

THERE IS ALWAYS TIME FOR COURTESY

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**Make
SAFETY
Your
POLICY**

The New York Central Railroad Company

INDIANA DIVISION

Time-Table No. 39

FOR EMPLOYEES ONLY

EFFECTIVE

12:01 A.M., Central Standard Time

1:01 A.M., Eastern Standard Time

Sunday, April 26, 1953

T. W. ENGLISH, Superintendent

COMPANY SURGEONS

W. H. NORMAN, Chief Surgeon, Indianapolis.

Hume Mansur Bldg., Phones — Office LI 2443; Res. BR 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 MA 2031 or the following in order named: Mr. I. I. Iliff, phone MA 5205, Dr. W. H. Norman, phone BR 4037.

ANDERSON:	R. R. Reed, 412 Anderson Bank Bldg.	KANKAKEE:	E. S. Hamilton, Arcade Bldg.
Phones —	Office 8841; Res. 2-4247.	Phones —	Office 2-6431; Res. 2-1833.
	G. B. Metcalf, 412 Anderson Bank Bldg.		Charles Allison, Volkman Bldg.
Phones —	Office 8841; Res. 2-6561.	Phones —	Office 3-5717; Res. 2-2626.
BATESVILLE:	L. W. Hisrich, 211 Maplewood Ave.	LAFAYETTE:	A. C. Arnett, 308 No. 8th St.
Phones —	Office and Res. 2825.	Phones —	Office 2-7386; Res. 2-6933.
			E. T. Stahl, 308 No. 8th St.
BRIGHTWOOD:	C. D. Williams, 2405 Station St.	Phones —	Office 3031; Res. 7397.
Phones —	Office CH 0700; Res. BR 3976.		
BROOKVILLE:	H. N. Smith, 812 Main St.	LAWRENCEBURG:	F. A. Streck, 326 Walnut St.
Phones —	Office 120.	Phones —	Office 131W; Res. 131R.
			W. J. Fagaly, 240 Short St.
CHICAGO:	J. F. Curry, Randolph Street Station.	Phones —	Office and Res. 27.
Phones —	Wabash 4811; Local 499; Hyde Park 3-6096.	LEBANON:	H. A. Beck, Equitable Life Bldg.
		Phones —	Office and Res. 810-W.
CINCINNATI:	R. G. Carothers, 409 Broadway.	LOUISVILLE:	Winston Block, 522 W. Ormsby.
Phones —	Office MA 4483; Res. Avon 1805.	Phones —	Office MAG 0964; Res. TA 1756.
	J. F. Lyons, 409 Broadway.		H. H. Hagan, Brown Bldg.
Phones —	Office MA 4483; Res. TW 2542.	Phones —	Office JA 5341; Res. HI 3110.
	M. F. Walker, 3516 River Rd.		
Phones —	Office and Res. WA 2190.	MARION:	M. S. Davis, Marion Natl. Bank Bldg.
COLUMBUS:	W. S. Fisher, 516 Fifth St.	Phones —	Office 811; Res. 247.
Phones —	Office 3387 and 3388; Res. 3960.		
CONNERSVILLE:	W. A. Kemp, 122 W. 7th St.	NORTH VERNON:	J. H. Green, Walnut and Jackson Sts.
Phones —	Office 183; Res. 1970.	Phones —	Office 90; Res. 273.
ELKHART:	L. A. Elliott, 403 So. Second St.	RUSHVILLE:	F. H. Green, Jr., 134 E. Second St.
Phones —	Office J-59; Res. L-59.	Phones —	Office 2102; Res. 3344.
FOWLER:	V. L. Turley, Berry Bldg.	SHELBYVILLE:	R. F. Whitcomb, First Methodist Bldg.
Phones —	Office 54-W; Res. 54-R.	Phones —	Office 319.
GOSHEN:	F. S. Martin, 127 E. Lincoln Ave.	SHELDON:	N. O. Hungness.
Phones —	Office 79; Res. 1525.	Phones —	Office and Res. 185.
GREENSBURG:	Chas. Overpeck, Dalmbert Bldg.	SPRINGFIELD:	A. H. Potter, 308 E. High St.
Phones —	Office 21171; Res. 21281.	Phones —	Office 3-8751; Res. 3-8002.
			C. W. Hullinger, First Natl. Bank Bldg.
GUILFORD:	J. C. Elliott.	Phones —	Office 5-2421; Res. 2-8130.
Phones —	Office and Res. 207-2.		R. H. Mabry, First Natl. Bank Bldg.
INDIANAPOLIS:	J. J. Briggs, K. of P. Bldg.	Phones —	Office 5-2421; Res. 2-1891.
Phones —	Office FR 3911; Res. WA 4795.	TROY:	G. J. Hance, 21 S. Plum St.
	D. S. Megenhardt, Hume-Mansur Bldg.	Phones —	Office and Res. 6381.
Phones —	Office PL 7358; Res. TA 0215.	WABASH:	F. M. Whisler, 142 W. Hill St.
JEFFERSONVILLE:	W. M. Varble, Best Bldg.	Phones —	Office 133; Res. 375.
Phones —	Office 2; Res. 749.	WARSAW:	J. R. Baum, 212 S. Indiana St.
	J. T. Carney, 402 Spring St.	Phones —	Office 1004. (Res. 1246-R; Winona Lake).
Phones —	Office 86; Res. 426.		

OCULISTS

CINCINNATI:	D. J. Lyle, Union Trust Bldg.	LOUISVILLE:	Frank Pirkey, Francis Bldg.
Phones —	Office DU 7706; Res. WO 4925.	Phones —	Office JA 1011; Res. JA 1085.
INDIANAPOLIS:	W. B. Matthew, Hume-Mansur Bldg.	ELKHART:	H. N. McKee, Monger Bldg.
Phones —	Office MA 6451; Res. HI 8610.	Phones —	Office 393.
	H. D. Aldrich, Hume-Mansur Bldg.		L. I. Swihart, 118 W. Marion St.
Phones —	Office PL 8727; Res. WA 9100.	Phones —	Office 2223.
KANKAKEE:	V. J. Kelley, Arcade Bldg.	SPRINGFIELD:	C. H. Reuter, 1st National Bank Bldg.
Phones —	Office 2-2431; Res. 2-1521.	Phones —	Office 3-7671; Res. 3-7964.

SPECIAL INSTRUCTIONS

Special Instructions prefixed by letter or number modify Rules for the Government of the Operating Department with corresponding letter or number, unless otherwise specified.

A1. OTHER RAILROADS.

Cincinnati Union Terminal rules and time-table govern between Terminal Jct. and a point approximately 1000 feet east of connecting switch on Southwest Connection.

All movements through Storrs Junction and to and from Cincinnati Union Terminal limits approximately 1,000 feet east of connecting switch on the Southwest Connection will be governed by Baltimore and Ohio Rules, General Orders and Instructions.

Train Order Signals at Storrs Jct. govern B. & O. trains only.

Eastbound trains entering C.U.T.Co. tracks, in addition to signal received from switchtender, will be governed by indication on fixed eastbound signal 208 located on Southwest Connection 279 feet from the point of switch.

End of Automatic Block sign is located 2151 feet west of westward automatic signal 11 on Southwest Connection. Indication displayed by automatic signal 11 will govern only to end of block sign.

Trains and engines will approach and move at RESTRICTED speed through crossovers and to and from C.U.T. limits approximately 1,000 feet east of the connecting switch on the Southwest Connection and must not foul crossover nor proceed until proper signal is received from switch tender and be governed by flag or lights as follows:

Green signal for all main track movements.

Yellow signal for all crossover movements.

B. & O. Rule 28-A modified accordingly.

Before accepting signal from switch tender enginemen must know that switches are properly lined for their movement.

B. & O. rules and time-table govern between Ivorydale Jct. and B. & O. Jct., between RH Tower and Terminal Jct., and between North Vernon and Jeff Yard.

Indianapolis Union rules govern between Washington and Noble Streets on the east and West Street on the west, and on the Belt R. R.

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 Elkhart and CX. N. Y. C. rules and L. & J. B. and R. R. special instructions govern between Jeff Yard and Floyd St.

Short Route rules govern between Floyd St. and Louisville.

Ohio Division time-table governs between Springfield Yard and Cold Springs, and West End and Durbin.

Erie rules and time-table govern between Durbin and Cold Springs.

Rushville, N. K. P. main track extending from the junction switch approximately 2000 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.

B3. LAWS AND REGULATIONS.

Train and engine service employees, after they have been on duty 14 hours must notify the Superintendent if they do not expect to finish the trip within 16 hours, and proceed unless or until directed otherwise.

Employees must know when called for service if 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.

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

Within yard limits from thirty minutes before sunset to thirty minutes after sunrise, a red light must be displayed on the rear of last car of all cuts occupying running track.

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 steam railroad crossing or drawbridge.

M. SAFETY.

Safe operation and conduct are more important than making schedule time.

Engines will not be coaled while passenger trains or engine or caboose of freight trains are passing on adjacent track.

Trainmen in performance of their duties are not required to pass over the tops of container cars.

1. STANDARD TIME.

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

3. Standard Clocks.

Sharon Yard.....	{ Yard Office. Engine-house.
Cincinnati.....	{ Telegraph office. Engine-house.
Riverside.....	{ East yard office. Engine-house.
Greensburg.....	{ Telegraph office.
Shelby St.....	{ Telegraph office.
Indianapolis.....	{ Telegraph office.
Lafayette.....	{ Telegraph office.
Kankakee.....	{ Telegraph office. Engine-house.
Wabash.....	{ Telegraph office.
Marion.....	{ Freight office.
Anderson.....	{ Telegraph office.
South Anderson Yard.....	{ Telegraph office. Engine-house.
Jeff Yard.....	{ Yard office.
Lynn.....	{ Telegraph office.
Belt Jct.....	{ Telegraph office.
Brightwood.....	{ Engine-house.

13. EMERGENCY SIGNALS AT INTERLOCKING STATIONS.

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

14. ENGINE WHISTLE SIGNALS.

Sound	Indication
(1) — — o —	Whistle signals for crossing should be spaced so last blast of whistle will not be completed before reaching the crossing.

19. MARKERS.

On passenger, mail, express, milk and deadhead equipment trains where the rear car is equipped with permanent built-in marker lights, such lights will be used in lieu of standard marker lamps and will be considered as complying with Rule 19.

21a. OMISSION OF WHITE SIGNALS.

Extra trains and work extras may omit the display of white signals between Cincinnati and Altamont.

72. SUPERIORITY OF TRAINS.

Eastward and Northward trains are superior to trains of the same class in the opposite direction, unless otherwise specified.

83. TRAIN REGISTERS.

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

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

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83d. CLEARING OF TRAINS.

Cincinnati Union Terminal—Passenger trains will receive Terminal Clearance Form 13, in lieu of Clearance Form A.

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

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

Cold Springs—Westward trains will receive Clearance Form A and train orders, if any, at Springfield or Springfield Yard, authorizing movement west of Cold Springs, and are relieved from receiving Clearance Form A at Cold Springs except with train orders or in connection with signal failure.

Templeton—Westward extra trains are relieved from receiving Clearance Form A except with train orders or in connection with signal failure.

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

93. YARD LIMITS.

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

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

Unless otherwise provided, westward freight trains and engines will move between Storrs and King via the Wall track.

Engines must not occupy the single track engine lead between King and end of double track engine lead opposite yard office at Riverside without permission of signalman at King.

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

Trains and engines must expect to find Beech Grove employees trains receiving or discharging passengers, or about to stop for this purpose on either track at points between Beech Grove and State Street (Indianapolis), and when so found must come to a stop and then proceed at Slow Speed after giving warning signals. Regular stops are made at Sherman Drive, Icehouse crossover, Keystone Avenue and State Street.

Between Court St. and Kankakee Jct., before clearing any train, engine or yard cut to move in either direction, the signalman at Kankakee or Kankakee Jct. must obtain permission from the signalman at objective point, and must know that route is clear. Opposing movements must not be permitted. Engines and yard cuts will use yard track between Court St. and Dearborn Ave. unless otherwise authorized. Trainmen and yardmen must report when clear of main track. These instructions also apply to engines and yard cuts moving between Schuyler Ave. and Fifth Ave., (Western Division Connection) except that such movements may be authorized only by the signalman at Kankakee.

Main Track Switch Tenders.

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.

Sharon Yard, (Sharon Ave.) B. & O. Jct., Storrs Jct., and Icehouse Crossover Hill, trains and engines must not pass these points or foul switches until signaled by switch tender.

Oklahoma, in addition to target indications, trains and engines must not pass this point or foul the switches until signaled by switch tender. Yellow signal for N. Y. C. movements, green for Oklahoma movement.

D93a. MOVEMENTS AGAINST THE CURRENT OF TRAFFIC.

May be made between:

(a) Sharon Yard (Sharon Ave.) and Ivorydale Jct. under supervision of yardmaster.

(b) Baymiller St. and B. & O. Jct. (Harriet St.) under supervision of yardmaster.

(c) Storrs, Storrs Jct. and King (Eastward track) under supervision of signalman at King, and on message authority of the Superintendent.

(d) 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.

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

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

S-97. EXTRA TRAINS.

Extra trains may be run without train orders in territory where Rules S-231—S-234 are in effect.

98. RAILROAD CROSSINGS AT GRADE.

Location	Railroad	Signals
Oklahoma.....	B. & O.....	Target.
Storrs.....	B. & O.....	Interlocking.
Vine.....	P. R. R.....	Interlocking.
Beech Grove Crossing—(Old Main).....	Beech Grove lead.....	Target.
Belt Crossing.....	Belt.....	Interlocking.
IJ.....	Yard track.....	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.
New Paris Jct.....	Wabash.....	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.....	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.....	Interlocking.
	P. R. R.....	Stop Boards.
North Vernon.....	B. & O.....	Target.
	P. R. R.....	Target.
Troy.....	B. & O. (2 Crossings).....	Gates.
Arcanum.....	B. & O.....	Gate.
Savona.....	Ohio Division.....	Target.
Hewitt.....	P. R. R.....	Interlocking.
Lynn.....	P. R. R.....	Interlocking.
RN.....	C. & O.....	Interlocking.
Eastside.....	Belt (2 Crossings).....	Targets.
Franklin.....	P. R. R.....	Target-Gate.
Dearborn.....	B. & O.....	Interlocking.
Lawrenceburg.....	B. & O.....	Gate.

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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 on home signal masts.

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.

103. PUBLIC GRADE CROSSINGS.

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

When switching or when trains or cars are left standing on the approach track circuit of a highway flashing light signal, causing the continuous operation of the signal, a member of the crew must, when practicable, be stationed at the crossing to facilitate highway traffic, advising such traffic when it is safe to cross.

Trains and engines must stop before passing over following crossings and must not proceed until a member of crew has flagged all highway traffic:

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 No. 31 west of Franklin.

Fourth Street }
Fifth Street } Connersville.
Eighteenth Street }

Trains using the siding at the following stations will approach crossings shown below prepared to stop:

Adams.....Second St., Third St.

Fairland.....Washington St.

Colfax.....Main St., Jackson St., Franklin St., Ohio St.

Clarks Hill.....Pearl St., White St., High St.

Fowler.....Washington St., Fifth St.

Earl Park.....Oak St.

Sheldon.....Fourth St., Center St., Grove St., Depot St., Concord St.

Iroquois.....Lincoln St.

Aroma Park.....Front St.

New Paris.....Market St.

North Manchester.....Fourth St.

LaFontaine.....Kendal St.

Jonesboro.....Sixth St.

Fairmount.....Washington St.

Summitville.....Walnut St., Mill St., Lake St.

Alexandria.....Broadway, Washington St., Berry St.

