Junction <sup>21.0</sup>	---	---	---	---	---	---	---	---	---	---	---	---	---	
KD	---	121.2		CHICAGO (So. Water St.) <sup>29.2</sup>	---	---	---	---	---	---	---	---	---	---	---	---	---	
---	---	---		---	A	AM	---	A	AM	A	PM	A	PM	A	AM	A	PM	
---	---	---		---	91	Daily	---	99	Daily	93	Daily	97	Daily	95	Daily	57	Mon., Wed., Fri.	

Q. N. Tower = Wade



# CHICAGO DIVISION

## GENERAL INSTRUCTIONS

### A.—SUPERIORITY OF TRAINS:

A-1.—On single track, unless otherwise provided, eastward trains are superior to westward trains of the same class. (See Rule S-72.)

### B.—LOCATION OF STANDARD CLOCKS AND WATCH REGISTER FORMS, BULLETINS AND NOTICE BOOKS AND TRAIN REGISTER BOOKS:

#### B-1.—Standard Clocks and Watch Register Forms:

STATION	LOCATION CLOCK	LOCATION FORM CJ-58
Cheviot.....	Yard Office.....	Yard Office
Y. D. Cabin.....	Roundhouse.....	Roundhouse
Richmond.....	Telegraph Office.....	Telegraph Office
Muncie.....	Passenger Station.....	Passenger Station
	M. U. Cabin.....	M. U. Cabin
	Roundhouse.....	Roundhouse
Peru.....	East End Yard Office.....	East End Yard Office
	West End Yard Office.....	West End Yard Office
Stony Island.....	Telegraph Office.....	Telegraph Office

#### B-2.—Bulletin and Notice Books:

STATION	LOCATION
Cheviot.....	Yard Office
Y. D. Cabin.....	Roundhouse
Richmond.....	Telegraph Office
Muncie.....	Passenger Station
	Switchmen's Locker Room
	East End Yard Office
Peru.....	Roundhouse (including N. K. P. R. R.)
	East End Yard Office (including N. K. P. R. R.)
	West End Yard Office
Stony Island.....	Telegraph Office

#### B-3.—Train Register Books:

Shops—N. K. P. register located at Roundhouse and Yard Office.

#### C.—YARD LIMITS (designated by "Yard Limit" boards):

Cincinnati—Bridgetown Muncie  
Richmond Peru

(See Rule 93.)

C-1.—(a) Cheviot.—Within yard limits the Yardmaster will supervise train and engine movements. Between Liberty Street and Y. D. Cabin the Yardmaster will authorize train and engine movements in compliance with the rules and special instructions.

Yard movements west of Y. D. Cabin must not be made except upon authority of the Yardmaster and train dispatcher. Before such movements are made the Yardmaster must confer with the train dispatcher and take such action as will assure full protection.

Unless otherwise directed, all trains and engines approaching Cheviot Yard will stop and get instructions before proceeding beyond entrance switch to yard.

The head brakeman on westward Chicago Division road engines will call the Yardmaster at Cheviot and obtain authority for movement over Thoroughfare Track to west end of Cheviot Yard. This authority must not be requested until road engine is ready to leave Ready Track. Telephone is located at west end of Ready Track.

(b) Peru.—C. & O. eastward trains and yard engines will stop at Stop Board located at clearance point of N. K. P. southward connection, 200 feet west of east end double track, and proceed when track is seen to be clear.

(b) Peru—N. K. P. Jets.—Yard engines and N. K. P. trains arriving at N. K. P. Junctions (Main St., Peru and Shops) from N. K. P. rails will stop at Stop Boards at clearance points on N. K. P. tracks and must not enter on or foul the C. & O. main tracks unless directed to do so by the Yardmaster.

(Continued in next column)

#### C-1.—Concluded.

N. K. P. Main Tracks.—When necessary to use N. K. P. main tracks between connection switches, special arrangements to provide full flag protection in compliance with C. & O. Rules 98 and 99 (a) will be made.

N. K. P. Trains.—N. K. P. trains departing will use C. & O. main tracks as directed by Yardmaster and will comply with C. & O. Rule 93, protecting against third and fifth-class and extra trains which are required to move in yard limits prepared to stop unless main track is seen or known to be clear.

N. K. P. Train Orders and Block.—Orders and block N. K. P. trains receive from N. K. P. train dispatcher have no bearing on C. & O. tracks. N. K. P. train orders issued to meet at Peru apply to C. & O. yards, otherwise, orders should specify any other point in joint territory.

D.—MAXIMUM AUTHORIZED SPEED.—Except trains and engines will be governed by train orders, slow order bulletins, signal indications, speed limit signs, and instructions contained in Speed Restriction Tables D-1 and D-2:

BETWEEN	PASSING TRAINS	FREIGHT TRAINS	
		TIME	OTHER
		MPH	MPH
Cincinnati Jct. and Cheviot.....	20	15	15
Cheviot and Griffith.....	55	30	40

#### D-1.—SPEED RESTRICTIONS:

LOCATIONS AND CONDITIONS	PASSING TRAINS	FREIGHT TRAINS	
		TIME	OTHER
		MPH	MPH
Approaching Crossing of: C. C. C. & St. L. Ry two and one-half miles east of Marion.....	20	20	20
N. K. P. Belt Ry. two miles west of Marion.....	20	20	20
N. K. P. R. R., Main St., Peru.....	20	12	12
P. M. District, LaCrosse.....	30	20	20
Hammond Drawbridge No. 214.05, Erie Jct.....	20	20	20
On Erie Railroad between: Holman Avenue and Douglas St.....	25	25	25
Douglas and 163rd Streets.....	40	40	40
On C. J. & C. R. I. R. R., 40th St., single track line between Calumet Ave. and Lake Park Ave.....	15	15	15
Through turnout at end of double track, C. W. Tower.....	30	25	25
Through turnouts at ends of passing sidings and all main track crossovers except where movement is governed by interlocking or automatic block signal indication.....	20	15	15
Entering or leaving sidings and through crossovers on Cheviot Subdivision....	10	10	10
Through turnouts in main tracks at West switch Liberty Street and B. & O. Crossing, Eighth Street, Cincinnati, Cheviot Subdivision.....	10	10	10



# CHICAGO DIVISION

## GENERAL INSTRUCTIONS—Continued

**D-2.—SPEED RESTRICTIONS, ENGINES AND EQUIPMENT, unless otherwise restricted to lower speeds:**

LOCATIONS AND CONDITIONS	PASSENGER TRAINS		FREIGHT TRAINS	
	MPH	MPH	TIME	OTHER
			MPH	MPH
<b>Engines:</b>				
Class K Engines:				
Over Cummings-Drawbridge No. 507.08, N. K. P. Ry.....	20	20	20	
With 12,000 and 16,000-gallon tender over State and Federal Street Bridges	8	8	8	
Steam engines running backward with or without cars and steam engines without leading truck.....	20	20	20	
On tangents.....	15	15	15	
On curves.....				
<b>Permissible speeds for certain engines when used in passenger or freight service, except speed must not be in excess of Maximum Speed Table D and Speed Restriction Tables D-1 and D-2:</b>				
Class C.....	20	20	20	
Class H.....	35	35	35	
Class G, K-1.....	45	45	40	
Class J-1, K-2, K-3, K-3-A, K-4, Diesel Alco and EMD 1000 H. P., Alco 1500 H. P.....	55	50	40	
Diesel EMD 3000 H. P.....	50	50	40	
Steam engines running forward light:				
Passenger.....	50	50	50	
Freight.....	40	40	40	
<b>Equipment:</b>				
Trains handling C. & O. derrick cars enroute to scene of accident.....	30	30	30	
On tangents.....	20	20	20	
On curves.....				
Trains handling other derrick cars, steam shovels, cranes, ditchers and similar pivoted machinery moving on their own wheels (see E-15).....	20	20	15	
On tangents.....	15	15	15	
On curves.....				
Trains handling derrick, steam shovels, cranes, ditchers and similar pivoted machinery loaded on cars (see E-15)....	30	30	30	

