

# THE PENNSYLVANIA RAILROAD

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## WESTERN REGION

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BUCKEYE DIVISION  
CHICAGO DIVISION  
FORT WAYNE DIVISION  
SOUTHWESTERN DIVISION

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### Timetable No. 7

In effect { 3.01 A.M., EST } Sunday, October 29, 1967  
          { 2.01 A.M., CST }

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FOR THE GOVERNMENT OF EMPLOYEES ONLY

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EASTERN STANDARD TIME  
Except  
CENTRAL STANDARD TIME  
As Follows

Fort Wayne and Anoka to Chicago  
Davis to St. Louis and Logansport  
South Bend Branch  
Effner Branch  
Logansport Branch  
Vincennes, Crawfordsville, Peoria  
and Bushrod-Linton Summit  
Secondary tracks.

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H. C. KOHOUT,  
General Manager.

Superintendents:

P. A. DiGANGI  
W. T. EWING  
C. R. McKENNA  
T. T. CONNELLY

R. E. SULLIVAN,  
General Superintendent.

Divisions:

BUCKEYE  
CHICAGO  
FORT WAYNE  
SOUTHWESTERN

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NOTE—Applies on Pages 3 to 31 inclusive:

- X** Indicates in service continuously.  
**A** Indicates automatic interlocking.  
**B** Indicates in service part-time.  
**C** Indicates controlled by.  
**R** Indicates remote controlled from.  
★ Indicates Radio.

## MAIN LINE PITTSBURGH TO CHICAGO

| Interlocking | Interlocking Station | Block Station | STATIONS                                  | Distance from Pittsburgh | Sidings Assigned Direction Car Capacity 50 ft. Cars |      |      |
|--------------|----------------------|---------------|---|--------------------------|---|------|------|
|              |                      |               |   |                          | East  | West | Both |
|              |                      |               | PITTSBURGH (Cen. Region)                  |                          |   |      |      |
|              |                      |               | DIVISION POST (Ft. Wayne Div.)            | 168.3                    |   |      |      |
| X            | X                    | X-★           | LUCAS.....                                | 168.5                    |   |      |      |
|              |                      |               | ROSS.....                                 | 172.6                    |   |      |      |
|              |                      |               | LYNCH.....                                | 174.3                    |   |      |      |
| X            | X                    | X-★           | MANSFIELD (E-L Crossing).....             | 175.3                    | 157   |      |      |
| X            | X                    | X             | B. & O. JCT. (B. & O. Crossing).....      | 175.7                    |   |      |      |
|              |                      |               | MILL.....                                 | 176.3                    |   |      |      |
|              |                      |               | TOLEDO JCT.....                           | 181.8                    |   |      |      |
| X            | X                    | X-★           | CRESTLINE (N. Y. C. Crossing).....        | 188.7                    |   |      |      |
| X            | X                    |               | WEST YARD—R—Crestline.....                | 191.2                    |   |      |      |
| X            | X                    |               | ANGLE—(R—Crestline).....                  | 191.8                    |   |      |      |
| X            | X                    |               | EAST COLSAN—Crestline—R.....              | 198.6                    |   |      |      |
| X            | X                    | X-★           | COLSAN (N. Y. C.—N & W).....              | 200.5                    |   |      |      |
|              |                      |               | BUCYRUS.....                              | 200.8                    |   |      |      |
|              |                      |               | NEVADA.....                               | 209.3                    |   |      |      |
| X            | X                    | X-★           | UPPER SANDUSKY (C. & O.).....             | 217.5                    |   | 124  |      |
| X            |                      |               | WEST UPPER SANDUSKY—R—Upper Sandusky..... | 218.9                    | 124   |      |      |
|              |                      |               | KIRBY.....                                | 224.1                    |   |      |      |
| X            | B                    | B             | FOREST (N. Y. C.).....                    | 229.2                    |   |      |      |
| X            | X                    | X-★           | DUNKIRK (N. Y. C.).....                   | 236.4                    |   | 207  |      |
| X            |                      |               | DOLA—R—Dunkirk.....                       | 238.7                    | 200   |      |      |
|              |                      |               | ADA.....                                  | 245.6                    |   |      |      |
|              |                      |               | LAFAYETTE.....                            | 262.4                    |   |      |      |
| X            | X                    | X-★           | SUGAR STREET (D. T. & I.).....            | 269.9                    |   |      |      |
| X            | X                    |               | LIMA (B. & O.—N. Y. C.—St. L.).....       | 260.3                    | 97  |      |      |
|              |                      |               | DUGRUN.....                               | 263.6                    |   |      |      |
| X            |                      |               | EAST DELPHOS—R—Delphos.....               | 272.9                    |   | 135  |      |
| X            | X                    | X-★           | DELPHOS (N. Y. C.—St. L.).....            | 274.5                    | 135   |      |      |
|              |                      |               | MIDDLEPOINT.....                          | 280.2                    |   |      |      |
|              |                      |               | VAN WERT.....                             | 287.4                    |   |      |      |
| X            | X                    | X-★           | ESTRY (N. Y. C.).....                     | 287.8                    |   |      |      |
|              |                      |               | CONVOY.....                               | 294.7                    |   |      |      |
|              |                      |               | DIXON (State Line).....                   | 300.4                    |   |      |      |
| X            |                      |               | MONROEVILLE.....                          | 304.2                    |   |      |      |
| X            |                      |               | WEST MONROEVILLE.....                     | 305.6                    | 130   |      |      |
| X            | X                    | X-★           | ADAMS.....                                | 314.4                    |   |      |      |
|              |                      |               | LINKER.....                               | 316.3                    |   |      |      |
|              |                      |               | PIQUA ROAD.....                           | 317.5                    |   |      |      |
| X            | X                    | X             | WINTER STREET.....                        | 318.6                    |   |      |      |
|              |                      |               | WABASH (WABASH).....                      | 319.2                    |   |      |      |
|              |                      |               | FORT WAYNE.....                           | 319.8                    |   |      |      |
|              |                      |               | BROADWAY (Ft. W.).....                    | 320.2                    |   |      |      |
| X            | X                    | X-★           | JUNCTION (N. Y. C.).....                  | 321.1                    |   |      |      |
|              |                      |               | ARCOLA.....                               | 328.2                    |   |      |      |
|              |                      |               | COLUMBIA CITY.....                        | 338.7                    |   |      |      |
| X            | X                    | X-★           | VANDALE.....                              | 339.2                    |   | 174  |      |
| X            |                      |               | WEST VANDALE—R—Vandale.....               | 341.1                    | 175   |      |      |
|              |                      |               | PIERCETON.....                            | 350.6                    |   |      |      |
|              |                      |               | WINONA LAKE.....                          | 357.1                    |   |      |      |
| X            | X                    | X-★           | WARSAW (N. Y. C.).....                    | 358.7                    |   |      |      |
| X            |                      |               | WEST WARSAW—R—Warsaw.....                 | 359.7                    |   | 157  |      |
|              |                      |               | ETNA GREEN.....                           | 369.3                    |   |      |      |
|              |                      |               | BOURBON.....                              | 373.0                    |   |      |      |
| X            | X                    | X-★           | PLYMOUTH (N. Y. C.—St. L.).....           | 383.9                    |   | 224  |      |
| X            | X                    |               | WEST PLYMOUTH—R—Plymouth.....             | 386.3                    | 224   |      |      |
| X            | X                    | X-★           | HAMLET (N. Y. C.).....                    | 397.9                    |   | 122  |      |
| X-A          |                      |               | HANNA (C. & O.).....                      | 408.6                    |   |      |      |
| X            |                      |               | EAST WANATAH—R—Wanatah.....               | 413.2                    |   | 157  |      |
| X            | X                    | X-★           | WANATAH (MONON).....                      | 414.9                    | 146   |      |      |
|              |                      |               | DIVISION POST (Ft. Wayne Div.).....       | 423.0                    |   |      |      |
|              |                      |               | DIVISION POST (Chi. Division).....        | 423.0                    |   |      |      |
| X            | X                    |               | VALPARAISO.....                           | 424.1                    |   |      |      |
|              |                      |               | GRAND TRUNK (G. T. W.).....               | 426.9                    |   |      |      |
|              |                      |               | WHEELER.....                              | 430.7                    |   |      |      |

(Continued on next page)

### MAIN LINE—(Continued) PITTSBURGH TO CHICAGO

| Interlocking | Interlocking Station | Block Station | STATIONS                       | Distance from Pittsburgh | Sidings Assigned Direction Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|--------------------------------|--------------------------|---|------|------|
|              |                      |               |                                |                          | East  | West | Both |
| X            | X                    | X-★           | EAST BART—R-Bart               | 433.0                    |   | 117  |      |
|              | X                    |               | BART (E. J. & E.)              | 434.4                    |   |      |      |
|              |                      |               | HOBART                         | 434.5                    |   |      |      |
| X-A          |                      |               | LIVERPOOL (N. Y. C.)           | 437.4                    |   |      |      |
|              |                      |               | VIRGINIA STREET                | 439.9                    |   |      |      |
|              | X                    |               | BROADWAY (GARY)                | 440.4                    |   |      |      |
|              | X                    |               | TOLLESTON (N. Y. C.)           | 441.3                    |   |      |      |
|              |                      |               | GARY                           | 442.9                    |   |      |      |
| X            | X                    | X-★           | CLARKE—R-Clarke Jct.           | 443.8                    |   |      | 149  |
|              | X                    |               | CLARKE JCT. (B. & O. C. T.)    | 446.7                    |   |      |      |
|              |                      |               | BUFFINGTON                     | 446.3                    |   |      |      |
|              |                      |               | CLINE AVE                      | 447.4                    |   |      |      |
| X            | X                    | X             | INDIANA HARBOR (I. H. B.)      | 448.1                    |   |      |      |
| X            | X                    | X             | INDIANA HARBOR CANAL           | 448.5                    |   |      |      |
|              |                      |               | MAHONING                       | 448.9                    |   |      |      |
|              |                      |               | STANDARD                       | 450.6                    |   |      |      |
| X            | X                    | X             | WHITING (B. & O. C. T.)        | 450.8                    | 183   |      |      |
|              |                      |               | ROBY                           | 452.1                    |   |      |      |
|              |                      |               | COLEHOUR YARD OFFICE           | 453.1                    |   |      |      |
|              |                      |               | STATE LINE                     | 453.3                    |   |      |      |
| X            | X                    | X-★           | COLEHOUR JCT.—R-River Br. Jct. | 453.7                    |   |      |      |
| X            | X                    | X-★           | RIVER BRANCH JCT.              | 454.7                    |   |      |      |
| X            | X                    | X             | ENGLEWOOD (C. R. I. & P.)      | 480.8                    |   |      |      |
|              |                      |               | EC                             | 481.3                    |   |      |      |
|              |                      |               | 58TH STREET (Sig. Bridge)      | 481.6                    |   |      |      |
|              |                      |               | 56TH STREET YARD OFFICE        | 482.0                    |   |      |      |
|              | X                    |               | 40TH STREET                    | 483.8                    |   |      |      |
|              | X                    |               | 22ND STREET                    | 486.0                    |   |      |      |
| X            | X                    | X             | ALTON JCT. (C. & W. I.—I. C.)  | 486.2                    |   |      |      |
| X            | X                    | X             | SOUTH BRANCH BRIDGE            | 486.2                    |   |      |      |
| X            | X                    |               | ROOSEVELT ROAD (C. U. S.)      | 487.0                    |   |      |      |
| X            | X                    |               | CHICAGO (C. U. S.)             | 487.8                    |   |      |      |

The direction from Pittsburgh to Chicago is westward.

Colehour Jct. in service for SC&S and Track No. 3 only.

EC in service for tracks No. 3 and No. 4 only.

40th Street in service for Track No. 3 only.

NOTE—Train order offices other than block stations are in service as follows:

Chicago Union Station, GB—Telegraph Office (Continuously).

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

| Station | Hours in service  |
|---------|---|
| Forest  | 8.00 A.M. to 4.00 P.M. Daily except Saturday and Sunday |

### MAIN LINE PITTSBURGH TO ST. LOUIS

| Interlocking                        | Interlocking Station | Block Station | STATIONS                     | Distance from Pittsburgh | Sidings Assigned Direction Car Capacity 50 ft. cars |      |      |
|-------------------------------------|----------------------|---------------|------------------------------|--------------------------|---|------|------|
|                                     |                      |               |                              |                          | East  | West | Both |
| PITTSBURGH (Cen. Reg.)              |                      |               |                              |                          |   |      |      |
| X                                   | X                    | X-★           | DIVISION POST (Bukeye Div.)  | 87.4                     |   |      |      |
|                                     | X                    |               | EAST CUSTER—R-Custer         | 89.0                     |   |      |      |
| X                                   | X                    | X-★           | CUSTER                       | 71.0                     |   | 204  |      |
|                                     |                      |               | SCIO—R-Custer                | 75.0                     |   |      |      |
|                                     |                      |               | BOWERSTON                    | 81.1                     |   |      |      |
|                                     |                      |               | DYKE                         | 88.7                     |   | 158  |      |
|                                     |                      |               | JEWETT STREET                | 90.2                     |   |      |      |
| X                                   | X                    | X-★           | DENNISON                     | 90.3                     |   |      |      |
|                                     |                      |               | UHRICH (B. & O.)             | 91.9                     |   |      |      |
|                                     |                      |               | GNADENHUTTEN                 | 97.0                     |   |      |      |
|                                     |                      |               | PORT WASHINGTON              | 101.6                    |   |      |      |
|                                     |                      |               | NEWCOMERSTOWN                | 108.1                    |   |      |      |
| X                                   | X                    | X-★           | TOWN (Cen. Reg.)             | 108.2                    |   |      |      |
| X                                   | X                    | X             | EAST TUSCA                   | 109.8                    |   |      |      |
| X                                   | X                    | X             | WEST TUSCA                   | 111.8                    | 187   |      |      |
|                                     |                      |               | WEST LAFAYETTE               | 115.6                    |   |      |      |
| X                                   | X                    | X-★           | MORGAN RUN (N. K. P.)        | 118.1                    |   | 318  |      |
| X                                   | X                    | X             | WALLY—R-Morgan Run           | 121.8                    |   |      |      |
|                                     |                      |               | COHOCTON                     | 122.2                    |   |      |      |
|                                     |                      |               | CLOW—R-Morgan Run (See Note) | 124.5                    |   |      |      |
|                                     |                      |               | TYNDALL                      | 127.0                    |   |      |      |
|                                     |                      |               | CONESVILLE                   | 139.0                    |   |      |      |
|                                     |                      | X             | ARO—R-Bricker (See Note)     | 134.1                    |   |      |      |
|                                     |                      |               | TRINWAY                      | 136.0                    | 243   |      |      |
|                                     |                      |               | FRAZEYSBURG                  | 141.7                    |   |      |      |
| X                                   | X                    | X-★           | BRICKER                      | 142.8                    | 193   | 194  |      |
| X                                   | X                    | X             | BLACK RUN—R-Bricker          | 144.8                    |   |      |      |
|                                     |                      |               | HANOVER                      | 149.6                    |   |      |      |
|                                     |                      |               | MARNE                        | 152.7                    |   |      |      |
|                                     |                      |               | LICKING                      | 155.1                    | 139   | 184  |      |
|                                     |                      |               | LAKE ERIE CROSSING (B. & O.) | 157.4                    |   |      |      |
|                                     |                      |               | FIRST STREET                 | 157.5                    |   |      |      |
|                                     |                      |               | NEWARK                       | 157.8                    |   |      |      |
| X                                   | X                    | X-★           | ND CABIN                     | 158.0                    |   |      |      |
|                                     |                      |               | HEATH (N. Y. C.)             | 161.9                    | 76  |      |      |
|                                     |                      |               | OUTVILLE                     | 169.2                    | 72  | 77   |      |
| X                                   | X                    | X-★           | SUMMIT                       | 177.4                    | 76  | 140  |      |
| X                                   | X                    | X             | PORT COLUMBUS—R-E. Cols.     | 184.0                    |   |      |      |
| X                                   | X                    | X             | EAST COLUMBUS (N. Y. C.)     | 186.1                    |   | 75   |      |
| X                                   | X                    | X-★           | ALUM CREEK                   | 187.7                    |   |      |      |
|                                     |                      |               | CLEVELAND AVE.               | 190.2                    |   |      |      |
|                                     |                      |               | U. S. TOWER                  | 190.4                    |   |      |      |
|                                     |                      |               | NEILSTON                     | 190.5                    |   |      |      |
|                                     |                      |               | COLUMBUS (U. D. Co.)         | 190.7                    |   |      |      |
| (Distance from Columbus or Xenia) ↓ |                      |               |                              |                          |   |      |      |
| X                                   | X                    | X-★           | HIGH STREET                  | 0.1                      |   |      |      |
| X                                   | X                    | X             | WATER STREET—R-High St.      | 0.4                      |   |      |      |
| X                                   | X                    | X             | SCIO (C. & O. & N. Y. C.)    | 0.9                      |   |      |      |
| X                                   | X                    | X             | B. & O. CROSSING (B. & O.)   | 1.9                      |   |      |      |
| X                                   | X                    | X             | MIAMI CROSSING (N. Y. C.)    | 3.4                      |   |      |      |
| X                                   | X                    | X             | EAST ALTON                   | 6.7                      |   |      |      |
| X                                   | X                    | X             | ALTON                        | 8.2                      | 136   | 118  |      |
| X                                   | X                    | X             | WEST ALTON                   | 9.5                      |   |      |      |
| X                                   | X                    | X-★           | WEST JEFFERSON               | 14.8                     |   |      |      |
|                                     |                      |               | LONDON (N. Y. C.)            | 25.0                     | 108   |      |      |
| X                                   | X                    | X             | FLORENCE                     | 31.2                     |   |      |      |
| X                                   | X                    | X             | SO. CHARLESTON (D. T. & I.)  | 36.3                     |   | 102  |      |
|                                     |                      |               | CEDARVILLE                   | 46.8                     |   |      |      |
| X                                   | X                    | X-★           | WILBERFORCE                  | 50.4                     |   |      |      |
|                                     |                      |               | XENIA                        | 54.7                     |   |      |      |
|                                     |                      | X             | SHAWNEE—R-Xenia              | 1.5                      |   |      |      |
|                                     |                      |               | TREBEIN                      | 3.9                      |   |      |      |
|                                     |                      |               | ALPHA                        | 5.3                      |   |      |      |
|                                     |                      |               | ZIMMERMAN                    | 8.0                      |   |      |      |
| X                                   |                      | X             | CLEMENT                      | 12.3                     |   |      |      |
| X                                   |                      | X             | DUTOIT STREET                | 14.6                     |   |      |      |
| X                                   | X                    | X             | WAYNE AVENUE JCT.            | 15.4                     |   |      |      |
| X                                   | X                    | X             | DAYTON (D. U.)               | 18.0                     |   |      |      |
| X                                   | X                    | X             | MIAMI CITY JCT.              | 18.6                     |   |      |      |
| X                                   |                      | X             | WOLF CREEK                   | 17.7                     |   |      |      |
|                                     |                      |               | STILLWATER                   | 20.6                     |   |      |      |
|                                     |                      |               | TROTWOOD                     | 22.2                     |   |      |      |

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

| Interlocking                 | Interlocking Station | Block Station | STATIONS                          | Distance from Columbus or Xenia | Siding Assigned Direction Car Capacity 50 ft. cars |      |      |
|------------------------------|----------------------|---------------|-----------------------------------|---------------------------------|--|------|------|
|                              |                      |               |                                   |                                 | East   | West | Both |
| X                            | X                    |               | E. BROOKVILLE.....                | 28.1                            |  |      |      |
| X                            | X                    |               | BROOKVILLE.....                   | 28.9                            |  |      | 74   |
| X                            | X                    |               | DODSON.....                       | 31.3                            |  |      |      |
| X                            | X                    | X★            | E. MANCHESTER.....                | 40.7                            |  |      |      |
| X                            | X                    | X★            | WEST MANCHESTER (N. Y. C.).....   | 41.7                            |  |      | 83   |
| X                            | X                    | X             | ELDORADO.....                     | 44.3                            |  |      |      |
| X                            | X                    | X             | NEW PARIS (Via Dayton).....       | 51.7                            |  |      |      |
| X                            | X                    | X★            | GLEN.....                         | 117.4                           |  |      |      |
| X                            | X                    | X★            | RICHMOND.....                     | 119.6                           |  |      |      |
| X                            | X                    | X★            | NEWMAN.....                       | 119.8                           |  |      |      |
| X                            | X                    | X★            | HILLS.....                        | 122.1                           |  |      |      |
| X                            | X                    | X★            | CENTERVILLE.....                  | 125.6                           |  |      |      |
| X                            | X                    | X★            | JAX—R-Newman (See Note).....      | 126.9                           |  |      |      |
| X                            | X                    | X★            | GERMANTOWN.....                   | 133.1                           |  |      |      |
| X                            | X                    | X★            | CAMBRIDGE CITY.....               | 134.9                           |  |      |      |
| X                            | X                    | X★            | EAST DUBLIN.....                  | 137.0                           |  |      |      |
| X                            | X                    | X★            | DUBLIN.....                       | 137.3                           | 139  |      |      |
| X                            | X                    | X★            | DUBLIN JCT.....                   | 138.4                           |  | 138  |      |
| X                            | X                    | X★            | WEST DUBLIN.....                  | 138.7                           |  |      |      |
| X                            | X                    | X★            | STRAUGHN.....                     | 141.3                           |  |      |      |
| X                            | X                    | X★            | LEWISVILLE.....                   | 144.6                           |  |      |      |
| X                            | X                    | X★            | DUNREITH (NKP).....               | 148.9                           |  |      |      |
| X                            | X                    | X★            | KNIGHTSTOWN.....                  | 153.9                           |  |      |      |
| X                            | X                    | X★            | CHARLOTTEVILLE.....               | 158.7                           |  |      |      |
| X                            | X                    | X★            | RILEY.....                        | 164.8                           |  | 135  |      |
| X                            | X                    | X★            | WEST RILEY.....                   | 166.3                           | 135  |      |      |
| X                            | X                    | X★            | GREENFIELD.....                   | 167.2                           |  |      |      |
| X                            | X                    | X★            | CUMBERLAND.....                   | 176.8                           |  |      |      |
| X                            | X                    | X★            | DIVISION POST (Buckeye Div.)..... | 180.5                           |  |      |      |
| X                            | X                    | X★            | DIVISION POST (Sw'n Div.).....    | 180.5                           |  |      |      |
| X                            | X                    | X★            | THORNE.....                       | 180.8                           |  |      |      |
| X                            | X                    | X★            | PINE.....                         | 185.3                           |  |      |      |
| X                            | X                    | X★            | I. U. RY. INTERLOCKING.....       | 186.8                           |  |      |      |
| X                            | X                    | X★            | INDIANAPOLIS (I. U. RY.).....     | 187.9                           |  |      |      |
| (Distance from Indianapolis) |                      |               |                                   |                                 |  |      |      |
| WEST ST. (I. U. RY.).....    |                      |               |                                   | 0.4                             |  |      |      |
| X                            | X                    | X             | WOODS (Belt Crossing).....        | 1.6                             |  |      |      |
| X                            | X                    | X             | KRAFT.....                        | 3.0                             |  |      |      |
| X                            | X                    | X★            | DAVIS.....                        | 6.9                             |  |      | 199  |
| X                            | X                    | X★            | BRIDGEPORT.....                   | 8.8                             |  |      |      |
| X                            | X                    | X★            | PLAINFIELD.....                   | 13.5                            |  |      |      |
| X                            | X                    | X★            | EAST GIBSON.....                  | 14.9                            |  |      | 106  |
| X                            | X                    | X★            | WEST GIBSON.....                  | 16.0                            |  |      |      |
| X                            | X                    | X★            | CLAYTON.....                      | 20.1                            |  |      |      |
| X                            | X                    | X★            | SUMMIT.....                       | 20.3                            |  |      | 135  |
| X                            | X                    | X★            | WEST SUMMIT.....                  | 22.0                            |  |      | 124  |
| X                            | X                    | X★            | AMO.....                          | 24.9                            |  |      |      |
| X                            | X                    | X★            | COATESVILLE.....                  | 27.9                            |  |      |      |
| X                            | X                    | X★            | EAST MARION.....                  | 28.0                            |  |      | 135  |
| X                            | X                    | X★            | MARION.....                       | 29.0                            |  |      |      |
| X                            | X                    | X★            | WEST MARION.....                  | 30.0                            |  |      | 135  |
| X                            | X                    | X★            | FILLMORE.....                     | 32.5                            |  |      |      |
| X                            | X                    | X★            | EAST ALMEDA.....                  | 35.9                            |  |      |      |
| X                            | X                    | X★            | ALMEDA.....                       | 37.2                            |  |      |      |
| X                            | X                    | X★            | GREENCASTLE.....                  | 38.9                            |  |      |      |
| X                            | X                    | X★            | LIMEDALE.....                     | 40.3                            |  |      | 121  |
| X                            | X                    | X★            | (Monon Crossing).....             | 41.4                            |  |      |      |
| X                            | X                    | X★            | WEST LIMEDALE.....                | 41.4                            |  |      |      |
| X                            | X                    | X★            | REELSVILLE.....                   | 47.3                            |  |      |      |
| X                            | X                    | X★            | HARMONY.....                      | 53.2                            |  |      |      |
| X                            | X                    | X★            | KNIGHTSVILLE.....                 | 55.0                            | 204  |      |      |
| X                            | X                    | X★            | BRAZIL.....                       | 57.0                            |  |      |      |
| X                            | X                    | X★            | SEELYVILLE (1).....               | 64.5                            |  |      |      |
| X                            | X                    | X★            | PRAIRIE.....                      | 68.6                            |  |      |      |
| X                            | X                    | X★            | FRUITRIDGE AVENUE.....            | 70.4                            |  |      |      |
| X                            | X                    | X★            | UNION (C. & E. I. Crossing).....  | 72.6                            |  |      |      |
| X                            | X                    | X★            | TERRE HAUTE.....                  | 72.7                            |  |      |      |
| X                            | X                    | X★            | SEVENTH STREET.....               | 72.9                            |  |      |      |
| X                            | X                    | X★            | VIGO (N. Y. C. Crossing).....     | 73.5                            |  |      |      |
| X                            | X                    | X★            | WEST TERRE HAUTE.....             | 75.1                            |  |      |      |
| X                            | X                    | X★            | MACKSVILLE.....                   | 75.3                            |  |      |      |
| X                            | X                    | X★            | LIGGETT.....                      | 77.5                            |  |      |      |
| X                            | X                    | X★            | FARRINGTON.....                   | 80.6                            |  |      | 99   |
| X                            | X                    | X★            | WEST FARRINGTON.....              | 81.7                            |  |      |      |
| X                            | X                    | X★            | EAST MARSHALL.....                | 89.7                            |  |      |      |
| X                            | X                    | X★            | MARSHALL.....                     | 91.0                            |  |      | 120  |
| X                            | X                    | X★            | EAST ADEN.....                    | 97.1                            |  |      | 120  |
| X                            | X                    | X★            | ADEN.....                         | 98.4                            |  |      |      |
| X                            | X                    | X★            | WEST ADEN.....                    | 99.7                            |  |      | 135  |
| X                            | X                    | X★            | MARTINSVILLE, ILL.....            | 101.8                           |  |      |      |

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

| Interlocking | Interlocking Station | Block Station | STATIONS                                | Distance from Indianapolis | Sidings Assigned Direction Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---|----------------------------|---|------|------|
|              |                      |               |   |                            | East  | West | Both |
| X            | X                    |               | WEST MARTINSVILLE.....                  | 103.4                      |   |      |      |
| X            | X                    |               | EAST CASEY.....                         | 107.4                      |   |      |      |
| X            | X                    |               | CASEY.....                              | 108.0                      |   |      |      |
| X            | X                    |               | WEST CASEY.....                         | 109.5                      | 100   | 135  |      |
| X            | X                    |               | GREENUP.....                            | 117.7                      |   |      |      |
| X            | X                    |               | JEWETT.....                             | 122.5                      |   |      |      |
| X            | X                    |               | MONS.....                               | 130.0                      |   |      |      |
| X            | X                    |               | MONTROSE.....                           | 131.1                      |   |      |      |
| X            | X                    |               | TEUTOPOLIS.....                         | 136.7                      |   |      |      |
| X            | X                    | X★            | EFFINGHAM (I. C. Crossing).....         | 140.6                      |   |      |      |
| X-A          | X                    | X★            | ALTAMONT (B. & O. Crossing).....        | 152.3                      |   |      |      |
| X            | X                    |               | EAST ST. ELMO.....                      | 156.3                      |   |      |      |
| X            | X                    | X★            | ST. ELMO.....                           |                            |   |      |      |
| X            | X                    | X★            | (C. & E. I. Crossing).....              | 157.8                      | 135   |      |      |
| X            | X                    | X★            | AVENA.....                              | 162.1                      |   |      |      |
| X            | X                    | X★            | BROWNSTOWN.....                         | 163.9                      |   |      |      |
| X-A          | X                    | X★            | VANDALIA.....                           |                            |   |      |      |
| X            | X                    | X★            | (I. C. Crossing).....                   | 172.0                      |   |      | 142  |
| X            | X                    | X★            | WEST VANDALIA.....                      | 173.9                      |   |      |      |
| X            | X                    | X★            | HAGARSTOWN.....                         | 176.1                      |   |      |      |
| X            | X                    | X★            | MULBERRY GROVE.....                     | 182.1                      |   |      |      |
| X            | X                    | X★            | EAST SMITHBORO.....                     | 184.6                      |   |      |      |
| X            | X                    | X★            | SMITHBORO.....                          |                            |   |      |      |
| X            | X                    | X★            | (C. B. & Q. Crossing).....              | 186.4                      |   |      |      |
| X            | X                    | X★            | GREENVILLE.....                         | 190.3                      |   |      |      |
| X            | X                    | X★            | POCAHONTAS.....                         | 198.7                      |   |      |      |
| X            | X                    | X★            | EAST MARTY (2).....                     | 199.2                      |   |      |      |
| X            | X                    | X★            | MARTY.....                              | 200.6                      |   |      |      |
| X            | X                    | X★            | WEST MARTY.....                         | 203.1                      |   |      |      |
| X            | X                    | X★            | PIERRON.....                            | 203.6                      |   |      |      |
| X            | X                    | X★            | HIGHLAND.....                           | 209.0                      |   |      |      |
| X            | X                    | X★            | WEST HIGHLAND.....                      | 210.4                      |   |      |      |
| X            | X                    | X★            | ST. JACOB.....                          | 214.6                      |   |      | 135  |
| X            | X                    | X★            | WEST ST. JACOB.....                     | 216.0                      |   |      |      |
| X            | X                    | X★            | COLLINSVILLE (3).....                   | 227.5                      |   |      |      |
| X            | X                    | X★            | CASEYVILLE.....                         | 230.5                      |   |      |      |
| X            | X                    | X★            | EXERMONT.....                           | 232.5                      |   |      |      |
| X            | X                    | X★            | A. & S. CROSSING.....                   | 234.0                      |   |      |      |
| X            | X                    | X★            | ROSE LAKE.....                          | 235.4                      |   |      |      |
| X            | X                    | X★            | WILLOWS (T.R.R.A. & Sou. Crossing)..... | 237.0                      |   |      |      |
| X            | X                    | X★            | EADS (B. & O. Crossing).....            | 238.5                      |   |      |      |
| X            | X                    | X★            | EAST ST. LOUIS..... (TRRA- Eads Br.)    | 235.8                      |   |      |      |
| X            | X                    | X★            | ST. LOUIS.....                          | 239.0                      |   |      |      |
| X            | X                    | X★            | EAST ST. LOUIS..... (MBR'y)             | 235.8                      |   |      |      |
| X            | X                    | X★            | ST. LOUIS..... (MacA. Br.)              | 239.4                      |   |      |      |
| X            | X                    | X★            | WILLOWS..... (TRRA- Mer. Br.)           | 237.0                      |   |      |      |
| X            | X                    | X★            | ST. LOUIS.....                          | 244.6                      |   |      |      |

The direction from Pittsburgh to St. Louis is westward.

NOTE—Train order offices other than block stations in service as follows:

St. Louis (T.R.R.A.)—UD; continuously.

Dayton (D. U. Railway)—DE; continuously.

**NOTE**

CLOW in service for eastward movements on No. 1 track only.

ARO in service for westward movements on No. 2 track only.

JAX in service for eastward movements on No. 1 track only.

Vandalia Interlocking signals governing movements over P.R.R.—I.C. R.R. crossing at grade are controlled automatically. Interlocking signals governing movements on P.R.R. other than crossing at grade controlled by Operator at Smithboro.

Distances shown from Indianapolis are Mile Post locations. Actual distances are subject to the following conditions:

- (1) Distance between Mile Post 64 and 66 is 6,540 feet.
- (2) Distance between Mile Post 200 and 202 is 5,448 feet.
- (3) Distance between Mile Post 225 and 227 is 4,985 feet.

