



**THERE IS ALWAYS TIME  
FOR COURTESY**

**CONTENTS**

**INDEX — Page i**

**Make  
SAFETY  
Your  
POLICY**

# **The New York Central Railroad Company**

**OHIO CENTRAL  
DIVISION**

**ILLINOIS DIVISION**

**INDIANAPOLIS  
TERMINAL**

## **Time-Table No. 19**

**FOR EMPLOYEES ONLY**

**EFFECTIVE**

**1:01 A.M., Central Standard Time**

**2:01 A.M., Eastern Standard Time**

**Sunday, April 24, 1966**

**A. L. CLARK**

**Transportation Superintendent  
Ohio Central Division**

**W. R. FOSTER**

**Transportation Superintendent  
Illinois Division**

**P. B. DANIELS**

**Terminal Superintendent  
Indianapolis Terminal**

# INDEX

—A—	Page
Abbreviations (223) .....	17
Air Brakes .....	20
Automatic Block Signal System (505) .....	18
Automatic Interlocking (663b) .....	19
Automatic Train Stop .....	22
—B—	
Bulletin Boards and Books (109) .....	12
—C—	
Clearing of Trains (83d) .....	4
—D—	
Designation and Use of Main Tracks (D-151) ...	13
Diesel Equipment .....	20
Discharge of Duty (K-1) .....	3
Division Officials .....	40
Doctors .....	76
—E—	
Emergency Signals at Interlockings and other Points (13) .....	4
Enginemen (927) .....	19
Engine Whistle and Bell (31) .....	4
Engine and Car Restrictions .....	28
—F—	
Fatalities .....	21
Fixed Signals Remotely Controlled .....	5
—G—	
General (A) .....	2
Grade Signals .....	15
—H—	
Hand Brake Test .....	19
Hand, Flag and Lamp Signals (12) .....	3
Handling Passenger Cars with Flat Wheels Enroute .....	21
Heating, Lighting and Ventilation of Cars .....	19
—I—	
Interlocking (663) .....	19
—L—	
Laws and Regulations (B-2) .....	2
Leaving Cars on Side Tracks (705) .....	19
Lubrication and Care of Journal Boxes .....	21
—M—	
Main Track Switch Targets (294) .....	17
Make-up of Passenger, Mail, Express and Dead- head Equipment Trains (824) .....	19
Map, Ohio Central Division .....	81
Map, Illinois Division .....	82
Movements Against the Current of Traffic (D-93a) .....	6
Movement of Trains (85) .....	5
Movement of Trains by Block Signals .....	14
Movement of Trains by Time Table and Train Order Only .....	15
—N—	
Normal Position of Switches (104a) .....	9
—O—	
Oculists .....	78
Omission of White Signals (21a) .....	4
Other Railroads (A-1) .....	2
Overhead Clearances .....	39

—P—	Page
Passing Stop Indication (362-365b) .....	18
Public Crossings at Grade (103) .....	8
—R—	
Radio Stations at Fixed Locations (752) .....	19
Rail Diesel Cars, Class RDC .....	20
Railroad Crossings at Grade (98) .....	6
Railroad Grade Crossing Signals (297) .....	17
Remote Control Switches and Signals (663a) ..	19
Remote Control Signals used as Manual Block Signals (319a) .....	18
Reverse Movement Over Public Crossings at Grade (103a) .....	9
—S—	
Schedule	
Cleveland to Cincinnati and Indianapolis—West	41
Indianapolis and Cincinnati to Cleveland—East	42
Indianapolis to St. Louis—West .....	43
St. Louis to Indianapolis—East .....	43
Cincinnati to Indianapolis and Kankakee .....	44
Kankakee to Indianapolis and Cincinnati .....	44
Sandusky to Sands—Second Class .....	45
St. Marys to Bellefontaine—Second Class .....	45
Jackson to Carlisle Jct.—Second Class .....	46
Carlisle Jct. to Jackson—Second Class .....	46
Columbus to Toledo—Second Class .....	48
Toledo to Columbus—Second Class .....	48
Thurston to Toledo—Second Class .....	47
Toledo to Thurston—Second Class .....	47
Hobson Jct. to Columbus—Second Class .....	49
Columbus to Hobson Jct.—Second Class .....	49
Swiss to Hobson Jct.—Second Class .....	50
Hobson Jct. to Swiss—Second Class .....	50
Thurston to Zanesville—Second Class .....	47
Zanesville to Thurston—Second Class .....	47
Yost to North Vernon—Second Class .....	52
North Vernon to Yost—Second Class .....	52
Osborn to Lyons—Second Class .....	53
Cold Springs and DX—Second Class .....	54
Valley Jct. and Connersville—Second Class ...	54
Craig and Columbus—Second Class .....	54
Fairland and Franklin—Second Class .....	54
Cairo, Ill. to Lyons Yard—Second Class .....	55
Sidings (105) .....	10
Special Signal Aspects (Automatic Block Signals) .....	16
Speed Restrictions—General .....	23
Speed Restrictions—Division (Ohio Sub-division)	23
Speed Restrictions—Local (Ohio Sub-division) ..	24
Speed Restrictions—Division (Central Sub- division) .....	25
Speed Restrictions—Local (Central Sub-division)	25
Speed Restrictions—Division (Illinois Division) .	26
Speed Restrictions—Local (Illinois Division) ...	26
Speed Restrictions—Indianapolis Terminal .....	28
Speed Table .....	78
Spring Switches (104e) .....	10
Standard Clocks (3) .....	3
Standard Time (1) .....	3
Stations Office Calls and Office Hours:	
Ohio Central Division .....	57
Illinois Division .....	66
Stop Signs .....	18
—T—	
Train Order Signals (221) .....	14
Train Registers (83) .....	4
—Y—	
Yard Limits (93) .....	5

## **ATTENTION TRAIN AND ENGINE CREWS**

Always keep in mind that the customer is the BUYER and that it is your job to make every BUYER a satisfied customer. To that end, the following matters deserve your constant attention:

1. If an error or misstatement has been made somewhere along the route, put forth every effort to correct it. Nothing should be considered too trivial.

2. Ever be alert to the safety and comfort of your passengers, and freely give information and advice when requested. The aged, infirm and the young passenger traveling unaccompanied require special attention. Be helpful to them in every way possible, particularly in assisting them on and off trains, and occasionally inquire as to their comfort.

3. Protect both coach and sleeper passengers against undue noise or disturbance, particularly at night. Remember they pay to sleep.

4. The avoidance of arguments or friction with passengers is a test of your diplomacy. A calm and pleasant manner, regardless of the circumstances, is the best assurance of your success.

5. Keep posted on connecting line train service, arbitrary holds they have in effect for our trains, and advise passengers so as to avoid, as far as possible, any uneasiness on their part about missing connections, and when same is unavoidable, tell them what time the next connection is due to depart.

6. Cheerfully offer explanation of unusual delays and pass such information to other members of your crew — Brakeman, Porter, Sleeping Car, Pullman and Dining Car employes — so they too may advise passengers and when practicable RPO clerks. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.

7. Neatness of appearance and courtesy bespeak pride in your job, and create good-will for the Railroad.

8. Being considerate of others is the key to popularity. This applies to the institution and individual alike. Many of your passengers may be riding a train for their first time. This is especially true of the younger generation. Kind and attentive treatment to make them feel at home creates additional passenger traffic.

9. Remember that people traveling on passes have a right to that privilege, and are entitled to the same courteous treatment as other passengers. A satisfied "free-transportation" passenger is always a booster.

10. On crowded trains, New York Central employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

11. Train Porter should keep coaches clean and in tidy condition at all times. Toilets particularly are the source of adverse comment. Inspect them frequently.

12. **AVOID ROUGH HANDLING OF YOUR TRAIN.** New York Central enginemen have an enviable reputation for smooth starting, running and stopping of their trains. Never lose sight of this feature, as passengers are more disposed to avoid the route that does not give them a smooth ride, than they are to exert the effort involved in registering complaints about it.

13. Of equal importance is **SMOOTH HANDLING OF FREIGHT TRAINS.** Rough handling results in damaged lading and delays due to damaged equipment, which creates dissatisfied customers.

14. On-time delivery of passengers, mail, express, and freight at destination is what the customers pay for and expect. Your best efforts, always within the zone of safety, should be extended to keep your trains on time.

## SPECIAL INSTRUCTIONS

Special instructions prefixed by letter or number relate to or modify a rule or portion of a rule of the Rules of the Operating Department or Supplement No. 1 of the Rules of the Operating Department with corresponding letter or number unless otherwise specified.

### A. GENERAL.

Supplement No. 1 of Rules of the Operating Department is in effect October 25, 1964, and contains revisions and modifications of Rules of the Operating Department and new rules adopted after October 28, 1956.

**Revised Rules:** B-2, G, H, L-1, K-1, M, 3b, 11, 11a, 11b, 15, 18, 19, 26, 33, 34, S-90, 91a, 92, S-93, D-93a, 99, 101a, 103a, 109, D-152, 206a, 210, 211, 211a, 223, 281D, 305a, 512, 513, 514, 616a, 701, 703, 715, 877, 920, 927, 933, 938.

**Modified Rules:** Definitions, 12, 14, 16, 104, 293, 295, 300, 317, 342.

**New Rules:** L-2, O, 11c, 296, 296A, 296B, 750, 751, 752, 753, 754, 755, 756, 921, 939, Train Order Form Z, Additional Signal Aspects and Indications, Siding and Yard Switch Targets, Siding Derail Targets, Temporary Speed Board.

**Rules Deleted:** 33a, 100, 940, 942.

### A1.

The title Transportation Superintendent will be used instead of Superintendent. The title Terminal Superintendent will be used instead of Superintendent for Indianapolis Terminal and for that part of the Central Sub-Division south of Hobson, Ohio.

## OTHER RAILROADS

### Ohio Central Division

BR and BE via Lake Division.

Toledo Terminal District between Toledo and Rockwell Junction, Walbridge and Stanley Tower via Toledo Terminal R.R., C&O time-table between Rockwell Junction and Walbridge.

Sandusky and Bay Junction via Toledo Division.

OD and Pearl St. Jackson via Michigan Division.

Between Burt and Marion, the movement of trains will be under the direction of the Erie Lackawanna R. R.

Between Glen Echo and Cold Springs, operation is under direction of Erie Lackawanna Railroad.

The employes of either company will be governed by the rules and time-table of their respective company.

Dayton Union Special Instructions between Second Street and Miami City Jct.

Cincinnati Terminal District between Gano and Cincinnati.

Bremen and New Lexington via P.R.R.

Spangler and Zanesville via P.R.R.

Armitage and West Athens, via C. & O. Ry.

Hobson Jct. and Kanauga, via C. & O. Ry.

Kanauga and Gallipolis, via C. & O. Ry.

### Illinois Division

Wade and Gano via Cincinnati Terminal District.

Indianapolis to Jeffersonville via P.R.R.

Hunt and Lebanon via Pennsylvania Railroad

Altamont and Templeton via N&W.

Kankakee Jct. and Chicago via Illinois Central.

B Tower, Elkhart and Yost via Toledo Division.

B Tower and WG Elkhart via Western Division.

Indiana Harbor and Englewood via Western Division.

Indiana Harbor and Osborn via Indiana Harbor Belt.

Rushville. Main track from the junction switch about 2000 feet north of B. & O. Crossing to the north end of N. Y. C. No. 8 track, about 250 feet south of P. R. R. Crossing will be used jointly by N&W and NYC trains. N. Y. C. trains moving within these limits will run as extra trains and will not require Clearance Form A or train orders. Trains will run expecting to find trains switching or occupying track within these limits. The normal position of switch at north end of joint track indicates proceed for N. Y. C.

N. Y. C. and G. M. & O. joint time-table between East Alton, Wann and Bridge Jct.

St. Louis Municipal Bridge rules between Gratiot St. St. Louis and Broadway St. East St. Louis.

Granite City and St. Louis and Bridge Jct. and St. Louis via T.R.R.A.

L. & N. rules and time-table between 8th Ave. and Howell.

**Lenox:** N. Y. C. trains using A. & S. Railroad will operate over these tracks prepared to stop short of train, obstruction, or switch not properly lined and not exceeding 8 MPH.

### Indianapolis Terminal

Washington St. and So. College Avenue on the east and West St. on the west and on the Belt Railroad via Indianapolis Union Railway.

From Post, Hunter, and Grove to South College Avenue on the east and from 30th Street and AN to West Street on the west.

### B2. LAWS AND REGULATIONS.

**Indiana.** Railroad crossings not protected by interlocking signals, trains or engines must come to a full stop not less than 40 feet nor more than 500 feet from a railroad crossing before entering upon or crossing such other track, until the way is known to be clear.

**Ohio and West Virginia.** At railroad crossings and junctions at grade, not interlocked, all trains must come to a full stop, not nearer than 200 feet, nor farther than 800 feet from the crossing, and shall not cross until signalled to do so by the watchman, nor until the way is clear.

**Illinois.** At railroad crossings and junctions at grade, not interlocked, or when approaching a swing or drawbridge, in use as such, all trains shall be brought to a full stop before reaching the same and within 800 feet therefrom, and shall not proceed over crossing or swing or drawbridge, until the engineman or other person in charge of the engine attached to the train, has positively ascertained that the way is clear and that the train can safely resume its course.



### 13. EMERGENCY SIGNALS AT INTERLOCKINGS AND OTHER POINTS.

#### Ohio Central Division

Emergency horn signals are in use at Marion, Delco, HV Tower, F Tower Fostoria, BJ Tower Grandview, WF Tower Frankfort Street.

Institute: Klaxon Horns located on southward manual block signal and on Signal No. 46162. When sounded, trains and engines operating on side tracks must stop and will not move until instructed by plant guard or other authorized person.

#### 21a. OMISSION OF WHITE SIGNALS.

Display of white signals will be omitted.

### 31. ENGINE WHISTLE AND BELL.

#### Indianapolis Terminal

Whistling for public crossings in the city limits is restricted at crossings where flashers, gates, bells, flagmen or crossing watchmen are located.

### 83. TRAIN REGISTERS.

#### Ohio Central Division

Stanley Yard (Eastern Sub-Div.)	.. Telegraph office.
Ridgeway	..... Telegraph office.
West Columbus	..... Yard office.
Bucyrus Yard	..... Yard office.
Thurston	..... Telegraph office.
Bremen	..... Telegraph office.
New Lexington	..... Telegraph office.
Corning	..... Telegraph office.
Hobson	..... Telegraph office.
Kanauga	..... Telegraph office.
Dickinson	..... Telegraph office.

Ridgeway, Thurston, Bremen, New Lexington, Corning, Hobson and Kanauga: Operators will register trains if signals are not and have not been displayed.

#### Illinois Division

Kankakee	..... Station.
South Anderson Yd.	..... Yard Office
Highland	..... Station.
Wyton	..... Station.

At Kankakee, Wyton and Highland trains will be registered by the operator if signals for a section are not and have not been displayed.

### 83d. CLEARING OF TRAINS.

On two or more tracks, trains will be cleared at initial stations by signal indication except:

#### Ohio Central Division

Columbus: All trains originating must receive verbal clearance from signalman CD office.

Linden Avenue, Springfield: All trains originating must receive verbal clearance from operator.

Bellefontaine: All trains must receive verbal clearance from signalman at BN.

**Trains will not leave the following stations without Clearance Form A.**

Bryan	..... All trains during hours office is open.
Grandview	..... Northward trains.
F Fostoria	..... All trains.
Frankfort St.	... All Southward trains. Engines to Truro.
Thurston	..... All trains during the hours office is open.
Bremen	..... All trains.
New Lexington	.. All trains.
Corning	..... All trains during the Hours office is open.
Kanauga	..... All Southward trains.
Dickinson	..... All trains.

**Trains will not receive Clearance Form A at the following stations:**

Stanley Yard: (Eastern Branch) Trains and engines must not occupy main track at switch at crossover lead to yard S, or at SO switch at yards S and O lead without permission from train dispatcher.

Kenton: Trains originating will receive verbal clearance from operator at Ridgeway.

Berwick: Northward Ohio Sub-division trains must not occupy Central Sub-division main track at junction switch without permission from train dispatcher, and southward Ohio Sub-division trains must report to train dispatcher when clear of Central Sub-division main track at junction switch.

Berwick: Ohio Sub-division trains leaving Central Sub-division main track at Berwick must not occupy Ohio Sub-division main track without permission from dispatcher at Columbus.

Swiss: Northward trains must not leave without permission from signalman at DB Tower.

Jackson: Southward trains originating will receive verbal clearance from the operator at "XN" and be governed by signal indication at "OD".

#### Illinois Division

Valley Jct.: Trains or engines to or from points between Valley Jct. and Beeson must secure verbal clearance from Wade.

Altamont: Eastward trains are relieved from receiving Clearance Form A.

Anderson: Second class and extra trains must secure verbal clearance from signalman at Gridley.

**Greensburg:** Northward and Southward trains must secure verbal clearance before departing.

**Sheff:** Northward trains other than passenger, performing work within yard limits must secure verbal clearance from the signalman before departure.

**Highland:** Southward trains must receive Clearance Form A.

**Hartsdale:** Trains departing must receive Clearance Form A during hours that Train Order Office is open. When Train Order Office is closed trains departing must secure a verbal clearance from signalman Highland.

**Duane Yard:** Trains or engines starting must receive verbal clearance from signalman at Terre Haute.

Trains or engines doing work at Duane Yard must not leave without permission from signalman at Terre Haute.

**Mattoon:** Trains starting must receive verbal clearance from signalman.

**Home:** C. & E. I. trains starting must obtain verbal clearance from signalman at Lenox.

**Pana:** C. & E. I. trains starting are not required to receive Clearance Form A.

**Hillsboro:** Trains starting will be required to receive verbal clearance.

**Lyons Yard:** Permission must be received from signalman at Lyons Yard before departing from south end of yard.

**Midland:** Northward freight trains doing work must not leave without permission from signalman at A Tower.

**Harrisburg:** Northward trains must call the signalman before departing from north end.

**Mt. Carmel:** Clearance Form A must be obtained by all trains from signalman at TJ.

**Harwood:** Southward trains and engines operating between Harwood and Eighth Avenue must secure verbal permission from signalman at Eighth Avenue before fouling automatic interlocking at Harwood.

Northward trains and engines, except NYC, operating between Eighth Avenue and Harwood, after clearing automatic interlocking at Harwood, must immediately report clear to signalman at Eighth Avenue.

Signalman at Eighth Avenue will accept office indication for northward NYC trains clearing Harwood interlocking and northward NYC trains will not pass Harwood without entire train before first notifying signalman at Eighth Avenue. Signalman must obtain authority from train dispatcher.

**Stonefort:** Unless otherwise provided northward trains and engines must stop and call signalman at Harrisburg Yard and get permission before proceeding.

**Rincon:** Northward trains and engines must secure permission from signalman at Worthington before proceeding.

**Petersburg:** Southward trains and engines must secure permission from signalman at Ashby Yard before passing north Wye switch.

**Gudgel:** Unless otherwise provided, northward trains and engines must stop at south switch, call signalman at Oakland City, and get permission before proceeding.

### Indianapolis Terminal

**BIG FOUR YARD:** Trains and engines originating must secure verbal clearance from MY.

**IJ:** Westward trains originating must receive Clearance Form A.

**KD:** Westward trains via Belt Railroad must receive Clearance Form A.

**Belt Crossing:** Trains making a main-track change at Hill Yard must receive verbal clearance from Signalman before departing CP 103.

**Union Station:** Ohio Central Division and Illinois Division eastward first class and passenger extra trains must receive verbal clearance from Train Director, I. U. Tower, by dialing 285 on I. U. PAX telephone.

### 85. MOVEMENT OF TRAINS.

When a train of one schedule is on the time of another schedule of the same class in the same direction, it will proceed on its own schedule.

Trains of one schedule may pass trains of another schedule and extra trains may pass and run ahead of extra trains.

A section may pass and run ahead of another section of the same schedule, first exchanging train orders, signals and numbers with the section to be passed. The change in sections must be reported from the next available point of communication.

When trains are running in sections, the responsibility for a following section passing a leading section of the same schedule without proper authority rests with the leading section.

Unless otherwise provided, when a superior train leaves the main track, the responsibility for a following inferior train passing such superior train, rests with the superior train.

### FIXED SIGNALS REMOTELY CONTROLLED.

#### Illinois Division

Location	Control Point
Greensburg (North)	Greensburg
Craig	Greensburg
Jackson St. (Danville)	Wyton
Hunter	DX
Worthington (North end of siding)	Worthington
MP 89 (Terre Haute Br.)	Ashby Yard
Eighth Ave. (North)	Eighth Ave.

### 93. YARD LIMITS.

#### Ohio Central Division

Galion	Dayton
Marion	Moraine
Anderson	Middletown to Carlisle Jct.
Delaware to Ostrander	Jackson
Carey	Cement City to Brooklyn
Carey to Vanlue	Bryan
Springfield	Van Wert
Springfield to Mechanics- burg	Ansonia (Northern Branch)
Kenton (Sandusky Line)	Bellefontaine to Belle Center
Bellefontaine	
Muncie	

Taft to Gridley; Movements via South Anderson Yard be made under supervision of the signalman at Gridley.

Marysville to Scottslawn. (8:00 A.M. to 8:00 P.M.)

Columbus: Oakland Park Ave. to Norton Road.

Highway to Truro.

Truro to Woodland Ave.

Basil to Thurston

Corning

Fostoria

Spore to Bucyrus

Mt. Gilead Jct. to Mt. Gilead

Heath

Fultonham to Spangler

Fultonham to Crooksville

Armitage to Grosvenor

Hobson to Hobson Jct.

Nitro to Institute

Charleston: Shorr to Stuart

Belle to Dickinson

Alloy

Glen Ferris to Gauley Bridge

Swiss

Bigley Ave. Jct. to City Limits (Hitop Branch)

Northward trains delayed at Truro and northward engines must obtain permission from signalman at Frankfort St. for movement to Bannon. Signalman at Bannon must obtain permission from signalman at Frankfort St. to permit southward movements at Bannon. Signalman at Frankfort St. will obtain permission from train dispatcher for all movements between Truro and Bannon.

#### Illinois Division

Greensburg.  
(Michigan Branch)

Kankakee.  
(Aroma Park)

Warsaw.

Wabash.

Marion.

Craig to Columbus.

Fairland to Franklin.

Anderson.

Rushville.

Jeffersonville

Sheff.

Schneider.

Between St. John and  
MP 6.3.

Terre Haute.

Lyons (Danville, Ill.).

Midland (Cairo Branch)

Robinson.

Lawrenceville.

Mt. Carmel.

Harwood to Eighth Ave.

Carmi.

Harrisburg to Ledford.

Stonefort.

Cairo to Mound City

Worthington to Rincon.

Petersburg to Ashby  
Yard.

Gudgel to Oakland City.  
Taylor.

Between Kankakee and Kankakee Jct. movements will be made only on authority of Signalman at Kankakee.

Movements between Greensburg and Craig will be made on authority from Signalman at Greensburg.

Danville Branch, MP 12: Southward trains and engines must stop at end of double track at MP 12, call signalman at Highland and get permission before proceeding.

#### Indianapolis Terminal

Post to AN

MY to Hunt

30th St. to CP 103

Hunter to DX

Clermont to Brant

#### D93a. MOVEMENTS AGAINST THE CURRENT OF TRAFFIC.

May be made without train order when authorized by dispatcher between:

#### Ohio Central Division

(a) Marion (AC interlocking) and Great Lakes Char switch about two miles west of Marion, on No. 1 track only, by permission of the signalman at Marion (AC tower).

(b) Turner and BN, by permission of signalman.

(c) BN and BS Interlocking Station under supervision of signalman at BN.

(d) Springfield Yard and Fountain Avenue, Springfield on signal indication under the supervision of signalman at Linden Avenue.

(e) M&C Junction and Carlisle Junction under supervision of signalman at M&C Junction.

(f) Muncie between MP 226.1 and Hart Yard under supervision of signalman Vance.

(g) Frankfort Street and Bannon by permission of signalman at Frankfort Street.

(h) At Fifth Ave. on signal indication; at Fourth Street on signal from switchtender. All such movements must be made under supervision of yardmaster.

(i) Shorr and Stuart under supervision of yard master.

#### Illinois Division

May be made without train order when authorized by dispatcher between:

AN and Yard Limit Board located at MP 14.6, No. 2 track, on signal indication under supervision of signalman at MY.

Terre Haute, eastward trains between end of double track and passenger station on signal indication. The signalman at Terre Haute must not arrange such movement unless train orders have been issued authorizing movement beyond station.

#### Indianapolis Terminal

(a) DX and Post under supervision of the signalman at DX.

(b) Belt Crossing and S. College Ave. by permission of the signalman at Belt Crossing.

(c) Mass. Ave. and DX on No. 1 track by permission of signalman at Mass. Ave.

(d) West Street and KD by permission of signalman at IJ.

(e) Mass. Avenue and Washington St. by permission of signalman at Mass. Ave.

#### 98. RAILROAD CROSSINGS AT GRADE.

NOTE: Railroad crossings at grade not protected by interlocking signals are shown under Rule 297.

**Ohio Central Division**

Location	Railroad	Signals
Grafton	B. & O.	Interlocking.
Huff	N&W	Interlocking.
Hiles	A. C. & Y.	Interlocking.
Boyd	B. & O.	Interlocking.
Shelby	B. & O.	Interlocking.
Crestline	P. R. R.	Interlocking.
Burt	Erie Lackawanna	Interlocking.
Edison	N. Y. C.	Interlocking.
Worthington	N&W	Interlocking.
Marion	N&W	Interlocking.
	C. & O.	Interlocking.
	Erie Lackawanna	Interlocking.
Ridgeway	N. Y. C.	Interlocking.
Morgan	D. T. & I.	Interlocking.
Ansonia	N. Y. C.	Interlocking.
Union City	P. R. R.	Interlocking.
Winchester	P.R.R.	Automatic Interlocking.
Vance	P. R. R.	Interlocking.
Muncie	N&W	Interlocking.
Gridley (Cut-off)	P. R. R.	Interlocking.
Delco	P. R. R.	Interlocking.
Anderson (0.9 mile west)	C. I.	Interlocking.
Bay Jct.	N&W	Interlocking.
Clyde	N&W	Automatic Interlocking.
Green Springs Jct.	N&W	Interlocking.
Tiffin	B. & O.	Interlocking.
	P. R. R.	Interlocking.
Carey	A.C.&Y.	Automatic Interlocking.
	C.&O.	Automatic Interlocking.
Forest	P. R. R.	Interlocking.
Sands	Erie Lackawanna	Interlocking.
Urbana (Pit Track)	Erie Lackawanna	Interlocking.
H. V. Tower	C. & O.	Interlocking.
	P. R. R.	Interlocking.
Grandview	N. Y. C.	Interlocking.
Miami Crossing	P. R. R.	Interlocking.
London	P. R. R.	Interlocking.
Carney	D. T. & I.	Interlocking.
East Street	D. T. & I.	Interlocking.
Tates Point	B. & O.	Interlocking.
M. & C. Jct.	P. R. R.	Interlocking.
	Armco	Interlocking.
Alvordton	N&W	Interlocking.
West Unity (0.6 mile south)	N&W	Automatic Interlocking.
	N. Y. C.	Interlocking.
Bryan	N. Y. C.	Interlocking.
Sherwood	B. & O.	Interlocking.
Cecil	N&W	Automatic Interlocking.
Latty	N&W	Automatic Interlocking.
Van Wert	P. R. R.	Interlocking.
Ohio City	N&W	Interlocking.
	Erie Lackawanna	Interlocking.
Celina	N&W	Interlocking.
Meekers	P. R. R.	Automatic Interlocking.
Penn.	P. R. R.	Interlocking.
West Manchester	P. R. R.	Interlocking.
Carlisle	B. & O.	Interlocking.
Delaware (1.5 miles west Ostrander Line)	C. & O.	Interlocking.
St. Marys (1.2 miles south)	N&W	Interlocking.

Location	Railroad	Signals
Wapakoneta	B. & O.	Interlocking.
Slater	D. T. & I.	Interlocking.
Maitland,		
Erie Lackawanna R.R.	D. T. & I.	Interlocking.
Galatea	B. & O.	Interlocking.
Mortimer	N&W	Automatic Interlocking.
North Findlay	N&W	Interlocking.
Arlington	A. C. & Y.	Automatic Interlocking.
Dunkirk	P. R. R.	Interlocking.
Kenton	Erie Lackawanna	Interlocking.
Peoria	Erie Lackawanna	Automatic Interlocking.
Mounds	P. R. R.	Interlocking.
West Columbus	B. & O.	Interlocking.
LM Tower	P. R. R.-C. & O.	Interlocking.
Frankfort St.	C. & O.	Interlocking.
Bannon	N. & W.	Interlocking.
East Columbus	B. & O.	Interlocking.
Armitage	C.&O.	Automatic Interlocking.
	N&W	
Fostoria	(L. E. & W.)	Interlocking.
	N&W	Interlocking.
	C. & O.	Interlocking.
	B. & O.	Interlocking.
Sycamore	A. C. & Y.	Automatic Interlocking.
Bucyrus	P.R.R.&N&W	Interlocking.
Martel	Erie Lackawanna	Interlocking.
	N. Y. C.	Interlocking.
Centerburg	P. R. R.	Automatic Interlocking.
Heath	B. & O.	Interlocking.
Darlington	P. R. R.	Automatic Interlocking.
Grosvenor	B. & O.	Interlocking.

STOP signal at locations shown below may be passed only on hand signal from trainman located at crossing, after complying with instructions posted adjacent thereto. Such signal must not be given unless route is clear and it is evident there are no trains approaching on other road. Movement must be made at restricted speed.

Urbana (Pit track), Delaware, Celina, St. Marys, Wapakoneta and Slater: interlocking will be normally against N. Y. C. (Ohio Sub-division).

C. I. R. R. Anderson: interlocking normally lined for N. Y. C. movements.

**Illinois Division**

Location	Railroad	Signals
Vine	P. R. R.	Interlocking.
Colfax	P. R. R.	Automatic Interlocking.
Clarks Hill	N&W	Interlocking.
Lafayette Jct.	N&W	Interlocking.
	Monon	Interlocking.
Sheff	N. Y. C.	Interlocking.
Sheldon	T. P. & W.	Automatic Interlocking.
St. Anne	C. & E. I.	Automatic Interlocking.
Kankakee Jct.	I. C.	Interlocking.
New Paris Jct.	N&W	Automatic Interlocking.
Milford Jct.	B. & O.	Interlocking.
Warsaw	P. R. R.	Interlocking.
Claypool	N&W	Automatic Interlocking.
Bolivar	E. L.	Interlocking.

Location	Railroad	Signals
Marion	N&W	Interlocking.
Marion (yard track)	C. & O.	Interlocking.
Kent	P. R. R.	Interlocking.
Alexandria	N&W	Interlocking.
Dow	P. R. R.	Interlocking.
Anderson	N. Y. C.	Interlocking.
Shirley	N. Y. C.	Automatic Interlocking.
Rushville	B. & O.	Interlocking.
Greensburg	N. Y. C.	Interlocking.
Troy	B. & O. (2 crossings)	Interlocking.
Hewitt	P. R. R.	Interlocking.
Lynn	P. R. R.	Automatic Interlocking.
Dosartville	C. & O.	Automatic Interlocking.
Dearborn	B. & O.	Interlocking.
Osborn	N&W	Interlocking.
Highland	E. L. & C. & O.	Interlocking.
Hays	G. T. W.	Interlocking.
St. John	Monon	Automatic Interlocking.
Schneider	N. Y. C.	Automatic Interlocking.
Kentland	P. R. R.	Interlocking.
Handy	N&W	Automatic Interlocking.
Cobb	B. & O.	Interlocking.
Burnett	C. & E. I.	Interlocking.
Preston	{ P. R. R.	Interlocking.
	{ Milw.	Interlocking.
Haley	C. & E. I.	Interlocking.
Midland	{ P. R. R.	Interlocking.
	{ N. Y. C.	Interlocking.
Charleston	N&W	Interlocking.
Karl	I. C.	Interlocking.
Tower Hill	B. & O.	Interlocking.
Pana	I. C.	Interlocking.
Litchfield	{ I. C.	Automatic Interlocking.
	{ N&W	Automatic Interlocking.
	{ C. B. & Q.	Automatic Interlocking.
Wyton	P. & E.	Interlocking.
Westville	C. & E. I.	Automatic Interlocking.
Ridge Farm	N&W	Automatic Interlocking.
Chrisman	B. & O.	Automatic Interlocking.
Robinson	I. C.	Automatic Interlocking.
Lawrenceville Jct.	B. & O.	Interlocking.
Mt. Carmel	Southern	Interlocking.
Harwood	I. C.	Automatic Interlocking.
Grayville	I. C.	Automatic Interlocking.
Carmi	L. & N.	Interlocking.
Norris City	B. & O.	Automatic Interlocking.
Eldorado	L. & N.	Automatic Interlocking.
Forman	C. B. & Q.	Automatic Interlocking.
Terre Haute (Vigo)	P. R. R.	Interlocking.
Spring Hill	{ Milw.	Interlocking.
	{ C. & E. I.	Interlocking.
Clay City	Monon	Interlocking.
Chappell	B. & O.	Automatic Interlocking.
Oakland City	Southern	Interlocking.

#### Indianapolis Terminal

Location	Railroad	Signals
DX	Belt	Interlocking.
KD	Belt	Interlocking.
BX	Belt	Interlocking.
Belt Crossing	Belt	Interlocking.

