

**THERE IS ALWAYS TIME  
FOR COURTESY**

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**Make  
SAFETY  
Your  
POLICY**

**The  
New York Central  
Railroad Company**

**OHIO CENTRAL  
DIVISION**

**ILLINOIS DIVISION**

**INDIANAPOLIS  
TERMINAL**

**Time-Table  
No. 17**

**FOR EMPLOYEES ONLY**

**EFFECTIVE**

**1:01 A.M., Central Standard Time**

**2:01 A.M., Eastern Standard Time**

**Sunday, April 25, 1965**

**J. P. TANSEY**

**Transportation Superintendent  
Ohio Central Division**

**W. R. FOSTER**

**Transportation Superintendent  
Illinois Division**

**C. E. GRATZ**

**Terminal Superintendent  
Indianapolis Terminal**



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### **ATTENTION TRAIN AND ENGINE CREWS**

Always keep in mind that the customer is the BUYER and that it is your job to make every BUYER a satisfied customer. To that end, the following matters deserve your constant attention:

1. If an error or misstatement has been made somewhere along the route, put forth every effort to correct it. Nothing should be considered too trivial.
2. Ever be alert to the safety and comfort of your passengers, and freely give information and advice when requested. The aged, infirm and the young passenger traveling unaccompanied require special attention. Be helpful to them in every way possible, particularly in assisting them on and off trains, and occasionally inquire as to their comfort.
3. Protect both coach and sleeper passengers against undue noise or disturbance, particularly at night. Remember they pay to sleep.
4. The avoidance of arguments or friction with passengers is a test of your diplomacy. A calm and pleasant manner, regardless of the circumstances, is the best assurance of your success.
5. Keep posted on connecting line train service, arbitrary holds they have in effect for our trains, and advise passengers so as to avoid, as far as possible, any uneasiness on their part about missing connections, and when same is unavoidable, tell them what time the next connection is due to depart.
6. Cheerfully offer explanation of unusual delays and pass such information to other members of your crew — Brakeman, Porter, Sleeping Car, Pullman and Dining Car employes — so they too may advise passengers and when practicable RPO clerks. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.
7. Neatness of appearance and courtesy bespeak pride in your job, and create good-will for the Railroad.
8. Being considerate of others is the key to popularity. This applies to the institution and individual alike. Many of your passengers may be riding a train for their first time. This is especially true of the younger generation. Kind and attentive treatment to make them feel at home creates additional passenger traffic.
9. Remember that people traveling on passes have a right to that privilege, and are entitled to the same courteous treatment as other passengers. A satisfied "free-transportation" passenger is always a booster.
10. On crowded trains, New York Central employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.
11. Train Porter should keep coaches clean and in tidy condition at all times. Toilets particularly are the source of adverse comment. Inspect them frequently.
12. AVOID ROUGH HANDLING OF YOUR TRAIN. New York Central enginemen have an enviable reputation for smooth starting, running and stopping of their trains. Never lose sight of this feature, as passengers are more disposed to avoid the route that does not give them a smooth ride, than they are to exert the effort involved in registering complaints about it.
13. Of equal importance is SMOOTH HANDLING OF FREIGHT TRAINS. Rough handling results in damaged lading and delays due to damaged equipment, which creates dissatisfied customers.
14. On-time delivery of passengers, mail, express, and freight at destination is what the customers pay for and expect. Your best efforts, always within the zone of safety, should be extended to keep your trains on time.



### SPECIAL INSTRUCTIONS

Special instructions prefixed by letter or number relate to or modify a rule or portion of a rule of the Rules of the Operating Department or Supplement No. 1 of the Rules of the Operating Department with corresponding letter or number unless otherwise specified.

#### A. GENERAL.

Supplement No. 1 of Rules of the Operating Department is in effect October 25, 1964, and contains revisions and modifications of Rules of the Operating Department and new rules adopted after October 28, 1956.

**Revised Rules:** B-2, G, H, L-1, K-1, M, 3b, 11, 11a, 11b, 15, 18, 19, 26, 33, 34, S-90, 91a, 92, S-93, D-93a, 99, 101a, 103a, 109, D-152, 206a, 210, 211, 211a, 223, 281D, 305a, 512, 513, 514, 616a, 701, 703, 715, 877, 920, 927, 933, 938, 939.

**Modified Rules:** Definitions, 12, 14, 16, 104, 293, 295, 300, 317, 342.

**New Rules:** L-2, O, 11c, 296, 296A, 296B, 750, 751, 752, 753, 754, 755, 756, 921, Train Order Form Z, Additional Signal Aspects and Indications, Siding and Yard Switch Targets, Siding Derail Targets, Temporary Speed Board.

**Rules Deleted:** 33a, 100, 940, 942.

#### A1.

The title Transportation Superintendent will be used instead of Superintendent, excepting the title Terminal Superintendent will be used instead of Superintendent for Indianapolis Terminal.

#### Ohio Central Division

Lake Division between BR and BE.

Toledo Terminal District between Toledo and Rockwell Junction, Walbridge and Stanley Tower via Toledo Terminal R.R., C&O time-table between Rockwell Junction and Walbridge.

Toledo Division between Sandusky and Bay Junction.

Michigan Division between OD and Pearl St. Jackson. N. Y. C. and Erie Lackawanna.

Between Burt and Marion, the movement of trains will be under the direction of the Erie Lackawanna R. R. and between Cold Springs and Tates Point will be under the direction of the N. Y. C.

Between Glen Echo and Cold Springs, operation is under direction of Erie Lackawanna Railroad.

The employes of either company will be governed by the rules and time-table of their respective company.

Dayton Union Special Instructions between Second Street and Miami City Jct.

Cincinnati Terminal District between Gano and Ivorydale Jct.

Bremen and New Lexington trains run via P.R.R.

Spangler and Zanesville trains run via P.R.R.

Armitage and West Athens, trains run via C. & O. Ry. Hobson Jct. and Kanauga, trains run via C. & O. Ry.

Kanauga and Gallipolis, trains run via C. & O. Ry.

#### Illinois Division

Cincinnati Terminal District between Storrs Jct. and Wade.

B.&O. rules and time-table between North Vernon and Jeff Yard.

Pennsylvania Railroad rules and time-table between Hunt and Lebanon.

N&W rules and time-table between Altamont and Templeton.

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

Toledo Division time-table between "B" Tower, Elkhart and Yost.

Western Division time-table between "B" Tower and "WG" Elkhart.

Western Division Timetable governs between Indiana Harbor and Englewood.

Indiana Harbor Belt Timetable governs between Indiana Harbor and Osborn.

Rushville. Main track from the junction switch about 2000 feet north of B. & O. Crossing to the north end of N. Y. C. No. 8 track, about 250 feet south of P. R. R. Crossing will be used jointly by N&W and NYC trains. N. Y. C. trains moving within these limits will run as extra trains and will not require Clearance Form A or train orders. Trains will run expecting to find trains switching or occupying track within these limits. The normal position of switch at north end of joint track indicates proceed for N. Y. C.

N. Y. C. and G. M. & O. joint time-table between East Alton, Wann and Bridge Jct.

St. Louis Municipal Bridge rules between Gratiot St. St. Louis and Broadway St. East St. Louis.

T. R. R. A. rules and time-table between Granite City and St. Louis and Bridge Jct. and St. Louis.

C. & E. I. rules and time-table between Haley and Baker yard Terre Haute.

L. & N. rules and time-table between 8th Ave. and Howell.

Lenox: N. Y. C. trains using A. & S. Railroad will operate over these tracks prepared to stop short of train, obstruction, or switch not properly lined and not exceeding eight MPH.

#### Indianapolis Terminal

From Post, Hunter, and Grove to South College Avenue on the east and from 30th Street and AN to West Street on the west.

#### B2. LAWS AND REGULATIONS.

Indiana. Railroad crossings not protected by Interlocking Signals, trains or engines must come to a full stop not less than 40 feet nor more than 500 feet from a railroad crossing before entering upon or crossing such other track, until the way is known to be clear.

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

Illinois. At railroad crossings and junctions at grade, not interlocked, or when approaching a swing or drawbridge, in use as such, all trains shall be brought to a full stop before reaching the same and within 800 feet therefrom, and shall not proceed over crossing or swing or drawbridge, until the engineman or other person in charge of the engine attached to the train, has positively ascertained that the way is clear and that the train can safely resume its course.

#### Defective Cars.

Cars becoming defective enroute when loaded with live stock or perishable freight may be hauled by chains instead of couplers to next repair point, and when so hauled at the rear of caboose must be chained in addition to being coupled unless the air brakes are in service.

Other defective cars must not be hauled by chain in revenue trains or in association with cars commercially used, beyond the first side track.

#### K-1. DISCHARGE OF DUTY.

The use of televisions or radios other than those furnished for Railroad Operations is prohibited.

#### 1. STANDARD TIME.

Eastern Standard Time is in use except Central Standard Time is in use west of 30th Street and AN on Illinois Division.

### 3. STANDARD CLOCKS.

#### Ohio Central Division

- Galion Yard ..... Yard office.
- BN ..... Telegraph office.
- Bellefontaine ..... { Engine-house.  
YMCA.
- Ansonia ..... Telegraph office.
- South Anderson Yard ..... Yard office.
- Carey ..... Station.
- Columbus ..... { Enginemen's office  
Union station.
- Springfield Yard ..... Yard office.
- Springfield—Linden Ave. .... Telegraph office.
- Moraine ..... Yard office.
- Middletown Yard ..... Yard office.
- Jackson ..... Pearl St.
- Van Wert Yard ..... Yard office.
- Stanley Yard ..... { Telegraph office.  
Diesel shop.
- West Columbus ..... { Yard office.  
Engine-house.
- Bucyrus Yard ..... Yard office.
- Corning ..... Telegraph office.
- Fultonham ..... Telegraph office.
- Hobson ..... Telegraph office.
- Charleston ..... { Yard office.  
Dispatcher's office.
- Dickinson ..... Telegraph office.

#### Illinois Division

- Lawrenceburg ..... Station.
- Connersville ..... Station.
- Greensburg ..... Station.
- Kankakee ..... Station.
- Jeffersonville ..... Yard office.
- South Anderson Yard ..... { Yard office.  
Enginehouse.
- Marion ..... Station.
- Wabash ..... Station.
- Lyons Yard ..... { Yard office.  
Enginehouse.
- Duane ..... { Yard office.  
Engine-house.
- Midland ..... Yard office.
- Mattoon ..... { Yard office.  
Engine-house.
- Hillsboro ..... Station.
- Mt. Carmel ..... { Engine-house.  
Yard office.
- Harrisburg Yard ..... { Yard office.  
Engine-house.
- Cairo ..... Yard office.
- Ashby Yard ..... { Engine-house.  
Yard office.

#### Indianapolis Terminal

- Union Station ..... { Yardmaster's  
Office
- Middle Hill Yard ..... { Yardmaster's  
Office
- West Side ..... { Yardmaster's  
Office
- Big Four Yard ..... East End Yard Office
- Big Four Yard ..... Hump Office Bldg.

#### 12. HAND, FLAG AND LAMP SIGNALS.

Unless otherwise provided, main track switch tenders will use green signals for main track movements and yellow signals for crossover or diverging movements and must use red signals when necessary to stop a train or engine.

#### Ohio Central Division

West Columbus: Trains and engines arriving yard from or departing to, Western Branch No. 1 or No. 2 main tracks must receive proceed signal from switchtender with green flag by day and green light by night.

Trains and engines arriving yard from, or departing yard to, other than Western Branch main tracks, and all other crossover movements must receive proceed signal from switchtender with yellow flag by day and yellow light by night.

Columbus: At Third St., trains and engines must not foul or pass switches until signaled by switchtender.

Union Station switchtenders will use green signal for Eastward movements and yellow signal for Westward movements.

BN: Trains and engines must not foul or pass switches until given hand signal or verbal permission by Signalman BN, except trains moving with current of traffic and receiving Rule 281 or 285 will proceed on signal indication.

#### 13. EMERGENCY SIGNALS AT INTERLOCKINGS AND OTHER POINTS.

#### Ohio Central Division

Emergency horn signals are in use at Marion, Delco, HV Tower, SA Tower Stanley, F. Tower Fostoria, BJ Tower Grandview, WF Tower Frankfort Street.

Institute: Klaxon Horns located on Southward manual block signal and on Signal No. 46162. When sounded, trains and engines operating on side tracks must stop and will not move until instructed by plant guard or other authorized person.

#### 21a. OMISSION OF WHITE SIGNALS.

#### Ohio Central Division

Display of white signals will be omitted.

#### Illinois Division

Display of white signals may be omitted between Wade and Kankakee, Craig and Columbus, Fairland and Franklin, Valley Jct. and Connersville, Terre Haute and Taylor, AN and Lenox, Mt. Carmel and Evansville, Harrisburg and Cairo.

#### 31. ENGINE WHISTLE AND BELL.

Indianapolis Terminal: Whistling for public crossings in the city limits are restricted at crossings where flashers, gates, bells, flagmen or crossing watchmen are located.



83. TRAIN REGISTERS.

Ohio Central Division

- Sandusky ..... Station.
- Carey ..... Station.
- Stanley Yard ..... Telegraph office.
- Ridgeway ..... Telegraph office.
- West Columbus ..... Yard office.
- Bucyrus Yard ..... Yard office.
- Thurston ..... Telegraph office.
- Bremen ..... Telegraph office.
- New Lexington ..... Telegraph office.
- Corning ..... Telegraph office.
- Fultonham ..... Telegraph office.
- Hobson ..... Telegraph office.
- Kanauga ..... Telegraph office.
- Dickinson ..... Telegraph office.

Ridgeway, Thurston, Bremen, New Lexington, Hobson and Kanauga: Operators will register trains if signals are not and have not been displayed.

Corning: Southern Branch. Second class and extra trains register by phone.

Charleston: Engines or trains with initial station at Bigley Avenue Junction, Morris Street Junction or Bridge Junction will verbally ascertain from the Train Dispatcher whether all trains due which are superior or of the same class have arrived or left.

Illinois Division

- Kankakee ..... Station.
- \*South Anderson Yd. .... Yard Office
- "KY" Anderson ..... Station.
- Highland ..... Station.
- Wyton ..... Station.
- Lyons Yard ..... Yard office.
- Mt. Carmel ..... Station.
- Harrisburg Yard ..... Yard office.

\* South Anderson Yard is a register station only for Michigan Branch trains originating or terminating.

At Kankakee, "KY", Wyton and Highland trains will be registered by the operator if signals for a section are not and have not been displayed.

Indianapolis Terminal

- Big Four Yard. .... { East End  
(For P&E Trains only) } Yard office

83d. CLEARING OF TRAINS.

On two or more tracks, trains will be cleared at initial stations by signal indication except:

Ohio Central Division

BE: Westward trains will not be required to receive Clearance Form A at BE except with train orders.

Galion Yard: Trains starting will secure verbal clearance from signalman at Crestline.

Ridgeway: Westward trains form Central Sub-division connection at Ridgeway will not be required to receive Clearance Form A except with train orders.

Muncie: Trains needing clearance will be cleared verbally through Vance.

South Anderson Yard: Extra trains starting must secure verbal clearance from Gridley.

Columbus: All trains starting must receive verbal clearance from signalman CD office.

Linden Avenue, Springfield: All trains starting must receive verbal clearance from operator.

Middletown Yard: Trains starting must receive verbal clearance from signalman at M. & C. Jct.

Dayton Yard: Trains starting will receive verbal clearance from signalman Bates Point.

Moraine: Trains starting during hours office is closed will secure verbal clearance from signalman Bates Point.

Bellefontaine: All trains must receive verbal clearance from signalman at BN.

Berwick: Ohio Sub-division trains leaving Central Sub-division main track at Berwick must not occupy Ohio Sub-division main track without permission from dispatcher at Columbus.

Jackson: Southward trains starting will receive verbal clearance from the operator at "XN" and be governed by signal indication at "OD".

Van Wert Yard: Trains starting during hours office is closed must receive Clearance Form A from signalman at interlocking station Van Wert.

Glen Echo and Cold Springs via Erie Lackawanna R. R.: Trains must not leave without train orders and/or Clearance Form A.

Kenton: Trains starting will receive verbal clearance from operator at Ridgeway.

Trains will not leave the following stations without Clearance Form A.

- Bryan ..... All trains during hours office is open.
- North Findlay .. All trains.
- Stanley Yard. .... Trains departing from yards S, O, and K during hours Stanley yard telegraph office is closed will receive verbal clearance from Operator Stanley Tower.
- Grandview ..... Northward Ohio Sub-division trains.
- "F" Fostoria ... All trains.
- Frankfort St. ... All Southward trains. Engines to Truro or East Columbus.
- Thurston ..... All trains during the hours office is open.
- Bremen ..... All trains.
- New Lexington. . All trains.
- Corning ..... During Hours office is open.  
All trains.
- Kanauga ..... All Southward trains.

Trains will not receive Clearance Form A at the following stations:

Stanley Yard: (Eastern Branch) Trains and engines must not occupy main track at switch at crossover lead to yard S, or at SO switch at yards S and O lead without permission from train dispatcher.

Berwick: Northward Ohio Sub-division trains must not occupy Central Sub-division main track at junction switch without permission from train dispatcher, and Southward Ohio Sub-division trains must report to train dispatcher when clear of Central Sub-division main track at junction switch.

Swiss: Northward trains must not leave without permission from signalman at DB Tower.

Illinois Division

Valley Jct.: Trains or engines to or from points between Valley Jct. and Beeson must secure verbal clearance from Wade.

Altamont: Eastward trains are relieved from receiving Clearance Form A.

Anderson, KY: Northward trains must receive Clearance Form A.

South Anderson Yard: Second class and extra trains must secure verbal clearance from signalman at KY.

Sheff: Northward trains other than passenger, performing work within yard limits must secure verbal clearance from the Signalman before departure.

Highland: Southward trains must receive Clearance Form A.

Hartsdale: Trains departing must receive Clearance Form A during hours that Train Order Office is open. When Train Order Office is closed trains departing must secure a verbal clearance from Signalman Highland.

Greensburg: Northward and Southward trains must secure verbal clearance before departing.

Duane Yard: Trains or engines starting must receive verbal Clearance from signalman at Terre Haute.

Trains or engines doing work at Duane Yard must not leave without permission from signalman at Terre Haute.

Mattoon: Trains starting, must receive verbal clearance from signalman.

Home: C. & E. I. trains starting must obtain verbal clearance from signalman at Lenox.

Pana: C. & E. I. trains starting are not required to receive Clearance Form A.

Hillsboro: Trains starting will not be required to receive Clearance Form A except with train orders.

Lyons Yard: Permission must be received from signalman at Lyons Yard before departing from south end of yard.

Midland: Northward freight trains doing work must not leave without permission from signalman at A Tower.

Harrisburg: Northward trains must call the signalman before departing from North end.

Mt. Carmel: Clearance Form A must be obtained by all trains from signalman at TJ.

Harwood: Southward trains and engines operating between Harwood and Eighth Avenue must secure verbal permission from signalman at Eighth Avenue before fouling automatic interlocking at Harwood.

Northward trains and engines, except NYC, operating between Eighth Avenue and Harwood, after clearing automatic interlocking at Harwood, must immediately report clear to signalman at Eighth Avenue.

Signalman at Eighth Avenue will accept office indication for northward NYC trains clearing Harwood interlocking and northward NYC trains will not pass Harwood without entire train before first notifying signalman at Eighth Avenue. Signalman must obtain authority from train dispatcher.

Ledford, unless otherwise provided, northward trains and engines must stop at south switch call signalman at Harrisburg Yard and get permission before proceeding.

Rincon: Northward trains and engines must stop to clear north end of siding at P. R. R. crossing, call signalman and get permission before proceeding.

Petersburg, Southward trains and engines must stop just north of first road crossing, north of the North Wye, call signalman at Ashby Yard and get permission before proceeding.

Gudgel, unless otherwise provided, northward trains and engines must stop at south switch call signalman at Oakland City and get permission before proceeding.

Indianapolis Terminal

MY: Trains and engines starting must secure verbal clearance before departing.

IJ: Westward trains starting must receive Clearance Form A.

KD: Westward trains via Belt Railroad must receive Clearance Form A.

Belt Crossing—Trains making a main-track change at Hill Yard must receive verbal clearance from Signalman before departing Grove.

Union Station—Ohio Central Division and Illinois Division Eastward first class and passenger extra trains must receive verbal clearance from Train Director, I. U. Tower, by dialing 285 on I. U. PAX telephone.

FIXED SIGNALS REMOTELY CONTROLLED.

Illinois Division

Location	Control Point
Leesburg	Warsaw
Grandy	Warsaw
Greensburg (North)	Greensburg
Craig	Greensburg
Jackson St. (Danville)	Wyton
Hunter	DX
Worthington (North end of siding)	Worthington
Eighth Ave. (North)	Eighth Ave.

93. YARD LIMITS.

Ohio Central Division

Galion	Bellefontaine
Marion	Muncie
Anderson (Terminal)	Dayton
Delaware to Ostrander	Moraine
Columbus	Middletown
Carey	Cincinnati (Terminal)
Carey to VanLue	OD
Springfield	Bryan
Springfield to Mechanics- burg	Van Wert
Kenton	Ansonia (Northern Line)
	Bellefontaine to Belle Center

Movements between Taft and Gridley via South Anderson Yard will be made under supervision of the signalmen at Gridley.

Fifth Avenue and Park Street (420 feet west) movements with the current of traffic will be made with reference to other trains in the same direction, irrespective of class, prepared to stop short of train or obstruction.

Stanley Yard (Western Branch).

Bowling Green, Mile Post 19.61 - 22.95

Findlay to Hancock.

Kenton to Mentzer.

Marysville to Scottslawn: 8:00 a.m. to 8:00 p.m. daily except Sunday.



West Columbus: Between Highway and Truro.  
 East Columbus: Between Truro and Woodland Ave.  
 Between Basil and Thurston.  
 Corning: Between Adams St. and BK.  
 Stanley Yard: Between Main St. and south end yards (Eastern Branch).  
 Fostoria.  
 Between Spore and Bucyrus.  
 Between Mt. Gilead Jct. to Mt. Gilead.  
 Heath.  
 Between Fultonham and Spangler.  
 Between Fultonham and Tropic.  
 Between Glouster and Buckingham (MP 83.4).  
 Between Armitage and Grosvenor.  
 Between Hobson and Hobson Jct.  
 Between Nitro and Institute.  
 Charleston: Between Shorr and Stuart.  
 Between Belle and Dickinson.  
 Alloy.  
 Between Glen Ferris and Gauley Bridge.  
 Swiss.  
 Between Bigley Ave. Jct. and City Limits (Hitop Branch).

Northward trains delayed at Truro and northward engines must obtain permission from signalman at Frankfort St. for movement to Bannon. Signalman at Bannon must obtain permission from signalman at Frankfort St. to permit southward movements at Bannon. Signalman at Frankfort St. will obtain permission from train dispatcher for all movements between Truro and Bannon.

**Illinois Division**

Greensburg.	Terre Haute.
Altamont.	Paris (Midland).
Kankakee.	Hillsboro to Litchfield.
Warsaw.	Lyons (Danville, Ill.).
Wabash.	Robinson.
Marion.	Lawrenceville.
Connersville to Beeson.	St. Francisville to Vincennes
Lawrenceburg Jct. to Aurora	Mt. Carmel.
Craig to Columbus.	Harwood to Eighth Ave.
Fairland to Franklin.	Carmi.
Anderson.	Harrisburg to Ledford.
Rushville.	Stonefort.
North Vernon.	Cairo to Mound City
Sheff.	Worthington to Rincon.
Schneider.	Petersburg.
Between St. John and MP 6.3.	Gudgel to Oakland City. Taylor.

Between Kankakee and Kankakee Jct. movements will be made only on authority of Signalman at Kankakee.

Movements between Greensburg and Craig will be made on authority from Signalman at Greensburg.

Danville Branch, MP 12: Southward trains and engines must stop at end of double track at MP 12, call signalman at Highland and get permission before proceeding.

**Indianapolis Terminal**

Post to AN  
 MY to Hunt  
 30th St. to Grove  
 Hunter to DX  
 Clermont to Brant

**D93a. MOVEMENTS AGAINST THE CURRENT OF TRAFFIC.**

May be made without train order when authorized by dispatcher between:

**Ohio Central Division**

- (a) Marion (AC interlocking) and Great Lakes Char switch about two miles west of Marion, on No. 1 track only, by permission of the signalman at Marion (AC tower).
- (b) Turner and BN, by permission of signalman.
- (c) BN and Bellefontaine Interlocking Station under supervision of signalman at BN.
- (d) Springfield Yard and Fountain Avenue, Springfield on signal indication under the supervision of signalman at Linden Avenue.
- (e) M&C Junction and Westward Signal East of Wildwood Ave., Middletown on No. 1 track under supervision of signalman at M&C Junction on signal indication.
- (f) Muncie between crossover west end Hart Yard and Vance under supervision of signalman Vance.
- (g) B. & O. R. R. Tower and Frankfort Street under supervision of Yardmaster.
- (h) Frankfort Street and Bannon by permission of signalman at Frankfort Street.
- (i) At Fifth Ave. on signal indication; at Fourth Street on signal from switchtender. All such movements must be made under supervision of yardmaster.
- (j) Shorr and Stuart under supervision of yard master.

**Illinois Division**

- (a) Preston and Terre Haute on permission from Signalman at Terre Haute.
- (b) Terre Haute, eastward trains or engines between end of double track and passenger station on Signal indication.

**Indianapolis Terminal**

- (a) DX and Post under supervision of the signalman at DX.
- (b) Belt Crossing and S. College Ave. by permission of the signalman at Belt Crossing.
- (c) Mass. Ave. and DX on No. 1 track by permission of signalman at Mass. Ave.
- (d) West Street and KD by permission of signalman at IJ.

**S-97. EXTRA TRAINS**

**Ohio Central Division**

Extra trains may be run without train orders between Taft and Gridley via South Anderson Yard and Cement City and Brooklyn, Fultonham and Tropic, Fultonham and Spangler, Scottslawn and Marysville, Bannon and Truro, Nitro and Institute, Dickinson and Belle, on authority of train dispatcher.

**Illinois Division**

Extra trains may be run without train orders between Lawrenceburg Jct. and Lawrenceburg, Connersville and Beeson, Craig and Columbus, Fairland and Franklin, Kankakee and West K&S switch Kankakee, Hillsboro and Litchfield, St. Francisville and Vincennes, Harwood and Eighth Avenue, on authority of Train Dispatcher.

**98. RAILROAD CROSSINGS AT GRADE.**

NOTE: Railroad crossings at grade not protected by interlocking signals are shown under Rule 297.

**Ohio Central Division**

Location	Railroad	Signals
Grafton	B. & O.	Interlocking.
Huff	N&W	Interlocking.
Hiles	A. C. & Y.	Interlocking.
Boyd	B. & O.	Interlocking.
Shelby	B. & O.	Interlocking.
Crestline	P. R. R.	Interlocking.
Burt	Erie Lackawanna	Interlocking.
Edison	N. Y. C.	Interlocking.
Worthington	N&W	Interlocking.
Martel	N. Y. C.	Interlocking.
Marion	{ N&W C. & O. Erie Lackawanna	{ Interlocking. Interlocking. Interlocking.
Ridgeway	N. Y. C.	Interlocking.
Morgan	D. T. & I.	Interlocking.
Ansonia	N. Y. C.	Interlocking.
Union City	P. R. R.	Interlocking.
Winchester	P. R. R.	Auto. Interlocking.
Vance	P. R. R.	Interlocking.
Muncie	N&W	Interlocking.
Gridley (Cut-off)	P. R. R.	Interlocking.
Delco	P. R. R.	Interlocking.
Anderson (0.9 mile west)	C. I.	Interlocking.
Bay Jct.	N&W	Interlocking.
Clyde	N&W	Automatic Interlocking.
Green Springs Jct.	N&W	Interlocking.
Tiffin	{ B. & O. P. R. R.	{ Interlocking. Interlocking.
Carey	{ A. C. & Y. C. & O.	{ Auto. Interlocking. Auto. Interlocking.
Forest	P. R. R.	Interlocking.
Sands	Erie Lackawanna	Interlocking.
Bellefontaine	N. Y. C.	Interlocking.
Urbana (Pit Track)	Erie Lackawanna	Interlocking.
H. V. Tower	{ C. & O. P. R. R.	{ Interlocking. Interlocking.
Grandview	N. Y. C.	Interlocking.
Miami Crossing	P. R. R.	Interlocking.
London	P. R. R.	Interlocking.
Carney	D. T. & I.	Interlocking.
East Street	D. T. & I.	Interlocking.
Tates Point	B. & O.	Interlocking.
M. & C. Jct.	{ P. R. R. A. R. M.	{ Interlocking. Interlocking.
Alvordton	N&W	Interlocking.
West Unity (0.6 mile south)	N&W	Auto. Interlocking.
Bryan	N. Y. C.	Interlocking.
Sherwood	B. & O.	Interlocking.
Cecil	N&W	Auto. Interlocking.
Latty	N&W	Auto. Interlocking.
Van Wert	P. R. R.	Interlocking.
Ohio City	{ N&W Erie Lackawanna	{ Interlocking. Interlocking.
Celina	N&W	Interlocking.
Meekers	P. R. R.	Automatic Interlocking.
Penn.	P. R. R.	Interlocking.
West Manchester	P. R. R.	Interlocking.
Carlisle	B. & O.	Interlocking.
Delaware (1.5 miles west Ostrander Line)	C. & O.	Interlocking.
St. Marys (1.2 miles south)	N&W	Interlocking.

Location	Railroad	Signals
Wapakoneta	B. & O.	Interlocking.
Slater	D. T. & I.	Interlocking.
Maitland, Erie Lackawanna R.R.	D. T. & I.	Interlocking.
Galatea	B. & O.	Interlocking.
Mortimer	N&W	Auto. Interlocking.
North Findlay	N&W	Interlocking.
Arlington	A. C. & Y.	Automatic Interlocking.
Dunkirk	P. R. R.	Interlocking.
Kenton	Erie Lackawanna	Interlocking.
Peoria	Erie Lackawanna	Automatic Interlocking.
Mounds	P. R. R.	Interlocking.
West Columbus	B. & O.	Interlocking.
LM Tower	P. R. R.-C. & O.	Interlocking.
Frankfort St.	C. & O.	Interlocking.
Bannon	N. & W.	Interlocking.
East Columbus	B. & O.	Interlocking.
Armitage	C. & O.	Auto. Interlocking.
Stanley Tower	T. T.	Interlocking.
Fostoria	{ N&W (L. E. & W.) N&W C. & O. B. & O.	{ Interlocking. Interlocking. Interlocking. Interlocking.
Sycamore	A. C. & Y.	Automatic Interlocking.
Bucyrus	P. R. R. & N&W	Interlocking.
Martel	{ Erie Lackawanna N. Y. C.	{ Interlocking. Interlocking.
Centerburg	P. R. R.	Automatic Interlocking.
Heath	B. & O.	Interlocking.
Darlington	P. R. R.	Automatic Interlocking.
Grosvenor	B. & O.	Interlocking.

STOP signal at locations shown below may be passed only on hand signal from trainman located at crossing, after complying with instructions posted adjacent thereto. Such signal must not be given unless route is clear and it is evident there are no trains approaching on other road. Movement must be made at restricted speed.

Urbana (Pit track), Delaware, Celina, St. Marys, Wapakoneta and Slater; interlocking will be normally against N. Y. C. (Ohio Sub-division).

C. I. R. R. Anderson, interlocking normally lined for N. Y. C. movements.

**Illinois Division**

Location	Railroad	Signals
Vine	P. R. R.	Interlocking.
Colfax	P. R. R.	Interlocking.
Clarks Hill	N&W	Interlocking.
Lafayette Jct.	{ N&W Monon	{ Interlocking. Interlocking.
Sheff	N. Y. C.	Interlocking.
Sheldon	T. P. & W.	Automatic Interlocking.
St. Anne	C. & E. I.	Automatic Interlocking.
Kankakee Jct.	I. C.	Interlocking.
New Paris Jct.	N&W	Automatic Interlocking.
Milford Jct.	B. & O.	Interlocking.
Warsaw	P. R. R.	Interlocking.
Claypool	N&W	Automatic Interlocking.
Bolivar	E. L.	Interlocking.



Location	Railroad	Signals
Marion	N&W	Interlocking.
Marion (yard track)	C. & O.	Interlocking.
Kent	P. R. R.	Interlocking.
Alexandria	N&W	Interlocking.
Dow	P. R. R.	Interlocking.
Anderson	N. Y. C.	Interlocking.
Shirley	N. Y. C.	Automatic Interlocking.
Rushville	B. & O.	Interlocking.
Greensburg	N. Y. C.	Interlocking.
Troy	B. & O. (2 crossings)	Interlocking.
Hewitt	P. R. R.	Interlocking.
Lynn	P. R. R.	Automatic Interlocking.
Losantville	C. & O.	Interlocking.
Dearborn	B. & O.	Interlocking.
Osborn	N&W	Interlocking.
Highland	E. L. & C. & O.	Interlocking.
Hays	G. T. W.	Interlocking.
St. John	Monon	Automatic Interlocking.
Schneider	N. Y. C.	Interlocking.
Kentland	P. R. R.	Interlocking.
Handy	N&W	Automatic Interlocking.
Cobb	B. & O.	Interlocking.
Burnett	C. & E. I.	Interlocking.
Preston	{ P. R. R. .... Interlocking. Milw. .... Interlocking.	
Haley	C. & E. I.	Interlocking.
Midland	{ P. R. R. .... Interlocking. N. Y. C. .... Interlocking.	
Charleston	N&W	Interlocking.
Karl	I. C.	Interlocking.
Tower Hill	B. & O.	Interlocking.
Pana	I. C.	Interlocking.
Litchfield	{ I. C. .... Automatic Interlocking. N&W .... Automatic Interlocking. C. B. & Q. .... Automatic Interlocking.	
Wyton	P. & E.	Interlocking.
WR	C. & E. I.	Automatic Interlocking.
Ridge Farm	N&W	Automatic Interlocking.
Rose	B. & O.	Automatic Interlocking.
Midland	P. R. R.	Interlocking.
Owen	I. C.	Automatic Interlocking.
Lawrenceville Jct.	B. & O.	Interlocking.
Mt. Carmel	Southern	Interlocking.
Harwood	I. C.	Automatic Interlocking.
Grays	I. C.	Automatic Interlocking.
Carmi	L. & N.	Interlocking.
Norris City	B. & O.	Automatic Interlocking.
Eldorado	L. & N.	Automatic Interlocking.
Forman	C. B. & Q.	Automatic Interlocking.
Terre Haute (Vigo)	P. R. R.	Interlocking.
Spring Hill	{ Milw. .... Interlocking. C. & E. I. .... Interlocking.	
Clay City	Monon	Interlocking.
Chappell	B. & O.	Automatic Interlocking.
Oakland City	Southern	Interlocking.

