THERE IS ALWAYS TIME FOR COURTESY

•

CONTENTS

	Pages
Surgeons and Oculists	Inside Front Cover
Special Instructions	1-11
Cincinnati to Indianapolis	12
Indianapolis to Cincinnati	13
Indianapolis to Kankakee	14
Kankakee to Indianapolis	15
CX to North Vernon	16
North Vernon to CX	17
Cold Springs to Eastside	18
Eastside to Cold Springs	18
Valley Jct. to Beeson	19
Beeson to Valley Jct.	19
Craig to Columbus	19
Columbus to Craig	19
Fairland to Trafalgar	19
Trafalgar to Fairland	19
Lawrenceburg Jct. to Aurora	20
Aurora to Lawrenceburg Jct.	20
Freight trains	21
Stations, Office Calls, Signals and Telephones	22-35
Special Signal Aspects	36
Index to Book of Rules Stickers	37
Speed Table	Inside Back Cover
Map	Outside Back Cover

Make SAFETY Your POLICY

The New York Central Railroad Company

INDIANA DIVISION

Time-Table No. 36

FOR EMPLOYES ONLY

EFFECTIVE

12:01 A.M., Central Standard Time

1:01 A.M., Eastern Standard Time

Sunday, September 30, 1951

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. BR 4037.

Regular office hours of Chief Surgeon are 8:00 A.M. to 5:00 P.M. week days. In case of emergency after office hours, Sundays and holidays, call Service Bureau, phone MA 2031 or the following in order named: Mr. I. I. Iliff, phone MA 5205, Dr. W. H. Norman, phone BR 4037.

ANDERSON:
Phones— R. R. Reed, 412 Anderson Bank Bldg. Office 8841; Res. 2-4247.
Phones— G. B. Metcalf, 412 Anderson Bank Bldg. Office 8841; Res. 2-6561.

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

BRIGHTWOOD:
Phones— C. D. Williams, 2405 Station St. Office CH 0700; Res. BR 3976.

BROOKVILLE:
Phones— R. E. Glaser, 814 Main St. Office and Res. 15.

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

CINCINNATI:
Phones— R. G. Carothers, 409 Broadway. Office MA 4483; Res. Avon 1805.
Phones— J. F. Lyons, 409 Broadway. Office MA 4483; Res. TW 2542.
Phones— M. F. Walker, 3516 River Rd. Office and Res. WA 2190.

COLUMBUS:
Phones— W. S. Fisher, 516 Fifth St. Office 3387 and 3388; Res. 3960.

CONNERSVILLE:
Phones— W. A. Kemp, 122 W. 7th St. Office 183; Res. 1970.

ELKHART:
Phones— L. A. Elliott, 403 So. Second St. Office J-59; Res. L-59.

FOWLER:
Phones— V. L. Turley, Berry Bldg. Office 54-W; Res. 54-R.

GOSHEN:
Phones— F. S. Martin, 127 E. Lincoln Ave. Office 79; Res. 1525.

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

GUILFORD:
Phones— J. C. Elliott. Office and Res. 207-2

INDIANAPOLIS:
Phones— J. J. Briggs, K. of P. Bldg. Office FR 3911; Res. WA 4795.
Phones— D. S. Megenhardt, Hume-Mansur Bldg Office RI 7358; Res. TA 0215.

JEFFERSONVILLE:
Phones— W. M. Varble, Best Bldg. Office 2; Res. 749.
Phones— J. T. Carney, 402 Spring St. Office 86; Res. 426.

KANKAKEE:
Phones— E. S. Hamilton, Arcade Bldg. Office 2-6431; Res. 2-1833.
Phones— Charles Allison, Volkman Bldg. Office 3-5717; Res. 2-2626.

LAFAYETTE:
Phones— A. C. Arnett, 308 No. 8th St. Office 3031; Res. 6933.
Phones— E. T. Stahl, 308 No. 8th St. Office 3031; Res. 7397.

LAWRENCEBURG:
Phones— F. A. Streck, 326 Walnut St. Office 131W; Res. 131R.
Phones— W. J. Fagaly, 240 Short St. Office and Res. 27.

LEBANON:
Phones— H. A. Beck, Equitable Life Bldg. Office and Res. 810-W.

LOUISVILLE:
Phones— Winston Block, 522 W. Ormsby. Office MAG 0964; Res. TA 1756.
Phones— H. H. Hagan, Brown Bldg. Office JA 5341; Res. HI 3110.

MARION:
Phones— M. S. Davis, Marion Natl. Bank Bldg. Office 811; Res. 247.

NORTH VERNON:
Phones— J. H. Green, Walnut and Jackson Sts. Office 90; Res. 273.

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

SHELBYVILLE:
Phones— R. F. Whitcomb, First Methodist Bldg. Office 319.

SHELDON:
Phones— N. O. Hungness. Office and Res. 185.

SPRINGFIELD:
Phones— A. H. Potter, 308 E. High St. Office 3-8751; Res. 3-8002.
Phones— C. W. Hullinger, First Natl. Bank Bldg. Office 5-2421; Res. 2-8130.
Phones— R. H. Mabry, First Natl. Bank Bldg. Office 5-2421; Res. 2-1891.

TROY:
Phones— G. J. Hance, 21 S. Plum St. Office and Res. 6381.

WABASH:
Phones— F. M. Whisler, 142 W. Hill St. Office 133; Res. 375.

WARSAW:
Phones— J. R. Baum, 212 S. Indiana St. Office 1004. (Res. 1246-R; Winona Lake).

OCULISTS

CINCINNATI:
Phones— D. J. Lyle, Union Trust Bldg. Office DU 7706; Res. WO 4925

INDIANAPOLIS:
Phones— W. B. Matthew, Hume-Mansur Bldg Office MA 6451; Res. HI 8610.
Phones— H. D. Aldrich, Hume-Mansur Bldg. Office RI 8727; Res. WA 9100.

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

LOUISVILLE:
Phones— Frank Pirkey, Francis Bldg. Office JA 1011; Res. JA 1085.

ELKHART:
Phones— H. N. McKee, Monger Bldg. Office 393.
Phones— L. I. Swihart, 118 W. Marion St. Office 2223.

SPRINGFIELD:
Phones— C. H. Reuter, 1st National Bank Bldg. Office 3-7671; Res. 3-7964.

SPECIAL INSTRUCTIONS

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

A1. OTHER RAILROADS.

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

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

Eastbound trains entering C.U.T. tracks, in addition to signal received from switch tender, will be governed by indication on fixed signal located on the Southwest Connection 347 feet from point of switch.

End of block sign is located 2,642 feet west of westward automatic signal 11 on Southwest Connection. Indication displayed by automatic signal 11 will cover only to end of block sign.

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

Green signal for all main track movements.

Yellow signal for all crossover movements.

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

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

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

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

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

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

Toledo Division time-table governs between Elkhart and CX.

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

Short Route rules govern between Floyd St. and Louisville.

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

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

Rushville, N. K. P. main track extending from the junction switch approximately 2000 feet north of B. & O. crossing to approximately 250 feet south of P. R. R. crossing will be used jointly by N. K. P. and N. Y. C. trains. Trains will run expecting to find other trains switching or occupying track. Stop board governing southbound movements is located at clearance point of joint track switch.

B3. LAWS AND REGULATIONS.

Train and engine service 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, Belt Crossing and Belt Jct., (Indianapolis.)

14. ENGINE WHISTLE SIGNALS.

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

19. MARKERS.

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

21a. OMISSION OF WHITE SIGNALS.

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

72. SUPERIORITY OF TRAINS.

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

83. TRAIN REGISTERS.

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

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

(Continued on page 2)

(Continued from page 1)

83d. CLEARING OF TRAINS.

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

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

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

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

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

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

93. YARD LIMITS.

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

Connersville to Beeson both inclusive.
Lawrenceburg Jct. to Aurora both inclusive.
Franklin to Trafalgar both inclusive.

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

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

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

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

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

Trains and engines must approach and pass over switches at Bates St., (Indianapolis), 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. 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. and B. & O. Jct. (Harriet St.) under supervision of yardmaster.

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

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

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

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

S-97. EXTRA TRAINS.

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

98. RAILROAD CROSSINGS AT GRADE.

Location	Railroad	Signals
Oklahoma	B. & O.	Target.
Storrs	B. & O.	Interlocking.
Vine	P. R. R.	Interlocking.
Beech Grove Crossing—(Old Main)	Beech Grove lead	Target.
Belt Crossing	Belt	Interlocking.
IJ	Yard track	Interlocking.
KD	Belt	Interlocking.
Lebanon	C. I.	Target-Gate.
Colfax	P. R. R.	Interlocking.
Clarks Hill	N. K. P.	Interlocking.
Lafayette Jct.	Wabash	Interlocking.
	C. I. & L.	Interlocking.
Sheff	Western Division	Interlocking.
Sheldon	T. P. & W.	Interlocking.
St. Anne	C. & E. I.	Interlocking.
Kankakee Jct.	I. C.	Interlocking.
New Paris Jct.	Wabash	Interlocking.
Milford Jct.	B. & O.	Interlocking.
Warsaw	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-Gate.
(3300 ft. south)	P. R. R.	Target-Gate.
South Anderson	Ohio Division	Target-Gate.
Shirley	Ind. Division	Interlocking.
Rushville	B. & O.	Interlocking.
	P. R. R.	Stop Boards.
North Vernon	B. & O.	Target.
	P. R. R.	Target.
Troy	B. & O. (2 Crossings)	Gates.
Arcanum	B. & O.	Gate.
Savona	Ohio Division	Target.
Hewitt	P. R. R.	Interlocking.
Lynn	P. R. R.	Interlocking.
RN	C. & O.	Interlocking.
Eastside	Belt (2 Crossings)	Targets.
Franklin	P. R. R.	Target-Gate.
Dearborn	B. & O.	Interlocking.
Lawrenceburg	B. & O.	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.

(Continued on page 3)

(Continued from page 2)

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

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

103. PUBLIC GRADE CROSSINGS.

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

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

At highway crossings protected by automatic crossing gates, emergency cut-out keys must not be used except by Signal Department or Maintenance-of-Way Department employes, and then only when track work or work train operation will delay highway traffic excessively.

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, Sixteenth Street, Seventeenth Street } Columbus.

U. S. Highway No. 31 west of Franklin.

Fourth Street, Fifth Street, Eighteenth Street } Connersville.

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

Adams	Second St., Third St.
Fairland	Washington St.
Augusta	Walnut St.
Colfax	Main St., Jackson St., Franklin St., Ohio St.
Clarks Hill	Pearl St., White St., High St.
Fowler	Washington St., Fifth St.
Earl Park	Oak St.
Sheldon	Fourth St., Center St., Grove St., Depot St., Concord St.
Iroquois	Lincoln St.
Aroma Park	Front St.
New Paris	Market St.
North Manchester	Fourth St.
LaFontaine	Kendal St.
Jonesboro	Sixth St.
Fairmount	Washington St.
Summitville	Walnut St., Mill St., Lake St.
Alexandria	Broadway, Washington St., Berry St.
Rushville	U. S. Highway 52.
New Castle	State Highway 38.
Lynn	U. S. Highway 27.
Pitsburg	Jefferson St.
Laura	Main St.

Trains using Running Track between Moorefield and Brant will approach Concord St. crossing prepared to stop.