#### 103. PUBLIC CROSSINGS AT GRADE.

##### Automatic Flashing Light Signals with or without gates.

At all crossings where signs are provided on other than main tracks to indicate "End of Circuit," trains and engines operating on such tracks must proceed past sign located adjacent to track and approximately fifty feet from crossing prepared to stop and not cross the highway until gates are in horizontal position. Where flashing light signals are in service without gates, the flashing lights must be operating for at least 20 seconds.

At all crossings where signs are provided on main tracks to indicate "End of Circuit" trains and engines stopping on main tracks must stop back of sign. When starting, if gates are raised or flashing lights not operating, trains or engines must proceed past sign prepared to stop and not cross highway until gates are in horizontal position. Where flashing light signals are in service without gates, flashing lights must be operating for at least 20 seconds.

Where highway control boxes are provided, pushbuttons must be operated in accordance with instructions posted in control box.

Where close clearance prohibits the use of "End of Circuit" sign, "X" sign will be used, or end of circuit will be identified by insulated joints being painted yellow.

#### Ohio Central Division

Bellefontaine—Trains stopping east of Garfield St. must not exceed 15 Miles Per Hour until head end passes Chillicothe St.

Bellefontaine to Belle Center: All crews must ascertain that automatic protection is working before crossing road crossings.

Dayton—Eastward trains and engines operating with current of traffic when moving over Bridge 169 (Miami River) at 15 miles per hour or less, must not exceed Slow Speed passing signal 2092 west of Chapel Road.

West Carrollton—Movements against the current of traffic on No. 1 track must not exceed 20 Miles Per Hour from eastward signal, 1200 feet west of Elm Street, to Elm Street. Applies to head end of train only.

When main track switch to Kimberly-Clark Company is in reverse or open position, all engine and train movements on No. 2 main track must stop before fouling the Bellebrook Road and/or the Alexandersville-Bellebrook Road crossings and not cross these roads until automatic flashing light signals have been operating for at least 20 seconds.

Columbus, Whittier Street: When northward home signal at Frankfort Street does not indicate proceed, trains or engines moving northward on either No. 1 or No. 2 track must stop one-hundred (100) feet south of Whittier Street and must not proceed over Whittier Street until interlocking signal indicates proceed and must then move promptly.

Trains or engines must not call for signal at Frankfort Street Interlocking until ready to make prompt movement over Whittier Street.

Trains and engines must stop before moving over the following crossings:

Delaware—Liberty and Sandusky Streets. Must be protected by member of crew.

Tiffin—North Monroe Street.

Bellefontaine—Everett St. (St. Marys Branch).

Sherwood—Crews using B. & O. interchange track must protect Highway No. 127 before passing over same.

Latty—When necessary for crews delivering cars to N&W to use No. 1 track east of highway No. 127 cars must be left east of flasher circuit. Circuit marker consisting of yellow marker south of track is located approximately eight hundred fifteen feet (815) east of highway.

Russells Point: State Route 720.

In addition to automatic operation, controllers are provided for manual control of flashing light signals at the following crossings.

- Bucyrus, Ohio .....Hopley Avenue.
- Baltimore, Ohio .....Main Street.
- Corning, Ohio .....Main Street.
- Nitro, W. Va. ....42nd Street.
- Glasgow, W. Va. ....3rd Street.

Member of train or yard crew, when making switching movement, will operate controllers in accordance with instructions posted at the crossings.

Trains or engines using other than main tracks at the following locations will approach the following crossings prepared to stop:

**Ohio Central Division**

**BE to Post:**

- Martel—Main St.
- Caledonia—High St.
- LaRue—Chestnut St. and High St.
- Farmland—Plum, Main and Mulberry Sts.
- Parker City—Fulton St.
- Anderson (Delco Siding)—Columbus Ave., Jefferson St., Noble St., Walnut St., and Pearl St.
- Fortville—Main St. and Lapel Road.

**Burt to Gano:**

- London—Maple St.
- Miamisburg—Kercher St.

**Stanley to West Columbus:**

- Findlay—Crystal Ave.
- Stonington—McKinley Ave.

**Carlisle Jct. to Jackson:**

- Hudson—Mechanic St.
- Bryan—Mulberry and High Sts. and Bryan St.
- Ney—Main St.
- Paulding—Jackson St.
- Latty—Second St.
- Scott—Blaine St.
- Rockford—Second St.
- Celina—Wayne St.
- Coldwater—Main St.
- Farmersville—Center St.

Trainman must flag trains or engines over the following crossings:

**Ohio Central Division**

- Springfield ..... Belmont Ave.
- Russells Point ..... State Route 708.
- Truro to Woodland Ave.. All Street Crossings.
- Spangler ..... Maysville Avenue.

**103a. REVERSE MOVEMENT OVER PUBLIC CROSSINGS AT GRADE.**

At night or when weather or other conditions obscure the view, cars will not be pushed over unprotected road crossings at grade at a speed to exceed five miles per hour. Trainman riding leading car, in addition to white light, will display lighted fusee.

**Indianapolis Terminal**

Northwestern Avenue, Old Main and Mill Street Power and Light track crossing: Stop at "End of Circuit" sign

then proceed over crossing when indicator displays yellow indication.

**104a. NORMAL POSITION OF SWITCHES.**

**Ohio Central Division**

**Carey to Vanlue:** Trains or engines must approach main track switch, A.C.&Y. interchange, expecting to find switch lined for interchange track.

**OD:** South switch at "OD" normally lined for Ohio Sub-division. Other switches at "OD" are within TCS Territory and Rules 550 to 562 inclusive govern.

**Stanley Yard:** New way switch leading from eastern branch main track yard "S" for movement to yard "S".

**SO Switch** leading from Eastern Branch, Main track yards S and O for movements to yards S and O.

**Thurston:** Junction switch, Eastern and Western Branch, for movement Corning and Columbus.

Junction switch, Z. & W. Branch, for movement Thurston to Bucyrus.

**Berwick:** Trains and engines must approach Berwick prepared to stop for connection track switches. Switches may be left lined either for main track or connection.

**Bigley Ave. Jct.:** For No. 2 track.

**Swiss:** Junction switch, N. F. & G. for movement to N. F. & G. main track.

**Fultonham:** Junction switches, Pittsburgh Plate Glass Company, for N. Y. C. movement.

**Illinois Division**

**Rushville:** North switch joint track is for N. Y. C. Hays: Wye switch for G. T. W. Wye.

**Harrisburg Yard:** Main track switches lined for north and south lead.

**Indianapolis Terminal**

**Clermont:** Normal position of wye switch to P&E-PRR Connection track is for connection track.

The following switches in TCS territory are not equipped with electric locks:

Trains and engines are not permitted to clear the main track at those points.

**Ohio Central Division**

- Sugar Ridge ..... Team track
- Bowling Green ..... { State Highway track  
Farm Bureau track  
No. 1 and No. 2 Pickle track  
Universal track  
Long siding
- Cygnets ..... Standard Oil track
- Portage ..... Team track
- Trombley ..... Mill track
- Cygnets ..... Elevator track
- Findlay ..... Davison Chemical track
- Mortimer ..... { Extension track  
Connection track
- Van Buren ..... Team track
- Arlington ..... { Elevator track  
Connection track
- Lime City ..... Stock track and B&R Mill track
- Blanchard ..... Elevator track
- Kenton ..... { Sohio Bulk track  
Team track  
Wax track  
Erie connection track  
Storage track
- Taylor's ..... Old Main track

Lippincotts ..... Elevator track  
 Urbana ..... Stock track  
 Rochester ..... Team Track  
 Anderson ..... Cook Cement Block Co.  
 Edison (two miles west) ..... McWood Oil and Gas Company  
 St. James ..... Farm Bureau Switch  
 Sims Station ..... Farm Bureau Fertilizer track  
 Cardington ..... Old siding  
 Delaware ..... State Highway Garage  
 Worthington ..... Potter track  
 Camp Chase ..... West Side Lumber track  
                                     Sun oil track  
 Georgesville Road ..... Stub track  
 London ..... Lumber track  
                                     Van Wagner track  
 Plattsburg ..... House track  
 Carney ..... Old stock track

**Illinois Division**

Ross: Westward and Eastward spur tracks.  
 Weisburg: Elevator track.  
 Sunman: Elevator track.  
 Morris: Spur track.  
 Greensburg: Hornings Mill track.  
 Adams: Elevator track.  
 MP 99.5: Public Service of Indiana track.  
 MP 102.6: Indianapolis Power and Light track.  
 Rock Island:  
     Shell Oil Co. track  
     Rock Island track  
 Thorntown: { Team track.  
                   { Elevator track.  
 North Crane: Elevator track.  
 Dow: Warehouse track.  
 CP 79: (St. Louis Line) Commercial track.  
 Mattoon: { Neimeyer track.  
               { Poultry track.  
 Karl: C.I.P.S. Track.  
 Irving: Cyanamid track.  
 Taylor Springs: Illinois Power track.

**104e. SPRING SWITCHES.**

When signal indicates "STOP," switch must be examined and if found in proper position train may proceed; if not in proper position, switch must be operated by hand before movement is made over it, except that trainmen must call operator for instructions before proceeding.

**Ohio Central Division**

Location	Normal Positions
Martel	
West end westward siding	..... For No. 1 track.
Turner	
East end lead	..... For No. 2 track.
Glen Echo:	..... North end of siding. For main track.
Stanley Yard: Junction of northward and southward running tracks north of Walbridge Road	..... For Southward running track.
Columbus: Park St.	..... For No. 8 track.
Dunbridge: North end of siding	..... For main track.

Galatea: North end of siding ... For main track.  
 Hancock: North end of siding .. For main track.  
 Shorr: At north junction of northward and southward main tracks ..... For No. 1 track.  
 Highway: South end of siding ..... For main track.  
 Stuart: At south junction of northward and southward main tracks ..... For No. 2 track.

**Illinois Division**

Morocco, south end siding ..... For main track.  
 Schneider, north and south end of siding ..... For main track.  
 MP-12 ..... For No. 2 track.  
 Handy, south end of siding ..... For main track.  
 Sloan, south end of siding ..... For main track.  
 Chrisman, south switch ..... For main track.  
 Oakland City, north wye switch.. For main track.  
 Harwood ..... For main track.  
 Plain, south switch ..... For main track.  
 Eel, south switch ..... For main track.

**105. SIDINGS.**

**Ohio Central Division**

Sidings. Capacity based on 44-ft. cars.  
 Berea to Post.

	Westward	Eastward	Westward and Eastward
Grafton	...	93	...
Huff	95	...	...
Hiles	122	...	...
Shelby	...	95	...
Galion Yard	118	Yard	...
Martel	135	137	...
Caledonia	90	...	...
Scioto	125	130	...
Q (Marion)	85	...	...
Marion	93	76	...
LaRue	...	95	...
Ridgeway	95	91	...
Ansonia	...	...	147*
Union City	95*	...	...
Hart	109	111	...
Yorktown	...	52	...
Delco	...	...	41
So. Anderson Yard	...	...	117
David	104	...	...

**Galion to Gano.**

St. James	...	...	95
Edison	...	...	108
Ashley	...	...	86
Paget	...	...	106
Lewis Center	...	...	103
Worthington	...	...	110*
Galloway	...	...	79
Lilly Chapel	...	...	84
London	...	...	118*
Brooks	...	...	113*
Cold Springs	72	92	...
Fairborn	90	...	...
Sand Cut	...	111	...
Middletown	99	...	...
Mauds	...	15	...

\* Controlled Siding

Bay Jct. to Kenton.	Eastward and Westward
Tiffin .....	29
Carey .....	124
McVittys .....	25

OD to Carlisle Jct.	Southward and Northward
Bryan .....	91
Sherwood .....	75
Celina .....	160
Ansonia .....	93

Bellefontaine to Cold Springs.	
Jewels .....	100*
Glen Echo .....	230
Maitland .....	43
Durbin .....	69

Stanley to Hobson	Southward	Northward
Dunbridge .....	170*	
Bowling Green .....	90	
Galatea .....	175*	
North Findlay .....	110	
Hancock .....	200*	
Arlington .....	102	
Dunkirk .....	200*	
Ridgeway—South .....	80*	
Ridgeway—North .....	239*	
Scottslawn .....	235	
Kile .....	98	
Highway .....	162	
Truro .....	100	
Thurston .....	148	123
Bremen .....	96	
New Lexington .....	90	
Clay Bank .....	154	
Chauncey .....	113	
Armitage .....	142	
Albany .....	114	

Stanley to Thurston	
Stony Ridge .....	98
Luckey .....	98
Landgraf .....	102
Sycamore .....	98
Spore .....	96
Edison .....	100
Johnstown .....	63

Hobson to Swiss	
Kanauaga .....	90
Arbuckle .....	124
Robertsburg .....	83
Rumer .....	119

\* Controlled Siding

	Southward and Northward
Courtney .....	90
Nitro .....	142
Dunbar .....	81
Levi .....	135
Midwest .....	125
Smithers .....	80
DB Tower .....	65

Charleston to Hitop	
Blue Creek .....	18
Sanderson .....	50

**Illinois Division**

Unless otherwise provided, where two or more sidings are in use, trains will pull in at the switch nearest the station.

Dock: trains taking siding will pull in at first switch.

**Sidings. Capacity based on 44 foot cars.**

Cincinnati to Kankakee.			
Station	Eastward	Westward	Eastward and Westward
Valley Jct. ....	72	81	...
Lawrenceburg Jct. ....	82	82	...
Sunman .....			60
Batesville .....			50
New Point .....			210*
Greensburg .....		90* &	325*
St. Paul .....			52
Vine .....			530*
Clarks Hill .....			240*
Altamont .....			93*
Templeton .....			200
Fowler .....			71
Sheff .....			60
Sheldon .....			82
Donovan .....			54
Beaverville .....			67
Kankakee (Court St.) ..			65

\* Controlled Siding

Yost to North Vernon.			
Station	Northward	Southward	Northward and Southward
Leesburg .....			100
Warsaw .....			27
Claypool .....			60
Bolivar .....			70
La Fontaine .....			69
Kent .....			64
Alexandria .....			30

Indianapolis to Cold Springs.			
Station	Eastward	Westward	Eastward and Westward
Arcanum .....			47
New Castle .....			32
Shirley .....			52

**Valley Jct. to Connersville.**

Brookville .....	20
------------------	----

**Osborn to Lyons Yard.**

Station	Northward	Southward	Northward and Southward
St. John Yard .....	...	...	104
Schneider .....	...	...	248
Morocco .....	...	...	250
Sheff .....	...	...	400
Handy .....	...	...	180
Sloan .....	...	...	220

**AN to St. Louis.**

Station	Eastward	Westward	Eastward and Westward
Greencastle .....	83	...	...
Vermilion .....	...	...	95*
Paris .....	...	...	97*
Dudley .....	...	...	160*
Kansas .....	...	...	82*
Ashmore .....	...	...	180*
Charleston .....	...	...	90*
Mattoon .....	...	...	190*
Gays .....	...	...	170*
Windsor .....	...	...	96*
Middlesworth .....	...	...	96*
Shelbyville .....	...	...	170*
Tower Hill .....	...	...	91*
Pana .....	...	...	225*
Ohlman .....	...	...	240*
Hillsboro .....	220*	200*	...
Joan .....	...	...	230*
Gard .....	...	...	240*

\*Controlled siding.

**Lyons Yard to Cairo and Evansville.**

Station	Northward	Southward	Northward and Southward
Chrisman .....	...	...	200
Midland .....	...	118	...
Ernst .....	...	...	112
Dock .....	69	80	...
Lawrenceville Junction ..	69	99	...
St. Francisville .....	...	...	40
Grayville .....	...	...	70
Crossville .....	...	...	213
Carmi .....	...	...	156

**Terre Haute to Evansville.**

	Northward and Southward
Liberty .....	57
Eel .....	175
Lancaster .....	59
Mancourt .....	42
Worthington .....	64
Rincon No. 2 .....	75

\* Controlled Siding

Plain .....	175
Duff .....	32
Thomas .....	58
Gudgel .....	58

**109. BULLETIN BOARDS AND BOOKS.**

**Ohio Central Division**

Cleveland CUT .....	Crew Dispatcher's office
Collinwood .....	{ Yard office. Engine house. Dormitory E. 152nd St.
Galion Yard .....	{ Yard office. Engine house.
Columbus .....	{ Yard office.* Engineers Office— Union Depot.
West Columbus .....	Engine house.
BN Yard .....	Yard Office.*
Bellefontaine .....	{ Engine house. YMCA.*
Ansonia .....	{ Tower. Engine house.
Muncie .....	Freight House.
South Anderson Yard .....	{ Yard office. Engine house.
Toledo, Stanley Yard .....	{ Diesel shop. Telegraph office.
Sandusky .....	Station.
Carey .....	Station.
Springfield Yard .....	{ Yard office. Engine house.
Moraine .....	Yard office.
Middletown Yard .....	{ Round house. Switchmen's locker room.
Sharon Yard .....	{ Yard office, light hump. Engine house.
Riverside .....	{ Engine house. Yard office.
Cincinnati .....	{ Crew dispatchers office.* Engine house.
Van Wert Yard .....	Yard office.
Van Wert .....	Engine house.
Jackson .....	{ Crew Dispatcher's office Engine house.
Findlay .....	Former Passenger station.
Kenton .....	Yard office.
Grandview Ave. ....	Yard office.
West Columbus .....	{ Yard office. Engine house.
Thurston .....	Telegraph office.
Fostoria .....	Freight station.
Bucyrus Yard .....	Yard office.
Fultonham .....	Telegraph office.
Corning .....	Telegraph office.
Hobson .....	Telegraph office.

\* Lake Division Bulletins will also be posted at this location.



Templeton and Kankakee Jct.  
 Yost and So. Anderson Yard.  
 South Anderson Yard and Kern.  
 Rushville and North Vernon.  
 Cold Springs and Hunter.  
 Valley Jct. and Beeson.  
 Craig and Columbus.  
 Fairland and Franklin.  
 MP-12 and Wyton.  
 Lyons Yard and Cairo.  
 CP-79 and CP-127 (St. Louis Line).  
 CP-129 and CP-235 (St. Louis Line).  
 Hillsboro and Litchfield.  
 Mt. Carmel and Eighth Ave.  
 Terre Haute and Ashby Yard.  
 Ashby Yard and Taylor.

**D-151.**

**Two Tracks:**

Between: Wade and Lawrenceburg Jct.  
 AN and Terre Haute.

Tracks are numbered from the north and will be used as follows:

- No. 1, Westward.
- No. 2, Eastward.

Between: Lawrenceburg Jct. and CP-39.  
 CP-139 and CP-143 (Chicago Line).  
 Terre Haute and CP-79.  
 CP-127 and CP-129 (St. Louis Line).  
 CP-235 and Lenox.

Tracks are numbered from the north and will be used as follows:

- No. 1, Westward and Eastward.
- No. 2, Eastward and Westward.

Between: Osborn and MP-12.

Tracks are numbered from the west and will be used as follows:

- No. 1, Southward.
- No. 2, Northward.

**Indianapolis Terminal**

**Single Track:**

Between: Hunter and DX.  
 MY and AN.  
 KD and 30th St.  
 Brant and Clermont.

**D-151.**

**Two tracks:**

Between: Post and DX.  
 Belt Crossing and So. College Ave.  
 West Street and KD.  
 Washington St. and Mass. Ave.

Tracks are numbered from the North and will be used as follows:

- No. 1, Westward.
- No. 2, Eastward.

Between: IJ and MY.

Belt Crossing and CP-103.

Tracks are numbered from the north and will be used as follows:

- No. 1, Westward and Eastward.
- No. 2, Eastward and Westward.

Between: Mass. Ave. and DX.

Tracks are numbered from the north and will be used as follows:

- No. 1, Westward.
- No. 2, Eastward and Westward.

**221. TRAIN ORDER SIGNALS.**

Rules 221(A), 221(B), and 221(C) will apply at offices as listed under "Station Office Calls and Office Hours."

**Ohio Central Division**

**221(C). TRAIN ORDER SIGNALS.**

Supplementing NYC Operating Rule; for delivery of train orders at Burt and Martel to trains operating via Erie-NYC joint territory, "31" orders, or "19" orders restricting the superiority of train addressed at that point, red light or red flag will be displayed in addition to STOP indication of the fixed signal, which must remain at "STOP" until order is delivered.

Train order signal at BE will govern movement as follows:

Signal on north side of the tower will display indication for eastward trains from the Toledo Division and trains west off the Lake Front to both the Toledo Division and the Ohio Subdivision.

Signal located on a mast opposite the tower on the south side next to Kunkle Track will display indication for all Ohio Sub-division eastward trains and both Ohio Sub-division and Toledo Division westward trains from Cleveland Union Terminal and Short Line Junction.

Signal at Ridgeway for southward movement on Central Sub-division will also apply to westward Ohio Sub-division trains operating between Stanley and Bellefontaine.

**MOVEMENT OF TRAINS BY BLOCK SIGNALS.**

**Ohio Central Division**

Track	Between	Assigned Direction	Operation
No. 1	..BE and Huff	Westward	Rules 251-254 Incl.
No. 2	..Huff and BE	Eastward	Rules 251-254 Incl.
No. 1	..Huff and Boyd	None	Rules 550-562 Incl.
No. 2	..Boyd and Huff	None	Rules 550-562 Incl.
No. 1	..Boyd and Gridley	Westward	Rules 251-254 Incl.
No. 2	..Gridley and Boyd	Eastward	Rules 251-254 Incl.
Single	..Gridley and Taft via Anderson	None	Rules 550-562 Incl.
Single	..Gridley and Taft via South Anderson	None	Rules 300-373 Incl.
No. 1	..Taft and Post	Westward	Rules 251-254 Incl.
No. 2	..Post and Taft	Eastward	Rules 251-254 Incl.
Single	..Burt and Fifth Ave.	None	Rules 550-562 Incl.
Single	..Padgett and Jones via Delaware	None	Rules 550-562 Incl.
No. 1	..Fifth Ave. and Fourth Street	Westward	Rules 251-254 Incl.
No. 2	..Fourth Street and Fifth Ave.	Eastward	Rules 251-254 Incl.
No. 1	..Park Street and Miami Crossing	None	Rules 550-562 Incl.

Track	Between	Assigned Direction	Operation
No. 2	Miami Crossing and Park Street	None	Rules 550-562 Incl.
Single	Miami Crossing and Plum Street, Springfield	None	Rules 550-562 Incl.
No. 1	Plum Street, Springfield and West end	Westward	Rules 251-254 Incl.
No. 2	West End and Plum Street, Springfield	Eastward	Rules 251-254 Incl.
Single	West End and Cold Springs	None	Rules 550-562 Incl.
No. 1	Cold Springs and Tates Point	Westward	Rules 251-254 Incl.
No. 2	Tates Point and Cold Springs	Eastward	Rules 251-254 Incl.
Single	Tates Point and Second Street	None	Rules 550-562 Incl.
No. 1	Miami City Jct., and Sand Cut—East end	Westward	Rules 251-254 Incl.
No. 2	Sand Cut and Miami City Jct.—East end	Eastward	Rules 251-254 Incl.
Single	Sand Cut and East and West ends	None	Rules 550-562 Incl.
No. 1	Sand Cut West End and M. & C. Jct.	Westward	Rules 251-254 Incl.
No. 2	M. & C. Jct. and Sand Cut West end	Eastward	Rules 251-254 Incl.
No. 1	M. & C. Jct. and Armco	None	Rules 550-562 Incl.
No. 2	Armco and M. & C. Jct.	None	Rules 550-562 Incl.
No. 1	Armco and Gano	Westward	Rules 251-254 Incl.
No. 2	Gano and Armco	Eastward	Rules 251-254 Incl.
Single	BS and Springfield Yard	None	Rules 550-562 Incl.
No. 1	Springfield Yard and Fountain Ave.	Westward	Rules 251-254 Incl.
No. 2	Fountain Ave. and Springfield Yard	Eastward	Rules 251-254 Incl.
Single	Stanley Yard and Ridgeway	None	Rules 550-562 Incl.
Single	Ridgeway and West Columbus	None	Rules 251-254 Incl. Rules 300-373 Incl.
No. 1	West Columbus and Frankfort Street	None	Rules 550-562 Incl.
No. 2	Frankfort Street and West Columbus	None	Rules 550-562 Incl.
No. 1	Frankfort Street and Bannon	Southward	Rules 251-254 Incl.
No. 2	Bannon and Frankfort Street	Northward	Rules 251-254 Incl.
Single	Bannon and Bremen	None	Rules 251-254 Incl. Rules 300-373 Incl.
Single	New Lexington and Hobson	None	Rules 251-254 Incl. Rules 300-373 Incl.
Single	Kanauga and Shorr	None	Rules 251-254 Incl. Rules 300-373 Incl.
No. 1	Shorr and Stuart	Southward	Rules 251-254 Incl. Rules 300-373 Incl.
No. 2	Stuart and Shorr	Northward	Rules 251-254 Incl. Rules 300-373 Incl.
Single	Stuart and Swiss	None	Rules 251-254 Incl. Rules 300-373 Incl.

**Illinois Division**

No. 2	Lawrenceburg Jct. and Wade	Eastward	Rules 251-254, Incl.
No. 1	Wade and Lawrenceburg Jct.	Westward	Rules 251-254, Incl.
No. 2	CP 39 and Lawrenceburg Jct.	None	Rules 550-562 Incl.
No. 1	Lawrenceburg Jct. and CP 39	None	Rules 550-562 Incl.
Single	CP-39 and CP-103	None	Rules 550-562, Incl.
Single	CP-139 and 30th Street	None	Rules 550-562, Incl.
No. 2	CP-143 and CP-139	None	Rules 550-562, Incl.
No. 1	CP-139 and CP-143	None	Rules 550-562, Incl.
Single	CP-143 and Altamont	None	Rules 550-562, Incl.
Single	Templeton and Kankakee	None	Rules 300-373, Incl.
Single	CX and Yost	None	Rules 550-562, Incl.
(Under supervision of Dispatcher at Toledo)			
Single	Dow and So. Anderson Yard	None	Rules 550-562, Incl.
No. 1	Osborn and Highland	Southward	Rules 251-254, Incl.
No. 2	Highland and Osborn	Northward	Rules 251-254, Incl.
No. 2	Terre Haute and AN	Eastward	Rules 251-254, Incl.
No. 1	AN and Terre Haute	Westward	Rules 251-254, Incl.
No. 2	CP-79 and Terre Haute	None	Rules 550-562, Incl.
No. 1	Terre Haute and CP-79	None	Rules 550-562, Incl.

Track	Between	Assigned Direction	Operation
Single	CP-79 and CP-127	None	Rules 550-562, Incl.
No. 2	CP-129 and CP-127	None	Rules 550-562, Incl.
No. 1	CP-127 and CP-129	None	Rules 550-562, Incl.
Single	CP-129 and CP-235	None	Rules 550-562, Incl.
No. 2	Lenox and CP-235	None	Rules 550-562, Incl.
(Under supervision of Signalman at Lenox)			
No. 1	CP-235 and Lenox	None	Rules 550-562, Incl.
(Under supervision of Signalman at Lenox)			
Single	Ashby Yard and Taylor	None	Rules 300-373, Incl.

**Indianapolis Terminal**

No. 2	S. College Ave. and Belt Crossing	Eastward	Rules 251-254, Incl.
No. 1	Belt Crossing and S. College Ave.	Westward	Rules 251-254, Incl.
No. 1	CP-103 and Belt Crossing	None	Rules 550-562, Incl.
No. 2	Belt Crossing and CP-103	None	Rules 550-562, Incl.
No. 1	West St. and KD	Westward	Rules 251-254, Incl.
No. 2	KD and West St.	Eastward	Rules 251-254, Incl.
No. 2	MY and IJ	None	Rules 550-562, Incl.
No. 1	IJ and MY	None	Rules 550-562, Incl.
No. 2	Washington St. and Mass. Ave.	Eastward	Rules 251-254, Incl.
No. 2	Mass. Ave. and DX	None	Rules 550-562, Incl.
No. 1	DX and Wash. St.	Westward	Rules 251-254, Incl.
No. 2	DX and Post	Eastward	Rules 251-254, Incl.
No. 1	Post and DX	Westward	Rules 251-254, Incl.
Single	Brant and Clermont	None	Rules 300-373, Incl.
Single	MY and AN	None	Rules 550-562, Incl.
Single	KD and 30th St.	None	Rules 550-562, Incl.

**MOVEMENT OF TRAINS BY TIMETABLE AND TRAIN ORDER ONLY**

NOTE: Movement of passenger trains will be made under Manual Block Signal System Rules and passenger trains will be required to receive Clearance Form A at open train order offices which will be considered as Manual Block Stations for movement of such trains.

TRACK	BETWEEN	ASSIGNED DIRECTION	OPERATION Table	Train Order
-------	---------	--------------------	-----------------	-------------

**Ohio Central Division**

Single	OD and Carlisle Jct.	None	*	*
Single	Bay Junction and Sands	None	*	*
Single	B.S. and Belle Center	None	*	*
Single	Carey and Vanlue	None	*	*
Single	Oaks and St. Marys	None	*	*
Single	Cement City and Brooklyn	None	*	*
Single	Delaware and Ostrander	None	*	*
Single	Mt. Gilead Jct. and Mt. Gilead	None	*	*
Single	Springfield and Mechanicsburg	None	*	*
Single	Bellefontaine and Belle Center	None	*	*
Single	Truro and Woodland Ave.	None	*	*
Single	Stanley and Thurston	None	*	*
(Via Bucyrus)				
Single	Thurston and Fultonham	None	*	*
Single	Fultonham and Spangler	None	*	*
Single	Fultonham and Crooksville	None	*	*
Single	Bigley Ave. Jct. and Hitop	None	*	*
Single	Gauley Bridge and Swiss	None	*	*
No. 1	Fourth St. and Park St.	Westward	*	*
No. 2	Park St. and Fourth St.	Eastward	*	*

**Illinois Division**

Single	Valley Jct. and Connersville	None	*	*
Single	Craig and Columbus	None	*	*
Single	Fairland and Franklin	None	*	*
Single	Wyton and MP-12	None	*	*
No. 1	Highland and MP-12	Southward	*	*
No. 2	MP-12 and Highland	Northward	*	*
Single	Yost and Dow	None	*	*
Single	South Anderson and Kern	None	*	*
Single	Rushville and North Vernon	None	*	*
Single	Hunter and Cold Springs	None	*	*
Single	Mt. Carmel and Harwood	None	*	*
Single	Harwood and Eighth Ave.	None	*	*
Single	Lyons Yard and Cairo	None	*	*
Single	Terre Haute and Ashby Yard	None	*	*

**Indianapolis Terminal**

Single	DX and Hunter	None	*
--------	---------------	------	---

**GRADE SIGNALS.**

At signals with letter "G" attached to mast, when displaying 291 indication, trains or engines may pass without stopping. Proceed at restricted speed.

**Ohio Central Division**

The Following Special Signal Aspects, Signal Indications and Signal Rules are in Effect on Erie Railroad:

No. 1 main track between Burt and Marion, Signal Indication Rules 281, 285, 291, 296, 297, and 298 are in effect.

No. 1 main track between Cold Springs and Tates Point, Signal Indications Rules 281, 285, 290 and 291 are in effect.



**Fig. 22A  
Rule 281**

Indication: Proceed  
Name: Clear



**Fig. 66  
Rule 281E**

Indication: Proceed  
Name: Approach—Clear

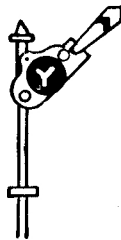
NOTE:  
Does not convey condition of track between approach signal and interlocking signal.



**Fig. 67  
Rule 281E**

Indication: Proceed  
Name: Approach—Clear

NOTE:  
Does not convey condition of track between approach signal and interlocking signal.



**Fig. 137A  
Rule 285**

Indication: Prepare to stop at next signal. Train exceeding medium speed must at once reduce to that speed.

Name: Approach.



**Fig. 141  
Rule 285A**

Indication: Proceed, prepared to stop at next signal. Trains exceeding medium speed must at once reduce to that speed.

Name: Approach—Restricting.

NOTE:  
Does not convey condition of track between approach signal and interlocking signal.

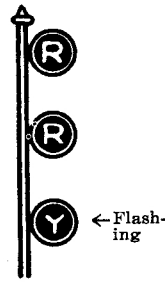


**Fig. 141A  
Rule 285A**

Indication: Proceed, prepared to stop at next signal. Trains exceeding medium speed must at once reduce to that speed.

Name: Approach—Restricting.

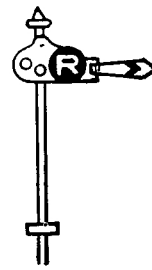
NOTE:  
Does not convey condition of track between approach signal and interlocking signal.



**Fig. 172  
Rule 288**

Indication: Proceed preparing to stop at next signal: Slow speed within interlocking limits.

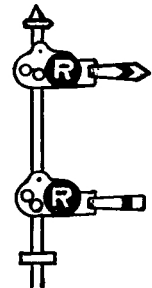
Name: Slow—Approach.



**Fig. 192A  
Rule 291**

Indication: Stop then proceed at restricted speed.

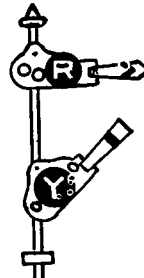
Name: Stop and proceed.