(Continued in next column)

**D-2.—Concluded.**


LOCATIONS AND CONDITIONS	PASSENGER TRAINS		FREIGHT TRAINS	
	MPH	MPH	TIME	OTHER
			MPH	MPH
<b>Equipment:</b>				
Trains handling scale test cars (see E-18).....		25	25	
Trains handling Clearance Car X-1830 (see E-19).....		20	20	
Steam engines running backward with or without cars, steam engines without leading truck and trains handling derrick cars, steam shovels, cranes, ditchers and similar pivoted machinery moving on own wheels on Chevrolet Subdivision: (see E-15).....		15	15	
<b>Dead or Disabled Engines (see E-2):</b>				
Maximum speed of trains handling dead engines with side rods up and main rods down, unless otherwise restricted:				
(a) Engines without leading truck.....	20	20	15	15
On tangents.....	15	15	15	15
On curves.....				
(b) Class H, J-2, J-3, T-1 engines.....	30	30	30	30
(c) All other steam engines.....	40	40	40	40
(d) Diesel engines.....	50	50	50	50
Trains handling engines on which both side rods and main rods are down or disconnected.....		15	15	15
Maximum speed of disabled engine with main or side rods disconnected when necessary to move to terminal to clear main track.....	15	15	15	15
<b>Mixed Passenger and Freight Car Equipment:</b>				
Trains handling mixed passenger and freight car equipment, except freight cars equipped with high speed equalized passenger trucks, steel wheels, steam heat and signal line equipment, will observe the maximum freight train speed restrictions.....				

# CHICAGO DIVISION

## GENERAL INSTRUCTIONS—Continued

### D.3.—SPEED SIGNS:

#### Temporary Reduce Speed Sign

ASPECT	INDICATION
	Reduce speed as specified by train order or bulletin.

Temporary Reduce Speed Signs will be used to supplement train order or bulletin when issued, requiring reduced speed over track on which a temporary speed restriction has been placed.

The temporary Reduce Speed Sign is a plain yellow board 18 inches square, with the upper corners cut off. It is equipped at the top with yellow reflector or light to give night indication. No figures indicating speed will be shown on this sign and train movements will be governed by the speed authorized in train order or bulletin.

These signs will be put up when the speed restriction is placed or, in case of unexpected restriction, they will be put up as soon as practicable.

### E.—ENGINE AND EQUIPMENT RESTRICTIONS:

#### Engines

**E.1.—Cutting Engine Out of Train.**—When from any cause an engine, under steam, is cut out of a train, the train must stop at the first available point of communication and report the circumstances to the train dispatcher. The engine cut out must not use a main track unless protected in accordance with Rule 99 (a), or by train orders, except in territory where Rule 271 is in effect the movement may be made on authority of the train dispatcher.

**E.2.—Dead or Disabled Engines.**—Dead engines with side rods down or in any other condition which requires movement of the engine at reduced speed must not be dispatched in any train without authority of the Chief Train Dispatcher. The Roundhouse Foreman and the Yardmaster will obtain such authority from the Chief Train Dispatcher, who will issue train order specifying the proper speed of the train or trains involved. When dead engines are to be moved in revenue trains, freight trains such as "local freights" or "bull dogs" will be selected, and not more than three engines will be handled in one train. When dead engines are of equal or larger size than the hauling engines, they will be located near the head end of the train, each dead engine to be separated from the other dead engine or from the hauling engine by not less than five cars. When dead engines are smaller than the hauling engine they will be located near the rear of the train, separated from each other by not less than five cars. Dead engines having leading trucks will be headed in the direction they are to be handled. Dead engines without leading trucks will be handled backwards, their tenders acting as "Lead Wheel" reducing the liability of derailment. Engines having trailing trucks will not be headed backwards when handled dead in trains. Permissible speeds for dead or disabled engines hauled in trains are listed under Speed Restriction Table D-2.

**E.3.—Double Heading.**—When double heading Class K-4, K-3, K-2, J-3, J-2 and J-1 engines, it will be permissible to place either of these engines ahead.

When double heading Class P-17, P-18, L-1 and L-2 engines, it will be permissible to place either engine ahead, however, when double heading in this group with engines in group above, the smaller engine must be placed ahead.

When double heading Class A-16, P-15 and P-16 engines, the smaller engine must be placed ahead in each case.

**E.4.—Drifting.—Piston or Slide Valve Engines.**—Reverse lever shall not be lowered on quadrant when engine is drifting at a speed above 30 miles per hour. When preparing to drift, the throttle should be eased off until steam chest pressure is dropped to approximately 50 pounds. The reverse bar should then be set to a cut-off which will produce smooth drifting operation. This is usually between 45 and 50 per cent cut-off. In no case should cut-off be set at over 50 per cent when drifting at a speed of 30 miles per hour or more. Throttle should be regulated to maintain sufficient steam chest pressure to assure proper lubrication and smooth operation of the valves and pistons while drifting, except on engines equipped with by-pass valves.

**Poppet Valve Engines.**—To drift engines with poppet valves, close throttle, move reverse lever to "drift" position and open drifting valve. To resume working steam, close drifting valve, move reverse lever to the desired running position and open throttle. Do not change sequence of operations, or damage to cams may result.

### E.5.—Diesel-Electric Motor Cars, Diesel and Class M Engines.

(a) **Fire Prevention.**—Diesel engines must not be stopped on or moved over ash pits, open flames, burning fuses and burning switch heaters. Diesel engines must not be moved through or close to coal chawers or thawing fires on yards or coal piers. Open flame torches must not be used when working on or close to diesel engines.

Diesel engines with fuel oil leakage must not be dispatched before repairs.

Carbon dioxide or dry powder fire extinguishers only must be used on diesel engine fires. The cab of each engine must be equipped with at least one carbon dioxide fire extinguisher.

In case of fire, fuel oil supply to diesel engine must be shut off by pulling "Emergency Fuel Oil Cut-Out Cable". Cables are located in operating cab and on outside of engine.

(b) **High Water.**—To avoid damage to traction motors, diesel-electric motor cars and Class M engines must not be operated through water when deeper than three inches above top of rails. When necessary to pass through water, speed must not exceed three miles per hour.

(c) **Clearance.**—Diesel and Class M engines must not be operated over bumps and car retarders where proper clearances for the traction motors are not provided.

(d) **Carbon Monoxide Fumes.**—When stopped in tunnels diesel engines must be shut down unless it is known engine will proceed within five minutes. Diesel engines must not be operated in engine houses or closed places unless there is overhead ventilation or exhaust provided to carry off the fumes.

(e) **Deraiment.**—If one wheel of a truck is derailed, it may be retracked by the use of a retracker. If more than one wheel is derailed, a derrick should be called or the Master Mechanic consulted as to the proper method for retracking. Care must be used in retracking diesels to avoid damaging traction motor or gear housing.

(f) **Cleaning.**—The use of cotton waste is prohibited on or around diesel engines. Only wiping cloths are to be used.

(g) **Engine Operation.**—Diesel engines must not be shut down on tour of duty except when necessary to inspect or service them and as specified under (a) and (d) above.

# CHICAGO DIVISION

11

## GENERAL INSTRUCTIONS—Continued

**E-6.—Detaching Engines for Coal and Water.**—When freight trains of forty or more loaded cars are stopped for coal or water the engine must be detached in compliance with Rule 103 (a).

While taking coal or water, engine brakes must be held fully applied. Engine must not be moved until spout and employees handling are clear.

**E-7.—Detaching Engine of Passenger Train.**—Before an angle cock is closed or an engine detached, except for cutting off cars from rear of trains, brake pipe reduction of not less than twenty (20) pounds must be made. While trains are being switched the train brakes on standing cars must be held fully applied.

