

The New York Central Railroad Company

SOUTHERN DISTRICT

**OHIO CENTRAL DIVISION
ILLINOIS DIVISION
INDIANAPOLIS TERMINAL**

Time Table No. 21

FOR EMPLOYEES ONLY

Effective 4:01 A.M. Eastern Standard Time

Effective 3:01 A.M. Central Standard Time

Sunday, April 30, 1967

The times shown in this time table reflect the Standard times established by the Uniform Time Act of 1966.

General Manager

R. B. HASSELMAN

District Transportation
Superintendent

H. E. RING

Division Superintendents

R. J. SLATER — OHIO CENTRAL DIVISION

J. A. McCONNELL — ILLINOIS DIVISION

Transportation Superintendents

P. J. BURKART — OHIO CENTRAL DIVISION

A. J. WAYNE — ILLINOIS DIVISION

Terminal Superintendents

P. B. DANIELS — INDIANAPOLIS TERMINAL

W. H. HINDERER — CHARLESTON TERMINAL

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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, 1415 Raible Ave.	Office 644-1271 Res. 642-4247
	C. E. Austin, 1415 Raible Ave.	Office 644-1271 Res. 643-3063
Batesville	L. W. Hisrich, 222 Maplewood Ave.	Office & Res. 934-2825
Belle	J. H. Gray	WI 9-2271
Bellefontaine	F. Blair Webster, 130 N. Main St.	Office LY 2-1901 Res. LY 2-1902
	Geo. J. Gensemer, 834 N. Main St.	Office LY 2-8841 Res. LY 2-8842
Bowling Green	H. E. Whitacre, 313-318 Wood County Building	Office 2951 Res. 9501
Brookville	H. N. Smith, 812 Main St.	Office 647-4851
Bryan	R. K. Ameter, Cameron Hosp.	Office 6-1131 Res. 6-2148
Cairo	F. Bondurant, 800 Commercial Ave.	Office 157 Res. 883
Carey	Harlow K. VanBuren, 119 E. Finley St.	Office 307 Res. 2307
Carmi	R. C. Brown, 203 S. Church St.	Office 382-4181
Charleston, W. Va.	W. O. McMillan, 205 Bradford St.	DI 3-1341
	U. G. McClure, Morris & Lee Sts.	DI 2-6543
	R. L. Anderson, 1208 Kanawha Boulevard	DI 3-7559
Chicago	LeRoy B. Mathews 1121 Quarrier St.	DI 2-0251
	J. F. Curry, 7141 Jeffrey Ave., Also, 151 E. Randolph St.	Office WA 2-4811 Ext. 499 HY 3-6096
Cincinnati	R. G. Carothers, 409 Broadway	Office 621-4483 Res. 321-2125
	C. O. Carothers, 409 Broadway	Office 621-4483 Res. 871-2378
	J. F. Lyons, 409 Broadway	Office 621-4483 Res. 891-2542
	T. W. Barker, 640 Delhi Ave.	Office 921-2186 Res. 471-1607
	E. J. Devins, 4237 Vine St.	Office 281-5465 Res. 761-9524

Cleveland	L. J. Blair, 7405 Detroit Ave.	Office WO 1-5758 Res. AC 6-2427
Columbus, Ohio	G. J. Heer, 475 East Town St.	Office & Res. CA 1-7805
	R. C. Obetz, 327 East State St.	Office CA 4-3285 Res. HU 8-6116
	J. T. Read, 327 East State St.	Office CA 4-3285 Res. HU 8-2828
Columbus, Ind.	W. S. Fisher, 422 Ninth St.	Office 376-3387 Res. 376-3960
Danville, Ill.	J. W. Moore, 715 W. Fairchild St.	Office 446-1060 Res. 442-2370
Dayton	Robert C. Austin, 920 Fidelity Bldg.	Office BA 3-9129 Res. AX 3-3766
	Gregory G. Floridis, 310 Fidelity Bldg.	Office BA 4-1673 Res. AX 3-4484
	N. C. Perkins, 920 Fidelity Bldg.	Office BA 3-9129 Res. CR 5-3515
Delaware	E. C. Jenkins, 470 S. Sandusky St.	Office & Res. 363-1297
E. St. Louis	V. P. Siegel, 4601 State St.	Office UP 5-2632 Res. EX 8-0513
	J. W. Compton, 4601 State St.	Office UP 5-2632
Elkhart	The Industrial Clinic, 506 S. Second St.	JA 3-4206
	Galen R. Miller, 403 Ninth St.	Office JA 4-0313 Res. JA 4-0322
Findlay	Frank M. Wisely, 521 W. Sandusky St. Res., 903 S. Main St.,	GA 2-8561 Res. GA 2-6828
Gallon	Clarence Adams, 108 S. Market St.	Office HO 8-3941 Res. HO 8-3921
Goshen	F. S. Martin, 127 E. Lincoln Ave.	Office KE 3-2979 Res. KE 3-4750
Granite City	W. W. Bowers, 1820 Delmar Ave.	Office TR 6-2308 Res. TR 6-2369
Greencastle	V. E. Wiseman, 239 Hillsdale Ave.	Office OL 3-9430 Res. OL 3-9462 If no answer call OL 3-4253
	C. M. Schauwecker, 239 Hillsdale Ave.	Office OL 3-9430 Res. OL 3-5267 If no answer call OL 3-4253
Greenville	A. F. Sarver, 311 E. Fifth St.	Office LI 8-4940 Res. LI 8-3745
Harrisburg	B. E. Montgomery, 37 So. Main	Office CL 3-7131 Res. CL 3-7223
Hillsboro	C. W. Draper, 832 School St.	Office KE 2-5567 Res. KE 2-3848

Indianapolis	Wm. J. Fitzgerald, 1105 Prospect St.	Office ME 1-8730 Res. ME 6-8202
	C. D. Williams 2422 Station St.	Office 547-5283 Res. 255-3976
Jackson	E. H. Corley, Reynolds Bldg., Room 1401	Office St 27133 Res. ST 25808
	E. A. Thayer, National Bank Bldg., Rood 1104	Office ST 23672 Res. ST 23682
Jeffersonville	J. T. Carney, 344 Spring St.	Office BU 2-1212 Res. WH 4-8240
Kankakee	E. S. Hamilton, 147-151 N. Schuyler Ave.	Office Wells 2-6431 Res. Wells 2-1833
	James W. Hamilton, 70 Meadowview Center	Office Wells 9-2011 Res. 932-9672
Kenton	Jack C. Lindsey, 214 N. Main St.	Office 675-1177 Res. 675-9262
Lafayette	Richard B. Hughes, 31 N. 25th St.	Office 447-5804
Lawrenceburg	F. A. Streck, 326 Walnut St.	Office 131 Res. 789
Litchfield	C. H. Sihler, 318 N. Madison St.	Office 324-2129 Res. 324-2737
Louisville	Elmer B. Hacker, 522 West Ormsby Ave.	Office 634-3656 Res. 587-1946
Marion, Ohio	Jay L. Plymale, 445 Delaware Ave.	Office 383-1163 Res. 383-2401
	F. T. Merchant, 1051 Harding Memorial Parkway	Office 383-3134 Res. 382-5188
Marion, Ind.	M. S. Davis, 131 N. Washington St.	Office NO 4-0511
Marysville	Fred Callaway, 104 W. 4th St.	Office 2-1821 Res. 3-2691
Mattoon	E. N. Zinschlag, 213-215 S. 17th St.	Office 235-5471 Res. 234-4567
	E. X. Link, 213-215 S. 17th St.	Office 235-5471 Res. 234-2521
	J. R. Mallory, 213-215 S. 17th St.	Office 235-5471 Res. 235-5111
Middleport	R. E. Boice, 208 E Main St., Pomeroy, Ohio	WY 2-2503
Middletown	John W. Barnes, 500 S. Breiel	Office 422-4149 Res. 423-9657
Millersport	Paul M. Whetstone, North Lancaster St.	HO 7-4311
Mt. Carmel	E. Lowenstein, 1123 Chestnut St.	Office & Res. 262-4312
	R. L. Fuller, 1123 Chestnut St.	Office 262-4412 Res. 262-8383

Muncie	W. C. Moore, 119 N. Cherry St.	Office AT 47703 Res. SK 9-5535
	T. C. Moore, The Will C. Moore Surgical Clinic, 110 N. Cherry St.	AT 4-7703 Res. AT 4-6202
New Lexington	C. B. McDougal, Jr., 319 High St.	Office FI 2-1475 Res. FI 2-1207
Pana	R. B. Siegert, 217 S. Locust St.	Office 562-2413 Res. 562-5125
	F. W. Siegert, 217 S. Locust St.	Office 562-2413 Res. 562-4125
Paris	Gordon H. Sprague, Medical Center Clinic of Paris 502 Shaw Avenue	Office 5-0514
Petersburg	M. H. Omstead, 110 S. 6th St.	Office 354-8426 Res. 354-6326
Pittsboro	Malcolm O. Scamahorn, Corner of Main and Meridian Sts.	Office 852-4771 & 4-892-3535
Rushville	F. H. Green, Jr., 134 E. 2nd St.	Office 932-4181 Res. 932-3344
Sandusky	H. B. Frederick, 116 W. Madison St.	Office 776 Res. 4104
	D. D. Love, 116 W. Madison St.	Office 776 Res. 4629
Sharonville	Dr. Gaston B. Hannah, Sharon & Willow Avenues, Glendale, Cincinnati, Ohio	Office 771-7213 Res. 771-7566
	Dr. Thomas U. Todd, Sharon & Willow Avenues, Glendale, Cincinnati, Ohio	Office 771-7213 Res. 771-5965
Shelby	E. L. Jackson, 117 Mansfield Ave.	Office 26156 Res. 22076
Shelbyville, Ind.	R. F. Whitcomb, 120 W. Jackson St.	Office EX 84619 Res. EX 87228
Sheldon	N. O. Hungness, 100 S. 1st St.	Office 429-3051 Res. 429-3763
Sidney	H. E. Crimm, Ohio Bldg.	Office 482-9111 Res. 492-4870
Springfield	C. W. Hullinger, 609 First National Bank Bldg.	Office FA 52421 Res. FA 28130
	R. H. Mabry, 609 First National Bank Bldg.	Office FA 52421 Res. FA 21891
St. Louis	W. H. Norton, 634 N. Grand Blvd., Room 819	Office JE 3-6646 Res. HE 2-8753
Terre Haute	W. C. Kunkler, 212 Merchants National Bk Bldg.	Office C-3426 Res. C-3861
Toledo	G. N. Bates, Owens, 316 Michigan Ave., 9th Floor	Office 243-1105 Res. JE 6-5011
	Frank E. Foss, 316 Michigan Ave., 9th Floor	Office 243-1105
Troy	G. J. Hance, 21 S. Plum St.	Office & Res. 6381
Union City	B. D. Wagoner, corner of Lenner and Columbia Sts.	Office 964-5090 Res. 964-5094

Van Wert	H. D. Underwood, Medical Arts Bldg., Fox Road	Office 232-5881 Res. BE 3-2401
	Floyd A. McCammon, Medical Arts Bldg., Fox Road	Office 232-7959 Res. BE 2-7626
Warsaw	J. R. Baum, 212 S. Indiana St.	Office 267-8212 Res. 267-5411
Washington	H. B. Lindsay, 511 E. Main St.	Office 254-3224 Res. 254-0546
Wellington	Harry E. Hartman, 136 S. Main St.	Office 647-4136
Winchester	P. W. Sparks, 212 S. Main St.	Office 47731 Res. 22091
Wood River	Thos. J. Kelly, 19 E. Lorena St.	Office CL 4-9731 Disp. CL 4-4831
Worthington	G. E. Moses, 300 E. Main St.	Office 875-4691 Res. 875-3161
Zanesville	W. L. Cruise, 803 Market St.	Office GL 2-1011 Res. GL 2-1654
	Robt. S. Martin, 601 Market St.	Office GL 3-2380 Res. GL 2-2536
	Louis P. Cassady, 19 Shawnee Ave.	Office 452-2757 Res. VI 9-2326— E. Fultonham

OCULISTS

Cincinnati	Donald J. Lyle, 411 Oak St.	Office 281-2473 Res. 961-4925
Cleveland	Myron Volk, 18599 Lake Shore Blvd.	Office KE 1-8500
Columbus, O.	R. H. Magnuson, 150 E. Broad	Office CA 4-7482 Res. HU 8-0948
Danville, Ill.	S. Glidden Baldwin, 139 N. Vermilion St.	Office HI 6-0703 Res. HA 7-4231
Harrisburg	D. A. Lehman, 209 N. Vine St.	Office 253-7906 Res. 253-6920
Indianapolis	H. D. Aldrich, 201 Hume Mansur Bldg.	Office 639-1361 Res. 251-4320
	W. Burleigh Matthew, 518 Hume Mansur Bldg.	Office 632-6451 Res. 251-4359
Jackson	W. E. McGarvey, 801 City Bank Bldg.	Office ST 3-6935 Res. ST 2-3945
Lafayette	E. L. Van Buskirk, 2600 Greenbush St.	Office 447-4171 Res. 743-2208
Louisville	Chas. L. Bloch, 409 Medical Towers	Office 584-3624 Res. 893-5203
Mattoon	G. O. Pfeiffer, 213-215 S. 17th St.	Office 235-5471 Res. 234-6829
	R. A. Dougherty, 213-215 S. 17th St.	Office 235-5471 Res. 234-7911
Springfield, O.	Carl H. Reuter, First National Bank Bldg.	Office FA 3-7671 Res. FA 3-7964
Terre Haute	James W. McEwen, 670 Cherry St.	Office C 2328 Res. C 6580
Toledo	N. G. Mathieson, Medical Bldg., 316 Michigan St.	243-6560
Zanesville	Robert S. Martin, 601 Market St.	GL 3-2380

LOCATION OF HOSPITALS

Location	Name and Address	Telephone No.
Anderson, Ind.	St. John Hospital 127 West 19th St.	643-3391
	Community Hospital 1515 North Madison Ave.	642-8011
Batesville, Ind.	Margaret Mary Hospital	934-2323
Bellefontaine, Ohio	Mary Rutan 205 Palmer Road	502-4015
Cairo, Ill.	St. Mary Hospital 2020 Cedar St.	2400
Carmi, Ill.	Carmi Township Hospital Plum Street	382-4171
Charleston, W. Va.	McMillan Hospital Corner Morris and Lee Sts.	342-3156
Cincinnati, Ohio	St. Mary's Hospital 830 Lincoln Park Drive	421-3640
	Bethesda Hospital Reading Road and Oak	961-0966
Cleveland, Ohio	Euclid-Glenville Hospital 101 E. 185th St.	531-9000
	Lutheran Hospital 2609 Franklin Blvd.	771-4200
Columbus, Ohio	Grant Hospital 309 East State St.	228-5131
Connersville, Ind.	Fayette Memorial Hospital	825-2131
Columbus, Ind.	Bartholomew County Hospital East 17th St.	379-4441
Danville, Ill.	Lakeview Hospital 812 North Logan Ave.	446-7200
	St. Elizabeth Hospital 600 Sager Street	442-6300
Dayton, Ohio	Miami Hospital 1 Wyoming Ave.	223-6192
	St. Elizabeth Hospital 49 Hopeland Ave.	222-0411
	Kettering Hospital 3535 Southern Blvd.	298-4331
East St. Louis, Ill.	St. Mary Hospital 129 North 8th St.	BR 4-1900
Galion, Ohio	Galion Memorial	468-4841
Granite City, Ill.	St. Elizabeth Hospital 2100 Madison	TR-6-2020
Greencastle, Ind.	Putnam County Hospital Greenwood Ave.	653-5121
Greensburg, Ind.	Decatur Co. Memorial Hospital 720 North Lincoln	663-4331
Harrisburg, Ill.	Doctors Hospital 17 Country Club Court	253-7671
Hillsboro, Ill.	Hillsboro Hospital	KE 2-3918
Indianapolis, Ind.	Methodist Hospital 1604 N. Capitol Ave.	924-6411
Jackson, Mich.	Foote Memorial Hospital	783-2771
Jeffersonville, Ind.	Clark County Memorial Hospital	282-6631
Lafayette, Ind.	St. Elizabeth Hospital 1501 Hartford	742-0221
	Lafayette Home Hospital 2400 South St.	447-6811
Lawrenceburg, Ill.	Dearborn County Hospital Ludlow Hill	1010
Litchfield, Ill.	St. Francis Hospital 706 S. State St.	324-2191

Location of Hospitals (Continued)

Location	Name and Address	Telephone No.
Louisville, Ky.	St. Joseph Infirmary 735 Eastern Parkway	637-6561
Marion, Ind.	Marion General Hospital Wabash Ave.	664-2311
Marion, Ohio	Marion General Hospital McKinley Park Drive	383-6731
Mattoon, Ill.	Mattoon Memorial Hospital 2101 Champaign Ave.	234-8881
Middletown, Ohio	Middletown Hospital 105 McKnight Drive	422-5411
Mt. Carmel, Ill.	Wabash General Hospital College Drive	262-4121
Muncie, Ind.	Ball Memorial Hospital 2401 University Ave.	284-3371
Pana, Ill.	Huber Memorial Hospital	562-2131
Paris, Ill.	Paris Hospital 302 East Crawford	5-4141
Petersburg, Ind.	Daviess County Hospital—1314 Grand Ave., Washington, Ind.	254-2760
Pittsboro, Ind.	Hendricks County Hospital Danville, Ind.	745-4452
Pomeroy, Ohio	Meigs General Hospital Butternut and 2nd Sts.	992-2445 992-2432
Shelbyville, Ind.	W. S. Major Hospital 150 West Washington	398-6661
St. Louis, Mo.	Deaconess Hospital 6150 Oakland Ave.	MI-5-8510
	Bethesda General Hospital 3655 Vista Ave.	MO-4-9055
Springfield, Ohio	Community Hospital 2615 East High St.	323-5531
Terre Haute, Ind.	St. Anthony Hospital 1021 So. 6th St.	Crawford 0021
	Union Hospital 1606 North 7th St.	Crawford 0361
Toledo, Ohio	St. Vincents Hospital	CH 1-8161
Union City, Ind.	Union City Memorial Hospital 900 North Columbia St.	964-3161
Washington, Ind.	Daviess County Hospital 1314 Grand Ave.	254-2760
Winchester, Ind.	Randolph County Hospital Greenville Ave.	25521
Wood River, Ill.	Wood River Twp. Hospital Edwardsville Road	254-3821
Worthington, Ind.	Greene County Hospital Linton, Ind.	847-4421

TRAIN DISPATCHERS

Location of Train Dispatchers:

Indianapolis

Main Line: Indianapolis to East St. Louis
Cincinnati to Kankakee

Branches: Valley Jct. to Connersville
Fairland to Franklin
Craig to Columbus
Yost to North Vernon
Cold Springs to Indianapolis
Osborn to Danville
Hillsboro to Litchfield
Danville to Cairo
Mt. Carmel to Evansville
Terre Haute to Straight Line Jct.

Columbus

Main Line: Berea to Indianapolis
Galion to Cincinnati

Branches: Clyde to Kenton
Belle Center to Springfield
Jackson to Carlisle Jct.
Bellefontaine to St. Marys
Carey to Vanlue
Cement City to Brooklyn
Delaware to Ostrander
Springfield to Mechanicsburg
Stanley Tower to Hobson
Stanley Tower to Thurston
Thurston to Fultonham
Fultonham to Crooksville

Charleston

Branches: Hobson to Swiss
Charleston to Hitop

NOTE—Applies on Pages 12 to 33 inclusive:

- X indicates in service continuously
 P indicates in service part time
 O indicates automatic interlocking
 S indicates control station at other than dispatcher's office
 R indicates remote controlled from
 A indicates Rule 221A in effect
 B indicates Rule 221B in effect
 C indicates Rule 221C in effect
 M indicates M B for movements against the current of traffic
 F indicates Manual Block station

**MAIN LINE
 CLEVELAND TO ST. LOUIS**

Interlocking	Train Order Office	Miles from Cleveland	STATIONS AND RAILROAD CROSSINGS AT GRADE (Railroad crossings at grade not protected by interlocking signals are shown under Rule 297.)	Sidings Based On 50 ft. Cars			
				Note	East	West	East & West
			<i>CLEVELAND (Western Dist.)</i>				
X	X-C-M	12.5	BE (Ohio Central Div.)				
		15.7	WESTVIEW				
		18.1	COLUMBIA				
		20.7	NORTH EATON				
		22.9	FARM				
X	X-C-M	25.4	GRAFTON (B.&O.)		86		
		29.5	LAGRANGE				
		36.5	WELLINGTON				
X		37.0	HUFF—R-Hiles (N.&W.)			84	
		42.0	ROCHESTER				
X	X-C-M	46.9	HILES (A.C.&Y.)			108	
		47.5	NEW LONDON				
X		54.5	BOYD—R-Hiles (B.&O.)				
		54.9	GREENWICH				
X	X-C-M	61.2	SHILOH (B.&O.)		71		
X	X-C-M	67.2	SHELBY (B.&O.)				
		75.7	CRESTLINE (P.R.R.)				
		78.9	GALION YARD		Yd.	104	
		79.8	GALION				
X	X-C-M	80.3	BURT (E.-L.)				
		80.7	BX SIDING				
P	P-C-M	87.7	MARTEL (N.Y.C.)		121	119	
		91.8	CALEDONIA			79	
		97.0	SCIOTO		55	110	
		99.8	Q SIDING			75	
X	X-C-M	101.5	MARION AC (N.&W.-C.&O.-E.-L.)		67	82	
		110.7	NEW BLOOMINGTON				
		114.5	LARUE		84		
		122.2	MT. VICTORY				
X	X-C-M	124.7	RIDGEWAY (N.Y.C.)		110	84	
		128.8	BIG SPRINGS				
		131.8	RUSHSYLVANIA				
		137.8	TURNER				
	X-M	139.4	BN YARD				
		140.6	SANDUSKY AVE				
		140.8	BELLEFONTAINE (NYC)				
X		140.9	BS—R-BN				
		150.4	DEGRAFF				
X	X-C-M	153.5	MORGAN (D.T.&I.)				
		156.8	PEMBERTON				
		163.7	SIDNEY				
		166.2	SPAFFORD				
		168.2	HARDIN				
		173.4	HOUSTON				
		177.4	RUSSIA				
		181.5	VERSAILLES				
		186.4	DAWN				
X	X-C-M	189.7	ANSONIA (N.Y.C.)				
X		191.2	ANSONIA WEST—R-Ansonia				
		193.4	ELROY				
		198.6	STATE LINE (Ohio-Indiana)				
X	X-C-M	198.8	UNION CITY (P.R.R.)				
		202.7	HARRISVILLE				

**MAIN LINE
 CLEVELAND TO ST. LOUIS—(Continued)**

Interlocking	Train Order Office	Miles from Cleveland	STATIONS AND RAILROAD CROSSINGS AT GRADE	Note	Sidings Based On 50 ft. Cars		
					East	West	East & West
X-O		207.9	WINCHESTER (P.R.R.)				
		215.8	FARMLAND				
		219.9	PARKER CITY				
		223.3	SELMA				
		226.4	REDA				
X	X-C-M	228.5	VANCE (P.R.R.)				
X		229.5	N&W CROSSING (N.&W.)				
		229.6	MUNCIE				
		232.7	HART		98	96	
		235.3	YORKTOWN		46		
		240.0	DALEVILLE				
		242.3	CHESTERFIELD				
X	X-C-M	245.7	GRIDLEY (P.R.R.)				
X	X-C	246.7	DELCO (P.R.R.)				36
		247.2	CP 247 5-Gridley				
		247.4	ANDERSON (N.Y.C.)				
X		248.3	C. I. R.R. CROSSING (C.I.)				
X	F-C	245.7	GRIDLEY				
		247.9	S. ANDERSON YARD				103
		250.9	CP 251 5-Gridley				
		255.4	PENDLETON				
		257.3	RALEIGH				
		260.4	INGALLS				
		262.3	DAVID			92	
		263.1	FORTVILLE				
		268.0	McCORDSVILLE				
		269.8	OAKLANDON				
		272.7	DIVISION POST (Ohio Central Div.)				
		272.7	DIVISION POST (Indpls. Term.)				
X	X-C-M	279.1	BELT JUNCTION				
P		280.1	DX (I.U. Ry.)				
		281.9	MASS. AVE.				
X		283.8	I.U. RY. INTERLOCKING (I.U. Ry.)				
			INDIANAPOLIS (I.U. Ry.)				
Miles from Indianapolis							
X		0.4	WEST STREET (Indianapolis Term.)				
X		0.6	IJ				
X	X-C	1.6	BX (I.U. Ry.)				
X		9.4	MY				
X		12.5	AN—R-MY				
		14.6	DIVISION POST (Indpls. Term.) (EST)				
		14.6	DIVISION POST (Illinois Div.) (CST)				
		19.3	DANVILLE				
		20.3	NASH				
		27.8	RENO				
		32.6	FILLMORE				
X	X-C-M	39.0	GREENCASTLE			73	
		48.7	LENA				
		52.8	CARBON				
P	C-M	59.0	COBB				
P	C-M	63.9	BURNETT (C.&E.I.)				
X	X-C-M	68.6	PRESTON (P.R.R.-Milw.)				
		69.2	DUANE YARD				
X	X-C-M	70.5	HALEY (C.&E.I.)				
X	X-C-M	72.0	TERRE HAUTE				
		76.3	CP 76				
		79.9	CP 79				
		80.0	STATE LINE (Ind.-Ill.)				
		83.9	CP 83				
		84.9	CP 84				
		90.1	CP 90				
		90.6	PARIS				
X	X-C	91.2	MIDLAND (P.R.R.-N.Y.C.)				
		92.4	CP 92				
		98.6	CP 98				
		99.3	DUDLEY				
		100.1	CP 100				
		103.6	CP 103				
		104.0	KANSAS				
		104.4	CP 104				
		107.9	CP 107				
		108.8	ASHMORE				
		109.9	CP 109				
X		117.6	CHARLESTON TOWER (N.&W.)				
		118.4	CP 118				
		122.3	LOXA				

**MAIN LINE
CLEVELAND TO ST. LOUIS—(Continued)**

Interlocking	Train Order Office	Miles from Indianapolis	STATIONS AND RAILROAD CROSSINGS AT GRADE	Note	Sidings Based On 50 ft. Cars		
					East	West	East & West
	P	125.3	CP 125				
		126.4	MATTOON YARD				
		127.8	CP 127				
		128.6	MATTOON				
		129.3	CP 129 (I.C.)				
		134.0	CP 134				
		134.8	GAYS				
		135.7	CP 135				
		140.0	CP 140				
		140.6	WINDSOR				
		141.6	CP 141				
		146.0	CP 146				
		147.0	CP 147				
		147.0	MIDDLESWORTH				
		151.0	CP 151				
		151.4	SHELBYVILLE				
		153.0	CP 153				
		160.0	CP 160				
		160.7	TOWER HILL (B.&O.)				
		161.8	CP 161				
X	X-C	167.0	PANA TOWER (I.C.)				
		169.3	CP 169				
		171.4	ROSAMOND				
		174.9	CP 174				
		175.4	OHLMAN				
		177.0	CP 177				
		180.1	NOKOMIS				
		184.8	WITT				
		189.3	IRVING				
		191.9	CP 191				
		194.0	CP 194				
		194.0	HILLSBORO				
		196.3	CP 196				
		196.4	TAYLOR SPRINGS				
		209.4	CP 209				
		210.0	JOAN				
		211.4	CP 211				
		215.0	LIVINGSTON				
		225.7	CP 225				
		227.0	GARD				
		227.9	CP 227				
		235.7	CP 235				
		235.7	DIVISION POST (Illinois Div.)				
		235.7	DIVISION POST (E. St. Louis Term.)				
		237.0	WORCESTER				
X	X-C-M	237.7	LENOX				
X	F-C	243.5	GRANITE CITY				
	X-F	245.9	VENICE JCT.				
		246.8	VENICE CROSSING				
		247.0	BROOKLYN YARD				
	X-F	248.0	BRIDGE JCT.				
		248.0	BRIDGE JCT.				
		248.3	Q TOWER				T.R.R.A.
		248.5	EAST ST. LOUIS YARD				
X	F-C	243.5	GRANITE CITY				
		252.2	STATE LINE (Ill. Mo.)				T.R.R.A.
		252.2	ST. LOUIS				

The direction from Cleveland to St. Louis is westward.

