

Cleveland, Cincinnati, Chicago & St. Louis Railway

The N. Y. C. R. R. Co., Lessee

CHICAGO DIVISION

Time Table No. 134

FOR EMPLOYEES ONLY

EFFECTIVE

6:01 A.M., Central Standard Time

7:01 A.M., Eastern Standard Time

Sunday, September 25, 1932

D. F. SCHAFF,
Superintendent

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72. SUPERIORITY OF TRAINS.

The superior direction of trains is east or north.

83. TRAIN REGISTERS.

Cincinnati.....	Telegraph office.
Greensburg.....	Telegraph office.
Indianapolis.....	Telegraph office.
Lafayette.....	Telegraph office.
Kankakee.....	Telegraph office.
South Anderson.....	Telegraph office.
North Vernon.....	Telegraph office.
Connersville.....	Telegraph office.
Valley Jct.....	Telegraph office.
Fairland.....	Telegraph office.
Martinsville.....	Telegraph office.
Seneca.....	Telegraph office.

Only Nos. 53, 302, and 370 will be registered at Fairland.
Only Nos. 122 and 150 will be registered at Valley Jct.

Trains will be registered at intermediate register stations by the operators except when a train is displaying signals for a following section, it must stop at intermediate register stations and be registered by the conductor unless relieved of that duty by train order.

Enginemen are relieved from examining register, except when they act as pilot, or have no conductor, but this does not relieve them from knowing whether all trains due, which are superior or of the same class, have arrived or left, before leaving a register station.

CLEARING OF TRAINS.

Northbound and southbound trains must not leave Greensburg without Clearance Form A.

85. MOVEMENT OF TRAINS.

Trains of one schedule may pass trains of another schedule of the same class, and extra trains may pass and run ahead of second class and extra trains.

91. SPACING TRAINS.

On portions of the road where no other form of block system is used, under the operation of Rule 91 it will be the duty of operators and signalmen to display the train-order signal at stop until ten minutes after the departure of a train carrying passengers, and until five minutes after the departure of any other train. They must not deliver, and trainmen must not accept any form of Clearance, until the time limit has expired.

93. YARDS.

Within yard limits the main track may be used protecting against first class trains. Other trains and engines must move within yard limits prepared to stop unless main track is seen or known to be clear.

Movements against the current of traffic within yard limits must be made at Restricted Speed.

Between B. & O. Junction and Storrs, and between Beech Grove and KD, movements will be made, irrespective of class, with the current of traffic and at Restricted Speed.

Between KD and Brant, when it is not practicable to obtain clear block, the signalman at KD may display Permissive-signal, or may instruct signalman at Brant to display Permissive-signal to indicate block is occupied and that movements may be made at Restricted Speed.

Permission must be secured by telephone from signalman at Brant before entering block at Michigan Street, and likewise report made to him when block is cleared. Trains and engines under all conditions must move at Restricted Speed unless main track is seen or known to be clear. Otherwise, Manual Block System and Train Rules remain in force.

Trains and engines must approach the crossover and switch leading to Beech Grove shop at Restricted Speed unless main track is seen or known to be clear.

Trains and engines must expect to find the Beech Grove employes' train 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 with caution at slow speed after giving warning signals. This employes' train makes regular stops

at Sherman Drive, Ice-house Crossover, Keystone Ave.ue, and State Street.

A train or engine receiving block to move to an intermediate point between Court St. and Aroma Park must report its arrival at destination, and must not move to another point without the permission of the signalman at Kankakee. After receiving the report of arrival of train or engine at destination, the signalman at Kankakee may permit an eastbound train, and the signalman at Aroma Park may permit a westbound train, to enter the block under Manual Block Rules. Otherwise, Rule 93 will continue in force.

Between Court St. and I. C. junction, Kankakee, and between Kime and Rushville, movements must be made at Restricted Speed.

Lawrenceburg Jct. to Aurora both inclusive, and Connersville to Beeson both inclusive, are within yard limits.

While on the main track of the Cincinnati or Indianapolis Terminal Division, a trainman must ride on the rear of last car of all trains and cuts.

MOVEMENTS AGAINST THE CURRENT OF TRAFFIC.

Between B. & O. Junction and Storrs, under supervision of Yardmaster.

Between Storrs and Kent, against the current of traffic on the main track, and in either direction on the Wall track, will be governed by block signals which take the place of train orders, and whose indication supersedes time table superiority.

Movements will be supervised by the signalman at Storrs. The signalman at Kent must not permit movements on the opposing track or on Wall track except upon authority of signalman at Storrs, who must not authorize such movements until control of block has been secured. Otherwise, Automatic Block System and Train Rules remain in force.

Between KD and Brant movements will be supervised by the signalman at KD, whose instructions must be obeyed by the signalman at Brant. Movements may be made against the current of traffic when so authorized by special Clearance Form Z and must be made at restricted speed unless the main track is seen or known to be clear. The signalman at Brant must not issue this form except upon authority of the signalman at KD, who must not authorize such movement until control of block has been secured.

98. RAILROAD CROSSINGS AT GRADE.

Location	Railroad	Signals
Storrs.....	Oklahoma.....	Target.
Greensburg.....	B. & O.....	Interlocking.
Vine.....	C. C. C. & St. L.....	Interlocking.
Belt Crossing.....	P. R. R.....	Interlocking.
KD.....	Belt.....	Interlocking.
Lebanon.....	Belt.....	Target.
Colfax.....	C. I.....	Target.
Clarks Hill.....	P. R. R.....	Interlocking.
Lafayette.....	N. Y. C. & St. L.....	Interlocking.
Swanington.....	Wabash.....	Interlocking.
Sheff.....	C. I. & L.....	Interlocking.
Sheldon.....	C. A. & S.....	Interlocking.
St. Anne.....	C. C. C. & St. L.....	Interlocking.
South Anderson.....	T. P. & W.....	Interlocking.
Shirley.....	C. & E. I.....	Interlocking.
Knightstown.....	C. C. C. & St. L.....	None.
Rushville.....	C. C. C. & St. L.....	Home.
North Vernon.....	Indiana (Int. Elec.).....	None.
Floyd St.....	T. H. I. & E. (Int. Elec.).....	None.
Beeson.....	B. & O.....	Target.
Franklin.....	P. R.R.....	None.
Morgantown.....	P. R.R.....	Target.
Dearborn.....	B. & O.....	Target.
Lawrenceburg.....	I. C.....	None.
Kankakee.....	N. Y. C. & St. L.....	None.
Essex.....	P. R.R.....	Target.
Coster.....	I. P. S. (Int. Elec.).....	None.
Gardner.....	I. C.....	None.
Mazon.....	B. & O.....	Interlocking.
Seneca.....	B. & O.....	Interlocking.
	I. C.....	Interlocking.
	N. Y. C.....	Target.
	Wabash.....	Interlocking.
	E. J. & E.....	Semaphore.
	Aiton.....	Interlocking.
	A. T. & S. F.....	Interlocking.
	C. O. & P (Int. Elec.).....	None.

98a. INDICATION OF GRADE CROSSING TARGETS.

Storrs.....	Vertical.....	C. C. C. & St. L.
	Diagonal.....	Oklahoma.
	Horizontal.....	Stop.
KD.....	Horizontal.....	C. C. C. & St. L.
	Diagonal.....	Belt.
Lebanon.....	Vertical.....	C. C. C. & St. L.
	Horizontal.....	C. I.
Rushville.....	Normal.....	C. C. C. & St. L.
	Horizontal.....	C. C. C. & St. L.
	Diagonal.....	B. & O.
North Vernon.....	Diagonal.....	C. C. C. & St. L.
	Horizontal.....	B. & O.
	Vertical.....	P. R. R.
Franklin.....	Horizontal.....	C. C. C. & St. L.
	Diagonal.....	P. R. R.
	Normal.....	P. R. R.
Kankakee.....	Diagonal.....	K. & S.
	Horizontal.....	N. Y. C.
	Normal.....	N. Y. C.

98b. DRAWBRIDGES.

Draw Bridge..... I. & M. Canal..... No signals.