**Fig. C  
Rule 296**

Indication: Stop on main track and report for instructions.

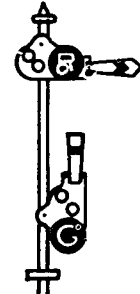
Name: Telephone train order.



**Fig. C  
Rule 297**

Indication: Take siding and when clear of main track report for instructions. Passenger trains will report before pulling in siding.

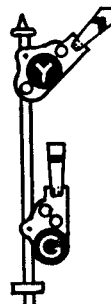
Name: Telephone train order.



**Fig. A  
Rule 298**

Indication: Stop then proceed at restricted speed.

Name: Telephone train order.



**Fig. B  
Rule 298**

Indication: Proceed prepared to stop at next signal. Train exceeding medium speed must at once reduce to that speed.

Name: Telephone train order.



**Fig. C  
Rule 298**

Indication: Proceed  
Name: Telephone train order.

**223. ABBREVIATIONS.**

The usual abbreviations for the names of the months and stations may be used.

**294. MAIN TRACK SWITCH TARGETS.**

Lights not in use on main track switches as follows:

**Ohio Central Division**

Between: Burt and Worthington except through Delaware.  
Oaks and St. Marys.  
Bellefontaine and Belle Center.  
Bay Junction and Sands.  
Galloway and Carney.  
Central Subdivision except through Columbus.

**Illinois Division**

Between: Valley Jct. and Connersville.  
Craig and Columbus.  
Fairland and Franklin.  
Glen Karn and Cold Springs.  
CP-79 and CP-127 (St. Louis Line)  
CP-129 and Lenox.

**297. RAILROAD GRADE CROSSING SIGNALS.**

Trains must stop before proceeding unless otherwise indicated.

**Ohio Central Division**

Location	Signal	Position	Indication
Clyde, N.Y.C.	Target	Vertical	Toledo Div. trains proceed.
		Horizontal	Ohio Sub-div. trains proceed.
Berwick	Target	Horizontal	Ohio Sub-div. trains proceed.
	{ Normal position for Central Sub-division	Vertical	Central Sub-div. trains proceed without stopping, not exceeding 15 MPH.
Carey (Vanlue Line)	Target	Horizontal	N. Y. C. trains proceed.
	{ Normal Position for A.C.&Y.	Vertical	A.C.&Y. trains proceed without stopping.
Springfield Yard	Target	Horizontal	N. Y. C. trains proceed.
Mechanicsburg and City Track, two crossings.	{ Normal position for D. T. & I.	Vertical	D. T. & I. trains proceed without stopping.
Dayton Freight house lead	Target	Horizontal	N. Y. C. trains proceed.
	{ Normal position for Erie Lackawanna	Vertical	Erie Lackawanna trains proceed.
Savona	Target	Vertical	Ohio Subdivision trains proceed.
		Horizontal	Illinois Division trains proceed.
East Columbus (Two)	Target	Horizontal	Proceed.

Walser Target Vertical Proceed. N. Y. C. R. R. trains will approach crossing under full control, prepared to stop, and when target is in vertical position may, without stopping, proceed over crossing at a speed not exceeding 15 miles per hour.

Fultonham Stop Sign Pittsburgh Plate Glass Company Trains and engines on both railroads will stop before proceeding over these junction switches.

Crooksville Target Horizontal Proceed.

Cedar Grove Target Horizontal Proceed. N. Y. C. R. R. trains will approach crossing under full control, prepared to stop and when target is in horizontal position, may without stopping proceed over crossing at a speed not exceeding 15 miles per hour.

{ Normal position for N.Y.C.

Blue Creek Target Horizontal Proceed.

Crooksville—P. R. R. Crossing: Trainmen will handle target and leave it in proceed position for N. Y. C.

Blue Creek—B. & O. Crossing: Trainmen will handle target and leave it in proceed position for B. & O.

**Illinois Division**

Lebanon Target Vertical N.Y.C. trains proceed without stopping, not exceeding 20 M. P. H.

{ Normal position for N. Y. C.

Horizontal C. I. trains proceed.

Franklin Target Diagonal P. R. R. trains proceed without stopping.

{ Normal position for P. R. R.

Horizontal N. Y. C. trains proceed.

Lawrenceburg Gate When over B.&O. N. Y. C. trains proceed.

{ Normal position for B.&O.

North Manchester, P. R. R. Stop Sign

Wabash Yard Track Stop Sign

Marion Target Vertical N&W trains proceed.

{ Normal position for N&W

Horizontal N. Y. C. movement to and from N.Y.C. freight house lead.

Diagonal N&W movement to and from N.Y.C. freight house lead.

Pearl St. (700 feet south)	Target . . . . .	Vertical . . . . .	N. Y. C. trains proceed without stopping.
	{ Normal position for N. Y. C.	Horizontal . . . . .	C. I. trains proceed.
Pearl St. (3300 feet south)	Target . . . . .	Vertical . . . . .	N. Y. C. trains proceed without stopping.
	{ Normal position for N. Y. C.	Horizontal . . . . .	P. R. R. trains proceed.
Rushville P. R. R.	Stop Sign		
North Vernon	Target . . . . .	Diagonal . . . . .	N. Y. C. trains proceed.
		Horizontal . . . . .	B. & O. trains proceed.
		Vertical . . . . .	P. R. R. trains proceed.
Arcanum	Gate . . . . .	When over B.&O.	N. Y. C. trains proceed without stopping, not exceeding 15 M. P. H.
Savona	Target . . . . .	Vertical . . . . .	Ohio Central trains proceed.
		Horizontal . . . . .	Illinois Div. trains proceed.
Stewart	Target . . . . .	Vertical . . . . .	N. Y. C. trains proceed without stopping not exceeding 20 miles per hour.
	Target . . . . .	Horizontal . . . . .	C. & E. I. trains proceed.
Harwood—1.4 Mile South C&EI (2 Crossings)			Stop Signs
Karnak: C. & E. I. crossing, trains and engines may proceed without stopping, not exceeding 20 miles per hour, when crossing is clear and gate in proper position.			
Cairo Yard—2 Miles North IC (2 Crossings)			Stop Signs
Cairo Yard— Mo. Pac.			Stop Signs
GM&O			Stop Signs
Rincon—P.R.R.			Stop Signs
Elnora—Milw.			Stop Signs
Enosville—A.W.&W.			Stop Signs
Terre Haute: Milwaukee Belt crossing, normal position of gate clear for N. Y. C. Trains and engines will approach prepared to stop, and if crossing is clear and gate set in proper position proceed without stopping at a speed not exceeding 15 miles per hour.			

**Indianapolis Terminal**

Location	Signal	Position	
Eastside (Brightwood-Extension)	Target	Horizontal	Trains on NYC proceed
	{ Normal position for NYC	Diagonal . . . . .	Trains on Belt R.R. proceed
Eastside (Belt Extension)	Target	Horizontal	Trains on NYC proceed
	{ Normal position for Belt R. R.	Diagonal . . . . .	Trains on Belt R.R. proceed without stopping

**STOP SIGNS.**

At signs reading "STOP" trains and engines, after making a stop, will proceed in accordance with instructions contained in the time-table under other rules, Bulletin Orders or instructions posted at the location.

**319a. REMOTE CONTROL SIGNALS USED AS MANUAL BLOCK SIGNALS.**

Trains must not pass remote control signals without entire train or do switching without first notifying the control signalman of intended moves, and must report to control signalman as soon as such moves have been completed.

**Ohio Central Division**

Location	Control Station
Durbin,	west end of siding Cold Springs
Midwest,	south end of siding. Dickinson.
Levi,	north end of siding. Charleston.
New Lexington,	south end of siding. New Lexington.

Indications of approach signals at Institute, do not apply to that portion of the block between approach signal and manual block signal.

When trains are to meet or pass at Durbin, first train arriving will report to signalman at Cold Springs when in clear on siding or stopped on main track, and will obtain block from operator at Cold Springs before proceeding. When signal indicates STOP crews will report to Signalman at Cold Springs for instructions.

**362-365b. PASSING STOP INDICATION.**

At stations where it is necessary for a train to pass train order and block signal to enter siding, Stop indication must not be passed without receiving Clearance Form A, and in addition, if block is not clear, Clearance Form B, and the movement protected as prescribed by Rule 99, or hand signal is received from trainman of an opposing train holding main track. When Stop indication is displayed, a train must not pass the clearance point of siding until authorized to proceed.

**505. AUTOMATIC BLOCK SIGNAL SYSTEM.**

Trains stopped by automatic signals as shown below, will, before proceeding, communicate with Signalman and be governed by his instructions:

**Ohio Central Division**

Bucyrus Interlocking: Signal No. 40691, Southward tonnage trains.  
 Martel Interlocking: Signal No. 40812, Northward tonnage trains.  
 Grandview Interlocking: Signal No. 1280-S, Southward trains.  
 Bannon Interlocking: Signal No. 43071, Southward trains with 75 or more cars.

**Indianapolis Terminal**

Indianapolis: Signal 2821, Westward trains will stop east of Michigan St., and call operator at Mass. Ave. or DX.

**663. INTERLOCKING.**

Trains or engines must not pass an interlocking signal indicating "Stop" until a member of the train or engine crew is fully informed of the situation. After stopping, movement may then be made on hand signal or permission of the signalman at restricted speed, examining the route and operating switches by hand if required.

**663a. REMOTE CONTROL SWITCHES AND SIGNALS.**

**Ohio Central Division**

Location	Control Station	Tracks
Columbus Park St.	HV Tower	{ West end of Depot No. 2 main.
Martel 1.3 Miles west of	Martel	{ West end of Eastward siding and No. 2 track.
Union City 1.0 Miles east of	Union City	{ East end westward siding No. 1 track.
Ridgeway 0.8 Miles south of	Ridgeway	Main to Siding.
Columbus 0.4 mile north of	Grandview Grandview Tower Tower	{ North end of new connecting track leading to No. 1 main, Ohio Sub-division.
Thurston 1.1 Miles south of	Thurston	Main to Siding.

Signal indications displayed at block stations Burt, Martel and Marion for trains moving against current of traffic, govern route through interlocking limits only. Condition of block will be conveyed by issuance of Clearance Forms in accord with requirements of Manual Block Rules.

**663b. AUTOMATIC INTERLOCKING.**

Locations of automatic interlockings are shown in Special Instructions under Rule 98.

After train has passed approach signal, permitting it to proceed and is delayed in the block, it must proceed at restricted speed, expecting to find the interlocking signal in stop position.

Provisions of Rule 663b will govern, if home signal fails to display a proceed indication after reaching a point 300 feet in rear of signal.

**705. LEAVING CARS ON SIDE TRACKS.**

When placing cars for loading or unloading, they must, when practicable, not be left standing nearer than fifty (50) feet to any street or road crossing, and not nearer than one hundred (100) feet when placed in storage.

Cars must not be left bridging across insulated joints in track rails where tank cars are placed.

Cars with hot journals must not be left on any track in close proximity to where gasoline is loaded or unloaded.

**752. RADIO STATIONS AT FIXED LOCATIONS.**

Ohio Central Division	Illinois Division	Indianapolis Terminal
Berea	Hillsboro	Hill Yard—Yardmaster's office
Hiles	Pana	Belt Crossing
Shelby	Mattoon Yard	Tower
Crestline	Midland Yard	DX Tower
Burt	Office	Mass. Ave. Tower.
AC Tower	"A" Tower	IJ Tower
Ridgeway	Terre Haute	BX Tower
Bellefontaine	Duane Yard	MY Tower
Morgan	Cobb	Terminal Dispatcher
Ansonia	Greencastle	West Side Yard—
Union City	So. Anderson	Yardmaster's
Vance	Yard	Office
Muncie	Marion	Big Four Yard
Gridley	(Third St.)	Enginehouse of-
Columbus CD	Kent	fice
Columbus	Wabash	
Dispatcher	Warsaw	
Glen Echo	Wade	
Cold Springs	Lawrenceburg Jct.	
Tates Point	Greensburg	
Moraine	Clarks Hill	
M&C Jct.	Altamont	
Dunkirk	Lafayette Jct.	
Scottslawn	Templeton	
Grandview	Sheff	
West Columbus	Highland	
Frankfort St.	Schneider	
Bannon	Wyton	
Thurston	Lyons Yard	
New Lexington	Dock	
Corning	Lawrenceville Jct.	
Grosvenor	Mt. Carmel	
Hobson	Yard Office	
Charleston	"TJ" Tower	
Dickinson	Carmi Station	
	Harrisburg Yard	
	Worthington	
	Ashby Yard	

**824. MAKE-UP OF PASSENGER, MAIL, EXPRESS OR DEAD HEAD EQUIPMENT TRAINS.**

Passenger equipment must be of steel construction with the exception that baggage, horse, refrigerator and milk cars of steel underframe construction may be hauled, also such steel underframe passenger cars as are used under special arrangement.

Cars equipped with steam train line must have steam connectors securely connected to adjacent cars or secured by use of wire to assure proper clearance above rail except steam connector on rear of rear car may be secured by use of chain support without use of wire.

**927. ENGINEMEN.**

After making inspection, they will then record date and time on the MP-341 card in cab and prepare regular Work Report Form MP-193.

**Heating, Lighting and Ventilation of Cars**

Trainmen must, when outside temperature is less than twenty (20) degrees above zero, regularly at fifteen (15) minute intervals, open rear steam heat valve wide and fully blow line free of condensate.

**HAND BRAKE TEST.**

A running test of hand brakes must be made on a Rail Diesel Car or Rail Motor Car upon leaving initial terminal when operating as a single unit. As soon as speed permits, engineman must place throttle lever of RDC Car in No. 1 position (rail motor car in OFF position) and signal for brakes. The conductor or member of train crew must then apply hand brakes to determine if they are operating properly. In case hand brakes do not operate properly car must proceed at restricted speed to the nearest point at which repairs can be made.

**RAIL DIESEL CARS, CLASS RDC.**

Trains or engines must not be permitted to follow single unit RDC cars into block between open stations in ABS territory or between controlled signals in TCS territory.

When making stops in automatic block and interlocking signal territory, two stops must be made. After the first stop is made, the car will be moved forward at least six feet when making the second stop, to avoid stopping on sand.

At interlockings, switches in route taken by RDC cars will not be operated until it has been ascertained that movement through the interlocking has been completed.

**Instructions for movement of Budd Built RDC cars in trains—Passenger or Freight.**

In passenger trains, RDC cars should be hauled as the rear most unit, or units, unless:

1. Car involved has been equipped with train air signal pipe (Do not connect RDC car main reservoir equalizing hose to signal hose of cars in passenger train).
2. Steam heat is not required for heating cars behind such RDC car (Steam train line through RDC cars is 1½ inches only).

In freight trains, RDC cars must be hauled in accordance with instructions for handling passenger cars in freight trains. Control valves must be conditioned for "Direct Release" of brakes.

When RDC cars moving in a passenger train are occupied, one diesel engine must be kept running to provide battery charging, light and air conditioning.

In freezing weather RDC cars must have both diesel engines running, or must be connected to steam supply, and main battery switch must be closed. If diesel engines are not running or steam supply is not available, engine cooling water must be drained from system of engine shut down, two engines if necessary. Steam heat and wash water systems must be given attention in accordance with instructions for draining passenger cars when left off steam.

When necessary to haul an RDC car in a train without either diesel engine running, the main battery switch must be closed, to provide ROLOKRON (wheel slide) protection. All lights and air conditioning MUST be turned off, to avoid serious battery discharge. If electrical trouble necessitates hauling car with main battery switch open, the engineman and conductor must be so advised so that all precautions may be taken to avoid wheel sliding.

RDC cars left unattended must have hand brake applied. If on grade, chain or block wheels.

RDC cars hauled in trains must have air brake and electrical equipment conditioned in accordance with existing instructions.

**AIR BRAKES.**

Passenger trains and trains containing more than 20 passenger carrying type cars must not exceed 30 cars.

Mail, Express and Baggage Equipment Trains must not exceed 40 cars.

When Passenger Train Equipment Cars are handled with Freight Equipment Cars in freight trains exceeding 40 cars total, such Passenger Train Equipment Cars shall be handled forward of the 40th head car with not to exceed 20 such cars in one train. The total of all cars in the train shall not exceed: (a) 150 cars when handling one (1) to five (5) Passenger Equipment Cars; or (b) 100 cars when handling more than five (5) Passenger Equipment Cars.

**NOTE:** Passenger Train Equipment Cars having Type AB-1-B brakes may be handled in freight trains without restriction.

In trains of over 30 cars, passenger car brake equipment shall be conditioned for DIRECT RELEASE on cars beyond

the 20th head car. In freight trains of over 40 cars all cars must be conditioned for DIRECT RELEASE and the air supply to water raising systems shall be cut out.

**DIESEL EQUIPMENT.****A. Movement of Diesel Units.****1. Road Freight and Road Switch Type Units.**

Road Freight and Road Switch Type Units may be operated coupled together with a maximum of 12, including those hauling and those in tow.

The total number of units hauling train may not exceed 7.

The units being towed may be either dead or on idle.

**2. Yard Switch Type Units.**

Only one yard switch type unit, dead or on idle, whether hauling or being towed, should be placed on rear of locomotive consist and on head end of train. Additional switch type units should be placed in train in accordance with Air Brake Rule 1599.

**3. Backing Trains With Road Switch and/or Yard Switch Type Units Hauling Or In Tow.**

To minimize the possibility of jack-knifing when trains are backed up or locomotives are used in pusher service the following restrictions should be observed:

When necessary to back up or push a train consisting of more than fifty (50) cars and there are any Road Switch Units in the locomotive consist, the engineman will be governed by the following:

**MAXIMUM AMPERAGE RATING WITH —**

3 Units working	.....	800 Amps
4 Units working	.....	600 Amps
5 Units Working	.....	500 Amps
6 Units or more working	....	400 Amps

**Note:** With all Road Freight or Road Passenger Units in the consist or a combination of such units and Road Switch Units series 2020 to 3049 inc.; the above amperage restrictions may be disregarded.

**B. Leaving Diesel Locomotive Unattended (Engines Running).**

- \* (1) Apply independent brake full on.
- (2) Place automatic brake valve in running position.
- (3) Place throttle in idle, selector handles in "OFF" and remove reverser handle.
- (4) Pull out generator field switch or, if equipped, place generator field circuit breaker in "OFF". (Leave all other switches and circuit breakers in running position if desired.)
- (5) Apply hand brakes.
- (6) If on grade, chain or block wheels.
- (7) All electric control jumpers must be properly connected between units.

\***Note:** Locomotives conditioned for towing, or movement dead in train or to be picked up by switching crews, may be left with independent brake in running (released) position.

**C. Air Brakes.**

Diesel road locomotives with 24-RL brake equipment must have Rotair Valve positioned as follows:

Rotair Valve operating "A" unit set in "Pass" position. Rotair Valve trailing "A" unit set in "Pass Lap" position.

**D. Passing Over Railroad Crossings at Grade.**

When crossing a railroad crossing at grade, throttle should be moved back to Run 3 at least 8 seconds before reaching the crossing and kept in that position until all locomotive units have passed over the crossing.

**E. Diesel Stopping Over Open Flames.**

Diesel engines must not be stopped over burning fusees or other open flames, lights or fires when it can be avoided. When so stopped and engine cannot be promptly moved the fusees or fires must be extinguished. Open flame switch heaters must be relighted after the engine has been moved.

**LUBRICATION AND CARE OF JOURNAL BOXES.**

New York Central System locomotives and passenger cars with roller bearings are equipped with Hot Box Alarms. In the event that any of these bearings become overheated a strong and somewhat disagreeable odor is released and also a dense white smoke. Trainmen, Engine-men and other employees will be on the lookout for these indications and whenever they are observed the train must be stopped immediately. When the overheated roller bearing is located it must be given the usual attention in accordance with prescribed practices.

When a journal equipped with a lubricating pad is found overheating enroute, train must be stopped and examination made. The lubricating pad must be adjusted or replaced with an oil saturated pad in good condition if this will overcome trouble. If cause of heating cannot be corrected in this manner or car cannot be moved to the next terminal through use of cooling compound, car should be set out.

Water or snow should not be used for cooling hot journals except in emergency, and when used, journal should be cooled as slowly as conditions will permit.

When cars with hot journals are set out where inspectors do not take immediate charge, precaution must be taken to know that journal is left in condition to avoid damage to car by fire.

Conductor must make prompt report to Transportation Superintendent and car foreman of cars, treated enroute, or set out account overheated journal, stating whether treated by cooling compound or by water or snow, also whether heating was detected by odor or smoke of Hot Box Alarm.

**Cooling Compound.**

An approved hot journal cooling compound, and Form NYCS RS-74, furnished by storekeeper, shall be carried as part of caboose equipment and train crew equipment in passenger service.

Cooling compound shall be used for emergency treatment of overheated journals of cars enroute in trains. Treatment should be given before journal becomes red.

Journals with broken brasses shall not be treated with cooling compound.

When applying cooling compound, it shall be placed along full length of rising side of journal; particular attention to be given to placing compound at back or inside end of journal. Cars having journals treated with cooling compound shall be tagged in a prominent place near journal, using Form NYCS RS-74, at time compound is applied.

**INSTRUCTIONS FOR HANDLING PASSENGER CARS WITH FLAT WHEELS ENROUTE**

1. When flat spots are developed on wheels of a train enroute due to emergency or unduly heavy service brake application, train crew in charge will proceed as outlined in paragraphs 2 and 3, before proceeding to the next terminal.

2. Before proceeding, dispatcher should be notified and advised that wheel inspection may be necessary at next terminal.
3. When leaving a point where an incident resulting in flat spots occurred and while running at SLOW SPEED, the Conductor in charge shall pass through each car in the train to ascertain by sound and operation, whether train may continue at normal speed to the next inspection point. If in his judgment it is necessary to do so, the Conductor should signal to the engineman to stop for special inspection.
4. If flat spots occur from stuck brakes, hand brakes set up, seized bearings etc., train crew must make necessary inspection to determine extent of wheel damage, safe speed of train to next terminal or whether car must be set out.
5. When it is necessary to make a terminal inspection for flat wheels on a through train, competent supervision and inspectors must be used.
6. If advance notice is available, men must be lined up so that cars will pass by them so they can observe the condition of the wheels.
7. Sufficient time must be taken to properly examine wheels to locate flat spots, moving train for complete inspection as necessary. Succeeding terminals must be informed as to results of such inspection.
8. If flat spots are found, restrictions are to be observed, as follows:

Size of Flat Spot	Restriction
Less than 2"	No restriction.
2" to 2½" inclusive	Speed not to exceed 40 MPH.
Over 2½"	Speed not to exceed 20 MPH to nearest point where car can be set out of train.

9. Two or more adjoining or overlapping flat spots each 2" or over in length are to be treated in accordance with restrictions for flat spots of over 2½"
10. It is to be understood that the above dimensions refer to a flat spot slid to these dimensions and does not represent several small shallow spots.
11. Built-up metal should be removed from wheel treads, if possible. Cars having built up metal not in excess of 1/32" depth may continue to destination without restriction. When built-up metal exceeds 1/32" depth, and cannot be removed, restrictions for flat spots over 2½" should apply.
12. When it is necessary to move cars through to a terminal where equipment is available to transfer passengers, or mail and express into, a competent supervisor, if available, or a competent inspector must ride the train to observe (a) effects of damaged wheels on performance, (b) to supervise the speed of the train, (c) to advise next inspection point of any additional or special attention required.
13. When reporting flat spots on wheels, it is important that the dimensions be properly designated to avoid confusion.

**FATALITIES.**

When a passenger dies in a sleeping car, the body may be left in berth properly screened until removed from train; when in parlor car or coach, body should be removed to baggage car and physician secured if available on train, who may certify as to cause of death.

The body of a person who dies on a train must be left at first station stop where a Health Officer is available and station employe on duty. Station employe must not permit the body to be removed from station without proper authority. If person who dies is accompanied by an attendant, conductor must confer with attendant as to disposition of body, and such information must be given to the station employe.

If train stops at a station other than where the body can be removed, conductor will give advance notice to the station where the body is to be left, and station employe must notify Health Officer promptly.

Where the body of a person meeting violent death or death from unknown cause is located on railroad property, other than aboard train, the body should not ordinarily be moved from the place where found unless the Coroner is first notified and his permission is received to remove the body; but if it is apparent that the Coroner's permission cannot be secured without undue delay to trains, the body may first be moved to a position where trains can conveniently pass, after noting its position and condition for the Coroner's information. This is particularly important where death appears due to foul play. In all cases an employe must be left with the body until arrival of the Coroner.

### **AUTOMATIC TRAIN STOP.**

Enginemen must be qualified on rules for the operation of automatic train stop.

Engines operated between AN and Lenox and BX and AN must be equipped with automatic train stop device in working order, and cut in, except:

a. When used as a pusher or second engine.

b. In emergency and by specific authority of Transportation Superintendent.

c. When automatic train stop device becomes inoperative after leaving terminal, train must be operated in accordance with signal indication but not exceeding 40 MPH. Engineman must notify Transportation Superintendent at first point of communication and relief engine, if available, must be obtained at the first engine terminal. When instructed verbally at the first point of communication by train dispatcher or signalman, the train may proceed on signal indication, but not exceeding 79 MPH, keeping clear of occupied block. After waiting two (2) minutes at Stop and Proceed Signal (Rule 291) it may be regarded that there has been a failure of wayside signal and train may proceed in accordance with the rule. Train must not pass Restricting Signal (Rule 290) except when permitted by Dispatcher or Signalman under authority of the Transportation Superintendent.

d. Engines not equipped with automatic train stop device, operating in switching service, may be operated on main track within territories specified below at a speed that will permit stopping short of another train or obstruction, but not exceeding 20 MPH:

Yard engines within yard limits at Terre Haute.

Yard engines within yard limits, Paris.

Yard engines within yard limits, Mattoon.

e. Engines not equipped with automatic train stop device operating in yard, puller, transfer or service other than switching service may be operated on main track within territories specified below at a speed that will permit stopping short of another train or obstruction but not exceeding 20 MPH. When instructed verbally or by message by train dispatcher or signalman, train may proceed on signal indication but not exceeding 40 MPH, keeping clear of occupied block. After waiting two (2) minutes at Stop and Proceed Signal (Rule 291) it may be regarded that there has been a failure of wayside signal and train may proceed in accordance with the rule. Train must not pass Restricting Signal (Rule 290) except when permitted by Dispatcher or Signalman under authority of the Transportation Superintendent.

Terre Haute Branch freight engines between 2nd Street and Duane, Terre Haute.

Movement of yard engines between Hillsboro and Taylor Springs.

When acknowledging whistle or gong fails to sound while acknowledging a restrictive signal indication, engineman will reduce speed of train to not exceeding 40 MPH and notify Transportation Superintendent at the first point of communication where stop can be made without exces-

sive delay. When instructed verbally by train dispatcher or signalman, train may proceed on signal indication but not exceeding 79 MPH, keeping clear of occupied block. After waiting two (2) minutes at Stop and Proceed Signal (Rule 291) it may be regarded that there has been a failure of wayside signal and train may proceed in accordance with the rule. Train must not pass Restricting Signal (Rule 290) except when permitted by Dispatcher or Signalman under authority of Transportation Superintendent. If engineman has occasion to again acknowledge a signal indication as prescribed by the rules and the acknowledging whistle or gong sounds, normal speed may then be resumed. Failure of acknowledging whistle or gong to sound must be reported to Division Superintendent on Form SC-1.

Should signal aspect change after acknowledging handle has been moved to acknowledging position, the train must be operated in accordance with the more restrictive indication.

When running forward with current of traffic at signal which displays other than Rule 281, Rule 281C, Rule 283, or Rule 287 indication.

Inductors are located at all main track high signals between AN and Lenox except:

Terre Haute . . . Eastward leaving Terre Haute Branch.

Lenox . . . . . Eastward on No. 1 track.

### **Indianapolis Terminal**

Engines operated between BX and AN must be equipped with automatic train stop device in working order, and cut in, except:

a. When used as a pusher or second engine.

b. In emergency and by specific authority of Terminal Superintendent.

c. When automatic train stop device becomes inoperative after leaving terminal, train must be operated in accordance with signal indication but not exceeding 40 MPH. Engineman must notify Terminal Superintendent at first point of communication and relief engine, if available, must be obtained at the first engine terminal. When instructed verbally at the first point of communication by train dispatcher or signalman, the train may proceed on signal indication, but not exceeding 79 MPH, keeping clear of occupied block. After waiting two (2) minutes at Stop and Proceed Signal (Rule 291) it may be regarded that there has been a failure of wayside signal and train may proceed in accordance with the rule. Train must not pass Restricting Signal (Rule 290) except when permitted by Dispatcher or Signalman under authority of the Terminal Superintendent.

d. Engines not equipped with automatic train stop device, operating in switching service, may be operated on main track within territories specified below at a speed that will permit stopping short of another train or obstruction, but not exceeding 20 MPH:

Yard Engines between BX and AN.

e. Engines not equipped with automatic train stop device operating in yard, puller, transfer or service other than switching service may be operated on main track within territories specified below at a speed that will permit stopping short of another train or obstruction but not exceeding 20 MPH. When instructed verbally or by message by train dispatcher or signalman, train may proceed on signal indication but not exceeding 40 MPH, keeping clear of occupied block. After waiting two (2) minutes at Stop and Proceed Signal (Rule 291) it may be regarded that there has been a failure of wayside signal and train may proceed in accordance with the rule. Train must not pass Restricting Signal (Rule 290) except when permitted by Dispatcher or Signalman under authority of the Terminal Superintendent.

Yard Engines between BX and AN.

P&E Engines between AN and BX.

Engines equipped with Automatic Train Stop Device operating in territories not equipped with wayside train stop control equipment must have train stop equipment cut in and operative with MG sets running, on lead unit of all locomotive consists.

**SPEED RESTRICTIONS**

Speed restrictions are shown in miles per hour and apply to entire train.

**General**

(Unless otherwise restricted)

**Engines: (All Inclusive)**

Nos. 8047 to 8048	
8092 to 9767 light or with cabooses, limited to maximum track speed but not to exceed	45
(May be operated at maximum speed of 60 MPH when coupled as a trailing unit with freight units or when handled 'dead in train')	
Nos. 1000 to 7608	
8056 to 8084	
9900 to 9913 light or with cabooses, limited to maximum track speed but not to exceed	60
Nos. 1000 to 1877	
3300 to 3709 operating backwards	30
Operating backwards by night over public crossings	15
(An engine consisting of more than one unit is considered as operating backward when the employee in the leading unit does not have full control of the engine.)	
Nos. 1000 to 1877	70
2020	85
2021 to 2028	70
2029	85
2030	70
2031	85
2032 to 2037	70
2038	85
2039 to 2041	70
2042	85
2043 to 2044	70
2100 to 2112	70
2188 to 2193	70
2194 to 2197	85
2369 to 2393	70
2394 to 2398	85
2399	70
2500 to 3709	70
4000 to 4113	85
5100 to 5352	70
5500	70
5501 to 5503	85
5504 to 5507	70
5508 to 5509	85
Nos. 5510 to 5511	70
5512	85
5513	70
5514	85
5515 to 5530	70
5600 to 5742	70
5743 to 5744	85
5745 to 5749	70
5750	85
5751 to 5759	70
5760	85
5761 to 5821	70
5900 to 5927	85
5928 to 5930	70
5990 to 5991	70
7300 to 7422	70
7423 to 7424	85
7425 to 7475	70
7500 to 7519	85
7600 to 7608	70
8047 to 8048	45
8056 to 8084	60
8092 to 9767	45
9900 to 9913	60

Flexi-Van cars, series MFVX 6800 to 6999 incl., 9500 to 9699 incl., NYC 9700 to 9799 incl., MFVX or NYC 9800 to 9849 incl., NYC 9850 to 9899 incl., MFVX or NYC 9902 to 9923 incl., and NYC 9924 to 9926 incl., may be handled in passenger, mail, express and/or dead head equipment trains, at speeds shown for passenger trains.	
Trains and engines operating against the current of traffic in ATS territory where wayside equipment for automatic train stop device is not provided for reverse movements, limited to maximum track speed but not exceeding	79
Solid ore, coal, coke, grain trains	40
Diesel engines operating through water	3
NOTE: Diesel engines must not be operated through water more than 3 inches above top of rail.	
Trains handling cars equipped with K type brakes	40
Snow plows and flangers	35
Circus trains with freight equipped cars	30
Trains with snow loader and snow melter units not in service	30
Trains with loaded ore cars less than 25 feet in length	30
Work trains with cranes moving on own wheels	30
Freight trains with pusher engines	30
Trains handling welded rail	40
Trains handling Speno Ballast Cleaning Equipment	30
Revenue trains with cranes moving on own wheels	25
Trains with scale test cars or Jordan Spreader	25
Trains with dead engines not having all side or main rods	20
At night over facing point hand operated switches, when operating against the current of traffic in Automatic Block Signal System territory where switch lights are not in use	15
Switches and crossovers not interlocked, when diverging unless otherwise authorized	15

**Ohio Central Division**

**Ohio Sub-Division**

(Unless otherwise restricted)

	Berea to Post	Galion to Springfield	Springfield to Gano	Bellefontaine to Belle Center to Kenton	Bellefontaine to Springfield	OD to Carlisle Jct.	Bay Jct. to Berwick	Glen Echo to Cold Springs Erie R.R.
Passenger, mail, express and dead head equipment trains	79	79	79	40	50	30	15	40
...with freight equipment cars, except freight Flexi-Van cars	60	60	60	40	50	30	15	40
*Flexi-Van trains, mail, express and dead-head equipment trains with freight Flexi-Van cars	70	70	70	40	50	30	15	40
Freight trains	60	60	50	40	50	30	15	40
Trains handling wrecking cranes	45	45	45	40	45	25	15	30
Trains handling wrecking cranes on curves	30	30	30	30	30	20	10	25

\* A Flexi-Van train is a freight train consisting of Flexi-Van equipment and/or multi-level automobile carrying cars and flat cars carrying trailers in piggy back service, with or without passenger equipment cars, and freight cabooses.

