

Cleveland, Cincinnati, Chicago & St. Louis Railway

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

CLEVELAND-INDIANAPOLIS DIVISION

Time Table No. 132

FOR EMPLOYES ONLY

EFFECTIVE

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

Sunday, September 25th, 1932

T. J. HAYES,
Superintendent

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SURGEONS

L. A. Ensminger, Chief Surgeon, Indianapolis.

Sterling B. Taylor, Chief Surgeon, Columbus.

YARIAN, CHAMBERLAIN & BLAIR.....	}	Cleveland.
HENRY C. KELKER.....	}	
M. P. BOWSER.....		Berea.
M. L. HELFRICH.....	}	Galion.
PAUL A. MURR.....	}	
D. S. JAMES.....		Delaware.
H. A. BALDWIN.....	}	Columbus.
I. B. HARRIS.....	}	
AUGUST RHU.....	}	Marion, O.
H. S. RHU.....	}	
E. R. HENNING.....	}	Bellefontaine.
F. R. MAKEMSON.....	}	
J. C. POLING.....		Ansonia.
R. A. VOISINET.....		Union City.
I. E. BRENNER.....		Winchester.

A. T. KEMPER.....	}	Muncie.
WILL C. MOORE.....	}	
HENRY W. GANTE.....	}	Anderson.
V. G. McDONALD.....	}	
B. A. BROWN.....	}	Brightwood.
T. A. O'DELL.....	}	
GORDON W. BATMAN.....	}	Indianapolis.
J. J. BRIGGS.....	}	
N. C. DAVIDSON.....	}	
C. W. FRINK.....	}	Elkhart.
I. W. SHORT.....	}	
L. A. ELLIOTT.....	}	Goshen.
E. E. ASH.....		Warsaw.
A. C. McDONALD.....		Wabash.
F. M. WHISTLER.....		Marion, Ind.
W. A. FANKBONER.....	}	
O. W. McQUOWN.....	}	

OCULISTS

B. J. Larkin, Consulting Oculist, Indianapolis.

C. F. NELSON.....	}	Cleveland.
D. N. JOHNSON.....	}	Columbus.
C. H. HOFFHINE.....	}	

R. H. BUTLER.....	}	Bellefontaine.
WM. F. HUGHES.....	}	Indianapolis.
D. A. BARTLEY.....	}	

SPECIAL INSTRUCTIONS

Special Instructions shown by numbers, supplement, modify or supersede the Rules for the government of the Operating Department.

SAFETY FIRST.

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

OTHER RAILROADS.

Cleveland Terminal District rules and time-table govern between Cleveland and BE.

C. C. C. & St. L. and Erie joint special instructions govern between Burt and Marion, O.

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

Michigan Central rules and time-table govern between Benton Harbor and South Bend.

New York Central rules and time-table govern between South Bend and Goshen.

DEFINITIONS.

Restricted Speed—A speed not exceeding that which will enable a train to stop short of train ahead, obstruction, switch not properly lined, and look out for broken rail.

Slow Speed—A speed not exceeding 10 miles per hour.

1. STANDARD TIME.

Eastern Standard Time is used between BE and Columbus, and between Galion and Bellefontaine inclusive.

Central Standard Time is used between Bellefontaine and Indianapolis, and between Goshen and South Anderson.

3. STANDARD CLOCKS.

Galion Yard.....	Telegraph office.
Columbus.....	{ Telegraph office.
	{ Yard office.
Fifth Ave.....	Telegraph office.
BN Yard.....	Telegraph office.
Bellefontaine.....	{ Passenger station.
	{ Engine-house.
Anderson.....	Telegraph office.
South Anderson.....	{ Telegraph office.
	{ Engine-house.
Brightwood.....	Engine-house.
Belt Jet.....	Telegraph office.
Shelby St.....	Engine-house.
Indianapolis.....	Telegraph office.
Wabash.....	Telegraph office.
Marion, Ind.....	Freight office.

6. TRAIN ORDER AND BLOCK STATIONS.

Followed by the sign "D" are open:

*St. James.....	7:00 A.M. to 3:00 P.M.
*Ashley.....	6:00 A.M. to 10:00 P.M.
Delaware.....	{ Daily except Sunday 8:00 A.M. to 4:00 P.M.
	{ Daily..... 4:30 P.M. to 12:30 A.M.
Lewis Center.....	{ Daily..... 3:00 P.M. to 11:00 P.M.
	{ Daily except Sunday 7:00 A.M. to 11:00 P.M.
LaRue.....	7:00 A.M. to 11:00 P.M.
*Anderson.....	7:30 A.M. to 11:30 P.M.
*Milford.....	6:00 A.M. to 3:00 P.M.
*Leesburg.....	6:45 A.M. to 3:45 P.M.
*Silver Lake.....	7:00 A.M. to 4:00 P.M.
*North Manchester.....	7:30 A.M. to 4:30 P.M.
*Urbana.....	7:00 A.M. to 4:00 P.M.
Wabash.....	6:00 A.M. to 10:00 P.M.
*Lafontaine.....	7:00 A.M. to 4:00 P.M.
*Jonesboro.....	7:30 A.M. to 4:30 P.M.
*Summitville.....	8:00 A.M. to 5:00 P.M.
*Fairmount.....	7:45 A.M. to 4:45 P.M.
*Alexandria.....	7:30 A.M. to 8:00 P.M.

*Closed Sunday.

Followed by the sign "DN" are closed Sunday:

Cardington.....	7:00 A.M. to 3:00 P.M.
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STATIONS. (Additional).

Slicks.....	4.9 miles east of Marion, O.
Big Springs.....	3.5 miles west of Ridgeway.
Harper.....	0.4 mile west of Nelson.
Leonardsburg.....	3.9 miles west of Ashley.
Pershing.....	4.2 miles west of Delaware.
Flint.....	5.1 miles west of Lewis Center.
Gretna.....	4.1 miles east of DeGraff.
Oaklandon.....	1.8 miles west of McCordsville.

14. ENGINE WHISTLE SIGNALS.

Sound	Indication
(k) — o o	(Single Track) To call the attention of yard engines, extra trains or trains of the same or inferior class or inferior right to signals displayed for a following section. If not answered by a train, the train displaying signals must stop and ascertain the cause. (Two or More Tracks) To call the attention of yard engines, also of extra trains or trains of the same or inferior class moving in the same direction to signals displayed for a following section.
(q) — o	When running against the current of traffic: (1) Approaching stations, curves, or other points where view may be obscured. (2) Preceding the signals prescribed by Rule 14(d), (e).

16. COMMUNICATING SIGNALS.

Sound	Indication
(m) o o o o o o	When running—shut off train heat.

17. HEADLIGHTS.

- Must be dimmed:
- (a) Passing through yards where yard engines are employed.
 - (b) Approaching stations at which stops are to be made or where trains are receiving or discharging passengers.
 - (c) Approaching train order signals, junctions, terminals, or meeting points or while standing on main track at meeting points.
 - (d) On two or more tracks when approaching trains in opposite direction.
 - (e) When closing up behind trains.

19. MARKERS.

Trains with rear car not equipped to display markers as prescribed by Rule 19, will display red flag by day and red light by night.

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

21. EXTRA TRAINS.

On double track extras and work extras may omit the display of white signals.