104. SWITCHES.

It must be known that switch rails are in proper position and in good order before and after using a switch.

221A. TRAIN ORDER SIGNALS.

The "wig-wagging" of train-order signal (or of home signal, or slow-speed signal used in lieu thereof) and its immediate return to normal position, will indicate an approaching train or engine may proceed and pass signal at restricted speed, prepared to receive train orders and Clearance Forms, but if not received in passing, the train or engine must be stopped immediately and not proceed until properly authorized. This does not authorize holding the main track on the time of a superior train, except as may be provided in other rules or special instructions.

DESIGNATION AND USE OF MAIN TRACKS.

Single Track:

- Between-Greensburg and Clifty.
- Vine and Dix.
- Clarks Hill and Altamont.
- Swanington and Kankakee.
- South Anderson and North Vernon.
- Valley Jct. and Beeson.
- Lawrenceburg Jct. and Aurora.
- Greensburg and Columbus.
- Fairland and Martinsville.
- Kankakee and Seneca.

Double Track:

- Between-B. & O. Junction and Greensburg.
- Clifty and Vine.
- Dix and Clarks Hill.
- Templeton and Swanington.

251. MOVEMENT OF TRAINS BY BLOCK SIGNALS.

In Manual or Automatic Block territory, when a train or engine takes siding or otherwise clears the main track, it must not again enter the block or foul the main track without permission from the signalman or dispatcher.

At points where outlying switches are remote controlled, trains will be governed by signal indication.

Rules S-251 to S-254 inclusive, will govern on single track, and D-251 to D-254 inclusive, on double track.

301. MANUAL BLOCK SYSTEM.

Between-Greensburg and Dix.

- KD and Brant.
- Clarks Hill and Altamont.
- Templeton and Court St.
- South Anderson and Kime.
- Rushville and North Vernon.

Manual Block signals located one mile south of South Anderson, Crest, Blix, Kime, one mile north of Greensburg, Craig and Horace, and one mile north of North Vernon are remote controlled. Trains must not pass these signals, without entire train, or to do switching, without first notifying the controlling operator of intended moves, and must report to the controlling operator as soon as such moves have been completed.

Northbound trains and engines must not foul the main track north of North Vernon telegraph office without permission from the operator.

At Shirley, Carthage, Milroy and Westport, southbound trains finding Train-order-signal or Block-signal in stop position will stop back of clearance south end of siding. At Sandusky, northbound trains finding Train-order-signal or Block-signal in stop position will stop back of clearance north end of siding.

Rule 317A will govern the movement of passenger trains on single track, 318A on double track, and 331A on single and double track.

Rule 317B will govern the movement of freight trains on single track, 318B on double track, and 331B on single and double track.

501. AUTOMATIC BLOCK SYSTEM.

The Automatic Block System is used for movements with the current of traffic:

- Between-Storrs and Greensburg.
- Dix and Noble Street, Indianapolis.
- Brant and Clarks Hill.

The Manual Block System is used for movements against the current of traffic:

- Between-Storrs and Greensburg.
- Dix and Beech Grove.
- Brant and Clarks Hill.

Rule 501B is revised:

Block is clear; second block in advance is not clear.

Indication—Proceed at a speed not to exceed one-half the maximum authorized at point involved (not exceeding 30 miles per hour) prepared to stop at next signal. Name—Approach Signal.

GRADE SIGNALS.

A yellow light displayed in a vertical line with the automatic block signal light.

Indication—Proceed at restricted speed.

720. BULLETIN BOARDS AND BOOKS.

Cincinnati.....	Telegraph office.
Riverside.....	East Yard office.
	Engine-house.
Ross.....	Telegraph office.
Greensburg.....	Telegraph office.
Shelby St.....	Telegraph office.
Indianapolis.....	Telegraph office.
Lafayette.....	Yard office.
Kankakee.....	Telegraph office.
	Engine-house.
Anderson.....	Telegraph office.
South Anderson.....	Telegraph office.
	Engine-house.
North Vernon.....	Telegraph office.
Jeff Yard.....	Yard office.
	Engine-house.
Louisville.....	Telegraph office.
	Engine-house.
Connersville.....	Telegraph office.
Lawrenceburg.....	Telegraph office.

747. SIDING SWITCHES.

At Fairland and Donovan, trains taking siding will pull in at first switch.

790. REDUCE SPEED BOARD.

Location—Upon the right of and adjoining the track to which it refers, approximately 6,000 feet from the point to be protected.

Indication—Approach Slow Speed Board at not exceeding speed shown on Reduce Speed Board.

Note—Flags of prescribed color may be substituted for the boards when necessary.

When yellow flags are substituted, or the Reduce Speed Board does not designate the speed limit, speed must be reduced to 10 miles per hour.

Lights of the prescribed color must be used by night in addition to the boards or flags.

PASSING TRAINS.

Observance of passing trains by employes and code of signals to be used:

When trains are passing, trainmen at rear of train must observe the general condition of trains on other tracks.

When trains are standing, trainmen must place themselves in the best possible position to observe the running gear of passing passenger trains, and when other duties do not interfere, the same observation must be made of passing freight trains.

The forward trainmen of freight trains, and enginemen and firemen when practicable, must be on the lookout for signals from the rear after meeting or passing trains, also when approaching and passing stations and trackmen, and frequently at other points.

When trains are passing, signalmen and operators must observe the general condition of trains. Trackmen, bridgemen, signal maintainers, pumpers, and other employees must make similar observations.

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

Hot Journals.

By day: Hold nose with finger and thumb of one hand and point down toward track with the other.

By night: Swing lamp in small vertical circle; lamp to be held by guard wires.

Connections Dragging.

By day or night: Give "Stop" signal.

Car Door Swinging.

By day: Raise and lower right hand slowly full length of body.*

By night: Same signal to be given with lamp.*

*In addition, give "Stop" signal.

Brakes Sticking.

By day: Shove hand in sliding movement out from body.*

By night: Same signal to be given with lamp.*

*In addition, give "Stop" signal to freight trains.

Flat Wheels.

By day: Place palms of hands together in horizontal position.

By night: Hold lamp in horizontal position at arm's length.

All Clear.

By day or night: "Proceed" signal.

All signals must be acknowledged.

SPEED RESTRICTIONS.

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

General

(unless otherwise restricted)

Through crossovers and entering or leaving sidings.....	12
Express trains handling freight equipment.....	50
Troop trains handling freight or passenger equipment with cast iron wheels.....	30
Trains handling dead engines with side rods.....	30
Trains handling dead engines without side rods.....	20
Engines without engine truck operating under steam or being towed.....	20
Road engines running light or with caboose.....	30
(Rule 743 is revised).	
Engines equipped with trailers, backing.....	30
(Rule 744 is revised).	
Trains handling scale test cars.....	25
Engines running backward on the branches and K. & S. Ry....	15
Brow, through crossovers.....	30
Greensburg, entering or leaving westward track.....	15
Clifty, entering or leaving eastward track.....	30
Vine, entering or leaving eastward track.....	30
*Shelbyville, within corporate limits.....	20
Dix, entering or leaving westward track.....	30
(First District.....	10
Indianapolis Second District.....	15
(Third District.....	20
Glenn, through crossovers.....	30
Dale, through crossovers.....	30
*Lebanon, between State Road 52 and P. R. R. overhead crossing.....	20
Hazlerigg, through crossovers.....	30
*Thorntown, between station and Main Street.....	45
*Colfax, within corporate limits.....	45
Colfax, through crossovers.....	30
Clarks Hill, entering or leaving eastward track.....	30
Swanington, entering or leaving westward track.....	30
*Sheldon, within corporate limits.....	40
St. Anne, over C. & E. I. crossing.....	25
Aroma Park, over Kankakee River bridge.....	40
*Kankakee, over Court Street.....	15
Shirley, over C. C. C. & St. L. crossing.....	15
Bridge 478, 3.8 miles north Knightstown, class H7, H10....	15

Bridge 545, 0.4 miles north Milroy, class H7, H10.....	20
*Westport, within corporate limits.....	15
L. & J. Bridge and approaches.....	20
FS Tower, curve.....	10
Cedar Grove, first curve east.....	30
Huber, first curve west.....	25

*Applies to engines only.