**E-8.—General.**—(a) Engines must be properly secured before air pumps are shut off or the brake pressure depleted.

- (b) When an engine strikes anything, it must be stopped at once and the pilot examined to see if proper clearance is provided.
- (c) Retracker, chains or material of any kind must not be carried on engine pilot.
- (d) Ashpan slides must be kept closed and engine grates must not be rocked when moving over wooden deck bridges.
- (e) Engines must not be blown down nor sand used while passing over interlocking, dual or spring switches.
- (f) In the event the Wright Little Watchmen causes an emergency application of brakes on line of road, a thorough inspection should be made of engine track. If no defect is found in the track or no derailment has occurred, the device should be reset by hand.

### Equipment

**E-12.—Inoperative Air Brakes.**—Passenger cars with air brakes inoperative must not be operated on rear of passenger trains. Such cars will be placed between other cars on which the air brakes are working properly.

When air brakes are cut out of freight cars on line of road conductor will apply defective brake tag, Form MJ-11.

**E-13.—Back-Up Hose.**—When cars are pushed by an engine where the conditions may require, the trainman on leading car must be provided with a back-up hose with air whistle and valve in proper working order, coupled to train line, to sound warning or stop in complying with Rule 103. Before starting movement, brakes must be applied and released with brake valve of back-up hose to see that it is working properly.

**E-14.—Roller Bearing Equipment.**—Cars and engines equipped with roller bearings will move more freely than cars and engines equipped with friction bearings, and cannot be depended upon to stand unsecured on level track. When cutting off from, or coupling to, such cars or engines, care must be taken to see that they are properly secured by hand brakes or otherwise, and released before moving them.

Proper care must be exercised, when switching roller bearing freight cars on the various yards and in handling them over the humps and through car retarders to see that their speed is controlled so as to insure safe couplings; to see that brakes are properly set at the various coal tipples, and at other loading and unloading points; and to see that hand brakes are released before moving them.

These cars can be readily identified by the white horizontal stripe six inches wide by five feet long on each side near the middle of car and six inches wide by two feet long on each end of car.

**E-15.—Derricks, Cranes, Pile Drivers, and Similar Pivoted Machinery, Moving in Train on Their Own Wheels or Loaded on Cars.**—

(a) Revenue shipments of cranes or other machinery moving on their own wheels must not be dispatched in trains without authority of the Chief Train Dispatcher. The conductor of trains handling such shipments must not permit trains to proceed without such authority, and is responsible for full observance by his engineman of the requirements of this authority.

(b) Derrick cranes, steam shovels and similar pivoted machinery, when handled in trains, on their own wheels, or loaded on cars, either with or without boom in place, must have the ROTATING PORTION substantially anchored by two anchors to the front and two anchors at the rear (similar to wrecking cranes) to prevent any part of the rotating apparatus turning or swinging. (This does not apply to machines where the rotating apparatus cannot be turned to project outside of the side lines of the machines or cars on which loaded). When boom is connected, it must be placed in its lowest position, and the anchors at that end must secure the boom to the machine or to the car on which machine is loaded. The minimum section of each anchor must be equivalent to a wrought iron rod 1½ inches in diameter. In addition to anchors, pivoted machinery equipped with jacks to take care of vertical motion must have the jacks screwed tight; in the absence of jacks, blocking must be used for this purpose.

(c) Pivoted machines moving on their own wheels must not be handled in any train other than local freight trains or branch line mixed trains, or special trains operated for the purpose of handling pivoted machines.

(d) Such pivoted machines must be handled in rear of trains named not more than five cars ahead of caboose, except the position may be changed to conform with the needs in wreck or work service.

(e) In actual use at wrecks or company's work, or making short yard or switch movements, the entire crew will be held responsible to know before moving that all derrick or crane booms, pile driver rigging, etc., are sufficiently lowered to prevent striking overhead wires, and for lack of judgment in not seeing that the boom is properly secured to prevent pivoted and vertical motions.

(f) See Speed Restriction Table D-2 for speed requirements applying to trains handling pivoted machinery, on own wheels or loaded on cars.

(g) Employees are prohibited from riding on derricks, cranes, pile drivers, etc., while they are being operated or while they are loaded on cars, except when performing an assigned duty and with the knowledge of the operator. The operator must not move the rotating portion of such equipment except when proper hand signal is given by an employee assigned by the foreman in charge to give such signals. If no one is assigned to give signals, the operator will not move the rotating portion of such equipment until he knows that everyone is in the clear and that there is no danger of injuring anyone.

(h) Crews handling tool cars, rail derricks, steam ditchers, etc., will be very careful when working around high tension wires, as there is danger of the current arcing from the wires to the boom when the boom is within 18 inches of the wires.

**E-16.—Steel Flat Cars.**—Steel flat cars must not be handled in solid coal trains. They may be handled in any position conforming with proper classification when moving in:

- (a) time freight trains,
- (b) local freight trains,

(Continued on next page)

## CHICAGO DIVISION

### GENERAL INSTRUCTIONS—Continued

**E-16.—Concluded.**

- (c) pick-up locals, or
- (d) any freight train (other than solid coal train) handling 75 cars or less, except:
- (e) When loaded with wheels, poles, rails or longitudinal articles, should be placed two or three cars ahead of caboose, and
- (f) When carded by car inspectors designating rear end movement.

**E-17.—Dump Cars.**—Loaded dump cars must not be used or handled in work trains or switched on or adjacent to a main track unless they are equipped with proper chains to prevent the possibility of a car being dumped in the opposite direction from that intended. Before such cars are moved, the conductor must see that the chains are fastened in proper position and that chains are not disconnected on the side to be dumped during the dumping operation.

**E-18.—Scale Test Cars** in regular service should be handled on rear of freight trains immediately ahead of caboose cars, and train on which handled should not exceed a maximum speed of 25 miles per hour.

They should be protected from rough handling at all times. Impacts at greater speeds than two miles per hour should be avoided. When uncoupled from a train or cut of cars in motion, the brakes should be manned and after motion has stopped, firmly set. They should not be used in switching of cars in yards whenever possible to prevent doing so. Hand brakes on the test cars should be fully released when being handled in yards and on the road.

When testing scales, the test cars will be operated as directed by Scale Inspector conducting the test.

**E-19.—Clearance Car X-1836.**—In handling this car when it is not being operated to measure clearances, the following instructions will govern:

- (a) The speed of the train or engine handling the car should not exceed 20 miles per hour.
- (b) The car must be handled on rear of train, immediately ahead of caboose cars.
- (c) Before coupling to or moving the car, it must be ascertained that all measuring arms are secured in the "IN" position and a close check kept on them while the car is being moved.
- (d) The car should be protected from rough handling at all times, it must not be used in switching nor cut off and allowed to roll, but when it is set off, it must be secured by brakes or otherwise.

**E-20.—Caboose Cars.**—Kicking with caboose cars is prohibited. When caboose cars are to be detached from engine or cars, except when cut off by road crews to be dropped into caboose track on arrival at terminals, to pick up pushers, or similar conditions, they will be shoved into the tracks and not detached while in motion.

**F.—JUNCTIONS AND CROSSINGS:**

Cincinnati.....	Junction of Cincinnati Division and C. C. & St. L. Railway (Ditch).
	Junction of Cincinnati Division and B. & O. R. R. (5th and Baymiller Sts.)
Cincinnati.....	Junction of Cincinnati Division and Cincinnati Union Terminal Co. (Interlocked.) (C. T. Jet.)
	Junction of Cheviot Subdivision and B. & O. R. R. (Cincinnati Jet.) (Target diagonal for C. & O. trains to proceed and in addition trains will receive hand signals from B. & O. switchtender before fouling any opposing track.)