Rushville.....U. S. Highway 52.

New Castle.....State Highway 38.

Lynn.....U. S. Highway 27.

Pittsburg.....Jefferson St.

Laura.....Main St.

Trains using Running Track between Moorefield and Brant will approach Concord St. crossing prepared to stop.
All movements against the current of traffic over the following crossings, must not exceed SLOW speed:

Lockland, Ohio....Wyoming Avenue.
Dunn Street.
Davis Street.

Carthage, Ohio....Mill Street.
Erkenbrecker Avenue.
66th Street.

104. SWITCHES.

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:

Adams.....East and west ends of siding.

St. Paul.....East and west ends of siding.

Waldron.....East and west ends of house track.

Waldron.....Station track (telephone outside station).

Fairland.....West end of eastward siding.

Dix.....East ends of eastward and westward sidings.

Stockwell.....East and west ends of elevator track (telephone outside station).

Electrically Locked Switches.

Instructions pertaining to the operation are posted in boxes adjacent thereto.

Spring Switches.

Pearl Street.....End of Two Tracks.

South Anderson...End of Two Tracks.

Normal position of these switches is with the current of traffic. Trains or engines stopped while trailing through switch in normal position must not take slack or make reverse movement until switch is properly lined by hand.

104a. NORMAL POSITION OF SWITCHES.

Storrs Jct.—Normal position of Wall track switch 250 feet east of Storrs Jct. is for the Wall track.

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

South Anderson—Normal position of Michigan District 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.

105. SIDINGS.

Unless otherwise provided, where two or more sidings are in use, trains will pull in at the switch nearest the station, except when moving against the current of traffic, they will pull in at first switch.

Greensburg, use of westward and eastward sidings will be governed by signal indication.

Fairland, unless otherwise instructed, trains taking siding will use the westward siding.

Altamont, use of N. Y. C. siding will be governed by signal indication.

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

Sidings.	Capacity based on 44 foot cars.		Eastward and
	Chicago District.	Eastward	Westward
Fernbank.....	...	55	...
Valley Jct.....	72	81	...
Lawrenceburg Jct.....	82	82	...
Ross.....	...	61	...
Brow.....	65	62	...
McCoy.....	62	...	...
Greensburg.....	125	130	...
Adams.....	...	...	88
St. Paul.....	...	...	52
Vine.....	...	...	90
Fairland.....	64	75	...
Dix.....	98	91	...
Glenn.....	113	113	...
*Dale.....	116	110	...
Hazelrigg.....	112	109	...
Colfax.....	110	...	...
Clarks Hill.....	...	...	103
Rex.....	...	...	112
Altamont.....	113	112	93
Templeton.....	85	70	...
Swanington.....	...	...	80
Fowler.....	...	...	71
Earl Park.....	...	...	20
Sheff.....	...	...	67
Raub.....	...	...	57
Sheldon.....	88	62	...
Iroquois.....	...	...	74
Donovan.....	54	58	...
Beaverville.....	...	...	67
St. Anne.....	58	68	...
Aroma Park.....	...	...	71

*Eastward siding at Dale stubbed at West End.

*Westward siding at Dale stubbed at East End.

Michigan District.

	Northward	Southward	Southward
New Paris.....	...	...	32

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	Northward	Southward	Northward and Southward
Milford Jct.....	...	...	75
Leesburg.....	...	...	15
Grandy.....	...	...	75
Claypool.....	...	...	76
North Manchester.....	...	...	40
Bolivar.....	...	...	70
Urbana.....	...	...	25
La Fontaine.....	...	...	69
Kent.....	...	...	64
Jonesboro.....	...	...	36
Fairmount.....	...	...	72
Summitville.....	...	...	27
Alda.....	...	...	76
Markleville.....	...	...	68
Shirley.....	...	...	58
Knox.....	...	...	75
Knightstown.....	...	...	25
Boyd.....	...	...	69
Kern.....	...	...	59
Milroy.....	...	...	25
Sandusky.....	...	...	74
Westport.....	...	...	86
North Vernon.....	...	...	75

Springfield District.	Eastward	Westward	Eastward and Westward
New Carlisle.....	...	...	27
Atlasco.....	...	...	63
Miami Siding.....	...	...	70
Ludlow Falls.....	...	...	67
Pittsburg.....	...	...	40
Arcanum.....	...	...	47
Savona.....	...	...	31
Glen Karn.....	...	...	23
Crete.....	...	...	29
Page.....	...	...	50
Lynn.....	...	...	36
Carlos City.....	...	...	29
Modoc.....	...	...	44
Mooreland.....	...	...	40
Messick.....	...	...	47
New Castle.....	32	34	...
Kennard.....	...	...	54
Shirley.....	...	...	52
Willow Branch.....	...	...	36
Maxwell.....	...	...	53
Mt. Comfort.....	...	...	65
Hunter.....	...	...	38

Connersville Branch.

Harrison.....	...	...	10
Brookville.....	...	...	20
Laurel.....	...	...	30
Connersville.....	...	...	38

109. BULLETIN BOARDS AND BOOKS.

Bulletin Orders posted in books must be signed for by Train and Yard service employees.

Sharon Yard.....	Engine-house.
Cincinnati.....	{Telegraph office. Engine-house.
Riverside.....	{East yard office. Engine-house.
Lawrenceburg.....	Yardmaster's office.
Greensburg.....	Telegraph office.
Shelby St.....	{Telegraph office. Engine-house.
Indianapolis.....	Telegraph office.
Lafayette.....	{Yard office. Engine-house.
Kankakee.....	{Telegraph office. Engine-house.
Chicago.....	Conductors' room.

Elkhart.....	{Telegraph office. 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.
Connersville.....	Agent's office.

DESIGNATION AND USE OF MAIN TRACKS.**Single Track:**

Between: Greensburg and Clifty.

Vine and Dix.

Clarks Hill and Altamont.

Swanington and Kankakee.

CX and Pearl St.

South Anderson and North Vernon.

Cold Springs and DX.

Valley Jct. and Beeson.

Lawrenceburg Jct. and Aurora.

Greensburg and Columbus.

Fairland and Trafalgar.

D151.**Two Tracks:**

Between: Storrs and Greensburg.

Clifty and Vine.

Dix and Clarks Hill.

Templeton and Swanington.

Pearl St. and South Anderson.

208. TRAIN ORDERS.

Train orders restricting the superiority of a train, if addressed to it at a station where its superiority is restricted, must be on Form 31, except at its initial station or other stations where it is required to receive Clearance Form A.

S208b. On portions of the road where no form of block system is in use, train orders restricting the superiority of trains carrying passengers, at a station where no operator is on duty, must be on Form 31.

MOVEMENT OF TRAINS BY BLOCK SIGNALS.

Rules S-231 to S-234 inclusive govern.

Between: Greensburg and Clifty.

Vine and Dix.

Clarks Hill and Altamont.

Rules S-241 to S-244 inclusive govern.

Between: Swanington and Kankakee.

CX and Pearl St.

Manual Block Signal 6500 feet south

of South Anderson and North Vernon.

Cold Springs and Eastside.

Rules D-251 to D-254 inclusive govern.

Between: Gano and Ivorydale Jct.

Storrs and King, (Westward track).

Storrs Jct. and King, (Eastward track).

King and Greensburg.

Clifty and Vine.

Dix and Noble St., (Indianapolis).

West St., (Indianapolis) and Clarks Hill.

Templeton and Swanington.

Post and Washington St., (Indianapolis).

Pearl St. and South Anderson.

Ivorydale Jct. and West Sharon, trains and engines must keep clear of regular trains except when authorized by signalman at Ivorydale Jct. or West Sharon.

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Rules D-261 to D-264 inclusive govern.

Between: Storrs and King, (Westward track or via Wall track), under supervision of signalman at King.
 Clifty and Vine.
 Dix and Beech Grove.
 Brant and 30th St., (Westward track).
 Eastwood and Signal 2761, (Westward track), under supervision of signalman at Eastwood.
 Eastwood and Belt Jct. under supervision of signalman at Eastwood.
 Belt Jct. and Mass. Ave., (Eastward track), under supervision of signalman at Mass. Ave.

Where Rules S-231 to S-234, inclusive, and D-261 to D-264, inclusive, govern, the following will apply:

When a train or engine clears the main track at hand-operated switch, the switch must be immediately closed and locked. Trainman will then report in clear.

When signal indicates STOP (Rule 292) at other than remote control switch, trainman must notify signalman at control station at once and be governed by his instructions. If authorized to proceed under STOP indication, movement must then be made at RESTRICTED speed.

Permission must be obtained from signalman at control station before passing signal indicating STOP (Rule 292) without entire train.

If head end passes a STOP signal and reverse movement is to be made so that train is again in rear of signal, signalman at control station must be notified before such reverse movement is made.

When necessary for a train to hold main track to do work, a qualified conductor or engineman must secure permission from signalman at control station. There must be an understanding with signalman as to the working limits and length of time to be used. If additional time is necessary, conductor or engineman must, where the time limit has expired, report to signalman at control station for instructions. When work is completed, or train or engine is clear of main track and switch placed in normal position, signalman at control station must be notified.

293. SWITCH TARGETS.

Lights on main track switches are not in use:

Between: Valley Jct. and Beeson.
 Lawrenceburg Jct. and Aurora.
 Craig and Columbus.
 Fairland and Trafalgar.

297. RAILROAD GRADE CROSSING SIGNALS.

Trains must stop before proceeding unless otherwise indicated.

Location	Signal	Indication
Oklahoma....	Target.....	Vertical.... N. Y. C. Diagonal.... Trains and engines Horizontal... Stop.
Beech Grove		
Crossing... (Old main)	Target.....	Diagonal.... Trains using Old Main proceed with- out stopping.
	{ Normal position for Old Main.	Horizontal... Beech Grove lead.
Lebanon....	Target.....	Vertical.... N. Y. C. trains pro- ceed without stop- ping.
	{ Normal position for N. Y. C.	Horizontal... C. I. trains proceed.
Marion.... (Freight house lead)	Target.....	Vertical.... Proceed on N. K. P. main, not exceeding 15 M. P. H.
	{ Normal position for N. K. P.	Horizontal... N. Y. C. movement to and from N. Y. C. freight house lead.
		Diagonal.... N. K. P. movement to and from N. Y. C. freight house lead.

Pearl St. (south)	Target.....	Vertical.... N. Y. C. trains pro- ceed without stop- ping.
	{ Normal position for N. Y. C.	Horizontal... C. I. trains proceed.
Pearl St. (south)	Target.....	Vertical.... N. Y. C. trains pro- ceed without stop- ping.
	{ Normal position for N. Y. C.	Horizontal... P. R. R. trains pro- ceed.
So. Anderson.	Target.....	Vertical.... Ohio Div. trains pro- ceed without stop- ping, not exceeding 15 M. P. H.
	{ Normal position for Ohio Division	Horizontal... Indiana Division trains proceed.
North Vernon...	Targets....	Diagonal... N. Y. C. trains pro- ceed.
		Horizontal... B. & O. trains pro- ceed.
		Vertical.... P. R. R. trains pro- ceed.
Troy.....	Gates..	When over B. & O... N. Y. C. trains pro- ceed.
Arcanum.....	Gate..	When over B. & O... N. Y. C. trains pro- ceed without stop- ping.
Savona.....	Target.....	Vertical.... Ohio Division trains proceed.
		Horizontal... Indiana Division trains proceed.
Eastside....	Targets.....	Horizontal... N. Y. C. trains pro- ceed.
	{ Normal position for Belt	Diagonal... Belt trains proceed without stopping.
Franklin....	Target.....	Diagonal... P. R. R. trains pro- ceed without stop- ping.
	{ Normal position for P. R. R.	Horizontal... N. Y. C. trains pro- ceed.
Lawrenceburg..	Gate*..	When over B. & O... N. Y. C. trains pro- ceed.
	{ Normal position for B. & O.	

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

305. MANUAL BLOCK SYSTEM.

Manual Block System is in use:

Single track:

Between: Swanington and Kankakee.

CX and Dow.

Manual Block Signal 6500 feet south
of South Anderson and Kern.

Rushville and North Vernon.

Cold Springs and Eastside.

Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.

Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

Two tracks:

Between: Templeton and Swanington.

Rules 318-A and 331-A for absolute block for following movements only, govern the movement of passenger trains.

Rules 318-B and 331-B for permissive block for following movements only, govern the movement of trains other than passenger trains.

Single and Two Tracks:

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 the block is not occupied by a passenger train or not occupied by a train other than a passenger train outside of yard limits.

(Continued on page 6)

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Indications of Manual Block signals will convey to second class and extra trains, information as to the 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.

A proceed indication displayed on home signal at a closed block or interlocking station will not supersede or modify the block signal indication or instructions received at last open block station.

Manual Block Signals are remotely controlled as follows:

Location	Control Station
Yost.....	CX.
Grandy.....	Warsaw.
Alda.....	Alexandria.
South Anderson... 6500 feet south.....	South Anderson Yard.
Boyd.....	Carthage.
Kern.....	Rushville.
Greensburg..... 6000 feet north.....	Greensburg.
Craig.....	Greensburg.
North Vernon... 4700 feet north.....	North Vernon.
Hunter..... 800 feet east.....	Eastside.

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

At remote controlled Manual Block signal, signalman may accept Office indication that train has passed signal. Rule 319 modified accordingly.

Northward trains and engines must not foul the main track north of North Vernon telegraph office without permission of the signalman.

362-365b. 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 opposing train holding main track. When STOP indication is displayed, a train must not pass the clearance point of siding until authorized to proceed.

373. BLOCK STATIONS.

Block Stations are open as specified in list of Stations, Office calls, Signals and Telephones.

505. AUTOMATIC BLOCK SYSTEM.

Automatic Block System is in use:

Single Track:

Between: Dow and Pearl St.
Greensburg and Clifty.
Vine and Dix.
Clarks Hill and Altamont.

Two Tracks, with the Current of Traffic:

Between: Gano and Ivorydale Jct.
Sixth St. and Carr St., (Cincinnati) (Westward Track).
Storrs and King, (Westward Track).
Storrs Jct. and King, (Eastward Track).
King and Greensburg.
Clifty and Vine.
Dix and Noble Street, (Indianapolis).
West St., (Indianapolis) and Clarks Hill.
Pearl St. and South Anderson.
Post and Washington St., (Indianapolis).

Two Tracks, against the Current of Traffic:

Between: Storrs and King, (Westward Track).
Clifty and Vine.
Dix and Beech Grove.
30th St. and Brant, (Westward Track).
Eastwood and Signal 2761, (Westward Track).
Eastwood and Belt Jct.
Belt Jct. and Mass. Ave., (Eastward Track).

Manual Block System is in use for movements against the current of traffic:

Between: King and Greensburg.
KD and Clarks Hill.

Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.

Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

Automatic signals are in use in non-automatic block territory as specified in list of Stations, Office calls, Signals and Telephones.

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.

513. Second paragraph of Rule 513 does not apply to hand-throw electrically locked switches, or at sidings where "Leave Siding" signals are in use.

Second paragraph of Rule 513 is modified as follows, (except between Eastwood and Mt. Jackson, Beech Grove and Brant, West Sharon and Wade): At bolt locked switches after operating the bolt lock, trainmen must wait five minutes before operating switch. At non-bolt locked switches trainmen will operate the switch and wait five minutes at the switch before making engine or train movement, unless it is known the movement of approaching train will not be affected.

605. REMOTE CONTROL SWITCHES AND SIGNALS.

Enginemen or trainmen finding signal indicating STOP must call signalman at signal station.

Train or engine may proceed on instructions from signalman after switch is spiked or thrown by hand-throw lever of dual control switch. Movements must be made at RESTRICTED speed.