Passenger Trains

(unless otherwise restricted)

Between-Cincinnati and Kankakee.....	70
Addyston and North Bend.....	50
Guilford and Sunman, westward track.....	50
Boundary Line and Bridge 147, eastward track..	60
South Anderson and North Vernon, straight track	60
South Anderson and North Vernon, curves.....	50
Valley Jct. and Connersville.....	40
Greensburg and Columbus.....	40
Fairland and Martinsville.....	40
Kankakee and Langham.....	40
Langham and Seneca.....	20
When handled by Class L engine.....	65
Other freight engines.....	50

To Discharge Mail.

No. 19, Templeton.....	25
No. 35, Lebanon, Fowler and Sheldon.....	25
No. 43, Iroquois and Donovan, on Sunday.....	20
No. 46, Sheldon.....	25
No. 46, Sunman, on Sunday.....	20

Freight Trains

(unless otherwise restricted)

Preferred.....	50
Other freight trains—	
Between-Cincinnati and Kankakee.....	40
South Anderson and North Vernon.....	40
Valley Jct. and Beeson.....	30
Greensburg and Columbus.....	30
Fairland and Martinsville.....	30
Kankakee and Langham.....	30
Langham and Seneca.....	20

Handling loaded high hopper coal cars—

Between-Cincinnati and Kankakee.....	40
South Anderson and North Vernon.....	25
Valley Jct. and Beeson.....	25
Greensburg and Columbus.....	25
Fairland and Martinsville.....	25
Kankakee and Langham.....	25
Langham and Seneca.....	15

(Rule 745 is revised).

Handling steam cranes—

Between-Cincinnati and Kankakee, straight track.....	40
Cincinnati and Kankakee, curves.....	30
South Anderson and North Vernon, straight track	30
South Anderson and North Vernon, curves.....	20
Valley Jct. and Beeson.....	15
Lawrenceburg Jct. and Aurora.....	15
(Over Bridges 10 and 11).....	5
Greensburg and Columbus.....	15
Fairland and Martinsville.....	15
Kankakee and Langham.....	25
(Over Bridges 32, 52, 69, 85, 110).....	5
Langham and Seneca.....	15

ENGINE AND CAR RESTRICTIONS.

Engines must not be operated—

Location	Classes
Between-South Anderson and Greensburg...J, K-5, L (Except in detour), N, U.	
Valley Jct. and Beeson.....	H-6, H-7, H-10, J, K-5, L, N, U.
Lawrenceburg Jct. and Aurora.....	B-11, G, H, J, K, L, N, U.
Greensburg and Columbus.....	H-6, H-7, H-10, J, K-5, L, N, U.
Fairland and Martinsville.....	H-6, H-7, H-10, J, K-5, L, N, U.
Kankakee and Coster.....	G, H, J, K, L, N, U.
Coster and Seneca...B, G, H, J, K, L, N, U.	

Between Lawrenceburg Jct. and Aurora, and between Kankakee and Seneca—

In double heading or when being towed engines must be separated by not less than 2 light cars.

Steam cranes weighing more than 106 tons must not be handled.

Steam cranes must be separated from engine by not less than 2 light cars.

LOCOMOTIVE CRANES.

Whenever possible, locomotive cranes handled in trains will be run with the heavy end forward.

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 with caution prepared to stop short of any obstruction to the next block station, where the block rules must be complied with.

Ross helper engines will run extra between Lawrenceburg Jct. and Brow without train orders.

AIR BRAKES.

When a 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 be side tracked until relief engine is provided.

STOPPING TRAINS FROM REAR.

When necessary to make an emergency application of the brakes from rear of train account of derailed car, connections dragging, broken truck, etc., conductor's valve must be opened quickly. In case other than extreme emergency:

Trains of less than 75 cars running at a speed of 15 miles per hour or less: Open valve slowly, consuming 90 seconds.

Trains of less than 75 cars running at a speed of more than 15 miles per hour: Open valve slowly, consuming 60 seconds.

Trains of 75 cars or more running at a speed of 15 miles per hour or less: Open valve slowly, consuming 2 minutes and 20 seconds.

Trains of 75 cars or more running at a speed of more than 15 miles per hour: Open valve slowly, consuming 80 seconds.

In each case valve must not be closed until train has come to a full stop.

MIXED TRAINS.

Mixed trains carry passengers and must stop coach (or caboose) at station platform.

CONDITIONAL STOPS.

Trains will stop on signal as follows:

No. 5 at Fairland to receive or discharge parcel post.

No. 16 at Batesville to discharge revenue passengers from or via Indianapolis, and to receive revenue passengers for Cincinnati; at Lawrenceburg Jct. to discharge revenue passengers from or via Indianapolis.

No. 18 at Sheldon and Thorntown to receive or discharge revenue passengers, and at Lawrenceburg Jct. to discharge revenue passengers from or via Indianapolis.

No. 19 at Sheldon to receive or discharge revenue passengers at Beaverville to receive revenue passengers; at Stockwell, Donovan and Beaverville to discharge parcel post; at Donovan and Beaverville to unload fresh meat from Lafayette.

No. 34 at Lawrenceburg Jct. to discharge sleeping car passengers from Indianapolis or beyond; on Monday at Sunman to receive company employees.

No. 35 at Shelbyville to discharge revenue passengers from points south of Cincinnati.

No. 36 at London and Sekitan to receive or discharge parcel post; at Cleves and Fernbank to receive or discharge express; at Wade to receive or discharge Company employees or supplies.

No. 43 at Lawrenceburg Jct. to receive revenue passengers.

Nos. 122 and 125 at Storrs, Andersons Ferry, Arden, Mound-haven, Magnesia Springs, Valley View and Bide-a-wee to receive or discharge passengers or company supplies.

Nos. 301 and 302 at Branch, Samaria, Williams Crossing and Taggart to receive or discharge passengers.

D. F. SCHAFF,

Superintendent
Indianapolis, Ind.

E. H. ZEIGLER,

Asst. Superintendent
Indianapolis, Ind.

G. E. HOWELL,

Trainmaster
Cincinnati, O.

O. J. REPSCHLAGER,

Asst. Trainmaster
Greensburg, Ind.

J. A. NICHOLS,

Trainmaster
Kankakee, Ill.

E. G. ALEXANDER,

Chief Dispatcher
Indianapolis, Ind.