(Continued in next column)

**F.—Concluded.**

Cincinnati.....	(Crossing of Cheviot Subdivision and C. N. O. & T. P. Ry. (930 feet west of 8th Street Viaduct). (All trains and engines come to stop at "Stop" board located there before occupying this crossing and proceed only on hand signal given by yellow flag by day or yellow light by night when target on fixed signal 45 feet west of this crossing on north side of C. & O. tracks is vertical.)
Cincinnati.....	Junction of Cheviot Subdivision and Cincinnati Union Terminal Co. (Interlocked.) (C. & O. Jet.)
Cottage Grove.....	Crossing of B. & O. R. R. (Interlocked.)
Losantville.....	Crossing of C. C. C. & St. L. Ry. (Interlocked.)
Muncie.....	(Crossing of N. K. P. R. R. (Protected by gate in charge of crossing watchman. Indications governing movement over crossing: Green, or open gate; Stop; then proceed. Red; Stop—wait for open gate or green indication. In the absence of crossing watchman, trains will stop and trainman, after observing there are no trains approaching on other railroad, will open gate for their train, leaving gate in open position.)
Drew.....	Crossing of Penna. R. R. (Interlocked.)
Marion.....	(Crossing of C. C. C. & St. L. Ry 2½ miles east of Marion. Gate.)
Shops.....	Crossing of N. K. P. Belt R. R. 2 miles west of Marion. (Gate.)
Shops.....	Junction of N. K. P. R. R. (Protected by Stop Boards.)
Main St., Peru.....	Junction of N. K. P. R. R. (Protected by Stop Boards.)
Main St., Peru.....	Crossing of N. K. P. R. R. (Protected by Stop Boards and Derails on N. K. P. R. R.) Passenger trains reduce speed to 20 mph., freight trains to 12 mph., between a point 500 feet each side of crossing.
C. W. Tower.....	Crossing of Wabash Ry. (Interlocked.)
Hoover.....	Crossing of Penna. R. R. (Interlocked.)
Kewanna.....	Crossing of Penna. R. R. (Interlocked.)
North Judson.....	Crossing of Erie R. R. (Interlocked.)
North Judson.....	Crossing of N. Y. C. R. R. (Interlocked.)
LaCrosse.....	(Crossing of P. M. District. (Gate.) Before a train or engine on P. M. District main track fouls the Chesapeake District main track or changes the position of the gate, the conductor or engineer will call operator at QN Tower and obtain permission for the intended movement, and before starting must properly line the crossing gate, and then wait a sufficient length of time to receive full benefit of block signal protection.
Q. N. Tower.....	Before a train or engine on P. M. District main track fouls the Chesapeake District main track or changes the position of the gate, the conductor or engineer will call operator at QN Tower and obtain permission for the intended movement, and before starting must properly line the crossing gate, and then wait a sufficient length of time to receive full benefit of block signal protection.
Q. N. Tower.....	Crossing of C. I. & L. Ry. one mile west of LaCrosse. (Interlocked.)
Griffith.....	Junction of Erie R. R. (Interlocked.)
Griffith.....	Crossing of C. T. Ry. (Interlocked.)
Griffith.....	Crossing of M. C. R. R. (Interlocked.)
Griffith.....	Crossing of E. J. & E. Ry. (Interlocked.)

# CHICAGO DIVISION

## GENERAL INSTRUCTIONS—Continued

### G.—DESIGNATION AND USE OF TRACKS:

#### G-1.—Single Track:

SUBDIVISION	TRACK SECTION BETWEEN
Cheviot (Subdivision of Cincinnati Division).....	West End of Liberty Street Yard and Division Board Mile Post 8.2
Miami.....	Division Board M. P. 8.2 and Economy
Middle.....	Economy and Peru Yard
Wabash.....	Peru Yard and Shops
Wabash.....	C. W. Tower and E. J. & E. Interlocking at Griffith

#### G-2.—Two Tracks:

SUBDIVISION	TRACK SECTION BETWEEN
Cheviot (Subdivision of Cincinnati Division).....	Cincinnati Junction and West End of Liberty Street Yard. (Outside tracks.)
Wabash.....	Shops and C. W. Tower

#### G-5.—Running Track:

SUBDIVISION	LOCATION
Miami.....	<b>Economy:</b> Trains must keep to the right unless otherwise authorized by train order or protected as prescribed by Rule 99 (a).
Middle.....	
Wabash.....	<b>G. F. Siding:</b> Trains must keep to the right unless otherwise instructed by the Operator at G. F. Siding and the proper signal indication is displayed, or protected as prescribed by Rule 99 (a).

### H.—CURRENT OF TRAFFIC AND BLOCK SIGNAL RULES:

#### H-1.—Rules D-151 and D-152, except as modified hereinafter, are in effect:

SUBDIVISION	BETWEEN
Cheviot (Subdivision of Cincinnati Division).....	Cincinnati Jct. and East End Bridge No. 11. (On outside tracks.)
Wabash.....	Shops and C. W. Tower on eastward main track
Wabash.....	N. K. P. Crossing (Main St.) and C. W. Tower on westward main track

#### H-3.—Movement Against Current of Traffic:

(a) To run against the current of traffic, the trains must receive train-order authority for such movement, be operated under manual block system rules, and must not enter a block until advised in writing by operator condition of the block in advance except movement against the current of traffic may be made at restricted speed between Shops and C. W. Tower on written authority of the Yardmaster, who must know that full protection has been provided before authorizing the movement.

(c) Eastward trains running against the current of traffic between C. W. Tower and Shops will stop at Stop Board located between tracks at N. K. P. Jct. (Main St., Peru) and proceed when the track is set to be clear.

#### H-4.—Crossover Movement:

(a) Before the switches are operated for a train or engine to cross over to or in any way obstruct another main track, or return, through hand-operated or spring switches, the conductor or engineman must secure permission for the intended move from the train dispatcher, through the operator, and, unless otherwise provided, such movement must first be protected as prescribed by Rule 99 (a) in both directions on that track.

(Continued in next column)

#### H-4.—Concluded.

#### Movement From Passing Siding:

(c) Before the switches are operated or the main track is in any way obstructed, the conductor or engineman must secure, through the operator, permission from the train dispatcher to enter the main track through hand-operated or spring switches, and before starting must protect such movement as prescribed by Rule 99 (a).

H-5.—Where Automatic Block System Rules are in effect, full compliance with Rule 505 (b) is required when crossing over to another main track or entering main track through hand-operated or spring switches. If unable to communicate with the operator, the train or engine may enter on or foul the main track only after full compliance with Rules 99 (a) and 505 (b).

#### Rules Governing the Movement of Trains in Either Direction on One or more Tracks by Block Signals:

H-9.—Rules 271 to 278, inclusive, are in effect on portions of the road as specified below:

SUBDIVISION	BETWEEN	TRACK
Cheviot.....	East End Cheviot Yard and East End Bridge No. 11.....	Single

H-10.—The Yardmaster at Cheviot, instead of the train dispatcher, will supervise the movement of trains, and will, before authorizing a train or engine to pass a Stop-indication as provided by Rule 278, take such action as will assure full protection.

#### H-14.—Use of Tracks Equipped with Electrically-Locked Switches:

Trains or engines must not enter on or foul Chesapeake District main track from P. M. District wye tracks at LaCrosse until unlock has been obtained. To obtain unlock, call operator at Q. N. Tower.

#### Manual Block System

H-15.—Manual Block System Rules 305 to 373, inclusive, except as modified hereinafter, are in effect between Dent and east end interlocking limits B. T. Cabin and between west end interlocking limits B. T. Cabin and east end of G. F. Siding. Trains must approach block stations at a speed which will permit engineman to correctly interpret and obey the block and train-order signal indications displayed.

Enginemen are not authorized to accept hand signal or block signal indication to proceed on main track beyond the entrance switch to siding when they hold train orders, or are required by timetable, to take siding.