Additional instructions for hand-throwing of switches are located in signal station and in telephone box at switch.

When necessary to operate a remote control switch by hand upon instructions from the controlling signalman, the first trainman handling the switch must know that other members of the crew responsible for restoring the switch to normal position are fully informed of the situation. When the switch has been restored to normal the controlling signalman must be notified.

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

At remote control signal, signalman may accept Office indication that train has passed signal.

Location	Signal Station	Signals	Tracks
Greensburg 1.30 miles west of	Greensburg	INT	Main and eastward and westward sidings.
Clifty 5.26 miles east of	Vine	INT	End Two Tracks.
Fairland 6.02 miles west of	Vine	INT	Main and east end of westward siding.
Fairland 6.78 miles west of	Vine	INT	Main and west end of westward siding.
Dix 8.05 miles east of	Beech Grove	INT	End Two Tracks.
Glenn 8.06 miles west of	Brant	INT	Eastward main and east end of eastward siding.
Glenn 9.08 miles west of	Brant	INT	Eastward and westward mains, west end of eastward siding and east end of westward siding.
Glenn 11.0 miles west of	Brant	INT	Westward main and west end of westward siding.
Rex 4.9 miles west of	Clarks Hill	INT	Main and east end of siding.
Rex 5.9 miles west of	Clarks Hill	INT	Main and west end of siding.
Altamont 1.13 miles east of	Altamont	INT	Main and east end of siding.

606. INTERLOCKING SIGNALS.

Interlocking signals used as block signals will be indicated by the letters INT-M.B. in list of Stations, Office calls, Signals and Telephones.

701. OBSERVANCE OF PASSING TRAINS.

When trains are passing, signalman, operator or leverman, whenever practicable, must observe from station platform, or ground, the general condition of the train.

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.

824. MAKE-UP OF PASSENGER, MAIL, EXPRESS AND MILK 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.

Trains containing more than 5 cars 60 feet or over in length are limited to 30 cars.

Trains containing not more than 5 cars 60 feet or over in length are limited to 40 cars.

841. U. S. MAIL.

A train handling a postal car off its run must also make the stops of the train in which it is usually handled.

When necessary, in case of derailment or washout, employees must see that postal clerks and mail are promptly transferred and every possible convenience furnished for working the mail.

Railroad employees are required to handle, load and unload storage mail carried in baggage and storage cars, and in baggage end of apartment cars.

The loading of U. S. Mail must be given preference over baggage and express. Conductor must not start train until the handling of U. S. Mail is completed. Trains scheduled to stop to discharge passengers, and having U. S. Mail for such points, must stop to unload mail.

A train shall not depart from a station and leave mails which are being loaded or are being trucked from vehicles or from part of the station to the train or aboard a connecting train that has come to a stop in the same station.

Mail should not be carried on trains not regularly authorized to carry same unless requested in writing to do so by a representative of the Postal Transportation Service.

When a train is regularly authorized to carry U. S. Mail, all mail offered at stations where the Post Office Department does not maintain a Transfer Clerk or Postal Clerk should be accepted regardless of the space authorized.

When a regular authorization is exceeded from any station at which the Post Office Department maintain a Transfer Clerk or Postal Clerk, the trainmen should secure a written request covering such excess. Failure to receive such request should be reported on the trip report of mail carried, Form AR 702.

SPEED RESTRICTIONS

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

General (Unless otherwise restricted)

At night, over all facing point hand operated switches, when operating against current of traffic in automatic block signal territory where switch lamps are not in use.....	15
Switches and crossovers, not interlocked, when diverging.....	15
Trains with freight equipped cars.....	50
Trains handling dead steam engines with side rods.....	30
Trains handling dead steam engines without side rods.....	20
Trains handling scale test cars or Jordan spreaders.....	25
Rail detector cars under own power or on rear of passenger train.....	40
Revenue freight trains with cranes moving on their own wheels.....	25
Work trains with cranes moving on their own wheels.....	30
When sounding whistle for relief engine as prescribed by Rule 14 (bb).....	25
Steam engines without engine truck operating under steam or being towed.....	20
Steam engines with trailers running backward.....	30
Steam engines not equipped with trailers running backward.....	20

The Post Office Department Regulations provide the number of sacks, equivalent to units of space authorized as follows:

1 to 44 sacks.....	3 ft.	221 to 264 sacks.....	18 ft.
45 to 88 sacks.....	6 ft.	265 to 308 sacks.....	21 ft.
89 to 132 sacks.....	9 ft.	309 to 352 sacks.....	24 ft.
133 to 176 sacks.....	12 ft.	353 to 396 sacks.....	27 ft.
177 to 220 sacks.....	15 ft.	397 to 440 sacks.....	30 ft.

One and three-fourths outside parcels equal one sack, except one box of baby chicks equals one sack and should be reported in the proper columns of train baggageman's report, Form AR-702.

Every train baggageman, conductor, mail porter, express messenger or other train employee who handles, or has in his custody, any U.S. Mail on trains must take particular care to see that correct count of sacks and parcels received and delivered is properly reported on prescribed Form AR 702.

Under circumstances where heavy volume of mails handled at any point do not allow time for an actual count of the sacks and parcels, the record may be reported on an estimated linear footage basis.

In addition to all station receipts and deliveries reported on Forms AR 712 all mails transferred enroute from or to an RPO or RPO apartment car must also be reported on this Form.

Utmost care must be used in handling fragile (red label) parcel post mail.

Mail pouches delivered unlocked must not be accepted but returned to Post Office Department, and immediate advice given to Superintendent by wire.

When mail arrives late at night, or when Government messenger is not on hand to receive it, it must be kept in a safe place until proper delivery can be made.

If a mail pouch is stolen, immediate advice must be given to Superintendent by wire.

U. S. Mail Clerks, required to deadhead on mail trains, will be permitted to ride in crew coach on presentation of their travel commission.

Train crews are not permitted to ride in Railway Post Office cars while in use, even though the railroad company may furnish a Railway Post Office car larger than the size authorized.

All full mail cars and parts of cars having the legend "United States Mail" or "U. S. Mail" shall be reserved exclusively for carrying the mails and shall not be used for any other purpose.

932. AIR BRAKES.**Diesel Equipment:**

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 Rotaire Valve and Controlled Emergency Cocks set as follows:

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

Diesel Road Engines, light or with caboose, Classes DPA, DPB, DCA, DCB, DFA, DFB, DFT, DRS.....	50
Diesel Switch Engines, Class DES (including DES-1 with traction motor pinion removed) in service or when hauled dead in train.....	45
Diesel Switch Engines, Class DES-1 with traction motor pinion engaged in service or when hauled dead in train.....	25
Diesel Road Freight Engines, Class DFA Nos. 5000 to 5005 inclusive, Class DFB Nos. 5100 and 5101, when handling passenger, mail, milk and express trains, or when hauled dead in train.....	75
Diesel Road Freight Engines, Classes DFA (except Nos. 5000 to 5005 inclusive), DFB (except Nos. 5100 and 5101), DFT and DRS when handling passenger, mail, milk and express trains, or when hauled dead in train.....	65
Diesel Engines operating through water.....	3

Note: Diesel Engines must not be operated through water more than 3 inches over top of rail.

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Division (Unless otherwise restricted)

	Cincinnati to Kankakee	CX to North Vernon	Cold Springs to Indianapolis	Valley Jct. to Beeson	Greensburg to Columbus	Fairland to Trafalgar
Passenger, mail and express trains.....		45	45	30	30	30
25 cars or less.....	75					
26 to 30 cars inclusive.....	70					
31 to 35 cars inclusive.....	65					
When handled by { Class L-3 or L-4 engines or Class L-2						
engine 2995.....	70	40	35			
Other Class L-2 engines.....	60	40	35			
Other steam freight engines.....	50	40	35			
Freight trains.....	50	40	35	30	30	30
Trains handling steam wrecking cranes.....	45	30	25	20	20	20
Trains handling steam wrecking cranes on curves.....	30	25				
Class S, J and K engines running light or with caboose.....	50	45	35	30	30	30
Other Steam Road engines running light or with caboose.....	40	40	35	30	30	30
Steam engines running backward.....				15	15	15

Local

(Unless otherwise restricted)

Cincinnati to Kankakee:

Between Cincinnati and Addyston.....	70
Storrs, Oklahoma track.....	10
Storrs Jct., through crossovers.....	15
Between Addyston and North Bend.....	50
Between North Bend and Mile post 33.....	70
Mile post 33 to Sunman water tank, (Westward track).....	60
Sunman water tank to Bridge 147, 1.8 miles west of Lawrenceburg Jct., (Eastward track).....	60
Greensburg, passing coal dock.....	15
Bridge 387 west of Waldron {Class H-7 and S engines.....	35
{Class L engines.....	45
*Shelbyville, within corporate limits.....	20
Indianapolis, within city limits, over street crossings at grade.....	40
Noble St., (Indianapolis) to Signal 1084, (Eastward track).....	20
{within interlocking limits.....	30
KD.....	15
{through crossovers and turnouts.....	15
Lebanon, over Central Indiana R. R. crossing.....	20
Colfax, between home signals.....	20
Swanington, entering Westward track.....	30
*Sheldon, within corporate limits.....	60
St. Anne, over C. & E. I. crossing, and on curve.....	65
Aroma Park, on curves.....	40
*Court St., over Court Street crossing.....	15
Between Lawrenceburg Jct. and Aurora.....	20
Bridges between Lawrenceburg and Aurora.....	5
Engines running backward between Lawrenceburg and Aurora.....	15

To receive or discharge U. S. mail or newspapers.

Sayler Park, No. 410.....	30
Sunman, No. 410.....	40
Thorntown, No. 437.....	30
Earl Park, No. 437.....	40
Sheldon, No. 416 daily except Sunday.....	30

CX to North Vernon:

CX to South Anderson.....	40
South Anderson to Rushville.....	30
Greensburg to Mile Post 231 north of Letts.....	40
Mile Post 231 to Mile Post 233 south of Letts.....	30
Mile Post 233 to North Vernon.....	40
*New Paris Jct., between home signals.....	20
*Milford Jct., between home signals.....	20
*Warsaw, between home signals.....	20

Warsaw, reverse curve south.....	{ Passenger..... 30 Freight..... 20
*Claypool, within corporate limits.....	15
*North Manchester, within corporate limits.....	25
*Bolivar, between home signals.....	20
LaFontaine, over Logan St. crossing.....	30
*Marion, within corporate limits.....	30
Marion, reverse curve north {	{ North bound..... 30 South bound..... 20
Marion, Bridge 346-A, Class H-7, J, L, and PT tenders.....	30
Dow to Pearl St., over street crossings.....	25
*Shirley, over Indiana Division crossing.....	20
*Bridge 545 north of Milroy, Class H-7, J, L, and PT tenders.....	40
*Westport, within corporate limits.....	15

Cold Springs to Indianapolis:

Between Cold Springs and Willow Branch.....	30
*Troy, within corporate limits.....	20
Ludlow Falls, Diesel engines passing station platform, in service or when handled dead in train.....	10
*Arcanum, over B. & O. crossing.....	15
*Hewitt, between home signals.....	20
*Lynn, between home signals.....	20
*Losantville, within corporate limits.....	15
*RN, between home signals.....	20
*New Castle, passing station.....	25
*Shirley, over Indiana Division crossing.....	20

Valley Jct. to Beeson:

*Harrison, within corporate limits.....	10
Brookville, between water tank and Volney Mills west switch.....	10
*Applies to engine only.	

ENGINE AND CAR RESTRICTIONS.

250 ton wrecking cranes:

Must not be operated over Bridge No. 1 on Belt R. R., and may be operated only on Tracks Nos. 5, 6, 7, 8, 9 and 10 through train shed at Indianapolis.

Must be separated between two cars not over 64,600 lbs. gross weight each over Bridge 139-A between Nulltown and Connorsville.

May be operated over N.K.P.R.R., but stack must be removed in transit.

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OVERHEAD CLEARANCES CHICAGO DISTRICT

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

Location	Description	Tracks
Cincinnati:		
Smith St.	Bridge	Lead to Central Ave., low side and five tracks to old depot.
Mill St.	Bridge	No. 3 Track and old Eastward and Westward Mains.
Fifth St.	Bridge	Side and Hole Track and Eastward and Westward Mains.
Sixth St.	Bridge	
Freeman Ave.	Bridge	
Carr St.	Bridge	
C. U. T. Connection	Southern Ry. Bridge	Approach to C. U. T.
Griffith	Tipple	Raymond City Coal Co.
MP 15-09 West of North Bend	Power Line	Mains.
Valley Jct.	Pipe Lines	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.
	Coal Dock	Main and sidings.
Shelbyville	River Bridge	Main.
	Water Line	Stokely Canning Co.
	Doors	Pittsburgh Plate Glass Co.
	Signal Lines	North Transfer.
	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.
	Wabash River Bridge	Mains.
Montmorenci	Highway Bridge	Mains.
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.
Aroma Park	Signal Line	Mill track.
Kankakee	Walkway	J. W. Mortell Co.
	Conveyor	J. W. Mortell Co.
	Door	J. W. Mortell Co.

MICHIGAN DISTRICT

North Manchester	Water spout	Main.
Wabash	Wabash R. R. Bridge	Main.
Wabash	Wabash St. Bridge	Quarry.
Alexandria	Structure	National Gypsum Co.
Knightstown	Water spout	Main.
Knightstown	Penna. R. R. Bridge	Main.
Carthage	Highway Bridge No. 506	Main.
Rushville	Water spout	Main.
MP 165-30 North of Milroy	Power Line	Main.
MP 165-34 North of Milroy	Power Line	Main.
MP 166-11 South of Milroy	Power Line	Main.
MP 166-24 South of Milroy	Power Line	Main.
MP 166-31 South of Milroy	Power Line	Main.
MP 170-08 North of Sandusky	Power Line	Main.
MP 170-20 North of Sandusky	Power Line	Main.
MP 174-36 South of Sandusky	Power Line	Main.
MP 181-05 South of Craig	Cable	Main.
MP 181-12 South of Craig	Power Line	Main.
MP 181-18 South of Letts	Power Line	Main.
MP 187-40 South of Letts	Cable	Main.
MP 188-03 South of Letts	Power Line	Main.
MP 188-19 South of Letts	Cable	Main.
MP 192-41 South of Westport	Power Line	Main.
MP 194-33 South of Westport	Power Line	Main.

SPRINGFIELD DISTRICT

MP 26-10 West of Troy	Telephone wire	Waco track.
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(Continued from Page 10)

Location	Description	Tracks.
MP 46-23 West of Arcanum.....	Power Line and telephone wire.....	Main.
Modoc.....	Power Line.....	Main.
Messick, East End siding.....	Telephone wire.....	Main.
MP 92-04 East of New Castle.....	Power Line.....	Main.
MP 99-15 West of New Castle.....	Power Line.....	Main.
New Castle.....	Penna Bridge.....	Main.
MP 109-00 West of Wilkinson.....	Power Line.....	Main.

CONNERSVILLE BRANCH

MP 41-14 East of Brookville.....	Power Line.....	Main.
Brookville.....	Water spout.....	Main.
	Highway Bridge.....	Main, Siding, and Old Paper Mill track.
Laurel.....	Power & Telephone Lines.....	Main and Siding.
MP 63-16 West of Alpine.....	Power & Telephone Lines.....	Main.
Nulltown.....	Power Line.....	Main and Siding.
Connersville.....	Doors.....	American Central Bldg. Nos. 11 and 11C tracks.
	Walkways & pipe line.....	Rex Mfg. Co., Shook and Oil tracks.
	B. & O. R. R. Bridge.....	Main.