Extras and work extras passing from single to double track may continue the display of white signals to the point on double track to which such train is authorized to run or work extra.

Extra trains may omit the display of white signals between Paget and Jones and between Gridley and Taft.

28. MAIN TRACK SWITCHTENDERS.

At Fourth, High and Park Streets, (Columbus); at C. & L. E. Bridge (BN Yard) and at Sandusky Ave. trains and engines must not foul or pass switches until signalled by switchtender.

Switchtenders at High and Park Streets, (Columbus) will use yellow signal in giving proceed signal for movements out of station and green signal for all other movements.

At Columbus, Union Station switchtenders will use green signal for eastbound movements and yellow signal for westbound movements.

Trains and engines must approach switches at Bates Street, (Indianapolis) at restricted speed, and be governed by signal from switchtender who will use green signal for main track movements, and yellow signal for diverging or crossover movements.

72. SUPERIORITY OF TRAINS.

The superior direction of trains is east or north.

83. TRAIN REGISTERS.

- Galion Yard.....Telegraph office.
- Burt.....Telegraph office.
- Paget.....Telegraph office.
- Jones.....Telegraph office.
- Fifth Ave.....Telegraph office.
- Columbus.....Telegraph office.
- BN Yard.....Telegraph office.
- South Anderson.....Telegraph office.
- Indianapolis.....Telegraph office.
- Goshen (CX).....Telegraph office.
- Wabash.....Telegraph office.

Galion Yard—Only trains starting via Columbus Line will be registered.

- Burt—Only eastbound trains from Columbus Line.
- Paget—Only westbound trains.
- Jones—Only eastbound trains.

South Anderson—Eastbound and westbound trains will not be registered. Nos. 37 and 38 will be registered by the operator if signals for a section are not and have not been displayed.

Goshen (CX)—Trains will be registered by the operator if signals for a section are not and have not been displayed.

Trains will be registered at intermediate register stations by the operator, 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.

Westbound trains will not be required to receive clearance Form A at BE except with train orders or in connection with signal failure.

When running on a schedule represented on the Cleveland Terminal District time-table, train may proceed from BE on corresponding schedule.

When running on a schedule represented on the Cleveland Terminal District time-table, and for which there is no corresponding schedule, or when running extra over tracks of the Cleveland Terminal District, train will proceed from BE as an extra train as prescribed by Special Instruction No. 21. This does not authorize the display of signals for a following section west of BE without train orders.

Only northbound and southbound first-class trains will be required to receive clearance Form A at Anderson during hours the train order and block station is open.

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.

At Bellefontaine, between Sandusky Ave. and crossover 300 feet west of Sandusky Division crossing, movements must be made at restricted speed.

Between Fifth Ave and Dennison Ave., with the current of traffic, and between Mass. Ave. and Washington Street, (Indianapolis), movements will be made irrespective of class and at restricted speed. A trainman must ride rear of last car.

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, a 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 Avenue and State Street.

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

At Marion, Ind., trains and engines will approach the joint track at restricted speed and be governed by signal indication.

MOVEMENTS AGAINST THE CURRENT OF TRAFFIC.

May be made between:

- (a) Galion Yard and Burt, on signal indication and under supervision of yard master.
- (b) Crossover east end of Galion Yard and Galion Yard, westbound on permission of signalman and under supervision of yard master.

- (c) Fifth Ave. and Dennison Ave.: At Fifth Ave. on signal from signalman; at Fourth, High and Park Streets (Columbus) on signal from switchtender; at Dennison Ave. on signal indication. All such movements must be made under supervision of yardmaster.
- (d) C. & L. E. bridge (BN Yard) and Sandusky Ave., under supervision of yard master.
- (e) Bellefontaine tower and Sandusky Ave., eastbound, on signal indication; westbound, on signal from switchtender.
- (f) Bellefontaine tower and crossover Everett Street, eastbound, on signal indication and under supervision of yard master; westbound on permission of signalman.
- (g) Bellefontaine tower and Jewells, westbound, on signal indication and under supervision of yard master.
- (h) Crossover Gest and Bellefontaine tower, eastbound, on signal indication.
- (i) Jewells and crossover Gest, eastbound, under supervision of yard master.
- (j) Eastwood and Belt Jct. on signal indication and under supervision of signalman at Eastwood.
- (k) Pearl St. (Anderson) and North Wye (South Anderson) under supervision of yardmaster.

98. RAILROAD CROSSINGS AT GRADE.

Location	Railroad	Signals
Grafton.....	B. & O.....	Interlocking.
Huff.....	W. & L. E.....	Interlocking.
Hiles.....	N. O.....	Interlocking.
Boyd.....	B. & O.....	Interlocking.
Shelby.....	B. & O.....	Interlocking.
Vernon.....	P. R.R.....	Interlocking.
Crestline.....	P. R.R.....	Interlocking.
Burt.....	Erie.....	Interlocking.
Edison.....	N. Y. C.....	Interlocking.
Worthington.....	P. R.R.....	Interlocking.
Martel.....	N. Y. C.....	Interlocking.
Marion, O.....	{ C. D. & M. (Int. Elec.)..None.	
	{ P. R.R.....	Interlocking.
	{ C. & O.....	Interlocking.
Hayes.....	N. Y. C.....	Interlocking.
Bellefontaine.....	C. C. C. & St. L.....	Interlocking.
Morgan.....	D. T. & I.....	Interlocking.
Sidney (Old Line).....	W. O. (Int. Elec.).....	None.
Ansonia.....	C. C. C. & St. L.....	Interlocking.
Union City.....	P. R.R.....	Interlocking.
Winchester.....	P. R.R.....	Interlocking.
Vance.....	P. R.R.....	Interlocking.
Muncie.....	N. Y. C. & St. L.....	Electric.
Gridley (Cut Off).....	P. R.R.....	Interlocking.
South Anderson.....	C. C. C. & St. L.....	None.
Delco.....	P. R.R.....	Interlocking.
Anderson.....	C. C. C. & St. L.....	None.
Anderson (0.9 mile west).....	C. I.....	Interlocking.
Anderson (1.5 miles west).....	P. R.R.....	Interlocking.
Brightwood		
(0.6 mile west).....	Belt.....	Interlocking.
Goshen.....	N. Y. C.....	Interlocking.
New Paris.....	Wabash.....	Interlocking.
Milford Jct.....	B. & O.....	Interlocking.
Warsaw.....	P. R.R.....	Interlocking.
Claypool.....	N. Y. C. & St. L.....	Interlocking.
North Manchester.....	P. R.R.....	None.
Bolivar.....	Erie.....	Interlocking.
Marion, Ind.....	N. Y. C. & St. L.....	Interlocking.
Kent.....	P. R.R.....	Interlocking.
Fairmount (0.3 mile north).....	I. R. (Int. Elec.).....	None.
Fairmount (0.7 mile south).....	P. R. R.....	Interlocking.
Alexandria (0.3 mile north).....	I. R. (Int. Elec.).....	None.
Alexandria (0.5 mile south).....	N. Y. C. & St. L.....	Target.
Dow.....	P. R.R.....	Interlocking.
Anderson (0.4 mile south).....	C. I.....	Target.
Anderson (0.7 mile south).....	P. R.R.....	Target.

98a. INDICATION OF GRADE CROSSING TARGETS.