H-16.—The operator at a meeting or waiting point must not permit the train holding the main track to proceed beyond the block signal until it is known that the opposing train has cleared the main track, or the waiting time stated in the order has expired.

When eastward block signal, located just west of west passing siding switch at Boston, displays Stop-indication trainmen will communicate with operator at Boston.

H-17.—Except as provided in Rule 333 (a), Clearance Form B must not be issued nor permissive block signal indication displayed to permit a train to follow a passenger train.

H-18.—Except for westward trains entering Peru Yard at R. U. Telegraph office (Peru Station), trains will not proceed on permissive signal indication, Rule 289, unless authorized by Clearance Form B. Permissive block signal indication must not be displayed without authority of the train dispatcher.

## CHICAGO DIVISION

### GENERAL INSTRUCTIONS—Continued

**H-19.**—A train having entered a block on other than a Proceed indication must not accept a Proceed indication at any intermediate block station which was closed when such train entered the block, without receiving Clearance Form A.

**H-20.**—In complying with Rule 365, when a train takes siding or otherwise clears the main track at an open block station to be met or passed by trains, the train will be immediately reported in clear to the operator, and must not again enter the block or foul the main track without permission of the operator. A train having passed beyond the limits of a block must not back into that block without permission of the operator. When Clearance Form A and/or Clearance Form B has not been delivered as authority to re-enter the block, permission to do so may be obtained over telephone.

**H-21.**—Trains having cleared the main track at a point between open block stations where communication is provided will obtain permission to again enter or foul the main track from the operator at the block station in the rear. Except as authorized by the train dispatcher, the operator will not permit such trains to proceed until he has ascertained that the block is clear of other trains.

Where communication is not provided or fails, be governed by Rule 91 and proceed under flag protection.

**H-22.**—In complying with Rule 317-A (a): The operator at Beatrice must not give "Block Clear" to the adjacent block operator on the west for an opposing movement when a train within "BT" Cabin interlocking limits is west of the west passing siding switch, nor for a following movement until he has seen the markers of the last eastward train blocked to his station or has report from conductor of such train that train is clear of westward interlocking home signal at west end of passing siding.

The operator at Beatrice must not give "Block Clear" to the adjacent block operator on the east for an opposing movement when a train within "BT" Cabin interlocking limits is east of the east passing siding switch, nor for a following movement until he has seen the markers of the last westward train blocked to his station or has report from the conductor of such train that train is clear of the eastward interlocking home signal at east end of passing siding.

Trains or engines performing work at Harbor Storage Track must leave part of the train on main track or switch open until work is completed.

Eastward trains other than those departing from the eastward running track at G. F. Siding on clear or permissive block signal indication will obtain condition of block from block operator at G. F. Siding.

#### Automatic Block System

**H-23.**—Rules 281 to 296 (a), inclusive, and 505 to 521 (a), inclusive, are in effect:

SUBDIVISION	BEHIND
Cheviot.....	East End Bridge No. 11 and Division Board M. P. 8.2*
Miami.....	Division Board M. P. 8.2 and Dent

\*The Yardmaster at Cheviot will, before authorizing a train or engine to pass a Stop-indication, between east end Cheviot Yard and Y. D. Cabin, as provided by Rule 509 (a) A, take such action as will assure full protection.

Rules 281, 285, 290, 291, 505, 505 (b), 505 (c), 509 (a)C, 509 (a)E, 511, 511 (a), 515 (a), 516 (a), 517 (a), 518 (a), and 520 (a) are in effect in connection with the automatic block signals governing the approach to the interlocking home signals at the following interlockings:

(Continued in next column)

**H-23.**—Concluded.

Cottage Grove  
Losantville  
Drew  
C. W. Tower

Hoover  
Kewanna  
North Judson  
Q. N. Tower

Rules 281, 285, 290, 292, 505, 505 (b), 505 (c), 508, 509 (a)A, 511, 511 (a), 515, 516 (a), 517 (a), 518 (a), and 520 (a) are in effect between the east end of G. F. Siding and the interlocking limits of the E. J. & E. interlocking at Griffith.

Rules 281, 290 and 505 (b) are in effect governing eastward movement approaching Crosley switch west of Richmond.

**H-24.**—**Absolute Block Signal.**—A home block signal, the most restrictive indication of which is "Stop", governing a block under Automatic Block System Rules.



**H-25.**—**Electrically-Locked Switch.**—A hand-operated switch equipped with an electrically-operated locking appliance which prevents the unauthorized use of the switch.

**H-26.**—**Dual Switch.**—A power-operated switch equipped with a lever, which, when operated to proper position, transfers the switch from power operation to hand operation.

**H-27.**—Trains or engines must not use passing sidings or other tracks within single-track absolute block sections to be met or passed by trains unless absolute block signals are provided to govern the movement to the main track, except trains or engines may clear on the spur tracks of the Aluminum Industries Incorporated, 1354 feet east of Mile Post 7, and the Moores-Coney Company, 378 feet west of Mile Post 8, but must not re-enter the main track without permission of the operator in addition to complying with Rules 505 (b) and 99 (a). If unable to communicate with the operator, the train or engine may enter the main track after complying with Rules 505 (b) and 99 (a).

**H-28.**—**Between Y. D. Cabin and East End Cheviot Yard,** trains or engines, in complying with Rule 509 (a) A, will secure authority to proceed from Yardmaster instead of the train dispatcher, except westward trains at Y. D. Cabin.

**H-31.**—**Automatic absolute block and interlocking signal indications not in conformity with Book of Rules.**

SUBDIVISION	NAME AND ASPECT	INDICATION	IN EFFECT
Cheviot.....	 Slow— Approach	Proceed at not exceeding medium speed prepared to stop at next signal; slow speed through cross-over or turnout.	At dwarf absolute block and interlocking signals governing movement from siding to main track; Cheviot Mulligan Dent Beatrice
Miami.....	 Clear—Slow	Proceed, slow speed through cross-over or turnout.	

(Rules 287 and 288 modified accordingly.)

R—Red light; Y—Yellow light; G—Green light.

**H-32.**—Where telephones are located at absolute block and interlocking signals, to avoid delay when Stop-indication is displayed, engine man or conductor will call operator promptly.

# CHICAGO DIVISION

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## GENERAL INSTRUCTIONS—Continued

### I.—INTERLOCKING RULES:

I-1.—Interlocking Rules 605 to 685, inclusive, are in effect within interlocking limits at:

C. & O. Jct. (C. U. T.)	V. R. Cabin (Hoover)
C. G. Cabin (Cottage Grove)	K. N. Cabin (Kewanna)
D. R. Cabin (Losantville)	North Judson (P. R. R.)
D. W. Cabin (Drew)	Tower
C. W. Cabin (C. W. Tower)	Q. N. Cabin (Q. N. Tower)
	B. T. Cabin (Beatrice)

I-2.—Interlocking Limits.—The tracks between the home signals of an interlocking.

I-3.—Q. N. Tower and B. T. Cabin (Beatrice).—Dual switches of passing siding must not be hand-operated without permission from operator, except when communication fails. When the dual switches cannot be operated from Interlocking Stations, the operator may authorize hand operation of the switches.

After movements over the hand-operated dual switch have been completed the switch must be lined by hand for main track movement and selector lever locked in position for power operation and operator so notified.

When means of communication with Interlocking Station fails, dual switches may be hand operated and engine man may accept hand signal from trainman stationed at the switch as authority to pass Stop-indication to move over dual switch only.

I-4.—Electrically-Locked Switches.—Within Interlocking limits electrically-locked switches are controlled by the operator. Before a train or engine using an electrically-locked switch fouls another track the unlock must be obtained and the switch properly lined for the movement.

### J.—MOVEMENT OF TRAINS:

J-2.—Regular trains may be started without running orders as directed by the train dispatcher, except when run as sections or when started from points intermediate to initial and final stations of the schedule.