**Local**  
(Unless otherwise restricted)

**BE TO POST:**

New London: { No. 2 track ¼ mile west of Station to ¼ mile east of Hiles Tower.....	70
Crestline: { Over Pennsylvania crossing .....	40
Trains discharging mail .....	30
Galion, running lead at Sherman Street.....	15
Burt, between westward home signal and Erie station	15
Between Burt and M. P. 99, westward track, passenger, mail and express trains.....	70
Between Burt and M. P. 99, westward track, freight trains, or other trains handling freight equipment..	50
Martel-Spring switch-west end westward siding, for reverse movements .....	20
Marion: { Bridge 39-A, Leader St., eastward track...30 Over street crossings .....	30
Curve eastward track at west end of east- ward siding .....	60
Big Springs, curve east .....	55
Rushsylvania: { First curve east .....	55
First curve west .....	55
Turner, westward movements over spring switch ...	20
Between Turner and Bellefontaine: { Passenger, mail and express, and Flexi-Van trains .....	50
Freight trains and other trains handling freight equipment..	50
Bellefontaine: { Through crossover west of Interlocking Station on Indianapolis line .....	10
Through west wye connection between Indianapolis and Sandusky line....	10
No. 2 track, curve west of Plum Valley St. ....	40
Nos. 1 and 2 tracks, within Interlock- ing limits .....	30
MP 144, West of Bellefontaine, Curve .....	70
MP 148, curve east of DeGraff .....	70
Between Sidney and Spafford (old line).....	20
Union City, over Columbia street .....	50
Winchester, over Pennsylvania crossing.....	50
Muncie: { Between West Yard Limit Board and West corporate limit freight trains .....	50
Between corporate limits .....	30
Gridley: { Between home signals for movements from South Anderson .....	20
Between Gridley and Taft via So. Anderson Yard....	30
Anderson, over street crossings .....	40
Taft, between home signals for movements from So. Anderson .....	20
Between Raleigh and Pendleton (old line) .....	10
To receive or discharge U. S. Mail or Newspapers:	
No. 306, Grafton, daily ex. Sunday .....	40

No. 341 except Monday.....	Crestline .....	15
No. 315 .....	} Crestline .....	30
No. 312 except Sunday .....		
No. 316 .....		

**GALION TO GANO:**

Burt, over Erie-Lackawanna crossing .....	30
St. James, curve .....	60
Between Paget and Jones via Delaware, freight trains.	50
Delaware, over street crossings .....	15
Delaware to Ostrander .....	15
Worthington (One mile east over Wilson Bridge, Worthington-Galena and Schrock Roads) .....	60
Between Worthington and Galloway, freight trains ..	50
Columbus, between Lincoln Ave. (M.P. 130.77) and Sullivant Ave. (M.P. 145.06) over street crossings, City Limits .....	45
Fifth Ave., reverse curve one mile east .....	40
Union Station tracks, between Fourth and High Sts..	10
*High St. and 100 feet west of Park St. ....	20
C. & O. crossing, first curve east.....	30
GN Tower: { First curve west of { Westward track ...45 Scioto River Bridge { Eastward track ...30	
Grandview Tower east to first curve west of Scioto River Bridge — Eastward track .....	60
Miami Crossing to Camp Chase, running track.....	20
First curve east of Camp Chase.....	60
Georgesville, curve one mile east.....	60
London, over street crossings.....	35
Carney, over D. T. & I. crossing.....	45
Springfield: { Wye track .....	15
Between Linden Ave. and Lowry Ave..	15
Between Lowry Ave., and West End....	20
Eastward trains using No. 1 track be- tween Linden Ave. and Warder St. ...	15
Cold Springs: { Curves east of end double track....45 Entering or leaving No. 2 track ...50	
Between Cold Springs and Tates Point, No. 1 track...	60
Flexi-Van trains between Cold Springs and Tates Point (No. 1 track) .....	50
Dayton corporate line one-fourth mile east of Tates Point to Second St. ....	40
Dayton, between Washington St., and west corpora- tion line one mile west of Washington St.....	30
*West Carrollton: Eastward movements on No. 1 track from 1200 feet west of Elm Street to Elm Street..	20
Miamisburg, over street crossings.....	50
Franklin (Old Main), over Miami River bridge and curves west of bridge.....	15
Middletown: All westward trains stopping at Middle- town when proceeding must not exceed 15 miles per hour to Central Ave. This applies to head end only.	
Middletown, between Manchester Road and Grand Ave. over street crossings .....	25
Between Mauds and Gano, westward freight trains except Flexi-Van trains .....	45
Between Mauds and Gano, curves No. 2 track .....	50

\*Applies to head end of train only.

**BAY JCT. TO KENTON:**

Bay Junction, MP 2.0 and Green Springs MP 22.0 . . . .10  
 Berwick, Main track wye. . . . .30  
 Vanlue Branch, between A. C. & Y. Crossing and Vanlue . . . . .15  
 Carey: { Over West St. (Vanlue Line) . . . . .15  
 1000 feet east of C. & O. crossing and first signal west of Carey. . . . .20  
 Between Hill Siding and Sands:  
 Forest, between home signals. . . . .20  
 Sands, between home signals. . . . .20  
 Freight trains and other trains handling freight equipment . . . . .30  
 Kenton, over street crossings . . . . .35

**BELLEFONTAINE TO SPRINGFIELD:**

Bellefontaine: { Through crossover west of Interlocking station on Indianapolis line. . . .10  
 Through west wye connection between Indianapolis and Sandusky lines. . . .10  
 Springfield, city track, Buck Creek bridge, engines. . . .10  
 Springfield Yard to Mechanicsburg . . . . .15  
 Bridge 114, east of Springfield Yard, engines . . . . .10

**OD TO CARLISLE JCT.:**

OD (Jackson), to yard limit Board . . . . .15  
 Cement City to Brooklyn. . . . .15  
 Rollin, Clay track, to sign reading "Engine Limit". . . . 8  
 Hudson, over street crossings. . . . .10  
 Alvordton, between home signals . . . . .20

West Unity: Between approach and home signals. . . .30  
 Between MP 45 and MP 58.5 . . . . .40  
 DV between home signals . . . . .20  
 Sherwood, between home signals . . . . .20  
 Sherwood to MP 77.1 . . . . .15  
 Paulding, Curve at station. . . . .20  
 Latty, between home signals . . . . .20  
 Van Wert, between home signals, southward . . . . .20  
 Ohio City, between home signals . . . . .20  
 Celina, between home signals . . . . .20  
 Coldwater, over street crossings. . . . .25  
 Ansonia, between southward distant signal and northward home signal, southward trains . . . . .20  
 West Manchester, between home signals . . . . .20  
 Germantown: { Over street crossings, light engines and southward freight trains . . . . .20  
 Carlisle: { (B. & O. Crossing) between home signals . . . . .20  
 Southward freight trains passing southward distant signal . . . . .25

**GLEN ECHO TO COLD SPRINGS.**

Trains handling spreader cars, blades in trailing position . . . . .30  
 Trains handling loaded self-clearing hoppers (except covered hoppers) and freight cars with six wheel trucks . . . . .30

**BELLEFONTAINE TO ST. MARYS:**

Trains . . . . .15  
 Trains handling wrecking cranes . . . . .10

**Central Sub-Division**  
 (Unless otherwise restricted)

	Eastern Branch	Western Branch	Southern Branch	Z. & W. Branch	Hitop Branch
Solid ore trains . . . . .	40	40	40	20	25
All trains except solid ore trains . . . . .	40	50	40	20	25
Wrecking cranes handled in wrecking service . . . . .	30	30	30	15	15

**LOCAL**  
 (Unless otherwise restricted)

**STANLEY TO THURSTON MPH**  
 Stanley through Interlocking . . . . .15  
 Bucyrus: Through interlocking, Northward trains. . . .20  
 Between Bucyrus and Thurston:  
 Trains handled by DES 1200 HP diesels. . . . .35  
 Fostoria: Between north yard limit board and south corporation line . . . . .35  
 Sycamore: Through Interlocking, Northward . . . .20  
 Southward trains passing southward approach signal . . . . .35  
 Over first street north and first street south of station . . . . .25  
 Centerburg: Through Interlocking . . . . .20

**STANLEY TO HOBSON MPH**  
 Stanley: Through Interlocking . . . . .15  
 Stanley Yard: Facing over spring switches . . . . .15

**MPH**  
 Findlay: Over all street crossings between Belle Ave. and Olive St. . . . .20  
 Kenton: Main track switch to connection Ohio Sub-division, when diverging . . . . .10  
 Over street crossings . . . . .35  
 Marysville: Over Main St. . . . .20  
 Highway: Facing over spring switch . . . . .20  
 Mounds: Through Interlocking . . . . .20  
 Between B. & O. Crossing and LM Tower . . . . .20  
 Between LM and Frankfort Street . . . . .25  
 Between Frankfort Street and Bannon . . . . .35  
 Columbus: Over all street crossings from McKinley Ave. to Noe Bixby Road, corporate limits . . . . .45  
 South Columbus: Industrial lead over Markison Ave. . . . 4  
 Between Truro and Woodland Ave. . . . .15  
 Between MP 162.1 at Thurston and MP 196.2 . . . . .40

**STANLEY TO HOBSON (Continued) MPH**

Between Thurston and Corning: Trains handled by DES 1200HP Diesels .....	35
Bremen: MP 172.0 to MP 172.3 .....	30
Bremen: Between Carter St. and station .....	15
New Lexington: Between Brown St. and station .....	15
Over Main St. ....	25
Between MP 196.2 and MP 1.4 .....	25
Corning to Hobson .....	40
Glouster: City Limits .....	20
Grosvenor: Signal U231 and U242 .....	25
Between MP 28 and first curve north of MP 30 .....	35
Between MP 33-20 and MP 41 .....	35

**HOBSON TO SWISS MPH**

Between Kanauga and Pt. Pleasant .....	25
Raymond City: From MP 106 to MP 108 .....	35

Nitro: 11th Street and 19th Street .....	15
Dunbar: Corporation limits .....	35
Charleston: Between MP 122 and MP 128 .....	15
Between MP 160 and Swiss .....	15

**THURSTON TO SPANGLER MPH**

Between Glassrock and Fultonham .....	15
Mt. Perry: Highway crossing County Route 34; Between the hours 7:30 AM-8:30 AM and 3:15 PM-4:15 PM .....	5
Between Fultonham and Crooksville .....	15
Through Tunnel, between Saltillo and Crooksville .....	10

**CHARLESTON TO HITOP MPH**

Between Bigley Ave. and MP 17 .....	15
Cars handled ahead of engine .....	10
Through tunnels .....	10

**Illinois Division  
(Unless otherwise restricted)**

	Wade to Altamont	Templeton to Kankakee	Yost to North Vernon	Cold Springs Valley Jct. to Hunter	Craig to Connersville	Fairland to Columbus	Osborn to Lyons Yd.
Passenger, mail, express and dead head equipment trains .....	79	75	40	40	15	15	49
... with freight equipment cars, except freight Flexi-Van cars .....	50	50	40	40	15	15	49
*Flexi-Van trains, mail, express and dead-head equipment trains with freight Flexi-Van cars .....	70	70	40	40	15	15	49
Freight trains .....	50	50	40	40	15	15	49
Trains handling wrecking cranes .....	45	45	30	25	15	15	30
Trains handling wrecking cranes on curves .....	30	30	25				

\* A Flexi-Van train is a freight train consisting of Flexi-Van equipment and/or multi-level automobile carrying cars and flat cars carrying trailers in piggy back service, with or without passenger equipment cars, and freight cabooses.

**Local  
(Unless otherwise restricted)**

**WADE TO KANKAKEE:**

Trains operating on controlled siding .....	30
Between Wade and Addyston .....	70
Between Addyston and North Bend .....	50
Between North Bend and CP 39 .....	60
*Greensburg, over street crossings .....	40
Greensburg, Eastward-Westward siding from 500 feet east of MP 63 to 500 feet west of MP 63 .....	15
*Shelbyville, within corporate limits .....	25
Passenger, mail and express between Brant and MP 116.5 .....	60
MP 119, over street crossings .....	69
*Lebanon, over hand thrown switches .....	20
Lebanon, over Central Indiana R. R. crossing .....	20
Between CP 139 and CP 143 on No. 1 track, Passenger trains .....	60
Freight trains .....	40
Thorntown, over street crossings .....	50
Curves between MP 164.8 and MP 168 .....	60
Sheldon, between MP 218 and MP 219.5 .....	60
St. Anne, over C. & E. I crossing, and on curve .....	60

Aroma Park, on curves .....	40
Between Court St. and Kankakee .....	30
Between Lawrenceburg Jct. and Lawrenceburg .....	20
Between Lawrenceburg and Aurora .....	15
Bridges between Lawrenceburg and Aurora .....	5
Curves on Columbus Branch .....	5
Between MP 100 and MP 101, Franklin Branch .....	5

**YOST TO NORTH VERNON:**

Between Yost and New Paris Jct. ....	30
*New Paris Jct., between Home Signals .....	20
Between New Paris Jct. and Leesburg .....	30
*Milford Jct., between Home Signals .....	20
*Warsaw, between Home Signals .....	20
Between MP 81 and MP 85.2 .....	30
*Claypool, within corporate limits .....	15
Between MP 87.5 and MP 109 .....	30
*North Manchester, within corporate limits .....	25
*Bolivar, between home signals .....	20
Bolivar, through siding .....	10
Wabash, Wabash River Bridge, Mile Post 113.5 .....	30
*La Fontaine, over Logan St. crossing .....	30

Marion, reverse curve north .....30  
 \*Marion, within corporate limits.....30  
 \*Marion, between home signals.....20  
 \*Kent southward, between home signals.....20  
 Jonesboro, reverse curves .....15  
 \*Alexandria, over N&W crossing .....15  
 Between Dow and MP 164 .....30  
 Between MP 164 and South Anderson Yard .....15  
 Between South Wye switch South Anderson yard and Shirley .....30  
 \*Shirley, between home signals.....20  
 Bridge, MP 184.4 .....20  
 Between Shirley and North Vernon .....30  
 Greensburg, between home signals .....10  
 \*Westport, within corporate limits.....15

**COLD SPRINGS TO HUNTER:**

Between Cold Springs and MP 24 .....30  
 Between MP 24 and MP 26 .....25  
 Between MP 26 and MP 53 .....30  
 \*B&O Crossing (Troy) between Home Signals.....20  
 \*Arcanum, over B. & O. crossing.....15  
 \*Hewitt, between Home Signals .....20  
 \*Lynn, between Home Signals .....20  
 Between MP 70 and MP 80 .....30  
 \*Losantville, within corporate limits.....15  
 \*C&O crossing between home signals .....20  
 \*New Castle, passing station.....25

Between MP 96 and Willow Branch .....30  
 \*Shirley, between Home Signals .....20  
 Between Willow Branch and Hunter.....35

**OSBORN TO LYONS YARD:**

Between Osborn and MP 33 .....40  
 Highland: Trains or engines within the town of Highland, Indiana, must not exceed a speed of 20 (twenty) miles per hour at any such crossings not protected by automatic flasher signal warning devices, the speed of trains or engine shall not exceed 35  
 MP-12: When diverging through spring switch ....30  
 Schneider: When diverging through spring switch ...30  
 Between MP 45 and MP 49 .....40  
 Morocco, through siding .....15  
 Morocco, when diverging through spring switch ....30  
 Between MP 57.5 and MP 61 .....30  
 Between MP 61 and MP 71 .....40  
 Sheff, northward-southward siding .....15  
 Between MP 71 and Handy .....30  
 Handy when diverging through spring switch.....30  
 Between Tab and Handy .....40  
 \*Stewart: Over C. & E. I. Crossing .....20  
 Sloan, through siding .....15  
 Between Sloan and Danville .....40  
 Wyton, P&E Wye .....10  
 Between Wyton and Lyons Yard .....30

\*Applies to head end of train only.

**Illinois Division**

(Unless otherwise restricted)

	AN to Lenox	Lyons Yd. to Harrisburg Yard	Harrisburg Yard to Cairo	Mt. Carmel to Evansville	Terre Haute to Evansville
Passenger, mail, express and deadhead equipment trains	79	40	30	20	40
... with freight equipment cars, except freight Flexi-Van cars	60	40	30	20	40
*Flexi-Van trains, mail, express and deadhead equipment trains with freight Flexi-Van cars	70	40	30	20	40
Freight trains	60	40	30	20	40
Trains handling wrecking cranes	45	30	30	20	30
Trains handling wrecking cranes on curves	30	20	20	20	20

\* A Flexi-Van train is a freight train consisting of Flexi-Van equipment and/or multi-level automobile carrying cars and flat cars carrying trailers in piggy back service, with or without passenger equipment cars, and freight cabooses.

**Local**  
(Unless otherwise restricted)

**AN TO ST. LOUIS:**

Burnett, curve .....70  
 MP 66, east of Preston, curve .....70  
 Between Preston and Haley .....50  
 Haley, diverging through puzzle switch to C&EI ...10  
 Between Haley and eastward home signal Terre Haute .....25  
 Between MP 75 and MP 78, No. 1 track .....15  
 Between MP 88 and MP 91.5 .....60  
 Between MP 117 and MP 118 .....70  
 Mattoon, north lead .....10  
 Mattoon controlled siding .....10  
 Curve, MP 148 .....70  
 Between MP 149.5 and CP 151 .....50

Between MP 156.7 and MP 157.1 .....70  
 Pana, entering or leaving C. & E. I. tracks .....15  
 \*Trains operating on controlled siding.....30  
 Lenox, via diverging route, through puzzle switch... 5

**To receive or Discharge U. S. Mail:**

No. 312, Paris .....50  
 No. 318, Paris .....40  
 No. 312, Pana .....50  
 No. 318, Pana .....50  
 No. 317, Pana .....40  
 No. 341, Pana .....50

**HILLSBORO TO LITCHFIELD:**

Between MP 202.7 and MP 203.0 ..... 5  
 Between Hillsboro and Litchfield .....15

\*Applies to head end of train only.

**LYONS YARD TO CAIRO:**

*Westville, southward trains between home signals ...	20
*Midland, between home signals, (2 crossings) .....	20
North Hutsonville, CIPS track .....	10
Between MP 54 and MP 59 .....	30
Mt. Carmel between home signals .....	20
*Grayville, over street crossings .....	30
Carmi, entering or leaving joint track.....	30
Saline Valley lead .....	20
Will Scarlett Mine Lead .....	20
Delta Mine Lead .....	20
Between MP 206 and MP 221.5 .....	20
Between Vienna and MP 226 .....	25
Tunnel, MP 215 .....	15
*Karnak, C. & E. I. crossing.....	20
Olmsted, Star Enterprise track .....	5
Between MP 239 and MP 259 .....	15
Between MP 254 and MP 255 .....	5

**ST. FRANCISVILLE TO VINCENNES:**

Between St. Francisville and Vincennes.....	15
---	----

**TERRE HAUTE TO EVANSVILLE:**

Between MP 0.0 and Milw. Belt crossing .....	15
Between Milw. Belt crossing and MP 39.5 .....	30
Between MP 39.5 and MP 41.1 .....	15
Between MP 46 and MP 49.5 .....	20
Between MP 55 and MP 59 .....	20
Between MP 59 and MP 66 .....	30
Between Duff and Washington .....	15
*Chappell, between Home Signals .....	20
Between MP 80 and MP 81 .....	20
Between MP 81 and MP 82 .....	15
Between MP 82 and MP 84 .....	20
Between MP 84 and MP 86.2 .....	15
Between MP 86.2 and MP 88.7 .....	20
Between MP 88.7 and MP 89 .....	10
Between MP 89 and Petersburg .....	20
Between Ashby Yard and MP 110.8 .....	30
*Between Home Signals Oakland City.....	20
Oakland City, southward movements over spring switch .....	20
Between Gray Jct. and AW&W Yard .....	30
Buckskin ..... { *Between Home Signals .....	20
Northward trains through turnout .....	15
Lynnville Mine Lead .....	15
Between Buckskin and Lynnville Mine .....	30
Between Buckskin and Taylor .....	30
Bridge 117.5, 2.5 miles south of Buckskin .....	15
Between Ditney and Ditney Hill Mine .....	20

\*Applies to head end of train only.

**Indianapolis Terminal**

**SPEED RESTRICTIONS**

(Unless otherwise restricted)

	Between BX and AN	Between DX and Post	Between Belt Crossing and Grove (Track No. 1)
Passenger, Mail, express and deadhead equipment trains ..	79	79	79
Passenger, mail, express or deadhead equipment trains with freight equipment except freight Flexi-Van cars ....	60	60	50
Freight trains .....	60	60	50
Trains handling wrecking cranes .....	45	45	45
Trains handling wrecking cranes on curves .....	30	30	30
*Flexi-Van trains, mail express and deadhead equipment trains with freight Flexi-Van cars .....	60	70	70

\*A Flexi-Van train is a freight train consisting of Flexi-Van Equipment and/or multi-level automobile carrying cars and flat cars carrying trailers in piggy back service, with or without passenger equipment cars, and freight cabooses.

Between Ohio and Washington Sts.....	15
Indianapolis, over street crossing, within corporate limits .....	40
Lawrence, over street crossing.....	30
Between Belt Crossing and South College Ave.....	30
Between Belt Crossing and Grove (Track No. 2).....	30
Between "DX" and Produce Yard Switch at M.P. 135.7 .....	15
Between Hunter and Produce Yard.....	35
Speedway, over street crossings.....	30
Clermont, PRR connections .....	30

**ENGINE AND CAR RESTRICTIONS.**

**Engines and cars must not be operated as shown below:**

Flat cars equipped with friction or solid type bearings must not operate in a Flexi-Van train.

On industrial sidings with sharp curvature and not shown below, care must be used in operating.

Flexi-Van cars and other cars over 50'-6" in length must not be operated through No. 6 turnout in diverging route when coupled to other cars. Local restrictions shown below which apply to Flexi-Van cars will also apply to any other cars over 50'-6" long.

Engines 2020 to 3049, when coupled together, cannot negotiate a No. 6 frog or curvature similar to that in lead of a No. 6 turnout and cannot be operated over tracks as shown at locations indicated by ★.

**Ohio Central Division**

Cars having gross weight in excess of that listed below must not be operated without specific authority.

Territory	Gross Weight
Berea — Post .....	315,000
Galion — Columbus .....	315,000
Columbus — Gano .....	315,000
Bellefontaine — Springfield .....	315,000
Glen Echo — Cold Springs .....	
Stanley — Columbus .....	315,000

**Ohio Central Division (Continued)**

Territory	Gross Weight
Columbus — DB Tower .....	315,000
Stanley — Berwick .....	315,000
Berwick — Kenton .....	315,000
Berwick — Thurston .....	265,000
Charleston — Hitop .....	265,000
DB Tower — Swiss .....	265,000
Jackson — Carlisle Jct. ....	265,000
Bellefontaine — Belle Center ..	265,000
Delaware (old main line) .....	265,000
Bellefontaine — St. Marys .....	220,000
Delaware — Ostrander .....	220,000
Springfield — Mechanicsburg ..	220,000
Thurston — Zanesville .....	220,000
Truro — Woodland Ave. ....	220,000
Mt. Gilead Jct. — Mt. Gilead ..	220,000
Brooklyn — Cement City .....	220,000
Berwick — Sandusky .....	170,000
Carey — Van Lue .....	170,000
Fultonham — Crooksville .....	170,000

**Columbia:**

Elevator track, west of highway crossing ..... All engines.

**Shelby:**

Shelby Iron and Metal Co. } Engines 1000 to 4113.  
Seamless Tube Company }  
scale track .....

**Galion:**

Galion Light Co. .... }  
Quality Coal Co. .... } Engines 1000 to 4113.  
Freeze Works .....

Ice House (National Grave Vault) ..... }  
Bryan Coal Co. .... }  
Old Metallic Vault Co. (Light Co.) ..... }  
North Electric track—No. 6 } \* Engines 2020 to 3049.  
turnout ..... } 60 ton Twin Flexi-Van cars.

**LaRue:**

Hole track ..... All engines.

**Bellefontaine: (All Lines).**

Walker track ..... }  
City Light and Power Co. ... } Engines 1000 to 4113.  
Colton track (Indpls. Line) }  
Colton track (Sandy. Line) }  
Silverstine track ..... }  
Johnson track ..... }  
Town tracks .....

**DeGraff:**

Canning Factory ..... Engines 1000 to 4113.

**Sidney:**

Citizens Ice & Coal Track } 60 ton Twin Flexi-Van cars.  
No. 6 turnout ..... } \* Engines 2020 to 3049.

**Union City:**

Saw Mill track ..... Engines 1000 to 4113.

**Winchester:**

Crossover serving Goodrich elevator ..... }  
South Spur—Anchor Hocking Glass ..... } Engines 1000 to 4113.  
East Spur—Anchor Hocking Glass ..... }  
No. 2 connection .....

**Muncie:**

Wire Mill ..... }  
Broderick Company ..... } Engines 1000 to 4113.  
C. I. Industry tracks ..... }  
Chevrolet Company ..... }  
Acme Company ..... }  
Muncie Belt ..... }  
C. I. Main track .....

House Spur, Tracks 1, 2 and 3 and Team track—No. 6 turnout ..... } \* Engines 2020 to 3049.  
60 ton Twin Flexi-Van cars.

Owen Glass North Track—No. 6 turnout ..... } \* Engines 2020 to 3049.  
60 ton Twin Flexi-Van cars.

**Hart:**

Warner Gear Company .... Engines 2020 to 3049.

**Yorktown:**

Elevator track east of station ..... Engines 1000 to 4113.

Station and House track East of Broadway ..... All engines.

**Daleville:**

Plant Food Company ..... Engines 1000 to 4113.

**South Anderson:**

File Works ..... Engines 1000 to 4113.

**Pendleton:**

Reformatory Tracks inside of Prison Gate ..... Engines 1000 to 4113.

Flour Mill ..... All engines.

Old Main ..... Multiple Units.

**Oaklondon:**

One Mile West—Sunnyside. On coal trestle—Power House track ..... Engines 1000 to 4113.

**Burt to Gano:**

**St. James:**

Farm Bureau Co-op—No. 6 turnout ..... } \* Engines 2020 to 3049.  
60 ton Twin Flexi-Van cars.

**Cardington:**

Hay Barn ..... } Engines 1000 to 4113.  
Team track .....

**Delaware:**

K & W Rubber Co. .... }  
 Farm Bureau ..... } Engines 1000 to 4113.  
 State Highway ..... }

**Columbus:**

Clark Grave Vault Co. — }  
 New track ..... }  
 Clark Grave Vault Co. — }  
 Old track ..... } Engines 1000 to 4113.  
 Hill track ..... }  
 Beech Alley ..... }  
 Neil track ..... }  
 Columbus Coated Fabric Co. }  
 Money Penny Hammond ... }  
 Jeffrey Mfg. Co. .... }

Eshelman track over pit .... All engines.

Grave Vault No. 1 — }  
 No. 6 turnout ..... }  
 Jeffrey North Track — }  
 No. 6 turnout ..... }  
 Berry Brothers — }  
 No. 6 turnout ..... }  
 Neil Track — No. 5 turnout }  
 Short Forge — No. 5 turnout } \* Engines 2020 to 3049.  
 Capital City — No. 5 turnout } 60 ton Twin Flexi-Van  
 Summers (South) — } cars.  
 No. 5 turnout ..... }  
 Summers (North) — }  
 No. 5 turnout ..... }  
 Kinney Coffee — }  
 Heavy Curve ..... }  
 Ideco Co. — Heavy Curve .. }  
 Neil Switch — No. 6 turnout }

**London:**

London Lumber Co. .... All engines—beyond building.

**Springfield:**

D T & I Transfer track ... }  
 Ross tracks ..... }  
 International Harvester Co. }  
 Steel Products ..... } Engines 1000 to 4113.  
 Ross Hill track ..... }  
 Duplex Mill ..... }  
 R & M Foundry track .... }  
 Hoppes Mfg. Co., in building }

Ross No. 1—No. 6 turnout. } \* Engines 2020 to 3049.  
 60 ton Twin Flexi-Van cars.

Ihrig Track—No. 6 turnout. } \* Engines 2020 to 3049.  
 60 ton Twin Flexi-Van cars.

Buck Creek Bridge ..... Multiple unit diesels.  
 (City Track) Engines 2020 to 3049.

Single unit coupled to cars weighing in excess of 100,000 lbs.

C&LE Ry. tracks—on curve.. All engines.

Over Bridge 114 east of  
 Springfield yard ..... 90-ton loaded cars must be separated from the engine by not less than 80-ton gross weight car.

**Dayton:**

M. J. Gibbons Tracks ..... Engines 1000 to 4113.  
 60 ton Twin Flexi-Vancars.

Cooper St. Yard Track No. } \*  
 7—No. 6 turnout ..... } Engines 2020 to 3049.  
 60 ton Twin Flexi-Vancars.

Cooper St. Yard ..... Engines 1000 to 4113.

Lewis & Michael Co. .... Engines 1000 to 8411,  
 9100 to 9328.

Davies & Young Co. .... }  
 Ohio Rake Track ..... } Engines 1000 to 4113.  
 Syrup Track ..... }

Liberal Markets—No. 6 } \*  
 turnout ..... } Engines 2020 to 3049.  
 60 ton Twin Flexi-Vancars.

Dayton Envelope Co. .... Engines 1000 to 4113.

**Sand Cut:**

Dayton Power and Light Co. }  
 North side—A and C }  
 Tracks, north end, No. 6 } \*  
 turnouts ..... } Engines 2020 to 3049.  
 South side—No. 6 turn- }  
 outs at west end of Old }  
 Hill Track and Tipple }  
 Lead ..... }

Crume Brick Company ..... Engines 1000 to 4113.

**Moraine:**

Moraine Box Co. .... Engines 1000 to 4113.

Frigidaire No. 6 Track— } \*  
 No. 6 turnout ..... } Engines 2020 to 3049.  
 60 ton Twin Flexi-Vancars.

Frigidaire Coal Track ..... Engines 1000 to 4113.

**Cuba:**

C. & L. E. Tracks —  
 50 Feet beyond gate ..... All engines.

**Miamisburg:**

Cigar Co. track, east of east  
 end of wall ..... All engines.

Foundry track—on curve .. }  
 Lime spur ..... } Engines 1000 to 4113.

**Franklin:**

Hole track ..... }  
 Stone Container Corp. .... } Engines 1000 to 4113.  
 Maxwell Paper Co. .... }

**Middletown:**

Inland Container ..... }  
 Diamond National Mill 2.... } Engines 1000 to 4113.  
 City Track ..... }  
 Crane Track (M & C Jct.)... }  
 P. R. R. Interchange (M }  
 & C Jct.) ..... }  
 Wrenn Paper Co.—No. 4 }  
 turnout ..... } \*  
 Diamond National Box } Engines 2020 to 3049.  
 Shop No. 4—No. 6 } 60 ton Twin Flexi-Vancars.  
 turnout ..... }

**Hughes:**

Butler Farm Bureau ..... All engines from a point  
 8 feet west of the trestle.

**Bay Jct. to Springfield:**

**Castalia:**

Castalia Quarries—No. 6 } \*  
 Crossover ..... } Engines 2020 to 3049.  
 } 60 ton Twin Flexi-Van cars.

**Patterson:**

Elevator track ..... Engines 1000 to 4113.

**Carey:**

A.C.&Y. Crossing to Vanlue }  
 Porcelain Co. .... } Engines 1000 to 4113.  
 National Lime & Stone Co. }  
 tracks—east of A. C. & Y. }  
 crossing ..... }  
 Freight House track ..... }

**McVittys:**

Herzog Lime and Stone Co. }  
 East track beyond 100' south } All engines.  
 of road crossing ..... }  
 West track south of road }  
 crossing ..... }

**Kenton:**

Hole track ..... }  
 Middle track ..... } Engines 1000 to 4113.  
 Outer round track, East of }  
 Franklin St. .... }

**Urbana:**

American Aggregate Com- }  
 pany Short Crossover ..... All engines and cars.  
 Storage tracks more than 50 }  
 feet beyond tipple ..... All engines.

**Jackson to Carlisle Jct.:**

**Jackson:**

Warren Scrap Co. .... Engines 1000 to 4113.

**Cement City:**

Stone track No. 10 ..... Engines 1000 to 4113.

Clay track No. 11..... All engines.

Clay Track—Heavy Curve } \*  
 } Engines 2020 to 3049.  
 } 60 ton Twin Flexi-Van cars.

**Cement City to Brooklyn:**

Coal Track Brooklyn ..... All Engines.

**Rollin:**

Clay track (1 mile south) .. Engines 1000 to 4113.

**Van Wert:**

Wistner Coal Company .... } Engines 1000 to 4113.  
 Balyeat Coal Company .... }

Meyers Coal—Heavy Curve } \*  
 Balyeat No. 3—No. 6 turnout } Engines 2020 to 3049.  
 } 60 ton Twin Flexi-Vancars.