## RICHMOND BRANCH AND MAIN LINE CINCINNATI TO CHICAGO

| Interlocking             | Interlocking Station | Block Station | Block-Limit Station | STATIONS                                  | Distance from Cincinnati | Sidings Assigned Direction Car Capacity 50 ft. cars |      |      |
|--------------------------|----------------------|---------------|---------------------|---|--------------------------|---|------|------|
|                          |                      |               |                     |   |                          | East  | West | Both |
| X                        | X                    |               |                     | CINCINNATI (C. U. T.)                     | 0.7                      |   |      |      |
| X                        | X                    | X-★           |                     | WINTON PLACE                              | 5.5                      |   |      |      |
| X                        | X                    | X-★           |                     | EAST NORWOOD (B. & O.)                    | 9.4                      |   |      |      |
| X                        |                      |               |                     | NORWOOD                                   | 10.0                     |   |      |      |
| X                        |                      |               |                     | OAKLEY—R-Clare                            | 10.6                     |   |      |      |
| X                        |                      |               |                     | McCULLOUGH                                | 10.9                     |   |      |      |
| X                        |                      |               |                     | NORWOOD HEIGHTS—R-Clare                   | 11.7                     |   |      | 110  |
| X                        |                      |               |                     | READING                                   | 15.1                     |   |      |      |
| X                        |                      | X             |                     | MILL                                      | 16.0                     |   |      |      |
| X                        |                      | X             |                     | CRESCENTVILLE                             | 20.4                     |   |      | 121  |
| X                        |                      | X             |                     | W. CRESCENTVILLE                          | 21.7                     |   |      |      |
| X                        |                      | X             |                     | MOSLER                                    | 23.8                     | 48  | 79   |      |
| X                        |                      | X-★           |                     | HAMILTON                                  | 30.7                     |   |      |      |
| X                        |                      | X             |                     | OLD RIVER JCT. (B. & O.)                  | 31.5                     |   |      |      |
| X                        | X                    | X             |                     | NEW RIVER JCT.                            | 33.1                     |   |      |      |
| X                        |                      |               |                     | SEVEN MILE                                | 37.2                     |   |      | 94   |
| X                        |                      |               |                     | WEST SEVEN MILE                           | 38.2                     |   |      |      |
| X                        |                      |               |                     | COLLINSVILLE                              | 40.9                     |   |      |      |
| X                        |                      |               |                     | SOMERVILLE                                | 44.7                     |   |      |      |
| X                        |                      |               |                     | CAMDEN                                    | 49.5                     |   |      | 121  |
| X                        |                      |               |                     | WEST CAMDEN                               | 50.7                     |   |      |      |
| X                        |                      |               |                     | EATON                                     | 53.3                     |   |      |      |
| X                        |                      |               |                     | E. CAMPBELLTOWN                           | 64.4                     |   |      |      |
| X                        |                      |               |                     | CAMPBELLTOWN                              | 65.3                     | 79  | 121  |      |
| X                        | X                    | X-★           |                     | GLEN                                      | 72.4                     |   |      |      |
| X                        | X                    | X-★           |                     | RICHMOND                                  | 74.6                     |   |      |      |
| X                        | X                    | X-★           |                     | NEWMAN                                    | 74.9                     |   |      |      |
|                          |                      |               |                     | GREENS FORK                               | 83.6                     |   |      |      |
|                          |                      |               | X                   | NS  | 85.6                     |   |      | 44   |
|                          |                      |               |                     | HAGERSTOWN                                | 90.3                     |   |      |      |
|                          |                      |               |                     | MILLVILLE                                 | 95.8                     |   |      | 115  |
|                          |                      |               |                     | NEW CASTLE                                | 101.5                    |   |      | 19   |
|                          |                      |               |                     | EAST LIMITS CAST INT.                     | 101.9                    |   |      |      |
| X-A                      |                      |               |                     | CAST (N. & W.)                            | 104.1                    |   |      |      |
|                          |                      |               | X                   | WEST LIMITS CAST INT.                     | 108.5                    |   |      | 114  |
|                          |                      |               |                     | SULPHUR SPRINGS                           | 108.5                    |   |      |      |
|                          |                      |               |                     | HONEY CREEK                               | 111.5                    |   |      |      |
|                          |                      |               |                     | MIDDLETOWN                                | 115.3                    |   |      |      |
| X                        | X                    |               |                     | GRIDLEY (N. Y. C.)                        | 121.4                    |   |      |      |
| X                        | X                    | X             |                     | DELCO (N. Y. C.)                          | 122.2                    |   |      | 57   |
| X                        |                      |               |                     | ANDERSON                                  | 123.3                    |   |      |      |
| X                        |                      | X             |                     | DOW (N. Y. C.)—R-Delco                    | 124.8                    | 77  | 67   |      |
| X                        | X                    | X-★           |                     | FRANKTON                                  | 132.8                    |   |      | 54   |
| X                        | X                    | X-★           |                     | ELWOOD (N. K. P.)                         | 137.8                    |   |      | 51   |
| X                        |                      |               |                     | CURTISVILLE                               | 142.1                    |   |      | 114  |
| X                        |                      |               |                     | WINDFALL                                  | 146.4                    |   |      | 52   |
| X                        |                      |               |                     | HEMLOCK                                   | 152.4                    |   |      |      |
| X                        |                      |               |                     | CENTER                                    | 153.9                    |   |      |      |
| X                        |                      |               | B                   | KOKOMO (N. K. P.)                         | 159.5                    | 50  | 58   |      |
| X                        |                      |               | B                   | GALVESTON                                 | 165.9                    |   |      |      |
| X                        |                      |               |                     | LINCOLN                                   | 168.8                    |   |      |      |
| X                        |                      |               |                     | WALTON                                    | 172.2                    |   |      | 10   |
| X                        |                      |               |                     | DIVISION POST (Buck. Div.)                | 177.3                    |   |      |      |
| X                        |                      |               |                     | DIVISION POST (Chi. Div.)                 | 177.3                    |   |      |      |
| (Distance from Columbus) |                      |               |                     |   |                          |   |      |      |
| X                        | X                    | X-★           |                     | ANOKA                                     | 192.6                    |   |      |      |
| X                        | X                    | X             |                     | EIGHTEENTH STREET                         | 195.9                    |   |      |      |
| X                        | X                    | X             |                     | RACE                                      | 196.0                    |   |      |      |
| X-A                      |                      |               |                     | FOURTEENTH STREET                         | 196.6                    |   |      |      |
| X                        |                      |               |                     | ELM (WABASH)                              | 197.1                    |   |      |      |
| X                        | X                    | X-★           |                     | LOGANSPOUT                                | 197.3                    |   |      |      |
| X                        |                      |               |                     | VAN                                       | 198.3                    |   |      |      |
| X                        |                      |               |                     | KENNETH—R-Van<br>(Dist. fr. Logspnt.)     | 5.7                      |   |      |      |
| X                        |                      |               |                     | ROYAL CENTER                              | 208.3                    |   |      |      |
| X                        |                      |               |                     | THORNHOPE                                 | 212.8                    |   |      |      |
| X                        |                      |               |                     | STAR CITY                                 | 216.5                    |   |      | 106  |
| X                        |                      |               |                     | WINAMAC                                   | 222.4                    |   |      |      |
| X                        | X                    | X-★           |                     | DENHAM                                    | 231.4                    |   |      |      |
| X                        | X                    | X-★           |                     | NORTH JUDSON (N. Y. C.—ERIE)              | 237.3                    | 131   |      |      |
| X                        | X                    | X-★           |                     | LA CROSSE (MONON)                         | 246.6                    |   |      |      |
| X                        | X                    | X-★           |                     | KOUTS (ERIE)                              | 253.1                    |   |      |      |
| X                        |                      |               |                     | HEBRON                                    | 262.5                    |   |      |      |
| X                        |                      |               |                     | CROWN POINT                               | 273.4                    |   |      |      |
| X                        | X                    | X-★           |                     | SCHERRVILLE                               | 280.1                    |   |      | 127  |
| X                        |                      |               |                     | HARTSDALE E. J. & E.—<br>M. C. (N. Y. C.) | 281.7                    | 124   |      |      |
| X                        |                      |               |                     | MAYNARD—R-Hartsdale (g.r.w.)              | 284.8                    |   |      |      |
| X                        |                      |               |                     | AIR LINE—R-Hartsdale (monon)              | 285.4                    |   |      |      |
| X                        |                      |               |                     | LANSING                                   | 286.6                    |   |      |      |
| X                        |                      |               |                     | BERNICE—R-Hartsdale                       | 287.8                    |   |      |      |

## MAIN LINE—(Continued) CINCINNATI TO CHICAGO

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS   | Distance from Columbus | Sidings Assigned Direction Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|--|------------------------|---|------|------|
|              |                      |               |                     |  |                        | East  | West | Both |
| X            | X                    | X             |                     | BERNICE—R-Hartsdale  | 9.3                    |   |      |      |
| X            | X                    | X             |                     | CALUMET PARK (M. C. N. Y. C.)—I. H. B.—<br>B. & O. C. T.       | 5.5                    |   |      | 47   |
| X            | X                    |               |                     | BURNHAM (N. Y. C. &<br>St. L. C. & W. I.—<br>C. S. S. & S. B.) | 4.6                    |   |      |      |
| X            |                      |               |                     | WOLF LAKE JCT.   | 4.3                    |   |      |      |
| X            |                      |               |                     | HEGEWISCH—R—<br>Calumet Park                                   | 3.9                    |   |      |      |
| X            |                      |               |                     | COLEHOURL JCT.—R—<br>River Br. Jct.                            | 0.0                    |   |      |      |
| X            | X                    | X-★           |                     | DOLTON YARD  | 289.8                  |   |      |      |
| X            | X                    | X             |                     | DOLTON (C. & W. I.—I. H. B.)                                   | 293.4                  |   |      |      |
| X            | X                    | X             |                     | RIVERDALE B. & O. C. T.)                                       | 294.2                  |   |      |      |
| X            | X                    | X             |                     | WEST PULLMAN (I. C.)   | 296.1                  |   |      |      |
| X            | X                    |               |                     | WASHINGTON HEIGHTS<br>(C. R. I. & P.)                          | 298.5                  |   |      |      |
| X            | X                    | X-★           |                     | ROCK ISLAND CROSSING<br>(C. R. I. & P.)                        | 300.1                  |   |      |      |
| X            | X                    | X-★           |                     | BEVERLY JCT. (B. & O. C. T.—<br>C. R. I. & P.)                 | 300.2                  |   |      |      |
| X            | X                    |               |                     | BELT CROSSING<br>(WABASH—BELT)                                 | 302.3                  |   |      |      |
| X            | X                    |               |                     | 59TH ST. YARD<br>OFFICE  | 304.4                  |   |      |      |
| X            | X                    |               |                     | 49TH STREET<br>(B. & O. C. T.)                                 | 305.6                  |   |      |      |
| X            | X                    |               |                     | BRIGHTON PARK (B. &<br>O.—G. M. & O. Crossing)                 | 307.1                  |   |      |      |
| X            | X                    |               |                     | ASH STREET (I. C.—<br>A. T. & S. F.)                           | 307.7                  |   |      |      |
| X            | X                    |               |                     | DRAINAGE CANAL<br>DRAWBRIDGE                                   | 307.8                  |   |      |      |
| X            | X                    |               |                     | 26TH STREET (IN Crossing)                                      | 308.3                  |   |      |      |
| X            | X                    |               |                     | 12TH STREET (B. & O.<br>CT—C. & N. W. Crossing)                | 309.9                  |   |      |      |
| X            | X                    |               |                     | WESTERN AVENUE (No. Jt.<br>Trks.)                              | 311.6                  |   |      |      |
| X            | X                    |               |                     | CHICAGO (C. U. S.)   | 314.1                  |   |      |      |

The direction from Cincinnati to Chicago is westward.

The direction from Western Avenue to Chicago (C. U. S.) is eastward.

The direction from Colehour Jct. to Bernice is eastward.  
Colehour Jct. in Service for SC&S and Track No. 3 only.

Block-Limit Stations controlled as follows:

| Block-Limit Station | Controlled by |
|---------------------|---------------|
| NS                  | Newman        |
| Sulphur Springs     | Delco         |
| Kokomo              | Elwood        |

Block and Block-Limit Stations in service part-time as follows:

| Station                         | Hours in service  |
|---------------------------------|---|
| Kokomo<br>(Block Station)       | 11.15 A.M. to 7.15 P.M. Daily.                            |
| Kokomo<br>(Block-Limit Station) | 4.30 A.M. to 11.15 A.M. and 7.15 P.M. to 8.30 P.M. Daily. |

## LOUISVILLE AND I & F BRANCHES

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                             | Distance from Indianapolis or Terre Haute | Slidings Assigned Direction |       |      |
|--------------|----------------------|---------------|---------------------|--------------------------------------|---|-----------------------------|-------|------|
|              |                      |               |                     |                                      |   | Car Capacity                |       |      |
|              |                      |               |                     |                                      |   | North                       | South | Both |
|              |                      |               |                     | LOUISVILLE (L. & N. R. R.)           | 111.2                                     |                             |       |      |
|              |                      |               |                     | I. C. R. R. JCT. (Kentucky St.)      | 110.6                                     |                             |       |      |
|              |                      |               |                     | ELEVENTH ST.                         | 110.5                                     |                             |       |      |
|              |                      |               |                     | BROADWAY ST.                         | 110.1                                     |                             |       |      |
| X            | X                    | X-★           |                     | CLAGG                                | 109.1                                     |                             |       |      |
| X            | X                    | X-★           |                     | JEFFERSONVILLE                       | 107.3                                     |                             |       |      |
|              |                      |               |                     | BOYD (B. & O. Crossing)              | 104.9                                     |                             |       |      |
|              |                      |               |                     | SELLERSBURG                          | 98.9                                      |                             |       |      |
|              |                      |               | B                   | SPEED                                | 98.3                                      |                             |       | 134  |
|              |                      |               |                     | CANEY                                | 91.7                                      |                             |       |      |
|              |                      |               |                     | HENRYVILLE                           | 89.3                                      |                             |       |      |
|              |                      |               |                     | UNDERWOOD                            | 84.8                                      |                             |       |      |
|              |                      |               |                     | VIENNA                               | 81.7                                      |                             |       |      |
|              |                      |               | B                   | SCOTTSBURG                           | 79.3                                      |                             |       | 134  |
|              |                      |               |                     | AUSTIN                               | 74.5                                      |                             |       | 66   |
|              |                      |               |                     | CROTHERSVILLE                        | 70.5                                      |                             |       | 16   |
| X            | X                    | B-★           |                     | SEYMOUR                              | 69.0                                      |                             |       | 98   |
|              |                      |               |                     | B & O. R. R. CROSSING                | 58.9                                      |                             |       |      |
|              |                      |               |                     | C. M. ST. P. & P. CROSSING           | 58.4                                      |                             |       |      |
|              |                      |               |                     | REED                                 | 53.9                                      |                             |       |      |
|              |                      |               | B-★                 | GARDEN                               | 42.5                                      |                             |       | 89   |
|              |                      |               | X                   | COLUMBUS                             | 41.0                                      |                             |       |      |
|              |                      |               |                     | BROOK                                | 37.9                                      |                             |       | 86   |
|              |                      |               |                     | TAYLORSVILLE                         | 34.5                                      |                             |       |      |
|              |                      |               |                     | EDINBURG                             | 30.8                                      |                             |       |      |
|              |                      |               |                     | ATTERBURY                            | 28.5                                      |                             |       | 50   |
|              |                      |               |                     | AMITY                                | 25.1                                      |                             |       |      |
|              |                      |               | X                   | ELVIN                                | 21.4                                      |                             |       | 61   |
|              |                      |               | B-★                 | FRANKLIN                             | 20.3                                      |                             |       |      |
|              |                      |               |                     | N. Y. C. CROSSING                    | 20.0                                      |                             |       |      |
|              |                      |               |                     | LAND                                 | 15.5                                      |                             |       |      |
|              |                      |               |                     | WHITELAND                            | 15.3                                      |                             |       |      |
|              |                      |               |                     | GREENWOOD                            | 10.7                                      |                             |       | 82   |
| X            | X                    | X-★           |                     | SOUTHPORT                            | 7.1                                       |                             |       |      |
|              |                      |               |                     | DALE (Belt Crossing)                 | 1.7                                       |                             |       | 159  |
| X            | X                    |               |                     | I. U. RY. INTERLOCKING               | 0.5                                       |                             |       |      |
|              |                      |               |                     | INDIANAPOLIS (I. U. RY.)             |   |                             |       |      |
| X            | X                    | X-★           |                     | WEST ST. (I. U. RY.)                 | 0.4                                       |                             |       |      |
| X            | X                    | X-★           |                     | WOODS (Belt Crossing)                | 1.6                                       |                             |       |      |
| X            | X                    | X-★           |                     | KRAFT                                | 3.0                                       |                             |       |      |
| X            | X                    | X-★           |                     | DAVIS                                | 6.9                                       |                             |       |      |
| X            |                      |               |                     | HUNT                                 | 9.5                                       |                             |       |      |
| X            |                      |               |                     | CLERMONT                             | 12.6                                      |                             |       |      |
| X            |                      |               |                     | SOUTH BURR                           | 17.9                                      |                             |       | 150  |
| X            |                      |               |                     | NORTH BURR                           | 19.6                                      |                             |       |      |
|              |                      |               |                     | HERE                                 | 24.6                                      |                             |       |      |
| X            |                      |               |                     | SOUTH LEBANON                        | 30.8                                      |                             |       |      |
| X            |                      |               | X                   | LEBANON                              | 31.6                                      |                             |       | 162  |
|              |                      |               |                     | REAGAN                               | 41.8                                      |                             |       |      |
|              |                      |               | B-★                 | FRANK (Monon Crossing)               | 48.1                                      |                             | 122   | 131  |
|              |                      |               |                     | FRANK (N. K. P. Crossing)            | 78.3                                      |                             | 122   | 131  |
|              |                      |               |                     | FRANKFORT                            | 78.6                                      |                             |       |      |
|              |                      |               |                     | SEDALIA                              | 87.9                                      |                             |       |      |
|              |                      |               |                     | CUTLER                               | 92.2                                      |                             |       |      |
|              |                      |               |                     | BRINGHURST                           | 95.6                                      |                             |       | 197  |
|              |                      |               |                     | FLORA                                | 97.0                                      |                             |       |      |
|              |                      |               |                     | CAMDEN                               | 101.3                                     |                             |       |      |
|              |                      |               |                     | DIVISION POST (SW <sup>n</sup> Div.) | 109.1                                     |                             |       |      |
| X            | X                    | X             |                     | DIVISION POST (Chi. Div.)            | 109.1                                     |                             |       |      |
|              |                      |               |                     | CLYMERS (Wabash Crossing)            | 109.2                                     |                             |       | 150  |
|              |                      |               |                     | LONG CLIFF                           | 113.3                                     |                             |       |      |
| X            | X                    | X-★           |                     | VAN                                  | 114.4                                     |                             |       |      |
|              |                      |               |                     | LOGANSPOURT                          | 115.6                                     |                             |       |      |

The direction from Logansport to Louisville is southward.

Block-Limit Stations controlled as follows:

| Block-Limit Station | Controlled by                                  |
|---------------------|--|
| Garden              | Columbus Dale when Columbus is not in service. |
| Brook               | Columbus Dale when Columbus is not in service. |
| Elvin               | Columbus Dale when Columbus is not in service. |

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

| Station    | Hours in service  |
|------------|---|
| Speed      | 9.01 A.M. to 5.01 P.M. Daily except Saturday, Sunday and May 30, July 4 and September 4.                  |
| Scottsburg | 3.59 P.M. to 11.59 P.M. daily except Saturday and Sunday  |
| Seymour    | 11.59 P.M. to 7.59 A.M. Daily<br>7.59 A.M. to 11.59 P.M. Daily except Saturday and Sunday.                |
| Columbus   | 11.01 P.M. to 7.01 A.M. Daily except Sunday.<br>7.01 A.M. to 11.01 P.M. Daily except Saturday and Sunday. |
| Franklin   | 9.30 A.M. to 4.01 P.M. Daily except Saturday, Sunday and May 30, July 4 and September 4.                  |
| Frank      | 11.59 P.M. to 3.59 P.M. Daily except Saturday and Sunday.   |

### C & X BRANCH BUCKEYE DIVISION

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS               | Distance from Columbus | Sidings Assigned Direction Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|------------------------|------------------------|---|------|------|
|              |                      |               |                     |                        |                        | East  | West | Both |
| X            | X                    | X             | X                   | XENIA                  | 54.7                   |   |      |      |
| X            | X                    | X             | X                   | GREENE (B. & O.)       | 55.0                   | 87  | 114  |      |
| X            | X                    | X             | X                   | WEST GREENE—R-Greene   | 56.1                   |   |      |      |
|              |                      |               |                     | SPRING VALLEY          | 61.4                   |   |      |      |
|              |                      |               |                     | ROXANNA                | 63.3                   |   |      | 106  |
|              |                      |               |                     | WAYNESVILLE            | 68.9                   |   |      |      |
|              |                      |               |                     | OREGONIA               | 74.5                   |   |      | 114  |
|              |                      |               |                     | MORROW                 | 83.2                   |   |      | 109  |
|              |                      |               |                     | SOUTH LEBANON          | 88.0                   |   |      |      |
|              |                      |               |                     | MIDDLETOWN JCT.        | 89.2                   |   |      |      |
|              |                      |               |                     | KINGS MILLS            | 90.2                   |   |      |      |
| X            | X                    | X             | X                   | FOSTER—R-Loveland      | 92.4                   | 115   |      |      |
|              |                      |               |                     | LOVELAND (B. & O.)     | 96.7                   |   |      |      |
|              |                      |               |                     | DONNELLY               | 101.4                  |   |      |      |
|              |                      |               |                     | MIAMIVILLE             | 102.2                  |   |      |      |
|              |                      |               |                     | CAMP DENNISON          | 103.7                  |   |      |      |
|              |                      |               |                     | MILFORD                | 105.6                  |   |      |      |
|              |                      |               |                     | TERRACE PARK           | 106.4                  |   |      |      |
| X            | X                    | X             | X                   | EAST CLARE—R-Clare     | 108.6                  |   |      |      |
|              |                      |               |                     | PLAINVILLE             | 109.9                  |   |      |      |
| X            | X                    | X             | X                   | CLARE (N. & W.)        | 111.0                  |   |      |      |
| X            | X                    | X             | X                   | RED BANK               | 112.2                  |   |      |      |
| X            | X                    | X             | X                   | VALLEY                 | 112.7                  |   |      |      |
| X            | X                    | X             | X                   | OAKLEY                 | 115.1                  |   |      |      |
| X            | X                    | X             | X                   | NORWOOD                | 115.8                  |   |      |      |
|              |                      |               |                     |                        |                        |   |      |      |
| X            | X                    | X             | X                   | EAST NORWOOD (B. & O.) | 116.4                  |   |      |      |
| X            | X                    | X             | X                   | WINTON PLACE           | 120.3                  |   |      |      |
| X            | X                    | X             | X                   | CINCINNATI (C. U. T.)  | 125.1                  |   |      |      |

The direction from Xenia to Cincinnati is westward.

### FORT WAYNE BRANCH RIDGEVILLE SECONDARY TRACK FORT WAYNE SECONDARY TRACK

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS  | Distance from Richmond | Sidings Assigned Direction Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|---|------------------------|---|------|------|
|              |                      |               |                     |   |                        | East  | West | Both |
|              |                      |               |                     | RICHMOND  |                        |   |      |      |
| X            | X                    | X             | X                   | NEWMAN  | 0.3                    |   |      |      |
| X-A          | X                    | X             | X                   | FOUNTAIN CITY                                     | 5.5                    |   |      |      |
| X-A          | X                    | X             | X                   | LYNN (N. Y. C.)                                   | 15.3                   |   |      |      |
| X-A          | X                    | X             | X                   | WINCHESTER (NYC) } R-Ridgeville                   | 24.5                   |   |      | 22   |
| X            | X                    | X             | X                   | RIDGEVILLE  | 33.0                   |   |      | 60   |
| X            | X                    | X             | X                   | RIDGEVILLE  | 33.0                   |   |      | 60   |
| X-A          | X                    | X             | X                   | PORTLAND (NKP)                                    | 43.2                   | 53  | 46   | 46   |
|              |                      |               |                     | BRIANT  | 50.3                   |   |      | 46   |
|              |                      |               |                     | GENEVA  | 54.2                   |   |      | 55   |
|              |                      |               |                     | BERNE   | 58.8                   |   |      | 44   |
|              |                      |               |                     | MONROE  | 64.8                   |   |      | 44   |
|              |                      |               |                     | DIVISION POST (Buck. Div.)                        | 69.5                   |   |      |      |
|              |                      |               |                     | DIVISION POST (Ft. W. Div.)                       | 69.5                   |   |      |      |
|              |                      |               |                     | END OF BLOCK-BEGIN BLOCK                          | 69.5                   |   |      |      |
| X            | X                    | X             | X                   | ERIE KING (Erie & Decatur Yard NKP) Running Track | 70.4                   |   |      | 60   |
|              |                      |               |                     | DECATUR   | 70.7                   |   |      |      |
|              |                      |               |                     | END OF BLOCK-BEGIN BLOCK                          | 72.8                   |   |      |      |
|              |                      |               |                     | END OF BLOCK-BEGIN BLOCK                          | 72.8                   |   |      |      |
| X            | X                    | X             | X                   | HOAGLAND } Ft. Wayne                              | 79.6                   |   |      | 46   |
|              |                      |               |                     | ADAMS } Secondary Track                           | 86.6                   |   |      |      |
| X            | X                    | X             | X                   | ADAMS   | 86.6                   |   |      |      |
| X            | X                    | X             | X                   | FORT WAYNE  | 91.9                   |   |      |      |

The direction from Richmond to Fort Wayne is westward.

### MAIN LINE COLUMBUS TO CHICAGO AND INDIANAPOLIS VIA BRADFORD

| Interlocking | Interlocking Station | Block Station | STATIONS | Distance from Columbus                    | Sidings Assigned Direction Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|----------|---|---|------|------|
|              |                      |               |          |   | East  | West | Both |
| X            | X                    | X             | X        | JOYCE AVENUE (N. & W.)                    | 2.2   |      |      |
|              |                      |               |          | NEILSTON                                  | 0.4   |      |      |
|              |                      |               |          | FOURTH STREET                             | 0.2   |      |      |
|              |                      |               |          | COLUMBUS (U. D. Co.)                      |   |      |      |
| X            | X                    | X             | X        | HIGH STREET                               | 0.1   |      |      |
|              |                      |               |          | FRONT STREET                              | 0.3   |      |      |
|              |                      |               |          | DENNISON AVENUE (See Note)                | 0.5   |      |      |
| X            | X                    | X             | X        | OLENTANGY (N. Y. C.—C. & O.)              | 1.0   |      |      |
|              |                      |               |          | GRANDVIEW AVENUE                          | 2.4   |      |      |
| X            | X                    | X             | X        | MARBLE CLIFF                              | 4.1   |      |      |
|              |                      |               |          | MOUNDS (N. Y. C.)                         | 6.0   |      | 141  |
|              |                      |               |          | HILLIARD                                  | 10.1  |      |      |
|              |                      |               |          | HAYDEN                                    | 12.6  |      |      |
|              |                      |               |          | PLAIN CITY                                | 17.5  | 77   |      |
|              |                      |               |          | UNIONVILLE                                | 21.8  |      |      |
|              |                      |               |          | MILFORD CENTRE                            | 28.0  |      |      |
|              |                      |               |          | CABLE                                     | 38.1  |      |      |
| X            | X                    | X             | X        | HAGENBAUGH                                | 42.1  |      | 139  |
| X            | X                    | X             | X        | URBANA (Erie)                             | 46.8  |      |      |
|              |                      |               |          | RICE                                      | 48.0  |      |      |
|              |                      |               |          | WEST RICE (See Note) } Urbana             | 49.9  |      |      |
|              |                      |               |          | GARRETT                                   | 57.0  |      |      |
|              |                      |               |          | ST. PARIS                                 | 57.9  |      |      |
|              |                      |               |          | CONOVER                                   | 63.5  |      |      |
|              |                      |               |          | FLETCHER                                  | 66.1  |      |      |
| X            | X                    | X             | X        | PIQUA CROSSING (B. & O.)                  | 72.2  |      |      |
|              |                      |               |          | PIQUA                                     | 78.0  |      |      |
| X            | X                    | X             | X        | COVINGTON                                 | 79.3  |      |      |
| X            | X                    | X             | X        | EAST BRADFORD—R-Bradford                  | 81.2  |      |      |
| X            | X                    | X             | X        | BRADFORD                                  | 83.1  |      |      |
|              |                      |               |          |   |   |      |      |
| X            | X                    | X             | X        | GETTYSBURG                                | 87.0  |      |      |
| X            | X                    | X             | X        | E. GREENVILLE—R-Greenville                | 92.6  |      |      |
| X            | X                    | X             | X        | GREENVILLE (B. & O.)                      | 94.5  |      | 185  |
| X            | X                    | X             | X        | C. N. CROSSING (N.Y.C.)—R-Ansonia         | 96.6  |      |      |
| X            | X                    | X             | X        | HEWITT (N. Y. C.)                         | 102.7   |      | 191  |
| X            | X                    | X             | X        | W. HEWITT—R-Hewitt                        | 104.7   |      |      |
|              |                      |               |          | NEW MADISON                               | 104.8   |      |      |
| X            | X                    | X             | X        | EAST NEW PARIS—R-New Paris                | 111.7   |      |      |
| X            | X                    | X             | X        | NEW PARIS (Via Bradford)                  | 113.8   |      | 191  |
| X            | X                    | X             | X        | BRADFORD                                  | 83.1  |      |      |
|              |                      |               |          | DIVISION POST (Buckeye Div.)              | 83.4  |      |      |
| X-A          | X                    | X             | X        | DIVISION POST (Chicago Div.)              | 83.4  |      |      |
| X            | X                    | X             | X        | MEEKER (C. C. C. & St. L. (N. Y. C.))     | 95.0  |      |      |
| X            | X                    | X             | X        | UNION CITY (C. C. C. & St. L. (N. Y. C.)) | 103.8   |      | 102  |
| X            | X                    | X             | X        | RIDGEVILLE (P. R. R. Ft. Wayne Br.)       | 117.3   |      | 136  |
| X            | X                    | X             | X        | WEST RIDGEVILLE—R-Ridgeville              | 118.1   |      |      |
| X-A          | X                    | X             | X        | REDKEY (N. Y. C. & St. L.)                | 124.9   |      |      |
| X            | X                    | X             | X        | KIRK—R-Ridgeville                         | 126.8   |      |      |
|              |                      |               |          | DUNKIRK                                   | 128.4   |      |      |
|              |                      |               |          | HARTFORD CITY                             | 138.1   |      |      |
|              |                      |               |          | UPLAND                                    | 146.1   |      |      |
|              |                      |               |          | PACKY—R-Kent                              | 150.5   |      |      |
| X            | X                    | X             | X        | GAS CITY                                  | 162.2   |      |      |
|              |                      |               |          | KENT (C. C. C. & St. L. (N. Y. C.))       | 156.9   |      | 163  |
|              |                      |               |          | N. Y. C. & St. L.)                        | 157.3   |      |      |
|              |                      |               |          | MARION                                    | 157.3   |      |      |
|              |                      |               |          | BECKER                                    | 160.0   |      |      |
|              |                      |               |          | GOODMAN                                   | 161.0   |      |      |
|              |                      |               |          | SWEETSER                                  | 163.2   |      |      |
|              |                      |               |          | TYKLE—R-Kent                              | 163.5   |      |      |
|              |                      |               |          | CONVERSE                                  | 168.6   |      |      |
| X-A          | X                    | X             | X        | AMBOY                                     | 171.8   |      |      |
|              |                      |               |          | BUNKER HILL (N. K. P.)                    | 181.8   |      |      |
|              |                      |               |          | ONWARD                                    | 187.0   |      |      |
| X            | X                    | X             | X        | ANOKA                                     | 192.6   |      |      |
|              |                      |               |          |   |   |      |      |
| X            | X                    | X             | X        | EIGHTEENTH STREET                         | 195.9   |      |      |
|              |                      |               |          | RACE                                      | 196.0   |      |      |
| X-A          | X                    | X             | X        | FOURTEENTH STREET                         | 196.6   |      |      |
|              |                      |               |          | ELM (WABASH)                              | 197.1   |      |      |
| X            | X                    | X             | X        | LOGANSPOURT                               | 197.3   |      |      |
|              |                      |               |          | VAN                                       | 198.3   |      |      |

The direction from Columbus to Van is westward.

NOTE—Dennison Avenue in service for No. 1, 2 and 3 tracks only.

West Rice in service for westward movements on No. 2 and No. 3 tracks only.

Packy in service for No. 2 track only, Tykle in service for No. 1 track only.



| ZANESVILLE BRANCH<br>(BUCKEYE DIVISION)<br>TRINWAY SECONDARY TRACK<br>ZANESVILLE SECONDARY TRACK<br>MORROW SECONDARY TRACK |                               |               |                     |                                   |                           |   |      |      |  |
|--|-------------------------------|---------------|---------------------|-----------------------------------|---------------------------|---|------|------|--|
| Interlocking   | Interlocking Station          | Block Station | Block-Limit Station | STATIONS                          | Distance from Mile Post 0 | Sidings Assigned Direction Car Capacity 50 ft. cars |      |      |  |
|  |                               |               |                     |                                   |                           | East  | West | Both |  |
|  |                               |               | X                   | TRINWAY.....                      | 0.3                       |   |      |      |  |
|  |                               |               |                     | RY ▲.....                         | 0.8                       |   | 30   |      |  |
|  |                               |               |                     | DRESDEN.....                      | 2.1                       |   |      |      |  |
|  |                               |               |                     | ELLIS.....                        | 8.5                       |   |      |      |  |
|  |                               |               |                     | GILBERT.....                      | 10.4                      |   |      |      |  |
|  |                               |               |                     | END OF BLOCK—BEGIN BLOCK          | 14.1                      |   |      | 33   |  |
|  |                               |               |                     | END OF BLOCK—BEGIN BLOCK          | 14.1                      |   |      |      |  |
|  | Zanesville Yard Running Track |               |                     | ZANESVILLE (B. & O.)              | 16.5                      |   |      | 33   |  |
|  |                               |               |                     | END OF BLOCK—BEGIN BLOCK          | 16.5                      |   |      |      |  |
|  |                               |               |                     | END OF BLOCK—BEGIN BLOCK          | 16.5                      |   |      | 33   |  |
|  |                               |               |                     | PUTNAM.....                       | 17.3                      |   |      | 70   |  |
|  |                               |               |                     | FAIR OAKS.....                    | 18.1                      |   |      |      |  |
|  |                               |               |                     | SPANGLER.....                     | 18.7                      |   |      |      |  |
|  |                               |               | X                   | AR.....                           | 18.7                      |   |      |      |  |
|  |                               |               |                     | SO. ZANESVILLE.....               | 19.4                      |   |      |      |  |
|  |                               |               |                     | DARLINGTON.....                   | 21.3                      |   |      |      |  |
|  |                               |               |                     | FULTONHAM SPUR.....               | 22.6                      |   |      |      |  |
|  |                               |               | X                   | FS.....                           | 22.7                      |   |      |      |  |
|  |                               |               |                     | ROSEVILLE.....                    | 26.9                      |   |      | 40   |  |
|  |                               |               |                     | CROOKSVILLE (N. Y. C.).....       | 29.7                      |   |      | 74   |  |
|  |                               |               | X                   | CS.....                           | 29.7                      |   |      |      |  |
|  |                               |               |                     | GOSTON.....                       | 34.8                      |   |      |      |  |
|  |                               |               | X                   | NA.....                           | 35.1                      |   |      |      |  |
|  |                               |               |                     | WILBREN.....                      | 36.1                      |   |      |      |  |
|  |                               |               | X★                  | NEW LEXINGTON.....                | 38.3                      | 23  |      | 50   |  |
|  |                               |               |                     | JUNCTION CITY (B&O)               | 42.8                      | 61  |      | 71   |  |
|  |                               |               | X                   | JU.....                           | 43.1                      |   |      |      |  |
|  |                               |               |                     | BREMEN.....                       | 49.9                      |   |      | 20   |  |
|  |                               |               | X                   | BREMEN.....                       | 49.9                      |   |      |      |  |
|  |                               |               |                     | NORTH BERNE.....                  | 54.0                      |   |      |      |  |
|  |                               |               | X                   | WR.....                           | 58.7                      |   |      |      |  |
|  |                               |               |                     | LANCASTER (C. & O.).....          | 59.7                      |   |      |      |  |
|  |                               |               |                     | DEL MOUNT.....                    | 64.6                      |   |      |      |  |
|  |                               |               |                     | AMANDA.....                       | 68.8                      |   |      |      |  |
|  |                               |               |                     | STOUTSVILLE.....                  | 74.2                      |   |      |      |  |
|  |                               |               | X                   | SV.....                           | 74.2                      |   |      |      |  |
| X  | X                             | X             |                     | CIRCLEVILLE (N. & W.).....        | 81.1                      |   |      | 14   |  |
|  |                               |               |                     | WILLIAMSPORT.....                 | 90.1                      |   |      | 14   |  |
|  |                               |               |                     | ATLANTA.....                      | 94.1                      |   |      | 12   |  |
|  |                               |               |                     | NEW HOLLAND.....                  | 97.7                      |   |      |      |  |
| X  | X                             |               | X                   | G.....                            | 107.2                     |   |      |      |  |
|  |                               |               |                     | WASHINGTON C. H. (DT & I—B. & O.) | 107.7                     | 20  |      | 38   |  |
|  |                               |               |                     | JUNCTION-B. & O. R. R.            | 109.0                     |   |      |      |  |
|  |                               |               |                     | JASPER MILLS.....                 | 112.2                     |   |      |      |  |
|  |                               |               |                     | SABINA.....                       | 118.7                     |   |      |      |  |
|  |                               |               |                     | MELVIN.....                       | 123.2                     |   |      |      |  |
|  |                               |               |                     | JUNCTION-P. R. R.                 | 128.3                     |   |      |      |  |
|  |                               |               | X                   | GS.....                           | 129.5                     |   |      | 23   |  |
|  |                               |               |                     | WILMINGTON.....                   | 129.5                     |   |      | 26   |  |
|  |                               |               | X                   | CLARKSVILLE.....                  | 138.7                     |   |      | 16   |  |
|  |                               |               |                     | MS ◆.....                         | 148.6                     |   |      |      |  |
|  |                               |               |                     | MORROW.....                       | 148.9                     |   |      |      |  |

NOTE—▲Indicates Block-Limit Station for westward trains only.  
◆Indicates Block-Limit Station for eastward trains only.  
The direction from Morrow to Trinway is eastward.

Block-Limit Stations controlled as follows:

| Block-Limit Station | Controlled by |
|---------------------|---------------|
| RY—AR—FS—CS—NA      | New Lexington |
| JU—WR—SV            | Bremen        |
| G—GS—MS             | Circleville   |

## AKRON SECONDARY TRACK

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                         | Distance from Hudson | Sidings Assigned Direction Car Capacity 50 ft. cars |       |      |
|--------------|----------------------|---------------|---------------------|----------------------------------|----------------------|---|-------|------|
|              |                      |               |                     |                                  |                      | North   | South | Both |
| X            | X                    | X★            |                     | ORRVILLE (Lake Div.).....        | 37.2                 |   | 110   |      |
|              |                      |               |                     | DIVISION POST (Buck. Div.).....  | 39.1                 |   |       |      |
|              |                      |               |                     | APPLE CREEK.....                 | 45.1                 |   |       |      |
|              |                      |               |                     | FREDERICKSBURG.....              | 51.0                 |   |       |      |
|              |                      |               |                     | HOLMESVILLE.....                 | 55.3                 |   |       |      |
|              |                      |               | X                   | KN.....                          | 55.7                 |   |       | 91   |
|              |                      |               |                     | MILLERSBURG.....                 | 60.9                 |   |       |      |
|              |                      |               |                     | KILLBUCK.....                    | 66.7                 |   |       |      |
|              |                      |               |                     | GLENMONT.....                    | 72.8                 |   |       | 97   |
|              |                      |               |                     | BADDOW PASS.....                 | 77.1                 |   |       |      |
|              |                      |               | X                   | BH.....                          | 80.9                 |   |       |      |
|              |                      |               |                     | BRINK HAVEN.....                 | 81.0                 |   |       |      |
|              |                      |               |                     | DANVILLE.....                    | 85.3                 |   |       | 60   |
|              |                      |               |                     | HOWARD.....                      | 89.9                 |   |       |      |
|              |                      |               | X                   | GA.....                          | 94.2                 |   |       |      |
|              |                      |               |                     | GAMBIER.....                     | 94.3                 |   |       |      |
|              |                      |               |                     | MT. VERNON.....                  | 100.0                | 95  | 55    |      |
| X            | X                    |               |                     | B. & O. R. R. CROSSING.....      | 100.1                |   |       |      |
|              |                      |               | X                   | BC.....                          | 104.7                |   |       |      |
|              |                      |               |                     | BANGS.....                       | 104.7                |   |       | 32   |
| X-A          |                      |               |                     | CENTERBURG.....                  | 113.3                |   |       |      |
|              |                      |               |                     | CENTERAC (N. Y. C.).....         | 113.9                |   |       |      |
|              |                      |               | X                   | CO.....                          | 119.1                |   |       |      |
|              |                      |               |                     | SUNBURY.....                     | 123.2                |   |       |      |
|              |                      |               |                     | GALENA.....                      | 125.0                |   |       |      |
|              |                      |               |                     | WESTERVILLE.....                 | 132.1                |   |       |      |
|              |                      |               | X                   | LIND—R-Joyce Ave.....            | 138.7                |   |       |      |
| X            |                      |               |                     | LINDEN.....                      | 140.5                | 130   | 155   |      |
| X            | X                    | X★            |                     | PENNOR CROSSING—R-Joyce Ave..... | 142.0                |   |       |      |
|              |                      |               |                     | JOYCE AVENUE (N. & W.).....      | 142.1                |   |       |      |
|              |                      |               |                     | COLUMBUS.....                    | 144.3                |   |       |      |

The direction from Orrville to Joyce Avenue is southward.