LAWRENCEBURG BRANCH

Lawrenceburg.....	Bridge, Tanners Creek.....	Main.
	Bridge, Wilson Creek.....	Main.
	Bridge, Hogan Creek.....	Main.
	Water spout.....	Main.
	Doors.....	Lawrenceburg Terminal Elevator tracks.
	Roof.....	Lawrenceburg Terminal Elevator Trestle track.
	Pipe line.....	Seagram Bower track.
	Pipe line.....	Seagram No. 2.
	Pipe line and roof.....	Seagram Scale, Feed, Grain and Coal tracks.
	Overhead gate.....	Seagram Coal and Grain tracks.
	Pipe line and walkway.....	Seagram, Old Main.
	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.

COLUMBUS BRANCH

MP 69-29 West of Burney.....	Power Line.....	Main.
MP 78-04 West of Hope.....	Power Line.....	Main.
Columbus, 10th St.....	Power Line.....	Main.
Columbus, 5th St.....	Power Line.....	Main.
Columbus.....	Door.....	Arvin Pit track.
	Building roof.....	Golden Foundry track.

FRANKLIN BRANCH

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

T. W. ENGLISH, Superintendent**L. B. LUTZ, Assistant Superintendent****R. A. STEWART, Chief Train Dispatcher**

J. W. HOLLICRAFT
J. A. FARQUER
W. J. ALBRECHT } Assistant Chief Train Dispatchers

F. F. McNAMEE
C. J. MEYER
R. D. TIMPANY
G. E. MAAS } Trainmasters

W. J. WITTE, Assistant Trainmaster

W. B. HODGE, Division Engineer
E. M. ROBERTS, Assistant Division Engineer
W. H. FORTNEY, Chief Road Foreman of Engines

W. R. FOSTER
R. H. THOMPSON
J. AUSTIN
W. E. SMITH } Road Foremen of Engines

R. E. McWILLIAMS
J. P. LEACH
C. D. THOMPSON } Assistant Road Foremen of Engines

R. W. MOODY
E. G. BECKHAM
G. S. RAINEY
T. R. HOLLETT
W. J. PRESTON
H. M. BENNETT
P. V. PANGBURN
H. O. CARTER
J. I. BEAVER
F. C. McDONALD } Train Dispatchers

CINCINNATI TO INDIANAPOLIS—WEST

Miles from Cincinnati	STATIONS	FIRST CLASS							
		3	415	405	437				
		JAMES WHITCOMB RILEY	CHICAGO SPECIAL	THE SYCAMORE	ROYAL PALM				
		Daily	Daily	Daily	Daily				
EASTERN STANDARD TIME									
	Cincinnati.....	AM 8.30	AM 9.10	PM 3.20	PM 11.00				
1.9	Storrs Jct.....	8.34	9.16	3.24	11.06				
2.2	King.....	8.35	9.17	3.25	11.07				
3.8	Wade.....	8.37	9.19	3.27	11.09				
CENTRAL STANDARD TIME									
3.8	Wade.....	7.37	8.19	2.27	10.09				
9.9	Delhi.....								
11.3	Fernbank.....								
12.4	Addyston.....								
13.0	Sekitan.....								
13.6	Griffith.....								
14.6	North Bend.....								
15.4	Cleves.....								
17.0	Valley Jct.....	7.50	8.32	2.40	10.24				
18.8	Elizabethtown.....								
21.6	Lawrenceburg Jct....	7.54	8.36	2.44	10.29				
27.2	Guilford.....								
29.7	Ross.....								
30.7	Bonnell.....								
35.0	Code.....								
36.1	Weisburg.....								
39.2	Sunman.....								
39.9	Brow.....	8.12	8.58	3.05	10.54				
41.1	Spades.....								
44.6	Morris.....								
46.2	Hyde.....								
47.1	Batesville.....		s 9.08	s 3.13	s 11.03				
53.3	New Point.....								
57.9	McCoy.....								
62.1	Greensburg.....	8.30	s 9.30	s 3.30	s 11.25				
67.1	Adams.....								
72.0	St. Paul.....								
74.6	Waldron.....								
76.6	Clifty.....								
81.9	Vine.....	8.46	9.49	3.49	11.44				
82.1	Shelbyville.....		s 9.52	s 3.51	s 11.50				
88.6	Fairland.....								
92.6	London.....								
94.9	Dix.....								
95.9	Acton.....								
103.0	Beech Grove.....	9.06	10.16	4.15	12.15				
106.2	Belt Crossing.....								
108.9	Indianapolis.....	9.20	10.30	4.30	12.30				
		AM	AM	PM	AM				

INDIANAPOLIS TO CINCINNATI—EAST

13

Miles from Chicago	STATIONS	FIRST CLASS									
		410	416	406	4						
		ROYAL PALM	CINCINNATI SPECIAL	SEE NOTE CAROLINA SPECIAL	JAMES WHITCOMB RILEY						
		Daily	Daily	Daily	Daily						
CENTRAL STANDARD TIME											
193.6	Indianapolis	AM 3.40	PM 2.00	PM 5.22	PM 8.10						
196.3	Belt Crossing										
199.5	Beech Grove	3.50	2.10	5.32	8.19						
206.6	Acton										
207.6	Dix										
209.9	London										
213.9	Fairland										
220.4	Shelbyville	s 4.15	s 2.37	s 5.55							
220.6	Vine	4.16	2.38	5.56	8.37						
225.9	Clifty										
227.9	Waldron										
230.5	St. Paul										
235.4	Adams										
240.4	Greensburg	s 4.46	s 3.07	s 6.30	8.53						
244.6	McCoy										
249.2	New Point										
255.4	Batesville	s 5.06	s 3.27	s 6.48							
256.3	Hyde										
257.9	Morris										
261.4	Spades										
262.6	Brow	5.16	3.36	6.58	9.13						
263.3	Sunman										
266.4	Weisburg										
267.5	Code										
271.8	Bonnell										
272.8	Ross										
275.3	Guilford										
280.9	Lawrenceburg Jct.	5.36	3.56	A 7.20	9.31						
283.7	Elizabethtown										
285.5	Valley Jct.	5.41	4.01	7.25	9.35						
287.1	Cleves										
287.9	North Bend										
288.9	Griffith										
289.5	Sekitan										
290.1	Addyston										
291.2	Fernbank										
292.6	Delhi										
298.7	Wade	6.00	4.18	7.44	9.49						
EASTERN STANDARD TIME											
298.7	Wade	7.00	5.18	8.44	10.49						
300.3	King	7.02	5.20	8.46	10.51						
300.6	Storrs Jct.	7.03	5.21	8.47	10.52						
302.5	Cincinnati	7.15	5.30	8.55	11.00						
		AM	PM	PM	PM						

Conditional Stop:

*No. 406 on signal at Lawrenceburg Jct. to discharge revenue passengers from Indianapolis or beyond.

CENTRAL STANDARD TIME INDIANAPOLIS TO KANKAKEE—WEST

Miles from Chicago	STATIONS	FIRST CLASS									
		437	3	415	419	405					
		ROYAL PALM	JAMES WHITCOMB RILEY	CHICAGO SPECIAL	WHITE CITY SPECIAL	THE SYCAMORE					
		Daily	Daily	Daily	Daily	Daily					
108.9	Indianapolis.....	AM 12.45	AM 9.30	AM 10.45	PM 12.30	PM 4.40					
109.9	IJ.....										
110.8	KD.....										
112.4	Brant.....	12.55	9.36	10.52	12.38	4.48					
119.7	Augusta.....										
122.2	Glenn.....	1.06	9.44	11.00	12.46	4.56					
124.5	Zionsville.....										
129.9	Whitestown.....										
132.7	Dale.....										
137.6	Lebanon.....	s 1.25		s 11.15	s 1.01						
142.7	Hazelrigg.....		10.02	11.20	1.06	5.15					
146.8	Thorntown.....										
152.5	Colfax.....	1.43	10.10	11.29	1.16	5.23					
157.5	Clarks Hill.....	1.49	10.14	11.34	s 1.22	5.28					
161.0	Stockwell.....										
162.6	Rex.....										
169.5	Altamont.....	2.01	10.24	11.45	1.32	5.38					
173.3	Lafayette.....	s 2.25	s 10.32	s 12.00	s 1.47	s 5.53					
191.9	Templeton.....	2.50	10.50	12.20	2.07	6.13					
196.0	Atkinson.....										
198.1	Swanington.....	2.59	10.56	12.28	2.14	6.22 ¹					
201.5	Fowler.....	s 3.05	10.59	12.32	s 2.19	6.26					
208.2	Earl Park.....		11.05	12.38	s 2.27						
210.5	Sheff.....	3.15	11.07	12.41	2.30	6.35					
213.2	Raub.....		11.10	12.44	2.33						
218.3	Sheldon.....	s 3.25	11.15	12.49	s 2.47 ⁴⁰⁶	6.43					
222.4	Iroquois.....		11.19 ⁴¹⁶	12.53	s 2.52						
226.5	Donovan.....	3.36	11.23	12.58	f 2.57	6.51					
231.9	Beaverville.....		11.29	1.04	s 3.03						
237.6	St. Anne.....	3.50	11.36	1.10	3.09	7.02					
243.8	Aroma Park.....		11.42	1.16	3.15						
247.5	Court St.....	4.02	11.46	1.22	3.20	7.12					
248.1	Kankakee.....	s 4.05 AM 4.15	s 11.50 AM 11.55	s 1.25 PM 1.35	s 3.30 PM 3.40	s 7.20 PM 7.25					
	Kankakee Jct.....	4.17	11.57	1.37	3.42	7.27					
302.5	Chicago.....	5.30 AM	1.00 PM	2.50 PM	4.55 PM	8.35 PM					

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

CENTRAL STANDARD TIME KANKAKEE TO INDIANAPOLIS—EAST

15

Miles from Chicago	STATIONS	FIRST CLASS									
		414	416	406	4	410					
		INDIANAPOLIS MAIL & EXPRESS	SEE NOTE CINCINNATI SPECIAL	CAROLINA SPECIAL	JAMES WHITCOMB RILEY	ROYAL PALM					
		Daily Ex. Sunday	Daily	Daily	Daily	Daily					
	Chicago.....	AM 7.15	AM 9.45	PM 1.00	PM 4.30	PM 10.45					
	Kankakee Jct.....	8.23	10.45	2.03	5.28	11.58					
		Daily Ex. Sunday	Daily	Daily	Daily	Daily					
54.4	Kankakee.....	s 8.30	s 10.51	s 2.15	s 5.35	s 12.10					
55.0	Court St.....	8.32	10.53	2.17	5.36	12.12					
58.7	Aroma Park.....	s 8.38	10.58	2.22							
64.9	St. Anne.....	s 8.46	11.04	2.28	5.47	12.25					
70.6	Beaverville.....	s 8.53	11.09	2.34							
76.0	Donovan.....	s 9.01	11.15	2.39	5.57	12.36					
80.1	Iroquois.....	s 9.08	11.19 ^s	2.43							
84.2	Sheldon.....	s 9.20	11.25	2.47 ⁴¹⁹	6.04	s 12.44					
89.3	Raub.....	s 9.27	11.30	2.52							
92.0	Sheff.....	f 9.30	11.33	2.55	6.11	12.52					
94.3	Earl Park.....	s 9.35	11.36	2.58							
101.0	Fowler.....	s 9.45	11.44	3.04	6.19	s 1.05					
104.4	Swanington.....	9.51	11.48	3.07	6.22 ⁴⁰⁶	1.09					
106.5	Atkinson.....										
110.6	Templeton.....	s 10.01	11.55	3.13	6.28	1.15					
129.2	Lafayette.....	s 10.46	s 12.25	s 3.40	s 6.50	s 1.55					
133.0	Altamont.....	10.53	12.33	3.48	6.56	2.05					
139.9	Rex.....										
141.5	Stockwell.....	s 11.02									
145.0	Clarks Hill.....	s 11.08	12.45	4.00	7.06	2.20					
150.0	Colfax.....	s 11.18	12.51	4.05	7.11	2.26					
155.7	Thorntown.....	s 11.28									
159.8	Hazelrigg.....	f 11.36	1.02	4.15	7.19						
164.9	Lebanon.....	s 11.48		s 4.22		s 2.43					
169.8	Dale.....										
172.6	Whitestown.....	s 11.58									
178.0	Zionsville.....	s 12.07									
180.3	Glenn.....	12.11	1.25	4.42	7.39	3.00					
182.8	Augusta.....	s 12.17									
190.1	Brant.....	12.25	1.35	4.52	7.47	3.10					
191.7	KD.....										
192.6	IJ.....										
193.6	Indianapolis.....	12.40	1.47	5.05	8.00	3.25					
		PM	PM	PM	PM	AM					

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

Conditional Stop:

⁴No. 416 at Beaverville Sunday to discharge revenue passengers.

CENTRAL STANDARD TIME CX TO NORTH VERNON—SOUTH

Miles from Elkhart	STATIONS	SECOND CLASS											
		71	75	79									
		MD-1 FREIGHT	MD-5 FREIGHT	MD-9 FREIGHT									
		Daily	Daily	Daily									
	<i>Elkhart</i>		PM 1.00										
10.3	CX.....		1.15										
12.3	Yost.....		1.20										
15.6	New Paris Jct.....		1.25										
16.1	New Paris.....												
21.1	Milford Jct.....		1.37										
22.3	Milford.....												
27.8	Leesburg.....		1.50										
33.1	Grandy.....		2.30										
34.5	Warsaw.....												
42.3	Claypool.....		2.48										
46.2	Silver Lake.....		2.55										
53.8	North Manchester.....		3.08 ⁷⁴										
56.4	Bolivar.....		3.18										
60.9	Urbana.....		3.30										
68.2	Wabash.....		4.00										
78.4	La Fontaine.....		4.40										
87.5	Marion.....												
88.2	Kent.....		5.20										
93.1	Jonesboro.....												
97.6	Fairmount.....		5.45										
102.9	Summitville.....		5.55										
108.3	Alexandria.....												
109.8	Alda.....		6.30										
117.4	Dow.....		6.50										
120.2	Anderson.....												
120.5	Pearl St.....												
121.5	South Anderson.....	AM	10.30	PM									
	So. Anderson Yard.....	7.00	10.45	7.00									
129.6	Markleville.....	7.20	PM	7.45									
135.8	Shirley.....	7.35		8.30									
141.0	Knox.....	7.45		8.45									
143.0	Knightstown.....												
147.9	Carthage.....												
149.9	Boyd.....	8.10		9.05									
158.3	Kern.....	8.30		9.30									
159.3	Rushville.....												
166.9	Milroy.....	8.45		10.00									
172.4	Sandusky.....	9.00		10.15									
178.3	Greensburg.....	10.30 ⁷⁶		11.30 ⁷⁸									
179.8	Craig.....	10.35		1.10									
187.2	Letts.....												
191.3	Westport.....	11.15		1.55									
203.7	North Vernon.....	11.55		3.00									
255.3	Jeff Yard.....	3.15		5.00									
256.1	Jeffersonville.....	PM		AM									
259.2	Louisville.....												