Interlocking and Block Stations
in service part time, as follows:

Station	Hours in service
Martel	8:01 A.M. to 4:01 P.M. Daily.
Massachusetts Ave.	8:00 A.M. to 12:00 Midnight Daily.
Cobb	6:00 A.M. to 3:00 P.M. Daily.
Burnett	2:00 P.M. to 11:00 P.M. Mon., Wed. & Fri. 7:00 A.M. to 4:00 P.M. Tues & Sat. 7:00 A.M. to 11:00 P.M. Thurs.
Mattoon Yard	7:00 A.M. to 3:00 P.M. Daily.

**MAIN LINE
BURT TO CINCINNATI**

Interlocking	Train Order Office	Miles from Cleveland	STATIONS AND RAILROAD CROSSINGS AT GRADE	Note	Sidings Based On 50 ft. Cars		
					East	West	East & West
X	X-C	80.3	BURT				84
		85.7	ST. JAMES				84
		87.2	SIMS STATION				
X		92.8	CP 92 (N.Y.C.)				
		97.4	CARDINGTON				
		104.4	CP 104				
		111.1	CP 111				
		112.3	CP 112				
		114.0	DELAWARE				
		114.0	CP 114				
		117.1	CP 117				
X	X-C	122.1	LEWIS CENTER				
		130.1	WORTHINGTON (N.&W.)				97
		133.5	CLINTONVILLE				
		136.8	CP 136—R-HV				
		138.0	COLUMBUS				
	X	138.3	CP 138—5-HV TOWER (P.R.R.)				
X	X	139.0	C.&O. CROSSING (C.&O.)				
X		139.6	G N TOWER (B.&O.)				
X		140.8	GRANDVIEW TOWER (N.Y.C.)				
X	X-C	141.4	MIAMI CROSSING (P.R.R.)				
		143.9	CP 143—5-MIAMI CRSG.				
		148.0	CP 148—5-MIAMI CRSG.				70
		151.5	GEORGESVILLE				
		154.8	LILLY CHAPEL				74
X	X-A	163.5	LONDON (P.R.R.)				104
		165.6	WEST LONDON				
		172.3	PLATTSBURG				
		175.4	CP 175—5-COLD SPRINGS				
X		176.5	CP 176—5-COLD SPRINGS				100
		181.1	CP 181—5-COLD SPRINGS (D.T.&I.)				
		182.2	CP 182—5-COLD SPRINGS (D.T.&I.)				
		182.8	LINDEN AVENUE				
		182.9	SPRINGFIELD (D.T.&I.)				
		183.0	CP 183—5-COLD SPRINGS				
		183.5	CP 183.5—5-COLD SPRINGS				
		184.8	CP 184—5-COLD SPRINGS				
X	X-C-M	188.2	COLD SPRINGS			81	64
		190.6	ENON				
		196.7	FAIRBORN				80
		201.9	WRIGHT No. 2				
X	X-C-M	204.6	TATES POINT (B.&O.)				
		205.7	DAYTON YARD				
X		206.7	CP 206—5-TATES POINT				
		207.9	DAYTON (E-L)				
		208.6	MIAMI CITY JCT.				
		210.6	CP 210—5-TATES POINT			98	
		211.8	MORAINÉ				
		213.2	CUBA				
		215.3	WEST CARROLLTON				
		217.9	MIAMISBURG				
		220.7	HUTCHINGS STATION				
		223.0	CARLISLE JCT.				
		223.2	FRANKLIN				
		228.5	MIDDLETOWN				87
X	X-C	229.5	M.&C. JCT. (P.R.R.—ARMCO)				
		230.6	CP 230—5-M.&C. JCT.				
		237.6	HUGHES				
		239.9	MAUDS				14
		244.2	DIVISION POST (Ohio Central Div.)				
		244.2	DIVISION POST				
X	X	244.2	GANO				Cincinnati Term.
		247.6	WEST SHARON				
		255.0	IVORYDALE JCT.				
		255.8	WINTON PLACE				B.&O. R.R.
		259.8	CINCINNATI (C.U.T.)				

The direction from Burt to Cincinnati is westward.

MAIN LINE CINCINNATI TO KANKAKEE

Interlocking	Train Order Office	Miles from Cincinnati	STATIONS AND RAILROAD CROSSINGS AT GRADE <small>(Railroad crossings at grade not protected by interlocking signals are shown under Rule 297.)</small>	Note	Sidings Based On 50 ft. Cars		
					East	West	East & West
X	X-C	4.5	CINCINNATI (C.U.T.)				
		5.0	STORRS JCT. (Cincinnati Term.)				
			WADE				
			DIVISION POST (Cincinnati Term.)				
		5.0	DIVISION POST (Illinois Div.)				
		10.6	DELHI				
		12.0	FERNBANK				
		13.2	ADDYSTON				
		15.3	NORTH BEND				
		16.1	CLEVES				
		17.7	VALLEY JCT.				62
		19.5	ELIZABETHTOWN				
		20.5	STATE LINE (Ohio-Ind.)				
		22.3	CP 22				61
X		24.7	DEARBORN (B&O)				
		25.6	LAWRENCEBURG (B&O)				
		27.9	GUILFORD				
		30.4	ROSS				
		36.8	WEISBURG				
		39.7	CP 39				
		39.9	SUNMAN				42
		45.3	MORRIS				
		46.2	HYDE				40
		47.8	BATESVILLE				
		54.0	NEW POINT				
		60.2	CP 60				
		62.8	CP 63 (N.Y.C.)				
		64.2	CP 64				
		67.8	ADAMS				
		72.7	ST. PAUL				45
		75.3	WALDRON				
X	X-C	77.3	CP 77—5-VINE				
		82.6	VINE (P.R.R.)				
		82.8	SHELBYVILLE				
		88.6	CP 88—5-VINE				
		89.3	CP 89—5-VINE				
		103.7	CP 103—5-BELT CROSSING				
		106.9	DIVISION POST (Illinois Div.)				
X	X-C-M	106.9	DIVISION POST (Indianapolis Term.)				
		106.9	BELT CROSSING (I.U.Ry.)				
		108.9	I. U. INTERLOCKING (I. U. Ry.)				
		109.6	INDIANAPOLIS (I. U. Ry.)				
X	X-M	110.6	IJ				
		111.5	KD (I.U.Ry.)				
			MOOREFIELD				} Indpls. Term.
		113.1	BRANT				
		115.2	30th STREET (EST-CST)				
		115.2	DIVISION POST (Indianapolis Term.) (EST)				
		115.2	DIVISION POST (Illinois Div.) (CST)				
		120.4	AUGUSTA				
		122.8	ROCK ISLAND				
		125.2	ZIONSVILLE				
		130.6	WHITESTOWN				
		137.8	KNOX				
		138.3	LEBANON (C.I.)				
		139.4	CP 139 5-CLARKS HILL				
		143.4	CP 143 5-CLARKS HILL				
X-O		147.5	THORNTOWN				
		153.2	COLFAX (P.R.R.)				
X	X-C	155.7	CP 155 5-CLARKS HILL				
		158.2	CLARKS HILL (N.&W.)				
		161.7	STOCKWELL				
		165.9	NORTH CRANE				
		169.1	CP 169 5-ALTAMONT				
X	X-C	170.2	ALTAMONT				
		173.0	LAFAYETTE JCT. (N.&W.-Monon)				
X	X-C-M	174.0	LAFAYETTE				
		192.6	TEMPLETON				176
		196.7	ATKINSON				
		198.6	SWANINGTON				
	P-C-F	202.2	FOWLER				62

MAIN LINE CINCINNATI TO KANKAKEE—(Continued)

Interlocking	Train Order Office	Miles from Cincinnati	STATIONS AND RAILROAD CROSSINGS AT GRADE	Note	Sidings Based On 50 ft. Cars		
					East	West	East & West
X	X-C-F	208.9	EARL PARK				
		211.2	SHEFF (N.Y.C.)				52
		213.9	RAUB				
X-O		216.3	STATE LINE (Ind.-Ill.)				
		219.0	SHELDON (T.P.&W.)				72
		223.1	IROQUOIS				
		227.2	DONOVAN				47
X-O		232.6	BEAVERVILLE				59
		238.3	ST. ANNE (C.&E.I.)				
		244.5	AROMA PARK				
		244.9	DIVISION POST (Illinois Div.)				
		244.9	DIVISION POST (Western Dist.)				
		248.2	COURT ST.				
X	X-F	248.8	KANKAKEE				
		249.4	KANKAKEE JCT. (I.C.)				
			KANKAKEE-WEST YARD				

The direction from Cincinnati to Kankakee is westward.

Interlocking and Block Stations
in service part time, as follows:

Station	Hours in service
Fowler	8:00 A.M. to 5:00 P.M. Daily.

OHIO CENTRAL DIVISION BRANCHES

CLYDE TO SANDS

Interlocking	Train Order Office	Miles from Sandusky	STATIONS AND RAILROAD CROSSINGS AT GRADE (Railroad crossings at grade not protected by interlocking signals are shown under Rule 297.)	Note	Sidings Based On 50 ft. Cars		
					East	West	East & West
X-O		17.0	CLYDE (N.&W.—N.Y.C.)				
		22.2	GREEN SPRINGS				
X		22.7	GREEN SPRINGS JCT. (N.&W.)				
		27.6	WATSONS				
		32.2	J.O.U.A.M. HOME				
X		32.4	B.&O.&P.R.R. CROSSING (B.&O.-P.R.R.)				
		34.0	TIFFIN				26
		42.7	BERWICK (N.Y.C.—East Sub.-Div.)				
X-O		45.3	ADRIAN				
	P-C	48.5	C.&O. R.R. CROSSING (C.&O.)				
		49.7	CAREY (A.C.&Y.)				110
	P-C	57.3	WHARTON				
P		62.2	FOREST (P.R.R.)				
		63.9	PATTERSON				
		65.5	McVITTYS				22
		68.4	GRANTS				
X	X	74.1	KENTON				
		74.8	SANDS (E.-L.)				

The direction from Clyde to Sands is westward.

Interlocking and Block Stations in service part time, as follows:

Station	Hours in service
Carey	7:00 A.M. to 4:00 P.M. Daily except Sunday.
Forest	8:00 A.M. to 4:00 P.M. Daily except Saturday and Sunday.

BELLE CENTER TO SPRINGFIELD

Interlocking	Train Order Office	Miles from Sandusky	STATIONS AND RAILROAD CROSSINGS AT GRADE (Railroad crossings at grade not protected by interlocking signals are shown under Rule 297.)	Note	Sidings Based On 50 ft. Cars		
					East	West	East & West
		86.3	BELLE CENTER				
		91.7	HUNTSVILLE				
		98.0	OAKS				
X		98.3	BELLEFONTAINE				
		98.4	BS—R-BN (N.Y.C.)				
		99.2	GEST YARD				
		100.4	CP 100—R-BN				
		105.9	WEST LIBERTY				
		110.1	LIPPINCOTTS				
		116.1	URBANA (E-L)				
		121.7	CP 121—5-GLEN ECHO				
X	X-C	123.8	GLEN ECHO				203
		129.5	CP 129—5-COLD SPRINGS				
		130.0	CP 130—5-COLD SPRINGS				
		130.3	LINDEN AVENUE				
		130.4	SPRINGFIELD				
X	X-C-F	123.8	GLEN ECHO				203
X	X-F	129.2	MAITLAND (E-L-D.T.&I.)				38
		130.0	SUGAR GROVE				
		131.9	DURBIN				
X	X-C-F	132.6	COLD SPRINGS				61

The direction from Belle Center to Springfield and Cold Springs is westward.

JACKSON TO CARLISLE JUNCTION

Interlocking	Train Order Office	Miles from Jackson	STATIONS AND RAILROAD CROSSINGS AT GRADE (Railroad crossings at grade not protected by interlocking signals are shown under Rule 297.)	Note	Sidings Based On 50 ft. Cars		
					North	South	North & South
	X	0.0	JACKSON				
		1.2	OD				
		1.9	DIVISION POST (Northern Dist.)				
		1.9	DIVISION POST (Southern Dist.)				
		5.7	ACKERSON LAKE				
		13.5	CEMENT CITY				
		18.8	ADDISON JCT.				
		20.8	MANITOU BEACH				
		24.9	ROLLIN				
		25.9	CLAY				
		29.9	HUDSON				
		35.7	PRATTVILLE				
		39.5	WALDRON				
P	P-C	41.1	STATE LINE (Mich.-Ohio)				
		43.9	ALVORDTON (N.&W.)				
X-O		49.0	WEST UNITY				
		49.5	N. & W. CROSSING (N.&W.)				
X		55.9	PULASKI				
	P-A	58.7	DV R-TOLEDO (N.Y.C.)				
		59.5	BRYAN				81
		66.0	NEY				
X		73.1	SHERWOOD—R-AKRON (B.&O.)				
X-O		78.8	CECIL (N.&W.)				
		80.8	NORTH PAULDING				
		84.9	PAULDING				
X-O		88.5	LATTY (N.&W.)				
		93.1	HAVILAND				
		95.1	SCOTT				
		98.1	CAVETT				
	P	102.2	VAN WERT YARD				
X	X-A	103.3	VAN WERT (P.R.R.)				
X	X-C	110.6	OHIO CITY (N.&W.-E.-L.)				
		116.3	ROCKFORD				
		120.6	TAMA				
X		126.9	CELINA				80
		127.3	N. & W. CROSSING (N.&W.)				
		132.4	COLDWATER				
		137.0	ST. HENRY				
		141.5	GILBERTS				
		142.5	NEW WESTON				
		146.5	ROSSBURG				
X	X-C	151.3	ANSONIA (N.Y.C.)				82
X-O		154.1	MEEKERS (P.R.R.)				
		159.3	GREENVILLE				
X		161.2	PENN.—R-ANSONIA (P.R.R.)				
		164.7	FT. JEFFERSON				
		167.5	SAWONA (N.Y.C.)				
X	X-C	173.9	WEST MANCHESTER (P.R.R.)				
		179.8	LEWISBURG				45
		187.0	WEST ALEXANDRIA				
		189.7	INGOMAR				
		194.2	FARMERSVILLE				
		199.6	GERMANTOWN				
		201.2	WIGGINS				
X		203.6	CARLISLE R-B.&O. Dayton				
		203.9	CARLISLE JCT.				

The direction from Jackson to Carlisle Jct. is southward.

Interlocking and Block Stations in service part time, as follows:

Station	Hours in service
Alvordton	1:00 P.M. until 10:00 P.M. Daily except Saturday and Sunday.
Bryan	7:30 A.M. to 4:30 P.M. Daily except Sunday.
Van Wert Yard	4:00 P.M. to 1:00 A.M. Daily except Sunday.

BELLEFONTAINE TO ST. MARYS

Interlocking	Train Order Office	Miles from Columbus	STATIONS AND RAILROAD CROSSINGS AT GRADE (Railroad crossings at grade not protected by interlocking signals are shown under Rule 297.)	Note	Sidings Based On 50 Ft. Cars		
					East	West	East & West
		54.1	BELLEFONTAINE				
		54.5	OAKS				
		62.0	LEWISTOWN				
		65.5	RUSSELLS POINT				
		67.1	LAKEVIEW				
		70.9	SANTA FE				
		74.0	GUTMAN				
X-O		75.6	SLATER (D.T.&I.)				
X		82.7	WAPAKONETA (B.&O.) R-B.&O. Dispatcher Dayton				
		88.2	MOULTON				
X-O		92.2	N. & W. CROSSING (N.&W.)				
		93.4	ST. MARYS				

The direction from Bellefontaine to St. Marys is westward.

CAREY TO VANLUE

Interlocking	Train Order Office	Miles from Sandusky	STATIONS AND RAILROAD CROSSINGS AT GRADE (Railroad crossings at grade not protected by interlocking signals are shown under Rule 297.)	Note	Sidings Based On 50 Ft. Cars		
					East	West	East & West
X-O		49.7	CAREY (C.&O.-A.C.&Y.)				
X-O		51.2	A. C. & Y. CROSSING (A. C. & Y.)				
		55.6	VANLUE				

The direction from Carey to Vanlue is westward.

CEMENT CITY TO BROOKLYN

Interlocking	Train Order Office	Miles from Jackson	STATIONS AND RAILROAD CROSSINGS AT GRADE (Railroad crossings at grade not protected by interlocking signals are shown under Rule 297.)	Note	Sidings Based On 50 Ft. Cars		
					East	West	East & West
		19.5	CEMENT CITY				
		25.6	BROOKLYN				

The direction from Cement City to Brooklyn is eastward.

DELAWARE TO OSTRANDER

Interlocking	Train Order Office	Miles from Cleveland	STATIONS AND RAILROAD CROSSINGS AT GRADE (Railroad crossings at grade not protected by interlocking signals are shown under Rule 297.)	Note	Sidings Based On 50 Ft. Cars		
					East	West	East & West
X-O		114.0	DELAWARE				
		115.5	C.&O. CROSSING (C.&O.)				
		118.2	SCIOTO				
		122.7	OSTRANDER				

The direction from Delaware to Ostrander is westward.

SPRINGFIELD YARD TO MECHANICSBURG

Interlocking	Train Order Office	Miles from Cleveland	STATIONS AND RAILROAD CROSSINGS AT GRADE (Railroad crossings at grade not protected by interlocking signals are shown under Rule 297.)	Note	Sidings Based On 50 Ft. Cars		
					East	West	East & West
		163.0	SPRINGFIELD YARD (D.T.&I.)				
		157.0	MOOREFIELD				
		152.9	CATAWBA				
		146.1	MECHANICSBURG				

The direction from Springfield Yard to Mechanicsburg is eastward.

STANLEY TOWER TO CORNING
(WESTERN SUB-DIVISION)

Interlocking	Train Order Office	Miles from Toledo	STATIONS AND RAILROAD CROSSINGS AT GRADE (Railroad crossings at grade not protected by interlocking signals are shown under Rule 297.)	Note	Sidings Based On 50 Ft. Cars		
					North	South	North & South
X	X-C	4.0	STANLEY TOWER				
		4.7	HICKOX (WOODS SWITCH)				
	P-B	4.6	STANLEY YARD				
		6.5	WILLIS DAY INDUSTRIAL PARK				
		7.7	B & R MILL				
		8.8	CP 8				
		13.1	CP 13				
		14.6	DUNBRIDGE				150
		14.6	CP 14				
		16.6	SUGAR RIDGE				
		20.7	BOWLING GREEN				80
		24.0	PORTAGE				
		29.1	TROMBLEY				
		30.0	CYGNET				
		32.3	CP 32				
X		34.2	CP 34 (B.&O.)				
		31.3	GALATEA				154
X-O		38.9	MORTIMER (N.&W.)				
		43.3	NORTH FINDLAY				97
X		43.3	CP 43 (N.&W.)				
		44.1	FINDLAY				
		46.4	CP 46				
		46.8	HANCOCK				176
		48.2	CP 48				
X-O		53.6	A. C. & Y. CROSSING				
		54.0	ARLINGTON				
		58.1	WILLIAMSTOWN				
X	X-C	61.2	DUNKIRK (P.R.R.)				176
		65.2	BLANCHARD				
		72.2	KENTON				
X		73.2	E.-L. R-SANDS				
X	X-C-F	81.5	RIDGEWAY (N.Y.C.)		71	211	
		85.5	HORTON				
		89.6	WEST MANSFIELD				
		95.9	RAYMONDS				
X-O		97.5	PEORIA (E.-L.)				
		104.2	MARYSVILLE				
	P-C-F	108.0	SCOTTSLAWN				207
		117.0	KILE				86
		119.5	AMLIN				
		124.9	HIGHWAY				143
X	X-C-F	126.3	MOUNDS (P.R.R.)				
		127.4	STONINGTON				
X	X-F	130.1	GRANDVIEW				
		130.6	WEST COLUMBUS (NYC)				
X		131.1	GN TOWER (B.&O.)				
X		132.1	LM TOWER (P.R.R.-C.&O.)				
X	X-F	133.3	FRANKFORT STREET (C.&O.)				
		134.9	SOUTH COLUMBUS				
X		137.6	BANNON (N.&W.)				
		138.5	BUCHSIEB				
		141.2	TRURO				88
		144.2	BRICE				
		145.2	EAST COLUMBUS (B.&O.)				
		147.7	WOODLAND AVE.				
		149.0	PICKERINGTON				
		152.6	HARLEY				
		157.2	BASIL				
		157.8	BALTIMORE				
P	P-F	160.8	THURSTON		148	123	
		163.5	PLEASANTVILLE				
		169.3	RUSHVILLE				
	X-F	173.8	BREMEN (P.R.R.)				85
		180.6	JUNCTION CITY (B.&O.)				
	X-F	185.0	NEW LEXINGTON				80
		186.5	J. T. MINE				
		189.8	CLAYBANK				136
	P-F	197.5	CORNING				

The direction from Stanley Tower to Corning is southward.

Interlocking and Block Stations
in service part time, as follows:

Station	Hours in service
Stanley Yard	6:00 A.M. to 2:00 P.M. Daily.
Scottslawn	7:55 A.M. to 11:55 P.M. daily.
Thurston	7:55 A.M. to 11:55 P.M. daily.
Corning	Daily except closed 11:59 P.M. Sunday until 7:59 A.M. Monday.

CORNING TO SWISS

Interlocking	Train Order Office	Miles from Corning	STATIONS AND RAILROAD CROSSINGS AT GRADE <small>(Railroad crossings at grade not protected by interlocking signals are shown under Rule 297.)</small>	Note	Sidings Based On 50 Ft. Cars		
					North	South	North & South
	P-F	0.0	CORNING				
		8.0	GLOUSTER				
		16.9	CHAUNCEY				60
X-O		21.4	ARMITAGE (C.&O.)				125
		22.1	ATHENS				
X	X-C-F	23.2	GROSVENOR (B.&O.)				101
		32.6	ALBANY				98
	X-F	56.4	HOBSON				
	X-F	57.1	HOBSON JUNCTION (C.&O.)				
		58.3	CHESHIRE				
	X-F	66.6	KANAUGA (C.&O.)				80
		67.1	GALLIPOLIS				
		68.3	STATE LINE (Ohio-W. Va.)				
		69.1	POINT PLEASANT				
		80.8	LEON				
		83.4	ARBUCKLE				110
		87.4	ROBERTSBURG				73
		90.7	BUFFALO				
		95.8	RUMER R-NITRO				105
		98.9	SHIPPERS CAR LINE				
		100.0	RED HOUSE				
		100.8	McGILL				
		101.6	COURTNEY				80
		108.6	PUTNAM				
	X-C-F	111.3	NITRO				125
		113.7	SATTES				
	P-C-F	116.0	INSTITUTE				
		117.6	FERGUSON				
		119.1	DUNBAR				71
		122.4	SHORR R-CHARLESTON				
		123.4	WEST CHARLESTON				
		124.0	BRIDGE JUNCTION				
		125.4	BIGLEY AVE. JCT.				
	X-C-F	126.2	CHARLESTON				
		126.4	MORRIS STREET JCT.				
		127.8	STUART R-CHARLESTON				
		131.1	PORT AMHERST				
		133.4	LEVI R-CHARLESTON				119
		136.6	BELLE				
	X-F	139.9	DICKINSON				
		141.9	SHREWSBURY				
		144.3	CEDAR GROVE (K.C.&N.W.)				
		146.6	MIDWEST R-DICKINSON				111
		150.9	DUNNS				
		152.3	CANNELTON				
		153.1	SMITHERS				71
		155.0	HAREWOOD				
		155.5	BOOMER				
	X-C-F	157.2	DB TOWER-ALLOY				57
		163.0	GAULEY BRIDGE				
		168.6	BELVA				
		170.7	BEECH GLEN				
		172.6	SWISS				

The direction from Corning to Swiss is southward.

Interlocking and Block Stations
in service part time, as follows:

Station	Hours in service
Corning	Daily except closed 11:59 P.M. Sunday until 7:59 A.M. Monday.
Institute	Daily except closed 7:00 A.M. until 3:00 P.M. Saturday.

CHARLESTON TO HITOP

Interlocking	Train Order Office	Miles from Charleston	STATIONS AND RAILROAD CROSSINGS AT GRADE <small>(Railroad crossings at grade not protected by interlocking signals are shown under Rule 297.)</small>	Note	Sidings Based On 50 Ft. Cars		
					North & South	North	South
		0.0	BIGLEY AVE. JCT.				
		11.5	ELKVIEW				
		13.4	BLUE CREEK (B.&O.)				16
		21.6	QUICK				
		25.0	SANDERSON				44
		26.4	MORRIS FORK				
		34.4	HITOP				

The direction from Charleston to Hitop is southward.

STANLEY TOWER TO THURSTON (EASTERN SUB-DIVISION)

Interlocking	Train Order Office	Miles From Toledo	STATIONS AND RAILROAD CROSSINGS AT GRADE <small>(Railroad crossings at grade not protected by interlocking signals are shown under Rule 297.)</small>	Note	Sidings Based On 50 Ft. Cars		
					North	South	North & South
	X	4.0	STANLEY TOWER				
		6.6	MOLINE				
		7.7	SO				
		9.9	STONY RIDGE				86
		14.3	LUCKEY				86
		17.3	PEMBERVILLE				
		24.7	WAYNE				
		35.4	FOSTORIA				
X	X	35.9	F TOWER (C.&O.-N.&W.-B.&O.)				
		39.8	LANDGRAF				90
		44.2	NEW RIEGEL				
		46.2	BERWICK				
		49.3	Mc CUTCHENVILLE				
X-O		54.0	A.C.&Y. CROSSING				
		54.9	SYCAMORE				86
		57.4	DEUNQUAT				
		60.5	LEMERT				
		63.8	SPORE				85
X	X-C	69.3	UR TOWER (P.R.R.&N.&W.)				
X		69.6	BUCYRUS YARD				
		75.9	NEW WINCHESTER				
X	P-C	79.3	MARTEL (E-L & N.Y.C.)				
		82.3	CLIMAX				
X		87.2	EDISON R-COLUMBUS (N.Y.C.)				
		88.4	MT. GILEAD JCT.				
		89.2	MT. GILEAD				
		94.7	FULTON				
		99.0	MARENGO				
X-O		107.9	P.R.R. CROSSING (P.R.R.)				
		108.2	CENTERBURG				
		112.5	CROTON				
		118.4	JOHNSTOWN				56
		124.7	ALEXANDRIA				
		129.6	GRANVILLE				
X	X-C	133.3	HEATH (B.&O.)				
		138.5	HEBRON				
P	P	143.7	MILLERSPORT				
		147.7	THURSTON				

The direction from Stanley Tower to Thurston is southward.