All movements against the current of traffic over the following crossings, must not exceed SLOW speed:

Lockland, Ohio	Wyoming Avenue.
	Dunn Street.
	Davis Street.
	Mill Street.
Carthage, Ohio	Erkenbrecker Avenue.
	66th Street.

104. SWITCHES.

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

Adams	East and west ends of siding.
St. Paul	East and west ends of siding.
	East and west ends of house track.
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 250 feet east of Storrs Jct. is for the Wall track.

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

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

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

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

105. SIDINGS.

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

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

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

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

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

Sidings. Capacity based on 44 foot cars.

Chicago District.	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

Michigan District.	Northward	Southward	Northward and Southward
Yost	...	...	75
New Paris	...	...	32

(Continued on page 4)

(Continued from page 3)

	Northward	Southward	Northward and Southward
Milford Jct.	...	...	75
Milford	...	...	20
Leesburg	...	...	15
Grandy	...	...	75
Claypool	...	...	76
North Manchester	...	...	40
Bolivar	...	...	70
Urbana	...	...	25
La Fontaine	...	...	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.	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.			
Harrison	...	...	10
New Trenton	...	...	7
Brookville	...	...	20
Laurel	...	...	30
Connersville	...	...	38
Columbus Branch.			
Burney	...	...	10
Hope	...	...	17
Franklin Branch.			
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	Yardmaster's office.
Greensburg	Telegraph office.
Shelby St.	Telegraph office. / Engine-house.
Indianapolis	Telegraph office.
Lafayette	Yard office. / Engine-house.
Kankakee	Telegraph office. / Engine-house.
Chicago	Conductors' room.
Elkhart	Telegraph office. / Yard office. / Engine-house.
Wabash	Telegraph office.
Marion	Freight office.
South Anderson Yard	Telegraph office. / Engine-house.
Jeff Yard	Yard office. / Engine-house
Springfield Yard	Telegraph office. / Engine-house.
Lynn	Telegraph office.
Brightwood	Engine-house.
Connersville	Agent's office.

DESIGNATION AND USE OF MAIN TRACKS.

Single Track:

Between: Greensburg and Clifty.
Vine and Dix.
Clarks Hill and Altamont.
Swanington and Kankakee.
CX and Pearl St.
South Anderson and North Vernon.
Cold Springs and DX.
Valley Jct. and Beeson.
Lawrenceburg Jct. and Aurora.
Greensburg and Columbus.
Fairland and Trafalgar.

D151.

Two Tracks:

Between: Storrs and Greensburg.
Clifty and Vine.
Dix and Clarks Hill.
Templeton and Swanington.
Pearl St. and South Anderson.

208. TRAIN ORDERS.

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

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

MOVEMENT OF TRAINS BY BLOCK SIGNALS.

Rules S-231 to S-234 inclusive govern.

Between: Greensburg and Clifty.
Vine and Dix.
Clarks Hill and Altamont.

Rules S-241 to S-244 inclusive govern.

Between: Swanington and Kankakee.
CX and Pearl St.
Manual Block Signal 6500 feet south of South Anderson and North Vernon.
Cold Springs and Eastside.

Rules D-251 to D-254 inclusive govern.

Between: Gano and Ivorydale Jct.
Storrs and King, (Westward track).
Storrs Jct. and King, (Eastward track).
King and Greensburg.
Clifty and Vine.
Dix and Noble St., (Indianapolis).
West St., (Indianapolis) and Clarks Hill.
Templeton and Swanington.

(Continued on page 5)

(Continued from page 4)

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.
		Diagonal	Trains and engines for Oklahoma.
		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.
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.

(Continued on page 6)

(Continued from page 5)

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.
Hunter..... 800 feet east	Eastside.

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

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

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

362-365b. At stations where it is necessary for a train to pass train order and block signal to enter siding, STOP indication must not be passed without receiving Clearance Form A, and in addition, if block is not clear, Clearance Form B, and the movement protected as prescribed by Rule 99, or hand signal is received from trainman of opposing train holding main track. When STOP indication is displayed, a train must not pass the clearance point of siding until authorized to proceed.

373. BLOCK STATIONS.

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

505. AUTOMATIC BLOCK SYSTEM.

Automatic Block System is in use:

Single Track:

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

Two Tracks, with the Current of Traffic:

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

Two Tracks, against the Current of Traffic:

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

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. Movements must be made at RESTRICTED speed.

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

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

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

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	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	End Two Tracks.
1.17 miles east of	Glenn	1212, 1213, 1214	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.

841. U. S. MAIL.

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

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

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

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

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

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

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

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

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

1 to 46 sacks..... 3 ft.	231 to 276 sacks.....18 ft.
47 to 92 sacks..... 6 ft.	277 to 322 sacks.....21 ft.
93 to 138 sacks..... 9 ft.	323 to 368 sacks.....24 ft.
139 to 184 sacks.....12 ft.	369 to 414 sacks.....27 ft.
185 to 230 sacks.....15 ft.	415 to 460 sacks.....30 ft.

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

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

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

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

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

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

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

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

932. AIR BRAKES.

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)

At night, over all facing point hand operated switches, when operating against current of traffic in automatic block signal territory where switch lamps are not in use	15
Switches and crossovers, not interlocked, when diverging	15
Trains with freight equipped cars	50
Trains handling dead engines with side rods	30
Trains handling dead engines without side rods	20
Trains handling dead Diesel road engines	Track speed
Trains handling dead Diesel switch engines (except DEs-1)	40
Trains handling dead DEs-1 switch engines	25
Trains handling dead DEs-1 switch engines with main gear pin removed	40
Trains handling scale test cars or Jordan spreaders	25
Rail detector cars under own power or on rear of passenger train	40
Revenue freight trains with cranes moving on their own wheels	25
Work trains with cranes moving on their own wheels	30
When sounding whistle for relief engine as prescribed by Rule 14 (bb)	25
Engines without engine truck operating under steam or being towed	20
Engines equipped with trailers running backward	30
Engines not equipped with trailers running backward	20
Engines, Classes DPA, DFA, DCA, DRS, & DFT, light or with caboose	50
Class DES, except DES-1 and DES-4, light or with caboose	40
Class DES-1	25
Class DES-4	35
Classes DES-3 and DES-7	40
Classes DES-5 and DES-6	45
Classes DRS-1, DRS-5, DES-8, DES-9, DES-10, DES-11, DES-12, DES-14, DES-15, DES-17, DES-19	60
Classes DFA and DFB, except DFA-5 and DFB-5, DRS-2, DRS-3, DRS-4 (except DRS-4D), DRS-6, DRS-7, DFT, DES-13, DES-16, DES-18	65
Class DRS-4D	70
Classes DPA, DFA and DCA, running backward without cars	30

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

(Continued on page 8)

(Continued from page 7)

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
25 cars or less	75					
26 to 30 cars inclusive	70					
31 to 35 cars inclusive	65					
When handled by Class L-3 or L-4 engines	70	40	35			
When handled by Class L-1 or L-2 engines	60	40	35			
When handled by Class A-1 engines	40	40	40			
When handled by Diesel freight engines	60	40	35			
When handled by other freight engines	50	40	35			
Freight Trains	50	40	35	30	30	30
When handled by Class A-1 engines	40					
When handled by Class NE-2 engines	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				
Engines running backward				15	15	15

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	15
Between Addyston and North Bend	50
Between North Bend and Mile post 33	70
Mile post 33 to Sunman water tank, (Westward track)	60
Sunman water tank to Bridge 147, 1.8 miles west of Lawrenceburg Jct., (Eastward track)	60
Greensburg, passing coal dock	45
Bridge 387 west of Waldron — Class A engines	30
Bridge 387 west of Waldron — Class H-7 and S engines	35
Bridge 387 west of Waldron — Class L engines	45
*Shelbyville, within corporate limits	20
Bridge 431 west of Fairland — Class A engines	30
Bridge 431 west of Fairland — Class H-7 engines	45
Indianapolis, within city limits, over street crossings at grade	40
Noble St., (Indianapolis) to Signal 1084, (Eastward track)	20
KD — within interlocking limits	30
KD — 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
Between Lawrenceburg Jct. and Aurora	20
Bridges between Lawrenceburg and Aurora	5
Engines running backward between Lawrenceburg and Aurora	15

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

Sayler Park, No. 438, daily except Monday	30
Sunman, No. 410	40
Batesville — No. 410 Sunday only	15
Batesville — No. 410 Monday only	30
Shelbyville, No. 410 Sunday only	15
Lebanon, No. 410 Sunday only	15
Thorntown — No. 438 daily except Sunday	30
Thorntown — No. 443 daily except Monday	30
Sheldon — No. 443	10
Sheldon — No. 416 daily except Sunday	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
Warsaw, reverse curve south — Freight	20
*Claypool, within corporate limits	15
*North Manchester, within corporate limits	25
*Bolivar, between home signals	20
LaFontaine, over Logan St. crossing	30
*Marion, within corporate limits	30
Marion, reverse curve north — Passenger	30
Marion, reverse curve north — Freight	20
Marion, Bridge 346-A, Class H-7, J, L, and PT tenders	30
*Anderson, within corporate limits	40
South Anderson to Rushville — Passenger	45
South Anderson to Rushville — 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

Cold Springs to Indianapolis:

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

Valley Jct. to Beeson:

*Harrison, within corporate limits	10
Brookville, between water tank and Volney Mills west switch	10

*Applies to engine only.

ENGINE AND CAR RESTRICTIONS.

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.

250 ton wrecking cranes:

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

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

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

(Continued on page 9)

(Continued from page 8)

Engines must not be operated:

Location	Classes
Addyston, tracks in U. S. Pipe and Foundry Co.	H-7, H-10, J, K, L, N, S, U.
Between Valley Jct. and Beeson	H-7, H-10, J, K-5, L, N, S, U.
Connersville — Roots Company	All except B.
Connersville — Rex Company	All except B.
Connersville — American Central Mfg. Co.	All except B.
Connersville, Gravel Pit track over unloading pit	All.
Between Lawrenceburg and Aurora	G, H, J, K, L, N, S U, Diesel locomotives.
Between Craig and Columbus	H-7, H-10, J, K-5, L, N, S, U.
Shelbyville, north and south wyes	All.
Between Fairland and Trafalgar	H-7, H-10, J, K-5, L, N, S, U.
Hill (Indianapolis) over hump	S.
Lebanon, C. I. transfer track south of frog	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	H-10, J, K, L, N, S. U.
Between CX and North Vernon	S.
Between Cold Springs and Eastside	S.

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.

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 Time-table 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.

Rail Detector Car X-8015 is equipped with Automatic Train Stop Device.

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.

LUBRICATION AND CARE OF JOURNAL BOXES.

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

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

When a journal is found overheating enroute, train must be stopped and examination made. Packing must be adjusted or box repacked if this will overcome trouble. If cause of heating cannot be corrected in this manner or car cannot be moved to the next terminal through use of cooling compound, car should be set out.

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

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

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

Cooling Compound.