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

CENTRAL STANDARD TIME NORTH VERNON TO CX—NORTH

17

Miles from Louisville	STATIONS	SECOND CLASS											
		78		76		74							
		MD-2 FREIGHT		MD-6 FREIGHT		MD-4 FREIGHT							
		Daily		Daily		Daily							
	Louisville												
3.1	Jeffersonville	PM		AM									
3.9	Jeff Yard	7.30		6.00									
55.5	North Vernon	9.30		7.45									
67.9	Westport	10.05		8.15									
72.0	Letts												
79.4	Craig	10.40		8.50									
80.9	Greensburg	11.30 ⁷⁹		10.30 ⁷¹									
86.8	Sandusky	11.42		11.00									
92.3	Milroy	11.55		11.30									
99.9	Rushville												
100.9	Kern	12.13		12.05									
109.3	Boyd	12.30		12.30									
111.3	Carthage												
116.2	Knightstown												
118.2	Knox	12.48		1.00									
123.4	Shirley	1.01		1.25									
129.6	Markleville	1.15		1.50									
	So. Anderson Yard ..	4.45		3.30		AM 11.00							
137.7	South Anderson	AM		PM		11.05							
138.7	Pearl St.												
139.0	Anderson												
141.8	Dow					11.20							
149.4	Alda					11.35							
150.9	Alexandria					11.40							
156.3	Summitville					11.55							
161.6	Fairmount					12.10							
166.1	Jonesboro					12.25							
171.0	Kent					12.40							
171.7	Marion												
180.8	La Fontaine					1.10							
191.0	Wabash					2.00							
198.3	Urbana					2.30							
202.8	Bolivar					2.45							
205.4	North Manchester ..					3.08 ⁷⁵							
213.0	Silver Lake					3.30							
216.9	Claypool					3.40							
224.7	Warsaw												
226.1	Grandy					4.10							
231.4	Leesburg												
236.9	Milford												
238.1	Milford Jct.					4.40							
243.1	New Paris												
243.6	New Paris Jct.					5.00							
246.9	Yost					5.30							
248.9	CX					5.50							
259.2	Elkhart					8.30 PM							

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

COLD SPRINGS TO EASTSIDE WEST

EASTSIDE TO COLD SPRINGS EAST

Miles from Springfield	STATIONS	SECOND CLASS	
		91	97
		SD-5 FREIGHT	SD-7 FREIGHT
		Daily	Daily
EASTERN STANDARD TIME			
	Springfield Yard.....	AM 2.55	PM 9.55
	Springfield.....		
1.9	West End.....		
5.3	Cold Springs.....	3.15	10.30
CENTRAL STANDARD TIME			
5.3	Cold Springs.....	2.15	9.30
8.9	Donnelsville.....		
13.4	New Carlisle.....	2.32	9.50
15.2	Brown.....		
18.1	Atlasco.....	2.42	10.00
20.8	Grayson.....		
24.0	Miami Siding.....	2.55	10.12
24.8	Troy.....	2.57	10.20
30.9	Kessler.....	3.10	10.35
34.2	Ludlow Falls.....	3.19 ⁹⁴	10.50
38.3	Laura.....		
42.5	Pittsburg.....	3.39	11.20
45.9	Arcanum.....	3.49	11.30
51.7	Savona.....	4.03	11.45
53.5	Hewitt.....	4.07	11.50
55.7	Clark.....		
60.2	Glen Karn.....	4.25	12.10
64.5	Crete.....	4.37	12.20
68.5	Page.....	4.47	12.30
69.3	Lynn.....	5.10	12.32
74.2	Carlos City.....	5.25	12.42
79.7	Modoc.....	5.40	12.53
83.2	Losantville.....		
83.5	RN.....	5.50	1.05
87.3	Mooreland.....	6.00	1.18 ⁹⁴
90.4	Messick.....	6.10	1.28
95.6	New Castle.....	6.40	1.40
103.8	Kennard.....	7.00	2.05
107.0	Shirley.....	7.18	2.15
108.7	Wilkinson.....		
112.8	Willow Branch.....	7.30	2.40
117.4	Maxwell.....	7.40	2.55
121.3	Mohawk.....		
125.3	Mt. Comfort.....	7.55	3.15
130.9	Hunter.....	8.10	3.25
135.5	Eastside.....	8.25	4.00
	Hill.....	11.30	6.00
136.1	DX.....	AM	AM
139.8	Indianapolis.....		

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

Miles from Indianapolis	STATIONS	SECOND CLASS	
		92	94
		SD-2 FREIGHT	SD-4 FREIGHT
		Daily	Daily
CENTRAL STANDARD TIME			
3.7	Indianapolis..... DX.....	AM	PM
	Hill.....	9.00	11.30
4.3	Eastside.....	9.20	11.45
8.9	Hunter.....	9.30	11.55
14.5	Mt. Comfort.....	9.42	12.07
18.5	Mohawk.....		
22.4	Maxwell.....	9.58	12.23
27.0	Willow Branch.....	10.08	12.32
31.1	Wilkinson.....		
32.8	Shirley.....	10.19	12.43
36.0	Kennard.....	10.26	12.51
44.2	New Castle.....	10.44	12.59
49.4	Messick.....	10.55	1.10
52.5	Mooreland.....	11.03	1.18 ⁹⁷
56.3	RN.....	11.11	1.26
56.6	Losantville.....		
60.1	Modoc.....	11.19	1.34
65.6	Carlos City.....	11.30	1.45
70.5	Lynn.....	11.45	2.00
71.3	Page.....	11.50	2.02
75.3	Crete.....	11.59	2.10
79.6	Glen Karn.....	12.09	2.19
84.1	Clark.....		
86.3	Hewitt.....	12.26	2.33
88.1	Savona.....	12.35	2.42
93.9	Arcanum.....	12.47	2.54
97.3	Pittsburg.....	12.55	3.02
101.5	Laura.....		
105.6	Ludlow Falls.....	1.12	3.19 ⁹¹
108.9	Kessler.....	1.20	3.27
115.0	Troy.....	1.33	3.40
115.8	Miami Siding.....	1.35	3.42
119.0	Grayson.....		
121.7	Atlasco.....	1.47	3.54
124.6	Brown.....		
126.4	New Carlisle.....	1.57	4.04
130.9	Donnelsville.....		
134.5	Cold Springs.....	2.15	4.22

EASTERN STANDARD TIME

134.5	Cold Springs.....	3.15	5.22
137.9	West End.....		
139.8	Springfield.....		
	Springfield Yard.....	4.45 ^{PM}	8.00 ^{AM}

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

VALLEY JCT. TO BEESON WEST					
Miles from Valley Jct.	STATIONS	SECOND CLASS			
		163		151	
		FREIGHT		SWITCH RUN	
		Daily		Daily Ex. Sunday	
2.1	Valley Jct.	AM 6.00	..	AM 6.20	..
7.7	White Water Park.	..	..	..	..
14.5	Harrison	6.20	..	6.55	..
	New Trenton	..	..	..	..
16.1	Ashby	..	..	..	..
19.0	Cedar Grove	..	..	..	..
25.8	Brookville	7.10	..	8.00	..
29.3	Yellow Bank	..	..	..	..
34.2	Metamora	..	..	..	..
40.0	Laurel	7.50	..	8.55	..
44.1	Alpine	..	..	..	..
46.2	Nulltown	..	..	..	..
50.8	Connerville	8.30	..	9.35	..
56.4	Beeson	AM	..	AM	..

BEESON TO VALLEY JCT. EAST					
Miles from Beeson	STATIONS	SECOND CLASS			
		164		150	
		FREIGHT		SWITCH RUN	
		Daily		Daily Ex. Sunday	
5.6	Beeson	AM 9.45	..	AM 10.40	..
10.2	Connerville	..	..	..	..
12.3	Nulltown	..	..	..	..
16.4	Alpine	..	..	..	..
	Laurel	10.25	..	11.11	..
22.2	Metamora	..	..	..	..
27.1	Yellow Bank	..	..	..	..
30.6	Brookville	11.05	..	12.01	..
37.4	Cedar Grove	..	..	..	..
40.3	Ashby	..	..	..	..
41.9	New Trenton	..	..	..	..
48.7	Harrison	11.55	..	12.55	..
54.3	White Water Park	..	..	..	..
56.4	Valley Jct.	12.30	..	1.15	..
		PM	..	PM	..

Nos. 163 and 151 are superior to Nos. 164 and 150.

CRAIG TO COLUMBUS WEST						COLUMBUS TO CRAIG EAST					
Miles from Greensburg	STATIONS	SECOND CLASS				Miles from Columbus	STATIONS	SECOND CLASS			
		253						252			
		SWITCH RUN						SWITCH RUN			
		Daily Ex. Sunday						Daily Ex. Sunday			
	Greensburg	AM	10.00				Columbus	PM	1.00		
1.5	Craig		10.05			7.2	Nortonburg				
4.1	Ewington					11.2	Hope	1.25			
8.0	Burney		10.25			13.8	Rugby				
12.1	Rugby					17.9	Burney	1.40			
14.7	Hope		10.41			21.8	Ewington				
18.7	Nortonburg					24.4	Craig	2.00			
25.9	Columbus		11.10			25.9	Greensburg	2.10			
		AM						PM			

No. 253 is superior to No. 252.

Time shown at Greensburg is for information only.

FAIRLAND TO TRAFALGAR WEST						
Miles from Fairland	STATIONS	SECOND CLASS				
		355				
		SWITCH RUN				
		Daily Ex. Sunday				
	Fairland	PM	2.00			
3.4	Boggstown		2.10			
7.0	Needham		2.22			
12.5	Franklin		2.35			
19.7	Trafalgar	PM				

TRAFALGAR TO FAIRLAND EAST						
Miles from Trafalgar	STATIONS	SECOND CLASS				
		354				
		SWITCH RUN				
		Daily Ex. Sunday				
	Trafalgar	PM	2.45			
7.2	Franklin		3.05			
12.7	Needham		3.25			
16.3	Boggstown		3.45			
19.7	Fairland	PM				

No. 355 is superior to No. 354.

CENTRAL STANDARD TIME

LAWRENCEBURG JCT. TO AURORA
WEST

Miles from Lawrenceburg Jct.	STATIONS				
0.5	Lawrenceburg Jct.				
2.5	Hardinburg				
2.7	Dearborn				
6.6	Lawrenceburg				
6.6	Aurora				

AURORA TO LAWRENCEBURG JCT.
EAST

Miles from Aurora	STATIONS				
3.9	Aurora				
4.1	Lawrenceburg				
6.1	Dearborn				
6.6	Hardinburg				
6.6	Lawrenceburg Jct.				

WESTWARD—FREIGHT TRAINS

Miles from Cincinnati	STATIONS	CC1	CC3				
		Cincinnati Chicago	Cincinnati Chicago				
		Daily	Daily				
		A. M.	P. M.				
62.1	Cincinnati (Ivorydale)	E. T.	12.01	2.00			
	Cincinnati (Riverside)	C. T.	12.01	2.45			
106.0	Greensburg		1.30	4.30			
			4.00	6.10			
173.3	Indianapolis (Hill)		7.00	7.10			
210.5	Lafayette		9.30				
247.5	Sheff.		11.00	10.30			
			1.00	12.01			
	Kankakee		4.00	1.30			
	Chicago (Markham)		6.00	3.00			
		P. M.	A. M.				

For information only; not conferring time-table superiority.

EASTWARD—FREIGHT TRAINS

Miles from Kankakee	STATIONS	KI 2	CD8	CA5 SY2	SY2	2nd SY2	
		Kankakee Indianapolis	Chicago Cincinnati	Chicago Indianapolis	Chicago Cincinnati	Indianapolis Cincinnati	
		Daily	Daily	Daily	Daily	Daily	
					P. M.		
	Chicago (Congress St.)	C. T.			7.00		
	Chicago (Markham)		P. M.		9.00		
			1.30				
29.8	Kankakee	C. T.	A. M.	3.00		10.15	
37.6	Sheldon		7.00	4.30		11.30	
74.8	Sheff.		8.30		P. M.		
	Lafayette		10.30		8.00		
	Indianapolis (Moorefield)		11.45	6.30	11.00		
			3.00				
139.2	Indianapolis (Hill)		4.00	9.45	2.30	4.00	P. M.
		P. M.		11.30	A. M.	5.45	12.01
186.0	Greensburg			12.30		6.30	
244.3	Cincinnati (Riverside)			2.10		8.30	3.30
246.6	Cincinnati (Mill Creek)			3.30		9.50	5.00
	Cincinnati (Ivorydale)	E. T.		A. M.		11.15	6.15
					A. M.	P. M.	

For information only; not conferring time-table superiority.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

CINCINNATI TO KANKAKEE

STATIONS		Office Calls	Miles from Cincinnati	SIGNALS		TELEPHONES		
				Westward Track	Eastward Track	LOCATION	Side of Track	LINE
Storrs Jct. Open day and night	C.S.		1.9			Signal station.....	S	B-Y
King. T.O. Open day and night	C.S.	SI	2.2	INT.	INT.	Signal station.....	N	T.D.-M-B-Y
	C.S.			31	32	East yard office.....	N	T.D.-M-Y
	C.S.					Scale house.....	N	Y
	C.S.					Car inspector's cabin at west end of yard	N	Y
	C.S.					Old west yard office.....	N	Y
	C.S.					Crossover from main to outbound lead pole box.....	N	Y
Wade. T.O. Open day and night	C.S.	MS	3.8	INT.	INT.	Signal station.....	N	T.D.-M-B-Y
	C.S.		5.1	61	62	Booth.....	S	B
	C.S.		6.1			Booth.....	S	B
	C.S.		6.2	71	72	Pole box.....	S	B
	C.S.		7.3			Booth.....	S	B
	C.S.		8.1	101	102	Pole box.....	S	B
	C.S.		9.0			Booth.....	S	B
Delhi.....	C.S.		9.9			Pole box.....	S	B
	C.S.		10.1			Booth.....	S	B
Sayler Park.....			10.4					
	C.S.		11.2			Booth.....	S	B
Fernbank.....	C.S.		11.3	111	122	Station.....	N	T.D.-M-B
	C.S.					Opposite station, pole box.....	S	B
	C.S.					Siding, west end, pole box.....	N	B
	C.S.		12.3			Pole box.....	S	M-B
Addyston.....	C.S.	SN	12.4			Station.....	N	T.D.-M-B
	C.S.					Station, outside.....	N	B
Sekitan.....	C.S.		13.2			Pole box.....	S	B
Griffith.....	C.S.		13.6	141	142	Pole box.....	N	B
North Bend.....	C.S.		14.6			Raymond City Coal Company office ...	N	B
	C.S.					Just west of Taylor Ave., pole box.....	S	B
Cleves.....	C.S.	CS	15.4	161	162	Station.....	N	T.D.-M-B-Y
	C.S.					West end station track, pole box.....	N	B
	C.S.					Cabin, east end eastward and westward sidings.....	S	B-Y
Valley Jct. T.O. Open day and night	C.S.	D	17.0	INT.	INT.	Scale house.....	S	Y
	C.S.					Signal station.....	S	T.D.-M-B-Y
	C.S.		18.2	191	192	Booth.....	S	B
Elizabethtown.....	C.S.		18.8			Pole box.....	S	B
	C.S.		20.4	201	202	Booth.....	S	B
	C.S.					Westward siding, east end, pole box....	N	B
Lawrenceburg Jct.. T.O. Open day and night	C.S.	KI	21.6	INT.	INT.	Station.....	N	T.D.-M-B
	C.S.					Eastward siding, west end, booth.....	S	B
Thatcher.....			22.3					
	C.S.		24.1	241	242	Pole box.....	S	B
	C.S.		25.1		252	Pole box.....	S	B
	C.S.		26.1	261	272	Pole box.....	S	B
Guilford.....	C.S.	MO	27.2			Station.....	N	M-B
	C.S.			281		Station, outside, pole box.....	N	B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

