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The New York Central Railroad Company

INDIANA DIVISION

Time-Table No. 30

FOR EMPLOYES ONLY

EFFECTIVE
12:01 A. M., Central Standard Time
1:01 A. M., Eastern Standard Time

Sunday, Sept. 26, 1948

T. W. ENGLISH, Superintendent

Wm. B. Burford Printing Co., Indianapolis

COMPANY SURGEONS

W. H. NORMAN, Chief Surgeon, Indianapolis.
Hume Mansur Bldg., Phones—Office LI 2443; Res. HU 5601

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. L. F. Schmidt, phone CH 7642, Dr. W. H. Norman, phone HU 5601

ANDERSON:	H. W. Gante, Citizens Bank Bldg.
Phones—	Office 2-1365; Res. 2-3864.
	V. G. McDonald, Citizens Bank Bldg.
Phones—	Office 7664; Res. 4464.
BATESVILLE:	L. W. Hisrich, 211 Maplewood Ave.
Phones—	Office and Residence 2825.
BRIGHTWOOD:	T. A. O'Dell, 3714½ E. 25th St.
Phones—	Office CH 0824; Res. CH 2863.
	C. D. Williams, 2405 Station St.
Phones—	Office CH 1536; Res. WA 2703.
BROOKVILLE:	E. M. Glaser, 647 Main St.
Phones—	Office and Res. 207.
CHICAGO:	I. D. Siminson, Room 403, LaSalle Street Station.
Phones—	Wabash 4200; Local 402.
	J. F. Curry, Randolph Street Station.
Phones—	Wabash 4811; Local 499; Hyde Park 6096.
CINCINNATI:	Ralph G. Carothers, 409 Broadway.
Phones—	Office MA 4483; Res. Avon 1805.
	John F. Lyons, 409 Broadway.
Phones—	Office MA 4483; Res. ME 2542.
	M. F. Walker, 3516 River Rd.
Phones—	Office and Res. WA 2190.
COLUMBUS:	Dr. W. S. Fisher, 516 Fifth St.
Phones—	Office 3387 and 3388; Res. 3960.
CONNERSVILLE:	I. E. Booher, Heinemann Bldg.
Phones—	Office 176; Res. 700.
ELKHART:	L. A. Elliott, 403 So. Second St.
Phones—	Office J-59; Res. L-59.
FOWLER:	D. E. Mavity.
Phones—	Office and Res. 243.
GOSHEN:	Ralph H. Young, 111-113 East Madison St.
Phones—	Office and Residence 402.
GREENSBURG:	Chas. Overpeck, Dalmbert Bldg.
Phones—	Office 21171; Res. 21281.
GUILFORD:	J. C. Elliott.
Phones—	Office and Res. 207-2.
INDIANAPOLIS:	J. J. Briggs, K. of P. Bldg.
Phones—	Office FR 3911.
	D. S. Megenhardt, Hume-Mansur Bldg.
Phones—	Office LI 2443.
JEFFERSONVILLE:	W. M. Varble, Best Bldg.
Phones—	Office 2; Res. 749.
	J. T. Carney, 402 Spring St.
Phones—	Office 86; Residence 426.
KANKAKEE:	E. S. Hamilton, Arcade Bldg.
Phones—	Office Main 374; Res. Main 318.
	Charles Allison, Volkman Bldg.
Phones—	Office Main 357; Res. Main 1410.
LAFAYETTE:	A. C. Arnett, 308 No. 8th St.
Phones—	Office 3031; Res. 6933.
	E. T. Stahl, 308 No. 8th St.
Phones—	Office 3031; Res. 7397.
LAWRENCEBURG:	Francis A. Streck, 326 Walnut St.
Phones—	Office 131W; Residence 131R.
	W. J. Fagaly, 240 Short St.
Phones—	Office and Res. 27.
LEBANON:	H. A. Beck, Equitable Life Bldg.
Phones—	Office and Res. 810-W.
LOUISVILLE:	Winston Block, 522 W. Ormsby,
Phones—	Office MAG 0964; Res. TA. 1756.
	H. H. Hagan, 905 Brown Bldg.
Phones—	Office JA 5341; Res. HI 3110.
MARION:	Merrill S. Davis, Marion Natl. Bank Bldg.
Phones—	Office 811; Res. 247.
NORTH VERNON:	J. H. Green, Walnut and Jackson Sts.
Phones—	Office 90; Res. 273.
RUSHVILLE:	Frank H. Green, Jr., 134 E. Second St.
Phones—	Office 2102; Res. 3344.
SHELBYVILLE:	Samuel Kennedy, 131 E. Franklin St.
Phones—	Office 271; Res. 768.
SHELDON:	N. O. Hungness.
Phones—	Office and Res. 185
SPRINGFIELD:	C. W. Hullinger, 708 First Natl. Bank Bldg.
Phones—	Office 2-5401; Res. 2-8130.
	A. H. Potter, 308 E. High St.
Phones—	Office 8751; Res. 8002.
TROY:	G. J. Hance, 21 S. Plum St.
Phones—	Office and Res. 6381.
WABASH:	F. M. Whisler, 142 W. Hill St.
Phones—	Office 133; Res. 375.
WARSAW:	John R. Baum, 212 S. Indiana St.
Phones—	Office 1004. (Res. 1246-R; Winona Lake).

OCULISTS

CINCINNATI:	Donald J. Lyle, 904 Carew Tower.
Phones—	Office Main 6897; Res. WO 4925.
INDIANAPOLIS:	W. F. Hughes, Hume-Mansur Bldg.
Phones—	Office RI 4474-4475; Res. WA 1406.
	Carl B. Sputh Sr., Carl B. Sputh Jr., Wm. J. Calvy, 224 N. Meridian St. Rooms 301-307.
Phones—	Office LI 1409.
KANKAKEE:	V. J. Kelley, Arcade Bldg.
Phones—	Office Main 241; Res. Main 6898.
LOUISVILLE:	Frank Pirkey, Francis Bldg.
Phones—	Office JA 1011; Res. JA 1085.
ELKHART:	H. N. McKee, 319 Monger Bldg.
Phones—	Office 393.
	L. I. Swihart, 118 W. Marion St.
Phones—	Office 2223.
SPRINGFIELD:	Carl H. Reuter, 1st National Bank Bldg.
Phones—	Office 7671; Res. 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 Storrs Jct. and Terminal Jct.

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.

B3. LAWS AND REGULATIONS.

Train and engine service employes, 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.

Employes 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 Interlocking (Indianapolis.)

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

74. RAIL DETECTOR CARS.

Rail Detector Cars must not be handled in freight trains and, except NYC car X-8015, must not be handled in passenger trains.

Following will govern when Rail Detector Cars are moving under their own power:

In Automatic or Manual Block System territory Train Dispatcher will arrange for Absolute Block between open signal stations for movements following such cars.

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

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

Signalmen at interlocking stations must not operate any switches in the route lined for such cars while within interlocking limits.

In Automatic Train Stop territory, if car is not equipped with Automatic Train Stop device, movements will be authorized and made according to Timetable Special Instructions governing such moves, except that Train Dispatchers will arrange for clear block between open signal stations both in advance and in rear of train.

83. TRAIN REGISTERS.

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

Greensburg is a Register Station for Michigan District trains only.

Anderson is a Register Station for passenger trains only.

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.

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.

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.

(Continued on page 2)

(Continued from page 1)

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

93. YARD LIMITS.

Cincinnati (Terminal)	Anderson (Terminal)
Greensburg	Shirley
Indianapolis (Terminal)	Rushville
Altamont	North Vernon
Kankakee	Troy
CX	Lynn
Wabash	New Castle
Marion	

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 Jct. 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 6,500 feet south, Kern and Rushville, Court St. and Kankakee Jct. and Fifth Ave., and Schuyler Ave., (Kankakee), movements must be made prepared to stop short of train or obstruction.

Beech Grove employes train eastward, due to leave Virginia Ave., (Indianapolis), 7.20 A.M., arrive crossover East Hill Yard 7.40 A.M. Westward, due to leave crossover East Hill Yard 4.45 P.M., arrive Virginia Ave., (Indianapolis), 5.15 P.M., runs daily except Sunday. Trains and engines must expect to find this train receiving or discharging passengers, or about to stop for this purpose on either track at points between Beech Grove and State St., (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 Hill, Keystone Ave. and State St.

Indianapolis, trains and engines must approach and pass over switches at Bates St. prepared to stop short of train or obstruction.

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. The time of first class trains will be cleared. Opposing movements must not be permitted. Engines and yard cuts will use siding between Rosewood Ave. 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., (Cincinnati) and Storrs under supervision of yardmaster.

(c) Storrs Jct. and King, westward from C. U. T. or B. & O. 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	Target.
Belt Crossing	Belt	Interlocking.
IJ	Yard track	Interlocking.
KD	Belt	Interlocking.
Lebanon	C. I.	Target.
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	Winona Ry.	None.
	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.	Gate.
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.
(3300 ft. south)	P. R. R.	Target.
South Anderson	Ohio Division	Target-Gate.
Shirley	Ind. Division	Interlocking.
Rushville	B. & O.	Target-Gate.
	P. R. R.	Stop Boards.
North Vernon	B. & O.	Target.
	P. R. R.	Target.
Troy	B. & O. (2 Crossings)	Gates.
Arcanum	B. & O.	Gate.

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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.
Dearborn	B. & O.	Interlocking.
Lawrenceburg	B. & O.	Interlocking.

Lawrenceburg, interlocking will be normally against N. Y. C. movements. To clear signals for N. Y. C., trainmen will be governed by instructions posted at crossing.

Alexandria, trains and engines must stop at home signal and trainmen will be governed by instructions posted on home signal masts.

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.
Fourteenth Street, Columbus.
U. S. Highway No. 31 west of Franklin.

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

Adams	Second St., Third St.
St Paul	Webster St., Public Road.
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.
Beaverville	Main 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.
Pitsburg	Jefferson St.
Laura	Main St.

104. SWITCHES.

When permission is requested to enter the main track or cross from one main to another, or to make any other main track move, only a qualified conductor or engineman must make such request to the signalman or dispatcher. Signalmen must enter upon their block records, name of conductor or engineman who is given such permission.

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	Station track (telephone outside station).
Clifty	East end of siding.
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 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, north and south wyes, is for the north and south wyes.

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

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.

Chicago District. Station	Eastward	Westward	Eastward and Westward
Fernbank	...	55	...
Valley Jct.	72	81	...
Lawrenceburg Jct.	82	82	...
Ross	...	61	...
Brow	65	62	...
McCoy	62	62	...
Greensburg	125	130	...
Adams	...	...	88
St. Paul	...	...	52
Clifty	...	...	74
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
Kankakee	...	..	25

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Michigan District.

Station	Northward	Southward	Northward and Southward
Yost	...	...	75
New Paris	...	...	32
Milford Jct.	...	...	75
Milford	...	...	20
Leesburg	...	...	15
Grandy	...	...	75
Claypool	...	...	76
North Manchester	...	...	40
Bolivar	...	...	70
Urbana	...	...	25
LaFontaine	...	...	69
Kent	...	...	64
Jonesboro	...	...	36
Fairmount	...	...	72
Summitville	...	...	27
Alexandria	...	...	30
Alda	...	...	76
Dow	...	...	73
Markleville	...	...	68
Shirley	...	...	58
Knox	...	...	75
Knightstown	...	...	25
Boyd	...	...	69
Kern	...	...	59
Milroy	...	...	25
Sandusky	...	...	74
Horace	...	...	70
Letts	...	...	10
Westport	...	...	86
North Vernon	75	75	...

Springfield District.

Station	Eastward	Westward	Eastward and Westward
New Carlisle	...	...	27
Atlasco	...	...	63
Miami Siding	...	...	70
Kessler	...	...	28
Ludlow Falls	...	...	67
Pitsburg	...	...	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.