Interlocking and Block Stations
in service part time, as follows:

Station	Hours in service
Martel	8:01 A.M. to 4:01 P.M. Daily.
Thurston	7:55 A.M. to 11:55 P.M. daily.

THURSTON TO ZANESVILLE

Interlocking	Train Order Office	Miles from Columbus	STATIONS AND RAILROAD CROSSINGS AT GRADE <small>(Railroad crossings at grade not protected by interlocking signals are shown under Rule 297.)</small>	Sidings Based On 50 Ft. Cars			
				Note	North	South	North & South
P	P	28.8	THURSTON				
		32.5	NEW SALEM				
		37.9	THORNVILLE				
		40.8	WALSER (B.&O.)				
		43.9	GLENFORD				
	P	45.7	GLASS ROCK				
		56.2	FULTONHAM				
		57.5	PITTSBURGH PLATE GLASS CROSSING				
		62.6	DARLINGTON				
		65.1	SPANGLER				
			} Via P.R.R.				
		67.9	ZANESVILLE				

The direction from Thurston to Zanesville is southward.

Interlocking and Block Stations in service part time, as follows:

Station	Hours in service
Thurston	7:55 A.M. to 11:55 P.M. daily.
Fultonham	7:30 A.M. to 4:30 P.M. daily, except Saturday and Sunday.

FULTONHAM TO CROOKSVILLE

Interlocking	Train Order Office	Miles from Columbus	STATIONS AND RAILROAD CROSSINGS AT GRADE <small>(Railroad crossings at grade not protected by interlocking signals are shown under Rule 297.)</small>	Sidings Based On 50 Ft. Cars			
				Note	North	South	North & South
	P	56.2	FULTONHAM				
		65.0	CROOKSVILLE				
		65.2	P.R.R. CROSSING (P.R.R.)				

The direction from Fultonham to Crooksville is southward.

Interlocking and Block Stations in service part time, as follows:

Station	Hours in service
Fultonham	7:30 A.M. to 4:30 P.M. daily, except Saturday and Sunday.

ILLINOIS DIVISION BRANCHES

VALLEY JCT. TO CONNERSVILLE

Interlocking	Train Order Office	Miles from Cincinnati	STATIONS AND RAILROAD CROSSINGS AT GRADE <small>(Railroad crossings at grade not protected by interlocking signals are shown under Rule 297.)</small>	Sidings Based On 50 Ft. Cars			
				Note	East	West	East & West
		17.7	VALLEY JCT.				
		21.2	SHAPER				
		25.4	HARRISON				
		36.7	CEDAR GROVE				
		43.5	BROOKVILLE				17
		51.9	METAMORA				
		57.7	LAUREL				
	P	68.5	CONNERSVILLE				
		74.1	BEESON				

The direction from Valley Jct. to Connersville is westward.

Interlocking and Block Stations in service part time, as follows:

Station	Hours in service
Connersville	8:00 A.M. to 5:00 P.M. Daily except Saturday and Sunday.

FAIRLAND TO FRANKLIN

Interlocking	Train Order Office	Miles from Cincinnati	STATIONS AND RAILROAD CROSSINGS AT GRADE <small>(Railroad crossings at grade not protected by interlocking signals are shown under Rule 297.)</small>	Sidings Based On 50 Ft. Cars			
				Note	East	West	East & West
		89.3	FAIRLAND				
		92.7	BOGGSTOWN				
		96.3	NEDDHAM				
		101.8	FRANKLIN (P.R.R.)				

The direction from Fairland to Franklin is westward.

CRAIG TO COLUMBUS

Interlocking	Train Order Office	Miles from Cincinnati	STATIONS AND RAILROAD CROSSINGS AT GRADE <small>(Railroad crossings at grade not protected by interlocking signals are shown under Rule 297.)</small>	Sidings Based On 50 Ft. Cars			
				Note	East	West	East & West
		64.2	CRAIG				
		70.7	BURNEY				
		77.4	HOPE				
		88.6	COLUMBUS				

The direction from Craig to Columbus is westward.

YOST TO NORTH VERNON

Interlocking	Train Order Office	Miles from St. Joseph	STATIONS AND RAILROAD CROSSINGS AT GRADE (Railroad crossings at grade not protected by interlocking signals are shown under Rule 297.)	Sidings Based On 50 Ft. Cars		
				Note	North	South
		55.5	CX			
		57.5	DIVISION POST (Western Dist.)			
		57.5	DIVISION POST (Southern Dist.)			
X-O		57.5	YOST			
		61.3	NEW PARIS JCT. (N.&W.)			
X		62.0	NEW PARIS			
		66.3	MILFORD JCT.—R-B.&O. Dispatcher (B.&O.)			
		67.5	MILFORD			
		73.0	LEESBURG			88
X	X-C	78.3	GRANDY			
X-O		79.7	WARSAW (P.R.R.)			23
X-O		87.5	CLAYPOOL (N.&W.)			52
		91.4	SILVER LAKE			
		99.0	NORTH MANCHESTER (P.R.R.)			
X		101.6	BOLIVAR R-E.L. Dispatcher (E.L.)			61
		106.1	URBANA			
	P-A	109.1	SPEICHER			
		113.4	WABASH (N.Y.C.)			
		119.1	TREATY			
		123.6	LA FONTAINE			60
X	X-C	132.7	MARION (Third Street)			
X	X-C	133.4	KENT (P.R.R.)			56
		135.5	SOLDIERS HOME (C.&O.)			
		138.3	JONESBORO			
		142.8	FAIRMOUNT			
		148.1	SUMMITVILLE			
X		153.5	ALEXANDRIA (N.&W.)	1		26
		155.0	ALDA			
		158.6	LINWOOD			
X		162.6	DOW R-Deleo (P.R.R.)			
X		165.4	ANDERSON R-Gridley (N.Y.C.)			
		165.7	PEARL ST.			
		165.8	C. I. CROSSING (C.I.)			
		166.3	P.R.R. CROSSING (P.R.R.)			
		166.7	SOUTH ANDERSON YARD			
		172.7	EMPORIA			
		174.8	MARKLEVILLE			
X-O		181.0	SHIRLEY (N.Y.C.)			
		188.2	KNIGHTSTOWN			
		193.1	CARTHAGE			
		203.5	KERN			
		204.5	RUSHVILLE (B.&O.-P.R.R.)			
		212.1	MILROY			
	X	217.6	SANDUSKY			
		223.5	GREENSBURG R-Indpls. (N.Y.C.)			
		225.0	CRAIG			
		232.4	LETTS			
		236.5	WESTPORT			
		248.9	NORTH VERNON			

The direction from CX to North Vernon is southward.

Note 1: Trainmen will operate interlocking in accordance with instructions posted in phone box or adjacent thereto.

Interlocking and Block Stations in service part time, as follows:

Station	Hours in service
Wabash	8:00 A.M. to 5:00 P.M. Daily except Saturday and Sunday.

COLD SPRINGS TO INDIANAPOLIS

Interlocking	Train Order Office	Miles from Springfield	STATIONS AND RAILROAD CROSSINGS AT GRADE (Railroad crossings at grade not protected by interlocking signals are shown under Rule 297.)	Sidings Based On 50 Ft. Cars			
				Note	East	West	East & West
		5.8	SPRINGFIELD DIVISION POST (Ohio Central Div.)				
		5.8	DIVISION POST (Illinois Div.)				
X	X	5.9	COLD SPRINGS (E-L)				
		9.1	DONNELLSVILLE				
		13.6	NEW CARLISLE				
		15.6	BROWN				
X		21.1	GRAYSON				
		25.1	B.&O. CROSSING R-B.&O. Dispatcher				
		25.3	TROY				
		31.2	KESSLER				
		34.6	LUDLOW FALLS				
		38.6	LAURA				
		42.7	PITTSBURG				42
		46.3	ARCANUM				
X		52.0	SAVONA (N.Y.C.)				
		53.2	HEWITT (P.R.R.)				
		60.4	GLEN KARN				
		61.6	STATE LINE (Ohio-Indiana)				
		64.9	CRETE				
X-O		69.6	LYNN (P.R.R.)				
		74.5	CARLOS CITY				
		80.0	MODOC				
		83.5	LOSANTVILLE				
X		83.8	C.&O. CROSSING R-C.&O. Dispatcher				
		87.6	MOORELAND				
		93.6	EPILEPTIC VILLAGE				
		95.8	NEW CASTLE				28
		104.1	KENNARD				
X-O		107.3	SHIRLEY (N.Y.C.)				45
		109.0	WILKINSON				
		113.1	WILLOW BRANCH				
		117.7	MAXWELL				
		121.5	MOHAWK				
		125.6	MT. COMFORT				
		131.2	HUNTER				
		131.2	DIVISION POST (Illinois Div.)				
		131.2	DIVISION POST (Indpls. Terminal)				
X	X	135.8	EASTSIDE				
		136.4	DX (I.U.Ry.)				

The direction from Cold Springs to DX is westward.

OSBORN TO LYONS YARD

Interlocking	Train Order Office	Miles from Indiana Harbor	STATIONS AND RAILROAD CROSSINGS AT GRADE (Railroad crossings at grade not protected by interlocking signals are shown under Rule 297.)	Note	Sidings Based On 50 ft. Cars		
					North	South	North & South
X	X-C-M	4.9	OSBORN (N.&W.)				
X	X-C-M	7.2	HIGHLAND (E-L & C.&O.)				
X		9.2	HAYS (G.T.W.)				
	P	10.3	HARTSDALE	1			
		12.0	MP-12				
		12.4	ST. JOHN YARD				91
X-O		14.6	ST. JOHN (Monon)				
		19.8	COOK				
		25.8	NORTH HAYDEN				
		28.2	BELSHAW				
X-O	P-C	32.9	SCHNEIDER (N.Y.C.)	2			217
		44.8	ENOS				
		49.6	MOROCCO				220
		55.0	ADE				
X	X-C	61.9	KENTLAND (P.R.R.)				
X	X-C	66.3	SHEFF (N.Y.C.)				352
		66.6	YORK SWITCH				
		72.0	FREE				
		75.8	DUNN				
X-O		80.4	HANDY (N.&W.)				158
		86.3	TAB				
		90.1	STEWART (C.&E.I.)				
		94.6	SLOAN				194
		100.6	STATE LINE (Ind.-Ill.)				
		104.1	CAMPBELL				
		109.3	DANVILLE (JACKSON ST.)				
X	X	110.2	WYTON (P.&E.)				
		113.5	LYONS YARD				

The direction from Osborn to Lyons Yard is southward.

Note 1: Train order office only for trains arriving or departing Hartsdale.

Note 2: During hours office is closed trainmen, finding signal in stop position, will be governed by instructions posted in box at this location.

Interlocking and Block Stations in service part time, as follows:

Station	Hours in service
Hartsdale	9:00 A.M. to 5:00 P.M. Daily except Sunday.
Schneider	7:00 A.M. to 4:00 P.M. Daily except Saturday, Sunday and holidays.

HILLSBORO TO LITCHFIELD

Interlocking	Train Order Office	Miles from Indianapolis	STATIONS AND RAILROAD CROSSINGS AT GRADE (Railroad crossings at grade not protected by interlocking signals are shown under Rule 297.)	Note	Sidings Based On 50 ft. Cars		
					East	West	East & West
		194.2	HILLSBORO				
		199.2	BUTLER				
X-O		206.8	LITCHFIELD				
		207.0	LITCHFIELD TOWER (I.C.-N.&W.-C.B.&Q.)				

The direction from Hillsboro to Litchfield is westward.

MT. CARMEL TO EVANSVILLE

Interlocking	Train Order Office	Miles from Danville	STATIONS AND RAILROAD CROSSINGS AT GRADE (Railroad crossings at grade not protected by interlocking signals are shown under Rule 297.)	Note	Sidings Based On 50 Ft. Cars		
					North	South	North & South
X	X	126.3	MT. CARMEL (Sou.)				
		136.3	JOHNSON				
		147.0	NISBET				
X-O		157.7	HARWOOD (I.C.)				
		159.2	C.&E.I. CROSSING (C.&E.I.)				
	X	160.0	EIGHTH AVE.				

The direction from Mt. Carmel to Evansville is southward.

DANVILLE TO CAIRO

Interlocking	Train Order Office	Miles from Danville	STATIONS AND RAILROAD CROSSINGS AT GRADE (Railroad crossings at grade not protected by interlocking signals are shown under Rule 297.)	Note	Sidings Based On 50 ft. Cars		
					North	South	North & South
		0.0	DANVILLE				
X	X	1.0	WYTON (P.&E.)				
		5.3	LYONS YARD				
X-O		7.2	WESTVILLE (C.&E.I.)				
		11.4	GEORGETOWN				
X-O		15.1	VERMILLION GROVE				
		16.8	RIDGEFARM (N.&W.)				
		19.1	WOOD YARD				
X-O		23.9	CHRISMAN (B.&O.)				176
		29.6	HORACE				
		32.8	HARRIS				
X	X-C	37.1	MIDLAND (N.Y.C.-P.R.R.)				103
		45.5	OLIVER				
		52.7	MARSHALL				
		58.2	ERNST				98
		65.1	WEST UNION				
		70.5	DOCK		60	70	
		71.0	NORTH HUTSONVILLE				
		72.4	HUTSONVILLE				
		76.3	TRIMBLE				
X-O		81.2	ROBINSON (I.C.)				
		86.3	DUNN				
		89.1	FLATROCK				
		96.5	PINKSTAFF				
X	X-C	102.0	LAWRENCEVILLE JCT. (B.&O.)		60	87	
		106.3	BILLET				
		111.4	ST. FRANCISVILLE				35
		122.2	VINCENNES				
		116.9	ALLENDALE				
		120.7	PATTON				
X	X	126.3	MT. CARMEL (Sou.)				
		132.6	KEENSBURG				
X-O		141.6	GRAYVILLE (I.C.)				63
		147.6	WARREN SWITCH				
		150.4	CROSSVILLE				187
X	X-C	156.0	CARMI (L.&N.)				137
X-O		169.8	NORRIS CITY (B.&O.)				
X-O		182.9	ELDORADO (L.&N.)				
	P	188.7	HARRISBURG YARD				
		194.2	LEDFOUR				
		197.4	CARRIER MILLS				
		203.9	STONEFORT				
		208.4	NEW BURNSIDE				
		214.6	TUNNEL HILL				
		224.2	VIENNA				
X-O		229.8	FORMAN (C.B.&Q.)				
		231.9	BELKNAP				
		234.7	KARNAK (C.&E.I.)				
		238.6	GRAND CHAIN				
		244.8	OLMSTEAD				
		252.7	MOUND CITY				
		260.4	CAIRO (I.C.-G.M.&O.-M.P.)				

The direction from Danville to Cairo is southward.

Interlocking and Block Stations
in service part time, as follows:

Station	Hours in service
Harrisburg Yard	Daily except 11:00 P.M. Sunday to 7:00 A.M. Monday.

TERRE HAUTE TO EVANSVILLE

Interlocking	Train Order Office	Miles From Terre Haute	STATIONS AND RAILROAD CROSSINGS AT GRADE (Railroad crossings at grade not protected by interlocking signals are shown under Rule 297.)	Note	Sidings Based On 50 Ft. Cars		
					North	South	North & South
X	X-C		TERRE HAUTE				
X		0.1	VIGO (P.R.R.)				
		2.2	GREENWOOD				
X	X-C	5.1	SPRING HILL (Milw.-C.&E.I.)				
		7.8	LIBERTY				50
		10.3	RILEY				
		15.5	CORY				
		22.0	EEL				175
X		25.7	CLAY CITY (Monon)				
		27.6	LANCASTER				69
		31.0	COAL CITY				
		32.0	MANCOURT				42
	P-A	39.8	WORTHINGTON				64
		41.3	RINCON (P.R.R.)				75
		55.8	NEWBERRY				
		61.2	ELNORA (Milw.)				
		67.7	PLAIN				154
		72.4	CAPEHART				
		74.3	GRAHAM				
		77.6	DUFF				
		79.9	WASHINGTON				
X-O		78.8	CHAPPELL (B.&O.)				
		82.6	THOMAS				51
		94.3	PETERSBURG				
X	X-F	95.0	ASHBY YARD				
	X-C-F	106.2	OAKLAND CITY (Sou.)				
		107.2	GRAY JCT.				
		110.0	A. W. & W.				
		108.9	GUDGEL				51
X		115.0	BUCKSKIN				
		115.8	SHAWNEE				
		120.0	LYNNVILLE				
		115.8	WHITE				
		119.9	ELBERFELD				
		121.4	DITNEY				
		122.5	DITNEY HILL				
		125.1	DAYLIGHT				
	X-F	130.6	TAYLOR				
		130.9	STRAIGHT LINE JCT.				

The direction from Terre Haute to Evansville is southward.

Interlocking and Block Stations
in service part time, as follows:

Station	Hours in service
Worthington	Daily 6:00 A.M. to 2:00 P.M.

LETTERS AND CHARACTERS

The following letters and characters in schedules indicate:

- S**—Regular stop.
- P**—No baggageman Cleveland to Indianapolis except Mondays.
- R**—No baggageman Indianapolis to Cleveland except Mondays.
- T**—No baggageman St. Louis to Indianapolis.
- V**—Will not carry revenue passengers.
- A**—Stops on signal to receive or discharge passengers.
- B**—Stops on signal to discharge passengers.
- W**—No baggageman between Chicago and Indianapolis.
- a**—Stops on signal Sunday and Monday A.M. to receive or discharge passengers.
- b**—Stops on signal to receive passengers.
- c**—Stops on signal to discharge passengers from Indianapolis and beyond.
- d**—Stops on signal to discharge passengers from Cleveland and east.
- e**—Stops on signal to discharge passengers from Indianapolis and east daily and to receive passengers for St. Louis daily except Sunday.
- h**—Stops on signal to discharge passengers daily and to receive passengers daily except Sundays.
- i**—Stops on signal to discharge passengers from St. Louis and receive passengers for Indianapolis or beyond.
- k**—Stops for mail and to discharge passengers.
- m**—Indicates mail received from mail cranes.
- n**—Stops for mail and to receive passengers.
- p**—Stops for mail and to receive passengers for Lafayette and beyond.
- †—May leave ten minutes in advance of schedule leaving time at Terre Haute and Mattoon provided U.S. Mail handling is completed.
- ‡—May leave ten minutes in advance of schedule leaving time at Mattoon provided U.S. Mail handling is completed.

CLEVELAND TO CINCINNATI AND INDIANAPOLIS—WEST

STATIONS	FIRST CLASS			
	15	341	315	327
	P			
MAIN LINE	Psgr. Daily	Psgr. Daily	Psgr. Daily	Psgr. Daily
Leave	A.M.	A.M.	P.M.	P.M.
<i>CLEVELAND (West Dist.)</i>	3.20	3.50	10.05	11.15
BE (Ohio Central Div.)	3.42	4.12	10.55	12.05
WELLINGTON	4.10	4.40	11.24	12.33
HILES	4.25	4.56	11.40	12.49
SHELBY	4.32	5.05	11.47	\$ 1.08
CRESTLINE	\$ 4.40	\$ 5.14	\$ 12.01	\$ 1.32
GALION	4.42			1.34
BURT				
DELAWARE				
COLUMBUS } U.D. Co.	5.40			2.35
COLUMBUS }	5.52			3.10
MIAMI CROSSING	6.00			3.18
SPRINGFIELD	\$ 6.44			\$ 4.18
COLD SPRINGS	6.53			4.28
TATES POINT	7.10			4.45
DAYTON (D.U.)	\$ 7.25			\$ 5.21
MIDDLETOWN	\$ 7.52			\$ 5.53
M.&C. JCT.	7.54			5.59
GANO	8.09			6.20
WEST SHARON }	8.15			6.26
IVORYDALE JCT. }	8.27			6.38
WINTON PLACE }	\$ 8.35			\$ 6.50
CINCINNATI }	8.45			7.00
MARION		5.39	\$ 12.43	
RIDGEWAY		6.00	1.04	
BELLEFONTAINE		6.19	1.23	
BELLEFONTAINE		6.31	1.38	
SIDNEY		\$ 6.55		
VERSAILLES				
ANSONIA		7.14	2.18	
UNION CITY		a 7.28		
WINCHESTER		a 7.35		
MUNCIE		\$ 8.01	\$ 3.03	
GRIDLEY		8.15	3.17	
ANDERSON		\$ 8.26	\$ 3.28	
SO. ANDERSON YD.				
FORTVILLE				
POST		8.52	4.00	
DX (Indpls. Term.)		9.00	4.08	
INDIANAPOLIS (I.U.Ry.)		9.15	4.25	
Arrive	A.M.	A.M.	A.M.	A.M.

Time shown at Cleveland, Winton Place, Ivorydale Jct., West Sharon, Cincinnati, and Indianapolis is for information only.

INDIANAPOLIS TO ST. LOUIS—WEST

STATIONS	FIRST CLASS	
	317	341
	V †	
MAIN LINE	Mail & Express Daily	Psgr. Daily
Leave	A.M.	A.M.
INDIANAPOLIS, EST (I.U. Ry.)	5.05	9.30
MY (Indpls. Term.)	5.19	9.44
AN EST	5.23	9.48
AN CST (Illinois Div.)	4.23	8.48
GREENCASTLE		d 9.10
COBB		
BURNETT		
PRESTON		
HALEY		
TERRE HAUTE	s 5.28	s 9.45
CP 76		
CP 79		
VERMILION		
PARIS		e 10.09
DUDLEY		
KANSAS		
ASHMORE		
CHARLESTON		m
MATTOON	6.45	10.45
MATTOON	6.58	10.50
GAYS		
WINDSOR		
MIDDLESWORTH		
SHELBYVILLE		m
TOWER HILL		
PANA		m 11.25
NOKOMIS		
WITT		
IRVING		
HILLSBORO		m 11.56
JOAN		
GARD		
CP 235		
LENOX	9.08	12.52
GRANITE CITY	9.15	12.59
VENICE JCT.		
VENICE CROSSING		
BRIDGE JCT.		
EAST ST. LOUIS		
ST. LOUIS (T.R.R.A.)	10.00	1.35
Arrive	A.M.	P.M.

ST. LOUIS TO INDIANAPOLIS—EAST

STATIONS	FIRST CLASS	
	312	318
	T	†V
MAIN LINE	Psgr. Daily	Mail & Express Daily
Leave	A.M.	A.M.
ST. LOUIS (T.R.R.A.)	9.15	1.00
EAST ST. LOUIS		
BRIDGE JCT.		
VENICE CROSSING		
VENICE JCT.		
GRANITE CITY	9.45	1.30
LENOX (Illinois Div.)	9.51	1.36
CP 235		
GARD		
JOAN		
HILLSBORO		
IRVING	m	
WITT		
NOKOMIS		
PANA	m	
TOWER HILL		
SHELBYVILLE	m	
MIDDLESWORTH		
WINDSOR		
GAYS		
MATTOON	11.20	3.10
MATTOON	11.25	3.20
CHARLESTON	m	
ASHMORE		
KANSAS		
DUDLEY		
PARIS	h 11.55	
VERMILION		
CP 79		
CP 76		
TERRE HAUTE	s 12.17	
HALEY		
PRESTON		
BURNETT		
COBB		
GREENCASTLE	i 12.47	
AN CST	1.22	5.02
AN EST (Indpls. Term.)	2.22	6.02
MY	2.25	6.05
INDIANAPOLIS, EST (I.U. Ry.)	2.45	6.35
Arrive	P.M.	A.M.

Times shown at St. Louis and Indianapolis are for information only.

**INDIANAPOLIS AND CINCINNATI TO
CLEVELAND—EAST**

STATIONS	FIRST CLASS			
	316	312	16	306
MAIN LINE	R			
	Psg. Daily	Psg. Daily	Psg. Daily	Psg. Daily
Leave	A.M.	P.M.	P.M.	P.M.
INDIANAPOLIS (I.U.Ry.)	7.15	3.00		
DX (Indpls. Term. Div.)	7.27	3.10		
POST (Ohio Central Div.)	7.30	3.17		
FORTVILLE				
SO. ANDERSON YD.				
ANDERSON	S 8.05	S 3.45		
GRIDLEY	8.08	3.50		
MUNCIE	S 8.36	S 4.10		
WINCHESTER				
UNION CITY	b 9.11	c 4.45		
ANSONIA	9.19	4.53		
VERSAILLES	m			
SIDNEY	S 9.55	S 5.15		
BELLEFONTAINE	10.18	5.40		
BELLEFONTAINE	10.28	5.50		
RIDGEWAY	10.47	6.09		
MARION	S 11.28	S 6.35		
CINCINNATI			3.30	11.00
WINTON PLACE			S 3.40	S 11.11
IVORYDALE JCT.			3.42	11.13
WEST SHARON			3.50	11.21
GANO (Ohio Central Div.)			3.53	11.24
M.&C. JCT.			4.06	11.37
MIDDLETOWN			S 4.10	S 11.40
DAYTON			S 4.42	S 12.21
TATES POINT			4.48	12.27
COLD SPRINGS			5.02	12.41
SPRINGFIELD			S 5.17	S 1.06
MIAMI CROSSING			5.59	1.48
COLUMBUS			6.07	2.10
COLUMBUS			6.20	2.30
DELAWARE				
BURT			7.17	3.25
GALION	S 11.51	S 6.58	S 7.21	S 3.33
CRESTLINE	11.59	7.04	7.24	S 3.52
SHELBY	12.11	7.13	S 7.36	4.01
HILES	12.35	7.31	7.54	4.19
WELLINGTON			S 8.05	
GRAFTON	12.58	7.53	8.16	m 4.41
BE	1.40	8.13	8.33	5.05
CLEVELAND (West. Dist.)	2.30	8.35	8.55	5.55
Arrive	P.M.	P.M.	P.M.	A.M.

Time shown at Cleveland, Winton Place, Ivorydale Jct., West Sharon, Cincinnati, and Indianapolis is for information only.

**CINCINNATI TO INDIANAPOLIS AND
KANKAKEE—WEST**

STATIONS	FIRST CLASS	
	303	305
MAIN LINE	W	
	Psg. Daily	Psg. Daily
Leave	A.M.	P.M.
CINCINNATI (EST) (C.U.T.)	8.20	
STORRS JCT. (Cin. Term.)	8.26	
WADE	8.28	
NORTH BEND (Ill. Div.)		
CP 22	8.46	
BATESVILLE	Am 9.10	
GREENSBURG	S 9.25	
VINE		
SHELBYVILLE	S 9.46	
CP 103 (Indpls. Term.)	10.14	
BELT CROSSING		
INDIANAPOLIS	10.25	
		P.M.
INDIANAPOLIS (I.U. Ry.)	10.35	7.15
INDPLS. (West St.)		
INDPLS. (West St.) } Indpls. Term.	10.40	7.20
30TH STREET (EST) }	10.45	7.24
30TH STREET (CST) (Ill. Div.)	9.45	6.24
LEBANON		
CONN		
CLARKS HILL		
ALTAMONT	10.35	7.14
LAFAYETTE	S 10.45	S 7.25
TEMPLETON	11.03	7.44
FOWLER	m 11.13	7.56
SHEFF	11.21	8.04
SHELDON	m	
IROQUOIS		
DONOVAN	11.36	
BEAVERVILLE	m	
ST. ANNE		
AROMA PARK		
COURT ST.	12.05	8.39
KANKAKEE (CST)	k 12.13	k 9.00
KANKAKEE JCT. (I.C.)	12.15	9.02
CHICAGO (CST)	1.30	10.05
Arrive	P.M.	P.M.