Block-Limit Stations controlled as follows:

| Block-Limit Station | Controlled by            |
|---------------------|--------------------------|
| KN—BH—GA—BG—CQ      | Orrville (Lake Division) |

**UNDERCLIFF BRANCH**  
(BUCKEYE DIVISION)  
**UNDERCLIFF SECONDARY TRACK**

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS       | Distance from Valley or Columbus | Sidings Assigned |              |             |
|--------------|----------------------|---------------|---------------------|----------------|----------------------------------|------------------|--------------|-------------|
|              |                      |               |                     |                |                                  | Direction        | Car Capacity | 50 ft. cars |
|              |                      |               |                     |                | East                             | West             | Both         |             |
| X            |                      |               |                     | VALLEY         |                                  |                  |              |             |
|              |                      |               |                     | REDCOMB JCT... | Undercliff Branch                | 1.1              |              |             |
| X            |                      |               |                     | RED BANK       | R                                | 112.2            |              |             |
| X            |                      |               |                     | REDCOMB JCT.   | Clare                            | 113.1            |              |             |
|              |                      |               |                     | REDCOMB JCT... | Undercliff Secondary Track       | 113.1            |              |             |
|              |                      | X             |                     | CLIFF          |                                  | 114.7            |              |             |
|              |                      | X             |                     | PENN—R-Cliff   |                                  | 116.4            |              |             |
|              |                      | X             |                     | OASIS          |                                  | 119.7            |              |             |

The direction from Oasis to Valley and Red Bank is eastward.

**SPRINGFIELD SECONDARY TRACK**  
(BUCKEYE DIVISION)

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS       | Distance from Xenia | Sidings Assigned |              |             |
|--------------|----------------------|---------------|---------------------|----------------|---------------------|------------------|--------------|-------------|
|              |                      |               |                     |                |                     | Direction        | Car Capacity | 50 ft. cars |
|              |                      |               |                     |                | East                | West             | Both         |             |
| X            | X                    | X             | X                   | XENIA          |                     |                  |              |             |
|              |                      |               |                     | YELLOW SPRINGS | 10.0                |                  |              |             |
|              |                      |               |                     | SPRINGFIELD    | 19.3                |                  |              |             |

The direction from Xenia to Springfield is eastward.

**COURT STREET SECONDARY TRACK**  
(BUCKEYE DIVISION)

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                  | Distances from Dayton | Sidings Assigned |              |             |
|--------------|----------------------|---------------|---------------------|---------------------------|-----------------------|------------------|--------------|-------------|
|              |                      |               |                     |                           |                       | Direction        | Car Capacity | 50 ft. cars |
|              |                      |               |                     |                           | East                  | West             | Both         |             |
|              |                      |               |                     | LEBANON                   | 26.6                  |                  |              |             |
|              |                      |               |                     | HAGEMAN                   | 31.4                  |                  |              |             |
|              |                      |               |                     | MASON                     | 34.7                  |                  |              |             |
|              |                      |               |                     | HAZELWOOD                 | 44.0                  |                  |              |             |
|              |                      |               |                     | BLUE ASH                  | 44.4                  |                  |              |             |
|              |                      |               |                     | ROSSMOYNE                 | 45.7                  |                  |              |             |
|              |                      |               |                     | DEER PARK                 | 46.9                  |                  |              |             |
|              |                      |               |                     | SILVERTON                 | 47.4                  |                  |              |             |
|              |                      |               |                     | KENNEDY HEIGHTS           | 48.6                  |                  |              |             |
|              |                      |               |                     | PLEASANT RIDGE            | 49.3                  |                  |              |             |
|              |                      |               |                     | MCCULLOUGH                | 49.8                  |                  |              |             |
| X            | X                    |               |                     | EAST NORWOOD (B. & O.)    | 50.6                  |                  |              |             |
|              |                      |               |                     | IDLEWILD (N. & W.)        | 52.3                  |                  |              |             |
|              |                      |               |                     | AVONDALE                  | 53.8                  |                  |              |             |
|              |                      |               |                     | OAK STREET                | 54.2                  |                  |              |             |
|              |                      |               |                     | CINCINNATI (Court Street) | 56.0                  |                  |              |             |

The direction from Lebanon to Cincinnati is westward.

**MIDDLETOWN SECONDARY TRACK**  
(BUCKEYE DIVISION)

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS               | Distance from Middletown |
|--------------|----------------------|---------------|---------------------|------------------------|--------------------------|
| X            | X                    |               |                     | MIDDLETOWN             |                          |
|              |                      |               |                     | BIG 4 CROSSING         | 0.8                      |
|              |                      |               |                     | ARMCO CROSSING         | 4.8                      |
|              |                      |               |                     | NEW REED'S YARD        | 4.9                      |
|              |                      |               |                     | END OF SECONDARY TRACK | 5.0                      |
|              |                      |               |                     | END OF SECONDARY TRACK | 5.0                      |
|              |                      |               |                     | UNION VILLAGE          | 7.0                      |
|              |                      |               |                     | HAGEMAN                | 11.8                     |
|              |                      |               |                     | MIDDLETOWN JUNCTION    | 14.4                     |

The direction from Middletown to Middletown Jct. is westward.

**MUNCIE YARD RUNNING TRACK**  
(BUCKEYE DIVISION)

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS              | Distance from Vance |
|--------------|----------------------|---------------|---------------------|-----------------------|---------------------|
| X            | X                    |               |                     | VANCE (N. Y. C.)      |                     |
|              |                      |               |                     | MUNCIE (N. K. P.)     | 1.0                 |
| X            |                      |               |                     | DREW (C. & O.)—R-Peru | 3.0                 |
|              |                      |               |                     | ANTHONY               | 6.1                 |
|              |                      |               |                     | MATTHEWS              | 14.7                |

The direction from Vance to Matthews is westward.

**CLEMENT-HEMPSTEAD INDUSTRIAL TRACK**  
(BUCKEYE DIVISION)

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS  | Distance from Clement |
|--------------|----------------------|---------------|---------------------|-----------|-----------------------|
|              |                      |               |                     | CLEMENT   |                       |
|              |                      |               |                     | HEMPSTEAD | 5.1                   |

### DAYTON-LYTTLE INDUSTRIAL TRACK (BUCKEYE DIVISION)

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS    | Distance from Dayton |
|--------------|----------------------|---------------|---------------------|-------------|----------------------|
|              |                      |               |                     |             |                      |
|              |                      |               |                     | DAYTON      | 7.1                  |
|              |                      |               |                     | HEMPSTEAD   | 10.9                 |
|              |                      |               |                     | CENTERVILLE | 15.7                 |
|              |                      |               |                     | LYTTLE      |                      |

### DRESDEN INDUSTRIAL TRACK (BUCKEYE DIVISION)

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                | Distance from Killbuck | Sidings Assigned Direction Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|-------------------------|------------------------|---|------|------|
|              |                      |               |                     |                         |                        | East  | West | Both |
|              |                      |               |                     | KILLBUCK (Akron Branch) |                        |   |      |      |
|              |                      |               |                     | LAYLAND                 | 5.0                    |   |      |      |
|              |                      |               |                     | HELMICK                 | 8.2                    |   |      |      |
|              |                      |               |                     | BLISSFIELD              | 9.5                    |   |      |      |
|              |                      |               |                     | AYRES MINERAL           | 11.9                   |   |      |      |

### HOWARD INDUSTRIAL TRACK (BUCKEYE DIVISION)

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS              | Distance from Howard | Sidings Assigned Direction Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|-----------------------|----------------------|---|------|------|
|              |                      |               |                     |                       |                      | East  | West | Both |
|              |                      |               |                     | HOWARD (Akron Branch) |                      |   |      |      |
|              |                      |               |                     | MILLWOOD SAND CO.     | 3.9                  |   |      |      |

### EFFNER BRANCH (CHICAGO DIVISION)

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS               | Distance from Loganport | Sidings Assigned Direction Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---------------------|------------------------|-------------------------|---|------|------|
|              |                      |               |                     |                        |                         | East  | West | Both |
| X            | X                    | X             | ★                   | VAN (MAIN LINE)        | 1.2                     |   |      |      |
| X            |                      |               | X                   | KENNETH—R-Van          | 5.7                     |   |      |      |
|              |                      |               |                     | BURNETTSTVILLE         | 12.1                    |   |      |      |
|              |                      |               |                     | IDAVILLE               | 15.1                    |   |      |      |
| X-A          |                      |               |                     | MONON Crossing (MONON) | 21.5                    |   |      |      |
| X-A          |                      |               | X                   | MONTICELLO             | 21.6                    |   |      | 32   |
|              |                      |               |                     | REYNOLDS (MONON)       | 26.9                    |   |      |      |
|              |                      |               |                     | WOLCOTT                | 35.8                    |   |      | 33   |
|              |                      | B             |                     | REMINGTON              | 41.5                    |   |      | 21   |
|              |                      |               |                     | GOODLAND               | 48.9                    |   |      | 21   |
| X            | X                    | X             |                     | KENTLAND (NYC)         | 57.2                    |   |      | 24   |
|              |                      |               |                     | END OF BLOCK           | 60.2                    |   |      |      |
|              |                      |               |                     | EFFNER                 | 61.2                    |   |      |      |

The direction from Kenneth to Effner is westward.

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

| Station                   | Hours in service   |
|---------------------------|--|
| Remington (Block Station) | 7.00 A.M. to 11.30 A.M.—12.30 P.M. to 4.00 P.M. except Saturday, Sunday and May 30, July 4 and September, 4. |

Block-Limit Stations controlled as follows:

| Block-Limit Station | Controlled by |
|---------------------|---------------|
| Kenneth             | Van           |
| Monticello          |               |

### SOUTH BEND BRANCH (CHICAGO DIVISION)

| Interlocking | Interlocking Station | Block Station | STATIONS | Distance from Terre Haute               | Sidings Assigned Direction Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|----------|---|---|------|------|
|              |                      |               |          |   | East  | West | Both |
| X            | X                    | X             | ★        | VAN (MAIN LINE)                         | 114.5   |      |      |
|              |                      |               | X        | FERN                                    | 115.7   |      |      |
|              |                      |               |          | BEND—R-Van                              | 116.1   |      |      |
|              |                      |               |          | LUCERNE                                 | 124.3   |      |      |
|              |                      |               |          | GRASS CREEK                             | 129.8   |      |      |
|              |                      |               |          | KEWANNA                                 | 134.8   |      |      |
| X-A          |                      |               |          | KEWANNA INTERLOCKING (C&O)              | 135.0   |      |      |
| X-A          |                      |               |          | DE LONG (ERIE)                          | 143.1   |      |      |
| X-A          |                      |               |          | CULVER                                  | 148.8   |      |      |
| X-A          |                      |               |          | HIBBARD (NYC&SL)                        | 151.7   |      |      |
| X            | X                    | X             | ★        | PLYMOUTH (NYC&SL—PRR Main Line (PFW&C)) | 159.0   |      |      |
|              |                      |               |          | MARSHALL                                | 160.2   |      | 87   |
| X            |                      |               |          | LAPAZ JUNCTION (B&O)                    | 167.4   |      |      |
| X            | B                    | B             |          | LAKEVILLE (WABASH)                      | 172.2   |      |      |
|              |                      |               |          | END OF BLOCK                            | 182.2   |      |      |
|              |                      |               |          | SOUTH BEND                              | 182.3   |      |      |

The direction from Van to South Bend is westward.

NOTE. Lapaz Junction Interlocking controlled by B. & O. Train Dispatcher at Akron, O. See Special Instruction 1663-A7, page 245.

| Interlocking and Block Stations<br>in service part-time as follows: |  |               |   |                                 |   |      |      |
|---|--|---------------|---|---------------------------------|---|------|------|
| Station   | Hours in service   |               |   |                                 |   |      |      |
| Lakeville   | Continuously except 6.00 A.M. to 2.00 P.M.<br>Saturday and Sunday. |               |   |                                 |   |      |      |
| CALUMET RIVER LINE SECONDARY TRACK<br>(CHICAGO DIVISION)            |  |               |   |                                 |   |      |      |
| Interlocking  | Interlocking Station   | Block Station | STATIONS                                | Distance from River Branch Jct. | Sidings Assigned Direction Car Capacity 50 ft. cars |      |      |
|   |  |               |   |                                 | East  | West | Both |
| X   | X  | X-★           | RIVER BRANCH JCT.<br>(MAIN LINE)        |                                 |   |      |      |
| X   |  |               | CALUMET WESTERN JCT.                    | 4.4                             |   |      |      |
|   |  |               | HEGEWISCH—R-Calumet Park<br>(MAIN LINE) | 4.7                             |   |      |      |
| The direction from River Branch Jct. to Hegewisch is eastward.      |  |               |   |                                 |   |      |      |
| ENGLEWOOD CONNECTING LINE SECONDARY TRACK<br>(CHICAGO DIVISION)     |  |               |   |                                 |   |      |      |
| Interlocking  | Interlocking Station   | Block Station | STATIONS                                | Distance from 69th Street Yard  | Sidings Assigned Direction Car Capacity 50 ft. cars |      |      |
|   |  |               |   |                                 | East  | West | Both |
| X   | X  | X             | EC (MAIN LINE)                          | 2.5                             |   |      |      |
|   |  |               | FORD STREET (C&WI)                      | 2.1                             |   |      |      |
|   |  |               | GREEN STREET                            | 1.7                             |   |      |      |
|   |  |               | WINCHESTER AVENUE                       | 0.3                             |   |      |      |
| The direction from Winchester Avenue to EC is eastward.             |  |               |   |                                 |   |      |      |

| TOLEDO BRANCH<br>(FT. WAYNE DIVISION)<br>PENFORD SECONDARY TRACK<br>OLIVE SECONDARY TRACKS |                      |               |  |                         |   |       |      |  |  |
|--|----------------------|---------------|--|-------------------------|---|-------|------|--|--|
| Interlocking   | Interlocking Station | Block Station | STATIONS                               | Distance from Mansfield | Sidings Assigned Direction Car Capacity 50 ft. cars |       |      |  |  |
|  |                      |               |  |                         | North   | South | Both |  |  |
|  |                      |               | DETROIT (F.S.U.D. Co.)                 | 142.0                   |   |       |      |  |  |
| X  | X                    | X             | DELRAY (WAB. RY.)                      | 137.6                   |   |       |      |  |  |
| X  | X                    | X             | ECORSE JCT.                            | 136.8                   |   |       |      |  |  |
| X  | X                    |               | ECORSE JCT.<br>COOLIDGE                | 136.8                   |   |       |      |  |  |
|  |                      |               | LINCOLN PARK                           | 134.4                   |   |       |      |  |  |
|  |                      |               | CICOTTE ST.                            | 133.0                   |   |       |      |  |  |
|  |                      |               | CICOTTE ST.<br>GARFIELD                | 133.9                   |   |       |      |  |  |
| X  | X                    | X             | PENFORD                                | 129.4                   |   |       |      |  |  |
| X  | X                    | X             | PENFORD (D.T.&I. Crossing)             | 129.4                   |   |       |      |  |  |
|  |                      |               | EUREKA                                 | 128.2                   |   |       |      |  |  |
|  |                      |               | CARLETON                               | 116.4                   |   |       |      |  |  |
| X  | X                    | X             | CARLETON (D.T.&I. Crossing)            | 116.3                   |   |       | 59   |  |  |
| X  | X                    | X             | MONROE                                 | 106.3                   |   |       |      |  |  |
| X  | X                    | X             | ERIE                                   | 96.3                    |   |       |      |  |  |
| X  | X                    | X             | ALEXIS (NYC-C&O Crossing)              | 90.9                    |   |       |      |  |  |
| X  | X                    | X             | HALLETT (C&O-TT Crossing)              | 89.9                    |   |       |      |  |  |
| X  | X                    | X             | BOULEVARD—R-Hallett<br>(TT Crossing)   | 88.4                    |   |       |      |  |  |
| X  | X                    | X             | MANHATTAN (NKP Crossing)               | 87.7                    |   |       |      |  |  |
| X  |                      |               | GALENA—R-Manhattan                     | 86.7                    |   |       |      |  |  |
|  |                      |               | BUFFALO ST.                            | 86.4                    |   |       |      |  |  |
|  |                      |               | MAGNOLIA ST.                           | 86.0                    |   |       |      |  |  |
| X  | X                    | X             | TOLEDO                                 | 85.8                    |   |       |      |  |  |
| X  | X                    | X             | OLIVE                                  | 85.8                    |   |       |      |  |  |
| X  | X                    | X             | MAIN ST.                               | 85.1                    |   |       |      |  |  |
|  |                      |               | OAKDALE ST.                            | 83.0                    |   |       |      |  |  |
|  |                      |               | OAKDALE ST.                            | 83.0                    |   |       |      |  |  |
|  |                      |               | OAK ST.                                | 82.7                    |   |       |      |  |  |
|  |                      |               | COY                                    | 82.5                    |   |       |      |  |  |
|  |                      |               | OUTER YARD OFFICE                      | 81.7                    |   |       |      |  |  |
|  |                      |               | WALBRIDGE                              | 80.6                    |   |       |      |  |  |
| X  | X                    | X-★           | WALBRIDGE<br>(C&O-TT Crossing)         | 80.5                    |   |       |      |  |  |
|  |                      |               | WOODVILLE                              | 68.6                    |   |       |      |  |  |
|  |                      |               | HYDRATE                                | 67.6                    |   |       |      |  |  |
| X  | X                    | X-★           | GIBSONBURG                             | 63.4                    |   |       | 53   |  |  |
|  |                      |               | HELENA                                 | 60.0                    |   |       |      |  |  |
|  |                      |               | MILLERSVILLE                           | 57.9                    |   |       |      |  |  |
| X-A  |                      |               | BURGOON (NKP Crossing)                 | 54.5                    |   | 99    |      |  |  |
|  |                      |               | BETTSTVILLE                            | 52.7                    |   |       |      |  |  |
| X  | X                    | X-★           | MAPLE GROVE<br>(NKP Crossing)          | 50.8                    |   |       |      |  |  |
| X  |                      |               | COLEMAN—R-Tiffin                       | 44.5                    |   |       |      |  |  |
|  |                      |               | WALL ST.                               | 43.9                    |   |       |      |  |  |
| X  | X                    | X-★           | TIFFIN (NYC-B&O Crossing)              | 43.1                    |   |       |      |  |  |
|  |                      |               | PERRY ST.                              | 42.8                    |   |       |      |  |  |
| X  |                      |               | BLOOMVILLE—R-Tiffin                    | 33.3                    |   | 140   |      |  |  |
|  |                      |               | BLOOM                                  | 32.0                    |   |       |      |  |  |
| X  |                      |               | CARROTHERS—R-Tiffin                    | 27.1                    |   | 135   |      |  |  |
| (Distance from Columbus) ↓   |                      |               |  |                         |   |       |      |  |  |
| X  |                      |               | CARROTHERS—R-Portsmouth                | 76.6                    |   |       |      |  |  |
| X-A  |                      |               | CHATFIELD ((ACY)                       | 73.7                    |   |       |      |  |  |
|  |                      |               | RIDGETON                               | 69.6                    |   |       |      |  |  |
| X  |                      |               | BENSON                                 | 65.3                    |   |       |      |  |  |
| X  |                      |               | HOLMES                                 | 63.3                    |   |       |      |  |  |
| X  | X                    | X-★           | COLSAN (NYC)<br>(MAINLINE PGH TO CHGO) | 62.8                    |   |       |      |  |  |
| The direction from Colsan to Penford is Northward.   |                      |               |  |                         |   |       |      |  |  |

## GRAND RAPIDS BRANCH

(FT. WAYNE DIVISION)

### MACKINAW CITY SECONDARY TRACK

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                                      | Distance from Richmond        | Sidings Assigned Direction Car Capacity 50 ft. cars |       |      |     |
|--------------|----------------------|---------------|---------------------|---|-------------------------------|---|-------|------|-----|
|              |                      |               |                     |   |                               | North   | South | Both |     |
|              |                      |               |                     |   |                               |   |       |      |     |
|              |                      |               | X                   | MACKINAW CITY                                 | Mackinaw City Secondary Track | 459.7   |       |      |     |
|              |                      |               |                     | CARP LAKE                                     |                               | 452.7   |       |      |     |
|              |                      |               |                     | PELLSTON                                      |                               | 442.5   |       |      | 16  |
|              |                      |               | X                   | ALANSON                                       |                               | 434.9   |       |      |     |
|              |                      |               |                     | KEGOMIC                                       |                               | 427.0   |       |      |     |
|              |                      |               | X                   | PETOSKEY                                      |                               | 424.8   |       |      |     |
|              |                      |               |                     | FORMANS                                       |                               | 423.0   |       |      |     |
|              |                      |               | X                   | WALLOON LAKE                                  |                               | 416.2   |       |      |     |
|              |                      |               | X                   | BOYNE FALLS                                   |                               | 409.0   |       |      | 33  |
|              |                      |               | X                   | ELMIRA  |                               | 400.1   |       |      | 48  |
|              |                      |               | B                   | MANCELONA                                     |                               | 384.9   |       |      | 69  |
|              |                      |               | X                   | KALKASKA                                      |                               | 371.5   |       |      | 42  |
|              |                      |               |                     | WALTON JCT.                                   |                               | 352.8   |       |      | 37  |
|              |                      |               | X                   | MISSAUKEE JCT.                                |                               | 336.0   |       |      |     |
|              |                      |               |                     | NORTH YARD                                    |                               | 333.1   |       |      |     |
| X-A          |                      |               |                     | CADILLAC (ANN ARBOR)                          |                               | 331.8   |       |      |     |
|              |                      |               |                     | LEROY   |                               | 315.2   |       |      |     |
| X-A          |                      |               | X                   | REED CITY (C & O)                             |                               | 302.7   |       |      | 40  |
|              |                      |               | X                   | BIG RAPIDS (PRR Crossing)                     |                               | 289.9   |       |      | 44  |
|              |                      |               | X                   | STANWOOD                                      |                               | 281.0   |       |      |     |
|              |                      |               | B                   | HOWARD CITY                                   |                               | 268.0   |       |      |     |
|              |                      |               |                     | ROCKFORD                                      |                               | 247.9   |       |      |     |
|              |                      |               | X                   | BELMONT                                       |                               | 243.7   |       |      |     |
|              |                      |               |                     | COMSTOCK PARK (C&O Crossing)                  |                               | 239.4   |       |      |     |
|              |                      |               | X                   | FULLER (GTW Crossing)                         |                               | 239.2   |       |      | 72  |
|              |                      |               |                     | MUSKEGON JCT. (NYC Crossing)                  |                               | 236.9   |       |      |     |
|              |                      |               |                     | WINTER ST. (C&O Crossing)                     |                               | 234.5   |       |      |     |
|              |                      |               |                     | GRAND RAPIDS                                  |                               | 234.4   |       |      |     |
|              |                      |               |                     | WILLIAMS ST.                                  |                               | 234.0   |       |      |     |
|              |                      |               |                     | BARTLETT ST. JCT.                             |                               | 233.7   |       |      |     |
| X            | X                    |               |                     | PLEASANT ST. (C&O)                            |                               | 233.6   |       |      |     |
|              |                      |               | X-★                 | HUGHART                                       |                               | 233.3   |       |      |     |
|              |                      |               | X                   | FISHER  |                               | 232.2   |       |      |     |
|              |                      |               | B                   | WAYLAND                                       |                               | 227.5   |       |      |     |
|              |                      |               | X                   | MARTIN  |                               | 213.0   | 40    | 43   |     |
| X-A          |                      |               |                     | PLAINWELL (MC(NYC))                           |                               | 203.1   |       |      | 71  |
|              |                      |               | X                   | DOCK  |                               | 196.7   |       |      |     |
| X            |                      |               |                     | M. C. Crossing (MC(NYC))                      |                               | 187.1   |       |      | 85  |
|              |                      |               |                     | KALAMAZOO                                     |                               | 185.7   |       |      |     |
| X-A          |                      |               |                     | GIBSON ST. (NYC)                              |                               | 185.4   |       |      | 78  |
| X            | X                    | X-★           |                     | VICKSBURG (GTW)                               |                               | 185.1   | 36    | 39   |     |
|              |                      |               | X                   | MENDON  |                               | 173.0   |       |      | 112 |
| X-A          |                      |               |                     | WASEPI (MC(NYC))                              |                               | 164.1   |       |      |     |
| X            | B                    | B             |                     | STURGIS (NYC)                                 |                               | 159.5   |       |      | 112 |
|              |                      |               | B                   | HOWE  |                               | 149.4   |       |      | 44  |
| X            | X                    | X-★           |                     | WOLCOTTVILLE (WABASH)                         |                               | 143.7   |       |      |     |
|              |                      |               |                     | HOFFMAN                                       |                               | 129.3   |       |      | 38  |
|              |                      |               |                     | KENDALLVILLE—R-Toledo (NYC)                   |                               | 121.5   |       |      | 112 |
| X-A          |                      |               | X                   | AVILLA (B&O)                                  |                               | 120.2   |       |      |     |
|              |                      |               |                     | LA OTTO (Vandale Secondary Track Crossing)    |                               | 113.6   |       |      |     |
|              |                      |               |                     | HUNTERTOWN                                    |                               | 108.7   |       |      |     |
|              |                      |               | B                   | HUNT  |                               | 108.7   |       |      |     |
| X            |                      |               |                     | NYC&StL CROSSING—R-Runion Ave. (NYC Crossing) |                               | 94.1  |       |      |     |
| X            | X                    | X-★           |                     | JUNCTION                                      |                               | 93.6  |       |      |     |
|              |                      |               |                     |   |                               | 93.3  |       |      |     |

The direction from Junction to Mackinaw City is northward.

Before switching movements are made at NYC&StL crossing or should interlocking signal display stop, instructions posted at the crossing must be complied with.

NOTE. M. C. Interlocking controlled from NYCRR BO Interlocking Station.

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

| Station                                  | Hours in service  |
|--|---|
| Mancelona (Block-Limit Station)          | 5.00 P.M. to 8.00 A.M. Daily.<br>8.00 A.M. to 5.00 P.M. Sunday. |
| Howard City (Block-Limit Station)        | 5.00 P.M. to 8.00 A.M. Daily.<br>8.00 A.M. to 5.00 P.M. Sunday. |
| Wayland (Block-Limit Station)            | 4.30 P.M. to 7.30 A.M. Daily.<br>7.30 A.M. to 4.30 P.M. Sunday. |
| Sturgis (Block and Interlocking Station) | 9.00 A.M. to 5.00 P.M. Daily except Sunday.                     |
| Howe (Block-Limit Station)               | 5.30 P.M. to 8.30 A.M. Daily.<br>8.30 A.M. to 5.30 P.M. Sunday. |
| Hunt (Block-Limit Station)               | 5.00 P.M. to 8.00 A.M. Daily.<br>8.00 A.M. to 5.00 P.M. Sunday. |

Block-Limit Stations controlled as follows:

| Block-Limit Station | Controlled by |              |
|---------------------|---------------|--------------|
| Carp Lake           | Fuller        |              |
| Kegomic             |               |              |
| Formans             |               |              |
| Boyne Falls         |               |              |
| Elmira              |               |              |
| Mancelona           |               |              |
| Walton Jet.         |               |              |
| North Yard          |               |              |
| Big Rapids          |               |              |
| Stanwood            |               |              |
| Howard City         | Hughart       |              |
| Belmont             |               |              |
| Fisher              |               |              |
| Wayland             |               |              |
| Martin              |               | Vicksburg    |
| Dock                |               |              |
| Mendon              |               |              |
| Howe                |               |              |
| LaOtto              |               | Wolcottville |
| Hunt                |               | Junction     |

**LOGANSPORT BRANCH**  
(FT. WAYNE DIVISION)

| Interlocking | Interlocking Station | Block Station | STATIONS                     | Distance from Logansport | Sidings Assigned Direction Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|------------------------------|--------------------------|---|------|------|
|              |                      |               |                              |                          | East  | West | Both |
| X            | X                    | X-★           | VANDALE (MAIN LINE).....     | 55.3                     |   |      | 25   |
| X-A          |                      |               | SOUTH WHITLEY (NYC&StL)..... | 47.1                     |   |      | 9    |
|              |                      |               | NORTH MANCHESTER.....        | 37.1                     |   |      | 31   |
|              |                      |               | (NYC Crossing)               | 36.9                     |   |      |      |
| X            | B                    | B             | NEWTON (ERIE).....           | 33.9                     |   |      | 90   |
|              |                      |               | DENVER SIDING.....           | 18.8                     |   |      |      |
|              |                      |               | (NYC&StL Crossing)           | 18.2                     |   |      | 12   |
| X-A          |                      |               | HOOVER (C&O).....            | 10.1                     |   |      |      |
|              | X                    |               | LOG-R-Van.....               | 3.1                      |   |      |      |
|              |                      |               | FERN.....                    | 2.5                      |   |      |      |
| X            | X                    | X-★           | VAN (MAIN LINE).....         | 1.2                      |   |      |      |

The direction from Van to Vandale is eastward.

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

| Station | Hours in Service            |
|---------|-----------------------------|
| Newton  | When opened by train order. |

**MUSKEGON SECONDARY TRACK**  
(FT. WAYNE DIVISION)

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                 | Distance from Grand Rapids | Sidings Assigned Direction Car Capacity 50 ft. cars |       |      |
|--------------|----------------------|---------------|---------------------|--------------------------|----------------------------|---|-------|------|
|              |                      |               |                     |                          |                            | North   | South | Both |
|              |                      |               |                     | MUSKEGON.....            | 39.2                       |   |       |      |
|              |                      |               | X                   | END OF BLOCK.....        | 36.6                       |   |       |      |
|              |                      |               | X                   | SHAW.....                | 36.5                       |   |       |      |
|              |                      |               | X                   | SULLIVAN.....            | 27.8                       |   |       | 19   |
|              |                      |               | X                   | RAVENNA.....             | 22.4                       |   |       | 23   |
|              |                      |               | X                   | CONKLIN.....             | 17.2                       |   |       | 16   |
|              |                      |               |                     | WALKER-END OF BLOCK..... | 10.0                       |   |       |      |
|              |                      |               |                     | FULLER (GTWRR).....      |                            |   |       |      |

The direction from Walker to Shaw is northward.

Block-Limit Stations controlled as follows:

| Block-Limit Station | Controlled by |
|---------------------|---------------|
| Shaw                | Fuller        |
| Sullivan            |               |
| Ravenna             |               |
| Conklin             |               |

**VANDALE SECONDARY TRACK**  
(FT. WAYNE DIVISION)

| Interlocking | Interlocking Station | Block Station | STATIONS                                | Distance from Logansport | Sidings Assigned Direction Car Capacity 50 ft. cars |      |      |
|--------------|----------------------|---------------|---|--------------------------|---|------|------|
|              |                      |               |   |                          | East  | West | Both |
|              |                      |               | END OF SECONDARY TRACK.....             | 65.0                     |   |      |      |
|              |                      |               | LAOTTO (Grand Rapids Br. Crossing)..... | 73.7                     |   |      |      |
|              |                      |               | NYC CROSSING.....                       | 81.3                     |   |      |      |
| X            |                      |               | AUBURN JCT. (B&O).....                  | 81.4                     |   |      |      |
|              |                      |               | AUBURN.....                             | 82.4                     |   |      |      |

The direction from End of Secondary Track to Auburn is eastward.

NOTE—Auburn Jct. Interlocking controlled by B & O Train Dispatcher at Akron, O. See Special Instruction 1663-A8, page 253.

**TRAVERSE CITY SECONDARY TRACK**  
(FT. WAYNE DIVISION)

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                          | Distance from Walton Jct. | Sidings Assigned Direction Car Capacity 50 ft. cars |       |      |
|--------------|----------------------|---------------|---------------------|-----------------------------------|---------------------------|---|-------|------|
|              |                      |               |                     |                                   |                           | North   | South | Both |
|              |                      |               | X                   | TRAVERSE CITY (C&O Crossing)..... | 25.0                      |   |       |      |
|              |                      |               |                     | WALTON JCT. (GR. RAP. BR.).....   |                           |   |       |      |

The direction from Walton Jct. to Traverse City is northward.

**TIRO INDUSTRIAL TRACK**  
(FT. WAYNE DIVISION)

| Interlocking | Interlocking Station | Block Station | STATIONS                                | Distance from Mansfield | Sidings Assigned Direction Car Capacity 50 ft. cars |       |      |
|--------------|----------------------|---------------|---|-------------------------|---|-------|------|
|              |                      |               |   |                         | North   | South | Both |
| X            |                      |               | CARROTHERS-R-Tiffin and Portsmouth..... | 27.1                    |   |       |      |
|              |                      |               | NEW WASHINGTON.....                     | 23.5                    |   |       |      |
| X            | B                    |               | STACK AC&Y Crossing).....               | 22.9                    |   |       |      |
|              |                      |               | TIRO.....                               | 17.8                    |   |       |      |
|              |                      |               | END OF TRACK.....                       | 17.0                    |   |       |      |

The direction from Carrothers to Tiro is northward.

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

| Station | Hours in service                            |
|---------|---|
| Stack   | In service only when opened by Train Order. |

**VINCENNES SECONDARY TRACK**  
(SOUTHWESTERN DIVISION)

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                                   | Distance from Indianapolis | Sidings Assigned Direction Car Capacity 50 ft. cars |       |      |
|--------------|----------------------|---------------|---------------------|--|----------------------------|---|-------|------|
|              |                      |               |                     |  |                            | North   | South | Both |
| X            | X                    | X             |                     | KRAFT                                      | 3.0                        |   |       |      |
|              |                      |               |                     | MAYWOOD                                    | 5.7                        |   |       |      |
|              |                      |               | X                   | CAMBY                                      | 11.3                       |   |       | 56   |
|              |                      |               |                     | MOORESVILLE                                | 16.7                       |   |       |      |
|              |                      |               |                     | BROOKLYN                                   | 21.5                       |   |       |      |
|              |                      |               |                     | CAMPBELLS                                  | 27.3                       |   |       |      |
|              |                      |               | X                   | ELK  | 29.5                       |   |       | 77   |
|              |                      |               |                     | MARTINSVILLE                               | 30.6                       |   |       |      |
|              |                      |               |                     | PARAGON                                    | 38.4                       |   |       |      |
|              |                      |               |                     | WHITAKER                                   | 41.0                       |   |       |      |
|              |                      |               | X                   | SILEX                                      | 43.1                       |   |       | 92   |
| X-A          |                      |               |                     | GOSPORT JCT.<br>(Monon Crossing)           | 44.1                       |   |       |      |
|              |                      |               |                     | ROMONA                                     | 49.7                       |   |       |      |
|              |                      |               |                     | SPENCER                                    | 53.8                       |   |       | 58   |
|              |                      |               |                     | RUDD                                       | 57.5                       |   |       |      |
|              |                      |               |                     | FREEDOM                                    | 62.8                       |   |       |      |
|              |                      |               | X                   | MINICH                                     | 72.2                       |   |       |      |
|              |                      |               |                     | WORTHINGTON                                | 72.3                       |   |       |      |
|              |                      |               |                     | NELSON                                     | 72.9                       |   |       | 63   |
|              |                      |               |                     | RINCON JCT.<br>(N. Y. C. Crossing)         | 73.8                       |   |       |      |
| X-A          |                      |               |                     | SWITZ CITY (I. C. Crossing)                | 79.8                       |   |       |      |
|              |                      |               |                     | LYONS                                      | 83.2                       |   |       |      |
| X-A          |                      |               |                     | BUSHROD                                    | 84.9                       |   |       | 119  |
|              |                      |               |                     | BEE HUNTER<br>(C. M. & ST. P. P. Crossing) | 88.2                       |   |       |      |
|              |                      |               | X                   | SANDBORN                                   | 91.7                       |   |       |      |
|              |                      |               |                     | WESTPHALLA                                 | 94.8                       |   |       |      |
|              |                      |               |                     | EDWARDSPORT                                | 98.5                       |   |       |      |
|              |                      |               | X                   | HOWARD                                     | 100.0                      |   |       |      |
|              |                      |               |                     | BICKNELL                                   | 102.9                      |   |       |      |
|              |                      |               | X                   | KIRK                                       | 105.5                      |   |       |      |
|              |                      |               |                     | BRUCEVILLE                                 | 109.3                      |   |       |      |
| X            |                      |               |                     | B. & O. CROSSING                           | 116.9                      |   |       |      |
| X-A          |                      |               |                     | C. & E. I. CROSSING                        | 117.0                      |   |       |      |
|              |                      |               |                     | VINCENNES                                  | 117.8                      |   |       |      |

The direction from Kraft to Vincennes is southward.