Station	Eastward	Westward	Eastward and Westward
Harrison	...	...	10
New Trenton	...	...	7
Brookville	...	...	20
Laurel	...	...	30
Connersville	...	...	38

Columbus Branch.

Station	Eastward	Westward	Eastward and Westward
Burney	...	...	10
Hope	...	...	17

Franklin Branch.

Station	Eastward	Westward	Eastward and Westward
Boggstown	...	...	8
Needham	...	...	8
Franklin	...	...	11

109. BULLETIN BOARDS AND BOOKS.

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

Sharon Yard	Engine-house.
Cincinnati	Telegraph office. Engine-house.
Riverside	East yard office. Engine-house.
Lawrenceburg	Freight office.
Greensburg	Telegraph office.
Shelby St.	Telegraph office. Engine-house.
Indianapolis	Telegraph office.
Westside	Yardmen's room.
Lafayette	Yard office. Engine-house.
Kankakee	Telegraph office. Engine-house.
Chicago	Conductor's room.
Elkhart	Telegraph office. Yard office. Engine-house.
Wabash	Telegraph office.
Marion	Freight office.
Anderson	Telegraph office.
South Anderson Yard	Telegraph office. Engine-house.
Jeff Yard	Yard office. Engine-house.
Springfield Yard	Telegraph office. Engine-house.
Springfield	Telegraph office.
Lynn	Telegraph office.
New Castle	Agent's 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: Baymiller St. (Cincinnati) 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 6,500 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.
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.

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. Trains and engines for Oklahoma.
		Diagonal	
		Horizontal	Stop.
Beech Grove Crossing (Old main)	Target. Normal position for Old Main.	Diagonal	Trains using Old Main proceed without stopping.
		Horizontal	Beech Grove lead.
Lebanon	Target. Normal position for N. Y. C.	Vertical	N. Y. C. trains proceed without stopping.
		Horizontal	C. I. trains proceed.
Marion (Freight house lead)	Target. Normal position for N. K. P.	Vertical	Proceed on N. K. P. main, not exceeding 15 M. P. H.
		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.
Marion (Yard track)	Gate. Normal position for C. & O.	When over C. & O.	N. Y. C. trains proceed.
Pearl St. (south)	Target. Normal position for N. Y. C.	Vertical	N. Y. C. trains proceed without stopping.
		Horizontal	C. I. trains proceed.
Pearl St. (south)	Target. Normal position for N. Y. C.	Vertical	N. Y. C. trains proceed without stopping.
		Horizontal	P. R. R. trains proceed.
So. Anderson	Target. Normal position for Ohio Division.	Vertical	Ohio Div. trains proceed without stopping, not exceeding 15 M.P.H.
		Horizontal	Indiana Division trains proceed.
Rushville	Target	Horizontal	N. Y. C. trains proceed.
		Diagonal	B. & O. trains proceed.
North Vernon	Targets	Diagonal	N. Y. C. trains proceed.
		Horizontal	B. & O. trains proceed.
		Vertical	P. R. R. trains proceed.
Troy	Gates	When over B. & O.	N. Y. C. trains proceed.
Arcanum	Gate	When over B. & O.	N. Y. C. trains proceed without stopping.
Savona	Target. Normal position for Indiana Division.	Vertical	Ohio Division trains proceed.
		Horizontal	Indiana Division trains proceed without stopping.
Eastside	Targets. Normal position for Belt	Horizontal	N. Y. C. trains proceed.
		Diagonal	Belt trains proceed without stopping.
Franklin	Target. Normal position for P. R. R.	Diagonal	P. R. R. trains proceed without stopping.
		Horizontal	N. Y. C. trains proceed.

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.

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.
Eastside	3600 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).
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 Belt Jct.
Belt Jct. and Mass. Ave., (Eastward Track).

The 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. Movement 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.

(Continued on Page 7)

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Location	Signal Station	Signals	Tracks
1.30 miles west of	Greensburg	641, 642, 643, 645	Main to eastward and westward sidings.
Clifty 5.26 miles east of	Vine	771, 772, 773, 774	East end Two Tracks
Fairland 6.02 miles west of	Vine	881, 882, 884	Main to siding.
Fairland 6.78 miles west of	Vine	891, 892, 893	Main to siding.
Dix 8.05 miles east of	Beech Grove	951, 952, 953, 954, 955	East end Two Tracks
1.17 miles east of	Glenn	1222, 1223, 1224	Eastward to siding.
1.11 miles west of	Glenn	1231, 1233, 1244	Westward to siding.
1.13 miles east of	Altamont	1691, 1692, 1694	Main to 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.

932. AIR BRAKES.

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

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

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

SPEED RESTRICTIONS

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

General

(Unless otherwise restricted)

Switches and crossovers, not interlocked, when diverging	15	Work trains with cranes moving on their own wheels	30
Trains with freight equipped cars	50	When sounding whistle for relief engine as prescribed by Rule 14 (bb)	25
Trains handling dead engines with side rods	30	Engines without engine truck operating under steam or being towed	20
Trains handling dead engines without side rods	20	Engines equipped with trailers running backward	30
Trains handling scale test cars or Jordan spreaders	25	Engines not equipped with trailers running backward	20
Rail detector cars under own power or on rear of passenger train	40		
Revenue freight trains with cranes moving on their own wheels	25		

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	50	45	30	30	30	
With not more than 20% baggage, mail or express cars:						
18 cars or less	75					
19 to 25 cars, inclusive	70					
With 20% to 50% baggage, mail or express cars:						
20 cars or less	75					
21 to 25 cars, inclusive	65					
With more than 50% baggage, mail or express cars:						
16 cars or less	75					
17 to 20 cars	70					
21 to 35 cars, inclusive	65					
When handled by Class L-3 or L-4 engines	70	40	35			
When handled by Class L-1 or L-2 engines	60	40	35			
When handled by other freight engines	50	40	35			
Freight Trains	50	40	35	30	30	30
Road engines running light or with caboose	40	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 A engines	40	40	35			
Engines running backward				15	15	15

(Continued on Page 8)

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Local
(Unless otherwise restricted)

Cincinnati to Kankakee:

Ivorydale Jct., entering or leaving B. & O. tracks....30
Between Cincinnati and Addyston....70
Storrs, Oklahoma track....10
Storrs Jct., through crossovers....20
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....45
Bridge 387 west of Waldron: Class A, H-7 and S engines...35; Class L engines...45
*Shelbyville, within corporate limits....20
Bridge 431 west of Fairland, Class H-7 engines....45
Beech Grove to Signal 1081, Westward track: Passenger....60; Freight....30
Signal 1062 at Icehouse Crossover to Signal 1042, Eastward track....70
Signal 1084 near Shelby St. to Signal 1062, Eastward track: Passenger....55; Freight....35
Noble St., (Indianapolis) to Signal 1084, Eastward track...20
Mass. Ave., within interlocking limits....15
KD.: within interlocking limits....30; through crossovers and turnouts....15
Brant: between home signals....30; through crossovers and turnouts....15
Lebanon, over Central Indiana R. R. crossing....20
Swanington, entering Westward track....30
*Sheldon, within corporate limits....60
St. Anne, over C. & E. I. crossing....65
Aroma Park, on curves....40
*Court St., over Court Street crossing....15
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. 438, daily except Sunday and Monday...30
Sunman, No. 410....30
Batesville, No. 410, Monday only....30
Fowler, No. 437....30
Sheldon..: No. 437, Monday only.... 5; No. 437, daily except Monday....30; No. 410, daily except Sunday....30; No. 416, when requested by mail clerk....30
Iroquois, No. 437, Sunday only....30
Donovan, No. 437....30

CX to North Vernon:

*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
*Bolivar, between home signals....20
*Marion, within corporate limits....30
Marion, reverse curve north: Passenger....30; Freight....20
Marion, Bridge 346-A, Class A, H-7, J, L, and PT tenders....30
*Anderson, within corporate limits....40
South Anderson to Rushville: Passenger....45; Freight....35
*Shirley, over Indiana Division crossing....20
*Bridge 478 north of Knightstown, Class H-7, J, L, and PT tenders....40
*Bridge 545 north of Milroy, Class H-7, J, L, and PT tenders....40
*Westport, within corporate limits....15
*B. & O. Bridge 40.63, Charlestown, Class L....20

Cold Springs to Indianapolis:

Freight trains, between Cold Springs and New Castle....30
*Bridge 61 west of Troy, Class H-7, J, L, and PT tenders..35
*Bridge 79 east of Ludlow Falls, Class H-7, J, L, and PT tenders....35
*Arcanum, over B. & O. crossing....15
*Savona, over Ohio Division crossing....15
*Hewitt, between home signals....20
*Bridge 178 west of Glen Karn, Class A, H-7, J, L, and PT tenders....30
*Lynn, between home signals....20
*Losantville, within corporate limits....15
*RN, between home signals....20
*Bridge 287 east of New Castle, Class A, H-7, J, L, and PT tenders....30
*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.

Rail detector cars must not be handled in passenger or freight trains, except Rail Detector Car N. Y. C. X-8015 may be handled on rear of passenger trains.

Diesel electric locomotives may be operated through water, not exceeding depth of three (3) inches above top of rail, proceeding at slow speed and with caution.

Engines must not be operated:

Location	Classes
Addyston, tracks in U. S. Pipe and Foundry Co.	A, H-7, H-10, J, K, L, N, S, U.
Between Valley Jct. and Beeson	A, H-7, H-10, J, K-5, L, N, S, U.
Between Lawrenceburg and Aurora	A, G, H, J, K, L, N, S, U, Diesel locomotives.
Between Craig and Columbus	A, H-7, H-10, J, K-5, L, N, S, U.
Shelbyville, north and south wyes	All.
Between Fairland and Trafalgar	A, H-7, H-10, J, K-5, L, N, S, U.
Hill (Indianapolis) over hump	S.
Lebanon, C. I. transfer track south of frog	A, H-10, J, K, L, N, S, U.
Sheldon under unloading shed at elevator	All.
St. Anne, St. Anne Tile and Brick Co. track, east of clearance point	A, H-10, J, K, L, N, S, U.
Between CX and North Vernon	S.
Between Cold Springs and Eastside	S.

Between North Vernon and Jeffersonville:
A, J, S and PT tenders.
Between Lawrenceburg and Aurora:
When double heading or when being towed, engines must be separated by not less than two empty cars.
Steam wrecking cranes must not be operated.

HAND BRAKE TEST.

A running test of hand brakes must be made on a motor car upon leaving initial terminal when operating as a single unit. As soon as speed permits engineman must shut off power and signal for brakes. The conductor or member of train crew must then apply hand brakes to determine if they are operating properly. In case hand brakes do not operate properly, motor car must proceed at Restricted Speed to the nearest point at which repairs can be made.

HELPER ENGINES.

A helper engine must not couple onto either head or rear of train it is to help until such train is stopped. Helper engines must not push trains beyond the summit of the grade. If helper engine is to continue in the same direction in Automatic Block territory, it may proceed complying with the Automatic Block rules, and in Manual Block territory it may proceed prepared to stop short of train ahead or obstruction to the next block station, where the block rules must be complied with.

Limits of Wabash helper engine are between mile posts 110 and 116; it will help any train within its limits and return to Wabash against second-class and inferior trains, running extra, without train orders.

RERAILING FROGS.

Enginemen will be held responsible for knowing that rerailing frogs and chains are replaced properly on engines after having been used.

WATER STATIONS.