CINCINNATI TO KANKAKEE—CONTINUED

STATIONS	Office Calls	Miles from Cincinnati	SIGNALS		TELEPHONES		
			Westward Track	Eastward Track	LOCATION	Side of Track	LINE
	C.S.	29.1			Pole box.....	S	B
Ross	C.S.	29.7	301		Westward siding, east end, on pole	N	B
	C.S.			302	Westward siding, west end, on pole	S	B
Bonnell.....	C.S.	30.7			Pole box.....	S	B
	C.S.	31.4	321		Booth.....	S	B
	C.S.	32.4		332	Pole box.....	S	B
	C.S.	33.3			Pole box.....	S	B
	C.S.	34.4	341		Pole box.....	S	B
			351	352			
Code	C.S.	35.0			Spur track, west end, on pole	N	B
	C.S.	35.4			Booth.....	S	B
Weisburg.....	C.S.	36.1			Cabin.....	S	B
	C.S.	37.4	371		Booth.....	N	B
	C.S.			382	Sunman water tank, booth.....	N	B
			391				
Sunman.....	C.S. MN	39.2			Station.....	S	M-B
	C.S.	39.4			Section house.....	S	B
Brow..... T.O.	C.S. BY	39.9	INT.	INT.	Eastward siding, east end, pole box....	S	B
Open day and night	C.S.				Signal station.....	S	T.D.-M-B
	C.S.				Westward siding, west end, pole box....	N	B
Spades	C.S.	41.1			Pole box	N	B
	C.S.	43.1	421	422		N	B
	C.S.	44.0			Booth.....	N	B
	C.S.	44.5	441	442	Booth.....	N	B
Morris.....	C.S.	44.6			Station.....	S	M-B
	C.S.	45.0			Pole box.....	N	B
Hyde.....	C.S.	46.1	461		Booth.....	N	B
	C.S.	46.2		462	Crossover, pole box	N	M-B
	C.S.				Batesville, freight house, south of old main track.....	S	M-B
Batesville.....	C.S. BU	47.1			Station	N	M-B
	C.S.	48.5			Booth.....	N	B
	C.S.	49.4			Pole box.....	N	B
	C.S.	50.5	491	492	Booth.....	N	B
	C.S.	52.0	511	512	Booth.....	N	B
	C.S.	52.5			Booth.....	N	B
Newpoint.....	C.S.	53.3	531	532	Station track, east end, booth	N	M-B
	C.S.	55.1	561	562	Booth.....	N	B
	C.S.	55.5			Booth.....	N	B
	C.S.	57.0			Booth.....	N	B
	C.S.		581		Eastward siding, east end, booth	N	B
McCoy.....	C.S.	57.9		582	Eastward siding, west end, pole box....	N	M-B
	C.S.	59.2	601	602	Booth.....	N	B
	C.S.	60.3	611	612	Booth.....	N	B
	C.S.	61.4			Pole box.....	N	B
	C.S.				Montfort St. pole box.....	S	Y
	C.S.				Greensburg freight house.....	S	M-Y
	C.S.		624	622	Greensburg engine house.....	S	M-Y

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

CINCINNATI TO KANKAKEE—CONTINUED

STATIONS	Office Calls	Miles from Cincinnati	SIGNALS		TELEPHONES		
			Single Track		LOCATION	Side of Track	LINE
			Westward	Eastward			
Greensburg.....T.O. Open day and night	C.S. C.S. C.S. C.S. C.S.	GN	62.9		East end old wye, pole box.....	N	Y
					Station.....	N	T.D.-M-B-Y
			INT.	INT.	Signal station.....	N	Y
					Eastward siding, east end, pole box....	S	Y
					Eastward siding, new wye, pole box...	S	Y
6,000 feet west of Greensburg	C.S.	64.2	INT.	INT.	Westward and eastward sidings, west end, pole box.....	S	Y
	C.S.	65.0			Pump house, booth.....	N	Y
	C.S.				Booth.....	S	B
	C.S.	66.1	661	662	Booth.....	S	B
Adams.....	C.S.	67.1			Siding, east end, pole box.....	S	B
			671				
	C.S.			682	Siding, west end, booth.....	N	M-B
	C.S.	68.4			Booth.....	S	B
	C.S.	69.4	701	702	Booth.....	S	B
	C.S.	70.4			Booth.....	S	B
St. Paul.....	C.S.	SU	72.0		Station.....	S	T.D.-M-B
	C.S.		721		Pole box.....	S	M-B
	C.S.			722	Booth.....	S	B
	C.S.				Siding, east end, pole box.....	S	B
	C.S.				Siding, west end, pole box.....	S	B
	C.S.	74.1			Booth.....	S	B
			751	752			
Waldron.....	C.S.	WA	74.6		Station.....	S	M-B
	C.S.				On pole, west of station.....	S	B
	C.S.	75.1			Section house.....	N	B
	C.S.	75.4			Booth.....	S	B
Clifty.....	C.S.		76.6	INT.	Booth.....	S	B
			INT.	INT.			
			Westward Track	Eastward Track			
Control from Vine	C.S.	77.2			Booth.....	S	M-B
Prescott.....	C.S.	77.4			Pole box.....	S	B
	C.S.	79.1	791	792	Booth.....	S	B
	C.S.	79.4	794		Booth.....	N	B
	C.S.	80.4	801	802	Booth.....	N	B
				803			
	C.S.				Siding, east end, booth.....	S	B
	C.S.				Pole box.....	N	B
Vine.....T.O. Open day and night	C.S.	V	81.9		Signal station.....	N	T.D.-M-B-Y
			INT.	INT.			
Shelbyville.....	C.S.	SY	82.1		Station.....	S	T.D.-M-Y
	C.S.				Freight house.....	N	T.D.-M-Y
	C.S.				Mechanic Street, pole box.....	N	B
	C.S.				John Street, pole box.....	N	B
	C.S.	83.2			Booth.....	N	B
	C.S.	84.2	841	842	Pole box.....	N	B
	C.S.	85.4	861	862	Booth.....	N	B
	C.S.	86.2			Fairland water tank, pole box.....	N	B
					Booth.....	N	B
0.7 mile east of Fairland, Control from Vine	C.S.	88.3			Pole box.....	S	B
Fairland.....	C.S.	88.7	INT.	INT.	Relay house.....	N	M-B
Control from Vine	C.S.	89.3	INT.	INT.	Station.....	S	T.D.-M-B
	C.S.				Pole box, west end station.....	S	M-B
	C.S.				Booth.....	S	B
	C.S.	90.2			Booth.....	S	B
	C.S.	90.3			Pole box.....	S	B
	C.S.	91.2	911	912	Booth.....	S	B
	C.S.	92.2			Booth.....	S	B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

CINCINNATI TO KANKAKEE—CONTINUED

STATIONS		Office Calls	Miles from Cincinnati	SIGNALS		TELEPHONES		
				Single Track		LOCATION	Side of Track	LINE
				Westward	Eastward			
London.....			92.6					
	C.S.		93.5	931	932	Booth.....	S	B
Dix.....	C.S.		94.9	INT.	INT.	Eastward siding, east end, pole box.....	S	B
	C.S.					Westward siding, east end, pole box.....	N	B
	C.S.			Westward Track	Eastward Track	Eastward siding, west end, in booth...	S	B
Control from Beech Grove	C.S.					Westward siding, west end, in booth...	S	M-B
Acton.....	C.S.	AK	95.9			Station.....	S	M-B
	C.S.					Pole box, west end of station.....	S	B
	C.S.		96.2			Section house.....	N	B
	C.S.		97.4	971	972	Booth.....	S	B
	C.S.		98.5	974		Booth.....	S	B
	C.S.		99.4	991	992	Booth.....	S	B
	C.S.		100.4	1011	1012	Booth.....	S	B
	C.S.		101.4		1013	Booth.....	N	B
	C.S.		102.4			Booth.....	N	B
Beech Grove.....T.O. Open day and night	C.S.	YD	103.0	INT.	INT.	Signal station.....	N	T.D.-M-B-Y
	C.S.		103.2	1041		Booth.....	N	B
	C.S.					East yard office.....	S	Y
	C.S.		104.2		1042	Pole box.....	N	Y
	C.S.		104.3	1051		Booth.....	N	B
	C.S.					Hill yard office.....	S	M-Y
	C.S.		105.3		1052	Booth.....	N	B
	C.S.			1061		Icehouse crossover, in cabin.....	N	B-Y
					1062			
Belt Crossing..... Open day and night	C.S.		106.2	INT.	INT.	Signal station.....	S	Y
	C.S.		107.5	1071	1072	Keystone Ave., pole box.....	N	Y
				1073		English Ave. crossover, pole box.....	N	Y
	C.S.				1082	State Street yard office, pole box.....	S	Y
	C.S.			1081		Leota Street, pole box.....	N	Y
	C.S.				1084	Bates Street crossover, in cabin.....	N	Y
Indianapolis.....T.O. Open day and night	C.S.	UN	108.9			Station.....	N	T.D.-M
IJ..... Open day and night	C.S.	IJ	109.9	01 INT	INT.	Signal station.....	S	T.D.-Y
KD..... Open day and night	C.S.	KD	110.8	INT.	INT.	Signal station.....	N	T.D.-Y
Moorefield.....	C.S.			21	22	Car house, east of Belmont Ave.....	N	Y
	C.S.					On crossing watchman's tower.....	S	Y
	C.S.					Cabin, west side Belmont Ave.....	N	Y
	C.S.					Yard office.....	N	Y
	C.S.					Cabin, west end yard.....	N	Y
	C.S.					Michigan Street, west side, on post....	S	Y

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

CINCINNATI TO KANKAKEE—CONTINUED

STATIONS		Office Calls	Miles from Cincinnati	SIGNALS		TELEPHONES		
				Westward Track	Eastward Track	LOCATION	Side of Track	LINE
BrantT.O. Open day and night	C.S.	MF	112.4	INT.	INT.	Signal station.....	N	T.D.-M-B-Y
	C.S.		113.1			Section house.....	S	B
	C.S.		113.5		1142	Booth.....	N	B
30th Street (Signals controlled from Brant)	C.S.		114.5			East switch, on post.....	N	B
	C.S.			1141 1144		West switch, on post.....	N	B
	C.S.		115.4		1152 1162	Booth.....	N	B
	C.S.		117.0	1161 1164		Booth.....	N	B
	C.S.		118.1	1181	1182	Booth.....	N	B
Augusta 2.1 miles west of Augusta Control from Brant	C.S.					Signal maintainer's office east of highway.....	N	B
	C.S.					East of highway, on post.....	N	B
	C.S.	AG	119.2	1201		Booth.....	N	B
	C.S.		119.7		1202	Station.....	S	T.D.-M-B
	C.S.		121.1			Booth.....	N	B
	C.S.		121.8	1211	INT.	Eastward siding, east end, in booth....	S	B
Rock Island			122.1					
Glenn Control from Brant 1.1 miles west of Glenn. Control from Brant	C.S.		122.9	INT.	INT.	Tower, inside.....	N	B
	C.S.					Shell Oil Co. switch, on post.....	N	B
	C.S.		124.0	INT.	1242	Westward siding, west end, in booth...	N	B
Zionsville	C.S.					Pump house, inside.....	N	B
	C.S.	ZN	124.5			Station.....	N	T.D.-M-B
	C.S.		125.4	1261	1262	Booth.....	N	B
	C.S.		126.2			Booth.....	N	B
	C.S.		127.3	1281	1282	Booth.....	N	B
	C.S.		128.0			Pole box.....	S	B
	C.S.		129.1			Booth.....	S	B
Whitestown	C.S.					Crossover, east end, on pole.....	S	B
	C.S.	DR	129.9			Station.....	N	M-B
	C.S.		131.3	1311	1312	Booth.....	S	B
Dale	C.S.			1331		Eastward siding, east end, in booth....	S	B
	C.S.		132.7		1332	Crossover, on pole.....	S	B
	C.S.					Westward siding, west end, in booth...	N	B
	C.S.		136.0	1361 1371	1362 1372	Booth.....	S	B
Lebanon	C.S.					Texas track switch, on pole.....	N	B
	C.S.					Power house track, west end, on pole...	S	B
	C.S.			X	X	C. I. R. R. crossing, booth.....	N	B
	C.S.					West long track, near west end, on pole..	N	B
	C.S.	J	137.6			Freight house.....	S	M-B
	C.S.					Station.....	N	M-B
	C.S.			1381		Signal maintainer's office.....	N	B
	C.S.				1382	Crossover, on pole.....	N	B
	C.S.		139.4			Booth.....	N	B
	C.S.		141.1	1411	1412	Booth.....	N	B
HazelriggT.O. Open 8:00 AM to 5:00 PM daily ex. Sunday	C.S.	HR	142.7	INT.	INT.	Eastward siding, east end, in booth....	S	B
	C.S.					Station.....	N	T.D.-M-B
	C.S.					Station outside, pole box.....	S	B
	C.S.					Westward siding, west end, in booth....	N	B
	C.S.		145.2	1451	1452	Booth.....	N	B
	C.S.		146.2			Booth.....	N	B
	C.S.		147.0			Booth.....	N	B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

CINCINNATI TO KANKAKEE—CONTINUED

STATIONS	Office Calls	Miles from Cincinnati	SIGNALS		TELEPHONES		
			Westward Track	Eastward Track	LOCATION	Side of Track	LINE
Thorntown.....	C.S. C.S. C.S.	OW	146.8	1471 1472	Station..... Station, on north side..... Pump house, on post.....	S S N	T.D.-M-B B B
	C.S. C.S. C.S.		149.1 150.2 151.1	1491 1492 1512	Pole box..... Booth..... Booth.....	N N N	B B B
Colfax.....T.O. Open day and night.	C.S. C.S. C.S.	CF	152.5	INT. INT.	Siding, east end, in booth..... Station..... Station, on north side.....	S S S	B T.D.-M-B B
	C.S. C.S. C.S. C.S.		154.1 155.1 155.4 157.0	1541 1561 1562	Booth..... Booth..... Booth..... Booth.....	N N N N	B B B B
Clarks Hill.....T.O. Open day and night	C.S. C.S. C.S.	W	157.5	Single Track Westward Eastward INT. INT.	Station..... Signal station..... Siding, west end, booth.....	S N N	M T.D.-M-B M-B
	C.S.		160.3	1591 1611	Booth.....	N	B
Stockwell.....	C.S. C.S.	SK	161.0		Station, on east side..... Station.....	N N	M-B T.D.-M-B
Rex Control from Clarks Hill.	C.S. C.S.		162.4 162.6	INT INT	Booth..... Siding, east end, relay house.....	N N	B M-B
	C.S.		163.6	INT INT	Siding, west end, relay house.....	S	B
North Crane.....	C.S. C.S.		165.1 165.2	1651 1652	Booth..... Elevator track, west end, on post.....	N N	B B
	C.S. C.S. C.S.		166.3 167.3 168.4	1671 1672	Booth..... Booth..... Booth.....	N N N	B B B
1 mile east of Altamont. Control from Altamont.	C.S. C.S.		169.1	INT. INT.	N. Y. C. siding, east end, relay house N. Y. C. siding, west end, in booth...	N N	B B
Altamont.....T.O. Open day and night	C.S. C.S.	QN	169.5	Westward Track Eastward Track INT. INT.	Signal Station..... Joint siding, west end, in N.K.P. signal house.....	S N	T.D.-M-B B
	C.S.		172.0		Booth.....	S	B
Lafayette Jct..... Open day and night	C.S. C.S. C.S. C.S. C.S. C.S. C.S. C.S.		172.3	INT. INT.	Westward home signal, on pole..... Signal station..... No. 19 track, east end, on post..... Old coal dock crossover, on pole..... Car foreman's office..... Yard office..... Engine house foreman's office..... Engine house.....	N S S S S S S S	Y T.D.-M-Y Y Y M-Y M-B-Y M-Y Y
Lafayette.....T.O. Open day and night	C.S. C.S. C.S. C.S.	G	173.3	T.O. T.O.	Station..... Ticket office..... Freight house..... West of South St., on post.....	N N S S	T.D.-M-Y M M-Y Y
Templeton.....T.O. Open day and night	C.S. C.S. C.S.	MD	191.9 193.5	INT.-MB 1942	Station..... Westward siding, west end, on post..... Eastward siding, west end, on post.....	S N S	T.D.-M-B B B
	C.S. C.S.		194.3 195.3		Booth..... Booth.....	N N	B B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