**Indianapolis Terminal**

Location	Railroad	Signals
DX	Belt	Interlocking.
IJ	Yard track	Interlocking.
KD	Belt	Interlocking.
BX	Belt	Interlocking.
Belt Crossing	Belt	Interlocking.

**103. PUBLIC CROSSINGS AT GRADE.**

**Automatic Flashing Light Signals with or without gates.**

At all crossings where signs are provided on other than main tracks to indicate "End of Circuit," trains and engines operating on such tracks must proceed past sign located adjacent to track and approximately fifty feet from crossing prepared to stop and not cross the highway until gates are in horizontal position. Where flashing light signals are in service without gates, the flashing lights must be operating for at least 20 seconds.

At all crossings where signs are provided on main tracks to indicate "End of Circuit" trains and engines stopping on main tracks must stop back of sign. When starting, if gates are raised or flashing lights not operating, trains or engines must proceed past sign prepared to stop and not cross highway until gates are in horizontal position. Where flashing light signals are in service without gates, flashing lights must be operating for at least 20 seconds.

Where highway control boxes are provided, pushbuttons must be operated in accordance with instructions posted in control box.

**Ohio Central Division**

Bellefontaine—Trains stopping east of Garfield St. must not exceed 15 Miles Per Hour until head end passes Chilli-cothe St.

Bellefontaine to Belle Center: All crews must ascertain that automatic protection is working before crossing road crossings.

Dayton—Eastward trains and engines operating with current of traffic when moving over Bridge 169 (Miami River) at 15 miles per hour or less, must not exceed Slow Speed passing signal 2092 west of Chapel Road.

West Carrollton—Movements against the current of traffic on No. 1 track must not exceed 20 Miles Per Hour from eastward signal, 1200 feet west of Elm Street, to Elm Street. Applies to head end of train only.

When main track switch to Kimberly-Clark Company is in reverse or open position, all engine and train movements on No. 2 main track must stop before fouling the Bellebrook Road and/or the Alexandersville-Bellebrook Road crossings and not cross these roads until automatic flashing light signals have been operating for at least 20 seconds.

Columbus, Whittier Street: When northward home signal at Frankfort Street does not indicate proceed, trains or engines moving northward on either No. 1 or No. 2 track must stop one-hundred (100) feet south of Whittier Street and must not proceed over Whittier Street until interlocking signal indicates proceed and must then move promptly.

Trains or engines must not call for signal at Frankfort Street Interlocking until ready to make prompt movement over Whittier Street.

Trains and engines must stop before moving over the following crossings:

Delaware—Liberty and Sandusky Streets. Must be protected by member of crew.

Tiffin—North Monroe Street.

Bellefontaine—Everett St. (St. Marys Branch).

Sherwood—Crews using B. & O. interchange track must protect Highway No. 127 before passing over same.

Latty—When necessary for crews delivering cars to N&W to use No. 1 track east of highway No. 127 cars must be left east of flasher circuit. Circuit marker consisting of yellow marker south of track is located approximately eight hundred fifteen feet (815) east of highway.

Russells Point—State Route 720.

In addition to automatic operation, controllers are provided for manual control of flashing light signals at the following crossings.

- Bucyrus, Ohio ..... Hopley Avenue.
- Baltimore, Ohio ..... Main Street.
- Corning, Ohio ..... Main Street.
- Nitro, W. Va. .... 42nd Street.
- Glasgow, W. Va. .... 3rd Street.

Member of train or yard crew, when making switching movement, will operate controllers in accordance with instructions posted at the crossings.

Trains or engines using other than main tracks at the following locations will approach the following crossings prepared to stop:

**Ohio Central Division**

**BE to Post:**

- Martel—Main St.
- Caledonia—High St.
- LaRue—Chestnut St. and High St.
- Farmland—Plum, Main and Mulberry Sts.
- Parker City—Fulton St.
- Anderson (Delco Siding)—Columbus Ave., Jefferson St., Noble St., Walnut St., and Pearl St.
- Fortville—Main St. and Lapel Road.

**Burt to Gano:**

- London—Maple St.
- Miamisburg—Kercher St.

**Stanley to West Columbus:**

- Findlay—Crystal Ave.
- Stonington—McKinley Ave.

**Carlisle Jct. to Jackson:**

- Hudson—Mechanic St.
- Bryan—Mulberry and High Sts. and Bryan St.
- Ney—Main St.
- Paulding—Jackson St.
- Latty—Second St.
- Scott—Blaine St.
- Rockford—Second St.
- Celina—Wayne St.
- Coldwater—Main St.
- Farmersville—Center St.

**Illinois Division**

Trains or engines must not call for signals at Osborn Interlocking until ready to move across highway and must move promptly when signal indicates proceed.

Osborn ..... 171st Street and 173rd Street.

Northward trains on Track No. 2 stopping to cut off cars for Gibson must leave train south of sign located 300 ft. south of 173rd Street.

Trainman must flag trains or engines over the following crossings:

**Ohio Central Division**

- Springfield ..... Belmont Ave.
- Russells Point ..... State Route 708.
- Truro to Woodland Ave.. All Street Crossings.
- Spangler ..... Maysville Avenue.
- Rendville ..... Z. & W.—Route 13.

**Illinois Division**

- Meridian St.—Norway Track, Lebanon.
- Fowler—State Route No. 52.

- North Broadway St., Anderson
- U. S. Highway No. 52 Rushville.
- Hoosier St., North Vernon.
- U. S. Highway No. 50 Horn track Fernbank.
- U. S. Highway No. 52 west of Metamora.
- State Highway No. 9 west of Hope.
- Fourteenth Street } Columbus.
- Sixteenth Street }
- Seventeenth Street }
- Fourth Street, Fifth Street } Connersville
- Sixth Street, Eighteenth St., } State Highway No. 1
- Kennedy Avenue—Hartsdale.

Terre Haute—Trains and engines approaching U. S. Route 41 and 150 South Third Street, must not exceed 12 miles per hour.

Taylor—Indicators are located on each side of Highway U.S. 41. Yellow indication will be displayed when flashers are operating. Trains and engines must not move over crossing until proper indication is displayed. In case of failure to receive proper indication, movement must be protected by member of crew.

**103a. REVERSE MOVEMENT OVER PUBLIC CROSSINGS AT GRADE.**

**Indianapolis Terminal**

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

Northwestern Avenue, Old Main and Mill Street Power and Light track crossing: Stop at "End of Circuit" sign then proceed over crossing when Indicator displays yellow indication.

**104a. NORMAL POSITION OF SWITCHES.**

**Ohio Central Division**

Carey to Vanlue: Trains or engines must approach main track switch, A.C.&Y. interchange, expecting to find switch lined for interchange track.

OD: South switch at "OD" normally lined for Ohio Sub-division. Other switches at "OD" are within TCS Territory and Rules 550 to 562 inclusive govern.

Stanley Yard: New way switch leading from eastern branch main track yard "S" for movement to yard "S". "SO" Switch leading from Eastern Branch, Main track yards S and O for movements to yards S and O.

West Columbus: For No. 2 track. (Western Branch)

Thurston: Junction switch, Eastern and Western Branch, for movement Corning and Columbus.

Junction switch, Z. & W. Branch, for movement Thurston to Bucyrus.

Berwick: Junction switch, connecting track to Ohio Sub-division, for movement Stanley Yard to Thurston. Normal position for Toledo Wye switch at Berwick will be for Sandusky Line.

Bigley Ave. Jct.: For No. 2 track.

Swiss: Junction switch, N. F. & G. for movement to N. F. & G. main track.

Fultonham: Junction switches, Pittsburgh Plate Glass Company, for N. Y. C. movement.

**Illinois Division**

Rushville—North switch joint track is for N. Y. C. Hays—Wye switch for G. T. W. Wye.

Harrisburg: { North lead track for main.  
South lead track for main.



**Indianapolis Terminal**

Clermont—Normal position of wye switch to P&E-PRR Connection track is for connection track.

The following switches in TCS territory are not equipped with electric locks:

Trains are not permitted to clear the main track at those points.

**Ohio Central Division**

- Lime City ..... Stock track and B&R Mill track
- Blanchard ..... Elevator track
- Kenton ..... Sohio Bulk track
- Edison (two miles west) ..... McWood Oil and Gas Company
- St. James ..... Farm Bureau Switch
- Cardington ..... Old siding
- Delaware ..... State Highway Garage
- Worthington ..... Potter track
- Grandview ..... Sand and Gravel track
- Camp Chase ..... Lewis & Moon track  
Sun oil track  
Standard oil track
- Georgesville Road ..... Stub track
- London ..... Lumber track  
Van Wagner track
- Plattsburg ..... House track
- Carney ..... Old stock track

**Illinois Division**

- Thorntown: { Team track.  
Elevator track.
- North Crane: Elevator track.
- Greensburg: Hornings Mill track.
- Morris—Spur track.
- Sunman—Elevator track.
- Ross—Westward and Eastward spur tracks.
- Weisburg—Elevator track.
- Karl—C.I.P.S. Track.
- Taylor Springs—Illinois Power track.

**104e. SPRING SWITCHES.**

When signal indicates "STOP," switch must be examined and if found in proper position train may proceed; if not in proper position, switch must be operated by hand before movement is made over it, except that trainmen must call operator for instructions before proceeding.

**Ohio Central Division**

Location	Normal Positions
Martel	
West end westward siding	For No. 1 track.
Turner	
East end lead	For No. 2 track.
Stanley Yard: Junction of northward and southward running tracks north of Walbridge Road	For Southward running track.
Columbus: Park St.	For No. 8 track.
Dunbridge: North end of siding	For main track.
Galatea: North end of siding	For main track.
Hancock: North and south end of siding	For main track.
Ridgeway: North end of siding	For main track.
Shorr: At north junction of northward and southward main tracks	For No. 1 track.

Highway: South end of siding ..... For main track.  
Stuart: At south junction of northward and southward main tracks ..... For No. 2 track.

**Illinois Division**

- Morocco, South end siding ..... For main track.
- Schneider, north end of siding ... For main track.
- MP-12 ..... For No. 2 track.
- Handy, south end of siding ..... For main track.
- Sloan, south end of siding ..... For main track.
- Chrisman, south switch ..... For main track.
- Oakland City ..... For main track.
- Harwood ..... For main track.
- Plain, south switch ..... For main track.
- Eel, south switch ..... For main track.

**105. SIDINGS.**

**Ohio Central Division**

Sidings. Capacity based on 44-ft. cars.  
Berea to Post.

	Westward	Eastward	Westward and Eastward
Grafton	...	93	...
Huff	95	95	...
Hiles	122	...	...
Shelby	...	95	...
Galion yard	118	Yard	...
Martel	135	137	...
Caledonia	90	...	...
Scioto	125	130	...
Q (Marion)	85	...	...
Marion	93	76	...
LaRue	...	95	...
Ridgeway	95	91	...
Ansonia	95	147	...
Union City	95	...	...
Winchester	104	106	...
Hart	109	111	...
Yorktown	...	52	...
Delco	...	...	41
So. Anderson Yard	...	...	117
David	104	...	...

**Galion to Gano.**

St. James	...	95	...
Edison	...	108	...
Cardington	...	111	...
Ashley	...	86	...
Paget	...	106	...
Lewis Center	...	103	...
Worthington	...	110	...
Galloway	...	79	...
Lilly Chapel	...	84	...
London	...	118	...
Brooks	...	113	...
Cold Springs	72	92	...
Fairborn	90	...	...
Sand Cut	...	111	...
Carlisle Jct.	...	83	...
Middletown	99	...	...
Mauds	...	59	...

**Bay Jct. to Kenton.**

Tiffin	...	29	...
Carey	...	124	...
McVittys	...	25	...
Sands	...	108	...

**OD to Carlisle Jct.**

	Southward and Northward
Prattville	65
Bryan	91
Sherwood	75
Latty	99
Rockford	20
Celina	160
Ansonia	93
Lewisburg	100

**Jewels to Cold Springs, Erie R.R.**

Maitland	43
Durbin	69
Glen Echo	105
Urbana	200
Jewels	100

**Western Branch**

	Southward	Northward
Dunbridge	...	170
Bowling Green	...	90
Galatea	...	175
North Findlay	...	110
Hancock	...	200
Arlington	...	102
Dunkirk	...	200
Ridgeway (Old)	...	80
Ridgeway (New)	...	239
West Mansfield	...	110
Marysville	...	130
Scottslawn	...	78
Kile	...	98
Highway	...	162
Stonington	...	83
Truro	...	100
Basil	...	78

Thurston	{ Toledo-Thurston	...	123
	{ Columbus-Corning	...	148

Bremen	...	96
New Lexington	...	90
Clay Bank	...	154

**Z & W Branch**

New Salem	...	33
Glass Rock	...	50
Stony Ridge	...	98
Luckey	...	98
Landgraf	...	102
Sycamore	...	98
Spore	...	96
Edison	...	100
Johnstown	...	63

**Southern Branch**

Chauncey	...	113
Armitage	...	142

Albany	114	...
Kananga	...	90
Arbuckle	...	124
Robertsburg	...	83
Rumer	...	119
Courtney	...	90
Nitro	...	132
Dunbar	...	81
Levi	...	135
Midwest	...	125
Smithers	...	80
DB Tower	...	104

**Hi Top Branch**

Blue Creek	...	18
Quick	...	25
Sanderson	...	22

**Illinois Division**

Unless otherwise provided, where two or more sidings are in use, trains will pull in at the switch nearest the station.

Dock, trains taking siding will pull in at first switch.

**Sidings. Capacity based on 44 foot cars.**

Station	Eastward	Westward	Eastward and Westward
Cincinnati to Kankakee.			
Valley Jct.	72	81	...
Lawrenceburg Jct.	82	82	...
Brow	...	...	65
Hyde	...	...	60
New Point	...	...	210*
Greensburg	90*	90*	325*
St. Paul	...	...	52
Vine	...	...	90
Clarks Hill	...	...	240*
Altamont	113*	112	93*
Templeton	...	...	200
Fowler	...	...	71
Sheff	...	...	60
Sheldon	...	...	82
Donovan	...	...	54
Beaverville	...	...	67
Kankakee (Court St.)	...	...	65

\*Controlled Siding:

Station	Northward	Southward	Northward and Southward
Yost to North Vernon.			
Leesburg	...	...	100
Warsaw	...	...	27
Claypool	...	...	60
Bolivar	...	...	70
Wabash	...	...	Yard
La Fontaine	...	...	69
Kent	...	...	64
Alexandria	...	...	30
Milroy	...	...	25
North Vernon	...	...	35

**Indianapolis to Cold Springs.**

Station	Eastward	Westward	Eastward and Westward
New Carlisle	...	...	27
Arcanum	...	...	47
New Castle	...	...	32
Shirley	...	...	52



**Valley Jct. to Beeson.**

Harrison	10
Brookville	20
Connersville	Yard

**Osborn to Lyons Yard.**

Station	Northward	Southward	Northward and Southward
St. John Yard			104
Schneider			248
Morocco			250
Sheff			400
Handy			180
Sloan			220

**AN to St. Louis.**

Station	Eastward	Westward	Eastward and Westward
Greencastle	83		
Vermilion			95*
Paris			97*
Dudley			160*
Kansas			82*
Ashmore	98*	97*	
Charleston			90*
12th Street			190*
Gays			170*
Windsor			96*
Middlesworth			96*
Shelbyville			170*
Tower Hill			91*
Pana			225*
Ohlman			240*
Nokomis			200
Hillsboro	220*	200*	
Joan			230*
Livingston			84
Gard			240*

\*Controlled siding.

**Lyons Yard to Cairo and Evansville.**

Station	Northward	Southward	Northward and Southward
Chrisman			200
Midland		118	
Ernst			112
Dock	69	80	
Lawrenceville Junction	69	99	
St. Francisville			40
Grays			70
Crossville			213
Carmi			156
Stonefort			38
Belknap			67
Olmsted			36

**Terre Haute to Evansville.**

Station	Northward and Southward
Liberty	57
Eel	175
Clay City	22
Lancaster	59
Mancourt	42
Worthington	64

Rincon No. 2	75
Plain	175
Duff	32
Thomas	58
Gudgel	58

**109. BULLETIN BOARDS AND BOOKS.**

**Ohio Central Division**

Cleveland CUT	Crew Dispatcher's office Yard office. Engine-house.
Collinwood	Yard Clerk office. Dormitory E. 152nd St. Trainmaster's office
Galion Yard	Yard office. Engine-house.
Galion	Passenger station.*
Columbus	Yard office.* Engineers Office— Union Depot.
West Columbus	Engine-house.
BN	Yard Office.*
Bellefontaine	Engine-house. YMCA.* Passenger station.
Ansonia	Tower. Engine-house.
Muncie	Freight House.
South Anderson Yard	Yard office. Engine-house.
Toledo, Stanley Yard	Diesel shop. Telegraph office.
Sandusky	Station.
Carey	Station.
Springfield Yard	Yard office. Engine-house.
Springfield—Linden Ave.	Telegraph office.
Moraine	Yard office. Round house. Switchmen's locker room.
Middletown Yard	Yard office, light hump. Engine-house.
Sharon Yard	Engine-house. Yard office.
Riverside	Engine-house. Yard office.
Cincinnati	Crew dispatchers office.* Engine-house.
Van Wert Yard	Yard office.
Van Wert	Engine-house.
Jackson	Crew Dispatcher's office Engine-house.
Findlay	Former Passenger station.
Kenton	Yard office.
Grandview Ave.	Yard office.
West Columbus	Yard office. Engine house.
Thurston	Telegraph office.
Fostoria	Freight station.
Bucyrus Yard	Yard office.
Fultonham	Telegraph office.
Corning	Telegraph office.
Hobson	Telegraph office.

\* Lake Division Bulletins will also be posted at this location.

Nitro	Telegraph office.
Institute	Telegraph office.
Charleston	Yard office. Engine Dispatcher's office.
Dickinson	Yard office. Engine house. 300 building.

**Illinois Division**

Riverside	Enginehouse. Yard office.
Connersville	Station.
Lawrenceburg	Station.
Greensburg	Engine-house. Station.
Lafayette	Yard office.
Kankakee	Station.
Elkhart	Dormitory.
Wabash	Station.
Marion	Station.
South Anderson Yard	Yard office. Enginehouse.
Jeffersonville	Yard office. Enginehouse.
Springfield Yard	Yard office. Enginehouse.
Englewood	Yard office. Engine house.
*Gibson	East end yard office. Engine-house.
*Lyons	Engine-house. Yard office.

\* I. H. B. Bulletins will also be posted at this location.

Duane	Yard office. Engine-house.
Midland	Yard office.
Mattoon	Yard office. Engine-house.
Hillsboro	Station.
St. Louis	Station.
Mt. Carmel	Engine-house. Yard office.
Harrisburg Yard	Yard office. Engine-house.
Cairo	Yard office.
Petersburg	Engine-house.
Ashby Yard	Yard office.

**Indianapolis Terminal**

Indianapolis Union Station	Conductor's ready room.*
Big Four Yard, Indianapolis	East end office.
West Side	Yardmen's room.
Union Station	Yardmaster's office.
Middle Hill Yard	Yardmaster's office.
Big Four Yard	East end.
Big Four Yard	HUMP.

\*Lake Division Bulletins are posted at this location.

**DESIGNATION AND USE OF MAIN TRACKS.**

**Ohio Central Division**

**Single Track.**

Between: Gridley and Taft.  
Burt and Fifth Ave.

Miami Crossing and Plum Street, Springfield.  
Bellefontaine Int. and Springfield Yard.  
West End and Cold Springs.  
Tates Point and Second St.  
East and West ends Sand Cut.  
Bay Jct. and Sands.  
Belle Center and Bellefontaine Interlocking.  
Carey and Vanlue  
Delaware and Ostrander.  
Springfield Yard and Mechanicsburg.  
\*OD and Carlisle Jct.  
Cement City and Brooklyn.  
St. Marys and Oaks.  
Glen Echo and Cold Springs, Erie R. R.  
Stanley Yard and West Columbus.  
Bannon and Bremen.  
Truro and Woodland Ave.  
New Lexington and Hobson.  
Stanley Yard and Thurston via Bucyrus.  
Thurston and Spangler.  
Fultonham and Tropic.  
Glouster and Buckingham (MP 83.4).  
Kanauga and Shorr.  
Stuart and Swiss.  
Bigley Ave. Jct. and Hitop.

\*No main track between north and south yard switches Van Wert Yard. Trains will use yard tracks.

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**Two Tracks.**

Between: BE and Gridley.  
Taft and DX.  
Fifth Ave. and Miami Crossing.  
Springfield Yard and Fountain Avenue.  
Plum Street, Springfield and West End.  
Cold Springs and Tates Point.  
Miami City Jct. and east end Sand Cut.  
West end Sand Cut and Gano.

Tracks are numbered from the North and will be used as follows:

- No.1, Westward.
- No. 2, Eastward.

Between: Frankfort St. and Bannon.  
Shorr and Stuart.

Tracks are numbered from the West and will be used as follows:

- No. 1, Southward.
- No. 2, Northward.

Between West Columbus and Frankfort St.

Tracks are numbered from the West and will be used as follows:

- No. 1, Southward and Northward.
- No. 2, Northward and Southward.

**Illinois Division**

**Single Track:**

Between: CP-39 and CP-77.  
Vine and CP-103.  
30th St. and CP-139.  
CP-143 and Altamont.



Templeton and Kankakee Jct.
Yost and So. Anderson.
South Anderson and Kern.
Rushville and North Vernon.
Cold Springs and Hunter.
Valley Jct. and Beeson.
Craig and Columbus.
Fairland and Franklin.
MP-12 and Wyton.
W.R. and Cairo.
Terre Haute and Millard.
CP-79 and CP-127.
CP-129 and CP-235.
Hillsboro and Litchfield.
Mt. Carmel and Eighth Ave.
Vincennes and St. Francisville.
Terre Haute and Ashby.
Ashby and Wansford.

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Two Tracks:

Tracks are numbered from the North and will be used as follows:

- No. 1, Westward.
No. 2, Eastward.

Between: Wade and Lawrenceburg Jct.
AN and Terre Haute.

- No. 1, Westward and Eastward.
No. 2, Eastward and Westward.

Between: Lawrenceburg Jct. and CP-39.
Vine and CP-77.
CP-139 and CP-143.
Millard and CP-79.
CP-127 and CP-129.
CP-235 and Lenox.

Tracks are numbered from the West and will be used as follows:

Between: Osborn and MP-12.

- No. 1, Southward.
No. 2, Northward.

Indianapolis Terminal

Single Track:

Between: Hunter and DX.
MY and AN.
KD and 30th St.
Brant and Clermont.

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Two tracks:

Tracks are numbered from the North and will be used as follows:

- No. 1, Westward.
No. 2, Eastward.

Between: Post and DX.
Belt Crossing and So. College Ave.
West Street and KD.
Washington St. and Mass. Ave.
No. 1, Westward and Eastward.

No. 2, Eastward and Westward.
Between: IJ and MY.
Belt Crossing and CP-103.
No. 1, Westward.
No. 2, Eastward and Westward.
Between: Mass. Ave. and DX.

221. TRAIN ORDER SIGNALS.

Rules 221(A), 221(B), and 221(C) will apply at offices as listed under "Station Office Calls and Office Hours."

Ohio Central Division

221(C). TRAIN ORDER SIGNALS.

Supplementing NYC Operating Rule; for delivery of train orders at Burt and Martel to trains operating via Erie-NYC joint territory, "31" orders, or "19" orders restricting the superiority of train addressed at that point, red light or red flag will be displayed in addition to STOP indication of the fixed signal, which must remain at "STOP" until order is delivered.

Train order signal at BE will govern movement as follows:

Signal on north side of the tower will display indication for eastward trains from the Toledo Division and trains west off the Lake Front to both the Toledo Division and the Ohio Subdivision.

Signal located on a mast opposite the tower on the south side next to Kunkle Track will display indication for all Ohio Sub-division eastward trains and both Ohio Sub-division and Toledo Division westward trains from Cleveland Union Terminal and Short Line Junction.

Signal at Ridgeway for southward movement on Central Sub-division will also apply to westward Ohio Sub-division trains operating between Stanley and Bellefontaine.

MOVEMENT OF TRAINS BY BLOCK SIGNALS.

Ohio Central Division

Table with columns: Track, Between, Assigned Direction, Operation. Lists various train routes and their directions.

Table with columns: Track, Between, Assigned Direction, Operation. Lists various train routes and their directions.

Illinois Division

Table with columns: Track, Between, Assigned Direction, Operation. Lists various train routes and their directions.

Table with columns: Track, Between, Assigned Direction, Operation. Lists various train routes and their directions.

Indianapolis Terminal

Table with columns: Track, Between, Assigned Direction, Operation. Lists various train routes and their directions.

MOVEMENT OF TRAINS BY TIMETABLE AND TRAIN ORDER ONLY

NOTE: Movement of passenger trains will be made under Manual Block Signal System Rules and passenger trains will be required to receive Clearance Form A at open train order offices which will be considered as Manual Block Stations for movement of such trains.

Table with columns: TRACK, BETWEEN, ASSIGNED DIRECTION, OPERATION. Lists various train routes and their directions.



TRACK	BETWEEN	ASSIGNED DIRECTION	OPERATION	
			Time Table	Train Order
<b>Illinois Division</b>				
Single	Valley Jct. and Connersville	None	*	*
Single	Connersville and Beeson	None	*	*
Single	Craig and Columbus	None	*	*
Single	Fairland and Franklin	None	*	*
Single	Wyton and MP-12	None	*	*
No. 1	Highland and MP-12	Southward	*	*
No. 2	MP-12 and Highland	Northward	*	*
Single	Yost and Dow	None	*	*
Single	South Anderson and Kern	None	*	*
Single	Rushville and North Vernon	None	*	*
Single	DX and Cold Springs	None	*	*
Single	Hillsboro and Litchfield	None	*	*
Single	Vincennes and St. Francisville	None	*	*
Single	Mt. Carmel and Harwood	None	*	*
Single	Harwood and Eighth Ave.	None	*	*
Single	WR and Cairo	None	*	*
Single	Terre Haute and Ashby Yard	None	*	*

**GRADE SIGNALS.**

At signals with letter "G" attached to mast, when displaying 291 indication, trains or engines may pass without stopping. Proceed at restricted speed.

**Ohio Central Division**

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

No. 1 main track between Burt and Marion, Signal Indication Rules 281, 285, 291, 296, 297, and 298 are in effect.

No. 1 main track between Cold Springs and Tates Point, Signal Indications Rules 281, 285, 290 and 291 are in effect.



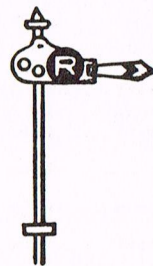
**Fig. 22A**  
**Rule 281**

Indication: Proceed  
Name: Clear.



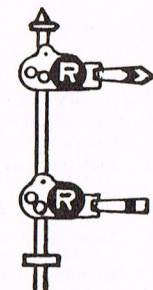
**Fig. 137A**  
**Rule 285**

Indication: Prepare to stop at next signal. Train exceeding medium speed must at once reduce to that speed.  
Name: Approach.



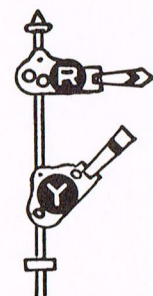
**Fig. 192A**  
**Rule 291**

Indication: Stop then proceed at restricted speed.  
Name: Stop and proceed.



**Fig. C**  
**Rule 296**

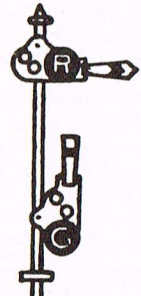
Indication: Stop on main track and report for instructions.  
Name: Telephone train order.



**Fig. C**  
**Rule 297**

Indication: Take siding and when clear of main track report for instructions. Passenger trains will report before pulling in siding.

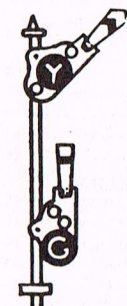
Name: Telephone train order.



**Fig. A**  
**Rule 298**

Indication: Stop then proceed at restricted speed.

Name: Telephone train order.



**Fig. B**  
**Rule 298**

Indication: Proceed prepared to stop at next signal. Train exceeding medium speed must at once reduce to that speed.  
Name: Telephone train order.



**Fig. C**  
**Rule 298**

Indication: Proceed.  
Name: Telephone train order.

**223. ABBREVIATIONS.**

The usual abbreviations for the names of the months and stations may be used.

**294. MAIN TRACK SWITCH TARGETS.**

Lights not in use on main track switches as follows:

**Ohio Central Division**

Between: Burt and Worthington except through Delaware, Oaks and St. Marys, Bellefontaine and Belle Center, Bay Junction and Sands, Galloway and Carney, Central Subdivision except through Columbus.

**Illinois Division**

Between: Valley Jct. and Beeson, Craig and Columbus, Fairland and Franklin, Glen Karn and Cold Springs, CP-79 and CP-127, CP-129 and Lenox, Hillsboro and Litchfield.

**296. PERMANENT SPEED BOARDS.**

Where two sets of speed numerals are shown, the higher speed numerals apply to passenger, mail, express and deadhead equipment trains and the lower speed numerals apply to freight trains.

**297. RAILROAD GRADE CROSSING SIGNALS.**

Trains must stop before proceeding unless otherwise indicated.

**Ohio Central Division**

Location	Signal	Position	Indication
Clyde, N.Y.C.	Target	Vertical	Toledo Div. trains proceed.
		Horizontal	Ohio Sub-div. trains proceed.
Berwick	Target	Horizontal	Ohio Sub-div. trains proceed.
	{ Normal position for Central Sub-division	Vertical	Central Sub-div. trains proceed without stopping, not exceeding 15 MPH.
Carey (Vanlue Line)	Target	Horizontal	N. Y. C. trains proceed.
	{ Normal Position for A.C.&Y.	Vertical	A.C.&Y. trains proceed without stopping.
Springfield Yard	Target	Horizontal	N. Y. C. trains proceed.
Mechanicsburg and City Track, two crossings.	{ Normal position for D. T. & I.	Vertical	D. T. & I. trains proceed without stopping.
Dayton Freight house lead	Target	Horizontal	N. Y. C. trains proceed.
	{ Normal position for Erie Lackawanna	Vertical	Erie Lackawanna trains proceed.
D&U Crossing	Gate & Signals		NYC trains be governed by signals.

Savona Target Vertical Ohio Subdivision trains proceed.  
Horizontal Illinois Division trains proceed.

East Columbus Target Horizontal Proceed.  
(Two)

Walser Target Vertical Proceed. N. Y. C. R. R. trains will approach crossing under full control, and when target is in vertical position may, without stopping, proceed over crossing at a speed not exceeding 15 miles per hour.

Fultonham Stop Sign Trains and engines on both railroads will stop before proceeding over these junction switches.

Crooksville Target Horizontal Proceed.

Cedar Grove Target Normal position for N.Y.C. Proceed. N. Y. C. R. R. trains will approach crossing under full control, and when target is in horizontal position, may without stopping proceed over crossing at a speed not exceeding 15 miles per hour.

Blue Creek Target Horizontal Proceed.

Crooksville—P. R. R. Crossing: Trainmen will handle target and leave it in proceed position for N. Y. C.

Blue Creek—B. & O. Crossing: Trainmen will handle target and leave it in proceed position for B. & O.

**Illinois Division**

Lebanon Target Vertical N.Y.C. trains proceed without stopping, not exceeding 20 M. P. H.  
{ Normal position for N. Y. C. Horizontal C. I. trains proceed.

North Manchester, P. R. R. Stop Sign

Wabash Yard Track Stop Sign

Marion Target Vertical N&W trains proceed.

(Freight house lead) { Normal position for N&W Horizontal N. Y. C. movement to and from N.Y.C. freight house lead.  
Diagonal N&W movement to and from N.Y.C. freight house lead.

Pearl St. (700 feet south) Target Vertical N. Y. C. trains proceed without stopping.  
{ Normal position for N. Y. C. Horizontal C. I. trains proceed.



Pearl St. (3300 feet south) . . . Target . . . Vertical . . . N. Y. C. trains proceed without stopping.  
 { Normal position for N. Y. C. } Horizontal . . . P. R. R. trains proceed.

Rushville P. R. R. . . . Stop Sign . . . . .

North Vernon . . . Target . . . Diagonal . . . N. Y. C. trains proceed.  
 Horizontal . . . B. & O. trains proceed.  
 Vertical . . . P. R. R. trains proceed.