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

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

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

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

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

OVERHEAD CLEARANCES
CHICAGO DISTRICT

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

Location	Description	Tracks
Griffith	Tipple	Raymond City Coal Co.
MP 15-09 West of North Bend	Power Line	Mains.
Valley Jct.	Pipe Lines	Gulf Nos. 3 and 6.
	Walkway	Gulf No. 5.
	Sand bin	Ohio Gravel Co. pit tracks.
	Whitewater River Bridge	Mains.
Lawrenceburg Jct.	Highway Bridge	Main.
Weisburg	Signal Line	Mains and Spur.
Batesville	Highway Bridge	Mains.
Greensburg	Signal Lines	Mains.
	Signal Lines	Eastward and Westward Sidings.
	Signal Lines	No. 9 and Stub track.
	Coal Dock	Mains.
Shelbyville	River Bridge	Main.
	Water Line	Stokely Canning Co.
	Doors	National Farm Mach. Corp.
	Signal Lines	North Transfer.
	Signal Lines	East End House track.
	Signal Lines	Dinky track, John St.
Fairland	Signal Line	No. 4 Mulberry and Franklin Sts.
	Signal Line	Franklin Branch Main.
Lebanon	Signal Line	DX Oil Co. track.
		Elm St., all tracks.
Colfax	Signal Line	Franklin St., North Wye.
Lafayette	Signal Line	Wabash Ave., Enginehouse lead.
	Wabash River Bridge	Mains.
Montmorenci	Highway Bridge	Mains.
East of Earl Park	Highway Bridge	Main.
Sheldon	Shed	Norris Grain Co. Nos. 4, 5 and 6.
East of Donovan	CMSTP&P Bridge	Main.
East of Aroma Park	Signal Line	Main.
Aroma Park	Signal Line	Mill track.
Kankakee	Walkway	J. W. Mortell Co.
	Conveyor	J. W. Mortell Co.
	Door	J. W. Mortell Co.

MICHIGAN DISTRICT

MP 165-30 North of Milroy	Power Line	Main.
MP 165-34 North of Milroy	Power Line	Main.
MP 166-11 South of Milroy	Power Line	Main.
MP 166-24 South of Milroy	Power Line	Main.
MP 166-31 South of Milroy	Power Line	Main.
MP 170-08 North of Sandusky	Power Line	Main.
MP 170-20 North of Sandusky	Power Line	Main.
MP 174-36 South of Sandusky	Power Line	Main.
MP 181-05 South of Craig	Cable	Main.
MP 181-12 South of Craig	Power Line	Main.
MP 181-18 South of Letts	Power Line	Main.
MP 187-40 South of Letts	Cable	Main.
MP 188-03 South of Letts	Power Line	Main.
MP 188-19 South of Letts	Cable	Main.
MP 192-41 South of Westport	Power Line	Main.
MP 194-33 South of Westport	Power Line	Main.

SPRINGFIELD DISTRICT

MP 26-10 West of Troy	Telephone wire	Waco track.

(Continued on Page 11)

(Continued from Page 10)

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

CONNERSVILLE BRANCH

MP 41-14 East of Brookville	Power Line	Main.
Brookville	Water spout	Main.
	Highway Bridge	Main, Siding, and Old Paper Mill track.
Laurel	Power & Telephone Lines	Main and Siding.
MP 63-16 West of Alpine	Power & Telephone Lines	Main.
Nulltown	Power Line	Main and Siding.
Connersville	Doors	American Central Bldg. Nos. 11 and 110.
	Walkways & pipe line	Rex Mfg. Co., Shook track & Oil track.

LAWRENCEBURG BRANCH

Lawrenceburg	Bridge, Tanners Creek	Main.
	Bridge, Wilson Creek	Main.
	Bridge, Hogan Creek	Main.
	Water spout	Main.
	Doors	Lawrenceburg Terminal Elevator tracks.
	Roof	Lawrenceburg Terminal Trestle track.
	Pipe line	Seagram Bower track.
	Pipe line	Seagram No. 2.
	Pipe line and roof	Seagram Scale track, Feed track, Grain track and Coal track.
	Overhead gate	Seagram Coal and Grain tracks.
	Pipe line and walkway	Seagram, Old Main.
	Pipe line and coal shed	Schenley Coal track.
	Roof	Schenley Grain track.
	Pipe line and building	A. D. Cook track.
	Pipe lines	Peoples Walsh track.
	Coal tipple	Peoples Coal track.
	Coal Conveyor	Engine track.
	Conveyor	National Container No. 8.
	Coal tipple	Weisckle Coal Co. No. 7.

COLUMBUS BRANCH

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

FRANKLIN BRANCH

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

T. W. ENGLISH, Superintendent

L. B. LUTZ, Asst. Superintendent

R. WHISTMAN
F. F. McNAMEE
T. J. BROWN
R. D. TIMPANY
G. E. MAAS
} **Trainmasters**

C. J. MEYER, Asst. Trainmaster

R. A. STEWART, Chief Dispatcher

J. W. HOLLCRAFT
J. A. FARQUER
W. J. ALBRECHT
} **Asst. Chief Dispatchers**

W. D. BOYD
R. W. MOODY
E. G. BECKHAM
G. S. RAINEY
T. R. HOLLETT
W. J. PRESTON
} **Train Dispatchers**

H. M. BENNETT
P. J. VOHLAND
H. O. CARTER
J. I. BEAVER
F. C. McDONALD
} **Train Dispatchers**

CINCINNATI TO INDIANAPOLIS—WEST

Miles from Cincinnati	STATIONS	FIRST CLASS 3 JAMES WHITCOMB RILEY Daily	415 CHICAGO SPECIAL Daily	405 THE SYCAMORE Daily	443 CHICAGO NIGHT EXPRESS Daily Ex. Saturday	437 SEE NOTE ROYAL PALM Daily
	EASTERN STANDARD TIME					
	Cincinnati	AM 8.30	AM 9.45	PM 3.25	PM 10.10	PM 11.55
1.9	Storrs Jct.	8.34	9.51	3.29	10.16	12.01
2.2	King	8.35	9.52	3.30	10.17	12.02
3.8	Wade	8.37	9.54	3.32	10.20	12.04
	CENTRAL STANDARD TIME					
3.8	Wade	7.37	8.54	2.32	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	9.07	2.45	9.35	11.19
18.8	Elizabethtown					
21.6	Lawrenceburg Jct.	7.54	9.11	2.49	9.41	11.24
27.2	Guilford					
29.7	Ross					
30.7	Bonnell					
35.0	Code					
36.1	Weisburg					
39.2	Sunman					
39.9	Brow	8.12	9.33	3.07	10.07	11.50
41.1	Spades					
44.6	Morris					
46.2	Hyde					
47.1	Batesville		s 9.43	s 3.15		[AB]11.59
53.3	New Point					
57.9	McCoy					
62.1	Greensburg	8.30	s10.05	s 3.35	s10.40	s12.20
67.1	Adams					
72.0	St. Paul					
74.6	Waldron					
76.6	Clifty					
81.9	Vine	8.46	10.24	3.55	11.00	12.45
82.1	Shelbyville		s10.27	s 3.56	s11.06	[AB]12.46
88.6	Fairland					
92.6	London					
94.9	Dix					
95.9	Acton					
103.0	Beech Grove	9.06	10.53	4.18	11.32	1.14
106.2	Belt Crossing					
108.9	Indianapolis	9.20 AM	11.10 AM	4.30 PM	11.50 PM	1.35 AM

Regular Stops:

[A]No. 437 at Batesville and Shelbyville on Saturday night.

Conditional Stops:

[B]No. 437 on signal at Batesville and Shelbyville to discharge revenue passengers from Cincinnati.

Miles from Chicago	STATIONS	FIRST CLASS 438 CINCINNATI NIGHT EXPRESS Daily Ex. Sunday	410 SEE NOTE ROYAL PALM Daily	416 CINCINNATI SPECIAL Daily	406 SEE NOTE CAROLINA SPECIAL Daily	4 JAMES WHITCOMB RILEY Daily
	CENTRAL STANDARD TIME					
193.6	Indianapolis	AM 2.05	AM 4.20	PM 2.02	PM 5.15	PM 8.10
196.3	Belt Crossing					
199.5	Beech Grove	2.19	4.33	2.12	5.28	8.19
206.6	Acton					
207.6	Dix					
209.9	London					
213.9	Fairland					
220.4	Shelbyville	s 2.48		s 2.35	s 5.50	
220.6	Vine	2.49	4.55	2.36	5.51	8.37
225.9	Clifty					
227.9	Waldron					
230.5	St. Paul					
235.4	Adams					
240.4	Greensburg	s 3.20	s 5.25	s 3.03	s 6.25	8.53
244.6	McCoy					
249.2	New Point					
255.4	Batesville	s 3.40	[A] 5.43	s 3.23	s 6.50	
256.3	Hyde					
257.9	Morris					
261.4	Spades					
262.6	Brow	3.50	5.55	3.31	7.00	9.13
263.3	Sunman					
266.4	Weisburg					
267.5	Code					
271.8	Bonnell					
272.8	Ross					
275.3	Guilford					
280.9	Lawrenceburg Jct.	4.15	6.20	3.52	[B] 7.23	9.31
283.7	Elizabethtown					
285.5	Valley Jct.	4.20	6.25	3.57	7.28	9.35
287.1	Cleves					
287.9	North Bend					
288.9	Griffith					
289.5	Sekitan					
290.1	Addyston					
291.2	Fernbank					
292.6	Delhi					
298.7	Wade	4.40	6.45	4.12	7.48	9.49
	EASTERN STANDARD TIME					
298.7	Wade	5.40	7.45	5.12	8.48	10.49
300.3	King	5.42	7.47	5.14	8.50	10.51
300.6	Storrs Jct.	5.43	7.48	5.15	8.51	10.52
302.5	Cincinnati	6.00 AM	8.00 AM	5.30 PM	9.05 PM	11.00 PM

Conditional Stops:

[A]No. 410 on signal at Batesville to discharge revenue passengers from Chicago.

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

CENTRAL STANDARD TIME
INDIANAPOLIS TO KANKAKEE—WEST

Miles from Cincinnati	STATIONS	FIRST CLASS 443 CHICAGO NIGHT EXPRESS Daily Ex. Sunday	437 SEE NOTE ROYAL PALM Daily	3 JAMES WHITCOMB RILEY Daily	415 CHICAGO SPECIAL Daily	419 WHITE CITY SPECIAL Daily	405 THE SYCAMORE Daily
		AM	AM	AM	AM	PM	PM
108.9	Indianapolis	12.05	1.55	9.30	11.20	12.30	4.40
109.9	IJ						
110.8	KD						
112.4	Brant	12.15	2.05	9.36	11.29	12.38	4.48
119.7	Augusta						
122.2	Glenn	12.26	2.16	9.44	11.38	12.46	4.56
124.5	Zionsville						
129.9	Whitestown						
132.7	Dale						
137.6	Lebanon	s12.45	A2.35		s11.52	s 1.01	
142.7	Hazelrigg	12.52	2.42	10.02	11.59	1.06	5.15
146.8	Thorntown						
152.5	Colfax	1.03	2.57	10.10	12.08	1.16	5.23
157.5	Clarks Hill	1.09	3.05	10.14	12.13	s 1.22	5.28
161.0	Stockwell						
162.6	Rex						
169.5	Altamont	1.21	3.18	10.24	12.25	1.32	5.38
173.3	Lafayette	s 1.40	s 3.45	s10.32	s12.40	s 1.47	s 5.53
191.9	Templeton	2.05	4.16	10.50	1.00	2.07	6.13
196.0	Atkinson						
198.1	Swanington	2.14	4.26	10.56	1.08	2.14	6.22 4
201.5	Fowler	s 2.20	A4.35	10.59	1.12	s 2.19	6.26
208.2	Earl Park			11.05	1.18	s 2.27	
210.5	Sheff	2.30	4.55	11.07	1.21	2.30	6.35
213.2	Raub			11.10	1.24	2.37 406	
218.3	Sheldon	2.40	B5.10	11.15 416	1.29	s 2.44	6.43
222.4	Iroquois			11.19	1.33	s 2.49	
226.5	Donovan	2.51	5.21	11.23	1.38	f 2.54	6.51
231.9	Beaverville			11.29	1.44	s 3.00	
237.6	St. Anne	3.05	5.36	11.36	1.50	3.06	7.02
243.8	Aroma Park			11.42	1.56	3.12	
247.5	Court St.	3.17	5.56	11.46	2.02 406	3.17	7.12
248.1	Kankakee	s 3.25 3.35 AM	s 6.00 6.10 AM	s11.50 11.55 AM	s 2.05 2.15 PM	s 3.30 3.40 PM	s 7.20 7.25 PM
	Kankakee Jct.	*3.37*	*6.12*	*11.57*	*2.17*	*3.42*	*7.27*
302.5	*Chicago*	*5.00* AM	*7.30* AM	*1.00* PM	*3.30* PM	*4.55* PM	*8.35* PM

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

Regular Stops:

ANo. 437 at Lebanon and Fowler on Sunday morning.