Alexandria (0.5 mile south).....	Vertical.....	C. C. C. & St. L.
	Horizontal.....	N. Y. C. & St. L.
Anderson (0.4 mile south).....	Vertical.....	C. C. C. & St. L.
	Horizontal.....	C. I.
Anderson (0.7 mile south).....	Vertical.....	C. C. C. & St. L.
	Horizontal.....	P. R.R.

At N. Y. C. & St. L. crossing Muncie, electric signals govern. Passenger trains will make crossing stop. Freight trains and

engines may proceed over crossing without stopping, but must approach under control, prepared to stop, and not proceed until crossing is seen to be clear and proper indication is displayed.

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.

223. ABBREVIATIONS MAY BE USED.

Post for Ft. Benj. Harrison.

DESIGNATION AND USE OF MAIN TRACKS.

Single Track:

Between Burt and Fifth Ave.
Gridley and Taft.
Goshen and Pearl Street (Anderson).

Double Track:

Between BE and Gridley.
Taft and Indianapolis.
Fifth Ave. and Dennison Ave.
Pearl St. (Anderson) and north wye (South Anderson).

Between Paget and Jones, trains will run via Delaware, where time is shown at Delaware. Unless otherwise provided other trains will run via Cut-off.

Between Anderson and Taft and between Gridley and Taft, trains will run via South Anderson where their time is shown at South Anderson. Unless otherwise provided extra trains will run via South Anderson.

251. MOVEMENT OF TRAINS BY BLOCK SIGNALS.

Rules S-251 to S-254 inclusive, will govern:

Between Burt and Fifth Ave.
Gridley and Taft.
Yost and Pearl St. (Anderson).

Rules D-251 to D-254 inclusive, will govern with the current of traffic:

Between BE and Gridley.
Taft and Eastwood.
Pearl St. (Anderson) and north wye (South Anderson).

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.

301. MANUAL BLOCK SYSTEM.

Between Burt and Fifth Ave.
Gridley and Taft.
Yost and Dow.

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.

Manual block signals at Yost, Grandy, 1 mile north and 1 mile south of Wabash and at Alda, are remote controlled. Trains must not pass these signals without entire train, or to do switching without first notifying the operator of intended moves, and reporting after such moves have been completed.

Between Yost and Dow, at stations where the train order and block signal is located beyond the switch at entrance to siding, trains finding signal indicating stop, must not pass clearance point of siding until authorized to proceed. This does not modify the Manual Block rules.

501. AUTOMATIC BLOCK SYSTEM.

(a) Will be used for movements with the current of traffic between:

BE and Gridley.
Taft and Mass. Ave.
Pearl St. (Anderson) and north wye (South Anderson.)
Mass. Ave. and Washington Street (Indianapolis), on eastward track.

(b) On single track between Dow and Pearl St., (Anderson.)

In Automatic Block System territory the manual block system will be used for movements against the current of traffic on double track. Rules 318A and 331A will govern the movement of passenger trains, and 318B and 331B the movement of freight trains.

Rule 501 B 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.

Semi-automatic block signals at DeGraff are controlled from Morgan. Trains must not pass these block signals without entire train, or do switching, without first notifying the operator at Morgan of intended moves, and report to him after such moves have been completed.

GRADE SIGNALS.

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

Indication—Proceed at restricted speed.

AUTOMATIC TRAIN STOP.

In Automatic Train Stop territory when the automatic stop device on an engine becomes inoperative after leaving the engine terminal, such engine will be operated at not to exceed 75% of maximum speed authorized and unless otherwise directed, must not be operated beyond the first engine terminal where a relief engine can be provided.

720. BULLETIN BOARDS AND BOOKS.

Cleveland.....	Crew Dispatcher's office C.U.T.
Linndale.....	Engine-house.
Collinwood.....	Yard office.
	Engine-house.
Galion Yard.....	Yard office.
	Engine-house.
Galion.....	Passenger station.
	Telegraph office.
Columbus.....	Engine-house.
	Yard office.
BN Yard.....	Telegraph office.
	Engine-house.
Bellefontaine.....	Passenger station.
	Telegraph office.
Ansonia.....	Engine-house.
	Telegraph office.
South Anderson.....	Engine-house.
	Telegraph office.
Anderson.....	Telegraph office.
Belt Jct.....	Telegraph office.
Brightwood.....	Engine-house.
Shelby St.....	Engine-house.
Indianapolis.....	Telegraph office.
Benton Harbor.....	Engine-house.
	Yard office.
Oliver Yard.....	Engine-house.
South Bend.....	Telegraph office.
	Yard office.
Elkhart.....	Engine-house.
Wabash.....	Telegraph office.
Marion, Ind.....	Freight house.

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 employes 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, employes 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 arms 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 caboos.....	30
(Rule 743 is revised).	
Engines equipped with trailers, backing.....	30
(Rule 744 is revised).	
Trains handling scale test cars.....	25
Paget, curve (old line).....	25
Delaware, corporate limits.....	15
Jones, curve (old line).....	25
Between Fifth Ave. and Clintonville, reverse curve.....	40
Fifth Ave., entering or leaving eastward track.....	25
Columbus Union Station tracks, between Fourth and High Streets.....	10

Burt, between westward home signal and Erie Station.....	12
Marion, O. entering or leaving westward track.....	12
Marion, O. Bridge 39-A.... L-2-D Engines.....	25
Rushsylvania, first curve east.....	60
Rushsylvania, first curve west.....	60
Big Springs, curve east.....	60
Bellefontaine, (Mill Track), between Sandusky Ave., and Sandusky Division crossing.....	10
Sandusky Ave., through crossovers.....	5
Sandusky Ave., entering engine-house lead.....	5
Bellefontaine, through crossover between eastward and westward tracks, west of Sandusky Division crossing.....	6
Bellefontaine, through connection track between Sandusky and Indianapolis Divisions in front of tower.....	12
Bellefontaine, through west wye connection between Indianapolis and Sandusky Divisions.....	6
Mile-post 148, curve.....	60
Between Sidney and Spafford (old line) curves.....	20
Union City, corporate limits.....	30
Winchester, P. R.R. crossing.....	60
Gridley, through crossovers.....	30
Between Gridley and Taft via South Anderson.....	30
Between South Anderson and Taft, curves.....	15
Between Gridley and Delco.....	40
Between Delco and C.I. crossing, west of Anderson.....	25
Between C.I. crossing west of Anderson and Taft.....	40
Taft, through crossovers.....	30
Indianapolis { First District.....	10
{ Second District.....	15
{ Third District.....	20
New Paris, Elkhart river bridge 119 one and one half miles north.....	30
Goshen, through N. Y. C. connection.....	10

Passenger Trains

(unless otherwise restricted)

Between BE and Belt Jct.....	70
Columbus and Galion.....	70
When handled by Class L engine.....	65
When handled by other freight engines.....	50
Between Goshen and South Anderson.....	60
When handled by freight engines.....	45
Warsaw, reverse curve south.....	30
Rose Hill, reverse curve.....	40
On curves approaching Wabash.....	30
Within Wabash yard limits.....	20
Marion, Ind., 2.5 miles north on reverse curve.....	30
Anderson, corporate limits.....	30
To Discharge Mail:	
No. 24 at Sidney and Crestline.....	30
No. 34 at Sidney and Crestline.....	30
No. 37 at Silver Lake.....	20
No. 40 at Marion, O., and Crestline.....	15
No. 49 at Edison and Ashley.....	25