CINCINNATI TO INDIANAPOLIS—W ST

Miles from Cincinnati	STATIONS	FIRST CLASS						
		15	19	5	125	43	35	
		CHICAGO SPECIAL Daily	WHITE CITY SPECIAL Daily	THE SYCAMORE Daily	COMUTER Daily Ex. Sunday	CHICAGO NIGHT EXPRESS Daily	ROYAL PALM Daily	
EASTERN STANDARD TIME								
	Cincinnati.....DN	9.15 ^{AM}	1.00 ^{PM}	3.05 ^{PM}	5.30 ^{PM}	10.05 ^{PM}	11.55 ^{PM}	
1.2	B. & O. Junction.....							
1.8	Storrs.....DN	9.21	1.06	3.11	5.38	10.12	12.01 ^{AM}	
2.9	Kent.....DN	9.23	1.08	3.13	5.40	10.14	12.03	
4.5	Wade.....DN	9.25	1.10	3.15	5.43	10.16	12.05	
CENTRAL STANDARD TIME								
4.5	Wade.....DN	8.25	12.10	2.15	4.43	9.16	11.05 ^{PM}	
7.9	Trautman.....				4.48			
8.6	St. Joseph.....				4.50			
10.7	Delhi.....				4.54			
11.1	Sayler Park.....				4.56			
12.0	Fernbank.....D	8.33	12.19	2.24	5.00			
13.2	Addyston.....				5.03			
13.6	Sekitan.....				5.05			
14.3	Griffith.....							
15.3	North Bend.....				5.08			
16.1	Cleves.....				5.11			
17.7	Valley Jct.....DN	8.38 ^{AM}	12.26	2.31	5.14	9.32	11.22	
19.6	Elizabethtown.....							
22.3	Lawrenceburg Jct. DN	8.44	12.32	2.37		9.38	11.28	
27.9	Guilford.....				2.45			
30.4	Ross.....DN	8.52	12.40	2.49		9.48	11.38	
31.4	Bonnell.....							
35.7	Code.....							
36.8	Weisburg.....							
39.9	Sunman.....				3.03			
40.6	Brow.....DN	9.09	12.57	3.05		10.09	11.59	
41.8	Spades.....							
45.3	Morris.....							
46.9	Hyde.....		1.04 ^{AM}					
47.8	Batesville.....	9.16		3.14		10.18		
54.0	New Point.....			3.22				
58.6	McCoy.....							
62.8	Greensburg.....DN	9.38	1.26	3.42		10.42	12.30 ^{AM}	
67.2	Day.....DN	9.47	1.34	3.48		10.51 ^{AM}	12.39	
67.8	Adams.....							
72.7	St. Paul.....D	9.53	1.40	3.56				
75.3	Waldron.....							
77.3	Clifty.....DN	9.58	1.45	4.01		11.02	12.52	
82.6	Vine.....DN	10.03 ^{AM}	1.50	4.06		11.08	1.00	
82.8	Shelbyville.....	10.04	1.51	4.08		11.09	1.01	
89.3	Fairland.....DN	10.12	2.01	4.18		11.19	1.10	
93.3	London.....							
95.6	Dix.....DN	10.19	2.09	4.25 ^{AM}		11.27	1.18 ^{AM}	
96.6	Acton.....							
103.7	Beech Grove.....DN	10.29	2.19	4.35		11.38	1.29	
106.9	Belt Crossing.....							
108.4	Shelby St.....DN							
109.6	Indianapolis.....DN	10.45 ^{AM}	2.35 ^{PM}	4.50 ^{PM}		11.55 ^{PM}	1.45 ^{AM}	

CINCINNATI TO INDIANAPOLIS—WEST

Miles from Cincinnati	STATIONS	SECOND CLASS					
		95	73	67	93	87	99
		CC-1 FREIGHT Daily	MICHIGAN FREIGHT Daily	THROUGH FREIGHT Daily	CC-2 FREIGHT Daily	LOUISVILLE FREIGHT Daily	THROUGH FREIGHT Daily
EASTERN STANDARD TIME							
	Cincinnati.....DN				9.00 ^{AM}		8.00 ^{PM}
1.2	B. & O. Junction.....						
1.8	Storrs.....DN						
2.9	Kent.....DN						
4.5	Wade.....DN	1.01 ^{AM}	1.40 ^{AM}	2.40 ^{AM}	11.00		10.35
CENTRAL STANDARD TIME							
4.5	Wade.....DN	12.01	12.40	1.40	10.00		9.35
7.9	Trautman.....						
8.6	St. Joseph.....						
10.7	Delhi.....						
11.1	Sayler Park.....						
12.0	Fernbank.....D						
13.2	Addyston.....						
13.6	Sekitan.....						
14.3	Griffith.....						
15.3	North Bend.....						
16.1	Cleves.....						
17.7	Valley Jct.....DN						
19.6	Elizabethtown.....						
22.3	Lawrenceburg Jct. DN						
27.9	Guilford.....						
30.4	Ross.....DN						
31.4	Bonnell.....						
35.7	Code.....						
36.8	Weisburg.....						
39.9	Sunman.....						
40.6	Brow.....DN						
41.8	Spades.....						
45.3	Morris.....						
46.9	Hyde.....				11.07 ^{AM}		
47.8	Batesville.....						
54.0	New Point.....						
58.6	McCoy.....						
62.8	Greensburg.....DN	1.40	4.00	5.38 ^{AM}	11.32	10.00 ^{AM}	11.50
67.2	Day.....DN	1.48	4.00 ^{AM}	5.55 ^{AM}	11.42	10.10	11.58
67.8	Adams.....						
72.7	St. Paul.....D				11.52	10.20	
75.3	Waldron.....						
77.3	Clifty.....DN	2.02		6.15 ^{AM}	11.59 ^{AM}	10.28	12.12 ^{AM}
82.6	Vine.....DN	2.10		6.24	12.08 ^{PM}	10.38	12.20
82.8	Shelbyville.....						
89.3	Fairland.....DN	2.20		6.40	12.21	11.00 ^{AM}	12.30
93.3	London.....						
95.6	Dix.....DN	2.29		7.00	12.32	11.19	1.18 ^{AM}
96.6	Acton.....						
103.7	Beech Grove.....DN	5.30		8.45	2.15	1.00 ^{PM}	3.20
106.9	Belt Crossing.....						
108.4	Shelby St.....DN	6.15		9.30	3.15	1.45	5.30
109.6	Indianapolis.....DN	6.15 ^{AM}		9.30 ^{AM}	3.15 ^{PM}	1.45 ^{PM}	5.30 ^{AM}

(Continued on page 10)

(Continued from page 9)

SECOND CLASS

Miles from Cincinnati	STATIONS	SECOND CLASS							
		151	53	51	371				
		LOCAL FREIGHT	LOCAL FREIGHT	LOCAL FREIGHT	LOCAL FREIGHT				
		Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday				
EASTERN STANDARD TIME									
	Cincinnati.....DN								
1.2	B. & O. Junction.....								
1.8	Storrs.....DN								
2.9	Kent.....DN			AM					
4.5	Wade.....DN	6.40		7.30					
CENTRAL STANDARD TIME									
4.5	Wade.....DN	5.40		6.30					
7.9	Trautman.....f			f					
8.6	St. Joseph.....f			f					
10.7	Delhi.....f			f					
11.1	Sayler Park.....f			f					
12.0	Fernbank.....D	f		f					
13.2	Addyston.....f			f					
13.6	Sekitan.....f			f					
14.3	Griffith.....f			f					
15.3	North Bend.....f			f					
16.1	Cleves.....f			f					
17.7	Valley Jct.....DN	6.15		s 8.39 ¹⁰					
19.6	Elizabethtown.....AM			f					
22.3	Lawrenceburg Jct. DN			s					
27.9	Guilford.....f			f					
30.4	Ross.....DN			f					
31.4	Bonnell.....f			f					
35.7	Code.....f			f					
36.8	Weisburg.....f			f					
39.9	Sunman.....s			s					
40.6	Brow.....DN			f					
41.8	Spades.....f			f					
45.3	Morris.....f			f					
46.9	Hyde.....f			f 11.07 ¹⁰ PM					
47.8	Batesville.....s			s					
54.0	New Point.....s			s					
58.6	McCoy.....AM			f					
62.8	Greensburg.....DN	7.00 ¹⁰		2.15					
67.2	Day.....DN	7.10		PM					
67.8	Adams.....f			f					
72.7	St. Paul.....D	s 7.27							
75.3	Waldron.....s								
77.3	Clifty.....DN	7.40							
82.6	Vine.....DN	8.23 ¹⁰							
82.8	Shelbyville.....DN	s 10.13 ¹⁰		AM					
89.3	Fairland.....DN	10.30		11.25					
93.3	London.....AM			f					
95.6	Dix.....DN			11.46					
96.6	Acton.....f			f					
103.7	Beech Grove.....DN			1.05 ^{PM}					
106.9	Belt Crossing.....f								
108.4	Shelby St.....DN			2.10					
109.6	Indianapolis.....DN			PM					

