

THERE IS ALWAYS TIME FOR COURTESY

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**Make
SAFETY
Your
POLICY**

The New York Central Railroad Company

OHIO DIVISION

INDIANA DIVISION

ILLINOIS DIVISION

Time-Table No. 7

FOR EMPLOYEES ONLY

EFFECTIVE

1:01 A.M., Central Standard Time

2:01 A.M., Eastern Standard Time

Sunday, April 24, 1960

T. J. BROWN

Transportation Superintendent
Ohio Division

R. K. PATTISON

Transportation Superintendent
Indiana Division

G. E. MAAS

Transportation Superintendent
Illinois Division

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. 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 modify Rules of the Operating Department with corresponding letter or number, unless otherwise specified.

A. GENERAL.

The title Transportation Superintendent will be used instead of Superintendent.

A1. OTHER RAILROADS.

Trains operate as follows:

Indianapolis Union rules govern between Washington St. and S. College Ave. on the east, and West Street on the west, and on the Belt R. R.

Ohio Division

Lake Division between BR and BE.

Toledo Terminal District between Toledo and Rockwell Junction.

Ohio Central Division between Stanley Tower and Berwick.

Toledo Division between Sandusky and Bay Junction.

Michigan Division between OD and Jackson.

N. Y. C. and Erie joint territory—

Between Burt and Marion, the movement of trains will be under the direction of the Erie R. R. and between Cold Springs and Tates Point will be under the direction of the N. Y. C.

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

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

C. & O. time-table governs between Rockwell Jct. and Walbridge.

Toledo Terminal R. R. time-table governs between Walbridge and Stanley Tower.

Ohio Central Division between Georgesville Road and Oakland Park Ave., Columbus, Ohio.

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

Cincinnati Terminal Division between Sharon Ave., and Wade.

Indiana Division

Cincinnati Terminal Division between Sharon Ave., and Wade.

B.&O. rules and time-table between North Vernon and Jeff Yard.

N. K. P. rules and time-table govern between Altamont and Templeton.

Illinois Central rules and time-table govern between Kankakee Jct. and Chicago.

Toledo Division time-table governs between "B" Tower, Elkhart and CX.

Western Division time-table governs between "B" Tower and "WG" Elkhart.

N. Y. C. rules and L. & J Terminal special instructions govern between Jeff Yard and Floyd St.

Rushville, N. K. P. main track extending from the junction switch approximately 2,000 feet north of B. & O. crossing to approximately 250 feet south of P. R. R. crossing will be used jointly by N. K. P. and N. Y. C. trains. Trains will run expecting to find other trains switching or occupying track. Stop board governing southbound movements is located at clearance point of joint track switch.

Illinois Division

P. & E. time-table governs on P. & E. tracks between Hillary and Cory at Danville, Illinois.

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

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

T. R. R. A. rules and time-table govern between Granite City and St. Louis and Bridge Jct. and St. Louis.

C. & E. I. rules and time-table govern between Straight Line Jct. and Evansville; between Haley and Baker yard Terre Haute.

L. & N. rules and time-table govern between Evansville and Howell.

B2. LAWS AND REGULATIONS.

When train and engine service employes have been on duty 14 hours they must notify the Transportation Superintendent promptly.

Employes must know when called for service that they are available for duty under the Hours of Service regulations, and if in any doubt, bring it to the attention of the proper official.

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 or drawbridge.

Ohio. Railroad crossings and junctions at grade, not protected by Interlocking Signals, 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 signaled to do so by the watchman, nor until the way is clear.

Defective Cars.

Cars becoming defective enroute when loaded with live stock or perishable freight may be hauled by chains instead of couplers to next repair point, and when so hauled at the rear of caboose must be chained in addition to being coupled unless the air brakes are in service.

Other defective cars must not be hauled by chain in revenue trains or in association with cars commercially used, beyond the first side track.

K1. FIGHTING.

Fighting while on duty or on company property is prohibited.

L2. MIS-USE OF COMPANY PROPERTY.

Abuse, mis-use, defacing of or deliberate damage to or destruction of company property, tools or equipment is forbidden.

M. SAFETY.

Employees must provide themselves with the Book of Safety Rules and be governed by the rules contained therein.

O. READING ON DUTY.

While on duty, books, magazines or papers other than company instructions, must not be read.

REPEATING INSTRUCTIONS:

All verbal instructions affecting train movements or involving equipment or track conditions must be repeated back by the employe receiving them.

1. STANDARD TIME.

Ohio Division

Eastern Standard Time is in use.

Indiana Division

Eastern Standard Time is in use between Cincinnati and Wade.

Central Standard Time is in use west of Wade and west of Cold Springs.

Illinois Division

Central Standard Time is in use.

3. STANDARD CLOCKS.

Ohio Division

Galion Yard	Telegraph office.
	Car Inspector's
	Office-
Columbus	Union Depot
	Yard office.
	Engine-house
West Columbus	Yard office.
BN Yard	Telegraph office.
Bellefontaine	Sandusky Ave.
	Engine-house.
Ansonia	Telegraph office.
So. Anderson Yard	Telegraph office.
	Engine-house.
Brightwood	Yard office.
Shelby St.	Telegraph office.
Indianapolis	UN Teleg'h office.

Sandusky	{ Telegraph office. Yard office.
Carey	Telegraph office.
Delaware	Telegraph office.
Gest	Yard office.
Springfield Yard	Telegraph office.
Springfield	Telegraph office.
Dayton Yard	Telegraph office.
Middletown Yard	Yard office.
Jackson	Telegraph office.
Jackson Jct.	Telegraph office.
Van Wert Yard	Telegraph office.

Indiana Division

Greensburg	Yard office.
Shelby St.	Telegraph office.
Indianapolis	UN Teleg'h office.
Lafayette	Telegraph office.
Wabash	Telegraph office.
South Anderson Yard	{ Telegraph office. Engine-house.
Jeff Yard	Yard Office.
Belt Jct.	Telegraph office.
Brightwood	Engine-house.
Middle Hill Yard, Indpls.	{ Yardmaster's Office.

Illinois Division

Greencastle	Telegraph office.
Duane	{ Telegraph office. Engine-house.
Terre Haute	Telegraph office.
Midland	{ Yard office. Engine-house.
12th St.	{ Yard office. Engine-house. Telegraph office.
Mattoon	Telegraph office.
Hillsboro	Telegraph office.
East Alton	Telegraph office.
East St. Louis	{ Yard office. Engine-house.
Lyons	{ Yard office. Engine-house.
Lawrenceville Jct.	Telegraph office.
Mt. Carmel	{ Engine-house. Yard office.
Harrisburg Yard	{ Yard office. Telegraph office. Engine-house.
Cairo	Telegraph office.
Ashby	{ Engine-house. Telegraph office.

3b. COMPARING WATCHES.

When practicable, conductors and enginemen must compare watches with each other before commencing each day's work. Other engine and train employes must compare watches with the conductor or engineman as soon as practicable.

12. HAND, FLAG AND LAMP SIGNALS.

Unless otherwise provided, main track switch tenders will use green signals for main track movements and yellow signals for crossover or diverging movements and must use red signals when necessary to stop a train or engine.

Engine, while handling wrecking crane engaged in wrecking operations, must not be moved until given proper hand signal with green flag or green light.

Ohio Division

BN Yard and Sandusky Ave. (Bellefontaine); Warder St., Linden Ave. and Fountain Ave. (Springfield); and at Sharon Yard (Sharon Ave.): trains and engines must not foul or pass switches until signalled by switch tender.

At Warder St. (Springfield Yard) switch tenders will use green signal for westward movement out of yard with current of traffic and yellow signal against current of traffic.

At Springfield trains to and from Columbus Line using Wye must receive hand signal from switchtender Linden Ave., who will be responsible for the switches at High St.

Indiana Division

Icehouse Crossover Hill, Indianapolis, trains and engines must not pass these points or foul switches until signaled by switch tender.

13. EMERGENCY SIGNALS AT INTERLOCKINGS AND OTHER POINTS.

Ohio Division

Emergency horn signals are in use at AC Marion, Bellefontaine, and Delco.

Indiana Division

Emergency horn signals are in use at BX, IJ, Belt Crossing and Belt Jct. (Indianapolis).

14. ENGINE WHISTLE SIGNALS.

The whistle must be sounded at whistle posts and where required by rule or law.

In sounding whistle signal 14 (L) the forward facing horn must be used. The rear facing horn will be used alone in sounding this signal only when the forward facing horn is inoperative.

15. TORPEDOES.

After exploding a torpedo or torpedoes, train or engine will proceed, reducing speed and preparing to stop short of train ahead or obstruction. After proceeding for a distance of one mile from the place where torpedo was exploded train may resume normal speed if track is seen to be clear.

19. MARKERS.

Engines occupying the main track with cars must display a red flag by day and a red light by night on the rear of the rear car.

Note: Reflectorized markers on each side of rear car or a circular reflectorized disc mounted in the center of the rear car of a train may be used in lieu of marker lamps on territories specified in the time table.

Illinois Division

C. & E. I. trains may display markers showing green front and side and red rear.

21a. OMISSION OF WHITE SIGNALS.

Ohio Division

Display of white signals will be omitted.

Indiana Division

Display of white signals will be omitted between Cincinnati and Altamont.

Illinois Division

Display of white signals will be omitted.

34. FLAGMEN'S SIGNALS.

The following signals will be used by flagmen:

Day Signals—A red flag,	Night Signals—A white light,
Torpedoes,	Torpedoes,
Fusees.	Fusees.

83. TRAIN REGISTERS.

Ohio Division

Sandusky	Telegraph office.
Delaware (Delaware Line)	Telegraph office.
St. Marys	Telegraph office.
Jackson Jct.	Telegraph office.
Van Wert Yard	Telegraph office.
Ansonia (Northern Line)	Telegraph office.
Carlisle Jct. (Northern Line) ...	Telegraph office.

Jackson Jct., Ansonia and Carlisle Jct. Trains will be registered by the operator if signals are not and have not been displayed.

Indiana Division

Kankakee	Telegraph office.
South Anderson Yard	Telegraph office.
North Vernon	Telegraph office.
Cold Springs	Telegraph office.
Eastside	Telegraph office.

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

83d. CLEARING OF TRAINS.**Ohio Division**

Westbound trains will not be required to receive Clearance Form A at BE except with train orders.

When running on a schedule represented on the Lake Division time-table, train may proceed from BE on corresponding schedule.

Trains needing clearance during time Delaware is closed will be cleared verbally through Edison.

Trains needing clearance at Muncie will be cleared verbally through Vance.

Columbus; eastbound freight trains starting, will receive verbal clearance by telephone from operator at "CD". West-bound freight trains starting, will receive Clearance Form A at Miami Crossing.

First class and extra passenger trains starting will receive verbal clearance from operator "CD" office.

Trains out of Cincinnati will not be required to receive Clearance Form A at Ivorydale Jct.

Sharon Yard: eastbound trains starting must secure verbal clearance by telephone from signalman at West Sharon.

Middletown Yard: trains starting must secure verbal clearance by telephone from signalman at M. & C. Jct.

Dayton Yard: Trains starting during hours office is closed will secure verbal clearance by telephone from operator Tates Point.

Sandusky Line: westward trains departing from Jewells must receive Clearance Form A from Operator Sandusky Avenue and verbal clearance from Operator Bellefontaine Tower.

Eastward trains starting from Gest receive Clearance Form A from Operator Sandusky Avenue and verbal clearance from Operator Bellefontaine Tower, by telephone.

Jackson: Southward trains will obtain their train orders and Clearance Form A and block at "XN" Jackson Junction Office.

Van Wert Yard: Trains starting during hours office is closed must receive Clearance Form A from signalman at interlocking station Van Wert.

Carlisle Jct.: All CN trains north must receive Clearance Form A.

Glen Echo and Cold Springs via Erie R. R. trains must not leave without train orders and Clearance Form A.

Indiana Division

Cincinnati—First class and passenger extra trains must receive Cincinnati Union Terminal Clearance Form 13 in lieu of Clearance Form A.

Greensburg — Northward and southward trains must not leave without Clearance Form A.

Jeffersonville—Northward trains starting must secure verbal clearance from operator (GI Tower) Louisville, Ky.

Lafayette—First class and passenger extra trains must receive N.Y.C. Clearance Form A.

Westward Indiana Division trains must receive Clearance Form A at Cold Springs, Ohio.

Connersville, Columbus, Fairland, Franklin, and North Vernon—Trains are relieved from receiving Clearance Form A during hours that stations are closed.

Illinois Division

Mt. Jackson, westward extra trains will receive Clearance Form A.

Mattoon, First Class and passenger extra trains must receive Clearance Form A.

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

Pana, C. & E. I. trains starting will not be required to receive Clearance Form A except with train orders.

Granite City, eastward first-class trains will not be required to receive Clearance Form A except with train orders.

Lyons, northward trains and engines will receive clearance Form A before leaving Bemis.

WR, southward trains starting will receive Clearance Form A.

Midland, northward freight trains doing work must not leave without permission from signalman.

Permission must be received from signalman at A Tower before fouling main track at Paris or Midland.

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

Cairo, during open office hours after receiving train orders and clearance forms northward freight trains will call the signalman from the north end of the yard and obtain permission before departing.

Terre Haute, Southward trains will receive clearance Form A from Signalman at JR.

Taylor, northward trains must not leave during hours train order office is open without Clearance Form A.

93. YARD LIMITS.

Between sunset and sunrise a red light must be carried on rear of last car of all cuts occupying main track within yard limits.

Ohio Division

Galion	Dayton
Marion	Moraine
Bellefontaine	Middletown
Muncie	Cincinnati (Terminal)
Anderson (Terminal)	Jackson
Indianapolis (Terminal)	Bryan
Columbus	Van Wert
Carey to Van Lue	Ansonia (Northern Line)
Springfield	

Indiana Division

Cincinnati (Terminal).	Alexandria.
Greensburg.	Anderson (Terminal).
Indianapolis (Terminal).	Shirley.
Altamont.	Rushville.
Kankakee.	North Vernon.
CX-Yost.	Troy.
Wabash.	Lynn.
Marion (Terminal).	New Castle.
Connersville to Beeson both inclusive.	
Lawrenceburg Jct. to Aurora both inclusive.	
Franklin to Trafalgar both inclusive.	

Between South Anderson and Manual Block signal 6500 feet south, Kern and Rushville, Court St. and Kankakee Jct., Fifth Ave. and Kankakee Jct., movements must be made prepared to stop short of train or obstruction.

Illinois Division

Indianapolis.	Mt. Carmel.
Terre Haute.	Harwood to Eighth Ave.
Paris	Carmi.
Mattoon.	Harrisburg.
Hillsboro.	Stonefort.
East St. Louis.	Karnak.
Hillsboro to East Alton	Mound City.
(Old Line)	Cairo.
East Alton.	Worthington to Rincon.
East Alton to Alton.	Duff to Washington.
Alton.	Ashby.
Lyons.	Oakland City to Kerwin
Midland.	(via North Wye)
Robinson.	Gray Jct. to Kerwin.
Lawrenceville.	Gudgel to Oakland City.
St. Francisville to	Buckskin to Tecumseh.
Vincennes.	Taylor.

Lawrenceville Jct., permission must be obtained from signalman before turning engines. Movements on B. & O. main track will be made under Rule 99.

Between Cherry and TJ, movements on siding may be made only by permission from signalman at TJ. Signalman must obtain authority from train dispatcher.

Rincon, northbound trains and engines must stop to clear north end of siding at P. R. R. crossing, call operator and get permission before proceeding.

Rincon, trains and engines taking siding must call operator at Worthington and secure permission to proceed, before again occupying main track.

Petersburg, Southbound trains and engines must stop just north of Starks Ferry Road Crossing, North of the North Wye, call operator at Ashby and get permission before proceeding.

Gudgel, northbound trains and engines must stop at South Switch at Gudgel, call Operator at Oakland City and get permission before proceeding.

Gudgel, trains and engines taking siding must call operator at Oakland City and secure permission to proceed, before again occupying main track.

Movements between Oakland City and Kerwin via north leg of wye, or between Gray Junction and Kerwin, may be made only by permission from signalman at Oakland City. Signalman must obtain authority from train dispatcher.

Movements between Buckskin and Tecumseh may be made only by permission from signalman at Buckskin. Signalman must obtain authority from train dispatcher.

Northbound trains and engines must stop to clear north end of siding at Lynnville, call operator at Buckskin, and get permission before proceeding.

Movements between Hillsboro and East Alton on Old Line may be made only on authority from train dispatcher.

S-93. PROTECTION OF TRAIN WITHIN YARD LIMITS.

Note: Where automatic block signal system rules are in effect "known to be clear" includes when track is known to be clear by signal indication.

Within yard limits, protection against following movements by all trains and engines, is required.

D-93. PROTECTION OF TRAIN WITHIN YARD LIMITS.

Within yard limits, protection against following movements by all trains and engines, is required.

D93a. MOVEMENTS AGAINST THE CURRENT OF TRAFFIC.

Movements against the current of traffic within yard limits must be made prepared to stop short of train or obstruction.

May be made on authority of train dispatcher between:

Ohio Division

(a) Crossover east end of Galion Yard and Galion Yard, westward by permission of signalman and under supervision of yardmaster.

(b) Galion Yard and Burt, on signal indication and under supervision of yardmaster.

(c) Turner and BN Yard, by permission of signalman and under the supervision of the yardmaster.

(d) BN Yard and Sandusky Ave. under supervision of yardmaster, and on message authority of general yardmaster.

(e) Bellefontaine Interlocking Station and Sandusky Ave., eastward on signal indication; westward on signal from operator.

(f) Bellefontaine Interlocking Station and Jewells, westward, on signal indication and under supervision of yardmaster.

(g) Crossover Gest and Bellefontaine Interlocking Station eastward, on signal indication. (Signal located on north side of eastward track, 600 feet east of crossover Gest.)

(h) Jewells and crossover Gest, eastward, under supervision of yardmaster and on verbal authority operator Bellefontaine Tower.

(i) Springfield Yard and Fountain Ave. (Springfield), on signal from switchtender and under supervision of yardmaster.

(j) Eastwood and Signal 2761 under supervision of the signalman at Eastwood on message authority of the Transportation Superintendent.

Indiana Division

(a) KD and Brant, under supervision of signalman at KD, and only when authorized by Special Clearance Form Z, which must not be delivered until control of the block has been secured.

(b) Beech Grove and Belt Crossing on message authority of the Transportation Superintendent.

(c) Pearl St. and South Anderson under supervision of yardmaster.

Illinois Division

(a) Mt. Jackson and crossover 1.4 mile west, on proper signal indication and verbal permission from signalman at Mt. Jackson.

(b) Between Preston and Haley, Yard movements on proper signal indication and permission from signalman at Duane.

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

(d) Between 12th Street and Karl yard engines working will obtain time limit from the signalman at 12th Street and must clear main track three minutes before expiration or obtain more time.

(e) Venice Crossing and Bridge Junction, by permission of signalman at Bridge Junction.

S-97. EXTRA TRAINS

Indiana Division

Extra trains may be run without train orders between Lawrenceburg Junction and Aurora.

Illinois Division

Extra trains may be run without train orders between Hillsboro and East Alton.

98. RAILROAD CROSSINGS AT GRADE.

Ohio Division

Location	Railroad	Signals
Grafton	B. & O.	Interlocking.
Huff	N. Y. C. & St. L.	Interlocking.
Hiles	A. C. & Y.	Interlocking.
Boyd	B. & O.	Interlocking.
Shelby	B. & O.	Interlocking.
Crestline	P. R. R.	Interlocking.
Burt	Erie	Interlocking.
Edison	N. Y. C.	Interlocking.
Worthington	P. R. R.	Interlocking.
Martel	N. Y. C.	Interlocking.
Marion	P. R. R.	Interlocking.
	C. & O.	Interlocking.
Hayes	N. Y. C.	Interlocking.
Morgan	D. T. & I.	Interlocking.
Ansonia	N. Y. C.	Interlocking.
Union City	P. R. R.	Interlocking.
Winchester	P. R. R.	Interlocking.
Vance	P. R. R.	Interlocking.
Muncie	N. Y. C. & St. L.	Interlocking.
	N. Y. C. & St. L.	None.
Muncie (Muncie Belt)	P. R. R.	None.
Gridley (Cut-off)	P. R. R.	Interlocking.
South Anderson	N. Y. C. (Ind. Div.)	Target-Gate.
Delco	P. R. R.	Interlocking.
Anderson	N. Y. C. (Ind. Div.)	Interlocking.
Anderson (0.9 mile west)	C. I.	Interlocking.
Anderson (1.5 miles west)	P. R. R.	Interlocking.
Bay Jct.	N. Y. C. & St. L.	Interlocking.
	N. Y. C. & St. L.	Automatic Interlocking.
Clyde	N. Y. C.	Target.
Green Springs Jct.	N. Y. C. & St. L.	Interlocking.
Tiffin	B. & O.	Interlocking.
	P. R. R.	Interlocking.
Berwick	N. Y. C.	Target.
	A. C. & Y.	Interlocking.
Carey	C. & O.	Interlocking.
Carey (Vanlue Line)	A. C. & Y.	Target.
Forest	P. R. R.	Interlocking.

Location	Railroad	Signals
Sands	Erie	Interlocking.
Bellefontaine	N. Y. C.	Interlocking.
Urbana (Pit Track)	Erie	Interlocking.
Springfield (City Track)	D. T. & I.	Target.
London	P. R. R.	Interlocking.
Carney	D. T. & I.	Interlocking.
East Street	D. T. & I.	Interlocking.
Springfield (Linden Ave.)	N. Y. C.	Target.
Tates Point	B. & O.	Interlocking.
Dayton (Freight House Lead)	Erie	Target.
M. & C. Jct.	P. R. R.	Interlocking.
	A. R. M.	Interlocking.
Oklahoma	B. & O.	Target.
Storrs	B. & O.	Interlocking.
Alvordton	Wabash	Interlocking.
West Unity (0.6 mile south)	Wabash Automatic	Interlocking.
Bryan	N. Y. C.	Interlocking.
Sherwood	B. & O.	Interlocking.
Cecil	Wabash Automatic	Interlocking.
Latty	N. Y. C. & St. L.	Interlocking.
Van Wert	P. R. R.	Interlocking.
Ohio City	N. Y. C. & St. L.	Interlocking.
	Erie	Interlocking.
Celina	N. Y. C. & St. L.	Interlocking.
Meekers	P. R. R. Automatic	Interlocking.
D. & U. Crossing	D. & U.	Interlocking.
Penn.	P. R. R.	Interlocking.
Savona	N. Y. C.	Target.
West Manchester	P. R. R.	Interlocking.
Carlisle	B. & O.	Interlocking.
Delaware (1.5 miles west —Springfield Line)	C. & O.	Interlocking.
Marysville	N. Y. C.	Interlocking.
Milford Center	P. R. R.	Interlocking.
Springfield Yard (Delaware Line)	D. T. & I.	Target.
St. Marys (1.2 miles south)	N. Y. C. & St. L.	Interlocking.
Wapakoneta	B. & O.	Interlocking.
Slater	D. T. & I.	Interlocking.
Maitland, Erie R. R.	D. T. & I.	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.

C. I. R. R. and P. R. R. Belt crossings, Anderson, interlocking normally lined for N. Y. C. movements. If necessary to pass STOP signal, after complying with posted instructions, movement must be made at RESTRICTED speed to next signal.

Urbana (Pit track), Marysville, Celina, St. Marys, Wapakoneta and Slater; interlocking will be normally against N. Y. C.

Indiana Division

Location	Railroad	Signals
Vine	P. R. R.	Interlocking.
Beech Grove Crossing—(Old Main)	Beech Grove lead	Target.
Belt Crossing	Belt	Interlocking.
IJ	Yard track	Interlocking.
BX	Belt	Interlocking.
KD	Belt	Interlocking.
Lebanon	C. I.	Target-Gate.
Colfax	P. R. R.	Interlocking.
Clarks Hill	N. K. P.	Interlocking.
Lafayette Jct.	Wabash	Interlocking.
	C. I. & L.	Interlocking.
Sheff	Western Division	Interlocking.
Sheldon	T. P. & W.	Interlocking.
St. Anne	C. & E. I.	Interlocking.
Kankakee Jct.	I. C.	Interlocking.

Location	Railroad	Signals
New Paris Jct.	Wabash	Automatic Interlocking.
Milford Jct.	B. & O.	Interlocking.
Warsaw	P. R. R.	Interlocking.
Claypool	N. K. P.	Interlocking.
North Manchester	P. R. R.	Stop Boards.
Bolivar	Erie	Interlocking.
Wabash	Yard track	None.
Marion	N. K. P.	Interlocking.
*Marion (yard track)	C. & O.	Interlocking.
Marion (Freight house lead)	N. K. P.	Target.
Kent	P. R. R.	Interlocking.
*Alexandria	N. K. P.	Automatic Interlocking.
Dow	P. R. R.	Interlocking.
Anderson	Ohio Division	Interlocking.
Pearl St. (700 ft. south)	C. I.	Target-Gate.
(3300 ft. south)	P. R. R.	Target-Gate.
South Anderson	Ohio Division	Target-Gate.
Shirley	Ind. Division	Interlocking.
*Rushville	B. & O.	Automatic Interlocking.
	P. R. R. (2 crossings)	Stop Boards.
	B. & O. (2 crossings)	Target.
North Vernon	P. R. R. (3 crossings)	Target.
B & O Crossing (Troy)	B. & O. (2 crossings)	Interlocking.
Arcanum	B. & O.	Gate.
Savona	Ind. Division	Target.
Hewitt	P. R. R.	Interlocking.
Lynn	P. R. R.	Interlocking.
C&O Crossing	C. & O.	Interlocking.
Eastside	Belt (2 Crossings)	Targets.
DX	Belt	Interlocking.
Franklin	P. R. R.	Target-Gate.
Dearborn	B. & O.	Interlocking.
Lawrenceburg	B. & O.	Gate.

*Marion, (yard track), trains and engines must stop at dwarf signal and trainmen will be governed by instructions posted at C. & O. crossing.

*Alexandria, trains and engines must stop at home signal and trainmen will be governed by instructions posted in signal box.

*Rushville (B. & O. Crossing), trains and engines must stop at home signal and trainmen will be governed by instructions posted in signal boxes adjacent thereto.

Illinois Division

Location	Railroad	Signals
Greencastle	Monon (Mill track)	Interlocking.
Cobb	B. & O.	Interlocking.
Burnett	C. & E. I.	Interlocking.
Preston	P. R. R.	Interlocking.
	C. M. St. P. & P.	Interlocking.
Haley	C. & E. I.	Interlocking.
Midland	P. R. R.	Interlocking.
	N. Y. C. (St. Louis Dist.)	Interlocking.
Charleston	N. Y. C. (Cairo Dist.)	Interlocking.
	N. Y. C. & St. L.	Interlocking.
Karl	I. C.	Interlocking.
Tower Hill	B. & O.	Interlocking.
Pana	I. C.	Interlocking.
Granite City	T. R. R. A.	Interlocking.
Venice Crossing	Southern	Target and Stop boards.
Bridge Jct.	Illinois Terminal	None.
	N. Y. C. & St. L.	Gate.
East St. Louis	Wabash	Semaphore
	L. & N.	None.
Litchfield	I. C.	Interlocking.
	Wabash	Interlocking.
C. & N. W. Crossing	C. B. & Q.	Interlocking.
	Automatic	Interlocking.
Gillespie	Illinois Terminal	Target and Stop boards.
East Alton	C. B. & Q. (Wye track)	Stop boards.
Wood River	Illinois Terminal	Interlocking.
Wyton	P. & E.	Interlocking.

Location	Railroad	Signals
WR	C. & E. I.	Interlocking.
Ridge Farm	N. Y. C. & St. L.	Interlocking.
Rose	B. & O.	Interlocking.
Owen	I. C.	Interlocking.
Lawrenceville Jct.	B. & O.	Interlocking.
TJ	Southern	Interlocking.
Harwood	I. C.	Interlocking.
Harwood	1.4 mile south	C. & E. I. (2 crossings) Stop boards.
Grays	I. C.	Interlocking.
Carmi	L. & N.	Interlocking.
Norris City	B. & O.	Interlocking.
Eldorado	L. & N.	Interlocking.
Forman	C. B. & Q.	Automatic Interlocking.
Karnak	C. & E. I.	Gate.
Cairo Yard	2 miles north	I. C. (2 crossings) Stop boards.
Cairo Yard	M. P.	Stop boards.
	G. M. & O.	Stop boards.
Terre Haute (Vigo)	P. R. R.	Interlocking.
Greenwood	C. M. St. P. & P. (Belt)	Gate.
Spring Hill	C. M. St. P. & P.	Interlocking.
	C. & E. I.	Interlocking.
Clay City	Monon	Interlocking.
Rincon	P. R. R.	Stop boards.
Elnora	C. M. St. P. & P.	Stop boards.
Chappell	B. & O.	Automatic Interlocking.
Oakland City	Southern	Interlocking.
Enosville	A. W. & W.	Stop boards.