Block-Limit Stations controlled as follows:

| Block-Limit Station | Controlled by |
|---------------------|---------------|
| Camby               | Kraft         |
| Elk                 | Kraft         |
| Silex               | Kraft         |
| Minich              | Kraft         |
| Sanborn             | Kraft         |
| Howard              | Kraft         |
| Kirk                | Kraft         |

**CRAWFORDSVILLE SECONDARY TRACK**  
(SOUTHWESTERN DIVISION)

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                      | Distance from East Yard | Sidings Assigned Direction Car Capacity 50 ft. cars |       |      |
|--------------|----------------------|---------------|---------------------|-------------------------------|-------------------------|---|-------|------|
|              |                      |               |                     |                               |                         | North   | South | Both |
| X            | X                    | X             |                     | EAST YARD                     |                         |   |       |      |
|              |                      |               |                     | PRESTON (Miw&N.Y.C. Crossing) | 3.7                     |   |       |      |
| X            |                      |               |                     | DEWEY JCT. (C. & E. I.)       | 4.3                     |   |       |      |
| X            |                      | X             |                     | OTTER CREEK JCT.              | 5.8                     |   |       |      |
|              |                      |               |                     | ROSEDALE (B. & O. Crossing)   | 12.2                    |   |       |      |
|              |                      |               | X                   | KD                            | 22.7                    |   |       |      |
|              |                      |               |                     | ROCKVILLE                     | 22.9                    |   |       |      |
|              |                      |               |                     | GUION                         | 32.3                    |   |       |      |
|              |                      |               | X                   | GU                            | 32.7                    |   |       |      |
|              |                      |               |                     | WAVELAND                      | 37.2                    |   |       |      |
|              |                      |               | X                   | BROWNS VALLEY                 | 40.4                    |   |       |      |
|              | X                    | X             | X                   | NEW MARKET                    | 45.6                    |   |       |      |
|              |                      |               |                     | AMES (Monon-N.Y.C. Crossings) | 52.0                    |   |       |      |
|              |                      |               |                     | CRAWFORDSVILLE                | 52.5                    |   |       |      |
|              |                      |               | X                   | GR                            | 56.5                    |   |       |      |
|              |                      |               |                     | MIDWAY                        | 56.6                    |   |       |      |
|              |                      |               | X                   | DARLINGTON                    | 60.1                    |   |       |      |
| X-A          |                      |               |                     | COLFAX (N. Y. C. Crossing)    | 68.6                    |   |       |      |
|              |                      |               |                     | MANSON                        | 73.7                    |   |       |      |
|              |                      |               |                     | FORT                          | 77.4                    |   |       | 35   |
|              |                      | B-★           | X                   | FRANK                         | 78.2                    |   |       |      |

The direction from Frank to East Yard is southward.

Block-Limit Stations controlled as follows:

| Block-Limit Station | Controlled by                                |
|---------------------|--|
| KD                  | Preston                                      |
| GU                  | Preston                                      |
| Browns Valley       | Ames   |
| New Market          | Ames   |
| GR                  | Ames   |
| Darlington          | Ames   |
| Fort                | Frank<br>Woods when Frank is not in service. |

Interlockings—Remote controlled as follows:

| Interlocking         | Controlled by         |
|----------------------|-----------------------|
| Dewey Junction       | Danville, Ill. (C&EI) |
| Otter Creek Junction | Danville, Ill. (C&EI) |

Block Station—Remote controlled as follows:

| Block Station    | Controlled by |
|------------------|---------------|
| Otter Creek Jct. | Preston       |

**PEORIA SECONDARY TRACK  
ALLENTOWN SECONDARY TRACK  
(SOUTHWESTERN DIVISION)**

| Interlocking | Interlocking Station | Block Station | Block-Limit Station | STATIONS                           | Distance from Terre Haute | Sidings Capacity 50 ft. cars |
|--------------|----------------------|---------------|---------------------|------------------------------------|---------------------------|------------------------------|
| X            | X                    | X-★           |                     | UNION                              | R                         |                              |
| X            |                      | X             |                     | FARRINGTON                         | Union                     | 7.9                          |
|              |                      |               |                     | BARTELS                            |                           | 8.9                          |
| X            |                      |               |                     | PARIS                              |                           | 20.3                         |
| X            | X                    |               |                     | CAIRO JUNCTION (N. Y. C. Crossing) |                           | 21.0                         |
|              |                      |               |                     | MIDLAND (N. Y. C. Crossing)        |                           | 21.3                         |
|              |                      | X             |                     | WP                                 |                           | 21.8                         |
|              |                      | X             |                     | GN                                 |                           | 29.9                         |
|              |                      |               |                     | REDMON                             |                           | 30.0                         |
|              |                      |               |                     | BORTON                             |                           | 34.1                         |
|              |                      |               |                     | ISABEL                             |                           | 34.8                         |
| X-A          |                      | X             |                     | OAKLAND (N. K. P. Crossing)        |                           | 36.6                         |
|              |                      | X             |                     | HINDSBORO                          |                           | 45.0                         |
|              |                      |               |                     | KEMP                               |                           | 48.0                         |
| X            | B                    |               |                     | FILSON                             |                           | 50.5                         |
|              |                      | X             |                     | ARCOLA (I. C. Crossing)            |                           | 54.5                         |
|              |                      |               |                     | CHESTERVILLE                       |                           | 59.1                         |
| X-A          |                      | B             |                     | ARTHUR                             |                           | 63.6                         |
|              |                      |               |                     | C. & E. I. CROSSING                |                           | 63.6                         |
|              |                      | X             |                     | HU                                 |                           | 64.3                         |
|              |                      |               |                     | FAIRBANKS                          |                           | 66.6                         |
|              |                      |               |                     | WILLIAMSBURG                       |                           | 69.0                         |
|              |                      | B             |                     | LOVINGTON (Wabash Crossing)        |                           | 72.1                         |
|              |                      |               |                     | ULLRICH                            |                           | 75.2                         |
|              |                      |               |                     | LAKE CITY                          |                           | 77.5                         |
|              |                      |               |                     | PRAIRIE HALL                       |                           | 81.0                         |
|              |                      | B             |                     | HERVEY CITY                        |                           | 84.7                         |
|              |                      |               |                     | MT. ZION                           |                           | 86.3                         |
|              |                      |               |                     | TURPIN                             |                           | 88.9                         |
| X            | X                    |               |                     | SUFFERN                            | (I. C. R. R.)             | 91.8                         |
|              |                      |               |                     | DECATUR JCT.                       |                           | 92.2                         |
|              |                      | B             |                     | DECATUR                            |                           | 94.4                         |
|              |                      |               |                     | MAROA                              |                           | 107.5                        |
| X-A          |                      |               |                     | ROWELL                             |                           | 112.3                        |
|              |                      |               |                     | KENNEY (I. C. Crossing)            |                           | 115.8                        |
|              |                      |               |                     | MIDLAND CITY (I. C. Crossing)      |                           | 120.1                        |
|              |                      |               |                     | TABOR                              |                           | 122.7                        |
| X            |                      |               |                     | WAYNESVILLE                        |                           | 126.8                        |
|              |                      |               |                     | ATLANTA (G. M. & O. Crossing)      |                           | 132.9                        |
|              |                      |               |                     | MT. JOY                            |                           | 136.0                        |
|              |                      |               |                     | ARMINGTON                          |                           | 140.6                        |
|              |                      |               |                     | HITTLE                             |                           | 142.1                        |
|              |                      |               |                     | MINIER (G. M. & O. Crossing)       |                           | 147.1                        |
| X-A          |                      |               |                     | TAZEWELL                           |                           | 150.8                        |
|              |                      |               |                     | DOWNING (N. Y. C. Crossing)        |                           | 154.3                        |
|              |                      |               |                     | MACKINAW                           |                           | 155.1                        |
|              |                      |               |                     | ALLENTOWN                          |                           | 158.3                        |
|              |                      |               |                     | ALLENTOWN                          | Allentown Secondary Track | 158.3                        |
|              |                      |               |                     | SOUTH MORTON                       |                           | 162.7                        |
|              |                      |               |                     | MORTON (A. T. S. F. Crossing)      |                           | 163.4                        |
| X            | X                    |               |                     | NORTH MORTON                       |                           | 164.9                        |
|              |                      |               |                     | FARMDALE JCT. (N. & W.)            |                           | 167.8                        |
| X            |                      |               |                     | FARMDALE JCT.                      | (N. & W. R. R.)           | 167.8                        |
|              |                      |               |                     | P. & P. U. Jct.                    |                           | 172.1                        |
|              |                      |               |                     | P. & P. U. JCT.                    | (P. & P. U. R. R.)        | 172.1                        |
|              |                      |               |                     | PEORIA                             |                           | 176.3                        |

The direction from Farrington to Farmdale Jct. is northward.

**PEORIA SECONDARY TRACK—Continued**

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

| Station                         | Hours in service   |
|---------------------------------|--|
| Arcola                          | 7.01 A.M. to 12.01 P.M.; 1.01 P.M. to 11.59 P.M. Daily except Saturday and Sunday.                                       |
| Arthur                          | 7.30 A.M. to 11.30 A.M.; 12.30 P.M. to 4.30 P.M. Daily, except Saturday, Sunday, Nov. 24; Dec. 26, 1966; Jan. 2, 1967.   |
| Lovington (Block-Limit Station) | 5.00 P.M. to 8.00 A.M. Daily.<br>8.00 A.M. to 5.00 P.M. Saturday and Sunday.   |
| Hervey City                     | 8.01 A.M. to 4.01 P.M. Daily except Sunday.<br>4.01 P.M. to 12.01 A.M. Daily except Saturday.                            |
| Maroa                           | 7.15 A.M. to 11.30 A.M.; 12.30 P.M. to 4.15 P.M. Daily except Saturday and Sunday, Nov. 24; Dec. 26, 1966; Jan. 2, 1967. |

Block-Limit Stations controlled as follows:

| Block-Limit Station | Controlled by  |
|---------------------|--|
| WP                  | Vigo   |
| GN                  | Vigo   |
| Oakland             | Vigo   |
| Hindsboro           | Vigo   |
| Chesterville        | Vigo   |
| HU                  | Arthur<br>Hervey City when Arthur is not in service.<br>Vigo when Hervey City is not in service. |
| Lovington           | Hervey City<br>Vigo when Hervey City is not in service.  |

Interlockings and Block Stations—Remote controlled as follows:

| Interlocking or Block Station      | Controlled by                              |
|------------------------------------|--|
| Cairo Junction<br>Decatur Junction | Midland<br>Decatur                         |
| Farmdale Junction                  | P. & P. U. R. R. E. Washington St., Peoria |
| Atlanta                            | G M & O dispatcher Bloomington, Ill.       |



| LOST CREEK-DEWEY JCT. RUNNING TRACK<br>(SOUTHWESTERN DIVISION) |                      |               |                     |                 |                         |   |      |      |
|--|----------------------|---------------|---------------------|-----------------|-------------------------|---|------|------|
| Interlocking   | Interlocking Station | Block Station | Block-Limit Station | STATIONS        | Distance from East Yard | Sidings Assigned Direction Car Capacity 50 ft. cars |      |      |
|  |                      |               |                     |                 |                         | East  | West | Both |
|  |                      |               |                     | EAST YARD.....  |                         |   |      |      |
|  |                      |               |                     | LOST CREEK..... | 1.1                     |   |      |      |
| X  | X                    | X             |                     | PRESTON.....    | 3.7                     |   |      |      |
| X  |                      |               |                     | DEWEY JCT.....  | 4.3                     |   |      |      |

The direction from East Yard to Dewey Jct. is northward.

| MADISON-COLUMBUS SECONDARY TRACK<br>(SOUTHWESTERN DIVISION) |                      |               |                     |   |                        |   |      |      |
|---|----------------------|---------------|---------------------|---|------------------------|---|------|------|
| Interlocking  | Interlocking Station | Block Station | Block-Limit Station | STATIONS  | Distance from Columbus | Sidings Assigned Direction Car Capacity 50 ft. cars |      |      |
|   |                      |               |                     |   |                        | East  | West | Both |
|   |                      |               |                     | MADISON.....                                      | 45.2                   |   |      |      |
|   |                      |               |                     | NORTH MADISON.....                                | 43.0                   |   |      |      |
|   |                      |               |                     | JEFF.....   | 38.9                   |   |      |      |
|   |                      |               |                     | DUPONT.....                                       | 32.0                   |   |      |      |
|   |                      |               |                     | VERNON.....                                       | 23.1                   |   |      |      |
|   |                      |               | X                   | WREN.....   | 21.6                   |   |      | 21   |
|   |                      |               |                     | NORTH VERNON<br>(B. & O.—N. Y. C. Crossings)..... | 21.5                   |   |      |      |
|   |                      |               |                     | SCIPIO.....                                       | 14.5                   |   |      |      |
|   |                      |               | X                   | ELIZABETHTOWN.....                                | 8.0                    |   |      |      |
|   |                      |               |                     | HAW.....  | 2.0                    |   |      |      |
|   |                      |               | B-★                 | COLUMBUS.....                                     |                        |   |      |      |

The direction from Columbus to Madison is southward.

Block-Limit Stations controlled as follows:

| Block-Limit Station | Controlled by                                     |
|---------------------|---|
| Haw                 | Columbus<br>Dale when Columbus is not in service. |
| Wren                | Columbus<br>Dale when Columbus is not in service. |

| SHELBYVILLE SECONDARY TRACK<br>(SOUTHWESTERN DIVISION) |                      |               |                     |   |                         |  |  |  |
|--|----------------------|---------------|---------------------|---|-------------------------|--|--|--|
| Interlocking   | Interlocking Station | Block Station | Block-Limit Station | STATIONS                                    | Distances from Columbus |  |  |  |
|  |                      |               |                     |   |                         |  |  |  |
|  |                      |               |                     | CLIFFORD.....                               | 9.2                     |  |  |  |
|  |                      |               |                     | ST. LOUIS CROSSING.....                     | 12.4                    |  |  |  |
|  |                      |               |                     | FLAT ROCK.....                              | 15.1                    |  |  |  |
|  |                      |               |                     | LEWIS CREEK.....                            | 19.2                    |  |  |  |
|  |                      |               |                     | FENNS.....                                  | 23.8                    |  |  |  |
| X  | X                    |               |                     | VINE (N. Y. C. Crossing).....               | 24.0                    |  |  |  |
|  |                      |               |                     | SHELBYVILLE.....                            | 29.0                    |  |  |  |
|  |                      |               |                     | RAYS CROSSING.....                          | 33.0                    |  |  |  |
|  |                      |               |                     | MANILLA.....                                | 35.2                    |  |  |  |
|  |                      |               |                     | HOMER.....                                  | 42.2                    |  |  |  |
|  |                      |               |                     | RUSHVILLE (B. & O.—N. K. P. Crossings)..... | 44.1                    |  |  |  |
|  |                      |               |                     | NORTH RUSHVILLE.....                        |                         |  |  |  |

The direction from Columbus to Rushville is northward.

| BUSHROD-LINTON SUMMIT SECONDARY TRACK<br>(SOUTHWESTERN DIVISION) |                      |               |                     |                                |                       |  |  |  |
|--|----------------------|---------------|---------------------|--------------------------------|-----------------------|--|--|--|
| Interlocking   | Interlocking Station | Block Station | Block-Limit Station | STATIONS                       | Distance from Bushrod |  |  |  |
|  |                      |               |                     |                                |                       |  |  |  |
|  |                      |               |                     | SPONSLER (Milw. Crossing)..... | 3.6                   |  |  |  |
|  |                      |               |                     | LINTON (Monon Crossing).....   | 5.3                   |  |  |  |
|  |                      |               |                     | MAUMEE No. 26.....             | 8.8                   |  |  |  |
|  |                      |               |                     | LINTON SUMMIT.....             | 13.4                  |  |  |  |

The direction from Bushrod to Linton Summit is southward.

| VAN JCT.-KRAFT RUNNING TRACK<br>(SOUTHWESTERN DIVISION) |                      |               |                     |            |                        |   |   |   |
|---|----------------------|---------------|---------------------|------------|------------------------|---|---|---|
| Interlocking  | Interlocking Station | Block Station | Block-Limit Station | STATIONS   | Distance from Van Jct. |   |   |   |
|   |                      |               |                     |            |                        | X | X | X |
| X   | X                    | X             |                     | KRAFT..... | 1.4                    |   |   |   |

The direction from Van Jct. to Kraft is westward.

| THORNE-KITLEY AVE. SECONDARY TRACK<br>(SOUTHWESTERN DIVISION) |                      |               |                     |                 |                      |   |   |     |
|---|----------------------|---------------|---------------------|-----------------|----------------------|---|---|-----|
| Interlocking  | Interlocking Station | Block Station | Block-Limit Station | STATIONS        | Distance from Thorne |   |   |     |
|   |                      |               |                     |                 |                      | X | X | X-★ |
|   |                      |               |                     | KITLEY AVE..... | 1.9                  |   |   |     |

The direction from Thorne to Kitley Ave. is westward.

| STATIONS                 | FIRST CLASS |         |  |
|--------------------------|-------------|---------|--|
|                          | ◇23         | ●49     | ‡◇29   |
|                          | DAILY       | DAILY   | DAILY  |
|                          | Leave       |         |  |
|                          | P.M.        | A.M.    | A.M.   |
| PITTSBURGH (Cent. Reg.)  | \$ 11.30    | \$ 1.34 | \$ 2.15  |
| LUCAS.....               | 3.15        | 4.30    | 5.14   |
| MANSFIELD.....           | \$ 3.23     | \$ 4.37 | 5.22   |
| CRESTLINE.....           | \$ 3.40     | \$ 4.50 | D 5.35   |
| COLSAN.....              | # 3.50      | # 5.00  | # 5.42   |
| BUCYRUS.....             | 4.02        | 5.13    | 5.54   |
| UPPER SANDUSKY.....      | 4.20        | 5.26    | 6.05   |
| FOREST.....              | 4.30        | 5.35    | 6.14   |
| DUNKIRK.....             | 4.35        | 5.41    | 6.19   |
| ADA.....                 |             |         |  |
| LIMA.....                | \$ 4.57     | \$ 6.01 | 6.39   |
| DELPHOS.....             | 5.13        | 6.17    | 6.51   |
| VAN WERT.....            |             |         |  |
| ESTRY.....               | 5.24        | 6.29    | 7.02   |
| ADAMS.....               | 5.44        | 6.50    | 7.23   |
| FORT WAYNE (E.S.T.)..... | \$ 5.60     | \$ 6.58 | D 7.31   |
| FORT WAYNE (C.S.T.)..... | # 5.00      | # 6.02  | # 6.36   |
| JUNCTION.....            | 5.05        | 6.04    | 6.39   |
| VANDALE.....             | 5.23        | 6.19    | 6.55   |
| WARSAW.....              | 5.40        | \$ 6.35 | 7.10   |
| PLYMOUTH.....            | \$ 6.00     | \$ 6.59 | 7.29   |
| HAMLET.....              | 6.19        | 7.15    | 7.41   |
| WANATAH.....             | 6.35        | 7.30    | 7.55   |
| VALPARAISO.....          | \$ 6.45     | \$ 7.38 |  |
| WHEELER.....             |             |         |  |
| BART.....                | 7.00        | 7.53    | 8.11   |
| HOBART.....              |             |         |  |
| BROADWAY.....            |             |         |  |
| GARY.....                | D 7.11      | D 8.03  |  |
| CLARKE JCT.....          | 7.15        | 8.08    | 8.23   |
| BUFFINGTON.....          |             |         |  |
| INDIANA HARBOR.....      | 7.19        | 8.12    | 8.27   |
| MAHONING.....            |             |         |  |
| STANDARD.....            |             |         |  |
| WHITING.....             | 7.24        | 8.16    | 8.31   |
| STATE LINE.....          |             |         |  |
| RIVER BRANCH JCT.....    | 7.30        | 8.20    | 8.35   |
| ENGLEWOOD.....           | D 7.40      | D 8.29  | D 8.45   |
| SOUTH BRANCH BRDG.....   | 7.50        | 8.39    | 8.54   |
| CHICAGO.....(C. U. S.)   | \$ 8.00     | \$ 8.45 | \$ 9.00  |
| Arrive                   | A.M.        | A.M.    | A.M.   |
|                          | 23          | 49      | 29   |
|                          |             |         | Will not<br>run<br>Nov. 24<br>Dec. 24,<br>25, 31<br>Jan. 1 |

|  | FIRST CLASS |          |                             |                             |
|--|-------------|----------|-----------------------------|-----------------------------|
|  | ◇55         | ◇53      | ‡●453                       | ‡●455                       |
|  | DAILY       | DAILY    | DAILY<br>EX. SAT.<br>& SUN. | DAILY<br>EX. SAT.<br>& SUN. |
|  | Leave       |          |                             |                             |
|  | A.M.        | A.M.     | A.M.                        | A.M.                        |
|  | \$ 7.35     | \$ 11.45 |                             |                             |
|  | \$ 11.02    | \$ 3.52  |                             |                             |
|  | \$ 11.10    | \$ 4.02  |                             |                             |
|  | \$ 11.28    | \$ 4.31  |                             |                             |
|  | # 11.35     | # 4.41   | Will not<br>run             | Will not<br>run             |
|  | 11.48       | 4.55     |                             |                             |
|  | \$ 11.49    |          | Nov. 23                     | Nov. 23                     |
|  | 12.06       | \$ 5.11  |                             |                             |
|  | 12.16       | 5.21     | Dec. 25                     | Dec. 25                     |
|  | 12.22       | 5.27     | Jan. 1                      | Jan. 1                      |
|  | \$ 12.47    | \$ 6.01  |                             |                             |
|  | 1.00        | 6.14     |                             |                             |
|  | \$ 1.11     | \$ 6.29  |                             |                             |
|  | 1.12        | 6.30     |                             |                             |
|  | 1.33        | 6.51     |                             |                             |
|  | \$ 1.41     | \$ 7.00  |                             |                             |
|  | # 12.51     | 6.20     |                             |                             |
|  | 12.53       | 6.23     |                             |                             |
|  | 1.08        | 6.42     |                             |                             |
|  | \$ 1.24     | \$ 7.05  |                             |                             |
|  | \$ 1.48     | \$ 7.30  |                             |                             |
|  | 2.02        | 7.45     |                             |                             |
|  | 2.15        | 7.58     |                             |                             |
|  | \$ 2.23     | \$ 8.10  | \$ 5.55                     | \$ 6.35                     |
|  | 2.31        | 8.20     | \$ 6.08                     | \$ 6.43                     |
|  |             |          | \$ 6.09                     | \$ 6.49                     |
|  |             |          | \$ 6.16                     | \$ 6.55                     |
|  | \$ 2.45     | \$ 8.35  | \$ 6.21                     | \$ 7.00                     |
|  | 2.50        | 8.38     | 6.25                        | 7.04                        |
|  | 2.55        | 8.42     | \$ 6.28                     | \$ 7.08                     |
|  |             |          | \$ 6.31                     | \$ 7.10                     |
|  |             |          | D 6.35                      | D 7.15                      |
|  | 2.59        | 8.46     | D 6.38                      | D 7.17                      |
|  |             |          | D 6.38                      | D 7.22                      |
|  | 3.05        | 8.51     | 6.41                        | 7.25                        |
|  | D 3.19      |          | \$ 6.50                     | \$ 7.35                     |
|  | 3.34        | 9.08     | 7.00                        | 7.45                        |
|  | \$ 3.40     | \$ 9.15  | \$ 7.05                     | \$ 7.50                     |
|  | P.M.        | P.M.     | A.M.                        | A.M.                        |
|  | 55          | 53       | 453                         | 455                         |

| STATIONS                 | FIRST CLASS    |          |  |  |
|--------------------------|----------------|----------|--|--|
|                          | 22             | 48       |  |  |
|                          | Arrive<br>P.M. | A.M.     |  |  |
| PITTSBURGH (Cent. Reg.)  | \$ 9.20        | \$ 12.11 |  |  |
| LUCAS.....               | 5.41           | 9.12     |  |  |
| MANSFIELD.....           | \$ 5.32        | \$ 9.04  |  |  |
| ORESTLINE.....           | # 5.13         | # 8.48   |  |  |
| COLSAN.....              | \$ 5.03        | \$ 8.41  |  |  |
| BUOYRUS.....             | F 4.49         | 8.28     |  |  |
| UPPER SANDUSKY.....      | F 4.45         | 8.13     |  |  |
| FOREST.....              | 4.23           | 8.03     |  |  |
| DUNKIRK.....             | 4.17           | 7.56     |  |  |
| ADA.....                 | F 4.01         |          |  |  |
| LIMA.....                | \$ 3.41        | \$ 7.29  |  |  |
| DELPHOS.....             | 3.28           | 7.18     |  |  |
| VAN WERT.....            | \$ 3.13        |          |  |  |
| ESTRY.....               | 3.10           | 7.07     |  |  |
| ADAMS.....               | 2.49           | 6.46     |  |  |
| FORT WAYNE (E.S.T.)..... | # 2.41         | # 6.41   |  |  |
| FORT WAYNE (C.S.T.)..... | \$ 1.33        | \$ 5.36  |  |  |
| JUNCTION.....            | 1.31           | 5.34     |  |  |
| VANDALE.....             | 1.17           | 5.20     |  |  |
| WARSAW.....              | \$ 12.58       | 5.04     |  |  |
| PLYMOUTH.....            | 12.36          | \$ 4.43  |  |  |
| HAMLET.....              | 12.23          | 4.30     |  |  |
| WANATAH.....             | 12.11          | 4.17     |  |  |
| VALPARAISO.....          |                |          |  |  |
| WHEELER.....             |                |          |  |  |
| BART.....                | 11.55          | 4.02     |  |  |
| HOBART.....              |                |          |  |  |
| BROADWAY.....            |                |          |  |  |
| GARY.....                | \$ 11.40       | \$ 3.51  |  |  |
| CLARKE JOT.....          | 11.37          | 3.48     |  |  |
| BUFFINGTON.....          |                |          |  |  |
| INDIANA HARBOR.....      | 11.34          | 3.45     |  |  |
| MAHONING.....            |                |          |  |  |
| STANDARD.....            |                |          |  |  |
| WHITING.....             | 11.31          | 3.42     |  |  |
| STATE LINE.....          |                |          |  |  |
| RIVER BRANCH JOT.....    | 11.26          | 3.37     |  |  |
| ENGLEWOOD.....           | C 11.16        | C 3.28   |  |  |
| SOUTH BRANCH BRDG.....   | 11.07          | 3.20     |  |  |
| CHICAGO..... (C. U. S.)  | \$ 11.00       | \$ 3.15  |  |  |
| Leave                    | A.M.           | P.M.     |  |  |
|                          | DAILY          | DAILY    |  |  |
|                          | ◇22            | ◇48      |  |  |

|  | FIRST CLASS  |          |          |              |              |
|--|--------------|----------|----------|--------------|--------------|
|  | 28           | 50       | 54       | 454          | 456          |
|  | A.M.         | A.M.     | A.M.     | P.M.         | P.M.         |
|  | \$ 1.34      | \$ 4.40  | \$ 8.30  |              |              |
|  | 10.41        | 1.27     | 5.13     |              |              |
|  | 10.33        | \$ 1.19  | \$ 5.00  |              |              |
|  | # 10.19      | # 1.00   | # 4.45   | Will not run | Will not run |
|  | \$ 10.12     | \$ 12.50 | \$ 4.35  | Nov. 23      | Nov. 23      |
|  | 10.00        | 12.37    | 4.19     | Dec. 25      | Dec. 25      |
|  |              |          |          | Jan. 1       | Jan. 1       |
|  | 9.46         | \$ 12.16 | 3.59     |              |              |
|  | 9.36         | 12.04    | 3.49     |              |              |
|  | 9.30         | 11.57    | 3.42     |              |              |
|  |              |          |          |              |              |
|  | 9.09         | \$ 11.31 | \$ 3.19  |              |              |
|  |              |          |          |              |              |
|  | 8.58         | 11.11    | 2.49     |              |              |
|  |              | B 10.59  |          |              |              |
|  | 8.47         | 10.56    | 2.36     |              |              |
|  | 8.26         | 10.34    | 2.13     |              |              |
|  | # 8.18       | # 10.26  | # 2.05   |              |              |
|  | \$ 7.15      | \$ 9.17  | \$ 12.55 |              |              |
|  | 7.13         | 9.15     | 12.50    |              |              |
|  | 6.59         | 9.00     | 12.34    |              |              |
|  | 6.43         | \$ 8.39  | 12.18    |              |              |
|  | 6.23         | \$ 8.13  | 11.58    |              |              |
|  |              |          |          |              |              |
|  | 6.12         | 8.00     | 11.47    |              |              |
|  | 6.00         | 7.45     | 11.35    |              |              |
|  |              | \$ 7.33  | \$ 11.26 | \$ 6.20      | \$ 6.45      |
|  |              |          |          | \$ 6.10      |              |
|  | 5.45         | 7.25     | 11.17    | \$ 6.05      | 6.33         |
|  |              |          |          | \$ 6.04      | \$ 6.32      |
|  |              |          |          | \$ 5.56      | \$ 6.25      |
|  |              | \$ 7.10  | \$ 11.05 | \$ 5.50      | \$ 6.21      |
|  |              |          |          |              |              |
|  | 5.33         | 7.07     | 11.02    | \$ 5.47      | 6.18         |
|  |              |          |          | \$ 5.45      |              |
|  | 5.30         | 7.04     | 10.59    | \$ 5.42      | \$ 6.14      |
|  |              |          |          | \$ 5.39      |              |
|  |              |          |          |              |              |
|  | 5.27         | 7.01     | 10.56    | \$ 5.33      | \$ 6.08      |
|  |              |          |          | C 5.29       |              |
|  |              |          |          |              |              |
|  | C 5.22       | C 6.56   | 10.51    | \$ 5.28      | \$ 6.03      |
|  | C 5.13       | C 6.46   |          | \$ 5.20      | \$ 5.55      |
|  | 5.05         | 6.37     | 10.36    | \$ 5.10      | 5.45         |
|  |              |          |          |              |              |
|  | \$ 5.00      | \$ 6.30  | \$ 10.30 | \$ 5.05      | \$ 5.40      |
|  | P.M.         | P.M.     | P.M.     | P.M.         | P.M.         |
|  | DAILY        | DAILY    | DAILY    | DAILY        | DAILY        |
|  | ‡●28         | ◇50      | ◇54      | ‡●454        | ‡●456        |
|  | Will not run |          |          |              |              |
|  | Nov. 23      |          |          |              |              |
|  | Dec. 23,     |          |          |              |              |
|  | 24, 30, 31   |          |          |              |              |

| STATIONS                     | FIRST CLASS |   |          |      |
|------------------------------|-------------|---|----------|------|
|                              | ◇71         | ★◇93  | ◇75      |      |
|                              | DAILY       |   | DAILY    |      |
|                              | Leave       | A.M.  | P.M.     | P.M. |
| CINCINNATI.....(C.U.S.)      | \$ 8.25     |   | \$ 10.20 |      |
| WINTON PLACE.....(C.U.S.)    | 8.34        |   | 10.30    |      |
| EAST NORWOOD.....(C.U.S.)    | 8.42        |   | 10.38    |      |
| NORWOOD.....                 | \$ 8.44     |   | \$ 10.40 |      |
| OAKLEY.....                  | 8.46        |   | 10.42    |      |
| NORWOOD HEIGHTS.....         | 8.48        |   | 10.44    |      |
| CRESCENTVILLE.....           | 8.58        |   | 10.54    |      |
| MOSLER.....                  | 9.08        |   | 11.04    |      |
| HAMILTON.....                | \$ 9.12     |   | \$ 11.08 |      |
| OLD RIVER JCT.....(B.&O.)    | 9.16        |   | 11.11    |      |
| NEW RIVER JCT.....(B.&O.)    | 9.19        |   | 11.14    |      |
| SEVEN MILE.....              | 9.26        |   | 11.21    |      |
| OAMDEN.....                  | 9.40        |   | 11.36    |      |
| OAMPBELLSTOWN.....           | 10.00       |   | 11.56    |      |
| GLEN.....                    | \$ 10.10    |   | \$ 12.06 |      |
| RICHMOND.....                | \$ 10.15    |   | \$ 12.10 |      |
| RICHMOND.....                | 10.30       | Will run on all even dates during Oct. Jan. March | 12.45    |      |
| NEWMAN.....                  | 10.32       |   | 12.47    |      |
| NS.....                      | 10.50       | All odd dates during Nov. Dec. Feb. April         | 1.02     |      |
| NEW CASTLE.....              | \$ 11.15    |   | F 1.20   |      |
| BROAD.....                   | 11.17       |   | 1.22     |      |
| FOLEY.....                   | 11.20       |   | 1.25     |      |
| SULPHUR SPRINGS.....         | 11.27       |   | 1.33     |      |
| DELCO.....                   | 11.47       |   | 1.50     |      |
| ANDERSON.....                | \$ 11.50    |   | \$ 1.55  |      |
| DOW.....                     | 11.55       |   | 2.00     |      |
| ELWOOD.....                  | \$ 12.20    |   | F 2.30   |      |
| KOKOMO.....                  | \$ 12.55    |   | \$ 3.10  |      |
| ANOKA (E.S.T.).....          | 1.30        |   | 3.40     |      |
| EIGHTEENTH ST. (C.S.T.)..... | # 12.35     |   | # 2.44   |      |
| RACE.....                    | 12.36       |   | 2.45     |      |
| LOGANSPORT (VAN).....        | \$ 12.43    | \$ 3.15   | \$ 2.55  |      |
| LOGANSPORT (VAN).....        | # 12.51     | # 3.25  | 3.25     |      |
| WINAMAC.....                 | F 1.17      |   | N 3.58   |      |
| NORTH JUDSON.....            | \$ 1.35     | 4.07  | 4.16     |      |
| LA CROSSE.....               | 1.46        | 4.17  | 4.27     |      |
| KOUTS.....                   | 1.54        | 4.25  | 4.35     |      |
| CROWN POINT.....             | \$ 2.19     |   | \$ 5.00  |      |
| HARTSDALE.....               | 2.29        | 4.55  | 5.10     |      |
| MAYNARD.....                 | 2.32        | 4.58  | 5.13     |      |
| BERNICE.....                 | 2.37        | 5.00  | 5.18     |      |
| CALUMET PARK.....            | 2.42        | 5.08  | 5.23     |      |
| COLEHOUR JOT.....            | 2.49        | 5.15  | 5.30     |      |
| RIVER BRANCH JOT.....        | 2.52        | 5.18  | 5.33     |      |
| ENGLEWOOD.....               | D 3.00      |   | D 5.40   |      |
| SOUTH BRANCH BRIDG.....      | 3.10        | 5.37  | 5.50     |      |
| CHICAGO.....(C. U. S.)       | \$ 3.16     | \$ 5.45   | \$ 5.55  |      |
| Arrive                       | P.M.        | P.M.  | A.M.     |      |
|                              | 71          | 93  | 75       |      |

| FIRST CLASS |          |           |           |       |
|-------------|----------|-----------|-----------|-------|
|             | 90       | 70        | 74        |       |
|             | A.M.     | P.M.      | A.M.      |       |
|             |          | \$ 8.00   | \$ 6.30   |       |
|             |          | 7.50      | 6.20      |       |
|             |          | 7.42      | 6.11      |       |
|             |          | \$ 7.40   | \$ 6.09   |       |
|             |          | 7.36      | 6.07      |       |
|             |          | 7.33      | 6.05      |       |
|             |          | 7.22      | 5.55      |       |
|             |          | 7.10      | 5.45      |       |
|             |          | \$ 7.05   | \$ 5.40   |       |
|             |          | 7.02      | 5.36      |       |
|             |          | 6.59      | 5.33      |       |
|             |          | 6.53      | 5.26      |       |
|             |          | 6.40      | 5.13      |       |
|             |          | 6.20      | 4.65      |       |
|             |          | 6.10      | 4.45      |       |
|             |          | 6.05      | 4.35      |       |
|             |          | \$ 5.50   | \$ 4.20   |       |
|             |          | 5.48      | 4.18      |       |
|             |          | 5.30      | 3.55      |       |
|             |          | \$ 5.12   | F 3.37    |       |
|             |          | 5.10      | 3.35      |       |
|             |          | 5.07      | 3.32      |       |
|             |          | 5.00      | 3.25      |       |
|             |          | 4.45      | 3.10      |       |
|             |          | \$ 4.40   | \$ 3.05   |       |
|             |          | 4.35      | 2.60      |       |
|             |          | \$ 4.10   | F 2.30    |       |
|             |          | \$ 3.40   | \$ 2.00   |       |
|             |          | 3.05      | 1.33      |       |
|             |          | # 1.59    | # 12.29   |       |
|             |          | 1.58      | 12.28     |       |
|             |          | # 10.52   | 1.55      | 12.20 |
|             | \$ 10.47 | \$ 1.45   | \$ 11.55  |       |
|             |          | F 1.05    |           |       |
|             | 10.05    | \$ 12.51  | B 11.06   |       |
|             | 9.56     | 12.39     | 10.56     |       |
|             | 9.48     | 12.31     | 10.48     |       |
|             |          | \$ 12.07  | \$ 10.27  |       |
|             | 9.16     | 11.57     | 10.13     |       |
|             | 9.13     | 11.54     | 10.07     |       |
|             | 9.08     | 11.49     | 10.02     |       |
|             | 9.03     | 11.44     | 9.55      |       |
|             | 8.56     | 11.37     | 9.48      |       |
|             |          | 8.53      | 11.34     | 9.45  |
|             | C 8.44   | C 11.25   |           |       |
|             | 8.35     | 11.16     | 9.30      |       |
|             | \$ 8.30  | \$ 11.10  | \$ 9.25   |       |
|             | A.M.     | A.M.      | P.M.      |       |
|             | ★◇90     | DAILY ◇70 | DAILY ◇74 |       |

| STATIONS          | FIRST CLASS |         |          |
|-------------------|-------------|---------|----------|
|                   | N.&W. 3     | ◇77     | N.&W. 25 |
|                   | DAILY       | DAILY   | DAILY    |
|                   | Leave       | A.M.    | P.M.     |
| XENIA.....        |             | \$ 7.00 |          |
| GREENE.....       |             | 7.01    |          |
| WEST GREENE.....  |             | 7.02    |          |
| ROXANNA.....      |             | 7.13    |          |
| OREGONIA.....     |             | 7.25    |          |
| MORROW.....       |             | 7.38    |          |
| FOSTER.....       |             | 7.53    |          |
| LOVELAND.....     |             | 8.00    |          |
| EAST CLARE.....   |             | 8.17    |          |
| CLARE.....        | 6.38        | 8.21    | 5.38     |
| RED BANK.....     | 6.40        | 8.24    | 5.40     |
| VALLEY.....       | 6.42        | 8.26    | 5.42     |
| OAKLEY.....       | 6.45        | 8.28    | 5.45     |
| NORWOOD.....      | \$ 6.47     | \$ 8.30 | \$ 5.47  |
| EAST NORWOOD..... | 6.49        | 8.32    | 5.51     |
| WINTON PLACE..... | 6.57        | 8.40    | 5.58     |
| CINCINNATI.....   | \$ 7.10     | \$ 8.50 | \$ 6.10  |
| Arrive            | A.M.        | A.M.    | P.M.     |
|                   | N.&W. 3     | 77      | N.&W. 25 |