Time shown at Cincinnati, Storrs Jct., Indianapolis, Lafayette, Kankakee Jct. and Chicago is for information only.

KANKAKEE TO INDIANAPOLIS AND CINCINNATI—EAST

STATIONS MAIN LINE	FIRST CLASS	
	302	304
	W	
	Psgr. Daily	Psgr. Daily
Leave	A.M.	P.M.
CHICAGO (CST) (I.C.)	8.55	3.55
KANKAKEE JCT.	9.53	4.53
KANKAKEE (CST) (Ill. Div.)	P 10.00	P 4.57
COURT ST.	10.02	4.59
AROMA PARK		
ST. ANNE		
BEAVERVILLE	m 10.16	
DONOVAN	10.21	
IROQUOIS	m	
SHELDON	m	m
SHEFF	10.33	5.28
FOWLER	S 10.42	5.36
TEMPLETON	10.51	5.45
LAFAYETTE	S 11.29	S 6.10
ALTAMONT	11.36	6.17
CLARKS HILL		
CONN		
LEBANON	S 12.11	
30TH STREET (CST)	12.31	7.18
30TH STREET (EST) }	1.31	8.18
KD } Indpls. Term.	1.49	8.29
INDPLS. (West St.) }		
INDIANAPOLIS (I.U.) }	1.55	8.35
INDIANAPOLIS (Indpls. Term.)		8.45
Arrive	P.M.	
BELT CROSSING		
CP 103 (Illinois Div.)		8.55
SHELBYVILLE		S 9.16
VINE		
GREENSBURG		S 9.39
BATESVILLE		B 9.50
CP 22		
NORTH BEND		
WADE		10.47
STORRS JCT. (Cin. Term.)		10.50
CINCINNATI (C.U.T.)		11.05
Arrive		P.M.

Time shown at Chicago, Kankakee Jct., Lafayette, Indianapolis, Storrs Jct., and Cincinnati is for information only.

TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
Anderson	7:30 AM to 9:00 A.M. 3:00 PM to 4:30 PM	7:30 AM to 9:00 AM 3:00 PM to 4:30 PM	Closed
Chicago (I.C.)	5:15 AM to 12:30 AM (CST)	5:15 AM to 12:30 AM	5:15 AM to 12:30 AM
Cincinnati (Union Term.)	7:00 AM to 11:45 PM (EST)	7:00 AM to 11:45 PM	7:00 AM to 11:45 PM
Columbus, Ohio	6:30 AM to 10:30 PM	6:30 AM to 10:30 PM	6:30 AM to 10:30 PM
Crestline	10:00 AM to 12:00 Noon 1:00 PM to 5:00 PM	Closed	Closed
Galion	10:30 AM to 12:00 Noon	10:30 AM to 12:00 Noon	Closed
Greencastle	8:00 AM to 4:00 PM	8:00 AM to 4:00 PM	8:00 AM to 4:00 PM
Greensburg	8:00 AM to 5:00 PM	Closed	Closed
Indianapolis	8:30 AM to 7:00 PM	8:30 AM to 7:00 PM	8:30 AM to 7:00 PM
Kankakee	8:00 AM to 9:00 PM	8:00 AM to 9:00 PM	8:00 AM to 9:00 PM
Lafayette	11:00 AM to 3:15 PM 4:30 PM to 7:45 PM	11:00 AM to 3:15 PM 4:30 PM to 7:45 PM	11:00 AM to 3:15 PM 4:30 PM to 7:45 PM
Marion, Ohio	Continuously	Continuously	Continuously
Mattoon	10:00 AM to 11:30 AM	10:30 AM to 11:30 AM	10:30 AM to 11:30 AM
Middletown	8:00 AM to 11:40 AM 1:00 PM to 5:00 PM	Closed	Closed
Muncie	7:30 AM to 11:30 AM 12:30 PM to 4:00 PM	Closed	Closed
St. Louis	7:00 AM to 11:59 PM	7:00 AM to 11:59 PM	7:00 AM to 11:59 PM
Shelbyville, Ind.	7:00 AM to 4:00 PM	7:00 AM to 4:00 PM	Closed
Sidney	8:00 AM to 12:00 Noon 1:00 PM to 4:00 PM	Closed	Closed
Springfield	9:00 AM to 1:00 PM 2:00 PM to 4:00 PM	9:00 AM to 1:00 PM 2:00 PM to 4:00 PM	9:00 AM to 1:00 PM 2:00 PM to 4:00 PM
Terre Haute	9:45 AM to 12:30 PM	9:45 AM to 12:30 PM	9:45 AM to 12:30 PM
Winton Place	6:15 AM to 12:30 AM	6:15 AM to 12:30 AM	6:15 AM to 12:30 AM

ST. MARYS—BELLEFONTAINE

SECOND CLASS	STATIONS	SECOND CLASS
SOUTH		NORTH
553		554
FREIGHT		FREIGHT
Daily		Daily
Ex. Sunday		Ex. Sunday
Leave		Arrive
PM		PM
1.50	ST. MARYS	1.05
2.15	MOULTON	12.40
3.00	WAPAKONETA	12.15
3.18	SLATER	11.30
3.30	GUTMAN	11.20
3.50	SANTA FE	11.05
4.10	LAKEVIEW	10.52
4.16	RUSSELS POINT	10.46
4.35	LEWISTOWN	10.35
5.15	BELLEFONTAINE	10.00
PM		AM
Arrive		Leave

JACKSON TO CARLISLE JCT.

STATIONS	SECOND CLASS—FRT.	
	101	
	SOUTH	NORTH
	Mon., Wed. and Friday	
Leave	AM	
JACKSON	9.30	
OD		
ACKERSON LAKE		
CEMENT CITY		
ADDISON JCT.		
ROLLIN		
HUDSON		
PRATTVILLE		
WALDRON		
ALVORDTON		
WEST UNITY		
DV		
BRYAN	12.15	
NEY	PM	
SHERWOOD	Arrive	
CECIL		
PAULDING		
LATTY		
HAVILAND		
SCOTT		
CAVETT		
VAN WERT YARD		
VAN WERT		
OHIO CITY		
ROCKFORD		
CELINA		
COLDWATER		
ST. HENRY		
GILBERTS		
ROSSBURG		
ANSONIA		
MEKERS		
GREENVILLE		
PENN		
FT. JEFFERSON		
SAVONA		
WEST MANCHESTER		
LEWISBURG		
WEST ALEXANDRIA		
FARMERSVILLE		
GERMANTOWN		
WIGGIMS		
CARLISLE		
CARLISLE JCT.		

HOBSON JCT. TO COLUMBUS—

STATIONS	SECOND CLASS—FRT.			
	SOUTH	38	40	42
		NORTH	NORTH	NORTH
	Daily	Daily	Daily	
Leave	AM	PM	PM	
HOBSON JCT.				
HOBSON	5.30	1.30	9.30	
ALBANY	6.26	2.45	10.30	
GROSVENOR	6.50	3.10	10.55	
ARMITAGE	7.00	3.20	11.05	
CHAUNCEY	7.10	3.30	11.15	
GLOUSTER	7.30	3.50	11.35	
CORNING	7.55	4.15	11.59	
CLAY BANK	8.10	4.40	12.25	
NEW LEXINGTON	8.20	5.00	12.45	
JUNCTION CITY				
BREMEN	8.50	5.30	1.15	
PLEASANTVILLE	9.15	5.55	1.40	
THURSTON	9.25	6.05	1.50	
BALTIMORE	9.35	6.15	2.00	
BASIL	9.40	6.20	2.05	
HARLEY				
PICKERINGTON	9.55	6.35	2.20	
TRURO	10.15	6.55	2.40	
BANNON	10.20	7.00	2.45	
FRANKFORT STREET				
WEST COLUMBUS	10.45	7.25	3.10	
Arrive	AM	PM	AM	

SWISS TO HOBSON JCT.

STATIONS	SECOND CLASS FRT.	
	32	
	SOUTH	NORTH
	Daily	Daily
SWISS		
GAULEY BRIDGE		
D. B. TOWER		
ALLOY		
SMITHERS		
MIDWEST		
Leave		A.M.
CEDAR GROVE		
DICKINSON		12.30
BELLE		12.55
LEVI		1.00
PORT AMHERST		
STUART		1.20
CHARLESTON		1.25
BIGLEY AVE. JCT.		
W. CHARLESTON		
SHORR		1.42
DUNBAR		1.48
INSTITUTE		1.52
NITRO		2.00
COURTNEY		2.20
RED HOUSE		
RUMER		2.40
ROBERTSBURG		3.02
ARBUCKLE		3.10
KANAUGA		3.50
HOBSON JCT.		4.20
Arrive		A.M.

OSBORN TO LYONS YARD—SOUTHWARD

STATIONS	SECOND CLASS		
	63	83	85
	FRT.	FRT.	FRT.
	Daily Ex. Sun.	Daily	Daily
INDIANA HARBOR GIBSON			
	Leave	Leave	Leave
	AM	AM	PM
OSBORN HIGHLAND	7.00	11.15	6.00
HAYS HARTSDALE MP-12 ST. JOHN YARD ST. JOHN	7.10	11.24	6.10
COOK NORTH HAYDEN BELSHAW			
SCHNEIDER	9.30 64	12.01	6.45
LAKE VILLAGE CONRAD ENOS			
MOROCCO	10.00	12.30	7.15
ADE KENTLAND	10.20	12.50	7.35
SHEFF FREE	10.30	1.45	7.45
DUNN HANDY TAB	10.50	2.01	8.01
STEWART SLOAN	11.10	2.25 84	8.25
CAMPBELL DANVILLE			
WYTON	11.35	2.55	8.55
LYONS YARD	11.45	3.15	9.15
	Arrive	Arrive	Arrive
	AM	PM	PM

OSBORN TO LYONS YARD—NORTHWARD

STATIONS	SECOND CLASS		
	64	84	86
	FRT.	FRT.	FRT.
	Daily Ex. Sat.	Daily	Daily
INDIANA HARBOR GIBSON			
	Arrive	Arrive	Arrive
	AM	PM	AM
OSBORN HIGHLAND	11.00	4.45	2.35
HAYS HARTSDALE MP-12 ST. JOHN YARD ST. JOHN	10.35	4.36	2.25
COOK NORTH HAYDEN BELSHAW			
SCHNEIDER	9.30 63	4.00	1.40
LAKE VILLAGE CONRAD ENOS			
MOROCCO	8.50	3.30	1.10
ADE KENTLAND	8.30	3.10	12.55
SHEFF FREE	8.20	3.01	12.45
DUNN HANDY TAB	8.05	2.45	12.05
STEWART SLOAN	7.45	2.25 83	11.45
CAMPBELL DANVILLE			
WYTON	7.15	1.55	11.15
LYONS YARD	7.00	1.40	11.00
	Leave	Leave	Leave
	AM	PM	PM

YOST TO NORTH VERNON

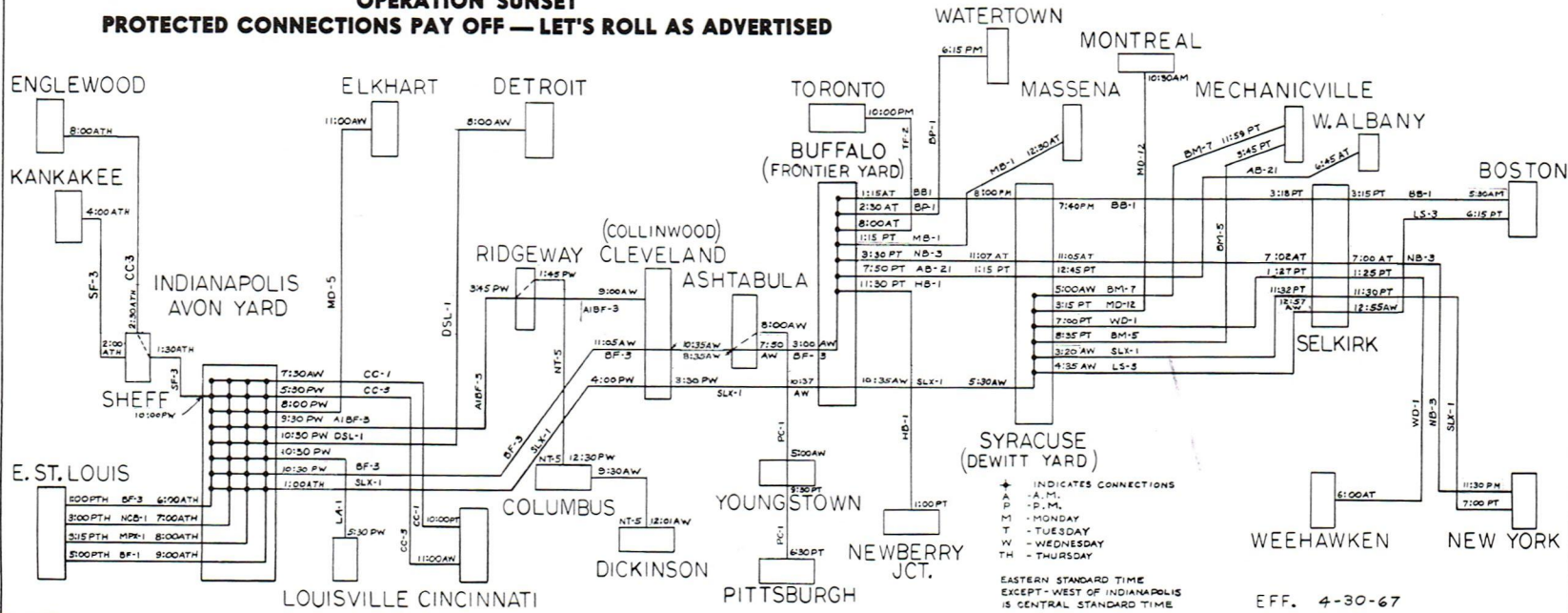
STATIONS	SECOND CLASS—FRT.			
	61		75	77
	NORTH	SOUTH	SOUTH	SOUTH
		Daily Ex. Sun.	Daily	Daily
		A.M.	P.M.	P.M.
Leave				
ELKHART				
CX				
YOST		8.30	12.15	1.15
NEW PARIS JCT.				
NEW PARIS		8.50	12.30	1.30
MILFORD JCT.				
MILFORD				1.50
LEESBURG		9.10	12.50	
GRANDY				
WARSAW		9.30	1.01	2.01
CLAYPOOL				
SILVER LAKE				
NORTH MANCHESTER				
Arrive		A.M.	P.M.	P.M.
BOLIVAR				
URBANA				
WABASH				
LA FONTAINE				
MARION				
KENT				
JONESBORO				
FAIRMOUNT				
SUMMITVILLE				
ALEXANDRIA				
ALDA				
DOW				
ANDERSON				
PEARL ST.				
SO. ANDERSON				
SO. ANDERSON YD.				
MARKLEVILLE				
SHIRLEY				
KNIGHTSTOWN				
CARTHAGE				
KERN				
RUSHVILLE				
MILROY				
SANDUSKY				
GREENSBURG				
CRAIG				
LETTS				
WESTPORT				
NORTH VERNON				

DANVILLE TO CAIRO

STATIONS	SECOND CLASS FRT.	
	180	185
	NORTH	SOUTH
	Tues., Thurs. & Sat.	Tues., Thurs. & Sat.
	Arrive	Leave
	A.M.	A.M.
HARRISBURG YARD	5.00	5.00
STONEFORT		
KARNAK	10.00	9.00
CAIRO	Leave	Arrive
	A.M.	A.M.

OPERATION SUNSET

PROTECTED CONNECTIONS PAY OFF — LET'S ROLL AS ADVERTISED



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.

Modified Rules: Definitions, 12, 14, 16, 104, 293, 295, 300, 317, 342, 505.

New Rules: L-2, O, 11c, 296, 296A, 296B, 750, 751, 752, 753, 754, 755, 756, 921, 939, 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. The title Terminal Superintendent will be used instead of Superintendent for Indianapolis Terminal and for that part of the Central Sub-Division south of Hobson, Ohio.

OTHER RAILROADS

OHIO CENTRAL DIVISION

Between

Northern Dist.	Division Post and Jackson
Western Dist.	BR and BE. Stanley Tower and Toledo.
E.-L.	Burt and Marion. Glen Echo and Cold Springs.

The movement of trains between these points is under direction of the Erie-Lackawanna. The employees of either railroad will be governed by the rules and timetables of their respective companies.

Dayton Union P.R.R.	Second Street and Miami City Jct. Bremen and New Lexington. Fultonham and Zanesville.
C.&O.	Armitage and West Athens. Hobson Jct. and Kanauga. Kanauga and Gallipolis.
Cincinnati Terminal	Gano and Wade.

ILLINOIS DIVISION

Cincinnati Terminal P.R.R.	Wade and Gano Indianapolis and Jeffersonville. Hunt and Lebanon.
N.&W.	Altamont and Templeton.
I.C.	Kankakee Jct. and Chicago.

I.H.B.	Indiana Harbor and Osborn.
Western District	Yost and Elkhart. Indiana Harbor and Englewood. Division Post and West Kankakee.
N.&W.	In Rushville. (See Note)
T.R.R.A.	Granite City and St. Louis. Bridge Jct. and St. Louis.
St. Louis Municipal Bridge	Gratiot St., St. Louis, and Broadway St., East St. Louis.
N.Y.C.-G.M.&O. Timetable:	East Alton, Wann, and Bridge Jct.
A.&S.	N.Y.C. trains using A.&S. will operate over A.&S. tracks prepared to stop short of train, obstruction, or switch not properly lined, and not exceeding 8 miles per hour.
L.&N	Eighth Avenue and Howell, Evansville.

NOTE: Rushville: Main track from the junction switch about two thousand feet north of B.&O. crossing to the north end of N.Y.C. No. 8 siding, about 250 feet south of P.R.R. crossing will be used jointly by N.&W. and N.Y.C. 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.

INDIANAPOLIS TERMINAL DIVISION

Indianapolis Union: Washington Street or South College Avenue and West Street.
BX and Belt Junction.

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 engineer 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 Indianapolis, and AN Indianapolis, on Illinois Division.

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

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 operator 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, F Tower Postoria, 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.

20. GREEN SIGNALS.

Note: On portion of the road so specified in the timetable, green or flashing green lights will be substituted for green flags by day and green flags omitted by night.

20a. OMISSION OF GREEN SIGNALS.

The display of green signals will be omitted except for NYC trains as follows:

Ohio Central Division

St. Marys to Bellefontaine
Jackson to Carlisle Jct.
Hobson Jct. to Columbus
Swiss to Hobson Jct.

Illinois Division

Osborn to Lyons Yard

21. WHITE SIGNALS.

Note: On portion of the road so specified in the timetable, white or flashing white lights will be substituted for white flags by day and white flags omitted by night.

21a. OMISSION OF WHITE SIGNALS.

The display of white signals will be omitted except for NYC trains as follows:

Ohio Central Division

St. Marys to Bellefontaine
 Jackson to Carlisle Jct.
 Hobson Jct. to Columbus
 Swiss to Hobson Jct.

Illinois Division

Osborn to Lyons Yard

31. ENGINE WHISTLE AND BELL.**Indianapolis Terminal**

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

Illinois Division

Danville: Whistling for public crossings in city limits is restricted at crossings protected by automatic flashers or short arm gates.

72. SUPERIORITY OF TRAINS.

On single track eastward and northward trains are superior by direction to trains of the same class in the opposite direction, except:

Illinois Division

Cairo Branch, between Harrisburg Yard and Cairo southward trains are superior to northward trains of the same class.

83d. CLEARING OF TRAINS.

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

Ohio Central Division

Columbus: All trains originating must receive verbal clearance from operator HV Tower.

Springfield: All trains originating must receive verbal clearance from operator Cold Springs.

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

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

Ohio Central Division

Bryan All trains during hours office is open.
 Grandview Northward trains.
 Fostoria All trains.
 Frankfort St. All southward trains. Engines to Truro.
 Thurston All trains during the hours office is open.
 Bremen All trains.
 New Lexington All trains.
 Corning All trains during the hours office is open.
 Kanauga All southward trains.
 Dickinson All trains.
 Hobson All northward trains.

Illinois Division

Highland Southward trains.
 Hartsdale All departing trains during hours office is open.
 Mt. Carmel All trains.
 Harrisburg Yard. Southward Trains.

Indianapolis Terminal

IJ Westward trains originating must receive Clearance Form A.

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

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.

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.

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

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

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

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: Second class and extra trains must secure verbal clearance from operator at Gridley.

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

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

Hartsdale: When train order office is closed trains departing must secure verbal clearance from operator Highland.

Duane Yard: Trains or engines starting must receive verbal clearance from operator at Terre Haute.

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

Mattoon: Trains starting must receive verbal clearance from operator.

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

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

Hillsboro: Trains starting will be required to receive verbal clearance.

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

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

Harrisburg Yard: Northward trains must call the operator before departing from north end.

Cairo: Northward trains are relieved from receiving Clearance Form A.

Harwood: Southward trains and engines operating between Harwood and Eighth Avenue must secure verbal permission from operator 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 operator at Eighth Avenue.

Operator 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 operator at Eighth Avenue. Operator must obtain authority from train dispatcher.

Stonefort: Unless otherwise provided northward trains and engines must stop and call operator at Harrisburg Yard and get permission before proceeding.

Rincon: Northward trains and engines must secure permission from operator at Worthington before proceeding. Terre Haute when Worthington is closed.

Petersburg: Southward trains and engines must secure permission from operator at Ashby Yard before passing north Wye switch.

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

Indianapolis Terminal

Big Four Yard: Trains and engines originating must secure verbal clearance from MY.

Belt Crossing: Trains making a main-track change at Hill Yard must receive verbal clearance from operator before departing CP 103.

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.

85. MOVEMENT OF TRAINS.

When a train of one schedule is on the time of another schedule of the same class in the same direction, it will proceed on its own schedule.

Trains of one schedule may pass trains of another schedule and extra trains may pass and run ahead of extra trains.

A section may pass and run ahead of another section of the same schedule, first exchanging train orders, signals and numbers with the section to be passed. The change in sections must be reported from the next available point of communication.

When trains are running in sections, the responsibility for a following section passing a leading section of the same schedule without proper authority rests with the leading section.

Unless otherwise provided, when a superior train leaves the main track, the responsibility for a following inferior train passing such superior train, rests with the superior train.

93. Yard Limits indicated by yard limit boards as follows:

Ohio Central Division

Location	Between	And	Note
Galion	MP 77.17	MP 80.70	
Marion	MP 99.84	MP 102.73	
Anderson	MP 245.70	MP 251.27	5
Delaware-Ostrander	MP 114.04	MP 122.97	
Carey	MP 47.74	MP 52.29	
Springfield-Columbus Line	MP 180.30	MP 185.88	
Springfield-Mechanicsburg	MP 145.76	MP 162.92	
Kenton-Sandusky Line	MP 73.28	MP 76.87	
Bellefontaine-Cleveland Line	MP 136.50	MP 142.00	
Muncie	MP 226.14	MP 234.39	
Dayton-Moraine	MP 201.50	MP 216.00	
Middletown-Carlisle Jct.	MP 223.00	MP 233.30	
Jackson	MP 0.00	MP 1.95	
Cement City-Brooklyn	MP 23.48	MP 29.56	
Bryan	MP 56.85	MP 61.00	
Van Wert	MP 100.25	MP 104.40	
Ansonia-Van Wert Line	MP 150.68	MP 152.70	
Bellefontaine-Belle Center	MP 97.40	MP 85.90	
Stanley-Bucyrus Line	Stanley Tower MP 4.0	Weaver Road MP 8.5	
Marysville-Scottslawn	MP 103.08	MP 108.56	
Columbus (Oakland Park Avenue-Norton Rd.)	MP 133.66	MP 146.79	
Highway-Truro	MP 124.25	MP 142.14	3-4
Truro-Woodland Ave.-East Columbus Branch	MP 0.00	MP 6.56	3
Basil-Thurston	MP 156.99	MP 162.25	
Corning-BK	MP 197.97-0.0	MP 1.5	
Fostoria	MP 33.42	MP 37.70	
Spore-Bucyrus	MP 62.30	MP 72.02	
Heath	MP 132.67	MP 135.21	
Fultonham-Crooksville	MP 54.19	MP 65.75	
Armitage-Grosvenor	MP 20.98	MP 23.17	
Hobson-Hobson Jct.	MP 54.45	MP 57.10	
Nitro-Institute	MP 109.50	MP 117.83	
Charleston: Shorr-Stuart	MP 122.03	MP 128.18	
Belle-Dickinson	MP 134.40	MP 140.81	
Cannelton	MP 149.0	MP 152.0	
Alloy	MP 154.5	MP 157.30	

Ohio Central Division (Continued)

Location	Between	And	Note
Glen Ferris-Gauley Bridge	MP 161.22	MP 163.60	
Swiss	MP 172.33	MP 173.00	1
Charleston, Bigley Ave. Jct.-Hitop Branch	MP 0.00	MP 1.5	
Morris Fork	MP 25.5	MP 27.5	
Hitop	MP 33.75	End of line	

Note 1: End of main at MP 173.00.

Note 3: Northward trains delayed at Truro and northward engines must obtain permission from operator at Frankfort St. for movement to Bannon. Operator at Bannon must obtain permission from operator at Frankfort St. to permit southward movements at Bannon. Operator at Frankfort St. will obtain permission from train dispatcher for all movements between Truro and Bannon.

Note 4: Highway — Southward trains arriving at Highway before entering siding will communicate with operator at Grandview for instructions.

Note 5: Between Taft and Gridley movements via South Anderson Yard will be made under supervision of the operator at Gridley, on authority of dispatcher.

Illinois Division

Location	Between	And	Note
Robinson	MP 80.19	MP 82.75	
Lawrenceville	MP 100.57	MP 103.00	
Mt. Carmel Cairo Line	MP 124.20	MP 129.15	
Evansville Line	MP 128.00	MP 129.15	
Harwood-Eighth Ave.	MP 157.11	Howell Yard (L.&N.)	
Carmi	MP 156.45	MP 159.39	
Harrisburg	MP 185.90	MP 194.22	
Stonefort	MP 203.04	MP 205.00	
Cairo	MP 251.52	End of line	
Worthington-Rincon	MP 37.90	MP 42.60	
Petersburg-Ashby	MP 89.0	MP 96.20	
Buckskin-Oakland City	MP 105.60	MP 115.0	
Taylor	MP 128.30	End of line	
Greensburg	MP 222.4	MP 225.1	2
CP 22 - Aurora	MP 22.49	MP 29.24	
Craig-Columbus	MP 64.34	End of line	
Fairland-Franklin	MP 89.37	End of line	
Connersville	MP 68.00	MP 70.10	

Illinois Division (Continued)

Warsaw	MP 76.00	MP 80.40	
Wabash	MP 112.00	MP 114.30	
Marion	MP 130.80	MP 135.60	
Anderson	MP 161.10	MP 168.00	
Rushville	MP 203.00	MP 205.10	
North Vernon	MP 248.00	End of line	
Jeffersonville	MP 301.03	End of line	
Sheff (Danville Branch)	MP 60.00	MP 67.90	
Sheff (Chicago Line)	MP 210.5	MP 211.5	
Kankakee	MP 244.6	MP 249.4	1
Schneider	MP 30.20	MP 34.10	
St. John	MP 6.30	MP 13.10	3
Terre Haute St. Louis Line	MP 67.15	MP 72.08	
Terre Haute Line	MP 0.00	MP 5.50	
Lyons	MP 0.83	MP 6.47	
Midland Cairo Line	MP 35.74	MP 38.36	

Indianapolis Terminal

Post—AN	MP 272.7 Cleveland Line	MP 14.6 St. Louis Line	
MY—Hunt	MP 9.4 St. Louis Line	P.R.R. Connection Hunt	
30th St.—CP 103	MP 115.2 Chicago Line	MP 106.9 Cincinnati Line	
Hunter—DX	MP 131.2 Springfield Branch	MP 136.4 Springfield Branch	
Clermont—Brant	MP 9.2 P. & E. Line	MP 113.1 Chicago Line	

Note 1: Movements between Kankakee and Kankakee Jct. will be made only on authority of operator at Kankakee.