Westward trains may be started from Peru Yard without orders and, when required, will receive running orders at C. W. Tower.

J-4.—Running Ahead of Superior Train:

Fifth-class and extra trains may pass and run ahead of third-class trains.

J-7.—Shifting Engines, Yard Engines and Helper Engines will work as extras daily, and will protect at all times against other extras, within the limits shown below:

SUBDIVISION	INITIAL STATION	SERVICE	WORKING LIMITS
Cheviot....	Cheviot....	Yard.....	Between Cheviot and Division Board located 1207 feet west of Mile Post 8 protecting at all times against other trains.

Cheviot yard engines working as extras will display classification signals.

J-11.—Peru.—Westward Middle Subdivision trains will use main track at Peru to east crossover Peru Yard Office.

### K.—TRAIN ORDER CLEARANCE:

K-1.—Trains are required to get Clearance Form A before leaving stations designated below:

STATION	TRAINS AND CONDITIONS
Cincinnati Union Terminal.....	Westward Passenger.
Y. D. Cabin.....	Westward
Economy.....	Eastward and westward
Peru Passenger Station.....	Eastward
Peru Yard.....	Westward
G. F. Siding.....	Eastward

All train-order signals operated under Rule 221-B (a).

K-2.—When passing train-order offices trainmen will be in position to observe train-order signal indications and to give and receive hand signals.

Operators should be in position to observe passing trains and to give and receive hand signals.

K-3.—When a train-order signal is displayed indicating orders, trains must not proceed without Clearance Form A. When such indication has been acknowledged, and there are no orders for the train, Clearance Form A must be issued accordingly.

### L.—USE OF SIDINGS AND SPECIFIED TRACKS:

L-1.—Blocking Passing Sidings.—Passing sidings must not be blocked except when authorized by the train dispatcher or in an emergency. The train dispatcher must be fully informed of the conditions affecting the proper use of the passing siding. When blocked, proper protection must be afforded.

L-2.—Obstruction.—Before coupling to cars on, or moving over a freight house track, industrial track, loading track, private track or similar tracks, it must be known that the track is free of any obstruction that would interfere with the movement, and persons in or about cars notified.

### M.—LOCATION AND LENGTH OF TURNABLES AND WYE TRACKS:

#### M-1.—Turntables:

Location	Length
Cheviot.....	100 feet
Peru.....	100 feet

#### M-2.—Wye Tracks:

Location	Length of Tail Track
Boston.....	200 feet
Losantville.....	115 feet
Muncie.....	Any
Phoenix (Joint with N. K. P. R. R.).....	Any
Shops (Joint with N. K. P. R. R.).....	Any
LaCrosse (Joint with P. M. District).....	Any
Griffith.....	175 feet

# CHICAGO DIVISION

## GENERAL INSTRUCTIONS—Continued

### N.—TRAIN SIGNALS (See Rules 17, 19, D-19, 21 (a) and notes to Rules 19 and 21 (a).):

#### Markers:

- N-1.**—On two-track sections passenger trains running on the left-hand track will not be required to change the indication of markers.
- N-2.**—Trains other than passenger trains running on the left-hand track will display markers on the side next to the other track yellow to front, side and rear; and on the outside yellow to front and side, and red to rear.
- N-5.**—When built-in electric marker lamps are used they will be lighted by day as well as night and yellow to front will not be displayed.

When not used as markers, built-in electric marker lamps will not be lighted.

#### Classification Signals:

- N-7.**—Classification signals are not required on track sections where Rule 271 is in effect, but may be displayed to avoid stops to display or remove them.
- N-8.**—On two or more-track divisions or subdivisions extra trains will not display classification signals.
- N-9.**—On single-track divisions or subdivisions, where freight trains are scheduled in both directions, extra trains will display classification signals in both directions.
- N-10.**—On single-track divisions or subdivisions, where freight trains are scheduled in one direction, extra trains will display classification signals in the direction only that freight trains are scheduled.
- N-12.**—In order to facilitate identification of engine numbers when trains are meeting or passing, headlights must be dimmed when passing cabooses as well as engines.

### O.—LOCATION AND USE OF SPRING SWITCHES:

- O-1.**—The use of Spring Switches is governed by Rules 104, 104 (a), 104 (b), 505 (b), Interlocking and Block Signal indications and the following instructions:

	LOCATION	NORMAL POSITION	ROUTE FOR WHICH SPRUNG	DESIGNATED SPEED IN NORMAL POSITION	
				FACING	TRAILING (when springing switch)
SUBDIVISION MIAMI	Dent—East Passing Siding Switch.....	Main Track.....	Passing Siding to Main Track.....	Maximum Authorized..	15 mph
	Shandon—East Switch of Passing Siding.....	Main Track.....	Passing Siding to Main Track.....	Maximum Authorized..	30 mph...
	Shandon—West Switch of Passing Siding.....	Main Track.....	Passing Siding to Main Track.....	Maximum Authorized..	15 mph
	Newkirk—East and West Switches of Passing Siding.	Main Track.....	Passing Siding to Main Track.....	Maximum Authorized..	15 mph
	Elkhorn—East and West Switches of Passing Siding.	Main Track.....	Passing Siding to Main Track.....	Maximum Authorized..	15 mph
SUBDIVISION MIDDLE	Economy—East Switch Running Track.....	Running Track...	Eastward Movements on Main Track.....	20 mph.....	30 mph
	Economy—West Switch Running Track.....	Main Track.....	Westward Movements Running Track to Main Track.....	Maximum Authorized..	30 mph
	M. U. Siding—East Switch of Passing Siding.....	Main Track.....	Passing Siding to Main Track.....	Maximum Authorized..	15 mph
SUBDIVISION WABASH	Converse—East Switch of Passing Siding.....	Main Track.....	Passing Siding to Main Track.....	Maximum Authorized..	15 mph
	Peru—East Switch of Yard Lead.....	Main Track.....	Yard Lead to Main Track.....	20 mph.....	15 mph
	G. F. Siding—East Switch of Running Track.....	Main Track.....	Eastward Movements Running Track to Main Track.....	25 mph.....	15 mph
	G. F. Siding—West Switch of Running Track.....	Running Track...	Westward Movements on Main Track.....	15 mph.....	15 mph

- O-2.**—Where Automatic Block System Rules or Interlocking Rules are in effect and "Stop", Rule 202, or "Stop and Proceed", Rule 291, indication is displayed, a train or engine, after complying with these rules, must not make facing move over a spring switch until it has been carefully examined to insure that it is lined and facing properly, nor enter on or foul a main track, nor obstruct another main track, until the spring switch has first been operated

by hand to proper position for the movement and has then waited a sufficient length of time to secure full benefit of signal protection as provided by Rule 505 (b).

The spring switch must not be restored to normal position until the movement has been completed. The same trainman who operates the switch must restore it to normal position.



# CHICAGO DIVISION

## GENERAL INSTRUCTIONS—Continued

**O-3.**—Where Manual Block System Rules are in effect fixed signals governing movement over spring switches will not indicate block condition, unless otherwise provided.

Spring switch signal aspects and indications, not in conformity with the Book of Rules, where Manual Block System Rules are in effect, are shown below:

SUBDIVISION	ASPECT	INDICATION	IN EFFECT
Miami..... Middle.....		Proceed over spring switch not exceeding designated speed.	<b>Shandon, Elk-horn and New-kirk</b> —At east and west switches of passing siding. <b>Economy</b> —At east and west switches of running track. <b>M. U. Siding and Converse</b> —At east switch of passing siding.
Middle.....		Proceed over spring switch not exceeding designated speed.	<b>Peru Yard</b> —At dwarf signal on main track just ahead of spring switch at east end Yard Lead.
Miami..... Middle.....		Stop. Facing movement must not be made over spring switch until it has been examined to insure that switch is lined and facing properly. Reverse or trailing movement must not be made until switch has been operated by hand to proper position.	<b>Shandon, Elk-horn and New-kirk</b> —At east and west switches of passing siding. <b>Economy</b> —At east and west switches of running track. <b>M. U. Siding and Converse</b> —At east switch of passing siding. <b>Peru Yard</b> —At dwarf signal just ahead of spring switch at east end Yard Lead.
Wabash.....		Indicates spring switch properly lined only. Block condition must be obtained from operator at G. F. Siding.	<b>G. F. Siding</b> —At dwarf signal east end running track governing eastward main track movement over spring switch only.