FIRST CLASS

Miles from Chicago	STATIONS	34	46	122	36	16	18				
		CINCINNATI NIGHT EXPRESS	ROYAL PALM	COMMUTER	EXPRESS	CINCINNATI SPECIAL	QUEEN CITY SPECIAL				
		Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily				
CENTRAL STANDARD TIME											
193.6	Indianapolis.....DN	AM 2.35	AM 4.35		AM 7.45	PM 2.10	PM 6.00				
194.8	Shelby St.....DN				s 7.49						
196.3	Belt Crossing.....f										
199.5	Beech Grove.....DN	2.48	4.47		7.58	2.22	6.13				
206.6	Acton.....f				f 8.06						
207.6	Dix.....DN	2.56	4.56		8.07	2.31	6.21				
209.9	London.....f										
213.9	Fairland.....DN	3.02	5.02		s 8.15	2.37	6.27				
220.4	Shelbyville.....s	3.09			s 8.23	s 2.45	s 6.35				
220.6	Vine.....DN	3.10	5.10		8.24 ¹⁰	2.46	6.36				
225.9	Clifty.....DN	3.18	5.18		8.30	2.54	6.44				
227.9	Waldron.....f				f 8.34						
230.5	St. Paul.....D				f 8.38	2.59					
235.4	Adams.....f				f 8.44						
236.0	Day.....DN	3.29	5.29		8.45	3.05	6.55				
240.4	Greensburg.....DN	s 3.40	s 5.39 ¹⁰		s 8.54	s 3.14	s 7.06				
244.6	McCoy.....f										
249.2	New Point.....s				s 9.07						
255.4	Batesville.....s	4.02			s 9.17	3.33					
256.3	Hyde.....f				9.19 ¹⁰						
257.9	Morris.....s				s 9.24						
261.4	Spades.....s				s 9.30						
262.6	Brow.....DN	4.12	6.03		9.32	3.42	7.34				
263.3	Sunman.....s				s 9.34						
266.4	Weisburg.....s				s 9.39						
267.5	Code.....f				f 9.45						
271.8	Bonnell.....f				f 9.46	3.53	7.45				
272.8	Ross.....DN	4.23	6.14		9.46						
275.3	Guilford.....s				s 9.50						
280.9	Lawrenceburg Jct. DN	4.32	6.23		s 9.58	4.02	7.54 ¹⁰				
283.6	Elizabethtown.....AM										
285.5	Valley Jct.....DN	4.38	6.28	5.42	10.03	4.08	8.00				
287.1	Cleves.....s			s 5.46							
287.9	North Bend.....s			s 5.49							
288.9	Griffith.....f			f 5.50							
289.6	Sekitan.....f			f 5.52							
290.0	Addyston.....f			f 5.54							
291.2	Fernbank.....D			s 5.57	10.10	4.14					
292.1	Sayler Park.....s			s 6.01							
292.5	Delhi.....s			s 6.04							
294.6	St. Joseph.....s			s 6.07							
295.3	Trautman.....f			f 6.09							
298.7	Wade.....DN	4.53	6.43	f 6.16	10.19	4.23	8.16				
EASTERN STANDARD TIME											
298.7	Wade.....DN	5.53	7.43	f 7.16	11.19	5.23	9.16				
300.3	Kent.....DN	5.55	7.45	7.19	11.21	5.25	9.18				
301.4	Storrs.....DN	5.57	7.47	7.22	11.23	5.27	9.20				
302.0	B. & O. Junction.....f										
303.2	Cincinnati.....DN	6.15	7.55	7.35	11.30	5.35	9.30				

(Continued on page 13)

Miles from Chicago	STATIONS	SECOND CLASS					
		90	82	72	62	98	84
		ST. LOUISVILLE	LOUISVILLE	CINCINNATI	THROUGH	THROUGH	LOUISVILLE
		FRIGHT	FRIGHT	FRIGHT	FRIGHT	FRIGHT	FRIGHT
	Daily	Daily	Daily	Daily	Daily	Daily	
CENTRAL STANDARD TIME							
193.6	Indianapolis.....DN						
194.8	Shelby St.....DN						
196.3	Belt Crossing.....	AM	AM		PM	PM	PM
199.5	Beech Grove.....DN	5.00	5.30		4.00	9.00	9.10
206.6	Acton.....						
207.6	Dix.....DN	5.11	5.45		4.25 ⁶	9.15	9.32
209.9	London.....						
213.9	Fairland.....DN	5.20	5.55		4.40	9.24	9.44
220.4	Shelbyville.....						
220.6	Vine.....DN	5.30	6.05		5.05	9.35	10.02
225.9	Clifty.....DN	5.40	6.15 ⁰⁷		5.22	9.47	10.20
227.9	Waldron.....						
230.5	St. Paul.....D						
235.4	Adams.....						
236.0	Day.....DN	5.55 ⁰⁷	6.30	AM	5.42	10.07	10.51 ⁴³
240.4	Greensburg.....DN	6.05	7.00 ⁰⁸	6.15	6.00	10.16	11.45
244.6	McCoy.....		AM				PM
249.2	New Point.....						
255.4	Batesville.....						
256.3	Hyde.....						
257.9	Morris.....						
261.4	Spades.....						
262.6	Brow.....DN						
263.3	Sunman.....						
266.4	Weisburg.....						
267.5	Code.....						
271.8	Bonnell.....						
272.8	Ross.....DN						
275.3	Guilford.....						
280.9	Lawrenceburg Jct..DN				7.54 ¹⁸		
283.6	Elizabethtown.....						
285.5	Valley Jct.....DN						
287.1	Cleves.....						
287.9	North Bend.....						
288.9	Griffith.....						
289.6	Sekitan.....						
290.0	Addyston.....						
291.2	Fernbank.....D						
292.1	Sayler Park.....						
292.5	Delhi.....						
294.6	St. Joseph.....						
295.3	Trautman.....						
298.7	Wade.....DN	8.30		10.00	9.55	2.00 ^{AM}	
EASTERN STANDARD TIME							
298.7	Wade.....DN	9.30		11.00	10.55	3.00	
300.3	Kent.....DN	9.35		AM	PM	AM	
301.4	Storrs.....DN	9.40					
302.0	B. & O. Junction.....	AM					
303.2	Cincinnati.....DN						

(Continued from page 12)

Miles from Chicago	STATIONS	SECOND CLASS			
		50	370	52	150
		LOCAL	LOCAL	LOCAL	LOCAL
		FRIGHT	FRIGHT	FRIGHT	FRIGHT
	Daily	Daily	Daily	Daily	
	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	
CENTRAL STANDARD TIME					
193.6	Indianapolis.....DN				
194.8	Shelby St.....DN				
196.3	Belt Crossing.....		AM		
199.5	Beech Grove.....DN		8.45		
206.6	Acton.....	f			
207.6	Dix.....DN		9.12		
209.9	London.....	f		AM	
213.9	Fairland.....DN		9.35	11.00 ⁸⁷	
220.4	Shelbyville.....		AM	s11.20	
220.6	Vine.....DN			11.32	
225.9	Clifty.....DN			11.59 ⁰⁸	
227.9	Waldron.....			s	
230.5	St. Paul.....D			s12.20 ^{PM}	
235.4	Adams.....			f	
236.0	Day.....DN	AM		12.40	
240.4	Greensburg.....DN	7.45		1.00	
244.6	McCoy.....	f		PM	
249.2	New Point.....	s			
255.4	Batesville.....	s			
256.3	Hyde.....	9.19 ⁰⁶			
257.9	Morris.....	f			
261.4	Spades.....	f			
262.6	Brow.....DN				
263.3	Sunman.....	s			
266.4	Weisburg.....	f			
267.5	Code.....				
271.8	Bonnell.....	f			
272.8	Ross.....DN				
275.3	Guilford.....	f			
280.9	Lawrenceburg Jct..DN	s			
283.6	Elizabethtown.....	f		PM	
285.5	Valley Jct.....DN	s12.35 ^{PM}			1.15
287.1	Cleves.....	f		f	
287.9	North Bend.....	f		f	
288.9	Griffith.....				
289.6	Sekitan.....				
290.0	Addyston.....	f		f	
291.2	Fernbank.....D	f		f	
292.1	Sayler Park.....				
292.5	Delhi.....	f		f	
294.6	St. Joseph.....				
295.3	Trautman.....	f		f	
298.7	Wade.....DN	1.45			1.50
EASTERN STANDARD TIME					
298.7	Wade.....DN	2.45			2.50
300.3	Kent.....DN	PM			PM
301.4	Storrs.....DN				
302.0	B. & O. Junction.....				
303.2	Cincinnati.....DN				