Note 2: Movements between Greensburg and Craig will be made on authority from operator at Vine.

Note 3: Southward trains and engines must stop at end of double track at MP 12, call operator at Highland and get permission before proceeding.

D-93a MOVEMENTS AGAINST THE CURRENT OF TRAFFIC

Movements may be made without train orders when authorized by the train dispatcher:

OHIO CENTRAL DIVISION

Tracks	Between	And	By permission of	NOTE
1 & 2	Galion Yard	Burt	Operator at Burt on authority of Dispatcher	
1	Marion, Ohio AC interlocking	Great Lakes Char Switch	Operator AC	

Ohio Central Division (Continued)

1 & 2	Turner	BN	Operator BN	
1 & 2	BN	BS	Operator BN	
1 & 2	Plum Street	West End	Operator Cold Springs	
1 & 2	Miami City Junction	MP 216	Operator Tates Point	
1 & 2	M&C Junction	Carlisle Junction	Operator M&C Junction	
1 & 2	Muncie (MP 226.5)	Hart Yard	Operator Vance	
1 & 2	Frankfort Street	Bannon	Operator Frankfort Street	
1 & 2	Fifth Avenue	Fourth St., Columbus	Signal Indication	1
1 & 2	Fourth Street, Columbus	HV Tower	Signal from Switchtender	1
1 & 2	Shorr	Stuart	Yardmaster	

Note 1: Movements must be made under supervision of yardmaster.

INDIANAPOLIS TERMINAL

Tracks	Between	And	By permission of	NOTE
1 & 2	DX	Post	Operator DX	
1 & 2	Belt Crossing	South College Avenue	Operator Belt Crossing	
1	Massachusetts Avenue	DX	Operator Massachusetts Ave.	
1 & 2	West Street	KD	Operator IJ	
1 & 2	Massachusetts Avenue	Washington Street	Operator Massachusetts Ave.	
2	AN	Yard Limit Board MP 14.6	Signal Indication	

ILLINOIS DIVISION

Tracks	Between	And	By permission of	NOTE
2	AN	Yard Limit Board MP 14.6	Signal Indication	
1	Terre Haute End of double track	Passenger Station	Signal Indication	1

Note 1: Operator must not arrange such movement unless train orders have been issued authorizing movement beyond station.

S-97. Extra Trains.

Extra trains may be run without train orders:

OHIO CENTRAL DIVISION

Between	And	Note
Delaware	Ostrander	
Springfield	Mechanicsburg	
Carey	Vanlue	
Highway	West Columbus	
Truro	Bannon	
Fultonham	Crooksville	
Fultonham	Spangler	
Truro	Woodland Ave., Columbus	

COLUMN TABLE FOR RULE 103—PUBLIC CROSSINGS AT GRADE

X—indicates method of operation

Column 1—Switching movements must be protected by a member of crew over the crossing.

Column 2—Trains or engines moving against the current of traffic must proceed at slow speed over the crossing.

Column 3—Trainmen must flag trains or engines over crossing.

Column 4—Trains and engines must stop before moving over crossing.

Column 5—Trains and engines using other than main tracks will approach crossing prepared to stop.

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.

Where close clearance prohibits the use of "End of Circuit" sign, "X" sign will be used, or end of circuit will be identified by insulated joints being painted yellow.

103. PUBLIC CROSSINGS AT GRADE

Ohio Central Division

Location	Crossing	Track	See Column Table						NOTE
			1	2	3	4	5	6	
Bellefontaine	Chillicothe St.	All							1
Bellefontaine to Belle Center	All road crossings	All							2
Dayton	Bridge 169 (Miami River)	All							3
West Carrollton	Elm Street Bellebrook Road	No. 1							4
	Alexandersville-Bellebrook Road		Other than main						4
Columbus	Whittier St.	All							5
Delaware	Liberty and Sandusky Streets	All	x			x			
Tiffin	North Monroe St.	All				x			
Bellefontaine	Everett Street, St. Marys Line	All				x			
Sherwood	Highway 127	B&O Interchange	x			x			
Latty	Highway 127	No. 1							6
Russells Point	State Route 720	All				x			

103. PUBLIC CROSSINGS AT GRADE

Ohio Central Division (Continued)

Location	Crossing	Track	See Column Table						NOTE
			1	2	3	4	5	6	
Bucyrus	Hopley Ave.	All							7
Baltimore	Main Street	All							7
Corning	Main Street	All							7
Nitro	42nd Street	All							7
Glasgow	3rd Street	All							7
Martel	Main Street	Other than main					x		
Caledonia	High Street	Other than main					x		
LaRue	Chestnut Street High Street	Other than main					x		
Farmland	Plum, Main, and Mulberry Streets	Other than main					x		
Parker City	Fulton Street	Other than main					x		
Anderson	Columbus Ave. Jefferson St. Noble Street Walnut St. Pearl Street	Delco Siding					x		
Fortville	Main Street Lapel Road	Other than main					x		
London	Maple Street	Other than main					x		
Bowling Green	Lebanon St.	Other than main		x					
Findlay	Crystal Ave.	Other than main					x		
Stonington	McKinley Ave.	Other than main					x		
Hudson	Mechanic St.	Other than main					x		
Bryan	Mulberry St. High Street Bryan Street	Other than main					x		
Ney	Main Street	Other than main					x		
Paulding	Jackson St.	Other than main					x		
Latty	Second Street	Other than main					x		
Scott	Blaine St.	Other than main					x		
Rockford	Second St.	Other than main					x		
Celina	Wayne Street	Other than main					x		
Coldwater	Main Street	Other than main					x		
Farmersville	Center St.	Other than main					x		
Springfield	Belmont Ave.	All		x					
Russells Point	State Route 708	All		x					
Truro to Woodland Avenue	All street crossings	All		x					
Spangler	Maysville Ave.	All		x					

NOTE 1—Trains stopping east of Garfield Street must not exceed 15 miles per hour until head end passes Chillicothe Street.

NOTE 2—All crews must ascertain that automatic protection is working before crossing road crossings.

NOTE 3—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.

NOTE 4—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 switch to Kimberly Clark Company is in reverse or open position, all engine and train movements on lead 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.

NOTE 5—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 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.

NOTE 6—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 815 feet east of highway.

NOTE 7—In addition to automatic operation, controllers are provided for manual control of flashing light signals. A member of the train or yard crew, when making switching movement, will operate controllers in accordance with instructions posted at the crossing.

Illinois Division

Location	Crossing	Track	See Column Table						NOTE
			1	2	3	4	5	6	
Fernbank	Highway 50	Horn Track		x					
Metamora (West of)	Highway 52	One		x					
Columbus, Indiana	Fourteenth St. Sixteenth St. Seventeenth St.	All			x				
Connersville	Fourth Street Fifth Street Sixth Street Eighteenth St. Highway 1	Sidings			x				
Lebanon	Meridian St.	Norway track		x					
Sheldon	Fourth Street Center Street Grove Street Depot Street Concord Street	Sidings						x	
Fairmount	Washington St.	Siding						x	
Summitville	Walnut Street Mill Street	Siding						x	
Alexandria	Broadway Washington St. Berry Street	Sidings						x	
Anderson	North Broadway	Siding			x				
Rushville	Highway 52	All			x				
North Vernon	Hoosier Street	Siding			x				
New Castle	Highway 38	Siding						x	
Lynn	Highway 27	Siding						x	
Hartsdale	Kennedy Ave.	Yard lead			x				
Taylor	Highway 41	Connection to C&EI							1
Mattoon	Fourteenth St.	Sidings		x					

NOTE 1—Indicators are located on each side of Highway 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.

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.

Indianapolis Terminal

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.

104. AUTOMATIC SWITCH STANDS

Ohio Central Division

Berwick, connection track is equipped with automatic switch stands.

104a. Normal Position of Switches at Specified Locations.		NOTE
Ohio Central Division		
Switch Located at	Normal Position is for	
Carey—AC&Y Interchange	Interchange track	
OD	Ohio Sub-division	1
Stanley Yard—New way switch from Eastern Branch main track, Yard "S"	Movement to Yard "S"	
SO switch leading from Eastern Branch main track, Yards "S" and "O"	Movements to Yards "S" and "O"	
Thurston—Junction switch, Eastern and Western Branches Junction switch, Z&W Branch	Corning and Columbus Thurston to Bucyrus	
Berwick—Connection track switches	Either main track or connection	2
Bigley Avenue Junction	No. 2 track	
Swiss—Junction Switch—NF&G	NF&G main	

Note 1: Other switches at OD are within TCS territory.

Note 2: Trains and engines must approach Berwick prepared to stop for connection track switches.

Illinois Division

Switch Located at	Normal Position is for	
Rushville—North switch, joint track	NYC	
Hays—Wye switch	GTW wye	
Harrisburg Yard—Main track switches	North and south leads	
Craig	Columbus Branch	

Indianapolis Terminal

Clermont—Wye switch to Connection track
P&E-PRR connection track

104e. SPRING SWITCHES

When signal indicates stop, the 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. Rule 104b will govern if switch is found defective.

Ohio Central Division

Location	Normal Position is for	NOTE
Martel— West end westward siding	No. 1 track	
Turner—East end lead	No. 2 track	
Glen Echo— North end of siding	Main track	
Stanley Yard— Junction of northward and southward running tracks north of Walbridge Road	Southward running track	
Columbus—Park St.	No. 8 track	
Dunbridge— North end of siding	Main track	
Galatea— North end of siding	Main track	
Hancock— North end of siding	Main track	
Scottslawn— North end of siding	Main track	
Highway— South end of siding	Main track	
Shorr— North junction of northward and southward main tracks	No. 1 track	
Stuart— South junction of northward and southward main tracks	No. 2 track	
Jewells— West end of siding	Main track	

Illinois Division

Location	Normal Position is for	NOTE
Morocco— South end of siding	Main track	
Schneider—North and south ends of siding	Main track	
MP 12	No. 2 track	
Handy—South end of siding	Main track	
Sloan—South end of siding	Main track	
Chrisman—South switch	Main track	
Oakland City— North wye switch	Main track	
Harwood	Main track	
Plain—South switch	Main track	
Eel—South switch	Main track	

The following switches in T.C.S. territory are not equipped with electric locks. Trains are not permitted to clear main track at these switches.

Ohio Central Division		NOTE
Lime City	Chrysler Plant Siding B&R Mill track and Stock track	
Sugar Ridge	Team track	
Bowling Green	State Highway track Farm Bureau track No. 1 and No. 2 Pickle track Universal track Long siding	
Portage	Team track	
Trombley	Mill track	
Cygnat	West track Elevator track	
Findlay	Whirlpool track Davison Chemical track	
Mortimer	Extension track Connection track	
Arlington	Elevator track Connection track House track	
Blanchard	Elevator track	
Kenton	Sohio Bulk track Team track Erie connection track Storage track	
Taylor	Old Main track	
Lippincotts	Elevator track	
Urbana	Stock track	
Rochester	Team track	
Anderson	Cook Cement Block track Guide Lamp coal track	
Edison (two miles west)	McWood Oil & Gas Company track	
St. James	Farm Bureau track	
Sims Station	Farm Bureau Fertilizer track	
Cardington	Old siding	
Delaware	State Highway Garage track	
Worthington	Potter track Anheuser-Busch track	
Camp Chase	West Side Lumber track Sun Oil track	
Georgesville Road	Stub track	
London	Lumber track Van Wagner track	
Plattsburg	House track	
Carey	Old stock track	

Illinois Division

Delhi, MP 9.8	Foundry track	
Elizabethtown, MP 19.6	Alton Box track	
MP 21.2	Miller block switch	
MP 21.5	East End of Yard track	
Ross	Eastward and westward spur tracks	
Weisburg	Elevator track	
Sunman	Elevator track	
Morris	Spur track	

Illinois Division (Continued)

Greensburg	Hornings Mill track	
Adams	Elevator track	
MP 99.5	Public Service of Indiana track	
MP 102.6	Indianapolis Power & Light track	
Rock Island	Shell Oil track Rock Island track	
Whitestown	Elevator track	
Thorntown	Team track Elevator track	
North Crane	Elevator track	
Dow	Warehouse track	
CP 79 (St. Louis Line)	Commercial track	
Mattoon	Neimeyer track Poultry track	
Karl	C.I.P.S. track	
Irving	Cyanamid track	
Taylor Springs	Illinois Power track	

Indianapolis Terminal

Indianapolis	Capital Paper	
Indianapolis	Avon Elevator	

105. SIDINGS

OHIO CENTRAL DIVISION

Trains taking siding will take first switch, except:

Bowling Green	Southward—Second switch
North Findlay	Northward—First switch north of N&W crossing Southward—Fourth switch
Truro	Southward—Fifth switch
Thurston	Southward—Toledo to Thurston, First switch north of Main St. Southward—Columbus to Corning, Second switch
New Lexington	Southward—Second switch south of station
Stony Ridge	Southward—Second switch
Luckey	Northward—Second switch north of station
Sycamore	Southward—First switch south of station
Spore	Southward—Second switch
Edison	Southward—First switch south of Ohio subdivision crossing
Johnstown	Southward—Second switch
Armitage	Southward—Third switch Northward—Second switch
Albany	Southward—First switch south of station
Kanauga	Southward—Second switch
Arbuckle	Southward—Second switch
Rumer	Northward—First switch south of station
Dunbar	Southward—First switch south of station
Smithers	Southward—First switch south of MP 156
DB Tower	Northward—Second switch

CONTROLLED SIDINGS

Capacity based on 50 foot cars.

OHIO CENTRAL DIVISION

Capacity		Capacity	
Jewels	North..... 88	London	North.....104
Glen Echo	South.....203	Brooks	South..... 99
Union City	North..... 84	Dunbridge	East.....150
Ansonia	South.....130	Galatea	West.....154
Edison (NYC)	West..... 95	Hancock	East.....176
Ashley	East..... 76	Dunkirk	West.....176
Paget	West..... 94	Ridgeway-South	East..... 71
Edison	West..... 88	Ridgeway-North	West.....211
(Eastern Div.)			
Worthington	South..... 97		

ILLINOIS DIVISION

	Capacity		Capacity
Greensburg	South.....325	Gays	South.....149
Vine	South.....466	Windsor	North.....84
Clarks Hill	South.....211	Middlesworth	South.....84
Altamont	North.....93	Shelbyville	North.....149
Sanford	North.....295	Tower Hill	South.....80
Vermilion	South.....95	Pana	South.....200
Paris	North.....85	Ohlman	South.....211
Dudley	South.....140	Hillsboro	South.....176
Kansas	North.....72	Hillsboro	South.....193
Ashmore	North.....158	Joan	South.....202
Charleston	North.....79	Gard	South.....211
Mattoon	North.....167		

- 109. Location of Bulletin Boards & Books
- 83. Train Registers
- 3. Standard Clocks

OHIO CENTRAL DIVISION

Bul. Board & Book	Train Register	Standard Clock	Location	Other Railroads or Divisions	NOTE
X			Cleveland—Crew Dispatcher	Lake Div.	
X			Collinwood—Yard Office	Toledo Div.	
X			Enginehouse	Lake Div.	
X			Dormitory E. 152 St.	Toledo Div.	
X	X		Galion—Yard Office		
X			Enginehouse		
X	X	X	Columbus—All Yard Offices	Lake Div.	
X	X	X	Enginemen's Room,		
X	X	X	Union Depot		
X	X		West Columbus—Enginehouse		
X	X		BN Yard—Yard Office	Lake Div.	
X	X		Bellefontaine—Enginehouse		
X	X		YMCA	Lake Div.	
X	X		Ansonia—Telegraph Office		
X			Enginehouse		
X			Muncie—Freight House		
X	X		South Anderson—Yard Office		
X			Enginehouse		
X	X		Stanley Yard—Enginehouse	Tol. & Det. Divs.	
X			Yard Office	Tol. & Det. Divs.	
X	X		Carey—Station		
X	X		Springfield—Enginehouse		
X			Yard Office		
X	X		Moraine—Yard Office		
X			Middletown—Enginehouse		
X			Yardmen's Room		
X		X	Yard Office		
X			Sharonville—Enginehouse		
X			Yard Office		
X			Riverside—Enginehouse		
X			Yard Office		
X			Cincinnati—Union Term.	Cincinnati	
X			Crew Dispatcher	Union Term.	
X	X		Van Wert—Enginehouse		
X			Yard Office		
X			Jackson—Enginehouse	Michigan Div.	
X			Crew Dispatcher		
X			Findlay—Old Passenger Station		
X			Kent—Yard Office		
X	X	X	West Columbus—Yard Office		
X	X		Thurston—Telegraph Office		1
X			Postoria—Freight Station		
X	X	X	Bucyrus—Yard Office		
X			Fultonham—Telegraph Office		
X			Bremen—Telegraph Office		1
X	X		New Lexington—Telegraph Office		1
X	X	X	Corning—Telegraph Office		1
X			Fultonham—Yard Office		
X	X	X	Hobson—Telegraph Office		1
X			Nitro—Telegraph Office		

Ohio Central Division (Continued)

X		X	Institute—Telegraph Office		
X		X	Charleston—Enginehouse		1
	X	X	Kanauga—Telegraph Office		
X	X	X	Dickinson—Enginehouse		
X		X	Yard Office		

Note 1: Thurston, Bremen, New Lexington, Corning, Hobson, and Kanauga: Operators will register trains if signals for a section are not and have not been displayed.

ILLINOIS DIVISION

Bul. Board & Book	Train Register	Standard Clock	Location	Other Railroads or Divisions	NOTE
X			Sharonville—Yard Office		
X			Enginehouse		
X			Cincinnati—Union Term.	Cincinnati	
X			Crew Dispatcher	Union Term.	
X			Riverside—Yard Office		
X	X		Connersville—Station		
X	X		Lawrenceburg—Yard Office		
X			Greensburg—Enginehouse		
X		X	Station		
X			Lafayette—Yard Office		
X	X	X	Kankakee—Station		1
X			Yard Office		
X			Elkhart—Dormitory		
X	X		Warsaw—Station		
X	X		Wabash—Station		
X	X		Marion—Station		
X	X		South Anderson—Enginehouse		
X	X		Yard Office		
X	X		Jeffersonville—Yard Office		
X			Springfield—Enginehouse		
X			Yard Office		
X			Englewood—Enginehouse	I.H.B.	
X			Yard Office	Western Div.	
X			Gibson—Enginehouse	I.H.B.	
X			East End Yard Office	Western Div.	
X	X	X	Lyons—Enginehouse	Western Div.	
X			Yard Office		
X	X		Wyton—Station		1
X	X		Highland—Station		1
X	X	X	Duane—Enginehouse		
X	X	X	Yard Office		
X	X		Terre Haute—Station		
X	X		Midland—Yard Office		
X	X		Mattoon—Enginehouse		
X	X		Yard Office		
X	X		Hillsboro—Service Building		
X			St. Louis—Union Station	T.R.R.A.	
X			(T.R.R.A.)—UD Office		
X	X		Mt. Carmel—Yard Office		
X	X	X	Harrisburg—Enginehouse		
X	X	X	Yard Office		
X	X		Cairo—Yard Office		
X	X		Ashby—Yard Office		
X	X		Enginehouse		
X			Taylor—Station		
X			Indianapolis—Union Station	I.U. Ry.	
X			Conductors' Ready Room	Lake Div.	
X	X		Yard Office		
X	X		Westside—Yardmen's Room		
X	X		Middle Hill—Yard Office		
X	X		Big Four Yard—		
X			East End Yard Office	P.R.R.	
X			Hump Yard Office		
X			Beech Grove—Yard Office		

Note 1: Kankakee, Wyton, Highland, and Warsaw: Operators will register trains if signals for a section are not and have not been displayed.

**DESIGNATION AND USE OF MAIN TRACKS
SINGLE TRACK**

Track	Between	And
Ohio Central Div.	Gridley	Taft
	Burt	Fifth Avenue
	Miami Crossing	Plum St., Springfield
	BS	Springfield Yard
	West End	Cold Springs
	Tates Point	Second Street
	East End, Sand Cut	West End, Sand Cut
	Clyde	Sands
	Belle Center	BS Interlocking
	Carey	Vanlue
	Delaware	Ostrander
	Springfield	Mechanicsburg
	*OD	Carlisle Junction
	Cement City	Brooklyn
	St. Marys	Oaks
	Glen Echo	Cold Springs (E.-L.)
	Stanley Yard	Grandview
	Bannon	Bremen
	Truro	Woodland Avenue
	New Lexington	Hobson
	Stanley Yard	Thurston (via Bucyrus)
	Thurston	Spangler
	Fultonham	Crooksville
	Kanauga	Shorr
	Stuart	Swiss
	Bigley Ave. Jct.	Hitop

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

Illinois Division	Wade	CP-22	
	CP-39 (Chicago Line)	CP-103 (Chicago Line)	
	30th Street	CP-139 (Chicago Line)	
	CP 143	Altamont	
	Templeton	Kankakee Junction	
	Yost	South Anderson Yard	
	South Anderson Yd.	Kern	
	Rushville	North Vernon	
	Cold Springs	Hunter	
	Valley Junction	Beeson	
	Craig	Columbus	
	Fairland	Franklin	
	MP 12	Wyton	
	Lyons Yard	Cairo	
	MP 72 (St. Louis Line)	CP-127 (St. Louis Line)	
	CP-129 (St. Louis Line)	CP-235 (St. Louis Line)	
	Hillsboro	Litchfield	
	Mt. Carmel	Eighth Avenue	
	Terre Haute	Ashby Yard	
	Ashby Yard	Taylor	
	Indianapolis Term. Division	Hunter	DX
		MY	AN
		KD	30th Street
		Brant	Clermont

D-151. TWO TRACKS

	Numbered from North	Numbered from West	Track Number	Eastward	Westward	Eastward and Westward	Northward	Southward	Northward and Southward
Ohio Central Division									
BE and Huff	X		1 2	X					
Huff and Boyd	X		1 2		X				
Boyd and Gridley	X		1 2	X	X				
Taft and Post	X		1 2	X	X				
Fifth Avenue and Miami Crossing	X		1 2	X	X				
Plum Street, Springfield, and West End	X		1 2	X	X				
Cold Springs and Tates Point	X		1 2	X	X				
Miami City Junction and East End Sand Cut	X		1 2	X	X				
West End Sand Cut and Gano	X		1 2	X	X				
GN and Frankfort Street		X	1 2						X X
Frankfort Street and Bannon		X	1 2				X	X	
Shorr and Stuart		X	1 2			X		X	
Illinois Division									
CP-22 and CP-39	X		1 2		X X				
CP-139 and CP-143. Chicago Line	X		1 2		X X				
AN and MP 72, St. Louis Line	X		1 2	X					
CP-127 ad CP-129, St. Louis Line	X		1 2		X X				
CP-235 and Lenox	X		1 2	X	X				
Osborn and MP 12		X	1 2				X	X	
Indianapolis Terminal Division									
Post and DX	X		1 2	X					
Belt Crossing and South College Avenue	X		1 2	X	X				
West Street and KD	X		1 2	X	X				
Washington Street and Massachusetts Avenue	X		1 2	X	X				
IJ and MY	X		1 2		X X				
Belt Crossing and CP-103	X		1 2		X X				
Massachusetts Avenue and DX	X		1 2		X	X			

SPECIAL USE OF TRACKS

Yard Tracks

Movement Authorized by—

Duff to Washington
 Gray Jct. to AW&W Yard
 Buckskin to Lynnville
 St. Francisville to Vincennes
 Saline Valley Lead
 CP 22 to Aurora
 CP 22 to Valley Jct.
 CP 22 to MP 21.5
 (Chicago Line)
 Connorsville to Beeson
 Hillsboro to Litchfield
 Wyton to Lyons Yard

Train Dispatcher
 Train Dispatcher
 Train Dispatcher
 Train Dispatcher
 Yardmaster
 Yardmaster
 Train Dispatcher
 Train Dispatcher
 Agent Connorsville
 Train Dispatcher
 Yardmaster

221. TRAIN ORDER SIGNALS.

Rule 221-A, 221-B, and 221-C will apply at office as listed under "Stations."

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 E.-L.-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

Track	Between	Indication: O—No assigned direction N—Northward S—Southward E—Eastward W—Westward	Assigned Direction	X-Indicates Operating Rules in effect.			
				251-254	505-515 (ABS)	550-562 (TCS)	300-373 (MBS)
Ohio Central Division							
1.....	BE and Huff	W	X	X			
2.....	Huff and BE	E	X	X			
1.....	Huff and Boyd	O			X		
2.....	Boyd and Huff	O			X		
1.....	Boyd and Gridley	W	X	X			
2.....	Gridley and Boyd	E	X	X			
Single.....	Gridley and Taft, via Anderson	O			X		
Single.....	Gridley and Taft, via South Anderson	O				X	
1.....	Taft and Post	W	X	X			
2.....	Post and Taft	E	X	X			
Single.....	Burt and Fifth Avenue	O			X		
Single.....	Paget and Jones, via Delaware	O			X		
1.....	Fifth Avenue and Fourth St.	W	X	X			
2.....	Fourth Street and Fifth Ave.	E	X	X			
1.....	Park Street and Miami Crsg.	O			X		
2.....	Miami Crossing and Park St.	O			X		
Single.....	Miami Crossing and Plum Street, Springfield	O			X		
1.....	Plum Street, Springfield, and West End	W	X	X			
2.....	West End and Plum Street, Springfield	E	X	X			
Single.....	West End and Cold Springs	O			X		
1.....	Cold Springs and Bates Point	W	X	X			
2.....	Bates Point and Cold Springs	E	X	X			
Single.....	Tates Point and Second St.	O			X		
1.....	Miami City Jct. and East End Sand Cut	W	X	X			
2.....	Sand Cut, East End, and Miami City Junction	E	X	X			
Single.....	East and West Ends, Sand Cut	O			X		
1.....	Sand Cut, West End, and M.&C. Junction	W	X	X			
2.....	M.&C. Junction and West End Sand Cut	E	X	X			
1.....	M.&C. Junction and Armco	O			X		
2.....	Armco and M.&C. Junction	O			X		
1.....	Armco and Gano	W	X	X			
2.....	Gano and Armco	E	X	X			
Single.....	BS and Fountain Ave., Springfield.....	O			X		

MOVEMENT OF TRAINS BY BLOCK SIGNALS

Track	Between	Indication: O—No assigned direction N—Northward S—Southward E—Eastward W—Westward	Assigned Direction	X-Indicates Operating Rules in effect.			
				251-254	505-515 (ABS)	550-562 (TCS)	300-373 (MBS)
Ohio Central Division							
Single.....	Ridgeway and Grandview	O		X			X
Single.....	Stanley Yard and Ridgeway	O				X	X
1.....	GN and Frankfort St.	O				X	X
2.....	Frankfort St. and CN	O				X	X
1.....	Frankfort St. and Bannon	S	X	X			
2.....	Bannon and Frankfort Street	N	X	X			
Single.....	Bannon and Bremen	O		X			X
Single.....	New Lexington and Hobson	O		X			X
Single.....	Kanauga and Shorr	O		X			X
1.....	Shorr and Stuart	S	X	X			X
2.....	Stuart and Shorr	S	X	X			X
Single.....	Stuart and Gauley Bridge	N		X			X
Illinois Division							
Single.....	Wade and CP-22	O				X	X
1.....	CP-22 and CP-39	O				X	X
2.....	CP-22 and CP-39	O				X	X
Single.....	CP-39 and CP-103	O				X	X
Single.....	30th Street and CP 139	O				X	X
1.....	CP-139 and CP-143	O				X	X
2.....	CP-143 and CP-139	O				X	X
Single.....	CP-143 and Altamont	O				X	X
Single.....	Templeton and Kankakee	O					X
Single.....	CX and Yost	O				X	
* (Under supervision of dispatcher at Toledo)							
Single.....	Dow and South Anderson Yard	O					X
1.....	Osborn and Highland	S	X	X			
2.....	Highland and Osborn	N	X	X			
1.....	AN and MP 72	W	X	X			
2.....	MP 72 and AN	E	X	X			
Single.....	MP 72 and CP-127	O				X	X
1.....	CP-127 and CP-129	O				X	X
2.....	CP-129 and CP-127	O				X	X
Single.....	CP-129 and CP-235	O				X	X
*1.....	CP-235 and Lenox	O				X	X
*2.....	Lenox and CP-235	O				X	X
* (Under supervision of operator at Lenox)							
Single.....	Ashby Yard and Taylor	O					X
Indianapolis Terminal Division							
1.....	Belt Crossing and South College Avenue	W	X	X			
2.....	South College Avenue and Belt Crossing	E	X	X			
1.....	Belt Crossing and CP-103	O				X	X
2.....	CP-103 and Belt Crossing	O				X	X
1.....	West Street and KD	W	X	X			
2.....	KD and West Street	E	X	X			
1.....	IJ and MY	O				X	X
2.....	MY and IJ	O				X	X
2.....	Washington St. and Mass. Ave.	E	X	X			X
2.....	Massachusetts Ave. and DX	O				X	X
1.....	DX and Washington Street	W	X	X			
1.....	Post and DX	W	X	X			
2.....	DX and Post	E	X	X			
Single.....	Brant and Clermont	O					X
Single.....	MY and AN	O					X
Single.....	KD and 30th Street	O					X

MOVEMENT OF TRAINS BY TIME TABLE AND TRAIN ORDER ONLY.