**Greenville:**

No. 1 Milk Track—No. 6 } \*  
 turnout ..... } Engines 2020 to 3049.  
 } 60 ton Twin Flexi-Van cars.

**Rockford:**

Local track ..... Engines 1000 to 4113.

**Findlay:**

Differential Car Co., South Plant, over bridge: All en-  
 gines.

Cars with capacity of 70 tons or more.

Engines, except DES class, must not be operated on  
 West Brewery Track.

**Columbus:**

Delph Hide Co. track; over unloading pit: All engines.

**Johnstown:**

Johnstown Lumber track; over unloading pit: All en-  
 gines. Cars with capacity of 70 tons or more.

**Thurston:**

Engines must not go beyond a point 50 feet from clear-  
 ance points on either end of old Z&W main track at  
 Thurston.

**New Lexington:**

JT mine tracks: Engines except DES class, must not be  
 operated beyond a point 800 feet south of main track  
 switch.

**Nitro:**

General Chemical Company track, over pit: All engines.

**Cedar Grove:**

Engines must not be operated beyond first inside  
 switches on north and south ends of Tompkins Fuel  
 Track.

**Note:** On Industrial sidings with sharp curvature and not shown above, care must be used in operating.

**Crooksville:**

Engines, except DES class must not be operated on Ceramic Supply Co.

**Glass Rock:**

Farm Bureau Track; over unloading pit... All engines

Muskingum: P. R. R. overhead bridge one-fourth mile south of Muskingum; Wreck cranes must be handled carefully account close overhead clearance.

**West Columbus Yard:**

Track 21 ..... } No. 6 turnout  
Scale track ..... }

**South Columbus:**

Industrial Lead — Heavy Curves.

**East Columbus:**

Albers Warehouse Track — Heavy Curve.

**Institute:**

Second crossover south of station leading from main track to old siding ..... } No. 6  
Carbide and Carbon Plant ..... } turn-  
Goodrich Gulf Plant ..... } outs.

**Charleston:**

Fidelity Storage Track ... } Heavy Curve. \*  
Chriss and Shaver Track } Engines  
First and Second Industrial Tracks } 2020 to 3049,  
South of Elk River Bridge .... Curves. } 60 Ton Twin  
Kyle furniture track, leading from } Flexi-Van  
storage track ..... No. 6 turnout. } Cars

**Illinois Division**

Cars having gross weight in excess of that listed below must not be operated without specific authority.

Territory	Gross Weight
AN — Lenox .....	315,000
Highland — Harrisburg .....	315,000
Wade — Kankakee .....	315,000
Yost — So. Anderson Yd. ....	315,000
Terre Haute — Evansville .....	265,000
Buckskin — Lynnville .....	265,000
Lawrenceburg Jct. — Lawrenceburg ....	265,000
Cold Springs — Hunter .....	265,000
Harrisburg — Karnak .....	265,000
Saline Valley Lead .....	265,000
Hillsboro — Litchfield .....	265,000
Oakland City — AW&W Yd. ....	265,000
Mt. Carmel — Evansville .....	220,000
Karnak — Cairo .....	220,000
South Anderson Yd. — North Vernon ....	220,000
Valley Jct. — Beeson .....	220,000
Craig — Columbus .....	220,000
Fairland — Franklin .....	220,000
Duff — Washington .....	220,000
Lawrenceburg — Aurora .....	170,000
St. Francisville — Vincennes .....	170,000

**North Bend:**

Raymond City Coal Tracks—No. 6 turnout .....

**Lawrenceburg:**

Peoples Coal Co.—No. 6 turnout .....  
Quaker Oats—No. 6 turnout .....

**Shelbyville:**

Hilligoss—No. 6 turnout .....  
Auto Platform—No. 6 turnout .....  
New Track—No. 6 turnout .....  
Behind House track—No. 6 turnout ....  
David J. Joseph Co.—No. 6 turnout ....

**Vine:**

Wye Track—Heavy Curve .....

\* Engines  
2020 to 3049,  
60 ton Twin  
Flexi-Van cars.

**Lafayette:**

Cranes X 13 to X 16 may operate over N&W if stack is removed in transit.

**Sheldon:**

Under unloading shed at elevator. .... All engines.

**Between Valley Jct. and Beeson:**

Cranes X 13 to X 16 must be handled between two cars weighing not more than 64,600 lbs. over Bridge No. 139-A between Nulltown and Connersville.

Philco tracks Nos. 3 and 4 beyond road crossings..... } All engines.

Gravel Pit track over unloading pit ..... } All engines.

D&M Co. Track—No. 6 turnout ..... } \*  
Roots Co. Track—Heavy Curve ..... } Engines  
Rex Co.—Old Plant—Heavy Curve ..... } 2020 to 3049,  
Philco No. 3 and No. 4—Heavy Curve ... } 60 ton Twin  
Flexi-Van cars.

**Between Lawrenceburg and Aurora:**

All bridges ..... } Multiple unit diesels.  
Engines 2020 to 3049.

Single unit coupled to car weighing in excess of 100,000 lbs.

**Columbus:**

New Team Tracks— } \*  
No. 6 turnout ..... } Engines 2020 to 3049.  
60 ton Twin Flexi-Van cars.

**Franklin:**

Interchange Track— } \*  
Heavy Curve ..... } Engines 2020 to 3049.  
60 ton Twin Flexi-Van cars.

**Leesburg:**

Gravel Pit under Tipple ..... All Engines.

**Warsaw:**

Warsaw Furniture Co.—  
Heavy Curve .....

**Marion:**

Marion Machine Foundry Track—  
Heavy Curve .....  
Superior Paper—Heavy Curve .....  
Grant County Farm Bureau—Heavy  
Curve .....

\* Engines  
2020 to 3049,  
60 ton Twin  
Flexi-Van cars.

**Alexandria:**

Aladdin Warehouse—No. 6 turnout ....  
Haynes Stellite—No. 6 turnout .....  
Nickel Plate Wye—No. 6 turnout .....

**Greensburg:**

Phillips Feed—No. 6 turnout .....  
American Tobacco Co.—No. 6 turnout....

**Anderson:**

Irondale Track ..... } Engines 1000 to 4113.  
Bailey Co. .... }

**Troy:**

East End Interchange—No. 6 turnout .. } ★  
Gum Products—No. 6 turnout ..... } Engines  
2020 to 3049,  
New Castle: } 60 ton Twin  
Wye Track—No. 6 turnout ..... } Flexi-Van cars.

**Between AN and St. Louis:**

Cars weighing over 265,000 must not be operated on No. 2 track over bridge No. 188 at MP 66.6.

**Terre Haute:**

Water St. Connection—No. 6 turnout .. } ★  
Commercial Solvents Tracks—Heavy } Engines  
Curves ..... } 2020 to 3049,  
Prox Foundry—Heavy Curves ..... } 60 ton Twin  
Merchant Distilling Co. Tracks ..... } Flexi-Van cars.

**Hillsboro:**

Eagle Picher } Engines Nos. 1000 to 4113, 6600 to 7012,  
7300, 7301, 8223 to 8357.

**Taylor Springs:**

American Zinc Co.: Engines Nos. 1000 to 4113, 5100 to 5112, 5203 to 5357, 5990, 5991.

**Between Hillsboro and Litchfield:**

Cranes X13 to X16 must be separated between two cars weighing not more than 64,600 lbs. gross.

**Litchfield:**

I. C. and Wabash connection: Engines Nos. 1000 to 4113, 5100 to 5112, 5203 to 5357, 5990, 5991.

**North Hutsonville:**

Turbine track: Engines Nos. 1000 to 4113, 5100 to 5112, 5203 to 5357, 5990, 5991.  
Transformer track: All engines.

**Hutsonville:**

Elevator track: Engines Nos. 1000 to 4113, 5100 to 5112, 5203 to 5357, 5990, 5991.

**Lawrenceville:**

House track "C" south of Jefferson St.: Engines Nos. 1000 to 4113, 5100 to 5112, 5203 to 5357, 5990, 5991.

**Carmi:**

Magnaco-Barium track: All engines.

**Eldorado:**

Mill track beyond 600 ft.: All engines.

**Harrisburg:**

Yard—Hump ..... 60 ton Twin Flexi-Van cars.

**Between St. Francisville and Vincennes:**

Cranes X13 to X16 must be separated between two cars weighing not more than 64,600 lbs. gross.

**Between Terre Haute and Evansville:**

Cranes X13 to X16 must be separated between two cars weighing not more than 64,600 lbs. gross.

**Worthington:**

Long track ..... Multiple Unit Diesels.

**Lancaster:**

Siding ..... Multiple Unit Diesels.

**Washington:**

Beyond Walnut St. on east track: Engines Nos. 1000 to 4113, 5100 to 5112, 5203 to 5357, 5990, 5991.

**Petersburg:**

Ralston Purina— } ★  
No. 6 turnout ..... } Engines 2020 to 3049.  
60 ton Twin Flexi-Van cars.

**Ditney Hill:**

Over scale: All engines.

**Taylor:**

Steel track, Whirlpool Corp.: All road engines.

Steel Track—Whirlpool } ★  
Corp.—No. 6 turnout .... } Engines 2020 to 3049.  
60 ton Twin Flexi-Van cars.

**Indianapolis Terminal**

Cars having gross weight in excess of that listed below must not be operated without specific authority.

Territory	Gross Weight
Post — AN .....	315,000
Grove — 30th St. ....	315,000
Hunter — DX .....	315,000

Cranes X13 to X16 must not be operated over Bridge No. 1 on Belt R. R., and may be operated only on Track Nos. 5, 6, 7, and 8, through train shed at Indianapolis.

**Engines must not be operated:  
Location**

West Side:  
Grocers Supply Co. track.  
Post:  
North lead beyond westward siding  
Engines 1000 to 4113.

Lawrence—Elevator track, 75 feet from east end of elevator.

**Cars must not be operated as shown below:**

Old Main—Heavy Curves..... } Engines 2020  
Rolling Hill Territory—Central R.R. } to 3049.  
of Indpls.—Heavy Curves..... }  
Delaware St. Frt. Hse.—Heavy Curves... } 60 ton Twin  
Trestler Coal Co.—Heavy Curves..... } Flexi-Van cars

**SPECIAL USE OF TRACKS**

Yard Tracks	Movements Authorized by—
Duff to Washington	Train Dispatcher
Gray Jct. to AW&W Yard	Train Dispatcher
Buckskin to Lynnville	Train Dispatcher
St. Francisville to Vincennes	Train Dispatcher
Saline Valley Lead	Yardmaster
Lawrenceburg Jct. to Aurora	Yardmaster
Connersville to Beeson	Agent Connersville
Hillsboro to Litchfield	Train Dispatcher
Wyton to Lyons Yard	Yardmaster

**OVERHEAD CLEARANCES**

Employees are warned of close overhead clearances at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these wires, bridges or structures.

## Ohio Central Division

## CLEVELAND TO BELLEFONTAINE

Location	Description	Track Name or Number
Westview	Wire	Mains.
0.40 Mile east of Columbia	Wire	Mains.
Grafton	Wire	Larson Foundry Track Mains.
1.75 Mile west of Huff	Wire	Mains.
Hiles	Wires	All Tracks.
0.10 Mile west of New London	Wires	All Tracks.
0.20 Mile west of New London	Wires	Mains.
3.83 Miles west of Greenwich	Wire	Mains.
Shelby	OH Bridge	All Tracks.
0.28 Mile west of Vernon	Wires	Mains.
0.76 Mile west of Crestline	Wires	Mains.
Galion Yd.	Sand Line	Inbound and Outbound Tracks.
0.25 Mile east of Galion	Wires	All Tracks.
0.91 Mile east of Marion	Wire	All Tracks.
Marion	Doorway	Merchant's Transfer Bulk Track.
Marion	Doorway	Probst Supply Track.
0.85 Mile west of Marion	Power Line	All Tracks.
Bellefontaine	Doorways	Enginehouse Tracks.

## BELLEFONTAINE TO POST

DeGraff	Doorways	Canning Factory Track.
Sidney	B. & O. Overpass	Old Main Track.
Ansonia	Wires	Inbound Enginehouse Track.
Muncie	Doorway	Brodrick Bros. South Track.
Muncie American Steel & Wire Co.	Signal Lines & Wire	Main Lead near Switch and Gate.
	Steam Pipe and Wires	Coal Track.
	Doorways and Wires	Shed Track.
Muncie	Wires	Muncie Belt Willard St.
	Wires	Muncie Belt Willard St. 300 ft. west.
	Wires	Muncie Belt Willard St. 400 ft. west.
	Wires	Muncie Belt, 6th St.
	Wires	Muncie Belt, 8th St.
	Wires	Owens-Illinois Glass Co. Track No. 3
	Wires	Muncie Belt, Macadonic St.

Location	Description	Track Name or Number
	Wires	Muncie Belt, M&W Crossing
	Wires	Muncie Belt and M&W Interchange Tracks.
	Wire	Chevrolet Plant, GMC Track No. 3.
	Doorway	Chevrolet Plant GMC Track No. 4.
	Doorway and Steam Line	Chevrolet Plant, GMC Track No. 6.
	Coal Chute	Acme-Lees Track.
Hart	Doorway	Warner Gear Co. Coal Track.
Yorktown	Cob Chute	Elevator Track.
	Wires	Elevator and Team Track.
Daleville	Wires	Canning Co. Track.
S. Anderson Yard	Doorways	Enginehouse Tracks.
	Sand Pipe	Outbound Tracks.
	Wire	West Turntable Lead Track.
	Wire	Stock Track.

## BURT TO GANO

St. James	Signal Line	Work Track.
Columbus	Clark Grave Vault Co.	Doorway.
	Jeffrey Mfg. Co.	Doorways and Canopy.
	Union Depot	Concourse.
	High Street	Bridge.
	Front Street	Bridge.
	Avenue Main Track	Wires.
	General Motors Corp.	Doorways.
London	Canopy	London Lumber Co. Track.
Springfield	Overhead Crane	No. 11 Team Track.
Springfield	Canopy and Wires	Buckeye Incubator and Farm Bureau Track.
Springfield	High Street Bridge	All Tracks.
Cold Springs	Signal Wires	Main Track.
Dayton	B. & O. Bridge	Cooper St. Lead
	Shed Roof	M. J. Gibbons Track
	Shed Roof and Hopper	Delco Track
	Signal Wires	Lewis & Michael Track
	Signal Wires	Ohio Rake Track
	Telephone Wires	Ohio Rake Track and Industrial Metals Track
	Tank Car Agitator	Specialty Paper Track
	Signal Wires	Moraine Products Track
Cuba	Signal Wires	Air Reduction Track
0.41 Mile east of West Carrollton	Signal Wires	All tracks.

Location	Description	Track Name or Number
Miamisburg	Signal Wires	Ice Plant Track, Kircher St.
	Signal Wires	Yard Tracks, Lock St.
Franklin	Doorway	Miami Valley Paper Co. Track Stop before passing close clearance sign.
Middletown	Doorway	Diamond National Box Shop No. 4.
	Wires and Shed Roof	Diamond National Mill No. 2, Sorg No. 1, Bevis Machine Tracks.
	Signal Wires	Crane Warehouse Track.
	Overhead bridge	Armco Yard at Lefferson Road.
1.05 Miles east of Hughes	Highway Bridge	Mains.
0.44 Mile east of Hughes	Highway Bridge	Mains.
Hughes	Signal Wires	Elevator Track.
0.64 Mile west of Gano	Signal Wire	Mains.
Sharon Yard	Signal Wires	House Track.
	Doorways	Enginehouse Tracks.
	Sand Pipe	Coal, Pony and Hog Tracks.
<b>BAY JCT. TO SPRINGFIELD</b>		
Tiffin	Signal Wires	Main Track.
Tiffin	Shed Roof	Magers Lumber Co. Track.
Carey	Canopy	Elevator Track.
Kenton	Carrol St. Bridge	All Tracks.
Kenton	Cols. St. Bridge	All Tracks.
Springfield Yard (2.8 Miles east)	Highway Bridge	Main Track, at Home Road.
<b>JACKSON TO CARLISLE JCT.</b>		
Jackson	Wires	Waterworks Track.
Cement City	Electric Wires	South Center, Coal, Southside, Northside, Stone, Clay and Gyp Tracks.
	Shed Roof	Gyp Track.
	Car Shakeout, Overhead Pipe, and Kiln	Stone Track.
	Conveyor Belt, Overhead Pipe, and Kiln	Clay Track.
Hudson	NYC Overhead Bridge	Main Track.
Hudson	Wires	House Track.

Location	Description	Track Name or Number
Alvordton	Highway Bridge	Main Track.
Bryan	Wires	East Transfer Track.
Bryan	Wires	Running Track.
Bryan	Wires	Milk Track.
0.50 Mile south of Ney	Wires	Main Track.
North Paulding	Tipple	Stone Loading Track.
North Paulding	Loading Tube	A Track.
North Paulding	Car Shake Out	C Track.
Paulding	Wires	All Tracks.
Paulding	Canopy	Stokely-Van Camp Track
Van Wert	Wires	Old No. 8 Yard Track.
Van Wert	Wires	Inbound Engine Track.
Van Wert	Sand Pipe	All Round House Track.
German-town	Doorway	Dupps Track.
0.88 Mile South of German-town	Tell Tales	Highway Bridge
<b>DELAWARE TO OSTRANDER</b>		
Scioto	Shed Roof	Coal Track.
<b>SPRINGFIELD TO MECHANICSBURG</b>		
Springfield	Shelter Shed	Robbins Meyers, South Track.
	Doorway	Robbins and Meyers, North Track.
<b>GLEN ECHO TO COLD SPRINGS, ERIE R. R.</b>		
Durbin	Signal wire	National Pike.
Durbin	Signal wire	Lime Kiln track.
Durbin	Signal wire	East switch.
Maitland	Wires	Main track.
<b>Central Subdivision</b>		
Willis Day Industrial Park	Wires	All Tracks
Fostoria, Ohio	North end two tracks where pole line crosses track No. 834 (Auto-Lite Track).	
Berwick, Ohio	Main Track.	
Bucyrus, Galion	Iron Works	Buildings with less than standard clearance.
Muskingum	P. R. R. overhead bridge, one-fourth mile south of Muskingum; employees must keep off top of cars, engines, or other high equipment while movement is being made.	

Location	Description	Track Name or Number
Claybank	Shaker device on Shuttle track; and also under tipples on Nos. 1, 2, 3, and 4 tracks.	
Alloy	Alloy overhead bridge, employees must not go on top of cars, engines or other high equipment while movement is being made.	

### Illinois Division

#### WADE TO KANKAKEE

Griffith	Tipple	Raymond City Coal Co.
TP 15-09	Wires	Mains.
Valley Jct.	Wires	Gulf Nos. 3 and 6.
	Walkway	Gulf No. 5.
	Sand bin	Ohio Gravel Co. pit tracks.
	Whitewater River Bridge	Mains.
Lawrenceburg Jct.	Highway Bridge	Mains.
Weisburg	Signal Line	Mains and Spur.
Batesville	Highway Bridge	Mains.
Greensburg	Signal Lines	Mains.
	Signal Lines	Eastward and Westward Sidings.
	Signal Lines	No. 9 and Stub track.
Shelbyville	River Bridge	Main.
	Water Line	Stokely Canning Co.
	Doors	Pittsburgh Plate Glass Co.
	Signal Lines	East End House track.
	Signal Lines	Dinky track, John St.
Fairland	Signal Line	No. 4 Mulberry and Franklin Sts.
	Signal Line	Franklin Branch Main.
Zionsville	Highway Bridge	No. 536 Mains.
Lebanon	Signal Line	DX Oil Co. track. Elm St., all tracks.
Colfax	Signal Line	Franklin St., North Wye.
East of Earl Park	Highway Bridge	Main.
Sheldon	Shed	Norris Grain Co. Nos. 4, 5 and 6.
East of Donovan	Milw. Bridge	Main.
East of Aroma Park	Signal Line	Main.

#### YOST TO NORTH VERNON

Leesburg	Tipple, Western Indiana Gravel Co.	Nos. 3 and 4.
Wabash	Wabash R. R. Bridge	Main.
Wabash	Wabash St. Bridge	Quarry.
Marion	C&O R. R. Bridge	Main Track.
	Door	Anaconda Side Track.

Location	Description	Track Name or Number
Jonesboro	Door	Anaconda Side Track.
Alexandria	Structure	National Gypsum Co.
Anderson	Shelter Shed	Delco Remy Plant 15 Side Track.
	Steam Lines	Nicholson File Co.
Knightstown	Penna. R. R. Bridge	Main.
Carthage	Highway Bridge	No. 506 Main.
	Shed	Container Corp.
TP 165-30	Wires	Main.
TP 165-34	Wires	Main.
TP 166-11	Wires	Main.
TP 166-24	Wires	Main.
TP 166-31	Wires	Main.
TP 170-08	Wires	Main.
TP 170-20	Wires	Main.
TP 174-36	Wires	Main.
TP 181-05	Wires	Main.
TP 181-12	Wires	Main.
TP 181-18	Wires	Main.
TP 187-40	Wires	Main.
TP 188-03	Wires	Main.
TP 188-19	Wires	Main.
TP 192-41	Wires	Main.
TP 194-33	Wires	Main.

#### HUNTER TO COLD SPRINGS

Troy	Wire	Waco track.
TP 46-23	Wires	Main.
Modoc	Wire	Main.
TP 90-31	Wire	Main.
TP 92-04	Wire	Main.
TP 99-15	Wire	Main.
New Castle	Penna. R. R. Bridge	Main.
	Overhead Door	Ingersoll Steel Div. Track No. 3.
TP 109-00	Power Line Wire	Main.

#### VALLEY JCT. TO CONNERSVILLE

TP 41-14	Wires	Main.
Brookville	Highway Bridge	All Tracks.
Metamora	Wires	Main.
Laurel	Wires	All Tracks.
TP 63-16	Wires	Main.

Location	Description	Track Name or Number
TP 63-34	Wires	Main.
Connersville	Doors	American Central Bldg. Nos. 11 and 11C tracks.
	Walkways & pipe line	Rex Mfg. Co., Shook and Oil tracks.
	B. & O. R. R. Bridge	Main.

**LAWRENCEBURG TO AURORA**

Lawrenceburg	Bridge, Tanners Creek	Main.
	Bridge, Wilson Creek	Main.
	Bridge, Hogan Creek	Main.
	Doors	Lawrenceburg Terminal Elevator Track.
	Roof	Lawrenceburg Terminal Lotus Elevator.
	Wires	Main, Graveyard, Shipping tracks.
	Overhead Gate	Main, Graveyard, Shipping tracks.
	Pipe line	Seagram Power House, Main, Feed, Grain tracks.
	Pipe line and walkway	Main, Feed, Grain tracks.
	Roof overhang	Scale track.
	Pipe line	Main, Feed, Scale tracks.
	Pipe line and coal shed	Schenley Coal track.
	Roof	Schenley Grain track.
	Pipe line and building	Byron Jackson track.
	Pipe lines	Walsh track.
	Coal tipple	Peoples Coal track.
Aurora	Coal tipple	Weisickle Coal Co. No. 7 track.

**CRAIG TO COLUMBUS**

TP 69-29	Wires	Main.
TP 78-04	Wires	Main.
Columbus, 10th St.	Wires	Main.
Columbus, 5th St.	Wires	Main.
Columbus	Door	Arvin Pit track.
	Building roof	Golden Foundry track.

**FAIRLAND TO FRANKLIN**

Franklin	Door	Black-Hamke track.
	Doors	Arvin Nos. 1 and 2 tracks.

Location	Description	Track Name or Number
<b>OSBORN TO LYONS YARD</b>		
Kentland	Wires	P.R.R. Wye track and Main Tracks of Inter-locker.
Sheff	Wires	West Wye Track.
Campbell	C.M.St.P.&P. Bridge 123.47	Main Track.

Danville North	C.&E.I.R.R. Bridge 126.49	Main Track.
	Highway Bridge 127.54	Main Track.

**AN TO ST. LOUIS**

Danville	Bridge 43	Main Tracks.
Danville	Bridge 45	Main Tracks.
Danville	Bridge 46	Main Tracks.
1.20 Miles west of Hadley	Bridge 57	Main Tracks.
1.25 Miles east of Reno	Bridge 60B	Main Tracks.
1.57 Miles west of Fillmore	Bridge 79	Main Tracks.
1.99 Miles east of Greencastle	Bridge 90	Main Tracks.
	Greencastle Bridge 105A	Old Main.
1.57 Miles west of Greencastle	Bridge 112	Main Tracks.
3.93 Miles east of Alma	Bridge 127	Main Tracks.
3.39 Miles east of Alma	Bridge 129	Main Tracks.
	Alma Bridge 143F	Main Tracks.
	Lena Bridge 148	Main Tracks.
	Perth Bridge 159	Main Tracks.
1.56 Miles west of Burnett	Bridge 186A	Main Tracks.
Preston	Steam Pipe	Steelton Spur.
Haley	Wires	Wheel Works Siding.
Haley	Wires	Chesty Foods Siding
Haley	Wires	Malleable Track No. 4
	Wires	Malleable Track No. 3
	Wires	Malleable Track No. 2
Duane	Sand Pipe	Enginehouse Inbound Track.
	Sand Pipe	Enginehouse Outbound Track.
	Wires	All Repair Tracks.
Terre Haute	Bridge 190	Main Track.
1.50 Miles east of Sandford	Bridge 205A	Main Tracks.
3.07 Miles west of Vermillion	Bridge 215A	Main Track.

Location	Description	Track Name or Number	Location	Description	Track Name or Number
Paris	Bridge 224	All Tracks.	<b>HILLSBORO TO LITCHFIELD</b>		
Midland	Sand Pipe	Enginehouse Tracks.	1.48 Miles west of Hillsboro	Bridge 443	Main Track.
Kansas	Pipe	Elevator.	<b>LYONS YARD TO CAIRO</b>		
Ashmore	Pipe	Clapp Elevator.	Lyons Yard	Sand Spout	Diesel Tracks.
Charleston	Pipe	Whelan Elevator.	0.01 Mile south of Ridge Farm	Signal Wires	Wye Track.
1.77 Miles west of Charleston	Bridge 283	Main Track.	3.68 Miles north of Oliver	Bridge 145	Main Track.
Gays	Pipe	Commercial.	1.66 Miles north of Marshall	Bridge 168	Main Track.
Windsor	Pipe	Commercial.	1.54 Miles north of Marshall	Bridge 170	Main Track.
Middlesworth	Pipe	Commercial.	1.75 Miles south of Robinson	Bridge 266	Main Track.
Shelbyville	Bridge 348	Main Track.	Lawrenceville	Wires	Main Track.
Shelbyville	Bridge 348A	Main Track.	St. Francisville	Bridge 355	Main Track, Siding.
Shelbyville	Bridge 354	All Tracks.	St. Francisville	Bridge 356	Main Track.
3.90 Miles west of Shelbyville	Bridge 366A	Main Track.	Allendale	Bridge 368	Main Track.
Tower Hill	Pipe	Elevator.	Mt. Carmel	Bridge 387	Main Track, Siding.
Hillsboro	Loading Dock	Ball Brothers Track No. 1.	2.60 Miles north of Bond	Bridge 483	Main Track.
Taylor Springs	Bridge 605	Two Tracks.	Bond	Bridge 491	Main Track.
Taylor Springs	Bridge 605A	Two Tracks.	Gossett	Bridge 525	Main Track.
5.40 Miles east of Joan	Bridge 637	Main Track.	1.26 Miles south of Gossett	Bridge 531	Main Track.
2.50 Miles east of Livingston	Bridge 660	Main Track.	Stonefort	Bridge 589A	Main Track.
2.19 Miles east of Livingston	Bridge 661	Main Track.	Tunnel Hill	Tunnel	Main Track.
1.87 Miles east of Livingston	Bridge 664D	Main Track.	2.37 Miles north of Forman	Bridge 680A	Main Track.
3.85 Miles east of Gard	Bridge 669A	Main Track.	<b>MT. CARMEL TO EVANSVILLE</b>		
2.77 Miles east of Gard	Bridge 706	Main Track.	Cynthiana	Bridge 32	Main Track.
2.14 Miles east of Gard	Bridge 707	Main Track.	Evansville	L & N Bridge	Main Track.
CP 235	Bridge 741F	Main Track.	<b>ST. FRANCISVILLE TO VINCENNES</b>		
0.68 Mile east of Venice Jct.	Bridge 568	Main Tracks.	St. Francisville	Bridge 2	Main Track.
0.20 Mile east of Venice Jct.	Bridge 568X	Main Tracks.			

Location	Description	Track Name or Number
<b>SALINE VALLEY LEAD</b>		
Harrisburg	.Tipple, Sahara Mine No. 16	.... All Tipple Tracks.
	Tipple, Sahara Mine No. 7	.... All Tipple Tracks.
	Tipple, Sahara Mines Nos. 5 and 6	..... All Tipple Tracks.
	Tipple, Blue Bird Mine No. 7	.... All Tipple Tracks.
	Tipple, Blue Bird Mine No. 8	.... All Tipple Tracks.
Delta Mine	.Tipple	..... Runaround Track.

**TERRE HAUTE TO EVANSVILLE**

Greenwood	.Wires	.....	Prox Track.
Greenwood	.Overhead Crane		Prox Track.
Greenwood	.Wires	.....	Main Track.
Greenwood	.Wires, Pipes	....	Track No. 7
Greenwood	.Wires, Pipes, Three Loading Pipes	.....	Track No. 6
Greenwood	.Wires, Door	....	Track No. 5
Greenwood	.Wires, Pipe, Loading Pipe	...	Track No. 4
Greenwood	.Wires, Pipe	....	Track No. 2
Greenwood	.Wires, Pipe	....	Track No. 1
Greenwood	.Wire	.....	Track No. 1
Greenwood	.Wires, Shed Pipes	.....	Track No. 2
		.....	Track No. 3
Greenwood	.Wires	.....	Main Track, Hulman St.
Greenwood	.Wire	.....	Greenwood Office
	Wire	.....	Paper Mill Lead
	Wires, Pipe	....	Track No. 2
	Wires	.....	Track No. 3
Greenwood	.Wire	.....	Merchants Dist. Co. South Plant Track
3.90 Miles south of Coal City	.....Tipple	.....	Maumee Collieries Coal Co. Tipple Tracks.
4.00 Miles north of Worthington	.....	Bridge 35.8	.... Main Track.
5.0 Miles south of Buckskin	..Tipple, Lynnville Coal Co.	.....	Tipple tracks.

2.20 Miles north of Elberfeld	.....	Bridge 117.5	.... Main Track.
2.00 Miles south of Elberfeld	.....	Tipple	..... Ditney Hill Coal Co. All Tipple Tracks.
Taylor	....	Canopy	..... Whirlpool, No. 5, No. 6 and Steel Track.

**Indianapolis Terminal**

**OVERHEAD CLEARANCE**

Employees are warned of close overhead clearances at following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these wires, bridges or structures:

Location	Description	Tracks
Beech Grove Shop	...Doors	..... All tracks entering buildings
Elevator A	.....Roof	..... Nos. 1 and 2
Sherman Drive	....Sherman Dr. Bridge	All except mains
Ice House	.....Platform	..... Salt Track
Keystone Ave.	.....Signal Line	..... Citizens Gas Co. Leads
Keystone Ave.	.....Signal Line	..... Pure Oil Co.
English Ave.	.....Signal Line	..... Rockwood No. 2
State St.	.....Signal Line	..... Muesing Merrick
State St.	.....Signal Line	..... Tressler Coal Co.
State St.	.....Signal Line	..... Local Coal Co.
Shop Yard	.....Sand Pipes	..... Engine Service Tracks 8 & 10
Coach Yard	.....Steam Line	..... Nos. 6, 7, 8, 9, 10, 11, Rip
Shelby St.	.....Signal Line	..... Eastward and Westward Mains
Bates St.	.....Signal Line	..... North Lead and Inbound and Outbound Engine Leads
Shelby St.	.....Door	..... Ittenbach Stone Co.
S. College Ave.	.....Overhead Bridge	.... Old Main and Runaround
Freight House	.....Crane	..... No. 12
Rural St.	.....Door	..... Capital Machine Co.
Rural St.	.....Signal Line	..... Brightwood Fuel Co.
Newman St.	.....Signal Line	..... U. S. Corrugated Fibre Box Co.
Columbia Ave.	.....Signal Line	..... Gem Coal Co.
East Washington St.	.....Signal Bridge	..... All tracks
Kingan & Co.	.....White River Bridge	.. Old Main
Kingan & Co.	.....Overhead Bridges	.... Old Main
Kingan & Co.	.....Ice House	..... Ice House Track
West Maryland St.	...Door	..... Vonnegut Hardware Co.
West Market St.	....Door	..... Crane Co.
27th St.	.....Door	..... Udel Works
Westside, Parry Ave.	.....Signal Line	..... East End Lead
Harding St.	.....Door	..... Lilly Warehouse
J. D. Adams Mfg. So.	.....Doors	..... All tracks
Link Belt Co.	.....Door	..... Steel Shed
West 16th St.	Signal Line	..... Hoosier Solvents & Chemical Corp.
Olin Ave.	.....Signal Lines	..... Ohio Oil Co.