Arcanum . . . Gate . . . . . When over B.&O. . . N. Y. C. trains proceed without stopping, not exceeding 15 M. P. H.

Savona . . . Target . . . Vertical . . . Ohio Central trains proceed.  
 Horizontal . . . Illinois Div. trains proceed.

Franklin . . . Target . . . Diagonal . . . P. R. R. trains proceed without stopping.  
 { Normal position for P. R. R. } Horizontal . . . N. Y. C. trains proceed.

Lawrenceburg . . . Gate . . . . . When over B.&O. . . N. Y. C. trains proceed.  
 { Normal position for B.&O. }

Stewart . . . Target . . . Vertical . . . N. Y. C. trains proceed without stopping not exceeding 20 miles per hour.  
 Target . . . Horizontal . . . C. & E. I. trains proceed.

Harwood—1.4 Mile South C&EI (2 Crossings) . . . . . Stop Signs  
 Cairo Yard—2 Miles North IC (2 Crossings) . . . . . Stop Signs  
 Cairo Yard—MP . . . . . Stop Signs  
 GM&O . . . . . Stop Signs  
 Rincon—P.R.R. . . . . . Stop Signs  
 Elnora—Milw. . . . . Stop Signs  
 Enosville—A.W.&W. . . . . Stop Signs

Karnak: C. & E. I. crossing, trains and engines may proceed without stopping, not exceeding 20 miles per hour, when crossing is clear and gate in proper position.

Greenwood: Milwaukee Belt crossing, normal position of gate clear for N. Y. C. Trains and engines will approach prepared to stop, and if crossing is clear and gate set in proper position proceed without stopping at a speed not exceeding 15 miles per hour.

**Indianapolis Terminal**

Location	Signal	Indication
Eastside (Brightwood-Extension)	Target { Normal position for NYC }	Horizontal . . . Trains on NYC proceed Diagonal . . . Trains on Belt R.R. proceed

Eastside Target Horizontal. Trains on NYC proceed  
 (Belt Extension) { Normal position for Belt R. R. } Diagonal . . . Trains on Belt R.R. proceed without stopping

**STOP SIGNS.**

At signs reading "STOP" trains and engines, after making a stop, will proceed in accordance with instructions contained in the time-table under other rules, Bulletin Orders or instructions posted at the location.

**305a. INTERLOCKING SIGNALS USED AS MANUAL BLOCK SIGNALS.**

**Ohio Central Division**

Gridley: Middle Arm and Light will be used to display manual block indication for westward movement via South Anderson.  
 Thurston: Southward home signal. Bottom Light—block occupied indication.

**MANUAL BLOCK SIGNALS ARE REMOTELY CONTROLLED AS FOLLOWS:**

**Ohio Central Division**

Location	Control Station
Durbin, west end of siding	Cold Springs
Midwest, south end of siding.	Dickinson.
Levi, north end of siding.	Charleston.
New Lexington, south end of siding.	New Lexington.

Indications of approach signals at Institute, do not apply to that portion of the block between approach signal and manual block signal.  
 Indications of northward signal at MP 106.14 at Marysville do not apply to that portion of the block between signal and manual block signal at Marysville.  
 When trains are to meet or pass at Durbin, first train arriving will report to signalman at Cold Springs when in clear on siding or stopped on main track, and will obtain block from operator at Cold Springs before proceeding. When signal indicates STOP crews will report to Signalman at Cold Springs for instructions.

**362-365b. PASSING STOP INDICATION.**

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

**505. AUTOMATIC BLOCK SIGNAL SYSTEM.**

**Ohio Central Division**

Trains stopped by automatic signals as shown below, will, before proceeding, communicate with Signalman and be governed by his instructions:  
 Bucyrus Interlocking: Signal No. 40691, Southward tonnage trains.  
 Martel Interlocking: Signal No. 40812, Northward tonnage trains.  
 Grandview Interlocking: Signal No. 1280-S, Southward trains.  
 Bannon Interlocking: Signal No. 43071, Southward trains with 75 or more cars.

**Indianapolis Terminal**

Indianapolis: Signal 2821, Westward trains.

**663a. REMOTE CONTROL SWITCHES AND SIGNALS.**

**Ohio Central Division**

Location	Control Station	Tracks
Columbus Park St.	HV Tower	West end of Depot No. 2 main.
Martel ½ Mile West of	Martel	West end of Eastward siding and No. 2 track.
1.89 Miles South of Dunkirk		Main to Siding.
.83 Mile South of Ridgeway		Main to Siding.
Columbus .4 mile N. of Grandview Tower	Grandview Tower	North end of new connecting track leading to No. 1 main, Ohio Sub-division.
1.10 Miles South of Thurston		Main to Siding.

Proceed signal displayed on home signal at remote control listed below, will not supersede or modify block signal indications or instructions received at last open block station:  
 Huff Westward signal on No. 2 track.  
 Huff Eastward signal on No. 1 track.  
 Martel Westward signal on No. 2 track.

Signal indications displayed at block stations Burt, Martel and Marion for trains moving against current of traffic, govern route through interlocking limits only. Condition of block will be conveyed by issuance of Clearance Forms in accord with requirements of Manual Block Rules.

**Indianapolis Terminal**

MY and AN: All switch machines and interlockings are locked with a screw lock and when necessary will be handled only by signal maintainer.

**663b. AUTOMATIC INTERLOCKING.**

After train has passed approach signal, permitting it to proceed and is delayed in the block, it must proceed at restricted speed, expecting to find the home signal in stop position.  
 Provisions of Rule 663b will govern, if home signal fails to display a proceed indication after reaching a point 300 feet in rear of signal.

**705. LEAVING CARS ON SIDE TRACKS.**

When placing cars for loading or unloading, they must, when practicable, not be left standing nearer than fifty (50) feet to any street or road crossing, and not nearer than one hundred (100) feet when placed in storage.  
 Cars must not be left bridging across insulated joints in track rails where tank cars are placed.  
 Cars with hot journals must not be left on any track in close proximity to where gasoline is loaded or unloaded.

**752. RADIO STATIONS AT FIXED LOCATIONS.**

Ohio Central Division	Illinois Division	Indianapolis Terminal
So. Anderson Yard	Hillsboro	Hill Yard—Yardmaster's office
Muncie	Pana	Belt Crossing
Columbus, Ohio	Mattoon Yard	Tower
Cold Springs	Paris—"A" Tower	DX Tower
Moraine	Midland—Yd. Office	Mass. Ave. Tower.
Cincinnati	Terre Haute	IJ Tower
Charleston	Duane Yard	BX Tower
Gridley Tower Anderson	Cobb	MY Tower
Vance Tower	Greencastle	Terminal Dispatcher—Big Four Bldg.
Ansonia Tower	Indianapolis	West Side Yard—Yardmaster's Office
Morgan Tower	So. Anderson Yard	Big Four Yard
Quincy	Warsaw	East End Yardmaster's office
Bellefontaine BN Tower	Cincinnati	Enginehouse office
Ridgeway	Lawrenceburg Jct.	
North Findlay	Lawrenceburg	
Burt Tower Galion	Greensburg	
Boyd Tower Green-wich	Sheff	
Berea Tower Berea		

**824. MAKE-UP OF PASSENGER, MAIL, EXPRESS OR DEAD HEAD EQUIPMENT TRAINS.**

Passenger equipment must be of steel construction with the exception that baggage, horse, refrigerator and milk cars of steel underframe construction may be hauled, also such steel underframe passenger cars as are used under special arrangement.

Cars equipped with steam train line must have steam connectors securely connected to adjacent cars or secured by use of wire to assure proper clearance above rail except steam connector on rear of rear car may be secured by use of chain support without use of wire.

**Heating, Lighting and Ventilation of Cars**

Trainmen must, when outside temperature is less than twenty (20) degrees above zero, regularly at fifteen (15) minute intervals, open rear steam heat valve wide and fully blow line free of condensate.

**HAND BRAKE TEST.**

A running test of hand brakes must be made on a Rail Diesel Car or Rail Motor Car upon leaving initial terminal when operating as a single unit. As soon as speed permits, engineer must place throttle lever of RDC Car in No. 1 position (rail motor car in OFF position) and signal for brakes. The conductor or member of train crew must then apply hand brakes to determine if they are operating properly. In case hand brakes do not operate properly car must proceed at restricted speed to the nearest point at which repairs can be made.

**RAIL DIESEL CARS. CLASS RDC.**

Trains or engines must not be permitted to follow single unit RDC cars into block between open stations in ABS territory or between controlled signals in TCS territory.

When making stops in automatic block and interlocking signal territory, two stops must be made. After the first stop is made, the car will be moved forward at least six feet when making the second stop, to avoid stopping on sand.

At interlockings, switches in route taken by RDC cars will not be operated until it has been ascertained that movement through the interlocking has been completed.

**Instructions for movement of Budd Built RDC cars in trains—Passenger or Freight.**

In passenger trains, RDC cars should be hauled as the rear most unit, or units, unless:

1. Car involved has been equipped with train air signal pipe (Do not connect RDC car main reservoir equalizing hose to signal hose of cars in passenger train).
2. Steam heat is not required for heating cars behind such RDC car (Steam train line through RDC cars is 1½ inches only).

In freight trains, RDC cars must be hauled in accordance with instructions for handling passenger cars in freight trains. Control valves must be conditioned for "Direct Release" of brakes.

When RDC cars moving in a passenger train are occupied, one diesel engine must be kept running to provide battery charging, light and air conditioning.

In freezing weather RDC cars must have both diesel engines running, or must be connected to steam supply, and main battery switch must be closed. If diesel engines are not running or steam supply is not available, engine cooling water must be drained from system of engine shut down, two engines if necessary. Steam heat and wash water



systems must be given attention in accordance with instructions for draining passenger cars when left off steam.

When necessary to haul an RDC car in a train without either diesel engine running, the main battery switch must be closed, to provide ROLOKRON (wheel slide) protection. All lights and air conditioning MUST be turned off, to avoid serious battery discharge. If electrical trouble necessitates hauling car with main battery switch open, the engineman and conductor must be so advised so that all precautions may be taken to avoid wheel sliding.

RDC cars left unattended must have hand brake applied. If on grade, chain or block wheels.

RDC cars hauled in trains must have air brake and electrical equipment conditioned in accordance with existing instructions.

**AIR BRAKES.**

Passenger trains and trains containing more than 20 passenger carrying type cars must not exceed 30 cars.

Mail, Express and Baggage Equipment Trains must not exceed 40 cars.

When Passenger Train Equipment Cars are handled with Freight Equipment Cars in freight trains exceeding 40 cars total, such Passenger Train Equipment Cars shall be handled forward of the 40th head car with not to exceed 20 such cars in one train. The total of all cars in the train shall not exceed: (a) 150 cars when handling one (1) to five (5) Passenger Equipment Cars; or (b) 100 cars when handling more than five (5) Passenger Equipment Cars.

NOTE: Passenger Train Equipment Cars having Type AB-1-B brakes may be handled in freight trains without restriction.

In trains of over 30 cars, passenger car brake equipment shall be conditioned for DIRECT RELEASE on cars beyond the 20th head car. In freight trains of over 40 cars all cars must be conditioned for DIRECT RELEASE and the air supply to water raising systems shall be cut out.

Flexi-Van trains must have brake pipe feed valve adjusted to 90 pounds.

**DIESEL EQUIPMENT.**

**A. Movement of Diesel Units.**

**1. Road Freight and Road Switch Type Units.**

Road Freight and Road Switch Type Units may be operated coupled together with a maximum of 12, including those hauling and those in tow.

The total number of units hauling train may not exceed 7.

The units being towed may be either dead or on idle.

**2. Yard Switch Type Units.**

Only one yard switch type unit, dead or on idle, whether hauling or being towed, should be placed on rear of locomotive consist and on head end of train. Additional switch type units should be placed in train in accordance with Air Brake Rule 1612.

**3. Backing Trains With Road Switch and/or Yard Switch Type Units Hauling Or In Tow.**

To minimize the possibility of jack-knifing when trains are backed up or locomotives are used in pusher service the following restrictions should be observed:

When necessary to back up or push a train consisting of more than fifty (50) cars and there are any Road Switch Units in the locomotive consist, the engineman will be governed by the following:

**MAXIMUM AMPERAGE RATING WITH —**

- 3 Units working ..... 800 Amps
- 4 Units working ..... 600 Amps
- 5 Units Working ..... 500 Amps
- 6 Units or more working ..... 400 Amps

Note: With all Road Freight or Road Passenger Units in the consist or a combination of such units and Road Switch Units series 8020 to 8044 inc., 6100 to 6149 inc.; 2500 to 2559 inc.; the above amperage restrictions may be disregarded.

**B. Leaving Diesel Locomotive Unattended (Engines Running).**

- \* (1) Apply independent brake full on.
- (2) Place automatic brake valve in running position.
- (3) Place throttle in idle, selector handles in "OFF" and remove reverser handle.
- (4) Pull out generator field switch or, if equipped, place generator field circuit breaker in "OFF". (Leave all other switches and circuit breakers in running position if desired.)
- (5) Apply hand brakes.
- (6) If on grade, chain or block wheels.
- (7) All electric control jumpers must be properly connected between units.

\*Note: Locomotives conditioned for towing, or movement dead in train or to be picked up by switching crews, may be left with independent brake in running (released) position.

**C. Air Brakes.**

Diesel road locomotives with 24-RL brake equipment must have Rotair Valve positioned as follows:

Rotair Valve operating "A" unit set in "Pass" position. Rotair Valve trailing "A" unit set in "Pass Lap" position.

**D. Passing Over Railroad Crossings at Grade.**

When crossing a railroad crossing at grade, throttle should be moved back to Run 3 at least 8 seconds before reaching the crossing and kept in that position until all locomotive units have passed over the crossing.

**E. Diesel Stopping Over Open Flames.**

Diesel engines must not be stopped over burning fuses or other open flames, lights or fires when it can be avoided. When so stopped and engine cannot be promptly moved the fuses or fires must be extinguished. Open flame switch heaters must be relighted after the engine has been moved.

**LUBRICATION AND CARE OF JOURNAL BOXES.**

New York Central System locomotives and passenger cars with roller bearings are equipped with Hot Box Alarms. In the event that any of these bearings become overheated a strong and somewhat disagreeable odor is released and also a dense white smoke. Trainmen, Enginemen and other employees will be on the lookout for these indications and whenever they are observed the train must be stopped immediately. When the overheated roller bearing is located it must be given the usual attention in accordance with prescribed practices.

When a journal equipped with a lubricating pad is found overheating enroute, train must be stopped and examination made. The lubricating pad must be adjusted or replaced with an oil saturated pad in good condition if this will overcome trouble. If cause of heating cannot be corrected in this manner or car cannot be moved to the next terminal through use of cooling compound, car should be set out.

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

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

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

**Cooling Compound.**

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

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

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

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

**INSTRUCTIONS FOR HANDLING PASSENGER CARS WITH FLAT WHEELS ENROUTE**

- 1. When flat spots are developed on wheels of a train enroute due to emergency or unduly heavy service brake application, train crew in charge will proceed as outlined in paragraphs 2 and 3, before proceeding to the next terminal.
- 2. Before proceeding, dispatcher should be notified and advised that wheel inspection may be necessary at next terminal.
- 3. When leaving a point where an incident resulting in flat spots occurred and while running at SLOW SPEED, the Conductor in charge shall pass through each car in the train to ascertain by sound and operation, whether train may continue at normal speed to the next inspection point. If in his judgment it is necessary to do so, the Conductor should signal to the engineman to stop for special inspection.
- 4. If flat spots occur from stuck brakes, hand brakes set up, seized bearings etc., train crew must make necessary inspection to determine extent of wheel damage, safe speed of train to next terminal or whether car must be set out.
- 5. When it is necessary to make a terminal inspection for flat wheels on a through train, competent supervision and inspectors must be used.
- 6. If advance notice is available, men must be lined up so that cars will pass by them so they can observe the condition of the wheels.
- 7. Sufficient time must be taken to properly examine wheels to locate flat spots, moving train for complete inspection as necessary. Succeeding terminals must be informed as to results of such inspection.
- 8. If flat spots are found, restrictions are to be observed, as follows:

Size of Flat Spot	Restriction
Less than 2"	No restriction.
2" to 2½" inclusive	Speed not to exceed 40 MPH.
Over 2½"	Speed not to exceed 20 MPH to nearest point where car can be set out of train.

- 9. Two or more adjoining or overlapping flat spots each 2" or over in length are to be treated in accordance with restrictions for flat spots of over 2½"
- 10. It is to be understood that the above dimensions refer to a flat spot slid to these dimensions and does not represent several small shallow spots.
- 11. Built-up metal should be removed from wheel treads, if possible. Cars having built up metal not in excess of 1/32" depth may continue to destination without restriction. When built-up metal exceeds 1/32" depth, and cannot be removed, restrictions for flat spots over 2½" should apply.

12. When it is necessary to move cars through to a terminal where equipment is available to transfer passengers, or mail and express into, a competent supervisor, if available, or a competent inspector must ride the train to observe (a) effects of damaged wheels on performance, (b) to supervise the speed of the train, (c) to advise next inspection point of any additional or special attention required.

13. When reporting flat spots on wheels, it is important that the dimensions be properly designated to avoid confusion.

**FATALITIES.**

When a passenger dies in a sleeping car, the body may be left in berth properly screened until removed from train; when in parlor car or coach, body should be removed to baggage car and physician secured if available on train, who may certify as to cause of death.

The body of a person who dies on a train must be left at first station stop where a Health Officer is available and station employe on duty. Station employe must not permit the body to be removed from station without proper authority. If person who dies is accompanied by an attendant, conductor must confer with attendant as to disposition of body, and such information must be given to the station employe.

If train stops at a station other than where the body can be removed, conductor will give advance notice to the station where the body is to be left, and station employe must notify Health Officer promptly.

Where the body of a person meeting violent death or death from unknown cause is located on railroad property, other than aboard train, the body should not ordinarily be moved from the place where found unless the Coroner is first notified and his permission is received to remove the body; but if it is apparent that the Coroner's permission cannot be secured without undue delay to trains, the body may first be moved to a position where trains can conveniently pass, after noting its position and condition for the Coroner's information. This is particularly important where death appears due to foul play. In all cases an employe must be left with the body until arrival of the Coroner.

**RAIL DETECTOR CARS & CLEARANCE CAR X-8016.**

**Cars Operating Under Own Power:**

Cars must be brought to full stop before movement is made on to turn tables.

Train or engines must not be permitted to follow such cars into block between open signal stations in ABS territory or between controlled signals in TCS territory.

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

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

At interlockings, remote controlled locations, and in Traffic Control System Territory, switches in route taken by these cars will not be operated until it has been ascertained that movement through the route has been completed.

In Automatic Train Stop Territory, if car is not equipped with Automatic Train Stop Device, movements will be made in accordance with Time Table Special Instructions governing such moves, except that Train Dispatchers will arrange for clear block between open signal stations, and in TCS territory between remote Interlockings, both in advance and in rear of car.



Cars X-8015 and X-8016 are equipped with Automatic Train Stop Devices for forward and reverse operation and rules governing such operation will apply.

**When Towing Cars in Train:**

During freezing weather if heat is not provided in car, domestic water must be drained. Diesel engine and car heating water, if not protected with anti-freeze solution, must be drained.

Rail detector cars other than NYC must not be handled in freight or passenger trains.

NYC cars X-8015 and X-8016 may be handled on rear end of passenger and freight trains (see speed restrictions).

Car X-8016 must be coupled to train at No. 1 end of car.

Car must not be coupled between a locomotive and any other car while switching at any time.

If fuel tanks have not been drained, they should be placarded as "Inflammable Material".

**AUTOMATIC TRAIN STOP.**

Enginemen must be qualified on rules for the operation of automatic train stop.

Engines operated between AN and Lenox and BX and AN must be equipped with automatic train stop device in working order, and cut in, except:

a. When used as a pusher or second engine.

b. In emergency and by specific authority of Transportation Superintendent.

c. When automatic train stop device becomes inoperative after leaving terminal, train must be operated in accordance with signal indication but not exceeding 40 MPH. Engineman must notify Transportation Superintendent at first point of communication and relief engine, if available, must be obtained at the first engine terminal. When instructed verbally at the first point of communication by train dispatcher or signalman, the train may proceed on signal indication, but not exceeding 79 MPH, keeping clear of occupied block. After waiting two (2) minutes at Stop and Proceed Signal (Rule 291) it may be regarded that there has been a failure of wayside signal and train may proceed in accordance with the rule. Train must not pass Restricting Signal (Rule 290) except when permitted by Dispatcher or Signalman under authority of the Transportation Superintendent.

d. Engines not equipped with automatic train stop device, operating in switching service, may be operated on main track within territories specified below at a speed that will permit stopping short of another train or obstruction, but not exceeding 20 MPH:

Yard engines within yard limits at Terre Haute.

Yard engines within yard limits, Paris.

Yard engines within yard limits, Mattoon.

e. Engines not equipped with automatic train stop device operating in yard, puller, transfer or service other than switching service may be operated on main track within territories specified below at a speed that will permit stopping short of another train or obstruction but not exceeding 20 MPH. When instructed verbally or by message by train dispatcher or signalman, train may proceed on signal indication but not exceeding 40 MPH, keeping clear of occupied block. After waiting two (2) minutes at Stop and Proceed Signal (Rule 291) it may be regarded that there has been a failure of wayside signal and train may proceed in accordance with the rule. Train must not pass Restricting Signal (Rule 290) except when permitted by Dispatcher or Signalman under authority of the Transportation Superintendent.

Terre Haute Branch freight engines between 2nd Street and Duane, Terre Haute.

Movement of yard engines between Hillsboro and Taylor Springs.

When acknowledging whistle or gong fails to sound while acknowledging a restrictive signal indication, engine-man will reduce speed of train to not exceeding 40 MPH

and notify Transportation Superintendent at the first point of communication where stop can be made without excessive delay. When instructed verbally by train dispatcher or signalman, train may proceed on signal indication but not exceeding 79 MPH, keeping clear of occupied block. After waiting two (2) minutes at Stop and Proceed Signal (Rule 291) it may be regarded that there has been a failure of wayside signal and train may proceed in accordance with the rule. Train must not pass Restricting Signal (Rule 290) except when permitted by Dispatcher or Signalman under authority of Transportation Superintendent. If engine-man has occasion to again acknowledge a signal indication as prescribed by the rules and the acknowledging whistle or gong sounds, normal speed may then be resumed. Failure of acknowledging whistle or gong to sound must be reported to Division Superintendent on Form SC-1.

Should signal aspect change after acknowledging handle has been moved to acknowledging position, the train must be operated in accordance with the more restrictive indication.

When running forward with current of traffic at signal which displays other than Rule 281, Rule 281C, Rule 283, or Rule 287 indication.

Inductors are located at all main track high signals between AN and Lenox except:

Terre Haute .. Eastward leaving Terre Haute District.  
Lenox ..... Eastward on No. 1 track.

**Indianapolis Terminal**

Engines operated between BX and AN must be equipped with automatic train stop device in working order, and cut in, except:

a. When used as a pusher or second engine.

b. In emergency and by specific authority of Terminal Superintendent.

c. When automatic train stop device becomes inoperative after leaving terminal, train must be operated in accordance with signal indication but not exceeding 40 MPH. Engineman must notify Transportation Superintendent at first point of communication and relief engine, is available, must be obtained at the first engine terminal. When instructed verbally at the first point of communication by train dispatcher or signalman, the train may proceed on signal indication, but not exceeding 79 MPH, keeping clear of occupied block. After waiting two (2) minutes at Stop and Proceed Signal (Rule 291) it may be regarded that there has been a failure of wayside signal and train may proceed in accordance with the rule. Train must not pass Restricting Signal (Rule 290) except when permitted by Dispatcher or Signalman under authority of the Transportation Superintendent.

d. Engines not equipped with automatic train stop device, operating in switching service, may be operated on main track within territories specified below at a speed that will permit stopping short of another train or obstruction, but not exceeding 20 MPH:

Yard Engines between BX and AN.

e. Engines not equipped with automatic train stop device operating in yard, puller, transfer or service other than switching service may be operated on main track within territories specified below at a speed that will permit stopping short of another train or obstruction but not exceeding 20 MPH. When instructed verbally or by message by train dispatcher or signalman, train may proceed on signal indication but not exceeding 40 MPH, keeping clear of occupied block. After waiting two (2) minutes at Stop and Proceed Signal (Rule 291) it may be regarded that there has been a failure of wayside signal and train may proceed in accordance with the rule. Train must not pass Restricting Signal (Rule 290) except when permitted by Dispatcher or Signalman under authority of the Transportation Superintendent.

Yard Engines between BX and AN.

P&E Engines between AN and BX.

Engines equipped with Automatic Train Stop Device operating in territories not equipped with wayside train stop control equipment must have train stop equipment cut in and operative with MG sets running, on lead unit of all locomotive consists.

**SPEED RESTRICTIONS**  
Speed restrictions are shown in miles per hour and apply to entire train.  
General

(Unless otherwise restricted)

**Engines: (All Inclusive)**

Nos. 1000 to 8357 light or with cabooses, limited to maximum track speed but not to exceed.....60

Nos. 575 to 957  
8400 to 9646 light or with cabooses, limited to maximum track speed but not to exceed.....45

\*Nos. 1000 to 2476  
3300 to 5104  
6600 to 6903 operating backward.....30

\*Nos. 1000 to 2476  
3300 to 5104  
6600 to 6903 operating backward by night over public crossings .....15

Nos. 575 to 957.....45	Nos. 5806 to 5807.....85
1000 to 1123.....65	5808 to 5827.....65
2400 to 2476.....65	5900 to 5927.....65
2500 to 2559.....71	5928 to 5945.....85
3300 to 3372.....65	5946 .....65
3702 to 3709.....70	5947 to 5948.....85
3804 to 3821.....70	5949 to 6022.....65
5006 to 5017.....65	6023 to 6024.....85
5102 to 5104.....65	6025 to 6038.....65
5600 to 5610.....65	6039 to 6040.....85
5611 .....70	6041 to 6075.....65
5612 to 5742.....65	6100 to 6114.....65
5743 to 5745.....85	6115 to 6119.....71
5746 to 5749.....65	6120 .....65
5750 .....85	6121 to 6124.....85
5751 to 5752.....65	6125 to 6149.....71
5753 .....85	6200 to 6236.....60
5754 to 5757.....65	6600 to 6903.....70
5758 .....85	7000 to 7012.....70
5759 .....65	7100 to 7118.....65
5760 .....85	7300 to 7301.....65
5761 .....65	8000 to 8044.....65
5762 to 5763.....85	8100 to 8113.....60
5764 .....65	8200 to 8251.....65
5765 to 5775.....85	8252 to 8254.....85
5776 to 5778.....65	8255 to 8265.....65
5779 .....85	8266 to 8267.....85
5780 to 5781.....65	8268 to 8269.....65
5782 to 5785.....85	8270 .....85
5786 to 5788.....65	8271 to 8272.....65
5789 to 5791.....85	8273 .....85
5792 to 5793.....65	8274 to 8285.....65
5794 to 5799.....85	8286 .....85
5800 .....65	8287 to 8288.....65
5801 .....85	8289 .....85
5802 to 5805.....65	8290 to 8292.....65

Nos. 8293 to 8294.....85	Nos. 8347 to 8348.....75
8295 .....65	8349 to 8350.....65
8296 .....85	8351 .....85
8297 to 8317.....65	8352 to 8357.....65
8318 .....85	8400 to 9646.....45
8319 to 8346.....65	8100 to 8113.....60

NOTE: When handling Flexi-Van trains, 65 MPH engines may operate at speed not exceeding 70 MPH.

In emergency, when necessary to handle passenger trains with 65 MPH engines such engines may be operated at speed not exceeding 70 MPH to a terminal where passenger power is available.

\*An engine consisting of more than one unit is considered as operating backward when the employee in the leading unit does not have full control of the engine.

45 MPH NYC engines, may be operated at maximum speed of 60 MPH when coupled as a trailing unit with other units or when handled dead in train.

Flexi-van cars, series MFVX 9500 to 9510 incl., 9600 to 9699 incl., NYC 9700 to 9899 incl., and NYC 9902 to 9926 incl., may be handled in passenger, mail, express and/or dead head equipment trains, at speeds shown for passenger trains.

Trains and engines operating against the current of traffic in ATS territory where wayside equipment for automatic train stop device is not provided for reverse movements, limited to maximum track speed but not exceeding .....

Solid ore, coal, coke, grain trains .....40

Diesel engines operating through water..... 3

NOTE: Diesel engines must not be operated through water more than 3 inches above top of rail.

Clearance car X-8016, under own power or being towed. .55

Rail detector cars, under own power or being towed. .40

Trains handling cars equipped with K type brakes. .40

Snow plows and flangers .....35

Circus trains with freight equipped cars.....30

Trains with snow loader and snow melter units not in service .....

Trains with loaded ore cars less than 25 feet in length. .30

Work trains with cranes moving on own wheels.....30

Freight trains with pusher engines.....30

Trains handling Speno Ballast Cleaning Equipment . .30

Revenue trains with cranes moving on own wheels. .25

Trains with scale test cars or Jordan Spreader.....25

Trains with dead engines not having all side or main rods .....

At night over facing point hand operated switches, when operating against the current of traffic in Automatic Block Signal System territory where switch lights are not in use .....

Switches and crossovers not interlocked, when diverging unless otherwise authorized .....15

**Ohio Central Division**

**Ohio Sub-Division**

(Unless otherwise restricted)

	Berea to Post	Galion to Springfield	Springfield to Gano	Bellefontaine to Belle Center to Kenton	Bellefontaine to Springfield	OD to Carlisle Jct.	Bay Jct. to Berwick	Glen Echo to Cold Springs Erie R.R.
Passenger, mail, express and dead head equipment trains .....	79	79	79	40	50	30	.....	40
... with freight equipment cars, except freight Flexi-Van cars .....	60	60	50	40	50	30	.....	40
*Flexi-Van trains, mail, express and dead-head equipment trains with freight Flexi-Van cars .....	70	70	70	40	50	30	.....	40
Freight trains .....	60	60	50	40	50	30	.....	40
Trains handling wrecking cranes .....	45	45	45	40	45	25	.....	30
Trains handling wrecking cranes on curves .....	30	30	30	30	30	20	.....	30

\* A Flexi-Van train is a freight train consisting of Flexi-Van equipment and/or multi-level automobile carrying cars and flat cars carrying trailers in piggy back service, with or without passenger equipment cars, and freight cabooses.



Local  
(Unless otherwise restricted)

BE TO POST:

New London: { No. 2 track 1/4 mile west of Station to 1/4 mile east of Hiles Tower.....70

Crestline: { Over Pennsylvania crossing .....40  
Engines 8400 to 8405 inclusive passing station platform, No. 2 track .....20  
Trains discharging mail .....30

Galion, running lead at Sherman Street.....15

Between Galion Passenger Station and Burt.....30

Burt, between westward home signal and Erie station 15

Between Burt and M. P. 99, westward track, passenger, mail and express trains.....70

Between Burt and M. P. 99, westward track, freight trains, or other trains handling freight equipment.. 50

Martel-Spring switch-west end westward siding, for reverse movements .....20

Marion: { Bridge 39-A, Leader St., eastward track...30  
Over street crossings .....30  
Curve eastward track at west end of eastward siding .....60  
Engines 8400 to 8405 inclusive passing station platform, westward main track..10

Big Springs, curve east .....55

Rushsylvania: { First curve east .....55  
First curve west .....55

Turner, westward movements over spring switch ....20

Between Turner and Bellefontaine: { Passenger, mail and express, and Flexi-Van trains .....50  
Freight trains and other trains handling freight equipment.. 25

Bellefontaine: { Through crossover west of Interlocking Station on Indianapolis line .....10  
Through west wye connection between Indianapolis and Sandusky line...10  
No. 2 track, curve west of Plum Valley St. ....40  
Nos. 1 and 2 tracks, within Interlocking limits .....30

Mile Post 144, West of Bellefontaine, Curve .....70

Mile Post 148, curve east of DeGraff .....70

Between Sidney and Spafford (old line).....20

Ansonia: Engines 8400 to 8405 inclusive passing station platforms .....20

Union City: { Over Columbia street .....50  
Engines 8400 to 8405 inclusive passing station platform westward main track 20

Winchester, over Pennsylvania crossing .....45

Muncie: { Between West Yard Limit Board and West corporate limit freight trains .....50  
Between corporate limits .....30  
Over N&W crossing .....25

Gridley: { Through crossovers .....30  
Between home signals for movements from South Anderson .....20

Between Gridley and Taft via So. Anderson Yard...30

Anderson: { Over street crossings.....40  
Engines 8400 to 8405 inclusive passing station platforms .....10

Taft, between home signals for movements from So. Anderson .....20

Between Raleigh and Pendleton (old line) .....10

To receive or discharge U. S. Mail or Newspapers:  
No. 306, Grafton, daily ex. Sunday .....40

No. 341 except Monday..... }  
No. 315 ..... } Crestline ..... 30  
No. 312 except Sunday ..... }  
No. 316 ..... }

No. 312 Fortville except Thurs., Sun. and Holidays ...60

No. 315 Winchester .....45

GALION TO GANO:

St. James, curve .....60

Between Paget and Jones via Delaware, freight trains.50

Delaware, over street crossings .....15

Delaware to Ostrander .....15

Worthington (One mile east over Wilson Bridge, Worthington-Galena and Schrock Roads) .....60

Between Worthington and Galloway, freight trains .50

Columbus, between Lincoln Ave. (M.P. 130.77) and Sullivant Ave. (M.P. 145.06) over street crossings, City Limits .....45

Fifth Ave., reverse curve one mile east .....40

Union Station tracks, between Fourth and High Sts..10

C. & O. crossing, first curve east.....30

GN Tower: { First curve west of { Westward track ...45  
Scioto River Bridge { Eastward track ...30

Grandview Tower east to first curve west of Scioto River Bridge—Eastward track .....60

Miami Crossing to Camp Chase, running track.....20

First curve east of Camp Chase.....60

Georgesville, curve one mile east.....60

London, over street crossings.....35

Carney, over D. T. & I. crossing.....45

Springfield: { Wye track .....15  
Engines 8400 to 8405 inclusive passing station platforms .....10  
Between Linden Ave. and Lowry Ave..15  
Between Lowry Ave., and West End...20  
Eastward trains using No. 1 track between Linden Ave. and Warder St. .15

Cold Springs: { Curves east of end double track....45  
Entering or leaving No. 2 track ...50

Between Cold Springs and Tates Point, No. 1 track...60

Dayton corporate line one-fourth mile east of Tates Point to Second St. ....40

Dayton, between Washington St., and west corporation line one mile west of Washington St.....30

\*West Carrollton: Eastward movements on No. 1 track from 1200 feet west of Elm Street to Elm Street..20

Miamisburg, over street crossings.....50

Franklin (Old Main), over Miami River bridge and curves west of bridge.....15

Middletown: All westward trains stopping at Middletown when proceeding must not exceed 15 miles per hour to Central Ave. This applies to head end only.

