

Cleveland, Cincinnati, Chicago & St. Louis Railway



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TIME-TABLE

No. 1

Terre Haute Division

**EFFECTIVE 12:01 A.M., MONDAY,
SEPT. 1, 1930**

E. M. KELLEY,
SUPERINTENDENT.

SPECIAL INSTRUCTIONS

SAFETY FIRST.

"Safety First", at all times and in all places, is the most important rule of conduct, of each and every employe, whatever his position. The safety of every movement, or action, in its effect upon himself and others and upon property, must be the first consideration of every trainman, yardman, stationman, shopman, sectionman, and all other classes of employes. Trains and engines must be operated accordingly, under all circumstances; the maintenance of schedule time must be subordinated to the observance of signal indications and obedience thereto, whatever the weather, or other, conditions may be.

RAILROAD CROSSING AT GRADE

NAME.	LOCATION.	SIGNALS.
P. C. C. & St. L.	0.6 mile south of Terre Haute.	Semi-automatic.
C. M. & St. P.	0.6 mile south of Greenwood.	None.
T. H. I. & E. (Int. Elec.)	7th Street Terre Haute.	None.
C. M. & St. P.	Spring Hill.	Interlocking.
C. & E. I.	Spring Hill.	Interlocking.
C. I. & L.	Clay City.	Interlocking.
P. C. C. & St. L.	Rincon.	None.
C. I. & L.	Elliston.	Gate.
C. M. & St. P.	Elnora.	None.
Chappell.	0.9 miles North Maysville.	Interlocking.
B. & O.	Washington.	Gates.
Southern.	Oakland City.	Gates.
Enos Ry.	2.7 miles south of Gray.	None.

RAILROAD CROSSING NOT AT GRADE

NAME.	LOCATION.	SIGNALS.
I. C.	Elliston.	Above grade.

INTERMEDIATE STATIONS

NAME.	LOCATION.	USE.
Riley Mine	0.8 mile north of Riley.	Coal Mine.
Hickory Grove	1.7 mile south of Riley.	Coal Mine.
Climax	0.7 mile south of Saline City.	Industry spur.
Eel River	2.8 mile south of Saline City.	Loading spur.
Mancourt	0.7 mile south of Coal City.	Doubling track.
Daggett	1.2 mile south of Coal City.	Loading spur.
Jefferson Coal Co.	2.4 miles south Coal City.	Coal Mine.
Hubbell	3.8 miles south of Coal City.	Loading spur.
Plummer	3.3 miles south of Elliston.	Loading track.
Chappell	0.9 mile North Maysville.	B. & O. Crossing.
Maysville Wye	0.1 mile north of Maysville.	Wye.
Greenmound	0.1 mile south of Thomas.	Coal Mine.
Sandy Hook	2.1 miles north of Rogers.	Loading spur.
Gladstone	2.0 miles south of Rogers.	Coal Mine.
Blackburn	1.0 mile south of Bennett.	Passenger station.
Pike No. 3	1.1 mile north of Petersburg.	Coal Mine.
Gray JCT.	1.0 mile south of Oakland City.	Branch line connection.
Enosville	3.7 miles south of Oakland City.	Connection with Enos Ry.
Coe	6.8 miles south of Oakland City.	Coal Mine.
Gudgel	2.0 miles south of Oakland City.	Coal Mine.
General Fuel No. 1	1.3 mile north of Somerville.	Coal Mine.
General Fuel No. 2	0.4 mile south of Somerville.	Coal Mine.
Elberfeld Mine	0.4 mile south of Elberfeld.	Coal Mine.
Elliott	2.9 miles south of Elberfeld.	Loading spur.
Iglehart	2.2 miles south of Daylight.	Loading spur.
McCutcheon	3.3 miles south of Daylight.	Suburban station.