CINCINNATI TO KANKAKEE—CONTINUED

STATIONS		Office Calls	Miles from Cincinnati	SIGNALS		TELEPHONES		
				Westward Track	Eastward Track	LOCATION	Side of Track	LINE
Atkinson	C.S.		196.0			Opposite elevator, on post	N	B
	C.S.		196.7 197.3	1971		Booth	N	B
Swanington.....T.O. Open day and night	C.S.	WS	198.1	Single Track				
	C.S.			Westward	Eastward			
	C.S.			INT.-M.B.	INT.-M.B.	Signal station..... Siding, west end, on post.....	N S	T.D.-M-B B
			199.3 200.3		2002	Booth	N	B
Fowler.....T.O. Open day and night	C.S.	RF	201.5	M.B.	M.B.	Siding, east end, on post..... West of canning factory spur, in booth. Station.....	N N N	B B T.D.-M-B
	C.S.					West end team track, in booth.....	N	B
	C.S.							
	C.S.		203.4 204.1 205.3 206.3 207.4			Booth	N	B
	C.S.					Booth	N	B
	C.S.					Booth	N	B
	C.S.					Booth	N	B
	C.S.					Booth	N	B
Earl Park.....T.O. Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	C.S.	PK	208.2	M.B.	M.B.	Siding, east end, on post..... Station	N N	B T.D.-M-B
	C.S.					Siding, west end, on post.....	N	B
	C.S.							
Sheff.....T.O. Open day and night	C.S.	F	209.0 210.5	2091 INT.-M.B.	INT.-M.B.	Pump house, on post..... Siding, east end, booth..... Opposite westward home signal, on post. Signal station.....	N N N S	B B B T.D.-M-B
	C.S.					Freight house..... West wye, west end, on post.....	N N	M B
	C.S.							
			211.8		2122			
	C.S.		212.3			Booth	N	B
Raub.....T.O. Open 8:00 AM to 4:00 PM daily ex. Sat. and Sun.	C.S.	RA	213.2	M.B.	M.B.	Siding, east end, booth..... Station	N N	B T.D.-M-B
	C.S.					Siding, west end, on post.....	S	B
	C.S.							
	C.S.		215.0 216.0			Booth	N	B
	C.S.					Booth	N	B
Sheldon.....T.O. Open day and night	C.S.	ON	216.3 218.3	D INT.-M.B.	INT.-M.B.	Booth	N	B
	C.S.					Eastward siding, east end, on post..... East of 4th St., booth..... Station.....	N S S	B B M-B
	C.S.					Signal station..... Westward siding, west end, on post.....	N S	T.D.-M-B B
				D				
	C.S.		220.3 221.5			Booth	N	B
	C.S.					Booth	N	B
Iroquois.....T.O. Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	C.S.	Z	222.4	M.B.	M.B.	Siding, east end, on post..... Station	N N	B T.D.-M-B
	C.S.					Siding, west end, on post.....	N	B
	C.S.							
	C.S.		224.3 225.4			Booth	N	B
	C.S.					Booth	N	B
Donovan.....T.O. Open 7:00 AM to 4:00 PM	C.S.	OU	226.5	M.B.	M.B.	Westward siding, east end, on post..... Station	N N	B T.D.-M-B
	C.S.					Westward siding, west end, pole box..... Eastward siding, west end, on post.....	N S	B B
	C.S.							
	C.S.		229.1 230.2			Booth	N	B
	C.S.					Booth	N	B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

CINCINNATI TO KANKAKEE—CONTINUED

STATIONS	Office Calls	Miles from Cincinnati	SIGNALS		TELEPHONE		
			Single Track		LOCATION	Side of Track	LINE
			Westward	Eastward			
Beaverville.....T.O. Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	C.S.	230.6	D		Just east of distant signal, on post.....	N	B
	C.S.				Siding, east end, on post.....	N	B
	C.S.	231.9	M.B.	M.B.	Station.....	S	T.D.-M-B
	C.S.				Siding, west end, on post.....	S	B
	C.S.	233.4			Booth.....	N	B
	C.S.	234.4			Booth.....	N	B
	C.S.	235.4			Booth.....	N	B
St. Anne.....T.O. Open day and night	C.S.	236.5	D		Booth.....	N	B
	C.S.				Eastward siding, east end, on post.....	N	B
	C.S.				Wye track, east end, on post.....	N	B
	C.S.	237.6	INT.-M.B.	INT.-M.B.	Station.....	S	M
	C.S.				Signal station.....	N	T.D.-M-B
	C.S.				Tile track switch, on post.....	N	B
		239.6		D	Westward siding, west end, on post.....	S	B
	C.S.	240.1			Booth.....	N	B
	C.S.	241.1			Booth.....	N	B
Aroma Park.....T.O. Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	C.S.	242.8	2431		Pole box.....	N	B
	C.S.				Siding, east end, on post.....	N	B
	C.S.	243.8	M.B.	M.B.	Station.....	S	T.D.-M-B
	C.S.	244.6			Booth.....	S	B
	C.S.				Siding, west end, on post.....	S	B
		245.3		2452			
	C.S.	246.0			Booth.....	S	B
Court Street.....	C.S.				Tile track switch, on post.....	S	B
	C.S.				Novelty track switch, on post.....	S	B
	C.S.	247.5			Switch, east end yard, on post.....	S	B
	C.S.				Yard office.....	S	M-B-Y
	C.S.				East of Hobbie Ave., on post.....	S	Y
	C.S.				Just east of car foreman's office, on cable pole.....	N	Y
	C.S.				Car foreman's office.....	N	M-Y
Kankakee.....T.O. Open day and night	C.S.				Engine house foreman's office.....	N	M-Y
	C.S.				Engine house crew register room.....	N	M
	C.S.	247.9	M.B.	M.B.	Rosewood Ave., on signal pole.....	S	Y
	C.S.				Callers' office.....	S	Y
	C.S.	248.1			Station.....	S	T.D.-M-B-Y
	C.S.				Ticket office.....	S	M
	C.S.				Just west of Dearborn Ave., on post.....	N	Y
	C.S.				Just west of Washington Ave., on pole..	S	Y
	C.S.				Just west of Fifth Ave., on post.....	S	Y
	C.S.				Freight house.....	N	M
	C.S.				Western Division telegraph office....	N	M
Kankakee Jct.....	C.S.	248.7	INT.	INT.	Signal station.....	S	B-Y
Open day and night							

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

VALLEY JCT. TO BEESON

STATIONS		Office Calls	Miles from Valley Jct.	SIGNALS		TELEPHONES		
				Single Track		LOCATION	Side of Track	LINE
				Westward	Eastward			
Valley Jct.T.O. Open day and night	C.S. C.S.	D		INT.	INT. D	Signal station..... Pole box.....	S S	T.D.-M-B-Y Y
White Water Park.....			2.1					
Harrison.....T.O. Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	C.S. C.S.	Z	7.7	T.O.	T.O.	Station..... Station, outside.....	S S	M M
New Trenton.....			14.5					
Ashby.....			16.1					
Cedar Grove.....T.O. Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	C.S. C.S.	G	19.0	T.O.	T.O.	Station..... Station, outside.....	N N	M M
Brookville.....T.O. Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	C.S. C.S.	B	25.8	T.O.	T.O.	Station..... Station, outside.....	N N	M M
Yellow Bank.....			29.3					
Metamora.....			34.2					
Laurel.....T.O. Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	C.S. C.S.	A	40.0	T.O.	T.O.	Station..... Station, outside.....	N N	M M
Alpine.....			44.1					
Nulltown.....	C.S.		46.2			Pole box.....	S	M
Connersville.....T.O. Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	C.S.	FD	50.8			Siding, east end, pole box.....	S	M-Y
	C.S.					Scale track, pole box.....	S	Y
	C.S.					Station.....	N	M-Y
	C.S.					Engine watchman's cabin.....	N	M-Y
	C.S.					Turntable, pole box.....	S	M
Huber.....			53.9					
Beeson.....			56.4					

LAWRENCEBURG JCT. TO AURORA

STATIONS		Office Calls	Miles from Cincinnati	SIGNALS		TELEPHONES		
				Single Track		LOCATION	Side of Track	LINE
				Westward	Eastward			
Lawrenceburg Jct..T.O. Open day and night	C.S.	KI	21.6	INT.	INT. D	Station.....	S	T.D.-M-B
Hardinburg.....			22.1					
Dearborn..... Open day and night			23.1	D	INT. D			
			24.1	INT.				
Lawrenceburg.....	C.S.		24.3	X	X	Station.....	N	M
			25.0					
Aurora.....			28.2					

FAIRLAND TO TRAFALGAR

STATIONS		Office Calls	Miles from Fairland	SIGNALS		TELEPHONES		
				Single Track		LOCATION	Side of Track	LINE
				Westward	Eastward			
Fairland.....T.O. Open 7:30 AM to 4:30 PM daily ex. Sat. and Sun.	C.S. C.S.					Station..... Pole at west end of station.....	S S	T.D.-M-B M-B
Boggstown.....	C.S.		3.4			Pole box just west of station.....	N	M
Needham.....			7.0					
Franklin.....T.O. Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	C.S.		12.5	X	X	Car house, Duane Street.....	N	M
	C.S.					Station.....	S	M
Trafalgar.....	C.S.		19.7			Station.....	S	M

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

CRAIG TO COLUMBUS

STATIONS	Office Calls	Miles from Greensburg	SIGNALS		TELEPHONES		
			Single Track		LOCATION	Side of Track	LINE
			Westward	Eastward			
Craig.....	C.S.	1.5			Pole box at signal.....	S	B
Ewington.....		4.1					
Burney.....T.O. Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	C.S.	8.0	T.O.	T.O.	Station.....	S	M
Rugby.....		12.1					
Hope.....T.O. Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	C.S.	14.7	T.O.	T.O.	Station.....	N	M
Nortonburg.....		18.7					
Columbus.....T.O. Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	C.S. C.S.	25.9			Booth at Motor Car House..... Station.....	N S	M M

CX TO NORTH VERNON

STATIONS	Office Calls	Miles from Elkhart	SIGNALS		TELEPHONES		
			Single Track		LOCATION	Side of Track	LINE
			Southward	Northward			
CX.....T.O. Open day and night	C.S. C.S. C.S.	CX	10.3	INT.-M.B. INT. D	Signal station..... Old siding, south end, on pole..... Old siding, north end, on pole.....	E E W	T.D.-M-B-Y Y Y
Yost.....	C.S.		12.3	M.B.	M.B.	Booth.....	W Y
New Paris Jct.....T.O. Open day and night	C.S.	P	15.3 16.1	D INT.-M.B.	INT.-M.B. D	Signal station.....	W T.D.-M-B
New Paris.....	C.S. C.S.		16.8			Station..... Siding, south end, in booth.....	E E T.D.-M-B B
Milford Jct.....T.O. Open day and night	C.S. C.S.	JU	20.2 21.1	D INT.-M.B.	INT.-M.B. D	Siding, north end, in booth..... Signal station.....	W W T.D.-M-B B
Milford.....	C.S.	RD	22.3			Station.....	E T.D.-M-B
Leesburg.....T.O. Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	C.S. C.S.	SB	27.8	M.B.	M.B.	Station..... Siding, south end, on pole.....	W E T.D.-M-B B
Grandy.....	C.S. C.S.		33.1	M.B.	M.B.	Siding, north end, in booth..... Siding, south end, in booth.....	W E B B-Y
Warsaw.....T.O. Open day and night	C.S. C.S. C.S.	KS	34.2 34.5 34.9 38.6	D INT.-M.B.	INT.-M.B. D	Signal station..... Freight house..... Pole box.....	E W E T.D.-M-B-Y M-Y B
Claypool.....T.O. Open day and night	C.S. C.S.	NA	42.3	861 INT.-M.B.	INT.-M.B. 882	Signal station..... Siding, south end, in booth.....	W E T.D.-M-B B
Silver Lake.....T.O. Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	C.S. C.S.	S	46.2	M.B.	M.B.	Station..... Elevator track, south end, in booth....	E E T.D.-B B
	C.S.		49.5			Pole box.....	E B
North Manchester.T.O. Open 6:30 AM to 3:30 PM daily ex. Sat. and Sun.	C.S. C.S. C.S.	Q	53.8	M.B. X	M.B. X	Siding, north end, in booth..... Station..... West side of station in box.....	W E E T.D.-M-B B
Bolivar.....T.O. Open 6:30 AM to 10:30 PM daily ex. Sunday Open 2:30 PM to 10:30 PM Sunday	C.S. C.S.	BO	55.5 56.4 57.4	D INT.-M.B.	INT.-M.B. D	Signal station..... Siding, south end, in booth.....	W E T.D.-M-B B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

CX TO NORTH VERNON—CONTINUED

STATIONS		Office Calls	Miles from Elkhart	SIGNALS		TELEPHONES		
				Single Track		LOCATION	Side of Track	LINE
				Southward	Northward			
Urbana.....T.O. Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	C.S. C.S.	UR	60.9	M.B.	M.B.	Station Siding, north end, on pole	W W	T.D.-M-B B
Speicher.....	C.S.		63.9			Pole box.....	E	B
Wabash.....T.O. Open 6:30 AM to 10:30 PM daily except Sunday Open 2:30 PM to 10:30 PM Sunday	C.S. C.S. C.S. C.S. C.S. C.S.	WD	68.2	M.B.	M.B.	Rubber works track, on pole Yard, north end, on pole..... Station Agent's office Yard office..... Engine house office..... Cannery track, on pole..... Water works track, on pole.....	W W W W W W E E	Y Y T.D.-M-B-Y M-Y M-B-Y M-Y B Y
Treaty.....			73.9					
LaFontaine.....T.O. Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	C.S. C.S. C.S.	DN	78.4	M.B.	M.B.	Siding, north end, in booth Station Lumber track, on pole.....	W E E	B T.D.-M-B B
Marion.....T.O. Open day and night	C.S. C.S. C.S. C.S. C.S. C.S. C.S.	MA	87.5	D INT.-M.B.	INT.-M.B.	North Belt, on pole Highland Ave., on pole..... River bridge, on pole Signal station..... Eighth Street, on pole..... Pit track, on pole..... Freight house House track, on pole.....	E E E E E E W W	Y Y Y T.D.-M-B-Y Y Y M-Y Y
Kent.....T.O. Open day and night	C.S. C.S. C.S. C.S.	MI	88.2 88.9	INT.-M.B.	INT.-M.B. 1342	Signal station..... Siding, south end, in booth Soldiers' Home track, on pole..... Wise's Belt, on pole.....	E W W E	T.D.-M-B-Y Y Y B Y
Jonesboro.....T.O. Open 7:30 AM to 4:30 PM daily ex. Sat. and Sun.	C.S. C.S. C.S. C.S.	WA	93.1	M.B.	M.B.	Rubber works track, in booth Station Siding, north end, in booth Siding, south end, in booth	W E W E	B-Y T.D.-M-B B B
Fairmount.....T.O. Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	C.S. C.S. C.S.	FO	97.6	M.B.	M.B.	Siding, north end, in booth Siding, south end, on pole Station	W E E	B B T.D.-M-B
Summitville.....T.O. Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	C.S. C.S. C.S.	SO	102.9	M.B.	M.B.	Station Siding, north end, in booth Siding, south end, in booth	W W E	T.D.-M-B B B
Alexandria.....T.O. Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	C.S. C.S.	AX	108.3 108.5	D M.B. INT.	M.B. INT. D	Station Lower house track, south end, on pole..	E E	T.D.-M-B-Y B-Y
Alda.....	C.S. C.S.		109.8	M.B.	M.B.	Siding, north end, in booth Siding, south end, in booth.....	W W	B B
Linwood.....			113.4					
Dow.....T.O. Open day and night	C.S. C.S.	JR	116.7 117.4 117.5	1611 INT.	INT.-M.B.	Signal station..... Booth.....	E W	T.D.-M-B B
	C.S. C.S. C.S. C.S. C.S.			1641	1632 1642	Sefton track, on pole Lincoln Street, on pole Brown St. crossover, on pole Central Ave. crossover, on pole..... Freight house Supervisor's office.....	W W E W W E	Y Y Y Y M-Y M-Y