## CINCINNATI TO XENIA—EASTWARD

| STATIONS          | FIRST CLASS |         |          |
|-------------------|-------------|---------|----------|
|                   | N.&W. 26    | 78      | N.&W. 4  |
|                   | A.M.        | P.M.    | P.M.     |
|                   | Arrive      | A.M.    | P.M.     |
| XENIA.....        |             | \$ 5.15 |          |
| GREENE.....       |             | 5.14    |          |
| WEST GREENE.....  |             | 5.13    |          |
| ROXANNA.....      |             | 5.02    |          |
| OREGONIA.....     |             | 4.48    |          |
| MORROW.....       |             | 4.34    |          |
| FOSTER.....       |             | 4.21    |          |
| LOVELAND.....     |             | 4.14    |          |
| EAST CLARE.....   |             | 3.57    |          |
| CLARE.....        | 9.35        | 3.54    | 11.55    |
| RED BANK.....     | 9.32        | 3.51    | 11.52    |
| VALLEY.....       | 9.29        | 3.49    | 11.50    |
| OAKLEY.....       | 9.27        | 3.47    | 11.47    |
| NORWOOD.....      | \$ 9.25     | \$ 3.45 | \$ 11.45 |
| EAST NORWOOD..... | 9.22        | 3.43    | 11.43    |
| WINTON PLACE..... | 9.15        | 3.35    | 11.35    |
| CINCINNATI.....   | \$ 9.05     | \$ 3.25 | \$ 11.25 |
| Leave             | A.M.        | P.M.    | P.M.     |
|                   | DAILY       | DAILY   | DAILY    |
|                   | N.&W. 26    | ◇78     | N.&W. 4  |

| STATIONS                   | FIRST CLASS                                       |          |  |              |
|----------------------------|---|----------|--|--------------|
|                            | NORTHWARD   |          | SOUTHWARD  |              |
|                            | □★93  | ◇95      | 90   | 94           |
|                            | DAILY   |          | DAILY  |              |
| Leave                      | P.M.  | P.M.     | P.M.   | A.M.         |
|                            | LOUISVILLE (L.&N.R.R.)                            | \$ 12.05 | \$ 10.50   | \$ 3.55      |
| I. O. R. R. JCT. (Ky. St.) |   |          |  |              |
| ELEVENTH ST.               |   |          |  |              |
| OLAGG.....                 | 12.15   | 11.00    | 3.42   | 7.00         |
| JEFFERSONVILLE.....        |   | F 11.05  | 3.37   | \$ 6.55      |
| BOYD.....                  | 12.20   | 11.10    | 3.32   | 6.50         |
| SPEED.....                 | 12.27   |          | 3.26   |              |
| CANEY.....                 |   |          |  |              |
| SCOTTSBURG.....            | 12.50   |          | 3.05   |              |
| OROTHERSVILLE.....         |   |          |  |              |
| SEYMOUR.....               | F 1.12  | \$ 12.05 | F 2.45   | \$ 5.45      |
| GARDEN.....                | 1.34  | 12.24    | 2.26   | 5.11         |
| COLUMBUS.....              | F 1.35  | \$ 12.25 | F 2.25   | \$ 5.10      |
| BROOK.....                 | 1.36  | 12.26    | 2.24   | 5.09         |
| EDINBURG.....              |   |          |  |              |
| ATTERBURY.....             |   |          |  |              |
| ELVIN.....                 | 2.01  | 12.48    | 2.01   | 4.35         |
| FRANKLIN.....              | 2.03  |          | 2.00   |              |
| GREENWOOD.....             | 2.13  |          | 1.52   |              |
| DALE.....                  | 2.25  | 1.10     | 1.42   | 4.15         |
| I.U.R.Y. INTERLOOKING      | 2.30  | 1.15     | 1.38   | 4.11         |
| INDIANAPOLIS (I.U.Ry.)     | \$ 2.35   | \$ 1.20  | 1.37   | 4.10         |
|                            | 2.42  | 1.35     | \$ 1.27  | \$ 3.45      |
| WOODS.....                 |   |          |  |              |
| KRAFT.....                 |   |          |  |              |
| DAVIS (C. S. T.).....      | 1.52  | 12.45    | 12.11  | 2.25         |
| HUNT.....                  | 1.54  | 12.48    | 12.08  | 2.22         |
| OLERMONT.....              | 1.57  | 12.51    | 12.05  | 2.19         |
| BURR.....                  | 2.03  | 12.59    | 11.59  | 2.11         |
| LEBANON.....               | 2.13  | 1.10     | 11.48  | 2.00         |
| FRANK.....                 | 2.29  | 1.45     | 11.33  | 1.45         |
| FRANKFORT.....             | F 2.30  | F 1.46   | F 11.32  | F 1.44       |
| BRINGHURST.....            |   |          |  |              |
| FLORA.....                 |   |          |  |              |
| OLYMERS (Chicago Div.)...  | 3.07  | 2.20     | 11.01  | 1.15         |
| VAN LOGANSPOUR.....        | \$ 3.15   | \$ 2.30  | # 10.52  | \$ 1.00      |
|                            | P.M.  | A.M.     | A.M.   | A.M.         |
|                            | Arrive  |          | Leave  |              |
|                            | 93  | 95       | □★90   | DAILY<br>◇94 |
|                            | Will run on all even dates during Oct. Jan. March |          | Will run on all even dates during Nov. Dec. Feb. April |              |
|                            | on all odd dates during Nov. Dec. Feb. April      |          | on all odd dates during Oct. Jan. March                |              |

| STATIONS                   | FIRST CLASS |          |   |
|----------------------------|-------------|----------|---|
|                            | ◇31         | ○ 3      | ‡ 13  |
|                            | DAILY       | DAILY    | DAILY<br>EX. MON.   |
| Leave                      | A.M.        | A.M.     | A.M.  |
| PITTSBURGH (Cen. Reg.)     | \$ 12.53    | \$ 4.02  | \$ 10.15  |
| CUSTER.....                | 2.52        | 5.54     | 12.15   |
| DENNISON.....              |             | \$ 6.11  |   |
| UHRICH.....                | 3.12        | 6.13     | 12.37   |
| TOWN.....                  | 3.28        | 6.28     | 12.52   |
| MORGAN RUN.....            | 3.37        | 6.37     | 1.01  |
| COSHOCTON.....             | 3.40        | \$ 6.41  | 1.04  |
| BRICKER.....               | 4.00        | 6.59     | 1.26  |
| NEWARK.....                | C.&N. 4.16  | \$ 7.12  | 1.41  |
| EAST COLUMBUS              | Div. 4.50   | 7.50     | 2.15  |
| COLUMBUS... (U. D. Co.)    | \$ 5.00     | \$ 8.00  | \$ 2.25   |
|                            | 5.25        | # 8.10   | 2.40  |
| MIAMI CROSSING.....        | 5.32        | 8.15     | 2.46  |
| XENIA.....                 | 6.27        | 9.09     | 3.40  |
| DUTOIT STREET.....         | 6.43        | 9.23     | 3.56  |
| WAYNE AVE. JCT.....        | 6.45        | 9.25     | 4.00  |
| DAYTON..... (D. U.)        | \$ 6.50     | \$ 9.30  | \$ 4.05   |
|                            | # 7.00      | # 9.40   | # 4.15  |
| MIAMI CITY JCT.....        | 7.02        | 9.42     | 4.17  |
| WOLF CREEK.....            | 7.05        | 9.45     | 4.23  |
| WEST MANCHESTER.....       |             |          | 4.51  |
| NEW PARIS.....             | 7.38        | 10.18    | 5.01  |
| GLEN.....                  | 7.42        | 10.22    | 5.05  |
| RICHMOND.....              | \$ 7.45     | \$ 10.25 | \$ 5.10   |
|                            | # 7.50      | # 10.35  | # 5.20  |
| NEWMAN.....                | 7.52        | 10.37    | 5.22  |
| DUNREITH.....              | 8.30        | 11.20    | 5.54  |
| THORNE.....                | 9.06        | 11.55    | 6.28  |
| PINE.....                  |             |          |   |
| I.U.RY. INTERLOCKING       |             |          |   |
| INDIANAPOLIS (I.U.Ry.)     | \$ 9.20     | \$ 12.07 | \$ 6.43   |
|                            | # 9.30      | # 12.17  | # 7.08  |
| WOODS.....                 |             |          |   |
| KRAFT.....                 |             |          |   |
| DAVIS (O.S.T.).....        | 8.40        | 11.27    | 6.19  |
| EAST ALMEDA.....           | 9.03        | 11.50    | 6.42  |
| GREENCASTLE.....           |             | F 11.52  | L 6.44  |
| LIMEDALE.....              | 9.08        | 11.55    | 6.47  |
| HARMONY.....               | 9.20        | 12.07    | 6.59  |
| TERRE HAUTE.....           | \$ 9.40     | \$ 12.25 | \$ 7.17   |
|                            | # 9.45      | # 12.30  | # 7.27  |
| MAOKSVILLE.....            | 9.50        | 12.36    | 7.32  |
| MARSHALL.....              |             |          |   |
| EAST CASEY.....            | 10.17       | 1.03     | 8.00  |
| EFFINGHAM.....             | U 10.45     | \$ 1.30  | \$ 8.35   |
| ST. ELMO.....              |             |          |   |
| BROWNSTOWN.....            | 11.14       | 1.53     | 9.05  |
| VANDALIA.....              |             |          |   |
| EAST SMITHBORO.....        | 11.32       | 2.10     | 9.25  |
| HIGHLAND.....              |             |          |   |
| ST. JACOB.....             |             |          |   |
| A. & S. CROSSING.....      | 12.10       | 2.50     | 10.05   |
| WILLOWS.....               | 12.15       | 2.55     | 10.10   |
| EAST ST. LOUIS (EADS)..... | B 12.20     | B 3.00   | B 10.15   |
| ST. LOUIS (M.B.-Ry. TRRA)  | \$ 12.50    | \$ 3.30  | \$ 10.45  |
| Arrive                     | P.M.        | P.M.     | P.M.  |
|                            | 31          | 3        | 13  |
|                            |             |          | Will not<br>run<br>Nov. 24,<br>Dec. 24,<br>26, 31<br>Jan. 2 |

|  | FIRST CLASS |         |          |
|--|-------------|---------|----------|
|  | ●7          | ◇ 77    | ◇ 87     |
|  | DAILY       | DAILY   | DAILY    |
|  | P.M.        | A.M.    | P.M.     |
|  | E 10.00     |         |          |
|  | 11.55       |         |          |
|  | 12.19       |         |          |
|  | 12.35       |         |          |
|  | 12.47       |         |          |
|  | 12.52       |         |          |
|  | 1.11        |         |          |
|  | 1.27        |         |          |
|  | 2.00        |         |          |
|  | E 2.10      |         |          |
|  | # 2.35      | \$ 6.00 | \$ 9.30  |
|  | 2.45        | 6.07    | 9.37     |
|  | 3.45        | \$ 7.00 | \$ 10.25 |
|  | 4.05        |         | 10.44    |
|  | 4.07        |         | 10.47    |
|  | E 4.10      |         | \$ 10.50 |
|  | # 4.35      |         | 11.20    |
|  | 4.38        |         | 11.27    |
|  | 4.43        |         | 11.29    |
|  | 5.25        |         | 12.02    |
|  | 5.30        |         | 12.10    |
|  | E 5.45      |         | \$ 12.15 |
|  | # 6.05      |         |          |
|  | 6.08        |         |          |
|  | 6.38        |         |          |
|  | 7.11        |         |          |
|  | E 7.25      |         |          |
|  | # 7.55      |         |          |
|  | 7.15        |         |          |
|  | 7.45        |         |          |
|  | 7.50        |         |          |
|  | 8.03        |         |          |
|  | 8.25        |         |          |
|  | 8.35        |         |          |
|  | 9.05        |         |          |
|  | 9.35        |         |          |
|  | 10.00       |         |          |
|  | 10.20       |         |          |
|  | 11.10       |         |          |
|  | 11.15       |         |          |
|  | 11.20       |         |          |
|  | E 11.55     |         |          |
|  | A.M.        | A.M.    | A.M.     |
|  | 7           | 77      | 87       |

| STATIONS                             | FIRST CLASS    |          |          |
|--------------------------------------|----------------|----------|----------|
|                                      | 14             | 4        | 30       |
|                                      | Arrive<br>P.M. | P.M.     | A.M.     |
| PITTSBURGH (Gen. Reg.)               | E 3.45         | \$ 11.23 | \$ 12.53 |
| OUSTER.....                          | 1.40           | 9.26     | 11.05    |
| DENNISON.....                        | 1.10           | \$ 8.55  | 10.45    |
| UHRICH.....                          | 1.03           | 8.53     | 10.43    |
| TOWN.....                            | 12.47          | 8.38     | 10.28    |
| MORGAN RUN.....                      | 12.38          | 8.29     | 10.19    |
| COSHOCOTON.....                      | 12.33          | \$ 8.25  | 10.15    |
| BRIOKER.....                         | 12.13          | 8.05     | 9.55     |
| NEWARK.....                          | O.&N. 11.58    | \$ 7.50  | 9.40     |
| EAST COLUMBUS.....                   | Div. 11.25     | 7.20     | 9.10     |
| COLUMBUS.....(U. D. Co.)             | E 11.15        | 7.10     | 9.00     |
|                                      | E 10.40        | \$ 6.50  | \$ 8.45  |
| MIAMI CROSSING.....                  | 10.35          | 6.43     | 8.37     |
| XENIA.....                           | 9.40           | 5.50     | 7.43     |
| DUTOIT STREET.....                   | 9.26           | 5.34     | 7.25     |
| WAYNE AVE. JCT.....                  | 9.10           | 5.32     | 7.24     |
| DAYTON.....(D. U.)                   | # 9.05         | # 5.30   | # 7.22   |
|                                      | E 8.55         | \$ 5.20  | \$ 7.15  |
| MIAMI CITY JCT.....                  | 8.52           | 5.18     | 7.12     |
| WOLF CREEK.....                      | 8.49           | 5.15     | 7.09     |
| WEST MANCHESTER.....                 |                | 4.51     |          |
| NEW PARIS.....                       | 8.18           | 4.42     | 6.38     |
| GLEN.....                            | 8.14           | 4.38     | 6.34     |
| RICHMOND.....                        | # 8.10         | # 4.35   | # 6.30   |
|                                      | E 8.00         | \$ 4.30  | \$ 6.20  |
| NEWMAN.....                          | 7.55           | 4.28     | 6.18     |
| DUNREITH.....                        | 7.22           | 3.58     | 5.47     |
| THORNE.....                          | 6.50           | 3.25     | 5.16     |
| PINE.....                            |                |          |          |
| I.U.RY. INTERLOCKING                 |                |          |          |
| INDIANAPOLIS (I.U.Ry.)               | # 6.35         | # 3.12   | # 5.03   |
|                                      | E 6.05         | \$ 3.05  | \$ 4.55  |
| WOODS.....                           |                |          |          |
| KRAFT.....                           |                |          |          |
| DAVIS (C.S.T.).....                  | 4.50           | 1.45     | 3.43     |
| EAST ALMEDA.....                     | 4.10           | 1.21     | 3.20     |
| GREENCASTLE.....                     |                | F 1.16   |          |
| LIMEDALE.....                        | 4.05           | 1.15     | 3.16     |
| HARMONY.....                         | 3.50           | 1.03     | 3.04     |
| TERRE HAUTE.....                     | # 3.25         | # 12.45  | # 2.45   |
|                                      | E 3.00         | \$ 12.40 | \$ 2.40  |
| MAOKSVILLE.....                      | 2.50           | 12.35    | 2.37     |
| MARSHALL.....                        |                |          |          |
| EAST OASEY.....                      | 2.20           | 12.05    | 2.10     |
| EFFINGHAM.....                       | E 1.50         | \$ 11.33 | W 1.44   |
| ST. ELMO.....                        |                |          |          |
| BROWNSTOWN.....                      | 1.20           | 11.13    | 1.24     |
| VANDALIA.....                        |                |          |          |
| EAST SMITHBORO.....                  | 1.00           | 10.56    | 1.07     |
| HIGHLAND.....                        |                |          |          |
| ST. JACOB.....                       |                |          |          |
| A. & S. CROSSING.....                | 12.21          | 10.21    | 12.30    |
| WILLOWS.....                         | 12.18          | 10.18    | 12.28    |
| EAST ST. LOUIS (EADS).....           | 12.15          | C 10.15  | V 12.25  |
| ST. LOUIS (M.B.Ry.-TRRA)             | E 11.20        | \$ 10.00 | \$ 12.10 |
| Leave                                | P.M.           | A.M.     | P.M.     |
| DAILY<br>EX. SUN.                    | DAILY          | DAILY    | DAILY    |
| # 14                                 | 0 4            | 0 30     |          |
| Will not<br>run<br>Dec. 26<br>Jan. 2 |                |          |          |

|  | FIRST CLASS |         |         |
|--|-------------|---------|---------|
|  | 32          | 86      | 78      |
|  | A.M.        | A.M.    | P.M.    |
|  | \$ 8.25     |         |         |
|  | 6.29        |         |         |
|  | 6.08        |         |         |
|  | 6.06        |         |         |
|  | 5.50        |         |         |
|  | 5.41        |         |         |
|  | 5.36        |         |         |
|  | 5.13        |         |         |
|  | 4.55        |         |         |
|  | 4.25        |         |         |
|  | 4.15        |         |         |
|  | \$ 3.55     | \$ 8.00 | \$ 6.20 |
|  | 3.49        | 7.55    | 6.10    |
|  | 2.55        | \$ 6.35 | \$ 5.15 |
|  | 2.39        | 6.19    |         |
|  | 2.37        | 6.17    |         |
|  | # 2.35      | 6.15    |         |
|  | \$ 2.25     | \$ 6.00 |         |
|  | 2.20        | 5.58    |         |
|  | 2.17        | 5.56    |         |
|  | 1.44        | 5.23    |         |
|  | 1.40        | 5.19    |         |
|  | 1.35        | \$ 5.15 |         |
|  | \$ 1.15     |         |         |
|  | 1.12        |         |         |
|  | 12.40       |         |         |
|  | 12.08       |         |         |
|  | 11.50       |         |         |
|  | \$ 11.35    |         |         |
|  | 10.15       |         |         |
|  | 9.50        |         |         |
|  | B 9.47      |         |         |
|  | 9.45        |         |         |
|  | 9.33        |         |         |
|  | # 9.15      |         |         |
|  | \$ 9.10     |         |         |
|  | 9.05        |         |         |
|  | 8.38        |         |         |
|  | S 8.10      |         |         |
|  | 7.51        |         |         |
|  | 7.33        |         |         |
|  | 6.56        |         |         |
|  | 6.53        |         |         |
|  | C 6.50      |         |         |
|  | \$ 6.35     |         |         |
|  | P.M.        | A.M.    | P.M.    |
|  | DAILY       | DAILY   | DAILY   |
|  | 0 32        | 0 86    | 0 78    |

| STATIONS                  | FIRST CLASS |          |  |  |
|---------------------------|-------------|----------|--|--|
|                           | C.&O. 47    | C.&O. 46 |  |  |
|                           | DAILY       | DAILY    |  |  |
|                           | A.M.        | P.M.     |  |  |
| Leave                     |             |          |  |  |
| COLUMBUS (U. D. Co.)..... | \$ 7.25     | \$ 11.30 |  |  |
| HIGH STREET.....          | 7.26        | 11.31    |  |  |
| DENNISON AVENUE.....      | 7.30        | 11.35    |  |  |
| Arrive                    |             |          |  |  |
|                           | A.M.        | P.M.     |  |  |
|                           | C.&O. 47    | C.&O. 46 |  |  |

**DENNISON AVENUE—COLUMBUS UNION DEPOT—  
EASTWARD**

| STATIONS                  | FIRST CLASS |          |  |  |
|---------------------------|-------------|----------|--|--|
|                           | C.&O. 47    | C.&O. 46 |  |  |
|                           | DAILY       | DAILY    |  |  |
|                           | A.M.        | P.M.     |  |  |
| Arrive                    |             |          |  |  |
| COLUMBUS (U. D. Co.)..... | \$ 7.10     | \$ 11.15 |  |  |
| HIGH STREET.....          | 7.09        | 11.14    |  |  |
| DENNISON AVENUE.....      | 7.05        | 11.10    |  |  |
| Leave                     |             |          |  |  |
|                           | A.M.        | P.M.     |  |  |
|                           | DAILY       | DAILY    |  |  |
|                           | C.&O. 47    | C.&O. 46 |  |  |

**TICKET OFFICES OPEN FOR SALE OF TICKETS**

| Station         | Monday to Friday                           | Saturday                    | Sunday                      |
|-----------------|--|-----------------------------|-----------------------------|
| Crestline*      | 10.00 AM to 11.59 AM<br>1.00 PM to 5.00 PM | Closed                      | Closed                      |
| Bucyrus*        | 8.00 AM to 11.59 AM<br>1.00 PM to 5.00 PM  | Closed                      | Closed                      |
| Upper Sandusky* | 1.30 PM to 5.00 PM                         | Closed                      | Closed                      |
| Ada*            | 1.00 PM to 4.30 PM                         | Closed                      | Closed                      |
| Lima*           | 9.00 AM to 1.00 PM<br>2.00 PM to 6.00 PM   | Closed                      | Closed                      |
| Van Wert*       | 1.00 PM to 4.30 PM                         | Closed                      | Closed                      |
| Fort Wayne      | 6.30 AM to 8.30 PM<br>(EST)                | 6.30 AM to 8.30 PM<br>(EST) | 6.30 AM to 8.30 PM<br>(EST) |
| Warsaw*         | 6.30 AM to 3.15 PM                         | Closed                      | Closed                      |
| Plymouth*       | 1.00 PM to 5.00 PM                         | Closed                      | Closed                      |
| Valparaiso*     | 6.00 AM to 5.00 PM                         | Closed                      | Closed                      |
| Hobart*         | 8.00 AM to 12 Noon<br>1.00 PM to 5.00 PM   | Closed                      | Closed                      |
| Whiting*        | 7.00 AM to 9.00 AM<br>1.00 PM to 4.00 PM   | Closed                      | Closed                      |
| Englewood       | 7.00 AM to 7.30 PM                         | 7.00 AM to 7.30 PM          | 7.00 AM to 7.30 PM          |
| Chicago         | 6.00 AM to 12.15 AM                        | 6.00 AM to 12.15 AM         | 6.00 AM to 12.15 AM         |
| Winamac*        | 12.45 PM to 3.45 PM                        | Closed                      | Closed                      |
| North Judson*   | 8.00 AM to 8.30 AM<br>4.20 PM to 5.00 PM   | Closed                      | Closed                      |
| Crown Point*    | 11.30 AM to 3.30 PM                        | Closed                      | Closed                      |



**TICKET OFFICES OPEN FOR SALE OF TICKETS**

| Station     | Monday to Friday                          | Saturday  | Sunday  |
|-------------|---|---|---|
| Dennison*   | 8.00 AM to 5.00 PM                        | Closed  | Closed  |
| Coshocton*  | 1.00 PM to 9.30 PM                        | Closed  | Closed  |
| Newark*     | 7.00 AM to 12 Noon<br>1.00 PM to 5.00 PM  | Closed  | Closed  |
| Columbus    | 6.30 AM to 10.30 PM                       | 6.30 AM to<br>10.30 PM                          | 6.30 AM to<br>10.30 PM                          |
| Xenia*      | 7.00 AM to 5.00 PM<br>6.00 PM to 10.00 PM | 7.00 AM to<br>5.00 PM<br>6.00 PM to<br>10.00 PM | 7.00 AM to<br>5.00 PM<br>6.00 PM to<br>10.00 PM |
| Dayton      | 6.00 AM to 11.00 PM                       | 6.00 AM to<br>11.00 PM                          | 6.00 AM to<br>11.00 PM                          |
| Richmond*   | 10.00 AM to 2.00 PM<br>3.00 PM to 6.30 PM | Closed  | Closed  |
| Cincinnati  | 7.00 AM to 12.15 AM                       | 7.00 AM to<br>12.15 AM                          | 7.00 AM to<br>12.15 AM                          |
| Hamilton*   | 8.30 AM to 3.00 PM                        | Closed  | Closed  |
| New Castle* | 8.00 AM to 4.00 PM                        | Closed  | Closed  |
| Anderson*   | 11.00 AM to 5.00 PM                       | Closed  | Closed  |
| Elwood*     | 9.00 AM to 6.00 PM                        | Closed  | Closed  |
| Kokomo*     | 11.30 AM to 6.00 PM                       | 11.30 AM to<br>6.00 PM                          | 11.30 AM to<br>6.00 PM                          |

**TICKET OFFICES OPEN FOR SALE OF TICKETS**

| Station      | Monday to Friday                              | Saturday  | Sunday  |
|--------------|---|---|---|
| Indianapolis | 8.30 AM to 7.00 PM                            | 8.30 AM to<br>7.00 PM                           | 8.30 AM to<br>7.00 PM                           |
| Terre Haute  | 7.30 AM to 11.30 AM<br>12.30 PM to 3.00 PM    | Closed  | Closed  |
| Effingham    | Continuously                                  | Continuously                                    | Continuously                                    |
| St. Louis    | 7.01 AM to 11.59 PM                           | 7.01 AM to<br>11.59 PM                          | 7.01 AM to<br>11.59 PM                          |
| Louisville   | Continuously<br>Except<br>5.00 AM to 7.00 AM  | Continuously<br>Except<br>5.00 AM to<br>7.00 AM | Continuously<br>Except<br>5.00 AM to<br>7.00 AM |
| Seymour*     | 7.00 AM to 3.00 PM                            | Closed  | Closed  |
| Columbus*    | Continuously<br>Except 3.00 PM to<br>11.00 PM | Closed  | Closed  |
| Frankfort*   | 8.00 AM to 5.00 PM                            | Closed  | Closed  |

\*Closed New Years, Washington's Birthday, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

## U. S. MAIL WORK

| STATIONS     | Westward |    |    |    | Eastward |    |    |    |
|--------------|----------|----|----|----|----------|----|----|----|
|              | 3        | 13 | 31 |    | 4        | 30 | 32 | 14 |
| Coshocton    |          |    | AV |    |          |    |    |    |
| Columbus     | E        | E  | E  |    | E        | E  | E  | E  |
| Dayton       |          | E  | E  |    |          | E  | E  |    |
| Richmond     |          | E  | E  |    |          | E  | E  |    |
| Indianapolis | E        | E  | E  |    | E        | E  | E  | E  |
| Effingham    |          | E  | E  |    |          | E  | E  |    |
|              |          |    |    |    |          |    |    |    |
|              | 71       | 75 |    |    | 74       | 70 |    |    |
| Richmond     |          | E  |    |    | E        |    |    |    |
| Anderson     |          | E  |    |    | E        |    |    |    |
| Elwood       |          |    |    |    | U        |    |    |    |
| Kokomo       |          | E  |    |    | E        |    |    |    |
| Logansport   | E        | E  |    |    | E        | E  |    |    |
|              |          |    |    |    |          |    |    |    |
|              |          | 55 | 53 | 23 |          | 22 | 50 | 54 |
| Mansfield    |          | E  | E  | E  |          | E  | E  | E  |
| Crestline    |          | E  | E  | E  |          | E  | E  | E  |
| Lima         |          |    |    | E  |          | EB | E  |    |
| Fort Wayne   |          | E  | E  | E  |          | E  | E  | E  |
| Gary         |          |    |    | E  |          |    | E  |    |
| Englewood    |          |    |    |    |          |    |    |    |

A—Daily.  
 B—Daily except Sunday.  
 D—Mail delivered only.  
 CD—Mail caught and delivered.  
 E—Train stops, mail received or delivered, or both.  
 U—Reduce speed to 10 miles per hour to discharge mail.  
 V—Reduce speed to 35 miles per hour to catch or deliver mail.  
 W—Reduce speed to 40 miles per hour to exchange mail.

NOTE—Letters and characters as used on page 48 have no reference to their application as provided for in special instruction 1004-A or 1004-B1.

## ARRANGED FREIGHT TRAIN SERVICE—WESTWARD & NORTHWARD

The time shown conveys no timetable authority.

| STATIONS       | PR-5<br>(1) | PR-7<br>(1) | WC-1<br>(1) | IT-1<br>*(5) | PR-1<br>(1) | PR-3<br>(1) | TM-1<br>(2) | CD-1<br>(3) | ED-3<br>(1) | ED-1<br>(3) | IT-9<br>*(3) | APS-3<br>(4) |
|----------------|-------------|-------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|--------------|
| Leave          | A. M.       | A. M.       | A. M.       | P. M.        | P. M.       | P. M.       | A. M.       | A. M.       | A. M.       | A. M.       | P. M.        | P. M.        |
| LUCAS          | 12.45       | 1.45        | 6.45        | 6.55         | 9.45        | 11.45       | 5.15        | 7.50        | 8.30        | 11.30       | 7.35         | 11.00        |
| CRESTLINE      | 1.15        | 2.15        | 8.45        | 7.50         | 10.15       | 12.15       | 6.00        | 8.30        | 9.00        | 12.10       | 8.15         | 11.35        |
| WEST YARD      | 1.45        | 2.45        | 12.01       | 8.15         | 10.45       | 12.45       | 7.30        | 10.15       | 10.05       | 1.00        | 8.45         | 12.05        |
| TOLEDO         |             |             |             |              |             |             | 12.01       | 1.30        | 1.00        | 4.00        | 11.15        | 2.35         |
| DETROIT        |             |             |             |              |             |             |             |             | 10.00       |             | 6.00         |              |
| ADAMS (EST)    | 4.30        | 5.30        | 4.00        | 10.30        | 1.30        | 3.30        |             |             |             |             |              |              |
| JUNCTION (OST) | 4.10        | 5.10        | 5.00        | 9.55         | 1.10        | 3.30        |             |             |             |             |              |              |
| BART           |             |             |             | 12.01        |             |             |             |             |             |             |              |              |
| COLEHOOR       |             |             | 8.40        |              | 3.15        |             |             |             |             |             |              |              |
| CHICAGO        | (o) 7.45    | (p) 8.30    | (o) 10.45   | (p) 12.45    | (p) 5.00    | (p) 6.50    |             |             |             |             |              |              |
| Arrive         | A. M.       | A. M.       | P. M.       | A. M.        | A. M.       | A. M.       | P. M.       | P. M.       | P. M.       | P. M.       | A. M.        | A. M.        |

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Sunday and Monday. (5) Daily except Monday and day following the seven recognized holidays.

\*Train will operate one hour in advance of time shown during daylight savings time. (a) 56th St. (b) 55th St. (c) 56th St. (d) 55th St.

## ARRANGED FREIGHT TRAIN SERVICE—EASTWARD & SOUTHWARD

The time shown conveys no timetable authority.

| STATIONS       | FW-8<br>(1) | GRE-2<br>(1) | CS-8<br>(1) | CG-2<br>(1) | CG-4<br>(1) | AC-4<br>(1) | AC-2<br>(1) | TT-8<br>*(5) | NF-6<br>*(4) | TT-2<br>*(6) | CB-2<br>(6) | ED-2<br>(1) | ED-4<br>(1) | TT-10<br>(5) | CD-2<br>(3) | APS-4<br>(4) | ST-2<br>(3) | AST-4<br>(1) |
|----------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|--------------|--------------|--------------|-------------|-------------|-------------|--------------|-------------|--------------|-------------|--------------|
| Arrive         | P.M.        | A.M.         | P.M.        | P.M.        | P.M.        | P.M.        | P.M.        | A.M.         | A.M.         | A.M.         | A.M.        | P.M.        | A.M.        | A.M.         | A.M.        | P.M.         | P.M.        | P.M.         |
| LUCAS          | 2:20        |              | 7:50        | 10:28       | 9:00        | 9:55        | 10:55       | 6:45         | 8:25         | 7:45         | 5:45        | 7:15        | 3:30        | 6:15         | 5:00        | 9:50         | 2:15        | 7:35         |
| ORESTLINE      | 1:40        |              | 7:10        | 10:03       | 8:30        | 9:30        | 10:30       | 6:15         | 7:30         | 7:00         | 5:15        | 6:00        | 3:00        | 5:50         | 3:45        | 9:15         | 1:30        | 7:05         |
| WEST YARD      | 12:40       |              | 5:45        | 9:33        | 8:00        | 9:00        | 10:00       | 5:50         | 7:05         | 6:35         | 4:25        | 4:25        | 2:20        | 5:30         |             | 8:45         | 11:00       | 6:45         |
| TOLEDO         |             |              |             |             |             |             |             |              |              |              |             | 1:30        | 11:50       | 3:00         |             | 6:00         | 5:00        |              |
| DETROIT        |             |              |             |             |             |             |             |              |              |              |             | 7:30        | 10:35       | 2:00         |             |              |             |              |
| ADAMS (EST)    | 9:45        |              | 2:15        | 5:04        | 4:25        | 6:00        | 6:30        | 3:10         | 4:20         | 4:05         | 1:45        | 4:30        | 8:30        | 11:50        |             |              |             | 4:05         |
| JUNCTION (OST) | 7:45        | 8:30         |             | 3:45        | 2:55        | 4:00        | 4:30        | 12:45        | 2:35         | 2:45         | 11:45       |             |             |              |             |              |             | 2:45         |
| BART           | 5:00        | 5:30         |             | 1:16        | 12:40       | 1:30        | 2:00        | 10:45        | 12:05        | 12:45        | 9:45        |             |             |              |             |              |             | 12:45        |
| COLEHOUR       | 2:30        |              |             |             |             |             |             |              |              |              |             |             |             |              |             |              |             |              |
| CHICAGO        | (p)12:01    | (o) 1:00     |             | (o)10:45    | (p) 9:30    | (p)11:40    | (p) 1:00    | (p)10:00     | (p)11:15     | (p)12:01     | (p) 9:30    |             |             |              |             |              |             | (p)12:01     |
| Leave          | A.M.        | A.M.         | P.M.        | A.M.        | A.M.        | A.M.        | P.M.        | P.M.         | P.M.         | A.M.         | P.M.        | A.M.        | P.M.        | P.M.         | A.M.        | P.M.         | A.M.        | P.M.         |

(1) Daily. (3) Daily except Sunday.