Forman, Chappell and C. & N. W. crossing, if signal does not indicate Proceed, trainman will unlock box located at crossing and be governed by instructions posted therein.

Kerwin Branch, railroad trains and engines approach narrow-gauge crossing prepared to stop; if crossing clear, proceed without stopping at speed not exceeding 10 miles per hour. Mine company trains will stop before entering crossing.

98a. DRAWBRIDGES.

Illinois Division

Location	Railroad	Signals
Wabash River	Vincennes Branch	Stop boards.
Wabash River	Evansville Branch	Stop boards.

101a. PROTECTION AGAINST RETURN MOVEMENTS.

When a portion of a train is left on the main track, it must be protected against the return movement. At night, or when weather conditions require, torpedoes must be used and, in addition, a white light must be displayed on the front of the head car. This does not relieve the engine-men from using necessary caution to avoid accident in returning.

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 slowly past sign located adjacent to track and approximately fifty feet from crossing 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 slowly past sign 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.

Ohio Division

Dayton—Eastbound 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.

Trains or engines moving against the current of traffic must proceed at slow speed over the following highway crossings:

Lockland, Ohio { Wyoming Avenue
Dunn Street
Davis Street
Mill Street

Carthage, Ohio { Erkenbrecker Avenue
66th Street

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

Delaware—Liberty and Sandusky Streets.

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 NKP 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.

Trains or engines meeting, passing while using side tracks at the following locations will approach the following crossings prepared to stop:

Cleveland to Indianapolis:

- Galion—Sherman St.
- 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 Ivorydale Jct.:

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

Cincinnati to Sandusky:

- Belle Center—Marsh Pike.

Carlisle Jct. to Jackson:

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

Indiana Division

Trainman must flag trains or engines over the following crossings:

- Meridian St.-Norway Track, Lebanon.
- U. S. Highway No. 52 Rushville.
- Hoosier St., North Vernon.
- U. S. Highway No. 50 Horn track Fernbank.
- U. S. Highway No. 50 Gulf Lead Valley Jct.
- U. S. Highway No. 52 west of Metamora.
- State Highway No. 9 west of Hope.
- Fourteenth Street
- Sixteenth Street } Columbus.
- Seventeenth Street
- U. S. Highway 31
- County Road East of MP 107 } Franklin Branch

Fourth Street, Fifth Street }
 Sixth Street, Eighteenth St. } Connersville

Trains or engines using the side tracks at the following stations will approach crossings shown below prepared to stop:

- AdamsSecond St., Third St.
- FairlandWashington St.
- LebanonMeridian St., (Norway track)
- ColfaxMain St., Jackson St., Franklin St., Ohio St.
- Clarks Hill.....Pearl St., White St., High St.
- FowlerWashington St., Fifth St.
- Earl ParkOak St.
- SheldonFourth St., Center St., Grove St., Depot St., Concord St.
- IroquoisLincoln St.
- New ParisMarket St.
- La FontaineKendal St.
- FairmountWashington St.
- SummitvilleWalnut St., Mill St.
- AlexandriaBroadway, Washington St., Berry St.
- New CastleState Highway 38.
- LynnU. S. Highway 27.

Illinois Division

East Alton—Trains or engines will not exceed twenty miles per hour from point 900 feet east or 900 feet west, to St. Louis Avenue (U. S. Route 67 and State Route 3). Trains or engines making moves to or from yard tracks at St. Louis Avenue must stop between "End of Circuit" signs and street crossing until gates are down, before proceeding over crossing.

Hartford—Trains and engines using lead over Hawthorne Street (State Route 11A) will not exceed five miles per hour between sign located approximately 170 feet from each side of crossing, reading: "Cars must not be left between sign and crossing." Crews must not proceed over crossing until gates are down.

Wood River—Eastward trains and engines must not leave cars between "End of Circuit" sign and Evans Avenue Crossing. Trains and engines will not proceed over Evans Avenue crossing until crossing gates are down.

Harrisburg—Blue Bird lead, State Highway No. 13 near Blue Bird Mine No. 7 eastward and westward movements over crossing 10 miles per hour.

Terre Haute—Trains and engines approaching U. S. Route 41 and 150 South Third Street, must not exceed 12 miles per hour.

Taylor—Indicators are located on each side of Highway U.S. 41. Yellow indication will be displayed when flashers are operating. Trains and engines must not move over crossing until proper indication is displayed. In case of failure to receive proper indication, movement must be protected by member of crew.

104. SWITCHES.

Indiana Division

Indication light and push button have been installed in telephone box, with detailed instructions for guidance of crews entering main track, at the following switches:

- AdamsEast and west ends of siding.
- St. Paul ... { East and west ends of siding.
 { East and west ends of house track.
- WaldronStation track (telephone outside station).
- FairlandWest end of eastward siding.
- Stockwell ...East and west ends of elevator track (telephone on pole).

104a. NORMAL POSITION OF SWITCHES.

Ohio Division

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

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

Northward trains will proceed if approach signal displays proceed regardless of number of cars and if approach signal displays stop, must call operator at XN Jackson.

Indiana Division

Eastside—Normal position of switch leading from main track to Belt wye is for the wye.

South Anderson—Normal position of Michigan Branch main track switches is for the north and south wyes.

Rushville—Normal position of north switch joint track is for N. Y. C.

North Vernon—Normal position of switch leading into north end of James siding is for the siding.

Illinois Division

C. B. & Q. connection switch lined for C. B. & Q. (East Alton).

Harrisburg: Harco track switch lined for Saline Valley. Saline Valley lined for Sahara No. 6.

104e. SPRING SWITCHES.

Ohio Division

Location	Normal Positions
Martel	
West end westward siding	..... For Track 1.
Turner	
East end lead	..... For Track 2.

Indiana Division

- Pearl Street For Track 1.
- South Anderson For Track 2.

Illinois Division

- Cherry For main track
- Shawnee For north leg of wye
- Oakland City For main track

105. SIDINGS.

Ohio Division

Sidings. Capacity based on 44-ft. cars. Berea to Indianapolis.	Westward and Eastward	
	Westward	Eastward
Grafton	104	93
Huff	95	95
Hiles	122	120
Boyd	95	...
Shelby	...	95
Galion yard	118	Yard
Martel	135	137
Caledonia	90	...
Scioto	125	130
Q (Marion)	85	...
Marion	93	76
LaRue	...	95
Hayes	95	91
Lamb	...	103
Ansonia	95	147
Union City	95	...
Winchester	104	106
Hart	109	111
Yorktown	...	52
Delco	...	41
So. Anderson Yard	...	117
David	104	...
Post	84	109

Galion to Sharon Ave.

St. James	...	95
Edison	72	108
Cardington	...	111
Ashley	...	86
Paget	...	106

	Westward	Eastward	Westward and Eastward
Lewis Center	...	...	103
Worthington	...	...	110
Galloway	...	...	79
Lilly Chapel	...	...	84
London	...	...	118
Brooks	...	...	113
East Street	...	...	66
Cold Springs	72	92	...
Fairborn	90	...	...
Sand Cut	...	111	...
Carlisle Jct.	...	83	...
Middletown	99	91	...
Mauds	...	59	...

Bay Jct. to Springfield.

Tiffin	...	...	29
Berwick	...	...	135
Carey	124	134	...
Wharton	...	...	113
Forest	110	...	...
McVittys	...	...	49
Grants	...	...	125
Sands	...	108	...
Belle Center	102	...	...
Glen Echo	105	...	...

OD to Carlisle Jct.

	Southward and Northward
Wood	52
Rollin	47
Prattville	65
Alvordton	54
Bryan	91
Sherwood	75
Latty	99
Rockford	75
Celina	160
Ansonia	93
Lewisburg	100
West Alexandria	72

Glen Echo to Cold Springs, Erie R.R.

Maitland	43
Durbin	69

Indiana Division

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

New Castle, trains taking siding will pull in at first switch.

Sidings.	Capacity based on 44 foot cars.		Eastward and Westward
Cincinnati to Kankakee.	Eastward	Westward	Westward
Valley Jct.	72	81	...
Lawrenceburg Jct.	82	82	...
Brow	65	...	...
Greensburg	125*	130*	...
Adams	...	...	88
St. Paul	...	...	52
Vine	...	...	90
Fairland	64	75*	...
Glenn	...	113*	...
Clarks Hill	...	...	103
Rex	...	...	112*
Altamont	113	112	93*
Templeton	...	...	200
Fowler	...	...	71
Sheff	...	...	67
Sheldon	82	62	...

Iroquois	...	...	35
Donovan	...	...	54
Beaverville	...	...	67
St. Anne	...	...	68

***Controlled Siding:**

CX to North Vernon.	Northward	Southward	Northward and Southward
Milford Jct.	75
Leesburg	15
Warsaw	27
Claypool	76
Bolivar	70
Wabash	Yard
La Fontaine	69
Kent	64
Alexandria	30
Shirley	58
Knightstown	25
Boyd	69
Milroy	25
North Vernon	35

Indianapolis to Cold Springs.

Station	Eastward	Westward	Eastward and Westward
New Carlisle	27
Troy	40
Arcanum	47
Glen Karn	23
Lynn	50
New Castle	32	34	...
Kennard	54
Shirley	52
Hunter	38

Valley Jct. to Beeson.

Harrison	...	...	10
Brookville	...	...	20
Laurel	...	...	30

Illinois Division

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

Oliver and Dock, trains taking siding will pull in at first switch.

Sidings.	Capacity based on 44 foot cars.		Eastward and Westward
Indianapolis to St. Louis.	Eastward	Westward	Westward
Avon	...	107	...
Nash	...	96	...
Fillmore	64	...	...
Greencastle	83	...	...
Carbon	87	...	...
Cobb	100	108	...
Vermilion	76	95*	...
Paris	...	...	97*
Dudley	59	91*	...
Kansas	...	...	82*
Ashmore	98*	97*	...
Charleston	...	...	90*
Gays	...	...	160*
Windsor	...	...	96*
Middlesworth	96*	64	...
Moulton	...	...	160*
Tower Hill	91*	91*	...
Pana	...	...	150*
Ohlman	...	...	190*
Nokomis	...	...	61
Hillsboro	220*	200*	...
Joan	...	...	190*
Livingston	...	...	84
Gard	...	...	200*
Litchfield	...	...	53

*Controlled siding.

Danville to Cairo and Evansville.		Northward and Southward	
Station	Northward	Southward	and Southward
Westville	200
Chrisman	200
Oliver	104	105	...
Ernst	112
Dock	69	80	...
Owen	50
Dunn	105
Lawrenceville Junction	69	99	...
St. Francisville	92
Cherry	93
Harwood	51
Grays	74
Crossville	213
Carmi	156
Norris City	189
Ledford	363
Stonefort	38
New Burnside	36
Tunnel Hill	36
Belknap	67
Olmsted	36

Terre Haute to Evansville.		Northward and Southward	
Liberty	57
Clay City	22
Lancaster	59
Mancourt	42
Worthington	64
Rincon No. 1	50
Rincon No. 2	75
Plainville	59
Duff	32
Thomas	58
Gudgel	58
Richards	83
Taylor	48

109. BULLETIN BOARDS AND BOOKS.

Bulletin Orders posted in books must be signed for by road and yard service employes.

Notices over 12 months old will be removed and re-issued if still in effect.

Ohio Division

Cleveland	(C.U.T.) Crew Dispatcher's office.
	Yard office.
Collinwood	Engine-house.
	Yard office.
	Dillie Road.
Galion Yard	Yard office.
	Engine-house.
Galion	Passenger station.
Delaware	Telegraph office.
	Yard office.
Columbus	Fair Grounds.
	Car Inspector's
	Office-Union Depot.
West Columbus	Engine-house.
BN Yard	Telegraph office.
	Yard Clerk's Office.
Bellefontaine	Engine-house.
	Passenger station.
Ansonia	Telegraph office.
	Engine-house.
Muncie	Engine-house.
South Anderson Yard	Telegraph office.
	Engine-house.
Brightwood	Engine-house.
	Yard office.
Shelby St.	Engine-house.
Indianapolis	UN Teleg'h office.
Toledo	Passenger station.
Sandusky	Telegraph office.
Carey	Telegraph office.
Gest	Yard office.
Springfield Yard	Telegraph office.
	Engine-house.

Springfield	Telegraph office.
Dayton Yard	Telegraph office.
Middletown Yard	Round house and yard office.
	Yard office.
Sharon Yard	Engine-house.
	Sharon Ave.
Riverside	Engine-house.
Cincinnati	Telegraph office.
	Engine-house.
Van Wert Yard	Yard office.
Van Wert	Engine-house.
Jackson	Jackson Jct.
	Engine-house.

Indiana Division

Sharon Yard	Engine-house.
Cincinnati (C.U.T.)	Telegraph office.
	Engine-house.
	East yard office.
Riverside	Engine-house.
Lawrenceburg	Yardmaster's office.
Greensburg	Engine-house.
	Depot.
	Engine-house.
Shelby St.	Telegraph office.
Indianapolis	UN Teleg'h office.
Lafayette	Yard office.
	Engine-house.
Kankakee	Telegraph office.
	Telegraph office.
Elkhart	Yard office.
	Engine-house.
Wabash	Telegraph office.
Marion	Freight office.
South Anderson Yard	Telegraph office.
	Engine-house.
Jeff Yard	Yard office.
	Engine-house.
Springfield Yard	Telegraph office.
	Engine-house.
Lynn	Telegraph office.
Brightwood	Engine-house.
Middle Hill Yard	Yardmaster's Office.
Connersville	Agent's office.

Illinois Division

Brightwood	Yard office.
	Engine-house.
Shelby St.	Engine-house.
Indianapolis	UN Teleg'h office.
West Side	Yard office.
Greencastle	Passenger station.
	Yard office.
Duane	Engine-house.
	Yard office.
Midland	Engine-house.
	Yard office.
Mattoon	Engine-house.
	Telegraph office.
Hillsboro	Telegraph office.
	Engine-house.
	Telegraph office.
	Engine-house.
East Alton	Caboose in Shell Plant.
	Yard office.
East St. Louis	Engine-house.
St. Louis	Telegraph office.
Lyons	Yard office.
	Engine-house.
Lawrenceville	Yard office.
	Engine-house.
Mt. Carmel	Yard office.
	Engine-house.
Harrisburg Yard	South end yard office
	Engine-house.
Cairo	Telegraph office
	Engine-house.
Petersburg	Engine-house.
Ashby	Yard office.

DESIGNATION AND USE OF MAIN TRACKS.**Ohio Division****Single Track.**

Between: Gridley and Taft.
 Burt and Fifth Ave.
 Miami Crossing and Springfield.
 Glen Echo and Springfield Yard.
 West End and Cold Springs.
 Tates Point and Second St.
 East and West ends Sand Cut.
 Bay Jct. and Hill Siding.
 Carey and Vanlue.
 Delaware and Springfield Yard.
 (Delaware Line)
 *OD and Carlisle Jct.
 St. Marys and Bellefontaine.
 Glen Echo and Cold Springs, Erie R. R.

*No main track between north and south yard switches
 Van Wert Yard. Trains will use yard tracks.

D-151.**Two Tracks.**

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

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

Between: BE and Gridley.
 Taft and Eastwood.
 Hill Siding and Glen Echo.
 Fifth Ave. and Miami Crossing.
 *Springfield Yard and West End.
 Cold Springs and Tates Point.
 Miami City Jct. and East end Sand Cut.
 West end Sand Cut and Sharon Ave.

*No main track between east and west ends Springfield
 Depot. Trains will use Depot tracks.

Indiana Division**Single Track:**

Between: Greensburg and Clifty.
 Vine and Dix.
 Clarks Hill and Altamont.
 Templeton and Kankakee. (Court St.)
 CX and Pearl St.
 South Anderson and Kern.
 Rushville and North Vernon.
 Cold Springs and DX.
 Valley Jct. and Beeson.
 Lawrenceburg Jct. and Aurora.
 Craig and Columbus.
 Fairland and Trafalgar.

D-151.**Two Tracks:**

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

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

Between: Wade and Greensburg.
 Beech Grove and S. College Ave.
 West Street and Brant.
 Glenn and Clarks Hill.
 Washington St. and Mass. Ave.

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

Between: Vine and Clifty.
 Dix and Beech Grove.
 Belt Junction and Eastwood.
 IJ and Mt. Jackson.

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

Between: Brant and Glenn.

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

Between: Mass. Ave. and Belt Junction.

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

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

Between: Pearl St. and South Anderson.

Illinois Division**Single Track:**

Between: Terre Haute and Millard.
 Sandford and 12th Street.
 Karl and Home.
 Hillsboro and East Alton via Old Line.
 Alton and East Alton.
 Danville, Ill. and Wyton.
 W.R. and Cairo.
 YD and Eighth Ave.
 Vincennes and St. Francisville.
 *Terre Haute and Straight Line Jct.
 Duff and Washington.
 Gray Jct. and Kerwin.
 Buckskin and Tecumseh.

* No main track between north and south yard switches at
 Ashby Yard.

D-151.**Two Tracks:**

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

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

Between: Mt. Jackson and Terre Haute.
 Lenox and East St. Louis.
 East Alton and Lenox.

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

Between: Millard and Sandford.
 Twelfth St. and Karl.
 Home and Lenox.

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

No. 1 Southward
 No. 2 Northward

Between: Wyton and Bemis.

Old Line extends from the junction switch at Hillsboro
 through Litchfield and East Alton to the junction switches
 at Lenox.

206(a). MOVEMENT BY TRAIN ORDERS

When an engine consists of more than one unit the number of the leading unit or the numbers of both the leading and rear units may be used to identify the train.

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 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 lights installed at BE will govern movement as follows:

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

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

223. ABBREVIATIONS.

Automatic Block Signal System..... ABS
 Manual Block Signal System..... MBS
 Traffic Control System..... TCS
 Telephone Pole..... TP

MOVEMENT OF TRAINS BY BLOCK SIGNALS.

Track	Between	Assigned Direction	Operation
Ohio Division			
Single ..	OD and Carlisle Jct.	None	{ Rules 251-254, Incl. Rules 300-373, Incl.
Single ..	Hill Siding and Berwick....	None	Rules 550-562, Incl.
Single ..	Burt and Fifth Ave.	None	Rules 550-562, Incl.
Single ..	Miami Crossing and Springfield	None	Rules 550-562, Incl.
Single ..	West End and Cold Springs	None	Rules 550-562, Incl.
Single ..	Tates Point and Second St.	None	Rules 550-562, Incl.
Single ..	Sand Cut (East and West Ends)	None	Rules 550-562, Incl.
Single ..	Glen Echo and Springfield Yard	None	Rules 550-562, Incl.
Single ..	Gridley and Taft via South Anderson.....	None	{ Rules 251-254, Incl. Rules 300-373, Incl.
Single ..	Gridley and Taft via Anderson	None	Rules 550-562, Incl.
No. 1 ..	BE and Gridley	Westward	Rules 251-254, Incl.
No. 2 ..	Gridley and BE	Eastward	Rules 251-254, Incl.
No. 1 ..	Taft and Eastwood	Westward	Rules 251-254, Incl.
No. 2 ..	Eastwood and Taft	Eastward	Rules 251-254, Incl.
No. 1 ..	Sands and Glen Echo	Westward	Rules 251-254, Incl.
No. 2 ..	Glen Echo and Sands	Eastward	Rules 251-254, 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 ..	Springfield Yard and West End except Springfield Depot track.	Westward	Rules 251-254, Incl.
No. 2 ..	West End and Springfield Yard except Springfield Depot track.	Eastward	Rules 251-254, Incl.
No. 1 ..	Cold Springs and Tate's Point	Westward	Rules 251-254, Incl.
No. 2 ..	Tate's Point and Cold Springs	Eastward	Rules 251-254, Incl.
No. 1 ..	Miami City Jct. and Ivorydale Jct. except between East and West ends Sand Cut and M. & C. Jct. and Armco	Westward	Rules 251-254, Incl.
No. 2 ..	Ivorydale Jct. and Miami City Jct. except between East and West ends Sand Cut and Armco and M. & C. Jct.	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 ..	Vance and Signal 2271.....	None	Rules 550-562, Incl.
No. 2 ..	Eastwood and Belt Jct.	None	Rules 550-562, Incl.
No. 2 ..	Belt Jct. and Mass. Ave.	None	Rules 550-562, Incl.
No. 1 ..	Park St. (Columbus) and Miami Crossing.....	None	Rules 550-562, Incl.
No. 2 ..	Miami Crossing and Park St. (Columbus)	None	Rules 550-562, Incl.
No. 1 ..	Hill Siding and Sands.....	None	Rules 550-562, Incl.
No. 2 ..	Sands and Hill Siding.....	None	Rules 550-562, Incl.
No. 1 ..	Bellefontaine Interlocking Station to Signal 973, Sandusky Line	None	Rules 550-562, Incl.

Indiana Division

No. 2 .. Greensburg and Wade Eastward

Track	Between	Assigned Direction	Operation
Single ..	Greensburg and Clifty....	None	Rules 550-562, Incl.
No. 2 ..	Vine and Clifty	None	Rules 550-562, Incl.
No. 1 ..	Clifty and Vine	None	Rules 550-562, Incl.
Single ..	Vine and Dix	None	Rules 550-562, Incl.
No. 2 ..	Beech Grove and Dix.....	None	Rules 550-562, Incl.
No. 1 ..	Dix and Beech Grove.....	None	Rules 550-562, Incl.
No. 2 ..	S. College Ave. (Indpls.) and Beech Grove	Eastward	Rules 251-254, Incl.
No. 1 ..	Beech Grove and S. College Ave. (Indpls.)	Westward	Rules 251-254, Incl.
No. 2 ..	Clarks Hill and West St. (Indpls.)	Eastward	Rules 251-254, Incl.
No. 1 ..	West St. (Indpls.) and Brant	Westward	Rules 251-254, Incl.
No. 1 ..	Brant and Glenn	None	Rules 550-562, Incl.
No. 1 ..	Glenn and Clarks Hill	Westward	Rules 251-254, Incl.
Single ..	Clarks Hill and Altamont ..	None	Rules 550-562, Incl.
Single ..	Templeton and Kankakee	None	{ Rules 251-254, Incl. Rules 300-373, Incl.
Single ..	CX and Yost	None	Rules 550-562, Incl. (Under supervision of Dispatcher at Toledo)
Single ..	Yost and Dow	None	{ Rules 251-254, Incl. Rules 300-373, Incl.
Single ..	Dow and Pearl St.	None	Rules 251-254, Incl.
No. 2 ..	South Anderson and Pearl St.	Northward	Rules 251-254, Incl.
No. 1 ..	Pearl St. and South Anderson	Southward	Rules 251-254, Incl.
Single ..	Manual Block Signal 6500 feet south of South Anderson and Kern	None	{ Rules 251-254, Incl. Rules 300-373, Incl.
Single ..	Rushville and North Vernon	None	{ Rules 251-254, Incl. Rules 300-373, Incl.
Single ..	Cold Springs and DX	None	{ Rules 251-254, Incl. Rules 300-373, Incl.
No. 2 ..	Washington St. and Mass. Ave. (Indpls.)....	Eastward	Rules 251-254, Incl.
No. 2 ..	Mass. Ave. and Belt Junction	None	Rules 550-562, Incl. (Under supervision of Signalman at Mass. Ave.)
No. 1 ..	Belt Junction and Washington St.	Westward	Rules 251-254, Incl.
No. 2 ..	Belt Junction and Eastwood	None	Rules 550-562, Incl. (Under supervision of Signalman at Eastwood)
No. 1 ..	Eastwood and Belt Junction	None	Rules 550-562, Incl. (Under supervision of Signalman at Eastwood)
No. 2 ..	Mt. Jackson and IJ.....	None	Rules 550-562, Incl. (Under supervision of Signalman at BX)
No. 1 ..	IJ and Mt. Jackson	None	Rules 550-562, Incl. (Under supervision of Signalman at BX)

Illinois Division

No. 2 ..	Terre Haute and Mt. Jackson	Eastward	Rules 251-254, Incl.
No. 1 ..	Mt. Jackson and Terre Haute	Westward	Rules 251-254, Incl.
Single ..	Terre Haute and Millard ..	None	Rules 550-562, Incl.
No. 2 ..	Sandford and Millard	None	Rules 550-562, Incl.
No. 1 ..	Millard and Sandford	None	Rules 550-562, Incl.
Single ..	Sandford and 12th St. (Mattoon)	None	Rules 550-562, Incl.
No. 2 ..	Karl and 12th St. (Mattoon)	None	Rules 550-562, Incl.
No. 1 ..	12th St. (Mattoon) and Karl	None	Rules 550-562, Incl.
Single ..	Karl and Home	None	Rules 550-562, Incl.
No. 2 ..	Lenox and Home	None	Rules 550-562, Incl. (Under supervision of Signalman at Lenox)
No. 1 ..	Home and Lenox	None	Rules 550-562, Incl. (Under supervision of Signalman at Lenox)
No. 2 ..	Bridge Jct. and Lenox	Eastward	Rules 251-254, Incl.
No. 1 ..	Lenox and Granite City ..	Westward	Rules 251-254, Incl.
No. 1 ..	Granite City and Bridge Jct.	Westward	Rules 300-373, Incl.
No. 2 ..	Lenox and Wann	Eastward	Rules 251-254, Incl.
No. 1 ..	Wann and Lenox	Westward	Rules 251-254, Incl.
No. 2 ..	Wann and East Alton	Eastward	Rules 300-373, Incl.
No. 1 ..	East Alton and Wann	Westward	Rules 300-373, Incl.
Single ..	Danville and Wyton	None	Rules 300-373, Incl.
No. 2 ..	Bemis and Wyton	Northward	Rules 300-373, Incl.
No. 1 ..	Wyton and Bemis	Southward	Rules 300-373, Incl.
Single ..	WR and Cairo	None	Rules 300-373, Incl.
Single ..	Terre Haute to Taylor ..	None	Rules 300-373, Incl.

SPECIAL SIGNAL ASPECTS AND INDICATIONS.



Fig. 22D
Rule 281
Proceed.

This unit lighted only when this aspect is displayed →



Fig. 41A
Rule 281B

Proceed: Approaching next signal at limited speed. Train exceeding 60 M.P.H. must at once reduce to that speed. Reduction to 60 M.P.H. must commence before passing signal and be completed before accepting a more favorable indication.



Fig. 41B
Rule 281B

Proceed: Approach next signal at limited speed. Train exceeding 60 M.P.H. must at once reduce to that speed. Reduction to 60 M.P.H. must commence before passing signal and be completed before accepting a more favorable indication.



Fig. 51A
Rule 281C

Proceed: Limited speed with-in interlocking limits.



Fig. 121B
Rule 284

Proceed approaching next signal at slow speed. Train exceeding medium speed must at once reduce to that speed.

This unit lighted only when this aspect is displayed.

Ohio 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. 137A
Rule 285
Indication: Prepare to stop at next signal. Train exceeding medium speed must at once reduce to that speed.
Name: Approach.



Fig. 192A
Rule 291
Indication: Stop then proceed at restricted speed.
Name: Stop and proceed.

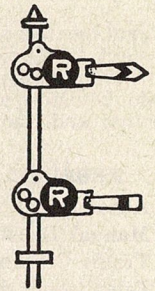


Fig. C
Rule 296
Indication: Stop on main track and report for instructions.
Name: Telephone train order.

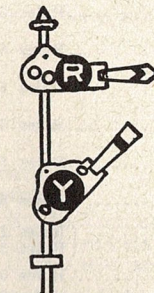


Fig. C
Rule 297
Indication: Take siding and when clear of main track report for instructions. Passenger trains will report before pulling in siding.
Name: Telephone train order.

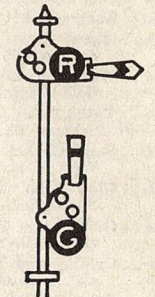


Fig. A
Rule 298
Indication: Stop then proceed at restricted speed.
Name: Telephone train order.

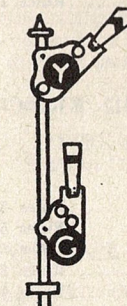


Fig. B
Rule 298
Top Arm-Light: Indication: Proceed prepared to stop at next signal. Train exceeding medium speed must at once reduce to that speed.
Name: Telephone train order.

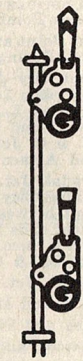


Fig. C
Rule 298
Indication: Proceed.
Name: Telephone train order.