SURGEONS

NAME	RESIDENCE	DISTRICT
L. A. ENSMINGER, Chief Surgeon.		
N. C. Davidson	Indianapolis	
G. W. Batman, Asst. Surgeon		
J. J. Briggs, Asst. Surgeon		
T. W. Moorehead		
W. C. Kunkler, Asst.	Terre Haute	Terre Haute to Cory.
R. Gantz	Saline City	Terre Haute to Cory.
L. C. Rentschler	Clay City	Cory to Eel River.
Joseph W. Clifford	Worthington	Eel River to Coal City.
F. A. VanSandt	Bloomfield	Coal City to Rincon.
McGuyer Porter	Elnora	Rincon to Newberry
D. H. Swan	Plainville	Newberry to 3 miles. south of Elnora.
Bert O. Burress	Washington	3 miles south of Elnora to Graham.
A. R. Logan	Petersburg	Graham to Thomas.
E. R. Ropp	Oakland City	Thomas to Glezen.
	Elberfeld	Glezen to Mackey.
	Evansville	Mackey to Daylight.
W. R. Davidson		Daylight to Evansville.
B. J. Larkin, Cons. & Local Oculist	Indianapolis	
ORIS T. ALLEN, Oculist	Terre Haute.	

E. M. KELLEY,
Superintendent.

W. H. CARTER,
Trainmaster.

J. C. MOODY,
Chief Dispatcher.

1. The superior direction of trains is north.
No. 3 is superior to No. 4.
No. 105 is superior to No. 104.
No. 103 is superior to No. 106.
No. 131 is superior to No. 132.
No. 133 is superior to No. 134.
No. 31 is superior to No. 30.
2. Movement of trains between Straight Line Jct., and Evansville will be governed by time table and special instructions of the C. & E. I. R. R.
3. Movement of trains between Big Four connection and Duane will be governed by time table and special instructions of the St. Louis Division.
4. All trains moving against the current of traffic within yard limits, must move prepared to stop unless the main track is seen or known to be clear.
5. Track extending from Gray Jct. to Coe will be designated as Gray Branch.
6. Standard clocks are located at Evansville dispatchers office, Ashby, Duane.
7. Bulletin books are located at Evansville dispatchers office, Wansford, Ashby, Maple Ave., yard office, Duane roundhouse, Duane.
8. Evansville, Straight Line Jct., Ashby, Duff, Terre Haute, Duane and Washington are register stations.
9. Yard limits: Duane to Spring Hill, Worthington to Rincon, Washington, Petersburg, Oakland City and Enosville as defined by yard limit boards.
10. Between sunset and sunrise, a red light must be carried on rear of last car of all cuts occupying main track within yard limits.
11. Employes must know that switch rails are in proper position and in good order before and after using a switch.
12. On portions of the road where no other form of block system is used, under the operation of Rule 91, it will be the duty of operators and signalmen, at open stations and interlocking stations, to display the train order signal or the home signal (as the case may be) at stop, until ten minutes after the departure of a train carrying passengers and until five minutes after the departure of any other train. They must not deliver, and trainmen must not accept, any form of Clearance Card, for a train that may be thus stopped, until the respective time limit has expired.
13. The "wig-wagging" of Train Order Signal (or of Home Signal, or Slow Speed Signal used in lieu thereof) and its immediate return to normal position, will indicate that an approaching train or engine may proceed and pass signal at reduced speed, prepared to receive Train Orders and Clearance Cards, but if not received in passing, the train or engine must be stopped immediately and not proceed until properly authorized. This does not authorize holding the main track on the time of a superior train, except as may be provided in other rules or special instructions.
14. Engines coming off engine track Petersburg, must in case of Hostler, get line up on telephone from operator as to location of other engines and trains before fouling main track, and must in all cases keep clear of north-bound freight trains leaving Ashby.
Road crews and yard crews must get line up from operator before taking engine from engine track, and must not move against or occupy main track at any time when north-bound freight trains are in yard ready to leave without protecting in accordance with Rule 99. All trains and engines moving in yard limits when north-bound through freights are due to leave must use care not to stop them.
15. Trains and engines working under or about mine tipple tracks must know that all parts of tipple will clear cars or engine before working tracks.
16. Conductors who have work to do between open stations or who know of other reason for delay, not otherwise indicated to dispatcher must notify dispatcher before entering such place
17. A pusher or helper engine must not couple on to either head or rear end of train it is to help until such train has stopped, and must not cut off from a train it is helping when pusher engine is to continue in the same direction, except at a block station where the block rules must be complied with. A pusher engine may cut off at the summit of grade, or elsewhere, without bringing the train it has helped to a stop, when the movement of pusher engine is to be in the reverse direction.
18. When rules require the head light to be displayed electric head lights on engines must be dimmed:
 - (a) In yards where switch engines are employed.
 - (b) At meeting points.
 - (c) Approaching stations at which stops are to be made, or where trains are receiving or discharging passengers.
 - (d) When standing.
 - (e) On two or more tracks when approaching trains running in opposite direction.
 - (f) Approaching stations where "19" Train Orders are to be received.
 - (g) Passing both the engine and caboose of freight trains approached on double track or passed on siding.
19. Trains will stop on signal as follows:
 - No. 3. Hubbell and Sandy Hook.
 - No. 4. Sandy Hook and Hubbell.
 - No. 4 will stop at Wabash Ave., Terre Haute, to discharge passengers.
20. Passenger trains must not exceed 50 miles per hour; Freight trains 30 miles per hour at any point on the Terre Haute Division. Passenger trains must not exceed freight train speed restrictions when handled by freight engine. Trains handling steam derrick or pile driving outfit must not exceed 25 miles per hour; Trains handling loaded high hopper coal cars or loaded refrigerator cars must not exceed 25 miles per hour; Trains and engines 10 miles per hour entering or leaving sidings or passing through crossovers; All trains must run at reduced speed wherever regulations or safety require.
21. Passenger trains must not exceed;
 - 30 miles per hour;
 - M. P. 46 to M. P. 47-5;
 - South switch Elliston to M. P. 49-15;
 - M. P. 57 to M. P. 58-30;
 - M. P. 63 to M. P. 63-15; (Wilson curve)
 - M. P. 66; (Killians curve)
 - On curves Maysville and Petersburg.
 - 25 miles per hour;
 - M. P. 83-20 to M. P. 85;
 - M. P. 87-20 to M. P. 88;
 - M. P. 88-30 to M. P. 89-10.
 - 10 miles per hour;
 - Just north of Rogers bridge.
 - M. P. 107-5 to M. P. 107-15.