Valley Junction	Lafayette	Franklin	Knightstown
Sunman	Templeton	Grandy	Rushville
Greensburg	Sheff	North Manchester	North Vernon
Fairland	Lawrenceburg	Wabash	Troy
Glenn	Brookville	Marion	Arcanum
Thorntown	Connersville	Summitville	Lynn
Altamont	Columbus	Anderson	New Castle

T. W. ENGLISH, Superintendent
L. B. LUTZ, Asst. Superintendent

R. WHISTMAN
F. F. McNAMEE
O. J. REPSCHLAGER
L. M. RILEY
J. F. SULLIVAN
} **Trainmasters**

C. J. MEYER, Asst. Trainmaster

R. A. STEWART, Chief Dispatcher

J. W. HOLLCRAFT
L. H. MANLEY
} **Asst. Chief Dispatchers**

W. D. BOYD
R. W. MOODY
G. O. BYRD
E. G. BECKHAM
W. J. ALBRECHT
} **Train Dispatchers**

J. A. FARQUER
G. S. RAINEY
T. R. HOLLETT
W. J. PRESTON
T. J. BROWN
} **Train Dispatchers**

CINCINNATI TO INDIANAPOLIS—WEST

Miles from Cincinnati	STATIONS	FIRST CLASS 3 JAMES WHITCOMB RILEY Daily	415 SEE NOTE CHICAGO SPECIAL Daily	419 SEE NOTE WHITE CITY SPECIAL Daily	405 THE SYCAMORE Daily	443 SEE NOTE CHICAGO NIGHT EXPRESS Daily	437 SEE NOTE ROYAL PALM Daily
	EASTERN STANDARD TIME						
	Cincinnati	*8.30 AM*	*9.00 AM*	*12.00 NOON*	*3.20 PM*	*10.10 PM*	*11.55 PM*
1.9	Storrs Jct.	8.34	9.06	12.05	3.26	10.16	12.01
2.2	King	8.35	9.07	12.06	3.27	10.17	12.02
3.8	Wade	8.37	9.09	12.08	3.29	10.20	12.04
	CENTRAL STANDARD TIME						
3.8	Wade	7.37	8.09	11.08	2.29	9.20	11.04
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	8.22	11.21	2.42	9.35	11.21
18.8	Elizabethtown						
21.6	Lawrenceburg Jct.	7.54	8.26	[B]11.25	2.46	[C]9.41	11.26
27.2	Guilford						
29.7	Ross						
30.7	Bonnell						
35.0	Code						
36.1	Weisburg						
39.2	Sunman			s11.45			
39.9	Brow	8.12	8.48	11.47	3.06	10.11	11.58
41.1	Spades						
44.6	Morris						
46.2	Hyde						
47.1	Batesville		[A]8.54	s11.58	s 3.13	s10.20	
53.3	New Point						
57.9	McCoy						
62.1	Greensburg	8.30	s 9.13	s12.18	s 3.32	s10.48	s12.30
67.1	Adams						
72.0	St. Paul						
74.6	Waldron						
76.6	Clifty						
81.9	Vine	8.46	9.32	12.37	3.51	11.08	1.00
82.1	Shelbyville		s 9.33	s12.38	s 3.52	s11.14	[D]1.01
88.6	Fairland						
92.6	London						
94.9	Dix						
95.9	Acton						
103.0	Beech Grove	9.04	9.57	1.02	4.15	11.45	1.29
106.2	Belt Crossing						
108.9	Indianapolis	9.15 AM	10.10 AM	1.20 PM	4.30 PM	12.05 AM	1.45 AM

Time shown at Cincinnati is for information only.

Regular Stop:

[A]No. 415 at Batesville on Sunday.

Conditional Stops:

[B]No. 419 on signal at Lawrenceburg Jct. to receive revenue passengers for or via Indianapolis.

[C]No. 443 on signal at Lawrenceburg Jct. to receive revenue passengers.

[D]No. 437 on signal at Shelbyville to discharge revenue passengers from points south of Cincinnati.

INDIANAPOLIS TO CINCINNATI—EAST

Miles from Chicago	STATIONS	FIRST CLASS 438 SEE NOTE CINCINNATI NIGHT EXPRESS Daily	410 SEE NOTE ROYAL PALM Daily	436 SEE NOTE EXPRESS Daily	416 CINCINNATI SPECIAL Daily	406 SEE NOTE CAROLINA SPECIAL Daily	4 JAMES WHITCOMB RILEY Daily
	CENTRAL STANDARD TIME						
193.6	Indianapolis	AM 2.30	AM 4.20	AM 7.10	PM 1.45	PM 5.25	PM 8.20
196.3	Belt Crossing						
199.5	Beech Grove	2.44	4.33	7.23	1.56	5.37	8.29
206.6	Acton			f 7.30			
207.6	Dix						
209.9	London			[D]7.33			
213.9	Fairland			s 7.39			
220.4	Shelbyville	s 3.13		s 7.50	s 2.20	s 6.03	
220.6	Vine	3.14	4.56	7.51	2.21	6.04	8.47
225.9	Clifty						
227.9	Waldron			f 8.01			
230.5	St. Paul			f 8.05			
235.4	Adams			f 8.10			
240.4	Greensburg	s 3.51	s 5.26	s 8.25	s 2.48	s 6.31	9.03
244.6	McCoy						
249.2	New Point			s 8.38			
255.4	Batesville	s 4.16		s 8.50	s 3.08	[A][G]6.50	
256.3	Hyde						
257.9	Morris			s 8.57			
261.4	Spades			[D]9.03			
262.6	Brow	4.28	5.53	9.05	3.16	6.58	9.23
263.3	Sunman			s 9.10			
266.4	Weisburg			[D]9.15			
267.5	Code						
271.8	Bonnell						
272.8	Ross						
275.3	Guilford			s 9.28			
280.9	Lawrenceburg Jct.	[B]4.50	[C]6.15	s 9.40	s 3.37	[G]7.20	9.41
283.7	Elizabethtown						
285.5	Valley Jct.	4.55	6.20	9.46	3.42	7.27	9.45
287.1	Cleves			s 9.48			
287.9	North Bend						
288.9	Griffith						
289.5	Sekitan						
290.1	Addyston						
291.2	Fernbank						
292.6	Delhi						
298.7	Wade	5.14	6.35	[D]10.05	3.57	7.49	9.59
	EASTERN STANDARD TIME						
298.7	Wade	6.14 AM	7.35 AM	11.05 AM	4.57 PM	8.49 PM	10.59 PM
300.3	King	6.16	7.37	11.08	4.59	8.51	11.01
300.6	Storrs Jct.	6.17	7.38	11.09	5.00	8.52	11.02
302.5	*Cincinnati*	*6.30 AM*	*7.50 AM*	*11.25 AM*	*5.10 PM*	*9.05 PM*	*11.10 PM*

Time shown at Cincinnati is for information only.

Regular Stop:

[A]No. 406 at Batesville on Sunday.

Conditional Stops:

[B]No. 438 on signal at Lawrenceburg Jct. to discharge revenue passengers from Indianapolis, or beyond.

[C]No. 410 on signal at Lawrenceburg Jct. to discharge revenue passengers from Indianapolis, or beyond.

[D]No. 436 on signal at Leota St., (Indianapolis) and Wade to receive or discharge company employes, company mail or supplies; London, Spades and Weisburg to receive or discharge parcel post.

[G]No. 406 on signal at Batesville and Lawrenceburg Jct. to discharge revenue passengers from Indianapolis or beyond and at Batesville to receive passengers for Cincinnati or beyond.

CENTRAL STANDARD TIME
INDIANAPOLIS TO KANKAKEE—WEST

Miles from Cincinnati	STATIONS	FIRST CLASS 443 CHICAGO NIGHT EXPRESS Daily	437 SEE NOTE ROYAL PALM Daily	3 JAMES WHITCOMB RILEY Daily	415 SEE NOTE CHICAGO SPECIAL Daily	419 SEE NOTE WHITE CITY SPECIAL Daily	405 THE SYCAMORE Daily
		AM	AM	AM	AM	PM	PM
108.9	Indianapolis	12.20	1.55	9.25	10.20	1.30	4.40
109.9	IJ	.....	.....	.....	.....	.....	.....
110.8	KD	.....	.....	.....	.....	.....	.....
112.4	Brant	12.30	2.08	9.31	10.29	1.38	4.48
119.7	Augusta	.....	.....	.....	.....	.....	.....
122.2	Glenn	12.41	2.22	9.39	10.38	1.46	4.56
124.5	Zionsville	.....	.....	.....	.....	.....	.....
129.9	Whitestown	.....	.....	.....	.....	.....	.....
132.7	Dale	.....	.....	.....	.....	.....	.....
137.6	Lebanon	s 1.00	.....	.....	[C]10.52	s 2.01	.....
142.7	Hazelrigg	1.07	2.50	9.57	10.59	2.06	5.15
146.8	Thorntown	s 1.14	.....	.....	.....	[D]2.12	.....
152.5	Colfax	1.24	3.05	10.05	11.08	[A D]2.20	5.23
157.5	Clarks Hill	1.30	3.15	10.09	11.13	[A D]2.27	5.28
161.0	Stockwell	.....	.....	.....	.....	.....	.....
162.6	Rex	.....	.....	.....	.....	.....	.....
169.5	Altamont	1.42	3.28	10.19	11.25	2.38	5.38
173.3	Lafayette	s 2.05	s 3.46	s10.27	s11.40	s 2.53	s 5.53
191.9	Templeton	2.30	4.16	10.45	12.04	3.13	6.13
196.0	Atkinson	.....	.....	.....	.....	.....	.....
198.1	Swanington	2.41	4.26	10.51	12.12	3.20	6.21
201.5	Fowler	s 2.50	4.33	10.54	12.16	s 3.26	**6.29** [4]
208.2	Earl Park	s 3.03	.....	11.00	12.22	s 3.34	.....
210.5	Sheff	3.07	4.49	11.02	12.25	3.37	6.39
213.2	Raub	.....	.....	11.05	12.28	3.40	.....
218.3	Sheldon	s 3.20	[B]5.05	11.10	12.33	s 3.47	6.47
222.4	Iroquois	.....	.....	**11.14** [416]	12.37	s 3.52	.....
226.5	Donovan	3.31	5.21	11.19	12.41	f 3.57	6.55
231.9	Beaverville	.....	.....	11.25	12.46	[A D]4.03	.....
237.6	St. Anne	3.44	5.36	11.31	12.52	4.10	7.06
243.8	Aroma Park	.....	.....	11.37	1.00	**4.17** [98]	.....
247.5	Court St.	3.56	5.56	11.41	1.05	4.23	7.17
248.1	Kankakee	s 4.05 / 4.15	s 6.00 / 6.10	s11.45 / 11.50	s 1.10 / 1.15	s 4.30 / 4.40	s 7.20 / 7.25
	Kankakee Jct.	*4.17*	*6.12*	*11.52*	*1.17*	*4.42*	*7.27*
302.5	*Chicago*	*5.30*	*7.30*	*12.55*	*2.30*	*6.00*	*8.35*
		AM	AM	PM	PM	PM	PM

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

Regular Stop:

[A]No. 419 at Colfax and Clarks Hill daily except Sunday and at Beaverville on Sunday.

Conditional Stops:

[B]No. 437 on signal at Sheldon to receive revenue passengers for or via Kankakee.

[C]No. 415 on signal at Lebanon to receive revenue passengers for Chicago, or to discharge revenue passengers from Cincinnati.

[D]No. 419 on signal at Thorntown daily except Sunday to receive or discharge revenue passengers; at Colfax and Clarks Hill on Sunday to receive or discharge revenue passengers; at Beaverville daily to discharge parcel post, and daily except Sunday to receive or discharge revenue passengers.