294. SWITCH TARGETS.

Lights not in use on main track switches:

Ohio Division

Between: Burt-Worthington except Delaware, Springfield and Delaware, Bellefontaine and St. Marys, Bay Junction and Hill Siding, except through Carey, Galloway and Carney.

Indiana Division

Between: Valley Jct. and Beeson, Lawrenceburg Jct. and Aurora, Craig and Columbus, Fairland and Trafalgar, Glen Karn and Cold Springs.

Illinois Division

Between: Sandford and 12th St. Karl and Lenox, Hillsboro and East Alton (Old Line).

297. RAILROAD GRADE CROSSING SIGNALS.

Trains must stop before proceeding unless otherwise indicated.

Ohio Division

Location	Signal	Indication
Clyde, N.Y.C.	Target	Horizontal. Proceed.
Berwick	Target	Horizontal. Ohio Division trains proceed.
Carey (Vanlue Branch)	Normal position for Ohio Central Div.	Vertical .. Ohio Central Division trains proceed without stopping.
	Target	Horizontal. N. Y. C. trains proceed.
Springfield Yard	Normal position for D. T. & I.	Vertical .. D. T. & I. trains proceed without stopping.
	Target	Horizontal. N. Y. C. trains proceed.
Delaware Branch and City Track, two crossings.	Normal position for D. T. & I.	Vertical .. D. T. & I. trains proceed without stopping.
	Target	Horizontal. N. Y. C. trains proceed.
Springfield Linden Ave.	Target	Vertical .. Proceed to or from Columbus Line.
		Diagonal .. Proceed to or from Sandusky Line.
Dayton Freight house lead	Target	Horizontal. N. Y. C. trains proceed.
	Normal position for Erie	Vertical .. Erie trains proceed.
Savona	Target	Vertical .. Ohio Division trains proceed.
		Horizontal .. Indiana Division trains proceed.
So. Anderson	Target	Vertical .. Ohio Division trains proceed without stopping at speed not exceeding 15 miles per hour.
	Normal position for Ohio Division	Horizontal .. Indiana Division trains proceed.

Muncie, N. Y. C. & St. L. Crossing: Trains and engines may proceed without stopping, at a speed not to exceed 25 miles per hour, when crossing is clear and signal indicates proceed.

Indiana Division

Beech Grove Crossing (Old Main)	Target	Diagonal ... Trains using Old Main proceed without stopping.
	Normal position for Old Main.	Horizontal .. Beech Grove lead.
Lebanon	Target	Vertical .. N.Y.C. trains proceed without stopping, not exceeding 20 M. P. H.
	Normal position for N. Y. C.	Vertical .. N.Y.C. trains proceed.
		Horizontal .. C. I. trains proceed.

Marion (Freight house lead)	Target	Vertical .. N. K. P. trains proceed.
	Normal position for N. K. P.	Horizontal .. N. Y. C. movement to and from N.Y.C. freight house lead.
Pearl St. (south)	Target	Vertical .. N. Y. C. trains proceed without stopping.
	Normal position for N. Y. C.	Horizontal .. C. I. trains proceed.
Pearl St. (south)	Target	Vertical .. N. Y. C. trains proceed without stopping.
	Normal position for N. Y. C.	Horizontal .. P. R. R. trains proceed.
So. Anderson	Target	Vertical .. Ohio Div. trains proceed without stopping, not exceeding 15 M. P. H.
	Normal position for Ohio Division	Horizontal .. Indiana Div. trains proceed.
North Vernon	Target	Diagonal .. N. Y. C. trains proceed.
		Horizontal .. B. & O. trains proceed.
Arcanum	Gate	Vertical .. P. R. R. trains proceed.
		When over B.&O. .. N. Y. C. trains proceed without stopping, not exceeding 15 M. P. H.
Savona	Target	Vertical .. Ohio Div. trains proceed.
		Horizontal .. Indiana Div. trains proceed.
Eastside	Targets	Horizontal .. N. Y. C. trains proceed.
	Normal position for Belt	Diagonal .. Belt trains proceed without stopping.
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.	Vertical .. N. Y. C. trains proceed.

*Lawrenceburg, gate and derails operated by two levers on stand located adjacent to crossing. To line for N. Y. C. movement, trainmen must be governed by instructions posted at crossing.

Illinois Division

Venice Crossing	Target	Diagonal .. N. Y. C. trains proceed.
		Horizontal .. Southern trains proceed.
Bridge Jct.	Semaphore.	Upper arm
		Vertical .. N. Y. C. trains proceed.
		Lower arm
Gillespie	Target	Vertical .. Wabash trains proceed.
		Horizontal .. I. T. trains proceed not exceeding 10 M. P. H.
		Vertical .. N. Y. C. trains proceed.

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.

Greenwood: C. M. St. P. & P. 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.

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.

300. MANUAL BLOCK SIGNAL SYSTEM.

A signalman may admit a train other than a passenger train to a block that is wholly or partly within yard limits under a clear block indication when it is known that the block is not occupied by a passenger train or not occupied by a train other than a passenger train outside of yard limits.

Indications of manual block signals will convey to second class and extra trains, information as to condition of that portion of the block that is not within yard limits. Second class and extra trains must move within yard limits prepared to stop, unless the main track is seen or known to be clear.

Illinois Division

Bridge Junction, Manual Block signal territory terminates for westward trains and originates for eastward trains against the current of traffic, at point designated by grade crossing stop signal located 600 feet east of telegraph office. Westward trains and engines must not proceed beyond this point until given a hand signal by railroad crossing attendant.

305a. INTERLOCKING SIGNALS USED AS MANUAL BLOCK SIGNALS.

Interlocking signals which serve also as Manual Block signals will display Manual Block indications on top arm or light. When other than top indication is used to display a "proceed" indication into a Manual Block, Clearance Form A, Clearance Forms A and B, or Clearance Form A and a train order will be used to indicate the condition of the block.

MANUAL BLOCK SIGNALS ARE REMOTELY CONTROLLED AS FOLLOWS:

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 Division

Location		Control Station
West Alexandria,	north end of siding	West Alexandria
Lewisburg,	wey crossover	Lewisburg
Penn,	Penn. R.R. crossing	Ansonia
Celina,	crossover	Celina
Rockford,	south end of siding	Rockford
Ohio City,	north end of siding	Ohio City
Bryan,	north end of siding	Bryan and Sherwood
Durbin,	west end of siding	Cold Springs

Northward trains or engines may pass Manual Block Signal at Bryan in stop position on permission from operator at Bryan or Sherwood to do work between Manual Block Signal and DV but must not leave DV until block has been obtained from operator at Bryan or Sherwood.

When trains are to meet or pass at Durbin, first train arriving will report to operator 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 by telephone to operator at Cold Springs for instructions.

Proceed indication displayed by remote control manual block signals at West Alexandria, Lewisburg, Celina or Rockford, when respective control station is closed, will not supersede or modify the block signal indication or instruction received at last open block station.

Indiana Division

Yost	Milford Jct.
Grandy	Warsaw.

Alda	Alexandria.
Dow	Delco (Ohio Division)
South Anderson 6500 feet south ..	South Anderson Yard.
Boyd	Carthage.
Kern	Rushville.
Greensburg 6000 feet north ..	Greensburg.
Craig	Greensburg.
North Vernon .. 2700 feet north ..	North Vernon.
Hunter	800 feet east ... Eastside.
Kennard	Shirley.

A proceed indication displayed by remote control manual block signals at Grandy, Alda, S. Anderson, 6500 feet south, Boyd, Kern, North Vernon or Kennard when the respective control station is closed, will not supersede or modify the block signal indication or instructions received at last open block station.

Illinois Division

Danville, Illinois, Jackson St.....	Wyton.
Midland, north end Cairo Dist. yard.....	A Tower
Ernst, north end of siding.....	Marshall.
Dunn, north end of siding.....	Owen.
Lawrenceville Jct., north end northward } siding, south end southward siding... }	Lawrenceville Jct.
Y. D., south of Evansville connection...	T. J.
Carmi, south end of siding	Carmi.
Worthington, north end of siding.....	Worthington.

A proceed indication displayed by remote control manual block signals at Ernst when the respective control station is closed, will not supersede or modify the block signal indication or instructions received at last open block station.

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.

Unless otherwise provided, Manual Block Signal System Rules will govern movement against the current of traffic.

Where automatic block signal is used in non-automatic block territory, it will indicate condition of track between that signal and the next signal in advance, or sign reading: "End Automatic Block."

Where automatic block does not terminate at a signal, a sign reading: "End Automatic Block" will mark the location.

Manual Block Signal System Rules will not govern movements against the current of traffic:

Ohio Division

Between:
Springfield Yard and West End.

Indiana Division

Between:
Eastwood and Washington Street, Indianapolis.
Beech Grove and South College Avenue, Indianapolis.
Brant and West Street, Indianapolis.

Illinois Division

When movements are made from Terre Haute Branch main track to freight house tracks at Terre Haute, permission must be obtained from signalman at Terre Haute.

512. TRAIN DELAYED IN BLOCK.

If it can be seen or known that track is clear to next signal and that such next signal displays a proceed indication, train having been delayed may proceed in accordance with the indication received at the last signal passed before delay occurred.

513. ENTERING OR CROSSING MAIN TRACK.

At Locations Listed Below:

At bolt locked switches after operating the bolt lock, trainmen must wait three minutes before operating switch. At non-bolt locked switches trainmen will operate the switch and wait three minutes at the switch before making engine or train movement, unless it is known the movement of approaching train will not be affected.

Indiana Division

Between: Eastwood and Washington Street.
West Street and Brant.
Beech Grove and S. College Avenue.

Illinois Division

Within yard limits of Duane, Midland, Mattoon and Brooklyn yards.

514. ENTERING BLOCK BETWEEN SIGNALS.

A train or engine entering a block between signals must be protected as required by the rules and must proceed at restricted speed to the next signal in advance unless it can be seen or known that the track is clear to next signal in advance and such signal displays a proceed indication.

515. ENGINES WITH LESS THAN TWENTY-EIGHT FOOT WHEEL-BASE.

Engines with less than 28 foot wheel-base may be operated within Dayton and Bellefontaine switching limits without being coupled to another engine or car. When so operated they must not stop on the intersection of the Indianapolis-Sandusky Line crossing at Bellefontaine except in emergency, in which event signalman must be promptly notified.

663a. REMOTE CONTROL SWITCHES AND SIGNALS.

At location where remote controlled switches may be operated by hand in an emergency additional instructions are posted in the phone booth at the location.

Ohio Division

Location	Control Station	Tracks
Galion Yard 1 Mile East of	Galion Yard	{ East end of Westward siding and No. 1 track.
Martel ½ Mile West of	Martel	{ West end of Eastward siding and No. 2 track.
Ansonia 1 Mile West of	Ansonia	{ West end of Eastward siding; No. 1 and 2 tracks.
Union City 1 Mile East of	Union City	{ East end of Westward siding and No. 1 track.
Winchester 1 Mile West of	Winchester	{ West end of Eastward and Westward sidings and No. 1 and 2 tracks.
Second Street	Tates Point	{ West end north and south running tracks and Main.
Sand Cut	Tates Point	No. 1 and 2 tracks.
Armco	M. & C. Jct.	{ West end track A and Main. Both ends of Crossover.
Gano	West Sharon	{ Yard lead and No. 1 track.

Proceed signal displayed on home signal at remote control listed below, will not supersede or modify block signal indications or instructions received at last open block station:

Martel Westward signal on eastward main.

Signal indications displayed at block stations Burt, Martel and AC (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.

Indiana Division

Glenn 9.08 miles west of Brant	{ Track No. 1 and east end of westward siding.
Glenn 9.08 miles west of Brant	{ Tracks No. 1 and 2, facing and trailing point crossovers.
Glenn 11.0 miles west of Brant	{ Track No. 1 and west end of westward siding.
Dow 2.5 miles west of Delco	Single Track
C&O Crossing C&O Dispatcher's office Peru	Single Track
B&O Crossing (Troy) B&O Dispatcher's Office Dayton	Single Track

701. OBSERVANCE OF PASSING TRAINS.

If any indication of conditions endangering a train is observed, "Stop" signal must be given. If there are no apparent defects, employees must give "Proceed" signal.

703. MAKE UP OF FREIGHT TRAINS.

Trains containing cars equipped with "K" type brake equipment, limited to 50 cars.

Defective cars carded, "Rear End Only," must not be placed forward of 15 cars from caboose. So far as possible, inspectors must apply these cards to cars requiring such movement prior to trains being made up in the yards.

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.

715. GAMBLING.

Gambling on Company property by employees is forbidden.

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.

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.

When operating single unit RDC cars, arrangements must be made for an absolute block in the rear of each car operated.

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.

AIR BRAKES.

When failure renders the brakes on both train and engine inoperative, the train may proceed with extreme care to the first siding where it will await relief engine.

If the failure involves the brakes on the train or a part of the train, leaving the brakes on the engine operative, the train may be moved with extreme care at a speed at which the train may be stopped short of any obstruction, with the available braking power. Weather and other conditions must be such as to insure the safety of the movement. If a relief engine is necessary, it must be provided at the first possible point.

If the conditions are not extremely favorable, the train must take siding until relief engine is provided.

Passenger Equipment cars handled in Passenger, Mail, Baggage, Express and Dead Head Equipment Trains, shall not exceed 40 cars when train contains not more than 5 cars over 60 ft. in length. Trains containing more than 5 cars over 60 ft. in length shall not exceed 30 cars.

When Passenger Equipment Cars are handled in freight trains, all such cars shall be handled at the head end of the train with not to exceed 20 such cars in one train. The total of all cars in train shall not exceed: (a) 150 cars when handling one (1) to four (4) Passenger Equipment Cars; or (b) 100 cars when handling more than four (4) Passenger Equipment Cars.

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

Passenger brake equipment handled in Passenger, Mail, Baggage, Express and Dead Head Equipment trains of over 30 cars shall be conditioned for DIRECT RELEASE on all cars beyond the 20th head car.

Passenger brake equipment handled in freight trains must be conditioned for DIRECT RELEASE and water raising system air supply must be cut out.

DIESEL EQUIPMENT.

A. 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.

B. Air Brakes.

Diesel road locomotives must have the Controlled Emergency feature of 24-RL brake equipment set in Passenger (or Passenger Lap), except when coupled to a freight train. Locomotives operating light, in road service, yard or terminal territory, must have the Rotair Valve and Controlled Emergency Cocks set as follows:

- Rotair Valve operating "A" unit set in "Pass" position.
- Controlled Emergency Cock "B" unit set in "Pass" position.
- Rotair Valve trailing "A" unit set in "Pass Lap" position.

C. Passing Over Railroad Crossings at Grade.

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

D. Diesel Stopping Over Open Flames.

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

LUBRICATION AND CARE OF JOURNAL BOXES.

All New York Central System road locomotives and all new passenger cars, as well as many of the older cars, are equipped with the Twinplex Hot Box Alarm. In the event that any of these bearings become overheated a strong and somewhat disagreeable odor is released and also a dense white smoke. Train and engines crews, also towermen, crossing watchmen, maintenance of way forces and other employes will be on the lookout for these indications and whenever they are observed the train must be stopped immediately. When the hot box is located it must be given the usual attention in accordance with prescribed practices.

Current "Instructions for the Lubrication and Care of Journal Boxes" govern.

When a journal is found overheating enroute, train must be stopped and examination made. Packing must be adjusted or box repacked 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, packing in journal box shall be loosened by use of packing iron, after which cooling compound shall be applied 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 box, using Form NYCS RS-74, at time compound is applied.

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.

RAIL DETECTOR CARS & CLEARANCE CAR X-8016.

Cars Operating Under Own Power:

Cars must be brought to full stop before movement is made on to turn tables.

Train or engines must not be permitted to follow such cars into block between open signal stations in ABS territory or between controlled signals in TCS territory.

Cars approaching highway crossings which are provided with automatic protection, must not pass over crossings until Manual protection is provided unless it is known that the automatic protection is functioning.

At Railroad crossings where automatic interlocking is in use, such cars will come to a stop and must not proceed over crossings until all instructions covering emergency use of such crossings have been complied with.

At interlockings, remote controlled locations, and in Traffic Control System Territory, switches in route taken by these cars will not be operated until it has been ascertained that movement through the route has been completed.

In Automatic Train Stop Territory, if car is not equipped with Automatic Train Stop Device, movements will be made in accordance with Time Table Special Instructions governing such moves, except that Train Dispatchers will arrange for clear block between open signal stations, and in TCS territory between remote interlockings, both in advance and in rear of car.

Cars X-8015 and X-8016 are equipped with Automatic Train Stop Devices for forward and reverse operation and rules governing such operation will apply.

When Towing Cars in Train:

During freezing weather if heat is not provided in car, domestic water must be drained. Diesel engine and car heating water, if not protected with anti-freeze solution, must be drained.

Rail detector cars other than NYC must not be handled in freight or passenger trains.

NYC cars X-8015 and X-8016 may be handled on rear end of passenger trains, (see speed restrictions).

Car X-8016 must be coupled to train at No. 1 end of car.

Car must not be coupled between a locomotive and any other car while switching at any time.

If fuel tanks have not been drained, they should be placarded as "Inflammable Material".

AUTOMATIC TRAIN STOP.

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

Illinois Division

Engines operated between Mt. Jackson and Lenox 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:

Terre Haute District freight locomotives between 2nd Street and Duane, Terre Haute.

Yard locomotives within yard limits at Terre Haute.

Yard locomotives within yard limits, Paris.

Yard locomotives within yard limits, Mattoon.

Movement of yard locomotives between Hillsboro and Taylor Springs.

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 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.

Reverse movement of passenger locomotives equipped for forward operation only between passenger station and engine house, Mattoon.

When acknowledging whistle 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 excessive 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 sounds, normal speed may then be resumed. Failure of acknowledging whistle to sound must be reported to Division Superintendent on Form SC-1.

f. 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.

Rule 7(a)—(Automatic Train Stop Rule) is revised as follows:

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 Mt. Jackson and Lenox except:

Mt. Jackson .. Eastward against current of traffic.

Terre Haute .. Eastward leaving Terre Haute District.

Lenox Eastbound on No. 1 track.

TRACK CARS.

Track car rules 1926 to 1944 inclusive apply in the following territories:

Ohio Division

Between: Berea and Eastwood.

Burt and Sharon Ave.

Berwick and Springfield.

Jackson and Carlisle Junction.

Indiana Division:

Between: Wade and Greensburg.
 Brant and Glenn—No. 2 track.
 Glenn and Clarks Hill.
 Templeton and Court St.
 Yost and Kern.

Rushville and North Vernon.
 Cold Springs and Eastside.

Illinois Division

Between: Danville and Cairo.
 Terre Haute and Evansville.
 Mt. Jackson and Terre Haute.

SPEED RESTRICTIONS

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

General

(Unless otherwise restricted)

Engines: (All Inclusive)

Nos. X509, X510 with traction motor pin engaged.....	25
Nos. X509, X510 with traction motor pin removed.....	45
Nos. 1000 to 8357, light or with cabooses, limited to maximum track speed but not to exceed.....	60
*Nos. 1000 to 5104	
6600 to 6903, operating backward.....	30
*Nos. 1000 to 5104	
6600 to 6903, operating backward by night over public crossings.....	15
Nos. 567 to 957.....	45
1000 to 3372.....	65
3700 to 3701.....	65
3702 to 3709.....	70
3800 to 3803.....	65
3804 to 3821.....	70
5000 to 5005.....	75
5006 to 5017.....	65
5100 to 5101.....	75
5102 to 5104.....	65
5600 to 5610.....	65
5611.....	70
5612 to 5708.....	65
5709 to 5712.....	85
5713 to 5737.....	65
5738.....	85
5739.....	65
5740 to 5787.....	85
5788.....	65
5789 to 5791.....	85
5792.....	65
5793 to 5801.....	85
5802 to 5803.....	65
5804 to 5807.....	85
5808 to 5827.....	65
5900 to 5903.....	85
5904 to 5927.....	65
5928 to 5948.....	85
5949 to 6022.....	65
Nos. 6023 to 6024.....	85
6025 to 6026.....	65
6027.....	85
6028 to 6038.....	65
6039 to 6040.....	85
6041 to 6075.....	65
6200 to 6236.....	60
6600 to 6903.....	70
7000 to 7012.....	70
7100 to 7118.....	65
7300 to 7301.....	85
8000 to 8008.....	65
8100 to 8113.....	60
8200 to 8248.....	65
8249.....	85
8250.....	65
8251 to 8254.....	85
8255 to 8265.....	65
8266.....	85
8267 to 8269.....	65
8270.....	85
8271.....	65
8272 to 8274.....	85
8275 to 8285.....	65
8286.....	85
8287 to 8288.....	65
8289 to 8290.....	85
8291 to 8292.....	65
8293 to 8294.....	85

Nos. 8295.....	65	Nos. 8320 to 8342.....	65
8296.....	85	8343.....	85
8297 to 8305.....	65	8344.....	65
8306.....	85	8345 to 8348.....	75
8307 to 8309.....	65	8349.....	65
8310.....	85	8350 to 8351.....	85
8311 to 8316.....	65	8352.....	75
8317.....	85	8353 to 8357.....	65
8318.....	65	8400 to 9820.....	45
8319.....	85		

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

Diesel engines operating through water..... 3

NOTE: Diesel engines must not be operated through water more than 3 inches above top of rail.

Clearance car X-8016, under own power or being towed...55

Rail detector cars, under own power or being towed...40

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

(Loader and melter units to be coupled and moved in train with loader unit trailing)

Trains with loaded ore cars less than 25 feet in length...30

Work trains with cranes moving on own wheels.....30

Trains handling Speno Ballaster 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.....15

Ohio Division

(Unless otherwise restricted)

	Berea to Bellefontaine	Bellefontaine to Indianapolis	Galion to Sharon Ave.	Berwick to Springfield	OD to Carlisle Jct.	Bay Jct. to Berwick	Delaware to Springfield	Glen Echo to Cold Springs Erie R.R.
Passenger, mail, express or dead head equipment trains.....	79	79	79	70	30	30	30	40
Passenger, mail, express or dead head equipment trains handling freight equipment.....	60	50	50	50	30	30	30	40
Freight trains.....	60	50	50	50	30	30	30	40
Trains handling steam wrecking cranes.....	45	45	45	45	25	25	25	30
Trains handling steam wrecking cranes on curves.....	30	30	30	30	20			

Local

(Unless otherwise restricted)

BEREA TO INDIANAPOLIS:

New London: { No. 2 track ¼ mile west of Station to ¼ mile east of Hiles Tower.....70

Crestline: { Over Pennsylvania crossing.....40
 Engines 8400 to 8405 inclusive passing station platform, No. 2 track.....20
 Trains discharging mail.....30

Between Galion Passenger Station and Burt.....30

Burt, between westward home signal and Erie station 15

Between Burt and Marion, westward track, passenger, mail and express trains.....70

Between Burt and Marion, westward track, freight trains, passenger trains, or mail and express 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 eastward siding 60
Engines 8400 to 8405 inclusive passing station platform, westward main track... 10

Hayes, through crossovers 15

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 trains 50
freight trains ... 25

Bellefontaine: { Mill Track between Sandusky Ave. and Interlocking Station 10
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 Interlocking limits 30

Mile Post 144, West of Bellefontaine, Curve, passenger, mail and express trains..... 70

Mile Post 148, curve east of DeGraff, passenger, mail and express trains 70

Between Sidney and Spafford (old line)..... 20

Ansonia: Engines 8400 to 8405 inclusive passing station platforms 20

Union City: { Over Columbia street, passenger, mail and express trains 50
Engines 8400 to 8405 inclusive passing station platform westward main track 20

Winchester, over Pennsylvania crossing, passenger, mail express and freight trains..... 45

Muncie: { Between corporate limits..... 30
Over N. Y. C. & St. L. crossing..... 25

Gridley: { Through crossovers 30
Between home signals for movements from South Anderson 20

Between Gridley and Taft via So. Anderson Yard... 30

S. Anderson Yard over Indiana Division crossing... 15

Anderson: { Over street crossings..... 40
Engines 8400 to 8405 inclusive passing station platforms 10

Taft, between home signals for movements from So. Anderson 20

Between Raleigh and Pendleton (old line) 10

Lawrence, over street crossings 45

*Indianapolis, between Belt Jct. and Sherman Drive, (Track No. 1) 30

Indianapolis, over street crossings, Corporate limits. 40

To receive or discharge U. S. Mail or Newspapers:

No. 306, Grafton, Monday only..... 50

No. 316 Grafton 60

No. 306 Wellington 20

No. 341 } Union City 50

No. 312 }

*Applies to head end of train only.

GALION TO SHARON AVE.:

St. James, curve, passenger, mail and express trains. 60

Delaware, over street crossings 15

Worthington, (One mile east over Worthington, Galena, Schrock and Wilson Bridge Roads) 60

Clintonville (Morse Road, one mile east of yard limit board) to Camp Chase, over all street crossings.... 45

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
Engines 8400 to 8405 inclusive passenger station tracks 10
Between passenger station and Lowry Ave. 15
Between Lowry Ave., and West End... 20
Eastward trains using No. 1 track between 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, passenger, mail and express trains 60

Dayton corporate line one-fourth mile east of Tates Point to Second St. 40

Dayton, between Washington St., and west corporation line one mile west of Washington St..... 30

Miamisburg, over street crossings..... 50

Franklin (Old Main), over Miami River bridge and curves west of bridge..... 15

Middletown, over street crossings..... 25

Between Mauds and Sharon Yard, westbound freight trains 45

Between Mauds and Sharon Ave., curves No. 2 track... 50

BAY JCT. TO SPRINGFIELD:

Bay Jct., between Home Signals, eastbound..... 20

Between Bay Jct. and Green Springs 15

Clyde, between home signals..... 20

Green Springs Jct., between Home Signals..... 20

Tiffin: { Westbound freight trains passing westward distant signal 25
Between Home Signals, Interlocking Station. 20

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:

Passenger trains 50

Freight trains 30

Bellefontaine: { Mill track, between Sandusky Ave., and Interlocking station..... 10
Through crossover west of Interlocking station on Indianapolis line... 10
Through west wye connection between Indianapolis and Sandusky lines. 10
Between Interlocking station home signals Sandusky line..... 30
Engines 8400 to 8405 inclusive passing station platform No. 1 track... 20

Between Jewells and Bellefontaine, eastbound passenger mail and express trains..... 60

Urbana Bridge 259E..... 50

Springfield, city track, Buck Creek bridge, engines... 10

OD TO CARLISLE JCT.:

OD (Jackson), to Yard Limit Board 15

Rollin, Clay track, to sign reading "Engine Limit"... 8

Hudson, over street crossings..... 10

Alvordton, between Home Signals. 20

North Paulding Mile Post 58.5 to Mile Post 45.0.... 40

DV between Home Signals..... 20

Sherwood, between Home Signals..... 20

Paulding, Curve at station..... 20

Van Wert North Yard Limit board MP 102.5 to MP 83 40

Latty, between Home Signals..... 20

Van Wert, between Home Signals, Southbound..... 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, Southbound trains.... 20

D. & U. Crossing, between Home Signals 20

West Manchester, between Home Signals 20

Germantown: { Over street crossings, light engines and southbound freight trains.... 20

Carlisle:	{	(B. & O. Crossings) between Home Signals	20
		Southbound freight trains passing Southward Distant Signal	25

GLEN ECHO TO COLD SPRINGS. ERIE R.R.