DUANE TO EVANSVILLE—SOUTH

Miles from Duane.	STATIONS	FIRST CLASS					SECOND CLASS					
		3					33		31			
		EVANSVILLE EXPRESS					LOCAL FREIGHT		LOCAL FREIGHT			
		Daily Ex. Sunday					Daily Ex. Sunday		Daily Ex. Sunday			
		AM				AM						
.....	Duane..... DN											
2.3	TERRE HAUTE .. DN	6.00				6.15						
2.7	Big Four conn.....	6.02				6.45						
4.9	Greenwood.....	6.10				6.50						
7.9	SPRING HILL .. DN	6.15				7.00						
						7.10						
10.6	Liberty Siding.....	6.20				7.20						
13.1	Riley..... D	s 6.25				7.30						
18.4	Cory..... DN	s 6.34				7.45						
22.7	Saline City..... D	f 6.40				8.01						
25.6	Eel River.....	6.44				8.10						
28.8	CLAY CITY DN	s 6.54				8.40						
30.5	Lancaster.....	6.57				8.45						
33.9	Coal City..... D	s 7.05				8.55						
42.7	WORTHINGTON DN	s 7.21				9.45						
44.1	Rincon.....	7.24				9.55						
50.7	Elliston..... D	s 7.36				10.15 ³⁰						
58.7	Newberry..... D	s 7.50				10.35						
64.1	ELNORA DN	s 7.59				11.01						
70.6	Plainville..... D	s 8.09				11.21						
75.3	Hyatt.....	f 8.16				11.45						
77.1	Graham.....	8.19										
79.4	Jordan.....	8.22				11.55						
80.5	DUFF DN	s 8.22 ³⁰				12.20 ⁰						
						1.25 ^{PM}						
82.6	Maysville.....	f 8.47				1.37						
85.5	Thomas.....	f 8.51				1.47						
91.9	Rogers..... D	f 9.02				1.57						
93.9	Bennett.....	9.06				2.03		AM				
97.2	PETERSBURG ... D	s 9.15				2.10		5.30				
98.0	Ashby..... DN	9.17				2.15		6.10				
103.5	Glezen..... D	f 9.25				PM		6.25				
103.8	Hosmer.....	9.27						6.30				
104.5	Little.....	9.28						6.35				
106.6	Massey.....	f 9.31						6.45				
109.2	OAKLAND CITY DN	s 9.36						7.15				
113.9	Somerville..... D	f 9.43						7.25				
115.7	Mackey.....	f 9.47						7.30				
117.8	Buckskin..... D	f 9.51						7.45				
120.1	Rosebud.....	9.54						7.50				
122.8	Elberfeld..... D	s 9.59 ³⁰						8.01				
128.1	Daylight.....	f 10.09						8.15				
133.9	Straight Line Jct....	10.20						8.30				
137.4	EVANSVILLE ... DN	10.30						8.45				
		AM						AM				