CENTRAL STANDARD TIME
KANKAKEE TO INDIANAPOLIS—EAST

Miles from Chicago	STATIONS	FIRST CLASS 414 INDIANAPOLIS MAIL & EXPRESS Daily Ex. Sunday	416 SEE NOTE CINCINNATI SPECIAL Daily	406 CAROLINA SPECIAL Daily	4 JAMES WHITCOMB RILEY Daily	438 CINCINNATI NIGHT EXPRESS Daily	410 ROYAL PALM Daily
		AM	AM	PM	PM	PM	PM
	Chicago	*7.15*	*9.35*	*1.00*	*4.40*	*9.20*	*11.45*
	Kankakee Jct.	*8.23*	*10.35*	*2.03*	*5.38*	*10.33*	*12.58*
54.4	Kankakee	s 8.30	s10.42	s 2.10	s 5.45	s10.40	s 1.05
55.0	Court St.	8.32	10.44	2.12	5.46	10.42	1.07
58.7	Aroma Park	s 8.38	10.49	2.17	.....	.....	.....
64.9	St. Anne	s 8.46	10.55	2.23	5.57	10.55	1.20
70.6	Beaverville	s 8.53	[A]11.01	2.29	.....	.....	.....
76.0	Donovan	s 9.01	11.07	2.34	6.07	11.05	1.30
80.1	Iroquois	s 9.08	**11.14** [3]	2.38	.....	.....	.....
84.2	Sheldon	s 9.20	11.20	2.42	6.14	s11.15	1.39
89.3	Raub	s 9.27	11.26	2.47	.....	.....	.....
92.0	Sheff	f 9.30	11.29	2.50	6.21	11.24	1.48
94.3	Earl Park	s 9.35	11.32	2.53	.....	.....	.....
101.0	Fowler	s 9.45	11.39	2.59	**6.29** [405]	s11.37	1.57
104.4	Swanington	s 9.51	11.44	3.02	6.32	11.41	2.00
106.5	Atkinson	.....	.....	.....	.....	.....	.....
110.6	Templeton	s10.01	11.53	3.08	6.38	11.48	2.08
129.2	Lafayette	s10.46	s12.20	s 3.35	s 7.00	s12.20	s 2.40
133.0	Altamont	10.53	12.27	3.43	**7.06** [98]	12.30	2.50
139.9	Rex	.....	.....	.....	.....	.....	.....
141.5	Stockwell	s11.02	.....	.....	.....	.....	.....
145.0	Clarks Hill	s11.08	12.39	3.55	7.16	12.45	3.05
150.0	Colfax	s11.18	12.44	4.00	7.21	12.51	3.11
155.7	Thorntown	s11.28	.....	.....	.....	s 1.01	.....
159.8	Hazelrigg	f11.36	12.54	4.10	7.29	1.07	3.21
164.9	Lebanon	s11.48	.....	s 4.17	.....	s 1.19	.....
169.8	Dale	.....	.....	.....	.....	.....	.....
172.6	Whitestown	s11.58	.....	.....	.....	.....	.....
178.0	Zionsville	s12.07	.....	.....	.....	.....	.....
180.3	Glenn	12.11	1.14	4.35	7.49	1.45	3.48
182.8	Augusta	s12.17	.....	.....	.....	.....	.....
190.1	Brant	12.25	1.24	4.45	7.57	1.55	3.58
191.7	KD	.....	.....	.....	.....	.....	.....
192.6	IJ	.....	.....	.....	.....	.....	.....
193.6	Indianapolis	12.40	1.35	5.05	8.10	2.15	4.10
		PM	PM	PM	PM	AM	AM

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

Conditional Stop:

[A]No. 416 at Beaverville on Sunday to discharge revenue passengers.

CENTRAL STANDARD TIME
KANKAKEE TO INDIANAPOLIS—EAST

Miles from Chicago	STATIONS	SECOND CLASS	
		98	90
		CD-8 FREIGHT	ST-2 FREIGHT
		Daily	Daily
		PM	PM
54.4	Kankakee	.....	.....
55.0	Court St.	4.00	11.00
58.7	Aroma Park	**4.17** 419	.....
64.9	St. Anne	4.26	11.16
70.6	Beaverville	.....	.....
76.0	Donovan	4.40	11.30
80.1	Iroquois	.....	.....
84.2	Sheldon	4.50	11.42
89.3	Raub	.....	.....
92.0	Sheff	5.00	11.54
94.3	Earl Park	.....	.....
101.0	Fowler	5.12	12.06
104.4	Swanington	5.17	12.11
106.5	Atkinson	.....	.....
110.6	Templeton	5.26	12.20
129.2	Lafayette	.....	.....
133.0	Altamont	**7.06** 4	1.00
139.9	Rex	.....	.....
141.5	Stockwell	.....	.....
145.0	Clarks Hill	7.25	1.20
150.0	Colfax	.....	.....
155.7	Thorntown	.....	.....
159.8	Hazelrigg	.....	.....
164.9	Lebanon	.....	.....
169.8	Dale	.....	.....
172.6	Whitestown	.....	.....
178.0	Zionsville	.....	.....
180.3	Glenn	.....	.....
182.8	Augusta	.....	.....
190.1	Brant	8.20	2.25
191.7	KD	8.25	2.35
192.6	IJ	PM	AM
193.6	Indianapolis	.....	.....

CENTRAL STANDARD TIME
CX TO NORTH VERNON—SOUTH

Miles from Elkhart	STATIONS	FIRST CLASS	SECOND CLASS		
		139	71	75	79
		EXPRESS	MD-1 FREIGHT	MD-5 FREIGHT	MD-9 FREIGHT
		Daily Ex. Sunday	Daily	Daily	Daily
	Elkhart	*AM 5.25*	.....	*PM 1.00*	.....
10.3	CX	5.43	.....	1.25	.....
12.3	Yost	5.46	.....	1.36	.....
15.6	New Paris Jct.	5.52	.....	1.47	.....
16.1	New Paris	s 5.53	.....	.....	.....
21.1	Milford Jct.	6.00	.....	1.56	.....
22.3	Milford	s 6.02	.....	.....	.....
27.8	Leesburg	s 6.11	.....	2.10	.....
33.1	Grandy	6.18	.....	2.30	.....
34.5	Warsaw	s 6.22	.....	.....	.....
42.3	Claypool	s 6.33	.....	2.48	.....
46.2	Silver Lake	s 6.44	.....	2.55	.....
53.8	North Manchester	s 7.02	.....	**3.08** 74	.....
56.4	Bolivar	7.10	.....	3.18	.....
60.9	Urbana	s 7.19	.....	3.30	.....
68.2	Wabash	s 7.30	.....	4.00	.....
78.4	La Fontaine	s 7.43	.....	4.40	.....
87.5	Marion	s 7.59	.....	.....	.....
88.2	Kent	8.01	.....	5.20	.....
93.1	Jonesboro	s 8.11	.....	.....	.....
97.6	Fairmount	s 8.17	.....	5.45	.....
102.9	Summitville	s 8.24	.....	5.55	.....
108.3	Alexandria	s 8.39	.....	.....	.....
109.8	Alda	8.43	.....	6.10	.....
117.4	Dow	8.53	.....	**6.36** 140	.....
120.2	Anderson	9.05	.....	.....	.....
120.5	Pearl St.	AM	.....	.....	.....
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	.....	**11.30** 78
179.8	Craig	.....	10.35	.....	1.10
185.3	Horace	.....	10.50	.....	1.30
187.2	Letts	.....	.....	.....	.....
191.3	Westport	.....	**11.15** 76	.....	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

Miles from Louisville	STATIONS	FIRST CLASS 140 EXPRESS Daily Ex. Sunday	SECOND CLASS 78 MD-2 FREIGHT Daily	76 MD-6 FREIGHT Daily	74 MD-4 FREIGHT Daily
	Louisville				
3.1	*Jeffersonville*		PM	AM	
3.9	*Jeff Yard*		*7.30*	*9.00*	
55.5	North Vernon		9.30	10.45	
67.9	Westport		10.05	**11.15** 71	
72.0	Letts				
73.9	Horace		10.20	11.30	
79.4	Craig		10.40	11.50	
80.9	Greensburg		**11.30** 79	1.30	
86.8	Sandusky		11.42	1.50	
92.3	Milroy		11.55	2.05	
99.9	Rushville				
100.9	Kern		12.13	2.25	
109.3	Boyd		12.30	2.45	
111.3	Carthage				
116.2	Knightstown				
118.2	Knox		12.48	3.05	
123.4	Shirley		1.01	3.25	
129.6	Markleville		1.15	3.45	
	So. Anderson Yard		4.45	5.30	AM 11.00
137.7	South Anderson		AM	PM	11.05
138.7	Pearl St.	PM			
139.0	Anderson	6.30			
141.8	Dow	**6.36** 75			11.20
149.4	Alda	6.45			11.35
150.9	Alexandria	s 6.55			11.40
156.3	Summitville	s 7.03			11.55
161.6	Fairmount	s 7.11			12.10
166.1	Jonesboro	s 7.17			12.25
171.0	Kent	7.23			12.40
171.7	Marion	s 7.35			
180.8	La Fontaine	s 7.48			1.10
191.0	Wabash	s 8.04			2.00
198.3	Urbana	s 8.15			2.30
202.8	Bolivar	8.21			2.45
205.4	North Manchester	s 8.29			**3.08** 75
213.0	Silver Lake	s 8.43			3.30
216.9	Claypool	s 8.51			3.40
224.7	Warsaw	s 9.12			
226.1	Grandy	9.14			4.10
231.4	Leesburg	s 9.23			
236.9	Milford	s 9.30			
238.1	Milford Jct.	9.32			4.40
243.1	New Paris	s 9.40			
243.6	New Paris Jct.	9.41			5.00
246.9	Yost	9.50			5.30
248.9	CX	10.00			5.50
259.2	*Elkhart*	*10.20* PM			*8.30* PM

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

COLD SPRINGS TO INDIANAPOLIS—WEST

Miles from Springfield	STATIONS	FIRST CLASS 223 SEE NOTE EXPRESS Daily Ex. Sunday	SECOND CLASS 91 SD-5 FREIGHT Daily	97 SD-7 FREIGHT Daily
	EASTERN STANDARD TIME			
	Springfield Yard	PM	AM *2.55*	PM *9.55*
	Springfield	*3.30*		
1.9	*West End*			
5.3	*Cold Springs*	*3.40*	*3.15*	*10.30*
	CENTRAL STANDARD TIME			
5.3	Cold Springs	2.40	2.15	9.30
8.9	Donnelsville	f 2.46	2.23	9.38
13.4	New Carlisle	s 2.52	2.32	9.50
15.2	Brown			
18.1	Atlasco	2.59	2.42	10.00
20.8	Grayson	f		
24.0	Miami Siding	3.07	2.55	10.12
24.8	Troy	s 3.15	2.57	10.20
30.9	Kessler	f 3.26	3.10	10.35
34.2	Ludlow Falls	s 3.32	**3.19** 94	10.50
38.3	Laura	s 3.40		
42.5	Pitsburg	s 3.48	3.39	11.20
45.9	Arcanum	s 3.59	3.49	11.30
51.7	Savona	s 4.09	4.03	11.45
53.5	Hewitt	4.11	4.07	11.50
55.7	Clark	f		
60.2	Glen Karn	s 4.23	4.25	12.10
64.5	Crete	f 4.30	4.37	12.20
68.5	Page	4.37	4.47	12.30
69.3	Lynn	s 4.39	5.10	12.35
74.2	Carlos City	f 4.47	5.25	12.45
79.7	Modoc	s 4.56	5.40	12.55
83.2	Losantville	f 5.02		
83.5	RN	5.03		
87.3	Mooreland	s 5.10	6.00	**1.18** 94
90.4	Messick	5.14	6.10	1.20
95.6	New Castle	s 5.20	6.40	1.40
103.8	Kennard	s 5.37	7.00	2.05
107.0	Shirley	s 5.43	7.18	2.15
108.7	Wilkinson	s 5.47		
112.8	Willow Branch	f 5.53	7.30	2.40
117.4	Maxwell	f 6.01	7.40	2.55
121.3	Mohawk	f 6.07		
125.3	Mt. Comfort	f 6.14	7.55	3.15
130.9	Hunter	6.22	8.10	3.25
135.5	Eastside	6.30	8.25	4.00
	Hill		*11.30*	*6.00*
136.1	DX		AM	AM
139.8	Indianapolis	7.00 PM		

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

Conditional Stops:

No. 223 on signal at Carlos City, Losantville, Willow Branch, Maxwell, Mohawk and Mt. Comfort to receive or discharge parcel post, and at Van Nuys to receive or discharge revenue passengers.