CENTRAL STANDARD TIME
INDIANAPOLIS TO KANKAKEE—WEST

Miles from Chicago	STATIONS	FIRST CLASS				
		43	35	15	19	5
		CHICAGO NIGHT EXPRESS	ROYAL PALM	CHICAGO SPECIAL	WHITE CITY SPECIAL	THE STEAMBOAT
		Daily Ex. Monday	Daily	Daily	Daily	Daily
	Hill	AM	AM	AM	PM	PM
109.6	Indianapolis DN	12.10	1.55	10.55	2.45	5.00
110.7	IJ					
111.4	KD DN					
113.2	Brant DN	12.20	2.07	11.04	2.54	5.09
120.5	Augusta					
123.2	Glenn DN	12.31 ⁶¹	2.20	11.14	3.04	5.19
125.1	Zionsville					
130.6	Whitestown					
133.5	Dale					
138.3	Lebanon	s 12.50			s 3.21	s 5.34
143.4	Hazlerigg DN	12.57	2.46	11.34	3.26	5.40
147.5	Thorntown	s 1.04			f 3.32	
153.2	Colfax DN	1.12	2.58	11.44 ⁶⁵	s 3.40	5.49
158.2	Clarks Hill DN	1.18	3.06	11.49	s 3.46	5.54
161.6	Stockwell					
163.4	Rex					
165.9	Crane					
170.3	Altamont DN	1.34	3.25	12.02 ^{PM 14}	4.00 ⁹⁸	6.07
174.0	Lafayette DN	s 1.55	s 3.38	s 12.14	s 4.14	s 6.18
192.6	Templeton DN	2.23	4.10	12.37	4.38 ⁶⁹	6.45
196.7	Atkinson					
198.8	Swanington DN	2.33	4.20	12.45	4.46	6.52
202.3	Fowler DN	s 2.42	4.28	12.49	s 4.52	6.56
205.6	Gravel Hill					
208.9	Earl Park D	s 2.54		12.55	s 4.59 ⁶⁰	
211.2	Sheff DN	2.59	4.44	12.57	5.06	7.07
213.9	Raub D			1.00		
219.0	Sheldon DN	s 3.12	5.00	1.06	5.16	7.16
223.1	Iroquois D			1.11 ⁹⁸		
227.2	Donovan DN	3.27	5.16	1.16	5.27	7.26 ⁶⁰
232.6	Beaverville D			1.21	5.32	
238.3	St. Anne DN	3.42	5.32 ⁶¹	1.27	5.39	7.37
244.5	Aroma Park D			1.35 ⁹⁸⁻⁹⁷		
248.2	Court St.	3.59	5.49	1.40	5.51	7.50
248.8	Kankakee DN	s 4.05	s 5.55	s 1.55	s 5.55	s 7.55
303.2	Chicago	5.40 AM	7.35 AM	3.00 PM	7.15 PM	9.15 PM

CENTRAL STANDARD TIME
INDIANAPOLIS TO KANKAKEE—WEST

Miles from Chicago	STATIONS	SECOND CLASS					
		55	95	57	69	93	61
		LOCAL FREIGHT	CC-1 FREIGHT	LOCAL FREIGHT	THROUGH FREIGHT	CC-3 FREIGHT	THROUGH FREIGHT
		Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily
	Hill	AM 6.20	AM 7.00		PM 12.05	PM 3.45	PM 11.30
109.6	Indianapolis DN						
110.7	IJ						
111.4	KD DN	6.50	7.25		12.55	4.15	11.55
113.2	Brant DN	7.00	7.34		1.05	4.21	12.01 ^{AM}
120.5	Augusta						
123.2	Glenn DN						12.31 ⁴⁸
125.1	Zionsville						
130.6	Whitestown						
133.5	Dale	7.55 ⁹⁵	7.55 ⁵⁵				
138.3	Lebanon	s 10.30					
143.4	Hazlerigg DN	f					
147.5	Thorntown						
153.2	Colfax DN	s 11.44 ¹⁵					
158.2	Clarks Hill DN	s 12.20 ^{PM 14}	8.57		3.10	5.30	2.00
161.6	Stockwell	s 12.30					
163.4	Rex						
165.9	Crane	f					
170.3	Altamont DN	12.52 ¹⁰	9.16		3.40	5.54	2.25
174.0	Lafayette DN	PM		AM			
192.6	Templeton DN		10.04	f 7.10	4.38 ¹⁰	7.02	3.25
196.7	Atkinson			f			
198.8	Swanington DN		10.18	s 7.25	5.20	7.12	3.45
202.3	Fowler DN		10.26	s 7.50	5.35 ⁶⁰	7.22	3.55
205.6	Gravel Hill						
208.9	Earl Park D		10.41 ¹⁴	s 8.20			
211.2	Sheff DN		10.52 ⁶⁶	s 9.00	6.25	7.54	4.20
213.9	Raub D		11.01	f 9.10			
219.0	Sheldon DN		11.13	s 8.38 ¹⁴	6.50	8.16	4.35
223.1	Iroquois D		11.22 ⁹⁷	s 11.22 ⁹⁵			
227.2	Donovan DN		11.33	s 11.45 ¹⁶	7.26 ⁵	8.37	4.55
232.6	Beaverville D		11.40 ¹⁶	s 12.20 ^{PM}			
238.3	St. Anne DN		12.43 ⁹⁸	s 12.43 ⁹⁸	8.07	9.07 ⁹⁰	5.32 ³⁵
244.5	Aroma Park D		1.35 ¹⁵	s 1.35 ¹⁵			
248.2	Court St.		2.20	2.25	8.45 ⁹⁰	9.40 ^{PM}	7.20 ⁶⁶
248.8	Kankakee DN			PM	PM		AM
303.2	Chicago		8.00 PM			2.30 AM	

CENTRAL STANDARD TIME
KANKAKEE TO INDIANAPOLIS—EAST

Miles from Chicago.	STATIONS	FIRST CLASS						1					
		14	16	18	34	46							
		INDIANAPOLIS MAIL & EXPRESS	CINCINNATI SPECIAL	QUEEN CITY SPECIAL	CINCINNATI NIGHT EXPRESS	ROYAL PALM							
		Daily Ex. Sunday	Daily	Daily	Daily	Daily							
	Chicago.....	AM 8.10	AM 10.05	PM 1.30	PM 9.50	PM 11.40							
54.4	Kankakee.....DN	s 9.30 ⁹⁵	s 11.18 ⁹⁵	s 2.45 ⁹⁵	s 11.05 ⁹⁵	s 12.55 ⁹⁵ AM							
55.0	Court St.....	s 9.37	s 11.22	s 2.52	s 11.12	s 1.02							
58.7	Aroma Park.....D	s 9.44	s 11.27	s 2.57									
64.9	St. Anne.....DN	s 9.53	s 11.34	s 3.04	s 11.23	s 1.16							
70.6	Beaverville.....D	s 10.02	s 11.40 ⁹⁶	s 3.10									
76.0	Donovan.....DN	s 10.10	s 11.45 ⁹⁷	s 3.15	s 11.34	s 1.27							
80.1	Iroquois.....D	s 10.18	s 11.49	s 3.20									
84.2	Sheldon.....DN	s 10.23 ⁹⁷	s 11.53	s 3.25	s 11.45	s 1.36							
89.3	Raub.....D	s 10.35 ⁹⁸	s 11.58	s 3.31									
92.0	Sheff.....DN	f 10.38	s 12.00	s 3.34	s 11.54	s 1.44							
94.3	Earl Park.....D	s 10.41 ⁹⁸	s 12.03 ^{PM}	s 3.37									
97.6	Gravel Hill.....												
100.9	Fowler.....DN	s 10.52	s 12.09	s 3.45	s 12.06 ^{AM}	s 1.52							
104.4	Swanington.....DN	s 10.58	s 12.12	s 3.50	s 12.10	s 1.56							
106.5	Atkinson.....	f 11.02											
110.6	Templeton.....DN	s 11.07	s 12.18 ⁹⁶	s 3.56	s 12.16	s 2.04							
129.2	Lafayette.....DN	s 11.47	s 12.43	s 4.21	s 12.51	s 2.33							
132.9	Altamont.....DN	s 12.02 ^{PM 15}	s 12.52 ⁹⁶	s 4.30	s 1.00	s 2.45							
137.3	Crane.....	f 12.07											
139.8	Rex.....												
141.6	Stockwell.....	s 12.13											
145.0	Clarks Hill.....DN	s 12.20 ⁹⁵	s 1.05	s 4.44	s 1.13	s 3.02							
150.0	Colfax.....DN	s 12.26	s 1.10	s 4.50	s 1.19	s 3.10							
155.7	Thorntown.....	s 12.32		s 4.57	s 1.27								
159.8	Hazelrigg.....DN	f 12.37	s 1.19	s 5.02 ⁹⁸	s 1.33	s 3.23							
164.9	Lebanon.....	s 12.46		s 5.09	s 1.43								
169.7	Dale.....												
172.6	Whitestown.....	s 12.56											
178.1	Zionsville.....	s 1.04											
180.0	Glenn.....DN	s 1.07	s 1.39	s 5.25	s 2.01	s 3.53							
182.7	Augusta.....	s 1.13											
190.0	Brant.....DN	s 1.23	s 1.50	s 5.35	s 2.12	s 4.10							
191.8	KD.....DN												
192.5	IJ.....												
193.6	Indianapolis.....DN	s 1.35	s 2.00	s 5.50	s 2.25	s 4.25							
	Hill.....	PM	PM	PM	AM	AM							