DUFF TO WASHINGTON—SOUTH

STATIONS		FIRST CLASS						SECOND CLASS					
		105			103			133			131		
		PASSENGER			PASSENGER			LOCAL FREIGHT			LOCAL FREIGHT		
		Daily			Daily			Daily			Daily		
		Ex. Sunday			Ex. Sunday			Ex. Sunday			Ex. Sunday		
		PM		AM				PM		AM			
0.	Duff.....	4.33	..	8.23	..			12.20	..	7.45	..		
2.3	Washington.....	4.43	..	8.28 ¹³¹	..			12.25	..	8.28 ¹⁰³	..		
		PM		AM				PM		AM			

WASHINGTON TO DUFF—NORTH

STATIONS		FIRST CLASS						SECOND CLASS					
		106			104			134			132		
		PASSENGER			PASSENGER			LOCAL FREIGHT			LOCAL FREIGHT		
		Daily			Daily			Daily			Daily		
		Ex. Sunday			Ex. Sunday			Ex. Sunday			Ex. Sunday		
		AM		PM				PM		AM			
0.	Washington.....	8.32 ¹³²	..	4.48	..			1.15	..	8.32 ¹⁰⁶	..		
2.3	Duff.....	8.42	..	4.53	..			1.25	..	8.35	..		
		AM		PM				PM		AM			

SPECIAL INSTRUCTIONS—Continued

21. Continued.

Freight trains must not exceed;
 With H-5 or larger engines;
 15 miles per hour over bridge 120-2;
 20 miles per hour over bridges 53-1, 53-4 and 120-5.

With any engine;
 20 miles per hour;
 M. P. 46 to M. P. 47-5;
 M. P. 57 to M. P. 58-20;
 On curves Maysville and Petersburg;
 Gray and Coe.

15 miles per hour;
 South switch Elliston siding to M. P. 49-15;
 M. P. 63 to M. P. 63-12; (Wilson's curve)
 M. P. 66; (Killians curve).

10 miles per hour;
 M. P. 84-10 to M. P. 85;
 M. P. 87-20 to M. P. 88;
 Just north of Rogers bridge;
 M. P. 88-30 to M. P. 89-10.

6 miles per hour;
 Street crossings at Worthington.

Northbound;

20 miles per hour north switch Washington to Duff;
 Graham curve;
 ½ mile north Coal City to Lancaster;
 M. P. 25 to north end Big Creek bridge;
 M. P. 12-10 to first bridge south of Riley;
 Riley Mine to Honey Creek bridge.