Middletown, between Manchester Road and Grand Ave. over street crossings .....25

Between Mauds and Gano, westward freight trains except Flexi-Van trains .....45

Between Mauds and Gano, curves No. 2 track .....50

\*Applies to head end of train only.

BAY JCT. TO KENTON:

Berwick, Main track wye.....30

Vanlue Branch, between A. C. & Y. Crossing and Vanlue .....15

Carey: { Over West St. (Vanlue Line) .....15  
1000 feet east of C. & O. crossing and first signal west of Carey.....20

Between Hill Siding and Sands:  
Forest, between home signals.....20  
Sands, between home signals.....20

Freight trains and other trains handling freight equipment .....30

Kenton, over street crossings .....15

BELLEFONTAINE TO SPRINGFIELD:

Bellefontaine: { Through crossover west of Interlocking station on Indianapolis line...10  
Through west wye connection between Indianapolis and Sandusky lines..10  
Engines 8400 to 8405 inclusive passing station platform No. 1 track..20

Mile Post 116 to Glen Echo, Track No. 1 .....30

Springfield, city track, Buck Creek bridge, engines...10

Springfield Yard to Mechanicsburg .....15

Bridge 114, east of Springfield Yard, engines .....10

OD TO CARLISLE JCT.:

OD (Jackson), to Yard Limit Board .....15

Cement City to Brooklyn.....15

Rollin, Clay track, to sign reading "Engine Limit".. 8

Hudson, over street crossings.....10

Alvordton, between Home Signals. ....20

West Unity: Between approach and home signals...30

Between Mile Post 45 and Mile Post 58.5 .....40

DV between Home Signals.....20

Sherwood, between Home Signals.....20

Sherwood to Mile Post 77.1.....15

Paulding, Curve at station.....20

Latty, between Home Signals.....20

Van Wert, between Home Signals, Southward.....20

Ohio City, between Home Signals.....20

Celina, between Home Signals.....20

Coldwater, over street crossings.....25

Ansonia, between Southward Distant Signal and Northward Home Signal, Southward trains.....20

D. & U. Crossing, between Home Signals .....20

West Manchester, between Home Signals .....20

Germantown: { Over street crossings, light engines and southward freight trains .....20  
{ (B. & O. Crossing) between Home Signals .....20

Carlisle: { Southward freight trains passing Southward Distant Signal .....25

GLEN ECHO TO COLD SPRINGS, ERIE R.R.

Trains handling spreader cars, blades in trailing position .....30

Trains handling dead steam engines except as otherwise provided .....30

Trains handling loaded self-clearing hoppers (except covered hoppers) and freight cars with six wheel trucks .....30

BELLEFONTAINE TO ST. MARYS:

Trains .....15

Trains handling wrecking cranes .....10

Wapakoneta, Dixie highway, State Route No. 25.... 8

Central Sub-Division  
(Unless otherwise restricted)

	Eastern Branch	Western Branch	Southern Branch	Z. & W. Branch	Hitop Branch
Solid ore trains	40	40	40	20	25
All trains except solid ore trains	40	50	40	20	25
Wrecking cranes handled in wrecking service	30	30	30	15	15

Eastern Branch: Stanley to Thurston, via Bucyrus.  
Western Branch: Stanley to Corning, via Columbus.  
Southern Branch: Corning to Swiss, including Glouster to Shawnee.  
Z. & W. Branch: Thurston to Zanesville; Fultonham to Tropic.  
Hi-Top Branch: Charleston (Bigley Ave. Jct.) to Hi-Top.

LOCAL  
(Unless otherwise restricted)

	MPH	MPH
<b>EASTERN BRANCH</b>		
Stanley through Interlocking	15	
Bucyrus: Through interlocking, Northward trains..20		
Between Bucyrus and Thurston:		
Trains handled by DES 1200 HP diesels.....35		
Fostoria: Between north yard limit board and south corporation line .....35		
Sycamore: Through Interlocking, Northward ...20		
Over first street north and first street south of station .....25		
Centerburg: Through Interlocking .....20		
<b>WESTERN BRANCH</b>		
Stanley: Through Interlocking .....15		
Stanley Yard: Facing over spring switches .....15		
Bowling Green: Over Wooster and Court Sts. ....15		
North Findlay: Through Interlocking .....20		
Findlay: Over all street crossings between Belle Ave. and Olive St. ....25		
Kenton: Between MP 72 and MP 74 .....20		
Kenton: Main track switch to connection Ohio Sub-division, when diverging .....10		
Between Ohio Sub-division Bridge and Wayne St...30		
Through Interlocking, E. L. R. R., Southward .....20		
Between MP 119.5 and West Columbus .....40		
Marysville: Over Main St. ....20		
Mounds: Through Interlocking .....20		
Between B. & O. Crossing and LM Tower.....20		
Between LM and Frankfort Street .....25		
Between Frankfort Street and Bannon .....35		
Columbus: Over all street crossings from McKinley Ave. to Noe Bixby Road, corporate limits .....45		
South Columbus: Industrial lead over Markison Ave. 4		
Between Truro and Woodland Ave. ....15		
Brice: Over dead rail in scale track ..... 2		
Between MP 162.1 at Thurston and Rendville .....40		



**WESTERN BRANCH (Continued)** MPH

Between Thurston and Corning:  
Trains handled by DES 1200HP Diesels .....35

Bremen: Between Carter St. and station .....15

New Lexington: Between Brown St. and station .....15

Over Main St. ....25

Between Rendville and MP 1.4.....25

**SOUTHERN BRANCH** MPH

Between: Glouster and Buckingham (MP 83.4).....20

Glouster: City Limits .....20

Grosvenor: Signal U231 and U242 .....25

Between Mile Post 28 and first curve north of Mile Post 30 .....35

Between Mile Post 33-20 and Mile Post 41 .....35

Between Kanauga and Pt. Pleasant .....25

Raymond City: From Mile Post 106 to Mile Post 108. 35

Nitro: 11th Street and 19th Street .....15

Dunbar: Corporation limits .....35

Charleston: Between Mile Post 122 and Mile Post 128 15

Between MP 160 and Swiss .....15

**Z. & W. BRANCH** MPH

Between Glassrock and Fultonham .....15

Mt. Perry: Highway crossing County Route 34; Between the hours 7:30 AM-8:30 AM and 3:15 PM-4:15 PM ..... 5

Between Fultonham and Milepost 69, Misco .....15

Through Tunnel, between Saltillo and Crooksville ...10

**HITOP BRANCH** MPH

Bigley Ave. Jct. to MP 17 Southward .....25

MP 17 to MP 21 Southward .....15

MP 21 to Hitop Southward .....25

Hitop to MP 17 Northward .....15

MP 17 to Bigley Ave. Jct. Northward .....25

Cars handled ahead of engine .....10

Through tunnels .....10

**Illinois Division**  
(Unless otherwise restricted)

	Wade to Altamont	Templeton to Kankakee	CX to North Vernon	Cold Springs to Hunter	Valley Jct. to Beeson	Craig to Columbus	Fairland to Franklin	Osborn to Lyons Yd.
Passenger, mail, express and dead head equipment trains	79	75	40	40	15	15	15	49
...with freight equipment cars, except freight Flexi-Van cars	50	50	40	40	15	15	15	49
*Flexi-Van trains, mail, express and dead-head equipment trains with freight Flexi-Van cars	70	70	40	40	15	15	15	49
Freight trains	50	50	40	40	15	15	15	49
Trains handling wrecking cranes	45	45	30	25	15	15	15	30
Trains handling wrecking cranes on curves	30	30	25					

\* A Flexi-Van train is a freight train consisting of Flexi-Van equipment and/or multi-level automobile carrying cars and flat cars carrying trailers in piggy back service, with or without passenger equipment cars, and freight cabooses.

**Local**  
(Unless otherwise restricted)

**WADE TO KANKAKEE:**

Trains operating on controlled siding .....30

Between Addyston and North Bend.....50

Between North Bend and CP 39 .....60

\*Greensburg, Mile Post 61.7 and Mile Post 63.2 .....40

Greensburg, Eastward-Westward siding from 500 feet east of MP 63 to 500 feet west of MP 63 .....15

Between Vine and CP 77 (Track No. 2) .....30

\*Shelbyville, within corporate limits.....25

Passenger, mail and express between Brant and Mile Post 116.47 .....60

Thirtieth St., Indpls., over street crossing.....40

Mile Post 119.2, over street crossings.....69

Lebanon, over hand thrown switches .....20

Lebanon, over Central Indiana R. R. crossing.....20

Thorntown, between MP 147.5 and MP 147.7 and Main Street .....50

Between Conn and Hazelrigg on No. 1 track, passenger trains .....60

Between Conn and Hazelrigg on No. 1 track, freight trains .....40

Curves between Mile Post 164.9 and Mile Post 167.7. 60

Sheldon, between Mile Post 218 and U.S. Highway No. 24 .....60

**St. Anne, over C. & E. I. crossing, and on curve.....60**

**Aroma Park, on curves.....40**

**Between Court St. and Kankakee .....30**

**Between Lawrenceburg Jct. and Aurora .....15**

**Bridges between Lawrenceburg and Aurora..... 5**

**CX TO NORTH VERNON:**

Between CX and Yost .....20

Between Yost and New Paris Jct. ....30

\*New Paris Jct., between Home Signals .....20

Between New Paris Jct. and Leesburg .....30

\*Milford Jct., between Home Signals .....20

\*Warsaw, between Home Signals .....20

Between MP 81 and MP 85.2 .....30

\*Claypool, within corporate limits. ....15

Claypool, between Mile Post 87.5 and Speicher Mile Post 109.1 .....30

\*North Manchester, within corporate limits.....25

\*Bolivar, between home signals.....20

Bolivar, through siding .....10

Wabash, Wabash River Bridge, Mile Post 113.5 .....30

\*La Fontaine, over Logan St. crossing .....30

Marion, reverse curve north .....30

\*Marion, within corporate limits.....30

\*Marion, between home signals.....20

\*Kent southward, between home signals.....20

Jonesboro, reverse curves .....15

Alexandria, over N&W crossing .....15

Between Dow and Mile Post 164.0 .....30

Between Mile Post 164.0 and South Anderson .....15

Between South Wye switch South Anderson yard and Shirley .....30

\*Shirley, between home signals.....20

Bridge three miles south of Shirley .....20

Between Shirley and North Vernon .....30

Greensburg, between home signals .....10

\*Westport, within corporate limits.....15

**COLD SPRINGS TO HUNTER:**

Between Cold Springs and Mile Post 24 .....30

Between Mile Post 24 and Mile Post 26 .....25

Between Mile Post 26 and Mile Post 53 .....30

\*B&O Crossing (Troy) between Home Signals.....20

\*Arcanum, over B. & O. crossing.....15

\*Hewitt, between Home Signals .....20

\*Lynn, between Home Signals .....20

Lynn, between MP 70 and MP 80 at Modoc .....30

\*Losantville, within corporate limits.....15

\*C&O crossing between Home Signals .....20

\*New Castle, passing station.....25

Between Mile Post 96 and Willow Branch.....30

\*Shirley, between Home Signals .....20

Between Willow Branch and Hunter.....35

**VALLEY JCT. TO BEESON:**

\*Harrison, within corporate limits.....10

Brookville road crossing.....10

**OSBORN TO LYONS YARD:**

Between Osborn and Mile Post 33 .....40

Highland: Trains or engines within the town of Highland, Indiana, must not exceed a speed of 20 (twenty) miles per hour at any such crossings not protected by automatic flasher signal warning devices, the speed of trains or engine shall not exceed 35

MP-12: When diverging through spring switch .....30

Schneider: When diverging through spring switch ...30

Morocco, through siding .....15

Morocco, when diverging through spring switch .....30

Sheff, northward-southward siding .....15

Between MP 71 and Handy .....30

Handy when diverging through spring switch..... 30

Between Tab and Handy .....40

\*Stewart: Over C. & E. I. Crossing .....20

Sloan, through siding .....15

Between Sloan and Danville .....40

Wyton, P&E Wye .....10

Between Wyton and Lyons, No. 2 lead .....20

Between Wyton and Lyons, No. 1 lead .....25

\*Applies to head end of train only.

**Illinois Division**  
(Unless otherwise restricted)

	AN to Lenox	Lyons Yd. to Harrisburg	Harrisburg to Cairo	Mt. Carmel to Evansville	Terre Haute to Straight Line Jct.
Passenger, mail, express and deadhead equipment trains	80	40	30	20	40
...with freight equipment cars, except freight Flexi-Van cars	60	40	30	20	40
*Flexi-Van trains, mail, express and deadhead equipment trains with freight Flexi-Van cars	70	40	30	20	40
Freight trains	60	40	30	20	40
Trains handling wrecking cranes	45	30	30	20	30
Trains handling wrecking cranes on curves	30	20	20	20	20

\* A Flexi-Van train is a freight train consisting of Flexi-Van equipment and/or multi-level automobile carrying cars and flat cars carrying trailers in piggy back service, with or without passenger equipment cars, and freight cabooses.

**Local**  
(Unless otherwise restricted)

**AN TO ST. LOUIS:**

Burnett, curve .....70

Mile Post 66, east of Preston, curve .....70

Between Preston and Haley, No. 1 and No. 2 track...50

When diverging through puzzle switch Haley .....10

When diverging within interlocking at Haley or Terre Haute .....15

Between Haley and Millard, No. 1 and No. 2 track ...25

Between Mile Post 75 and Mile Post 78 No. 1 track...30

Between Mile Post 88 and Mile Post 91.5 .....60

Mattoon, north lead .....10

12th St. controlled siding .....10

\*Mattoon, between 12th Street and 21st Street .....20

Curve, Mile Post 148, one mile west of Middlesworth.70

\*Applies to head end of train only.

Between Mile Post 149.5 and Shelbyville (C.P. 151) .50

Between Mile Post 156.7 and Mile Post 157.1 .....70

Pana, entering or leaving C. & E. I. tracks .....15

\*Trains operating on controlled siding.....30

Lenox, via diverging route, through puzzle switch.... 5

**To receive or Discharge U. S. Mail:**

No. 312, Paris .....50

No. 318, Paris .....40

No. 312, Pana .....50

No. 318, Pana .....50

No. 317, Pana .....40

No. 341, Pana .....50

No. 317, Nokomis .....50

No. 341, Nokomis .....50

**HILLSBORO TO LITCHFIELD:**

Between Mile Post 202.7 and Mile Post 203.0 ..... 5

Between Hillsboro and Litchfield .....15

\*Applies to head end of train only.



LYONS YARD TO CAIRO:

Table listing train routes and distances for Lyons Yard to Cairo, including items like \*WR, Southward trains between Home signals, \*Midland, between Home Signals, etc.

ST. FRANCISVILLE TO VINCENNES:

Table listing route: Between St. Francisville and Vincennes. . . . .15

MT. CARMEL TO EVANSVILLE:

Table listing routes: Saltpool and Maryland St. curves and on wye Eighth Ave. . . . .10, Harwood, within interlocking limits . . . . .15

TERRE HAUTE TO STRAIGHT LINE JCT.:

Table listing various routes and distances for Terre Haute to Straight Line Jct., including items like Between Mile Post 0.0 and Milw. Belt crossing, etc.

\*Applies to head end of train only.

Indianapolis Terminal

SPEED RESTRICTIONS (Unless otherwise restricted)

Table showing speed restrictions for various train types and locations at Indianapolis Terminal, with columns for 'Between BX and AN', 'Between DX and Post', and 'Between Belt Crossing and Grove (Track No. 1)'.

\* A Flexi-Van train is a freight train consisting only of Flexi-Van equipment and/or multi-level automobile carrying cars, flat cars carrying trailers in piggy-back service and freight cabooses.

Table listing various routes and distances for Indianapolis Terminal, including items like Between Ohio and Washington Sts., Indianapolis, over street crossing, etc.

ENGINE AND CAR RESTRICTIONS

Cranes X13 to X16 must not be operated over Bridge No. 1 on Belt R. R., and may be operated only on Track Nos. 5, 6, 7, and 8, through train shed at Indianapolis. Cars weighing over 315,000 lbs. without permission of Terminal Superintendent.

Engines must not be operated: Location West Side: Grocers Supply Co. track. Post: North lead beyond westward siding. Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034. Lawrence—Elevator track, 75 feet from east end of elevator. Cars must not be operated as shown below: On industrial sidings with sharp curvature and not shown below, care must be used in operating. Sixty ton Twin Flexi-Van cars are not to be humped. Restrictions to such cars for No. 6 turnouts applies only when coupled. Uncoupled cars singly, or cars separated by coupled idler cars (50'-6" or less in length) can negotiate No. 6 crossovers and turnouts. Old Main—Heavy Curves. . . . . {Engines 6100 to 6114, 8020 to 8034} Rolling Hill Territory—Central R.R. of Indpls.—Heavy Curves. . . . . {60 ton Twin Flexi-Van cars} Delaware St. Frt. Hse.—Heavy Curves. . . . . {60 ton Twin Flexi-Van cars} Trestler Coal Co.—Heavy Curves. . . . . {60 ton Twin Flexi-Van cars} Load limit on cars handled through retarders—maximum 240,000 lbs.

ENGINE AND CAR RESTRICTIONS.

Engines and cars must not be operated as shown below: Flat cars equipped with friction or solid type bearings must not operate in a Flexi-Van train.

On industrial sidings with sharp curvature and not shown below, care must be used in operating.

Sixty ton Twin Flexi-Van cars are not to be humped. Restrictions to such cars for No. 6 turnouts applies only when coupled. Uncoupled cars singly, or cars separated by coupled idler cars (50'-6" or less in length) can negotiate No. 6 crossovers and turnouts.

Maximum gross weight of cars handled through retarders 240,000 lbs.

Engines GP-20, 2000 HP road switchers and GP-30, 2250 HP locomotives, and ALCO Model DL-721, class DRS-12A, when coupled together, cannot negotiate a No. 6 frog or curvature similar to that in lead of a No. 6 turnout and cannot be operated over tracks as shown at locations indicated by \*.

Ohio Central Division

Between Clyde and Berwick: No detour movements may be made.

Between Bay Jct. and Berwick: Cars weighing over 170,000 lbs. without permission from Transportation Superintendent. 250-ton wrecking cranes must be separated between two cars not over 64,600 lbs. gross weight each.

Between Berwick and Sands: Cars weighing over 220,000 lbs. without permission from Transportation Superintendent.

Between Delaware and Ostrander and between Springfield Yard and Mechanicsburg: Cars weighing over 210,000 lbs. without permission from Transportation Superintendent. 250-ton wrecking cranes must be separated between two cars not over 64,600 lbs. gross weight each.

Between O.D. and Carlisle Jct.: Cars weighing over 220,000 lbs. without permission from Transportation superintendent.

Between Bellefontaine and St. Marys: Cars weighing over 315,000 lbs. without permission from Transportation Superintendent.

Berea to Post: Cars weighing over 260,000 lbs. without permission from Transportation Superintendent.

Between Columbus and Springfield: Cars weighing over 220,000 lbs. without permission from Transportation Superintendent.

Columbia:

Elevator track, west of highway crossing . . . . . All engines.

Shelby:

Shelby Iron and Metal Co. . . . . {Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.} Seamless Tube Company . . . . . {Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.} scale track . . . . . {Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.}

Galion:

Galion Light Co. . . . . {Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.} Quality Coal Co. . . . . {Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.} Freeze Works . . . . . {Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.} Ice House (National Grave Vault) . . . . . {Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.} Bryan Coal Co. . . . . {Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.} Old Metallic Vault Co. (Light Co.) . . . . . {Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.}

North Electric track—No. 6 turnout . . . . . {Engines 6100 to 6114, 8020 to 8034.} 60 ton Twin Flexi-Van cars.

LaRue:

Hole track . . . . . All engines.

Bellefontaine: (All Lines).

Walker track . . . . . } Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034. } Bridge Works track . . . . . } City Light and Power Co. . . . . } Colton track (Indpls. Line) . . . . . } Colton track (Sandy. Line) . . . . . } Silverstine track . . . . . } Johnson track . . . . . } Town tracks . . . . . }

State Highway—No. 6 turnout . . . . . } 60 ton Twin Flexi-Van cars. } \*Engines 6100 to 6114, 8020 to 8034.

DeGraff:

Canning Factory . . . . . } Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.

Sidney:

Citizens Ice & Coal Track No. 6 turnout . . . . . } 60 ton Twin Flexi-Van cars. } \*Engines 6100 to 6114, 8020 to 8034.

Union City:

Saw Mill track . . . . . } Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.

Winchester:

Crossover serving Goodrich elevator . . . . . } South Spur—Anchor Hocking Glass . . . . . } East Spur—Anchor Hocking Glass . . . . . } No. 2 connection . . . . . } Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.

Muncie:

Wire Mill . . . . . } Broderick Company . . . . . } C. I. Industry tracks . . . . . } Chevrolet Company . . . . . } Acme Company . . . . . } Muncie Belt . . . . . } C. I. Main track . . . . . } Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.

House Spur, Tracks 1, 2 and 3 and Team track—No. 6 turnout . . . . . } \*Engines 6100 to 6114, 8020 to 8034. } 60 ton Twin Flexi-Van cars.

Owen Glass North Track—No. 6 turnout . . . . . } \*Engines 6100 to 6114, 8020 to 8034. } 60 ton Twin Flexi-Van cars.

Hart:

Warner Gear Company . . . . . } Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.

Yorktown:

Elevator track east of station . . . . . } Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034. } Station and House track East of Broadway . . . . . } All engines.

Daleville:

Plant Food Company . . . . . } Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.

South Anderson:

File Works . . . . . } Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.



**Pendleton:**  
 Reformatory Tracks inside of Prison Gate ..... Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.  
 Flour Mill ..... All engines.  
 Old Main ..... Multiple Units.

**Oaklandon:**  
 One Mile West—Sunnyside. } Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.  
 On coal trestle—Power House track .....

**Post:**  
 North lead ..... } Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.

**Burt to Gano:**

**St. James:**  
 Farm Bureau Co-op—No. 6 } \* Engines 6100 to 6114, 8020 turnout ..... to 8034.  
 60 ton Twin Flexi-Van cars.

**Cardington:**  
 Hay Barn ..... } Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.  
 Team track .....

**Delaware:**  
 K & W Rubber Co. .... } Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.  
 Farm Bureau .....  
 State Highway .....

**Columbus:**  
 Clark Grave Vault Co. — } Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.  
 New track .....  
 Clark Grave Vault Co. — }  
 Old track .....  
 Hill track .....  
 Beech Alley .....  
 Neil track .....  
 Columbus Coated Fabric Co. }  
 Money Penny Hammond ... }  
 Jeffrey Mfg. Co. .... }  
 Eshelman track over pit .... All engines.

Grave Vault No. 1 — }  
 No. 6 turnout ..... }  
 Jeffrey North Track — }  
 No. 6 turnout ..... }  
 Berry Brothers — }  
 No. 6 turnout ..... }  
 West Water — No. 6 turnout }  
 Kirk Grocer — No. 6 turnout }  
 Neil Track — No. 5 turnout }  
 Indianapolis Paper — }  
 No. 5 turnout ..... } \* Engines 6100 to 6114, 8020 to 8034.  
 Pace — No. 5 turnout ..... }  
 Short Forge — No. 5 turnout }  
 Capital City — No. 5 turnout }  
 Summers (South) — }  
 No. 5 turnout ..... }  
 Coffin — No. 5 turnout ..... }  
 Summers (North) — }  
 No. 5 turnout ..... }  
 Kinney Coffee — }  
 Heavy Curve ..... }  
 Ideco Co. — Heavy Curve .. }  
 Neil Switch — No. 6 turnout }  
 K. J. Warehouse — }  
 Heavy Curve .....

**London:**  
 London Lumber Co. .... All engines—beyond building.

**Springfield:**  
 D T & I Transfer track ... }  
 Ross tracks ..... }  
 International Harvester Co. } Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.  
 Steel Products ..... }  
 Ross Hill track ..... }  
 Duplex Mill ..... }  
 R & M Foundry track ... }  
 Hoppes Mfg. Co., in building }

Ross No. 1—No. 6 turnout. } \* Engines 6100 to 6114, 8020 to 8034.  
 60 ton Twin Flexi-Van cars.

Ihrig Track—No. 6 turnout } \* Engines 6100 to 6114, 8020 to 8034.  
 60 ton Twin Flexi-Van cars.

Buck Creek Bridge (City Track)  
 Cars weighing over 160,000 lbs. without permission from Transportation Superintendent.  
 The following equipment and engines should not operate: Loaded 90 ton N. & W. R. R. Hoppers—loaded 70 ton cars next to engines. 250 ton wrecking crane. Engine Nos. 526 to 566, 1600 to 1603, 2400 to 2403, 3500 to 5104, 5754, 5755, 5818 to 5827, 5900 to 5903, 5928 to 5948, 6039, 6040, 6210, 6600 to 6903, 7112 to 7114, 7300, 7301, 8256, 8259, 8315 to 8318, 8330, 8332, 8339, 8341, 8342.  
 The following engines may operate single unit coupled to a car weighing loaded not more than 100,000 lbs. at a speed of not more than 5 miles per hour: 1000 to 1123, 1604 to 1875, 2404 to 2475, 3300 to 3372, 5600 to 5753, 5756 to 5817, 5904 to 5927, 5949 to 6038, 6041 to 6075, 6200 to 6209, 6211 to 6236, 7000 to 7111, 7115 to 7118, 8000 to 8255, 8257, 8258, 8260 to 8314, 8319 to 8329, 8331, 8333 to 8338, 8340, 8343 to 8589, 9800 to 9820.  
 The following engines may operate single unit coupled to a car weighing loaded not more than 80,000 lbs. at a speed of not more than 5 miles per hour: Nos. 8590 to 9008, 9100 to 9646.

C&LE Ry. tracks—on curve.. All engines.  
 Over Bridge 114 east of Springfield yard ..... 90-ton loaded gondolas must be separated from the engine by not less than 80-ton gross weight car.

**Dayton:**  
 Ohio Metal No. 1—No. 6 } \* Engines 6100 to 6114, 8020 turnout ..... to 8034.  
 60 ton Twin Flexi-Vancars.  
 M. J. Gibbons Tracks .... } Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.  
 60 ton Twin Flexi-Vancars.

Cooper St. Yard Track No. 7—No. 6 turnout } \* Engines 6100 to 6114, 8020 to 8034.  
 60 ton Twin Flexi-Vancars.

Cooper St. Yard ..... } Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.

Lewis & Michael Co. .... Engines 509 to 566, 1000 to 8411, 9100 to 9328.

Davies & Young Co. .... } Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.  
 Ohio Rake Track ..... }  
 Syrup Track .....

Liberal Markets—No. 6 } \* Engines 6100 to 6114, 8020 turnout ..... to 8034.  
 60 ton Twin Flexi-Van cars.

Dayton Envelope Co. .... } Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.

**Sand Cut:**  
 Dayton Power and Light Co. }  
 North side—A and C }  
 Tracks, north end, No. 6 } \* Engines 6100 to 6114, 8020 }  
 turnouts ..... to 8034.  
 South side—No. 6 turn- }  
 outs at west end of Old }  
 Hill Track and Tipple }  
 Lead ..... }  
 60 ton Twin Flexi-Van cars.

Crume Brick Company ..... } Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.

**Moraine:**  
 Moraine Box Co. .... } Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.

Frigidaire No. 6 Track— } \* Engines 6100 to 6114, 8020 }  
 No. 6 turnout ..... to 8034.  
 60 ton Twin Flexi-Van cars.

Frigidaire Coal Track ..... } Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.

**Cuba:**  
 C. & L. E. Tracks ..... All engines.

**Miamisburg:**  
 Cigar Co. track, east of east }  
 end of wall ..... All engines.  
 Foundry track—on curve .. } Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.  
 Lime spur .....

**Franklin:**  
 Hole track ..... } Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.  
 Stone Container Corp. .... }  
 Maxwell Paper Co. .... }

**Middletown:**  
 Inland Container ..... }  
 Diamond National Mill 2.... }  
 City Track ..... } Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.  
 Crane Track (M & C Jct.).. }  
 P. R. R. Interchange (M }  
 & C Jct.) .....

Wrenn Paper Co.—No. 4 } \* Engines 6100 to 6114, 8020 turnout ..... to 8034.  
 Diamond National Box }  
 Shop No. 4—No. 6 }  
 turnout .....

**Hughes:**  
 Butler Farm Bureau ..... All engines from a point 8 feet west of the trestle.

**Bay Jct. to Springfield:**

**Castalia:**  
 Castalia Quarries—No. 6 } \* Engines 6100 to 6114, 8020 Crossover ..... to 8034.  
 60 ton Twin Flexi-Van cars.

**Patterson:**  
 Elevator track .....

**Carey:**  
 A.C.&Y. Crossing to Vanlue }  
 Porcelain Co. .... } Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.  
 National Lime & Stone Co. }  
 tracks—east of A. C. & Y. }  
 crossing ..... }  
 Freight House track .....

**McVittys:**  
 Herzog Lime and Stone Co. }  
 East track beyond 100' south }  
 of road crossing ..... } All engines.  
 West track south of road }  
 crossing .....

**Kenton:**  
 Hole track ..... } Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.  
 Middle track ..... }  
 Outer round track, East of }  
 Franklin St. .... }

**Urbana:**  
 American Aggregate Com- }  
 pany Short Crossover .... } All engines and cars.  
 Storage tracks more than 50 }  
 feet beyond tipple .....

**Jackson to Carlisle Jct.:**

**Jackson:**  
 Warren Scrap Co. .... } Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.

**Cement City:**  
 Stone track No. 10..... } Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.  
 Clay track No. 11..... All engines.  
 Clay Track—Heavy Curve } \* Engines 8020 to 8034.  
 60 ton Twin Flexi-Van cars.

**Cement City to Brooklyn:**  
 Coal Track Brooklyn ..... All Engines.

**Rollin:**  
 Clay track (1 mile south) .. } Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.

**Van Wert:**  
 Wistner Coal Company .... } Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.  
 Balyeat Coal Company .... }

Meyers Coal—Heavy Curve } \* Engines 6100 to 6114, 8020 to 8034.  
 Balyeat No. 3—No. 6 turnout }  
 60 ton Twin Flexi-Vancars.

**Greenville:**  
 No. 1 Milk Track—No. 6 } \* Engines 6100 to 6114, 8020 turnout ..... to 8034.  
 60 ton Twin Flexi-Van cars.

**Rockford:**  
 Local track ..... } Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.



Central Sub-Division

Engines and cars must not be operated as shown below:

Cars weighing over 220,000 lbs. without permission from Transportation Superintendent.

Maximum gross weight of cars handled through retarders 240,000 lbs.

Findlay:

Differential Car Co., South Plant, over bridge: All engines.

Cars with capacity of 70 tons or more.

Engines, except DES class, must not be operated on West Brewery Track.

Columbus:

Delph Hide Co. track; over unloading pit: All engines.

Johnstown:

Johnstown Lumber track; over unloading pit: All engines. Cars with capacity of 70 tons or more.

New Lexington:

JT mine tracks: Engines except DES class, must not be operated beyond a point 800 feet south of main track switch.

Nitro:

General Chemical Company track, over pit: All engines.

Cedar Grove:

Engines must not be operated beyond first inside switches on north and south ends of Tompkins Fuel Track.

Note: On Industrial sidings with sharp curvature and not shown above, care must be used in operating.

Crooksville:

Engines, except DES class must not be operated on Ceramic Supply Co.

Glass Rock:

Farm Bureau Track; over unloading pit... All engines

Muskingum: P. R. R. overhead bridge one-fourth mile south of Muskingum; Wreck cranes must be handled carefully account close overhead clearance.

West Columbus Yard:

A-6 track ..... } No. 6 turnout  
Scale track ..... }

South Columbus:

Industrial Lead — Heavy Curves.

East Columbus:

Albers Warehouse Track — Heavy Curve.

Institute:

Second crossover south of station leading from main track to old siding ..... } No. 6 turn-outs.  
Carbide and Carbon Plant ..... }  
Goodrich Gulf Plant ..... }

Charleston:

Fidelity Storage Track ..... } Heavy Curve. }  
Chriss and Shaver Track ..... } 6100 to 6114, 8020 to 8034,  
First and Second Industrial Tracks ..... } 60 Ton Twin Flexi-Van Cars  
South of Elk River Bridge ... Curves. }  
Kyle furniture track, leading from storage track ..... No. 6 turnout. }

60-TON TWIN FLEXI-VAN CARS.

Movement over vertical curves.