Between Cold Springs and Glen Echo	40
Trains handling spreader cars, blades in trailing position	30
Trains handling dead steam engines except as otherwise provided	30

Trains handling loaded self-clearing hoppers (except covered hoppers) and freight cars with six wheel trucks

DELAWARE TO SPRINGFIELD:

Delaware, between Home Signals, C. & O. crossing ..	20
Milford Center, between Home Signals	20
Bridge 114 east of Springfield Yard, engines	10

BELLEFONTAINE TO ST. MARYS:

Trains	20
Trains handling steam wrecking cranes	10
Wapakoneta, Dixie highway, State Route No. 25 ..	8

Indiana Division

(Unless otherwise restricted)

	Cincinnati to Altamont	Templeton to Kankakee	CX to North Vernon	Cold Springs to DX	Valley Jct. to Beeson	Craig to Columbus	Fairland to Trafalgar
Passenger, mail, express or dead head equipment trains	79	75	40	40	20	15	15
Passenger, mail, express or dead head equipment trains handling freight equipped cars	50	50	40	40	20	15	15
Freight trains	50	50	40	40	20	15	15
Trains handling steam wrecking cranes	45	45	30	25	20	15	15
Trains handling steam wrecking cranes on curves	30	30	25				

Local

(Unless otherwise restricted)

CINCINNATI TO KANKAKEE:

Between Addyston and North Bend	50
Between North Bend and Mile Post 24	70
Between Mile Post 24 and Mile Post 33 Track No. 2 ..	60
Between Mile Post 24 and Mile Post 33 Westbound trains on Track No. 1	70
Between Mile Post 24 and Mile Post 33 Eastbound trains on Track No. 1	60
Between Mile Post 33 and Mile Post 38	60
*Greensburg, within corporate limits	40
Between Vine and Clifty, (Track No. 2)	50
*Shelbyville, within corporate limits	25
Between Belt Crossing and Beech Grove } Freight .. 30	
(Track No. 2) } Passenger .. 50	
Between Beech Grove and Dix (Track No. 2)	30
Between Moorefield and Brant, Running Track	20
Indianapolis, over street crossings, within corporate limits	40
*Indianapolis, between Belt Junction and Sherman Drive Crossing (Track No. 1)	30
Between Brant and Glenn (Track No. 1)	50
Brant, curve	55
Thirtieth St., Indpls., over street crossing	40
Lebanon, over Central Indiana R. R. crossing	20
Thorntown, between Station and Main Street	50
Sheldon, between Mile Post 218 and U.S. Highway No. 24	60
St. Anne, over C. & E. I. crossing, and on curve	65
Aroma Park, on curves	40
Between Lawrenceburg Jct. and Aurora	20
Bridges between Lawrenceburg and Aurora	5
To receive or discharge U. S. mail or newspapers:	
Sunman, No. 302 daily except Sunday and Holidays ..	50
Sheldon, No. 302 daily except Sunday	30

CX TO NORTH VERNON:

Between CX and Yost	20
Between Yost and New Paris Jct.	30

*New Paris Jct., between Home Signals	20
*Milford Jct., between Home Signals	20
*Warsaw, between Home Signals	20
*Claypool, within corporate limits	15
*North Manchester, within corporate limits	25
*Bolivar, between home signals	20
*La Fontaine, over Logan St. crossing	30
Marion, reverse curve north	30
*Marion, within corporate limits	30
*Marion, between home signals	20
*Kent southbound, between home signals	20
Jonesboro, reverse curves	30
Between Dow and South Anderson	25
*Shirley, between home signals	20
Bridge three miles south of Shirley	20
Between Shirley and Carthage	30
Between Greensburg and North Vernon	30
*Westport, within corporate limits	15

COLD SPRINGS TO INDIANAPOLIS:

Between Cold Springs and Mile Post 24	30
Between Mile Post 24 and Mile Post 26	25
Between Mile Post 26 and Mile Post 29	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
*Losantville, within corporate limits	15
*C&O crossing between Home Signals	20
*New Castle, passing station	25
Between Mile Post 96 and Willow Branch	30
*Shirley, between Home Signals	20
Between Willow Branch and Eastside	35

VALLEY JCT. TO BEESON:

*Harrison, within corporate limits	10
Brookville road crossing	10
*Applies to head end of train only.	

Illinois Division

(Unless otherwise restricted)

	Indianapolis to Lenox	Danville, Ill. to Harrisburg	Harrisburg to Cairo	YD to Evansville	Terre Haute to Straight Line Jct.
Passenger, mail, express or deadhead equipment trains	85	40	30	30	30
Passenger, mail, express or deadhead equipment trains handling freight equipped cars	60	40	30	30	30
Freight trains	60	40	30	30	30
Trains handling wrecking cranes	45	30	30	25	25
Trains handling wrecking cranes on curves	30	20	20	20	15

Local
(Unless otherwise restricted)

INDIANAPOLIS TO ST. LOUIS:

Indianapolis, over street crossings, corporate limits... 40
Passenger trains, on curves at Burnett... 75
Passenger trains, on curves Mile Post 66, 4 1/4 miles east of Terre Haute... 75
Freight trains on No. 1 track between Preston and Haley and on No. 2 track between Haley and Cobb... 50
Between 25th St. (Duane) and Haley, passenger trains... 50
Between Haley and Wabash River bridge... 30
When diverging within interlocking at Haley or Terre Haute... 15
When diverging through puzzle switch Haley... 10
Wabash River bridge 190 and turnout, Millard... 30
Whalen Curve, 2 miles east of Paris, passenger, mail and express... 70
Passenger trains between Mile Post 91.17, west of Midland and Mile Post 90.56 East of Midland... 60
Freight trains between Mile Post 91.17, west of Midland and Mile Post 90.56 East of Midland... 40
*Mattoon, between 12th Street and 21st Street... 20
Thornton curve, 1.5 miles east of Shelbyville... 50
Shelbyville, curve at passenger station... 50
Pana, entering or leaving C. & E. I. tracks... 15
Lenox, via diverging route through puzzle switch... 5
Between Lenox and Granite City: { Passenger .79, Freight .50
No. 2 track { Passenger .75, Freight .50
No. 1 track { Passenger .75, Freight .50
Granite City, through interlocking: { Via joint track... 30, Via T. R. R. A... 20
Eads Bridge, Double unit Diesels... 15
Merchants Bridge: Diesels... 20
Between Granite City and Venice Crossing: No. 2 track... 35, No. 1 track { Passenger... 35, Freight... 25
Between Venice Crossing and Bridge Jct.: { Passenger... 35, Freight... 25
To receive or Discharge U. S. Mail: No. 317, Paris... 40, No. 317, Pana... 40, No. 317, Nokomis... 40

HILLSBORO TO LENOX (OLD LINE):

Between Hillsboro and Litchfield... 30
Between Litchfield and East Alton... 15
Between Hillsboro and Litchfield, curves... 25
Between Hillsboro and Litchfield, curves, when handling loaded tank cars... 20
Between Hillsboro and Litchfield, { Straight track... 25, Curves... 20
trains handling steam cranes: {
*Litchfield, between Home Signals... 20
*C. & N. W. Crossing, between Home Signals... 20
Between East Alton and Wann: { Passenger... 40, Freight... 25
Wann: { *Westward, between Home Signals... 20, Eastward, through facing point crossover... 25
Between Wann and Lenox: { Passenger... 75, Freight... 50
Between Wann and Lenox, trains { Straight track... 40, Curves... 30
handling steam cranes: {
Wood River, No. 1 and No. 2 track over Illinois Terminal crossing... 40

EAST ALTON TO ALTON:

Between East Alton and Cherry St., Alton... 20
Between Cherry St. and Alby St., Alton... 10

DANVILLE, ILL. TO CAIRO:

Wyton, P. & E. Wye... 10
Bemis, trains entering or leaving No. 1 track... 15
Lyons and Danville, No. 2 track... 30
*Midland, between Home Signals, (2 crossings)... 20
North Hutsonville track... 10
Cherry, Southward movements over spring switch... 30

*Applies to head end of train only.

Mt. Carmel, southward movements between station and northward home signal TJ... 20
Carmi, entering or leaving joint track... 30
Saline Valley R. R. and Harco Line... 20
Southward Freight trains passing Signal 1811... 35
Northward Freight trains passing Signal 1832... 35
Walnut Grove Mine Lead... 20
Will Scarlett Mine Lead... 20
Delta Mine Lead... 20
Between Mile Post 206 and Mile Post 221.5... 20
Between Mile Post 210 and Mile Post 212... 10
Between Vienna and Mile Post 226... 25
*Karnak, C. & E. I. crossing... 20
Curves between Mile Posts 251 and 253... 15
Cairo, gas tank curve and Commercial Ave. track... 5

ST. FRANCISVILLE TO VINCENNES:

Between St. Francisville and Vincennes... 15

MT. CARMEL TO EVANSVILLE:

Reverse curves between Mile Post 130.8 to 131.0... 20
*Harwood, between Home Signals... 20
Saltpool and Maryland St. curves and on wye Eighth Ave... 10

TERRE HAUTE TO STRAIGHT LINE JCT.:

Between Mile Post 0.0 and C. M. St. P. & P. Belt crossing... 15
Between Mile Post 10 and 0.2 mile north of Mile Post 9, Northward trains... 20
Between Mile Post 46 and 0.5 mile south of Mile Post 49... 20
Between Mile Post 57 and 0.8 mile south of Mile Post 58... 20
Between Mile Post 63 and 0.5 mile south... 20
Mile Post 66, curve... 20
Between Duff and Washington... 15
*Chappell, between Home Signals... 20
Between Mile Post 80 and Petersburg, curves... 20
Between Mile Post 81 and 1 mile south... 15
Between Mile Post 84 and 0.2 mile south of Mile Post 86... 15
Between Mile Post 88.7 and Mile Post 89, curve... 10
*Between Home Signals Oakland City... 20
Oakland City, southward movements over spring switch... 20
Between Gray Jct. and Kerwin... 30
Curve north of Bridge 44 (Kerwin Branch)... 15
Buckskin { *Between Home Signals... 20, Through turnout Tecumseh Line... 30
Between Buckskin, White and Tecumseh... 30
Bridge 117.5, 2.5 miles south of Buckskin... 15
Between Ditney and Ditney Hill... 20

*Applies to head end of train only.

ENGINE AND CAR RESTRICTIONS.

Engines and cars must not be operated as shown below:

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

Sixty ton Twin Flexi-Van cars are not to be humped. Restrictions to such cars for No. 6 turnouts applies only when coupled. Uncoupled cars singly, or cars separated by coupled idler cars (50'-6" or less in length) can negotiate No. 6 crossovers and turnouts.

Load limit on cars handled through retarders—maximum 120 tons.

Ohio Division

Between Clyde and Berwick: No detour movements may be made.

Between Bay Jct. and Berwick: Cars weighing over 170,000 lbs. without permission from Transportation Superintendent. 250-ton wrecking cranes must be separated between two cars not over 64,600 lbs. gross weight each.

Between Berwick and Springfield: Cars weighing over 220,000 lbs. without permission from Transportation Superintendent.

Between Delaware and Springfield (Delaware Line): Cars weighing over 210,000 lbs. without permission from

Transportation Superintendent. 250-ton wrecking cranes must be separated between two cars not over 64,600 lbs. gross weight each.

Between O.D. and Carlisle Jct.: Cars weighing over 220,000 lbs. without permission from Transportation superintendent.

Between Bellefontaine and St. Marys: Cars weighing over 315,000 lbs. without permission from Transportation Superintendent.

Berea to Indianapolis: Cars weighing over 260,000 lbs. without permission from Transportation Superintendent.

Between Columbus and Springfield: Cars weighing over 220,000 lbs. without permission from Transportation Superintendent.

Columbia:

Elevator track, west of highway crossing All engines.

Shelby:

Shelby Iron and Metal Co. } Engines 1000 to 5104, 6600
Seamless Tube Company } to 6903, 7100 to 7118.
scale track

Galion:

Galion Light Co. }
Quality Coal Co. } Engines 1000 to 5104, 6600
Freeze Works } to 6903, 7100 to 7118.
Ice House (National Grave Vault) }
Bryan Coal Co. }
Old Metallic Vault Co. (Light Co.) }
North Electric track—No. 6 turnout 60 ton Twin Flexi-Van cars.

LaRue:

Hole track All engines.

Bellefontaine: (All Lines).

Walker track }
Bridge Works track } Engines 1000 to 5104, 6600
City Light and Power Co. ... } to 6903, 7100 to 7118.
Colton track (Indpls. Line) }
Colton track (Sandy. Line) }
Silverstine track }
Johnson track }
Town tracks }
State Highway—No. 6 turnout 60 ton Twin Flexi-Van cars.

DeGraff:

Canning Factory Engines 1000 to 5104, 6600 to 6903, 7100 to 7118.

Sidney:

Citizens Ice & Coal Track No. 6 turnout 60 ton Twin Flexi-Van cars.

Union City:

Saw Mill track Engines 1000 to 5104, 6600 to 6903, 7100 to 7118.

Winchester:

Crossover serving Goodrich elevator } Engines 1000 to 5104, 6600
South Spur—Anchor Hocking Glass } to 6903, 7100 to 7118.
East Spur—Anchor Hocking Glass Engines 1000 to 5104, 6600 to 6903, 7100 to 7118.

Muncie:

Wire Mill }
Broderick Company } Engines 1000 to 5104, 6600
C. I. Industry tracks } to 6903, 7100 to 7118.
Chevrolet Company }
Acme Company }
Muncie Belt }
C. I. Main track

House Spur, Tracks 1, 2 and 3 and Team track—No. 6 turnout 60 ton Twin Flexi-Van cars.
Owen Glass North Track—No. 6 turnout 60 ton Twin Flexi-Van cars.

Hart:

Warner Gear Company Engines 1000 to 5104, 6600 to 6903, 7100 to 7118.

Yorktown:

Elevator track east of station Engines 1000 to 5104, 6600 to 6903, 7100 to 7118.
Station and House track East of Broadway All engines.

Daleville:

Plant Food Company Engines 1000 to 5104, 6600 to 6903, 7100 to 7118.

South Anderson:

File Works Engines 1000 to 5104, 6600 to 6903, 7100 to 7118.

Pendleton:

Reformatory Tracks inside of Prison Gate Engines 1000 to 5104, 6600 to 6903, 7100 to 7118.
Flour Mill All engines.

Oaklandon:

One Mile West—Sunnyside. On coal trestle—Power House track Engines 1000 to 5104, 6600 to 6903, 7100 to 7118.

Post:

North lead beyond westward siding Engines 1000 to 5104, 6600 to 6903, 7100 to 7118.

Burt to Sharon Ave.:

St. James:

Farm Bureau Co-op—No. 6 turnout 60 ton Twin Flexi-Van cars.

Cardington:

Hay Barn } Engines 1000 to 5104, 6600
Team track } to 6903, 7100 to 7118.

Delaware:

K & W Rubber Co. } Engines 1000 to 5104, 6600
Farm Bureau } to 6903, 7100 to 7118.
State Highway

London:

London Lumber Co. All engines—beyond building.

Springfield:

Passenger Station, track 1 Caboose with high cupola and freight and box express cars over 14 ft. 2 in. high at the eaves.

D T & I Transfer track... }
Ross tracks..... } Engines 1000 to 5104, 6600
International Harvester Co. } to 6903, 7100 to 7118.
Steel Products..... }
Ross Hill track..... }
Duplex Mill..... }
R & M Foundry track... }
Hoppes Mfg. Co., in building }
Ross No. 1—No. 6 turnout... 60 ton Twin Flexi-Van cars.
Ihrig Track—No. 6 turnout.. 60 ton Twin Flexi-Van cars.
Buck Creek Bridge (City Track)

Cars weighing over 160,000 lbs. without permission from Transportation Superintendent.

The following equipment and engines should not operate: Loaded 90 ton N. & W. R. R. Hoppers—loaded 70 ton cars next to en-

gines. 250 ton wrecking crane. Engine Nos. 526 to 566, 1600 to 1603, 2400 to 2403, 3500 to 5104, 5754, 5755, 5818 to 5827, 5900 to 5903, 5928 to 5948, 6039, 6040, 6210, 6600 to 6903, 7112 to 7114, 7300, 7301, 8256, 8259, 8315 to 8318, 8330, 8332, 8339, 8341, 8342.

The following engines may operate single unit coupled to a car weighing loaded not more than 100,000 lbs. at a speed of not more than 5 miles per hour: 1000 to 1123, 1604 to 1875, 2404 to 2475, 3300 to 3372, 5600 to 5753, 5756 to 5817, 5904 to 5927, 5949 to 6038, 6041 to 6075, 6200 to 6209, 6211 to 6236, 7000 to 7111, 7115 to 7118, 8000 to 8255, 8257, 8258, 8260 to 8314, 8319 to 8329, 8331, 8333 to 8338, 8340, 8343 to 8589, 9800 to 9820.

The following engines may operate single unit coupled to a car weighing loaded not more than 80,000 lbs. at a speed of not more than 5 miles per hour: Nos. 8590 to 9008, 9100 to 9646.

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

Over Bridge 114 east of Springfield yard.

(Delaware Branch)90-ton loaded gondolas must be separated from the engine by not less than one 80-ton gross weight car.

Dayton:

Ohio Metal No. 1—No. 6 turnout60 ton Twin Flexi-Van cars.

M. J. Gibbons TracksEngines 1000 to 5104, 6600 to 6903, 7100 to 7118 and 60 ton Twin Flexi-Van cars.

Cooper St. Yard Track No. 7—No. 6 turnout60 ton Twin Flexi-Van Cars.

Cooper St. YardEngines 1000 to 5104, 6600 to 6903, 7100 to 7118.

Lewis & Michael Co.Engines 509 to 566, 1000 to 8411, 9100 to 9328.

Davies & Young Co.} Engines 1000 to 5104,
Ohio Rake Track} 6600 to 6903, 7100 to
Syrup Track} 7118.

Liberal Markets—No. 6 turnout60 ton Twin Flexi-Van cars.

Dayton Envelope Co.Engines 1000 to 5104, 6600 to 6903, 7100 to 7118.

Sand Cut:

Dayton Power and Light Co. }
North side—A. and C }
Tracks, north end, No. 6 }
turnouts} 60 ton Twin Flexi-Van
North side—No. 6 turn- }
outs at west end of Old }
Hill Track and Tipple }
Lead} cars.

Crume Brick CompanyEngines 1000 to 5104, 6600 to 6903, 7100 to 7118.

Moraine:

Moraine Box Co.Engines 1000 to 5104, 6600 to 6903, 7100 to 7118.

Frigidaire No. 6 Track—No. 6 turnout60 ton Twin Flexi-Van cars.

Frigidaire Coal TrackEngines 1000 to 5104, 6600 to 6903, 7100 to 7118.

Cuba:

C. & L. E. TracksAll engines.

Miamisburg:

Cigar Co. track, east of east end of wall All engines.
Foundry track—on curve .. Engines 1000 to 5104, 6600
Lime spur } to 6903, 7100 to 7118.

Franklin:

Hole track } Engines 1000 to 5104, 6600
Stone Container Corp. } to 6903, 7100 to 7118.
Maxwell Paper Co. }

Middletown:

Inland Container } Engines 1000 to 5104,
Diamond National Mill 2, .. } 6600 to 6903, 7100
City Track } to 7118.
Crane Track (M & C Jct.) .. }
P. R. R. Interchange (M & C Jct.) .. }

Wrenn Paper Co.—No. 4 turnout } 60 ton Twin Flexi-Van cars.
Diamond National Box Shop No. 4—No. 6 turnout

Hughes:

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

Marysville:

Nestles Milk—No. 6 turnout 60 ton Twin Flexi-Van cars.

Berwick to Springfield:

Castalia:

Castalia Quarries—No. 6 Crossover 60 ton Twin Flexi-Van cars.

Carey:

A.C.&Y. Crossing to Vanlue }
Porcelain Co. } Engines 1000 to 5104, 6600
National Lime & Stone Co. } to 6903, 7100 to 7118.
tracks—east of A. C. & Y. }
crossing }
Freight House track

McVittys:

Herzog Lime and Stone Co... Engines 1000 to 5104, 6600 to 6903, 7100 to 7118.

Kenton:

Hole track } Engines 1000 to 5104, 6600
Middle track } to 6903, 7100 to 7118.
Outer round track, East of }
Franklin St. }

O. D. to Carlisle Jct.:

Jackson:

Warren Scrap Co. Engines 1000 to 5104, 6600 to 6903, 7100 to 7118.

Cement City:

Stone track No. 10..... Engines 1000 to 5104, 6600 to 6903, 7100 to 7118.

Clay track No. 11..... All engines.
Clay Track—Heavy Curve .. 60 ton Twin Flexi-Van cars.

Rollin:

Clay track (1 mile south) ... Engines 1000 to 5104, 6600 to 6903, 7100 to 7118.

Van Wert:

Wistner Coal Company } Engines 1000 to 5104, 6600
Balyeat Coal Company ... } to 6903, 7100 to 7118.
Meyers Coal—Heavy Curve } 60 ton Twin
Balyeat No. 3—No. 6 turnout } Flexi-Van cars.

Greenville:

No. 1 Milk Track—No. 6 turnout 60 ton Twin Flexi-Van cars.

Rockford:

Local track Engines 1000 to 5104, 6600 to 6903, 7100 to 7118.

Indiana Division

Between Cincinnati and Kankakee:

Cars weighing over 315,000 lbs. without permission from Transportation Superintendent.

Addyston:
Ohio River Coal Tracks—No. 6 turnout..

North Bend:
Raymond City Coal Tracks—No. 6 turnout

Lawrenceburg:
Peoples Coal Co.—No. 6 turnout

Shelbyville:
Hilligoss—No. 6 turnout } 60 ton Twin
Auto Platform—No. 6 turnout } Flexi-Van cars.
New Track—No. 6 turnout
Behind House track—No. 6 turnout
David J. Joseph Co.—No. 6 turnout

Vine:
Wye Track—Heavy Curve

Fairland:
West Wye Track—Heavy Curve

Indianapolis:
Cranes X 13 to X 16 may operate through train shed on tracks 5, 6, 7, 8, 9 and 10 only.
Old Main—Heavy Curves

Rolling Mill Territory—Central R.R. of Indpls.—Heavy Curves } 60 ton Twin
Delaware St. Frt. Hse.—Heavy Curves.. } Flexi-Van cars.
Hill Yard—Hump
Trestler Coal Co.—Heavy Curves

Lafayette:
Cranes X 13 to X 16 may operate over N. K. P. R. R. if stack is removed in transit.

Sheldon:
Under unloading shed at elevator. All engines.

Between Valley Jct. and Beeson:
Cars weighing over 315,000 lbs. without permission from Transportation Superintendent.
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.

Connersville: } Do not operate engines
Roots Co. } Nos. 1000-5104, 6029-
Rex Co., old plant } 6075, 6600-6903, 8353-
American Central Mfg. Co. ... } 8357 on these tracks
and 6220-6236 must
be single unit only.

Philco tracks Nos. 3 and 4 beyond road crossings..... } All engines.
Gravel Pit track over unloading pit } All engines.
American Kitchen Co. Track—No. 6 turnout

Roots Co. Track—Heavy Curve } 60 ton Twin
Rex Co.—Old Plant—Heavy Curve } Flexi-Van cars.
American Central Mfg.—Heavy Curve...
Philco No. 3 and No. 4—Heavy Curve ...

Between Lawrenceburg and Aurora:
Cars weighing over 160,000 lbs. without permission from Transportation Superintendent.
The following engines must not be operated: Nos. 526 to 566, 1600 to 1603, 2400 to 2403, 3500 to 3603, 3700 to 5104, 5754, 5755, 5818 to 5827, 5900 to 5903, 5928 to 5948, 6039, 6040, 6210, 6600 to 6903, 7112 to 7114, 7300, 7301, 8256, 8259, 8315 to 8318, 8330, 8332, 8339, 8341, 8342, 8406 to 8411, 8700 to 9008, 9102 to 9137, 9311 to 9516, 9628 to 9646.
The following engines may operate single unit coupled to a car weighing not more than 100,000 lbs. at 5 miles per hour over Bridges: Nos. 1000 to 1123, 1604 to 1875, 2404 to 2475, 3300 to 3372, 5600 to 5753, 5756 to 5817, 5904 to 5927, 5949 to 6038, 6041 to 6075, 6200 to 6209, 6211 to 6236, 7000 to 7111, 7115 to 7118, 8000 to 8255, 8257, 8258, 8260 to 8314, 8319 to 8329, 8331, 8333 to 8338, 8340, 8343 to 8405, 8500 to 8667, 9100, 9101, 9300 to 9310, 9600 to 9627, 9800 to 9820.

Between Craig and Columbus:
Cars weighing over 315,000 lbs. without permission from Transportation Superintendent.

Columbus:
New Team Tracks—
No. 6 turnout 60 ton Twin Flexi-Van cars.

Between Fairland and Trafalgar:
Cars weighing over 315,000 lbs. without permission from Transportation Superintendent.

Franklin:
Interchange Track—
Heavy Curve 60 ton Twin Flexi-Van cars.

Between CX and North Vernon:
Cars weighing over 315,000 lbs. without permission from Transportation Superintendent.

Leesburg:
Gravel Pit under Tipple All Engines.

Warsaw:
Warsaw Furniture Co.—
Heavy Curve

Marion:
Marion Machine Foundry Track—
Heavy Curve

Superior Paper—Heavy Curve } 60 ton Twin
Grant County Farm Bureau—Heavy } Flexi-Van cars.
Curve

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: } Engines 1000
Irondale Track } to 5104, 6600
Bailey Co. } to 6903, 7100
to 7118.

Between Cold Springs and Eastside:
Cars weighing over 315,000 lbs. without permission from Transportation Superintendent.

Troy:
East End Interchange—No. 6 turnout .. }
Gum Products—No. 6 turnout } 60 ton Twin
Flexi-Van cars.

New Castle:
Wye Track—No. 6 turnout

Illinois Division

Between Indianapolis and St. Louis:
Cars weighing over 315,000 lbs. without permission from Transportation Superintendent.

Between Indianapolis and Mattoon:

Carbon:
Kalamazoo Clay—
Engines 1000 to 5104, 6600 to 6903, 7300, 7301, 8223 to 8357.
Heavy Curve 60 ton Twin Flexi-Van cars.

Terre Haute:
Water St. Connection—No. 6 turnout .. }
Commercial Solvents Tracks—Heavy }
Curves } 60 ton Twin
Proxy Foundry—Heavy Curves } Flexi-Van cars.
Campbell Soup—Heavy Curves
Merchant Distilling Co. Tracks

Between Mattoon and St. Louis:

Windsor:
Wye track: Engines Nos. 1000 to 5104, 6600 to 7012, 7300, 7301, 8223 to 8357

Hillsboro:
Eagle Picher { Engines Nos. 1000 to 5104, 6600 to 7012,
7300, 7301, 8223 to 8357.

Taylor Springs:
American Zinc Co.: Engines Nos. 1000 to 5104, 6600 to 7012, 7300, 7301, 8223 to 8357.

Livingston:
East end tipple track 3, beyond 300 ft.: All engines.

E. St. Louis:

L&N Connection—
No. 6 turnout 60 ton Twin Flexi-Van cars.

Eads Bridge:

Engines Nos. 3504 to 3507, 3602 and 3603.
Engines: Nos. 526 to 566, 4400 to 5005, 5100, 5101, 7112 to 7114, 8400 to 9008, 9102 to 9137, 9308 to 9646, unless operated as a single unit.

Between Hillsboro and East Alton (Old Line):

Cars weighing over 210,000 lbs. without permission from Transportation Superintendent.

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 5104, 6600 to 7012, 7300, 7301, 8223 to 8357.

Between Alton and East Alton:

Cars weighing over 210,000 lbs. without permission from Transportation Superintendent.

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

Between Danville and Cairo:

Cars weighing over 315,000 lbs. without permission from Transportation Superintendent.

North Hutsonville:

Turbine track: Engines Nos. 1000 to 5104, 6600 to 7012, 7300, 7301, 8223 to 8357.

Transformer track: All engines.

Hutsonville:

Elevator track: Engines Nos. 1000 to 5104, 6600 to 7012, 7300, 7301, 8223 to 8357.

Lawrenceville:

House track "C" south of Jefferson St.: Engines Nos. 1000 to 5104, 6600 to 7012, 7300, 7301, 8223 to 8357.

Eldorado:

Mill track beyond 600 ft.: All engines.

Harrisburg:

Yard—Hump 60 ton Twin Flexi-Van cars.

Between Evansville and Mt. Carmel:

Cars weighing over 210,000 lbs. without permission from Transportation Superintendent.

Between St. Francisville and Vincennes:

Cars weighing over 210,000 lbs. without permission from Transportation Superintendent.

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

Between Terre Haute and Straight Line Jct.:

Cars weighing over 210,000 lbs. without permission from Transportation Superintendent.

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

Washington:

Beyond Walnut St. on east track: Engines Nos. 1000 to 5104, 6600 to 7012, 7300, 7301, 8223 to 8357.

Petersburg:

Ralston Purina—
No. 6 turnout 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 60 ton Twin Flexi-Van cars.

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 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 Green-		
wich	Wire	Mains.
Shelby	OH Bridge	All Tracks.
0.28 Mile west of		
Vernon	Wires	Mains.
0.76 Mile west of		
Crestline	Wires	Mains.
Galion	Doorways	Engine House Tracks.
Galion	Sand Line	Inbound and Outbound Tracks.
0.25 Mile east of		
Galion	Wires	All Tracks.
St. James	Signal Line	Work Track.
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	Shed Over Unloading Pit	Powerhouse Track.
Bellefontaine	Doorways	Back Shop Tracks No. 1, 2 and 6.