Conditional Stops:

BNo. 437 on signal at Sheldon to receive revenue passengers for Kankakee or beyond.

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 Ex. Saturday	410 SEE NOTE ROYAL PALM Daily
		AM	AM	PM	PM	PM	AM
	Chicago	*7.15*	*9.35*	*12.50*	*4.30*	*9.20*	*11.30*
	Kankakee Jct.	*8.23*	*10.35*	*1.53*	*5.28*	*10.33*	*12.43*
54.4	Kankakee	s 8.30	s10.41	s 2.00	s 5.35	s10.45	s12.55
55.0	Court St.	8.32	10.43	2.02 415	5.36	10.47	12.57
58.7	Aroma Park	s 8.38	10.48	2.07			
64.9	St. Anne	s 8.46	10.54	2.13	5.47	11.00	1.10
70.6	Beaverville	s 8.53	B10.59	2.19			
76.0	Donovan	s 9.01	11.05	2.22	5.57	11.11	1.22
80.1	Iroquois	s 9.08	11.09	2.28			
84.2	Sheldon	s 9.20	11.15 3	2.32	6.04	11.19	s 1.30
89.3	Raub	s 9.27	11.20	2.37 419			
92.0	Sheff	f 9.30	11.25	2.40	6.11	11.27	1.38
94.3	Earl Park	s 9.35	11.29	2.43			
101.0	Fowler	s 9.45	11.36	2.49	6.19	s11.40	A 1.47
104.4	Swanington	9.51	11.40	2.52	6.22 405	11.44	1.50
106.5	Atkinson						
110.6	Templeton	s10.01	11.48	2.58	6.28	11.50	1.56
129.2	Lafayette	s10.46	s12.20	s 3.25	s 6.50	s12.20	s 2.25
133.0	Altamont	10.53	12.28	3.33	6.56	12.30	2.35
139.9	Rex						
141.5	Stockwell	s11.02					
145.0	Clarks Hill	s11.08	12.40	3.45	7.06	12.45	2.47
150.0	Colfax	s11.18	12.46	3.50	7.11	12.51	2.55
155.7	Thorntown	s11.28					
159.8	Hazelrigg	f11.36	12.57	4.00	7.19	1.02	3.05
164.9	Lebanon	s11.48		s 4.07		s 1.08	
169.8	Dale						
172.6	Whitestown	s11.58					
178.0	Zionsville	s12.07					
180.3	Glenn	12.11	1.24	4.27	7.39	1.25	3.35
182.8	Augusta	s12.17					
190.1	Brant	12.25	1.34	4.38	7.47	1.35	3.50
191.7	KD						
192.6	IJ						
193.6	Indianapolis	12.40 PM	1.45 PM	5.00 PM	8.00 PM	1.50 AM	4.00 AM

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

Regular Stop:

ANo. 410 at Fowler on Sunday morning.

Conditional Stop:

BNo. 416 at Beaverville on Sunday to discharge revenue passengers.

CENTRAL STANDARD TIME
CX TO NORTH VERNON—SOUTH

Miles from Elkhart	STATIONS	SECOND CLASS 71 MD-1 FREIGHT Daily	75 MD-5 FREIGHT Daily	79 MD-9 FREIGHT Daily
	Elkhart		PM *1.00*	
10.3	CX		1.25	
12.3	Yost		1.36	
15.6	New Paris Jct.		1.47	
16.1	New Paris			
21.1	Milford Jct.		1.56	
22.3	Milford			
27.8	Leesburg		2.10	
33.1	Grandy		2.30	
34.5	Warsaw			
42.3	Claypool		2.48	
46.2	Silver Lake		2.55	
53.8	North Manchester		**3.08** 74	
56.4	Bolivar		3.18	
60.9	Urbana		3.30	
68.2	Wabash		4.00	
78.4	La Fontaine		4.40	
87.5	Marion			
88.2	Kent		5.20	
93.1	Jonesboro			
97.6	Fairmount		5.45	
102.9	Summitville		5.55	
108.3	Alexandria			
109.8	Alda		6.30	
117.4	Dow		6.50	
120.2	Anderson			
120.5	Pearl St.			
121.5	South Anderson	AM	10.30	PM
	So. Anderson Yard	7.00	10.45	7.00
129.6	Markleville	7.20	PM	7.45
135.8	Shirley	7.35		8.30
141.0	Knox	7.45		8.45
143.0	Knightstown			
147.9	Carthage			
149.9	Boyd	8.10		9.05
158.3	Kern	8.30		9.30
159.3	Rushville			
166.9	Milroy	8.45		10.00
172.4	Sandusky	9.00		10.15
178.3	Greensburg	10.30		**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	SECOND CLASS 78 MD-3 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.			
139.0	Anderson			
141.8	Dow			11.20
149.4	Alda			11.35
150.9	Alexandria			11.40
156.3	Summitville			11.55
161.6	Fairmount			12.10
166.1	Jonesboro			12.25
171.0	Kent			12.40
171.7	Marion			
180.8	La Fontaine			1.10
191.0	Wabash			2.00
198.3	Urbana			2.30
202.8	Bolivar			2.45
205.4	North Manchester			**3.08** 75
213.0	Silver Lake			3.30
216.9	Claypool			3.40
224.7	Warsaw			
226.1	Grandy			4.10
231.4	Leesburg			
236.9	Milford			
238.1	Milford Jct.			4.40
243.1	New Paris			
243.6	New Paris Jct.			5.00
246.9	Yost			5.30
248.9	CX			5.50
259.2	*Elkhart*			*8.30* PM

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

COLD SPRINGS TO EASTSIDE
WEST

Miles from Springfield	STATIONS	SECOND CLASS 91 SD-5 FREIGHT Daily	SECOND CLASS 97 SD-7 FREIGHT Daily
	EASTERN STANDARD TIME		
	Springfield Yard	*AM 2.55*	*PM 9.55*
	Springfield		
1.9	*West End*		
5.3	*Cold Springs*	*3.15*	*10.30*
	CENTRAL STANDARD TIME		
5.3	Cold Springs	2.15	9.30
8.9	Donnelsville	2.23	9.38
13.4	New Carlisle	2.32	9.50
15.2	Brown		
18.1	Atlasco	2.42	10.00
20.8	Grayson		
24.0	Miami Siding	2.55	10.12
24.8	Troy	2.57	10.20
30.9	Kessler	3.10	10.35
34.2	Ludlow Falls	3.19 94	10.50
38.3	Laura		
42.5	Pitsburg	3.39	11.20
45.9	Arcanum	3.49	11.30
51.7	Savona	4.03	11.45
53.5	Hewitt	4.07	11.50
55.7	Clark		
60.2	Glen Karn	4.25	12.10
64.5	Crete	4.37	12.20
68.5	Page	4.47	12.30
69.3	Lynn	5.10	12.32
74.2	Carlos City	5.25	12.42
79.7	Modoc	5.40	12.53
83.2	Losantville		
83.5	RN	5.50	1.05
87.3	Mooreland	6.00	1.18 94
90.4	Messick	6.10	1.28
95.6	New Castle	6.40	1.40
103.8	Kennard	7.00	2.05
107.0	Shirley	7.18	2.15
108.7	Wilkinson		
112.8	Willow Branch	7.30	2.40
117.4	Maxwell	7.40	2.55
121.3	Mohawk		
125.3	Mt. Comfort	7.55	3.15
130.9	Hunter	8.10	3.25
135.5	Eastside	8.25	4.00
	Hill	*11.30*	*6.00*
136.1	DX	AM	AM
139.8	Indianapolis		

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

EASTSIDE TO COLD SPRINGS
EAST

Miles from Indianapolis	STATIONS	SECOND CLASS 92 SD-2 FREIGHT Daily	SECOND CLASS 94 SD-4 FREIGHT Daily
	CENTRAL STANDARD TIME		
	Indianapolis		
3.7	DX	AM	PM
	Hill	*9.00*	*11.30*
4.3	Eastside	9.20	11.45
8.9	Hunter	9.30	11.55
14.5	Mt. Comfort	9.42	12.07
18.5	Mohawk		
22.4	Maxwell	9.58	12.23
27.0	Willow Branch	10.08	12.32
31.1	Wilkinson		
32.8	Shirley	10.19	12.43
36.0	Kennard	10.26	12.51
44.2	New Castle	10.44	12.59
49.4	Messick	10.55	1.10
52.5	Mooreland	11.03	1.18 97
56.3	RN	11.11	1.26
56.6	Losantville		
60.1	Modoc	11.19	1.34
65.6	Carlos City	11.30	1.45
70.5	Lynn	11.45	2.00
71.3	Page	11.50	2.02
75.3	Crete	11.59	2.10
79.6	Glen Karn	12.09	2.19
84.1	Clark		
86.3	Hewitt	12.26	2.33
88.1	Savona	12.35	2.42
93.9	Arcanum	12.47	2.54
97.3	Pitsburg	12.55	3.02
101.5	Laura		
105.6	Ludlow Falls	1.12	3.19 91
108.9	Kessler	1.20	3.27
115.0	Troy	1.33	3.40
115.8	Miami Siding	1.35	3.42
119.0	Grayson		
121.7	Atlasco	1.47	3.54
124.6	Brown		
126.4	New Carlisle	1.57	4.04
130.9	Donnelsville	2.06	4.13
134.5	Cold Springs	2.15	4.22
	EASTERN STANDARD TIME		
134.5	*Cold Springs*	*3.15*	*5.22*
137.9	*West End*		
139.8	*Springfield*		
	Springfield Yard	*4.45 PM*	*8.00 AM*

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

VALLEY JCT. TO BEESON
WEST

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

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

BEESON TO VALLEY JCT.
EAST

Miles from Beeson	STATIONS	SECOND CLASS 164 FREIGHT Daily	SECOND CLASS 150 SWITCH RUN 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	11.11
22.2	Metamora		11.28
27.1	Yellow Bank		11.40
30.6	Brookville	11.05	12.01
37.4	Cedar Grove		12.18
40.3	Ashby		12.27
41.9	New Trenton	11.35	12.32
48.7	Harrison	11.55	12.55
54.3	White Water Park		1.10
56.4	Valley Jct.	12.30 PM	1.15 PM

CRAIG TO COLUMBUS
WEST

Miles from Greensburg	STATIONS	SECOND CLASS 253 SWITCH RUN Daily Ex. Sunday
	Greensburg	*AM 10.00*
1.5	Craig	10.05
4.1	Ewington	10.15
8.0	Burney	10.25
12.1	Rugby	10.35
14.7	Hope	10.41
18.7	Nortonburg	10.50
25.9	Columbus	11.10 AM

No. 253 is superior to No. 252.