Freight Trains

(unless otherwise restricted)

Preferred.....	50
Other freight trains:	
Between BE and Belt Jct.....	40
Galion and Columbus.....	40
Goshen and South Anderson.....	40
Warsaw, reverse curve south.....	20
Rose Hill, reverse curve.....	30
Marion, Ind., 2.5 miles north on reverse curve.....	20
Wabash, Bridge 273.....	} H-7 and H-10 engines
Marion, Ind., Bridge 346-A.....	
Jonesboro, Bridge 363.....	} H-7 and H-10 engines
Anderson, corporate limits.....	
Handling loaded high hopper coal cars:	
Between BE and Belt Jct.....	40
Galion and Columbus.....	40
Goshen and South Anderson.....	25
(Rule 745 is revised).	
Handling steam cranes:	
Between BE and Belt Jct.....	40
Galion and Columbus:	
Straight track.....	40
Curves.....	30
Goshen and South Anderson:	
Straight track.....	30
Curves.....	20
On curves approaching Wabash, freight trains and engines must move at restricted speed.	

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.

Helper engines may omit the display of white signals.

Limits of Columbus helper engine are between Worthington and Columbus; it will help any train within its limits and return to Fifth Ave. against second-class and inferior trains, running extra, without train orders.

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.

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., conductors valve must be opened quickly. In cases 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.

REGULAR STOPS.

- No. 28 at Cardington on Monday to discharge mail.
- No. 34 at Ansonia daily except Sunday for express.
- No. 46 at Oaklandon.
- No. 3 at Pendleton on Saturday to receive express.

CONDITIONAL STOPS.

Trains will stop on signal as follows:

No. 3 at Ansonia to receive revenue passengers for Indianapolis or beyond, and at Spring Valley Road, Ft. Benj. Harrison to discharge revenue passengers.

No. 7 at Sidney to discharge revenue passengers from Toledo or beyond, and to receive revenue passengers for Indianapolis or beyond.

No. 11 at Spring Valley Road, Ft. Benj. Harrison to discharge revenue passengers from east of Cleveland, and to receive revenue passengers for regular stops west of Indianapolis.

No. 9 at New Paris to receive revenue passengers for North Manchester or beyond.

No. 19 at Martel, Caledonia, Agosta, LaRue, Mt. Victory, Ridgeway, Big Springs, Rushsylvania and Harper to receive or discharge passengers, mail or express, and at Spring Valley Road, Ft. Benj. Harrison to discharge revenue passengers.

No. 20 at Sidney to discharge revenue passengers from Indianapolis or beyond, and to receive revenue passengers for Cleveland, Toledo, or beyond; at Crestline to discharge revenue passengers from Indianapolis or beyond.

No. 35 at Shelby on Sunday, to receive revenue passengers for Columbus or beyond.

No. 37 at Pendleton to discharge revenue passengers from Marion, Ind., or beyond.

No. 37 at Silver Lake and Urbana to discharge revenue passengers from Elkhart or beyond, and to receive revenue passengers for Anderson or beyond.

Nos. 37 and 38 at Claypool to receive or discharge revenue passengers.

No. 38 at Urbana, Silver Lake, Leesburg and Milford to discharge revenue passengers from Anderson or beyond.

No. 45 at Leonardsburg on Sunday, to discharge passengers from Cleveland or beyond.

Nos. 4 and 46 at Spring Valley Road, Ft. Benj. Harrison to receive revenue passengers.

Nos. 47 and 48 at Leonardsburg, Pershing and Flint to receive or discharge revenue passengers.

To discharge fragile parcel post.

- No. 28 at Greenwich, Wellington and Grafton.
- No. 37 at Milford and Leesburg.
- No. 44 at Treaty.
- Nos. 47 and 48 at Leonardsburg.

T. J. HAYES,
Superintendent,
Bellefontaine, Ohio.

E. B. PADGETT,
Trainmaster,
Galion, Ohio.

C. H. McELROY,
Trainmaster,
Bellefontaine, Ohio.

L. B. LUTZ,
Asst. Trainmaster,
Galion, Ohio.

R. T. GRAY,
Asst. Trainmaster,
Anderson, Ind.

S. G. MILLER,
Chief Dispatcher,
Bellefontaine, Ohio.

EASTERN STANDARD TIME CLEVELAND TO COLUMBUS AND BELLEFONTAINE—WEST

Miles from Cleveland.	STATIONS	FIRST CLASS								(Continued on page 9)
		5	39	15	49	11	47	119	19	
		BUFFALO-CIN. EXPRESS	MISSOURIAN	OHIO STATE LIMITED	CINCINNATI MAIL	SOUTHWESTERN LIMITED	CINCINNATI LOCAL	CINCINNATI SPECIAL	ST. LOUIS EXPRESS	
		Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	
		AM	AM	AM	AM	AM	AM	AM	AM	
.....	Cleveland..... DN	12.25	3.00	3.25	3.55	7.05	7.10	8.45	.....
12.5	BE..... DN	12.51	3.26	3.47	4.20	7.31	7.46	9.11	.....
15.7	West View.....	.....	.....	.....	.....	.....	s 7.51	.....	.....
18.1	Columbia.....	.....	.....	.....	.....	.....	s 7.55	.....	.....
20.7	North Eaton.....	.....	.....	.....	.....	.....	f 7.59	.....	.....
25.4	Grafton..... DN	1.06	3.39	3.59	4.32	7.43	s 8.06	9.24	.....
29.5	La Grange.....	.....	.....	.....	.....	.....	s 8.14	.....	.....
36.5	Wellington.....	.....	.....	.....	.....	.....	s 8.24	.....	.....
37.0	Huff..... DN	1.18 ^{op}	3.50	4.09	4.43	7.53	8.25	9.35 ^{o1}	.....
42.0	Rochester.....	.....	.....	.....	.....	.....	s 8.32	.....	.....
46.9	Hiles..... DN	1.29	4.00	4.18	4.52	8.02	8.38	9.44	.....
47.5	New London.....	.....	.....	.....	.....	.....	s 8.40	.....	.....
54.5	Boyd..... DN	1.37	4.07	4.25	4.59	8.09	8.49	9.51	.....
54.9	Greenwich.....	.....	.....	.....	.....	.....	s 8.50	.....	.....
61.2	Shiloh.....	.....	.....	.....	.....	.....	s 9.00	.....	.....
67.2	Shelby..... DN	1.50	4.19	4.36	s 5.21	8.20	s 9.15	s10.05	.....
70.3	Vernon..... DN	1.53	4.22	4.39	5.26	8.23	f 9.20	10.11	.....
75.7	Crestline..... DN	2.00	s 4.32	4.44	s 5.40	8.28	s 9.37	s10.20	.....
78.9	Galion Yard..... DN	2.07	4.38	4.47	5.46	8.32	9.43	10.25	AM	
79.8	Galion.....	s 2.15	s 4.55 ¹⁵	s 4.55 ^{op}	s 6.00	s 8.36	s 9.55	s10.40	10.35	
80.3	Burt..... DN	2.16	.....	4.56	6.01	.....	9.56	10.41	.....
85.7	St. James..... D	2.25	.....	5.05	6.08	.....	s10.04	10.48	.....
92.8	Edison..... DN	2.33	.....	5.12	f 6.15	.....	s10.14	10.55	.....
97.4	Cardington..... DN	2.38	.....	5.17	f 6.20	.....	s10.23	11.00	.....
104.4	Ashley..... D	2.47	.....	5.25	6.28	.....	s10.35 ⁵²	11.07 ⁵²	.....
111.1	Paget..... DN	2.55	.....	5.32	6.35	.....	10.44	11.14	.....
114.0	Delaware..... D	.....	.....	.....	s 6.42	.....	s10.55 ⁵³	s11.20 ⁵³	.....
117.1	Jones..... DN	2.59	.....	5.36	6.48	.....	11.01	11.25	.....
122.1	Lewis Center..... D	3.05	.....	5.42	6.54 ⁵²	.....	s11.10	11.31	.....
129.8	Worthington..... DN	3.14	.....	5.50	7.02	.....	s11.22	11.38	.....
133.5	Clintonville.....	.....	.....	.....	.....	.....	.....	.....	.....
136.8	Fifth Ave..... DN	3.25	.....	5.59	7.09	.....	11.32	11.46	.....
138.0	Columbus..... DN	3.40	.....	6.07	7.15	.....	11.45	11.55	.....
87.7	Martel..... DN	AM	5.05	AM	AM	8.46	AM	AM	f10.45	
91.8	Caledonia.....	.....	.....	.....	.....	.....	.....	.....	f10.50
99.8	Q.....	.....	.....	.....	.....	.....	.....	.....	.....
101.5	Marion..... DN	.....	s 5.23 ⁵⁰	.....	.....	f 9.02	.....	.....	s11.05
110.7	Agosta.....	.....	.....	.....	.....	.....	.....	.....	f11.17
114.5	La Rue..... D	.....	5.37	.....	.....	9.17	.....	.....	f11.24
122.2	Mt. Victory.....	.....	.....	.....	.....	.....	.....	.....	f11.35
124.7	Hayes..... DN	.....	5.47	.....	.....	9.28	.....	.....	11.40 ⁵⁵
125.3	Ridgeway.....	.....	.....	.....	.....	.....	.....	.....	f11.43
131.8	Rushsylvania.....	.....	.....	.....	.....	.....	.....	.....	f11.53
134.4	Nelson.....	.....	.....	.....	.....	.....	.....	.....	.....
137.8	Turner.....	.....	6.02	.....	.....	9.43	.....	.....	12.02 PM
139.4	BN Yard..... DN	.....	6.04	.....	.....	9.45	.....	.....	12.04
140.6	Sandusky Ave..... DN	.....	6.06	.....	.....	9.47	.....	.....	12.06
140.8	Bellefontaine.....	.....	6.15	.....	.....	9.50	.....	.....	12.15