Miles from Indianapolis	STATIONS	FIRST CLASS 222 SEE NOTE EXPRESS Daily Ex. Sunday	SECOND CLASS 92 SD-2 FREIGHT Daily	94 SD-4 FREIGHT Daily
	CENTRAL STANDARD TIME			
	Indianapolis	AM 8.15		
3.7	DX		AM	PM
	Hill		*9.00*	*11.30*
4.3	Eastside	8.32	9.20	11.45
8.9	Hunter	8.40	9.30	11.55
14.5	Mt. Comfort	s 8.48	9.42	12.07
18.5	Mohawk	f 8.55		
22.4	Maxwell	f 9.02	9.53	12.23
27.0	Willow Branch	f 9.08	10.07	12.32
31.1	Wilkinson	s 9.15		
32.8	Shirley	s 9.20	10.18	12.43
36.0	Kennard	s 9.27	10.26	12.51
44.2	New Castle	s 9.44	10.44	12.59
49.4	Messick	9.53	10.55	1.10
52.5	Mooreland	s 9.59	11.03	**1.18** 97
56.3	RN	10.05		
56.6	Losantville	s10.07		
60.1	Modoc	s10.14	11.19	1.34
65.6	Carlos City	s10.24	11.30	1.45
70.5	Lynn	s10.34	11.45	2.00
71.3	Page	10.36	11.55	2.02
75.3	Crete	f10.43	12.03	2.10
79.6	Glen Karn	s10.50	12.12	2.19
84.1	Clark	f		
86.3	Hewitt	11.01	12.26	2.33
88.1	Savona	s11.05	12.35	2.42
93.9	Arcanum	s11.15	12.47	2.54
97.3	Pitsburg	s11.21	12.55	3.02
101.5	Laura	s11.28		
105.6	Ludlow Falls	s11.35	1.12	**3.19** 91
108.9	Kessler	f11.40	1.20	3.27
115.0	Troy	s11.50	1.33	3.40
115.8	Miami Siding	11.52	1.35	3.42
119.0	Grayson	f		
121.7	Atlasco	11.59	1.47	3.54
124.6	Brown			
126.4	New Carlisle	s12.10	1.57	4.04
130.9	Donnelsville	f12.18	2.06	4.13
134.5	Cold Springs	12.26	2.15	4.22
	EASTERN STANDARD TIME			
134.5	*Cold Springs*	*1.26*	*3.15*	*5.22*
137.9	*West End*			
139.8	*Springfield*	*1.45*		
	Springfield Yard	PM	*4.45* PM	*8.00* AM

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

Conditional Stops:

No. 222 on signal at Mohawk, Maxwell and Willow Branch to receive or discharge parcel post, and at Van Nuys to receive or discharge revenue passengers.

VALLEY JCT. TO BEESON WEST

Miles from Valley Jct.	STATIONS	SECOND CLASS 163 FREIGHT Daily	151 LOCAL FREIGHT Daily Ex. Sunday
	Valley Jct.	AM 6.00	AM 6.20
2.1	White Water Park		6.28
7.7	Harrison	6.20	s 6.55
14.5	New Trenton	6.40	7.13
16.1	Ashby		7.19
19.0	Cedar Grove		f 7.29
25.8	Brookville	7.10	s 8.00
29.3	Yellow Bank		8.12
34.2	Metamora		f 8.30
40.0	Laurel	7.50	f 8.55
44.1	Alpine		9.10
46.2	Nulltown		9.18
50.8	Connersville	8.30	9.35
56.4	Beeson	AM	AM

BEESON TO VALLEY JCT. EAST

Miles from Beeson	STATIONS	SECOND CLASS 164 FREIGHT Daily	150 LOCAL FREIGHT Daily Ex. Sunday
	Beeson	AM	AM
5.6	Connersville	9.45	10.40
10.2	Nulltown		10.52
12.3	Alpine		10.59
16.4	Laurel	10.25	f11.11
22.2	Metamora		f11.28
27.1	Yellow Bank		11.40
30.6	Brookville	11.05	s12.01
37.4	Cedar Grove		f12.18
40.3	Ashby		12.27
41.9	New Trenton	11.35	12.32
48.7	Harrison	11.55	s12.55
54.3	White Water Park		1.10
56.4	Valley Jct.	12.30 PM	1.15 PM

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

CRAIG TO COLUMBUS WEST

Miles from Greensburg	STATIONS	SECOND CLASS 253 LOCAL FREIGHT Daily Ex. Sunday
	Greensburg	AM *10.00*
1.5	Craig	10.05
4.1	Ewington	f10.15
8.0	Burney	s10.25
12.1	Rugby	f10.35
14.7	Hope	s10.41
18.7	Nortonburg	f10.50
25.9	Columbus	11.10 AM

COLUMBUS TO CRAIG EAST

Miles from Columbus	STATIONS	SECOND CLASS 252 LOCAL FREIGHT Daily Ex. Sunday
	Columbus	PM 4.00
7.2	Nortonburg	f 4.15
11.2	Hope	s 4.25
13.8	Rugby	f 4.31
17.9	Burney	s 4.40
21.8	Ewington	f 4.50
24.4	Craig	5.00
25.9	*Greensburg*	*5.10* 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 LOCAL FREIGHT Daily Ex. Sunday
	Fairland	PM 2.00
3.4	Boggstown	s 2.10
7.0	Needham	s 2.22
12.5	Franklin	s 2.35
19.7	Trafalgar	PM

TRAFALGAR TO FAIRLAND EAST

Miles from Trafalgar	STATIONS	SECOND CLASS 354 LOCAL FREIGHT Daily Ex. Sunday
	Trafalgar	PM
7.2	Franklin	s 4.45
12.7	Needham	s 5.05
16.3	Boggstown	s 5.25
19.7	Fairland	5.45 PM

No. 355 is superior to No. 354.

LAWRENCEBURG JCT. TO AURORA WEST

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

AURORA TO LAWRENCEBURG JCT. EAST

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

WESTWARD—FREIGHT TRAINS

Miles from Cincinnati	STATIONS	CC1	CC3				
		Cincinnati Chicago	Cincinnati Chicago				
		Daily	Daily				
		A. M.	P. M.				
	Cincinnati (Ivorydale)....E. T.	12.01	2.00				
	Cincinnati (Riverside)....C. T.	12.01	2.45				
62.1	Greensburg	1.30	4.30				
106.0	Indianapolis (Hill)	4.00 7.00	6.10 7.10				
173.3	Lafayette	9.30					
210.5	Sheff	11.00	10.30				
247.5	Kankakee	1.00 P. M.	12.01 A. M.				
	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	CD8	CA5 SY2	SY2	2nd SY2		
		Chicago Cincinnati	Chicago Indianapolis	Chicago Cincinnati	Indianapolis Cincinnati		
		Daily	Daily	Daily	Daily		
				P. M.			
	Chicago (Congress St.)....C. T.	*P. M.*		*7.00*			
	Chicago (Markham)	*1.30*		*9.00*			
		P. M.		P. M.			
	Kankakee....C. T.	4.00		11.00			
			P. M.				
37.6	Sheff		11.00				
74.8	Lafayette	6.30					
139.2	Indianapolis (Hill)	9.45 11.30	2.30 A. M.	3.00 5.30	P. M. 12.01		
186.0	Greensburg	12.30		6.30			
244.3	Cincinnati (Riverside)....C. T.	2.00		8.30	3.30		
246.6	Cincinnati (Mill Creek)....E. T.	3.10		10.00	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
				31	32	East yard office	N	T.D.-M-Y
						Scale house	N	Y
						Car inspector's cabin at west end of yard	N	Y
						Old west yard office	N	Y
						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
				61	62			
						Telephone pole 6-24 box	S	B
				71	72			
						Telephone pole 8-10 box	S	B
				101	102			
Delhi	C.S.		9.9			Telephone pole 10-31 box	S	B
Sayler Park			10.4					
				121		Telephone pole 12-3 box	S	M-B
Fernbank.....T.O. Open week days 8:00 AM to 11:59PM	C.S.	FN	11.3		122	Station	N	T.D.-M-B
						Siding, west end, pole box	N	B
Addyston	C.S.	SN	12.4			Station	N	T.D.-M-B
						Station, outside	N	B
Sekitan	C.S.		13.2			Telephone pole 13-24 box	S	B
Griffith	C.S.		13.6	141		Telephone pole 14-10 box	N	B
					142			
North Bend	C.S.		14.6			Raymond City Coal Company office	N	B
						Just west of Taylor Ave., pole box	S	B
				161				
Cleves	C.S.	CS	15.4			Station	N	T.D.-M-B-Y
					162	West end station track, pole box	N	B
						Cabin, east end eastward and westward sidings	S	B-Y
						Scale house	S	Y
Valley Jct.....T.O. Open day and night	C.S.	D	17.0	INT.	INT.	Signal station	S	T.D.-M-B-Y
				191	192			
Elizabethtown	C.S.		18.8			Telephone pole 19-30 box	S	B
				201	202			
						Westward siding, east end, pole box	N	Y
Lawrenceburg Jct..T.O. Open day and night	C.S.	KI	21.6	INT.	INT.	Station	S	T.D.-M-B-Y
						Eastward siding, west end, pole box	S	Y
					242	Telephone pole 24-10 box	S	B
				241				
					252	Telephone pole 25-11 box	S	B
						Telephone pole 26-06 booth	S	B
				261				
					272			
Guilford	C.S.	MO	27.2			Station	N	M-B
						Station, outside, pole box	N	B
				281				

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
Ross	C.S.		29.7			Telephone pole 29-14, box	S	B
				301		Westward siding, east end, on pole	N	B
						Westward siding, west end, on pole	S	B
					302			
Bonnell	C.S.		30.7			Telephone pole 31-20, box	S	B
				321				
						Telephone pole 32-37, box	S	B
					332			
						Telephone pole 33-35, box	S	B
				341				
						Telephone pole 34-40, box	S	B
				351	352			
Code	C.S.		35.0			Spur track, west end, on pole	N	B
Weisburg	C.S.		36.1			Cabin	S	B
				371				
					382	Sunman water tank, pole box	N	B
				391				
Sunman	C.S.	MN	39.2			Station	S	M-B
						Eastward siding, east end, pole box	S	B
Brow.....T.O. Open day and night	C.S.	BY	39.9	INT.	INT.	Signal station	S	T.D.-M-B
						Westward siding, west end, pole box	N	B
Spades	C.S.		41.1			Station	N	B
				421	422			
				441	442			
Morris	C.S.		44.6			Station	S	M-B
				461				
Hyde	C.S.		46.2			Crossover, pole box	N	M-B
					462			
						Batesville, freight house, south of old main track	S	M
Batesville	C.S.	BU	47.1			Station	N	M-B
						Telephone pole 49-43, box	N	B
				491	492			
				511	512			
Newpoint	C.S.	N	53.3	531		Station	N	T.D.-M-B
					532	Station track, east end, pole box	N	M-B
				561	562			
				581		Westward and eastward sidings, east end, booth	N	B
McCoy	C.S.		57.9			Westward and eastward sidings, west end, pole box	N	M-B
					582			
				601	602			
				611	612			
						Telephone pole 61-36, box	N	B
						Monfort St. pole box	S	Y
						Greensburg freight house	S	M-Y
						Greensburg engine house	S	M-Y
				624	622			