BELLEFONTAINE TO INDIANAPOLIS

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

Location	Description	Track Name or Number
	Wires	Muncie Belt, Macadonic St.
	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	Enginehouse Tracks.
	Sand Pipe	Outbound Tracks.
	Wire	West Turntable Lead Track.
	Wire	Stock Track.
Fort Harrison ...	Wires	Coal and Ice House Track.
Indianapolis	Signal Lines ...	Brightwood Fuel Co. Track, Rural St.
	Signal Lines ...	U.S. Box Co. Track, Newman St.
	Signal Lines ...	Gem Coal Co., Columbia Ave.
	Signal Bridge ...	All Tracks, E. Washington St.
BURT TO SHARON AVE.		
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
	Crane	Track No. 6 at Freight House
	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.
Miamisburg	Signal Wires ...	Ice Plant Track, Kircher St.
	Signal Wires ...	Yard Tracks, Lock St.

Location	Description	Track Name or Number
Middle-town	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.
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.
BAY JCT. TO SPRINGFIELD		
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.
JACKSON TO CARLISLE JCT.		
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.
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.
	Tell Tales	Highway Bridge

Location	Description	Track Name or Number
DELAWARE TO SPRINGFIELD YARD		
Scioto	Shed Roof	Coal Track.
Springfield	Doorways	All Enginehouse Tracks.
Springfield	Sand Pipe	Inbound, Outbound and Coal Tracks.
Springfield	Shelter Shed	Robbins Meyers, South Track.
	Doorway	Robbins and Meyers, North Track.

GLEN ECHO TO COLD SPRINGS, ERIE R. R.		
Durbin	Signal wire	National Pike.
Durbin	Signal wire	Lime Kiln track.
Durbin	Signal wire	East switch.
Maitland	Wires	Main track.

Indiana Division		
WADE TO KANKAKEE		
Griffith	Tipple	Raymond City Coal Co.
TP 15-09 West of North Bend	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.
Indianapolis	Sherman Drive Bridge	All except Mains.
Zionsville	Highway Bridge	No. 536
		Mains.
Lebanon	Signal Line	DX Oil Co. track. Elm St., all tracks.
Colfax	Signal Line	Franklin St., North Wye.
Lafayette	Signal Line	Wabash Ave., Enginehouse lead.
East of Earl Park	Highway Bridge	Main.
Sheldon	Shed	Norris Grain Co. Nos. 4, 5 and 6.
East of Donovan	CMSTP&P Bridge	Main.
East of Aroma Park	Signal Line	Main.
CX 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.
Knightstown	Penna. R. R. Bridge	Main.
Carthage	Highway Bridge No. 506	Main.
	Shed	Container Corp.
TP 165-30 North of Milroy	Wires	Main.
TP 165-34 North of Milroy	Wires	Main.
TP 166-11 South of Milroy	Wires	Main.
TP 166-24 South of Milroy	Wires	Main.
TP 166-31 South of Milroy	Wires	Main.
TP 170-08 North of Sandusky	Wires	Main.
TP 170-20 North of Sandusky	Wires	Main.
TP 174-36 South of Sandusky	Wires	Main.
TP 181-05 South of Craig	Wires	Main.
TP 181-12 South of Craig	Wires	Main.
TP 181-18 South of Letts	Wires	Main.
TP 187-40 South of Letts	Wires	Main.
TP 188-03 South of Letts	Wires	Main.
TP 188-19 South of Letts	Wires	Main.
TP 192-41 South of Westport	Wires	Main.
TP 194-33 South of Westport	Wires	Main.

INDIANAPOLIS TO COLD SPRINGS		
Troy	Wire	Waco track.
TP 46-23 West of Arcanum	Wires	Main.
Modoc	Wire	Main.
TP 90-31 East of New Castle	Wire	Main.
TP 92-04 East of New Castle	Wire	Main.
TP 99-15 West of New Castle	Wire	Main.
New Castle	Penna. R. R. Bridge	Main.
	Overhead Door	Ingersoll Steel Div. Track No. 3.
TP 109-00 West of Wilkinson	Power Line Wire	Main.

VALLEY JCT. TO BEESON		
TP 41-14 East of Brookville	Wires	Main.
Brookville	Highway Bridge	All Tracks.
Metamora	Wires	Main.
Laurel	Wires	All Tracks.
TP 63-16 West of Laurel	Wires	Main.
TP 63-34 East of Connersville	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.

Location	Description	Track Name or Number
LAWRENCEBURG TO AURORA		
Lawrenceburg	.. Bridge, Tanners Creek	Main.
	Bridge, Wilson Creek	Main.
	Bridge, Hogan Creek	Main.
	Doors	Lawrenceburg Terminal Elevator tracks.
	Roof	Lawrenceburg Terminal Elevator Trestle track.
	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	A. D. Cook track.
	Pipe lines	Walsh track.
	Coal tipple	Peoples Coal track.
	Coal Conveyor ..	Engine track.
Aurora	.... Conveyor	National Container No. 8 track.
	Coal tipple	Weisickle Coal Co. No. 7 track.

CRAIG TO COLUMBUS

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

FAIRLAND TO TRAFALGAR

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

Illinois Division

INDIANAPOLIS TO ST. LOUIS

3.44 Miles west of Mt. Jackson	..... Bridge 11	Main Tracks.
4.20 Miles east of Avon	... Bridge 14A	Main Tracks.
Danville	... Bridge 43	Main Tracks.
Danville	... Bridge 45	Main Tracks.
Nash	..... 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.

Location	Description	Track Name or Number
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	Roundhouse Inbound Track.
	Sand Pipe	Roundhouse 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 Vermilion	.... Bridge 215A	Main Track.
1.84 Miles east of Paris	... Bridge 219	Main Track.
Paris	..... Bridge 224	All Tracks.
Midland	... Sand Pipe	Roundhouse Inbound Track.
		Roundhouse Outbound Track.
1.77 Miles west of Charleston	..... Bridge 283	Main Track.
Shelbyville	. Bridge 348	Main Track.
Shelbyville	. Bridge 348A	Main Track.
Shelbyville	. Bridge 354	All Tracks.
3.90 Miles west of Shelbyville	..... Bridge 366A	Main Track.
Pana	.... Tipple	Peabody Mine Tipple Tracks
Hillsboro	.. Coal Dock	Main Track, Siding.
Hillsboro	.. Loading Dock ..	Ball Brothers Track No. 1.
Taylor Springs	... Bridge 605	Two Tracks.
Taylor Springs	... Bridge 605A	Two Tracks.
5.40 Miles east of Joan	..... Bridge 637	Main Track.
2.50 Miles east of Livingston	. Bridge 660	Main Track.
2.19 Miles east of Livingston	. Bridge 661	Main Track.
1.87 Miles east of Livingston	. Bridge 664D	Main Track.
Livingston	. Tipple	Mt. Olive Coal Co. Tipple Tracks.
3.85 Miles east of Gard	..... Bridge 669A	Main Track.
2.77 Miles east of Gard	..... Bridge 706	Main Track.
2.14 Miles east of Gard	..... Bridge 707	Main Track.
Home	.... Bridge 741F	Main Track.
0.68 Mile east of Venice Jct.	. Bridge 568	Main Tracks.

Location	Description	Track Name or Number
0.20 Mile east of Venice Jct.	Bridge 568X	Main Tracks.
HILLSBORO TO LENOX (VIA OLD LINE)		
1.48 Miles west of Hillsboro.	Bridge 443	Main Track.
Dorchester	Wires	Main Track.
EAST ALTON TO ALTON		
0.59 Mile west of East Alton	Bridge 573A	Main Track.
0.86 Mile west of East Alton	Bridge 576	Main Track.
DANVILLE TO CAIRO		
Bemis	Bridge 11	Main Tracks.
Bemis	Bridge 12	Main Tracks.
0.20 Mile north of Bemis	Tipple	V. Day Coal Co. Tipple Track.
Lyons	Sand Spout	North and South Out-bound Diesel Tracks.
0.01 Mile south of Ridge Farm	Signal Wires	Wye Track.
3.68 Miles north of Oliver	Bridge 145	Main Track.
1.66 Miles north of Marshall	Bridge 168	Main Track.
1.54 Miles north of Marshall	Bridge 170	Main Track.
1.75 Miles south of Robinson	Bridge 266	Main Track.
Lawrenceville	Wires	Main Track.
St. Francisville	Bridge 355	Main Track, Siding.
St. Francisville	Bridge 356	Main Track.
Allendale	Bridge 368	Main Track.
Mt. Carmel	Bridge 387	Main Track, Siding.
2.60 Miles north of Bond	Bridge 483	Main Track.
Bond	Bridge 491	Main Track.
Gossett	Bridge 525	Main Track.
1.26 Miles south of Gossett	Bridge 531	Main Track.
Stonefort	Bridge 589A	Main Track.
Tunnel Hill	Tunnel	Main Track.
2.37 Miles north of Forman	Bridge 680A	Main Track.
MT. CARMEL TO EVANSVILLE		
Cynthiana	Bridge 32	Main Track.
Evansville	L & N Bridge	Main Track.
ST. FRANCISVILLE TO VINCENNES		
St. Francisville	Bridge 2	Main Track.
SALINE VALLEY BRANCH		
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.

Location	Description	Track Name or Number
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		
TerreHaute	Overhead Door	Pittsburgh Plate Glass Co.
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	Track No. 2
	Pipes	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.
Petersburg	Tipple	Saxton Coal Co. Tipple Tracks.
11.60 Miles south of Oakland City	Tipple, Blackfoot Coal Co.	All Tipple Tracks.
Gudgel	Tipple	Saxton Coal Co. Tipple Tracks.
9.50 Miles south of Buckskin	Tipple, Tecumseh Coal Co. No. 2	Tipple Tracks.
12.50 Miles south of Buckskin	Tipple, Tecumseh Coal Co. No. 1	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 Corp. South Track No End.
Taylor	Pigeon Creek Bridge	C.&E.I. Connection.

Commercial Solvents Corp. (Main Plant)

Merchants Distilling Company

Commercial Solvents Corp. (South Plant)

OHIO DIVISION**Division Superintendent**

W. A. Sprunk

Transportation Superintendent

T. J. Brown

Assistant Transportation Superintendent

R. C. Harrison

Trainmasters

C. L. Marsh, Jr.

R. E. Hover

J. D. VanCleave

R. D. Van Slyke

Assistant Trainmaster

J. E. Andrews

Road Foremen

R. P. Haders

A. B. Cravens

R. E. Beemer

R. J. Knueven

Assistant Road Foreman

L. E. Stephens

Rules Examiner

J. F. Douglas

Chief Train Dispatcher

W. L. Weygandt

Assistant Chief Train Dispatchers

G. L. Smith

O. W. Neu

J. C. Moore

Train Dispatchers

R. E. Petticrew

J. H. Cowgill

J. N. Hess

M. F. Campbell

H. S. Fry

J. C. Sparks

M. R. Oglesbee

B. E. Lewis

R. M. Reed

John Rice

Rex Cochran

C. K. Roll

Division Engineer

R. L. Geis

Assistant Division Engineer

J. E. Rosenbaum

Master Mechanic

J. C. Hoeger

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Transportation Superintendent

R. K. Pattison

Terminal Superintendent

J. N. Page

Assistant Transportation Superintendent

R. S. Morgan

Trainmasters

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J. P. Tansey

W. A. Armond

J. I. Beaver

Assistant Trainmaster

B. G. Crawford

Road Foremen

J. Austin

E. K. Beemer

W. J. Marcum, Jr.

Assistant Road Foreman

J. H. Baumgartner

Rules Examiner

J. A. Farquer

Chief Train Dispatcher

W. J. Preston

Assistant Chief Train Dispatchers

H. O. Carter

R. C. Crawford

F. C. McDonald

Train Dispatchers

T. R. Hollett

P. V. Pangburn

W. M. Clemmer

J. E. May

W. G. Thomas

D. E. Dearing

A. B. McCowan

F. L. Chambers

Division Engineer

T. E. Jordan

Assistant Division Engineer

R. J. Klueh

Master Mechanic

F. A. Danahey

ILLINOIS DIVISION**Division Superintendent**

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Transportation Superintendent

G. E. Maas

Terminal Superintendent

H. E. Ring

Trainmasters

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C. R. Sibley

M. W. Waddle

C. O. Fiscus

Road Foremen

R. H. Thompson

M. J. Rigney

L. W. Hutton

Rules Examiner

J. E. Schomaker

Chief Train Dispatcher

L. A. Ballinger

Assistant Chief Train Dispatchers

J. S. Frizzell

W. S. Nichols

J. J. Proffitt

Train Dispatchers

E. W. Dickerson

W. L. Sturm

L. E. Hartline

F. McCoy

N. B. Settlemoir

W. H. Cooney

C. C. Overton

T. H. Abbinnett

J. W. Wright

C. L. Manley

F. M. Hamontre

T. E. McCarty

W. D. Medsker

J. R. Thomason

E. R. Waggoner

W. P. Horn

Division Engineer

J. J. Connors

Assistant Division Engineer

J. T. Sullivan

Master Mechanic

C. Shook

EASTERN STANDARD TIME CLEVELAND TO COLUMBUS AND BELLEFONTAINE

Miles from Cleveland	STATIONS	FIRST CLASS								
		15	341	321	323	315	327			
		OHIO STATE LIMITED	THE KNICKERBOCKER	BEELINER	CLEVE-CINTL. SPECIAL	SEE NOTES THE GATEWAY	SEE NOTE NIGHT SPECIAL			
		Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily			
.....	Cleveland.....	AM 2.50	AM 3.05	AM 7.20	AM 11.20	PM 9.20	PM 11.15			
6.1	Linndale.....			s 7.30	s 11.30					
12.1	BE.....	3.12	3.29	7.44	11.44	9.44	11.39			
25.4	Grafton.....	3.24	3.41	7.56	^m 11.56	^c 9.56	11.51			
29.5	Lagrange.....				^m					
36.5	Wellington.....			s 8.05	s 12.07	^d 10.05				
37.0	Huff.....	3.36	3.52	8.08	12.11	10.08	12.04			
42.0	Rochester.....				^m					
46.9	Hiles.....	3.43	4.01	8.17	12.21	10.16	12.13			
47.5	N. London.....				^m	^c 10.17				
54.5	Boyd.....	3.50	4.08	8.24	12.28	10.23	12.21			
54.9	Greenwich.....				^m					
61.2	Shiloh.....				^m					
67.2	Shelby.....	4.00	4.18	s 8.36	s 12.40	^e 10.33	^g 12.32			
75.7	Crestline.....	4.05	4.24	8.44	s 12.53	^m 10.43	s 12.56			
78.9	Galion Yard.....	4.08	4.27	8.48	1.02	10.47	1.02			
79.8	Galion.....	s 4.18	s 4.37	s 8.56	s 1.24	s 11.06	s 1.20			
80.3	Burt.....	4.20		8.58	1.26		1.22			
92.8	Edison.....	4.33		9.12	1.39		1.36			
111.1	Paget.....									
114.0	Delaware.....				s 2.05					
114.5	Jones.....									
127.5	Worthington.....	5.03		9.43	2.22		2.07			
134.2	Fifth Ave.....									
135.4	Columbus.....	5.15		9.55	2.35		2.25			
87.7	Martel.....	AM	4.47	AM	PM	11.15	AM			
101.5	Marion.....		4.59			s 11.40				
114.5	La Rue.....									
122.2	Mt. Victory.....									
124.7	Hayes.....		5.20			12.01				
125.3	Ridgeway.....									
131.8	Rushsylvania.....									
139.4	BN Yard.....		5.34			12.16				
140.6	Sandusky Ave.....		5.36			12.19				
140.8	Bellefontaine.....		5.39 AM			12.20 AM				

Times shown at Cleveland and Linndale are for information only.

Conditional Stops:

- ^cNo. 315 on signal at Grafton and New London to receive or discharge revenue passengers.
- ^dNo. 315 on signal at Wellington to discharge revenue passengers.
- ^eNo. 315 regular stop Shelby, Saturday only.
- ^gNo. 327 on signal at Shelby to receive revenue passengers for Cincinnati and beyond and to discharge revenue passengers from Cleveland or beyond.

Note:

^mIndicates mail received from mail cranes.

EASTERN STANDARD TIME

BELLEFONTAINE TO INDIANAPOLIS

INDIANAPOLIS TO BELLEFONTAINE

Miles from Cleveland	STATIONS	FIRST CLASS			
		341	313	315	
		SEE NOTE THE KNICK- ERBOCKER	INDIAN- APOLIS SPECIAL	SEE NOTE THE GATEWAY	
		Passenger Daily	Passenger Daily	Passenger Daily	
140.8	Bellefontaine.....	AM 5.52	.....	AM 12.35
150.4	DeGraff.....	6.00	.....	12.44
153.3	Quincy.....	.....	.....	.....
153.5	Morgan.....	6.04	.....	12.48
163.7	Sidney.....	S 6.22	.....	C 1.02
173.4	Houston.....	.....	.....	.....
181.5	Versailles.....	.....	.....	.....
189.7	Ansonia.....	6.43	PM	1.24	
198.8	Union City.....	B 6.53	1.45	1.34	
ABS	207.9	Winchester.....	B 7.01	S 1.55	1.42
	223.3	Selma.....
	228.5	Vance.....	7.19	2.13	2.00
	229.6	Muncie.....	S 7.27	S 2.25	S 2.10
	245.7	Gridley.....	7.42	2.34	2.24
	246.7	Delco.....	7.44	2.36	2.26
	247.4	Anderson.....	S 7.54	S 2.45	S 2.50
	247.9	So. Anderson Yd....
	250.9	Taft.....	8.01	2.52	2.57
	260.4	Ingalls.....
263.1	Fortville.....	.....	.....	.....
268.0	McCordsville.....	.....	.....	.....
277.8	Eastwood.....	8.25	3.20	3.25	
283.8	Indianapolis.....	8.45	3.40	3.50	
.....	Indianapolis.....	7.45	2.40	2.50	
	<i>Central Standard Time</i>	AM	PM	AM	

Conditional Stops:

^BNo. 341 on signal at Union City and Winchester on Sunday and Monday A.M. to receive or discharge revenue passengers.

^CNo. 315 on signal at Sidney to receive or discharge revenue passengers.

Miles from Indianapolis	STATIONS	FIRST CLASS		
		316	312	314
		SEE NOTES CLEVELAND SPECIAL	SEE NOTE THE SOUTH- WESTERN	SEE NOTE INDIAN- APOLIS SPECIAL
		Passenger Daily	Passenger Daily	Passenger Daily
.....	Indianapolis.....	AM 5.10	PM 1.40	AM 9.30
	<i>Central Standard Time</i>			
.....	Indianapolis.....	6.10	2.40	10.30
6.0	Eastwood.....	6.24	2.54	10.44
15.8	McCordsville.....	.....	m	.....
20.7	Fortville.....	.....	m	.....
23.4	Ingalls.....	.....	m	.....
32.9	Taft.....	6.47	3.17	11.07
35.1	So. Anderson Yd....	.....	.....	.....
36.4	Anderson.....	S 6.55	S 3.27	S 11.15
37.1	Delco.....	6.56	3.28	11.17
38.1	Gridley.....	6.58	3.30	11.19
54.2	Muncie.....	S 7.30	S 3.54	S 11.40
55.3	Vance.....	7.33	3.57	11.44
60.5	Selma.....	.....	m	.....
68.0	Farmland.....	.....	m	.....
75.9	Winchester.....	7.52	4.17	E 12.03
85.0	Indianapolis.....	B 8.02	4.26	12.15
94.1	Ansonia.....	m 8.10	m 4.35	PM
102.3	Versailles.....	m	m	.....
110.4	Houston.....	m	m	.....
120.1	Sidney.....	S 8.45	S 4.57	.....
130.3	Morgan.....	8.55	5.07	.....
130.5	Quincy.....	m	.....	.....
133.4	De Graff.....	m 8.58	5.10	.....
143.0	Bellefontaine.....	9.09	5.21	.....
		AM	PM	

Conditional Stops:

^BNo. 316 on signal at Union City to receive revenue passengers.

^ENo. 314 on signal at Winchester on Sunday and Monday A.M. to receive or discharge revenue passengers, and at Union City on Sun. and Mon. A.M. to discharge revenue passengers.

Note:

^mIndicates mail received from mail cranes.

EASTERN STANDARD TIME BELLEFONTAINE AND COLUMBUS TO CLEVELAND

Miles from Indianapolis		FIRST CLASS																		
		STATIONS		316		322		312		16		306								
				SEE NOTES		SEE NOTES		SEE NOTE		SEE NOTE		NIGHT SPECIAL								
		CLEVELAND SPECIAL		THE STATE SPECIAL		THE SOUTHWESTERN		OHIO STATE LIMITED		CLEVELAND SPECIAL										
		Passenger Daily		Passenger Daily		Passenger Daily		Passenger Daily		Passenger Daily										
ABS	143.0	Bellefontaine....	AM 9.22	PM	PM 5.34	PM	AM													
	143.2	Sandusky Ave...	9.24		5.35															
	144.4	BN Yard.....	9.27		5.37															
	152.0	Rushsylvania...	m																	
	158.5	Ridgeway	m																	
	159.1	Hayes.....	9.42		5.51															
	161.6	Mt. Victory	m																	
	169.3	La Rue.....	m		m															
	182.3	Marion.....	s10.17		s 6.15															
	196.1	Martel.....	10.33		6.29															
TCS	.....	Columbus.....		12.30		5.40	2.05													
	1.2	Fifth Ave.....																		
	7.9	Worthington...		12.47		5.55	2.20													
	20.9	Jones.....																		
	24.0	Delaware.....		s 1.13																
	24.3	Paget.....																		
	38.0	Cardington.....		G 1.27																
	42.6	Edison.....		G 1.35		6.25	2.50													
	55.1	Burt.....		1.51		6.40	3.02													
	ABS	55.6	Galion.....	s10.55	s 2.05	s 6.37	s 6.47	s 3.27												
56.5		Galion Yard...	10.57	2.07	6.39	6.49	3.30													
59.7		Crestline.....	11.02	s 2.22	6.43	6.53	s 3.44													
68.2		Shelby.....	11.14	s 2.34	6.51	s 7.02	3.55													
74.2		Shiloh.....		m	m															
80.5		Greenwich.....	m	m	m															
80.9		Boyd.....	11.25	2.46	6.59	7.10	4.08													
87.9		New London....	c11.33	m	m	m														
88.5		Hiles.....	11.37	2.54	7.06	7.17	4.20													
93.4		Rochester.....		m																
98.4	Huff.....	11.52	3.09	7.19	7.31	4.35														
98.9	Wellington....	d11.56	s 3.18		s 7.33															
105.9	Lagrange.....		m	m																
110.0	Grafton.....	m12.11	m3.30	m7.33	7.44	4.50														
123.3	BE.....	12.33	3.43	7.46	7.58	5.08														
129.3	Linndale.....		H 3.50		H 8.05															
135.4	Cleveland.....	12.55	4.05	8.08	8.20	5.30														

Times shown at Linndale and Cleveland are for information only.

Conditional Stops:

^cNo. 316 on signal at New London to receive or discharge revenue passengers.

^dNo. 316 on signal at Wellington to receive revenue passengers for Cleveland exc. Saturdays and Sundays and will make regular stop Saturdays and Sundays only.

^eNo. 322 on signal at Cardington and Edison to receive or discharge revenue passengers.

^hNo. 322 and No. 16 on signal at Linndale to discharge revenue passengers.

Note:

^mIndicates mail received from mail cranes.

EASTERN STANDARD TIME COLUMBUS AND BELLEFONTAINE TO CINCINNATI—WEST

Miles from Columbus and Sandusky	STATIONS	FIRST CLASS														
		327	15	321	323											
		NIGHT SPECIAL	OHIO STATE LIMITED	BEELINER	SEE NOTE CLEVE.-CINTL. SPECIAL											
		Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily											
		AM	AM	AM	PM											
TCS	.....	Columbus.....	2.50	5.30	10.05	2.50										
	1.6	GN Tower.....	2.56	5.35	10.10	2.55										
	3.4	Miami Crossing.	3.00	5.38	10.13	2.58										
	10.0	Galloway.....	3.08													
	16.8	Lilly Chapel....														
TCS	25.5	London.....	3.23	5.58	10.33	m3.18										
	38.5	Brooks.....														
	43.1	Carney.....	3.39	6.15	10.50	3.34										
	44.2	East Street....	3.43	6.17	10.52	3.36										
	ABS	98.2	Bellefontaine..													
99.0		Gest.....														
100.2		Jewells.....														
105.9		West Liberty..														
110.1		Lippincotts....														
TCS	116.0	Urbana.....														
	123.8	Glen Echo.....														
	129.6	Springfield Yard.														
	44.9	Springfield.....	s 4.05	s 6.23	s11.00	s 3.47										
	46.8	West End.....														
TCS	50.2	Cold Springs....	4.17	6.34	11.11	3.58										
	52.6	Enon.....				m										
	58.7	Fairborn.....	4.26	6.43	11.20	4.07										
	66.6	Tates Point....	4.34	6.52	11.29	4.16										
	67.7	Dayton Yard...														
ABS	68.9	Second Street..														
	69.9	Dayton.....	s 5.05	s 7.05	s11.40	s 4.41										
	70.6	Miami City Jct..	5.08	7.08	11.43	4.44										
	77.3	West Carrollton.														
	79.9	Miamisburg.....														
TCS	85.0	Carlisle Jct....	5.25	7.22	11.57	5.00										
	90.5	Middletown Yard														
	90.8	Middletown.....	s 5.40	s 7.30	s12.10	s 5.12										
	91.5	M. & C. Jct....	5.43	7.33	12.13	5.15										
	106.2	Gano.....	6.05	7.48	12.28	5.30										
TCS	108.5	Sharon Yard....														
	109.4	West Sharon....	6.15	7.55	12.35	5.37										
	112.1	Lockland.....														
	116.9	Ivorydale Jct...	6.35	8.06	12.50	5.51										
	117.7	Winton Place...	s 6.40	s 8.08	s12.55	s 5.53										
122.4	Cincinnati.....	6.55	8.20	1.05	6.10											
			AM	AM	PM	PM										

Time shown at Winton Place and Cincinnati is for information only.

Note:

^mIndicates mail received from mail cranes.

EASTERN STANDARD TIME CINCINNATI TO BELLEFONTAINE AND COLUMBUS-EAST

Miles from Cincinnati	STATIONS	FIRST CLASS																		
		322 SEE NOTES			16			306												
		THE STATE SPECIAL			OHIO STATE LIMITED			NIGHT SPECIAL												
		Passenger Daily			Passenger Daily			Passenger Daily												
		AM	PM	PM																
.....	Cincinnati.....	9.25	3.00	10.30																
4.7	Winton Place...	s 9.36	s 3.11	s10.41																
5.5	Ivorydale Jct....	9.38	3.13	10.43																
10.3	Lockland.....																			
13.0	West Sharon....	9.47	3.22	10.52																
13.9	Sharon Yard....																			
16.2	Gano.....	9.50	3.25	10.55																
30.9	M. & C. Jct....	10.04	3.39	11.09																
31.6	Middletown....	s10.10	s 3.41	s11.15																
31.9	Middletown Yd.																			
37.4	Carlisle Jct....	10.18	3.49	11.23																
42.5	Miamisburg....	m.....																		
45.1	West Carrollton																			
51.8	Miami City Jct	10.31	4.01	11.36																
52.5	Dayton.....	s10.48	s 4.08	s12.04																
53.5	Second Street...																			
54.7	Dayton Yard...																			
55.8	Tates Point.....	10.54	4.14	12.09																
63.7	Fairborn.....	11.01	4.21	12.17																
69.8	Enon.....	m.....																		
72.2	Cold Springs....	11.08	4.28	12.24																
75.6	West End.....																			
77.5	Springfield.....	s11.25	s 4.39	s12.45																
78.4	Springfield Yard																			
84.2	Glen Echo.....																			
92.0	Urbana.....																			
97.9	Lippincotts....																			
102.1	West Liberty...																			
107.8	Jewells.....																			
109.0	Gest.....																			
109.8	Bellefontaine...																			
78.2	East Street.....	11.26	4.40	12.46																
79.3	Carney.....	11.29	4.42	12.48																
83.9	Brooks.....																			
96.9	London.....	BC11.47	5.00	1.04																
105.6	Lilly Chapel....																			
112.4	Galloway.....																			
119.0	Miami Crossing	12.08	5.17	1.21																
120.8	GN Tower.....	12.10	5.19	1.23																
122.4	Columbus.....	12.17	5.25	1.30																

Time shown at Winton Place and Cincinnati is for information only.

Regular Stops:

^BNo. 322 at London Saturday and Sunday.

Conditional Stops:

^CNo. 322 on signal at London to receive or discharge revenue passengers except Saturday and Sunday.

Note:

^mIndicates mail received from mail cranes.