**EASTERN STANDARD TIME
CLEVELAND TO COLUMBUS AND BELLEFONTAINE—WEST**

Miles from Cleveland.	STATIONS	FIRST CLASS						
		33	3	35	45	31	25	27
		CLEVE. CINTL. SPECIAL	CLEVE. ST. LOUIS SPECIAL	COL. CINTL. SPECIAL	CAPITAL CITY SPECIAL	ST. LOUIS SPECIAL	NIGHT EXPRESS	THE GATEWAY
		Daily	Daily	Daily	Daily	Daily	Daily	Daily
.....	Cleveland.....DN	PM 12.15	PM 12.50	PM 3.30	PM 6.10	PM 6.10	PM 8.40	PM 9.45
12.5	BE.....DN	12.41	1.16	3.56	6.36	6.43	9.06	10.11
15.7	West View.....							
18.1	Columbia.....							
20.7	North Eaton.....							
25.4	Grafton.....DN	12.54	1.29	4.09	6.48	6.57	9.21	10.24
29.5	La Grange.....							
36.5	Wellington.....	s 1.05		s 4.22	s 6.59		s 9.35	
37.0	Huff.....DN	1.06	1.40	4.23	7.00	7.09	9.37	10.35
42.0	Rochester.....							
46.9	Hiles.....DN	1.16	1.49 ⁹⁸	4.35	7.10	7.20	9.49	10.44
47.5	New London.....				s 7.12		s 9.52	
54.5	Boyd.....DN	1.23	1.56	4.42	7.20	7.28	10.03	10.51
54.9	Greenwich.....				s 7.21			
61.2	Shiloh.....							
67.2	Shelby.....DN	s 1.35	2.07	4.54	s 7.36	7.41	s10.32	11.02
70.3	Vernon.....DN	1.41	2.10	4.57	7.41	7.45	10.38	11.05
75.7	Crestline.....DN	s 1.51	2.15	s 5.06	s 7.48	s 7.55	s11.05	11.11
78.9	Galion Yard.....DN	1.56	2.19	5.12	7.53	8.02	11.15 ²⁷	11.15 ²⁵
79.8	Galion.....	s 2.05	s 2.23	s 5.20	s 8.00	s 8.15	s11.30	s11.20
80.3	Burt.....DN	2.06		5.21	8.01		11.32 ¹⁸	
85.7	St. James.....D	2.13		5.28	8.08		11.42	
92.8	Edison.....DN	2.20		5.35	f 8.15		11.50	
97.4	Cardington.....DN	2.24		5.39	s 8.21		11.56	
104.4	Ashley.....D	2.30		5.47	f 8.31		12.04 ^{AM}	
111.1	Paget.....DN	2.36		5.55	8.39 ⁰²		12.11	
114.0	Delaware.....D			s 6.02 ⁴⁸	s 8.45		s12.20	
117.1	Jones.....DN	2.39		6.08 ¹⁶	8.51		12.27	
122.1	Lewis Center.....D	2.44		6.13	9.03 ¹²⁴		12.33	
129.8	Worthington.....DN	2.51		6.20	9.13		12.42	
133.5	Clintonville.....							
136.8	Fifth Ave.....DN	3.00		6.27	9.21		12.53	
138.0	Columbus.....DN	3.05		6.30	9.30		1.10	
87.7	Martel.....DN	PM	2.33	PM	PM	8.25	AM	11.31
91.8	Caledonia.....							
99.8	Q.....							
101.5	Marion.....DN		s 2.50			s 8.50		s11.48
110.7	Agosta.....							
114.5	La Rue.....D		3.03			9.06		12.03 ^{AM}
122.2	Mt. Victory.....							
124.7	Hayes.....DN		3.13			9.17		12.14
125.3	Ridgeway.....							
131.8	Rushsylvania.....							
134.4	Nelson.....							
137.8	Turner.....		3.28			9.33		12.30
139.4	BN Yard.....DN		3.30			9.35		12.33
140.6	Sandusky Ave.....DN		3.32			9.37		12.35
140.8	Bellefontaine.....		3.35			9.40		12.40