R-Red light; LW-Lunar White light.

**O-4.**—Distant spring switch signal aspects and indications, not in conformity with the Book of Rules, indicating condition of track and spring switches in route, are in effect as shown below:

SUBDIVISION	ASPECT	INDICATION	IN EFFECT
Miami..... Middle.....		Proceed approaching next signal not exceeding designated speed. Spring switch signal and track in route clear.	At spring switch distant signals approaching: Shandon Newkirk Elkhorn Economy M. U. Siding Converse

(Continued in next column.)

**O-4.**—Concluded.

SUBDIVISION	ASPECT	INDICATION	IN EFFECT
Miami..... Middle.....		Spring switch signal displayed at Stop, track clear to next signal.	At spring switch distant signals approaching: Shandon Newkirk Elkhorn Economy M. U. Siding Converse
		Stop; then proceed at restricted speed.	

R-Red light; Y-Yellow light; LW-Lunar White light.

**O-5.**—Block signal indications, not in conformity with the Book of Rules, indicating condition of block and spring switches in route, are in effect as shown below:

SUB-DIVISION	ASPECT	INDICATION	IN EFFECT
Wabash		Stop. After complying with Rule 309 (a) A facing movement must not be made over spring switch until it has been examined to insure that switch is lined and facing properly. Reverse or trailing movement must not be made until switch has been operated by hand to proper position. Movement to next signal must be made at restricted speed.	<b>G. F. Siding</b> —At block signals: 75 ft. east of east switch running track governing westward movements to all routes. 200 ft. west of west switch running track governing eastward movements to all routes. 275 ft. east of west switch running track governing eastward movement to E. J. & E. interlocking limits.
		Proceed over spring switch not exceeding designated speed. Then proceed in accordance with Rule 285.	
		Proceed over spring switch at restricted speed to next signal.	

R-Red light; Y-Yellow light.

## CHICAGO DIVISION

### GENERAL INSTRUCTIONS—Concluded

#### P.—FLAGGING:

**P-1.—Trains Must Stop to Ascertain Instructions.** When flagged, trains must stop and ascertain instructions of flagmen.

**P-2.—Detaching Engines or Cars.**—When engines or cars are detached from a train at night, special precautions will be taken to prevent damage to equipment when recoupling. When conditions require, torpedoes will be used and a red light will be placed on end of car where coupling is to be made.

**P-3.—Derricks, Ditchers, Pile Drivers and Other Machines.**—Derricks, ditchers, pile drivers and other machines must neither occupy nor obstruct a track over which a passenger train is to operate within ten minutes of the time of such train. When such machines obstruct a track the obstructions must be protected according to Rule 99 (a).

The operator must not move the rotating portion of the equipment to foul another track unless proper flag protection has been provided. The conductor in charge of such equipment is responsible for compliance with this instruction.

#### Q.—USE OF HAND SIGNALS:

**Q-1.—Red flags** must be attached to staff, unfurled, and ready for immediate use. It is not permitted to remove flag from staff or carry in pocket.

**Q-2.—When there is a possibility of being overtaken by sunset,** flagmen shall take with them both day and night signals.

**Q-3.—Red and yellow fuses, lanterns and flags** must not be used for any other purpose than to give signals as prescribed by Rules 10, 11(a), 12(a) and 99(a). Green flares will be used to give signals where view of hand or lantern signals is restricted.

#### R.—COMMUNICATING SIGNAL:

**R-1.—Signal to start passenger trains** at terminals and at intermediate stations where make-up of a train is changed will be given by communicating signal operated from rear of train upon proper signal from the conductor. When the rear car is an office or private car, air signal will be given from the head end of such car. At intermediate stations where the make-up of trains is not changed, signal will be given, when flagman has returned, by conductor to baggage-man, who will give communicating signal to start.

#### S.—HOT JOURNALS:

**S-1.—Brakemen** will frequently open vestibule doors on each side of passenger trains to scent or observe hot bearings.

#### S-2.—Roller Bearing Journals on Cars and Engines.

(a) **Cooling compounds** must not be used in any journal box equipped with roller bearings.

(b) **Heat Indicator.**—Each roller bearing journal box is equipped with a heat indicator which, when journal runs above normal heat, emits an obnoxious odor. In addition to the odor indicator, some passenger equipment is equipped with smoke indicator to further aid in detecting and locating a hot box.

Trainmen and enginemen should familiarize themselves with the location of these devices in the various kinds of journal boxes. When odor, smoke, or both, are noticed, stop must be made immediately and the overheated journal box located. The Chief Train Dispatcher must be notified of conditions from nearest point of communication. Upon examination, if journal box is found to be too hot to touch with bare hand, proceed cautiously at speed not exceeding five miles per hour, stopping frequently to examine journal box to determine if safe to proceed, to nearest point to set car off, or clear main track; however if wheels are sliding, or, in the opinion of the crew the bearing is not safe for further movement, instructions must be obtained from proper authority.

(c) Operators and other employes detecting hot journal by heat indicator will give "Stop" signals.

#### S-3.—Freight Cars with Friction Journals.

(a) When a hot journal is discovered, train will be brought to a stop as soon as possible and if it is found that journal is red hot or brass is broken, car should be set off at first available siding or spur, making a slow movement to such point.

(b) When a hot journal is discovered and journal is not red hot and the brass is not broken, the conductor will decide if the car should be handled to terminal. If the hot journal is caused by dry and insufficient packing and it is not thought necessary to set car off, the journal box should be repacked with well saturated packing and cooling compound used if journal is rough.

(c) When a hot journal is treated and car is not set off, the train must be stopped as often as necessary for further inspection.

(d) When a car is set off with the journal box blazing, all packing must be pulled from the journal box and fire extinguished.

## SPECIAL INSTRUCTIONS

#### 1.—APPLICATION OF TIMETABLE:

1 (a)—The timetable of any division applies to the movement of any trains or engines operated on that division or subdivision thereof.

1 (b)—Trains and engines will use the tracks of other railroads in accordance with their timetables, rules, and regulations as follows:

BETWEEN	RAILROAD
K. C. Jct. and B. & O. connection, 5th and Baymiller Sts.	C. & C. E. R. R. & T. & B. Co.
B. & O. connection, 5th and Baymiller Sts., and Cincinnati Jct.	B. & O. R. R.
C. T. Jct. and C. & O. Jct.	C. U. T. Co.
E. J. & E. Interlocking, Griffith, and Erie Jct.	Erie R. R.
Erie Jct. and I. C. Jct.	N. K. P.
I. C. Jct. and Chicago	I. C. R. R.

Tracks of other railroads must not be used without proper authority.

1 (c)—Cheviot Subdivision is under jurisdiction of the officers of the Cincinnati Division.

#### 2.—AIR BRAKES:

2 (a)—**Air Brake Test.**—Engineman of eastward passenger trains will make running test of air brakes passing Cheviot, reducing speed to not more than 10 miles per hour, and if necessary to know that the air is working, will stop. Freight trains Cheviot to Brighton will be handled by air brakes as per Rule 103 (c), as applied to grades of less than one and one-half percent, except that retainers will be turned up in eastbound yard after brakes are tested, and turned down at Brighton or Liberty Street.

2 (d)—**Pusher Engines.**—When pusher engines are used on rear of trains, the air brakes will be coupled and working on pusher engine.