SANDUSKY TO BELLEFONTAINE

Miles from Sandusky	STATIONS	SECOND CLASS		
		WEST	EAST	
		151	150	
		SWITCH RUN Tues.-Thurs.-Sat. Only	SWITCH RUN Mon.-Wed.-Fri. Only	
.....	Toledo.....			
.....	Fostoria.....	AM	PM	
.....	Sandusky.....	9.00	7.15	
0.3	Bay Junction.....	9.15	7.00	
17.0	Clyde.....	s10.30	s 6.00	
22.7	Green Springs Jct....	f11.15	f 4.20	
34.0	Tiffin.....	s 1.30	s 2.30	
TCS	42.7	Berwick.....	2.00	s 1.30
	49.7	Carey.....	2.31	1.00
	57.3	Wharton.....	PM	PM
	62.2	Forest.....		
	65.5	McVittys.....		
68.4	Grants.....			
ABS	73.6	Hill Siding.....		
	74.1	Kenton.....		
	74.8	Sands.....		
	86.4	Belle Center.....		
	92.1	Huntsville.....		
98.2	Bellefontaine.....			

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

DELAWARE—SPRINGFIELD YARD

Miles from Delaware	STATIONS	SECOND CLASS	
		WEST	EAST
		551	550
		SWITCH RUN Tues. Thurs. Sat Only	SWITCH RUN Mon. Wed. Fri. Only
.....	Delaware.....	AM	PM
4.2	Scioto.....	f 9.30	f 2.00
5.6	White Sulphur.....	f 9.55	f 1.30
8.7	Ostrander.....	s10.30	s 1.15
13.4	New Dover.....	f10.54	f12.40
17.0	Marysville.....	s11.55	s12.30
22.5	Milford Center.....	s12.20	s11.10
27.1	Irwin.....	f12.40	f10.45
32.1	Mechanicsburg.....	s 1.45	s10.30
38.9	Catawba.....	f 2.05	f 9.40
43.0	Moorefield.....	f 2.20	f 9.25
49.0	Springfield Yard.....	3.00	9.00

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

CAREY TO VANLUE

Miles from Carey	STATIONS	Miles from Vanlue
5.5	Carey.....	5.5
	Vanlue.....	

GLEN ECHO—COLD SPRINGS, ERIE R. R.—MBS

Miles from Cold Springs	STATIONS	Mile Post
8.8	Glen Echo	360.7
	5.4	
3.4	Maitland	366.1
	0.8	
2.6	Sugar Grove	366.9
	1.9	
0.7	Durbin	368.8
	0.7	
0.0	Cold Springs	369.5

ST. MARYS—BELLEFONTAINE

Miles from St. Marys	STATIONS	SECOND CLASS	
		SOUTH	NORTH
		553	554
		SWITCH RUN Daily Ex. Sunday	SWITCH RUN Daily Ex. Sunday
.....	St. Marys.....	PM	PM
5.2	Moulton.....	f 2.15	f12.40
10.7	Wapakoneta.....	s 3.00	s12.15
17.8	Slater.....	f 3.18	f11.30
19.4	Gutman.....	f 3.30	f11.20
22.5	Santa Fe.....	f 3.50	f11.05
26.3	Lakeview.....	f 4.10	f10.52
27.9	Russell's Point.....	f 4.16	f10.46
31.4	Lewistown.....	f 4.35	f10.35
39.6	Bellefontaine.....	5.15	10.00

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

**EASTERN STANDARD TIME
JACKSON TO CARLISLE JCT.—SOUTH**

Miles from Jackson	STATIONS	SECOND CLASS																		
		257	255	253	261	263														
		SWITCH RUN Tues. Thurs. Sat. Only	SWITCH RUN Mon. Wed. Fri. Only	SWITCH RUN Mon. Wed. Fri. Only	JC-3 FREIGHT Daily	JC-3 FREIGHT Daily														
	Jackson.....					AM 10.30														
1.2	OD.....					10.45														
5.7	Ackerson Lake.....					11.00														
13.5	Cement City.....					11.30														
18.0	Wood.....					11.40														
18.8	Addison Jct.....					11.46														
24.9	Rollin.....					12.20														
29.9	Hudson.....					12.40														
35.7	Prattville.....					1.05														
39.5	Waldron.....					1.15														
43.9	Alvordton.....					1.25														
49.0	West Unity.....					1.38														
58.7	DV.....					AM 1.58														
59.5	Bryan.....	s10.15				2.45 ²⁶⁴														
66.0	Ney.....	s10.35				3.05														
73.1	Sherwood.....	s10.55				3.30														
78.8	Cecil.....	s11.25				3.55														
84.9	Paulding.....	s12.05				4.25														
88.5	Latty.....	s12.50 ²⁶⁴				4.45														
93.1	Haviland.....	s 1.10																		
95.1	Scott.....	s 1.25				5.05														
98.1	Cavett.....	1.40			AM						PM									
102.2	Van Wert Yard.....	2.20			8.00	5.30					8.00									
103.3	Van Wert.....	PM			8.05	PM					8.15									
110.6	Ohio City.....				s 9.00						8.35									
116.3	Rockford.....				s 9.40						8.55									
126.9	Celina.....				s10.45						9.15									
132.4	Coldwater.....				s11.05						9.35									
137.0	St. Henry.....				s 2.00						9.45									
141.5	Gilberts.....				f 2.20						10.00									
146.5	Rosburg.....				s 2.45	AM					10.15									
151.3	Ansonia.....				3.30	8.00					10.30 ²⁶²									
154.1	Meekers.....				PM	8.15					10.50									
158.6	D. & U. Crossing.....																			
159.3	Greenville.....					s 9.15					11.15									
161.2	Penn.....					9.25					11.25									
164.7	Ft. Jefferson.....					9.40					11.40									
167.5	Savona.....					s10.00					11.50									
173.9	West Manchester.....					s10.30					12.10									
179.8	Lewisburg.....					s12.05					12.25									
187.0	West Alexandria.....					s12.25					12.45									
194.2	Farmersville.....					s12.45					1.15									
199.6	Germantown.....					s 1.00					1.30									
201.2	Wiggims.....					1.10					1.55									
203.6	Carlisle.....					f 1.20					2.30									
203.9	Carlisle Jct.....					1.30					3.00									

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

EASTERN STANDARD TIME CARLISLE JCT. TO JACKSON—NORTH

Miles from Carlisle Jct.	STATIONS	SECOND CLASS										
		256	254	252	264	262						
		SWITCH RUN	SWITCH RUN	SWITCH RUN	CJ-4 FREIGHT	CJ-4 FREIGHT						
		Mon. Wed. Fri. Only	Tues. Thurs. Sat. Only	Tues. Thurs. Sat. Only	Daily	Daily						
	Carlisle Jct.			AM 8.20				PM 7.30				
0.3	Carlisle			f 8.25				7.35				
2.7	Wiggins			8.30				7.45				
4.3	Germantown			s 8.45				7.55				
9.7	Farmersville			s 9.00				8.15				
16.9	West Alexandria			s 9.35				8.35				
24.1	Lewisburg			10.15				8.55				
30.0	West Manchester			s10.38				9.10				
36.4	Savona			s11.00				9.23				
39.2	Ft. Jefferson			f11.20				9.30				
42.7	Penn.			11.30				9.39				
44.6	Greenville			s12.10				9.45				
45.3	D. & U. Crossing											
49.8	Meekers			s12.25				9.53				
52.6	Ansonia		AM 8.00	2.00				10.30 ²⁶³				
57.4	Rossburg		f 8.30	PM				10.50				
62.4	Gilberts		f 8.45					11.00				
66.9	St. Henry		9.00					11.15				
71.5	Coldwater		s10.05					11.35				
77.0	Celina		s12.01					11.55				
87.6	Rockford		s12.35					12.15				
93.3	Ohio City		s 1.15					12.35				
100.6	Van Wert		AM 1.50					12.55				
101.7	Van Wert Yard	7.30	2.10			PM 12.15		1.15				
105.8	Cavett	7.45	PM					AM				
108.8	Scott	s 8.00				12.35						
110.8	Haviland	s 8.15										
115.4	Latty	s 8.35				12.50 ²⁶⁷						
119.0	Paulding	s 8.50				1.05						
125.1	Cecil	s 9.10				1.35						
130.8	Sherwood	s 9.30				2.00						
137.9	Ney	s 9.50				2.20						
144.4	Bryan	s10.50				2.45 ²⁶¹						
145.2	DV	AM				3.00						
154.9	West Unity					3.30						
160.0	Alvordton					3.45						
164.4	Waldron					3.55						
168.2	Prattville					4.10						
174.0	Hudson					4.20						
179.0	Rollin					4.45						
185.1	Addison Jct.					5.10						
185.9	Wood					5.25						
190.4	Cement City					5.55						
198.2	Ackerson Lake					6.20						
202.7	OD					6.50						
203.9	Jackson					7.30 PM						

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

CINCINNATI TO INDIANAPOLIS—WEST INDIANAPOLIS TO CINCINNATI—EAST

Miles from Cincinnati	STATIONS	FIRST CLASS		Miles from Chicago	STATIONS	FIRST CLASS	
		303	305			302	304
		SEE NOTE	SEE NOTE			SEE NOTE	SEE NOTE
		JAMES WHITCOMB RILEY	THE SYCAMORE			THE CINCINNATI SPECIAL	JAMES WHITCOMB RILEY
	Passenger Daily	Passenger Daily		Passenger Daily	Passenger Daily		Passenger Daily
	<i>Cincinnati (EST)</i>	AM 8.30	PM 4.30		<i>Indianapolis (CST)</i> ..	PM 1.55	PM 7.10
1.9	<i>Storrs Jct.</i>	8.36	4.36		194.4 Indpls. (S. College A.)		
2.2	<i>King</i>	8.37	4.37		196.3 Belt Crossing.....		
3.8	<i>Wade (EST)</i>	8.39	4.39		199.5 Beech Grove.....	2.05	7.20
	3.8 <i>Wade (CST)</i>	7.39	3.39		206.6 Acton..... ^m		
	12.4 <i>Addyston</i> ^m				213.9 <i>Fairland</i> ^m		
	14.6 <i>North Bend</i> ^m				220.4 <i>Shelbyville</i> ^s	2.29	7.41
	15.4 <i>Cleves</i> ^m						
	17.0 <i>Valley Jct.</i>	7.50	3.50		220.6 <i>Vine</i>	2.30	7.42
	21.6 <i>Lawrenceburg Jct.</i> ...	7.54	3.55		227.9 <i>Waldron</i> ^m		
	27.2 <i>Guilford</i> ^m				230.5 <i>St. Paul</i> ^m		
	36.1 <i>Weisburg</i> ^m				235.4 <i>Adams</i> ^m		
	39.2 <i>Sunman</i> ^m				240.4 <i>Greensburg</i> ^s	2.57	8.04
	44.6 <i>Morris</i> ^m				249.2 <i>New Point</i>		
	47.1 <i>Batesville</i> ^s	8.16	4.22		255.4 <i>Batesville</i> ^s	3.18	8.18
	53.3 <i>New Point</i> ^m				257.9 <i>Morris</i> ^m		
	62.1 <i>Greensburg</i> ^s	8.31	4.41		263.3 <i>Sunman</i> ^m		
	67.1 <i>Adams</i> ^m				266.4 <i>Weisburg</i> ^m		
	72.0 <i>St. Paul</i> ^m				275.3 <i>Guilford</i> ^m		
	74.6 <i>Waldron</i> ^m						
	81.9 <i>Vine</i>	8.50	5.00		280.9 <i>Lawrenceburg Jct.</i> ...	3.45	8.49
	82.1 <i>Shelbyville</i> ^s	8.52	5.02		285.5 <i>Valley Jct.</i>	3.49	8.53
	88.6 <i>Fairland</i> ^m				287.1 <i>Cleves</i>		
	95.9 <i>Acton</i> ^m				287.9 <i>North Bend</i>		
	103.0 <i>Beech Grove</i>	9.15	5.25		290.1 <i>Addyston</i>		
	106.2 <i>Belt Crossing</i>				298.7 <i>Wade (CST)</i>	4.02	9.07
	108.1 <i>Indpls. (S. College A.)</i>						
	108.9 <i>Indianapolis</i>	9.30	5.40		298.7 <i>Wade (EST)</i>	5.02	10.07
		AM	PM		300.3 <i>King</i>	5.04	10.09
					300.6 <i>Storrs Jct.</i>	5.05	10.10
					302.5 <i>Cincinnati</i>	5.25	10.25
						PM	PM

Time shown at Cincinnati, Storrs Jct., King and Indianapolis is for information only.

Note:

^mIndicates mail received from mail cranes.

KANKAKEE TO INDIANAPOLIS—EAST

INDIANAPOLIS TO KANKAKEE—WEST

Miles from Chicago	STATIONS	FIRST CLASS	
		302	304
		SEE NOTE THE CINCINNATI SPECIAL	SEE NOTE JAMES WHITCOMB RILEY
		Passenger Daily	Passenger Daily
	Chicago.....	AM 9.35	PM 3.30
	Kankakee Jct.....	10.33	4.28
		Daily	Daily
MBS	54.4 Kankakee.....	B10.38 AM	D 4.30 PM
	55.0 Court St.....	10.40	4.32
	58.7 Aroma Park.....	m	
	64.9 St. Anne.....	m10.49	4.41
	70.6 Beaverville.....	c10.56	
	76.0 Donovan.....	m11.02	
	80.1 Iroquois.....	m11.06	
	84.2 Sheldon.....	m11.10	m 4.56
	89.3 Raub.....	m	
	92.0 Sheff.....	11.20 ³⁰³	5.02
TCS	94.3 Earl Park.....	m	m
	101.0 Fowler.....	s11.30	m 5.09
	110.6 Templeton.....	11.38	m 5.17
	129.2 Lafayette.....	s12.06	s 5.42
	133.0 Altamont.....	12.13	5.50
ABS	145.0 Clarks Hill.....	12.25	6.02
	150.0 Colfax.....	12.30	6.07
	155.7 Thorntown.....	m	m
TCS	164.9 Lebanon.....	s12.47	m
	180.3 Glenn.....		
TCS	190.1 Brant.....	1.22	6.47
	193.2 Indpls. (West St.).....		
	193.6 Indianapolis.....	1.35 PM	7.00 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 and Indianapolis is for information only.

Conditional Stops:

^BNo. 302 at Kankakee for mail and to receive revenue passengers for Fowler and beyond, except Sundays and Holidays and on Sundays and Holidays for Beaverville and beyond.

^CNo. 302 at Beaverville Sunday and Holidays to receive or discharge revenue passengers.

^DNo. 304 at Kankakee to receive revenue passengers for Lafayette and beyond.

Note:

^mIndicates mail received from mail cranes.

Miles from Cincinnati	STATIONS	FIRST CLASS	
		303	305
		SEE NOTE JAMES WHITCOMB RILEY	SEE NOTE THE SYCAMORE
		Passenger Daily	Passenger Daily
	Indianapolis.....	AM 9.40	PM 5.55
	Indpls. (West St.).....		
TCS	112.4 Brant.....	9.47	6.02
	122.2 Glenn.....		
ABS	137.6 Lebanon.....	m10.07	m
	146.8 Thorntown.....	m	m
	152.5 Colfax.....	10.20	6.35
TCS	157.5 Clarks Hill.....	10.25	6.39
	169.5 Altamont.....	10.35	6.49
MBS	173.3 Lafayette.....	s10.43	s 7.01
	191.9 Templeton.....	11.02	7.19
	201.5 Fowler.....	m11.12	m 7.31
	208.2 Earl Park.....	m	m
	210.5 Sheff.....	11.20 ³⁰²	7.39
TCS	213.2 Raub.....	m	
	218.3 Sheldon.....	m11.32	m 7.46
	222.4 Iroquois.....	11.37	
	226.5 Donovan.....	m11.43	
	231.9 Beaverville.....	m	
ABS	237.6 St. Anne.....	m11.55	8.03
	243.8 Aroma Park.....	m	
	247.5 Court St.....	12.07	8.14
	248.1 Kankakee.....	B12.21	B 8.25
			PM	PM
TCS	Kankakee Jct.....	12.23	8.27
	302.5 Chicago.....	1.30 PM	9.30 PM

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

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

Conditional Stops:

^BNos. 303 and 305 at Kankakee for mail and to discharge revenue passengers.

Note:

^mIndicates mail received from mail cranes.

**CENTRAL STANDARD TIME
CX TO NORTH VERNON—SOUTH**

**CENTRAL STANDARD TIME
NORTH VERNON TO CX—NORTH 41**

Miles from Elkhart	STATIONS	SECOND CLASS		
		71	75	79
		MD-1 FREIGHT	MD-5 FREIGHT	MD-9 FREIGHT
		Daily	Daily	Daily
	Elkhart.....		AM 11.30	
TCS	10.3 CX.....			
	12.3 Yost.....		11.50	
	15.6 New Paris Jct.....		11.55	
	16.1 New Paris.....			
	21.1 Milford Jct.....		12.05	
	22.3 Milford.....			
	27.8 Leesburg.....		12.15	
MBS	33.1 Grandy.....		12.25	
	34.5 Warsaw.....			
	42.3 Claypool.....		12.40	
	46.2 Silver Lake.....			
	53.8 North Manchester.....		1.10	
	56.4 Bolivar.....		1.20	
	60.9 Urbana.....			
	68.2 Wabash.....		2.00 ⁷⁴	
	78.4 La Fontaine.....		2.20	
	87.5 Marion.....			
ABS	88.2 Kent.....		3.20	
	93.1 Jonesboro.....			
	97.6 Fairmount.....		3.35	
	102.9 Summitville.....			
	108.3 Alexandria.....		3.52	
	109.8 Alda.....			
	117.4 Dow.....		4.20	
	120.2 Anderson.....			
	120.5 Pearl St.....			
	121.5 So. Anderson.....	AM	4.40	PM
MBS	So. Anderson Yard..	7.00	5.00	4.00
	129.6 Markleville.....		PM	
	135.8 Shirley.....	7.35		4.30
	143.0 Knightstown.....	7.52		4.50
	147.9 Carthage.....	8.02		
	149.9 Boyd.....	8.10 ⁷⁶		
	158.3 Kern.....	8.30		
	159.3 Rushville.....			
	166.9 Milroy.....			
	172.4 Sandusky.....			
MBS	178.3 Greensburg.....			8.00 ⁷⁸
	178.3 Greensburg.....	9.45		9.30
	179.8 Craig.....	9.50		
	187.2 Letts.....			
	191.3 Westport.....	10.20		
	203.7 North Vernon.....	10.45		10.30
	255.3 Jeff Yard.....	3.15		11.59
256.1 Jeffersonville.....	PM		PM	

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

Time shown at Elkhart and Jeff Yard is for information only.

Miles from Jeffersonville	STATIONS	SECOND CLASS		
		78	74	76
		MD-2 FREIGHT	MD-4 FREIGHT	MD-6 FREIGHT
		Daily	Daily	Daily
	Jeffersonville.....	PM		AM
3.8	Jeff Yard.....	7.00		4.15
MBS	52.4 North Vernon.....	8.30		5.30
	64.8 Westport.....			
	68.9 Letts.....			
	76.3 Craig.....	9.20		6.20
	77.8 Greensburg.....	9.25 ⁷⁹		
	77.8 Greensburg.....	10.00		7.00
	83.7 Sandusky.....			
89.2 Milroy.....				
MBS	96.8 Rushville.....			7.35
	97.8 Kern.....			
	106.2 Boyd.....			8.10 ⁷¹
	108.2 Carthage.....			8.15
	113.1 Knightstown.....			8.25
	120.3 Shirley.....	11.20		8.40
	126.5 Markleville.....			
ABS	So. Anderson Yard..	11.59	AM 11.00	9.15
	134.6 So. Anderson.....	PM	11.05	AM
	135.6 Pearl St.....			
	135.9 Anderson.....			
	138.7 Dow.....		11.20	
	146.3 Alda.....		11.35	
	147.8 Alexandria.....		11.40	
	153.2 Summitville.....			
	158.5 Fairmount.....		12.10	
	163.0 Jonesboro.....			
167.9 Kent.....		12.40		
MBS	168.6 Marion.....			
	177.7 La Fontaine.....		1.10	
	187.9 Wabash.....		2.00 ⁷⁶	
	195.2 Urbana.....			
	199.7 Bolivar.....		2.45	
	202.3 North Manchester.....		3.08	
	209.9 Silver Lake.....			
	213.8 Claypool.....		3.40	
	221.6 Warsaw.....			
	223.0 Grandy.....		4.10	
TCS	228.3 Leesburg.....			
	233.8 Milford.....			
	235.0 Milford Jct.....		4.40	
	240.0 New Paris.....			
	240.5 New Paris Jct.....		5.00	
	243.8 Yost.....		5.05	
	245.8 CX.....			
	256.1 Elkhart.....		8.30 PM	

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

Time shown at Jeff Yard and Elkhart is for information only.

COLD SPRINGS TO EASTSIDE

Miles from Springfield	STATIONS	SECOND CLASS	
		WEST	EAST
		91	92
		SD-5 FREIGHT	SD-2 FREIGHT
		Daily	Daily

EASTERN STANDARD TIME

		AM	PM
	Springfield Yard.....	2.55	4.45
1.9	Springfield.....		
	West End.....		
5.3	Cold Springs.....	3.15	3.15

CENTRAL STANDARD TIME

		AM	PM
5.9	Cold Springs.....	2.15	2.15
9.1	Donnelsville.....		
13.6	New Carlisle.....		1.57
15.6	Brown.....		
21.1	Grayson.....		
24.2	B&O Crossing.....		
24.5	Troy.....	2.55	1.35
31.2	Kessler.....		
34.6	Ludlow Falls.....	3.19	1.12
38.6	Laura.....		
42.7	Pitsburg.....		
46.3	Arcanum.....		12.47
52.0	Savona.....		
53.2	Hewitt.....	4.07	12.26
60.4	Glen Karn.....		
64.9	Crete.....		
69.6	Lynn.....	5.10	11.45
74.5	Carlos City.....		
80.0	Modoc.....		
83.5	Losantville.....		
83.8	C&O Crossing.....	5.50	11.11
87.6	Mooreland.....		
95.8	New Castle.....		10.44
104.1	Kennard.....		
107.3	Shirley.....	7.18	10.19
109.0	Wilkinson.....		
113.1	Willow Branch.....		
117.7	Maxwell.....		
121.5	Mohawk.....	8.01	9.45
125.6	Mt. Comfort.....		
131.2	Hunter.....	8.15	9.30
135.8	Eastside.....	8.25	9.20
	Hill.....	11.30	9.00
139.8	Indianapolis.....	AM	AM

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

Time shown at Springfield Yard and Hill is for information only.

VALLEY JCT. TO BEESON

Miles from Valley Jct.	STATIONS	SECOND CLASS	
		WEST	EAST
		151	150
		SWITCH RUN FREIGHT	SWITCH RUN FREIGHT
		Daily Ex. Sunday	Daily Ex. Sunday

CENTRAL STANDARD TIME

		AM	PM
3.5	Valley Jct.....	6.20	1.15
7.7	Shaper.....	6.27	1.00
14.5	Harrison.....	6.55	12.55
	New Trenton.....		
19.0	Cedar Grove.....		
25.8	Brookville.....	8.00	12.01
34.2	Metamora.....		
40.0	Laurel.....	8.55	11.11
50.8	Connersville.....	9.35	10.40
56.4	Beeson.....		

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

CRAIG TO COLUMBUS

Miles from Craig	STATIONS	SECOND CLASS	
		WEST	EAST
		253	252
		SWITCH RUN FREIGHT	SWITCH RUN FREIGHT
		Daily Ex. Sunday	Daily Ex. Sunday
6.5	Craig.....	AM 10.05	PM 2.15
13.2	Burney.....	10.25	1.55
24.4	Hope.....	10.45	1.35
	Columbus.....	AM 11.20	PM 1.00

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

FAIRLAND TO TRAFALGAR

Miles from Fairland	STATIONS	SECOND CLASS	
		WEST	EAST
		355	354
		SWITCH RUN FREIGHT	SWITCH RUN FREIGHT
		Daily Ex. Sunday	Daily Ex. Sunday
3.4	Fairland.....	AM 9.00	AM 10.50
7.0	Boggstown.....	9.15	10.35
12.5	Needham.....	9.30	10.20
19.7	Franklin.....	9.50	10.00
	Trafalgar.....	AM	AM

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

INDIANAPOLIS TO ST. LOUIS WEST

Miles from Indianapolis	STATIONS	FIRST CLASS			
		317		341	
		SEE NOTE		SEE NOTES	
		MAIL AND EXPRESS		THE KNICKERBOCKER	
		Daily		Passenger Daily	
		AM		AM	
	Indianapolis.....	3.25		8.00	
	2.5 Mt. Jackson.....	3.32		8.07	
	20.3 Nash.....				
	39.0 Greencastle.....			B 8.35	
	59.0 Cobb.....				
ABS	69.2 Duane.....				
	71.6 Terre Haute.....	s 4.35		s 9.10	
	79.9 Sandford.....			9.20	
	84.0 Vermilion.....			m	
	90.6 Paris.....			mc 9.30	
	104.4 Kansas.....			m	
	108.8 Ashmore.....			m	
	117.6 Charleston.....			m	
	128.2 Mattoon.....	5.30		10.10	
	128.2 Mattoon.....	5.48		10.20	
TCS	134.8 Gays.....				
	140.6 Windsor.....			m	
	151.3 Shelbyville.....			m	
	160.7 Tower Hill.....				
	167.1 Pana.....			m 10.57	
	180.1 Nokomis.....	m		m	
	184.8 Witt.....			m	
	189.3 Irving.....			m	
	194.2 Hillsboro.....			11.22	
	209.5 Joan.....				
214.9 Livingston.....					
ABS	225.8 Gard.....				
	235.7 Home.....				
	237.7 Lenox.....	7.48		12.03	
	238.1 Mitchell.....				
	240.7 Nameoki.....				
MBS	243.1 Granite City.....	7.55		12.10	
	245.9 Venice Jct.....				
	246.8 Venice Crossing.....				
	248.0 Bridge Jct.....				
	248.7 East St. Louis.....				
252.2	St. Louis.....	8.30		12.45	
		AM		PM	

ST. LOUIS TO INDIANAPOLIS EAST

Miles from St. Louis	STATIONS	FIRST CLASS			
		312		318	
		SEE NOTES		SEE NOTE	
		THE SOUTHWESTERN		MAIL AND EXPRESS	
		Passenger Daily		Daily	
		AM		PM	
	St. Louis.....	9.10		11.50	
	3.5 East St. Louis.....				
	4.2 Bridge Jct.....				
	5.4 Venice Crossing.....				
	6.3 Venice Jct.....				
	9.1 Granite City.....	9.33		12.13	
ABS	11.5 Nameoki.....				
	14.1 Mitchell.....				
	14.5 Lenox.....	9.39		12.19	
	16.5 Home.....				
	24.4 Gard.....				
	37.3 Livingston.....				
	40.7 Joan.....				
	58.0 Hillsboro.....	10.11			
	62.9 Irving.....	m			
	67.4 Witt.....				
TCS	72.1 Nokomis.....	m			
	85.1 Pana.....	d 10.31			
	91.5 Tower Hill.....				
	100.9 Shelbyville.....	m			
	111.6 Windsor.....				
	117.4 Gays.....	m			
	124.0 Mattoon.....	11.10		1.50	
	124.0 Mattoon.....	11.20		2.15	
	134.6 Charleston.....	m			
	143.4 Ashmore.....	m			
ABS	147.8 Kansas.....	m			
	161.6 Paris.....	E 11.50			
	168.2 Vermilion.....				
	172.3 Sandford.....	12.03			
	180.6 Terre Haute.....	s 12.16			
	183.0 Duane.....				
	193.2 Cobb.....				
	213.2 Greencastle.....	G 12.45			
	231.9 Nash.....				
	249.7 Mt. Jackson.....	1.23		4.25	
252.2	Indianapolis.....	1.30		4.45	
		PM		AM	

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

Times shown at St. Louis are for information only.

Nos. 317 and 318 will not carry passengers.

Conditional Stops:

^BNo. 341 on signal at Greencastle to discharge revenue passengers from Cleveland and east.

^CNo. 341 on signal at Paris to discharge revenue passengers from Cleveland and east and to receive revenue passengers for St. Louis.

^DNo. 312 will make regular stop at Pana daily except Saturday.

^ENo. 312 on signal at Paris to receive or discharge revenue passengers.

^GNo. 312 stops on signal at Greencastle to discharge revenue passengers from St. Louis and receive revenue passengers for Indianapolis or beyond.

Note:

^mIndicates mail received from mail cranes.