EASTERN STANDARD TIME BELLEFONTAINE AND COLUMBUS TO CLEVELAND—EAST

Miles from Indianapolis and Columbus	STATIONS	FIRST CLASS															
		40		28		20		42		44		34		46		4	
		MISSOURIAN		EASTERN MAIL		CLEVE.-BUFFALO SPECIAL		MIDNIGHT SPECIAL		FOREST CITY SPECIAL		RAILWAY EXPRESS		CLEVELAND SPECIAL		NEW YORK SPECIAL	
		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily	
143.0	Bellefontaine	AM 2.43		AM 3.20						AM 8.45					PM 2.50		
143.2	Sandusky Ave. DN	2.44		3.21						8.46					2.51		
144.4	BN. Yard DN	2.47		3.24						8.49					2.54		
146.0	Turner																
149.4	Nelson																
152.0	Rushsylvania																
158.5	Ridgeway																
159.1	Hayes DN	3.02		3.39						9.02					3.08		
161.6	Mt. Victory																
169.3	La Rue D	3.11		3.49						9.12					3.17		
173.1	Agosta																
182.3	Marion DN	3.23		s 4.12						s 9.30					s 3.31		
184.0	Q																
192.0	Caledonia																
196.1	Martel DN	3.38	AM	4.32	AM	AM				9.47	PM				3.46		
	Columbus DN		2.30			3.25		8.15				12.15					
1.2	Fifth Ave. DN		2.34			3.30		8.18				12.20					
4.5	Clintonville																
8.2	Worthington DN		2.44 ⁶⁷			3.40		8.27				12.30					
15.9	Lewis Center D		2.53			3.50		8.34				12.37					
20.9	Jones DN		2.58			3.56		8.39				12.42					
24.0	Delaware D		s 3.10					s 8.48 ⁶²				s 12.50					
26.9	Paget DN		3.17			4.01		8.53				12.56					
33.6	Ashley D		3.27			4.11		s 9.02				1.04					
40.6	Cardington DN		f 3.37			4.21		s 9.12 ⁶³				1.11					
45.2	Edison DN		s 3.46			4.26		s 9.20				s 1.17					
52.3	St. James D		3.57			4.36		9.29				1.28					
57.7	Burt DN		4.03			4.43		9.34				1.33					
58.2	Galion		s 4.20		s 4.45	s 4.51		s 9.38		s 10.05		s 1.45			3.55		
59.1	Galion Yard DN	3.52	4.22	4.50	4.55	9.40	10.09					1.47			PM		
62.3	Crestline DN	3.57	s 4.40	4.57	5.02	s 9.46	10.13					s 1.58					
67.7	Vernon DN	4.04	4.50	5.06	5.12	9.53	10.20					2.06					
70.8	Shelby DN	4.08	s 4.59	5.11	5.17	s 9.58	10.23					s 2.13					
76.8	Shiloh																
83.1	Greenwich		f 5.20					s 10.12									
83.5	Boyd DN	4.21	5.22	5.36	5.42	10.13	11.36					2.29					
90.5	New London		s 5.33					s 10.22				2.37					
91.1	Hiles DN	4.29	5.35	5.51	5.56	10.24	10.44					2.38					
96.0	Rochester																
101.0	Huff DN	4.39	5.50	6.10	6.15	10.33	10.54					2.48					
101.5	Wellington		f 5.55	s 6.12				s 10.35				s 2.50					
108.5	La Grange																
112.6	Grafton DN	4.51	f 6.15	6.30	6.35	10.47 ⁶⁸ ₅₀	11.06					3.06					
117.3	North Eaton																
119.9	Columbia																
122.3	West View																
125.5	BE DN	5.05	6.35	6.50	7.00	11.00	11.20					3.20					
138.0	Cleveland DN	5.30	7.00	7.15	7.30	11.25	11.45					3.45					

(Continued on page 13)

EASTERN STANDARD TIME

BELLEFONTAINE AND COLUMBUS TO CLEVELAND—EAST

Miles from Indianapolis and Columbus	STATIONS	FIRST CLASS						
		104	48	12	16	124	24	18
		NEW YORK SPECIAL	CIN.-CLEV'D EXPRESS	SOUTHWESTERN LIMITED	OHIO STATE LIMITED	THE KNICKERBOCKER	THE KNICKERBOCKER	HUDSON RIVER EXPRESS
		Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily
143.0	Bellefontaine			5.33 ^{PM}			8.43 ^{PM}	
143.2	Sandusky Ave.DN			5.34			8.44	
144.4	BN. YardDN			5.37			8.47	
146.0	Turner							
149.4	Nelson							
152.0	Rushsylvania							
158.5	Ridgeway							
159.1	HayesDN			5.52			9.02	
161.6	Mt. Victory							
169.3	La RueD			6.01			9.11	
173.1	Agosta							
182.3	MarionDN			6.13			s 9.26	
184.0	Q							
192.0	Caledonia							
196.1	MartelDN			6.28			9.43	
		PM	PM		PM	PM		PM
	ColumbusDN	3.05	5.15		5.45	8.45		10.35
1.2	Fifth Ave.DN	3.08	5.20		5.48	8.48		10.39
4.5	Clintonville							
8.2	WorthingtonDN	3.16	s 5.31		5.56	8.56		10.48
15.9	Lewis CenterD	3.23	s 5.45		6.03	9.03 ⁴⁵		10.55
20.9	JonesDN	3.28	5.52		6.08 ³⁵	9.08		11.00
24.0	DelawareD		s 6.02 ³⁵			s 9.14		
26.9	PagetDN	3.31	6.20		6.11	9.20		11.03
33.6	AshleyD	3.37	s 6.29		6.18	9.27		11.09
40.6	CardingtonDN	3.43	s 6.40		6.25	9.33		11.15
45.2	EdisonDN	3.47	s 6.50		6.29	9.37 ⁶³		11.19
52.3	St. JamesD	3.53	s 7.01		6.36	9.44		11.26
57.7	BurtDN	3.58	7.09		6.41	9.49		11.32 ²⁵
58.2	Galion	s 4.07	s 7.20		s 6.44	s 9.53	s 9.58	s 11.36
59.1	Galion YardDN	4.09	7.22	6.43	6.46	9.55 ⁶⁰	10.00 ⁶⁰	11.41
62.3	CrestlineDN	s 4.15	s 7.35	6.49	6.52	10.00	10.05	s 11.55
67.7	VernonDN	4.22	f 7.44	6.55	6.58	10.05	10.11	12.05 ^{AM}
70.8	ShelbyDN	s 4.26	s 7.52	6.58	7.01	10.08	10.14	s 12.11
76.8	Shiloh		s 8.02					
83.1	Greenwich		s 8.13					
83.5	BoydDN	4.41	8.15	7.09	7.12	10.19	10.25	12.30
90.5	New London		s 8.26					
91.1	HilesDN	4.48	8.28	7.16	7.19	10.25	10.32	12.40
96.0	Rochester		f 8.36					
101.0	HuffDN	4.57	8.42	7.26	7.29	10.34	10.42	12.52
101.5	Wellington		s 8.45					
108.5	La Grange		f 8.57					
112.6	GraftonDN	5.07	s 9.05	7.37	7.40	10.45	10.53	1.05
117.3	North Eaton		9.15					
119.9	Columbia		9.20					
122.3	West View		9.25					
125.5	BEDN	5.20	9.30	7.51	7.54	10.56	11.06	1.20
138.0	ClevelandDN	5.45	10.00	8.15	8.18	11.20	11.30	1.45
		PM	PM	PM	PM	PM	PM	AM