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.

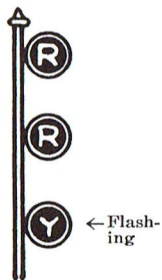
Where Automatic Block Signal is used it will indicate condition of track between that signal and the next signal in advance or sign reading: "End Automatic Block" and rules 505-515 inclusive will be in effect.

Track	Between	Assigned Direction	Operation		
			Time Table	Train Order	
Ohio Central Division					
Single.....	OD and Carlisle Junction	O	X	X	
Single.....	Clyde and Sands	O	X	X	
Single.....	BS and Belle Center	O	X	X	
Single.....	Carey and Vanlue	O	X	X	
Single.....	Oaks and St. Marys	O	X	X	
Single.....	Cement City and Brooklyn	O	X	X	
Single.....	Delaware and Ostrander	O	X	X	
Single.....	Springfield and Mechanicsburg	O	X	X	
Single.....	Bellefontaine and Belle Center	O	X	X	
Single.....	Truro and Woodland Avenue	O	X	X	
Single.....	Stanley and Thurston (via Bucyrus)	O	X	X	X
Single.....	Thurston and Fultonham	O	X	X	X
Single.....	Fultonham and Crooksville	O	X	X	
Single.....	Bigley Avenue Junction and Hitop	O	X	X	X
Single.....	Gauley Bridge and Swiss	O	X	X	X
1.....	Fourth Street and Park St., Columbus	W	X		
2.....	Park Street and Fourth Street, Columbus.....	E	X		
Illinois Division					
Single.....	Valley Junction and Connersville	O	X	X	
Single.....	Craig and Columbus	O	X	X	
Single.....	Fairland and Franklin	O	X	X	
Single.....	Wyton and MP 12	O	X	X	X
1.....	Highland and MP 12	S	X	X	
2.....	MP 12 and Highland	N	X	X	
Single.....	Yost and Dow	O	X	X	
Single.....	South Anderson and Kern	O	X	X	
Single.....	Rushville and North Vernon	O	X	X	
Single.....	Hunter and Cold Springs	O	X	X	
Single.....	Mt. Carmel and Harwood	O	X	X	
Single.....	Harwood and Eighth Avenue	O	X	X	
Single.....	Lyons Yard and Cairo	O	X	X	
Single.....	Terre Haute and Ashby Yard	O	X	X	
Indianapolis Terminal Division					
Single.....	DX and Hunter	O	X		
Single.....	Brant and Clermont	O	X		

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.

The Following Signal Aspects, Signal Indications, and Signal Rules are in Effect on the N.Y.C. Railroad, Southern District.



**Fig. 172
Rule 288**

Indication: Proceed preparing to stop at next signal: Slow speed within interlocking limits.

Name: Slow—Approach.

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. 66
Rule 281E**

Indication: Proceed
Name: Approach—Clear

NOTE:
Does not convey condition of track between approach signal and interlocking signal.



**Fig. 137A
Rule 285**

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

Name: Approach.

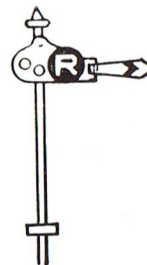


**Fig. 141
Rule 285A**

Indication: Proceed, prepared to stop at next signal. Trains exceeding medium speed must at once reduce to that speed.

Name: Approach—Restricting.

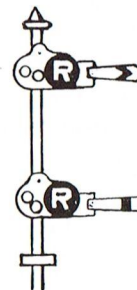
NOTE:
Does not convey condition of track between approach signal and interlocking signal.



**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.

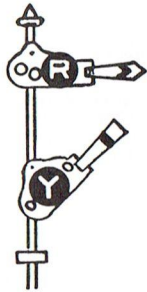


Fig. C
Rule 297

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

Name: Telephone train order.

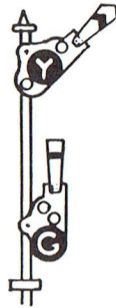


Fig. B
Rule 298

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

Name: Telephone train order.

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.
Clyde and Sands.
Galloway and Carney.
Central Subdivision except through Columbus.

Illinois Division

Between: Valley Jct. and Connersville.
Craig and Columbus.
Fairland and Franklin.
Glen Karn and Cold Springs.
CP-79 and CP-127 (St. Louis Line)
CP-129 and Lenox.

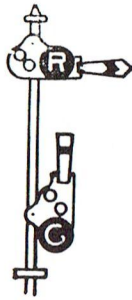


Fig. A
Rule 298

Indication: Stop then proceed at restricted speed.

Name: Telephone train order.



Fig. C
Rule 298

Indication: Proceed
Name: Telephone train order.

297. RAILROAD GRADE CROSSING SIGNALS.

Trains must stop before proceeding unless otherwise indicated.

OHIO CENTRAL DIVISION

Location	Signals, etc., governing movements over crossing		Requirements	NOTE
	Type	Indication or Position		
Clyde: NYC	Target	Vertical Horizontal	Toledo Divn. trains proceed. Ohio Central Divn. trains proceed.	
Berwick:	Target	Horizontal Vertical	Ohio Sub-divn. trains proceed. Central Sub-divn. trains proceed without stopping, not to exceed 15 MPH.	
Carey: (Vanlue Line)	Target Normal position for AC&Y	Horizontal Vertical	NYC trains proceed. AC&Y trains proceed without stopping.	
Springfield Yard:	Target Normal position for DT&I	Horizontal Vertical	NYC trains proceed. DT&I trains proceed without stopping.	
Dayton: Freight house lead	Target Normal position for E-L	Horizontal Vertical	NYC trains proceed. E-L trains proceed.	
Savona:	Target	Vertical Horizontal	Ohio Central Divn. trains proceed. Illinois Division trains proceed.	
East Columbus: Walser:	Target (2) Target	Horizontal Vertical	Proceed. Proceed. NYC trains will approach crossing under full control, prepared to stop, and, when target is in vertical position, may, without stopping, proceed over crossing at a speed not exceeding 15 miles per hour.	
Fultonham: Pittsburgh Plate Glass Company	Stop Sign		Trains and engines on both railroads will stop before proceeding over these junction switches.	
Cedar Grove: KC&NW	Target Normal position for NYC	Horizontal	Proceed. NYC trains will approach crossing under full control, prepared to stop, and when target is in horizontal position, may, without stopping, proceed over crossing at a speed not exceeding 15 miles per hour.	
Crookville: PRR Crossing	Target Normal position for NYC		PRR trainmen will handle target and leave it in proceed position for NYC.	
Blue Creek: B&O Crossing	Target Normal position for B&O		NYC trainmen will handle target and leave it in proceed position for B&O.	

ILLINOIS DIVISION

Location	Signals, etc., governing movements over crossing		Requirements	Note
	Type	Indication or Position		
Lebanon	Target Normal position for NYC	Vertical Horizontal	NYC trains proceed without stopping, not exceeding 20 miles per hour. CI trains proceed.	

Illinois Division (Continued)

Franklin:	Target Normal position for PRR	Diagonal Horizontal	PRR trains proceed without stopping. NYC trains proceed.
Lawrenceburg:	Gate Normal position for B&O	When over B&O	NYC trains can pro- ceed.
N. Manchester: PRR Crossing	Stop Signs		
Wabash Yard Track	Stop Sign		
Marion: Freight House lead	Target Normal position for N&W	Vertical Horizontal Diagonal	N&W trains proceed. NYC movements to and from freight house lead. N&W movements to and from NYC freight house lead.
Anderson: Pearl Street (700 ft. south) Pearl Street (3300 feet south)	Target Normal position for NYC Target Normal position for NYC	Vertical Horizontal Vertical Horizontal	NYC trains proceed without stopping. CI trains proceed. NYC trains proceed without stopping. PRR trains proceed.
Craig	Stop Sign		
Rushville P.R.R. Crossing	Stop Signs		
Arcanum	Gate		When over B&O, NYC trains can proceed without stopping, not exceeding 15 miles per hour.
Savona	Target	Vertical Horizontal	Ohio Central Divn. trains proceed. Illinois Divn. trains proceed.
Stewart	Target	Vertical Horizontal	NYC trains proceed without stopping, not exceeding 20 miles per hour. C&EI trains proceed.
Harwood (1.4 miles south) C.&E.I.—two crossings	Stop Signs		
Karnak:	Gate		Trains and engines may proceed without stop- ping, not exceeding 20 miles per hour, when crossing is clear and gate is in proper posi- tion.
Cairo Yard: (2 miles north) I.C. two crossings Mo. Pac. G.M.&O.	Stop Signs Stop Signs Stop Signs		
Rincon: P.R.R. Crossing	Stop Signs		
Elnora: Milwaukee Crossing	Stop Signs		
Enosville: A.W.&W.	Stop Signs		

INDIANAPOLIS TERMINAL DIVISION

Eastside Brightwood Extension	Target Normal position for NYC	Horizontal Diagonal	NYC trains proceed. Belt trains proceed.
Eastside Belt Extension	Target Normal position for Belt	Horizontal Diagonal	NYC trains proceed. Belt trains proceed.

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.

319a. REMOTE CONTROL SIGNALS USED AS MANUAL BLOCK SIGNALS.

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

Ohio Central Division

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

Indications of approach signals at Institute do not apply to that portion of the block between approach signal and manual block signal.

When trains are to meet or pass at Durbin, first train arriving will report to operator 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 operator at Cold Springs for instructions.

361. MBS.—HAND SIGNALS USED TO CONVEY CONDITION OF BLOCK.

At block stations where but one block signal is provided for a direction, it will govern trains moving only with the current of traffic. For movements against the current of traffic where no fixed signals are provided to convey the indication of the block, Clearance Form A or hand signals will be used.

A train approaching a block station on a track for which there is no fixed block signal must stop and ascertain from the operator the condition of the block ahead unless a signal to proceed is given by the operator with a green or yellow flag by day or a green or yellow light by night.

NOTE—Green flag or light indicates Clear Block (Rule 300)
Yellow flag or light indicates Permissive Block (Rule 300A)
Absence of signal indicates Stop signal (Rule 300B)

505. AUTOMATIC BLOCK SIGNAL SYSTEM.

Trains stopped by automatic signals as shown below, will, before proceeding, communicate with operator and be governed by his instructions:

Ohio Central Division

Bucyrus Interlocking: Signal No. 40691, Southward 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 will stop east of Michigan St., and call operator at Mass. Ave., DX, or IU.

663. INTERLOCKING.

Trains or engines must not pass an interlocking signal indicating "Stop" until a member of the train or engine crew is fully informed of the situation. After stopping, movement may then be made on hand signal or permission of the signalman at restricted speed, examining the route and operating switches by hand if required.

663a. REMOTE CONTROL SWITCHES AND SIGNALS.

At locations where remote control switches may be operated by hand in an emergency, additional instructions are posted in the telephone booth or adjacent thereto.

Ohio Central Division

Location	Control Station	Tracks and Signals
Columbus Park Street	HV Tower	West end of Depot No. 2 main and Fifth Ave.
Martel 1.3 miles west	Martel	West end of eastward siding and No. 2 track.
Union City 1.0 mile east	Union City	East end of westward siding and No. 1 track.
Ridgeway 0.8 mile south 2.9 miles north	Ridgeway Ridgeway	Main to siding. Main to siding.
Columbus 0.4 mile north of Grandview Tower	Grandview	North end of new connecting track leading to No. 1 main, Ohio Sub-division.
Thurston 1.1 miles south	Thurston	Main to siding.

Illinois Division

Location	Control Station	Tracks and Signals
Danville, Ill. Jackson Street	Wyton	Main
Hunter	DX	Main
Worthington North end of siding	Worthington	Main
MP 89—Terre Haute Line	Ashby Yard	Main
Eighth Avenue	Eighth Avenue	Branch

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 interlocking 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
Berea	East St. Louis	Hill Yard—Yard-
Hiles	Lenox	master's office
Shelby	Pana	Belt Crossing
Crestline	Mattoon Yard	Tower
Burt	Midland	DX Tower
AC Tower	Yard Office	Mass. Ave. Tower.
Ridgeway	A Tower	IJ Tower
Bellefontaine	Terre Haute	BX Tower
Morgan	Duane Yard	MY Tower
Ansonia	Cobb	Terminal Dispatch-
Union City	Greencastle	er
Vance	So. Anderson	West Side Yard—
Muncie	Yard	Yardmaster's
Gridley	Marion	Office
Columbus CD	(Third St.)	Big Four Yard
Yardmaster	Kent	Enginehouse of-
Columbus	Wabash	fic
Dispatcher	Warsaw	IU Tower
Glen Echo	NA. Tower	
Cold Springs	Sharon Yard	
Tates Point	Lawrenceburg	
Dayton	Vine	
Train	Clarks Hill	
Director	Altamont	
Moraine	Lafayette Jct.	
Yardmaster	Templeton	
M&C Jct.	Fowler	
Findlay	Sheff	
Ridgeway	Highland	
Dunkirk	Schneider	
Scottslawn	Kentland	
Grandview	Wyton	
West Columbus	Lyons Yard	
Yardmaster	Lawrenceville Jct.	
Frankfort St.	Mt. Carmel	
Bannon	Yard Office	
Thurston	TJ Tower	
New Lexington	Carmi Station	
Corning	Harrisburg Yard	
Grosvenor	Worthington	
Hobson	Ashby Yard	
Charleston	Taylor	
Dickinson	Louisville	
Nitro		
Institute		
Blue Creek		
Morris Fork		
Pondgap		

754. RADIO—TRANSMITTING OR RECEIVING COMMUNICATIONS.

Employees transmitting or receiving communications by radio must state name, occupation and location before commencing conversation. They must insure being in communication with proper persons and must not take action until certain that all conversation has been heard, understood, finished and acknowledged.

When using radio "New York Central" must preface all originating calls.

Three key words enable the radio user to exchange information clearly and concisely. They are defined and explained below:

- OVER** This word at the end of a transmission tells the listener that the radio channel is being released and "turned over" to the receiving end for a reply.
- ROGER** This word means message received and understood.
- OUT** This word means end of transmission — no reply expected.

The following is an example of radio operating procedure:

ORIGINATING CALL

"New York Central Train SV-1, engine 6115, Engineer Brown, calling rear end. Over"

REPLY

"Train SV-1, engine 6115, Conductor Smith answering Brown. Over"

MESSAGE

"Brown to Smith. Home signal indicates stop. Over"

REPLY

"Smith to Brown. Roger Out"

824. MAKE-UP OF PASSENGER, MAIL, EXPRESS OR DEADHEAD 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.

Passenger equipped Flexi-Vans which are used as the rear car on passenger, mail, express and/or deadhead equipment trains are to be limited to loaded Vans only.

Following is a list of cars of foreign ownership, which in addition to NYC 9200, 9300 and 9400 series, are equipped with ride control or other freight car trucks and are subject to restrictions as shown below:

EL 2111 to 2121 incl.

EL 10,000 to 10,089 incl.

Milw. 1600 series

CBQ 8600, 8700 and 8800 series

GN 2500 series

ATSF 4100, 4200, 4300, 9700 series

B&O 468230

B&O 1850 to 1887 incl.

REX 1002 to 1025 incl.

REX 6600 to 6899 incl.

REX 8200 to 8299 incl.

REX 3401 to 3423 incl.

- (a) Cannot be handled as the rear car on any passenger trains whether loaded or empty.
- (b) When handled empty in body of train, train is restricted to 60 MPH as per current timetable.
- (c) No restriction when loaded and handled in body of train.

927. ENGINEMEN.

After making inspection, they will then record date and time on the MP-341 card in cab and prepare regular Work Report Form MP-193.

SPEED RESTRICTIONS

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

General

(Unless otherwise restricted)

Engines: (All Inclusive)

RS type units when operating as lead unit shall be considered running forward regardless of which end of unit is leading.

Engines

Operating backwards30

Operating backwards by night over public crossings15

(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.)

Nos. 8092 to 9767 light or with cabooses, limited to maximum track speed but not to exceed45

(May be operated at maximum speed of 60 MPH when coupled as a trailing unit with freight units or when handled 'dead in train')

Nos. 1009 to 7608 light or with cabooses, limited to maximum track speed but not to exceed60

Nos. 1009 to 1877.....	70	Nos. 5502	.....	70
2020	.....	5503	.....	85
2021 to 2028.....	70	5504 to 5507.....	70	
2029	.....	5508 to 5509.....	85	
2030	.....	5510 to 5511.....	70	
2031	.....	5512	.....	85
2032 to 2037.....	70	5513	.....	70
2038	.....	5514	.....	85
2039 to 2041.....	70	5515 to 5530.....	70	
2042	.....	5600 to 5742.....	70	
2043 to 2044.....	70	5743	.....	85
2100 to 2112.....	70	5744 to 5749.....	70	
2188 to 2193.....	70	5750	.....	85
2194 to 2197.....	85	5751 to 5827.....	70	
2369 to 2393.....	70	5900 to 5926.....	85	
2394 to 2398.....	85	5928 to 5930.....	70	
2399	.....	5991	.....	70
2500 to 2823.....	70	7300 to 7422.....	70	
2830 to 2839.....	75	7423 to 7424.....	85	
3000 to 3049.....	77	7425 to 7475.....	70	
3323 to 3709.....	70	7500 to 7519.....	85	
4000 to 4113.....	85	7600 to 7608.....	70	
5100 to 5352.....	70	8056 to 8084.....	60	
5500	.....	8092 to 9767.....	45	
5501	.....	9900 to 9913.....	60	

Flexi-Van cars, series MFVX 6800 to 6999 incl., 9500 to 9699 incl., NYC 9700 to 9799 incl., MFVX or NYC 9800 to 9849 incl., NYC 9850 to 9899 incl., MFVX or NYC 9902 to 9923 incl., and NYC 9924 to 9926 incl., may be handled in passenger, mail, express and/or dead head equipment trains, at speeds shown for passenger trains.

Passenger trains handling empty cars equipped with ride control or other freight car trucks 60

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 79

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.

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 30

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 welded rail 40

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 20

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 15

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 Kent	Bellefontaine to Springfield	OD to Carlisle Jct.	Clyde to Berwick	Glen Echo to Cold Springs Erie R.R.
Passenger, mail, express and dead head equipment trains	79	79	79	40	50	30	15	40
With freight equipment cars, except freight Flexi-Van cars	50	50	50	40	50	30	15	40
*Flexi-Van trains, mail, express and dead- head equipment trains with freight Flexi-Van cars	70	70	70	40	50	30	15	40
Freight trains	60	60	50	40	50	30	15	40
Trains handling wrecking cranes	45	45	45	40	45	25	15	30
Trains handling wrecking cranes on curves	30	30	30	30	30	20	10	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)

BE TO POST:

New London:	{ No. 2 track ¼ mile west of Station to ¼ mile east of Hiles Tower.....	70
Crestline:	{ Over Pennsylvania crossing	40
	{ Trains discharging mail	30
Galion, running lead at Sherman Street.....		15
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
	{ Bridge 39-A, Leader St., eastward track.....	30
Marion:	{ Greenwood St. to AC	30
	{ Curve eastward track at west end of eastward siding	60
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.....	50
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
MP 144, West of Bellefontaine, Curve		70
MP 148, curve east of DeGraff		70
Between Sidney and Spafford (old line).....		20
Union City, over Columbia street		50
Winchester, over Pennsylvania crossing.....		50
Muncie:	{ Between West Yard Limit Board and West corporate limit freight trains	50
	{ Between corporate limits	30
Gridley:	{ Between home signals for movements from South Anderson	20
Between Gridley and Taft via So. Anderson Yard.....		30
Anderson, over street crossings		40
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.....	Crestline	15
No. 315		
No. 312 except Sunday	Crestline	30
No. 316		
GALION TO GANO:		
Burt, over Erie-Lackawanna crossing		30
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
Clintonville Lead, from 30 car lengths west of Weaver Road to east switch		5

Union Station tracks, between Fourth and High Sts....	10	
*High St. and 100 feet west of Park St.	20	
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	
	{ Wye track	15
	{ Between Linden Ave. and Lowry Ave.....	15
Springfield:	{ Between Lowry Ave., and West End.....	20
	{ Eastward between Linden Ave. and Warder St.	15
	{ Curves east of end double track.....	45
Cold Springs:	{ Entering or leaving No. 2 track ..	50
Between Cold Springs and Tates Point, No. 1 track ..	60	
Flexi-Van trains between Cold Springs and Tates Point (No. 1 track)	50	
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	
Between MP 243 and MP 244, No. 1 Track	60	
*Applies to head end of train only.		

CLYDE 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	
Kenton, over street crossing.....	35	
	{ Trains handling Multi-Level cars passing under Columbus Street and Carrol Street bridges	5

BELLEFONTAINE TO SPRINGFIELD:

Bellefontaine:	{ Through crossover west of Interlocking station on Indianapolis line.....	10
	{ Through west wye connection between Indianapolis and Sandusky lines.....	10
All trains over new connection track Glen Echo		45
Springfield, city track, Buck Creek bridge, engines.....		10
Springfield Yard to Mechanicsburg		20
Bridge 114, east of Springfield Yard, engines		10

OD TO CARLISLE JCT.:

OD (Jackson), to yard limit Board	15
Cement City to Brooklyn.....	15
MP 35.55 Prattville	20
Hudson, over street crossings.....	10

Alvordton, between home signals	20
West Unity: Between approach and home signals	30
Between MP 45 and MP 58.5	40
DV between home signals	20
Sherwood, between home signals	20
Sherwood to MP 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
West Manchester, between home signals	20
Germantown: { Over street crossings, light engines and southward freight trains	20
Carlisle: { (B. & O. Crossing) between home sig- nals	20
Southward freight trains passing south- ward distant signal	25

GLEN ECHO TO COLD SPRINGS:

Trains handling spreader cars, blades in trailing po- sition	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

Central Sub-Division (Unless otherwise restricted)

	Eastern Branch	Western Branch	Southern Branch	Z. & W. Branch	Hitop Branch
All trains				20	20
All trains except solid ore, coal, coke and grain trains	40	50	40		
Wrecking cranes handled in wrecking service	30	30	30	15	15

LOCAL

(Unless otherwise restricted)

STANLEY TO THURSTON (Eastern Sub-division)

Stanley through Interlocking	15
Bucyrus: Through interlocking, Northwest 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
Southward trains passing southward approach signal	35
Over first street north and first street south of station	25
Centerburg: Through Interlocking	20

STANLEY TO HOBSON (Western Sub-division)

Stanley: Through Interlocking	15
Stanley Yard: Facing over spring switches	15
Findlay: Over all street crossings between Belle Ave. and Olive St.	20
Kenton: Main track switch to connection Ohio Sub- division, when diverging	10
Over street crossings	35
Marysville: Over Main St.	20
Highway: Facing over spring switch	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. .	5
Between Truro and Woodland Ave.	15
Between MP 162.1 at Thurston and MP 196.2	40
Between Thurston and Corning: Trains handled by DES 1200HP Diesels	35
Bremen: MP 172.0 to MP 172.3	30
Bremen: Between Carter St. and station	15
New Lexington: Between Brown St. and station	15
Over Main St.	25
Corning: Between MP 196.2 and MP 1.4	25
Grosvenor: Signal U231 and U242	25
Between MP 28 and first curve north of MP 30	35
Between MP 33-20 and MP 41	35

HOBSON TO SWISS

Between Kanauga and Pt. Pleasant	25
Raymond City: From MP 106 to MP 108	35
Nitro: 11th Street and 19th Street	15
Charleston: Between MP 122 and MP 128	15
Dickinson to MP 160	30
Between MP 160 and MP 173	20

THURSTON TO SPANGLER

Between Glassrock and Fultonham	15
Mt. Perry: Highway crossing County Route 34; Be- tween the hours 7:30 AM-8:30 AM and 3:15 PM-4:15 PM	5
Between Fultonham and Crooksville	15
Through Tunnel, between Saltillo and Crooksville ..	10

CHARLESTON TO HITOP

Between Bigley Ave. and MP 17	15
Between MP 17 and Hitop, southward	20
Between Hitop and MP 17, northward	15
Cars handled ahead of engine	10
Through tunnels	10

Illinois Division (Unless otherwise restricted)

	Wade to Altamont	Templeton to Kankakee	Yost to North Vernon	Cold Springs to Hunter	Valley Jct. to Connersville	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	25	15	15	15	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)

WADE TO KANKAKEE:

Trains operating on controlled siding	30
Between Wade and Addyston	70
Between Addyston and North Bend	50

Between North Bend and CP 39	60
*Greensburg, over street crossings	40
Greensburg, controlled siding from 500 feet east of MP 63 to 500 feet west of MP 63	15
Vine, interlocking limits	25
*Shelbyville, within corporate limits	25
Passenger, mail and express between Brant and MP 116.5	60
MP 119, over street crossings	69
*Lebanon, over hand thrown switches	20
Lebanon, over Central Indiana R. R. crossing	20
Between CP 139 and CP 143 on No. 1 track, Passenger trains	60
Freight trains	40
Thorntown, over street crossings	50
Curves between MP 164.8 and MP 168	60
Between MP 198 and MP 203	60
Sheldon, between MP 218 and MP 219.5	60
St. Anne, over C. & E. I crossing, and on curve	60
Aroma Park, on curves	40
Between Court St. and Kankakee	30
Between CP 22 and Lawrenceburg	20
Between Lawrenceburg and Aurora	15
Bridges between Lawrenceburg and Aurora	5
Curves on Columbus Branch	5
Between MP 100 and MP 101, Franklin Branch	5
YOST TO NORTH VERNON:	
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
Between MP 87.5 and MP 107	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	25
*Alexandria, over N&W crossing	15
Between Dow and MP 164	30
Between MP 164 and South Anderson Yard	15
Between South Wye switch South Anderson yard and North Vernon	30
Between MP 173.0 and 178.0	15
*Shirley, between home signals	20
Bridge, MP 184.4	20
Greensburg, between home signals	10
*Westport, within corporate limits	15
COLD SPRINGS TO HUNTER:	
Between Cold Springs and MP 24	30
Between MP 24 and MP 26	25
Between MP 26 and MP 53	35
*B&O Crossing (Troy) between Home Signals	20
*Arcanum, over B. & O. crossing	15
*Hewitt, between Home Signals	20
*Lynn, between Home Signals	20
Between MP 70 and MP 80	30
*Losantville, within corporate limits	15
*C&O crossing between home signals	20
*New Castle, passing station	25
Between MP 96 and Willow Branch	30
*Shirley, between Home Signals	20
Between Willow Branch and Hunter	35
OSBORN TO LYONS YARD:	
Between Osborn and MP 33	40
Highland: Trains or engines within the town of High-	

Illinois Division

(Unless otherwise restricted)

land, 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 switch30
 Schneider: When diverging through spring switch . . .30
 Morocco, through siding15
 Morocco, when diverging through spring switch30
 Between MP 52 and Danville40
 Sheff, northward-southward siding30
 Handy when diverging through spring switch30
 *Stewart: Over C. & E. I. Crossing20
 Sloan, through siding15
 Wyton, P&E Wye10
 Between Wyton and Lyons Yard30

*Applies to head end of train only.