Time shown at Greensburg is for information only.

COLUMBUS TO CRAIG
EAST

Miles from Columbus	STATIONS	SECOND CLASS 252 SWITCH RUN Daily Ex. Sunday
	Columbus	PM 3.00
7.2	Nortonburg	3.15
11.2	Hope	3.25
13.8	Rugby	3.31
17.9	Burney	3.40
21.8	Ewington	3.50
24.4	Craig	4.00
25.9	*Greensburg*	*4.10 PM*

FAIRLAND TO TRAFALGAR
WEST

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

No. 355 is superior to No. 354.

TRAFALGAR TO FAIRLAND
EAST

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

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.	4.30	P. M.	11.00	
29.8	Sheldon		8.00		
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 Westward Track	SIGNALS Eastward Track	TELEPHONES LOCATION	Side of Track	LINE
Storrs Jct. Open day and night	C.S.		1.9			Signal station	S	B-Y
King T.O. Open day and night	C.S.	SI	2.2	INT.	INT.	Signal station	N	T.D.-M-B-Y
	C.S.					East yard office	N	T.D.-M-Y
				31	32			
	C.S.					Scale house	N	Y
	C.S.					Car inspector's cabin at west end of yard	N	Y
	C.S.					Old west yard office	N	Y
	C.S.					Crossover from main to outbound lead pole box	N	Y
Wade T.O. Open day and night	C.S.	MS	3.8	INT.	INT.	Signal station	N	T.D.-M-B-Y
	C.S.		5.1	61	62	Booth	S	B
	C.S.		6.1			Booth	S	B
	C.S.		6.2	71	72	Pole box	S	B
	C.S.		7.3			Booth	S	B
	C.S.		8.1	101	102	Pole box	S	B
	C.S.		9.0			Booth	S	B
Delhi	C.S.		9.9			Pole box	S	B
	C.S.		10.1			Booth	S	B
Sayler Park			10.4					
	C.S.		11.2			Booth	S	B
Fernbank	C.S.		11.3	111		Station	N	T.D.-M-B
	C.S.				122	Opposite station, pole box	S	B
	C.S.					Siding, west end, pole box	N	B
	C.S.		12.3			Pole box	S	M-B
Addyston	C.S.	SN	12.4			Station	N	T.D.-M-B
	C.S.					Station, outside	N	B
Sekitan	C.S.		13.2			Pole box	S	B
Griffith	C.S.		13.6			Pole box	N	B
				141	142			
North Bend	C.S.		14.6			Raymond City Coal Company office	N	B
	C.S.					Just west of Taylor Ave., pole box	S	B
				161				
Cleves	C.S.	CS	15.4			Station	N	T.D.-M-B-Y
	C.S.				162	West end station track, pole box	N	B
	C.S.					Cabin, east end eastward and westward sidings	S	B-Y
	C.S.					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
	C.S.		18.2	191	192	Booth	S	B
Elizabethtown	C.S.		18.8			Pole box	S	B
	C.S.		20.4	201	202	Booth	S	B
	C.S.					Westward siding, east end, pole box	N	B
Lawrenceburg Jct. T.O. Open day and night	C.S.	KI	21.6	INT.	INT.	Station	S	T.D.-M-B
	C.S.					Eastward siding, west end, pole box	S	B
Thatcher			22.3					
	C.S.		24.1		242	Pole box	S	B
				241				
	C.S.		25.1			Pole box	S	B
					252			
	C.S.		26.1			Pole box	S	B
				261				
					272			
Guilford	C.S.	MO	27.2			Station	N	M-B
	C.S.					Station, outside, pole box	N	B
				281				

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
	C.S.		29.1			Pole box	S	B
Ross	C.S.		29.7			Westward siding, east end, on pole	N	B
	C.S.			301		Westward siding, west end, on pole	S	B
					302			
Bonnell	C.S.		30.7			Pole box	S	B
	C.S.		31.4	321		Booth	S	B
	C.S.		32.4			Pole box	S	B
	C.S.		33.3		332	Pole box	S	B
				341				
	C.S.		34.4			Pole box	S	B
				351	352			
Code	C.S.		35.0			Spur track, west end, on pole	N	B
	C.S.		35.4			Booth	S	B
Weisburg	C.S.		36.1			Cabin	S	B
	C.S.		37.4	371		Booth	N	B
					382			
	C.S.					Sunman water tank, booth	N	B
				391				
Sunman	C.S.	MN	39.2			Station	S	M-B
	C.S.		39.4			Section house	S	B
	C.S.					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
	C.S.					Westward siding, west end, pole box	N	B
Spades	C.S.		41.1			Pole box	N	B
				421	422			
	C.S.		43.1			Booth	N	B
	C.S.		44.0			Booth	N	B
				441	442			
	C.S.		44.5			Booth	N	B
Morris	C.S.		44.6			Station	S	M-B
	C.S.		45.0			Pole box	N	B
	C.S.		46.1	461		Booth	N	B
Hyde	C.S.		46.2			Crossover, pole box	N	M-B
					462			
	C.S.					Batesville, freight house, south of old main track	S	M-B
Batesville	C.S.	BU	47.1			Station	N	M-B
	C.S.		48.5			Booth	N	B
	C.S.		49.4			Pole box	N	B
	C.S.		50.5	491	492	Booth	N	B
	C.S.		52.0	511	512	Booth	N	B
	C.S.		52.5			Booth	N	B
Newpoint	C.S.	N	53.3	531		Station	N	T.D.-M-B
	C.S.				532	Station track, east end, pole box	N	M-B
	C.S.		55.1	561	562	Booth	N	B
	C.S.		55.5			Booth	N	B
	C.S.		57.0			Booth	N	B
	C.S.					Westward and eastward sidings, east end, booth	N	B
				581				
McCoy	C.S.		57.9			Westward and eastward sidings, west end, pole box	N	M-B
					582			
	C.S.		59.2	601	602	Booth	N	B
	C.S.		60.3	611	612	Booth	N	B
	C.S.		61.4			Pole box	N	B
	C.S.					Montfort St. pole box	S	Y
	C.S.					Greensburg freight house	S	M-Y
	C.S.					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
	C.S.					East end old wye, pole box	N	Y
Greensburg.....T.O.	C.S.	GN	62.9	INT.	INT.	Station	N	T.D.-M-B-Y
Open day and night	C.S.					Signal station	N	Y
	C.S.					Eastward siding, east end, pole box	S	Y
	C.S.					Eastward siding, new wye, pole box	S	Y
	C.S.					Westward and eastward sidings, west end, pole box	S	Y
6,000 feet west of Greensburg			64.2	INT.	INT.	Pump house, booth	N	Y
	C.S.		65.0			Booth	S	B
	C.S.		66.1	661	662	Booth	S	B
	C.S.					Siding, east end, pole box	S	B
Adams	C.S.	DA	67.1	671	682	Station	S	T.D.-M-B
	C.S.					Siding, west end, booth	N	M-B
	C.S.		68.4			Booth	S	B
	C.S.		69.4	701	702	Booth	S	B
	C.S.		70.4			Booth	S	B
St. Paul	C.S.	SU	72.0	721	722	Station	S	T.D.-M-B
	C.S.					Pole box	S	M-B
	C.S.					Booth	S	B
	C.S.					Siding, east end, pole box	S	B
	C.S.					Siding, west end, pole box	S	B
	C.S.		74.1	751	752	Booth	S	B
Waldron	C.S.	WA	74.6			Station	S	M-B
	C.S.					On pole, west of station	S	B
	C.S.		75.1			Section house	N	B
	C.S.		75.4			Booth	S	B
	C.S.					Siding, east end, pole box	S	B
Clifty	C.S.		76.6	INT.	INT.	Booth	S	B
				Westward Track	Eastward Track			
Control from Vine	C.S.		77.2			Booth	S	M-B
Prescott	C.S.		77.4			Pole box	S	B
	C.S.		79.1	791	792	Booth	S	B
	C.S.		79.4	794		Booth	N	B
	C.S.		80.4	801	802	Booth	N	B
					803			
	C.S.					Siding, east end, booth	S	B
	C.S.					Pole box	N	B
				Single Track				
				Westward	Eastward			
Vine.....T.O.	C.S.	V	81.9	INT.	INT.	Signal station	N	T.D.-M-B-Y
Open day and night								
Shelbyville	C.S.	SY	82.1			Station	S	T.D.-M-Y
	C.S.					Freight house	N	T.D.-M-Y
	C.S.					Mechanic Street, pole box	N	B
	C.S.					John Street, pole box	N	B
	C.S.		83.2			Booth	N	B
	C.S.		84.2	841	842	Pole box	N	B
	C.S.		85.4	861	862	Booth	N	B
	C.S.					Fairland water tank, pole box	N	B
	C.S.		86.2			Booth	N	B
	C.S.		88.3			Pole box	S	B
3,500 feet east of Fairland, Control from Vine	C.S.		88.7	INT.	INT.	Relay house	N	M-B
Fairland	C.S.	FA	89.3	INT.	INT.	Station	S	T.D.-M-B
Control from Vine	C.S.					Pole box, west end station	S	M-B
	C.S.					Booth	S	B
	C.S.		90.2			Booth	S	B
	C.S.		90.3			Pole box	S	B
	C.S.		91.2	911	912	Booth	S	B
	C.S.		92.2			Booth	S	B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