Cars must not be moved over humps in classification yards.

(a) Stanley Yard Hump—Toledo, Ohio.

(b) Scale Track—Dickinson, W. Va.

Movement over horizontal reverse curves.

(Crossovers and Turnouts)—

Uncoupled cars singly, or cars separated by coupled idler cars, (50'-6" or less in length) can negotiate crossovers and turnouts as sharp as No. 6.

Illinois Division

Between Wade and Kankakee:

Cars weighing over 315,000 lbs. without permission from Transportation Superintendent.

North Bend:

Raymond City Coal Tracks—No. 6 turnout

Lawrenceburg:

Peoples Coal Co.—No. 6 turnout ..... }  
Quaker Oats—No. 6 turnout ..... }

Shelbyville:

Hilligoss—No. 6 turnout ..... } Engines 6100 to 6114, 8020 to 8034.  
Auto Platform—No. 6 turnout ..... } 60 ton Twin Flexi-Van cars.  
New Track—No. 6 turnout ..... }  
Behind House track—No. 6 turnout ..... }  
David J. Joseph Co.—No. 6 turnout ..... }

Vine:

Wye Track—Heavy Curve

Lafayette:

Cranes X 13 to X 16 may operate over N&W if stack is removed in transit.

Sheldon:

Under unloading shed at elevator. .... All engines.

Between Valley Jct. and Beeson:

Cars weighing over 315,000 lbs. without permission from Transportation Superintendent.

Cranes X 13 to X 16 must be handled between two cars weighing not more than 64,600 lbs. over Bridge No. 139-A between Nulltown and Connersville.

Connersville:

Do not operate engines Nos. 1000-5104, 6029-6075, 6100 to 6114, 6600-6903, 8020 to 8034, 8353-8357 on these tracks and 6220-6236 must be single unit only.

Roots Co. .... } All engines.

Rex Co., old plant ..... } All engines.

American Central Mfg. Co. .... }

Philco tracks Nos. 3 and 4 beyond road crossings..... }

Gravel Pit track over unloading pit ..... }

American Kitchen Co. Track—No. 6 turnout

Roots Co. Track—Heavy Curve

Rex Co.—Old Plant—Heavy Curve

American Central Mfg.—Heavy Curve

Philco No. 3 and No. 4—Heavy Curve

Between Lawrenceburg and Aurora:

Cars weighing over 160,000 lbs. without permission from Transportation Superintendent.

The following engines must not be operated: Nos. 526 to 566, 1600 to 1603, 2400 to 2403, 3500 to 3603, 3700 to 5104, 5754, 5755, 5818 to 5827, 5900 to 5903, 5928 to 5948, 6039,

6040, 6210, 6600 to 6903, 7112 to 7114, 7300, 7301, 8256, 8259, 8315 to 8318, 8330, 8332, 8339, 8341, 8342, 8406 to 8411, 8700 to 9008, 9102 to 9137, 9311 to 9516, 9628 to 9646.

The following engines may operate single unit coupled to a car weighing not more than 100,000 lbs. at 5 miles per hour over Bridges: Nos. 1000 to 1123, 1604 to 1875, 2404 to 2475, 3300 to 3372, 5600 to 5753, 5756 to 5817, 5904 to 5927, 5949 to 6038, 6041 to 6075, 6200 to 6209, 6211 to 6236, 7000 to 7111, 7115 to 7118, 8000 to 8255, 8257, 8258, 8260 to 8314, 8319 to 8329, 8331, 8333 to 8338, 8340, 8343 to 8405, 8500 to 8667, 9100, 9101, 9300 to 9310, 9600 to 9627, 9800 to 9820.

Between Craig and Columbus:

Cars weighing over 315,000 lbs. without permission from Transportation Superintendent.

Columbus:

New Team Tracks— } Engines 6100 to 6114, 8020 to 8034.  
No. 6 turnout ..... } 60 ton Twin Flexi-Van cars.

Between Fairland and Franklin:

Cars weighing over 315,000 lbs. without permission from Transportation Superintendent.

Franklin:

Interchange Track— } Engines 6100 to 6114, 8020 to 8034.  
Heavy Curve ..... } 60 ton Twin Flexi-Van cars.

Between CX and North Vernon:

Cars weighing over 315,000 lbs. without permission from Transportation Superintendent.

Leesburg:

Gravel Pit under Tipple ..... All Engines.

Warsaw:

Warsaw Furniture Co.— }  
Heavy Curve ..... }

Marion:

Marion Machine Foundry Track— }  
Heavy Curve ..... } Engines 6100 to 6114, 8020 to 8034.  
Superior Paper—Heavy Curve ..... }  
Grant County Farm Bureau—Heavy Curve ..... }

Alexandria:

Aladdin Warehouse—No. 6 turnout ..... }  
Haynes Stellite—No. 6 turnout ..... } 60 ton Twin Flexi-Van cars.  
Nickel Plate Wye—No. 6 turnout ..... }

Greensburg:

Phillips Feed—No. 6 turnout ..... }  
American Tobacco Co.—No. 6 turnout..... }

Anderson:

Irondale Track ..... } Engines 1000 to 5104, 6100 to 6114, 6600 to 6903, 7100 to 7118, 8020 to 8034.  
Bailey Co. .... }

Between Cold Springs and Hunter:

Cars weighing over 315,000 lbs. without permission from Transportation Superintendent.

Troy:

East End Interchange—No. 6 turnout .. } Engines 6100 to 6114, 8020 to 8034.  
Gum Products—No. 6 turnout ..... } 60 ton Twin Flexi-Van cars.

New Castle:

Wye Track—No. 6 turnout

Between AN and St. Louis:

Cars weighing over 315,000 lbs. without permission from Transportation Superintendent.

Terre Haute:

Water St. Connection—No. 6 turnout .. } Engines 6100 to 6114, 8020 to 8034.  
Commercial Solvents Tracks—Heavy Curves ..... }  
Prox Foundry—Heavy Curves ..... } 60 ton Twin Flexi-Van cars.  
Merchant Distilling Co. Tracks ..... }

Hillsboro:

Eagle Picher } Engines Nos. 1000 to 5104, 6100 to 6114, 6600 to 7012, 7300, 7301, 8020 to 8034, 8223 to 8357.

Taylor Springs:

American Zinc Co.: Engines Nos. 1000 to 5104, 6100 to 6114, 6600 to 7012, 7300, 7301, 8020 to 8034, 8223 to 8357.

Between Hillsboro and Litchfield:

Cars weighing over 210,000 lbs. without permission from Transportation Superintendent.

Cranes X13 to X16 must be separated between two cars weighing not more than 64,600 lbs. gross.

Litchfield:

I. C. and Wabash connection: Engines Nos. 1000 to 5104, 6100 to 6114, 6600 to 7012, 7300, 7301, 8020 to 8034, 8223 to 8357.

Between Lyons Yard and Cairo:

Cars weighing over 315,000 lbs. without permission from Transportation Superintendent.

North Hutsonville:

Turbine track: Engines Nos. 1000 to 5104, 6100 to 6114, 6600 to 7012, 7300, 7301, 8020 to 8034, 8223 to 8357.  
Transformer track: All engines.

Hutsonville:

Elevator track: Engines Nos. 1000 to 5104, 6100 to 6114, 6600 to 7012, 7300, 7301, 8020 to 8034, 8223 to 8357.

Lawrenceville:

House track "C" south of Jefferson St.: Engines Nos. 1000 to 5104, 6100 to 6114, 6600 to 7012, 7300, 7301, 8020 to 8034, 8223 to 8357.

Carmi:

Magnaco-Barium track: All engines.

Eldorado:

Mill track beyond 600 ft.: All engines.

Harrisburg:

Yard—Hump ..... 60 ton Twin Flexi-Van cars.

Between Evansville and Mt. Carmel:

Cars weighing over 210,000 lbs. without permission from Transportation Superintendent.

Between St. Francisville and Vincennes:

Cars weighing over 210,000 lbs. without permission from Transportation Superintendent.



Cranes X13 to X16 must be separated between two cars weighing not more than 64,600 lbs. gross.

**Between Terre Haute and Wansford:**

Cars weighing over 210,000 lbs. without permission from Transportation Superintendent.

Cranes X13 to X16 must be separated between two cars weighing not more than 64,600 lbs. gross.

**Worthington:**

Long track ..... Multiple Unit Diesels.

**Washington:**

Beyond Walnut St. on east track: Engines Nos. 1000 to 5104, 6100 to 6114, 6600 to 7012, 7300, 7301, 8020 to 8034, 8223 to 8357.

**Petersburg:**

Ralston Purina—  
No. 6 turnout ..... } <sup>\*</sup>Engines 6100 to 6114, 8020 to 8034.  
60 ton Twin Flexi-Van cars.

**Ditney Hill:**

Over scale: All engines.

**Taylor:**

Steel track, Whirlpool Corp.: All road engines.

Steel Track—Whirlpool Corp.—No. 6 turnout ..... } <sup>\*</sup>Engines 6100 to 6114, 8020 to 8034.  
60 ton Twin Flexi-Van cars.

**SPECIAL USE OF TRACKS**

Yard Tracks	Movements Authorized by—
Duff to Washington	Train Dispatcher
Gray Jct. to Kerwin	Train Dispatcher
Buckskin to Tecumseh	Train Dispatcher
Walnut Grove Lead	Yardmaster
Saline Valley Lead	Yardmaster
Lawrenceburg Jct. to Aurora	Yardmaster

**OVERHEAD CLEARANCES**

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

**Ohio Central Division**

**CLEVELAND TO BELLEFONTAINE**

Location	Description	Track Name or Number
Westview	Wire	Mains.
0.40 Mile east of Columbia	Wire	Mains.
Grafton	Wire	Larson Foundry Track Mains.
1.75 Mile west of Huff	Wire	Mains.
Hiles	Wires	All Tracks.
0.10 Mile west of New London	Wires	All Tracks.
0.20 Mile west of New London	Wires	Mains.
3.83 Miles west of Green-wich	Wire	Mains.
Shelby	OH Bridge	All Tracks.

Location	Description	Track Name or Number
0.28 Mile west of Vernon	Wires	Mains.
0.76 Mile west of Crestline	Wires	Mains.
Galion Yd.	Doorways	Engine House Tracks.
Galion Yd.	Sand Line	Inbound and Outbound Tracks.
0.25 Mile east of Galion	Wires	All Tracks.
0.91 Mile east of Marion	Wire	All Tracks.
Marion	Doorway	Merchant's Transfer Bulk Track.
Marion	Doorway	Probst Supply Track.
0.85 Mile west of Marion	Power Line	All Tracks.
Bellefontaine	Doorways	Enginehouse Tracks.
Bellefontaine	Shed Over Unloading Pit	Powerhouse Track.
Bellefontaine	Doorways	Back Shop Tracks No. 1, 2 and 6.

**BELLEFONTAINE TO POST**

DeGraff	Doorways	Canning Factory Track.
Sidney	B. & O. Overpass	Old Main Track.
Ansonia	Wires	Inbound Enginehouse Track.
Muncie	Doorway	Brodrick Bros. South Track.
Muncie American Steel & Wire Co.	Signal Lines & Wire	Main Lead near Switch and Gate.
	Steam Pipe and Wires	Coal Track.
	Doorways and Wires	Shed Track.
Muncie	Wires	Muncie Belt Willard St.
	Wires	Muncie Belt Willard St. 300 ft. west.
	Wires	Muncie Belt Willard St. 400 ft. west.
	Wires	Muncie Belt, 6th St.
	Wires	Muncie Belt, 8th St.
	Wires	Owens-Illinois Glass Co. Track No. 3
	Wires	Muncie Belt, Macadonic St.
	Wires	Muncie Belt, M&W Crossing
	Wires	Muncie Belt and M&W Interchange Tracks.
	Wire	Chevrolet Plant, GMC Track No. 3.
	Doorway	Chevrolet Plant GMC Track No. 4.
	Doorway and Steam Line	Chevrolet Plant, GMC Track No. 6.
	Coal Chute	Acme-Lees Track.
Hart	Doorway	Warner Gear Co. Coal Track.

Location	Description	Track Name or Number
Yorktown	Cob Chute	Elevator Track.
	Wires	Elevator and Team Track.
Daleville	Wires	Canning Co. Track.
S. Anderson Yard	Doorways	Enginehouse Tracks.
	Sand Pipe	Outbound Tracks.
	Wire	West Turntable Lead Track.
	Wire	Stock Track.

**BURT TO GANO**

St. James	Signal Line	Work Track.
Columbus	Clark Grave Vault Co.	Doorway.
	Jeffrey Mfg. Co.	Doorways and Canopy.
	Union Depot	Concourse.
	High Street	Bridge.
	Front Street	Bridge.
	Lewis and Noon Track	Wires.
	Sun Oil Track	Wires.
	Avenue Main Track	Wires.
	General Motors Corp.	Doorways.
London	Canopy	London Lumber Co. Track.
Springfield	Overhead Crane	No. 11 Team Track.
Springfield	Canopy and Wires	Buckeye Incubator and Farm Bureau Track.
Springfield	High Street Bridge	All Tracks.
Cold Springs	Signal Wires	Main Track.
Dayton	B. & O. Bridge	Cooper St. Lead
	Shed Roof	M. J. Gibbons Track
	Shed Roof and Hopper	Delco Track
	Signal Wires	Lewis & Michael Track
	Signal Wires	Ohio Rake Track
	Telephone Wires	Ohio Rake Track and Industrial Metals Track
	Tank Car Agitator	Specialty Paper Track
	Signal Wires	Moraine Products Track
Cuba	Signal Wires	Air Reduction Track
0.41 Mile east of West Carrollton	Signal Wires	All tracks.
Miamisburg	Signal Wires	Ice Plant Track, Kircher St.
	Signal Wires	Yard Tracks, Lock St.
Franklin	Doorway	Miami Valley Paper Co. Track Stop before passing close clearance sign.
Middle-town	Doorway	Diamond National Box Shop No. 4.
	Wires and Shed Roof	Diamond National Mill No. 2, Sorg No. 1, Bevis Machine Tracks.
	Signal Wires	Crane Warehouse Track.

Location	Description	Track Name or Number
	Overhead bridge	Armco Yard at Lefferson Road.
1.05 Miles east of Hughes	Highway Bridge	Mains.
0.44 Mile east of Hughes	Highway Bridge	Mains.
	Hughes	Signal Wires
		Elevator Track.
0.64 Mile west of Gano	Signal Wire	Mains.
Sharon Yard	Signal Wires	House Track.
	Doorways	Enginehouse Tracks.
	Sand Pipe	Coal, Pony and Hog Tracks.

**BAY JCT. TO SPRINGFIELD**

Tiffin	Signal Wires	Main Track.
Tiffin	Shed Roof	Magers Lumber Co. Track.
Carey	Canopy	Elevator Track.
Kenton	Carrol St. Bridge	All Tracks.
Kenton	Cols. St. Bridge	All Tracks.
Springfield Yard (2.8 Miles east)	Highway Bridge	Main Track, at Home Road.

**JACKSON TO CARLISLE JCT.**

Jackson	Wires	Waterworks Track.
Cement City	Electric Wires	South Center, Coal, Southside, Northside, Stone, Clay and Gyp Tracks.
	Shed Roof	Gyp Track.
	Car Shakeout, Overhead Pipe, and Kiln	Stone Track.
	Conveyor Belt, Overhead Pipe, and Kiln	Clay Track.
Hudson	NYC Overhead Bridge	Main Track.
Hudson	Wires	House Track.
Alvordton	Highway Bridge	Main Track.
Bryan	Wires	East Transfer Track.
Bryan	Wires	Running Track.
Bryan	Wires	Milk Track.
0.50 Mile south of Ney	Wires	Main Track.
North Paulding	Tipple	Stone Loading Track.
North Paulding	Loading Tube	A Track.
North Paulding	Car Shake Out	C Track.
Paulding	Wires	All Tracks.
Paulding	Canopy	Stokely-Van Camp Track
Van Wert	Wires	Old No. 8 Yard Track.
Van Wert	Wires	Inbound Engine Track.
Van Wert	Sand Pipe	All Round House Track.
German-town	Doorway	Dupps Track.



Location	Description	Track Name or Number
0.88 Mile South of German-town	Tell Tales	Highway Bridge
<b>DELAWARE TO OSTRANDER</b>		
Scioto	Shed Roof	Coal Track.
<b>SPRINGFIELD TO MECHANICSBURG</b>		
Springfield	Doorways	All Enginehouse Tracks.
Springfield	Sand Pipe	Inbound, Outbound and Coal Tracks.
Springfield	Shelter Shed	Robbins Meyers, South Track.
	Doorway	Robbins and Meyers, North Track.
<b>GLEN ECHO TO COLD SPRINGS, ERIE R. R.</b>		
Durbin	Signal wire	National Pike.
Durbin	Signal wire	Lime Kiln track.
Durbin	Signal wire	East switch.
Maitland	Wires	Main track.
<b>Central Subdivision</b>		
Rossford Ordnance Depot	Wires	All Tracks
Fostoria, Ohio	North end two tracks where pole line crosses track No. 834 (Auto-Lite Track).	
Berwick, Ohio	Main Track.	
Bucyrus, Galion Iron Works	Buildings with less than standard clearance.	
Muskingum	P. R. R. overhead bridge, one-fourth mile south of Muskingum; employees must keep off top of cars, engines, or other high equipment while movement is being made.	
Claybank	Shaker device on Shuttle track; and also under tipples on Nos. 1, 2, 3, and 4 tracks.	
Alloy	Alloy overhead bridge, employees must not go on top of cars, engines or other high equipment while movement is being made.	
<b>Illinois Division</b>		
<b>WADE TO KANKAKEE</b>		
Griffith	Tipple	Raymond City Coal Co.
TP 15-09	Wires	Mains.
Valley Jct.	Wires	Gulf Nos. 3 and 6.
	Walkway	Gulf No. 5.
	Sand bin	Ohio Gravel Co. pit tracks.
	Whitewater River Bridge	Mains.
Lawrenceburg Jct.	Highway Bridge.	Mains.
Weisburg	Signal Line	Mains and Spur.
Batesville	Highway Bridge.	Mains.
Greensburg	Signal Lines	Mains.
	Signal Lines	Eastward and Westward Sidings.
	Signal Lines	No. 9 and Stub track.

Location	Description	Track Name or Number
Shelbyville	River Bridge	Main.
	Water Line	Stokely Canning Co.
	Doors	Pittsburgh Plate Glass Co.
	Signal Lines	East End House track.
	Signal Lines	Dinky track, John St.
Fairland	Signal Line	No. 4 Mulberry and Franklin Sts.
	Signal Line	Franklin Branch Main.
Zionsville	Highway Bridge No. 536	Mains.
Lebanon	Signal Line	DX Oil Co. track. Elm St., all tracks.
Colfax	Signal Line	Franklin St., North Wye.
East of Earl Park	Highway Bridge.	Main.
Sheldon	Shed	Norris Grain Co. Nos. 4, 5 and 6.
East of Donovan.	Milw. Bridge	Main.
East of Aroma Park	Signal Line	Main.
<b>CX TO NORTH VERNON</b>		
Leesburg	Tipple, Western Indiana Gravel Co.	Nos. 3 and 4.
Wabash	Wabash R. R. Bridge	Main.
Wabash	Wabash St. Bridge	Quarry.
Marion	C&O R. R. Bridge	Main Track.
	Door	Anaconda Side Track.
Jonesboro	Door	Anaconda Side Track.
Alexandria	Structure	National Gypsum Co.
Anderson	Shelter Shed	Delco Remy Plant 15 Side Track.
	Steam Lines	Nicholson File Co.
Knightstown	Penna. R. R. Bridge	Main.
Carthage	Highway Bridge No. 506	Main.
	Shed	Container Corp.
TP 165-30	Wires	Main.
TP 165-34	Wires	Main.
TP 166-11	Wires	Main.
TP 166-24	Wires	Main.
TP 166-31	Wires	Main.
TP 170-08	Wires	Main.
TP 170-20	Wires	Main.
TP 174-36	Wires	Main.
TP 181-05	Wires	Main.
TP 181-12	Wires	Main.
TP 181-18	Wires	Main.
TP 187-40	Wires	Main.
TP 188-03	Wires	Main.
TP 188-19	Wires	Main.
TP 192-41	Wires	Main.
TP 194-33	Wires	Main.
<b>HUNTER TO COLD SPRINGS</b>		
Troy	Wire	Waco track.
TP 46-23	Wires	Main.

Location	Description	Track Name or Number
Modoc	Wire	Main.
TP 90-31	Wire	Main.
TP 92-04	Wire	Main.
TP 99-15	Wire	Main.
New Castle	Penna. R. R. Bridge	Main.
	Overhead Door	Ingersoll Steel Div. Track No. 3.
TP 109-00	Power Line Wire.	Main.
<b>VALLEY JCT. TO BEESON</b>		
TP 41-14	Wires	Main.
Brookville	Highway Bridge.	All Tracks.
Metamora	Wires	Main.
Laurel	Wires	All Tracks.
TP 63-16	Wires	Main.
TP 63-34	Wires	Main.
Connersville	Doors	American Central Bldg. Nos. 11 and 11C tracks.
	Walkways & pipe line	Rex Mfg. Co., Shook and Oil tracks.
	B. & O. R. R. Bridge	Main.
<b>LAWRENCEBURG TO AURORA</b>		
Lawrenceburg	Bridge, Tanners Creek	Main.
	Bridge, Wilson Creek	Main.
	Bridge, Hogan Creek	Main.
Doors	Lawrenceburg Terminal Elevator tracks.	
Roof	Lawrenceburg Terminal Elevator Trestle track.	
Wires	Main, Graveyard, Shipping tracks.	
Overhead Gate	Main, Graveyard, Shipping tracks.	
Pipe line	Seagram Power House, Main, Feed, Grain tracks.	
Pipe line and walkway	Main, Feed, Grain tracks.	
Roof overhang	Scale track.	
Pipe line	Main, Feed, Scale tracks.	
Pipe line and coal shed	Schenley Coal track.	
Roof	Schenley Grain track.	
Pipe line and building	A. D. Cook track.	
Pipe lines	Walsh track.	
Coal tipple	Peoples Coal track.	

Location	Description	Track Name or Number
Aurora	Conveyor	National Container No. 8 track.
	Coal tipple	Weisickle Coal Co. No. 7 track.
<b>CRAIG TO COLUMBUS</b>		
TP 69-29	Wires	Main.
TP 78-04	Wires	Main.
Columbus, 10th St.	Wires	Main.
Columbus, 5th St.	Wires	Main.
Columbus	Door	Arvin Pit track.
	Building roof	Golden Foundry track.
<b>FAIRLAND TO FRANKLIN</b>		
Franklin	Door	Black-Hamke track.
	Doors	Arvin Nos. 1 and 2 tracks.
<b>OSBORN TO LYONS YARD</b>		
Kentland	Wires	P.R.R. Wye track and Main Tracks of Inter-locker.
Sheff	Wires	West Wye Track.
Campbell	C.M.St.P.&P. Bridge 123.47	Main Track.
Danville North	C.&E.I.R.R. Bridge 126.49	Main Track.
	Highway Bridge 127.54	Main Track.
<b>AN TO ST. LOUIS</b>		
Danville	Bridge 43	Main Tracks.
Danville	Bridge 45	Main Tracks.
Danville	Bridge 46	Main Tracks.
1.20 Miles west of Hadley	Bridge 57	Main Tracks.
1.25 Miles east of Reno	Bridge 60B	Main Tracks.
1.57 Miles west of Fillmore.	Bridge 79	Main Tracks.
1.99 Miles east of Greencastle.	Bridge 90	Main Tracks.
	Bridge 105A	Old Main.
1.57 Miles west of Greencastle.	Bridge 112	Main Tracks.
3.93 Miles east of Alma	Bridge 127	Main Tracks.
3.39 Miles east of Alma	Bridge 129	Main Tracks.
Alma	Bridge 143F	Main Tracks.
Lena	Bridge 148	Main Tracks.
Perth	Bridge 159	Main Tracks.
1.56 Miles west of Burnett	Bridge 186A	Main Tracks.



Location	Description	Track Name or Number	Location	Description	Track Name or Number
Preston	Steam Pipe	Steelton Spur.	2.14 Miles east of Gard	Bridge 707	Main Track.
Haley	Wires	Wheel Works Siding.	Home	Bridge 741F	Main Track.
Haley	Wires	Chesty Foods Siding	0.68 Mile east of Venice Jct.	Bridge 568	Main Tracks.
Haley	Wires	Malleable Track No. 4	0.20 Mile east of Venice Jct.	Bridge 568X	Main Tracks.
	Wires	Malleable Track No. 3	<b>HILLSBORO TO LITCHFIELD</b>		
	Wires	Malleable Track No. 2	1.48 Miles west of Hillsboro.	Bridge 443	Main Track.
Duane	Sand Pipe	Enginehouse Inbound Track.	<b>LYONS YARD TO CAIRO</b>		
	Sand Pipe	Enginehouse Outbound Track.	Lyons Yard.	Sand Spout	Diesel Tracks.
	Wires	All Repair Tracks.	0.01 Mile south of Ridge Farm	Signal Wires	Wye Track.
Terre Haute	Bridge 190	Main Track.	3.68 Miles north of Oliver	Bridge 145	Main Track.
1.50 Miles east of Sandford.	Bridge 205A	Main Tracks.	1.66 Miles north of Marshall.	Bridge 168	Main Track.
3.07 Miles west of Vermilion	Bridge 215A	Main Track.	1.54 Miles north of Marshall.	Bridge 170	Main Track.
1.84 Miles east of Paris	Bridge 219	Main Track.	1.75 Miles south of Robinson.	Bridge 266	Main Track.
Paris	Bridge 224	All Tracks.	Lawrenceville	Wires	Main Track.
Midland	Sand Pipe	Enginehouse Tracks.	St. Francisville	Bridge 355	Main Track, Siding.
1.77 Miles west of Charleston	Bridge 283	Main Track.	St. Francisville	Bridge 356	Main Track.
Shelbyville	Bridge 348	Main Track.	Allendale	Bridge 368	Main Track.
Shelbyville	Bridge 348A	Main Track.	Mt. Carmel.	Bridge 387	Main Track, Siding.
Shelbyville	Bridge 354	All Tracks.	2.60 Miles north of Bond	Bridge 483	Main Track.
3.90 Miles west of Shelbyville	Bridge 366A	Main Track.	Bond	Bridge 491	Main Track.
Pana	Tipple	Peabody Mine Tipple Tracks	Gossett	Bridge 525	Main Track.
Hillsboro	Loading Dock	Ball Brothers Track No. 1.	1.26 Miles south of Gossett	Bridge 531	Main Track.
Taylor Springs	Bridge 605	Two Tracks.	Stonefort	Bridge 589A	Main Track.
Taylor Springs	Bridge 605A	Two Tracks.	Tunnel Hill.	Tunnel	Main Track.
5.40 Miles east of Joan	Bridge 637	Main Track.	2.37 Miles north of Forman	Bridge 680A	Main Track.
2.50 Miles east of Livingston	Bridge 660	Main Track.	<b>MT. CARMEL TO EVANSVILLE</b>		
2.19 Miles east of Livingston	Bridge 661	Main Track.	Cynthiana	Bridge 32	Main Track.
1.87 Miles east of Livingston	Bridge 664D	Main Track.	Evansville	L & N Bridge	Main Track.
Livingston	Tipple	Mt. Olive Coal Co. Tipple Tracks.	<b>ST. FRANCISVILLE TO VINCENNES</b>		
3.85 Miles east of Gard	Bridge 669A	Main Track.	St. Francisville	Bridge 2	Main Track.
2.77 Miles east of Gard	Bridge 706	Main Track.			

Location	Description	Track Name or Number	Location	Description	Track Name or Number
<b>SALINE VALLEY LEAD</b>					
Harrisburg	Tipple, Sahara Mine No. 16	All Tipple Tracks.	12.50 Miles south of Buckskin.	Tipple, Tecumseh Coal Co. No. 1	Tipple Tracks.
	Tipple, Sahara Mine No. 7	All Tipple Tracks.	2.20 Miles north of Elberfeld	Bridge 117.5	Main Track.
	Tipple, Sahara Mines Nos. 5 and 6	All Tipple Tracks.	2.00 Miles south of Elberfeld	Tipple	Ditney Hill Coal Co. All Tipple Tracks.
	Tipple, Blue Bird Mine No. 7	All Tipple Tracks.	Taylor	Canopy	Whirlpool Corp. South Track No End.
	Tipple, Blue Bird Mine No. 8	All Tipple Tracks.	Taylor	Pigeon Creek Bridge	C.&E.I. Connection.
Delta	Mine. Tipple	Runaround Track.	<b>Indianapolis Terminal</b>		
<b>TERRE HAUTE TO EVANSVILLE</b>					
Greenwood	Wires	Prox Track.	<b>OVERHEAD CLEARANCE</b>		
Greenwood	Overhead Crane.	Prox Track.	Employees are warned of close overhead clearances at following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these wires, bridges or structures:		
Greenwood	Wires	Main Track.	<b>Location</b>	<b>Description</b>	<b>Tracks</b>
Greenwood	Wires, Pipes	Track No. 7	Beech Grove Shop	Doors	All tracks entering buildings
Greenwood	Wires, Pipes, Three Loading Pipes	Track No. 6	Elevator A	Roof	Nos. 1 and 2
Greenwood	Wires, Door	Track No. 5	Sherman Drive	Sherman Dr. Bridge.	All except mains
Greenwood	Wires, Pipe, Loading Pipe	Track No. 4	Ice House	Platform	Salt Track
Greenwood	Wires, Pipe	Track No. 2	Keystone Ave.	Signal Line	Citizens Gas Co. Leads
Greenwood	Wires, Pipe	Track No. 1	Keystone Ave.	Signal Line	Pure Oil Co.
Greenwood	Wire	Track No. 1	English Ave.	Signal Line	Rockwood No. 2
Greenwood	Wires, Shed	Track No. 2	State St.	Signal Line	Muesing Merrick
Greenwood	Wires, Pipe	Track No. 3	State St.	Signal Line	Tressler Coal Co.
Greenwood	Wires	Main Track, Hulman St.	State St.	Signal Line	Local Coal Co.
Greenwood	Wire	Greenwood Office	Shop Yard	Sand Pipes	Engine Service Tracks 8 & 10
	Wire	Paper Mill Lead	Coach Yard	Steam Line	Nos. 6, 7, 8, 9, 10, 11, Rip
	Wires, Pipe	Track No. 2	Shelby St.	Signal Line	Eastward and Westward Mains
	Wires	Track No. 3	Bates St.	Signal Line	North Lead and Inbound and Outbound Engine Leads
Greenwood	Wire	Merchants Dist. Co. South Plant Track	Shelby St.	Door	Ittenbach Stone Co.
3.90 Miles south of Coal City	Tipple	Maumee Collieries Coal Co. Tipple Tracks.	S. College Ave.	Overhead Bridge	Old Main and Runaround
4.00 Miles north of Worthington	Bridge 35.8	Main Track.	Freight House	Crane	No. 12
Petersburg	Tipple	Saxton Coal Co. Tipple Tracks.	Rural St.	Door	Capital Machine Co.
11.60 Miles south of Oakland City	Tipple, Blackfoot Coal Co.	All Tipple Tracks.	Rural St.	Signal Line	Brightwood Fuel Co.
Gudgel	Tipple	Saxton Coal Co. Tipple Tracks.	Newman St.	Signal Line	U. S. Corrugated Fibre Box Co.
9.50 Miles south of Buckskin.	Tipple, Tecumseh Coal Co. No. 2	Tipple Tracks.	Columbia Ave.	Signal Line	Gem Coal Co.
			East Washington St.	Signal Bridge	All tracks
			Kingan & Co.	White River Bridge	Old Main
			Kingan & Co.	Overhead Bridges	Old Main
			Kingan & Co.	Ice House	Ice House Track
			West Maryland St.	Door	Vonnegut Hardware Co.
			West Market St.	Door	Crane Co.
			27th St.	Door	Udel Works
			Westside, Parry Ave.	Signal Line	East End Lead
			Harding St.	Door	Lilly Warehouse
			J. D. Adams Mfg. So.	Doors	All tracks
			Link Belt Co.	Door	Steel Shed
			West 16th St.	Signal Line	Hoosier Solvents & Chemical Corp.
			Olin Ave.	Signal Lines	Ohio Oil Co.