(3) Daily except Monday.

(4) Daily except Monday and Tuesday.

(6) Daily except Sunday and the seven recognised holidays.

\*Train will operate one hour in advance of time shown during daylight savings time.

(o) 59th Street.

(p) 56th Street.

## ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no timetable authority.

| STATIONS     | WC-11<br>(1) | PWC-1<br>(3) | CIN-1<br>(1) | DJ-3<br>(1) | CJ-3<br>(1) | PMC-3<br>(1) | TT-3<br>*(6) | PR-9<br>(1) | PR-11<br>(1) |
|--------------|--------------|--------------|--------------|-------------|-------------|--------------|--------------|-------------|--------------|
| Leave        | A.M.         | P.M.         | P.M.         | P.M.        | A.M.        | A.M.         | P.M.         | P.M.        | P.M.         |
| OUSTER       | 6:55         | 2:45         |              | 9:45        |             | 6:00         | 1:45         | 6:30        | 10:20        |
| COLUMBUS     | 9:55         | 7:30         |              | 12:40       |             | 10:30        | 4:00         | 9:30        | 1:20         |
| NEILSTON     | 11:59        | 9:45         | 3:00         | 1:40        |             | 12:01        | 4:45         | 10:30       | 3:20         |
| GLEN         |              |              |              |             |             |              |              |             |              |
| NEWMAN       |              |              |              |             |             |              |              |             |              |
| CINCINNATI   |              |              | 9:00         | 6:45        | 3:00        |              |              |             |              |
| THORNE       |              |              |              |             | 10:00       | 6:30         | 9:30         | 4:00        | 8:20         |
| DAVIS (CST)  |              |              |              |             | 12:01       | 9:50         | 5:00         | 9:30        |              |
| FRARIE       |              |              |              |             |             | 11:05        |              |             |              |
| VIGO         |              |              |              |             |             | 11:25        |              |             |              |
| A&S CROSSING |              |              |              |             | 7:00        | 2:45         | 11:45        | 4:15        |              |
| BRADFORD     | 2:15         | 12:45        |              |             |             |              |              |             |              |
| ANOKA (BST)  | 5:50         | 4:30         |              |             |             |              |              |             |              |
| VAN (CST)    | 6:40         | 4:30         |              |             |             |              |              |             |              |
| OHIOAGO      | 9:45         | 8:00         |              |             |             |              |              |             |              |
| Arrive       | P.M.         | A.M.         | P.M.         | A.M.        | A.M.        | A.M.         | A.M.         | A.M.        | P.M.         |

(1) Daily. (3) Daily except Sunday.

(3) Daily except Monday.

(4) Monday, Wednesday and Friday.

(6) Daily except Monday and day following the seven recognised holidays.

\*Train will operate one hour in advance of time shown during daylight savings time.

(o) 59th Street.

(p) 56th Street.

(6) Daily except Sunday and the seven recognised holidays.

### ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no timetable authority.

| STATIONS     | AST-2        | NW-82        | CG-8         | SW-6         | CC-2         | SW-8         | SW-10        | TT-4         | CIN-2        | PL-8         |
|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|              | (1)<br>A. M. | (1)<br>A. M. | (1)<br>P. M. | (1)<br>P. M. | (1)<br>A. M. | (1)<br>P. M. | (1)<br>P. M. | (2)<br>P. M. | (1)<br>A. M. | (1)<br>P. M. |
| Arrive       |              |              |              |              |              |              |              |              |              |              |
| CUSTER       | 1.15         |              | 2.10         | 8.55         |              | 2.05         | 2.45         | 12.20        | 7.55         | 6.30         |
| COLUMBUS     | 10.45        |              | 11.45        | 5.30         |              | 7.30         | 11.30        | 9.45         | 4.15         | 2.30         |
| OLEVE. AVE.  | 9.15         | 3.15         | 9.45         | 4.30         | 8.15         | 5.15         | 9.30         | 8.00         | 2.45         | 12.30        |
| CINCINNATI   |              |              |              |              | 3.00         |              | 5.15         | 5.10         | 10.30        |              |
| GLEN         |              |              |              |              | 2.00         |              |              |              |              |              |
| NEWMAN       |              |              |              |              |              |              |              |              |              |              |
| THORNE (EST) |              |              | 11.15        | 11.45        | 11.45        | 12.45        | 4.25         | 4.00         |              |              |
| DAVIS        |              |              | 8.45         | 6.35         | 9.30         | 8.00         | 11.15        | 1.20         |              |              |
| PRARIE       |              |              |              | 4.35         | 8.00         |              |              | 12.15        |              |              |
| VIGO         |              |              |              | 3.15         | 7.00         |              |              | 12.01        |              |              |
| A&S CROSSING |              |              |              | 2.45         | 10.45        | 2.00         | 5.00         | 8.50         |              |              |
| BRADFORD     | 7.10         | 12.15        | 7.30         |              |              |              |              |              |              | 10.00        |
| ANOKA (EST)  | 4.45         | 8.15         | 5.00         |              |              |              |              |              |              | 6.00         |
| VAN (CST)    | 1.45         | 4.50         | 1.45         |              |              |              |              |              |              |              |
| CHICAGO      | 9.00         | 1.00         | 10.30        |              |              |              |              |              |              |              |
| Leave        | A. M.        | P. M.        | P. M.        | A. M.        | A. M.        | P. M.        | P. M.        | P. M.        | P. M.        | A. M.        |

(1) Daily. (2) Daily except Sunday and the seven recognised holidays. (3) Daily except Monday. (4) Monday, Wednesday and Friday. (5) Tuesday, Thursday and Saturday. Train will operate one hour in advance of time shown during daylight savings time.

### ARRANGED FREIGHT TRAIN SERVICE

The time shown conveys no timetable authority.

### EASTWARD & SOUTHWARD

### WESTWARD & NORTHWARD

| STATIONS     | GR-6         | NS-8         | CO-8         | GR-7         | NS-7         | CO-3         |
|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
|              | (2)<br>P. M. | (3)<br>A. M. | (1)<br>A. M. | (1)<br>A. M. | (3)<br>P. M. | (1)<br>P. M. |
| Arrive       |              |              |              | Leave        |              |              |
| BOYD         |              | 9.15         |              |              | 7.15         |              |
| DALE (EST)   |              |              |              |              | 10.30        |              |
| DAVIS (CST)  |              | 4.20         |              |              | 11.00        |              |
| CINCINNATI   | 11.00        |              | 11.00        | 10.30        |              | 7.00         |
| GLEN         | 6.30         |              | 7.00         | 2.30         |              | 9.15         |
| NEWMAN       | 3.00         |              | 3.55         | 4.30         |              | 10.15        |
| FT WAYNE     | 11.00        |              |              | 8.30         |              |              |
| GRAND RAPIDS | 8.00         |              |              | 11.59        |              |              |
| ANOKA        | 2.00         |              | 11.30        | 7.00         |              |              |
| VAN          |              | 2.20         |              |              |              |              |
| CHICAGO      |              |              |              |              |              |              |
| Leave        | A. M.        | A. M.        | P. M.        | Arrive       | A. M.        | A. M.        |

(1) Daily. (2) Daily except Monday Grand Rapids to Ft. Wayne, Daily Ft. Wayne to Cincinnati. (3) Daily except Sunday.

# SPECIAL INSTRUCTIONS

## GENERAL RULES

### 100C-1A Examinations

Employees are required to have dates of their last Book of Rules, Timetable, Physical and Air Brake examinations listed in the proper place on the Qualified For Service page in their Timetable.

### 100J-1A. Uniforms.

Designated uniformed employes must wear the standard uniform November 1st to April 30th inclusive.

The uniform designated for summer use only, or standard mohair coats may be worn May 1st to October 31st inclusive.

Coats must be buttoned except when trainmen are actually engaged in lifting transportation.

Passenger trainmen in Suburban Commuter Service may perform their duties without uniform coats and vests during the period May 15th to September 15th, inclusive.

Trainmen in Suburban Commuter Service who perform their duties without uniform coats and vests, must wear a clean, plain white broadcloth shirt with long or short sleeves, a black four-in-hand tie, and a black belt. Paraphernalia must be carried in such a manner as to assure a neat appearance at all times.

This privilege will not apply to train personnel in through passenger service.

Passenger trainmen may wear a black clip-on bow tie with square ends, 4 inches long and 1 $\frac{3}{4}$  inches wide, in lieu of standard four-in-hand tie, if desired.

### Employes Permitted to Ride on Engines, etc.

**100 O-1A.** Referring to **Rule O**, the following designated employes will be permitted to ride on engines, freight trains and front and rear ends of passenger trains.

Movement Directors.

Asst. Movement Directors.

Asst. Supervisors Movement.

Train Dispatchers.

Yardmasters and Assistants, in their districts.

Supervisors C. and S. and Assistants, C. and S. Inspectors,

C. and S. Foremen and Assistants, Power Directors and

Assistants, E. T. Gang Foremen, Linemen and Maintainers

in their districts.

Supervisors of Track, Assistants and Foremen in their districts.

Air-Brake Instructor.

Rules Examiners.

Supervisor of Structures and Assistants.

Railroad Police Officers in discharge of their duties.

Transportation Supervisors.

Persons holding Proper Transportation issued by System Pass Bureau or General Manager.

Other persons must hold proper transportation issued by the Superintendent.

It is desired that not more than three men ride in the cab of an engine hauling a passenger train.

Under no circumstances are more than four men to be allowed to ride in the cab of an engine hauling a passenger train, two men in addition to the engine crew.

### Personal Injuries.

**100R-1A.** Injuries to persons or employes must be reported immediately to the Superintendent by wire and a full report made to the head of the department within twenty-four hours.

### 100R-2A. Medical Officers and Surgeons.

| Location   | Name and Address   | Telephone Number               |
|------------|--|--------------------------------|
| Dennison   | Dr. R. E. Wolf (Surgeon)<br>Office, 212 N. Main St., Uhrichsville, O.<br>Res., 120 North 9th St., Uhrichsville, O.   | Walnut 2-0851<br>Walnut 2-2975 |
|            | Dr. Robert Hines (Med. Officer)<br>Office, 538 West Third Street<br>Uhrichsville, Ohio<br>Office Hours: By appointment only  | Walnut 2-4051<br>Walnut 2-5221 |
|            | Dr. A. A. Greenlee (Med. Off.)<br>Office, 108 North 2nd Street   | Walnut 2-2871                  |
| Coshocton  | Harry Carpenter, M.D.<br>713 Main Street   | 622-7600                       |
|            | Dr. Harold W. Lear (Med. Officer)<br>Office, 133 South Fourth Street<br>Office Hours: By appointment, except for Return-to-work Examinations   | MA. 2-4335                     |
| Zanesville | Dr. W. B. Devine (Med. Officer)<br>Office, 1017 Convers St.<br>Office Hours: 10:00 A.M. to 12:00 Noon, Daily   | Gladstone 3-0375               |
|            | Dr. Donald A. Urban (Surgeon)<br>Office, 534 Market Street<br>Office Hours: 10:00 A.M. 12:00 Noon Daily<br>Res., 3003 Dresden Rd.  | Gladstone 3-4445<br>2-3281     |
| Lancaster  | Dr. William D. Monger (Med. Officer and Surgeon)<br>Office and Res., 414 East Main Street  | Olive 4-3333                   |
| Newark     | Dr. John W. Houser, M.D. (Medical Officer)<br>375 Granville St.  | 344-3775                       |
| Columbus   | Dr. R. J. Freedy (Medical Officer)<br>Office, 20th St. Shop<br>Daily except Saturday and Sunday—8:00 A.M. to 5:00 P.M.<br>Emergency calls outside of these hours taken care of by arrangement through Crew Dispatchers | CA. 1-1121<br>/Ext. 317        |
|            | Dr. Gilman D. Kirk (Surgeon)<br>Office, 233 E. State St.<br>Res., 2296 E. Broad St.  | CA. 1-4541<br>CL. 2-2611       |
|            | Dr. Ray E. Ebert (Surgeon)<br>Office, 327 E. State St.<br>Res., 2011 N. Starr Avenue   | CA. 4-8539<br>HU. 8-8815       |
|            | Dr. William Nick, M.D. (Surgeon)<br>410 W. 10th Ave.   | 293-4758                       |
| Xenia      | Dr. S. C. Ellis (Medical Officer)<br>200 Rogers Street<br>1:30 P.M. to 4:30 P.M. Daily except Sunday and Thursday  | DRake 2-7691                   |
|            | Dr. John L. Wolff (Surgeon)<br>Wilson Drive<br>Xenia, Ohio   | DRake 2-1602                   |

| Location   | Name and Address  | Telephone Number                             |
|------------|---|--|
| Dayton     | Dr. John R. Brown (Med. Officer)<br>Office, 870 Fidelity Bldg.<br>Monday, Tuesday, Thursday and Friday—<br>1:30 P.M. to 4:30 P.M. | 461-3880                                     |
|            | Dr. Walter A. Reiling (Surgeon)<br>Office, 1061—66 Reibold Bldg.<br>Res., 569 Kenwood Ave.  | BA. 8-3482<br>CA. 4-5846                     |
| Richmond   | Dr. Ralph W. Dreyer (Med. Officer)<br>2 SW 17th St.<br>Residence  | 973-2775<br>973-1139                         |
|            | Dr. Harold L. Miller (Surgeon)<br>Spring Grove Medical Building<br>1250 Chester Blvd.   | 2-5418                                       |
|            | Dr. R. T. Allen (Oculist)<br>345 Seventh Street   | 22422  |
| St. Paris  | Dr. Joe A. Fergus (Surgeon)<br>Office, 113 S. Springfield St., St. Paris<br>Res., R.R. #1, St. Paris                              | JU. 3-3281<br>JU. 3-1632                     |
| Piqua      | Dr. Wm. W. Weis (Surgeon)<br>Office, 404 N. Wayne St.<br>Res., 331 W. Greene St.  | 157<br>158                                   |
| Cincinnati | Dr. Charles N. Manley<br>Office, 3338 Erie Ave<br>(By appointment only)   | 321-2044                                     |
|            | Dr. Ralph G. Carothers<br>(Surgeon) Consultant<br>Office, 409 Broadway<br>Call Physicians Exchange<br>Res., 3006 Vernon Place     | MA. 1-4483<br>PA. 1-2345<br>AV. 1-1805       |
|            | Dr. C. O. Carothers (Surgeon)<br>Office, 409 Broadway<br>Call Physicians Exchange<br>Res., 2347 Madison Road                      | MA. 1-4483<br>PA. 1-2345<br>TR. 1-2378       |
|            | Dr. John F. Lyons (Surgeon)<br>Office, 409 Broadway<br>Res., 7339 Montgomery Rd.  | MA. 1-4483<br>MA. 1-2542                     |
|            | Dr. Donald J. Lyle<br>(Ophthalmologist)<br>Office, 411 Oak St.<br>Res., 2303 Grandview  | AV. 1-2473<br>WO. 1-4926                     |
| Hamilton   | William F. Hume (Surgeon)<br>Office, 235 Buckeye St.<br>Res., 235 Buckeye St.   | TW. 3-4771<br>TW. 2-3300                     |
| Portland   | Dr. J. S. Fitzpatrick, M.D.<br>Office, 603 W. Arch St.  | 726-4931                                     |
| New Castle | Dr. James S. McElroy<br>(Surgeon)<br>Clinic, 1319 Church St.<br>Res., 1213 Audubon Rd.  | JA. 9-0780<br>JA. 9-1009                     |
| Anderson   | Dr. Robert L. Armington<br>(Surgeon)<br>Office, 1500 Broadway<br>Res., 206 E. 14th St.  | 644-3004<br>642-0092<br>642-3466             |
|            | Dr. Charles E. Armington<br>(Surgeon)<br>Office, 855 Citizens Bank Bldg., 11th and<br>Meridian Streets<br>Res., 823 W. 7th Street | 644-4868<br>644-3567                         |
| Kokomo     | Dr. John H. Alward (Surgeon)<br>321 W. Walnut Street, Kokomo<br>Res., 401 W. Walnut Street, Kokomo                                | 457-5303<br>452-1446<br>452-2228<br>452-0108 |

| Location      | Name and Address   | Telephone Number                   |
|---------------|--|------------------------------------|
| Mt. Vernon    | Dr. John C. Drake (Surgeon)<br>Office, 51 Public Square<br>Res., East High St. Ext.  | Express 2-6981<br>Express 2-4601   |
|               | Dr. R. H. Hoecker (Med. Officer)<br>Office, 5 East High St.<br>Res., 607 East Vine St.<br>By appointment only  | Express 2-5851<br>Express 2-5852   |
| Lima          | Dr. Fred P. Berlin (Surgeon)<br>Office, 658 Market St.<br>Res., 2230 Merritt Ave.  | 224-1601<br>Catherine<br>4-1011    |
|               | Dr. John D. Albertson (Surgeon)<br><br>Office, 658 W. Market St.<br>Res., 2287 Oakland Parkway   | 227-1866<br>224-7691               |
| Fort Wayne    | Dr. James Shaw<br>(Medical Officer)<br>Office, 3610 Brooklyn Ave.<br>Hours: 10:00 A.M. to 12:00 Noon; 1:00 P.M.<br>to 5:00 P.M. except Thursday Afternoon,<br>Saturday, Sunday and Holidays<br>Res., 3932 Rosewood   | 744-2351<br>745-1543               |
|               | Dr. Lynn W. Elston (Surgeon)<br>Office, 622 Medical Center Bldg.<br>Res., Stelhorn Park  | 742-1140<br>744-2998               |
|               | Dr. Ralph W. Elston (Surgeon)<br>Office, 622 Medical Center Bldg.<br>Res., 1340 Westover Road  | 742-1140<br>744-4743               |
| Columbia City | Dr. Maurice Rothberg (Oculist)<br>Office, 625 W. Berry St.<br>Res., 4319 Hartman   | 742-9288<br>744-9392               |
|               | Dr. John L. Langohr (Surgeon)<br>Office, 215 E. Van Buren St.<br>Res., 321 N. Main St.   | 244-5144<br>244-7114               |
| Mansfield, O. | L. A. Hautzenroeder, M.D.<br>(Surgeon)<br>Office, 548 Glesner Ave.   | LA. 5-1345                         |
|               | *Marvin F. Dees, M.D.<br>(Medical Officer)<br>Office, 120 Sturges Ave.<br>(By appointment)   | LA. 2-3751                         |
|               | R. C. Wise, M.D. (Oculist)<br>Office, 28 West 4th St.  | LA. 4-0481                         |
| Crestline, O. | *H. Morton Brooks, M.D.<br>(Medical Officer)<br>Office, 258 N. Steltzer Street<br>Hours: Monday and Thursday, 1:00 P.M.<br>to 4:00 P.M.; 7:00 P.M. to 8:00 P.M.;<br>Tuesday and Friday 10:00 A.M. to 12:00<br>Noon, 1:00 P.M. to 4:00 P.M.; Wednes-<br>day 9:00 A.M. to 12:00 Noon | OV. 3-3855                         |
| Detroit       | Francis B. McMillan, M.D.<br>(Surgeon)<br>Office, 820 David Whitney Bldg.<br>Res., 2940 Iroquois St.   | WOodw'd<br>1-0680<br>WALnut 1-3535 |
|               | Harold J. Rezanka, M.D.<br>(Assist. Surg. and Med. Off.)<br>Office, 820 David Whitney Bldg.<br>(By appointment)  | WOodw'd<br>1-0680                  |

| Location     | Name and Address  | Telephone Number                                |
|--------------|---|---|
| Detroit      | *Henry A. Tazzioli, M.D.<br>(Medical Officer)<br>Office, 920 David Whitney Bldg.<br>(By appointment)                        | WOOd' d<br>1-0680                               |
|              | Howard C. Pugh, M.D.<br>(Oculist)<br>Office, 1735 David Whitney Bldg.   | WOOd' d<br>2-7112                               |
| Toledo, Ohio | *Jos. P. Moran, M.D.<br>(Medical Officer)<br>Suite 216; Office, 3100 West Central Ave.<br>(By appointment)                  | 479-5375  |
|              | *H. A. Poneman, M.D.<br>Office, 425 Jefferson Ave.<br>(By appointment)  | 241-4830  |
|              | H. A. Martin, M.D.<br>(Assist. Surgeon)<br>Office, Toledo Clinic<br>Res., 3912 Bowen Rd.                                    | 248-4221<br>472-9882                            |
|              | J. D. Skow, M.D. (Oculist)<br>Office, Toledo Clinic<br>Res., 3330 Darlington Rd.  | 248-4221<br>536-2591                            |
| Attica       | R. C. Cahill, M.D.<br>(Medical Officer)   | 426-3334  |
| Warsaw       | Dr. John R. Baum (Surgeon)<br>Office, 212 South Indiana or<br>Murphy Medical Center<br>Res., 305 Seventh St.                | 267-8212<br>267-6127<br>267-5411                |
|              | Dr. James B. Kubley (Surgeon)<br>Office, 304 North Walnut<br>Res., 624 East La Porte  | 936-3178<br>936-2969                            |
|              | Dr. R. N. Bills (Surgeon)<br>Office, 504 Broadway<br>Res., 534 Lincoln St.  | TURner 5-6106<br>TURner 2-6208                  |
| Gary         | Dr. W. K. Robinson (Ass't<br>Surgeon)<br>Office, 604 Broadway<br>Res., 500 N. Montgomery St.                                | TURner 5-6106<br>YELlowstone<br>8-2382          |
|              | Dr. J. A. Teegarden, Jr.<br>(Surgeon)<br>Office, 1919 E. Columbus Dr.<br>Res., 7204 Woodmar, Hammond, Ind.<br>Exchange Tel. | EXport 7-1805<br>TILden 4-0783<br>EXport 8-2828 |
| East Chicago | Dr. Arthur Kuhn (Oculist)<br>Office, 112 Rimbach St.<br>Res., 60 Glendale Park  | WESTmore<br>2-0435<br>WESTmore<br>1-3138        |
| Hammond      | Dr. K. J. Long<br>Dr. A. C. Remich<br>Office, Medical Bldg., 30 Douglas St.   | WESTmore<br>2-3988                              |

| Location     | Name and Address   | Telephone Number   |
|--------------|--|--|
| Chicago      | Dr. James D. Thornton<br>(Medical Officer)<br>Office, 248 Union Station<br>8:00 A.M. to 12:00 Noon<br>1:00 P.M. to 5:00 P.M.<br>Daily except Sat., Sun. and Holidays<br>First Saturday of each month 8:30 A.M.<br>to 12:00 Noon<br>Res., 1355 North Sandburg Terrace,<br>Chicago, Ill. | CEntral<br>6-7200<br>Ext. 348, 349<br>DE. 7-7697                     |
|              | Dr. Raymond Householder<br>(Ass't Surgeon)<br>Office, 240 E. Superior St.<br>Res., 3257 Newcastle Ave.   | DElaware<br>7-6500<br>Ext. 238<br>Avenue 3-5722                      |
|              | Dr. W. J. Reilly (Surgeon)<br>Office and Res., 6424 S. Central Ave.  | REliance<br>5-5544   |
| Crown Point  | Dr. D. E. Gray (Surgeon)<br>Office, 182 W. North St.<br>Res., Center Township Rt. 1.   | 82<br>1639   |
|              | Dr. R. W. Lavengood (Surgeon)<br>Office, Glass Block Bldg.<br>Residence, 515 W. 5th  | North 2-6500<br>North 2-2337<br>If no answer<br>call North<br>2-8711 |
| Marion, Ind. | Dr. Joseph Davis (Surgeon)<br>Office, 131 N. Washington St.<br>Res., 127 N. Washington St.   | North 2-6641<br>North 2-2446   |
|              | Dr. Henry H. Alderfer<br>(Medical Officer)<br>Office, 131 N. Washington St.<br>Residence, 806 W. First St.<br>Hours by appointment   | North 2-6641<br>North 2-8311   |
| Logansport   | Dr. Earl W. Bailey (Surgeon)<br>Office, 212-214 Fifth St.<br>Res., 2522 North St.  | 4469<br>4498   |
|              | Dr. Max Pfuetze (Medical<br>Officer)<br>Office, 408 North St.<br>Res. 919 Wheatland Ave.<br>Office Hours: 10:00 A.M. to 12:00 Noon<br>1:00 P.M. to 4:30 P.M. Daily except<br>Sun. and Holidays<br>Wednesday 10:00 A.M. to 12:00 Noon   | 3023<br>9447   |
|              | Dr. M. S. Adamski (Oculist)<br>Office, 408 North St.<br>Res., 614 Seventeenth St.  | 4448<br>4230   |
| North Judson | Dr. D. F. Llamas (Surgeon)<br>Office, 520 Lane St.<br>Res., 605 Keller Ave.  | TWINbrook<br>6-2724<br>TWINbrook<br>6-2724                           |
| Dolton       | Dr. M. Robert Weidner<br>(Surgeon)<br>Office and Res., 14105 Lincoln Ave.  | 922  |
| South Bend   | Dr. P. J. Birmingham<br>(Surgeon)<br>Office, 426 Sherland Bldg.<br>Res., 1302 E. Ewing St.   | 3-2476<br>3-3376   |
| Grand Rapids | Dr. Bernard P. Kool<br>(Medical Officer)<br>445 Cherry St., S.E.   | Glendale<br>9-6107   |
|              | Dr. G. H. Southwick<br>(Surgeon)<br>Suite 203, Ramona Medical Bldg., 515<br>Lakeside Drive S. E.<br>Res., 1935 San Lu Rae Dr.  | Glendale<br>9-4347<br>9-4347   |

| Location     | Name and Address   | Telephone Number                         |
|--------------|--|--|
| Petoskey     | Dr. Dean C. Burns<br>(Surgeon)<br>Office, Burns Clinic<br>Res., 215 Division St.   | 2556<br>3404                             |
| Cadillac     | Dr. Robert V. Daugharty<br>(Surgeon)<br>Office, 107 N. Mitchell St.<br>Home  | 775-2493<br>775-2893                     |
| Muskegon     | Dr. Paul E. Medema (Surgeon)<br>Office, 1017 Sanford St.<br>Res., 1661 Clinton St.<br>Of no answer call  | 2-3544<br>2-3544<br>2-3479               |
|              | Dr. A. L. Benedict, Jr.<br>(Medical Officer)<br>Office, 22 W. Southern Ave.<br>Office Hours: 1:00 P.M. to 5:00 P.M. Daily<br>except Wednesday, Saturday and Sunday<br>Res. 16633 Clinton St. | 23397<br>25453-23479                     |
| Kalamazoo    | Dr. R. S. Gove (Surgeon)<br>Office, 1631 Gull Road<br>Res., 500 Sturgis Drive,<br>Parchment, Mich.   | FIreside<br>2-9813<br>FIreside<br>9-3492 |
| Kendallville | Dr. Herman Hepner<br>Office: 705 N. State St.<br>Office Hours: 10:00 A.M. to 11:59 A.M.<br>Monday thru Saturday, 2:00 P.M. to<br>5:30 P.M. Daily except Wednesday and<br>Sunday.             | 347-3300                                 |
| Indianapolis | *Dr. H. B. Hamilton<br>(Division Medical Officer)<br>Office, 901 S. Emerson Ave.<br>Monday through Friday, 8:00 A.M. to<br>11:00 A.M. 12:30 P.M. to 3:00 P.M.                                | 635-9331                                 |
|              | Dr. P. F. Benedict (Surgeon)<br>Office, 3939 Meadows Dr.<br>2652 Cold Spring Lane<br>If no answer, call  | 547-5446<br>926-0907<br>632-2031         |
|              | Dr. Max D. Bartley (Oculist)<br>Office, 803 Hume-Mansur Bldg.<br>Res., 5640 N. Pennsylvania St.  | 635-6280<br>255-7868                     |
|              | Dr. Charles A. Bonsett<br>(Surgeon)<br>Office, Hume-Mansur Bldg.   |  |
|              | Dr. J. Theodore Luros<br>(Surgeon)<br>Office, 1633 N. Capital Ave.   |  |
| Brazil       | Dr. J. F. Maurer (Surgeon)<br>Office, 203 City Bank Bldg.<br>Res., 60 East Park St.  | 2448<br>7181                             |
| Terre Haute  | *Dr. Will Kunkler (Medical<br>Officer, Asst. Surgeon)<br>Office, 212 Merchants Bank Bldg.<br>Res., 1119 S. Center St.<br>By Appointment Only   | 232-3426<br>232-3861<br>232-8624         |
|              | Dr. Arnold Kunkler (Surgeon)<br>Office, 312 Merchants Bank Bldg.<br>Res., 1700 N. 7th St.<br>If no answer, call  | 232-2160<br>235-9738<br>232-8624         |
|              | Dr. Noel S. McBride (Oculist)<br>Office, 407 Mer. Nat'l Bank Bldg.<br>Res., Allendale, R.R. 2  | 232-4141<br>232-2464                     |
| Effingham    | *Dr. E. S. Frazier (Medical<br>Officer, Surgeon)<br>The Effingham Clinic<br>Daily 10:00 A.M. to 12:00 Noon. 1:30<br>P.M. to 4:00 P.M.  | 342-3989                                 |

| Location  | Name and Address  | Telephone Number  |
|---|---|---|
| Greenville  | *Boyd E. McCracken (Medical<br>Officer and Surgeon)<br>Office, 100 N. Locust St.<br>Residence   | 664-1380<br>664-0951 or<br>664-1230                             |
| East St. Louis  | *Dr. V. P. Siegel (Medical<br>Officer, Surgeon)<br>4601 State St.<br>Residence<br>Monday, Tuesday, Wednesday and Fri-<br>day 8:30 A.M. to 11:00 A.M. 12:00<br>Noon to 3:00 P.M.<br>Thursday 12:00 Noon to 3:00 P.M.<br>Saturday 8:30 A.M. to 11:00 A.M. | Upton 5-2632<br>EXpress 1123                                    |
|   | Dr. J. U. Compton (Asst.<br>Surgeon)<br>4601 State St.  | Upton 5-2632  |
| St. Louis   | *Dr. Joseph A. Lembeck<br>(Medical Officer, Surgeon)<br>607 North Grand Ave.<br>Monday Through Friday 12:00 Noon to<br>3:00 P.M.<br>Residence<br>If no answer, call   | Jefferson<br>5-2792<br>Prospect<br>1-1961<br>Prospect<br>1-0500 |
|   | Dr. William H. Bailey<br>(Oculist)<br>Office, 634 North Grand Ave.<br>Res., 9157 East Milton, Overland, Mo.   | JEfferson<br>3-5162<br>WInfield<br>6-2644                       |
| Decatur   | *Dr. Arthur F. Goodyear<br>(Medical Officer, Surgeon)<br>Office, 142 Prairie Ave.<br>Residence<br>If no answer, call  | 2-2742<br>2-2737<br>3-3603                                      |
| Peoria  | Dr. Albert Novotny (Surgeon)<br>1101 Main St.   | 673-4335  |
| Louisville  | Dr. John T. Bate (Surgeon)<br>Office, 301 West Ormsby Ave.<br>Residence, 2524 Glenmary Blvd.  | ME. 6-3749<br>GL. 1-8274  |
|   | Dr. J. K. Hutcherson (Oculist)<br>410 West Chestnut St.<br>Home   | JU. 4-7205<br>TW. 6-4123  |
| Clarksville   | *Dr. Alan Willner (Medical<br>Officer, Surgeon)<br>630 Eastern Blvd.<br>Residence<br>Examinations by Appointment only   | Butler 3-3573<br>Whitehall<br>3-3733                            |
| Columbus,<br>Indiana  | *Dr. Richard A. Snapp<br>(Medical Officer and Ass't<br>Surgeon)<br>Office, 2225 Central Ave.<br>Residence, 1927 Home Ave.<br>By Appointment only.   | 372-4504<br>372-1469  |
|   | Dr. Hallack S. Knotts<br>(Surgeon)<br>Office, 1813 25th St.<br>Residence, 2740 Washington St.   | 372-6747<br>372-7160  |
| Vincennes   | Dr. Paul B. Arbogast (Medical<br>Officer and Surgeon)<br>915 Main St., Vincennes, Ind.<br>Office Phone  | 882-3177  |
| *Available to employees for periodic or other physical exami-<br>nations, or to secure completed Form MD3 (Return to Duty<br>Form) during their office hours or by appointment. |   |   |



| <b>100R-3A. Locations of Hospitals.</b> |   |                         |
|---|---|-------------------------|
| <b>Location</b>                         | <b>Name and Address</b>   | <b>Telephone Number</b> |
| Dennison                                | Twin City<br>North First Street   | Walnut 2-2800           |
| Coshocton                               | Coshocton County Memorial<br>1460 Orange Street   | MA. 2-6411              |
| Zanesville                              | Bethesda<br>Underwood Street  | 2-4535                  |
| Lancaster                               | Lancaster—Fairfield County<br>Joint Hospital<br>401 North Ewing Street  | OL. 3-7521              |
| Newark                                  | Licking County Memorial<br>Hospital<br>1320 W. Main St.   | 344-0331                |
| Columbus                                | University Hospital<br>410 W. 10th Ave.<br>On Service of:<br>Dr. R. Williams, or<br>Dr. R. Ebert, or<br>Dr. G. Kirk | 291-3121                |
|   | Grant Hospital<br>309 E. State Street<br>On Service of:<br>Dr. G. Kirk, or<br>Dr. R. Ebert                          | 224-5151                |
|   | Mt. Carmel Hospital<br>793 W. State Street<br>On Service of:<br>Dr. G. Kirk   | 224-3171                |
| Xenia                                   | Greene Memorial Hospital<br>Wilson Drive  | 2-3511                  |
| Springfield                             | City Hospital<br>2616 E. High Street  | 3-5531                  |
| Dayton                                  | St. Elizabeth Hospital<br>49 Hopeland Street  | HE. 0401                |
| Piqua                                   | Memorial Hospital<br>Park and Nicklin Avenues   | MA. 1187                |
| Richmond                                | Reid Memorial Hospital<br>On Chester Pike, one-half mile north of<br>Passenger Station                              | 2-5481                  |
| Cincinnati                              | Good Samaritan Hospital<br>Clifton and Dixmyth Avenue   | UN. 1-1400              |
| Hamilton                                | Mercy Hospital<br>116 Dayton St.  | 4-7431                  |
| Winchester                              | Randolph County Hospital<br>Greenville Avenue   | 436                     |
| Portland                                | Jay County Hospital<br>West Arch St.  | 38                      |
| Decatur                                 | Adams County Memorial<br>Hospital<br>Cor. Mercer and Grant Sts.   | 791                     |
| New Castle                              | Henry County Hospital<br>1000 North 16th St.  | JA. 9-0230              |
| Anderson                                | St. John's Hospital<br>20th and Jackson Sts.  | 1378                    |

| <b>Location</b>    | <b>Name and Address</b>                               | <b>Telephone Number</b>        |
|--------------------|---|--------------------------------|
| Elwood             | Mercy Hospital<br>1131 South A St.                    | 2-2101                         |
| Middletown<br>Ohio | Middletown Hospital<br>Park Drive                     | 2-5411                         |
| Mt. Vernon         | Mercy Hospital<br>117 East High St.                   | Express 2-6015                 |
| Bucyrus            | Community Hospital<br>629 North Sandusky Ave.         | 41050                          |
| Upper<br>Sandusky  | Wyandotte Memorial Hospital<br>N. Sandusky Ave.       | 895                            |
| Lima               | Memorial Hospital<br>Bollfontaine Ave.                | CAtherine<br>4-0321            |
|                    | St. Rita Hospital<br>High and Baxter Sts.             | CAtherine<br>5-2010            |
| Van Wert           | Van Wert County Hospital<br>1250 South Washington St. | 232-8045                       |
| Fort Wayne         | Lutheran Hospital<br>3024 Fairfield Avenue            | 745-0541                       |
|                    | St. Joseph Hospital<br>730 W. Berry St.               | 742-4121                       |
|                    | Parkview Memorial Hospital<br>2200 Randalia           | 743-7341                       |
| Columbia City      | Memorial Hospital<br>215 E. Van Buren St.             | 244-5144                       |
| Warsaw             | Murphy Medical Center<br>Buffalo and Winona Ave.      | AMhurst<br>7-6127              |
| Plymouth           | Park View Hospital<br>North Michigan St.              | 936-2178                       |
| Valparaiso         | Porter Memorial Hospital<br>La Porte Road             | 462-1121                       |
| Gary               | St. Mary's Mercy Hospital<br>Tyler St. and Fifth Ave. | TUrnner 6-9131                 |
|                    | Methodist Hospital<br>1600 West 6th Ave.              | TUrnner 3-0491                 |
| East Chicago       | St. Catherine Hospital<br>4321 Fir Street             | 3080                           |
| Hammond            | St. Margaret's Hospital<br>30 Clinton St.             | WEstmore<br>2-2300             |
| Chicago            | The Wesley Memorial Hospital<br>240 E. Superior St.   | DElaware<br>7-6500<br>Ext. 238 |
|                    | Holy Cross Hospital<br>2700 West 69th Street          | HEmlock<br>4-6700              |
| Union City         | Union City Memorial Hospital<br>No. Columbia St.      | 11                             |
| Hartford City      | Blackford Co. Hospital<br>E. VanCleve Street          | 471                            |
| Marion, Ind.       | Marion General Hospital<br>Wabash Avenue              | NOOrth 4-2311                  |

| Location                         | Name and Address                                       | Telephone Number   |
|----------------------------------|--|--------------------|
| Logansport                       | St. Joseph Hospital<br>26th and High Streets           | 4145               |
|                                  | Memorial Hospital<br>North Michigan Avenue             | 3117               |
| Crown Point                      | Lake Co. Infirmary<br>Three miles east                 | 87                 |
| South Bend                       | Memorial Hospital<br>604 North Main St.                | 3-1131             |
|                                  | St. Joseph Hospital<br>401 N. Notre Dame               | 3-2168             |
| Culver                           | Military Hospital<br>Academy Grounds                   | 89                 |
| Auburn                           | Souders Hospital<br>West 7th St.                       | 208                |
| Garrett                          | Sacred Heart Hospital<br>Ijam St.                      | 234                |
| Petoskey                         | Little Traverse Hospital<br>Connable Ave.              | 2553               |
| Traverse City                    | Munson Hospital<br>West 6th St.                        | Windsor<br>7-6140  |
| Cadillac                         | Mercy Hospital<br>Oak and Hobart Sts.                  | Prospect<br>53431  |
| Muskegon                         | Hackley Hospital<br>Forest Ave.                        | 2-2624             |
| Grand Rapids                     | Butterworth Hospital<br>Michigan St. and Bostwick Ave. | Glendale<br>8-1281 |
|                                  | St. Mary's Hospital<br>250 Cherry St., S.E.            | Glendale<br>9-3131 |
| Kalamazoo                        | Borgess Hospital<br>1521 Gull Road                     | FIreside<br>9-1581 |
|                                  | Bronson Hospital<br>224 E. Lovell                      | FIreside<br>2-9821 |
| Crestline, O.                    | Crestline Memorial<br>North Columbus St.               | OVERland<br>3-1212 |
| Detroit, Mich.                   | Providence<br>2600 West Grand Blvd.                    | TYler 5-4600       |
| Detroit, Mich.<br>(Lincoln Park) | The Lynn<br>2950 South Fort St.                        | WARwick<br>8-6000  |
| Mansfield, O.                    | General<br>Glessner Ave.                               | LA. 2-3411         |
| Tiffin, Ohio                     | Mercy<br>West Market St.                               | GIbson 7-3130      |
| Marion                           | City Hospital<br>685 Delaware Ave.                     | 2-1121             |
| Toledo, Ohio                     | Flower<br>3350 Collingswood Blvd.                      | CHerry<br>4-3711   |
| Indianapolis                     | Community<br>1500 No. Ritter Ave.                      | 353-1411           |
|                                  | St. Vincent<br>120 W. Fall Creek Parkway, North Drive  | 926-3301           |
|                                  | Methodist<br>1604 N. Capitol Ave.                      | 924-6411           |

| Location       | Name and Address                                   | Telephone Number   |
|----------------|--|--------------------|
| Greencastle    | Putnam County<br>Greenwood Avenue                  | Oliver 3-5121      |
| Brazil         | Clay County<br>1206 E. National Ave.               | 2375               |
| Terre Haute    | St. Anthony's<br>1021 S. 6th St.                   | 235-3351           |
| Effingham      | St. Anthony (emergency)<br>812 St. Anthony Ave.    | 342-2121           |
| Vandalia       | Fayette County Hospital<br>Seventh and Taylor Sts. | 283-1231           |
| Highland       | St. Joseph<br>Ninth St.                            | 654-2171           |
| E. St. Louis   | St. Mary<br>8th and Missouri Ave.                  | BRidge 4-1900      |
| St. Louis      | Missouri Pacific<br>1755 South Grand Ave.          | Prospect<br>1-0500 |
| Paris          | Paris<br>302 E. Crawford                           | 220                |
| Decatur        | Decatur and Macon County<br>North Edward St.       | 4134               |
| Peoria         | John C. Proctor<br>2nd and Fisher Sts.             | 4-4121             |
| Frankfort      | Clinton County<br>South Jackson St.                | 654-4451           |
| Jeffersonville | Clark County Memorial<br>210 Sparks Avenue         | BU. 2-6631         |
| Louisville     | Kentucky Baptist<br>810 Barrett Ave.               | JU. 3-4841         |

#### 100R-4A. First-Aid Boxes and Stretchers, Location of

##### First-Aid Boxes:

Passenger, baggage, mail and cabin cars.  
 Passenger and freight stations and yard offices.  
 Enginehouses and M. of E. shops. Wreck trains.  
 Power plants and substations.  
 Car inspectors' offices.  
 M. W. cabins, tool houses and camp cars.  
 Block and interlocking stations.  
 Track cars.