	Lyons Yd. to Harrisburg Yard	Harrisburg Yard to Cairo	Mt. Carmel to Evansville	Terre Haute to Evansville
Passenger, mail, express and deadhead equipment trains with freight equipment cars, except freight Flexi-Van cars	40	30	20	40
*Flexi-Van trains, mail, express and deadhead equipment trains with freight Flexi-Van cars	40	30	20	40
Freight trains	40	30	20	40
Trains handling wrecking cranes	45	30	20	30
Trains handling wrecking cranes on curves	30	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
MP 66, east of Preston, curve	70
Between Preston and Haley	50
Haley, diverging through puzzle switch to C&EI	10
Between Haley and eastward home signal	
Terre Haute	25
Between MP 88 and MP 91.5	60
Between MP 117 and MP 118	70
Mattoon, north lead	10
Curve, MP 148	70
Between MP 149.5 and CP 151	50
Between MP 156.7 and MP 157.1	70
Pana, entering or leaving C. & E. I. tracks	15
Between MP 193 and CP 235	70
*Trains operating on controlled siding	30
Lenox, via diverging route, through puzzle switch	5

To receive or Discharge U. S. Mail:

No. 312, Pana	50
No. 318, Pana	50
No. 317, Pana	50
No. 341, Pana	50

HILLSBORO TO LITCHFIELD:

Between MP 202.7 and MP 203.0	5
Between Hillsboro and Litchfield	15

*Applies to head end of train only.

LYONS YARD TO CAIRO:

*Westville, southward trains between home signals	20
*Midland, between home signals, (2 crossings)	20
North Hutsonville, CIPS track	10
Between MP 37 and MP 59	30
Between MP 89 and MP 111	30
Mt. Carmel between home signals	20
Between MP 135 and Harrisburg Yard	30
Saline Valley lead	20
Will Scarlett Mine lead	20
Delta Mine lead	20
Between MP 198 and MP 202	15
Between MP 206 and MP 221.5	20
Between Vienna and MP 226	25
Tunnel, MP 215	15
*Karnak, C. & E. I. crossing	20
Olmsted, Star Enterprise track	5
Between MP 239 and MP 259	15
Between MP 254 and MP 255	5

ST. FRANCISVILLE TO VINCENNES:

Between St. Francisville and Vincennes	15
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TERRE HAUTE TO EVANSVILLE:

Between MP 0.0 and Milw. Belt crossing	15
Between Milw. Belt crossing and MP 39.5	30
Between MP 39.5 and MP 41.1	15
Between MP 42 and MP 46	30
Between MP 46 and MP 49.5	20
Between MP 55 and MP 59	20
Between MP 59 and MP 66	30
Between Duff and Washington	15
*Chappell, between Home Signals	20
Between MP 80 and MP 81	20

Between MP 81 and MP 82	15
Between MP 82 and MP 84	20
Between MP 84 and MP 86.2	15
Between MP 86.2 and MP 88.7	20
Between MP 88.7 and MP 89	10
Between MP 89 and Petersburg	20
Between Ashby Yard and MP 110.8	30
*Between Home Signals Oakland City	20
Oakland City, southward movements over spring switch	20
Between Gray Jct. and AW&W Yard	30
Buckskin	{
*Between home signals	20
Northward trains through turnout	20
Lynnville Mine Lead	15
Between Buckskin and Lynnville Mine	30
Between Buckskin and Taylor	30
Bridge 117.5, 2.5 miles south of Buckskin	15
Between Ditney and Ditney Hill Mine	20

*Applies to head end of train only.

Indianapolis Terminal

SPEED RESTRICTIONS (Unless otherwise restricted)

	Between BX and AN	Between DX and Post	Between Belt Cross- ing and Grove (Track No. 1)
Passenger, Mail, express and deadhead equipment trains ..	79	79	79
Passenger, mail, express or dead- head equipment trains with freight Flexi-Van cars	60	60	50
Freight trains	60	60	50
Trains handling wrecking cranes	45	45	45
Trains handling wrecking cranes on curves	30	30	30
*Flexi-Van trains, mail ex- press and deadhead equip- ment trains with freight Flexi-Van cars	60	70	70

*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.

Between Ohio and Washington Sts.	15
Indianapolis, over street crossing, within corporate limits	40
Lawrence, over street crossing	30
Between Belt Crossing and South College Ave.	30
Between Belt Crossing and Grove (Track No. 2)	30
Between DX and Produce Yard Switch at M.P. 135.7 ..	15
Between Hunter and Produce Yard	35
Speedway, over street crossings	15
Clermont, PRR connections	30

ENGINES AND CAR RESTRICTIONS:

Care must be exercised when placing Plate "C," High Cube and Hi-Roof cars on industrial tracks adjacent to platform protected by a canopy.

High Cube and other high box cars which have dimensions of 16' 10" or higher from top of rail are not to be operated at the following locations:

Ohio Central Division

Dayton Union Station tracks
Springfield City track
Bridge 400, N. High St., Columbus
Bridge 400-A, Front St., Columbus
Columbus Union Depot tracks
South of New Lexington, O.

Illinois Division

Bridge 284½, New Castle, Ind.
Bridge 11, State St., Tilton, Ill.
Tunnel Hill, Ill.

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.

Flexi-Van cars and other cars over 50'-6" in length must not be operated through No. 6 turnout in diverging route when coupled to other cars. Local restrictions shown below which apply to Flexi-Van cars will also apply to any other cars over 50'-6" long.

Flexi-Van cars used as the rear car on passenger trains are to be limited to loaded vans only.

Cars equipped with ride control or freight type trucks, loaded or empty in passenger trains, as rear car.

Engines 2020 to 3049, 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

Cars having gross weight in excess of that listed below must not be operated without specific authority.

Territory	Gross Weight
Berea — Post	} 315,000
Galion — Columbus	
Columbus — Gano	
Bellefontaine — Springfield	
Glen Echo — Cold Springs ..	
Stanley — Columbus	
Columbus — DB Tower ...	
Stanley — Berwick	
Berwick — Kenton	
Berwick — Thurston	} 263,000
DB Tower — Swiss	
Jackson — Carlisle Jct.	
Bellefontaine — Belle Center	
Springfield — Mechanicsburg	
Delaware (old main line) ...	
Charleston — Hitop	} 220,000
Bellefontaine — St. Marys .	
Thurston — Fultonham ...	
Truro — Woodland Ave. ...	
Brooklyn — Cement City ...	
Delaware — Ostrander	
Berwick — Clyde	} 170,000
Carey — Vanlue	
Fultonham — Crooksville ..	

Columbia:

Elevator track, west of high-
way crossing All engines.

Shelby:

Shelby Iron and Metal Co. }
Seamless Tube Company } Engines 1000 to 4113.
scale track

Galion:

Galion Light Co. }
Quality Coal Co. }
Freeze Works }
Ice House (National Grave }
Vault) } Engines 1000 to 4113.
Bryan Coal Co. }
Old Metallic Vault Co. }
(Light Co.)

North Electric track—No. 6 }
turnout } ★ 60 ton Twin Flexi-Van cars.

LaRue:

Hole track All engines.

Bellefontaine:

Walker track }
City Light and Power Co. }
Colton track (Indpls. Line) }
Silverstine track } Engines 1000 to 4113.
Johnson track }
Town tracks

DeGraff:

Canning Factory Engines 1000 to 4113.

Sidney:

Citizens Ice & Coal track }
No. 6 turnout } ★ 60 ton Twin Flexi-Van cars.

Union City:

Saw Mill track Engines 1000 to 4113.

Winchester:

Crossover serving Goodrich }
elevator }
South Spur—Anchor Hock- }
ing Glass } Engines 1000 to 4113.
East Spur—Anchor Hocking }
Glass }
No. 2 connection

Muncie:

Wire Mill }
Broderick Company }
C. I. Industry tracks }
Chevrolet Company } Engines 1000 to 4113.
Acme Company }
Muncie Belt }
CI Main track

House Spur, tracks 1, 2 and }
3 and Team tracks—No.6 }
turnout } ★ 60 ton Twin Flexi-Van cars.

Owen Glass North track— }
No. 6 turnout } ★ 60 ton Twin Flexi-Van cars.

Hart:

Warner Gear Company Engines 2020 to 3049.

Yorktown:

Elevator track east of }
station } Engines 1000 to 4113.
Station and House track }
East of Broadway } All engines.

Daleville:

Plant Food Company Engines 1000 to 4113.

South Anderson:

File Works Engines 1000 to 4113.

Pendleton:

Reformatory tracks inside }
of }
Prison Gate } Engines 1000 to 4113.
Flour Mill } All engines.
Old Main } Multiple Units.

Oaklandon:

One Mile West—Sunnyside. }
On coal trestle—Power }
House track } Engines 1000 to 4113.

Burt to Gano:**St. James:**

Farm Bureau Co-op—No. 6 }
turnout } ★ 60 ton Twin Flexi-Van cars.

Cardington:

Hay Barn }
Team track } Engines 1000 to 4113.

Delaware:

K & W Rubber Co. }
Farm Bureau } Engines 1000 to 4113.
State Highway

Columbus:

Clark Grave Vault Co. — }
New track }
Clark Grave Vault Co. — }
Old track }
Hill track } Engines 1000 to 4113.
Beech Alley }
Neil track }
Columbus Coated Fabric Co. }
Moneypenny 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 }
 Neil track — No. 5 turnout .. }
 Short Forge — No. 5 turnout .. }
 Capital City — No. 5 turnout .. } * 60 ton Twin Flexi-Van cars.
 Summers (South) —
 No. 5 turnout }
 Summers (North) —
 No. 5 turnout }
 Kinney Coffee —
 Heavy Curve }
 Ideco Co. — Heavy Curve .. }
 Neil Switch — No. 6 turnout }

Springfield:

D T & I Transfer track ... }
 Ross tracks }
 International Harvester Co.
 Steel Products } Engines 1000 to 4113.
 Duplex Mill }
 R & M Foundry track }
 Hoppes Mfg. Co., in building. }

Ross No. 1—No. 6 turnout.. } * 60 ton Twin Flexi-Van cars.
 Ihrig track—No. 6 turnout.. } * 60 ton Twin Flexi-Van cars.
 Buck Creek Bridge Multiple unit diesels.
 (City track) Engines 2020 to 3049.
 Single unit coupled to cars weighing in excess of
 100,000 lbs.
 C&LE Ry. tracks—on curve.. All Engines.

Dayton:

M. J. Gibbons tracks Engines 1000 to 4113.
 60 ton Twin Flexi-Van cars.
 Cooper St. Yard track No.
 7—No. 6 turnout } * 60 ton Twin Flexi-Van cars.
 Cooper St. Yard Engines 1000 to 4113.
 Lewis & Michael Co. Engines 1000 to 8411,
 9100 to 9328.
 Davies & Young Co. }
 Ohio Rake track } Engines 1000 to 4113.
 Syrup track }
 Liberal Markets—No. 6
 turnout } * 60 ton Twin Flexi-Van cars.
 Dayton Envelope Co. Engines 1000 to 4113.

Sand Cut:

Dayton Power and Light Co. }
 North side—A. and C
 tracks, north end, No. 6
 turnouts } * 60 ton Twin Flexi-Van cars.
 South side—No. 6 turn-
 outs at west end of Old
 Hill track and Tipple
 Lead

Crume Brick Company Engines 1000 to 4113.

Moraine:

Moraine Box Co. Engines 1000 to 4113.
 Frigidaire No. 6 track —
 No. 6 turnout } * 60 ton Twin Flexi-Van cars.
 Frigidaire Coal track Engines 1000 to 4113.

Cuba:

C. & L. E. tracks—
 50 Feet beyond gate All Engines.

Miamisburg:

Cigar Co. track, east of east
 end of wall All Engines.
 Foundry track—on curve .. } Engines 1000 to 4113.
 Lime spur

Franklin:

Hole track } Engines 1000 to 4113.
 Stone Container Corp. }
 Maxwell Paper Co. }

Middletown:

Inland Container }
 Diamond National Mill 2 ... }
 City track } Engines 1000 to 4113.
 Crane track (M & C Jct.) .. }
 P.R.R. Interchange (M
 & C Jct.) }
 Wrenn Paper Co.—No. 4
 turnout } * 60 ton Twin Flexi-Van cars.
 Diamond National Box
 Shop No. 4—No. 6
 turnout

Hughes:

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

Clyde to Springfield:

Patterson:

Elevator track Engines 1000 to 4113.

Carey:

A.C.&Y. Crossing to Vanlue
 Porcelain Co. }
 National Lime & Stone Co.
 tracks—east of A. C. & Y.
 crossing } Engines 1000 to 4113.
 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 4113.
 Middle track }
 Outer round track, East of
 Franklin St. }

Urbana:

American Aggregate Company short crossover All engines and cars.
Storage tracks more than 50 feet beyond tipple All Engines.

Jackson to Carlisle Jct.:**Jackson:**

Warren Scrap Co. Engines 1000 to 4113.

Cement City:

Stone track No. 10 Engines 1000 to 4113.
Clay track No. 11 All Engines.

Clay track—Heavy Curve. $\left\{ \begin{array}{l} \star \\ 60 \text{ ton Twin Flexi-Van cars.} \end{array} \right.$

Cement City to Brooklyn:

Coal track Brooklyn All Engines.

Rollin:

Clay track (1 mile south) . . . Engines 1000 to 4113.

Van Wert:

Wistner Coal Company $\left. \begin{array}{l} \text{Balyeat Coal Company} \end{array} \right\} \text{Engines 1000 to 4113.}$

Meyers Coal—Heavy Curve $\left. \begin{array}{l} \text{Balyeat No. 3—No. 6 turnout} \end{array} \right\} \star \\ 60 \text{ ton Twin Flexi-Van cars.}$

Greenville:

No. 1 Milk track—No. 6 turnout $\left\{ \begin{array}{l} \star \\ 60 \text{ ton Twin Flexi-Van cars.} \end{array} \right.$

Rockford:

Local track Engines 1000 to 4113.

Findlay:

Differential Car Company South Plant, over bridge . . . All Engines. Cars with capacity of 70 tons or more.

Marysville:

West Brewery track All Engines except DES.

Columbus:

Delph Hide Company track over unloading pit All Engines.

Johnstown:

Johnstown Lbr. Company track Cars with capacity of 70 tons or more.

Thurston:

Old Z&W main: Beyond 50 feet from clearance points on either end of old Z&W main All Engines.

New Lexington:

JT Mine tracks: Beyond 800 feet south of main track switch All Engines except DES.

Nitro:

General Chemical Co. track, over pit All Engines.

Cedar Grove:

Tompkins Fuel Co. track: Beyond first inside switches on north and south ends of track All Engines.

Note: Care must be used in operating on industrial sidings with sharp curvatures.

Crooksville:

Ceramic Supply Co. All Engines except DES.

Glass Rock:

Farm Bureau track, over unloading pit All Engines.

Muskingum:

P.R.R. overhead bridge $\frac{1}{4}$ mile south of Muskingum—wreck cranes must be handled carefully account close overhead clearance.

West Columbus Yard:

Track 21 $\left. \begin{array}{l} \text{Scale track} \end{array} \right\} \text{No. 6 turnout}$

South Columbus:

Industrial Lead—Heavy Curves.

East Columbus:

Albers Warehouse track—Heavy Curve. $\left. \begin{array}{l} \star \\ 60 \text{ Ton Twin Flexi-Van Cars.} \end{array} \right.$

Institute:

Second crossover south of station leading from main track to old siding $\left. \begin{array}{l} \text{Carbide and Carbon Plant} \\ \text{Goodrich Gulf Plant} \end{array} \right\} \text{No. 6 turn-outs.}$

Charleston:

Fidelity Storage track $\left. \begin{array}{l} \text{Chriss and Shaver track} \end{array} \right\} \text{Heavy Curve.}$
First and Second Industrial tracks South of Elk River Bridge Curves. $\left. \begin{array}{l} \star \\ 60 \text{ Ton Twin Flexi-Van Cars.} \end{array} \right.$
Kyle furniture track, leading from storage track No. 6 turnout.

Illinois Division

Cars having gross weight in excess of that listed below must not be operated without specific authority.

Territory	Gross Weight
AN—Lenox	} 315,000
Highland—Harrisburg	
Wade—Kankakee	
Yost—So. Anderson Yd.	
Terre Haute—Evansville	} 263,000
Buckskin—Lynnville	
Lawrenceburg Jct.—Lawrenceburg	
Cold Springs—Hunter	
Harrisburg—Karnak	
Saline Valley Lead	} 220,000
Hillsboro—Litchfield	
Oakland City—AW&W Yd.	
Mt. Carmel—Evansville	
Karnak—Cairo	
South Anderson Yd.—North Vernon Valley Jct.—Beeson	
Craig—Columbus	} 170,000
Fairland—Franklin	
Duff—Washington	
Lawrenceburg—Aurora	
St. Francisville—Vincennes	

North Bend:

Raymond City Coal tracks—No. 6 turnout

Lawrenceburg:

Peoples Coal Co.—No. 6 turnout

Quaker Oats—No. 6 turnout

Shelbyville:

Hillgoss—No. 6 turnout

Auto Platform—No. 6 turnout

New track—No. 6 turnout

Behind House track—No. 6 turnout

David J. Joseph Co.—No. 6 turnout

Vine:

Wye track—Heavy Curve

★ 60 ton Twin
Flexi-Van cars.

Sheldon:

Under unloading shed at elevator All Engines.

Between Valley Jct. and Beeson:

Philco tracks Nos. 3 and 4 beyond road crossings } All Engines.
Gravel Pit track over unloading pit ... }

D&M Co. track—No. 6 turnout }
Roots Co. track—Heavy Curve } ★ 60 ton Twin
Rex Co.—Old Plant—Heavy Curve } Flexi-Van cars.
Philco No. 3 and No. 4—Heavy Curve .. }

Between Lawrenceburg and Aurora:

All bridges { Multiple unit diesels.
Engines 2020 to 3049.
Single unit coupled to car weighing in excess of 100,000 lbs.

Columbus:

New Team tracks—
No. 6 turnout } ★
60 ton Twin Flexi-Van cars.

Franklin:

Interchange track—
Heavy Curve } ★
60 ton Twin Flexi-Van cars.

Leesburg:

Gravel Pit under Tipple All Engines.

Warsaw:

Warsaw Furniture Co.—
Heavy Curve

Marion:

Marion Machine Foundry track—
Heavy Curve

Superior Paper—Heavy Curve

Grant County Farm Bureau—Heavy
Curve

★ 60 ton Twin
Flexi-Van cars.

Alexandria:

Aladdin Warehouse—No. 6 turnout

Haynes Stellite—No. 6 turnout

Nickel Plate Wye—No. 6 turnout

Greensburg:

Phillips Feed—No. 6 turnout

American Tobacco Co.—No. 6 turnout...

Anderson:

Irondale track } Engines 1000 to 4113.
Bailey Co. }

Troy:

East End Interchange—No. 6 turnout .. }

Gum Products—No. 6 turnout } ★
60 ton Twin
Flexi-Van cars.

New Castle:

Wye track—No. 6 turnout

Terre Haute:

Water St. Connection—No. 6 turnout .. }

Commercial Solvents track—Heavy
Curves } ★
60 ton Twin
Flexi-Van cars.
Prox Foundry—Heavy Curves }
Merchant Distilling Co. tracks

Hillsboro:

Eagle Picher Engines Nos. 1000 to 4113,
6600 to 7012, 8223 to 8357.

Taylor Springs:

American Zinc Co. Engines Nos. 1000 to 4113,
5100 to 5112, 5203 to 5357.

Litchfield:

I. C. and Wabash connection. . Engines Nos. 1000 to 4113,
5100 to 5112, 5203 to 5357.

North Hutsonville:

Turbine track Engines Nos. 1000 to 4113,
5100 to 5112, 5203 to 5357.

Transformer track All Engines.

Hutsonville:

Elevator track Engines Nos. 1000 to 4113,
5100 to 5112, 5203 to 5357.

Lawrenceville:

House track "C" south of
Jefferson St. Engines Nos. 1000 to 4113,
5100 to 5112, 5203 to 5357.

Carmi:

Magnaco-Barium track: All engines.

Eldorado:

Mill track beyond 600 ft.: All engines.

Harrisburg:

Yard—Hump 60 ton Twin Flexi-Van cars.

Worthington:

Long track Multiple Unit Diesels.

Lancaster:

Siding Multiple Unit Diesels.

Washington:

Beyond Walnut St. on east
track Engines Nos. 1000 to 4113,
5100 to 5112, 5203 to 5357.

Petersburg:

Ralston Purina—
No. 6 turnout } ★
60 ton Twin Flexi-Van cars.

Four miles north (MP 91)
IPL No. 2 All Engines.

Ditney Hill:

Over scale: All engines.

Taylor:

Steel track, Whirlpool Corp.: All road engines.

Steel track—Whirlpool
Corp.—No. 6 turnout . . . }[★] 60 ton Twin Flexi-Van cars.

Indianapolis Terminal

Cars having gross weight in excess of that listed below must not be operated without specific authority.

Territory	Gross Weight
Post — AN	315,000
Grove — 30th St.	315,000
Hunter — DX	315,000

**Engines must not be operated:
Location**

Cars must not be operated as shown below:

Old Main—Heavy Curves	} Engines 2020 to 3049, 60 ton Twin Flexi-Van cars.
Rolling Hill Territory—Central R.R. of Indpls.—Heavy Curves	
Delaware St. Frt. Hse.—Heavy Curves	
Trestler Coal Co.—Heavy Curves	

RESTRICTIONS FOR WRECKING CRANES**General Restrictions:**

Wrecking cranes shall be separated from any heavy equipment, other than motive power, by at least one car weighing not more than 103,000 pounds.

Local Restrictions:**OHIO CENTRAL DIVISION**

Clyde - Berwick
Carey - Vanlue
Cement City - Brooklyn
Fultonham - Crooksville

Wrecking cranes shall also be separated from motive power by at least one car weighing not more than 103,000 pounds.

Trains with NYC and foreign wrecking cranes of 250 ton capacity and over not permitted.

Other wrecking cranes—5 MPH.

Thurston - Fultonham
Delaware - Ostrander
Truro - Woodland Ave.
Bellefontaine - St. Marys

Trains with NYC and foreign wrecking cranes of 250 ton capacity and over not permitted.

Other wrecking cranes—10 MPH.

ILLINOIS DIVISION

Lawrenceburg - Aurora
St. Francisville - Vincennes
Alton - East Alton

Wrecking cranes shall also be separated from motive power by at least one car weighing not more than 103,000 pounds.

Trains with NYC and foreign wrecking cranes of 250 ton capacity and over not permitted.

Other wrecking cranes—5 MPH.

Valley Jct. - Beesons
South Anderson - North Vernon
Craig - Columbus
Fairland - Franklin
Duff - Washington
Mt. Carmel - Evansville
Karnak - Cairo

Trains with NYC and foreign wrecking cranes of 250 ton capacity and over not permitted.

Other wrecking cranes—10 MPH.

INDIANAPOLIS TERMINAL

Old main, Indianapolis West Side
Rolling mill track
Delaware St. Freight House

Wrecking cranes shall also be separated from motive power by at least one car weighing not more than 103,000 pounds.

Trains with NYC and foreign wrecking cranes of 250 ton capacity and over not permitted.

Other wrecking cranes—5 MPH.

SPECIAL INSTRUCTIONS**GENERAL****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, engineman 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 55 cars total and must not contain more than 40 cars of series NYC 7200 to 9099 inclusive.

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.

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 1599.

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 restriction 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 2020 to 3049 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 fusees or other open flames, lights or fires when it can be avoided. When so stopped and engine cannot be promptly moved the fusees or fires must be extinguished. Open flame switch heaters must be relighted after the engine has been moved.

F. On EMD Passenger Units only when speed of train drops below 27 miles per hour, the throttle must be returned to idle position before attempting to accelerate the train.

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 for direction of movement, 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 between CP 90 and CP 92.
 - Yard engines between CP 125 and CP 129.
- 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, engineman 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 engineman 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.

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 Terminal 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 Terminal 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 Terminal 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.

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

Terre Haute . . . Eastward leaving Terre Haute Branch.

Greencastle When moving against current of traffic.

Burnett When moving against current of traffic.

Lenox Eastward on No. 1 track.

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, Engine-men 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

- 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.
- Before proceeding, dispatcher should be notified and advised that wheel inspection may be necessary at next terminal.
- 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.
- 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.
- When it is necessary to make a terminal inspection for flat wheels on a through train, competent supervision and inspectors must be used.
- 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.
- 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.
- 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.
- 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"
- 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.
- 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.
- 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.
- 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.

OVERHEAD CLEARANCES

Employes 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:

Indianapolis Terminal

Location	Description	Tracks
Beech Grove Shop	Doors	All tracks entering buildings
Elevator A	Roof	Nos. 1 and 2
Franklin Rd.	Door	U.S. Corrugated Box.
Franklin Rd.	Door	General Foods Co.
Franklin Rd.	Door	U.S. Steel Co.
Shadeland Ave.	Door	Chrysler Corporation.
Sherman Drive	Sherman Dr. Bridge	All except Mains
Keystone Ave.	Signal Line	Citizens Gas Co. Leads
Keystone Ave.	Signal Line	Pure Oil Co.
English Ave.	Signal Line	R.E.A.
State St.	Signal Line	Muessing Merrick
State St.	Signal Line	Tressler Coal Co.
State St.	Signal Line	Local Coal Co.
Shelby St.	Door	Gemco.
S. College Ave.	Overhead Bridge	Old Main and Run-around
Freight House	Crane	No. 12
Rural St.	Door	Capital Machine Co.
Rural St.	Signal Line	Brightwood Fuel Co.