**OHIO CENTRAL DIVISION**

**Division Superintendent**

R. C. Harrison

**Transportation Superintendent**

J. P. Tansey

**Asst. Transportation Superintendent**

R. S. Morgan

**Asst. Transportation Supt. Labor Relations**

R. L. Walcutt

**Terminal Superintendent**

L. W. Probasco

**Trainmasters**

R. J. Knueven E. E. Burger  
L. A. Brandt R. Q. Helmer  
J. I. Beaver R. R. Thompson  
Max Steele

**Terminal Trainmasters**

J. H. Cook L. R. Keen  
W. A. Middleton

**Assistant Trainmasters**

D. W. Boham G. R. Noffsinger

**Road Foremen**

R. P. Haders F. E. Boyd  
W. L. Brines R. W. Moss  
R. E. McWilliams

**Rules Examiner**

Max Biederman

**Chief Train Dispatcher**

W. L. Weygandt

**Assistant Chief Train Dispatchers**

G. L. Smith J. F. Smith  
J. C. Moore J. R. Sheeran  
C. J. Estep J. R. Jenkins  
G. P. Gladden L. B. Fultz  
F. E. Snider M. R. Oglesbee

**Train Dispatchers**

J. N. Hess D. E. Tyrell  
H. L. Hansell M. A. McMahon  
M. F. Campbell H. J. Rogers  
J. C. Sparks J. T. Cosgrove  
B. E. Lewis G. L. Shafer  
R. M. Reed N. B. Shafer  
O. W. Neu P. G. West

**Division Engineer**

J. E. Rosenbaum

**Division Engineer of Track**

Jos. Collins L. F. Fox

**Master Mechanic**

A. C. Hearle

**ILLINOIS DIVISION**

**Division Superintendent**

G. E. Maas

**Transportation Superintendent**

W. R. Foster

**Trainmasters**

E. K. Beemer  
C. O. Fiscus  
L. W. Hutton  
W. J. Mellen  
J. E. Schomaker  
J. W. Walsh

**Assistant Trainmaster**

D. O. Jones

**Road Foremen**

J. Austin  
J. H. Baumgardner  
R. H. Thompson  
M. W. Waddle

**Rules Examiner**

J. A. Farquer

**Division Engineer**

J. J. Connors

**Division Engineer of Track**

R. J. Klueh  
L. M. Camfield

**Master Mechanic**

R. J. Parsons

**Chief Train Dispatcher**

J. S. Frizzell

**Assistant Chief Train Dispatchers**

W. M. Clemmer  
F. C. McDonald  
W. J. Preston

**Train Dispatchers**

T. H. Abbinett  
H. M. Bennett  
R. C. Brooks  
H. O. Carter  
F. L. Chambers  
W. H. Cooney  
R. C. Crawford  
P. C. Gallagher  
W. L. Gay  
F. M. Hamontre  
L. Hartline  
T. R. Hollett  
W. P. Horn  
D. W. James  
C. Manley  
T. E. McCarty  
F. McCoy  
F. J. McKee  
P. J. Pangburn  
F. J. Parsley  
W. J. Preston, Jr.  
L. M. Rogers  
N. Settlemoir  
W. L. Sturm  
J. R. Thomason  
O. E. Tindall  
G. R. Waggoner  
R. A. Weber  
J. W. Wright

**INDIANAPOLIS TERMINAL**

**Terminal Superintendent**

C. E. Gratz

**Asst. Terminal Superintendent**

W. F. Knox

**Industrial Trainmasters**

C. D. Pangburn  
John Rice

**Terminal Trainmasters**

J. C. Jerrell  
W. F. Marcum, Jr.  
J. E. Andrews  
J. K. Russell

**Road Foreman**

M. J. Rigney

**Rules Examiner**

J. A. Farquer

**Division Engineer**

J. J. Connors

**Division Engineer of Track**

R. J. Klueh  
L. M. Camfield

**Master Mechanic**

R. J. Parsons

**Chief Train Dispatcher**

J. S. Frizzell

**Assistant Chief Train Dispatchers**

W. M. Clemmer  
F. C. McDonald  
W. J. Preston

**Terminal Dispatchers**

L. R. Hubbell  
T. W. Ferguson  
W. J. Preston, Jr.  
R. J. Cashman  
N. F. Springmeier  
I. B. Brockman  
P. H. Manley  
J. R. Mangus

**CLEVELAND TO CINCINNATI — WEST**

Miles from Cleveland	STATIONS	FIRST CLASS	
		15	327
		SEE NOTE	SEE NOTE
		OHIO STATE LIMITED	NIGHT SPECIAL
MAIN LINE		Passenger Daily	Passenger Daily
	Cleveland .....	† 3.00 ..	10.45 ..
	12.1 BE .....	3.22 ..	11.07 ..
	25.4 Grafton .....	3.33 ..	11.18 ..
	36.5 Wellington .....		
	37.0 Huff .....	3.42 ..	11.28 ..
	46.9 Hiles .....	3.50 ..	11.36 ..
	47.5 N. London .....		
	54.5 Boyd .....	3.56 ..	11.42 ..
	67.2 Shelby .....	4.06 ..	11.52 ..
	75.7 Crestline .....	4.13 ..	s12.12 ..
	78.9 Galion Yard .....	4.16 ..	12.15 ..
	79.8 Galion .....	†s4.21 ..	†s12.40 ..
	80.3 Burt .....	4.23 ..	12.42 ..
	92.8 Edison .....	4.34 ..	12.54 ..
	111.1 Paget .....		
	114.0 Delaware .....		
	114.5 Jones .....		
	127.5 Worthington .....	5.04 ..	1.37 ..
	134.2 Fifth Ave. ....		
	135.4 Columbus .....	5.20 ..	2.00 ..
	135.4 Columbus .....	† 5.35 ..	† 2.40 ..
	137.0 GN Tower .....	5.40 ..	2.45 ..
	138.8 Miami Crossing .....	5.43 ..	2.48 ..
	145.4 Galloway .....		
	150.9 London .....	6.00 ..	3.05 ..
	180.3 Springfield .....	s 6.27 ..	s 3.52 ..
	182.2 West End .....		
	185.6 Cold Springs .....	6.36 ..	4.01 ..
	194.1 Fairborn .....	6.45 ..	4.10 ..
	202.0 Tates Point .....	6.53 ..	4.18 ..
	203.1 Dayton Yard .....		
	205.3 Dayton .....	†s7.08 ..	†s4.52 ..
	206.0 Miami City Jct. ....	7.10 ..	4.54 ..
	213.3 West Carrollton .....		
	215.9 Miamisburg .....		
	221.0 Carlisle Jct. ....	7.24 ..	5.08 ..
	226.5 Middletown Yard .....		
	226.8 Middletown .....	†s7.35 ..	†s5.24 ..
	227.8 M. & C. Jct. ....	7.37 ..	5.41 ..
	242.5 Gano .....	7.52 ..	5.56 ..
	244.8 West Sharon .....	7.58 ..	6.18 ..
	252.3 Ivorydale Jct. ....	8.10 ..	6.28 ..
	253.1 Winton Place .....	s 8.15 ..	s 6.40 ..
	257.8 Cincinnati .....	8.25 ..	6.50 ..
	ARRIVE	AM	AM

**CINCINNATI TO CLEVELAND — EAST**

Miles from Cincinnati	STATIONS	FIRST CLASS	
		16	306
		SEE NOTE	SEE NOTE
		OHIO STATE LIMITED	NIGHT SPECIAL
MAIN LINE		Passenger Daily	Passenger Daily
	... Cincinnati .....	PM 2.30 ..	PM 10.00 ..
4.7	Winton Place .....	s 2.40 ..	s 10.11 ..
	5.5 Ivorydale Jct. ....	2.42 ..	10.13 ..
13.0	West Sharon .....	2.50 ..	10.23 ..
15.2	Gano .....	3.03 ..	10.36 ..
	29.9 M. & C. Jct. ....	3.16 ..	10.49 ..
30.9	Middletown .....	s 3.20 ..	s 10.58 ..
31.2	Middletown Yd. ....		
35.7	Carlisle Jct. ....	3.27 ..	11.06 ..
40.8	Miamisburg .....		
43.4	West Carrollton .....		
51.8	Miami City Jct. ....	3.41 ..	11.22 ..
	52.5 Dayton .....	s 3.52 ..	s 11.44 ..
54.7	Dayton Yard .....		
55.8	Tates Point .....	3.58 ..	11.51 ..
63.7	Fairborn .....	4.05 ..	11.59 ..
72.2	Cold Springs .....	4.12 ..	12.06 ..
75.6	West End .....		
77.5	Springfield .....	s 4.27 ..	s 12.32 ..
96.9	London .....	4.49 ..	12.54 ..
112.4	Galloway .....		
119.0	Miami Crossing .....	5.09 ..	1.17 ..
120.8	GN Tower .....	5.11 ..	1.20 ..
	122.4 Columbus .....	5.17 ..	1.30 ..
122.4	Columbus .....	† 5.30 ..	† 1.55 ..
	123.6 Fifth Ave. ....		
130.3	Worthington .....	5.45 ..	2.10 ..
143.3	Jones .....		
	146.4 Delaware .....		s 2.33 ..
	146.7 Paget .....		
165.0	Edison .....	6.15 ..	2.53 ..
177.5	Burt .....	6.27 ..	3.05 ..
	178.0 Galion .....	†s6.31 ..	†s3.17 ..
178.9	Galion Yard .....	6.33 ..	3.19 ..
182.1	Crestline .....	6.37 ..	s 3.36 ..
190.6	Shelby .....	s 6.46 ..	3.45 ..
203.3	Boyd .....	6.57 ..	3.56 ..
210.3	New London .....		
210.9	Hiles .....	7.04 ..	4.04 ..
220.8	Huff .....	7.12 ..	4.12 ..
221.3	Wellington .....	s 7.15 ..	
232.4	Grafton .....	7.26 ..	m 4.23 ..
245.7	BE .....	7.48 ..	4.53 ..
	257.8 Cleveland .....	8.10 ..	5.15 ..
	ARRIVE	PM	AM

Time shown at Cleveland, Winton Place, Ivorydale Jct., West Sharon and Cincinnati is for information only.

Note. †May depart five minutes in advance of schedule if traffic is received.

m Indicates mail received from mail cranes.



**CLEVELAND TO INDIANAPOLIS — WEST**

Miles from Cleveland	STATIONS	FIRST CLASS	
		341 SEE NOTES	315 SEE NOTE
		THE KNICKERBOCKER Passenger Daily	THE GATEWAY Passenger Daily
	<b>MAIN LINE</b>	AM	PM
	Cleveland .....	3.30	9.15
12.1	BE .....	3.52	9.37
25.4	Grafton .....	4.03	9.48
36.5	Wellington .....		
37.0	Huff .....	4.12	9.58
46.9	Hiles .....	4.20	10.06
47.5	N. London .....		
54.5	Boyd .....	4.26	10.12
67.2	Shelby .....	4.36	10.22
75.7	Crestline .....	4.43	10.29
79.8	Galion .....	†s 4.52	†s 10.43
87.7	Martel .....	5.02	10.52
101.5	Marion .....	5.17	s 11.25
124.7	Ridgeway .....	5.39	11.46
140.8	Bellefontaine .....	5.58	12.05
140.8	Bellefontaine .....	† 6.10	† 12.20
150.4	DeGraff .....	6.18	12.28
153.5	Morgan .....	6.22	12.31
163.7	Sidney .....	s 6.37	
181.5	Versailles .....		
189.7	Ansonia .....	6.58	1.00
198.8	Union City .....	B 7.08	
207.9	Winchester .....	B 7.16	
228.5	Vance .....	7.34	1.35
229.6	Muncie .....	s 7.42	s 1.42
246.7	Gridley .....	7.56	1.56
246.7	Delco .....	7.58	1.58
247.4	Anderson .....	s 8.07	s 2.07
247.9	So. Anderson Yd. ....		
250.9	Taft .....	8.12	2.12
263.1	Fortville .....		
272.7	Post .....		
280.1	DX .....	8.40	2.42
283.8	Indianapolis .....	9.00	3.05
	ARRIVE	AM	AM

Time shown at Cleveland and Indianapolis is for information only.

Conditional Stops:

<sup>B</sup>No. 341 on signal at Union City and Winchester on Sunday and Monday A.M. to receive or discharge passengers.

Note:

†May depart five minutes in advance of schedule if traffic is received.

**INDIANAPOLIS TO CLEVELAND — EAST**

Miles from Indianapolis	STATIONS	FIRST CLASS	
		316 SEE NOTES	312 SEE NOTES
		CLEVELAND SPECIAL Passenger Daily	THE SOUTH-WESTERN Passenger Daily
	<b>MAIN LINE</b>	AM	PM
	Indianapolis .....	6.00	3.15
3.7	DX .....	6.10	3.25
11.5	Post .....		
20.7	Fortville .....		m
32.9	Taft .....	6.37	3.52
35.1	So. Anderson Yd. ....		
36.4	Anderson .....	s 6.47	s 4.02
37.1	Delco .....	6.48	4.03
38.1	Gridley .....	6.50	4.05
54.2	Muncie .....	s 7.15	s 4.25
55.3	Vance .....	7.20	4.30
75.9	Winchester .....		
85.0	Union City .....	B 7.48	c 5.00
94.1	Ansonia .....	7.56	5.08
102.3	Versailles .....	m	
120.1	Sidney .....	s 8.33	s 5.35
130.3	Morgan .....	8.43	5.45
133.4	De Graff .....	8.46	5.46
143.0	Bellefontaine .....	8.57	6.00
143.0	Bellefontaine .....	† 9.12	† 6.10
159.1	Ridgeway .....	9.31	6.29
182.3	Marion .....	†s 10.07	†s 6.55
196.1	Martel .....	10.20	7.09
204.0	Galion .....	†s 10.30	†s 7.21
205.3	Crestline .....	10.36	7.27
216.8	Shelby .....	10.45	7.36
229.5	Boyd .....	10.56	7.47
236.0	New London .....		
237.1	Hiles .....	11.03	7.54
247.0	Huff .....	11.11	8.02
247.5	Wellington .....		
258.6	Grafton .....	11.22	8.13
271.9	BE .....	11.53	8.38
283.8	Cleveland .....	12.15	9.00
	ARRIVE	PM	PM

Time shown at Indianapolis and Cleveland is for information only.

Conditional Stops:

<sup>B</sup>No. 316 on signal at Union City to receive passengers.

<sup>C</sup>No. 312 on signal at Union City to discharge passengers from Indianapolis and beyond.

Note:

<sup>m</sup>Indicates mail received from mail cranes.

†May depart five minutes in advance of schedule if traffic is received.

**INDIANAPOLIS TO ST. LOUIS WEST**

Miles from Indianapolis	STATIONS	FIRST CLASS	
		317 SEE NOTES	341 SEE NOTES
		MAIL AND EXPRESS Daily	THE KNICKERBOCKER Passenger Daily
	<b>MAIN LINE</b>	AM	AM
	Indianapolis, EST .....	3.40	9.20
9.4	MY .....	3.55	9.34
12.5	AN, EST .....	3.59	9.38
12.5	AN, CST .....	2.59	8.38
39.0	Greencastle .....		B 9.00
59.0	Cobb .....		
69.2	Duane Yard .....		
71.6	Terre Haute .....	s 4.10	s 9.35
79.9	Sandford .....		
84.0	Vermilion .....		m
90.6	Paris .....		c 9.58
99.3	Dudley .....		
104.4	Kansas .....		
108.8	Ashmore .....		m
117.6	Charleston .....		m
128.2	Mattoon .....	5.15	10.35
128.2	Mattoon .....	† 5.33	† 10.40
134.8	Gays .....		
140.6	Windsor .....		
147.0	Middlesworth .....		
151.3	Shelbyville .....		m
160.7	Tower Hill .....		
167.1	Pana .....		m 11.15
180.1	Nokomis .....	m	m
184.8	Witt .....		m
189.3	Irving .....		m
194.2	Hillsboro .....		11.45
209.5	Joan .....		
214.9	Livingston .....		
225.8	Gard .....		
235.7	Home .....		
237.7	Lenox .....	7.33	12.33
238.1	Mitchell .....		
243.1	Granite City .....	7.40	12.40
245.9	Venice Jct. ....		
246.8	Venice Crossing .....		
248.0	Bridge Jct. ....		
248.7	East St. Louis .....		
252.2	St. Louis .....	8.25	1.15
	ARRIVE	AM	PM

On single track, Eastward trains are superior to Westward trains of the same class, unless otherwise specified.

Times shown at St. Louis and Indianapolis are for information only.

Nos. 317 and 318 will not carry passengers.

Conditional Stops:

<sup>B</sup>No. 341 on signal at Greencastle to discharge passengers from Cleveland and east.

<sup>C</sup>No. 341 on signal at Paris to discharge passengers from Indianapolis and east daily and to receive passengers for St. Louis daily except Sunday.

<sup>E</sup>No. 312 on signal at Paris to discharge passengers daily and to receive passengers daily except Sunday.

<sup>G</sup>No. 312 stops on signal at Greencastle to discharge passengers from St. Louis and receive passengers for Indianapolis or beyond.

Note:

<sup>m</sup>Indicates mail received from mail cranes.

†May depart five minutes in advance of schedule if traffic is received.

**ST. LOUIS TO INDIANAPOLIS EAST**

Miles from St. Louis	STATIONS	FIRST CLASS	
		312 SEE NOTES	318 SEE NOTES
		THE SOUTHWESTERN Passenger Daily	MAIL AND EXPRESS Daily
	<b>MAIN LINE</b>	AM	PM
	St. Louis .....	9.35	11.25
3.5	East St. Louis .....		
4.2	Bridge Jct. ....		
5.4	Venice Crossing .....		
6.3	Venice Jct. ....		
9.1	Granite City .....	10.05	11.55
14.1	Mitchell .....		
14.5	Lenox .....	10.11	12.01
16.5	Home .....		
24.4	Gard .....		
37.3	Livingston .....		
40.7	Joan .....		
58.0	Hillsboro .....		
62.9	Irving .....	m	
67.4	Witt .....		
72.1	Nokomis .....	m	
85.1	Pana .....	m	
91.5	Tower Hill .....		
100.9	Shelbyville .....	m	
105.2	Middlesworth .....		
111.6	Windsor .....		
117.4	Gays .....	m	
124.0	Mattoon .....	11.30	1.35
124.0	Mattoon .....	† 11.33	† 2.00
134.6	Charleston .....	m	
143.4	Ashmore .....	m	
147.8	Kansas .....		
152.9	Dudley .....		
161.6	Paris .....	m 12.03	
168.2	Vermilion .....		
172.3	Sandford .....		
180.6	Terre Haute .....	s 12.28	
183.0	Duane Yard .....		
193.2	Cobb .....		
213.2	Greencastle .....	G 1.03	
239.7	AN, CST .....	1.42	4.00
239.7	AN, EST .....	2.42	5.00
242.8	MY .....	2.45	5.03
252.2	Indianapolis, EST .....	3.00	5.20
	ARRIVE	PM	AM



CINCINNATI TO INDIANAPOLIS AND KANKAKEE — WEST				
Miles from Cincinnati	STATIONS	FIRST CLASS		
		303	305	
		SEE NOTES	SEE NOTES	
		JAMES WHIT-COMB RILEY	THE SYCAMORE	
	MAIN LINE	Passenger Daily	Passenger Daily	
	<i>Cincinnati (EST)</i> .....	AM 8.20		
1.9	<i>Storrs Jct.</i> .....	8.26		
3.8	<i>Wade</i> .....	8.28		
14.6	North Bend.....	m		
21.6	Lawrenceburg Jct. ....	8.46		
47.1	Batesville.....	s 9.10		
62.1	Greensburg.....	s 9.25		
81.9	Vine.....			
82.1	Shelbyville.....	s 9.46		
103.0	Grove.....	10.14		
108.1	Indpls. (S. Coll. A.).....			
108.9	<i>Indianapolis</i> .....	10.25		
108.9	<i>Indianapolis</i> .....	10.35	PM 7.15	
109.3	Indpls. (West St.).....			
111.5	KD.....	10.40	7.20	
115.2	30th Street (EST).....	10.45	7.24	
115.2	30th Street (CST).....	9.45	6.24	
123.4	Glenn West.....			
137.6	Lebanon.....	m	m	
138.7	Conn.....			
157.5	Clarks Hill.....			
169.5	Altamont.....	10.35	7.14	
173.3	<i>Lafayette</i> .....	s 10.45	s 7.25	
191.9	Templeton.....	11.03	7.44	
201.5	Fowler.....	m 11.13	7.56	
210.5	Sheff.....	11.21	8.04	
218.3	Sheldon.....	m		
222.4	Iroquois.....			
226.5	Donovan.....	11.36		
231.9	Beaverville.....	m		
237.6	St. Anne.....			
243.8	Aroma Park.....			
247.5	Court St. ....	12.05	8.39	
248.1	Kankakee (CST).....	B 12.13	B 9.00	
	<i>Kankakee Jct.</i> .....	12.15	9.02	
302.5	<i>Chicago (CST)</i> .....	1.30	10.05	
	ARRIVE	PM	PM	

KANKAKEE TO INDIANAPOLIS AND CINCINNATI — EAST				
Miles from Chicago	STATIONS	FIRST CLASS		
		302	304	
		SEE NOTES	SEE NOTES	
		THE INDPLS. SPECIAL	JAMES WHIT-COMB RILEY	
	MAIN LINE	Passenger Daily	Passenger Daily	
	<i>Chicago (CST)</i> .....	AM 8.55	PM 4.00	
	<i>Kankakee Jct.</i> .....	9.53	4.58	
54.4	Kankakee (CST).....	B 10.00	D 5.02	
55.0	Court St. ....	10.02	5.04	
58.7	Aroma Park.....			
64.9	St. Anne.....			
70.6	Beaverville.....	m 10.16		
76.0	Donovan.....	10.21		
80.1	Iroquois.....	m		
84.2	Sheldon.....	m	m	
92.0	Sheff.....	10.33	5.31	
101.0	Fowler.....	s 10.42	5.38	
110.6	Templeton.....	10.51	m 5.45	
129.2	<i>Lafayette</i> .....	s 11.29	s 6.10	
133.0	Altamont.....	11.36	6.17	
145.0	Clarks Hill.....			
163.8	Conn.....			
164.9	Lebanon.....	s 12.11	m	
180.3	Glenn West.....			
187.8	30th Street (CST).....	12.31	7.18	
187.8	30th Street (EST).....	1.31	8.18	
191.7	KD.....	1.49	8.24	
193.2	Indpls. (West St.).....			
193.6	<i>Indianapolis</i> .....	1.55	8.30	
193.6	<i>Indianapolis</i> .....		8.40	
194.4	Indpls. (S. Coll. A.).....			
199.5	Grove.....		8.50	
220.4	Shelbyville.....		s 9.11	
220.6	Vine.....			
240.4	Greensburg.....		s 9.34	
255.4	Batesville.....		c 9.45	
280.9	Lawrenceburg Jct. ....			
287.9	North Bend.....			
298.7	Wade.....		10.47	
300.6	<i>Storrs Jct.</i> .....		10.50	
302.5	<i>Cincinnati</i> .....		11.05	
	ARRIVE		PM	

OHIO CENTRAL DIVISION BRANCHES				
SANDUSKY TO SANDS				
Miles from Sandusky	STATIONS	SECOND CLASS		
		WEST	EAST	
		151	150	
		FREIGHT	FREIGHT	
		Tues.-Thurs.-Sat. Only	Mon.-Wed.-Fri. Only	
		AM	PM	
	Sandusky.....	9.00	7.15	
0.3	Bay Junction.....	9.15	7.00	
17.0	Clyde.....	s 10.30	s 6.00	
22.7	Green Springs Jct. ....	f 11.15	f 4.20	
34.0	Tiffin.....	s 1.30	s 2.30	
42.7	Berwick.....	2.00	s 1.30	
49.7	Carey.....	2.31	1.00	
57.3	Wharton.....	PM	PM	
62.2	Forest.....	ARRIVE		
65.5	McVittys.....			
68.4	Grants.....			
73.6	Hill Siding.....			
74.1	Kenton.....			
74.8	Sands.....			

On single track, Eastward trains are superior to Westward trains of the same class, unless otherwise specified.

BELLE CENTER TO SPRINGFIELD				
Miles from Belle Center	STATIONS			
...	Belle Center.....			
1.8	Richland.....			
5.7	Huntsville.....			
11.4	Oaks.....			
11.7	Bellefontaine.....			
11.8	Bellefontaine Int. ....			
12.6	Gest Yard.....			
13.8	Jewells.....			
17.8	Taylor.....			
19.5	West Liberty.....			
23.7	Lippincotts.....			
27.9	East Urbana.....			
29.6	Urbana.....			
35.8	Bowlusville.....			
37.4	Glen Echo.....			
43.2	Springfield Yard.....			
44.1	Linden Ave. ....			
44.2	Springfield.....			

On single track Northward trains are superior to Southward trains of the same class, unless otherwise specified.

GLEN ECHO—COLD SPRINGS, ERIE R. R.—MBS				
Miles from Cold Springs	STATIONS	Mile Post		
8.8	Glen Echo.....	360.7		
	5.4			
3.4	Maitland.....	366.1		
	0.8			
2.6	Sugar Grove.....	366.9		
	1.9			
0.7	Durbin.....	368.8		
	0.7			
0.0	Cold Springs.....	369.5		

ST. MARYS—BELLEFONTAINE				
Miles from St. Marys	STATIONS	SECOND CLASS		
		SOUTH	NORTH	
		553	554	
		FREIGHT	FREIGHT	
		Daily Ex. Sunday	Daily Ex. Sunday	
		PM	ARRIVE PM	
5.2	St. Marys.....	f 1.50	f 1.05	
10.7	Moulton.....	f 2.15	f 12.40	
17.8	Wapakoneta.....	s 3.00	s 12.15	
17.8	Slater.....	f 3.18	f 11.30	
19.4	Gutman.....	f 3.30	f 11.20	
22.5	Santa Fe.....	f 3.50	f 11.05	
26.3	Lakeview.....	f 4.10	f 10.52	
27.9	Russell's Point.....	f 4.16	f 10.46	
31.4	Lewistown.....	f 4.35	f 10.35	
39.6	Bellefontaine.....	5.15	10.00	
		ARRIVE	AM	

CEMENT CITY TO BROOKLYN				
Miles from Cement City	STATIONS			
6.0	Cement City.....			
	Brooklyn.....			

On single track Northward trains are superior to Southward trains of the same class, unless otherwise specified.

CAREY TO VANLUE				
Miles from Carey	STATIONS	Miles from Vanlue		
5.5	Carey.....	5.5		
	Vanlue.....			



JACKSON TO CARLISLE JCT. SOUTH				CARLISLE JCT. TO JACKSON NORTH			
Miles from Jackson	STATIONS	SECOND CLASS		Miles from Carlisle Jct.	STATIONS		
		101					
		FREIGHT Mon., Wed. and Friday					
	Jackson	AM 10.30			Carlisle Jct.		
1.2	OD			0.3	Carlisle		
5.7	Ackerson Lake			2.7	Wiggims		
13.5	Cement City			4.3	Germantown		
18.0	Wood						
18.8	Addison Jct.			9.7	Farmersville		
24.9	Rollin			16.9	West Alexandria		
29.9	Hudson			24.1	Lewisburg		
35.7	Prattville			30.0	West Manchester		
				36.4	Savona		
39.5	Waldron			39.2	Ft. Jefferson		
43.9	Alvordton	11.45		42.7	Penn.		
49.0	West Unity			44.6	Greenville		
58.7	DV			45.3	D. & U. Crossing		
59.5	Bryan	11.55					
				49.8	Meekers		
66.0	Ney			52.6	Ansonia		
73.1	Sherwood			57.4	Rosburg		
78.8	Cecil	AM ARRIVE		62.4	Gilberts		
84.9	Paulding						
88.5	Latty			66.9	St. Henry		
				71.5	Coldwater		
93.1	Haviland			77.0	Celina		
95.1	Scott			87.6	Rockford		
98.1	Cavett			93.3	Ohio City		
102.2	Van Wert Yard						
103.3	Van Wert			100.6	Van Wert		
				101.7	Van Wert Yard		
110.6	Ohio City			105.8	Cavett		
116.3	Rockford			108.8	Scott		
126.9	Celina			110.8	Haviland		
132.4	Coldwater						
137.0	St. Henry			115.4	Latty		
				119.0	Paulding		
141.5	Gilberts			125.1	Cecil		
146.5	Rosburg			130.8	Sherwood		
151.3	Ansonia			137.9	Ney		
154.1	Meekers						
				144.4	Bryan		
158.6	D. & U. Crossing			145.2	DV		
159.3	Greenville			154.9	West Unity		
161.2	Penn.			160.0	Alvordton		
164.7	Ft. Jefferson			164.4	Waldron		
167.5	Savona						
				168.2	Prattville		
173.9	West Manchester			174.0	Hudson		
179.8	Lewisburg			179.0	Rollin		
187.0	West Alexandria			185.1	Addison Jct.		
194.2	Farmersville						
				185.9	Wood		
199.6	Germantown			190.4	Cement City		
201.2	Wiggims			198.2	Ackerson Lake		
203.6	Carlisle			202.7	OD		
203.9	Carlisle Jct.						
				203.9	Jackson		

On single track Northward trains are superior to Southward trains of the same class, unless otherwise specified.

COLUMBUS TO TOLEDO NORTHWARD — SECOND CLASS										
Miles from Columbus	STATIONS	92	84	76	94	86	96	98	88	
		FREIGHT	FREIGHT	FREIGHT	FREIGHT	FREIGHT	FREIGHT	FREIGHT	FREIGHT	
		Daily	Daily	Daily Exc. Sunday	Daily	Daily	Daily	Daily	Daily	
0.0	Columbus	AM		AM	AM		PM	PM		
1.5	W. Columbus	3.00		7.00	9.00		2.30	9.00		
2.0	Grandview	3.02		7.02	9.02		2.32	9.02		
4.7	Stonington									
5.8	Mounds	3.15		7.12	9.15		2.50	9.20		
7.2	Highway									
9.6	Renner									
15.1	Kile	3.35		7.53	9.35		3.05	9.35		
24.1	Scottslawn			8.10						
27.9	Marysville	4.10			10.10		3.30	10.10		
34.6	Peoria		AM	AM ARRIVE		PM				
42.5	West Mansfield	4.45			10.45		4.05	10.45	PM	
50.6	Ridgeway	5.00	7.00		11.00	2.00	4.20	11.00	9.00	
56.2	Mentzer	5.07	7.07		11.10	2.07	4.30	11.10	9.10	
58.9	Erie Crossing									
59.9	Kenton	5.30	7.10		11.30	2.10	4.40	11.22	9.22	
70.9	Dunkirk	5.56	7.30		11.55	2.30	5.05	11.45	9.45	
78.1	Arlington	6.20	7.40		12.10	2.40	5.20	12.05	10.05	
83.3	Hancock									
88.0	Findlay	7.00	8.00		12.30	3.00	5.40	12.30	10.30	
88.8	N. Findlay	7.05	8.03		12.35	3.03	5.45	12.35	10.35	
93.2	Mortimer	7.15	8.10		12.45	3.10	5.55	12.45	10.45	
97.8	Galatea	7.25	8.20		12.55	3.20	6.05	1.00	11.00	
102.1	Cygnnet									
111.4	Bowling Green	7.50	8.45		1.20	3.45	6.30	1.25	11.25	
117.5	Dunbridge	8.05	8.55		1.35	3.55	6.45	1.40	11.40	
123.3	Lime City	8.15	9.05		1.45	4.05	6.55	1.50	11.50	
127.5	Stanley Yard	8.25	9.15		2.00	4.15	7.10	2.05	12.05	
128.1	Stanley Tower									
132.1	Toledo	AM ARRIVE	AM ARRIVE		PM ARRIVE	PM ARRIVE	PM ARRIVE	AM ARRIVE	AM ARRIVE	

TOLEDO TO COLUMBUS SOUTHWARD												
Miles from Toledo	STATIONS										Miles from Toledo	STATIONS
		0.0	Toledo									
4.0	Stanley Tower										75.9	Mentzer
4.6	Stanley Yard										81.5	Ridgeway
8.8	Lime City										89.6	West Mansfield
14.6	Dunbridge										97.5	Peoria
20.7	Bowling Green										104.2	Marysville
30.0	Cygnnet										108.0	Scottslawn
34.3	Galatea										117.0	Kile
38.9	Mortimer										122.5	Renner
43.3	North Findlay										124.9	Highway
44.1	Findlay										126.3	Mounds
48.8	Hancock										127.4	Stonington
54.0	Arlington										130.1	Grandview
61.2	Dunkirk										130.6	West Columbus
72.2	Kenton										132.1	Columbus

Time shown at Stanley Yard applies to switch leading to Yard.  
On single track, northward trains are superior to trains of the same class in the opposite direction, unless otherwise specified.







**SWISS TO HOBSON JCT.  
NORTHWARD — SECOND CLASS**

Miles from Swiss	STATIONS	32	34	36									
		FREIGHT	FREIGHT	FREIGHT									
		Daily	Daily	Daily									
0.0	Swiss .....												
9.7	Gauley Bridge .....												
15.8	D. B. Tower .....												
16.6	Alloy .....												
19.9	Smithers .....												
26.4	Midwest .....												
28.7	Cedar Grove .....	AM	AM	PM									
33.1	Dickinson .....	12.30	8.30	4.30									
36.4	Belle .....	12.55	8.55	4.55									
39.6	Levi .....	1.00	9.00	5.00									
41.9	Port Amherst .....												
45.2	Stuart .....	1.20	9.20	5.20									
46.8	Charleston .....	1.25	9.30	5.30									
47.6	Bigley Ave. Jct. ....												
49.6	W. Charleston .....												
50.6	Shorr .....	1.42	9.45	5.45									
53.9	Dunbar .....	1.48	9.51	5.51									
57.0	Institute .....	1.52	10.00	5.56									
61.7	Nitro .....	2.00	10.15	6.04									
71.4	Courtney .....	2.20	10.30	6.27									
73.0	Red House .....												
77.2	Rumer .....	2.40	10.45	6.42									
85.6	Robertsburg .....	3.02	11.05	7.02									
89.6	Arbuckle .....	3.10	11.13	7.10									
106.4	Kanauaga .....	3.50	11.55	7.55									
115.9	Hobson Jct. ....	4.20	12.30	8.30									
		AM ARRIVE	PM ARRIVE	PM ARRIVE									

**HOBSON JCT. TO SWISS  
SOUTHWARD**

Miles from Corning	STATIONS	Miles from Corning	STATIONS
57.1	Hobson Jct. ....	126.2	Charleston .....
66.6	Kanauaga .....	127.8	Stuart .....
83.4	Arbuckle .....	131.1	Port Amherst .....
87.4	Robertsburg .....	133.4	Levi .....
95.8	Rumer .....	136.6	Belle .....
100.0	Red House .....	139.9	Dickinson .....
101.6	Courtney .....	144.3	Cedar Grove .....
111.3	Nitro .....	146.6	Midwest .....
116.0	Institute .....	153.1	Smithers .....
119.1	Dunbar .....	156.4	Alloy .....
122.4	Shorr .....	157.2	D. B. Tower .....
123.4	W. Charleston .....	163.3	Gauley Bridge .....
125.4	Bigley Ave. Jct. ....	173.0	Swiss .....