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

CINCINNATI TO KANKAKEE—CONTINUED

STATIONS		Office Calls	Miles from Cincinnati	SIGNALS Single Track Westward	SIGNALS Single Track Eastward	TELEPHONES LOCATION	Side of Track	LINE
Greensburg.....T.O. Open day and night	C.S.	GN	62.9	INT.	INT.	East end old wye, pole box.....	N	Y
						Station.....	N	T.D.-M-B-Y
						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
						Pump house, booth.....	N	Y
				661	662	Telephone pole, 66-07 booth.....	S	B
Adams.....	C.S.	DA	67.1	671	682	Siding, east end, pole box.....	S	B
						Station.....	S	T.D.-M-B
						Siding, west end, booth.....	N	M-B
				701	702			
St. Paul.....	C.S.	SU	72.0	721	722	Station.....	S	T.D.-M-B
						On pole.....	S	M-B
						Siding, east end, pole box.....	S	B
						Siding, west end, pole box.....	S	B
				751	752			
Waldron.....	C.S.	WA	74.6			Station.....	S	M-B
						On pole, west of station.....	S	B
						Siding, east end, pole box.....	S	B
Clifty.....	C.S.		76.6	INT.	INT.	Booth.....	S	B
				Westward Track	Eastward Track			
Control from Vine						Booth.....	S	M-B
Prescott.....	C.S.		77.4			Telephone pole 78-08, box.....	S	B
				791	792			
				794				
				801	802			
					803			
				Single Track Westward	Single Track Eastward			
						Siding, east end, booth.....	S	B
						Telephone pole 82-18, box.....	N	B
Vine.....T.O. Open day and night	C.S.	V	81.9	INT.	INT.	Signal station.....	N	T.D.-M-B-Y
Shelbyville.....	C.S.	SY	82.1			Station.....	S	T.D.-M-Y
						Freight house.....	N	T.D.-M-Y
						Mechanic Street, pole box.....	N	B
						John Street, pole box.....	N	B
				841	842	Telephone pole 84-28, box.....	N	B
				861	862			
						Fairland water tank, pole box.....	N	B
3,500 feet east of Fairland, Control from Vine	C.S.		88.7	INT.	INT.	Relay house.....	N	M-B
						Telephone pole 88-30, box.....	S	B
Fairland.....	C.S.	FA	89.3	INT.	INT.	Station.....	S	T.D.-M-B
						Pole, west end station.....	S	M-B
Control from Vine						Booth.....	S	B
						Telephone pole 90-03, box.....	S	B
				911	912			
London.....			92.6					
				931	932			

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

CINCINNATI TO KANKAKEE—CONTINUED

STATIONS		Office Calls	Miles from Cincinnati	SIGNALS Single Track Westward	SIGNALS Single Track Eastward	TELEPHONES LOCATION	Side of Track	LINE
						Eastward siding, east end, telephone pole 94-19, box.....	S	B
						Westward siding, east end, telephone pole 94-27, box.....	N	B
Dix.....	C.S.		94.9	INT.	INT.	Eastward siding, west end, in booth...	S	B
				Westward Track	Eastward Track			
Control from Beech Grove						Westward siding, west end, in booth...	S	M-B
Acton.....	C.S.	AK	95.9			Station.....	S	M-B
						Pole box, west end of station.....	S	B
				971	972			
				974				
				991	992			
Gallaudet.....			99.5					
				1011	1012			
					1013			
Beech Grove.....T.O. Open day and night	C.S.	YD	103.0	INT.	INT.	Signal station.....	N	T.D.-M-B-Y
						East yard office.....	S	Y
				1041				
					1042	Telephone pole 104-47, box.....	N	Y
				1051		Hill yard office.....	S	M-Y
					1052			
				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
				1071				
					1072	Keystone Ave., pole box.....	N	Y
				1073				
						English Ave. crossover, telephone pole 107-46, box.....	N	Y
						State Street yard office, pole box.....	S	Y
					1082			
				1081		Leota Street, pole box.....	N	Y
					1084			
					1086			
						Bates Street crossover, in cabin.....	N	Y
Indianapolis.....T.O. Open day and night	C.S.	UN	108.9			Station.....	N	T.D.-M
				01				
IJ..... Open day and night	C.S.	IJ	109.9	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
						Car house, east of Belmont Ave.....	N	Y
						On crossing watchman's tower.....	S	Y
						Cabin, west side Belmont Ave.....	N	Y
						Moorefield yard office.....	N	Y
						Cabin, west end Moorefield yard.....	N	Y
				21				
					22			
						Michigan Street, west side, on post....	S	Y
Brant.....T.O. Open day and night	C.S.	MF	112.4	1121	1123	Signal station.....	N	T.D.-M-B-Y
				1134	1132			
					1142			
30th Street.....	C.S.		114.5			East switch, on post.....	N	B
				1141				
				1144		West switch, on post.....	N	B
					1152			

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

CINCINNATI TO KANKAKEE—CONTINUED

STATIONS		Office Calls	Miles from Cincinnati	SIGNALS Westward Track	SIGNALS Eastward Track	TELEPHONES LOCATION	Side of Track	LINE
				1161 1164 1181	1162 1182			
						Signal maintainer's office east of highway	N	B
						East of highway, on post	N	B
Augusta	C.S.	AG	119.7	1201		Station	S	T.D.-M-B
					1202			
				1221				
6,300 feet east of Glenn Control from Glenn	C.S.		121.8		INT.	Eastward siding, east end, in booth	S	B
Rock Island	C.S.		122.1			Rock Island Refining Co. office	N	Y
Glenn T.O. Open day and night	C.S.	GU	122.9	INT.	INT.	Signal station	N	T.D.-M-B
						Shell Oil Co. switch, on post	N	B
						Westward siding, west end, in booth	N	B
6,000 feet west of Glenn	C.S.		124.0	INT.	1242			
						Pump house, inside	N	B
Zionsville	C.S.	ZN	124.5			Station	N	T.D.-M-B
				1261	1262			
				1281	1282	Tel. pole 128-03, on post	S	B
						Crossover, east end, on pole	S	B
Whitestown	C.S.	DR	129.9			Station	N	M-B
				1311	1312			
						Eastward siding, east end, in booth	S	B
				1331				
Dale	C.S.		132.7			Crossover, on pole	S	B
					1332	Westward siding, west end, in booth	N	B
				1361 1371	1362 1372			
						Texas track switch, on pole	N	B
						Power house track, west end, on pole	S	B
				X	X	C. I. R. R. crossing, booth	N	B
						West long track, near west end, on pole	N	B
						Freight house	S	M-B
Lebanon	C.S.	J	137.6			Station	N	M-B
						Signal maintainer's office	N	B
				1381				
					1382	Crossover, on pole	N	B
				1411	1412			
						Eastward siding, east end, in booth	S	B
Hazelrigg T.O. Open day and night	C.S.	HR	142.7	INT.	INT.	Station	N	T.D.-M-B
						Westward siding, west end, in booth	N	B
				1451 1471	1452 1472			
						Station	S	T.D.-M-B
						Station, on north side	S	B
						Pump house, on post	N	B
Thorntown	C.S.	OW	146.8			Tel. pole 149-07, on post	N	B
				1491 1511	1492 1512			
						Siding, east end, in booth	S	B
Colfax T.O. Open day and night	C.S.	CF	152.5	INT.	INT.	Signal station	N	T.D.-M-B
						Station	S	M

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

CINCINNATI TO KANKAKEE—CONTINUED

STATIONS		Office Calls	Miles from Cincinnati	SIGNALS Westward Track	SIGNALS Eastward Track	TELEPHONES LOCATION	Side of Track	LINE
				1541 1561	1542 1562			
				Single Track				
				Westward	Eastward			
Clarks Hill T.O. Open day and night	C.S.	W	157.5	INT.	INT.	Station	S	M
						Signal station	N	T.D.-M-B
						Siding, west end, booth	N	M-B
				1591 1611	1592 1612			
Stockwell	C.S.	SK	161.0			Station, on east side	N	M-B
						Station	N	T.D.-M-B
				1631				
Rex (Signals controlled from Clarks Hill)	C.S.		162.6		1632	Siding, east end, relay house	N	M-B
				1641		Siding, west end, relay house	S	B
					1642			
				1651	1652			
North Crane	C.S.		165.2			Elevator track, west end, on post	N	B
				1671	1672			
6,000 feet east of Altamont	C.S.		169.1	INT.	INT.	N. Y. C. siding, east end, relay house	N	B
						N. Y. C. siding, west end, in booth	N	B
				Westward Track	Eastward Track			
Altamont T.O. Open day and night	C.S.	QN	169.5	INT.	INT.	Signal Station	S	T.D.-M-B
					2562	Joint siding, west end, in NKP Ry. signal house	N	B
						Westward home signal, on pole	N	Y
Lafayette Jct. Open day and night	C.S.		172.3	INT.	INT.	Signal station	S	T.D.-M-Y
						No. 19 track, east end, on post	S	Y
						Old coal dock crossover, on pole	S	Y
						Car foreman's office	S	M-Y
						Yard office	S	M-B-Y
						Engine house foreman's office	S	M-Y
						Engine house	S	Y
Lafayette T.O. Open day and night	C.S.	G	173.3	T.O.	T.O.	Station	N	T.D.-M-Y
						Ticket office	N	M
						Freight house	S	M-Y
						West of South St., on post	S	Y
Templeton T.O. Open day and night	C.S.	MD	191.9	INT.-MB	INT.	Station	S	T.D.-M-B
						Westward siding, west end, on post	N	B
						Eastward siding, west end, on post	S	B
			193.5		1942			
Atkinson	C.S.		196.0			Opposite elevator, on post	N	B
			196.7	1971				
				Single Track				
				Westward	Eastward			
Swanington T.O. Open day and night	C.S.	WS	198.1	INT.-M.B.	INT.-M.B.	Signal station	N	T.D.-M-B
			199.3		2002	Siding, west end, on post	S	B
						Siding, east end, on post	N	B
						West of canning factory spur, in booth	N	B
Fowler T.O. Open day and night	C.S.	RF	201.5	M.B.	M.B.	Station	N	T.D.-M-B
						West end team track, in booth	N	B
						Siding, east end, on post	N	B
Earl Park T.O. Open week days 8:00 AM to 4:00 PM	C.S.	PK	208.2	M.B.	M.B.	Station	N	T.D.-M-B
						Siding, west end, on post	N	B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