##### Stretchers:

Combined cars, baggage cars and on each passenger train.  
 Yard offices. Enginehouses and M. of E. shops.  
 Wreck trains. Camp cars.

## OPERATING RULES

### STANDARD TIME

**1001-A1.** Eastern and Central Standard Times apply on this Region.

### TIMETABLES

#### Letters and Characters

**1004-A.** The following letters and characters in schedules indicate:

- S**—Regular stop.
- F**—Stop on signal to receive or discharge passengers.
- A**—Stop on signal to receive passengers.
- B**—Stop on signal to discharge passengers.
- C**—Regular stop to receive passengers.
- D**—Regular stop to discharge passengers.
- E**—Regular stop for express, mail or newspapers.
- G**—Regular stop, Saturday only.
- H**—Regular stop, Saturday only, to receive passengers.
- J**—Regular stop, Saturday only, to discharge passengers.
- K**—Regular stop, Sunday only.
- L**—Stop on signal, Sunday only, to receive or discharge passengers.
- M**—Regular stop daily except Saturday and Sunday.
- N**—Regular stop daily except Sunday.
- No baggage service.
- ⊕—No baggage service Sunday.
- ◇—Passenger train—No train baggageman.
- ‡—Will not run on specified dates or Holidays shown on schedule pages.
- #—Train may leave at schedule arriving time when station work is completed.

#### 1004-B1.

- No train baggageman between Indianapolis and Chicago.
- ★—Will run on specified dates shown on schedule pages.
- Train baggageman between Columbus and Indianapolis.
- P**—Regular stop Monday only.
- R**—Stops to discharge or receive passengers to or from Nashville or beyond.
- T**—Stop, Thursday only, for express, mail or newspapers.
- U**—Stop on signal to discharge passengers, or receive passengers for St. Louis and beyond.
- V**—Regular stop to receive passengers for Terre Haute and beyond.
- W**—Stop on signal to discharge passengers from St. Louis and to receive passengers.
- X**—Regular stop, Saturday, Sunday, and Holidays.
- ⊗—Train baggageman between Columbus and Effingham.

## ENGINE WHISTLE SIGNALS

**1014-A4.** Except in emergency, enginemen will not sound engine whistle between Olentangy and Mile Post 4, West of Grandview.

**1014-A5.** Referring to **Rule 14 (1)**:

Enginemen will sound Engine Whistle Signal **Rule 14 (1)** approaching track gangs and other points where men may be at work on or about the track and approaching the first public grade crossing at Scio, Dennison, Uhrichsville and Coshocton, and need not be sounded at other crossings while passing through these towns.

**1014-A6.** **Rule 14 (r)** will apply to acknowledge Take Siding Indicator when displayed.

**1014-A7.** Between Gary Station and Virginia Street, Gary and between Dickey Place and Sheridan Avenue, 1100 feet west of Whiting Station, City of Whiting, enginemen are relieved from sounding engine whistle signal for public crossings, except if necessary to prevent accidents, and also when view is obscured by weather and other conditions, approaching interlockings, stations, yards, or other points where men may be at work.

**1014-A8.** Except in emergency, enginemen will not sound Engine Whistle Signal **Rule 14(1)** for the following grade crossings:

Between Galena and Oak St., Toledo.

**1014-A9.** Except in emergency **Rule 14(1)** will not apply over grade crossings protected by lights, bells, watchmen, flagmen or gates within the city limits of Indianapolis.

### TRAIN SIGNALS

**1019-A.** Night signals will be displayed on rear of trains while passing through tunnels.

**1019-A1.** Trains of foreign railroads may display train signals as required by the operating rules of their respective railroads when on this Region.

**1019-A2.** Reflector Discs. In the application of **Rule 19**, authorized reflector discs may be used as markers.

**1019-A3.** In the application of **Rule 19**, authorized electric flashing-type lamps may be used as markers. Markers will be extinguished by day.

### USE OF SIGNALS

**1035-A1.** In the application of **Rule 35**, the following signals will be used by flagmen:

Day Signals—a red flag, torpedoes and fuseses.

Night Signals—a white light, torpedoes and fuseses.

**1035-B1.** Account fire hazard lighted fuseses must not be displayed on bridges or trestles unless necessary to prevent an accident.

**1035-C1.** Minimum number of fuseses and torpedoes which must be carried as part of equipment in services indicated:

|                                | Fuseses | Torpedoes |
|--------------------------------|---------|-----------|
| Passenger Service              | 10      | 10        |
| Freight Service                | 12      | 12        |
| Engines                        | 3       | 6         |
| Engines in Helper Service      | 6       | 6         |
| Track Cars                     | 4       | 8         |
| Crossing Watchmen              | 3       | 0         |
| Detector Cars and Burro Cranes | 6       | 12        |

**NOTE**—Additional fuseses and torpedoes must be carried when necessitated by weather conditions. In event that the supply becomes depleted during a trip, proper advance information must be given in order that the supply may be replenished at convenient points.

**1037-A1.** The number of the track to be used by eastward trains entering Dennison eastward yard will be displayed by indicator on front of tower at Uhrich, except that when Figure 4 is displayed, eastward freight trains will enter on No. 101 track at Jewett Street, Dennison.

**1037-A2.** The number of the track to be used by eastward trains entering Undercliff Yard will be displayed by indicator on west side of Cliff Block Station.

**1038-A1. Speed Signs.** In the application of **Rule 38**, lights may be omitted on reflectorized speed signs.

### TORPEDO-PLACING MACHINE

**1050-A1.** Torpedo-placing machine located 59 feet south of southward home signals at Clagg movable bridge, governing southward movements on main track, when a train or engine explodes a torpedo the train or engine must stop at once and report the occurrence to the operator.

### SUPERIORITY OF TRAINS

**1072-A1.** Eastward and Southward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

## GENERAL ORDERS

## Bulletin Boards, Employers' Registers, Standard Clocks

1075-A1. Location of Bulletin Boards where General Orders of this Region, other Regions and other Railroads are posted and delivered. Locations of Employers' Registers and Standard Clocks on this Region.

| Bulletin Board | Employer's Register | Standard Clock | Location                                      | Other Regions and Railroads              |
|----------------|---------------------|----------------|---|--|
| X              | X                   | X              | Dennison—Engine House                         | Central Reg. C. & N. Div., B. & O. R. R. |
| X              | X                   |                | Coshocton—Trainmen's Room, Engine House Track |  |
| X              | X                   |                | Newark—Passenger Station                      | C. & N. Div., B. & O. R. R.              |
| X              | X                   |                | Putnam—Engine House                           | C. & N. Div., B. & O. R. R. Central Reg. |
| X              | X                   | X              | Lancaster—Freight Station                     | B. & O. R. R.                            |
| X              | X                   |                | Circleville—Freight Station                   | B. & O. R. R.                            |
| X              | X                   | X              | Morrow—Freight Station                        | B. & O. R. R.                            |
| X              | X                   |                | Mt. Vernon—Yard Office                        | Central Reg.                             |
| X              | X                   | X              | Columbus—Yard Office, Grogan Yard             | Central Reg. B. & O. R. R. N. & W.       |
| X              | X                   | X              | Yard Office, Yard B                           | B. & O. R. R. N. & W.                    |
| X              | X                   | X              | Engine House, St. Clair Avenue                | Central Reg. B. & O. R. R. N. & W.       |
| X              | X                   | X              | Yard Office, Yard A                           | B. & O. R. R. N. & W.                    |
| X              | X                   | X              | Union Depot, 2nd. floor                       | Central Reg. B. & O. R. R. N. & W.       |
| X              | X                   |                | Union Depot—Trainmen's Room, No. 1 Track      |  |
| X              | X                   |                | Nelson Road—Diesel Pit                        | B. & O. R. R.                            |
| X              | X                   |                | Yard Office, Grandview                        | Central Reg. B. & O. R. R. N. & W.       |
| X              |                     |                | N. & W. R. R.—Trainmaster's Office            |  |
| X              |                     |                | N. & W. R. R.—Engine House                    |  |
| X              |                     |                | B. & O. R. R.—Engine House                    |  |
| X              |                     |                | B. & O. R. R.—Yardmaster, Port Columbus       |  |
| X              |                     |                | C. & O. Ry.—Trainmaster's Office              |  |
| X              | X                   | X              | Xenia—Agents Office                           | B. & O. R. R.                            |
| X              | X                   | X              | Springfield—D.T. & I.R.R. New Yard            | D.T. & I.R.R.                            |
| X              | X                   | X              | Dayton—Yard Office, Clement                   |  |
| X              | X                   | X              | B. & O. R. R.—Crew Dispatcher's Office        |  |
| X              |                     |                | Piqua—B. & O. R. R. Engine House              |  |
| X              | X                   | X              | Bradford—Freight Station                      | B. & O. R. R.                            |
| X              | X                   | X              | Richmond—Engine House                         | B. & O. R. R.                            |
| X              | X                   |                | Station Master's Office                       | B. & O. R. R.                            |
| X              | X                   |                | Yard Office                                   | B. & O. R. R.                            |
| X              | X                   |                | Cincinnati—Undercliff—East End of Yard        |  |
| X              | X                   | X              | Undercliff—Yard Office                        | B. & O. R. R.                            |
| X              | X                   | X              | McCullough—Yard Office                        |  |
| X              | X                   | X              | Pendleton—Crew Dispatcher's Office            | B. & O. R. R.                            |
| X              | X                   | X              | Union Terminal, Crew Dispatcher's Office*     | B. & O. R. R.                            |
| X              | X                   |                | Hamilton—Station                              | B. & O. R. R.                            |
| X              | X                   |                | Hamilton—Yard Master's Office, B. & O. R. R.  |  |
| X              | X                   |                | Anderson—Locker Room, Engine track            |  |
| X              | X                   |                | Decatur, Ind.—Locker Room, Engine track       |  |

| Bulletin Board | Employer's Register | Standard Clock | Location   | Other Regions and Railroads                                 |
|----------------|---------------------|----------------|--|---|
| X              | X                   |                | Kokomo—Locker Room, Engine track                           |   |
| X              | X                   |                | Middletown, Ohio—Freight Station                           |   |
| X              | X                   |                | N. & W. R. R. Clare Yard Office                            |   |
| X              | X                   |                | Bond Hill—Yard Office                                      |   |
| X              | X                   |                | Portsmouth—Passenger Station                               |   |
| X              | X                   |                | Portsmouth—Engine House                                    |   |
| X              |                     |                | Southern R. R. McLean Ave. Cin'ti.—Yard Office             |   |
| X              |                     |                | L. & N. R. R. Decoursey Ky.—Yard Office and Enginehouse    |   |
| X              |                     |                | C. & O. Ry. Covington, Ky.—Crew Dispatcher's Office        |   |
| X              |                     |                | Covington, Ky.—Enginehouse and Yard Office                 |   |
| X              |                     |                | Stevens Yard—Yard Office                                   |   |
| X              |                     |                | N. Y. C. R. R. Harriet St. Cinti.—Yard Office              |   |
| X              | X                   | X              | P. & P. U. Ry. Co. East Peoria—Yard Office and Enginehouse |   |
| X              | X                   | X              | Bicknell—Engine House and Yard Office                      | I. U. Ry. C. M. St. P. & P. R. R.                           |
| X              |                     |                | I. C. R. R. Fulton—Passenger Station                       |   |
| X              |                     |                | Paducah—Enginehouse  |   |
| X              |                     |                | C. M. St. P. & P. R. R. Latta—Yard Office                  |   |
| X              |                     |                | Latta—Enginehouse  |   |
| X              | X                   | X              | Indianapolis—Hawthorne Yard Office                         | I. U. Ry. C. M. St. P. & P. R. R. B. & O. I. U. Ry.—N. & W. |
| X              | X                   |                | Arlington Ave.—400 Yard                                    |   |
| X              |                     |                | Enginehouse—Foreman's Office                               | I. U. Ry. B. & O. I. U. Ry.                                 |
| X              | X                   | X              | Union Station Concourse—Crew Dispatcher's Office           |   |
| X              | X                   | X              | Emerson Ave.—Yard Office                                   | I. U. Ry.   |
| X              | X                   | X              | Pine Yard Office   | I. U. Ry.—N. & W.   |
| X              | X                   |                | Transfer Yard—Yard Office                                  | I. U. Ry.   |
| X              | X                   |                | Caven—Yard Office  | I. U. Ry.   |
| X              | X                   |                | Terre Haute—Yard Office                                    | I. U. Ry. N. K. P.—I. C. P. & P. U. C. & E. I.              |
| X              | X                   | X              | Enginehouse  | I. U. Ry. N. K. P.—I. C. P. & P. U. C. & E. I.              |
| X              | X                   | X              | Baggage Room   | I. U. Ry. N. K. P.—I. C. P. & P. U. C. & E. I.              |
| X              | X                   |                | Effingham—Freight Station                                  |   |
| X              | X                   | X              | Rose Lake—Yard Office                                      | I. U. Ry. T. R. R. A.                                       |
| X              | X                   | X              | T. R. R. A. of St. Louis Union Station—UD Telegraph Office | I. U. Ry.   |
| X              | X                   | X              | Louisville—Telegraph Office, Union Station                 | I. U. Ry. L. & N.   |
| X              | X                   | X              | Crew Dispatcher's Office                                   | I. U. Ry. K. I. T. L. & N.                                  |

(Continued on next page)

| Bulletin Board | Employer Register | Standard Clock | Location   | Other Regions and Railroads      |
|----------------|-------------------|----------------|--|----------------------------------|
| X              | X                 |                | Louisville—(continued)                           |                                  |
| X              | X                 |                | L. & N. R. R.                                    |                                  |
| X              | X                 |                | South Yards—Yard Office                          |                                  |
| X              | X                 |                | South Yards—Enginehouse                          |                                  |
| X              | X                 |                | Tenth Street—Enginehouse                         |                                  |
| X              |                   |                | I. C. R. R.                                      |                                  |
| X              |                   |                | Oak Street—Enginehouse                           |                                  |
| X              |                   |                | K. & I. T. R. R.                                 |                                  |
| X              |                   |                | General Yard Master's Office                     |                                  |
| X              | X                 | X              | Jeffersonville—Yard Office                       | I. U. Ry.<br>K. I. T.<br>L. & N. |
| X              | X                 |                | Columbus, Ind.—                                  |                                  |
| X              | X                 | X              | Enginehouse                                      |                                  |
| X              | X                 | X              | Block Station                                    |                                  |
| X              | X                 |                | Decatur, Ill.—Yard Office                        |                                  |
| X              | X                 |                | Lima—Eng. Watchman Bldg.                         |                                  |
| X              | X                 | X              | Fort Wayne—Eng. House                            | Central Reg.                     |
| X              | X                 | X              | Fort Wayne—Station                               | Central Reg.                     |
| X              | X                 | X              | Fort Wayne—Yard Office—Piqua Road                | Central Reg.                     |
| X              | X                 |                | Fort Wayne—Anthony Blvd.                         | Central Reg.                     |
| X              | X                 | X              | Columbia City—Freight House                      |                                  |
| X              | X                 | X              | Valparaiso—Station                               |                                  |
| X              | X                 |                | East Chicago—Freight Office                      |                                  |
| X              | X                 |                | 110th Street—Yard Office                         |                                  |
| X              | X                 | X              | Colehour—Yard Office, West End                   |                                  |
| X              | X                 |                | Colehour—Yard Office, East End                   |                                  |
| X              | X                 | X              | 55th Street—Yard Office                          |                                  |
| X              | X                 | X              | Chicago—Diesel Pit Foreman's Office, 16th Street |                                  |
| X              | X                 | X              | Chicago—Coach Yard Office                        |                                  |
| X              | X                 | X              | Chicago—C. U. S. Telegraph Office (GB)           |                                  |
| X              | X                 |                | Dunkirk, Ind.—Agent's Office                     |                                  |
| X              | X                 | X              | Goodman—Yard Office                              |                                  |
| X              | X                 | X              | Logansport—Van, Trainman's Room                  | B. & O. R. R.                    |
| X              | X                 | X              | Logansport—Crew Dispatcher's Office              |                                  |
| X              | X                 | X              | Logansport—Yard Office, Yard A                   |                                  |
| X              | X                 |                | Logansport—Yard Office, 18th St.                 |                                  |
| X              | X                 |                | Dolton—Freight Office                            |                                  |
| X              | X                 |                | 63rd Street—Westbound Hump                       |                                  |
| X              | X                 | X              | 59th Street—Crew Dispatcher's Office             |                                  |
| X              | X                 | X              | 59th Street—Enginehouse                          |                                  |
| X              | X                 |                | Campbell Soup—Yard Office                        |                                  |
| X              | X                 |                | Damen Avenue—Yard Office                         |                                  |
| X              | X                 |                | 16th Street—Yard Office                          |                                  |
| X              | X                 |                | MacKinaw City—Freight Office                     |                                  |
| X              | X                 |                | Cadillac—Enginehouse                             |                                  |
| X              | X                 | X              | Muskegon Heights—Commerce St. Bunk House         |                                  |
| X              | X                 | X              | Grand Rapids—Hughart Block Station               |                                  |
| X              | X                 | X              | Grand Rapids—Enginehouse                         |                                  |
| X              | X                 |                | Kalamazoo—Yard Office                            |                                  |
| X              | X                 |                | Kendallville—Freight House                       |                                  |
| X              | X                 |                | South Bend—Yard Office                           |                                  |

| Bulletin Board | Employer Register | Standard Clock | Location                                   | Other Regions and Railroads   |
|----------------|-------------------|----------------|--|---|
| X              | X                 | X              | Mansfield—Yard Office                      |   |
| X              | X                 | X              | Crestline—Pagr. Station                    | Central Reg.  |
| X              | X                 | X              | Crestline—Engine House                     |   |
| X              | X                 | X              | Crestline Yard Office                      | Central Reg.<br>N. & W. Ry.   |
| X              | X                 | X              | Detroit—Lincoln Yard Office                | C. & O. Ry.<br>Ann Arbor R. R.<br>Wabash R. R.<br>Union Belt of<br>Detroit                                |
| X              | X                 | X              | Toledo—Outer Yard—Crew Dispatcher's Office | C. & O. Ry.<br>Ann Arbor R. R.<br>Wabash R. R.<br>Union Belt of<br>Detroit<br>Toledo Term.<br>N. & W. Ry. |
| X              | X                 |                | Coleman—Trainmen's Building                |   |
| X              | X                 | X              | Fullerton Yard                             | C. & O. Ry.<br>Central Reg.<br>Union Belt of<br>Detroit<br>Wabash R. R.                                   |

NOTE—X indicates in service.

\*At Cincinnati Union Terminal General Orders and General Notices will be posted in book located in Crew Dispatchers Office.

### Standard Clocks

**1075-A3. Standard Clocks at Other Points:**  
Train dispatcher's office.  
Open block stations.

### GENERAL ORDER ZONES

**1075-A4.** General order zones of this region are as follows:

#### Zone A

#### BUCKEYE DIVISION

Division Post Southwestern Division 1885 feet east of Thorne to Division Post Central Region 2000 feet west of Mile Post 67 west of Cadiz Jet.  
to Division Post Central Region 2000 feet west of Cadiz Jet.  
Division Post Chicago Division 710 feet east of Anoka to Cincinnati.  
C & X Branch.  
Richmond to Division Post Fort Wayne Division 2640 feet west of Mile Post 69 east of Decatur Ind.  
Columbus to New Paris via Bradford.  
Zanesville Branch.  
Akron Secondary Track.  
Court Street Secondary Track.  
Undercliff Branch.  
Springfield Secondary Track.  
Middletown Secondary Track.  
Trinway Secondary Track  
Zanesville Secondary Track  
Morrow Secondary Track  
Muncie Yard Running Track.  
Clement-Hempstead Industrial Track.  
Dayton-Lytle Industrial Track.  
Dresden Industrial Track.  
Howard Industrial Track.

#### Zone B

#### CHICAGO DIVISION

Chicago to Division Post Fort Wayne Division Mile Post 423 east of Valparaiso.  
Chicago to Division Post Buckeye Division 850 feet west of Mile Post 83 West of Bradford.  
Effner Branch.  
South Bend Branch.  
I&F Branch—Van to Division Post Southwestern Division.  
S C & S.  
Beverly Junction—Western Avenue Secondary Track.  
Calumet River Line Secondary Track.  
Englewood Connecting Line Secondary Track.

#### Zone C

#### FORT WAYNE DIVISION

Division Post Chicago Division at Mile Post 423 east of Valparaiso to Division Post Central Region 1800 feet west of Mile Post 168 east of Lucas.  
Toledo Branch.  
Grand Rapids Branch.  
Logansport Branch.  
Muskegon Secondary Track.  
Vandale Secondary Track.  
Traverse City Secondary Track.  
Adams to Division Post Buckeye Division 2640 feet west of Mile Post 69 east of Decatur, Indiana.  
Tiro Industrial Track.

#### Zone D

#### SOUTHWESTERN DIVISION

St. Louis to Division Post Southwestern Division 1885 feet east of Thorne.  
Louisville and I&F Branches to Division Post Chicago Division.  
Vincennes Secondary Track.  
Crawfordsville Secondary Track.  
Peoria Secondary Track.  
Knightsville-Centerpoint Running Track.  
Lost Creek-Dewey Jet. Running Track.  
Madison-Columbus Secondary Track.  
Shelbyville Secondary Track.  
War-Camp Secondary Track.  
Bushrod-Linton Summit Secondary Track.  
Van Jet.-Kraft Running Track.  
Thorne-Kitley Ave. Secondary Track.

**1075-A6.** The Conductor or Engineman of B. & O. and N.Y.C.R.R. trains at Zanesville, Fair Oaks and Spangler will report to block operator at New Lexington for general order information or block indication, before entering Zanesville Secondary or Zanesville Yard Running Tracks.

**1076-A1.** When Block Station or Interlocking is closed and illuminated letter "E" is displayed a member of the crew will promptly advise operator at next open block station to the rear before examining train. After complying with **Rule 4076-A** a member of the crew will so advise block station in the rear.

#### 1076-A2. Bunker Hill.

When dragging equipment detector on No. 2 track has been actuated, the two amber lights over the telephone in shelter box on east side of concrete instrument house are extinguished, in which case member of crew must notify operator at Anoka or Kent. After complying with last sentence, **Rule 4076-A**, Train Dispatcher will authorize conductor or engineman to break seal on door of box located above telephone and push button to reset signals. If signals do not clear, be governed by Special Instruction **1663-A1**.

#### 1080A1. Rules for Conducting Transportation Definitions.

(1) **TRACK CAR**—A self-propelled car with or without trailers, truck, Highway-Rail-Car, which may be manually moved to or from the track, or self-propelled on-track work equipment.

(2) **FOREMAN**—As used in these rules, a driver of track car or designated employe in charge of the movement of maintenance equipment and qualified on the Book of Rules and physical characteristics of portion of railroad to be used.

#### MOVEMENT OF TRACK CARS

(3) **Rule 80.** Employes in charge of track cars are governed by rules and special instructions applying to track cars and by the same rules and special instructions that apply to trains other than passenger trains, except as otherwise herein provided. Track cars will be designated by the prefix TC and last four (4) numerals, except Burro Crane will use the prefix BC, Highway-Rail-Car and prefix HRC, and Detector Car the prefix DC.

**Rules 17 and 19** will not apply, but a white light to the front and a red light to the rear of each track car must be displayed by night, while passing through tunnels, and when visibility is restricted.

(4) Track cars may pass unlighted numbered fixed signals that are approach-lighted without stopping when it is known the block in advance is clear. When it is not known that the block in advance is clear such equipment may pass these signals at Reduced speed.

Track cars must approach crossings, prepared to stop.

Track cars must not proceed over crossings protected by manually operated gates until gates are lowered, nor over crossings protected by crossing watchmen until STOP signal for highway traffic is displayed. Track cars must be brought to a stop before proceeding over any unmanned crossing or crossing protected by automatic protection not operating, where a full, clear and unobstructed view of at least 500 feet in either direction from the track is not afforded. In all cases highway traffic should be conceded the right-of-way.

Track cars will not operate automatic switches, or spring switches.

(5) On tracks governed by Block Signal System Rules, track cars will operate with authority of Track Car Permit Form M in lieu of train orders. Movements of track cars must be

recorded, in red ink, by the train dispatcher on the train sheet and by the operator on the block sheet. Operators must retain an office copy of Track Car Permit Form M issued.

Operators when authorized by the train dispatcher will issue Track Car Permit Form M which must be filled out in its entirety, including information regarding other track cars, trains or engines in the block. If none in the block he will show "none" on the Form M.

Track cars should move preferably with the current of traffic.

For movements with the current of traffic track car driver must report to the operator to the rear of the move to be made. Operator, after displaying Stop indication and applying approved blocking device for the track to be used, may then authorize such move by issuing Track Car Permit Form M. Movements against the current of traffic, on tracks of no assigned direction, or where **Rule 261** is in effect, will be authorized after Stop indication is displayed at each end of the block and approved blocking devices applied for the track to be occupied.

Employee in charge of track car must report to the operator if unusually delayed. Upon arrival at destination or prior to the expiration of the time limit, track car must immediately be removed clear of the main or secondary track and operator notified. Track car must not again occupy the main or secondary track without Track Car Permit Form M. If movement is required to clear the track at any point enroute Form M authorizing use of track is annulled and a new Form M must be issued for any further movement.

Where movement is to be made from one form of Block Signal System to another, a separate Form M for each Block Signal System is required.

Track car drivers must, when practicable, show Track Car Permit Form M to other occupants of the track car and they must read same.

(6) On tracks governed by Manual Block Signal System Rules, **Rule 316** will not apply to the movement of track cars. Track car must not enter a block at a block station without permission of the operator in addition to the block signal indication, nor at any other location without first ascertaining the condition of the block. In the application of **Rule 317**, opposing movements of track cars within the limits of a block may be permitted under Permissive-block signal, by the operator when authorized by the train dispatcher, when the movements are restricted to separate portions of the block. A track car may follow a passenger train in the same block under Permissive-block signal by permission of the operator who shall notify the track car it is following a passenger train.

(7) On tracks governed by Automatic Block Signal System Rules, **Rules 551 to 570** inclusive do not apply to track cars. In the application of **Rule 506** a following track car may be permitted by the operator to enter the track occupied by other track cars between adjacent block stations or interlockings when notified by the operator to look out for the other track cars occupying the track.

Opposing movements of track cars on a track between adjacent block stations or interlockings may be permitted at Restricted speed, by the operator when authorized by the train dispatcher, when the movements are restricted to separate portions of the track.

(8) **Rule 637** will apply to track cars operating within interlocking limits.

(9) When detector cars are testing rail they will be governed by the same rules and instructions that apply to track cars. In manual block signal system territory, **Rule 316** will apply to following movements, except track cars may follow detector car in the block under Permissive-block signal when notified by the operator to look out for the detector car ahead.

## PROTECTION FOR ON-TRACK MAINTENANCE EQUIPMENT

### (10) FORMS OF TRAIN ORDERS

#### FORM W

#### PROVIDING FOR MAINTENANCE WORK OBSTRUCTING A TRACK

*Hold all trains clear of——track between A and B.*

*Track out of service but may be used with authority of Foreman by work extras and MW equipment not protecting.*

In the application of second paragraph of **Rule 101** this form of train order must be used when track is obstructed for maintenance. When the order is effective at block or interlocking stations trains approaching the block or interlocking stations are not required to receive a copy of the order.

The order will be addressed, by name, to the Foreman in charge requesting use of the track, and to the operators controlling entrance to the track.

Before the order is completed the operator must apply approved blocking devices to all switch and signal levers leading to the affected route, advising the train dispatcher when it is done using the abbreviation BDA (blocking device applied) and reporting the time and switch or signal levers by number. This information must be noted, in red ink, in the train dispatcher's train order book or train sheet and on the operator's block sheet. If thereafter it becomes necessary to remove the blocking device, the operator must secure permission from the train dispatcher indicating the switch or signal lever by number. The train dispatcher will record in the train order book or train sheet, and the operator on the block sheet, that the blocking device has been removed using the abbreviation BDR and the time removed in red ink.

After the movement is completed the block operator must immediately reapply the blocking device or devices and advise the train dispatcher that they are reapplied. The train dispatcher and operator must record the re-application in the same manner as required in the original application.

The panel blocking device may be used in lieu of blocking signal levers; however, when the panel blocking device is used it will be so indicated, in red ink, by using the abbreviation PBDA (applied) or PBDR (removed).

The train dispatcher or operator must not permit additional MW equipment or work extras to enter the out-of-service limits except with permission of the Foreman to whom the train order is addressed and then only after delivering a copy of the out-of-service order to such MW equipment or work extras. The employee in charge of such MW equipment or work extra must also receive verbal permission from the Foreman addressed in the order.

Signal will not be displayed for the movement to the portion of track taken out of service. Form C will be issued authorizing the movement to pass signal in Stop position as though Restricting signal were displayed.

The Foreman may admit additional equipment to the track between the limits of the Form W order by showing or reading to the employee operating such equipment, the Form W order.

The Foreman shall be responsible for ascertaining and notifying the operator that all MW equipment and work extras are clear of the track within the limits of the order, and imposing any necessary restrictions for the safe passage of trains because of track conditions.



## (11) FORMS OF BLANKS.

Form C. T. 264  
2-1-67THE PENNSYLVANIA RAILROAD  
TRACK CAR PERMIT FORM M

Foreman or Track Car Driver will place X in space to denote Block Signal System Rules governing movement.

- ABS—(Automatic Block Signal System)  
 MBS—(Manual Block Signal System)

Issuing Station..... Time in Effect..... Date.....

T. C. No.....at..... Point of Entry.....

Foreman or T. C. Driver..... Name.....

\*Authorized to use..... Track until..... A.M.  
P.M.

From..... To..... Return to.....

Information including track cars, engines or trains in block:  
.....  
.....Reported clear at..... A.M.  
P.M.

Signature..... Location..... Time.....

Operator..... Dispatcher's Initials.....

\*NOTE—Time should be limited to not exceeding three hours. If a longer period of time is needed, the Train Dispatcher must be advised of the circumstances.

## MOVEMENT OF TRAINS

**1083-A1. Rule S-83:** Except on portions of the railroad where Rule 261 is in effect, the information as to the arrival or departure of superior trains will be furnished on form CT 1246 or by message, by the operator at initial stations, junctions or where trains pass from one or two or more tracks to single track or by train orders if furnished to trains before arrival at the points mentioned.

Except: At the following locations a proceed signal displayed will indicate that all trains due which are superior have arrived or left:

Foster—for eastward trains.

West Greene—for westward trains.

McCarty Street, Indianapolis—for southward trains.

Lebanon—for northward trains.

Boyd—for northward trains.

**1083-B. Rule D-83:** Except on portions of the railroad where Rules 251 or 261 are in effect, information as to the departure of superior trains will be furnished verbally to train by the operator at initial stations or junctions.