CINCINNATI TO KANKAKEE—CONTINUED

STATIONS		Office Calls	Miles from Cincinnati	SIGNALS Single Track Westward	SIGNALS Single Track Eastward	TELEPHONES LOCATION	Side of Track	LINE
London			92.6					
				931	932			
	C.S.		93.5			Booth	S	B
	C.S.					Eastward siding, east end, pole box	S	B
	C.S.					Westward siding, east end, pole 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	C.S.					Westward siding, west end, in booth	S	M-B
Acton	C.S.	AK	95.9			Station	S	M-B
	C.S.					Pole box, west end of station	S	B
	C.S.		96.2			Section house	N	B
				971	972			
	C.S.		97.4	974		Booth	S	B
	C.S.		98.5	991	992	Booth	S	B
	C.S.		99.4			Booth	S	B
Gallaudet			99.5					
	C.S.		100.4	1011	1012	Booth	S	B
	C.S.		101.4		1013	Booth	N	B
	C.S.		102.4			Booth	N	B
Beech Grove.....T.O.	C.S.	YD	103.0	INT.	INT.	Signal station	N	T.D.-M-B-Y
Open day and night								
	C.S.		103.2			Booth	N	B
				1041				
	C.S.					East yard office	S	Y
	C.S.		104.2		1042	Pole box	N	Y
	C.S.		104.3			Booth	N	B
	C.S.			1051		Hill yard office	S	M-Y
	C.S.		105.3		1052	Booth	N	B
				1061				
	C.S.					Icehouse crossover, in cabin	N	B-Y
					1062			
Belt Crossing	C.S.		106.2	INT.	INT.	Signal station	S	Y
Open day and night								
				1071				
	C.S.				1072	Keystone Ave., pole box	N	Y
				1073				
	C.S.		107.5			English Ave. crossover, pole box	N	Y
	C.S.					State Street yard office, pole box	S	Y
					1082			
				1081				
	C.S.					Leota Street, pole box	N	Y
	C.S.					Bates Street crossover, in cabin	N	Y
					1084			
Indianapolis.....T.O.	C.S.	UN	108.9			Station	N	T.D.-M
Open day and night								
				01				
IJ	C.S.	IJ	109.9	INT.	INT.	Signal station	S	T.D.-Y
Open day and night								
KD	C.S.	KD	110.8	INT.	INT.	Signal station	N	T.D.-Y
Open day and night								
	C.S.					Car house, east of Belmont Ave	N	Y
	C.S.					On crossing watchman's tower	S	Y
	C.S.					Cabin, west side Belmont Ave	N	Y
Moorefield	C.S.					Yard office	N	Y
	C.S.					Cabin, west end yard	N	Y
				21				
					22			
	C.S.					Michigan Street, west side, on post	S	Y

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

CINCINNATI TO KANKAKEE—CONTINUED

STATIONS		Office Calls	Miles from Cincinnati	SIGNALS Westward Track	SIGNALS Eastward Track	TELEPHONES LOCATION	Side of Track	TELEPHONES LINE
Brant ....T.O. Open day and night	C.S.	MF	112.4	INT.	INT.	Signal station	N	T.D.-M-B-Y
	C.S.		113.1			Section house	S	B
	C.S.		113.5		1142	Booth	N	B
30th Street (Signals controlled from Brant)	C.S.		114.5	1141		East switch, on post	N	B
	C.S.			1144		West switch, on post	N	B
	C.S.		115.4		1152	Booth	N	B
				1161	1162			
	C.S.		117.0	1164		Booth	N	B
	C.S.		118.1	1181	1182	Booth	N	B
	C.S.					Signal maintainer's office east of highway	N	B
	C.S.					East of highway, on post	N	B
	C.S.		119.2	1201		Booth	N	B
Augusta	C.S.	AG	119.7		1202	Station	S	T.D.-M-B
	C.S.		121.1			Booth	N	B
				1211				
6,300 feet east of Glenn Control from Glenn	C.S.		121.8		INT.	Eastward siding, east end, in booth	S	B
Rock Island			122.1					
Glenn ....T.O. Open day and night	C.S.	GU	122.9	INT.	INT.	Signal station	N	T.D.-M-B
	C.S.					Shell Oil Co. switch, on post	N	B
6,000 feet west of Glenn	C.S.		124.0	INT	1242	Westward siding, west end, in booth	N	B
	C.S.					Pump house, inside	N	B
Zionsville	C.S.	ZN	124.5			Station	N	T.D.-M-B
	C.S.		125.4	1261	1262	Booth	N	B
	C.S.		126.2			Booth	N	B
	C.S.		127.3	1281	1282	Booth	N	B
	C.S.		128.0			Pole box	S	B
	C.S.		129.1			Booth	S	B
	C.S.					Crossover, east end, on pole	S	B
Whitestown	C.S.	DR	129.9			Station	N	M-B
	C.S.		131.3	1311	1312	Booth	S	B
	C.S.					Eastward siding, east end, in booth	S	B
				1331				
Dale	C.S.		132.7			Crossover, on pole	S	B
					1332			
	C.S.					Westward siding, west end, in booth	N	B
	C.S.		136.0	1361	1362	Booth	S	B
				1371	1372			
	C.S.					Texas track switch, on pole	N	B
	C.S.					Power house track, west end, on pole	S	B
	C.S.			X	X	C. I. R. R. crossing, booth	N	B
	C.S.					West long track, near west end, on pole	N	B
	C.S.					Freight house	S	M-B
Lebanon	C.S.	J	137 6			Station	N	M-B
	C.S.					Signal maintainer's office	N	B
				1381				
	C.S.				1382	Crossover, on pole	N	B
	C.S.		139.4			Booth	N	B
	C.S.		141.1	1411	1412	Booth	N	B
	C.S.					Eastward siding, east end, in booth	S	B
Hazelrigg ....T.O. Open 8:00 AM to 5:00 PM daily ex. Sunday	C.S.	HR	142.7	INT.	INT.	Station	N	T.D.-M-B
	C.S.					Westward siding, west end, in booth	N	B
	C.S.		145.2	1451	1452	Booth	N	B
	C.S.		146.2			Booth	N	B
	C.S.		147.0			Booth	N	B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

CINCINNATI TO KANKAKEE—CONTINUED

STATIONS		Office Calls	Miles from Cincinnati	SIGNALS Westward Track	SIGNALS Eastward Track	TELEPHONES LOCATION	Side of Track	TELEPHONES LINE
Thorntown	C.S.	OW	146.8	1471	1472	Station	S	T.D.-M-B
	C.S.					Station, on north side	S	B
	C.S.					Pump house, on post	N	B
	C.S.		149.1			Pole box	N	B
	C.S.		150.2	1491	1492	Booth	N	B
	C.S.		151.1	1511	1512	Booth	N	B
	C.S.					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
	C.S.					Station	S	M
	C.S.		154.1	1541	1542	Booth	N	B
	C.S.		155.1	1561	1562	Booth	N	B
	C.S.		155.4			Booth	N	B
	C.S.		157.0			Booth	N	B
				Single Track Westward	Single Track Eastward			
	C.S.					Station	S	M
Clarks Hill ....T.O. Open day and night	C.S.	W	157.5	INT.	INT.	Signal station	N	T.D.-M-B
	C.S.					Siding, west end, booth	N	M-B
	C.S.		160.3	1591	1592	Booth	N	B
				1611	1612			
	C.S.					Station, on east side	N	M-B
Stockwell	C.S.	SK	161.0			Station	N	T.D.-M-B
	C.S.		162.4	1631		Booth	N	B
Rex (Signals controlled from Clarks Hill)	C.S.		162.6		1632	Siding, east end, relay house	N	M-B
				1641				
	C.S.					Siding, west end, relay house	S	B
					1642			
	C.S.		165.1	1651	1652	Booth	N	B
North Crane	C.S.		165.2			Elevator track, west end, on post	N	B
	C.S.		166.3			Booth	N	B
	C.S.		167.3	1671	1672	Booth	N	B
	C.S.		168.4			Booth	N	B
6,000 feet east of Altamont	C.S.		169.1	INT.	INT.	N. Y. C. siding, east end, relay house	N	B
	C.S.					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
	C.S.					Joint siding, west end, in N.K.P. signal house	N	B
	C.S.		172.0			Booth	S	B
	C.S.					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
	C.S.					No. 19 track, east end, on post	S	Y
	C.S.					Old coal dock crossover, on pole	S	Y
	C.S.					Car foreman's office	S	M-Y
	C.S.					Yard office	S	M-B-Y
	C.S.					Engine house foreman's office	S	M-Y
	C.S.					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
	C.S.					Ticket office	N	M
	C.S.					Freight house	S	M-Y
	C.S.					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
	C.S.					Westward siding, west end, on post	N	B
	C S.					Eastward siding, west end, on post	S	B
			193.5		1942			
	C.S.		194.3			Booth	N	B
	C.S.		195.3			Booth	N	B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

CINCINNATI TO KANKAKEE—CONTINUED

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

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

CINCINNATI TO KANKAKEE—CONTINUED

STATIONS		Office Calls	Miles from Cincinnati	SIGNALS		TELEPHONE		
				Single Track		LOCATION	Side of Track	LINE
				Westward	Eastward			
	C.S.		230.6	D		Just east of distant signal, on post	N	B
	C.S.					Siding, east end, on post	N	B
Beaverville...T.O. Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	C.S.	MA	231.9	M.B.	M.B.	Station	S	T.D.-M-B
	C.S.					Siding, west end, on post	S	B
	C.S.		233.4			Booth	N	B
	C.S.		234.4			Booth	N	B
	C.S.		235.4			Booth	N	B
	C.S.		236.5	D		Booth	N	B
	C.S.					Eastward siding, east end, on post	N	B
	C.S.					Wye track, east end, on post	N	B
	C.S.					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
	C.S.					Tile track switch, on post	N	B
	C.S.					Westward siding, west end, on post	S	B
			239.6		D			
	C.S.		240.1			Booth	N	B
	C.S.		241.1			Booth	N	B
	C.S.		242.1			Booth	N	B
	C.S.		242.8	2431		Pole box	N	B
	C.S.					Siding, east end, on post	N	B
Aroma Park...T.O. Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	C.S.	RO	243.8	M.B.	M.B.	Station	S	T.D.-M-B
	C.S.		244.6			Booth	S	B
	C.S.					Siding, west end, on post	S	B
			245.3		2452			
	C.S.		246.0			Booth	S	B
	C.S.					Tile track switch, on post	S	B
	C.S.					Novelty track switch, on post	S	B
	C.S.					Switch, east end yard, on post	S	B
Court Street	C.S.		247.5			Yard office	S	M-B-Y
	C.S.					East of Hobbie Ave., on post	S	Y
	C.S.					Just east of car foreman's office, on cable pole	N	Y
	C.S.					Car foreman's office	N	M-Y
	C.S.					Engine house foreman's office	N	M-Y
	C.S.					Engine house crew register room	N	M
	C.S.		247.9	M.B.	M.B	Rosewood Ave., on signal pole	S	Y
	C.S.					Callers' office	S	Y
Kankakee...T.O. Open day and night	C.S.	KT	248.1			Station	S	T.D.-M-B-Y
	C.S.					Ticket office	S	M
	C.S.					Just west of Dearborn Ave., on post	N	Y
	C.S.					Just west of Washington Ave., on pole	S	Y
	C.S.					Just west of Fifth Ave., on post	S	Y
	C.S.					Freight house	N	M
	C.S.					Western Division telegraph office	N	M
Kankakee Jct. 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	TELEPHONES LINE
Valley Jct ..T.O. Open day and night	C.S. C.S.	D		INT.	INT. D	Signal station Pole box	S S	T.D.-M-B-Y Y
White Water Park			2.1					
Harrison ..T.O. Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	C.S. C.S.	Z	7.7	T.O	T.O.	Station Station, outside	S S	M M
New Trenton			14.5					
Ashby			16.1					
Cedar Grove ..T.O. Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	C.S. C.S.	G	19.0	T.O.	T.O.	Station Station, outside	N N	M M
Brookville ..T.O. Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	C.S. C.S.	B	25.8	T.O.	T.O.	Station Station, outside	N N	M M
Yellow Bank			29.3					
Metamora			34.2					
Laurel ..T.O. Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	C.S. C.S.	A	40.0	T.O.	T.O.	Station Station, outside	N N	M M
Alpine			44.1					
Nulltown	C.S.		46.2			Pole box	S	M
Connersville ..T.O. Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	C.S. C.S. C.S. C.S. C.S.	FD	50.8			Siding, east end, pole box Scale track, pole box Station Engine watchman's cabin Turntable, pole box	S S N N S	M Y M-Y M-Y M
Huber			53.9					
Beeson			56.4					