CENTRAL STANDARD TIME

BELLEFONTAINE TO INDIANAPOLIS—WEST

Miles from Cleveland	STATIONS	FIRST CLASS							
		7	39	37	11	19	3	31	27
		INDIANA SPECIAL	MISSOURIAN	THE WINONA	SOUTHWESTERN LIMITED	ST. LOUIS EXPRESS	CLEVE.-ST. LOUIS SPECIAL	ST. LOUIS SPECIAL	THE GATEWAY
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
140.8	Bellefontaine	3.25 ^{AM}	5.20 ^{AM}		8.53 ^{AM}	11.20 ^{AM}	2.45 ^{PM}	8.45 ^{PM}	11.45 ^{PM}
150.4	De Graff	3.38	5.30		9.03	11.31	2.56	8.56	11.55
153.3	Quincy								
153.5	Morgan.....DN	3.43	5.34		9.07	11.35	3.00	9.00	11.59
156.8	Pemberton								
159.3	Mix								
163.7	Sidney	3.57				s11.47	s 3.15	s 9.13	
166.2	Spafford								
168.2	Hardin								
170.2	Lamb	4.06	5.51		9.24	11.55	3.23	9.21	12.18 ^{AM}
173.4	Houston								
177.4	Russia								
180.9	Harvard								
181.5	Versailles					s12.09 ^{PM}			
186.4	Dawn								
189.7	Ansonia.....DN	4.30	6.08		9.42	s12.21	3.43	9.40	12.37
193.4	Elroy								
198.8	Union City.....DN	s 4.45	6.17		9.50	s12.35	s 3.55 ^{PM}	s 9.53	12.47
202.7	Harrisville								
207.9	Winchester.....DN	s 5.00	6.26		9.59	s12.48	s 4.08	s10.06	12.57
215.8	Farmland								
218.8	Connor	5.14	6.36		10.09	1.00	4.21	10.17	1.07
219.9	Parker City								
223.3	Selma								
228.5	Vance	5.28	6.45		10.18	1.09	4.32	10.26	1.16
229.6	Muncie	s 5.45	s 6.50		s10.25	s 1.17	s 4.40	s10.40	s 1.22
232.7	Hart	5.51	6.55 ^{PM}		10.30	1.22	4.46	10.45	1.27
235.3	Yorktown								
240.0	Daleville								
242.3	Chesterfield								
245.7	Gridley	6.05	7.07		10.42	1.35	5.00	10.58	1.40
246.7	Delco	6.07	7.09		10.44	1.37	5.02	11.00	1.42
247.4	Anderson.....D	s 6.20	s 7.12	AM	s10.47	s 1.42	s 5.10	s11.10	s 1.45
247.9	South Anderson...DN			9.45					
250.9	Taft	6.27	7.18	9.50	10.53 ^{PM}	1.48	5.17	11.17	1.52
255.4	Pendleton			9.55					
257.3	Raleigh								
260.4	Ingalls								
262.3	David	6.38	7.28	10.02	11.03	1.59	5.28	11.28	2.03
263.1	Fortville								
268.0	McCordsville								
272.7	Ft. Benj. Harrison..	6.48	7.37	10.12	11.12	2.08	5.38	11.38	2.13
274.6	Lawrence								
277.8	Eastwood	6.53	7.42	10.17	11.17	2.13	5.43	11.43	2.18
279.1	Belt Jet.....DN	6.55	7.44	10.19	11.19	2.15	5.45	11.45	2.20
279.4	Brightwood								
281.9	Mass. Ave.								
283.8	Indianapolis.....DN	7.20 ^{AM}	8.00 ^{AM}	10.40 ^{AM}	11.35 ^{AM}	2.35 ^{PM}	6.10 ^{PM}	12.10 ^{AM}	2.40 ^{AM}

CENTRAL STANDARD TIME

INDIANAPOLIS TO BELLEFONTAINE—EAST

Miles from Indianapolis	STATIONS	FIRST CLASS															
		34		46		4		12		24		38		40		20	
		RAILWAY EXPRESS		ACCOMMODATION		NEW YORK SPECIAL		SOUTHWESTERN LIMITED		THE KNICKERBOCKER		THE WINONA		MISSOURIAN		CLEVE.-BUFFALO SPECIAL	
		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily	
		AM		AM		AM		PM		PM		PM		PM		PM	
.....	Indianapolis.....DN	4.35	..	6.30	..	11.00	..	1.45	..	5.00	..	5.50	..	10.55	..	11.00	..
1.9	Mass. Ave.....																
4.4	Brightwood.....																
4.7	Belt Jct.....DN	4.46	..	6.43	..	11.11	..	1.57	..	5.11	..	6.01	..	11.06	..	11.12	..
6.0	Eastwood.....DN	4.48	..	6.45	..	11.13	..	1.59	..	5.13	..	6.03	..	11.08	..	11.14	..
9.2	Lawrence.....			s 6.50													
11.1	Ft. Benj. Harrison...	4.53	..	6.53	..	11.18	..	2.04	..	5.18	..	6.08	..	11.13	..	11.20	..
15.8	McCordsville.....			f 7.01													
20.7	Fortville.....			s 7.08													
21.5	David.....	5.03	..	7.09	..	11.27	..	2.13	..	5.27	..	6.17	..	11.22	..	11.30	..
23.4	Ingalls.....			s 7.11													
26.5	Raleigh.....																
28.4	Pendleton.....			s 7.18													
32.9	Taft.....DN	5.13	..	7.24	..	11.37	..	2.23	..	5.37	..	6.27	..	11.32	..	11.41	..
35.1	South Anderson..DN											6.30					
36.4	Anderson.....D	s 5.25	..	s 7.40	..	s11.44	..	2.29	..	s 5.44	..	PM	..	s11.40	..	s11.52	..
37.1	Delco.....DN	5.27	..	7.42	..	11.45	..	2.31	..	5.45	..			11.42	..	11.54	..
38.1	Gridley.....DN	5.29	..	7.44	..	11.47	..	2.33	..	5.47	..			11.44	..	11.56	..
41.5	Chesterfield.....			s 7.48													
43.8	Daleville.....			s 7.52													
48.5	Yorktown.....			s 7.59													
51.1	Hart.....	5.42	..	8.03	..	11.59	..	2.45	..	5.59	..			11.56	..	12.10	AM
54.2	Muncie.....	s 5.55	..	s 8.15	..	s12.06	PM	s 2.53	..	s 6.07	..			s12.05	AM	s12.25	..
55.3	Vance.....DN	5.57	..	8.17	..	12.08	..	2.55	..	6.09	..			12.07	..	12.27	..
60.5	Selma.....			s 8.24													
63.9	Parker City.....			s 8.31													
65.0	Connor.....	6.08	..	8.33	..	12.18	..	3.06	..	6.19	..			12.18	..	12.37	..
68.0	Farmland.....			s 8.38													
75.9	Winchester.....DN	6.19	..	s 8.51	..	s12.30	⁶⁰	3.17	..	6.29	..			12.28	..	12.47	..
81.1	Harrisville.....																
85.0	Union City.....DN	6.28	..	s 9.05	..	s12.42	..	3.26	..	6.37	..			12.37	..	s12.57	..
90.4	Elroy.....																
94.1	Ansonia.....DN	6.40	⁶⁶	s 9.20	..	12.52	..	3.36	..	6.47	..			12.46	..	1.08	..
97.4	Dawn.....			f 9.25													
102.3	Versailles.....			s 9.33													
102.9	Harvard.....																
106.4	Russia.....			f 9.40													
110.4	Houston.....			s 9.47													
113.6	Lamb.....	6.59	..	9.52	..	1.09	..	3.54	..	7.05	..			1.04	..	1.26	..
115.6	Hardin.....																
117.6	Spafford.....																
120.1	Sidney.....	f 7.10	..	s10.05	..	s 1.17	..		..		..					1.35	..
124.5	Mix.....																
127.0	Pemberton.....			s10.17													
130.3	Morgan.....DN	7.22	..	10.22	..	1.28	..	4.11	..	7.21	..			1.21	..	1.46	..
130.5	Quincy.....			s10.24													
133.4	De Graff.....	7.25	..	s10.30	..	1.31	⁶⁶	4.14	..	7.24	..			1.24	..	1.49	..
143.0	Bellefontaine.....	7.40	..	10.45	..	1.45	..	4.30	..	7.40	..			1.40	..	2.10	..
		AM		AM		PM		PM		PM				AM		AM	