**OHIO CENTRAL DIVISION****Division Superintendent**

R. C. Harrison

**Transportation Superintendent**

A. L. Clark

**Asst. Transportation Supt.****Labor Relations**  
R. R. Thompson**Terminal Superintendent**

R. W. Lang

**Trainmasters**

J. I. Beaver	L. R. Keen
J. H. Cook	R. E. Gratz
E. E. Burger	G. R. Noffsinger
R. Q. Helmer	D. O. Jones
C. R. Sibley	

**Terminal Trainmasters**W. A. Middleton D. W. Boham  
C. R. McCarley**Assistant Trainmasters**W. B. Reynolds  
L. A. Kaufer**Road Foremen**

W. L. Brines	R. L. Brown
R. E. McWilliams	E. K. Beemer
F. E. Boyd	

**Chief Train Dispatcher**

G. L. Smith

**Assistant Chief****Train Dispatchers**

J. C. Moore	L. B. Fultz
F. E. Snider	R. M. Reed
J. F. Smith	J. T. Cosgrove
J. R. Sheeran	H. L. Hansell
J. R. Jenkins	M. F. Campbell

**Train Dispatchers**

O. W. Neu	N. B. Shafer
H. J. Rogers	H. O. Patterson
P. G. West	W. L. Weygandt
C. J. Estep	M. R. Oglesbee
J. N. Hess	H. Ward
G. P. Gladden	E. Pinson
J. C. Sparks	R. L. Bowman
G. L. Shafer	N. E. Lang
B. E. Lewis	

**Division Engineer**

J. E. Rosenbaum

**Division Engineer of Track**Jos. Collins  
R. P. Wallace  
R. E. Davidson**Master Mechanic**

A. C. Hearle

**ILLINOIS DIVISION****Division Superintendent**

G. E. Maas

**Transportation Superintendent**

W. R. Foster

**Trainmasters**L. A. Brandt  
C. O. Fiscus  
W. J. Mellen  
J. E. Schomaker  
M. H. Steele  
J. W. Walsh**Assistant Trainmasters**J. A. Slavens  
R. W. Thompson**Road Foremen**J. Austin  
J. H. Baumgardner  
R. H. Thompson  
M. W. Waddle**Division Engineer**

R. H. McDonald

**Division Engineer of Track**L. M. Camfield  
R. R. Stucky**Master Mechanic**

R. J. Parsons

**Chief Train Dispatcher**

J. S. Frizzell

**Assistant Chief****Train Dispatchers**J. A. Farquer  
F. C. McDonald  
J. J. Proffitt**Train Dispatchers**T. R. Hollett  
L. Hartline  
F. McCoy  
H. M. Bennett  
P. J. Pangburn  
H. O. Carter  
F. J. Parsley  
C. E. Dye  
W. H. Cooney  
W. M. Clemmer  
T. H. Abbinett  
J. W. Wright  
C. Manley  
F. M. Hamontre  
O. E. Tindall  
T. E. McCarty  
J. R. Thomason  
R. C. Crawford  
E. R. Waggoner  
W. P. Horn  
F. J. McKee  
F. L. Chambers  
P. C. Gallagher**INDIANAPOLIS TERMINAL****Terminal Superintendent**

P. B. Daniels

**Asst. Terminal Superintendent**

W. F. Knox

**Terminal Trainmasters**C. D. Pangburn  
J. W. Rice**Industrial Trainmasters**J. C. Jerrell  
W. J. Marcum, Jr.  
J. E. Andrews  
W. D. Medsker**Road Foreman**

M. J. Rigney

**Division Engineer**

T. F. Hutzler

**Master Mechanic**

R. J. Parsons

**Chief Train Dispatcher**

J. S. Frizzell

**Terminal Dispatchers**L. R. Hubbell  
T. W. Ferguson  
W. J. Preston, Jr.  
R. J. Cashman  
N. F. Springmeier  
I. B. Brockman  
P. H. Manley  
J. R. Mangus

## CLEVELAND TO CINCINNATI AND INDIANAPOLIS—WEST

Miles from Cleveland	STATIONS	FIRST CLASS							
		15	341 SEE NOTE	315	327				
		OHIO STATE LIMITED	THE KNICKERBOCKER	THE GATEWAY	NIGHT SPECIAL				
		Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily				
	MAIN LINE								
		AM	AM	PM	PM				
12.1	Cleveland .....	2.59	3.29	9.00	10.45				
36.5	BE .....	3.21	3.51	9.22	11.07				
46.9	Wellington .....								
46.9	Hiles .....	3.49	4.19	9.51	11.35				
67.2	Shelby .....	4.05	4.35	10.07	11.51				
75.7	Crestline .....	4.12	4.47	10.14	s12.10				
79.8	Galion .....	s 4.20	s 4.56	s10.28	s12.34				
80.3	Burt .....	4.22			12.36				
114.0	Delaware .....								
135.4	Columbus .....	5.20			1.50				
135.4	Columbus .....	5.32			2.25				
138.8	Miami Crossing ..	5.40			2.33				
180.3	Springfield .....	s 6.24			s 3.33				
185.6	Cold Springs .....	6.33			3.43				
202.0	Tates Point .....	6.50			4.00				
205.3	Dayton .....	s 7.05			s 4.31				
226.8	Middletown .....	s 7.32			s 5.03				
227.8	M. & C. Jct. ....	7.34			5.08				
242.5	Gano .....	7.49			5.33				
244.8	West Sharon .....	7.55			5.40				
252.3	Ivorydale Jct. ....	8.07			5.52				
253.1	Winton Place .....	s 8.15			s 6.05				
257.8	Cincinnati .....	8.25			6.15				
101.5	Marion .....		5.21	s11.10					
124.7	Ridgeway .....		5.43	11.31					
140.8	Bellfontaine .....		6.02	11.50					
140.8	Bellfontaine .....		6.14	12.05					
163.7	Sidney .....		s 6.41						
181.5	Versailles .....								
189.7	Ansonia .....		7.02	12.45					
198.8	Union City .....		B 7.12						
207.9	Winchester .....		B 7.20						
229.6	Muncie .....		s 7.46	s 1.32					
246.7	Gridley .....		8.00	1.46					
247.4	Anderson .....		s 8.11	s 1.57					
247.9	So. Anderson Yd..								
263.1	Fortville .....								
272.7	Post .....								
280.1	DX .....		8.55	2.37					
283.8	Indianapolis .....		9.15	3.00					
	ARRIVE	AM	AM	AM	AM				

Time shown at Cleveland, Winton Place, Ivorydale Jct., West Sharon, Cincinnati, and Indianapolis is for information only.

Conditional Stops:

<sup>B</sup>No. 341 on signal at Union City and Winchester on Sunday and Monday A.M. to receive or discharge passengers.

INDIANAPOLIS AND CINCINNATI TO CLEVELAND—EAST

Miles from Indianapolis and Cincinnati	STATIONS	FIRST CLASS											
		316 SEE NOTE			16			312 SEE NOTE			306 SEE NOTE		
		CLEVELAND SPECIAL			OHIO STATE LIMITED			THE SOUTH-WESTERN			NIGHT SPECIAL		
		Passenger Daily			Passenger Daily			Passenger Daily			Passenger Daily		
	MAIN LINE	AM	PM	PM	PM								
ABS	3.7 Indianapolis	5.35			3.30								
	11.5 DX	5.47			3.40								
	20.7 Post												
	Fortville												
MBS	35.1 So. Anderson Yd.												
TCS	36.4 Anderson	s 6.25			s 4.20								
	38.1 Gridley	6.28			4.25								
	54.2 Muncie	s 6.56			s 4.45								
ABS	75.9 Winchester												
	85.0 Union City	<sup>b</sup> 7.33			<sup>c</sup> 5.20								
	94.1 Ansonia	7.41			5.28								
	102.3 Versailles	<sup>m</sup>											
	120.1 Sidney	s 8.17			s 5.55								
ABS	143.0 Bellefontaine	8.40			6.20								
	143.0 Bellefontaine	8.50			6.30								
ABS	159.1 Ridgeway	9.09			6.49								
	182.3 Marion	s 9.50			s 7.20								
ABS	Cincinnati			2.40					10.10				
	4.7 Winton Place			s 2.50					s 10.21				
	5.5 Ivorydale Jct.			2.52					10.23				
	13.0 West Sharon			3.00					10.31				
	15.2 Gano			3.03					10.38				
	29.9 M. & C. Jct.			3.16					10.51				
	30.9 Middletown			s 3.20					s 11.00				
	52.5 Dayton			s 3.52					s 11.41				
	55.8 Tates Point			3.58					11.48				
	72.2 Cold Springs			4.12					12.02				
	TCS	77.5 Springfield			s 4.27					s 12.27			
119.0 Miami Crossing				5.09					1.12				
ABS	122.4 Columbus			5.17					1.25				
	122.4 Columbus			5.30					1.45				
TCS	146.4 Delaware												
	177.5 Burt			6.27					2.40				
ABS	178.0 Galion	s 10.13		s 6.31		s 7.47		s 2.48					
	182.1 Crestline	10.19		6.34		7.53		s 3.07					
TCS	190.6 Shelby	10.29		s 6.46		8.02		3.16					
	210.9 Hiles	10.49		7.04		8.20		3.34					
ABS	221.3 Wellington			s 7.15									
	232.4 Grafton	11.12		7.26		8.43		<sup>m</sup> 3.56					
	245.7 BE	11.53		7.48		9.08		4.33					
	257.8 Cleveland	12.15		8.10		9.30		4.55					
	ARRIVE	PM	PM	PM	PM	AM							

Time shown at Cleveland, Winton Place, Ivorydale Jct., West Sharon, Cincinnati, and Indianapolis is for information only.

Note:

<sup>m</sup>Indicates mail received from mail cranes.

Conditional Stops:

<sup>b</sup>No. 316 on signal at Union City to receive passengers.

<sup>c</sup>No. 312 on signal at Union City to discharge passengers from Indianapolis and beyond.

### INDIANAPOLIS TO ST. LOUIS WEST

Miles from Indianapolis	STATIONS	FIRST CLASS	
		317 <small>SEE NOTES</small>	341 <small>SEE NOTES</small>
		<small>MAIL AND EXPRESS</small>	<small>THE KNICKER-BOCKER</small>
		Daily	Passenger Daily
	MAIN LINE		
TCS	..... Indianapolis, EST .....	AM 3.30	AM 9.35
	9.4 MY .....	3.44	9.49
	12.5 AN, EST .....	3.48	9.53
ABS	12.5 AN, CST .....	2.48	8.53
	39.0 Greencastle .....		B 9.15
	59.0 Cobb .....		
ABS	63.9 Burnett .....		
	68.6 Preston .....		
	70.5 Haley .....		
	72.0 Terre Haute .....	s 3.57	s 9.50
	79.9 CP 79 .....		
	84.0 Vermilion .....		m
	90.6 Paris .....		c 10.14
	99.3 Dudley .....		
	104.4 Kansas .....		
	108.8 Ashmore .....		m
	117.6 Charleston .....		
TCS	128.2 Mattoon .....	5.10	10.50
	128.2 Mattoon .....	5.23	10.55
TCS	134.8 Gays .....		
	140.6 Windsor .....		
	147.0 Middlesworth .....		m
	151.3 Shelbyville .....		
	160.7 Tower Hill .....		
	167.1 Pana .....		m 11.30
	180.1 Nokomis .....		
	184.8 Witt .....		m
	189.3 Irving .....		
	194.2 Hillsboro .....		12.01
	209.5 Joan .....		
ABS	225.8 Gard .....		
	235.7 CP 235 .....		
ABS	237.7 Lenox .....	7.33	12.49
	243.1 Granite City .....	7.40	12.56
MBS	245.9 Venice Jct. ....		
	246.8 Venice Crossing .....		
	248.0 Bridge Jct. ....		
	248.7 East St. Louis .....		
	252.2 St. Louis .....	8.25	1.40
	ARRIVE	AM	PM

### ST. LOUIS TO INDIANAPOLIS EAST

Miles from St. Louis	STATIONS	FIRST CLASS	
		312 <small>SEE NOTES</small>	318 <small>SEE NOTES</small>
		<small>THE SOUTH-WESTERN</small>	<small>MAIL AND EXPRESS</small>
		Passenger Daily	Daily
	MAIN LINE		
ABS	..... St. Louis .....	AM 9.45	PM 11.25
	3.5 East St. Louis .....		
	4.2 Bridge Jct. ....		
	5.4 Venice Crossing .....		
	6.3 Venice Jct. ....		
	9.1 Granite City .....	10.15	11.55
ABS	14.5 Lenox .....	10.21	12.01
	16.5 CP 235 .....		
	24.4 Gard .....		
	40.7 Joan .....		
TCS	58.0 Hillsboro .....	m	
	62.9 Irving .....	m	
	67.4 Witt .....		
	72.1 Nokomis .....		
	85.1 Pana .....	m	
	91.5 Tower Hill .....		
	100.9 Shelbyville .....	m	
	105.2 Middlesworth .....		
	111.6 Windsor .....		
	117.4 Gays .....	m	
	TCS	124.0 Mattoon .....	11.45
124.0 Mattoon .....		11.48	1.45
ABS	134.6 Charleston .....	m	
	143.4 Ashmore .....		
	147.8 Kansas .....		
	152.9 Dudley .....		
	161.6 Paris .....	Em 12.18	
	168.2 Vermilion .....		
	172.3 CP 79 .....		
	180.2 Terre Haute .....	s 12.40	
	181.7 Haley .....		
	183.6 Preston .....		
	188.3 Burnett .....		
TCS	193.2 Cobb .....		
	213.2 Greencastle .....	g 1.13	
	239.7 AN, CST .....	1.52	3.37
TCS	239.7 AN, EST .....	2.52	4.37
	242.8 MY .....	2.55	4.40
	252.2 Indianapolis, EST .....	3.15	5.00
	ARRIVE	PM	AM

On single track, Eastward trains are superior to Westward trains of the same class, unless otherwise specified.

*Times shown at St. Louis and Indianapolis are for information only.*  
Nos. 317 and 318 will not carry revenue passengers.

**Conditional Stops:**

- <sup>B</sup>No. 341 on signal at Greencastle to discharge passengers from Cleveland and east.
- <sup>C</sup>No. 341 on signal at Paris to discharge passengers from Indianapolis and east daily and to receive passengers for St. Louis daily except Sunday.
- <sup>E</sup>No. 312 on signal at Paris to discharge passengers daily and to receive passengers daily except Sunday.
- <sup>G</sup>No. 312 stops on signal at Greencastle to discharge passengers from St. Louis and receive passengers for Indianapolis or beyond.

**Note:**

<sup>m</sup>Indicates mail received from mail cranes.

### CINCINNATI TO INDIANAPOLIS AND KANKAKEE — WEST

Miles from Cincinnati	STATIONS	FIRST CLASS	
		303 SEE NOTES	305 SEE NOTES
		JAMES WHIT-COMB RILEY Passenger Daily	THE SYCAMORE Passenger Daily
	<b>MAIN LINE</b>		
	<i>Cincinnati (EST)</i> .....	AM 8.20	
1.9	<i>Storrs Jct.</i> .....	8.26	
3.8	<i>Wade</i> .....	8.28	
ABS	14.6	North Bend.....	m
	21.6	Lawrenceburg Jct. ....	8.46
TCS	47.1	Batesville .....	Cm 9.10
	62.1	Greensburg .....	s 9.25
	81.9	Vine .....	
ABS	82.1	Shelbyville .....	s 9.46
	103.0	CP 103 .....	10.14
	108.1	Indpls. (S. Coll. A).....	
ABS	108.9	<i>Indianapolis</i> .....	10.25
	108.9	<i>Indianapolis</i> .....	10.35
ABS	109.3	Indpls. (West St.).....	PM 7.15
	111.5	KD .....	10.40
TCS	115.2	30th Street (EST) .....	7.20
	115.2	30th Street (CST) .....	10.45
	123.4	Glenn West .....	9.45
	137.6	Lebanon .....	6.24
	138.7	Conn .....	m
	157.5	Clarks Hill .....	m
	169.5	Altamont .....	10.35
ABS	173.3	<i>Lafayette</i> .....	s 10.45
	191.9	Templeton .....	s 7.25
	201.5	Fowler .....	11.03
MBS	210.5	Sheff .....	m 11.21
	218.3	Sheldon .....	8.04
	222.4	Iroquois .....	m
	226.5	Donovan .....	11.36
	231.9	Beaverville .....	m
	237.6	St. Anne .....	
	243.8	Aroma Park .....	
ABS	247.5	Court St. ....	12.05
	248.1	Kankakee (CST) .....	B 12.13
ABS		<i>Kankakee Jct.</i> .....	PM 8.39
	302.5	<i>Chicago (CST)</i> .....	B 12.13
			PM 9.00
			PM 9.02
			PM 10.05
		ARRIVE	PM

### KANKAKEE TO INDIANAPOLIS AND CINCINNATI — EAST

Miles from Chicago	STATIONS	FIRST CLASS	
		302 SEE NOTES	304 SEE NOTES
		THE INDPLS. SPECIAL Passenger Daily	JAMES WHIT-COMB RILEY Passenger Daily
	<b>MAIN LINE</b>		
	<i>Chicago (CST)</i> .....	AM 8.55	PM 3.55
	<i>Kankakee Jct.</i> .....	9.53	4.53
MBS	54.4	Kankakee (CST) .....	B 10.00
	55.0	Court St. ....	10.02
	58.7	Aroma Park.....	
	64.9	St. Anne .....	
	70.6	Beaverville .....	m 10.16
MBS	76.0	Donovan .....	10.21
	80.1	Iroquois .....	m
	84.2	Sheldon .....	m
	92.0	Sheff .....	10.33
TCS	101.0	Fowler .....	s 10.42
	110.6	Templeton .....	10.51
	129.2	<i>Lafayette</i> .....	s 11.29
TCS	133.0	Altamont .....	11.36
	145.0	Clarks Hill .....	
	163.8	Conn .....	
	164.9	Lebanon .....	s 12.11
	180.3	Glenn West .....	m
	187.8	30th Street (CST) .....	12.31
	187.8	30th Street (EST) .....	1.31
ABS	191.7	KD .....	1.49
	193.2	Indpls. (West St.) .....	
	193.6	<i>Indianapolis</i> .....	1.55
ABS	193.6	<i>Indianapolis</i> .....	PM 8.45
	194.4	Indpls. (S. Coll. A).....	
TCS	199.5	CP 103 .....	8.55
	220.4	Shelbyville .....	s 9.16
	220.6	Vine .....	
ABS	240.4	Greensburg .....	s 9.39
	255.4	Batesville .....	c 9.50
ABS	280.9	Lawrenceburg Jct. ....	
	287.9	North Bend .....	
ABS	298.7	Wade .....	10.47
	300.6	<i>Storrs Jct.</i> .....	10.50
	302.5	<i>Cincinnati</i> .....	11.05
		ARRIVE	PM

On single track, Eastward trains are superior to Westward trains of the same class, unless otherwise specified.

Time shown at Chicago, Kankakee Jct., Lafayette, Indianapolis, Storrs Jct., and Cincinnati is for information only.

Conditional Stops:

<sup>B</sup>No. 302 at Kankakee for mail and to receive passengers.

<sup>D</sup>No. 304 at Kankakee to receive passengers for Lafayette and beyond.

<sup>C</sup>No. 304 at Batesville to discharge passengers.

Note:

<sup>m</sup>Indicates mail received from mail cranes.

On single track, Eastward trains are superior to Westward trains of the same class, unless otherwise specified.

Time shown at Cincinnati, Storrs Jct., Indianapolis, Lafayette, Kankakee Jct. and Chicago is for information only.

Conditional Stops:

<sup>B</sup>Nos. 303 and 305 at Kankakee for mail and to discharge passengers.

<sup>C</sup>No. 303 on signal at Batesville to receive or discharge passengers.

<sup>m</sup>Indicates mail received from mail cranes.

SANDUSKY TO SANDS					
Miles from Sandusky	STATIONS				
0.3	Sandusky				
17.0	Bay Junction				
22.7	Clyde				
34.0	Green Springs Jct.				
	Tiffin				
42.7	Berwick				
49.7	Carey				
57.3	Wharton				
62.2	Forest				
65.5	McVittys				
68.4	Grants				
73.6	Hill Siding				
74.1	Kenton				
74.8	Sands				

On single track, Eastward trains are superior to Westward trains of the same class, unless otherwise specified.

BELLE CENTER TO SPRINGFIELD					
Miles from Belle Center	STATIONS				
...	Belle Center				
5.7	Huntsville				
11.4	Oaks				
11.7	Bellefontaine				
11.8	Bellefontaine Int.				
12.6	Gest Yard				
13.8	Jewells				
19.5	West Liberty				
23.7	Lippincotts				
29.6	Urbana				
37.4	Glen Echo				
43.2	Springfield Yard				
44.1	Linden Ave.				
44.2	Springfield				

On single track Northward trains are superior to Southward trains of the same class, unless otherwise specified.

GLEN ECHO—COLD SPRINGS, ERIE R. R.—MBS				
Miles from Cold Springs	STATIONS			Mile Post
8.8	Glen Echo	5.4	360.7	
3.4	Maitland	0.8	366.1	
2.6	Sugar Grove	1.9	366.9	
0.7	Durbin	0.7	368.8	
0.0	Cold Springs		369.5	

ST. MARYS—BELLEFONTAINE				
Miles from St. Marys	STATIONS	SECOND CLASS		
		SOUTH		NORTH
		553		554
		FREIGHT		FREIGHT
		Daily Ex. Sunday		Daily Ex. Sunday
...	St. Marys	PM 1.50	ARRIVE PM 1.05	
5.2	Moulton	2.15	12.40	
10.7	Wapakoneta	3.00	12.15	
17.8	Slater	3.18	11.30	
19.4	Gutman	3.30	11.20	
22.5	Santa Fe	3.50	11.05	
26.3	Lakeview	4.10	10.52	
27.9	Russell's Point	4.16	10.46	
31.4	Lewistown	4.35	10.35	
39.6	Bellefontaine	5.15	10.00	

CEMENT CITY TO BROOKLYN				
Miles from Cement City	STATIONS			
...	Cement City			
6.0	Brooklyn			

On single track Northward trains are superior to Southward trains of the same class, unless otherwise specified.

CAREY TO VANLUE				
Miles from Carey	STATIONS			Miles from Vanlue
5.5	Carey		5.5	
	Vanlue			

**JACKSON TO CARLISLE JCT.**

**SOUTH**

Miles from Jackson	STATIONS	SECOND CLASS			
		101			
		FREIGHT			
		Mon., Wed. and Friday			
	Jackson.....	AM 10.30			
1.2	OD.....				
5.7	Ackerson Lake.....				
13.5	Cement City.....				
18.8	Addison Jct.....				
24.9	Rollin.....				
29.9	Hudson.....				
35.7	Prattville.....				
39.5	Waldron.....				
43.9	Alvordton.....	11.45			
49.0	West Unity.....				
58.7	DV.....				
59.5	Bryan.....	12.15			
66.0	Ney.....				
73.1	Sherwood.....	PM ARRIVE			
78.8	Cecil.....				
84.9	Paulding.....				
88.5	Latty.....				
93.1	Haviland.....				
95.1	Scott.....				
98.1	Cavett.....				
102.2	Van Wert Yard.....				
103.3	Van Wert.....				
110.6	Ohio City.....				
116.3	Rockford.....				
126.9	Celina.....				
132.4	Coldwater.....				
137.0	St. Henry.....				
141.5	Gilberts.....				
146.5	Rosburg.....				
151.3	Ansonia.....				
154.1	Meekers.....				
159.3	Greenville.....				
161.2	Penn.....				
164.7	Ft. Jefferson.....				
167.5	Savona.....				
173.9	West Manchester.....				
179.8	Lewisburg.....				
187.0	West Alexandria.....				
194.2	Farmersville.....				
199.6	Germantown.....				
201.2	Wiggims.....				
203.6	Carlisle.....				
203.9	Carlisle Jct.....				

**CARLISLE JCT. TO JACKSON**

**NORTH**

Miles from Carlisle Jct.	STATIONS				
	Carlisle Jct.....				
0.3	Carlisle.....				
2.7	Wiggims.....				
4.3	Germantown.....				
9.7	Farmersville.....				
16.9	West Alexandria.....				
24.1	Lewisburg.....				
30.0	West Manchester.....				
36.4	Savona.....				
39.2	Ft. Jefferson.....				
42.7	Penn.....				
44.6	Greenville.....				
49.8	Meekers.....				
52.6	Ansonia.....				
57.4	Rosburg.....				
62.4	Gilberts.....				
66.9	St. Henry.....				
71.5	Coldwater.....				
77.0	Celina.....				
87.6	Rockford.....				
93.3	Ohio City.....				
100.6	Van Wert.....				
101.7	Van Wert Yard.....				
105.8	Cavett.....				
108.8	Scott.....				
110.8	Haviland.....				
115.4	Latty.....				
119.0	Paulding.....				
125.1	Cecil.....				
130.8	Sherwood.....				
137.9	Ney.....				
144.4	Bryan.....				
145.2	DV.....				
154.9	West Unity.....				
160.0	Alvordton.....				
164.4	Waldron.....				
168.2	Prattville.....				
174.0	Hudson.....				
179.0	Rollin.....				
185.1	Addison Jct.....				
190.4	Cement City.....				
198.2	Ackerson Lake.....				
202.7	OD.....				
203.9	Jackson.....				

On single track Northward trains are superior to Southward trains of the same class, unless otherwise specified.

TOLEDO TO THURSTON				
SOUTHWARD				
Miles from Toledo	STATIONS	SECOND CLASS		
		53		
		FREIGHT		
		Daily Exc. Sunday		
0.0	Toledo			
4.0	Stanley Tower	AM		
7.7	Stanley Yard	8.00		
9.9	Stoney Ridge			
14.3	Luckey	8.20		
17.3	Pemberville			
35.4	Fostoria	9.30		
39.8	Landgraf			
46.2	Berwick	9.50		
54.9	Sycamore			
63.8	Spore			
69.9	Bucyrus Yard	10.50		
79.3	Martel	AM ARRIVE		
87.2	Edison			
88.4	Mt. Gilead Jct.			
89.2	Mt. Gilead			
99.0	Marengo			
108.2	Centerburg			
118.4	Johnstown			
129.6	Granville			
133.3	Heath			
138.5	Hebron			
147.7	Thurston			

THURSTON TO TOLEDO				
NORTHWARD				
Miles from Thurston	STATIONS	SECOND CLASS		
		62		
		FREIGHT		
		Daily Exc. Saturday		
0.0	Thurston			
9.2	Hebron			
14.4	Heath			
18.1	Granville			
29.3	Johnstown			
39.5	Centerburg			
48.7	Marengo			
58.5	Mt. Gilead			
59.3	Mt. Gilead Jct.			
60.5	Edison			
68.4	Martel			
78.1	Bucyrus Yard			
83.9	Spore			
92.8	Sycamore			
101.5	Berwick			
107.9	Landgraf			
112.3	Fostoria			
130.4	Pemberville			
133.4	Luckey			
137.8	Stoney Ridge			
140.0	Stanley Yard			
143.7	Stanley Tower			
147.7	Toledo			

On single track, northward trains are superior to trains of the same class in the opposite direction, unless otherwise specified.

THURSTON TO ZANESVILLE				
SOUTHWARD				
Miles from Thurston	STATIONS	SECOND CLASS		
		61		
		FREIGHT		
		Daily Exc. Saturday		
	LEAVE	PM		
0.0	Thurston	10.00		
3.9	New Salem			
9.3	Thornville			
12.2	Walser			
13.7	Yost			
15.3	Glenford			
17.1	Glass Rock	10.30		
21.4	Mt. Perry			
27.6	Fultonham	11.00		
34.0	Darlington	PM		
37.1	Ferro			
34.9	Muskingum			
35.7	South Zanesville			
36.3	Spangler			
38.6	Zanesville			
	ARRIVE			

ZANESVILLE TO THURSTON				
NORTHWARD				
Miles from Zanesville	STATIONS	SECOND CLASS		
		62		
		FREIGHT		
		Daily Exc. Saturday		
	LEAVE	PM		
0.0	Zanesville			
2.3	Spangler			
2.9	South Zanesville			
3.7	Muskingum			
5.9	Ferro			
4.6	Darlington			
11.0	Fultonham	8.00		
17.2	Mt. Perry			
21.5	Glass Rock	8.30		
23.3	Glenford			
24.9	Yost			
26.4	Walser			
29.3	Thornville			
34.7	New Salem			
38.6	Thurston	9.00		
	ARRIVE	PM		

**COLUMBUS TO TOLEDO**

**NORTHWARD**

Miles from Columbus	STATIONS				
LEAVE					
0.0	Columbus .....				
1.5	W. Columbus .....				
2.0	Grandview .....				
4.7	Stonington .....				
5.8	Mounds .....				
MBS					
7.2	Highway .....				
15.1	Kile .....				
24.1	Scottslawn .....				
27.9	Marysville .....				
34.6	Peoria .....				
TCS					
42.5	West Mansfield .....				
50.6	Ridgeway .....				
58.9	Erie Crossing .....				
TCS					
59.9	Kenton .....				
70.9	Dunkirk .....				
78.1	Arlington .....				
83.3	Hancock .....				
88.0	Findlay .....				
MBS					
88.8	N. Findlay .....				
93.2	Mortimer .....				
97.8	Galatea .....				
102.1	Cygnets .....				
111.4	Bowling Green .....				
TCS					
117.5	Dunbridge .....				
123.3	Lime City .....				
127.5	Stanley Yard .....				
128.1	Stanley Tower .....				
132.1	Toledo .....				

**TOLEDO TO COLUMBUS**

**SOUTHWARD**

Miles from Toledo	STATIONS				
LEAVE					
0.0	Toledo .....				
4.0	Stanley Tower .....				
4.6	Stanley Yard .....				
8.8	Lime City .....				
14.6	Dunbridge .....				
TCS					
20.7	Bowling Green .....				
30.0	Cygnets .....				
34.3	Galatea .....				
38.9	Mortimer .....				
43.3	North Findlay .....				
TCS					
44.1	Findlay .....				
48.8	Hancock .....				
54.0	Arlington .....				
61.2	Dunkirk .....				
72.2	Kenton .....				
MBS					
73.2	Erie Crossing .....				
81.5	Ridgeway .....				
89.6	West Mansfield .....				
97.5	Peoria .....				
TCS					
104.2	Marysville .....				
108.0	Scottslawn .....				
117.0	Kile .....				
124.9	Highway .....				
MBS					
126.3	Mounds .....				
127.4	Stonington .....				
130.1	Grandview .....				
130.6	West Columbus .....				
132.1	Columbus .....				

On single track, northward trains are superior to trains of the same class in the opposite direction, unless otherwise specified.

**FULTONHAM TO CROOKSVILLE**

**SOUTHWARD**

Miles from Fultonham	STATIONS				
LEAVE					
0.0	Fultonham .....				
4.6	Saltillo .....				
8.9	Crooksville .....				
ARRIVE					

**CROOKSVILLE TO FULTONHAM**

**NORTHWARD**

Miles from Crooksville	STATIONS				
LEAVE					
0.0	Crooksville .....				
4.3	Saltillo .....				
8.9	Fultonham .....				
ARRIVE					

On single track, northward trains are superior to trains of the same class in the opposite direction, unless otherwise specified.

### HOBSON JCT. TO COLUMBUS

NORTHWARD — SECOND CLASS

SOUTHWARD

Miles from Hobson	STATIONS	38		40		42							
		FREIGHT		FREIGHT		FREIGHT							
		Daily		Daily		Daily							
	Hobson Jct. ....	AM		PM		PM							
0.0	Hobson .....	5.30	..	1.30	..	9.30	..	.....	.....	.....	.....	.....	.....
23.8	Albany .....	6.26	..	2.45	..	10.30	..	.....	.....	.....	.....	.....	.....
33.2	Grosvenor .....	6.50	..	3.10	..	10.55	..	.....	.....	.....	.....	.....	.....
35.0	Armitage .....	7.00	..	3.20	..	11.05	..	.....	.....	.....	.....	.....	.....
MBS	39.5	Chauncey .....	7.10	..	3.30	..	11.15	..	.....	.....	.....	.....	.....
	48.4	Glouster .....	7.30	..	3.50	..	11.35	..	.....	.....	.....	.....	.....
	56.4	Corning .....	7.55	..	4.15	..	11.59	..	.....	.....	.....	.....	.....
MBS	64.1	Clay Bank .....	8.10	..	4.40	..	12.25	..	.....	.....	.....	.....	.....
	68.9	New Lexington ..	8.20	..	5.00	..	12.45	..	.....	.....	.....	.....	.....
	73.3	Junction City ....	.....	..	.....	..	.....	..	.....	.....	.....	.....	.....
MBS	80.1	Bremen .....	8.50	..	5.30	..	1.15	..	.....	.....	.....	.....	.....
	90.4	Pleasantville ....	9.15	..	5.55	..	1.40	..	.....	.....	.....	.....	.....
	93.1	Thurston .....	9.25	..	6.05	..	1.50	..	.....	.....	.....	.....	.....
	96.1	Baltimore .....	9.35	..	6.15	..	2.00	..	.....	.....	.....	.....	.....
	96.7	Basil .....	9.40	..	6.20	..	2.05	..	.....	.....	.....	.....	.....
ABS	101.3	Harley .....	.....	..	.....	..	.....	..	.....	.....	.....	.....	.....
	104.9	Pickerington ....	9.55	..	6.35	..	2.20	..	.....	.....	.....	.....	.....
	112.7	Truro .....	10.15	..	6.55	..	2.40	..	.....	.....	.....	.....	.....
	116.3	Bannon .....	10.20	..	7.00	..	2.45	..	.....	.....	.....	.....	.....
	120.6	Frankfort Street	.....	..	.....	..	.....	..	.....	.....	.....	.....	.....
TCS	123.3	West Columbus ..	10.45	..	7.25	..	3.10	..	.....	.....	.....	.....	.....
			AM ARRIVE		PM ARRIVE		AM ARRIVE						

From Hobson Jct. to Columbus is designated northward.