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

CX TO NORTH VERNON—CONTINUED

STATIONS		Office Calls	Miles from Elkhart	SIGNALS		TELEPHONES		
				Single Track		LOCATION	Side of Track	LINE
				Southward	Northward			
AndersonT.O. Open day and night	C.S. C.S. C.S.	KY	120.2	INT.	INT.	Signal station Ticket Office Trainmaster's office.....	E E E	T.D.-M-B-Y M-Y T.D.-M-Y
				1651				
Pearl St.....	C.S.		120.5	Southward Track	Northward Track	Pole box.....	E	Y
C. I. Crossing.....			120.6	X	X			
P. R. R. Crossing.....			121.1	X	X			
South Anderson.....	C.S. C.S. C.S.		121.5	Single Track Southward	Northward	North end wye, in booth West end wye..... South end wye.....	W W E	Y Y Y
South Anderson YardT.O. Open day and night	C.S. C.S. C.S. C.S. C.S.	DE				Inspector's cabin, on north side..... Middle crossover, in booth..... Engine house office..... Yard office..... M. B. signal, on pole..... Siding, west end, in booth.....	W W W W N S	Y M-Y T.D.-M-B-Y Y Y
	C.S.		122.5	M.B.	M.B.	M. B. signal, on pole.....	W	Y
Emporia.....			127.5					
Markleville.....T.O. Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	C.S. C.S. C.S.	KA	129.6	M.B.	M.B.	Siding, north end, in booth..... Station..... Siding, south end, in booth.....	W E E	B T.D.-M-B B
ShirleyT.O. Open day and night	C.S. C.S.	QS	135.8	D INT.-M.B.	INT.-M.B. D	Siding, north end, in booth..... Station.....	W E	B T.D.-M-B
Knox.....	C.S. C.S.		141.0			Siding, north end, in booth..... Siding, south end, in booth.....	W E	B B
Knightstown.....T.O. Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	C.S. C.S.	KN	143.0	M.B.	M.B.	Siding, north end, in booth..... Station.....	W E	B T.D.-M-B
CarthageT.O. Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	C.S.	CA	147.9	M.B.	M.B.	Station.....	W	T.D.-M-B
Boyd.....	C.S. C.S.		149.9	M.B.	M.B.	Siding, north end, in booth..... Siding, south end, in booth.....	W E	B B
Kern.....	C.S. C.S.		158.3	M.B.	M.B.	Siding, north end, in booth..... Siding, south end, in booth.....	W E	B B
Rushville.....T.O. Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	C.S.	HN	159.3	INT. X M.B.	INT. X M.B.	Station.....	E	T.D.-M-B
Milroy.....T.O. Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	C.S. C.S.	MO	166.9	M.B.	M.B.	Siding, north end, in booth..... Station.....	W E	B T.D.-M-B
Sandusky.....	C.S. C.S.		172.4			Siding, north end, on pole..... Siding, south end, in booth.....	E E	B B
GreensburgT.O. Open day and night	C.S. C.S. C.S. C.S. C.S. C.S.	GN	177.3 178.3	M.B. D INT.	M.B. INT. D	M. B. signal, in booth..... Trainmen's cabin..... Montfort Street, on section house..... Station..... Signal station..... New wye, south end, on pole..... New wye, north end, on pole.....	E S S S E W S	B Y Y Y T.D.-M-B-Y Y Y Y

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

CX TO NORTH VERNON—CONTINUED

STATIONS		Office Calls	Miles from Elkhart	SIGNALS		TELEPHONES		
				Single Track		LOCATION	Side of Track	LINE
				Southward	Northward			
Craig.....	C.S.		179.8		M.B.	On pole.....	E	B
	C.S.		185.3			Pole Box.....	W	B
Letts.....			187.2					
Westport.....T.O. Open 8:00 AM to 5:00 PM daily ex. Sun.	C.S.	WS	191.3	M.B.	M.B.	Siding, north end, in booth.....	E	B T.D.-M-B Y
	C.S.					Station.....	E	
	C.S.					C. M. St. P. and P. station.....	W	
	C.S.					C. M. St. P. and P. wye, south end, in booth.....	E	
	C.S.		195.2			Pole box.....	E	B
	C.S.		198.2			Booth.....	E	B
North Vernon.....T.O. Open 7:00 AM to 3:00 PM. 10:00 PM to 6:00 AM.	C.S.	VR	203.7	M.B. X X	M.B. X X	Siding, north end, in booth.....	E	B Y T.D.-M-B-Y
	C.S.					Siding, south end, in watchman's cabin	E	
						Station.....		

INDIANAPOLIS TO COLD SPRINGS

STATIONS		Office Calls	Miles from Indianapolis	SIGNALS		TELEPHONES		
				Single Track		LOCATION	Side of Track	LINE
				Westward	Eastward			
DX..... Open day and night	C.S.		3.7	INT. D	INT.	Signal station.....	N	Y
Eastside.....T.O. Open day and night	C.S.	NE	4.3	X X	X X	Signal station.....	W	T.D.-M-Y Y
	C.S.					East wye switch, in booth.....	N	
						Booth.....	S	
	C.S.					Booth.....	S	
Hunter.....	C.S.		9.0	M.B.	M.B.	Siding, west end, in booth.....	N	M M
	C.S.					Booth.....	N	
Mt. Comfort.....	C.S.		14.5			Elevator track, west end, in booth.....	N	M
Mohawk.....T.O. Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	C.S.	MO	18.5	M.B.	M.B.	Station.....	N	T.D.-M
Maxwell.....T.O. Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	C.S.	MX	22.4	M.B.	M.B.	Station.....	N	T.D.-M M
	C.S.					Station, east end, in box.....	N	
Willow Branch.....	C.S.		27.0			Siding, midway, on pole.....	N	M
Wilkinson.....	C.S.		31.1			Station.....	N	T.D.-M
Shirley.....T.O. Open day and night	C.S.	QS	32.8	INT.-M.B. D	D INT.-M.B.	Station.....	S	T.D.-M M
	C.S.					Siding, east end, on pole.....	N	
Kennard.....T.O. Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	C.S.	K	36.0	M.B.	M.B.	Station.....	N	T.D.-M M
	C.S.					Station, east end, in box.....	N	
New Castle.....T.O. Open 7:00 AM to 4:00 PM daily ex. Sun.	C.S.	NC	44.2	M.B.	M.B.	Station.....	S	T.D. M
	C.S.					Station, northeast corner, in box.....	S	
Van Nuys.....			46.5					
Messick.....	C.S.		49.4			Siding, west end, in booth.....	N	M
Mooreland.....T.O. Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	C.S.	RD	52.5	M.B.	M.B.	Station.....	N	T.D.-M M
	C.S.					Station, east end, in box.....	N	
RN.....T.O. Open day and night	C.S.	RN	55.5	INT. M.B. D	D INT. M.B.	Signal station.....	S	T.D.-M
			56.3					
			57.2					

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

INDIANAPOLIS TO COLD SPRINGS—CONTINUED

STATIONS	Office Calls	Miles from Indianapolis	SIGNALS		TELEPHONES		
			Single Track		LOCATION	Side of Track	LINE
			Westward	Eastward			
Losantville	C.S.	N	56.6		Station	N	T.D.-M
Modoc	T.O. C.S.	MC	60.1	M.B.	Station	N	T.D.-M
					Station, southeast corner	N	M
Carlos City	T.O. C.S.	CA	65.6	M.B.	Station	N	T.D.-M
					Station, east end, in box	N	M
Lynn	T.O.	KO	70.5	INT. M.B. D	Station	N	T.D.-M
Open day and night							
Page	C.S.		71.3		Siding, west end, in booth	S	M
Crete	T.O. C.S.	CT	75.3	M.B.	Station	N	T.D.-M
					Station, east end, in box	N	M
Glen Karn	T.O. C.S.	GA	79.6	M.B.	Station	S	T.D.-M
					Station, east end, in box	S	M
Clark			84.1				
Hewitt	T.O.	BI	85.5 86.3 87.2	INT. M.B. D	Signal station	N	T.D.-M
Open day and night							
Savona	C.S.		88.1	X	Booth	S	M
Arcanum	T.O. C.S.	AN	93.9	M.B. X	Station	N	T.D.-M
					Station, east end, in box	N	M
Pittsburg	C.S.		97.3		Station	N	T.D.-M
					Station, east end, in box	N	M
Laura	T.O. C.S.	RA	101.5	M.B.	Station	S	T.D.-M
					Station, east end, in box	S	M
Ludlow Falls	T.O. C.S.	UD	105.6	M.B.	Station	N	T.D.-M
					Station, east end, in box	N	M
Kessler	C.S.		108.9		Industry track, west end, on pole	N	M
Troy	T.O. C.S.	RY	115.0	M.B. X X	Freight house	N	M-Y
					Signal station	S	T.D.-M-Y
Miami Siding	C.S.		115.8		Siding, east end, in booth	N	M
Grayson			119.0				
Atlasco	C.S.		121.7		Siding, east end, in booth	N	M
Brown			124.6				
New Carlisle	T.O. C.S.	NI	126.4	M.B.	Station	N	T.D.-M
					Station, south side, in box	N	M
Donnelsville	C.S.		130.9		Station track, west end, in booth	N	M
Cold Springs	T.O. C.S.	CS	133.7 134.5	INT.-M.B.	Eastward distant signal, on pole	N	M
				62 INT.	Signal station	S	T.D.-M
Open day and night							

ABBREVIATIONS

Communicating station	C.S.	Train dispatching	T.D.
Signal station	S.S.	Message	M
Automatic	Number	Block	B
Manual block	M.B.	Yard	Y
Train order	T.O.	North	N
Interlocking	INT.	South	S
R. R. Grade Crossing	X	East	E
Switch	SW	West	W
Distant	D		
Advance block signal	ADV		

Signal numbers in BOLD FACE type indicate reverse traffic signals.

SIGNAL ASPECTS, SIGNAL INDICATIONS AND SIGNAL RULES

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



Fig. 48
Rule 281
PROCEED

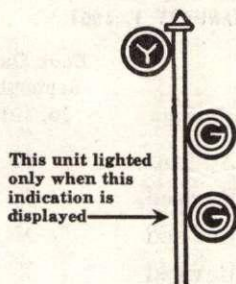


Fig. 59B
Rule 281B
PROCEED APPROACHING
NEXT SIGNAL AT LIMITED
SPEED



Fig. 59C
Rule 281C
PROCEED: LIMITED
SPEED WITHIN INTER-
LOCKING LIMITS

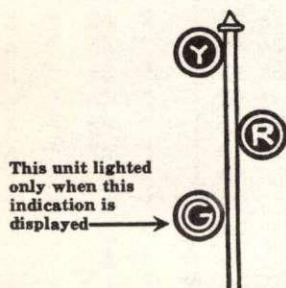


Fig. 86
Rule 284
PROCEED APPROACHING NEXT
SIGNAL AT SLOW SPEED
Train exceeding medium speed must
at once reduce to that speed.

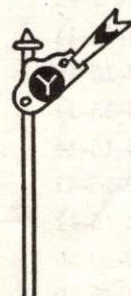


Fig. 102
Rule 285A
PROCEED APPROACHING INTERVEN-
ING SWITCHES AT RESTRICTED SPEED,
PREPARED TO STOP AT NEXT SIGNAL
Trains exceeding medium speed must at
once reduce to that speed. Reduction to
medium speed must commence before pass-
ing signal, and be complete before accept-
ing a more favorable indication.

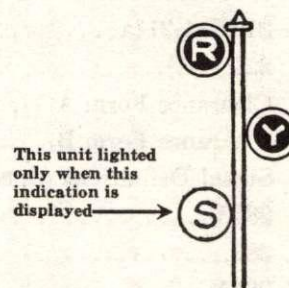


Fig. 283
Rule 290
WITH TAKE SIDING INDICA-
TION, BE GOVERNED BY
BLOCK SIGNAL INDICATION.
OPEN SWITCH AND PROCEED
INTO SIDING

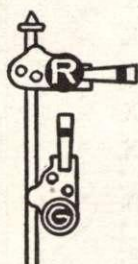


Fig. 117
Rule 287
PROCEED: SLOW
SPEED WITHIN
INTERLOCKING
LIMITS

MAIN TRACK SWITCH TARGET



Fig. 225A
LINED FOR
MAIN TRACK

INDEX OF STICKERS **COVERING CHANGES IN BOOK OF OPERATING RULES**

DATED SEPTEMBER 26, 1937
 REPRINT OF MAY 15, 1944
 REPRINT OF JUNE 1, 1948
 REPRINT OF JANUARY 1, 1951

Page Nos.	Rule	Date of Sticker	Change	Book Dated September 26, 1937	Reprint of May 15, 1944	Reprint of June 1, 1948	Reprint of January 1, 1951
11	M.....	10- 1-46	Addition	X	X		
16-17	2-3 (Standard Time).....	3-15-48	Revised	X	X		
23	14 (l)	2-15-41	Revised	X			
23	14 S(n).....	11- 1-41	Revised	X			
25	16 (l)	11- 1-41	Eliminated	X			
25	17.....	1-10-49	Revised	X	X	X	
39	S-90.....	11- 1-41	Revised	X			
40	93 (Note).....	5- 1-43	Revised	X			
42	99 (Note).....	10- 1-46	Addition	X	X		
45-46	109.....	11- 1-42	Revised	X			
52	210-211-211a.....	4-15-44	Revised	X			
56-57	221 (C).....	3-15-48	Revised	X	X		
84	Clearance Form A.....	4-15-44	Revised	X			
85	Clearance Form B.....	4-15-44	Revised	X			
90	Signal Definitions (Speed)..	2-15-41	Revised	X			
93	281A.....	2-15-41	Revised	X			
94	282.....	12-20-49	Revised	X	X	X	
95	282A.....	4-26-49	Revised	X	X	X	
97	284.....	2-15-41	Revised	X			
98	285.....	2-15-41	Revised	X			
101	289A.....	8-15-47	Revised	X	X		
104	291.....	2-15-41	Revised	X			
117	326a.....	4-15-44	Eliminated	X			
117	327.....	5- 1-45	Revised	X	X		
118	330.....	3-15-48	Revised	X	X		
139	701.....	10-24-50	Revised	X	X	X	
140	703.....	11- 1-41	Revised	X			
140	706.....	12-20-49	Revised	X	X	X	
141	708.....	4-15-44	Revised	X			
146	733.....	No date	Addition	X			
161- 162 }	937.....	4-15-44	Eliminated	X			

NOTE—

Date of reprinted Book of Rules appears on inside cover page 1 immediately under the original date of September 26, 1937.

Reprint of May 15, 1944 includes all changes up to and including that date.

Reprint of June 1, 1948 includes all changes up to and including that date.

Reprint of January 1, 1951 includes all changes up to and including that date.

Symbol (X) indicates sticker has been issued for the book as listed.

SPEED TABLE

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

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