CENTRAL STANDARD TIME
KANKAKEE TO INDIANAPOLIS—EAST

Miles from Chicago.	STATIONS	SECOND CLASS					
		56	54	98	60	90	
		LOCAL FREIGHT	LOCAL FREIGHT	THROUGH FREIGHT	THROUGH FREIGHT	BY-2 FREIGHT	
		Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	
	Chicago.....					PM 7.00	
54.4	Kankakee.....DN	AM		PM	PM		
55.0	Court St.....	s 7.20 ⁹¹		s 12.20	s 3.00	s 8.45 ⁹⁹	
58.7	Aroma Park.....D	s 7.30		s 12.30	s 3.10		
64.9	St. Anne.....DN	s 8.00		s 12.43 ⁹⁷⁻⁹⁸	s 3.20	s 9.07 ⁹³	
70.6	Beaverville.....D	s 8.10		s 12.51	s 3.30		
76.0	Donovan.....DN	s 8.25		s 12.59	s 3.40	s 9.23	
80.1	Iroquois.....D	s 8.40		s 1.11 ¹⁵	s 3.50		
84.2	Sheldon.....DN	s 9.30 ⁹⁷		s 2.15	s 4.00	s 9.35	
89.3	Raub.....D	f 10.35 ¹⁴		s 2.25	s 4.10		
92.0	Sheff.....DN	f 10.52 ⁹⁶		s 2.35	s 4.25	s 9.47	
94.3	Earl Park.....D	s 11.05		s 2.45	s 4.59 ¹⁹		
97.6	Gravel Hill.....						
100.9	Fowler.....DN	s 11.30		s 2.55	s 5.35 ⁹⁰	s 9.59	
104.4	Swanington.....DN	f 11.40		s 3.03	s 5.45	s 10.04	
106.5	Atkinson.....	f					
110.6	Templeton.....DN	s 12.18 ^{PM 16}		s 3.13	s 6.12	s 10.13	
129.2	Lafayette.....DN	PM	AM				
132.9	Altamont.....DN		s 7.20	s 4.00 ¹⁹	s 7.15	s 10.54	
137.3	Crane.....	f					
139.8	Rex.....						
141.6	Stockwell.....	s 7.45					
145.0	Clarks Hill.....DN	s 7.57		s 4.30	s 8.25	s 11.12	
150.0	Colfax.....DN	s					
155.7	Thorntown.....	s					
159.8	Hazelrigg.....DN	f		s 5.02 ¹⁸			
164.9	Lebanon.....	s 11.00					
169.7	Dale.....	s					
172.6	Whitestown.....	s					
178.1	Zionsville.....	s					
180.0	Glenn.....DN						
182.7	Augusta.....	f					
190.0	Brant.....DN		s 12.24 ^{PM}	s 6.00	s 12.40 ^{AM}	s 12.50 ^{AM}	
191.8	KD.....DN			s 7.00			
192.5	IJ.....						
193.6	Indianapolis.....DN						
	Hill.....		s 1.50 ^{PM}	s 7.40 ^{PM}	s 3.30 ^{AM}	s 2.10 ^{AM}	

CENTRAL STANDARD TIME
SOUTH ANDERSON TO NORTH VERNON—OUTH

Miles from Anderson	STATIONS	FIRST CLASS		SECOND CLASS				
		9		71	59	83	215	79
		LOUISVILLE EXPRESS Daily Ex. Sunday		CINCINNATI FREIGHT Daily	LOCAL FREIGHT Daily Ex. Sunday	ST-P FREIGHT Daily	MIXED Daily Ex. Sunday	LOUISVILLE FREIGHT Daily
	Anderson.....DN	PM 5.20		AM	AM			PM
1.4	South Anderson...DN	5.25		12.50	6.30			7.00
7.3	Emporia.....				f			
9.4	Markleville....D	5.35		1.15 ⁷⁸	f 6.42			7.18
15.7	Shirley.....DN	s 5.45		1.50	f 7.15 ⁷⁴			7.31
21.3	Crest.....	5.54		2.10	f 7.30			7.43
22.8	Knights town...DN	s 5.59		2.17	f 8.00			7.48
27.7	Carthage.....D	s 6.07			f 9.00			
29.8	Blix.....	6.11		2.50	9.15			8.02
31.0	Farmer.....							
38.1	Kime.....	6.23		3.15	9.50			8.20
39.1	Rushville.....DN	s 6.28		3.40	f 10.30 ⁸⁸			8.25
46.7	Milroy.....D	s 6.38		4.00	f 10.50			8.40
49.8	Williamstown...D			4.10	f			8.50
52.2	Sandusky.....D	6.48		f 11.05	AM 7.15	AM 10.45		9.30
58.0	Greensburg....DN	s 7.06		AM 5.00 ⁷⁴	12.30 PM	7.18	10.50	9.35
59.5	Craig.....	7.10			f 12.50	7.30 ⁸⁸	AM	9.45
65.1	Horace.....	7.16						
67.1	Letts.....D	7.18			f			
71.1	Westport.....D	s 7.22			f 1.10	7.40		10.05 ⁷⁸
75.3	Sherwood.....	7.27			1.20	7.47		10.15
78.0	Brewersville...D				f			
83.5	North Vernon...DN	s 7.45			2.30	8.05 ⁸⁸		10.58
134.6	Jeff Yard.....				PM	11.00		3.00 AM
135.6	North Tower...D					AM		AM
135.8	Jeffersonville...D	s 9.00						
137.3	FS Tower.....DN							
138.2	Floyd St.....							
139.0	Louisville.....	9.25 PM						