On single track, northward trains are superior to trains of the same class in the opposite direction, unless otherwise specified.

### SWISS TO HOBSON JCT.

NORTHWARD — SECOND CLASS

SOUTHWARD

MBS

Miles from Swiss	STATIONS	32	34	36										
		FREIGHT	FREIGHT	FREIGHT										
		Daily	Daily	Daily										
0.0	Swiss .....													
9.7	Gauley Bridge ..													
15.8	D. B. Tower.....													
16.6	Alloy .....													
19.9	Smithers .....													
26.4	Midwest .....													
28.7	Cedar Grove .....													
33.1	Dickinson .....	AM	AM	PM										
		12.30	8.30	4.30										
36.4	Belle .....	12.55	8.55	4.55										
39.6	Levi .....	1.00	9.00	5.00										
41.9	Port Amherst .....													
45.2	Stuart .....	1.20	9.20	5.20										
46.8	Charleston .....	1.25	9.30	5.30										
47.6	Bigley Ave. Jct. ..													
49.6	W. Charleston ..													
50.6	Shorr .....	1.42	9.45	5.45										
53.9	Dunbar .....	1.48	9.51	5.51										
57.0	Institute .....	1.52	10.00	5.56										
61.7	Nitro .....	2.00	10.15	6.04										
71.4	Courtney .....	2.20	10.30	6.27										
73.0	Red House .....													
77.2	Rumer .....	2.40	10.45	6.42										
85.6	Robertsburg .....	3.02	11.05	7.02										
89.6	Arbuckle .....	3.10	11.13	7.10										
106.4	Kanauga .....	3.50	11.55	7.55										
115.9	Hobson Jct. ....	4.20	12.30	8.30										
		AM ARRIVE	PM ARRIVE	PM ARRIVE										

From Swiss to Hobson Jct. is designated northward.

On single track, northward trains are superior to trains of the same class in the opposite direction, unless otherwise specified.

**BIGLEY AVE. JCT. TO HITOP**

**SOUTHWARD**

Miles from Bigley Ave. Jct.	STATIONS				
		LEAVE			
.....	Charleston .....	.....	.....	.....	.....
0.0	Bigley Ave. Jct. ....	.....	.....	.....	.....
11.5	Elkview .....	.....	.....	.....	.....
13.4	Blue Creek .....	.....	.....	.....	.....
21.6	Quick .....	.....	.....	.....	.....
22.3	Coalridge .....	.....	.....	.....	.....
25.0	Sanderson .....	.....	.....	.....	.....
26.4	Morris Fork .....	.....	.....	.....	.....
28.1	Camelot .....	.....	.....	.....	.....
30.3	Kendalia .....	.....	.....	.....	.....
34.4	Hitop .....	.....	.....	.....	.....

ARRIVE

**HITOP TO BIGLEY AVE. JCT.**

**NORTHWARD**

Miles from Hitop	STATIONS				
		LEAVE			
0.0	Hitop .....	.....	.....	.....	.....
4.1	Kendalia .....	.....	.....	.....	.....
6.3	Camelot .....	.....	.....	.....	.....
8.7	Morris Fork .....	.....	.....	.....	.....
9.4	Sanderson .....	.....	.....	.....	.....
12.1	Coalridge .....	.....	.....	.....	.....
12.8	Quick .....	.....	.....	.....	.....
21.0	Blue Creek .....	.....	.....	.....	.....
22.9	Elkview .....	.....	.....	.....	.....
34.4	Bigley Ave. Jct. ....	.....	.....	.....	.....
.....	Charleston .....	.....	.....	.....	.....

ARRIVE

On single track, northward trains are superior to trains of the same class in the opposite direction, unless otherwise specified.

**YOST TO NORTH VERNON  
SOUTHWARD**

**NORTH VERNON TO YOST  
NORTHWARD**

SECOND CLASS						Miles from Elkhart	STATIONS	SECOND CLASS					
<b>79</b>													
FREIGHT													
Daily													
							Elkhart .....						
					TCS	10.3	CX .....						
						12.3	Yost .....						
						15.6	New Paris Jct. . .						
						16.1	New Paris .....						
						21.1	Milford Jct. ....						
						22.3	Milford .....						
						27.8	Leesburg .....						
						33.1	Grandy .....						
						34.5	Warsaw .....						
						42.3	Claypool .....						
						46.2	Silver Lake .....						
						53.8	North Manchester						
						56.4	Bolivar .....						
						60.9	Urbana .....						
						68.2	Wabash .....						
						78.4	La Fontaine .....						
						87.5	Marion .....						
						88.2	Kent .....						
						93.1	Jonesboro .....						
						97.6	Fairmount .....						
						102.9	Summitville .....						
						108.3	Alexandria .....						
					TCS	109.8	Alda .....						
						117.4	Dow .....						
						120.2	Anderson .....						
						120.5	Pearl St. ....						
						121.5	So. Anderson ...						
							So. Anderson Yd.						
						129.6	Markleville .....						
						135.8	Shirley .....						
						143.0	Knightstown .....						
						147.9	Carthage .....						
						158.3	Kern .....						
						159.3	Rushville .....						
						166.9	Milroy .....						
						172.4	Sandusky .....						
						178.3	Greensburg .....						
						179.8	Craig .....						
						187.2	Letts .....						
						191.3	Westport .....						
						203.7	North Vernon ..						

AM  
ARRIVE

On single track Northward trains are superior to Southward trains of the same class, unless otherwise specified.

## OSBORN TO LYONS YARD

SECOND CLASS		SOUTHWARD					NORTHWARD						
Miles from Indiana Harbor	STATIONS	63		83		85		64		84		86	
		FREIGHT		FREIGHT		FREIGHT		FREIGHT		FREIGHT		FREIGHT	
		Daily Ex. Sun.		Daily		Daily		Daily Ex. Sat.		Daily		Daily	
	<i>Indiana Harbor</i> .....												
4.2	<i>Gibson</i> .....												
4.9	<i>Osborn</i> .....	AM	..	AM	..	PM	..	ARRIVE AM	..	ARRIVE PM	..	ARRIVE AM	..
7.1	<i>Highland</i> .....	7.00	..	11.15	..	6.00	..	11.00	..	4.45	..	2.35	..
9.1	<i>Hays</i> .....												
10.2	<i>Hartsdale</i> .....												
12.0	<i>MP-12</i> .....	7.10	..	11.24	..	6.10	..	10.35	..	4.36	..	2.25	..
12.4	<i>St. John Yard</i> .....												
14.6	<i>St. John</i> .....												
19.7	<i>Cook</i> .....												
25.8	<i>North Hayden</i> .....												
28.1	<i>Belshaw</i> .....												
32.8	<i>Schneider</i> .....	9.30	<sup>64</sup>	12.01	..	6.45	..	9.30	<sup>63</sup>	4.00	..	1.40	..
36.3	<i>Lake Village</i> .....												
38.5	<i>Conrad</i> .....												
44.8	<i>Enos</i> .....												
49.5	<i>Morocco</i> .....	10.00	..	12.30	..	7.15	..	8.50	..	3.30	..	1.10	..
54.9	<i>Ade</i> .....												
61.8	<i>Kentland</i> .....	10.20	..	12.50	..	7.35	..	8.30	..	3.10	..	12.55	..
66.2	<i>Sheff</i> .....	10.30	..	1.45	..	7.45	..	8.20	..	3.01	..	12.45	..
72.0	<i>Free</i> .....												
75.8	<i>Dunn</i> .....												
80.3	<i>Handy</i> .....	10.50	..	2.01	..	8.01	..	8.05	..	2.45	..	12.05	..
86.2	<i>Tab</i> .....												
90.0	<i>Stewart</i> .....												
94.5	<i>Sloan</i> .....	11.10	..	2.25	<sup>84</sup>	8.25	..	7.45	..	2.25	<sup>83</sup>	11.45	..
104.0	<i>Campbell</i> .....												
109.2	<i>Danville</i> .....												
110.2	<i>Wyton</i> .....	11.35	..	2.55	..	8.55	..	7.15	..	1.55	..	11.15	..
114.4	<i>Lyons Yard</i> .....	11.45	..	3.15	..	9.15	..	7.00	..	1.40	..	11.00	..
		ARRIVE	..	ARRIVE	..	ARRIVE	..	AM	..	PM	..	PM	..

On single track, northward trains are superior to trains of the same class in the opposite direction unless otherwise specified.

**BETWEEN GOLD SPRINGS AND DX**

Miles from Springfield	STATIONS			
	<i>Springfield Yard</i> .....			
1.9	<i>Springfield</i> .....			
	<i>West End</i> .....			
5.9	Cold Springs .....			
9.1	Donnelsville .....			
13.6	New Carlisle .....			
15.6	Brown .....			
21.1	Grayson .....			
24.2	B&O Crossing .....			
24.5	Troy .....			
31.2	Kessler .....			
34.6	Ludlow Falls .....			
38.6	Laura .....			
42.7	Pitsburg .....			
46.3	Arcanum .....			
52.0	Savona .....			
53.2	Hewitt .....			
60.4	Glen Karn .....			
64.9	Crete .....			
69.6	Lynn .....			
74.5	Carlos City .....			
80.0	Modoc .....			
83.5	Losantville .....			
83.8	C&O Crossing .....			
87.6	Mooreland .....			
95.8	New Castle .....			
104.1	Kennard .....			
107.3	Shirley .....			
109.0	Wilkinson .....			
113.1	Willow Branch .....			
117.7	Maxwell .....			
121.5	Mohawk .....			
125.6	Mt. Comfort .....			
131.2	Hunter .....			
135.8	Eastside .....			
136.4	DX .....			
139.8	<i>Indianapolis</i> .....			

From DX to Cold Springs is designated eastward and from Cold Springs to DX is designated westward.  
 On single track, Eastward trains are superior to Westward trains of the same class, unless otherwise specified.

**BETWEEN VALLEY JCT. AND CONNERSVILLE**

Miles from Valley Jct.	STATIONS			
3.5	Valley Jct. ....			
7.7	Shaper .....			
14.5	Harrison .....			
	New Trenton .....			
19.0	Cedar Grove .....			
25.8	Brookville .....			
34.2	Metamora .....			
40.0	Laurel .....			
50.8	Connerville .....			
56.4	<i>Beeson</i> .....			

From Connerville to Valley Jct. is designated eastward and from Valley Jct. to Connerville is designated westward.  
 On single track, Eastward trains are superior to Westward trains of the same class, unless otherwise specified.

**BETWEEN CRAIG AND COLUMBUS**

Miles from Craig	STATIONS			
	<i>Greensburg</i> .....			
1.5	Craig .....			
6.5	Burney .....			
13.2	Hope .....			
24.4	Columbus .....			

**BETWEEN FAIRLAND AND FRANKLIN**

Miles from Fairland	STATIONS			
3.4	Fairland .....			
7.0	Boggtown .....			
12.5	Needham .....			
	Franklin .....			

**LYONS YARD TO CAIRO  
SOUTH**

Miles from Danville	STATIONS			
1.0	Danville			
5.3	Wyton			
7.2	Lyons Yard			
11.4	Westville			
11.4	Georgetown			
17.0	Ridge Farm			
23.9	Chrisman			
37.1	Midland			
37.1	Midland			
52.7	Marshall			
58.2	Ernst			
65.1	West Union			
70.5	Dock			
72.4	Hutsonville			
81.2	Robinson			
89.1	Flat Rock			
102.0	Lawrenceville Jct.			
111.4	St. Francisville			
116.9	Allendale			
126.3	Mt. Carmel			
132.6	Keensburg			
141.6	Grayville			
150.4	Crossville			
157.8	Carmi			
169.8	Norris City			
182.8	Eldorado			
188.7	Harrisburg			
197.4	Carrier Mills			
203.9	Stonefort			
208.4	New Burnside			
214.6	Tunnel Hill			
224.2	Vienna			
229.8	Forman			
231.9	Belknap			
234.7	Karnak			
244.8	Olmsted			
252.7	Mound City			
259.4	Cairo Yard			
260.4	Cairo			

**CAIRO TO LYONS YARD  
NORTH**

Miles from Cairo	STATIONS			
1.0	Cairo			
7.7	Cairo Yard			
15.6	Mound City			
25.7	Olmsted			
25.7	Karnak			
28.5	Belknap			
30.6	Forman			
36.2	Vienna			
45.8	Tunnel Hill			
52.0	New Burnside			
56.5	Stonefort			
63.0	Carrier Mills			
71.7	Harrisburg			
77.6	Eldorado			
90.6	Norris City			
102.6	Carmi			
110.0	Crossville			
118.8	Grayville			
127.8	Keensburg			
134.1	Mt. Carmel			
134.1	Mt. Carmel			
143.5	Allendale			
149.0	St. Francisville			
158.4	Lawrenceville Jct.			
171.3	Flat Rock			
179.2	Robinson			
188.0	Hutsonville			
189.9	Dock			
195.3	West Union			
202.2	Ernst			
207.7	Marshall			
223.3	Midland			
223.3	Midland			
236.5	Chrisman			
243.4	Ridge Farm			
249.0	Georgetown			
253.2	Westville			
255.1	Lyons Yard			
259.4	Wyton			
260.4	Danville			

On single track Northward trains are superior to Southward trains of the same class, unless otherwise specified.

**HILLSBORO TO LITCHFIELD**

WEST

Miles from Hillsboro	STATIONS			
	*			
5.0	Hillsboro .....			
12.8	Butler .....			
	Litchfield .....			

**MT. CARMEL, ILL. TO EVANSVILLE**

SOUTH

NORTH

Miles from Mt. Carmel	STATIONS				Miles from Evansville
	†				
0.8	Mt. Carmel .....			34.8	
	TJ .....			34.0	
10.8	Johnson .....			24.0	
21.5	Nisbet .....			13.3	
32.2	Harwood .....			2.6	
34.5	Eighth Avenue .....			0.3	
34.8	Evansville .....				
	Howell .....				

**TERRE HAUTE TO EVANSVILLE**

SOUTH

NORTH

Miles from Terre Haute	STATIONS				Miles from Evansville
	†				
	Duane Yard .....				
	Terre Haute .....			134.8	
2.2	Greenwood .....			132.6	
5.1	Spring Hill .....			129.7	
7.8	Liberty .....			127.0	
10.3	Riley .....			124.5	
15.5	Cory .....			119.3	
19.9	Saline City .....			114.9	
22.0	Eel .....			112.8	
26.0	Clay City .....			108.8	
27.6	Lancaster .....			107.2	
31.0	Coal City .....			103.8	
32.0	Mancourt .....			102.8	
39.8	Worthington .....			95.0	
41.3	Rincon .....			93.5	
47.9	Elliston .....			86.9	
55.8	Newberry .....			79.0	
61.2	Elnora .....			73.6	
67.7	Plain .....			67.1	
72.4	Capehart .....			62.4	
74.3	Graham .....			60.5	
77.6	Duff .....			57.2	
82.6	Thomas .....			52.2	
86.9	Sandy Hook .....			47.9	
94.3	Petersburg .....			40.5	
95.0	Ashby Yard .....			39.8	
106.2	Oakland City .....			28.6	
107.2	Gray Jct. ....			27.6	
108.9	Gudgel .....			25.9	
110.9	Somerville .....			23.9	
112.8	Mackey .....			22.0	
115.0	Buckskin .....			19.8	
115.8	White .....			19.0	
119.9	Elberfeld .....			14.9	
121.4	Ditney .....			13.4	
125.1	Daylight .....			9.7	
130.6	Taylor .....			4.2	
130.9	Straight Line Jct. ....			3.9	
134.8	Evansville .....				

MBS

\*On single track, Eastward trains are superior to Westward trains of the same class, unless otherwise specified.  
 †On single track, Northward trains are superior to Southward trains of the same class, unless otherwise specified.

## STATIONS, OFFICE CALLS AND OFFICE HOURS BEREA TO INDIANAPOLIS

STATIONS		Mile Post Location	Office Calls	*Train Order Office	*Manual Block Sta.	*Manual Block Sta. for movement against Current of Traffic	STATIONS		Mile Post Location	Office Calls	*Train Order Office	*Manual Block Sta.	*Manual Block Sta. for movement against Current of Traffic
MAIN LINE							MAIN LINE						
BE	Int.	12.5	BE	*		*	Ridgeway	Int.	124.7	WA	*		*
Open day and night.				221C			Open day and night.				221C		
Westview		15.7					Big Springs		128.8				
Columbia		18.1					Rushsylvania		131.8				
North Eaton		20.7					Turner		137.8				
Farm		22.9					BN Yard		139.4	BN	*		*
Grafton		25.4	G	*		*	Open day and night.						
Open day and night.				221C			Sandusky Ave.		140.6				
LaGrange		29.5					Bellefontaine		140.8				
Wellington		36.5					BS		140.9				
Huff		37.0					Remotely controlled.						
Int.							DeGraff		150.4				
Rochester		42.0					Morgan		153.5	QC	*		*
Hiles		46.9	F	*		*	Open day and night.				221C		
Open day and night.				221C			Pemberton		156.8				
New London		47.5					Sidney		163.7				
Boyd		54.5					Spafford		166.2				
Remotely controlled							Hardin		168.2				
Greenwich		54.9					Houston		173.4				
Shiloh		61.2					Russia		177.4				
Shelby		67.2	SY	*		*	Versailles		181.5				
Open day and night.				221C			Dawn		186.4				
Crestline		75.7	US	*		*	Ansonia		189.7	A	*		*
Open day and night.				221C			Open day and night.				221C		
Galion Yard		78.9					Ansonia West		191.2				
Galion		79.8					Remotely controlled						
Burt		80.3	BU	*		*	Elroy		193.4				
Open day and night.				221C			Union City		198.8	N	*		*
Bx Siding		80.7					Open day and night.				221C		
Martel		87.7	RM	*		*	Harrisville		202.7				
8:01 AM to 4:01 PM Daily							Winchester		207.9				
Caledonia		91.8					Automatic Int.						
Scioto		98.0					Farmland		215.8				
Q Siding		99.8					Parker City		219.9				
Marion AC		101.5	AC	*		*	Selma		223.3				
Open day and night.				221C			Reda		226.4				
New Bloomington		110.7											
LaRue		114.5											
Mt Victory		122.2											

## STATIONS, OFFICE CALLS AND OFFICE HOURS

### BEREA TO INDIANAPOLIS—Continued

### BURT TO GANO

STATIONS		Mile Post Location	Office Calls	*Train Order Office	*Manual Block Sta.	*Manual Block Sta. for movement against Current of Traffic	STATIONS		Mile Post Location	Office Calls	*Train Order Office	*Manual Block Sta.	*Manual Block Sta. for movement against Current of Traffic
MAIN LINE							MAIN LINE						
Vance Open day and night.	Int.	228.5	MU	*		*	Burt Open day and night.	Int.	80.3	BU	*	*	*
N. & W. Crossing Open day and night.	Int.	229.5					St. James		85.7				
Muncie		229.6					Sims Station		87.2				
Hart		232.7					Edison Controlled point.	Int.	92.8				
Yorktown		235.3					Cardington		97.4				
Daleville		240.0					Ashley Controlled point.		104.4				
Chesterfield		242.3					Paget Controlled point.		111.1				
Gridley Open day and night.	Int.	245.7	GI	*	*	*	Delaware Open 8:01 AM to 4:01 PM ex. Sat. and Sun. Controlled point.		114.0				
Delco Open day and night.	Int.	246.7	CG	*			Jones Controlled point.		117.1				
Anderson Remotely controlled	Int.	247.4					Lewis Center		122.1				
C. I. R. R. Crossing	Int.	248.3					Worthington Open day and night.	Int.	130.1	C	*	221C	
So. Anderson Yard		247.9					Clintonville		133.5				
Taft Remotely controlled.	Int.	250.9					Fifth Ave. Controlled point.		136.8				
Pendleton		255.4					Columbus—CD Office Open day and night.		138.0	CD	*		
Raleigh		257.3					Park Street Controlled point		138.3				
Ingalls		260.4					C. & O. Crossing Open day and night.	Int.	139.0	HV			
David		262.3					GN Tower Open day and night.	Int.	139.6	GN			
Fortville		263.1					Grandview Open day and night.	Int.	140.8	BJ			
McCordsville		268.0					Grandview Controlled point.		141.1				
Oaklandon		269.8					Miami Crossing Open day and night.	Int.	141.4	MI	*	221C	
Post		272.7					Camp Chase Controlled point.		143.9				
DX Open day and night.		280.1	DX	*		*	Galloway Controlled point.		148.0				
Mass. Ave. Open 8:00 A.M. to 12:00 Midnight.	Int.	281.9					Georgesville		151.5				
Indianapolis		283.8					Lilly Chapel		154.8				
							London Open day and night.	Int.	163.5	KN	*	221A	
							West London		165.6				
							Plattsburg		172.3				





## STATIONS, OFFICE CALLS AND OFFICE HOURS

### JACKSON TO CARLISLE JCT.—CONTINUED

STATIONS	Mile Post Location	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic	STATIONS	Mile Post Location	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic
DV Remotely controlled.	Int.	58.7				Greenville	159.3				
Bryan Open 7:30 AM to 4:30 PM daily ex. Sun.		59.5	BR	*	221A	Penn Remotely controlled.	Int.	161.2			
Ney		66.0				Ft. Jefferson		164.7			
Sherwood Open day and night.	Int.	73.1	WO	*	221C	Savona		167.5			
Cecil	Automatic Int.	78.8				West Manchester Open day and night.	Int.	173.9	MA	*	221C
North Paulding		80.8				Lewisburg		179.8			
Paulding		84.9				West Alexandria		187.0			
Latty	Automatic Int.	88.5				Ingomar		189.7			
Haviland		93.1				Farmersville		194.2			
Scott		95.1				Germantown		199.6			
Cavett		98.1				Wiggims		201.2			
Van Wert Yd. Open 4:00 PM to 1:00 AM ex. Sun.		102.2	H	*		Carlisle Remotely controlled.	Int.	203.6			
Van Wert Open day and night.	Int.	103.3	CN	*	221A	Carlisle Jct.		203.9			
Ohio City Open day and night.	Int.	110.6	RE	*	221C						
Rockford		116.3									
Tama		120.6									
Celina		126.9									
N&W Crossing	Int.	127.3									
Coldwater		132.4									
St. Henry		137.0									
Gilberts		141.5									
New Weston		142.5									
Rosburg		146.5									
Ansonia Open day and night.	Int.	151.3	A	*	221C						
Meekers	Automatic Int.	154.1									

GLEN ECHO TO COLD SPRINGS											
STATIONS	Mile Post Location	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic	STATIONS	Mile Post Location	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic
Glen Echo Open day and night.	Int.	123.8	HO	*	221C	Glen Echo Open day and night.	Int.	123.8	HO	*	221C
Maitland Open day and night.	Int.	129.2		*		Maitland Open day and night.	Int.	129.2		*	
Sugar Grove		130.0				Sugar Grove		130.0			
Durbin		131.9				Durbin		131.9			
Cold Springs Open day and night.	Int.	132.6	CS	*	221C	Cold Springs Open day and night.	Int.	132.6	CS	*	221C







## STATIONS, OFFICE CALLS AND OFFICE HOURS

### STANLEY TOWER TO THURSTON

STATIONS	Mile Post Location	Office Calls	* Train Order Office	* Manual Block Station
Stanley Tower Int. Open day and night.	4.0	SA	*	
Moline	6.6			
SO	7.7			
Stony Ridge	9.9			
Luckey	14.3			
Pemberville	17.3			
Wayne	24.7			
Fostoria	35.4			
"F" Tower Int. Open day and night.	35.9	F	*	
Landgraf	39.8			
New Riegel	44.2			
Berwick	46.2			
McCutchenville	49.3			
A. C. & Y. R. R. Crossing Automatic Int.	54.0			
Sycamore	54.9			
Deunquat	57.4			
Lemert	60.5			
Spore	63.8			
UR Tower Int. Open day and night.	69.3	UR	* 221C	
Bucyrus Yard	69.6			
New Winchester	75.9			
Martel Int. 8:01 AM to 4:01 PM Daily	79.3	RM	* 221C	
Climax	82.3			
Edison Int. Remotely controlled.	87.2			
Mt. Gilead Jct.	88.4			
Mt. Gilead	89.2			
Fulton	94.7			
Marengo	99.0			
Pennsylvania R. R. Crossing Automatic Int.	107.9			
Centerburg	108.2			
Croton	112.5			
Johnstown	118.4			

Alexandria	124.7			
Granville	129.6			
Heath Int. Open day and night.	133.3	FN	* 221C	
Hebron	138.5			
Millersport	143.7			
Thurston Int. Open day and night except closed from 11:55 P.M. Saturday until 7:55 A.M. Sunday and 11:55 P.M. Sunday until 7:55 A.M. Monday.	147.7	H	*	

### THURSTON TO ZANESVILLE

STATIONS	Mile Post Location	Office Calls	* Train Order Office	* Manual Block Station
Thurston	28.8	H		
New Salem	32.5			
Thornville	37.9			
Walser	40.8			
Glenford	43.9			
Glass Rock	45.7			
Fultonham	56.2	FM	*	
Pittsburgh Plate Glass Co. Crossing	57.5			

### FULTONHAM TO CROOKSVILLE

STATIONS	Mile Post Location	Office Calls	* Train Order Office	* Manual Block Station
Fultonham	56.2	FM		
Crooksville	65.0			
Pennsylvania R. R. Crossing	65.2			

## STATIONS, OFFICE CALLS AND OFFICE HOURS

### WADE TO KANKAKEE

STATIONS						STATIONS					
MAIN LINE						MAIN LINE					
	Mile Post Location	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic		Mile Post Location	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic
Wade	Int. 4.5	MS	* 221C		*	CP 89	89.3				
Open day and night.						Acton	96.6				
Delhi	10.6					CP 103	103.7				
Fernbank	12.0					Belt Crossing	106.9	BC	* 221C		*
Addyston	13.2					Open day and night.					
Griffith	14.3					Indianapolis	109.6				
North Bend	15.3					I J	110.6	IJ	*		*
Cleves	16.1					Open day and night.					
Valley Jct.	17.7					K D	111.5	KD	*		*
Elizabethtown	19.5					Open day and night.					
Lawrenceburg Jct.	Int. 22.3	KI	* 221C		*	Moorefield					
Open day and night.						Brant	113.1				
Dearborn	Int. 24.9					30th Street	115.2				
Open day and night.						Augusta	120.4				
Lawrenceburg	25.1					Rock Island	122.8				
Guilford	27.9					Zionsville	125.2				
Ross	30.4					Whitestown	130.6				
Weisburg	36.8					Knox	137.8				
CP 39	39.7					Lebanon	138.3				
Sunman	39.9					CP 139	139.4				
Morris	45.3					CP 143	143.4				
Batesville	47.8					Thorntown	147.5				
CP 51	51.9					Colfax	153.2	CF			
CP 53	53.8					Open 5:00 AM to 1:00 PM ex. Sat. and Sun.					
New Point	54.0					CP 156	156.7				
CP 60	60.2					Clarks Hill	158.2	W	* 221C		
Greensburg	Int. 62.8	GN	* 221C			Open day and night.					
Open day and night.						Stockwell	161.7				
CP 64	64.2					North Crane	165.9				
Adams	67.8					CP 169	169.1				
St. Paul	72.7					Altamont	170.2	QN	* 221C		
Waldron	75.3					Open day and night.					
CP 77	77.3					Lafayette Jct.	173.0				
Vine	Int. 82.6	V	* 221C			Open day and night.					
Open day and night.						Lafayette	174.0	G			
Shelbyville	82.8					Open day and night.					
CP 88	88.6					Templeton	192.6	MD	*	*	
						Open day and night.					
						Atkinson	196.7				

## STATIONS, OFFICE CALLS AND OFFICE HOURS

### WADE TO KANKAKEE—CONTINUED

STATIONS  MAIN LINE	Mile Post Location	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic
Swanington	198.6				
Fowler Open 8:00 AM to 5:00 PM daily	202.2	RF	* 221C	*	
Earl Park	208.9				
Sheff Int. Open day and night.	211.2	F	* 221C	*	
Raub	213.9				
Sheldon Automatic Int.	219.0				
Iroquois	223.1				
Donovan Open 7:00 AM to 4:00 PM ex. Sat. and Sun.	227.2	OU	* 221C	*	
Beaverville	232.6				
St. Anne Automatic Int.	238.3				
Aroma Park	244.5				
Court St.	248.2				
Kankakee Open day and night.	248.8	KT	*	*	
Kankakee Jct. Int. Open day and night.	249.4				

### ILLINOIS DIVISION BRANCHES

#### VALLEY JCT. TO CONNERSVILLE

STATIONS	Mile Post Location	Office Calls	* Train Order Office		
Valley Jct.	17.7				
Shaper	21.2				
Harrison	25.4				
Cedar Grove	36.7				
Brookville	43.5				
Metamora	51.9				
Laurel	57.7				
Connersville Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	68.5	FD	*		
Beeson	74.1				

#### FAIRLAND TO FRANKLIN

STATIONS	Mile Post Location				
Fairland	89.3				
Boggstown	92.7				
Needham	96.3				
Franklin	101.8				

#### CRAIG TO COLUMBUS

STATIONS	Mile Post Location	Office Calls	* Train Order Office		
Craig	64.2				
Burney	70.7				
Hope	77.4				
Columbus	88.6				

## STATIONS, OFFICE CALLS AND OFFICE HOURS ILLINOIS DIVISION BRANCHES

YOST TO NORTH VERNON					YOST TO NORTH VERNON—CONTINUED				
STATIONS	Mile Post Location	Office Calls	* Train Order Office		STATIONS	Mile Post Location	Office Calls	* Train Order Office	
CX	55.5				Alexandria Int.	153.5			
Yost	57.5				Alda	155.0			
New Paris Jct. Automatic Int.	61.3				Linwood	158.6			
New Paris	62.0				Dow Int. Remotely controlled.	162.6			
Milford Jct. Int. Remotely controlled.	66.3				Anderson KY Int. Remotely controlled	165.4			
Milford	67.5				Pearl St.	165.7			
Leesburg	73.0				C. I. Crossing	165.8			
Grandy	78.3				P. R. R. Crossing	166.3			
Warsaw Int. Open day and night.	79.7	KS	* 221C		South Anderson	166.7			
Claypool Automatic Int.	87.5				South Anderson Yard				
Silver Lake	91.4				Emporia	172.7			
North Manchester	99.0				Markleville	174.8			
Bolivar Int. Remotely controlled.	101.6				Shirley Automatic Int.	181.0	QS		
Urbana	106.1				Knightstown	188.2			
Speicher	109.1				Carthage	193.1			
Wabash Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	113.4	WD	* 221A		Kern	203.5			
Treaty	119.1				Rushville	204.5			
LaFontaine	123.6				Milroy	212.1			
Marion Int. Open day and night.	132.7	MA	* 221C		Sandusky	217.6			
Kent Int. Open day and night.	133.4	MI	* 221C		Greensburg Int. Open day and night.	223.5	GN	*	
Jonesboro	138.3				Craig	225.0			
Fairmount	142.8				Letts	232.4			
Summitville	148.1				Westport	236.5			
					North Vernon	248.9			
					Jeffersonville	301.3			

## STATIONS, OFFICE CALLS AND OFFICE HOURS ILLINOIS DIVISION BRANCHES

INDIANAPOLIS TO COLD SPRINGS					INDIANAPOLIS TO COLD SPRINGS—CONTINUED				
STATIONS	Mile Post Location	Office Calls	* Train Order Office		STATIONS	Mile Post Location	Office Calls	* Train Order Office	
DX Int. Open day and night.	136.4	DX	*		Lynn Automatic Int. Open 8:00 AM to 5:00 PM ex. Sat. and Sun.	69.6	KO		
Eastside	135.8				Crete	64.9			
Hunter	131.2				Glen Karn	60.4			
Mt. Comfort	125.6				Hewitt Int. Open day and night.	53.2	BI		
Mohawk	121.5				Savona	52.0			
Maxwell	117.7				Arcanum	46.3			
Willow Branch	113.1				Pittsburg	42.7			
Wilkinson	109.0				Laura	38.6			
Shirley Automatic Int.	107.3				Ludlow Falls	34.6			
Kennard	104.1				Kessler	31.2			
New Castle Open 8:00 AM to 5:00 PM ex. Sat. and Sun.	95.8	NC			Troy Open 8:00 AM to 5:00 PM ex. Sat. and Sun.	25.3	RY		
Epileptic Village	93.6				B & O Crossing Int. Remotely controlled.	25.1			
Mooreland	87.6				Grayson	21.1			
C & O Crossing Int. Remotely controlled.	83.8				Brown	15.6			
Losantville	83.5				New Carlisle	13.6			
Modoc	80.0				Donnelsville	9.1			
Carlos City	74.5				Cold Springs Int. Open day and night.	5.9	CS	*	

## STATIONS, OFFICE CALLS AND OFFICE HOURS ILLINOIS DIVISION BRANCHES

### OSBORN TO LYONS YARD

STATIONS		Miles from Indiana Harbor	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic	STATIONS		Miles from Indiana Harbor	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic
Osborn	Int.	4.9	RN	*		*	Kentland	Int.	61.9	KN	*		
Open day and night.				221C			Open day and night.				221C		
Highland	Int.	7.2	ND	*		*	Sheff	Int.	66.3	F	*		
Open day and night.				221C			Open day and night.				221C		
Hays G.T.W.R.R.	Int.	9.2	BX				York Switch		66.6				
Hartsdale		10.3		*			Free		72.0				
Open 7:00 AM to 3:00 PM Daily				#			Dunn		75.8				
Open 9:00 PM to 2:00 AM Daily							Handy Automatic Int.		80.4				
MP-12		12.0					Tab		86.3				
St. John Yard		12.4					Stewart		90.1				
St. John Automatic Int.		14.6					Sloan		94.6				
Cook		19.8					Campbell		104.1				
North Hayden		25.8					Danville, Jackson St.		109.3				
Belshaw		28.2					Wyton	Int.	110.2	WG	*		
Schneider Automatic Int.		32.9	SG	*			Open day and night.						
Open 7:00 AM to 4:00 PM Daily				221C			Lyons Yard		113.5	HF			
ex. Sun.													
Enos		44.8											
Morocco		49.6											
Ade		55.0											

# Train order office only for trains arriving or departing Hartsdale.

## STATIONS, OFFICE CALLS AND OFFICE HOURS

### INDIANAPOLIS TO ST. LOUIS

STATIONS		Miles from Indianapolis	Office Calls	*Train Order Office	*Manual Block Sta.	*Manual Block Sta. for movement against Current of Traffic	STATIONS		Miles from Indianapolis	Office Calls	*Train Order Office	*Manual Block Sta.	*Manual Block Sta. for movement against Current of Traffic
MAIN LINE							MAIN LINE						
BX	Open day and night.						CP 109	109.9					
MY	Open day and night.	9.4	MY	*			Charleston Tower Int.	117.6	CO				
AN	Remotely controlled.	12.5					CP 118	118.4					
Danville		19.3					Loxa	122.3					
Nash		20.3					CP 125	125.3					
Reno		27.8					Mattoon Yard	126.4	MX	*			
Fillmore		32.6					CP 127	127.8					
Greencastle Int.	Open day and night.	39.0	GD	*		*	Mattoon	128.6					
Lena		48.7					CP 129	129.3					
Carbon		52.8					CP 134	134.0					
Cobb Int.	Open ex. 6:00 AM to 3:00 PM Daily.	59.0	CB	*		*	Gays	134.8					
Burnett Int.	Open 7:00 AM to 4:00 PM Tues., Thurs. and Sat. Mon. only 3:00 PM to 11:00 PM	63.9	GR	*		*	CP 135	135.7					
Preston Int.	Open day and night.	68.6	PX	*		*	CP 140	140.0					
Duane Yard		69.2					Windsor	140.6					
Haley Int.	Open day and night.	70.5					CP 141	141.6					
Terre Haute Int.	Open day and night.	72.0	JR	*		*	CP 146	146.0					
CP 79		79.9					CP 147	147.0					
CP 83		83.9					Middlesworth	147.0					
CP 84		84.9					CP 151	151.0					
CP 90		90.1					Shelbyville	151.4					
Paris	Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	90.6					CP 153	153.0					
Midland Int.	Open day and night.	91.2	A	*			CP 160	160.0					
CP 92		92.4					Tower Hill	160.7					
CP 98		98.6					CP 161	161.8					
Dudley		99.3					Pana Tower Int.	167.0	PA	*			
CP 100		100.1					Open day and night.	221C					
CP 103		103.6					CP 169	169.3					
Kansas		104.0					Rosamond	171.4					
CP 104		104.4					CP 174	174.9					
CP 107		107.9					Ohlman	175.4					
Ashmore		108.8					CP 177	177.0					
							Nokomis	180.1					
							Witt	184.8					
							Irving	189.3					
							CP 191	191.9					
							CP 194	194.0					
							Hillsboro	194.0	NS	*			
							Open 7:30 AM to 8:30 AM and 2:00 PM to 4:00 PM Mon. thru Friday. 8:00 AM to 4:00 PM Sat. only.						