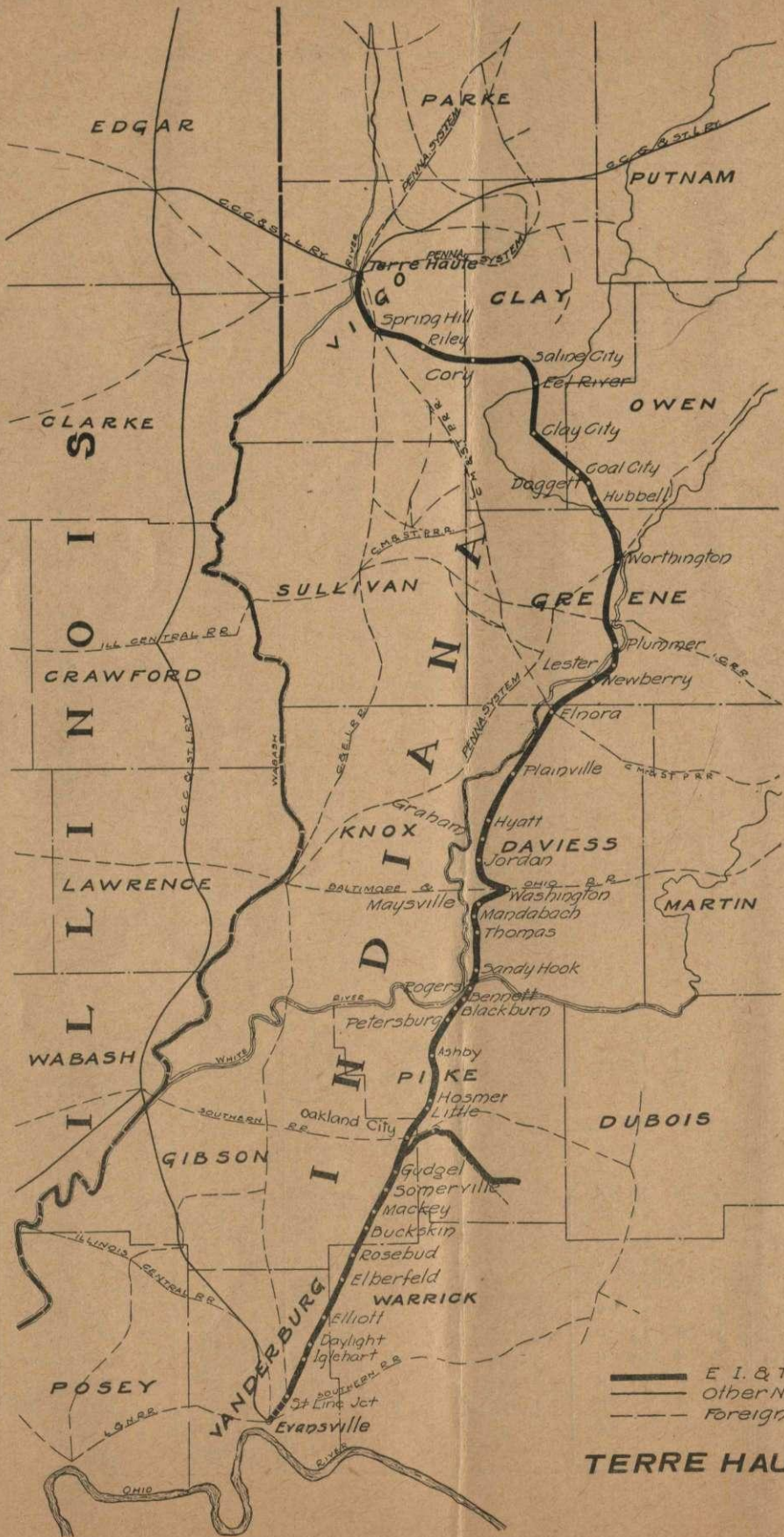
Trains handling loaded high hopper coal cars, box cars or refrigerator cars must be carefully watched at all times and whenever riding of such cars indicate an unusual condition, precautions must be taken to prevent derailment, in aggravated cases cars should be set out and proper authorities notified.

22. H-5 engines must not be double headed over bridges 120-2 or 120-5.
23. Engines must not run;
 Under any mine tipple;
 Around curve north of Walnut Street; east track Washington; beyond frog of switch Rogers.
24. Normal position of main track switch Duff will be for cut-off.