DANVILLE, ILL. TO CAIRO, ILL. SOUTH

CAIRO, ILL. TO DANVILLE, ILL. NORTH

Miles from Danville	STATIONS			
0.9	Danville.....			
4.3	Wyton.....			
5.3	Bemis.....			
7.2	Lyons.....			
7.2	WR.....			
11.4	Georgetown.....			
17.0	Ridge Farm.....			
23.7	Chrisman.....			
23.9	Rose.....			
37.1	Midland.....			
45.5	Oliver.....			
52.7	Marshall.....			
58.2	Ernst.....			
65.1	West Union.....			
68.2	West York.....			
70.5	Dock.....			
72.4	Hutsonville.....			
80.9	Robinson.....			
81.2	Owen.....			
86.3	Dunn.....			
89.1	Flat Rock.....			
101.2	Lawrenceville.....			
102.0	Lawrenceville Jct.....			
111.4	St. Francisville.....			
116.9	Allendale.....			
124.5	Cherry.....			
125.5	Mt. Carmel.....			
126.3	TJ.....			
127.4	YD.....			
132.6	Keensburg.....			
141.6	Grays.....			
142.4	Grayville.....			
150.4	Crossville.....			
157.8	Carmi.....			
169.8	Norris City.....			
173.8	Gossett.....			
182.8	Eldorado.....			
188.7	Harrisburg Yd.....			
190.4	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.....			

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.....			
70.0	Harrisburg.....			
71.7	Harrisburg Yd.....			
77.6	Eldorado.....			
86.6	Gossett.....			
90.6	Norris City.....			
102.6	Carmi.....			
110.0	Crossville.....			
118.0	Grayville.....			
118.8	Grays.....			
127.8	Keensburg.....			
133.0	YD.....			
134.1	TJ.....			
134.9	Mt. Carmel.....			
135.9	Cherry.....			
143.5	Allendale.....			
149.0	St. Francisville.....			
158.4	Lawrenceville Jct.....			
159.2	Lawrenceville.....			
171.3	Flat Rock.....			
174.1	Dunn.....			
179.2	Owen.....			
179.5	Robinson.....			
188.0	Hutsonville.....			
189.9	Dock.....			
192.2	West York.....			
195.3	West Union.....			
202.2	Ernst.....			
207.7	Marshall.....			
214.9	Oliver.....			
223.3	Midland.....			
236.5	Rose.....			
236.7	Chrisman.....			
243.4	Ridge Farm.....			
249.0	Georgetown.....			
253.2	WR.....			
255.1	Lyons.....			
256.1	Bemis.....			
259.5	Wyton.....			
260.4	Danville.....			

MBS

MBS

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

HILLSBORO TO LENOX

Miles from Hillsboro	* STATIONS	Miles from Lenox
5.0	Hillsboro.....	55.5
12.8	Butler.....	50.5
20.8	Litchfield.....	42.7
	C. & N. W. Crossing.....	34.7
22.3	Gillespie.....	33.2
27.1	Dorchester.....	28.4
31.7	Bunker Hill.....	23.8
37.3	Dorsey.....	18.2
41.0	Moro.....	14.5
42.5	Bethalto.....	13.0
44.8	Pierson Spur.....	10.7
47.0	East Alton.....	8.5
48.1	Wann.....	7.4
48.8	Wood River.....	6.7
50.9	Roxana.....	4.6
55.5	Lenox.....	

EAST ALTON TO ALTON

Miles from East Alton	* STATIONS	Miles from Alton
4.1	East Alton.....	4.1
	Alton.....	

VINCENNES TO ST. FRANCISVILLE

Miles from Vincennes	† STATIONS	Miles from St. Francisville
3.2	Vincennes.....	10.8
10.8	South Vincennes.....	7.6
	St. Francisville.....	

MT. CARMEL, ILL. TO EVANSVILLE

Miles from Mt. Carmel	† STATIONS	Miles from Evansville
0.8	Mt. Carmel.....	34.8
1.9	TJ.....	34.0
	YD.....	32.9
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

Miles from Terre Haute	† STATIONS	Miles from Evansville
	Duane.....	
2.2	Terre Haute.....	134.8
5.1	Greenwood.....	132.6
7.8	Spring Hill.....	129.7
10.3	Liberty.....	127.0
	Riley.....	124.5
15.5	Cory.....	119.3
19.9	Saline City.....	114.9
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	Plainville.....	67.1
72.4	Capehart.....	62.4
74.3	Graham.....	60.5
76.6	Jordan.....	58.2
77.6	Duff.....	57.2
79.9	Washington.....	59.5
82.6	Thomas.....	52.2
86.9	Sandy Hook.....	47.9
94.3	Petersburg.....	40.5
95.0	Ashby.....	39.8
106.2	Oakland City.....	28.6
107.2	Gray Jct.....	27.6
110.0	A. W. & W. Yard.....	30.4
117.8	Kerwin.....	38.2
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	Shawnee.....	19.9
120.0	Lynnville.....	24.1
124.8	Richards.....	28.9
127.3	Tecumseh.....	31.4
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	Miles from Cleveland	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic	STATIONS	Miles from Cleveland	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic
Berea Open day and night	12.5	BE	* 221C		*	Hayes Open day and night	124.7	WA	* 221C		*
Westview	15.7					Ridgeway	125.3				
Columbia	18.1					Big Springs	128.8				
North Eaton	20.7					Rushsylvania	131.8				
Farm	22.9					Nelson	134.4				
Grafton Open day and night	25.4	G	* 221C		*	Harper	134.8				
LaGrange	29.5					Turner	137.8				
Wellington	36.5					BN Yard Open day and night	139.4	BN	*		*
Huff Open day and night	37.0	WC	* 221C		*	Sandusky Ave. Open day and night	140.6	Z	*		
Rochester	42.0					Bellefontaine	140.8				
Hiles Open day and night	46.9	F	* 221C		*	Bellefontaine Tower Open day and night	140.9	BS	* 221A		*
New London	47.5					DeGraff	150.4				
Boyd Open day and night	54.5	GR	* 221C		*	Morgan Open day and night	153.5	QC	* 221C		*
Greenwich	54.9					Pemberton	156.8				
Shiloh	61.2					Mix	159.3				
Shelby Open day and night	67.2	SY	* 221C		*	Sidney	163.7				
Vernon	70.3					Spafford	166.2				
Crestline Open day and night	75.7	US	* 221C		*	Hardin	168.2				
Galion Yard Open 11:00 PM to 7:00 AM daily ex. Sat. and Sun.	78.9	YD	* 221C		*	Lamb	170.2				
Galion	79.8					Houston	173.4				
Burt Open day and night	80.3	BU	* 221C		*	Russia	177.4				
Bx Siding	80.7					Harvard	180.9				
Martel Open day and night	87.7	RN	*		*	Versailles	181.5				
Caledonia	91.8					Dawn	186.4				
Slicks	96.6					Ansonia Open day and night	189.7	A	* 221C		*
Scioto	98.0					Elroy	193.4				
Q Siding	99.8					Union City Open day and night	198.8	N	* 221C		*
Marion Open day and night	101.5	AC	* 221C		*	Harrisville	202.7				
New Bloomington	110.7					Winchester Open day and night	207.9	WI	* 221C		*
LaRue	114.5					Farmland	215.8				
Mt Victory	122.2					Conner	218.8				
						Parker City	219.9				
						Selma	223.3				

STATIONS, OFFICE CALLS AND OFFICE HOURS

BEREA TO INDIANAPOLIS—CONTINUED

BURT TO IVORYDALE JCT.

STATIONS	Miles from Cleveland	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic	STATIONS	Miles from Cleveland via Delaware	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic
Vance Open day and night	228.5	MU	* 221C			Burt Open day and night	80.3	BU	* 221C		
N. Y. C. & St. L. Crossing	229.5					St. James	85.7				
Muncie	229.6					Sims Station	87.2				
Hart	232.7					Edison Open day and night	92.8	AD	* 221C		
Yorktown	235.3					Cardington	97.4				
Daleville	240.0					Ashley	104.4				
Chesterfield	242.3					Leonardsburg	108.3				
Gridley Open day and night	245.7	GI	* 221C		*	Paget	111.1				
Delco Open day and night	246.7	CG				Delaware Open 8:01 AM to 4:01 PM Mon. Thru Fri.	114.0	AR	*		
Anderson Open day and night	247.4	KY	* 221C			Jones	117.1				
C. I. R. R. Crossing	248.3					Lewis Center	122.1				
P. R. R. Belt Crossing	248.9					Worthington Open day and night	130.1	C	* 221C		
So. Anderson Yard Open day and night	247.9	DE	* 221A			Clintonville	133.5				
Taft Open day and night	250.9	AF	* 221C	*	*	Fifth Ave. Controlled from CD	136.8				
Pendleton	255.4					Columbus Open day and night	138.0	CD	*		
Raleigh	257.3					Park Street	138.3				
Ingalls	260.4					C. & O. Crossing Open day and night	139.0	HV			
David	262.3					GN Tower Open day and night	139.6	GN			
Fortville	263.1					Grandview Open day and night	140.8	BJ			
McCordsville	268.0					Miami Crossing Open day and night	141.4	MI	* 221C		
Oaklandon	269.8					Camp Chase	143.9				
Post	272.7					Avenue	144.6				
Fort Benj. Harrison	273.4					Galloway	148.0				
Lawrence	274.6					Georgesville	151.5				
Eastwood Open day and night	277.8	NI	* 221C		*	Lilly Chapel	154.8				
Brightwood Yard	278.6					Deer Creek	158.9				
Belt Junction Open day and night	279.1	MD	* 221C			London Open day and night	163.5	KN			
DX Open day and night	280.1	DX				West London	165.6				
Mass. Ave. Open day and night	281.9					Myers	167.8				
Indianapolis Open day and night	283.8	UN	*			Plattsburg	172.3				

STATIONS, OFFICE CALLS AND OFFICE HOURS

BURT TO IVORYDALE JCT.—CONTINUED

STATIONS	Miles from Cleveland via Delaware	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic	STATIONS	Miles from Cleveland via Delaware	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic
Brooks	176.5					Miamisburg	217.9	Q			
Carney Open day and night	181.1	AK	*			Hutchings Station	220.7				
East Street Open day and night	182.2	YK	* 221C			Carlisle Jct. Open 7:00 AM to 11:00 PM daily	223.0	FA	* 221C		*
Springfield	182.9	KI	*			Franklin	223.2	FN			
Springfield Yard	183.0	GM	* 221C			Middletown Yard	228.5				
West End	184.8					Middletown	228.8				
Durbin	188.1					M & C Jct. Open day and night	229.5	MC	* 221C		*
Cold Springs Open day and night	188.2	CS	* 221C		*	Armco	230.6				
Enon	190.6					Monroe	232.6				
Fairborn Open 1:01 PM to 9:01 PM ex. Sun. 9:01 PM to 5:01 AM ex. Sat. and Sun.	196.7	ON	* 221C		*	Kyles	235.6				
Wright No. 2	201.9					Hughes	237.6				
Tates Point Open day and night	204.6	SI	* 221C		*	Mauds	239.9				
Dayton Yard Open 6:30 AM to 3:30 PM daily ex. Sat. and Sun.	205.7	GE	*			West Chester	242.0				
Second St.	206.7					Gano	244.2				
Dayton Open day and night	207.9	DE				Sharonville	245.8				
Miami City Jct.	208.6					Sharon Yard	246.5	NY			
Sand Cut	210.6					West Sharon Open day and night	247.4	WS	* 221C		
Moraine	211.8					Lockland	250.1				
Cuba	212.8					Carthage	252.6				
West Carrollton	215.3	SA				Elmwood Place	253.3				
						Ivorydale	253.7				
						Ivorydale Jct. Open day and night	254.9	NA	* 221C		

STATIONS, OFFICE CALLS AND OFFICE HOURS

BAY JUNCTION TO SPRINGFIELD

BAY JUNCTION TO SPRINGFIELD—CONTINUED

STATIONS	Miles from Sandusky	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic
Bay Junction Open day and night	0.3				
Castalia	6.0				
York	11.2				
Clyde Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	17.0				
Green Springs	22.2				
Green Springs Jct. Open day and night	22.7				
Watsons	27.6				
J. O. U. A. M. Home	32.2				
B. & O. and P.R.R. Cross'g	32.4				
Tiffin Open 7:15 AM to 4:15 PM daily ex. Sat. and Sun.	34.0	NF			
Berwick	42.7				
Adrian	45.3				
C. & O. R. R. Crossing	48.5				
Carey Open 8:00 AM to 12:00 Midnight	49.7	AY	* 221C		
Wharton	57.3				
Forest Open day and night	62.2	F	* 221C		
Patterson	63.9				
Grants	68.4				
Hill Siding Controlled from Sands	73.6				
Kenton	74.1				
Sands Open day and night	74.8	HN	* 221C		*
Silver Creek	80.3				
Yelverton	82.8				
Belle Center	86.4				
Richland	88.2				
Huntsville	92.1				
Bellefontaine	98.1				
Bellefontaine Tower Open day and night	98.2	BS	* 221A		*
Gest Yard	99.0				
Jewells	100.2				
West Liberty	105.9				
Lippincotts	110.1				

STATIONS	Miles from Sandusky	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic
East Urbana	114.3				
Urbana	116.0				
Bowlusville	122.2				
Glen Echo Open day and night	123.8	HO	* 221C		*
Springfield Yd. Open day and night	129.6	GM	* 221C		
Springfield Open day and night	130.6	KI	*		

JACKSON TO CARLISLE JCT.

STATIONS	Miles from Jackson	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic
Jackson	0.0	YD			
Jackson Jct. Open day and night except closed 4:00 PM Sun. to 8:00 AM. Mon.	0.0	XN	*	*	
OD	1.2				
Ackerson Lake	5.7				
Clark Lake	9.7				
Cement City Open 7:30 AM to 4:30 PM Daily ex. Sat. and Sun.	13.5	CM	* 221C	*	
Wood	18.0				
Addison Jct.	18.8				
Manitou Beach	20.8				
Rollin Open 7:30 AM to 4:30 PM daily ex. Sat. and Sun.	24.9	IN	* 221C	*	
Clay	25.9				
Hudson	29.9				
Prattville Open 7:30 AM to 4:30 PM daily ex. Sat. and Sun.	35.7	HM	* 221C	*	
Waldron	39.5				
Alvordton Open 8:00 AM to 12:00 Mid. daily	43.9	U	* 221C	*	
West Unity	49.0				
Wabash R. R. Crossing	49.5				
Pulaski	55.9				

STATIONS, OFFICE CALLS AND OFFICE HOURS

JACKSON TO CARLISLE JCT.—CONTINUED

STATIONS	Miles from Jackson	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic	STATIONS	Miles from Jackson	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic
DV	58.7					Gilberts	141.5				
Bryan Open 7:30 AM to 4:30 PM daily ex. Sun.	59.5	BR	* 221C	*		New Weston	142.5				
Ney Open 7:30 AM to 4:30 PM daily ex. Sat. and Sun.	66.0	GO	* 221C	*		Rosburg Open 7:30 AM to 4:30 PM daily ex. Sat. and Sun.	146.5	RO	* 221C	*	
Sherwood Open day and night	73.1	WO	* 221C	*		Ansonia Open day and night	151.3	A	* 221C	*	
Cecil	78.8	MX				Meekers	154.1				
North Paulding	80.8					D. & U. Crossing Intermittent	158.6				
Paulding Open 7:30 AM to 4:30 PM daily	84.9	AU	* 221C	*		Greenville Open 7:30 AM to 4:30 PM daily ex. Sat. and Sun.	159.3	RN	* 221C	*	
Latty Open day and night	88.5	AY	* 221C	*		Penn	161.2			*	
Haviland	93.1					Ft. Jefferson	164.7				
Scott Open 7:30 AM to 4:30 PM daily ex. Sat. and Sun.	95.1	K	* 221C	*		Savona	167.5				
Cavett	98.1					Castine	171.8				
Van Wert Yd. Open 7:00 AM to 3:00 PM 7:00 PM to 3:00 AM	102.2	H	* 221C	*		West Manchester Open day and night	173.9	MA	* 221C	*	
Van Wert Open day and night	103.3	CN	* 221C	*		Lewisburg Open 7:30 AM to 4:30 PM daily ex. Sat. and Sun.	179.8	BU	* 221C	*	
Ohio City Open day and night	110.6	RE	* 221C	*		West Alexandria Open 7:30 AM to 4:30 PM daily ex. Sat. and Sun.	187.0	WR	* 221C	*	
Rockford Open 7:30 AM to 4:30 PM daily ex. Sat. and Sun.	116.3	SA	* 221C	*		Ingomar	189.7				
Tama	120.6					Farmersville Open 7:30 AM to 4:30 PM daily ex. Sat. and Sun.	194.2	FM	* 221C	*	
Celina Open 7:30 AM to 4:30 PM daily ex. Sat. and Sun.	126.9	CA	* 221C	*		Germantown Open 7:30 AM to 4:30 PM daily ex. Sat. and Sun.	199.6	GM	* 221C	*	
N. Y. C. & St. L. Crossing						Wiggims	201.2				
Coldwater Open 7:30 AM to 4:30 PM daily ex. Sat. and Sun.	132.4	CW	* 221C	*		Carlisle Open day and night	203.6	CR	* 221C	*	
St. Henry Open 7:30 AM to 4:30 PM daily ex. Sat. and Sun.	137.0	DY	* 221C	*		Carlisle Jct. Open 7:00 AM to 11:00 PM	203.9	FA	* 221C	*	

STATIONS, OFFICE CALLS AND OFFICE HOURS

BELLEFONTAINE TO ST. MARYS

DELAWARE TO SPRINGFIELD YARD

STATIONS	Miles from Bellefontaine	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic
Bellefontaine		BS	* 221A		
Lewiston	8.2				
Russell's Point	11.7				
Lakeview Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	13.3	KV			
Santa Fe Open daily ex. Sat. and Sun.	17.1	SF			
Gutman	20.2				
Slater	21.8				
Wapakoneta	28.9	WX			
Moulton	34.4				
N. Y. C. & St. L. Crossing	38.4				
St. Marys Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	39.6	MS	*		

STATIONS	Miles from Delaware	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic
Delaware		AR	*		
C. & O. R. R.	1.5				
Scioto	4.2				
White Sulphur	5.6				
Ostrander	8.7				
New Dover	13.4				
Ohio Central Div. Xing	16.7				
Marysville	17.0				
Milford Center Open 7 AM Monday to 3:00 PM Saturday	22.5				
Irwin	27.1				
Mechanicsburg Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	32.1	NU			
Catawba	38.9				
Moorefield	43.0				
Springfield Yard	49.0				

CAREY TO VANLUE

STATIONS	Miles from Carey	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic
A. C. & Y. Crossing*	1.1				
Vanlue	5.5				

STATIONS, OFFICE CALLS AND OFFICE HOURS

WADE TO KANKAKEE—CONTINUED

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

LAWRENCEBURG JCT. TO AURORA

STATIONS	Mile Post Location	Office Calls	* Train Order Office		
Lawrenceburg Jct. Open day and night	22.3	KI	*		
Dearborn Open day and night	24.9				
Lawrenceburg Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	25.1				
Aurora	29.0				

VALLEY JCT. TO BEESON

STATIONS	Mile Post Location	Office Calls	* Train Order Office		
Valley Jct. Open day and night	17.7	D	*		
Shaper	21.2				
Harrison Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	25.4	Z	* 221A		
Cedar Grove	36.7				
Brookville Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	43.5	B	* 221A		
Metamora	51.9				
Laurel	57.7				
Connersville Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	68.5	FD	*		
Huber	71.6				
Beeson	74.1				

FAIRLAND TO TRAFALGAR

STATIONS	Mile Post Location	Office Calls	* Train Order Office		
Fairland Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	89.3	FA	*		
Boggs town	92.7				
Needham	96.3				
Franklin Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	101.8	KN	*		
Trafalgar	109.0				

CRAIG TO COLUMBUS

STATIONS	Mile Post Location	Office Calls	* Train Order Office		
Craig	64.2				
Burney	70.7				
Hope Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	77.4	Q	* 221A		
Columbus Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	88.6	CS	*		

STATIONS, OFFICE CALLS AND OFFICE HOURS

CX TO NORTH VERNON

CX TO NORTH VERNON—CONTINUED

STATIONS	Mile Post Location	Office Calls	* Train Order Office	* Manual Block Sta.	STATIONS	Mile Post Location	Office Calls	* Train Order Office	* Manual Block Sta.
CX	55.5				Alexandria Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	153.5	AX	* 221C	*
Yost	57.5			*	Alda	155.0			*
New Paris Jct.	61.3				Linwood	158.6			
New Paris Open 6:30 AM to 3:30 PM daily ex. Sat. and Sun.	62.0				Dow	162.6	JR		*
Milford Jct. Open day and night	66.3	JU	* 221C	*	Anderson Open day and night	165.4	KY	* 221C	
Milford Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	67.5				Pearl St.	165.7			
Leesburg Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	73.0	SB	* 221C	*	C. I. Crossing	165.8			
Grandy	78.3			*	P. R. R. Crossing	166.3			
Warsaw Open day and night	79.7	KS	* 221C	*	South Anderson	166.7			
Claypool Open day and night	87.5	NA	* 221C	*	South Anderson Yard Open day and night		DE	*	*
Silver Lake	91.4				Emporia	172.7			
North Manchester Open 6:00 AM to 3:00 PM daily ex. Sat. and Sun.	99.0	Q	* 221C	*	Markleville Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	174.8			
Bolivar Open 7:00 AM to 11:00 PM daily ex. Sunday Open 3:00 PM to 11:00 PM Sunday.	101.6	BO	* 221C	*	Shirley Open 8:00 AM to 5:00 PM daily	181.0	QS	* 221C	*
Urbana	106.1				Knightstown Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	188.2	KN	* 221C	*
Speicher	109.1				Carthage Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	193.1	CA	* 221C	*
Wabash Open 7:00 AM to 11:00 PM daily ex. Sat. and Sun. Open Sat. 3:00 PM to 11:00 PM	113.4	WD	* 221C	*	Boyd	195.1			*
Treaty	119.1				Kern	203.5			*
LaFontaine Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	123.6	DN	* 221C	*	Rushville Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	204.5	HN	* 221C	*
Marion Open day and night	132.7	MA	* 221C	*	Milroy	212.1			
Kent Open day and night	133.4	MI	* 221C	*	Sandusky	217.6			
Jonesboro Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	138.3				Greensburg Open day and night	223.5	GN	* 221C	*
Fairmount Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	142.8	FO	* 221C	*	Craig	225.0			*
Summitville Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	148.1				Letts	232.4			
					Westport	236.5			
					North Vernon Open 12:00 midnight to 4:00 AM 7:00 AM to 3:00 PM 8:00 PM to 12:00 midnight	248.9	VR	* 221C	*

STATIONS, OFFICE CALLS AND OFFICE HOURS

INDIANAPOLIS TO COLD SPRINGS

INDIANAPOLIS TO COLD SPRINGS—CONTINUED

STATIONS	Mile Post Location	Office Calls	* Train Order Office	* Manual Block Sta.	STATIONS	Mile Post Location	Office Calls	* Train Order Office	* Manual Block Sta.
DX Open day and night	136.4			*	Lynn Open 6:30 AM to 10:30 PM daily.	69.6	KO	* 221C	*
Eastside Open day and night	135.8	NE	*	*	Crete	64.9			
Hunter	131.2			*	Glen Karn Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	60.4			
Mt. Comfort	125.6				Hewitt Open day and night	53.2	BI	* 221C	*
Mohawk Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	121.5	MO	* 221C	*	Savona	52.0			
Maxwell	117.7				Arcanum Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	46.3	AN	* 221C	*
Willow Branch	113.1				Pittsburg	42.7			
Wilkinson Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	109.0				Laura	38.6			
Shirley Open 8:00 AM to 5:00 PM	107.3	QS	* 221C	*	Ludlow Falls Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	34.6	UD	* 221C	*
Kennard	104.1			*	Kessler	31.2			
New Castle Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	95.8	NC	* 221C	*	Troy Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	25.3	RY	* 221C	*
Epileptic Village	93.6				B & O Crossing	25.1			
Mooreland	87.6				Grayson	21.1			
C & O Crossing	83.8				Brown	15.6			
Losantville	83.5				New Carlisle Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	13.6	NI	* 221C	*
Modoc	80.0				Donnelsville	9.1			
Carlos City	74.5				Cold Springs Open day and night	5.9	CS	* 221C	*

STATIONS, OFFICE CALLS AND OFFICE HOURS

INDIANAPOLIS TO ST. LOUIS—CONTINUED

HILLSBORO TO LENOX (VIA OLD LINE)

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
Taylor Springs	196.4					Hillsboro	194.2	NS	*		
Joan	205.1					Open 7:30 AM to 3:30 PM daily ex. Sun. 4:00 PM to 12:00 M daily ex. Sun.			221C		
Livingston	214.9	VI				Butler	199.2				
Open 6:00 AM to 3:00 PM daily ex. Sat. and Sun.						Litchfield	206.8				
Gard	227.8					Open 6:00 AM to 3:00 PM daily ex. Sat. and Sun.					
Home	235.7					Litchfield Tower	207.0	FD	*		
Worcester	237.0					Open day and night			221C		
Lenox	237.7	M	*		*	C & N W Crossing	215.0				
Open day and night			221C			Gillespie	216.5		*		
Mitchell	238.1					Open 6:00 AM to 3:00 PM daily ex. Sat. and Sun.			221C		
Nameoki	240.7					Dorchester	221.3				
Granite City	243.1					Bunker Hill	225.9				
Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.						Open 6:00 AM to 3:00 PM daily ex. Sat. and Sun.					
Granite City	243.5	WR	*	*	*	Dorsey	231.5				
Open day and night			221C			Moro	235.2				
Venice Jct.	245.9	Z	*	*	*	Bethalto	236.7				
Open day and night			221C			Pierson Spur	239.0				
Venice Crossing	246.8					East Alton	241.2	J	*	*	*
Brooklyn Yard	247.0					Open day and night ex. 10:00 PM Sun. to 6:00 AM Mon.			221C		
Bridge Jct.	248.0	S	*	*	*	Wann	242.3	WA	*	*	*
Open day and night			221C			Open day and night			221C		
E. St. Louis Yard	248.3					Wood River	243.0	BO	*		*
St. Louis	252.2	US				Open day and night					
Open day and night						Roxana	245.1				
EAST ALTON TO ALTON						Lenox	249.7	M	*		*
						Open day and night			221C		
STATIONS	Miles from Indianapolis	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic						
East Alton	241.2	J	*	*							
Open day and night ex. 10:00 PM Sun. to 6:00 AM Mon.			221C								
Alton	245.3										

STATIONS, OFFICE CALLS AND OFFICE HOURS

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
Danville						Trimble	76.3				
Wyton Open day and night	0.9	WG	* 221C	*	*	Robinson Open 6:00 AM to 3:00 PM daily ex. Sat. and Sun.	80.9				
Bemis Open day and night	4.3	NY	* 221C	*	*	Owen Open day and night	81.2	KX	* 221C	*	
Lyons Yard Open 6:00 AM to 3:00 PM daily ex. Sat. and Sun.	5.3	HF				Dunn	86.3				
W R Open day and night	7.2	WR	* 221C	*		Flat Rock	89.1				
Georgetown Open 6:00 AM to 3:00 PM daily ex. Sat. and Sun.	11.4	WN				Pinkstaff	96.5				
Vermillion Grove	15.1					Lawrenceville Open 6:00 AM to 3:00 PM daily ex. Sat. and Sun.	101.2	F			
Ridge Farm Tower Open day and night	16.8	RA	* 221C	*		Lawrenceville Jct. Open day and night	102.0	WC	* 221C	*	
Ridge Farm Open 6:00 AM to 3:00 PM daily ex. Sat. and Sun.	17.0	Q				Billet	106.3				
Wood Yard	19.1					St. Francisville	111.4				
Chrisman	23.7					Allendale	116.9				
Rose Open day and night	23.9	RS	* 221C	*		Patton	120.7				
Horace	29.6					Cherry	124.5				
Harris	32.8					Mt. Carmel Yards Open 6:30 AM to 2:30 PM daily and 3:00 PM to 11:00 PM daily	126.2	DG			
Midland Open day and night	37.1	A	* 221C	*		T J Open day and night	126.3	TJ	* 221C	*	
Oliver	45.5					Y D	127.4				
Marshall Open 6:00 AM to 3:00 PM daily ex. Sat. and Sun.	52.7	M	* 221C	*		Keensburg	132.6				
Ernst	58.2					Grays Open 7:00 AM to 11:00 PM daily	141.6	JC	* 221C	*	
West Union	65.1					Grayville Open 6:00 AM to 3:00 PM daily ex. Sat. and Sun.	142.4				
Dock	70.5					Crossville Open 6:00 AM to 3:00 PM daily ex. Sat. and Sun.	150.4	SY	* 221C	*	
North Hutsonville	71.0					Carmi Station Open day and night	156.0	CA	* 221C	*	
Hutsonville Open 6:00 AM to 3:00 PM daily ex. Sat. and Sun.	72.4	HO				Carmi Open 6:00 AM to 3:00 PM daily ex. Sat. and Sun.	157.8				