## STATIONS, OFFICE CALLS AND OFFICE HOURS

### INDIANAPOLIS TO ST. LOUIS—Continued

### HILLSBORO TO LITCHFIELD

STATIONS  MAIN LINE	Miles from Indianapolis	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic
CP 196	196.3				
Taylor Springs	196.4				
CP 209	209.4				
Joan	210.0				
CP 211	211.4				
Livingston	215.0				
CP 225	225.7				
Gard	227.0				
CP 227	227.9				
CP 235	235.7				
Worcester	237.0				
Lenox Int. Open day and night.	237.7	M	* 221C		*
Granite City Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	243.1				
Granite City Int. Open day and night.	243.5	WR	* 221C	*	*
Venice Jct. Open day and night.	245.9	Z	*	*	*
Venice Crossing	246.8				
Brooklyn Yard	247.0				
Bridge Jct. Open day and night.	248.0	S	*	*	*
E. St. Louis Yard	248.3				
St. Louis Open day and night.	252.2	US			

STATIONS	Miles from Indianapolis	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic
Hillsboro Open 7:30 AM to 8:30 AM and 2:00 PM to 4:00 PM Mon. thru Friday. 8:00 AM to 4 PM Sat. only.	194.2	NS	*		
Butler	199.2				
Litchfield	206.8				
Litchfield Tower Automatic Int.	207.0				

## STATIONS, OFFICE CALLS AND OFFICE HOURS ILLINOIS DIVISION BRANCHES

### DANVILLE TO CAIRO

STATIONS	Miles from Danville	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic	STATIONS	Miles from Danville	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic
Wyton Open day and night.	1.0	WG	*			Trimble	76.3				
Lyons Yard	5.3	HF				Robinson Automatic Int.	81.2				
Westville Automatic Int.	7.2					Dunn	86.3				
Georgetown	11.4					Flat Rock	89.1				
Vermillion Grove	15.1					Pinkstaff	96.5				
Ridge Farm Automatic Int.	16.8					Lawrenceville Jct. Int. Open day and night.	102.0	WC	* 221C		
Wood Yard	19.1					Billet	106.3				
Chrisman Automatic Int.	23.9					St. Francisville	111.4				
Horace	29.6					Vincennes	122.2				
Harris	32.8					Allendale	116.9				
Midland Int. Open day and night.	37.1	A	* 221C			Patton	120.7				
Oliver	45.5					Mt. Carmel Int. Open day and night.	126.3	TJ	*		
Marshall	52.7					Keensburg	132.6				
Ernst	58.2					Grayville Automatic Int.	141.6				
West Union	65.1					Warren Switch	147.6				
Dock Open 8:00 AM to 5:00 PM daily ex. Sun. and Mon.	70.5	GV	* 221A			Crossville	150.4				
North Hutsonville	71.0					Carmi Station Int. Open day and night.	156.0	CA	* 221C		
Hutsonville	72.4					Carmi	157.8				





## COMPANY SURGEONS

**W. H. Norman, Chief Surgeon, Indianapolis, Hume Mansur Bldg., Phones—Office ME 4-2443; Res. CL 5-4037**  
 Regular office hours of Chief Surgeon are 8:00 A.M. to 5:00 P.M. week days. In case of emergency after office hours, Sundays and holidays, call Service Bureau, phone ME 9-3466 or the following in order named: R. V. Curtis, phone LI 7-6057, W. H. Norman, phone CL 5-4037.

**ANDERSON:** R. R. Reed, 1415 Raible Ave.  
 Phones—Office 644-1271; Res. 642-4247.

C. E. Austin, 931 Meridian.  
 Phones—Office 644-1271; Res. 643-3063.

**BATESVILLE:** L. W. Hisrich, 6 Henry Street.  
 Phones—Office and Res. 934-2825.

**BELLE:** J. H. Gray.  
 Phone—WI 9-2271.

**BELLEFONTAINE:** F. Blair Webster, 130 N. Main St.  
 Phones—Office LY 2-1901; Res. LY 2-1902.

Geo. J. Gensemer, 834 N. Main St.  
 Phones—Office LY 2-8841; Res. LY 2-8842.

**BOWLING GREEN:** H. E. Whitacre, 313-318 Wood  
 County Building.  
 Phones—Office 2951; Res. 9501.

**BROOKVILLE:** H. N. Smith, 812 Main St.  
 Phone—Office 647-4851.

**BRYAN:** R. K. Ameter, Cameron Hospital.  
 Phones—Office 6-1131; Res. 6-2148.

**BUCYRUS:** J. W. Arnold, 241 E. Rensselaer St.  
 Phone—562-0821.

D. G. Arnold, 241 E. Rensselaer St.  
 Phone—562-0821.

**CAIRO:** F. Bondurant, 800 Commercial Ave.  
 Phones—Office 157; Res. 883.

**CAREY:** Harlow K. VanBuren, 119 E. Finley St.  
 Phones—Office 307; Res. 2307.

**CARMI:** R. C. Brown, 203 S. Church St.  
 Phones—Office 382-4181.

**CHARLESTON:** W. O. McMillan, 205 Bradford St.  
 Phone—DI 2-3156.

U. G. McClure, Morris and Lee Sts.  
 Phone—DI 2-6543.

R. L. Anderson, 1208 Kanawha Boulevard.  
 Phone—DI 3-7559.

LeRoy B. Mathews, 1121 Quarrier St.  
 Phone—DI 2-0251.

**CHICAGO:** J. F. Curry, 7141 Jeffery Ave., Hyde Park  
 3-6096, 151 East Randolph St.  
 Phones—Office WA 2-4811; Local 499.

**CINCINNATI:** R. G. Carothers, 409 Broadway.  
 Phones—Office 621-4483; Res. 321-2125.

C. O. Carothers, 409 Broadway.  
 Phones—Office 621-4483; Res. 871-2378.

J. F. Lyons, 409 Broadway.  
 Phones—Office 621-4483; Res. 891-2542.

T. W. Barker, 640 Delhi Avenue.  
 Phones—Office 921-2186; Res. 471-1607.

E. J. Devins, 4237 Vine St.  
 Phones—Office 281-5465; Res. 761-9524.

**CLEVELAND:** L. J. Blair, 7405 Detroit Ave.  
 Phones—Office WO 1-5758; Res. AC 6-2427.

**COLUMBUS, OHIO:** G. J. Heer, 475 East Town St.  
 Phones—Office and Res. CA 1-7805.

R. C. Obetz, 327 East State St.  
 Phones—Office CA 4-3285; Res. HU 8-6116.

J. T. Read, 327 East State St.  
 Phones—Office CA 4-3285; Res. HU 8-2828.

**COLUMBUS, IND.:** W. S. Fisher, 422 Ninth St.  
 Phones—Office 376-3387; Res. 376-3960.

**DANVILLE, ILL.:** J. W. Moore, 715 W. Fairchild St.  
 Phones—Office 446-1060; Res. 442-2370.

**DAYTON, OHIO:** Robert C. Austin, 920 Fidelity Bldg.  
 Phones—Office BA 3-9129; Res. AX 3-3766.

Gregory G. Floridis, 310 Fidelity Bldg.  
 Phones—Office BA 4-1673; Res. AX 3-4484.

N. C. Perkins, 920 Fidelity Bldg.  
 Phones—Office BA 3-9129; Res. CR 5-3515.

**DELAWARE:** E. C. Jenkins, 470 S. Sandusky St.  
 Phones—Office and Res. 363-1297.

**E. ST. LOUIS:** V. P. Siegel, 4601 State St.  
 Phones—Office UP 5-2632; Res. EX 8-0513.

J. W. Compton, 4601 State St.  
 Phone—Office UP 5-2632.

**ELKHART:** The Industrial Clinic, 506 S. Second St.  
 Phone—JA 3-4206.

Galen R. Miller, 403 Ninth St.  
 Phones—Res. JA 4-0322 and Office JA 4-0313.

**EVANSVILLE:** E. H. Weber, 123 S. E. Second St.  
 Phones—Office HA 3-3177; Res. GR 6-4542.

**FINDLAY:** Frank M. Wisely, 521 W. Sandusky St.  
 Phone—GA 2-8561.

Res., 903 S. Main St., Phone GA 2-6828.

**GALION:** Clarence Adams, 108 S. Market St.  
 Phones—Office HO 8-3941; Res. HO 8-3921.

**GOSHEN:** F. S. Martin, 127 E. Lincoln Ave.  
 Phones—Office KE 3-2979; Res. KE 3-4750.

**GRANITE CITY:** W. W. Bowers, 1820 Delmar Ave.  
 Phones—Office TR 6-2308; Res. TR 6-2369.

**GREENCASTLE:** V. E. Wiseman, 239 Hillsdale Ave.  
 Phones—Office OL 3-9430; Res. OL 3-9462.  
 If no answer call 253.

C. M. Schauwecker, 239 Hillsdale Ave.  
 Phones—Office OL 3-9430; Res. OL 3-5267.  
 If no answer call 253.

**GREENSBURG:** Chas. Overpeck, Murphy Bldg.  
 Phones—Office 662-1171; Res. 662-1281.

**GREENVILLE:** A. F. Sarver, 311 East Fifth St.  
 Phones—Office LI 8-4940; Res. LI 8-3745.

**HARRISBURG:** B. E. Montgomery, 37 So. Main.  
 Phones—Office CL 3-7131; Res. CL 3-7223.

**HILLSBORO:** C. W. Draper, 832 School Street.  
 Phones—Office KE 2-5567; Res. KE 2-3348.

**INDIANAPOLIS:** Wm. J. Fitzgerald, 1105 Prospect St.  
Phones—Office ME 1-8730; Res. ME 6-8202.

C. D. Williams, 2422 Station St.  
Phones—Office LI 7-5283; Res. CL 5-3976.

**JACKSON:** E. H. Corley, Reynolds Bldg., Room 1401.  
Phones—Office ST 27133; Res. ST 25808.

E. A. Thayer, National Bank Bldg., Room 1104.  
Phones—Office ST 23672; Res. ST 23682.

**JEFFERSONVILLE:** J. T. Carney, 344 Spring St.  
Phones—Office BU 2-1212; Res. WH 4-8240.

**KANKAKEE:** E. S. Hamilton, 147-151 N. Schuyler Ave.  
Phones—Office Wells 2-6431; Res. Wells 2-1833.

**KENTLAND:** R. S. Yeagerlehner, 103 North 2nd St.  
Phones—Office 323; Res. 322.

**KENTON, OHIO:** Jack C. Lindsey, 214 North Main St.  
Phones—Office 675-1177; Res. 675-9262.

**LAFAYETTE:** Richard B. Hughes, 31 North 25th St.  
Phone—Gibson 7-5804

**LAWRENCEBURG:** F. A. Streck, 326 Walnut St.  
Phones—Office 131; Res. 789.

**LITCHFIELD:** C. H. Sihler, 318 North Madison St.  
Phones—Office 324-2129; Res. 324-2737.

**LOUISVILLE:** H. H. Hagan, 611 Heyburn Bldg.  
Phones—Office 584-5341; Res. TW 3-7331.  
Elmer B. Hacker, 522 West Ormsby Ave.  
Phones—Office 634-3656; Res. 634-8662.

**MARION, O.:** Jay L. Plymale, 445 Delaware Ave.  
Phones—Office 383-1163; Res. 383-2401.

F. T. Merchant, 1051 Harding Memorial  
Parkway.  
Phones—Office 383-3134; Res. 382-5188.

**MARION, IND.:** M. S. Davis, 131 N. Washington St.  
Phone—Office NO 4-0511.

**MARYSVILLE:** Fred Callaway, 104 W. Fourth St.  
Phones: Office 2-1821; Res. 3-2691.

**MATTOON:** E. N. Zinschlag, 213-215 S. 17th St.  
Phones—Office AD 5-5474; Res. AD 4-4567.

E. X. Link, 213-215 S. 17th St.  
Phones—Office AD 5-5474; Res. AD 4-2521.

J. R. Mallory, 213-215 S. 17th St.  
Phones—Office AD 5-5798; Res. AD 5-5111.

**MIDDLEPORT:** R. E. Boice, 208 East Main St., Pomeroy,  
O.  
Phone—WY 2-2503.

**MIDDLETOWN:** John W. Branes, 500 So. Brail  
Phones—Office 422-4129; Res. 423-9657

**MILLERSPORT:** Paul M. Whetstone, North Lancaster St.  
Phone—HO 7-4311.

**MT. CARMEL:** E. Lowenstein, 1123 Chestnut St.  
Phones—Office and Res. 262-4312.

R. L. Fuller, 1123 Chestnut St.  
Phones—Office 262-4412; Res. 262-8383.

**MUNCIE:** W. C. Moore, 110 N. Cherry St.  
Phones—Office AT 47703; Res. SK 9-5535.

T. C. Moore, The Will C. Moore Surgical Clinic,  
110 No. Cherry St.  
Phones—AT 4-7703; Res. AT 4-6202.

**NEW LEXINGTON:** C. B. McDougal, Jr., 319 High St.  
Phones—Office FI 2-1475; Res. FI 2-1207.

**PANA:** R. B. Siegert, 217 S. Locust St.  
Phones—Office 1200; Res. 4890.

F. W. Siegert, 217 S. Locust St.  
Phones—Office 1200; Res. 1360.

**PARIS:** Gordon H. Sprague, Medical Center Clinic of  
Paris, 502 Shaw Avenue.  
Phone—Office 5-0514.

**PETERSBURG, IND.:** M. H. Omstead, 110 S. 6th St.  
Phones—Office 354-8426; Res. 354-6326.

**PITTSBORO, IND.:** Malcolm O. Scamahorn, Corner of  
Main and Meridian Sts.  
Phones—Office 852-4771 and 4-892-3535

**RUSHVILLE:** F. H. Green, Jr., 134 E. Second St.  
Phones—Office 932-2102; Res. 932-3344.

**SANDUSKY:** H. B. Frederick, 116 W. Madison St.  
Phones—Office 776; Res. 4104.

D. D. Love, 116 W. Madison St.  
Phones—Office 776; Res. 4629.

**SHARONVILLE:** Dr. Gaston B. Hannah, Sharon and Wil-  
low Avenues, Glendale, Cincinnati, Ohio.  
Phones—Office 771-7213; Res. 771-7566.

Dr. Thomas U. Todd, Sharon and Willow Avenues,  
Glendale, Cincinnati, Ohio.  
Phones—Office 771-7213; Res. 771-5965.

**SHELBY:** E. L. Jackson, 117 Mansfield Ave.  
Phones—Office 26156; Res. 22076

**SHELBYVILLE, IND.:** R. F. Whitcomb, 120 W. Jackson St.  
Phones—Office EX 84619; Res. EX 87228.

**SHELDON:** N. O. Hungness, 100 S. First St.  
Phones—Office 185; Res. 426.

**SIDNEY:** H. E. Crimm, Ohio Bldg.  
Phones—Office 482-9111; Res. 492-4870.

**SPRINGFIELD:** C. W. Hullinger, 609 First National Bank  
Bldg.

Phones—Office FA 52421; Res. FA 28130.

R. H. Mabry, 609 First National Bank Bldg.  
Phones—Office FA 52421; Res. FA 21891.

**ST. LOUIS:** W. H. Norton, 634 N. Grand Blvd., Room 819.  
Phones—Office JE 3-6646; Res. HE 2-8753.

**TERRE HAUTE:** W. C. Kunkler, 212 Merchants National  
Bank Bldg.  
Phones—Office C-3426; Res. C-3861.

**TOLEDO:** G. N. Bates, Owens, 316 Michigan Ave.,  
9th Floor.

Phones—Office 243-1105; Res. JE 6-5011.

Frank E. Foss, 316 Michigan Ave., 9th Floor.  
Phone—Office 243-1105.

**TROY:** G. J. Hance, 21 S. Plum St.  
Phones—Office and Res. 6381.

**UNION CITY:** B. D. Wagoner, R. R. 2.  
Phones—Office 964-5090; Res. 964-5090.

**VAN WERT:** H. D. Underwood, Medical Arts Bldg.,  
Fox Road.

Phones—Office 232-5881; Res. BE 3-2401.

Floyd A. McCammon, Medical Arts Bldg., Fox Road.  
Phones—Office 232-7959; Res. BE 2-7626.

**WARSAW:** J. R. Baum, 212 S. Indiana St.  
Phones—Office 267-8212; Res. 267-5411.

**WASHINGTON:** H. B. Lindsay, 511 E. Main St.  
Phones—Office CL 4-0513; Res. CL 4-0546.

**WELLINGTON:** Harry E. Hartman, 136 So. Main St.  
Phone—300.

**WINCHESTER:** P. W. Sparks, 214 So. Main St.  
Phones—Office 47731; Res. 44101.

**WOOD RIVER:** Thos. J. Kelly, 19 E. Lorena St.  
Phones—Office CL 4-9731; Dispensary CL 4-4831.

**WORTHINGTON:** G. E. Moses, 300 E. Main St.  
Phones—Office 875-4691; Res. 875-3161.

**ZANESVILLE:** W. L. Cruise, 803 Market St.  
Phones—Office GL 2-1011; Res. GL 2-1654.

Robt. S. Martin, 601 Market St.  
Phones—Office GL 3-2380; Res. GL 2-2536.

Louis P. Cassady, 19 Shawnee Ave.  
Phones—Office 452-2757;  
Res. VI 9-2326—E. Fultonham

## OCULISTS

**BUCYRUS:** F. W. Kehrler, 115 W. Warren St.  
Phone—5-1891.

**CINCINNATI:** Donald J. Lyle, 411 Oak St.  
Phones—Office 281-2473; Res. 961-4925.

**CLEVELAND:** Myron Volk, 18599 Lake Shore Boulevard  
Phone—Office KE 1-8500

**COLUMBUS, O.:** R. H. Magnuson, 150 E. Broad.  
Phones—Office CA 4-7482; Res. HU 8-0948.

**DANVILLE, ILL.:** S. Glidden Baldwin, 139 N. Vermilion Street.  
Phones—Office HI 6-0703; Res. HA 7-4231.

**HARRISBURG:** D. A. Lehman, 209 N. Vine St.  
Phones—Office Clearbrook 3-7906;  
Res. Clearbrook 3-6920.

**INDIANAPOLIS:** H. D. Aldrich, 201 Hume Mansur Bldg.  
Phones—Office ME 9-1361; Res. CL 1-4320.

W. Burleigh Matthew, 518 Hume Mansur Bldg.  
Phones—Office ME 2-6451; Res. CL 1-4359.

**JACKSON:** W. E. McGarvey, 801 City Bank Bldg.  
Phones—Office ST 3-6935; Res. ST 2-3945.

**LAFAYETTE:** E. L. Buskirk, 2600 Greenbush St.  
Phones—Office GI 7-4171; Res. RI 3-2208.

**LOUISVILLE:** Chas. L. Bloch, 409 Medical Towers.  
Phones—Office JU 4-3624; Res. TW 3-5203.

**MATTOON:** G. O. Pfeiffer, 213-215 S. 17th St.  
Phones—Office AD 5-5474; Res. AD 4-6829.

R. A. Dougherty, 213-215 S. 17th St.  
Phones—Office AD 5-5474; Res. AD 4-7911.

**SPRINGFIELD, OHIO:** Carl H. Reuter, First National Bank Bldg.  
Phones—Office FA 3-7671; Res. FA 3-7964.

**TERRE HAUTE:** James W. McEwen, 670 Cherry St.  
Phones—Office C 2328; Res. C 6580.

**TOLEDO:** N. G. Mathieson, Medical Bldg., 316 Michigan St.  
Phone—243-6560.

**ZANESVILLE:** Robert S. Martin, 601 Market St.  
Phone—GL 3-2380.

## 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	0 min. 50 sec.	72.00	1 min. 5 sec.	55.38	2 min. 0 sec.	30.00
0 " 40 "	90.00	0 " 51 "	70.59	1 " 10 "	51.43	2 " 10 "	27.69
0 " 41 "	87.80	0 " 52 "	69.23	1 " 15 "	48.00	2 " 20 "	25.71
0 " 42 "	85.71	0 " 53 "	67.92	1 " 20 "	45.00	2 " 30 "	24.00
0 " 43 "	83.72	0 " 54 "	66.67	1 " 25 "	42.35	2 " 40 "	22.50
0 " 44 "	81.82	0 " 55 "	65.45	1 " 30 "	40.00	2 " 50 "	21.18
0 " 45 "	80.00	0 " 56 "	64.29	1 " 35 "	37.89	3 " 0 "	20.00
0 " 46 "	78.26	0 " 57 "	63.16	1 " 40 "	36.00	3 " 30 "	17.14
0 " 47 "	76.60	0 " 58 "	62.07	1 " 45 "	34.29	4 " 0 "	15.00
0 " 48 "	75.00	0 " 59 "	61.02	1 " 50 "	32.73	5 " 0 "	12.00
0 " 49 "	73.47	1 " 0 "	60.00	1 " 55 "	31.30	6 " 0 "	10.00

I N D I A N A

M I C H I G A N

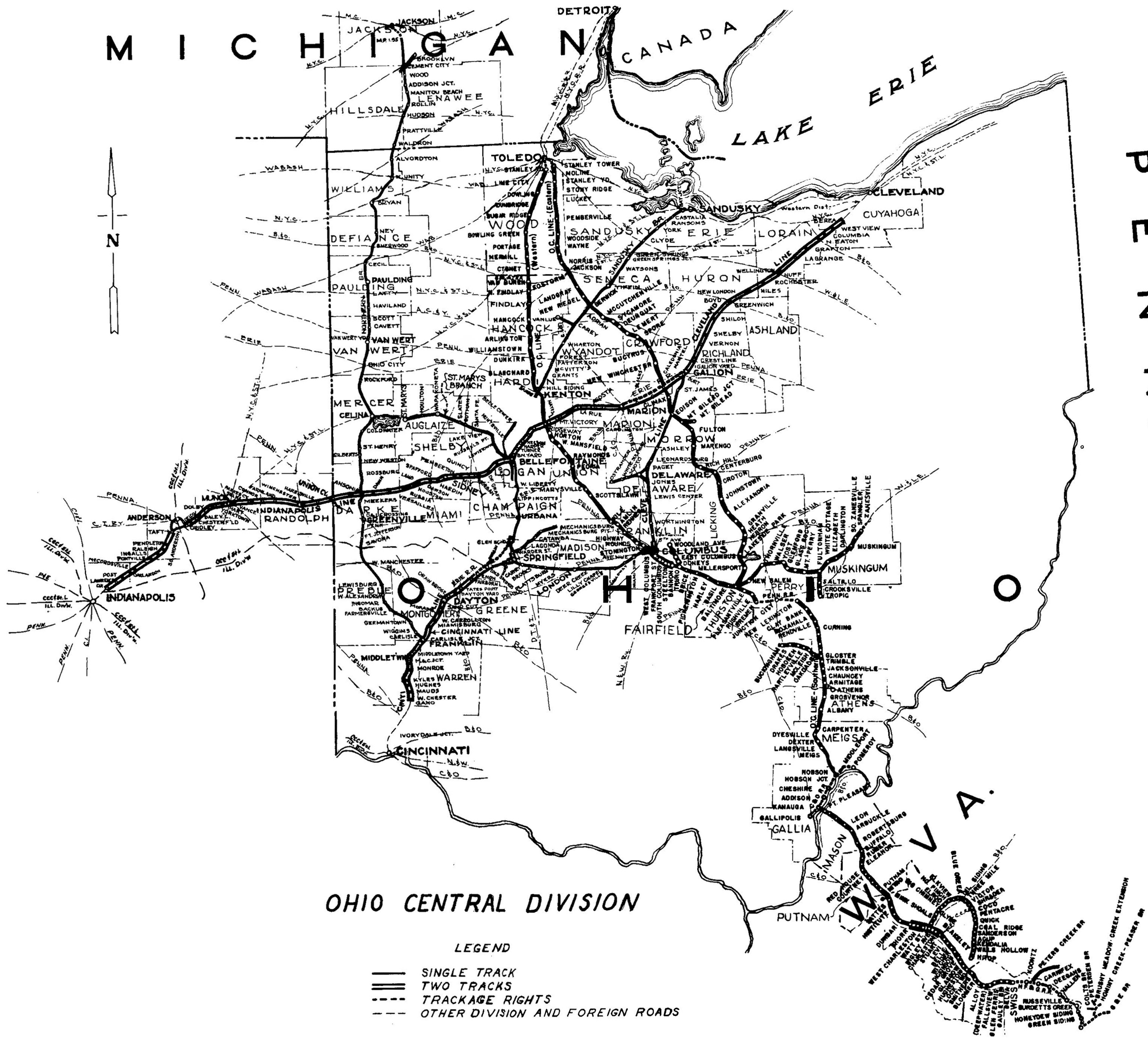
D E T R O I T

C A N A D A

L A K E

E R I E

P E N N .

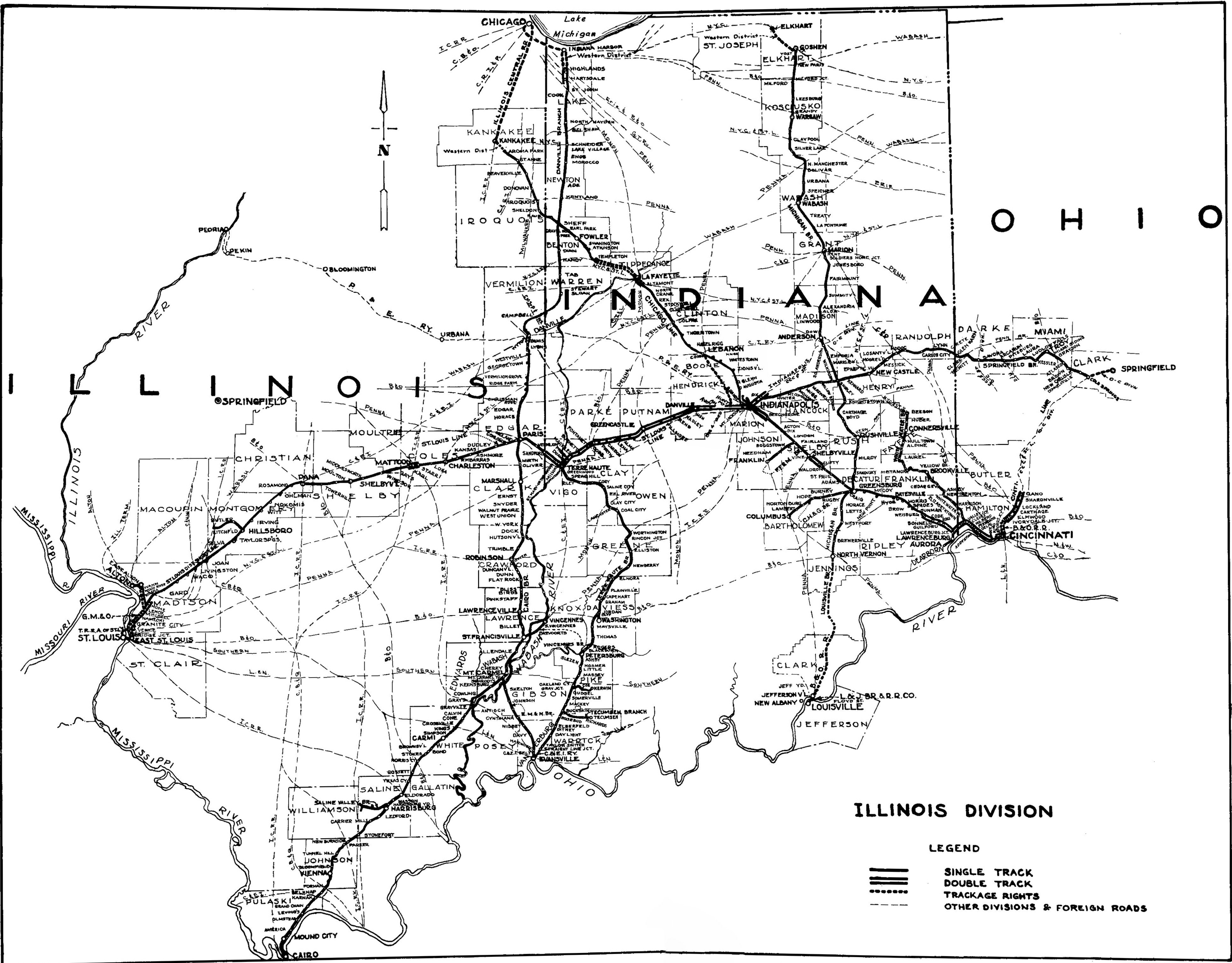


### OHIO CENTRAL DIVISION

#### LEGEND


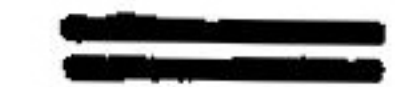

- SINGLE TRACK
- == TWO TRACKS
- - - TRACKAGE RIGHTS
- - - OTHER DIVISION AND FOREIGN ROADS

W. V. A.



**ILLINOIS DIVISION**

**LEGEND**

-  SINGLE TRACK
-  DOUBLE TRACK
-  TRACKAGE RIGHTS
-  OTHER DIVISIONS & FOREIGN ROADS

# OPERATION SUNSET

## PROTECTED CONNECTIONS PAY OFF — LET'S ROLL AS ADVERTISED