**CENTRAL STANDARD TIME
GOSHEN TO SOUTH ANDERSON—SOUTH**

Miles from Benton Harbor	STATIONS	FIRST CLASS				SECOND CLASS					
		37		9		53		55		71	
		THE WINONA		INDIANAPOLIS EXPRESS		LOCAL FREIGHT		LOCAL FREIGHT		CINCINNATI FREIGHT	
		Daily		Daily Ex. Sunday		Daily Ex. Sunday		Daily Ex. Sunday		Daily	
37.6	Benton Harbor.....	AM	11.55					AM			
52.7	South Bend.....	s 6.00	s 1.19 ^{PM}			AM		11.00			
	Elkhart.....	s 6.30	s 1.45			6.15		11.30			
62.6	Goshen..... DN	s 6.45	s 2.00			6.50		11.59 ⁵²			
64.6	Yost.....	6.48	2.03			6.55		12.03 ^{PM}			
68.6	New Paris..... DN	6.53	2.08			f 7.12		12.10			
73.6	Milford Jct..... DN	6.59	2.13			f 7.40		12.20			
74.8	Milford..... D	f 7.01	2.15			f 7.55					
80.3	Leesburg..... D	f 7.08	2.22			f 8.10		12.35			
86.3	Grandy.....	7.15	2.29			9.40 ⁵²		12.55			
87.0	Warsaw..... DN	s 7.20	s 2.35			f.....					
94.8	Claypool..... DN	7.31	s 2.47			f 10.08 ⁴⁴		1.20			
98.7	Silver Lake..... D	7.35	s 2.55			f 10.30		1.27			
101.6	Rose Hill.....										
106.4	North Manchester.. D	s 7.43 ⁵²	s 3.05			f 10.50		1.40			
108.9	Bolivar..... DN	7.49	3.10			11.40		1.50			
113.4	Urbana..... D	7.55	s 3.16			f 12.05 ^{PM}		2.00			
116.4	Speicher.....						AM				
120.7	Wabash..... D	s 8.10	s 3.32 ⁷¹⁻⁷⁴			2.15	6.30	3.32 ⁹⁻⁷⁴			
126.4	Treaty.....					PM	f.....				
130.9	La Fontaine..... D	s 8.22	3.45				f 7.10	4.20			
133.8	Fox.....										
140.0	Marion..... DN	s 8.40	s 4.00				f.....				
140.7	Kent..... DN	8.42 ⁴⁴	4.02				7.52	5.00			
145.7	Jonesboro..... D	s 8.49	s 4.09				f 8.15				
150.1	Fairmount..... D	s 8.57 ⁵⁵	s 4.17				f 8.27 ^{44 37}	5.25			
155.4	Summitville..... D	s 9.05	s 4.26				f 10.12 ⁵⁴	5.35			
160.8	Alexandria..... D	s 9.13 ⁵⁴	s 4.36				f 11.30				
162.4	Alda.....	9.16	4.39				11.50	6.05			
165.9	Linwood.....						f.....				
169.9	Dow..... DN	9.24	4.48				12.40 ^{74 PM}	6.50 ³⁸			
172.7	Anderson..... D	s 9.35	s 5.10 ¹⁰				1.15	7.10			
174.1	South Anderson.. DN	9.45	5.25				2.00	10.00			
		AM	PM				PM	PM			

CENTRAL STANDARD TIME SOUTH ANDERSON TO GOSHEN—NORTH

Miles from South Anderson	STATIONS	FIRST CLASS			SECOND CLASS					
		44	40	38	52	54	74			
		MICHIGAN EXPRESS	LOUISVILLE EXPRESS	THE WINONA	LOCAL FREIGHT	LOCAL FREIGHT	MICHIGAN FREIGHT			
		Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily			
	South Anderson . . . DN		PM 5.10	PM 6.30		AM 6.45	PM 12.15			
1.4	Anderson D	AM 7.50	5.20 ⁹	s 6.45		6.55	12.25			
4.2	Dow DN	7.55	PM	6.50 ⁷¹		7.05	12.40 ⁵⁵			
8.2	Linwood					f				
11.7	Alda	8.03		6.58		7.35	1.00			
13.3	Alexandria D	s 8.08 ⁵⁴		s 7.02		f 8.08 ⁴⁴				
18.7	Summitville D	s 8.17		s 7.10		f 10.12 ⁵⁵	1.20			
24.0	Fairmount D	s 8.27 ⁵⁵		s 7.17		f 10.40	1.35			
28.4	Jonesboro D	s 8.34		s 7.23		f 11.00	1.45			
33.4	Kent DN	8.42 ³⁷		7.29		11.15	2.10			
34.1	Marion DN	s 8.48		s 7.40		f				
40.3	Fox									
43.2	La Fontaine D	s 9.05		7.53		f 11.45	2.35			
47.7	Treaty				AM	f				
53.4	Wabash D	s 9.25		s 8.10	6.00	1.30	3.32 ⁹⁻⁷¹			
57.7	Speicher					PM				
60.7	Urbana D	s 9.37		8.20	f 6.30		4.35			
65.2	Bolivar DN	9.43		8.26	6.50		4.45			
67.7	NorthManchester . D	s 9.49		s 8.32	f 7.43 ³⁷		4.55			
72.5	Rose Hill									
75.4	Silver Lake D	s 10.02		8.41	f 8.05		5.15			
79.3	Claypool DN	s 10.08 ⁵⁸		8.46	f 8.15		5.25			
87.1	Warsaw DN	s 10.24		s 9.00	f					
87.8	Grandy	10.26		9.02	9.40 ⁵³		5.50			
93.8	Leesburg D	s 10.33		9.10	f 10.15					
99.3	Milford D	s 10.43		9.16	f 10.25					
100.5	Milford Jct. DN	10.45 ⁵²		9.18	10.45 ⁴⁴		6.20			
105.5	New Paris DN	s 10.52		9.25	f 11.35		6.30			
109.5	Yost	10.57		9.30	11.42		6.40			
111.5	Goshen DN	s 11.05		s 9.35	11.59 ⁷¹		7.00			
121.4	Elkhart	s 11.27		s 9.55	1.30		7.45			
136.5	South Bend	s 11.52		10.20	PM		9.00			
174.1	Benton Harbor . . .	1.30		PM			PM			

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		