SPEED TABLE

NOTE—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

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. 36 sec.	100.00	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	3 min. 18 sec.	18.18
0 " 37 "	97.30	1 " 31 "	39.56	2 " 25 "	24.83	3 " 19 "	18.09
0 " 38 "	94.74	1 " 32 "	39.13	2 " 26 "	24.66	3 " 20 "	18.00
0 " 39 "	92.31	1 " 33 "	38.71	2 " 27 "	24.49	3 " 21 "	17.91
0 " 40 "	90.00	1 " 34 "	38.30	2 " 28 "	24.32	3 " 22 "	17.82
0 " 41 "	87.80	1 " 35 "	37.89	2 " 29 "	24.16	3 " 23 "	17.73
0 " 42 "	85.71	1 " 36 "	37.50	2 " 30 "	24.00	3 " 24 "	17.65
0 " 43 "	83.72	1 " 37 "	37.11	2 " 31 "	23.84	3 " 25 "	17.56
0 " 44 "	81.82	1 " 38 "	36.73	2 " 32 "	23.68	3 " 26 "	17.48
0 " 45 "	80.00	1 " 39 "	36.36	2 " 33 "	23.53	3 " 27 "	17.39
0 " 46 "	78.26	1 " 40 "	36.00	2 " 34 "	23.38	3 " 28 "	17.31
0 " 47 "	76.60	1 " 41 "	35.64	2 " 35 "	23.23	3 " 29 "	17.22
0 " 48 "	75.00	1 " 42 "	35.29	2 " 36 "	23.08	3 " 30 "	17.14
0 " 49 "	73.47	1 " 43 "	34.95	2 " 37 "	22.93	3 " 31 "	17.06
0 " 50 "	72.00	1 " 44 "	34.62	2 " 38 "	22.78	3 " 32 "	16.98
0 " 51 "	70.59	1 " 45 "	34.29	2 " 39 "	22.64	3 " 33 "	16.90
0 " 52 "	69.23	1 " 46 "	33.96	2 " 40 "	22.50	3 " 34 "	16.82
0 " 53 "	67.92	1 " 47 "	33.64	2 " 41 "	22.36	3 " 35 "	16.74
0 " 54 "	66.67	1 " 48 "	33.33	2 " 42 "	22.22	3 " 36 "	16.67
0 " 55 "	65.45	1 " 49 "	33.03	2 " 43 "	22.08	3 " 37 "	16.59
0 " 56 "	64.29	1 " 50 "	32.73	2 " 44 "	21.95	3 " 38 "	16.51
0 " 57 "	63.16	1 " 51 "	32.43	2 " 45 "	21.82	3 " 39 "	16.44
0 " 58 "	62.07	1 " 52 "	32.14	2 " 46 "	21.69	3 " 40 "	16.36
0 " 59 "	61.02	1 " 53 "	31.86	2 " 47 "	21.56	3 " 41 "	16.29
1 " 0 "	60.00	1 " 54 "	31.58	2 " 48 "	21.43	3 " 42 "	16.22
1 " 1 "	59.02	1 " 55 "	31.30	2 " 49 "	21.30	3 " 43 "	16.14
1 " 2 "	58.06	1 " 56 "	31.03	2 " 50 "	21.18	3 " 44 "	16.07
1 " 3 "	57.14	1 " 57 "	30.77	2 " 51 "	21.05	3 " 45 "	16.00
1 " 4 "	56.25	1 " 58 "	30.51	2 " 52 "	20.93	3 " 46 "	15.93
1 " 5 "	55.38	1 " 59 "	30.25	2 " 53 "	20.81	3 " 47 "	15.86
1 " 6 "	54.55	2 " 0 "	30.00	2 " 54 "	20.69	3 " 48 "	15.79
1 " 7 "	53.73	2 " 1 "	29.75	2 " 55 "	20.57	3 " 49 "	15.72
1 " 8 "	52.94	2 " 2 "	29.51	2 " 56 "	20.45	3 " 50 "	15.65
1 " 9 "	52.17	2 " 3 "	29.27	2 " 57 "	20.34	3 " 51 "	15.58
1 " 10 "	51.43	2 " 4 "	29.03	2 " 58 "	20.22	3 " 52 "	15.52
1 " 11 "	50.70	2 " 5 "	28.80	2 " 59 "	20.11	3 " 53 "	15.45
1 " 12 "	50.00	2 " 6 "	28.57	3 " 0 "	20.00	3 " 54 "	15.38
1 " 13 "	49.31	2 " 7 "	28.35	3 " 1 "	19.89	3 " 55 "	15.32
1 " 14 "	48.65	2 " 8 "	28.12	3 " 2 "	19.78	3 " 56 "	15.25
1 " 15 "	48.00	2 " 9 "	27.91	3 " 3 "	19.67	3 " 57 "	15.19
1 " 16 "	47.37	2 " 10 "	27.69	3 " 4 "	19.57	3 " 58 "	15.13
1 " 17 "	46.75	2 " 11 "	27.48	3 " 5 "	19.46	3 " 59 "	15.06
1 " 18 "	46.15	2 " 12 "	27.27	3 " 6 "	19.35	4 " 0 "	15.00
1 " 19 "	45.57	2 " 13 "	27.07	3 " 7 "	19.25	4 " 17 "	14.00
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 36 "	13.00
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	5 " 0 "	12.00
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	5 " 27 "	11.00
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	6 " 0 "	10.00
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	6 " 40 "	9.00
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	7 " 30 "	8.00
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	8 " 34 "	7.00
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	10 " 0 "	6.00
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	12 " 0 "	5.00
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27		



——— E I. & T. H. R. Y.
 ——— Other N. Y. C. Lines
 - - - Foreign Lines

TERRE HAUTE DIV.