CENTRAL STANDARD TIME
NORTH VERNON TO SOUTH ANDERSON—NORTH

Miles from Louisville	STATIONS	FIRST CLASS		SECOND CLASS				
		40		74	86	58	218	78
		LOUISVILLE EXPRESS Daily Ex. Sunday		MICHIGAN FREIGHT Daily	INDIANAPOLIS FREIGHT Daily	LOCAL FREIGHT Daily Ex. Sunday	MIXED Daily Ex. Sunday	NY&CC1 FREIGHT Daily
	Louisville.....	PM 1.30						
0.8	Floyd St.....							
1.7	FS Tower.....DN							
3.2	Jeffersonville...D	s 1.38						
3.4	North Tower...D				AM 5.30			PM 7.30
4.4	Jeff Yard.....					AM		
55.5	North Vernon...DN	s 2.50			8.05 ⁸⁸	6.45		9.30
61.0	Brewersville...D				f			
63.7	Sherwood.....	3.02			8.21	7.01		9.55
67.9	Westport.....D	s 3.08			8.29	f 7.10		10.05 ⁷⁹
71.9	Letts.....D	f 3.14				f		
73.9	Horace.....	3.17			8.41	f 7.30 ⁸⁸	PM 6.00	10.20
79.5	Craig.....	3.23		AM 5.00 ⁷¹	8.53	7.46	6.30	10.35
81.0	Greensburg....DN	s 3.42			9.30	8.35		11.30
86.8	Sandusky.....D	3.52		5.20	AM	f 8.55	PM	11.42
89.2	Williamstown...D					f		
92.3	Milroy.....D	s 4.00		5.30		f 9.15		11.55
99.9	Rushville.....DN	s 4.12		5.55		f 10.30 ⁸⁹		12.08 AM
100.9	Kime.....	4.17		6.00		11.05		12.13
108.0	Farmer.....							
109.2	Blix.....	4.27		6.25		11.30		12.30
111.3	Carthage.....D	s 4.30				f 11.50		
116.2	Knights town...DN	s 4.38		6.40		f 12.05 PM		12.45
117.7	Crest.....	4.41		6.50		12.10		12.48
123.3	Shirley.....DN	s 4.50		7.15 ⁸⁹		f 12.30		1.01
129.6	Markleville....D	s 4.58		7.35		f 12.45		1.15 ⁷¹
131.7	Emporia.....					f		
137.6	South Anderson...DN	5.10		9.30		1.30		4.45
139.0	Anderson.....DN	5.20 PM		AM		PM		AM

VALLEY JCT. TO BEESON WEST				BEESON TO VALLEY JCT. EAST			
Miles from Chromast.	STATIONS	FIRST CLASS		Miles from Beeson.	STATIONS	FIRST CLASS	SECOND CLASS
		151	125			122	150
		LOCAL FREIGHT	COMMUTER			COMMUTER	LOCAL FREIGHT
		Daily Ex. Sunday	Daily Ex. Sunday			Daily Ex. Sunday	Daily Ex. Sunday
17.7	Valley Jct.....DN	s 6.20	s 5.14	2.5	Beeson.....	AM	10.10
19.8	White Water Park...f	6.28	5.18	5.6	Huber.....	AM	f.
22.5	Simonson.....	f 6.35	5.22	10.2	Connersville.....D	4.00	s10.40
25.4	Harrison.....	s 6.55	5.29	12.3	Nulltown.....	s 4.10	f10.52
28.7	Longnecker.....	f 7.03	f 5.36	16.4	Alpine.....	s 4.14	f10.59
32.2	New Trenton.....	f 7.13	s 5.43	21.4	Laurel.....	s 4.21	f11.11
33.8	Ashby.....	f 7.19	f 5.46	22.2	Leonard.....	4.29	f11.24
36.6	Cedar Grove.....D	f 7.29	s 5.52	27.2	Metamora.....D	s 4.32	f11.28
43.5	Brookville.....D	s 8.00	s 6.06	30.6	Yellow Bank.....	f 4.40	f11.40
47.0	Yellow Bank.....	f 8.12	f 6.13	37.5	Brookville.....D	s 4.48	s12.01 PM
51.9	Metamora.....D	f 8.30	s 6.22	40.3	Cedar Grove.....D	s 5.00	f12.18
52.7	Leonard.....	f 8.33	6.24	42.0	Ashby.....	f 5.07	f12.27
57.7	Laurel.....	f 8.55	s 6.35	45.4	New Trenton.....	s 5.10	f12.32
61.8	Alpine.....	f 9.10	s 6.45	48.7	Longnecker.....	f 5.17	f12.42
63.9	Nulltown.....	f 9.18	s 6.49	51.6	Harrison.....D	s 5.27	s12.55
68.5	Connersville.....D	s 9.35	7.00	54.3	Simonson.....	5.32	f 1.02
71.6	Huber.....	f	PM	56.4	White Water Park...f	5.37	f 1.10
74.1	Beeson.....	10.00	AM		Valley Jct.....DN	s 5.42	f 1.15

KANKAKEE & SENECA RAILWAY

KANKAKEE TO SENECA WEST				SENECA TO KANKAKEE EAST			
Miles from Kankakee.	STATIONS	FIRST CLASS		Miles from Seneca.	STATIONS	SECOND CLASS	
		435				434	
		MIXED				MIXED	
		Daily Ex. Sunday				Daily Ex. Sunday	
10.6	Kankakee.....DN	AM 8.30		0.6	Seneca.....D	AM 11.30	
13.8	Bonfield.....D	s 9.00		4.6	Draw Bridge.....		
17.9	Frielings.....	f 9.06		7.2	Langham.....	f11.45	
22.9	Essex.....D	s 9.15		11.7	Wauponsee.....	f11.55	
23.9	Coster.....	s 9.30		14.6	Mazon.....D	s12.15 PM	
27.9	Gardner.....D	s 9.35		18.6	Booth.....	f12.20	
30.8	Booth.....	f 9.45		19.6	Gardner.....D	s12.30	
35.3	Mazon.....D	s10.00		24.6	Coster.....	s12.40	
37.9	Wauponsee.....	f10.10		28.7	Essex.....D	s 1.00	
41.9	Langham.....	f10.20		31.9	Frielings.....	f 1.10	
42.5	Draw Bridge.....			42.5	Bonfield.....D	s 1.30	
	Seneca.....D	11.00	AM		Kankakee.....DN	3.00	PM

GREENSBURG TO COLUMBUS WEST				COLUMBUS TO GREENSBURG EAST			
Miles from Greensburg.	STATIONS	FIRST CLASS		Miles from Columbus.	STATIONS	SECOND CLASS	
		215				218	
		MIXED				MIXED	
		Daily Ex. Sunday				Daily Ex. Sunday	
1.5	Greensburg.....DN	AM 10.45		7.2	Columbus.....D	PM 4.45	
4.1	Craig.....	10.50		11.2	Nortonburg.....f	5.03	
8.0	Ewington.....	f11.00		13.8	Hope.....D	s 5.20	
12.1	Burney.....D	s11.10		17.9	Rugby.....	s 5.27	
14.7	Rugby.....	s11.20		21.8	Burney.....D	s 5.40	
18.7	Hope.....D	s11.40		24.4	Ewington.....f	5.50	
25.9	Nortonburg.....	f11.50		25.9	Craig.....	6.00	
	Columbus.....D	12.20 PM			Greensburg.....DN	6.30 PM	

FAIRLAND TO MARTINSVILLE WEST

Miles from Fairland.	STATIONS	FIRST CLASS	
		301	
		MIXED	
		Daily Ex. Sunday	
3.4	Fairland.....DN	AM 10.20 ³⁰²	
7.0	Bogstown.....	s10.30	
12.5	Needham.....	s10.42	
19.7	Franklin.....D	s12.55 PM	
26.4	Trafalgar.....	s 1.20	
31.8	Morgantown.....D	s 1.50	
38.0	Mahalasville.....	s 2.10	
	Martinsville.....D	3.00	

MARTINSVILLE TO FAIRLAND EAST

Miles from Martinsville.	STATIONS	FIRST CLASS	
		302	
		MIXED	
		Daily Ex. Sunday	
6.2	Martinsville.....D	AM 7.10	
11.6	Mahalasville.....s	7.30	
18.3	Morgantown.....D	s 7.50	
25.5	Trafalgar.....	s 8.25	
31.0	Franklin.....D	s 9.25	
34.6	Needham.....	s 9.45	
38.0	Bogstown.....	s10.05	
	Fairland.....DN	10.20 ³⁰¹	AM

LAWRENCEBURG JCT. TO AURORA WEST

Miles from Lawrenceburg Jct.	STATIONS		
5	Lawrenceburg Jct..DN		
2.5	Hardentown.....		
2.7	Dearborn.....		
6.6	Lawrenceburg.....		
	Aurora.....		

AURORA TO LAWRENCEBURG JCT. EAST

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

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 "	15.94
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



CHICAGO DIVISION