STATIONS, OFFICE CALLS AND OFFICE HOURS

DANVILLE TO CAIRO

STATIONS	Miles from Danville	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic
Bond	164.5				
Norris City Open 8:00 AM to 5:00 PM Mon. - Wed. - Fri.	169.8	NR	* 221C	*	
Eldorado Open 6:00 AM to 3:00 PM daily ex. Sat. and Sun.	182.9				
Eldorado Tower Open day and night	182.8	DO	* 221C	*	
Harrisburg Yard Open day and night ex. 2:00 PM Sun. to 6:00 AM Mon.	188.7	HB	* 221C	*	
Harrisburg Open 6:00 AM to 3:00 PM daily ex. Sat. and Sun.	190.4				
Ledford	194.2				
Carrier Mills	197.4				
New Castle Mine	201.3				
Stonefort Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	203.9	K	* 221C	*	
New Burnside	208.4				
Tunnel Hill	214.6				
Vienna Open 6:00 AM to 3:00 PM daily ex. Sat. and Sun.	224.2	W	* 221C	*	
Forman	229.8				
Belknap	231.9				
Karnak Open 6:00 AM to 3:00 PM daily ex. Sat. and Sun.	234.7	ON	* 221C	*	
Grand Chain	238.6				
Olmsted	244.8				

DANVILLE TO CAIRO—CONTINUED

STATIONS	Miles from Danville	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic
Mound City	252.7				
Cairo Yard	259.4				
Cairo Open 6:00 AM to 3:00 PM daily ex. Sat. and Sun.	260.4	UR	*	*	
MT. CARMEL TO EVANSVILLE					
Y D	127.4				
Johnson Open 6:00 AM to 3:00 PM daily ex. Sat. and Sun.	136.3				
Cynthiana	143.2				
Nisbet	147.0				
Harwood Open day and night	157.7	KD	* 221C		
Eighth Ave. Open day and night	160.0				
Howell Yards Open day and night	161.6				
ST. FRANCISVILLE TO VINCENNES					
STATIONS	Miles from Danville	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic
St. Francisville	111.4				
South Vincennes	119.0				
Vincennes	122.2				

STATIONS, OFFICE CALLS AND OFFICE HOURS

TERRE HAUTE TO EVANSVILLE

STATIONS	Miles from Terre Haute	Office Calls	*Train Order Office	*Manual Block Sta.	*Manual Block Sta. for movement against Current of Traffic	STATIONS	Miles from Terre Haute	Office Calls	*Train Order Office	*Manual Block Sta.	*Manual Block Sta. for movement against Current of Traffic
Terre Haute Open day and night		JR	* 221C	*		Chappell	78.8				
Vigo Open day and night	0.1					Thomas Open day and night ex. 7 AM Sun. to 7:00 AM Tues.	82.6	MA	* 221C	*	
Greenwood	2.2					Sandy Hook	86.9				
Spring Hill Open day and night	5.1	X	* 221C	*		Petersburg Open 6:00 AM to 3:00 PM daily ex. Sat. and Sun.	94.3	G			
Liberty	7.8					Ashby Yards Open day and night	95.0	BY	*	*	
Riley	10.3					Oakland City Open day and night	106.2	OD	* 221C	*	
Cory	15.5					Gray Jct.	107.2				
Saline City	19.9					A. W. W. Yard	110.0				
Clay City Tower Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	26.0	SY	* 221C	*		Kerwin	117.8				
Clay City Open 6:00 AM to 3:00 PM daily ex. Sat. and Sun.	26.2	CY				Gudgel	108.9				
Lancaster	27.6					Saxton	109.8				
Coal City	31.0					Somerville	110.9				
Mancourt	32.0					Mackey	112.8				
Worthington Open day and night	39.8	WG	* 221C	*		Buckskin Open daily ex. 12:00 PM Sat. to 8:00 AM Mon.	115.0	BK	* 221C	*	
Rincon	41.3					Shawnee	115.8				
Elliston Open 6:00 AM to 3:00 PM daily ex. Sat. and Sun.	47.9	DE	* 221C	*		Lynnville	120.0				
Newberry	55.8					Richards	124.8				
Elnora Open 6:00 AM to 3:00 PM daily ex. Sat. and Sun.	61.2	NO	* 221C	*		Tecumseh	127.3				
Plainville Open day and night ex. 6:00 AM Sat. to 6:00 AM Mon.	67.7	NE	* 221C	*		White	115.8				
Capehart	72.4					Elberfeld	119.9				
Graham	74.3					Ditney	121.4				
Jordan	76.6					Ditney Hill	122.5				
Duff	77.6					Daylight	125.1				
Washington Open 6:00 AM to 3:00 PM daily ex. Sat. and Sun.	79.9	WN	*			Taylor Open day and night ex. 11:00 PM Sat. to 7:00 AM Sun.	130.6	S	*	*	
						Straight Line Jct.	130.9				
						Wansford Open day and night	131.0	WD			

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 2-2031 or the following in order named: R. V. Curtis, phone LI 7-6057, W. H. Norman, phone CL 5-4037.

ANDERSON: R. R. Reed, 412 Anderson Bank Bldg.
 Phones—Office 8841; Res. 2-4247.

C. E. Austin, 412 Anderson Bank Bldg.
 Phones—Office 8841; Res. 3-3063.

ANSONIA: R. V. Wade, 110 Main St.
 Phone—9.

BATESVILLE: L. W. Hisrich, 211 Maplewood Ave.
 Phones—Office and Res. 2825.

BELLEFONTAINE: F. Blair Webster, 130 N. Main St.
 Phones—Office 2-1721; Res. 2-1722.
 Geo. J. Gensemer, 130 N. Main St.
 Phone—Office 2-8841; Res. 2-8842.

BEREA: R. H. Lechner, 10 Beech St.
 Phones—Office Berea 46401; Res. Berea 4-7388.

BLOOMFIELD, IND.: F. A. Van Sandt, 110½ E. Main St.
 Phone—Office and Res. 7.

BROOKVILLE: H. N. Smith, 812 Main St.
 Phones—Office 120.

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

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 7816; Res. 7336.

CHICAGO: J. F. Curry, Randolph Street Station.
 Phones—Wabash 4811; Local 499; Hyde Park 3-6096.

CINCINNATI: R. G. Carothers, 409 Broadway.
 Phones—Office MA 1-4483; Res. EA 1-2125.

J. F. Lyons, 409 Broadway.
 Phones—Office MA 1-4483; Res. TW 1-2542.

T. W. Barker, 640 Delhi Avenue.
 Phones—Office WA 1-2186; Res. GR 1-1607.

E. A. Craig, 6418 Vine Street, Elmwood Place.
 Phones—Office VA 1-0021; Res. VA 1-2520.

CLEVELAND: L. J. Blair, 7405 Detroit Ave.
 Phones—Office WO 1-5758; Res. BO 2-2427.

J. R. Kelker, 3890 Rocky River Dr.
 Phones—Office CL 2-2429; Res. OR 1-3848.

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 DR 6-3387; Res. DR 6-3960.

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

H. F. Hooker, 101 W. North St.
 Phones—Office 2700; Res. 190.

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. DE 3-1297.

EAST ALTON: L. D. Archer, 332 Smith Ave.
 Phones—Office 4-5212; Res. 4-5312.

E. ST. LOUIS: V. P. Siegel, 4601 State St.
 Phones—Office UP 5-2632; Res. Exp. 7-1123.

ELDORADO: G. C. Ferrell, 1816 Fourth St.
 Phones—Office 28-W; Res. 172-M.

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

Galen R. Miller, 903 West Franklin St.
 Phones—JA 4-0322 and 4-0313.

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

FOWLER: V. L. Turley, Rural Route 3.
 Phones—Office 54-W; Res. 54R.

GALION: M. L. Helfrich, 411 W. Church St.
 Phone—Res. HO 2-8626.

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 3-1079; Res. 3-1912—3-1024.

GRANITE CITY: W. W. Bowers, 1905-A Delmar Ave.
 Phones—Office TR 6-2308; Res. TR 6-2369.

GREENCASTLE: V. E. Wiseman, 239 Hillsdale Ave.
 Phones—Office 430; Res. 886.
 If no answer call 253.

C. M. Schauwecker, 239 Hillsdale Ave.
 Phone—Office 430; Res. 258.
 If no answer call 253.

GREENSBURG: Chas. Overpeck, Dalmbert Bldg.
 Phones—Office 21171; Res. 21281.

GREENVILLE: A. F. Sarver, 311 East Fifth St.
 Phones—Office 1100; Res. 1115.

HARRISBURG: B. E. Montgomery, 2 N. Vine St.
 Phones—Office 301; Res. 100.

HILLSBORO: C. W. Draper, 120 N. Main St.
 Phones—Office KE 2-5567; Res. KE 2-3848.

INDIANAPOLIS: J. J. Briggs, 2304 College Ave.
 Phones—Office WA 5-0588; Res. WA 3-4795.

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

JACKSON: T. E. Hackett, 519 N. East Ave.
 Phones—Office 25271; Res. 25281.

E. B. Corley, Reynolds Bldg.
 Phones—Office 27133; Res. 25808.

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

- JEFFERSONVILLE:** J. T. Carney, 344 Spring St.
Phones—Office 2-1212; Res. 4-8240.
- KANKAKEE:** E. S. Hamilton, 147-151 N. Schuyler Ave.
Phones—Office 2-6431; Res. 2-1833.
V. J. Kelley, Arcade Bldg.
Phones—Office 2-2431; Res. 2-1521.
- KANSAS:** F. B. Weaver.
Phone—Office and Res. 2241.
- KENTON, OHIO:** Jack C. Lindsey, 214 North Main St.
Phones—Office 2-4125; Res. 2-4237.
- LAFAYETTE:** E. T. Stahl, 308 No. 8th St.
Phones—Office 2-7386; Res. 3-2339.
- LAWRENCEBURG:** F. A. Streck, 326 Walnut St.
Phones—Office 131W; Res. 131R.
W. J. Fagaly, 240 Short St.
Phones—Office 27; Res. 69.
- LEBANON:** H. A. Beck, Equitable Life Bldg.
Phones—Office and Res. 810-W.
- LITCHFIELD:** C. H. Sihler, 318 North Madison St.
Phones—Office 160; Res. 312.
- LIVINGSTON:** W. R. Greenwood.
Phone—Office and Res. Staunton 2222.
- LONDON:** F. E. Rosnagle, 59 N. Main St.
Phones—Office UL 2-9313; Res. UL 2-1272.
- LOUISVILLE:** Winston Block, 522 W. Ormsby.
Phones—Office ME 4-3656; Res. HI 5572.
H. H. Hagan, Brown Bldg.
Phones—Office JA 5341; Res. HI 3110.
- MARION, O.:** Jay L. Plymale, 445 Delaware Ave.
Phones—Office 3-8183; Res. 3-8683.
F. T. Merchant, 210 E. Church St.
Phones—Office 25141; Res. 25188.
- MARION, IND.:** M. S. Davis, 131 N. Washington St.
Phones—Office NO 2-6641.
- MARYSVILLE:** Fred Callaway, 104 W. Fourth St.
Phones—Office Canal 4-2121; Res. Canal 4-8831.
- 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 5-5474; Res. AD 5-5111.
- MIDDLETOWN:** Walter A. Reese, First National Bank Bldg.
Phones—Office GA 2-2531; Res. GA 2-2230.
C. T. Atkinson, 605 Savings & Loan Bldg.
Phones—Office GA 2-3001; Res. GA 2-2662.
- MT. CARMEL:** E. Lowenstein, 1123 Chestnut St.
Phone—Office and Res. 522.
R. L. Fuller, 1123 Chestnut St.
Phones—Office 17; Res. 1232J.
- MUNCIE:** W. C. Moore, 100 N. Cherry.
Phones—Office AT 47703; Res. SK 9-5535.
A. G. Hurley, 1111 W. Jackson.
Phone—Office AT 4-6321; Res. SK 8-4680.
T. C. Moore, The Will C. Moore Surgical Clinic
Phone—AT 4-7703.
- 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.
Phones—Office 3-0183; Res. 4-0345.
- PETERSBURG, IND.:** M. H. Omstead, 110 S. 6th St.
Phones—Office 26; Res. 326.
- ROBINSON:** A. L. Lowe, Jr., Robinson Hospital.
Phones—Office 242; Res. 510.
- RUSHVILLE:** F. H. Green, Jr., 134 E. Second St.
Phones—Office 2102; Res. 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:** F. E. Beekley, 208 Reading Road.
Phones—Office and Residence PR 1-6301.
- SHELBY:** E. L. Jackson, 117 Mansfield Ave.
Phones—Office 165; Res. 307.
- SHELBYVILLE, IND.:** R. F. Whitcomb,
First Methodist Bldg.
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 2298-1; Res. 2298-4.
- 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.
Phones—Office JE 3-6646; Res. HE 2-8753.
- TERRE HAUTE:** W. C. Kunkler, Mer. Nat'l Bank Bldg.
Phones—Office C-3426; Res. C-3861.
- TOLEDO:** O. W. Burkholder, 456 W. Delaware St.
Phones—Office CH 4-7531; Res. Lawndale 5821.
Arthur E. Cone, 1636 W. Bancroft St.
Phones—Office KL 9351; Res. Jordan 6736.
- TROY:** G. J. Hance, 21 S. Plum St.
Phones—Office and Res. 6381.
- UNION CITY:** W. D. Wagoner, 232 W. Oak St.
Phones—Office 20; Res. 90.
- VAN WERT:** D. F. Russell, 109 W. Central Ave.
Phones—Office BE 20531; Res. BE 3-1711.
H. D. Underwood, 105 W. Sycamore St.
Phones—Office BE 25881; Res. BE 3-2401.
- WABASH:** F. M. Whisler, 10 W. Hill St.
Phones—Office 133; Res. 133M.
- WARSAW:** J. R. Baum, 212 S. Indiana St.
Phones—Office 1004; Res. 486.
- WASHINGTON:** H. B. Lindsay, 511 E. Main St.
Phones—Office 240; Res. 67.
- WINCHESTER:** P. W. Sparks, 214 So. Main St.
Phones—Office 47731; Res. 44101.
- WORTHINGTON:** R. E. Moses, 300 E. Main Street.
Phones—Office 111; Res. 112.

OCULISTS

CINCINNATI: Donald J. Lyle, 411 Oak St.
Phones—Office AV 1-2473; Res. WO 1-4925.

CLEVELAND: Val J. Mastny, 522 Osborn Medical Bldg.
Phones—Office MA 1-4133; Res. WA 1-2133.

COLUMBUS, O.: R. H. Magnuson, 150 E. Broad.
Phones—Office CA 4-7482; Res. HU 8-0948.

DANVILLE, ILL.: H. E. Baldwin, 139 N. Vermilion St.
Phones—Office Main 139; Res. Main 567.

HARRISBURG: D. A. Lehman, 209 N. Vine St.
Phones—Office 90; Res. 159W.

INDIANAPOLIS: H. D. Aldrich, 201 Hume Mansur Bldg.
Phones—Office ME 9-1361; Res. CL 1-4320.

W. Burleigh Matthew, 520 Hume Mansur Bldg.
Phones—Office ME 2-6451; Res. WA 5-8610.

JACKSON: W. E. McGarvey.
Phones—Office 3-6935; Res. 2-3945.

KANKAKEE: V. J. Kelley, Arcade Bldg.
Phones—Office 2-2431; Res. 2-1521.

LAFAYETTE: E. L. Van Buskirk, 308 N. 8th St.
Phones—Office 2-7386; Res. 3-2208.

LOUISVILLE: Chas. L. Bloch, Francis Bldg.
Phones—Office JA 3624; Res. HI 4955.

ELKHART: H. N. McKee, Monger Bldg.
Phones—Office 393.

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.

MT. CARMEL: J. J. McIntosh, 131 W. 4th St.
Phones—Office 520; Res. 590.

SPRINGFIELD, OHIO: Carl H. Reuter, First National Bank Bldg.
Phones—Office FA 3-7671; Res. FA 3-7964.

TERRE HAUTE: O. T. Allen, 422 Rose Dispensary Bldg.
Phones—Office C-7978; Res. C-2267.

James W. McEwen, 321 Rose Dispensary Bldg.
Phones—Office C 2328; Res. C 6580

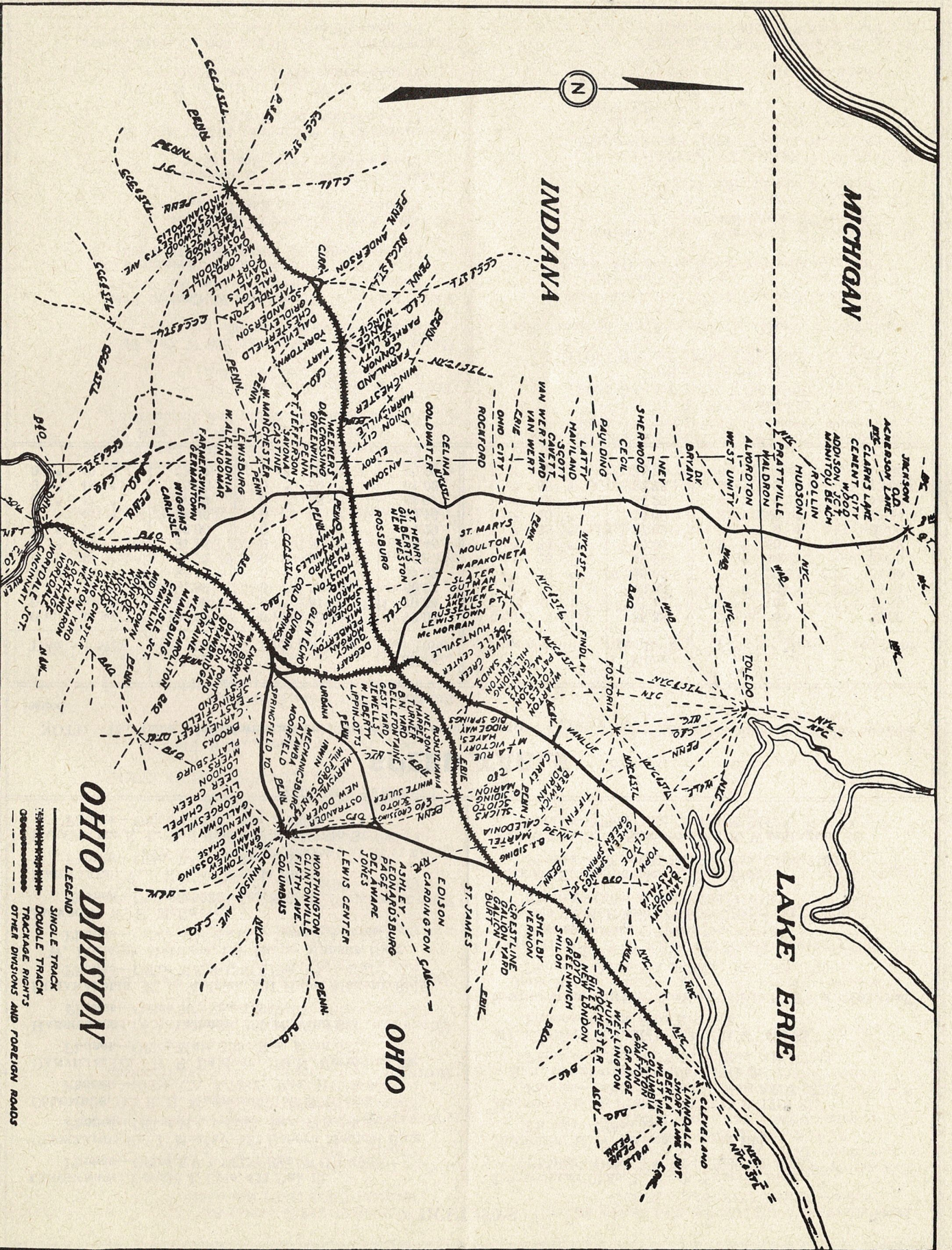
TOLEDO: E. C. Unckrich, Colton Bldg.
Phones—Office CH 1-2505; Res. CH 4-7103.

VAN WERT: S. A. Edwards, 507 S. Washington St.
Phones—Office and Res. BE 24491.

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



INDIANA

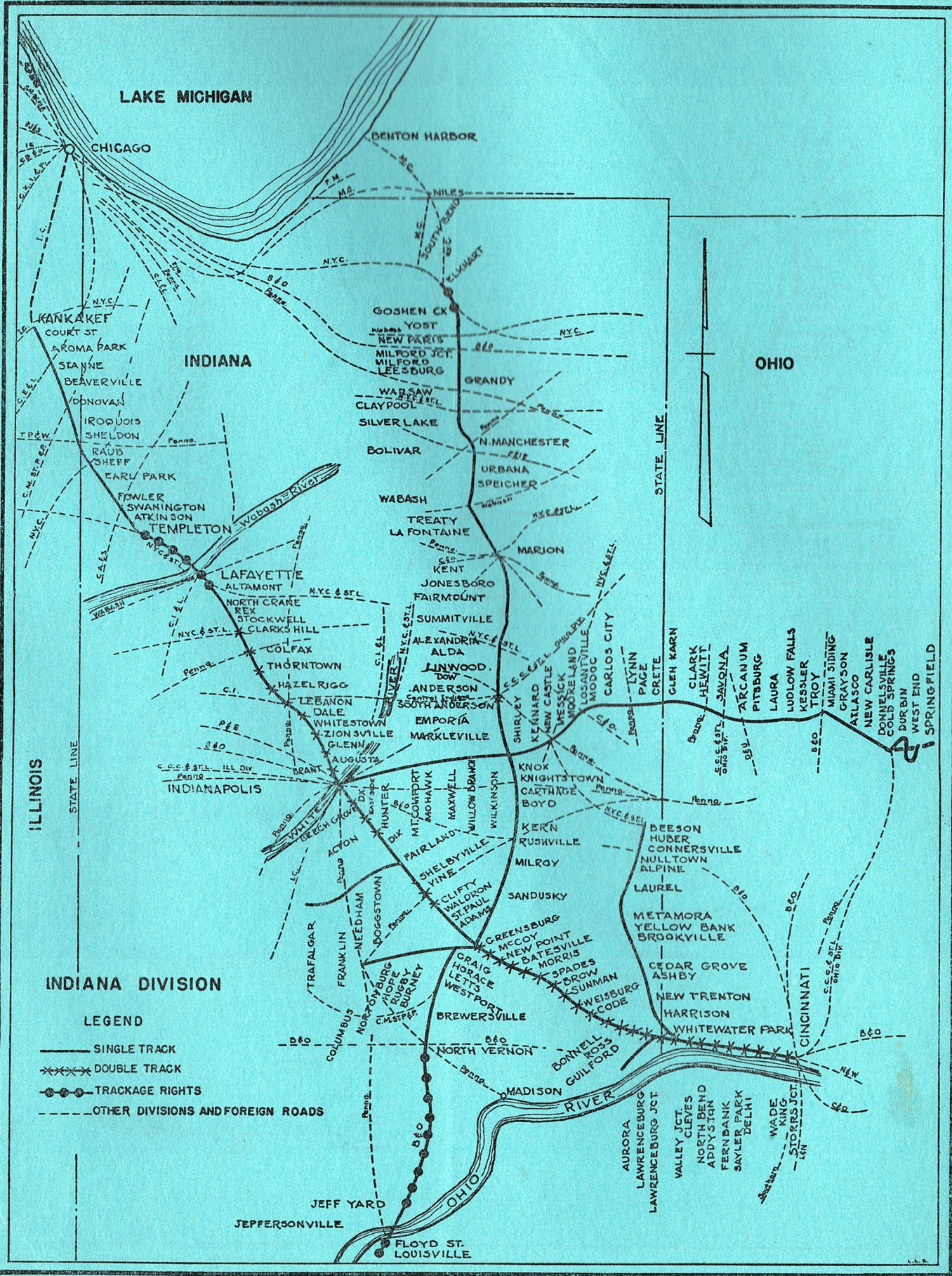
MICHIGAN

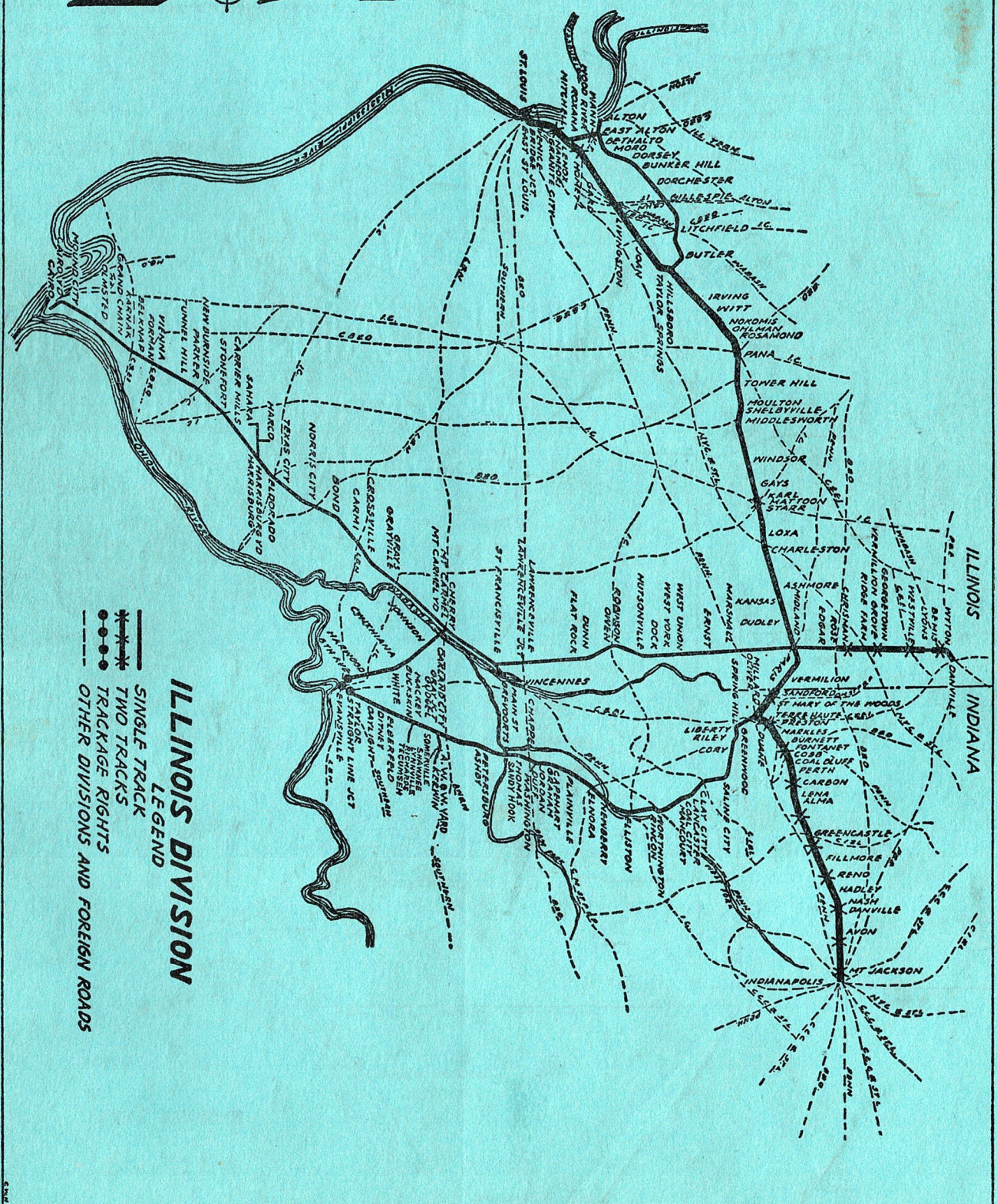
OHIO DIVISION

OHIO

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- LEGEND
- SINGLE TRACK
 - - - - DOUBLE TRACK
 - ||||| TRACKAGE RIGHTS
 - ~~~~~ OTHER DIVISIONS AND FOREIGN ROADS





ILLINOIS DIVISION
LEGEND

- SINGLE TRACK
- == TWO TRACKS
- TRackage RIGHTS
- - - OTHER DIVISIONS AND FOREIGN ROADS