Time shown at *Hobson Jct.* is for information only.  
On single track, northward trains are superior to trains of the same class in the opposite direction, unless otherwise specified.

**THURSTON TO ZANESVILLE**

**SOUTHWARD**

Miles from Thurston	STATIONS				
		LEAVE			
0.0	Thurston .....				
3.9	New Salem .....				
9.3	Thornville .....				
12.2	Walser .....				
13.7	Yost .....				
15.3	Glenford .....				
17.1	Glass Rock .....				
21.4	Mt. Perry .....				
27.6	Fultonham .....				
34.0	Darlington .....				
37.1	Ferro .....				
34.9	Muskingum .....				
35.7	South Zanesville .....				
36.3	Spangler .....				
38.6	Zanesville .....				
		ARRIVE			

**FULTONHAM TO TROPIC**

**SOUTHWARD**

Miles from Fultonham	STATIONS				
		LEAVE			
0.0	Fultonham .....				
4.6	Saltillo .....				
8.9	Crooksville .....				
11.4	Tropic .....				
		ARRIVE			

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

**ZANESVILLE TO THURSTON**

**NORTHWARD**

Miles from Zanesville	STATIONS				
		LEAVE			
0.0	Zanesville .....				
2.3	Spangler .....				
2.9	South Zanesville .....				
3.7	Muskingum .....				
5.9	Ferro .....				
4.6	Darlington .....				
11.0	Fultonham .....				
17.2	Mt. Perry .....				
21.5	Glass Rock .....				
23.3	Glenford .....				
24.9	Yost .....				
26.4	Walser .....				
29.3	Thornville .....				
34.7	New Salem .....				
38.6	Thurston .....				
		ARRIVE			

**TROPIC TO FULTONHAM**

**NORTHWARD**

Miles from Tropic	STATIONS				
		LEAVE			
9.7	Tropic .....				
12.2	Crooksville .....				
16.5	Saltillo .....				
21.1	Fultonham .....				
		ARRIVE			



GLOUSTER TO SHAWNEE					SHAWNEE TO GLOUSTER				
SOUTHWARD					NORTHWARD				
Miles from Glouster	STATIONS				Miles from Shawnee	STATIONS			
	LEAVE					LEAVE			
0.0	Glouster				5.1	Buckingham			
8.4	Drakes				6.0	Drakes			
9.9	Congo				7.5	Congo			
8.4	Drakes				6.0	Drakes			
9.3	Buckingham				14.4	Glouster			
	ARRIVE					ARRIVE			

Northward trains are superior to southward trains of the same class, unless otherwise specified.

BIGLEY AVE. JCT. TO HITOP					HITOP TO BIGLEY AVE. JCT.				
SOUTHWARD					NORTHWARD				
Miles from Bigley Ave. Jct.	STATIONS				Miles from Hitop	STATIONS			
	LEAVE					LEAVE			
.....	Charleston				0.0	Hitop			
0.0	Bigley Ave. Jct.				4.1	Kendalia			
11.5	Elkview				6.3	Camelot			
13.4	Blue Creek				8.7	Morris Fork			
21.6	Quick				9.4	Sanderson			
22.3	Coalridge				12.1	Coalridge			
25.0	Sanderson				12.8	Quick			
26.4	Morris Fork				15.0	Pentacre			
28.1	Camelot				21.0	Blue Creek			
30.3	Kendalia				22.9	Elkview			
34.4	Hitop				34.4	Bigley Ave. Jct.			
	ARRIVE				.....	Charleston			
						ARRIVE			

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

YOST TO NORTH VERNON SOUTHWARD					NORTH VERNON TO YOST NORTHWARD				
SECOND CLASS					SECOND CLASS				
79					Miles from Elkhart	STATIONS	72		
FREIGHT							FREIGHT		
Daily							Daily		
.....						Elkhart	.....		
.....					TCS	10.3	CX	.....	
.....						12.3	Yost	.....	
.....						15.6	New Paris Jct.	.....	
.....						16.1	New Paris	.....	
.....						21.1	Milford Jct.	.....	
.....						22.3	Milford	.....	
.....						27.8	Leesburg	.....	
.....						33.1	Grandy	.....	
.....						34.5	Warsaw	.....	
.....						42.3	Claypool	.....	
.....						46.2	Silver Lake	.....	
.....						53.8	North Manchester	.....	
.....						56.4	Bolivar	.....	
.....						60.9	Urbana	.....	
.....						68.2	Wabash	.....	
.....						78.4	La Fontaine	.....	
.....						87.5	Marion	.....	
.....						88.2	Kent	.....	
.....						93.1	Jonesboro	.....	
.....						97.6	Fairmount	.....	
.....						102.9	Summitville	.....	
.....						108.3	Alexandria	.....	
.....						109.8	Alda	.....	
.....						117.4	Dow	.....	
.....						120.2	Anderson	.....	
.....						120.5	Pearl St.	.....	
AM					ABS	121.5	So. Anderson	ARRIVE	
2.00							So. Anderson Yd.	PM 10.00	
2.30						129.6	Markleville	.....	
.....						135.8	Shirley	9.25	
.....						143.0	Knightstown	.....	
.....						147.9	Carthage	.....	
.....						158.3	Kern	.....	
.....						159.3	Rushville	.....	
.....						166.9	Milroy	.....	
.....						172.4	Sandusky	.....	
4.00						178.3	Greensburg	8.05	
4.05						179.8	Craig	8.00	
.....						187.2	Letts	.....	
.....						191.3	Westport	.....	
5.00						203.7	North Vernon	7.10	
6.15						255.3	Jeff Yard	6.00	
AM	ARRIVE							PM	

On single track Northward trains are superior to Southward trains of the same class, unless otherwise specified. Time shown at Elkhart and Jeff Yard is for information only.



OSBORN TO LYONS

SECOND CLASS		SOUTHWARD				NORTHWARD			
Miles from Indiana Harbor	STATIONS	63	83	85		64	84	86	
		FREIGHT	FREIGHT	FREIGHT		FREIGHT	FREIGHT	FREIGHT	
		Daily Ex. Sun.	Daily	Daily		Daily Ex. Sat.	Daily	Daily	
4.2	Indiana Harbor Gibson								
4.9	Osborn	AM	AM	PM		ARRIVE AM	ARRIVE PM	ARRIVE AM	
7.1	Highland	7.00	11.15	6.00		11.00	5.45	3.15	
9.1	Hays								
10.2	Hartsdale								
12.0	MP-12	7.10	11.24	6.10		10.35	5.36	3.05	
12.4	St. John Yard								
14.6	St. John								
19.7	Cook								
25.8	North Hayden								
28.1	Belshaw								
32.8	Schneider	9.30 <sup>64</sup>	12.01	6.45		9.30 <sup>63</sup>	5.00	2.30	
36.3	Lake Village								
38.5	Conrad								
44.8	Enos								
49.5	Morocco	10.00	12.30	7.15		8.50	4.30	2.01	
54.9	Ade								
61.8	Kentland	10.20	12.50	7.35		8.30	4.10	1.50	
66.2	Sheff						4.01	1.30	
66.2	Sheff	10.30	1.45	7.45		8.20	3.01	12.45	
72.0	Free								
75.8	Dunn								
80.3	Handy	10.50	2.01	8.01		8.05	2.45	12.05	
86.2	Tab		2.41						
90.0	Stewart								
94.5	Sloan	11.10	2.25 <sup>84</sup>	8.25		7.45	2.25 <sup>83</sup>	11.45	
104.0	Campbell								
109.2	Danville								
110.2	Wyton	11.35	2.55	8.55		7.15	1.55	11.15	
114.4	Lyons	11.45	3.15	9.15		7.00	1.40	11.00	
	WR	ARRIVE AM	ARRIVE PM	ARRIVE PM		ARRIVE AM	ARRIVE PM	ARRIVE PM	

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

BETWEEN COLD SPRINGS AND DX

Miles from Springfield	STATIONS			
	Springfield Yard			
1.9	Springfield West End			
5.9	Cold Springs			
9.1	Donnellsville			
13.6	New Carlisle			
15.6	Brown			
21.1	Grayson			
24.2	B&O Crossing			
24.5	Troy			
31.2	Kessler			
34.6	Ludlow Falls			
38.6	Laura			
42.7	Pittsburg			
46.3	Arcanum			
52.0	Savona			
53.2	Hewitt			
60.4	Glen Karn			
64.9	Crete			
69.6	Lynn			
74.5	Carlos City			
80.0	Modoc			
83.5	Losantville			
83.8	C&O Crossing			
87.6	Mooreland			
95.8	New Castle			
104.1	Kennard			
107.3	Shirley			
109.0	Wilkinson			
113.1	Willow Branch			
117.7	Maxwell			
121.5	Mohawk			
125.6	Mt. Comfort			
131.2	Hunter			
135.8	Eastside			
136.4	DX			
139.8	Indianapolis			

On single track, Eastward trains are superior to Westward trains of the same class, unless otherwise specified.

BETWEEN VALLEY JCT. AND BEESON

Miles from Valley Jct.	STATIONS			
3.5	Valley Jct.			
7.7	Shaper			
14.5	Harrison			
	New Trenton			
19.0	Cedar Grove			
25.8	Brookville			
34.2	Metamora			
40.0	Laurel			
50.8	Connersville			
56.4	Beeson			

On single track, Westward trains are superior to Eastward trains of the same class, unless otherwise specified.

BETWEEN CRAIG AND COLUMBUS

Miles from Craig	STATIONS			
	Greensburg			
1.5	Craig			
6.5	Burney			
13.2	Hope			
24.4	Columbus			

On single track, Westward trains are superior to Eastward trains of the same class, unless otherwise specified.

BETWEEN FAIRLAND AND FRANKLIN

Miles from Fairland	STATIONS			
3.4	Fairland			
7.0	Boggstown			
12.5	Needham			
	Franklin			

On single track, Westward trains are superior to Eastward trains of the same class, unless otherwise specified.



LYONS YARD TO CAIRO, ILL. SOUTH					CAIRO, ILL. TO LYONS YARD NORTH				
Miles from Danville	STATIONS				Miles from Cairo	STATIONS	SECOND CLASS		
							184		
							FREIGHT		
						Daily			
5.3	Danville				1.0	Cairo			
7.2	Lyons Yard				7.7	Cairo Yard			
8.4	WR				15.6	Mound City			
	Westville				25.7	Olmsted			
11.4	Georgetown				28.5	Karnak			
17.0	Ridge Farm				28.5	Belknap			
23.7	Chrisman				30.6	Forman			
23.9	Rose				36.2	Vienna			
37.1	Midland				45.8	Tunnel Hill			
	Midland				52.0	New Burnside			
37.1	Marshall				56.5	Stonefort			
52.7	Ernst				63.0	Carrier Mills	AM		
58.2	West Union				71.7	Harrisburg	12.01		
65.1					77.6	Eldorado	12.16		
70.5	Dock				90.6	Norris City	12.41		
72.4	Hutsonville				102.6	Carmi	1.00		
80.9	Robinson				110.0	Crossville	1.11		
81.2	Owen				118.0	Grayville			
89.1	Flat Rock				118.8	Grays	1.25		
101.2	Lawrenceville				127.8	Keensburg			
102.0	Lawrenceville Jct.				134.1	Mt. Carmel	1.50		
111.4	St. Francisville					Mt. Carmel	AM		
116.9	Allendale				134.1	Mt. Carmel	7.30		
126.3	Mt. Carmel				143.5	Allendale			
132.6	Keensburg				149.0	St. Francisville	8.00		
141.6	Grays				158.4	Lawrenceville Jct.	8.15		
142.4	Grayville				159.2	Lawrenceville	8.17		
150.4	Crossville				171.3	Flat Rock			
157.8	Carmi				179.2	Owen	8.47		
169.8	Norris City				179.5	Robinson	8.48		
182.8	Eldorado				188.0	Hutsonville			
188.7	Harrisburg				189.9	Dock	9.05		
197.4	Carrier Mills				195.3	West Union			
203.9	Stonefort				202.2	Ernst	9.25		
208.4	New Burnside				207.7	Marshall	9.34		
214.6	Tunnel Hill				223.3	Midland	ARRIVE 9.59		
224.2	Vienna				223.3	Midland	LEAVE 10.29		
229.8	Forman				236.5	Rose			
231.9	Belknap				236.7	Chrisman	10.50		
234.7	Karnak				243.4	Ridge Farm			
244.8	Olmsted				249.0	Georgetown			
252.7	Mound City				252.0	Westville	11.14		
259.4	Cairo Yard				253.2	WR			
260.4	Cairo				255.1	Lyons Yard	ARRIVE 11.20		
					260.4	Danville	AM ARRIVE		

On single track Northward trains are superior to Southward trains of the same class, unless otherwise specified.

HILLSBORO TO LITCHFIELD WEST					TERRE HAUTE TO EVANSVILLE SOUTH				
Miles from Hillsboro	STATIONS				Miles from Terre Haute	STATIONS			
							NORTH		
5.0	Hillsboro				2.2	Duane Yard			
12.8	Butler				5.1	Terre Haute		134.8	
	Litchfield				7.8	Greenwood		132.6	
					10.3	Spring Hill		129.7	
						Liberty		127.0	
						Riley		124.5	
						Cory		119.3	
						Saline City		114.9	
						Eel		112.8	
						Clay City		108.8	
						Lancaster		107.2	
						Coal City		103.8	
						Mancourt		102.8	
						Worthington		95.0	
						Rincon		93.5	
						Elliston		86.9	
						Newberry		79.0	
						Elnora		73.6	
						Plain		67.1	
						Capehart		62.4	
						Graham		60.5	
						Duff		57.2	
						Thomas		52.2	
						Sandy Hook		47.9	
						Petersburg		40.5	
						Ashby Yard		39.8	
						Oakland City		28.6	
						Gray Jet		27.6	
						Gudgel		25.9	
						Somerville		23.9	
						Mackey		22.0	
						Buckskin		19.8	
						White		19.0	
						Elberfeld		14.9	
						Ditney		13.4	
						Daylight		9.7	
						Taylor		4.2	
						Straight Line Jct.		3.9	
						Evansville			

\*On single track, Eastward trains are superior to Westward trains of the same class, unless otherwise specified.  
 †On single track, Northward trains are superior to Southward trains of the same class, unless otherwise specified.



**STATIONS, OFFICE CALLS AND OFFICE HOURS  
BEREA TO INDIANAPOLIS**

STATIONS					STATIONS				
MAIN LINE	Miles from Cleveland	Office Calls	* Train Order Office	* Manual Block Sta.	MAIN LINE	Miles from Cleveland	Office Calls	* Train Order Office	* Manual Block Sta.
BE Open day and night.	Int. 12.5	BE	* 221C	*	Ridgeway Open day and night.	Int. 124.7	WA	* 221C	*
Westview	15.7				Big Springs	128.8			
Columbia	18.1				Rushsylvania	131.8			
North Eaton	20.7				Turner	137.8			
Farm	22.9				BN Open day and night.	139.4	BN	*	*
Grafton Open day and night.	Int. 25.4	G	* 221C	*	Sandusky Ave.	140.6			
LaGrange	29.5				Bellefontaine	140.8			
Wellington	36.5				Bellefontaine Open day and night. Remotely controlled.	Int. 140.9			
Huff Remotely controlled.	Int. 37.0				DeGraff	150.4			
Rochester	42.0				Morgan Open day and night.	Int. 153.5	QC	* 221C	*
Hiles Open day and night.	Int. 46.9	F	* 221C	*	Pemberton	156.8			
New London	47.5				Sidney	163.7			
Boyd Open day and night.	Int. 54.5	GR	* 221C	*	Spafford	166.2			
Greenwich	54.9				Hardin	168.2			
Shiloh	61.2				Houston	173.4			
Shelby Open day and night.	Int. 67.2	SY	* 221C	*	Russia	177.4			
Crestline Open day and night.	Int. 75.7	US	* 221C	*	Versailles	181.5			
Galion Yard	78.9				Dawn	186.4			
Galion	79.8				Ansonia Open day and night.	Int. 189.7	A	* 221C	*
Burt Open day and night.	Int. 80.3	BU	* 221C	*	Elroy	193.4			
Bx Siding	80.7				Union City Open day and night.	Int. 198.8	N	* 221C	*
Martel 8:01 AM to 4:01 PM Daily	Int. 87.7	RM	*	*	Harrisville	202.7			
Caledonia	91.8				Winchester Auto. Int.	207.9			
Slicks	96.6				Farmland	215.8			
Scioto	98.0				Parker City	219.9			
Q Siding	99.8				Selma	223.3			
Marion AC Open day and night.	Int. 101.5	AC	* 221C	*	Reda	226.4			
New Bloomington	110.7								
LaRue	114.5								
Mt Victory	122.2								

**STATIONS, OFFICE CALLS AND OFFICE HOURS**

**BEREA TO INDIANAPOLIS—Continued**

**BURT TO GANO**

STATIONS					STATIONS				
MAIN LINE	Miles from Cleveland	Office Calls	* Train Order Office	* Manual Block Sta.	MAIN LINE	Miles from Cleveland via Delaware	Office Calls	* Train Order Office	* Manual Block Sta.
Vance Open day and night.	Int. 228.5	MU	* 221C	*	Burt Open day and night.	Int. 80.3	BU	* 221C	*
N. & W. Crossing Open day and night.	Int. 229.5				St. James	85.7			
Muncie	229.6				Sims Station	87.2			
Hart	232.7				Edison Controlled point.	Int. 92.8			
Yorktown	235.3				Cardington	97.4			
Daleville	240.0				Ashley Controlled point.	104.4			
Chesterfield	242.3				Leonardsburg	108.3			
Gridley Open day and night.	Int. 245.7	GI	* 221C	*	Paget Controlled point.	111.1			
Delco Open day and night.	Int. 246.7	CG	* 221C	*	Delaware Open 8:01 AM to 4:01 PM ex. Sat. and Sun. Controlled point.	114.0			
Anderson Open day and night.	Int. 247.4	KY	* 221C	*	Jones Controlled point.	117.1			
C. I. R. R. Crossing	Int. 248.3				Lewis Center	122.1			
So. Anderson Yard	247.9				Worthington Open day and night.	Int. 130.1	C	* 221C	
Taft Remotely controlled.	Int. 250.9				Clintonville	133.5			
Pendleton	255.4				Fifth Ave. Controlled point.	136.8			
Raleigh	257.3				Columbus—CD Offices Open day and night.	138.0	CD	*	
Ingalls	260.4				Park Street	138.3			
David	262.3				C. & O. Crossing Open day and night.	Int. 139.0	HV		
Fortville	263.1				GN Tower Open day and night.	Int. 139.6	GN		
McCordsville	268.0				Grandview Open day and night.	Int. 140.8	BJ		
Oaklandon	269.8				Grandview Controlled point.	141.1			
Post	272.7				Miami Crossing Open day and night.	Int. 141.4	MI	* 221C	
DX Open day and night.	280.1	DX	* 221C	*	Camp Chase Controlled point.	143.9			
Mass. Ave. Int.	281.9				Avenue	144.6			
Indianapolis	283.8				Galloway Controlled point.	148.0			
					Georgesville	151.5			
					Lilly Chapel	154.8			
					Deer Creek	158.9			
					London Open day and night.	Int. 163.5	KN	* 221A	
					West London	165.6			
					Myers	167.8			
					Plattsburg	172.3			











**STATIONS, OFFICE CALLS AND OFFICE HOURS  
OHIO CENTRAL DIVISION BRANCHES**

**WESTERN BRANCH — Stanley Tower to Corning**

STATIONS	Miles from Toledo	Office Calls	* Train Order Office	* Manual Block Station	STATIONS	Miles from Toledo	Office Calls	* Train Order Office	* Manual Block Station
Stanley Tower Int. Open day and night.	4.0	SA	* 221C		Kile Open daily 8:00 AM to 5:00 PM ex. Sat. and Sun.	117.0	KI	* 221C	*
Hickox (Woods Switch)	4.7				Amlin	119.5			
Stanley Yard 6:00 AM-2:00 PM daily.		WI	*		Renner	122.5			
Rossford Ordnance Depot	6.5				Highway	124.9			
B & R Mill	7.7				Mounds Int. Open day and night.	126.3	MU	* 221C	*
Lime City	8.8				Stonington	127.4			
Dunbridge Open day and night.	14.6	DU	* 221C	*	Grandview Int. Open day and night.	130.1	BJ	* 221C	*
Sugar Ridge	16.6				West Columbus	130.6			
Bowling Green Open 8:30 AM to 4:30 PM daily ex. Sun.	20.7		* 221C	*	B. & O. R. R. Crossing Tower Int. Open day and night.	131.1			
Portage	24.0				L. M. Tower Int. Open day and night.	132.1			
Trombley	29.1				Frankfort Street Int. Open day and night.	133.3	WF	* 221C	*
Cygnets	30.0				South Columbus	134.9			
Tank Siding	30.8				Bannon Int. Open day and night.	137.6			
Galatea Int. Open day and night.	34.3	W	* 221C	*	Buchsieb	138.5			
Van Buren	37.2				Patterson Siding	138.9			
Mortimer N&W Crossing Auto. Int.	38.9				Woodland Ave.	147.7			
North Findlay Int. Open day and night.	43.3	FY	* 221C	*	East Columbus	145.2			
Findlay	44.1				Truro Open daily 1:00 PM to 9:00 PM ex. Sat. and Sun.	141.2	JH	* 221C	*
Hancock	46.8				Brice	144.2			
A. C. & Y. R. R. Crossing Auto. Int.	53.6				Pickerington	149.0			
Arlington	54.0	RG			Harley	152.6			
Dunkirk Int. Open day and night.	61.2	DK	* 221C	*	Basil	157.2			
Blanchard	65.2				Baltimore	157.8	BO		
Kenton	72.2				Thurston Open day and night.	160.8	H	* 221C	*
Erie Crossing Int. Remotely controlled.	73.2				Pleasantville	163.5			
Mentzer	75.9				Rushville	169.3			
Ridgeway Int. Open day and night.	81.5	WA	* 221C	*	Bremen Open day and night.	173.8	BM	* 221C	*
Horton	85.5				Junction City	180.6	JU		
West Mansfield Open daily 8:00 AM to 5:00 PM ex. Sat. and Sun.	89.6	WM	* 221C	*	New Lexington Open day and night.	185.0	BD	* 221C	*
Raymonds	95.9				J. T. Mine	186.5			
Peoria E. L. R. R. Crossing Auto. Int.	97.5				Claybank	189.8			
Marysville Open day and night.	104.2	MV	* 221C	*	Rendville	196.2			
Scottslawn	108.0				Corning Open day and night ex. 11:00 PM Tues. to 7:00 AM Wed.	197.5	CN	* 221C	*

**STATIONS, OFFICE CALLS AND OFFICE HOURS  
OHIO CENTRAL DIVISION BRANCHES**

**EASTERN BRANCH  
Stanley Tower to Thurston**

STATIONS	Miles from Toledo	Office Calls	* Train Order Office	* Manual Block Station
Stanley Tower Int. Open day and night.	4.0	SA	* 221C	
Moline	6.6			
SO	7.7			
Stony Ridge	9.9			
Luckey	14.3			
Pemberville	17.3			
Woodside	21.2			
Wayne	24.7			
Norris	30.9			
Fostoria	35.4			
"F" Tower Int. Open day and night.	35.9	F	* 221C	
Landgraf	39.8			
New Riegel	44.2			
Berwick	46.2			
McCutchenville	49.3			
A. C. & Y. R. R. Crossing Auto. Int.	54.0			
Sycamore	54.9			
Deunquat	57.4			
Lemert	60.5			
Spore	63.8			
UR Tower Int. Open day and night.	69.3	UR	* 221C	
Bucyrus Yard	69.6			
New Winchester	75.9			
Martel Int. 8:01 AM to 4:01 PM Daily	79.3	RM	* 221C	
Climax	82.3			
Edison Int. Remotely controlled.	87.2			
Mt. Gilead Jct.	88.4			
Mt. Gilead	89.2	MG		
Fulton	94.7			
Marengo	99.0			
Pennsylvania R. R. Crossing Auto. Int.	107.9	CR		
Centerburg	108.2	CU		
Croton	112.5			
Johnstown Open daily 7:30 AM to 4:30 PM ex. Sat. and Sun.	118.4	JO	* 221B	

Alexandria	124.7			
Granville	129.6			
Heath Int. Open day and night.	133.3	FN	* 221C	
Hebron	138.5	HN		
Millersport	143.7			
Thurston Open day and night.	147.7	H	* 221C	

**Z. & W. BRANCH  
Thurston to Zanesville**

STATIONS	Miles from Thurston	Office Calls	* Train Order Office	* Manual Block Station
New Salem	3.7	J		
Thornville	9.1	RN		
Walser	12.0			
Yost	13.5			
Glenford	15.1			
Glass Rock	16.9			
Fultonham	27.3	FM	* 221C	
Pittsburgh Plate Glass Co. Crossing				
White Cottage	29.8			
Elizabeth	31.8			
Darlington Auto. Int.	33.9			
Muskingum	34.6			
South Zanesville	35.4			
Spangler	36.0	RS		
Zanesville	38.3	JR		

**Z. & W. BRANCH  
Fultonham to Tropic**

STATIONS	Miles from Fultonham	Office Calls	* Train Order Office	* Manual Block Station
Cannon	2.0			
Saltillo	4.6	SA		
Crooksville	8.9	CK		
Pennsylvania R. R. Crossing	9.1			
Tropic	11.4			



**STATIONS, OFFICE CALLS AND OFFICE HOURS  
OHIO CENTRAL DIVISION BRANCHES**

SOUTHERN BRANCH Corning to Swiss					
STATIONS	Miles from Corning	Office Calls	* Train Order Office	* Manual Blk. Station	
Corning	0.0	CN	*	*	
Glouster	8.0	GX			
Chauncey	16.9	CH			
Armitage Auto. Int.	21.4				
West Athens		BX			
Grosvenor Int.	23.2	AS	* 221C	*	
Albany	32.6	BN	* 221C	*	
Carpenter	37.6				
Dexter	44.3				
Langsville	48.0				
Hobson	56.4	HU	*	*	
Hobson Junction	57.1	HO	*	*	
Chesire					
Kanauga	66.6	CK	*	*	
Gallipolis		GI			
Point Pleasant	69.1				
Leon	80.8				
Arbuckle	83.4				
Robertsburg	87.4				
Buffalo	90.7				
Rumer	95.8	MR			
Shippers Car Line	98.9				
Red House	100.0				
McGill	100.8				
Courtney	101.6				
Putnam	108.6				
Nitro	111.3	NI	* 221C	*	
Sattes	113.7				
Institute	116.0	NS	* 221C	*	
Ferguson	117.6				
Dunbar	119.1	DA			
Shorr	122.4				
West Charleston	123.4				
Bridge Junction					

HITOP BRANCH					
STATIONS	Miles from Bigley Ave. Jct.	Office Calls	* Train Order Office	* Manual Blk. Station	
Bigley Ave. Jct.	0.0				
Elkview	11.5				
Blue Creek	13.4				
Pentacre	19.4				
Quick	21.6				
Sanderson	25.0				
Morris Fork	26.4				
Hitop	34.4				

Z. & W. BRANCH Glouster to Buckingham					
STATIONS	Miles from Glouster	Office Calls	* Train Order Office	* Manual Blk. Station	
Glouster	0.0	GX			
Drakes	8.0				
Buckingham	8.7				

SOUTHERN BRANCH Bigley Ave. Jct. to Swiss					
STATIONS	Miles from Bigley Ave. Jct.	Office Calls	* Train Order Office	* Manual Blk. Station	
Bigley Ave. Jct.	125.4				
Charleston	126.2	RN	* 221C	*	
Morris Street Jct.	126.4				
Stuart	127.8				
Port Amherst	131.1	QD			
Levi	133.4	V		*	
Belle	136.6	BL	* 221C	*	
Dickinson	139.9	QS	*	*	
Shrewsbury	141.9				
Cedar Grove	144.3				
Midwest	146.6	RS		*	
Dunns	150.9				
Cannelton	152.3				
Smithers	153.1				
Harewood	155.0				
Boomer	155.5	BJ			
DB Tower—Alloy	157.2	DB	* 221C	*	
Gauley Bridge	163.0				
Belva	168.6				
Beech Glen	170.7				
Swiss	172.6				

**STATIONS, OFFICE CALLS AND OFFICE HOURS  
WADE TO KANKAKEE**

STATIONS		Mile Post Location	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic
Wade	Int.	4.5	MS	* 221C		*
Delhi		10.6				
Sayler Park		11.1				
Fernbank		12.0				
Addyston		13.2				
Sekitan		13.9				
Griffith		14.3				
North Bend		15.3				
Cleves		16.1				
Valley Jct.		17.7				
Elizabethtown		19.5				
Lawrenceburg Jct.	Int.	22.3	KI	* 221C		*
Dearborn	Int.	24.9				
Lawrenceburg		25.1				
Guilford		27.9				
Ross		30.4				
Weisburg		36.8				
C. P. 39		39.7				
Sunman		39.9				
Brow		40.6				
Morris		45.3				
Hyde		46.9				
Batesville		47.8				
C. P. 51		51.9				
C. P. 53		53.8				
New Point		54.0				
C. P. 60		60.2				
Greensburg	Int.	62.8	GN	* 221C		
C. P. 64		64.2				
Adams		67.8				
St. Paul		72.7				
Waldron		75.3				
Clifty	C.P.	77.3	77			
Vine	Int.	82.6	V	* 221C		
Shelbyville		82.8				
C. P. 88		88.6				

STATIONS		Mile Post Location	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic
Fairland	C.P.	89.3	89			
Acton		96.6				
Grove	C.P.	103.7	103			
Belt Crossing	Int.	106.9	BC	* 221C		
Indianapolis		109.6				
I J	Int.	110.6	IJ	*		
K D	Int.	111.5	KD	*		
Moorefield						
Brant		113.1				
30th Street		115.2				
Augusta		120.4				
Rock Island		122.8				
Glenn	C.P.	122.9	122			
Zionsville		125.2				
Whitestown		130.6				
Knox		137.8				
Lebanon		138.3				
Conn	C.P.	139.4	139			
Hazelrigg	C.P.	143.4	143			
Thorntown		147.5				
Colfax	Int.	153.2	CF			
Clarks Hill East	C.P.	156.7	156			
Clarks Hill	Int.	158.2	W	* 221C		
Stockwell		161.7				
Rex		163.3				
North Crane		165.9				
C. P. 169		169.1				
Altamont	Int.	170.2	QN	* 221C		
Lafayette Jct.	Int.	173.0				
Lafayette		174.0	G			
Templeton	Int.	192.6	MD	*	*	
Atkinson		196.7				



**STATIONS, OFFICE CALLS AND OFFICE HOURS**

WADE TO KANKAKEE—CONTINUED

STATIONS	Mile Post Location	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic
<b>MAIN LINE</b>					
Swanington	198.6				
Fowler Open 7:00 AM to 4:00 PM daily	202.2	RF	* 221C	*	
Earl Park	208.9				
Sheff Int. Open day and night.	211.2	F	* 221C	*	
Raub	213.9				
Sheldon Auto. Int.	219.0				
Iroquois	223.1				
Donovan Open 7:00 AM to 4:00 PM ex. Sat. and Sun.	227.2	OU	* 221C	*	
Beaverville	232.6				
St. Anne Auto. Int.	238.3				
Aroma Park	244.5				
Court St.	248.2				
Kankakee Open day and night.	248.8	KT	*	*	
Kankakee Jet. Int. Open day and night.	249.4				

**ILLINOIS DIVISION BRANCHES**

VALLEY JCT. TO BEESON

STATIONS	Mile Post Location	Office Calls	* Train Order Office
Valley Jct.	17.7		
Shaper	21.2		
Harrison	25.4		
Cedar Grove	36.7		
Brookville	43.5		
Metamora	51.9		
Laurel	57.7		
Connersville Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	68.5	FD	*
Huber	71.6		
Beeson	74.1		

FAIRLAND TO FRANKLIN

STATIONS	Mile Post Location
Fairland	89.3
Boggestown	92.7
Needham	96.3
Franklin	101.8

CRAIG TO COLUMBUS

STATIONS	Mile Post Location	Office Calls	* Train Order Office
Craig	64.2		
Burney	70.7		
Hope	77.4		
Columbus	88.6		

**STATIONS, OFFICE CALLS AND OFFICE HOURS**

ILLINOIS DIVISION BRANCHES

CX TO NORTH VERNON

STATIONS	Mile Post Location	Office Calls	* Train Order Office
CX	55.5		
Yost	57.5		
New Paris Jet. Auto. Int.	61.3		
New Paris	62.0		
Milford Jet. Int. Remotely controlled.	66.3		
Milford	67.5		
Leesburg	73.0		
Grandy	78.3		
Warsaw Int. Open day and night.	79.7	KS	* 221C
Claypool Auto. Int.	87.5		
Silver Lake	91.4		
North Manchester	99.0		
Bolivar Int. Remotely controlled.	101.6		
Urbana	106.1		
Speicher	109.1		
Wabash Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	113.4	WD	* 221A
Treaty	119.1		
LaFontaine	123.6		
Marion Int. Open day and night.	132.7	MA	* 221C
Kent Int. Open day and night.	133.4	MI	* 221C
Jonesboro	138.3		
Fairmount	142.8		
Summitville	148.1		