CINCINNATI TO KANKAKEE—CONTINUED

STATIONS		Office Calls	Miles from Cincinnati	SIGNALS Single Track Westward	SIGNALS Single Track Eastward	TELEPHONES LOCATION	Side of Track	LINE
			209.0	D		Pump house, on post	N	B
						Siding, east end, on post	N	B
						Opposite westward home signal, on post.	N	B
Sheff.....T.O. Open day and night	C.S.	F	210.5	INT.-M.B.	INT.-M.B.	Signal station	S	T.D.-M-B
						Freight house	N	M
						West wye, west end, on post	N	B
			211.8		D			
Raub.....T.O. Open week days 8:00 AM to 4:00 PM	C.S.	RA	213.2	M.B.	M.B.	Siding, east end, booth	N	B
						Station	N	T.D.-M-B
						Siding, west end, on post	S	B
			216.3	D		Eastward siding, east end, on post	N	B
						East of 4th St., booth	S	B
						Station	S	M-B
Sheldon.....T.O. Open day and night	C.S.	ON	218.3	INT.-M.B.	INT.-M.B.	Signal station	N	T.D.-M-B
						Westward siding, west end, on post	S	B
			220.3		D			
Iroquois.....T.O. Open week days 8:00 AM to 5:00 PM	C.S.	Z	222.4	M.B.	M.B.	Siding, east end, on post	N	B
						Station	N	T.D.-M-B
						Siding, west end, on post	N	B
						Westward siding, east end, on post	N	B
Donovan.....T.O. Open day and night	C.S.	OU	226.5	M.B.	M.B.	Station	N	T.D.-M-B
						Eastward siding, west end, on post	S	B
			230.6	D		Just east of distant signal, on post	N	B
						Siding, east end, on post	N	B
Beaverville.....T.O. Open week days 8:00 AM to 5:00 PM	C.S.	MA	231.9	M.B.	M.B.	Station	S	T.D.-M-B
						Siding, west end, on post	S	B
			236.3	D		Eastward siding, east end, on post	N	B
						Wye track, east end, on post	N	B
						Station	S	M
St. Anne.....T.O. Open day and night	C.S.	SA	237.6	INT.-M.B.	INT.-M.B.	Signal station	N	T.D.-M-B
						Tile track switch, on post	N	B
						Westward siding, west end, on post	S	B
			239.6		D			
			242.8	2431		Tel. pole 243-24, on post	N	B
						Siding, east end, on post	N	B
Aroma Park.....T.O. Open week days 8:00 AM to 5:00 PM	C.S.	RO	243.8	M.B.	M.B.	Station	S	T.D.-M-B
						Siding, west end, on post	S	B
			245.3		2452			
						Tile track switch, on post	S	B
						Novelty track switch, on post	S	B
						Switch, east end yard, on post	S	B
Court Street	C.S.		247.5			Yard office	S	M-B-Y
						East of Hobbie Ave., on post	S	Y
						Just east of car foreman's office, on cable pole	N	Y
						Car foreman's office	N	M-Y
						Engine house foreman's office	N	M-Y
						Engine house crew register room	N	M
			247.9	M.B.	M.B.	Rosewood Ave., on signal pole	S	Y
						Callers' office	S	Y
Kankakee.....T.O. Open day and night	C.S.	KT	248.1			Station	S	T.D.-M-B-Y
						Ticket office	S	M
						Just west of Dearborn Ave., on post	N	Y
						Just west of Washington Ave., on pole	S	Y
						Just west of Fifth Ave., on post	S	Y
						Freight house	N	M
						Western Division telegraph office	N	M
Kankakee Jct. Open day and night	C.S.		248.7	INT.	INT.	Signal station	S	B-Y

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

VALLEY JCT. TO BEESON

STATIONS		Office Calls	Miles from Valley Jct.	SIGNALS Single Track Westward	SIGNALS Single Track Eastward	TELEPHONES LOCATION	Side of Track	LINE
Valley Jct.....T.O. Open day and night	C.S.	D		INT.	INT. D	Signal station	S	T.D.-M-B-Y
White Water Park			2.1					
Harrison.....T.O. Open week days 7:00 AM to 4:00 PM	C.S.	Z	7.7	T.O.	T.O.			
New Trenton			14.5					
Ashby			16.1					
Cedar Grove.....T.O. Open week days 7:00 AM to 4:00 PM	C.S.	G	19.0	T.O.	T.O.			
Brookville.....T.O. Open week days 7:00 AM to 4:00 PM	C.S.	B	25.8	T.O.	T.O.			
Yellow Bank			29.3					
Metamora			34.2					
Laurel.....T.O. Open week days 8:00 AM to 5:00 PM	C.S.	A	40.0	T.O.	T.O.			
Alpine			44.1					
Nulltown			46.2					
Connersville.....T.O. Open week days 8:00 AM to 5:00 PM	C.S.	FD	50.8			Station	N	Y
						On pole, west of motor car house	S	Y
Huber			53.9					
Beeson	C.S.		56.4			Pole box at connection with N.K.P.	N	Y

LAWRENCEBURG JCT. TO AURORA

STATIONS		Office Calls	Miles from Cincinnati	SIGNALS Single Track Westward	SIGNALS Single Track Eastward	TELEPHONES LOCATION	Side of Track	LINE
Lawrenceburg Jct..T.O. Open day and night	C.S.	KI	21.6	INT.	INT.	Station	S	T.D.-M-B
Hardinburg			22.1					
			23.1	D				
Dearborn Open day and night			24.1	INT.	INT.			
Lawrenceburg Open week days 8:00 AM to 5:00 PM	C.S.		24.3 25.0	INT.	INT.	Station	N	M
Aurora			28.2					

FAIRLAND TO TRAFALGAR

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

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

CRAIG TO COLUMBUS

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

CX TO NORTH VERNON

STATIONS		Office Calls	Miles from Elkhart	SIGNALS Single Track Southward	SIGNALS Single Track Northward	TELEPHONES LOCATION	Side of Track	LINE
CX....T.O. Open day and night	C.S.	CX	10.3	INT.-M.B.	INT.	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.	Siding, north end, in booth Siding, south end, in booth	W E	Y 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-Y
New Paris			16.8			Station Siding, south end, in booth	E E	T.D.-M-Y B
Milford Jct....T.O. Open day and night	C.S.	JU	20.2 21.1	D INT.-M.B.	INT.-M.B. D	Siding, north end, in booth Signal station	W W	B T.D.-M-B
Milford	C.S.	RD	22.3			Station	E	T.D.-M-B
Leesburg....T.O. Open week days 6:00 AM to 3:00 PM	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.		33.1	M.B.	M.B.	Siding, north end, in booth Siding, south end, in booth	W E	B M-B-Y
Warsaw....T.O. Open day and night	C.S.	KS	34.2 34.5 34.9	D INT.-M.B.	INT.-M.B. D	Signal station Freight house	E W	T.D.-M-B-Y M-Y
			38.6			On pole	E	B
Claypool....T.O. Open day and night	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 week days 6:00 AM to 3:00 PM	C.S.	S	46.2	M.B.	M.B.	Station Elevator track, south end, in booth	E E	T.D.-B B
			49.5			Pole box	E	B
North Manchester.T.O. Open week days 6:30 AM to 3:30 PM	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	B T.D.-M-B B
Bolivar....T.O. Open day and night	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 Single Track Southward	SIGNALS Single Track Northward	TELEPHONES LOCATION	Side of Track	LINE
Urbana....T.O. Open week days 6:30 AM to 3:30 PM	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 6:45 AM to 10:45 PM	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 week days 6:45 AM to 3:45 PM	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.	MA	87.5	D INT.-M.B.	INT.-M.B.	North Belt, on pole Highland Ave., on pole River bridge, on pole Signal station Station Eighth Street, on pole Pit track, on pole Freight house House track, on pole	E E E E E E E W W	Y Y Y T.D.-M-B-Y T.D.-M-B-Y Y Y T.D.-M-Y Y
Kent....T.O. Open day and night	C.S.	MI	88.2 88.9	INT.-M.B.	INT.-M.B. D	Signal station Siding, south end, in booth Soldiers' Home track, on pole Wise's Belt, on pole	E W E	T.D.-M-B-Y Y B Y
Jonesboro....T.O. Open week days 7:30 AM to 4:30 PM	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 week days 7:30 AM to 11:30 PM	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 week days 7:00 AM to 4:00 PM	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 week days 8:00 AM to 10:00 PM	C.S.	AX	108.3 108.5	D M.B. INT.	M.B. INT. D	Station Lower house track, south end	E E	T.D.-M-B-Y Y
Alda	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.	JR	116.7 117.4	D INT.	INT.-M.B.	Siding, north end, in booth Signal station	W E	B T.D.-M-B
				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 Single Track Southward	SIGNALS Single Track Northward	TELEPHONES LOCATION	Side of Track	TELEPHONES LINE
Anderson.....T.O. Open day and night	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				
				Southward Track	Northward Track			
Pearl St.....	C.S.		120.5		1652	Pole box	E	Y
C. I. Crossing.....			120.6	X	X			
P. R. R. Crossing.....			121.1	X	X			
				Single Track				
				Southward	Northward			
South Anderson.....	C.S.		121.5	X	1662 X	North end wye, in booth West end wye South end wye	W W E	Y Y Y
South Anderson Yard.....T.O. Open day and night	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 week days 8:00 AM to 5:00 PM	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
Shirley.....T.O. Open day and night	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.		141.0			Siding, north end, in booth Siding, south end, in booth	W E	B B
Knightstown.....T.O. Open week days 8:00 AM to 5:00 PM	C.S.	KN	143.0	M.B.	M.B.	Siding, north end, in booth Station	W E	B T.D.-M-B
Carthage.....T.O. Open week days 8:00 AM to 5:00 PM	C.S.	CA	147.9	M.B.	M.B.	Station	W	T.D.-M-B
Boyd.....	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.		158.3	M.B.	M.B.	Siding, north end, in booth Siding, south end, in booth	W E	B B
Rushville.....T.O. Open week days 8:00 AM to 5:00 PM	C.S.	HN	159.3	X X M.B.	X X M.B.	Station	E	T.D.-M-B
Milroy.....T.O. Open week days 8:00 AM to 5:00 PM	C.S.	MO	166.9	M.B.	M.B.	Siding, north end, in booth Station	W E	B T.D.-M-B
Sandusky.....T.O. Open week days 8:00 AM to 5:00 PM	C.S.	SA	172.4	M.B.	M.B.	Siding, north end, on pole Station Siding, south end, in booth	E W E	B T.D.-M-B B
	C.S.		177.3	D M.B.	M.B.	M. B. signal, in booth Trainmen's cabin Monfort Street, on section house	W S S	B Y Y
Greensburg.....T.O. Open day and night	C.S.	GN	178.3	INT.-M.B.	INT.-M.B. D	Station Signal station New wye, south end, on pole New wye, north end, on pole	E E W S	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 Single Track Southward	SIGNALS Single Track Northward	TELEPHONES LOCATION	Side of Track	TELEPHONES LINE
Craig.....	C.S.		179.8		M.B.	On pole	E	B
Horace.....	C.S.		185.3			Siding, north end, on pole Siding, south end, on pole	W E	B B
Letts.....T.O. Open week days 8:00 AM to 5:00 PM	C.S.	RF	187.2	M.B.	M.B.	Station	E	T.D.-M-B
Westport.....T.O. Open week days 8:00 AM to 5:00 PM	C.S.	WS	191.3	M.B.	M.B.	Siding, north end, in booth Station C.M. St. P. and P. station C. M. St. P. and P. wye, south end, in booth	W E W E	B T.D.-M-B Y B
	C.S.		195.2			Pole box	E	B
Brewersville.....	C.S.		198.2			Booth	E	B
North Vernon.....T.O. Open day and night	C.S. C.S.	VR	202.7 203.7	M.B. X X	M.B. X X	Northward siding, north end, on pole Southward siding, north end, in booth Northward siding, south end, in watchman's cabin Station	W E E	B B Y T.D.-M-B-Y

INDIANAPOLIS TO COLD SPRINGS

STATIONS		Office Calls	Miles from Indianapolis	SIGNALS Single Track Westward	SIGNALS Single Track Eastward	TELEPHONES LOCATION	Side of Track	TELEPHONES LINE
DX..... Open day and night	C.S.		3.7	INT. D	INT.	Signal station	N	T.D.-M
Eastside.....T.O. Open day and night	C.S.	NE	4.3	X X	X X	Signal station East wye switch, in booth	W N	T.D.-M-Y Y
	C.S.		4.8	M.B.	M.B.	Pole box	N	M
Hunter.....	C.S.		8.9			Siding, west end	N	M
Mt. Comfort.....	C.S.		14.5			Elevator track, west end, in booth	N	M
Mohawk.....T.O. Open week days 7:30 AM to 4:30 PM	C.S.	MO	18.5	M.B.	M.B.	Station	N	T.D.-M
Maxwell.....T.O. Open week days 8:00 AM to 5:00 PM	C.S.	MX	22.4	M.B.	M.B.	Station Station, east end, in box	N N	T.D.-M M
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 Siding, east end, on pole	S N	T.D.-M M
Kennard.....T.O. Open week days 8:00 AM to 5:00 PM	C.S.	K	36.0	M.B.	M.B.	Station Station, east end, in box	N N	T.D.-M M
New Castle.....T.O. Open week days 8:00 AM to 5:00 PM	C.S.	NC	44.2	M.B.	M.B.	Station Station, northeast corner, in box	S S	T.D. M
Van Nuys.....			46.5					
Messick.....	C.S.		49.4			Siding, west end, in booth	N	M
Mooreland.....T.O. Open week days 8:00 AM to 5:00 PM	C.S.	RD	52.5	M.B.	M.B.	Station Station, east end, in box	N N	T.D.-M M
RN.....T.O. Open day and night	C.S.	RN	55.5 56.3 57.2	INT. M.B. D	D INT. M.B.	Signal station	S	T.D.-M