LAWRENCEBURG JCT. TO AURORA

STATIONS		Office Calls	Miles from Cincinnati	SIGNALS Single Track Westward	SIGNALS Single Track Eastward	TELEPHONES LOCATION	Side of Track	TELEPHONES LINE
Lawrenceburg Jct..T.O. Open day and night	C.S.	KI	21.6	INT.	INT. D	Station	S	T.D.-M-B
Hardinburg			22.1					
Dearborn Open day and night			23.1 24.1	D INT.	INT. D			
Lawrenceburg	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	TELEPHONES LINE
Fairland ..T.O. Open 7:30 AM to 4:30 PM daily ex. Sat. and Sun.	C.S. C.S.					Station Pole at west end of station	S S	T.D.-M-B M-B
Boggstown	C.S.		3.4			Pole box just west of station	N	M
Needham			7.0					
Franklin ..T.O. Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	C.S. C.S.		12.5	X	X	Car house, Duane Street Station	N S	M M
Trafalgar	C.S.		19.7			Station	S	M

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

CRAIG TO COLUMBUS

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

CX TO NORTH VERNON

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

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

CX TO NORTH VERNON—CONTINUED

STATIONS		Office Calls	Miles from Elkhart	SIGNALS Single Track Southward	SIGNALS Single Track Northward	TELEPHONES LOCATION	Side of Track	TELEPHONES LINE
Urbana.....T.O. Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	C.S.	UR	60.9	M.B.	M.B.	Station	W	T.D.-M-B
	C.S.					Siding, north end, on pole	W	B
Speicher	C.S.		63.9					
						Pole box	E	B
	C.S.					Rubber works track, on pole	W	Y
	C.S.					Yard, north end, on pole	W	Y
Wabash.....T.O. Open 6:30 AM to 10:30 PM daily except Sunday Open 2:30 PM to 10:30 PM Sunday	C.S.	WD	68.2	M.B.	M.B.	Station	W	T.D.-M-B-Y
	C.S.					Agent's office	W	M-Y
	C.S.					Yard office	W	M-B-Y
	C.S.					Engine house office	W	M-Y
	C.S.					Cannery track, on pole	E	B
	C.S.					Water works track, on pole	E	Y
Treaty			73.9					
	C.S.					Siding, north end, in booth	W	B
LaFontaine.....T.O. Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	C.S.	DN	78.4	M.B.	M.B.	Station	E	T.D.-M-B
	C.S.					Lumber track, on pole	E	B
	C.S.			D		North Belt, on pole	E	Y
	C.S.					Highland Ave., on pole	E	Y
	C.S.					River bridge, on pole	E	Y
Marion.....T.O. Open day and night	C.S.	MA	87.5	INT.-M.B.	INT.-M.B.	Signal station	E	T.D.-M-B-Y
	C.S.					Eighth Street, on pole	E	Y
	C.S.					Pit track, on pole	E	Y
	C.S.					Freight house	W	T.D.-M-Y
	C.S.					House track, on pole	W	Y
Kent.....T.O. Open day and night	C.S.	MI	88.2	INT.-M.B.	INT.-M.B.	Signal station	E	T.D.-M-B-Y
	C.S.					Siding, south end, in booth	W	Y
	C.S.		88.9		1342	Soldiers' Home track, on pole	E	B
	C.S.					Wise's Belt, on pole		Y
	C.S.					Rubber works track, in booth	W	B-Y
Jonesboro.....T.O. Open 7:30 AM to 4:30 PM daily ex. Sat. and Sun.	C.S.	WA	93.1	M.B.	M.B.	Station	E	T.D.-M-B
	C.S.					Siding, north end, in booth	W	B
	C.S.					Siding, south end, in booth	E	B
	C.S.					Siding, north end, in booth	W	B
	C.S.					Siding, south end, on pole	E	B
Fairmount.....T.O. Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	C.S.	FO	97.6	M.B.	M.B.	Station	E	T.D.-M-B
Summitville.....T.O. Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	C.S.	SO	102.9	M.B.	M.B.	Station	W	T.D.-M-B
	C.S.					Siding, north end, in booth	W	B
	C.S.					Siding, south end, in booth	E	B
				D				
Alexandria.....T.O. Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	C.S.	AX	108.3	M.B.	M.B.	Station	E	T.D.-M-B-Y
	C.S.		108.5	INT.	INT. D	Lower house track, south end, on pole	E	B-Y
	C.S.					Siding, north end, in booth	W	B
Alda	C.S.		109.8	M.B.	M.B.	Siding, south end, in booth	W	B
Linwood			113.4					
			116.7	1611				
	C.S.					Siding, north end, in booth	W	B
Dow.....T.O. Open day and night	C.S.	JR	117.4	INT.	INT.-M.B.	Signal station	E	T.D.-M-B
	C.S.		117.5			Booth	W	B
					1632			
	C.S.			1641		Sefton track, on pole	W	Y
	C.S.				1642	Lincoln Street, on pole	W	Y
	C.S.					Brown St. crossover, on pole	E	Y
	C.S.					Central Ave. crossover, on pole	W	Y
	C.S.					Freight house	W	M-Y
	C.S.					Supervisor's office	E	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	E	T.D.-M-B-Y
	C.S.					Ticket Office	E	M-Y
	C.S.					Trainmaster's office	E	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	Single Track Northward			
South Anderson	C.S.		121.5		1662	North end wye, in booth	W	Y
	C.S.			X	X	West end wye	W	Y
	C.S.					South end wye	E	Y
	C.S.					Inspector's cabin, on north side	W	Y
	C.S.					Middle crossover, in booth	W	
	C.S.					Engine house office	W	M-Y
South Anderson Yard.....T.O. Open day and night	C.S.	DE				Yard office	W	T.D.-M-B-Y
	C.S.					M. B. signal, on pole	N	Y
	C.S.					Siding, west end, in booth	S	Y
	C.S.		122.5	M.B.	M.B.	M. B. signal, on pole	W	Y
Emporia			127.5					
	C.S.					Siding, north end, in booth	W	B
Markleville.....T.O. Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	C.S.	KA	129.6	M.B.	M.B.	Station	E	T.D.-M-B
	C.S.					Siding, south end, in booth	E	B
	C.S.			D		Siding, north end, in booth	W	B
Shirley.....T.O. Open day and night	C.S.	QS	135.8	INT.-M.B.	INT.-M.B. D	Station	E	T.D.-M-B
Knox	C.S.		141.0			Siding, north end, in booth	W	B
	C.S.					Siding, south end, in booth	E	B
	C.S.					Siding, north end, in booth	W	B
Knightstown.....T.O. Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	C.S.	KN	143.0	M.B.	M.B.	Station	E	T.D.-M-B
Carthage.....T.O. Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	C.S.	CA	147.9	M.B.	M.B.	Station	W	T.D.-M-B
Boyd	C.S.		149.9	M.B.	M.B.	Siding, north end, in booth	W	B
	C.S.					Siding, south end, in booth	E	B
Kern	C.S.		158.3	M.B.	M.B.	Siding, north end, in booth	W	B
	C.S.					Siding, south end, in booth	E	B
				INT. X	INT. X			
Rushville.....T.O. Open 9:00 AM to 5:00 PM daily ex. Sat. and Sun.	C.S.	HN	159.3	M.B.	M.B.	Station	E	T.D.-M-B
	C.S.					Siding, north end, in booth	W	B
Milroy.....T.O. Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	C.S.	MO	166.9	M.B.	M.B.	Station	E	T.D.-M-B
	C.S.					Siding, north end, on pole	E	B
Sandusky	C.S.		172.4			Siding, south end, in booth	E	B
	C.S.		177.3	M.B.	M.B.	M. B. signal, in booth	W	B
	C.S.			D		Trainmen's cabin	S	Y
	C.S.					Montfort Street, on section house	S	Y
Greensburg.....T.O. Open day and night	C.S.	GN	178.3			Station	E	T.D.-M-B-Y
	C.S.			INT.-M.B.	INT.-M.B. D	Signal station	E	Y
	C.S.					New wye, south end, on pole	W	Y
	C.S.					New wye, north end, on pole	S	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	LINE
Craig	C.S.		179.8		M.B.	On pole	E	B
Horace	C.S.		185.3			Siding, north end, on pole	W	B
	C.S.					Siding, south end, on pole	E	B
Letts			187.2					
	C.S.					Siding, north end, in booth	W	B
Westport .....T.O. Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	C.S.	WS	191.3	M.B.	M.B.	Station	E	T.D.-M-B
	C.S.					C. M. St. P. and P. station	W	Y
	C.S.					C. M. St. P. and P. wye, south end, in booth	E	B
	C.S.		195.2			Pole box	E	B
Brewersville	C.S.		198.2			Booth	E	B
	C.S.		202.7	M.B.	M.B	Northward siding, north end, on pole	W	B
	C.S.					Southward siding, north end, in booth	E	B
	C.S.					Northward siding, south end, in watchman's cabin	E	Y
North Vernon.....T.O. Open day and night	C.S.	VR	203.7	X X	X X	Station		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	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	Signal station	W	T.D.-M-Y
	C.S.			X	X	East wye switch, in booth	N	Y
	C.S.		7.0			Booth	S	M
	C.S.		8.0			Booth	S	M
Hunter	C.S.		9.0			Siding, west end, in booth	N	M
	C.S.		9.2	M.B.	M.B.	Booth	N	M
Mt. Comfort	C.S.		14.5			Elevator track, west end, in booth	N	M
Mohawk.....T.O. Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	C.S.	MO	18.5	M.B.	M.B.	Station	N	T.D.-M
Maxwell.....T.O. Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	C.S.	MX	22.4	M.B.	M.B	Station	N	T.D.-M
	C.S.					Station, east end, in box	N	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	S	T.D.-M
	C.S.					Siding, east end, on pole	N	M
Kennard.....T.O. Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	C.S.	K	36.0	M.B.	M.B.	Station	N	T.D.-M
	C.S.					Station, east end, in box	N	M
New Castle.....T.O. Open 8:00 AM to 5:00 PM daily ex. Sun.	C.S.	NC	44.2	M.B.	M.B.	Station	S	T.D.
	C.S.					Station, northeast corner, in box	S	M
Van Nuys			46.5					
Messick	C.S.		49.4			Siding, west end, in booth	N	M
Mooreland.....T.O. Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	C.S.	RD	52.5	M.B.	M.B.	Station	N	T.D.-M
	C.S.					Station, east end, in box	N	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	LINE
Losantville	C.S.	N	56.6			Station	N	T.D.-M
Modoc.....T.O. Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	C.S.	MC	60.1	M.B.	M.B.	Station	N	T.D.-M
	C.S.					Station, southeast corner	N	M
Carlos City.....T.O. Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	C.S.	CA	65.6	M.B.	M.B.	Station	N	T.D.-M
	C.S.					Station, east end, in box	N	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 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	C.S.	CT	75.3	M.B.	M.B.	Station	N	T.D.-M
	C.S.					Station, east end, in box	N	M
Glen Karn.....T.O. Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	C.S.	GA	79.6	M.B.	M.B.	Station	S	T.D.-M
	C.S.					Station, east end, in box	S	M
Clark			84.1					
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 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	C.S.	SN	88.1	M.B. X	M.B. X	Station	N	T.D.-M
	C.S.					Station, west end, in box	N	M
Arcanum.....T.O. Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	C.S.	AN	93.9	M.B. X	M.B. X	Station	N	T.D.-M
	C.S.					Station, east end, in box	N	M
Pitsburg	C.S.		97.3			Station	N	T.D.-M
	C.S.					Station, east end, in box	N	M
Laura .....T.O. Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	C.S.	RA	101.5	M.B.	M.B.	Station	S	T.D.-M
	C.S.					Station, east end, in box	S	M
Ludlow Falls.....T.O. Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	C.S.	UD	105.6	M.B.	M.B.	Station	N	T.D.-M
	C.S.					Station, east end, in box	N	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	N	M-Y
	C.S.					Signal station	S	T.D.-M-Y
Miami Siding	C.S.		115.8			Siding, east end, in booth	N	M
Grayson			119.0					
Atlasco	C.S.		121.7			Siding, east end, in booth	N	M
Brown			124.6					
New Carlisle .....T.O. Open 7:00 AM to 4:00 PM daily ex. Sat. and Sun.	C.S.	NI	126.4	M.B.	M.B.	Station	N	T.D.-M
	C.S.					Station, south side, in box	N	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	N	M
	C.S.					Signal station	S	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 FACE type indicate reverse traffic signals.