CX TO NORTH VERNON—CONTINUED

STATIONS	Mile Post Location	Office Calls	* Train Order Office
Alexandria Int.	153.5		
Alda	155.0		
Linwood	158.6		
Dow Int. Remotely controlled.	162.6		
Anderson Int. Open day and night.	165.4	KY	* 221C
Pearl St.	165.7		
C. I. Crossing	165.8		
P. R. R. Crossing	166.3		
South Anderson	166.7		
South Anderson Yard			
Emporia	172.7		
Markleville	174.8		
Shirley Auto. Int.	181.0	QS	
Knightstown	188.2		
Carthage	193.1		
Kern	203.5		
Rushville	204.5		
Milroy	212.1		
Sandusky	217.6		
Greensburg Int. Open day and night.	223.5	GN	*
Craig	225.0		
Letts	232.4		
Westport	236.5		
North Vernon	248.9		
Jeffersonville	301.3		



**STATIONS, OFFICE CALLS AND OFFICE HOURS  
ILLINOIS DIVISION BRANCHES**

INDIANAPOLIS TO COLD SPRINGS					INDIANAPOLIS TO COLD SPRINGS—CONTINUED				
STATIONS	Mile Post Location	Office Calls	* Train Order Office		STATIONS	Mile Post Location	Office Calls	* Train Order Office	
DX Open day and night.	Int. 136.4	DX	*		Lynn Auto. Int. Open 8:00 AM to 5:00 PM ex. Sat. and Sun.	69.6	KO		
Eastside	135.8				Crete	64.9			
Hunter	131.2				Glen Karn	60.4			
Mt. Comfort	125.6				Hewitt Int. Open day and night.	53.2	BI		
Mohawk	121.5				Savona	52.0			
Maxwell	117.7				Arcanum	46.3			
Willow Branch	113.1				Pitsburg	42.7			
Wilkinson	109.0				Laura	38.6			
Shirley Auto. Int.	107.3				Ludlow Falls	34.6			
Kennard	104.1				Kessler	31.2			
New Castle Open 8:00 AM to 5:00 PM ex. Sat. and Sun.	95.8	NC			Troy Open 8:00 AM to 5:00 PM ex. Sat. and Sun.	25.3	RY		
Epileptic Village	93.6				B & O Crossing Int. Remotely controlled.	25.1			
Mooreland	87.6				Grayson	21.1			
C&O Crossing Int. Remotely controlled.	83.8				Brown	15.6			
Losantville	83.5				New Carlisle	13.6			
Modoc	80.0				Donnelsville	9.1			
Carlos City	74.5				Cold Springs Int. Open day and night.	5.9	CS	*	

**STATIONS, OFFICE CALLS AND OFFICE HOURS  
ILLINOIS DIVISION BRANCHES**

OSBORN TO LYONS YARD											
STATIONS	Miles from Indiana Harbor	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic	STATIONS	Miles from Indiana Harbor	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic
Osborn Open day and night.	Int. 4.9	RN	* 221C		*	Kentland Open day and night.	Int. 61.9	KN	* 221C		
Highland Open day and night.	Int. 7.2	ND	* 221C		*	Sheff Open day and night.	Int. 66.3	F	* 221C		
Hays G.T.W.R.R.	Int. 9.2	BX				York Switch	66.6				
Hartsdale	10.3		* #			Free	72.0				
MP-12	12.0					Dunn	75.8				
St. John Yard	12.4					Handy Auto. Int.	80.4				
St. John Automatic Int.	14.6					Tab	86.3				
Cook	19.8					Stewart	90.1				
North Hayden	25.8					Sloan	94.6				
Belshaw	28.2					Campbell	104.1				
Schneider Int. Open day and night.	32.9	SG	* 221C			Danville, Jackson St.	109.3				
Enos	44.8					Wyton Open day and night.	Int. 110.2	WG	*		
Morocco	49.6					Lyons Yard Open day and night.	113.5	HF	*		
Ade	55.0										

# Train order office only for trains arriving or departing Hartsdale.







**STATIONS, OFFICE CALLS AND OFFICE HOURS  
ILLINOIS DIVISION BRANCHES**

**DANVILLE TO CAIRO**

STATIONS	Miles from Danville	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic	STATIONS	Miles from Danville	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic
Lyons Yard Open day and night.	5.3	HF	*			Trimble	76.3				
W R Auto. Int.	7.2					Robinson	80.9				
Georgetown	11.4					Owen Auto. Int.	81.2				
Vermillion Grove	15.1					Dunn	86.3				
Ridge Farm Auto. Int.	16.8					Flat Rock	89.1				
Wood Yard	19.1					Pinkstaff	96.5				
Chrisman	23.7					Lawrenceville	101.2				
Rose Auto. Int.	23.9					Lawrenceville Jct. Int. Open day and night.	102.0	WC	*	221C	
Horace	29.6					Billet	106.3				
Harris	32.8					St. Francisville	111.4				
Midland Int. Open day and night.	37.1	A	*			Allendale	116.9				
Oliver	45.5					Patton	120.7				
Marshall	52.7					Mt. Carmel Int. Open day and night.	126.3	TJ	*		
Ernst	58.2					Keensburg	132.6				
West Union	65.1					Grays Auto. Int.	141.6				
Dock Open 8:00 AM to 5:00 PM daily ex. Sun. and Mon.	70.5	GV	*			Grayville	142.4				
North Hutsonville	71.0					Warren Switch	147.6				
Hutsonville	72.4					Crossville	150.4				
						Carmi Station Int. Open day and night.	156.0	CA	*	221C	
						Carmi	157.8				

**STATIONS, OFFICE CALLS AND OFFICE HOURS  
ILLINOIS DIVISION BRANCHES**

**DANVILLE TO CAIRO-CONTINUED**

**MT. CARMEL TO EVANSVILLE**

STATIONS	Miles from Danville	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic	STATIONS	Miles from Danville	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic
Norris City Auto. Int.	169.8					Mt. Carmel	127.4		*		
Eldorado Auto. Int.	182.9					Johnson	136.3				
Harrisburg Yard Open continuously ex. 11:00 PM Sun. to 7:00 AM Mon.	188.7	HB	*			Nisbet	147.0				
Ledford	194.2					Harwood Auto. Int.	157.7				
Carrier Mills	197.4					Eighth Ave. Open day and night.	160.0		*		
Stonefort Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.	203.9	K	*	221A							
New Burnside	208.4										
Tunnel Hill	214.6										
Vienna	224.2										
Forman Auto. Int.	229.8										
Belknap	231.9										
Karnak Open 8:00 AM to 5:00 PM daily ex. Sun.	234.7	ON	*	221A							
Grand Chain	238.6										
Olmsted	244.8										
Mound City	252.7										
Cairo	260.4										

ST. FRANCISVILLE TO VINCENNES					
STATIONS	Miles from Danville	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic
St. Francisville	111.4				
Vincennes	122.2				



### STATIONS, OFFICE CALLS AND OFFICE HOURS ILLINOIS DIVISION BRANCHES

#### TERRE HAUTE TO EVANSVILLE

STATIONS	Miles from Terre Haute	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic	STATIONS	Miles from Terre Haute	Office Calls	* Train Order Office	* Manual Block Sta.	* Manual Block Sta. for movement against Current of Traffic
Terre Haute <small>Open day and night.</small>		JR	* 221C			Chappell Auto. Int.	78.8				
Vigo <small>Open day and night.</small>	0.1					Thomas	82.6				
Greenwood	2.2					Sandy Hook	86.9				
Spring Hill <small>Open day and night.</small>	5.1	X	* 221C			Petersburg	94.3				
Liberty	7.8					Ashby Yard <small>Open day and night.</small>	95.0	BY	*	*	
Riley	10.3					Oakland City Int. <small>Open day and night.</small>	106.2	OD	* 221C	*	
Cory	15.5					Gray Jct.	107.2				
Saline City	19.9					Kerwin	117.8				
Eel	22.0	SA				Gudgel	108.9				
Clay City Tower Int. <small>Open 8:00 AM to 5:00 PM daily ex. Sat. and Sun.</small>	26.0	SY	* 221C			Saxton	109.8				
Clay City	26.2					Somerville	110.9				
Lancaster	27.6					Mackey	112.8				
Coal City	31.0					Buckskin Int. <small>Open daily ex. 12:00 M Sat. to 8:00 AM Mon.</small>	115.0	BK	* 221C	*	
Mancourt	32.0					Shawnee	115.8				
Worthington <small>Open day and night.</small>	39.8	WG	* 221A			Lynnville	120.0				
Rincon	41.3					Richards	124.8				
Elliston	47.9					Tecumseh	127.3				
Newberry	55.8					White	115.8				
Elnora	61.2					Elberfeld	119.9				
Plain <small>Open daily ex. 4:00 PM Sat. to 4:00 PM Mon.</small>	67.7	NE	* 221A			Ditney	121.4				
Capehart	72.4					Ditney Hill	122.5				
Graham	74.3					Daylight	125.1				
Jordan	76.6					Taylor <small>Open day and night.</small>	130.6	S	*	*	
Duff	77.6					Straight Line Jct.	130.9				
Washington	79.9										

#### COMPANY SURGEONS

W. H. Norman, Chief Surgeon, Indianapolis, Hume Mansur Bldg., Phones—Office ME 4-2443; Res. CL 5-4037  
Regular office hours of Chief Surgeon are 8:00 A.M. to 5:00 P.M. week days. In case of emergency after office hours, Sundays and holidays, call Service Bureau, phone ME 9-3466 or the following in order named: R. V. Curtis, phone LI 7-6057, W. H. Norman, phone CL 5-4037.

ANDERSON: R. R. Reed, 931 Meridian.  
Phones—Office 644-1271; Res. 642-4247.  
C. E. Austin, 931 Meridian.  
Phones—Office 644-1271; Res. 643-3063.

BATESVILLE: L. W. Hisrich, 6 Henry Street.  
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BELLE: J. H. Gray.  
Phone—WI 9-2271.

BELLEFONTAINE: F. Blair Webster, 130 N. Main St.  
Phones—Office LY 2-1901; Res. LY 2-1902.  
Geo. J. Gensemer, 834 N. Main St.  
Phones—Office LY 2-8841; Res. LY 2-8842.

BOWLING GREEN: H. E. Whitacre, 313-318 Wood County Building.  
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BROOKVILLE: H. N. Smith, 812 Main St.  
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BRYAN: R. K. Ameter, Cameron Hospital.  
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CAREY: Harlow K. VanBuren, 119 E. Finley St.  
Phones—Office 307; Res. 2307.

CARMI: R. C. Brown, 203 S. Church St.  
Phones—Office 382-4181.

CHARLESTON: W. O. McMillan, Morris and Lee Sts.  
Phone—DI 2-3156.  
U. G. McClure, Morris and Lee Sts.  
Phone—DI 2-6543.  
R. L. Anderson, 1208 Kanawha Boulevard.  
Phone—DI 3-7559.  
LeRoy B. Mathews, 1121 Quarrier St.  
Phone—DI 2-0251.

CHICAGO: J. F. Curry, 7141 Jeffery Ave., Hyde Park  
3-6096, 151 East Randolph St.  
Phones—Office WA 2-4811; Local 499.

CINCINNATI: R. G. Carothers, 409 Broadway.  
Phones—Office 621-4483; Res. 321-2125.  
C. O. Carothers, 409 Broadway.  
Phones—Office 621-4483; Res. 871-2378.  
J. F. Lyons, 409 Broadway.  
Phones—Office 621-4483; Res. 891-2542.  
T. W. Barker, 640 Delhi Avenue.  
Phones—Office 921-2186; Res. 471-1607.  
E. J. Devins, 4237 Vine St.  
Phones—Office 281-5465; Res. 761-9524.

CLEVELAND: L. J. Blair, 7405 Detroit Ave.  
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J. R. Kelker, 20800 Westgate Fairview Park  
Ohio—Westgate Medical Arts Center  
Phone—331-5755.

COLUMBUS, OHIO: G. J. Heer, 475 East Town St.  
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R. C. Obetz, 327 East State St.  
Phones—Office CA 4-3285; Res. HU 8-6116.  
J. T. Read, 327 East State St.  
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COLUMBUS, IND.: W. S. Fisher, 422 Ninth St.  
Phones—Office 376-3387; Res. 376-3960.

DANVILLE, ILL.: J. W. Moore, 715 W. Fairchild St.  
Phones—Office 446-1060; Res. 442-2370.

DAYTON, OHIO: Robert C. Austin, 920 Fidelity Bldg.  
Phones—Office BA 3-9129; Res. AX 3-3766.  
Gregory G. Floridis, 310 Fidelity Bldg.  
Phones—Office BA 4-1673; Res. AX 3-4484.  
N. C. Perkins, 920 Fidelity Bldg.  
Phones—Office BA 3-9129; Res. CR 5-3515.

DELAWARE: E. C. Jenkins, 470 S. Sandusky St.  
Phones—Office and Res. 363-1297.

E. ST. LOUIS: V. P. Siegel, 4601 State St.  
Phones—Office UP 5-2632; Res. EX 8-0513.  
J. W. Compton, 4601 State St.  
Phone—Office UP 5-2632.

ELKHART: The Industrial Clinic, 506 S. Second St.  
Phone—JA 3-4206.  
Galen R. Miller, 403 Ninth St.  
Phones—Res. JA 4-0322 and Office JA 4-0313.

EVANSVILLE: E. H. Weber, 123 S. E. Second St.  
Phones—Office HA 3-3177; Res. GR 6-4542.

FULTONHAM: Louis P. Cassady, Hoover Ave.  
Phone—Office VI 9-2369.

FINDLAY: Frank M. Wisely, 521 W. Sandusky St.  
Phone—GA 2-8561.  
Res., 903 S. Main St., Phone GA 2-6828.

GALION: Clarence Adams, 108 S. Market St.  
Phones—Office HO 8-3941; Res. HO 8-3921.

GOSHEN: F. S. Martin, 127 E. Lincoln Ave.  
Phones—Office KE 3-2979; Res. KE 3-4750.

GRANITE CITY: W. W. Bowers, 1820 Delmar Ave.  
Phones—Office TR 6-2308; Res. TR 6-2369.

GREENCASTLE: V. E. Wiseman, 239 Hillsdale Ave.  
Phones—Office OL 3-9430; Res. OL 3-9462.  
If no answer call 253.

C. M. Schauwecker, 239 Hillsdale Ave.  
Phones—Office OL 3-9430; Res. OL 3-5267.  
If no answer call 253.

GREENSBURG: Chas. Overpeck, Murphy Bldg.  
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GREENVILLE: A. F. Sarver, 311 East Fifth St.  
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HARRISBURG: B. E. Montgomery, 37 So. Main.  
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HILLSBORO: C. W. Draper, 832 School Street.  
Phones—Office KE 2-5567; Res. KE 2-3848.



**INDIANAPOLIS:** Wm. J. Fitzgerald, 1105 Prospect St.  
Phones—Office ME 1-8730; Res. ME 6-8202.  
C. D. Williams, 2422 Station St.  
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**JACKSON:** E. H. Corley, Reynolds Bldg., Room 1401.  
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E. A. Thayer, National Bank Bldg., Room 1104.  
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**JEFFERSONVILLE:** J. T. Carney, 344 Spring St.  
Phones—Office BU 2-1212; Res. WH 4-8240.

**KANKAKEE:** E. S. Hamilton, 147-151 N. Schuyler Ave.  
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**KENTLAND:** R. S. Yeagerlehner, 103 North 2nd St.  
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**KENTON, OHIO:** Jack C. Lindsey, 214 North Main St.  
Phones—Office 675-1177; Res. 675-9262.

**LAFAYETTE:** E. T. Stahl, 2600 Greenbush St.  
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**LAWRENCEBURG:** F. A. Streck, 326 Walnut St.  
Phones—Office 131; Res. 789.

**LITCHFIELD:** C. H. Sihler, 318 North Madison St.  
Phones—Office 324-2129; Res. 324-2737.

**LOUISVILLE:** H. H. Hagan, 611 Heyburn Bldg.  
Phones—Office 584-5341; Res. TW 3-7331.  
Elmer B. Hacker, 522 West Ormsby Ave.  
Phones—Office 634-3656; Res. 634-8662.

**MARION, O.:** Jay L. Plymale, 445 Delaware Ave.  
Phones—Office 383-1163; Res. 383-2401.  
F. T. Merchant, 1051 Harding Memorial Parkway.  
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**MARION, IND.:** M. S. Davis, 131 N. Washington St.  
Phone—Office NO 4-0511.

**MARYSVILLE:** Fred Callaway, 104 W. Fourth St.  
Phones: Office 2-1821; Res. 3-2691.

**MATTOON:** E. N. Zinschlag, 213-215 S. 17th St.  
Phones—Office AD 5-5474; Res. AD 4-4567.  
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Phones—Office AD 5-5474; Res. AD 4-2521.  
J. R. Mallory, 213-215 S. 17th St.  
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**MIDDLEPORT:** R. E. Boice, 208 East Main St., Pomeroy, O.  
Phone—WY 2-2503.

**MIDDLETOWN:** Walter A. Reese, Medical Arts Bldg.  
Phones—Office GA 2-2531; Res. GA 2-2230.  
C. T. Atkinson, Medical Arts Bldg.  
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**MILLERSPORT:** Paul M. Whetstone, North Lancaster St.  
Phone—HO 7-4311.

**Mt. CARMEL:** E. Lowenstein, 1123 Chestnut St.  
Phones—Office and Res. 262-4312.  
R. L. Fuller, 1123 Chestnut St.  
Phones—Office 262-4412; Res. 262-8383.

**MUNCIE:** W. C. Moore, 110 N. Cherry St.  
Phones—Office AT 47703; Res. SK 9-5535.  
T. C. Moore, The Will C. Moore Surgical Clinic,  
110 No. Cherry St.  
Phones—AT 4-7703; Res. AT 4-6202.

**NEW LEXINGTON:** C. B. McDougal, Jr., 319 High St.  
Phones—Office FI 2-1475; Res. FI 2-1207.

**PANA:** R. B. Siegert, 217 S. Locust St.  
Phones—Office 1200; Res. 4890.  
F. W. Siegert, 217 S. Locust St.  
Phones—Office 1200; Res. 1360.

**PARIS:** Gordon H. Sprague, Medical Center Clinic of  
Paris, 502 Shaw Avenue.  
Phone—Office 5-0514.

**PETERSBURG, IND.:** M. H. Omstead, 110 S. 6th St.  
Phones—Office 354-8426; Res. 354-6326.

**RUSHVILLE:** F. H. Green, Jr., 134 E. Second St.  
Phones—Office 932-2102; Res. 932-3344.

**SANDUSKY:** H. B. Frederick, 116 W. Madison St.  
Phones—Office 776; Res. 4104.  
D. D. Love, 116 W. Madison St.  
Phones—Office 776; Res. 4629.

**SHARONVILLE:** Dr. Gaston B. Hannah, Sharon and Wil-  
low Avenues, Glendale, Cincinnati, Ohio.  
Phones—Office 771-7213; Res. 771-7566.  
Dr. Thomas U. Todd, Sharon and Willow Avenues,  
Glendale, Cincinnati, Ohio.  
Phones—Office 771-7213; Res. 771-5965.

**SHELBY:** E. L. Jackson, 117 Mansfield Ave.  
Phones—Office 482-9111; Res. 492-4870.

**SHELBYVILLE, IND.:** R. F. Whitcomb, 120 W. Jackson St.  
Phones—Office EX 84619; Res. EX 87228.

**SHELDON:** N. O. Hungness, 100 S. First St.  
Phones—Office 185; Res. 426.

**SIDNEY:** H. E. Crimm, Ohio Bldg.  
Phones—Office 482-9111; Res. 492-4870.

**SPRINGFIELD:** C. W. Hullinger, 609 First National Bank  
Bldg.  
Phones—Office FA 52421; Res. FA 28130.  
R. H. Mabry, 609 First National Bank Bldg.  
Phones—Office FA 52421; Res. FA 21891.

**ST. LOUIS:** W. H. Norton, 634 N. Grand Blvd., Room 819.  
Phones—Office JE 3-6646; Res. HE 2-8753.

**TERRE HAUTE:** W. C. Kunkler, 212 Merchants National  
Bank Bldg.  
Phones—Office C-3426; Res. C-3861.

**TOLEDO:** G. N. Bates, Owens, 316 Michigan Ave.,  
9th Floor.  
Phones—Office 243-1105; Res. JE 6-5011.  
Frank E. Foss, 316 Michigan Ave., 9th Floor.  
Phone—Office 243-1105.

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

**UNION CITY:** B. D. Wagoner, R. R. 2.  
Phones—Office 964-5090; Res. 964-5090.

**VAN WERT:** H. D. Underwood, Medical Arts Bldg.,  
Fox Road.  
Phones—Office 232-5881; Res. BE 3-2401.  
Floyd A. McCammon, Medical Arts Bldg., Fox Road.  
Phones—Office 232-7959; Res. BE 2-7626.

**WABASH:** F. M. Whisler, 10 W. Hill St.  
Phones—Office 563-1863; Res. 563-1863.

**WARSAW:** J. R. Baum, 212 S. Indiana St.  
Phones—Office 267-8212; Res. 267-5411.

**WASHINGTON:** H. B. Lindsay, 511 E. Main St.  
Phones—Office CL 4-0513; Res. CL 4-0546.

**WELLINGTON:** Harry E. Hartman, 136 So. Main St.  
Phone—300.

**WINCHESTER:** P. W. Sparks, 214 So. Main St.  
Phones—Office 47731; Res. 44101.

**WOOD RIVER:** Thos. J. Kelly, 19 E. Lorena St.  
Phones—Office CL 4-9731; Dispensary CL 4-4831.

**WORTHINGTON:** G. E. Moses, 300 E. Main St.  
Phones—Office 875-4691; Res. 875-3161.

**ZANESVILLE:** W. L. Cruise, 803 Market St.  
Phones—Office GL 2-1011; Res. GL 2-1654.  
Robt. S. Martin, 601 Market St.  
Phones—Office GL 3-2380; Res. GL 2-2536.

**OCULISTS**

**BUCYRUS:** F. W. Kehrner, 115 W. Warren St.  
Phone—5-1891.

**CINCINNATI:** Donald J. Lyle, 411 Oak St.  
Phones—Office 281-2473; Res. 961-4925.

**CLEVELAND:** Val J. Mastny, 421 Republic Bldg.  
Phones—Office MA 1-4133; Res. WA 1-1533.

**COLUMBUS, O.:** R. H. Magnuson, 150 E. Broad.  
Phones—Office CA 4-7482; Res. HU 8-0948.

**DANVILLE, ILL.:** S. Glidden Baldwin, 139 N. Vermilion  
Street.  
Phones—Office HI 6-0703; Res. HA 7-4231.

**HARRISBURG:** D. A. Lehman, 209 N. Vine St.  
Phones—Office Clearbrook 3-7906;  
Res. Clearbrook 3-6920.

**INDIANAPOLIS:** H. D. Aldrich, 201 Hume Mansur Bldg.  
Phones—Office ME 9-1361; Res. CL 1-4320.  
W. Burleigh Matthew, 518 Hume Mansur Bldg.  
Phones—Office ME 2-6451; Res. CL 1-4359.

**JACKSON:** W. E. McGarvey, 801 City Bank Bldg.  
Phones—Office ST 3-6935; Res. ST 2-3945.

**LAFAYETTE:** E. L. Buskirk, 2600 Greenbush St.  
Phones—Office GI 7-4171; Res. RI 3-2208.

**LOUISVILLE:** Chas. L. Bloch, 409 Medical Towers.  
Phones—Office JU 4-3624; Res. TW 3-5203.

**MATTOON:** G. O. Pfeiffer, 213-215 S. 17th St.  
Phones—Office AD 5-5474; Res. AD 4-6829.  
R. A. Dougherty, 213-215 S. 17th St.  
Phones—Office AD 5-5474; Res. AD 4-7911.

**SPRINGFIELD, OHIO:** Carl H. Reuter, First National  
Bank Bldg.  
Phones—Office FA 3-7671; Res. FA 3-7964.

**TERRE HAUTE:** James W. McEwen, 670 Cherry St.  
Phones—Office C 2328; Res. C 6580.

**TOLEDO:** N. G. Mathieson, Medical Bldg., 316 Michigan  
St.  
Phone—243-6560.

**ZANESVILLE:** Robert S. Martin, 601 Market St.  
Phone—GL 3-2380.

**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	0 min. 50 sec.	72.00	1 min. 5 sec.	55.38	2 min. 0 sec.	30.00
0 " 40 "	90.00	0 " 51 "	70.59	1 " 10 "	51.43	2 " 10 "	27.69
0 " 41 "	87.80	0 " 52 "	69.23	1 " 15 "	48.00	2 " 20 "	25.71
0 " 42 "	85.71	0 " 53 "	67.92	1 " 20 "	45.00	2 " 30 "	24.00
0 " 43 "	83.72	0 " 54 "	66.67	1 " 25 "	42.35	2 " 40 "	22.50
0 " 44 "	81.82	0 " 55 "	65.45	1 " 30 "	40.00	2 " 50 "	21.18
0 " 45 "	80.00	0 " 56 "	64.29	1 " 35 "	37.89	3 " 0 "	20.00
0 " 46 "	78.26	0 " 57 "	63.16	1 " 40 "	36.00	3 " 30 "	17.14
0 " 47 "	76.60	0 " 58 "	62.07	1 " 45 "	34.29	4 " 0 "	15.00
0 " 48 "	75.00	0 " 59 "	61.02	1 " 50 "	32.73	5 " 0 "	12.00
0 " 49 "	73.47	1 " 0 "	60.00	1 " 55 "	31.30	6 " 0 "	10.00



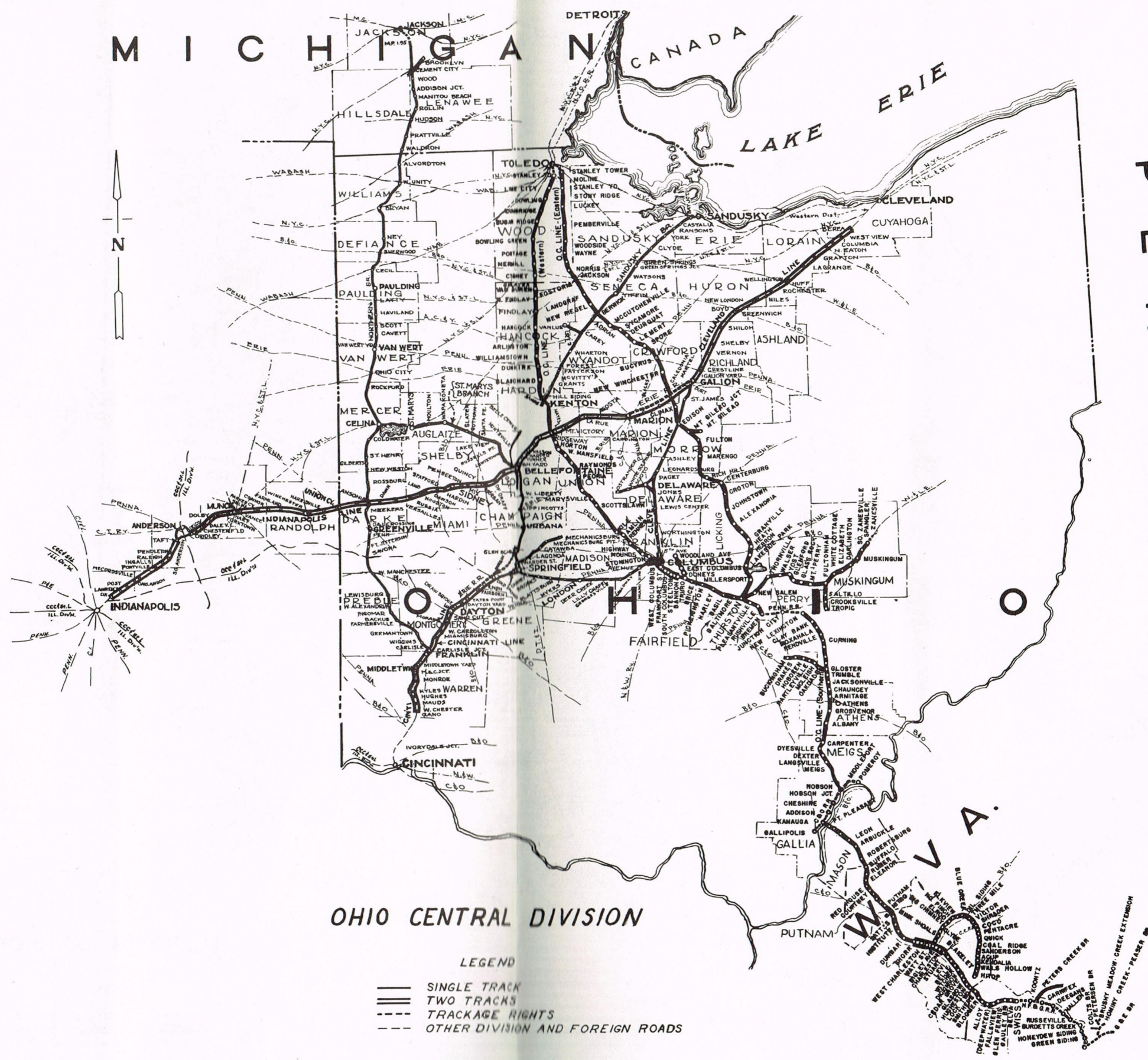
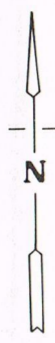
I N D I A N A

M I C H I G A N

DETROIT CANADA

LAKE ERIE

P E N N .

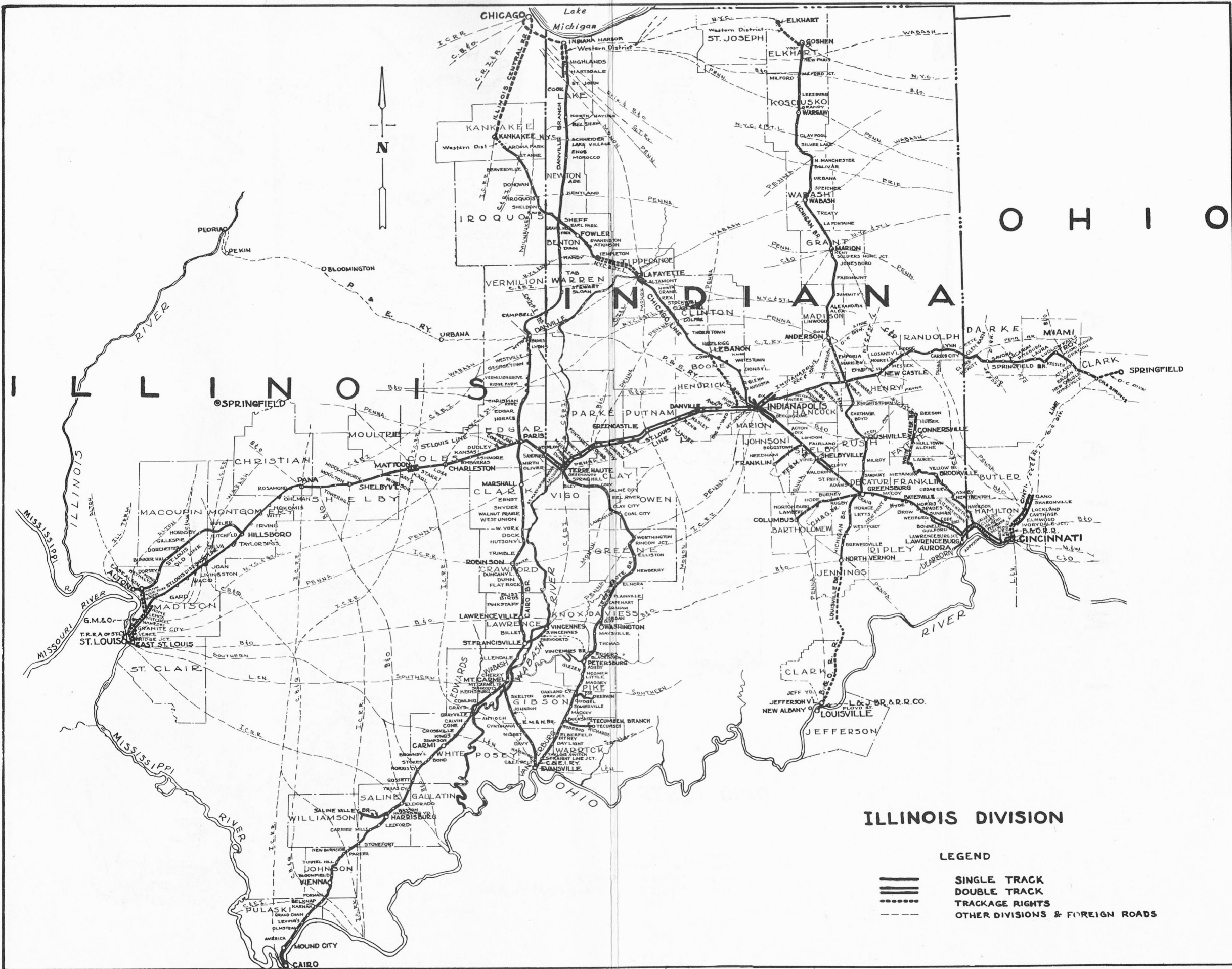


### OHIO CENTRAL DIVISION

#### LEGEND

- SINGLE TRACK
- == TWO TRACKS
- - - - TRACKAGE RIGHTS
- - - - OTHER DIVISION AND FOREIGN ROADS





**ILLINOIS DIVISION**

**LEGEND**



- SINGLE TRACK
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- TRACAGE RIGHTS
- OTHER DIVISIONS & FOREIGN ROADS



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