Newman St.	Signal Line	Carrico Furniture Co.
Columbia Ave.	Signal Line	Johnson 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	Grocer's Supply Co.
27th St.	Door	Unfinished Furniture Co.
Westside, Parry Ave.	Signal Line	East End Lead
J. D. Adams Mfg. So.	Doors	All tracks
Blake St.	Pipe	Acme Evans Co.
Link Belt Co.	Door	Steel Shed
West 16th St.	Signal Line	Hoosier Solvents & Chemical Corp.
Northwest & 21st Sts.	Door	Coop Warehouse
Olin Ave.	Signal Lines	Ohio Oil Co.

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 Greenwich	Wire	Mains.
	Shelby	OH Bridge	All Tracks.
0.28	Mile west of Vernon	Wires	Mains.
0.76	Mile west of Crestline	Wires	Mains.
	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 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 & Main Lead near Switch
 Wire 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.
 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 . . Vault Co. Doorway.
 Jeffrey Mfg. Co. Doorways and Canopy.
 Union Depot . . . Concourse.
 High Street . . . Bridge.
 Front Street . . . Bridge.
 Avenue Main
 Track Wires.
 General Motors
 Corp. Doorways.

London Canopy London Lumber Co.
 Track.
 Springfield . Canopy and
 Wires Buckeye Incubator and
 Farm Bureau Track.
 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.
 Miamis-
 burg Signal Wires . . Ice Plant Track,
 Kircher St.
 Signal Wires . . Yard Tracks, Lock St.
 Franklin . . Doorway Miami Valley Paper Co.
 Track-Stop before pass-
 ing 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.
 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.

CLYDE TO SPRINGFIELD

Tiffin Signal Wires . . Main Track.
 Shed Roof Magers Lumber Co.
 Track.
 Carey Canopy Elevator Track.
 Kenton Carrol St.
 Bridge All Tracks.

Location	Description	Track Name or Number
	Cols. St. Bridge	All Tracks.
Springfield Yard (2.8 Miles east)	Highway Bridge	Main Track, at Home Road.

JACKSON TO CARLISLE JCT.

Jackson Cement City	Wires	Waterworks Track.
	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.
	Wires	House Track.
Alvordton	Highway Bridge	Main Track.
Bryan	Wires	East Transfer Track.
	Wires	Running Track.
	Wires	Milk Track.
0.50 Mile south of Ney	Wires	Main Track.
North Paulding	Tipple	Stone Loading Track.
	Loading Tube	A Track.
	Car Shake Out	C Track.
Paulding	Wires	All Tracks.
	Canopy	Stokely-Van Camp Track
Van Wert	Wires	Old No. 8 Yard Track.
	Wires	Inbound Engine Track.
	Sand Pipe	All Round House Track.

German- town	Doorway	Dupps Track.
0.88 Mile South of German- town	Tell Tales	Highway Bridge

DELAWARE TO OSTRANDER

Scioto	Shed Roof	Coal Track.
SPRINGFIELD TO MECHANICSBURG		
Springfield	Shelter Shed	Robbins Meyers, South Track.
	Doorway	Robbins and Meyers, North Track.

GLEN ECHO TO COLD SPRINGS — ERIE R. R.

Durbin	Signal wire	National Pike.
	Signal wire	Lime Kiln Track.
	Signal wire	East switch.
Maitland	Wires	Main Track.

Central Subdivision

Willis Day Industrial Park	Wires	All Tracks
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Location	Description	Track Name or Number
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.	
Claybank	Shaker device 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.	

Illinois Division**WADE TO KANKAKEE**

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.
CP-22	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.
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.

YOST TO NORTH VERNON

Leesburg	Tipple, Western Indiana Gravel Co.	Nos. 3 and 4.
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Location	Description	Track Name or Number
	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 Shed	Main. 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.

HUNTER TO COLD SPRINGS

Troy	Door and drawbridges	Archer track.
TP 46-23	Wires	Main.
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.

VALLEY JCT. TO CONNERSVILLE

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.
Connerville	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.

LAWRENCEBURG TO AURORA

Location	Description	Track Name or Number
Lawrenceburg	Bridge, Tanners Creek	Main.
	Bridge, Wilson Creek	Main.
	Bridge, Hogan Creek	Main.
	Doors	Lawrenceburg Terminal Elevator Track.
	Roof	Lawrenceburg Terminal Lotus Elevator.
	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	Byron Jackson track.
	Pipe lines	Walsh track.
	Coal tipple	Peoples Coal track.
Aurora	Coal tipple	Weisickle Coal Co. No. 7 track.

CRAIG TO COLUMBUS

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.

FAIRLAND TO FRANKLIN

Franklin	Door	Black-Hamke track.
	Doors	Arvin Nos. 1 and 2 tracks.

OSBORN TO LYONS YARD

Kentland	Wires	P.R.R. Wye track and Main Tracks of Inter- locker.
Sheff	Wires	West Wye. Wires East Wye.
Campbell	C.M.St.P.&P. Bridge 123.47	Main.
Danville North	C.&E.I.R.R. Bridge 126.49	Main.
	Highway Bridge 127.54	Main.

AN TO ST. LOUIS

Location	Description	Track Name or Number
Danville	... Bridge 43	..... Main.
	Bridge 45	..... Main.
	Bridge 46	..... Main.
1.20 Miles west of Hadley	.. Bridge 57	..... Main.
1.25 Miles east of Reno	.... Bridge 60B	..... Main.
1.57 Miles west of Fillmore	. Bridge 79	..... Main.
1.99 Miles east of Greencastle	. Bridge 90	..... Main.
Greencastle	. Bridge 105A	.... Old Main.
1.57 Miles west of Greencastle	. Bridge 112	..... Main.
3.93 Miles east of Alma	... Bridge 127	..... Main.
3.39 Miles east of Alma	... Bridge 129	..... Main.
Alma	..... Bridge 143F	..... Main.
Lena	..... Bridge 148	..... Main.
Perth	..... Bridge 159	..... Main.
1.56 Miles west of Burnett	. Bridge 186A	.... Main.
Preston	.... Steam Pipe	..... Steelton Spur.
Haley	..... Wires	..... Wheel Works Siding.
	Wires	..... Chesty Foods Siding
	Wires	..... Malleable Track No. 4
	Wires	..... Malleable Track No. 3
	Wires	..... Malleable Track No. 2
Duane	..... Sand Pipe	..... Enginehouse Inbound Track.
	Sand Pipe	..... Enginehouse Outbound Track.
	Wires	..... All Repair Tracks.
Terre Haute	..... Bridge 190	..... Main.
1.50 Miles east of Sandford	. Bridge 205A	.... Main.
3.07 Miles west of Vermillion	.... Bridge 215A	.... Main.
Paris	..... Bridge 224	..... All Tracks.
Midland	... Sand Pipe	..... Enginehouse Tracks.
Kansas	... Pipe	..... Elevator.
Ashmore	.. Pipe	..... Clapp Elevator.
Charleston	. Pipe	..... Whelan Elevator.
1.77 Miles west of Charleston	..... Bridge 283	..... Main.
Gays	..... Pipe	..... Commercial.
Windsor	... Pipe	..... Commercial.
Middlesworth	..... Pipe	..... Commercial.
Shelbyville	. Bridge 348	..... Main.
Shelbyville	. Bridge 348A	.... Main.
Shelbyville	. Bridge 354	..... All Tracks.
3.90 Miles west of Shelbyville	..... Bridge 366A	.... Main.

Location	Description	Track Name or Number
Tower Hill	. Pipe	..... Elevator.
Hillsboro	.. Loading Dock	.. Ball Brothers Track No. 1.
Taylor Springs	... Bridge 605	..... Two Tracks.
Taylor Springs	... Bridge 605A	.... Two Tracks.
5.40 Miles east of Joan	..... Bridge 637	..... Main.
2.50 Miles east of Livingston	. Bridge 660	..... Main.
2.19 Miles east of Livingston	. Bridge 661	..... Main.
1.87 Miles east of Livingston	. Bridge 664D	.... Main.
3.85 Miles east of Gard	..... Bridge 669A	.... Main.
2.77 Miles east of Gard	..... Bridge 706	..... Main.
2.14 Miles east of Gard	..... Bridge 707	..... Main.
CP 235	.... Bridge 741F	.... Main.
0.68 Mile east of Venice Jct.	. Bridge 568	..... Main.
0.20 Mile east of Venice Jct.	. Bridge 568X	.... Main.

HILLSBORO TO LITCHFIELD

1.48 Miles west of Hillsboro. Bridge 443 Main.

LYONS YARD TO CAIRO

Lyons Yard	. Sand Spout	.... Diesel Tracks.
0.01 Mile south of Ridge Farm	..... Signal Wires	... Wye Track.
3.68 Miles north of Oliver	.. Bridge 145	..... Main.
1.66 Miles north of Marshall	. Bridge 168	..... Main.
1.54 Miles north of Marshall	. Bridge 170	..... Main.
1.75 Miles south of Robinson	. Bridge 266	..... Main.
Lawrenceville	..... Wires	..... Main.
St. Francisville	..... Bridge 355	..... Main Track, Siding.
St. Francisville	..... Bridge 356	..... Main.
Allendale	.. Bridge 368	..... Main.
Mt. Carmel	. Bridge 387	..... Main Track.
2.60 Miles north of Bond	... Bridge 483	..... Main.
Bond	..... Bridge 491	..... Main.
Gossett	... Bridge 525	..... Main.
1.26 Miles south of Gossett	. Bridge 531	..... Main.
Stonefort	.. Bridge 589A	.... Main.
Tunnel Hill	. Tunnel	..... Main.
2.37 Miles north of Forman	. Bridge 680A	.... Main.

Location Description Track Name or Number

MT. CARMEL TO EVANSVILLE

Cynthiana . Bridge 32 Main.

Evansville . L & N Bridge ... Main.

ST. FRANCISVILLE TO VINCENNES

St. Francisville Bridge 2 Main.

SALINE VALLEY LEAD

Harrisburg . Sahara	} All Tipple Tracks.
Mine No. 16	
Sahara	
Mine No. 7	
Sahara	
Mines Nos. 5 and 6	
Blue Bird	
Mine No. 7	}
Blue Bird	
Mine No. 8	

Delta Mine. Tipple Runaround Track.

TERRE HAUTE TO EVANSVILLE

Greenwood . Wires	Prox Track.	} Commercial Solvents Corp. (Main Plant)
Overhead Crane.	Prox Track.	
Wires	Main Track.	
Wires, Pipes	Track No. 7	
Wires, Pipes, Three Loading Pipes	Track No. 6	
Wires, Door	Track No. 5	
Wires, Pipe, Loading Pipe ...	Track No. 4	
Wires, Pipe	Track No. 2	
Wires, Pipe	Track No. 1	
Wire	Track No. 1	
Wires, Shed	Track No. 2	} Merchants Distilling Company
Pipes	Track No. 3	
Wires	Main Track, Hulman St.	
Wire	Greenwood Office	} Commercial Solvents Corp. (South Plant)
Wire	Paper Mill Lead	
Wires, Pipe	Track No. 2	
Wires	Track No. 3	
Wire	Merchants Dist. Co. South Plant Track	

3.90 Miles south of Coal City Maumee Collieries Coal Co. Tipple Tracks.

4.00 Miles north of Worthington Bridge 35.8 Main Track.

5.0 Miles south of Buckskin.. Lynnville Coal Co. Tipple Tracks.

2.20 Miles north of Elberfeld Bridge 117.5 Main Track.

2.00 Miles south of Elberfeld Ditney Hill Coal Co. All Tipple Tracks.

Taylor Canopy Whirlpool, No. 5, No. 6 and Steel Track.

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

INDIANAPOLIS TERMINAL	COMPANY TELEPHONES		COMMERCIAL TELEPHONES	
	Tele- Central Area Code	EXT.	Area Code	City Phone
Indianapolis				
Chief Dispatcher	331	279	317	632-2156
Chief Dispatcher	331	280	317	632-2156
Train Dispatcher				
Cincinnati-Kankakee .	331	265	...	.....
E&I-Mich.-Springfield .	331	222	...	.....
Terminal	331	325	...	.....
Wire Chief	331	209	317	632-5182
Chief of Police	331	403	...	.....
Chief of Police	331	404	...	.....
Police Dispatcher				
Beech Grove	336	66	317	784-8233
Union Station				
Yardmaster	331	398	...	.....
7:00 A.M. - 3:00 P.M.				
Union Station				
Yardmaster	331	377	...	.....
3:00 P.M. - 7:00 A.M.				
Westside Yardmaster ..	331	377	...	632-2054
Hill Yards Yardmaster ..	331	398	...	.....
Industrial Trainmaster .	331	377	317	632-2573
Industrial Trainmaster .	331	377	317	632-2574
IJ Tower	331	367	...	.....
DX TOWER	331	371	...	.....
Belt Crossing	331	323	...	.....
Produce Yard —				
Mass. Ave.	331	467	317	545-1064

Big Four Yards

Trainmaster Chicago				
District	337	23	...	.....
Terminal Trainmaster .	337	66	317	241-0039
Supt. Diesel Terminal ..	337	75	317	248-3841
Engine Crew Dispatcher	337	38	317	241-6212
Yard Crew Dispatcher .	337	63	317	241-6273
Road Foreman Chicago				
Dist.	337	40	...	.....
Road Foreman Terminal	377	72	317	241-6212
Police	337	22	...	.....
MY Telegraph Operator	337	60	...	.....
Track Supervisor	337	49	...	.....
Hump Yardmaster	337	32	317	241-3775
East End Yardmaster ..	337	42	317	241-0039
Flexi-Flo Supervisor ...	337	47	...	.....
Flexi-Van Supervisor ..	337	36	...	.....
Terminal Superintendent	337	24	317	241-1584
Terminal Superintendent	337	25	317	241-1584
General Car Foreman ..	337	46	...	.....
Supervisor Yard				
Procedures	337	68	317	241-6735

Beech Grove

Police Dispatcher	336	66	317	784-8233
Yardmaster	336	65	...	.....
First Aid	336	61	...	.....
First Aid	336	59	...	.....

ILLINOIS DIVISION	COMPANY TELEPHONES		COMMERCIAL TELEPHONES	
	Tele-Central Code Area	EXT.	Code Area	City Phone
Terre Haute				
Trainmaster	331	450	812	232-1704
Duane Yardmaster	331	385	812	232-2901
Roundhouse Foreman ..	331	154	812	232-8851
Mt. Carmel				
Trainmaster	331	360	618	262-7831
Track Supvr.	331	127	618	262-8411
Agent	331	127	618	262-7924
TJ Tower	335	5843	618	263-3371
Roundhouse Foreman ..	331	129	618	262-5071
Harrisburg				
Agent	331	131	618	253-7691
Trainmaster	331	227	618	253-7116
Lyons, Ill.				
Trainmaster	331	492	217	267-2178 (Westville)
Yardmaster	331	143	217	267-2174
Danville Freight	331	141	217	446-0962
Hillery Yards	331	142	217	442-0079
Mattoon, Ill.				
Engine Crew Dispatcher	331	494	217	234-3655
Crew Dispatcher	331	491	217	234-3887
Yardmaster	331	491	217	234-3887
Claim Agent— Personal Injury	331	347	217	234-2858
Ashby (Petersburg)				
Trainmaster	331	329	812	354-9526
Telegraph Operator	331	225	812	354-6325
Roundhouse Foreman ...	335	5935	812	354-6442
Lawrenceburg				
Freight Agent	325	329	...	Lawburg 272
Trainmaster	325	525	...	Lawburg 11
JR Terre Haute				
	335	5629	812	232-4035
Greencastle				
	335	5682	317	653-3511
IJ Tower Indianapolis ..				
	331	367	...	.....
DX Tower Indianapolis .				
	331	371	...	.....
Belt Crossing Indianapolis				
	331	323	...	.....
Clarks Hill				
	Indpls. Opr.		Operator	252

Lafayette	COMPANY TELEPHONES		COMMERCIAL TELEPHONES	
	Tele-Central Area Code	EXT.	Area Code	City Phone
Track Supervisor	331	123	317	742-4479
Lafayette Jct.				
	331	125	...	.....
Altamont				
	Indpls. Opr.		317	474-1385
Templeton				
	...	...	317	385-2852
Sheff				
	...	...	317	235-3682
Kentland				
Track Supervisor .....	...	...	219	474-5063
	...	...	219	474-5783
Marion 3rd St.				
	...	...	317	664-7634
Wabash				
	...	...	219	563-1972
Warsaw				
	...	...	219	267-5673
Louisville				
Police	334	32	502	584-8637
Agent	334	23	502	584-8868
GI Tower	334	42	502	584-9848
Yard Clerk .....	...	...	502	584-9979
Paris				
Freight Agent	331	364	Opr. Paris 3-	7145
Yardmaster	331	364	Opr. Paris 3-	6970
A Tower	335	5636	Opr. Paris 4-	2215
A Tower	335	5836	Opr. Paris 4-	2215
Shelbyville, Ind.				
Vine Tower	331	107	317	398-6250
Agent	331	106	317	398-7205
Track Supervisor	331	110	317	398-7205
ST. LOUIS TERMINAL DIVISION				
E. St. Louis				
Trainmaster	338	38	618	271-8381
Road Foreman				
E. Alton	338	45	618	259-6224
Yardmaster Brooklyn ..	338	31	618	271-3761
Yardmaster Lower Yard	338	36	618	271-7541
Police	338	44	618	271-4380
East Alton Yardmaster.				
	338	45	618	254-4224
Anderson				
Trainmaster	331	376	317	643-3967
South Anderson				
Yardmaster	331	102	317	644-6213
Track Supvr.	331	105	317	642-1829
Freight Agent	331	104	317	642-0200
Freight Agent	331	485	317	642-0209
Bridge Jct. E. St. Louis.				
	338	771	618	271-0606
Lenox Tower				
	338	775	618	931-0966

CINCINNATI TERMINAL DIVISION	COMPANY TELEPHONES		COMMERCIAL TELEPHONES	
	Tele- Central Area Code	EXT.	Area Code	City Phone
Trainmaster Downtown.	325	244	513	381-1299
Trainmaster Sharon	325	260	513	771-5966
Yardmaster Sharon	325	208	513	771-5966
Yardmaster Sharon	325	208	513	771-4778
Police	325	233	513	381-8615
Yardmaster Riverside ..	325	256	513	921-8579
Yardmaster Ivorydale ..	325	318	513	242-1600
P&G Yardmaster Ivorydale .....	...	...	513	242-4670
Crews .....	...	...	513	771-7543
Roundhouse	325	217	513	771-4242
Engine Dispatcher	325	516	513	771-7542
Riverside Engine House.	325	215	513	921-1930
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OHIO CENTRAL DIVISION				
Moraine				
Trainmaster	325	237	513	223-5352
Yardmaster	325	511	513	299-8031
Freight Agent	325	227	513	254-3500
Agent Frigidaire Plant .	325	227	513	298-0134
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Columbus				
Terminal Trainmaster ..	346	260	614	274-7147
Trainmaster East Div. ..	346	222	614	224-5432
Trainmaster West Div. ..	346	221	614	224-5432
Chief Dispatcher	346	205	614	224-4398
Police	346	219	614	224-2375
Road Foreman	346	284	...	.....
Wire Chief	346	257	614	224-1565
Crew Dispatcher	346	328	614	274-4718
Yardmaster, W. Cols. ..	346	263	614	274-7336
Yardmaster East Yards.	346	289	614	224-4922
Yardmaster Grandview Avenue	346	291	614	274-7336
Engine Dispatcher West Columbus	346	233	614	274-6212
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Galion				
Trainmaster	346	201	419	468-3813
Yardmaster	346	415	419	468-6629
Roundhouse Foreman ..	346	416	419	468-6621
Track Supervisor	346	412	419	468-6752
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Bellefontaine				
Trainmaster & Road Foreman	346	420	513	592-4881
Police	346	436	513	592-4766
Police	346	436	513	592-2796
Yardmaster	346	430	513	592-3776
Crew Dispatcher	346	437	513	592-3816
Track Supervisor	346	438	513	592-0716

Springfield	COMPANY TELEPHONES		COMMERCIAL TELEPHONES					
	Tele- Central Area Code	EXT.	Area Code	City Phone				
Trainmaster & Road Foreman	346	203	513	325-3831				
Police	346	407	513	325-3632				
Yardmaster	346	401	513	325-8441				
Roundhouse & Crews ...	346	400	513	325-9171				
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Charleston								
Trainmaster	347	35	304	342-0866				
Trainmaster Dickinson .	347	49	304	949-3592				
Trainmaster Institute ..	347	20	304	768-3309				
Police	347	23	304	342-9491				
Yardmaster Charleston .	347	22	304	342-3577				
Train Dispatcher	347	32	304	342-3206				
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Dickinson								
Yardmaster	347	13	304	949-2440				
Engine House	347	10	304	949-2204				
Telegraph Operator	347	13	304	949-2471				
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Gridley Tower Anderson.	335	5026	317	642-4142				
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Vance Tower Muncie ...	331	119	317	288-7531				
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Ansonia Tower	335	5055	513	337-5891				
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Morgan Tower Quincy Ohio					335	5044	513	688-2521
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Sharon Tower	352	5191				
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Tates Point	352	5138				
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MC Jct. Middletown	352	5101	513	423-1323				
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Middletown Yardmaster.	352	5101	513	422-0681				
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Cold Springs	346	329	513	324-3061				
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London	352	5122				
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Miami Crossing	352	5153				
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Grandview Tower	346	323				
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Hocking Valley	346	268				
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Frankfort St. Columbus.	346	325				
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Burt Tower Galion	352	5447	419	468-1600				
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Crestline	352	5440				
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Shelby	352	5440	...	342-5916				
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Hiles	352	5454	...	929-0902				
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Grafton	352	5450	...	926-2771				
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Berea	352	5465				

	COMPANY TELEPHONES		COMMERCIAL TELEPHONES	
	Tele- Central Area Code	EXT.	Area Code	City Phone
Glen Echo-Springfield ..	346	409	513	399-3913
Van Wert .....	...	...	419	232-4811
Celina .....	...	...	419	586-3125
Bryan Ohio .....	...	...	419	636-2254
Findlay	346	326	419	422-8262
Dunkirk	352	5346	...	.....
Ridgeway	352	5352	614	363-2341
Scottslawn	352	5362	614	642-2817
Mounds	352	5364	...	.....
Truro	352	5248	304	231-3121
Thurston	346	206	304	862-4680
Bremen	352	5257	614	569-4495
Bannon	352	5238	614	444-7729
New Lexington	352	5246	614	342-2363
Grosvenor	352	5234	...	.....
Corning	346	202	304	347-4323
Fostoria .....	...	...	419	435-6516
Hobson	347	48	304	992-3609
Nitro	347	749	304	755-1251
Institute	347	20	304	768-2184
Belle .....	...	...	304	949-2335
Dickinson	347	13	304	949-2471
DB Tower Alloy .....	...	...	304	779-2491
Fultonham .....	...	...	112	849-2351
Heath Tower .....	...	...	112	345-4520
Bowling Green .....	...	...	419	354-7721
Bucyrus Freight .....	...	...	419	563-2946
Bucyrus Tower .....	...	...	419	562-6876
Zanesville .....	...	...	419	453-5715
Kenton .....	...	...	419	673-3219

INDIANA

M I C H I G A N

CANADA

LAKE ERIE

P E N N .

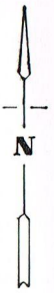
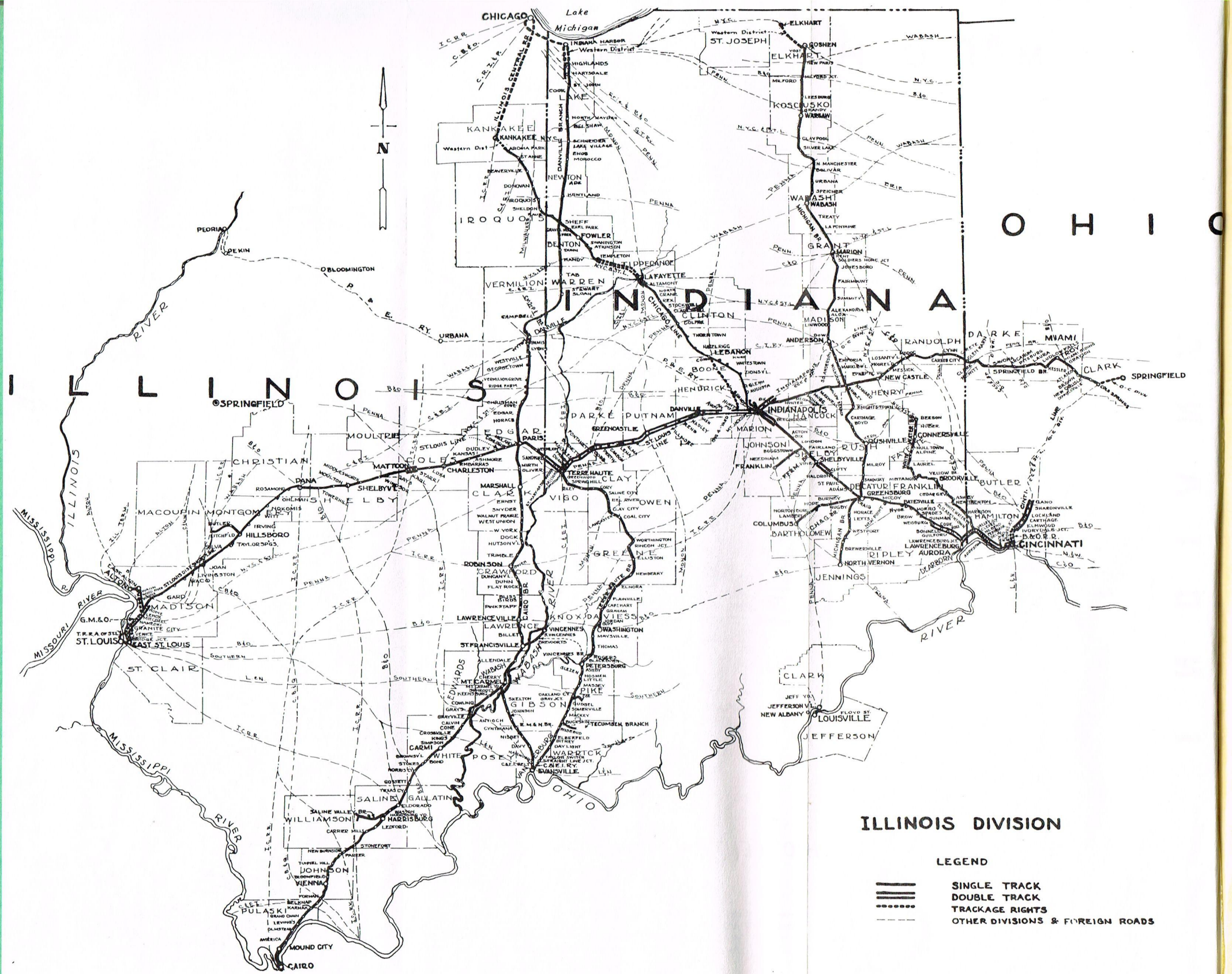


OHIO CENTRAL DIVISION

LEGEND





- SINGLE TRACK
- == TWO TRACKS
- - - TRACKAGE RIGHTS
- - - OTHER DIVISION AND FOREIGN ROADS





ILLINOIS DIVISION

LEGEND

-  SINGLE TRACK
-  DOUBLE TRACK
-  TRACKAGE RIGHTS
-  OTHER DIVISIONS & FOREIGN ROADS