SIGNAL ASPECTS, SIGNAL INDICATIONS AND SIGNAL RULES

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

Fig. 48
Rule 281
PROCEED

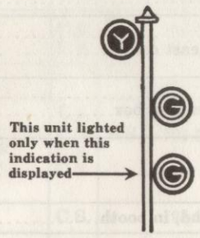


Fig. 59B
Rule 281B
PROCEED APPROACHING NEXT SIGNAL AT LIMITED SPEED

Fig. 59C
Rule 281C
PROCEED; LIMITED SPEED WITHIN INTERLOCKING LIMITS

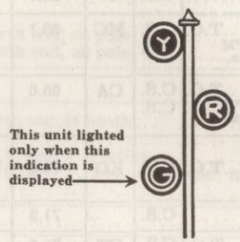


Fig. 86
Rule 284
PROCEED APPROACHING NEXT SIGNAL AT SLOW SPEED

Train exceeding medium speed must at once reduce to that speed.

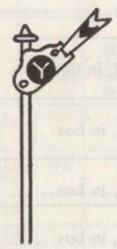


Fig. 102
Rule 285A
PROCEED APPROACHING INTERVENING SWITCHES AT RESTRICTED SPEED, PREPARED TO STOP AT NEXT SIGNAL

Trains exceeding medium speed must at once reduce to that speed. Reduction to medium speed must commence before passing signal, and be complete before accepting a more favorable indication.

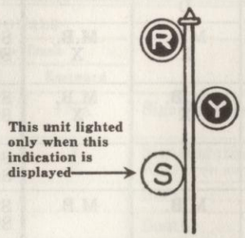


Fig. 283
Rule 290
WITH TAKE SIDING INDICATION, BE GOVERNED BY BLOCK SIGNAL INDICATION. OPEN SWITCH AND PROCEED INTO SIDING

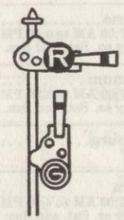


Fig. 117
Rule 287
PROCEED; SLOW SPEED WITHIN INTERLOCKING LIMITS

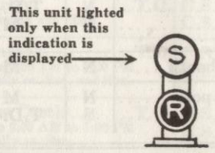


Fig. 286
Rule 292
WITH LEAVE SIDING INDICATION, OPEN SWITCH AND BE GOVERNED BY SIGNAL INDICATION

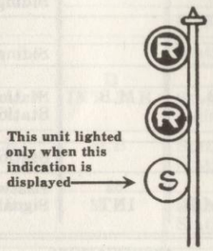


Fig. 287
Rule 292
WITH TAKE SIDING INDICATION, OPEN SWITCH AND BE GOVERNED BY SIGNAL INDICATION AND PROCEED INTO SIDING

MAIN TRACK SWITCH TARGET

Fig. 225A
LINED FOR MAIN TRACK

INDEX OF STICKERS
COVERING CHANGES IN BOOK OF OPERATING RULES

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

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

NOTE—

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

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

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

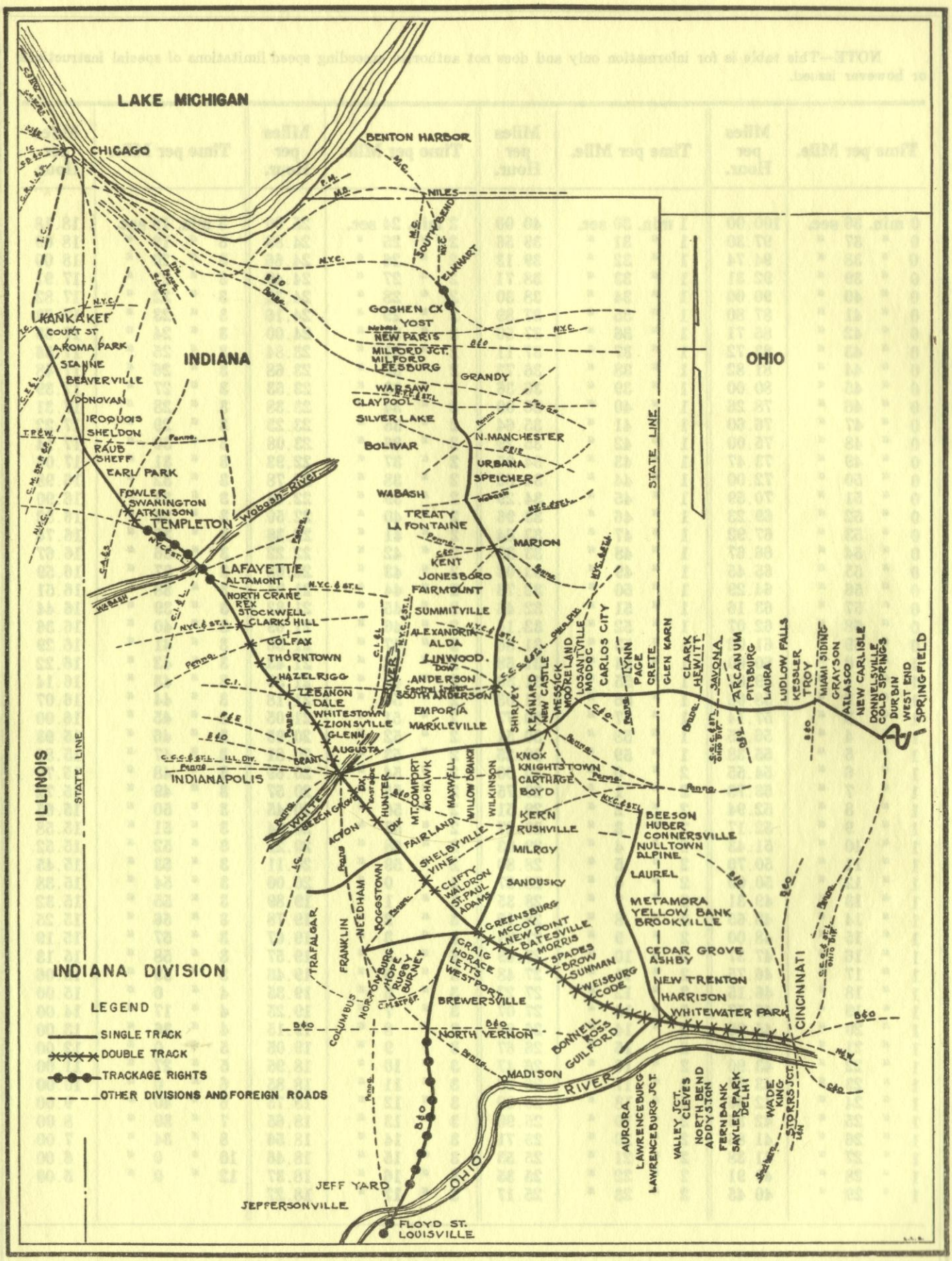
Reprint of January 1, 1951 includes all changes up to and including that date.

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

SPEED TABLE

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

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


LAKE MICHIGAN
CHICAGO
BENTON HARBOR
NILES
SOUTH BEND
ELKHART
GOSHEN CX
YOST
NEW PARIS
MILFORD JCT.
MILFORD
LEESBURG
WARSAW
CLAYPOOL
SILVER LAKE
BOLIVAR
GRANDY
N. MANCHESTER
URBANA
SPEICHER
WABASH
TREATY
LA FONTAINE
MARION
KENT
JONESBORO
FAIRMOUNT
SUMMITVILLE
ALEXANDRIA
ALDA
LINWOOD
ANDERSON
SOUTH ANDERSON
EMPORIA
MARKLEVILLE
KANKAKEE
COURT ST
AROMA PARK
STANNE
BEAVERVILLE
DONOVAN
IROQUOIS
SHELDON
RAUB
SHEFF
EARL PARK
FOWLER
SWANINGTON
ATKINSON
TEMPLETON
LAFAYETTE
ALTAMONT
NORTH CRANE
REX
STOCKWELL
CLARKS HILL
COLFAX
THORNTOWN
HAZELRIGG
LEBANON
DALE
WHITESTOWN
ZIONSVILLE
GLENN
AUGUSTA
BRANT
INDIANAPOLIS
INDIANA
ILLINOIS
OHIO
STATE LINE
Wabash River
SHIRLEY
KENNARD
NEW CASTLE
WESSICK
MOORELAND
LOSANTVILLE
MIDDOC
CARLOS CITY
LYNN
PAGE
CRETE
GLEN KARN
CLARK
HEWITT
SAVONA
ARCANUM
PITSBURG
LAURA
LUDLOW FALLS
KESSLER
TROY
MIAMI SIDING
GRAYSON
ATLASCO
NEW CARLISLE
DONNELSVILLE
COLD SPRINGS
DURBIN
WEST END
SPRINGFIELD
KNOX
KNIGHTSTOWN
CARTHAGE
BOYD
KERN
RUSHVILLE
MILROY
SANDUSKY
GREENSBURG
McCOY
NEW POINT
BATESVILLE
MORRIS
SPADES
BROW
SUNMAN
WEISBURG
CODE
BEESON
HUBER
CONNERSVILLE
NULLTOWN
ALPINE
LAUREL
METAMORA
YELLOW BANK
BROOKVILLE
CEDAR GROVE
ASHBY
NEW TRENTON
HARRISON
WHITEWATER PARK
CINCINNATI
BONNELL
ROSS
GUILFORD
NORTH VERNON
BREWERSVILLE
MADISON
RIVER
AURORA
LAWRENCEBURG
LAWRENCEBURG JCT.
VALLEY JCT.
CLEVES
NORTH BEND
ADDYSTON
FERN BANK
SAYLER PARK
DELHI
WADE
KING
STORRS JCT.
JEFF YARD
JEFFERSONVILLE
FLOYD ST.
LOUISVILLE
INDIANA DIVISION
LEGEND
SINGLE TRACK
DOUBLE TRACK
TRACKAGE RIGHTS
OTHER DIVISIONS AND FOREIGN ROADS