#### 5.—ENGINE RESTRICTIONS:

5 (a)—**Class K-2 and K-3 Engines.**—K-2 and K-3 engines with 21,000-gallon tank must not be operated west of Stony Island.

5 (c)—**Class L-1 Engines.**—L-1 engines must not be operated west of Griffith.

# CHICAGO DIVISION

## SPECIAL INSTRUCTIONS—Continued

- 5 (h)—Track Restrictions.—Engines must not use tracks as designated below:

**Class K-3 Engines.**—K-3 engines must not be operated over C. J. Railway, Chicago, account of clearance.

**Class K-2 Engines.**—K-2 engines with 12,000 and 16,000-gallon tanks may be operated to U. S. Yards, Chicago, with the following restrictions:

Must not use east end of the run-around track immediately north of the water crane, east of Racine Avenue at 47th Street.

Must not use Loomis Street Yard tracks except tracks Nos. 1 to 10, inclusive.

### 7.—SPEED SIGNS:

- 7 (a)—**Slow Speed Flag.**—A yellow banner placed to the right of track indicates Slow Speed (15 MPH), over point where trackmen are working and does not require a signal from the trackmen to the enginemen to proceed. Enginemen should sound approach warning signals at yellow banner and on approaching point of work. Yellow banner will be placed not less than 2500 feet in advance of where work is being done.

When the nature of the work being done will not permit movement at Slow Speed, flag protection in each direction will be provided in accordance with Standard Maintenance of Way Flagging Rules.

- 7 (b)—**Slow Board.**—Oblong slow boards, painted yellow with black figures, 30 on top and 20 on bottom to indicate passenger and freight train speeds over open track, to govern train movements both day and night, will be located approximately 2500 feet from the track is open. The open track will approximate 1200 feet.

The entire train should pass over open track at the reduced speed.

### 8.—HAND-OPERATED SWITCHES:

- 8 (a)—**Peru Yard.**—The switches at the west end of Peru Yard designated below will not be restored by crews of freight and passenger trains, but will be left in the position last used.

Switch leading south from main track to No. 1 and No. 2 yard tracks.

Switch leading south from the main track to lead.

Switch at east end of double track.

Switch leading to N. K. P. Indianapolis Division south-bound connection.

All trains and yard engines will approach these switches expecting to find them lined against their movement.

Main track switches on N. K. P. track north of Wabash River Bridge and north of C. & O. crossing, will be lined for movement into C. & O. Yard.

### 10.—USE OF HAND SIGNALS:

- 10 (a)—**Switching Passenger Trains.**—In switching passenger trains at terminals, when blue signals are not used, the yard crew or crews must know that no workmen (Inspectors or others) are under or between car or cars. It shall be the duty of a member of the yard crew or train crew to station himself at the point where workmen are engaged in coupling or uncoupling hose or making repairs, and he alone will be authorized to signal the engine crew for movement of cars after he has assured himself that workmen are not under or between car or cars, but in a safe position for the movement of car or cars.

### 16.—HIGH VOLTAGE WIRES:

- 16 (a)—In the event there is a break or for any reason any wires carrying high voltage in connection with power lines or Automatic Block System are found swinging or on the ground, employes will immediately communicate the information to the train dispatcher and signal maintainer. If any wires are in such position that they interfere with traffic or are liable to cause an injury to persons, arrangements should be made to place watchmen at the point until relief can be obtained.

### 17.—USE OF TELEPHONE:

- 17 (a)—Employes using telephones in connection with train or motor car movements must satisfy themselves that they are in communication with the proper persons, and must not consider conversation finished until the persons talking part are assured that they have heard all of the conversation and that it is understood.

### 20.—STATION STOPS NOT SHOWN ON SCHEDULE:

- 20 (c)—Local freight trains will stop on signal at all stations to do work.

### SPEED SCHEDULE

TIME PER MILE.		Miles per Hour.	TIME PER MILE.		Miles per Hour.
Min.	Sec.		Min.	Sec.	
0	55	65.4	2	45	21.8
0	56	64.3	2	50	21.2
0	57	63.2	2	55	20.6
0	58	62.1	3	0	20.0
0	59	61.0	3	5	19.5
1	0	60.0	3	10	18.9
1	5	55.4	3	15	18.5
1	10	51.4	3	20	18.0
1	15	48.0	3	25	17.6
1	20	45.0	3	30	17.1
1	25	42.4	3	35	16.7
1	30	40.0	3	40	16.4
1	35	37.9	3	45	16.0
1	40	36.0	3	50	15.6
1	45	34.3	3	55	15.3
1	50	32.7	4	0	15.0
1	55	31.3	4	17	14.0
2	0	30.0	4	36	13.0
2	5	28.8	5	0	12.0
2	10	27.7	5	27	11.0
2	15	26.7	6	0	10.0
2	20	25.7	6	40	9.0
2	25	24.8	7	30	8.0
2	30	24.0	8	34	7.0
2	35	23.2	10	0	6.0
2	40	22.5	12	0	5.0
			15	0	4.0

## CHICAGO DIVISION

### SPECIAL INSTRUCTIONS—Concluded

#### SURGICAL STAFF

STATION.	NAME.	OFFICE ADDRESS.	TELEPHONE No.
Cincinnati, O.	H. G. Nelson, Oculist.	915 Provident Bank Bldg.	Parkway 2251.
	*Walter R. Griess	19 W. 7th St.	Cherry 4617.
	*B. Noland Carter	Holmes Hospital.	Univ. 2270.
Cheviot, O.	*Louis G. Herrmann	Holmes Hospital.	Univ. 2270.
	*M. A. Blankenhorn	Cincinnati General Hospital	Univ. 3100.
Richmond, Ind.	*Geo. H. Musekamp	3907 Harrison Ave.	Montana 1805.
Muncie, Ind.	L. A. Stamper	Room 202, Medical Arts Bldg.	2162.
Marion, Ind.	*M. G. Schulhoff	420 W. Washington St.	
	*Russell W. Lavengood	511 Glassblock Bldg.	Office 2424.
Peru, Ind.	*D. W. Ferrara	Wabash Hospital.	Residence 3637 or 4091.
	*S. J. Ferrara	Wabash Hospital.	5200.
Fulton, Ind.	*F. C. Dielman	Fulton, Ind.	52.
North Judson, Ind.	*Chas. R. Farabee	303 North Lane St.	Office 16; Res. 21.
Valparaiso, Ind.	*G. R. Douglas	23 Lincoln Way	Valparaiso 160 and 63.
Griffith, Ind.	*F. A. Malmstone	Main Street.	133-R.
Hammond, Ind.	*C. A. McVey	5231 Hohman Avenue	Office Sheffield 1024.
			Residence Sheffield 1027.
Chicago, Ill.	*M. L. Mendel	1525 East 53rd St.	Plaza 2-4610.
	*R. S. Berghoff	30 North Michigan Ave.	Office Randolph 6-0481. Residence Lakewood 5-7464.

\*Asterisk indicates doctor who will respond to emergency call.

J. F. Lundberg.....Division Freight Agent.....Muncie, Ind.

#### DIVISION OFFICERS

F. S. HARRIS	Superintendent of Terminals	Chicago, Ill.
W. K. WEAVER, JR.	Trainmaster	Peru, Ind.
J. P. CHARTERS	Assistant Trainmaster	Richmond, Ind.
T. W. GROSE	Assistant Trainmaster	Peru, Ind.
D. M. SNYDER	Road Foreman of Engines	Peru, Ind.
A. W. LEIBFARTH	Road Foreman of Engines	Peru, Ind.
S. D. BROWN	Assistant Trainmaster and Road Foreman of Engines	Stony Island, Ill.
C. B. RIGGLE	Chief Train Dispatcher	Peru, Ind.
F. C. CUNNINGHAM	Division Engineer	Peru, Ind.
P. M. HULCE	Assistant Division Engineer	Peru, Ind.