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

INDIANAPOLIS TO COLD SPRINGS—CONTINUED

STATIONS		Office Calls	Miles from Indianapolis	SIGNALS Single Track Westward	SIGNALS Single Track Eastward	TELEPHONES LOCATION	Side of Track	TELEPHONES LINE
Losantville	C.S.	N	56.6			Station	N	T.D.-M
Modoc....T.O. Open week days 8:00 AM to 5:00 PM	C.S.	MC	60.1	M.B.	M.B.	Station Station, southeast corner	N N	T.D.-M M
Carlos City....T.O. Open week days 8:00 AM to 5:00 PM	C.S.	CA	65.6	M.B.	M.B.	Station Station, east end, in box	N N	T.D.-M M
Lynn....T.O. Open day and night	C.S.	KO	70.5	INT. M.B. D	D INT. M.B.	Station	N	T.D.-M
Page	C.S.		71.3			Siding, west end, in booth	S	M
Crete....T.O. Open week days 8:00 AM to 5:00 PM	C.S.	CT	75.3	M.B.	M.B.	Station Station, east end, in box	N N	T.D.-M M
Glen Karn....T.O. Open week days 8:00 AM to 5:00 PM	C.S.	GA	79.6	M.B.	M.B.	Station Station, east end, in box	S S	T.D.-M M
Hewitt....T.O. Open day and night	C.S.	BI	85.5 86.3 87.2	INT. M.B. D	D INT. M.B.	Signal station	N	T.D.-M
Savona....T.O Open week days 7:00 AM to 4:00 PM	C.S.	SN	88.1	M.B. X	M.B. X	Station Station, west end, in box	N N	T.D.-M M
Arcanum....T.O. Open week days 8:00 AM to 5:00 PM	C.S.	AN	93.9	M.B. X	M.B. X	Station Station, east end, in box	N N	T.D.-M M
Pitsburg	C.S.		97.3			Station Station, east end, in box	N N	T.D.-M M
Laura....T.O. Open week days 7:00 AM to 4:00 PM	C.S.	RA	101.5	M.B.	M.B.	Station Station, east end, in box	S S	T.D.-M M
Ludlow Falls....T.O. Open week days 7:00 AM to 4:00 PM	C.S.	UD	105.6	M.B.	M.B.	Station Station, east end, in box	N N	T.D.-M M
Kessler	C.S.		108.9			Siding, west end, on pole	N	M
Troy....T.O. Open day and night	C.S.	RY	115.0	M.B. X X	M.B. X X	Freight house Signal station	N S	M-Y T.D.-M-Y
Miami Siding	C.S.		115.8			Siding, east end, in booth	N	M
Atlasco	C.S.		121.7			Siding, east end, in booth	N	M
New Carlisle....T.O. Open week days 7:00 AM to 4:00 PM	C.S.	NI	126.4	M.B.	M.B.	Station Station, south side, in box	N N	T.D.-M M
Donnelsville	C.S.		130.9			Station track, west end, in booth	N	M
Cold Springs....T.O. Open day and night	C.S.	CS	133.7 134.5	INT.-M.B.	62 INT.	Eastward distant signal, on pole Signal station	N S	M T.D.-M

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 FACED type indicate reverse traffic signals.

SIGNAL ASPECTS, SIGNAL INDICATIONS & SIGNAL RULES

THE FOLLOWING SPECIAL SIGNAL ASPECTS, SIGNAL INDICATIONS AND SIGNAL RULES ARE IN EFFECT.

FIG. 48 FIG 46
RULE 281
PROCEED

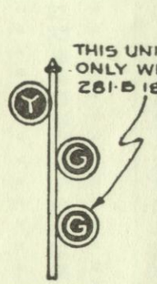


FIG. 59B
RULE 281B
PROCEED. APPROACHING NEXT SIGNAL AT LIMITED SPEED.

FIG. 59C
RULE 281C
PROCEED. LIMITED SPEED WITHIN INTERLOCKING LIMITS.

FIG. 86
RULE 284
PROCEED. APPROACHING NEXT SIGNAL AT SLOW SPEED. TRAIN EXCEEDING MEDIUM SPEED MUST AT ONCE REDUCE TO THAT SPEED.

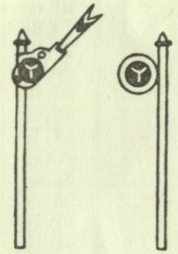


FIG. 102 FIG. 104
RULE 285A
PROCEED. APPROACHING INTERVENING SWITCHES AT RESTRICTED SPEED, PREPARED TO STOP AT NEXT SIGNAL. TRAINS EXCEEDING MEDIUM SPEED, MUST AT ONCE REDUCE TO THAT SPEED. REDUCTION TO MEDIUM SPEED MUST COMMENCE BEFORE PASSING SIGNAL & BE COMPLETED BEFORE ACCEPTING A MORE FAVORABLE INDICATION.

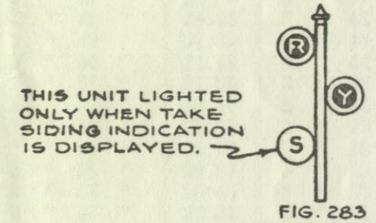


FIG. 283
RULE 290
WITH TAKE SIDING INDICATION. BE GOVERNED BY BLOCK SIGNAL INDICATION. OPEN SWITCH AND PROCEED INTO SIDING.

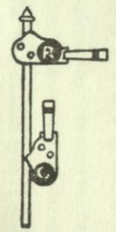


FIG. 117
RULE 287
PROCEED. SLOW SPEED WITHIN INTERLOCKING LIMITS.

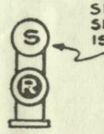


FIG. 286
RULE 292
WITH LEAVE SIDING INDICATION. OPEN SWITCH AND BE GOVERNED BY SIGNAL INDICATION

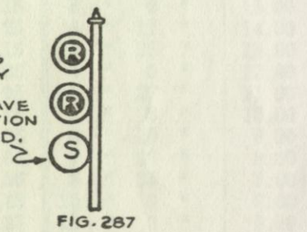
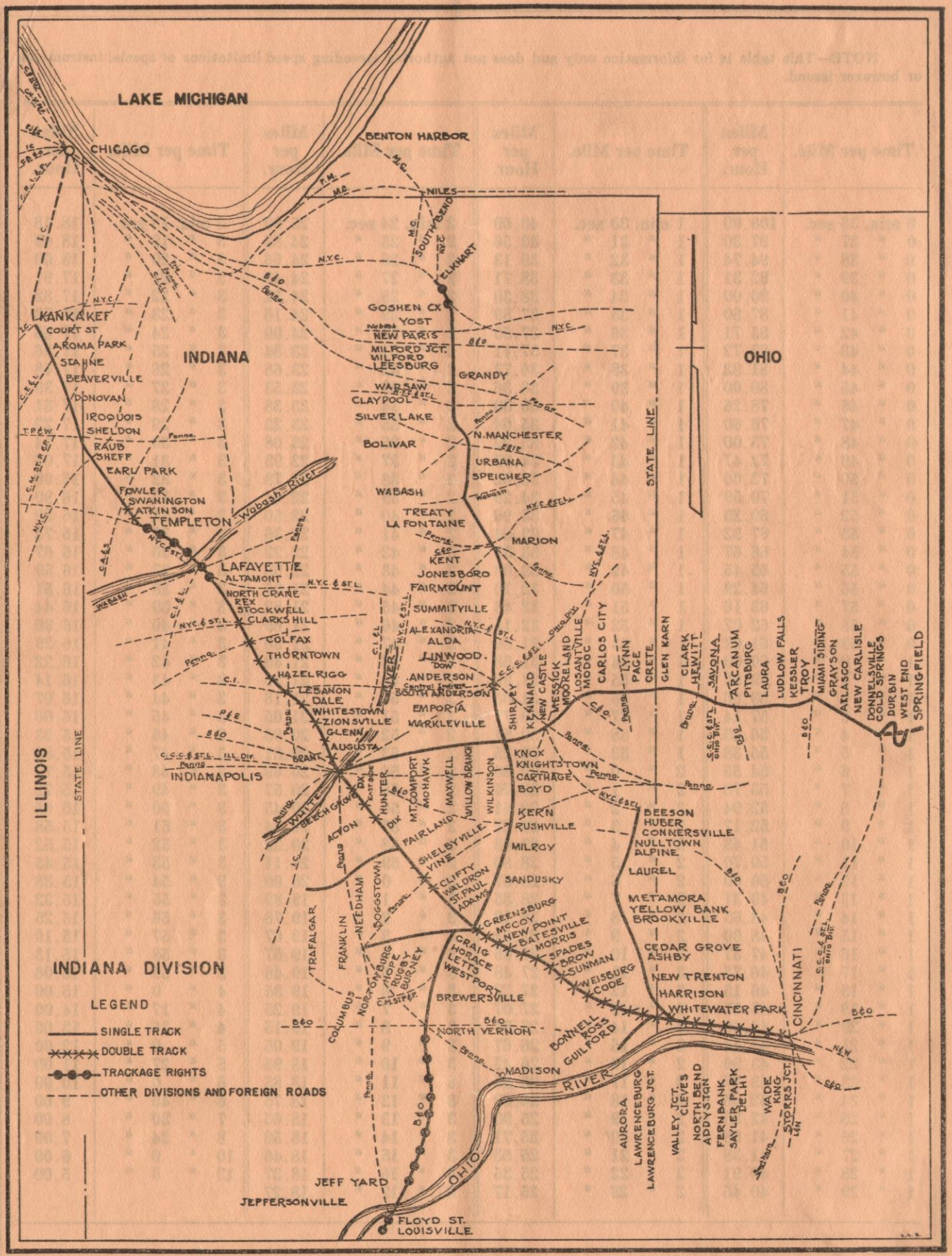


FIG. 287
RULE 292
WITH TAKE SIDING INDICATION. OPEN SWITCH AND BE GOVERNED BY BLOCK SIGNAL INDICATION AND PROCEED INTO SIDING.

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		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SOUTH BEND
ELKHART
GOSHEN CX
YOST
NEW PARIS
MILFORD JCT.
MILFORD
LEESBURG
GRANDY
WARSAW
CLAYPOOL
SILVER LAKE
N. MANCHESTER
BOLIVAR
URBANA
SPEICHER
WABASH
TREATY
LA FONTAINE
MARION
KENT
JONESBORO
FAIRMOUNT
SUMMITVILLE
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EMPORIA
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COURT ST
AROMA PARK
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DONOVAN
IROQUOIS
SHELDON
RAUB
SHEFF
EARL PARK
FOWLER
SWANINGTON
ATKINSON
TEMPLETON
Wabash River
LAFAYETTE
ALTAMONT
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GRAYSON
ATLASCO
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DURBIN
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KNOX
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METAMORA
YELLOW BANK
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ASHBY
NEW TRENTON
HARRISON
WHITEWATER PARK
CINCINNATI
BONNELL
ROSS
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VALLEY JCT.
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