## Yard Limits

1093-A1. Yard Limits indicated by yard limit boards as follows:

| Track                         | Between                          | And   |
|-------------------------------|----------------------------------|---|
| C & X Branch                  | Xenia                            | 930 feet west of West Greene                  |
| Richmond Branch               | Newman                           | 1520 feet west of Mile Post 76                |
| Richmond Branch               | 3700 feet west of Mile Post 120  | 2600 feet west of Mile Post 126 (Anderson)    |
|                               | 4800 feet west of Mile Post 135  | 2600 feet west of Mile Post 139 (Elwood)      |
|                               | Mile Post 156                    | 1050 feet west of Mile Post 161 (Kokomo)      |
| Ft. Wayne Branch              | Newman                           | 1600 feet west of Mile Post 2                 |
|                               | 3700 feet west of Mile Post 23   | 3200 feet west of Mile Post 25 (Winchester)   |
|                               | 500 feet west of Mile Post 32    | Mile Post 33 (Ridgeville)                     |
| Ridgeville Secondary Track    | Mile Post 33                     | 500 feet west of Mile Post 34 (Ridgeville)    |
|                               | 4800 feet west of Mile Post 41   | 2600 feet west of Mile Post 44 (Portland)     |
| Trinway Secondary             | Ry                               | Mile Post 4                                   |
| Zanesville Yard Running Track | 561 feet west of Mile Post 14    | 2640 feet west of Mile Post 16 (Zanesville)   |
| Zanesville Secondary Track    | 2640 feet west of Mile Post 16   | 663 feet east of Mile Post 20 (Zanesville)    |
|                               | NA                               | New Lexington                                 |
|                               | 7740 feet east of Roseville      | 2640 feet west of Roseville                   |
| Zanesville Branch             | New Lexington                    | 2900 feet west of Mile Post 39                |
|                               | 3400 feet east of Junction City  | 1320 feet west of Junction City               |
|                               | 2640 feet east of Bremen         | Bremen  |
| Morrow Secondary Track        | Bremen                           | 3960 feet west of Bremen                      |
|                               | Mile Post 55                     | 3400 feet west of Lancaster                   |
|                               | Two miles east of Circleville    | One mile west of Circleville                  |
|                               | Mile Post 148 east of MS         | MS  |
| Akron Secondary Track         | 1056 feet north of Mile Post 40  | 500 feet north of Mile Post 36 (Orrville)     |
|                               | 2355 feet south of Mile Post 98  | 2330 feet south of Mile Post 101 (Mt. Vernon) |
|                               | 1430 feet north of Mile Post 139 | Pennor Crossing (Columbus)                    |

| Track  | Between  | And   |
|--|--|---|
| Louisville Branch                                    | Louisville,<br>Broadway St.                              | I. C. R. R. Jct.<br>Kentucky St.                        |
|  | Boyd   | 2536 feet north of Mile<br>Post 104                     |
|  | Austin<br>Mile Post 73                                   | Mile Post 75  |
|  | Seymour<br>550 feet north of<br>Mile Post 61             | 1750 feet north of Mile<br>Post 58                      |
|  | Columbus<br>300 feet south of<br>Mile Post 44            | 245 feet south of Mile<br>Post 40                       |
|  | Edinburg<br>Mile Post 32                                 | Mile Post 28  |
|  | Franklin<br>3000 feet south<br>of Mile Post 21           | 3000 feet south of Mile<br>Post 19                      |
|  | Indianapolis,<br>I. U. Ry. Inter-<br>locking             | 1734 feet south of Mile<br>Post 4 south of Dale         |
| I. & F. Branch                                       | Frankfort<br>825 feet north of<br>Mile Post 46           | 2988 feet north of Mile<br>Post 80                      |
| Vincennes<br>Secondary                               | Kraft  | 2443 feet south of Mile<br>Post 6 south of May-<br>wood |
|  | Martinsville, Ind.<br>2640 feet south<br>of Mile Post 26 | 2100 feet south of Mile<br>Post 31                      |
|  | Spencer<br>1175 feet south<br>of Mile Post 53            | Mile Post 56  |
|  | Worthington<br>Mile Post 72                              | Mile Post 75  |
|  | Bushrod<br>2640 feet south<br>of Mile Post 83            | 2640 feet south of Mile<br>Post 86                      |
|  | Sandborn<br>Mile Post 91                                 | Mile Post 94  |
|  | Howard   | Kirk  |
|  | Crawfordsville<br>Secondary                              | Rockville<br>Mile Post 21                               |
| Crawfordsville<br>1665 feet north<br>of Mile Post 50 |  | 1540 feet south of Mile<br>Post 55                      |
| Frank  |  | 1008 feet south of Mile<br>Post 77                      |
| Peoria Secondary                                     | Paris<br>1115 feet north<br>of Mile Post 19              | 1022 feet north of Mile<br>Post 22                      |
|  | South Morton   | North Morton  |

| Track                              | Between                             | And  |
|------------------------------------|-------------------------------------|--|
| Madison-Columbus<br>Secondary      | Columbus                            | 2000 feet south of Mile<br>Post 2                                |
|                                    | North Madison<br>Mile Post 42       | Madison  |
| Bushrod-Linton<br>Summit Secondary | Bushrod                             | Mile Post 2 south of<br>Bushrod                                  |
| Grand Rapids<br>Branch             | Mackinaw City                       | Mile Post 457  |
|                                    | Mile Post 427                       | 2000 feet north of Mile<br>Post 422                              |
|                                    | Mile Post 334                       | Mile Post 330  |
|                                    | Mile Post 304                       | Mile Post 301  |
|                                    | 1000 feet north of<br>Mile Post 240 | Mile Post 227  |
|                                    | Mile Post 198                       | Mile Post 196  |
|                                    | 4000 feet north of<br>Mile Post 188 | 3000 feet north of Mile<br>Post 182                              |
|                                    | Mile Post 174                       | Mile Post 171  |
|                                    | Mile Post 151                       | Mile Post 147  |
|                                    | 2840 feet north of<br>Mile Post 130 | Mile Post 128  |
|                                    | Mile Post 123                       | Mile Post 117  |
|                                    | Mile Post 116                       | Mile Post 112  |
| Mile Post 98                       | Junction                            |  |
| Muskegon<br>Secondary              | End of Block                        | 3000 feet north of Mile<br>Post 35                               |
| Traverse City<br>Secondary         | Traverse City                       | 2000 feet north of Mile<br>Post 23                               |
| Logansport<br>Branch               | Vandale                             | Mile Post 53   |
|                                    | 10206 feet east of<br>Van           | Van  |
| Decatur Yard<br>Running Track      | 2800 feet west of<br>Mile Post 69   | 4500 feet west of Mile<br>Post 72                                |
| South Bend<br>Branch               | Plymouth                            | 939 feet east of Ply-<br>mouth and 9250 feet<br>west of Plymouth |
|                                    | Lakeville                           | South Bend   |
|                                    | Van                                 | 11,488 feet west of<br>Van                                       |
| Efner Branch                       | Kentland Int.<br>Station            | Efner  |

**1093-B1. Rule D-93 in effect as follows:**

| Track           | Between                      | And           |
|-----------------|------------------------------|---------------|
| No. 3           | Front Street                 | Dennison Ave. |
| No. 4           | Front Street                 | Olentangy     |
| No. 1 and No. 2 | Red Bank                     | Rendcomb Jct. |
| No. 1 and No. 2 | Mile Post 316<br>(Ft. Wayne) | Mile Post 321 |
| No. 1 and No. 2 | Mile Post 150<br>(Gas City)  | Mile Post 164 |
| No. 1 and No. 2 | Anoka                        | Van           |
| No. 1 and No. 2 | Bernice                      | Beverly Jct.  |
| No. 1 and No. 2 | Mile Post 187                | West Yard     |
| No. 1 and No. 2 | Galena                       | Olive         |
| No. 1 and No. 2 | West St., I.U.Ry.            | Woods         |
| No. 1 and No. 2 | Prairie                      | Macksville    |
| No. 1 and No. 2 | East Almeda                  | Limedale      |

**NOTE.** Rule D-93 applies for movement against the current of traffic where Rule 261 is in effect, in the above territory.

**Authority to Proceed as an Extra**

**1097-A1.** Referring to the Note to Rules S-97 and D-97 when a train is to run as a Passenger Extra it will be notified by the operator, except:

At Cincinnati Union Terminal and at Columbus, by PRR Movement Director, located in Columbus, phone Cincinnati DU 1-3110 or Columbus CA 4-5806.

At St. Louis Union Station, by Operator, UD Office.

**Non-Interlocked Railroad Crossings at Grade**

**1098-A1.** Movement of trains or engines on tracks of this region over non-interlocked railroad crossings at grade will be governed as follows:

**BUCKEYE DIVISION**

| Location  | Signals, etc., Governing Movements Over Crossings |                               | Requirements  | Note |
|---|---|-------------------------------|---|------|
|   | Type  | Indication or Position        |   |      |
| Newark:<br>B. & O. R. R.<br>(Eastward trains on No. 1 track and Westward trains on No. 2 track) | Target  | Vertical                      | Cross without stopping.   | 1    |
|   | Position light Signal                             | More favorable than stop      |   |      |
| Newark:<br>B. & O. R. R.<br>(Eastward trains on No. 2 track and Westward trains on No. 1 track) | Target  | Vertical                      | Stop before crossing.   |      |
| Anderson Belt:<br>Big Four Ry.<br>(Mich. Div.)  | Gate and Target                                   | Gate Clear<br>Target Diagonal | Stop.<br>Proceed indication—<br>Gate Clear. Target diagonal. Red lights, diagonal by night. Normal position of target is against movement on P.R.R.   |      |
| Kokomo Belt:<br>Nickel Plate R. R.  | Target  | Target Diagonal               | Stop.<br>Proceed indication—<br>Target diagonal. Red lights diagonal by night. Normal position of target is against movement on P.R.R.  |      |
| Kokomo:<br>Nickel Plate R. R.<br>(Clover Leaf Dist.)  | Gate and Stop Boards                              | Gate Clear                    | Stop.<br>Proceed indication—<br>Gate clear. Green light by night.   |      |
| Kokomo:<br>Nickel Plate R. R.<br>(L. E. & W. Dist.)   | Target and Stop Boards                            | Target Diagonal               | Stop.<br>Proceed indication—<br>Target diagonal. Red lights diagonal by night.  |      |
| Zanesville:<br>B. & O. R. R.  | Target  | Vertical                      | Stop before crossing.   |      |
| Crooksville:<br>N. Y. C. R. R.  | Target  | Vertical                      | Stop before crossing.   | 2    |
| Junction City<br>B. & O. R. R.  | Target  | Vertical                      | Cross without stopping.   | 3    |
| Lancaster:<br>C. & O. R. R.   | Target  | Vertical                      | Stop before crossing.   | 5    |
| Middletown, Ohio:<br>B. & O. R. R.  | Stop Boards                                       | Stop                          | Stop.<br>It must be known that crossing is clear before using.  |      |
| Middletown, Ohio:<br>Armco Steel Corp.<br>Dump Track  | Target  | Target Vertical               | Proceed indication—<br>Target vertical. Red lights vertical by night. Normal position of target is against movement on Armco Steel Track.   |      |
| Hageman:  | Stop Boards                                       | Stop                          | Stop.<br>It must be known that crossing is clear before using.  |      |
| Idlewild:<br>N. & W. Ry.  | Position Light Signal                             | Proceed                       | Cross without stopping.   | 4    |
| Muncie:<br>Nickel Plate R. R.   | Target  | Target Horizontal             | Stop.<br>Proceed indication—<br>Target horizontal. Red lights horizontal by night. Normal position of target is against movement on P.R.R. Signal will be operated by conductor or engineman. |      |

NOTE 1. Eastward trains on No. 1 track and Westward trains on No. 2 track must not exceed a speed of 15 miles per hour and be prepared to stop approaching crossing, and upon receiving proper fixed signal and target indication may proceed over crossing without stopping.

NOTE 2. Target at Crooksville controlled by levers on ground equipped with switch lock and will be operated by trainmen.

NOTE 3. At Junction City trains on Pennsylvania Railroad tracks may proceed over B. & O. R. R. Crossing without stopping, at a speed not to exceed 15 miles per hour, when target is in vertical position.

Target controlled by crank equipped with mechanical time release.

NOTE 4. Push Buttons located in boxes in the vicinity of the signals governing movements over N. & W. Ry. Crossing and Dana Avenue, in service. When aspect Rule 292, FIG. AA is displayed, and no train on or approaching the crossing on N. & W. Ry., a member of the crew will operate the push button nearest the signal. After a predetermined time interval, the signal will display a proceed indication. Fixed Signal equipped to display aspects Rule 292, FIG. AA, Rule 290, FIG. AA and Rule 281, FIG. A, governing eastward movements over N. & W. Ry. Crossing and to N. & W. Ry. connection located 2911 feet east of Mile Post 53.

When trains are stopped and fixed signals governing movements over N. & W. Ry. or on N. & W. Ry. connection can not be cleared and no train approaching on the N. & W. Ry. and no other cause for detaining the train be known, the conductor or engineman must know that opposing signals are in stop position on N. & W. Ry., and provide full flag protection against trains on N. & W. Ry., after which train may pass fixed signal in stop position and proceed over crossing. Track cars will be operated in accordance with instructions for trains.

NOTE 5. C. & O. Railway Target Office closed from 11.00 P.M. Saturday to 11.00 P.M. Sunday. When office is closed, normal position of target is for movements on P.R.R.

## CHICAGO DIVISION

| Location   | Signals, etc., Governing Movements Over Crossings |                                | Requirements   | Note |
|--|---|--------------------------------|--|------|
|  |   | Indication or Position         |  |      |
| Becker:<br>Crossing with<br>C. & O. Ry.                                  | Color<br>Light<br>Signals                         | Red—Stop<br>Yellow—<br>Proceed | Signal operated by<br>ground lever.                                  | 1    |
| Brighton Park:<br>South Wye.   | Semaphore   | Vertical or<br>green light     | Stop.<br>Signal aspect governs<br>after stopping.                    |      |
| Brighton Park:<br>G. M. & O. R. R.                                       |   | Vertical or<br>green light     | Stop.<br>Signal aspect governs<br>after stopping.                    |      |
| Chicago, 26th St.:<br>Ill. Northern.                                     | Semaphore   | Vertical or<br>green light     | Stop.<br>Signal aspect governs<br>after stopping.                    |      |
| Chicago, 12th St.:<br>B. & O. C. T.<br>C. & N. W.                        | None  |                                | Stop.<br>Proceed on hand signal,<br>yellow flag or yellow<br>light.  |      |
| Cummings Track,<br>106th St.:<br>C. R. I. & P.<br>C. W. P. & S.          | None  |                                | Stop.<br>It must be known that<br>crossing is clear before<br>using. |      |
| Right of Way No. 1.<br>Track to American<br>Steel Foundry—<br>I. H. Belt | None  |                                | Stop.<br>It must be known that<br>crossing is clear before<br>using. |      |
| Right of Way No. 3.<br>E. J. & E.—I. H. B.<br>Jet.                       | None  |                                | Stop.<br>It must be known that<br>crossing is clear before<br>using. |      |

NOTE 1. In case of failure of the crossing apparatus, conductor or engineman must notify C. & O. Ry. Train Dispatcher by telephone and after obtaining his permission, may operate time release (Pushbutton), located in box adjacent to crossing, (locked with switch padlock), after which signal will display proceed indication.

Instructions for operation of time release posted in telephone box.

## FORT WAYNE DIVISION

| Location  | Signals, etc., Governing Movements Over Crossing |                         | Requirements   | Note |
|---|--|-------------------------|--|------|
|   | Type   | Indication or Position  |  |      |
|   | Denver:<br>N. Y. C. & St. L.                     | Target<br>Stop<br>Board |  |      |
| North Manchester:<br>N. Y. C.   | Stop<br>Board                                    | Stop                    | Stop.<br>It must be known<br>crossing is clear before<br>using. Indicated at<br>night by red light.  |      |
| LaOtto:<br>Vandale Secondary<br>Track   | Target<br>Stop<br>Board                          | Target<br>Horizontal    | Stop.<br>Proceed indication—<br>Target horizontal,<br>gate cleared. Target<br>and gate operated by<br>trainmen. Normal<br>position of gate is for<br>movement on Grand<br>Rapids Branch. |      |
| Auburn<br>N. Y. C. Crossing   | Stop<br>Board                                    | Stop                    | Stop.<br>It must be known<br>crossing is clear before<br>using.  |      |
| LaOtto:<br>Grand Rapids<br>Branch   | Gate<br>Target                                   | Clear<br>Diagonal       | Proceed not exceeding<br>10 miles per hour.<br>Indicated at night by<br>green lights.  |      |
| Cadillac:<br>Gimlet track cross-<br>ing with Ann Arbor                              | Gate   | Clear                   | Stop before crossing.<br>Indicated at night by<br>red lights.  |      |
| Big Rapids:<br>Pennsylvania R. R.   | Gate   | Clear                   | Proceed not exceeding<br>15 miles per hour.<br>Indicated at night by<br>green lights.  |      |
| Comstock Park:<br>Chesapeake & Ohio   | Target   | Vertical                | Stop before crossing.<br>Indicated at night by<br>red lights.  |      |
| Fuller:<br>Grand Trunk<br>Western   | Gate   | Clear                   | Stop before crossing.<br>Indicated at night by<br>red lights.  |      |
| Grand Rapids:<br>Lake Michigan<br>Drive, New York<br>Central                        | Target   | Vertical                | Stop before crossing.<br>Indicated at night by<br>red lights.  |      |
| Grand Rapids:<br>Winter Street<br>Chesapeake & Ohio                                 | Target   | Vertical                | Stop before crossing.<br>Indicated at night by<br>red lights.  |      |
| Grand Rapids:<br>C. & O. Freight<br>House Track Cross-<br>ing Plaster Mill<br>Track | None   | None                    | Stop.<br>It must be known that<br>crossing is clear before<br>using.   |      |
| Grand Rapids:<br>Godfrey Mill Spur<br>New York Central                              | None   | None                    | Stop.<br>It must be known that<br>crossing is clear before<br>using.   |      |
| Muskegon:<br>Western Avenue<br>Chesapeake & Ohio                                    | Target   | Horizontal              | Stop before crossing.  |      |
| Muskegon:<br>B-18 track<br>Chesapeake & Ohio  | Gate   | Clear                   | Stop before crossing.  |      |
| Muskegon:<br>Henry St.<br>Chesapeake & Ohio   | Gate   | Clear                   | Stop before crossing.<br>Normal position of<br>gates is for Chesa-<br>peake & Ohio.  |      |
| Muskegon Heights:<br>Manahan Ave. Spur<br>Chesapeake & Ohio                         | Gate   | Clear                   | Stop before crossing.<br>Normal position of<br>gates is for Chesa-<br>peake & Ohio.  |      |

| Location   | Signals, etc., Governing Movements Over Crossing |                             | Requirements  | Note |
|--|--|-----------------------------|---|------|
|  | Type   | Indication or Position      |   |      |
| Muskegon Heights:<br>Park and<br>Manahan Ave.<br>Chesapeake & Ohio   | None   | None                        | Stop.<br>It must be known that<br>crossing is clear before<br>using.                  |      |
| Shaw:<br>M. R. & N. Co.  | Gate   | Clear                       | Proceed not exceeding<br>15 miles per hour.<br>Indicated at night by<br>green lights. |      |
| Ft. Wayne:<br>PRR lead to Inter-<br>national Harvester<br>Company Ware-<br>house and Ft.<br>Wayne Union Belt<br>Industrial Tracks<br>(2) | None   | None                        | Stop.<br>It must be known that<br>crossing is clear before<br>using.                  |      |
| Fort Wayne:<br>New York Central  | Gate and<br>position<br>light                    | More favorable<br>than stop | Proceed not exceeding<br>10 miles per hour.   |      |
| Toledo:<br>Manufacturers Ry.<br>Nickel Plate R. R.   | Stop<br>Boards<br>and Target                     | Horizontal                  | Stop before crossing.   | 1-2  |

NOTE 1. Normal position of target is for Nickel Plate R. R. Crews of trains and engines must assure themselves that no Nickel Plate R. R. train or engine is approaching crossing before changing target, and after movement over crossing is completed, must restore target to vertical position.

NOTE 2. At night, the position of target is indicated by two red lights.

## SOUTHWESTERN DIVISION

| Location   | Signals, etc., Governing Movements Over Crossings |                           | Requirements   | Note |
|--|---|---------------------------|--|------|
|  | Type  | Indication or Position    |  |      |
| Vigo:<br>Lead track to American Can Co., Crossing with C. C. C. & St. L. R. R. | Stop Board  | Stop                      | Stop.<br>It must be known that crossing is clear before using.   |      |
| Seymour:<br>C. M. St. P. & P. R. R.  | Target and Gate                                   | Diagonal and Gate Clear   | Approach crossing not exceeding 10 miles per hour prepared to stop.  |      |
| Franklin:<br>C. C. C. & St. L. R. R.   | Target and Gate                                   | Diagonal and Gate Clear   | Approach crossing not exceeding 10 miles per hour prepared to stop.  |      |
| Frankfort:<br>Monon R. R.  | Color Light                                       | Stop                      | Stop before crossing. If signal is green proceed over crossing. If signal is red operate push button on signal mast then if signal does not display green, arrange for protection and proceed over crossing. |      |
| N. Y. C. & St. L. R. R.  | Stop Board Color Light Signal                     | Stop                      | Stop before crossing. If signal is green proceed over crossing.  |      |
| South of Minich:<br>C. C. C. & St. L. R. R.                                    | Stop Board  | Stop                      | Stop.<br>It must be known that crossing is clear before using.   |      |
| Sponsler:<br>C. M. St. P. & P. R. R.   | Stop Board Gate                                   | Stop Gate Clear           | Stop before crossing. Normal position of gate is against trains on P. R. R.  |      |
| North Vernon:<br>B. & O. R. R.   | Stop Board  |                           | Stop before crossing. Proceed signal from B & O switchtender.  |      |
| C. C. C. & St. L. R. R.  | Target  | Vertical                  | Stop before crossing.  |      |
| Rushville:<br>B. & O. R. R.  | Stop Board Gate Stop Board                        | Stop Gate Clear<br>Stop   | Stop before crossing.<br><br>Stop.<br>It must be known that crossing is clear before using.  |      |
| Jeffersonville:<br>B. & O. R. R.   | Stop Board  | Stop                      | Stop<br>It must be known that crossing is clear before using.  |      |
| New Albany:<br>Sou. R. R.  | Target and Gate                                   | Horizontal and Gate Clear | Stop before crossing. Normal position of target and gate is against trains on P. R. R.   |      |
| K. & I. T. R. R.   | Position Light                                    | Restricting               | Signal aspects govern after stopping.  |      |
| Lovington:<br>Wabash R. R.   | Stop Board  | Stop                      | Stop.<br>It must be known that crossing is clear before using.   |      |
| Midland City:<br>I. C. R. R.   | Stop Board  | Stop                      | Stop.<br>It must be known that crossing is clear before using.   |      |
| Morton:<br>A. T. & S. F. R. R.   | Stop Board  | Stop                      | Stop.<br>It must be known that crossing is clear before using.   |      |
| Eads:<br>B. & O. R. R.   | Stop Board  | Stop                      | Stop.<br>Proceed signal from switchtender with green flag by day and green light by night.   |      |
| Minier:<br>G. M. & O. R. R.  | Stop Board Gate                                   | Stop                      | Proceed when gate is clear. Gate operated by trainmen.   |      |

## 1103-A1. (All Divisions) Public Crossings at Grade.

Wherever crossing protection is operated manually, it must be restored to normal after movement is completed and control boxes must be locked.

Tubular Train—When tubular equipment is stopped on grade crossing protected by automatic apparatus, protection must be provided by crews against highway traffic.

Column Table For Public Crossings At Grade  
X—Indicated Method of Operation

COLUMN 1—Trains or engines must stop before passing over highway crossing and a member of crew must protect the crossing in advance of each movement.

COLUMN 2—Automatic highway crossing protection provided on sidings, yard or other tracks, indicates the approach of a train.

COLUMN 3—Apparatus provided to interrupt operation of automatic highway crossing protection automatically.

COLUMN 4—Apparatus provided to interrupt operation of automatic highway crossing protection manually.

COLUMN 5—Trains or engines must stop within limit marked by yellow stripe on side of rail (approximately 70 feet each side of crossing) but clear of highway until crossing protection is operating and highway is clear. If automatic protection fails to function, member of crew must protect the crossing in advance of each movement.

COLUMN 6—Highway crossing protection must be operated manually to protect train movement.

## BUCKEYE DIVISION

| LOCATION                       | CROSSING   | TRACK                            | See Column Table |   |   |   |   |   | Note |
|--------------------------------|------------|----------------------------------|------------------|---|---|---|---|---|------|
|                                |            |                                  | 1                | 2 | 3 | 4 | 5 | 6 |      |
| Pittsburgh to St. Louis Jewett | Cadiz St.  | Siding                           |                  | X |   | X |   |   |      |
|                                | Center St. | Siding                           |                  | X |   | X |   |   |      |
|                                | Center St. | No. 2                            |                  |   | X |   |   |   |      |
| Uhrichsville                   | Main St.   | No. 101 Seed.                    |                  | X |   |   |   |   |      |
|                                | Uhrich St. | No. 101 Seed.                    |                  | X |   |   |   |   |      |
|                                | Dawson St. | No. 101 Seed.                    |                  | X |   |   |   |   |      |
|                                | Third St.  | No. 101 Seed.                    |                  | X |   |   |   |   |      |
|                                | Third St.  | No. 2                            |                  |   | X |   |   |   | 1    |
|                                | Dawson St. | No. 2                            |                  |   | X |   |   |   | 1    |
| Dennison                       | Third St.  | No. 101 Seed.                    |                  | X |   |   |   |   |      |
|                                |            | Yard Tracks 8, 10, 12, 14 and 16 |                  | X |   |   | X |   |      |
|                                | Jewett St. | No. 1 and No. 2                  |                  |   | X | X |   |   | 15   |
|                                | Jewett St. | No. 101 Secondary                |                  | X |   | X |   |   | 15   |
|                                | Jewett St. | Dyke Westward Sidg.              |                  | X |   | X |   |   | 15   |
| Gnadenhutten                   | U.S. 36    | Stocker Sand & Gravel Co.        | X                |   |   |   |   |   |      |
|                                | U.S. 36    | Ross Clay Products               | X                |   |   |   |   |   |      |
|                                | U.S. 36    | Beldon Brick                     | X                |   |   |   |   |   |      |

| LOCATION       | CROSSING           | TRACK                      | See Column Table |   |   |   |   |   | Note |
|----------------|--------------------|----------------------------|------------------|---|---|---|---|---|------|
|                |                    |                            | 1                | 2 | 3 | 4 | 5 | 6 |      |
| Scio           | Main St.           | No. 2                      |                  |   | X |   |   |   |      |
|                | East Port Rd.      | No. 2                      |                  |   | X |   |   |   |      |
| Newcomerstown  | College St.        | No. 6                      |                  |   | X |   |   |   |      |
|                |                    | Storage                    |                  |   | X |   |   |   |      |
|                | River St.          | West Wye                   |                  |   | X |   |   |   |      |
|                | Goodrich St.       | West Wye                   |                  |   | X |   |   |   |      |
|                | State St.          | East Wye                   |                  |   | X |   |   |   |      |
| West Lafayette |                    | West Wye                   |                  |   | X |   |   |   |      |
|                | Kirk St.           | No. 1                      |                  |   | X | X |   |   |      |
|                | Kirk St.           | No. 2                      |                  |   |   | X |   |   |      |
| Coshocton      | Walnut St.         | No. 1                      |                  |   | X |   |   |   |      |
|                | Main St.           | No. 1 and No. 2            |                  |   | X |   |   |   | 2    |
|                | Chestnut St.       | No. 1 and No. 2            |                  |   | X |   |   |   | 3    |
|                | Locust St.         | No. 1 and No. 2            |                  |   | X |   |   |   | 3    |
|                | J. B. Clow & Sons  | No. 1 and No. 2            |                  |   | X |   |   |   |      |
|                | Carnation Milk Co. | No. 2                      |                  |   | X |   |   |   |      |
| Trinway        | State Rt. 77       | No. 1 and No. 2            |                  |   |   | X |   |   |      |
| Frazeysburg    | State St.          | No. 2                      |                  |   | X |   |   |   |      |
|                | Basin St.          | No. 2                      |                  |   | X |   |   |   |      |
|                | First St.          | No. 2                      |                  |   | X |   |   |   |      |
| Newark         | Cedar St.          | Westward Sdg.              | X                | X |   |   |   |   | 11   |
|                | Oakland Ave.       | Eastward Sdg.              | X                | X |   |   |   |   | 12   |
|                | O'Bannon Ave.      | Eastward Sdg.              | X                | X |   |   |   |   | 12   |
|                | Main St.           | No. 1                      |                  |   | X | X |   |   |      |
|                | Morris St.         | No. 1                      |                  |   | X | X |   |   |      |
|                | O'Bannon Ave.      | Westward Sdg.              | X                | X |   |   |   |   |      |
|                | Oakland Ave.       | Westward Sdg.              | X                |   |   |   |   |   |      |
|                | Main St.           | No. 2                      |                  |   |   | X |   |   |      |
|                | Morris St.         | No. 2                      |                  |   |   | X |   |   |      |
|                | Cedar St.          | No. 1 and No. 2            |                  |   |   | X |   |   |      |
| Columbus       | Oakwood Ave.       | No. 2                      |                  |   |   | X |   |   |      |
|                | Kaderly Dr.        | Growers Service            | X                |   |   |   |   |   |      |
|                | Naughten St.       | Scioto Kitchens            | X                |   |   |   |   |   |      |
|                | Goodale Blvd.      | Neil                       | X                |   |   |   |   |   |      |
| Grandview      | Goodale Blvd.      | Northwest Blvd. Industrial | X                |   |   |   |   |   |      |
| Miami Crossing | Phillippi Rd.      | No. 2                      |                  |   | X |   |   |   |      |
|                | Plain City Rd.     | No. 1                      |                  |   | X |   |   |   |      |
| Wilberforce    | State Rt. 42       | College Spur               | X                |   |   |   |   |   |      |
| Xenia          | Jasper Rd.         | No. 1                      |                  |   | X |   |   |   |      |
|                | West St.           | Main                       |                  |   | X |   |   |   |      |
|                | Cincinnati Ave.    | Main                       |                  |   | X |   |   |   |      |
|                | Columbus St.       | Yard                       |                  |   |   |   |   | X |      |
| Clement        | Smithville Rd.     | Yard                       |                  |   |   |   |   | X |      |
|                | U.S. 35            | Industrial                 | X                |   |   |   |   |   |      |
| Trotwood       | Main St.           | Main                       |                  |   |   | X |   |   |      |
|                | Broadway St.       | Main                       |                  |   |   | X |   |   |      |

| LOCATION                      | CROSSING                                    | TRACK             | See Column Table |   |   |   |   |   | Note |
|-------------------------------|---|-------------------|------------------|---|---|---|---|---|------|
|                               |   |                   | 1                | 2 | 3 | 4 | 5 | 6 |      |
| Brookville                    | Hay St.                                     | Main              |                  |   |   | X |   |   |      |
|                               | Market St.                                  | Main              |                  |   |   | X |   |   |      |
|                               | Main St.                                    | Main              |                  |   |   | X |   |   |      |
|                               | Salem St.                                   | Main              |                  |   |   | X |   |   |      |
| Richmond                      | West 5th St.                                | No. 1             |                  |   | X | X |   |   | 13   |
|                               | West 5th St.                                | Yard Track        |                  | X |   | X |   |   |      |
|                               | West 5th St.                                | No. 2             |                  |   |   | X |   |   |      |
|                               | 16th St.                                    | No. 1, 2, 3 and 4 |                  |   |   | X |   |   | 7    |
|                               | 15th St.                                    | No. 1, 2, 3 and 4 |                  |   |   | X |   |   | 7    |
|                               | 8th St.                                     | A B and C         |                  |   | X | X |   |   | 14   |
|                               | 8th St.                                     | No. 3, 4, D and E |                  |   |   | X |   |   | 8    |
|                               | 8th St.                                     | No. 1 and 2       |                  |   |   | X |   |   | 8    |
|                               | 8th St.                                     | Yard              |                  |   |   |   |   | X |      |
| Cumberland                    | West Fifth St.                              | R.I. Sdg.         |                  | X |   |   |   |   |      |
|                               | Post Rd.                                    | No. 2             |                  |   |   |   | X |   |      |
| Columbus, Ohio                | <b>MAIN LINE</b><br>Columbus to<br>Bradford |                   |                  |   |   |   |   |   |      |
|                               | Grandview Ave.                              | No. 1 and 2       |                  |   |   | X |   |   | 4    |
| Marble Cliff                  | Trabus Rd.                                  | No. 2             |                  |   |   | X |   |   | 5    |
|                               | West Fifth Ave.                             | No. 1             |                  |   |   | X |   |   |      |
| Hilliard                      | Dublin Rd.                                  | Plant x           |                  | X |   |   |   |   |      |
|                               | Main St.                                    | No. 1 and 2       |                  |   |   | X | X |   |      |
| Plain City                    | Cemetery Rd.                                | No. 2             |                  |   |   | X | X |   |      |
|                               | Scioto-Darby Rd.                            | No. 1             |                  |   |   |   | X |   |      |
|                               | Cemetery Rd.                                | No. 1             |                  |   |   |   | X |   |      |
|                               | Cemetery Rd.                                | Relay Yard        |                  |   |   | X |   |   | 16   |
| Milford Center                | State Rt. 42                                | No. 1             |                  |   |   | X |   |   |      |
| West of Cable<br>Mile Post 39 | Mill St.                                    | No. 1 and 2       |                  |   |   | X |   |   |      |
| Hagenbaugh                    | Public Crossing                             | No. 1 and 2       |                  |   |   | X |   |   |      |
| Urbana                        | Public Crossing                             | No. 1 and 2       |                  |   |   | X |   |   |      |
|                               | Main St.                                    | No. 1 and 2       |                  |   |   |   | X |   | 6    |
| Greenville                    | Main St.                                    | No. 2             |                  |   |   |   | X |   |      |
|                               | West of St. Paris<br>Mile Post 59           | State Rt. 69      |                  |   |   |   |   | X |      |
| C & X Branch                  | Harrison Ave.                               | Main              |                  |   |   |   | X |   |      |
|                               | Central Ave.                                | Main              |                  |   |   |   | X |   |      |
|                               | Sweitzer St.                                | Main              |                  |   |   |   | X |   |      |
|                               | Chestnut St.                                | Main              |                  |   |   |   | X |   |      |
|                               | Public Crossing<br>Mile Post 96             | Main              |                  |   |   |   | X |   |      |
|                               | Riffle St.                                  | Siding            |                  |   |   | X |   |   |      |
|                               | Hiddison St.                                | Siding            |                  |   |   | X |   |   |      |
| Xenia                         | Cincinnati Ave.                             | Northward Sdg.    |                  |   | X | X |   |   |      |
|                               | Cincinnati Ave.                             | Southward Sdg.    |                  |   | X | X |   |   |      |
| Fairfax                       | Redbank Rd.                                 | Ford Plant        | X                |   |   |   |   |   |      |
| Spring Valley                 | Rt. 725                                     | Main              |                  |   |   | X |   |   |      |
| Kings Mill                    | Grandon Rd.                                 | Main              |                  |   |   | X |   |   |      |

| LOCATION                           | CROSSING       | TRACK                     | See Column Table |   |   |   |   |   | Note |
|------------------------------------|----------------|---------------------------|------------------|---|---|---|---|---|------|
|                                    |                |                           | 1                | 2 | 3 | 4 | 5 | 6 |      |
| <b>Undercliff Secondary</b>        |                |                           |                  |   |   |   |   |   |      |
| Undercliff                         | Carrel St.     | No. 2                     |                  |   | X |   |   |   |      |
|                                    | McCullough St. | No. 2                     |                  |   | X |   |   |   |      |
|                                    | Tennyson St.   | No. 2                     |                  |   | X |   |   |   |      |
| Cliff                              | Davis Lane     | Bolts Lead                | X                |   |   |   |   |   |      |
| <b>Court St. Secondary</b>         |                |                           |                  |   |   |   |   |   |      |
| Cincinnati                         | Dana Ave.      | Secondary                 |                  |   | X |   |   |   |      |
|                                    | Dana Ave.      | N & W Connection          | X                | X |   |   |   |   |      |
| Silverton                          | Montgomery Rd. | Secondary                 | X                |   |   |   |   |   |      |
| Idlewild                           | Woodburn Ave.  | Secondary                 | X                |   |   |   |   |   |      |
| Avondale                           | Melish Ave.    | Secondary                 | X                |   |   |   |   |   |      |
| Lebanon                            | Broadway       | Secondary                 | X                |   |   |   |   |   |      |
| East of Silverton                  | Plainfield Rd. | Secondary                 |                  |   |   |   | X | 9 |      |
| McCullough                         | Highland Ave.  | Old Main                  | X                |   |   |   |   |   |      |
| Norwood                            | Smith Rd.      | Court St. Secondary       |                  |   | X |   |   |   |      |
|                                    | Washington St. | No. 1                     |                  |   | X |   |   |   |      |
| <b>Cincinnati to Anoka Reading</b> |                |                           |                  |   |   |   |   |   |      |
|                                    | Sunnybrook Dr. | Main                      |                  |   | X |   |   |   |      |
|                                    | Amity Rd.      | Main                      |                  |   | X |   |   |   |      |
|                                    | Vorhees St.    | Main                      |                  |   | X |   |   |   |      |
|                                    | Benson St.     | Main                      |                  |   | X |   |   |   |      |
|                                    | Vine St.       | Main                      |                  |   | X |   |   |   |      |
|                                    | Columbia St.   | Main                      |                  |   | X |   |   |   |      |
|                                    | Mechanic St.   | Main                      |                  |   | X |   |   |   |      |
|                                    | Main St.       | Main                      |                  |   | X | X |   |   |      |
| Moeler                             | Bodmeyer Rd.   | Westward Sdg.             | X                | X | X |   |   |   |      |
|                                    |                | Main                      |                  |   | X |   |   |   |      |
|                                    |                | New Stge.                 | X                |   |   |   |   |   |      |
| Sharonville                        | Sharon Rd.     | Archer-Daniel Midland Co. |                  | X |   |   |   |   |      |
|                                    | Mosteller Rd.  | Ford Plant Lead           | X                |   |   |   |   |   |      |
| Crescentville                      | Kemper Rd.     | Main                      |                  |   | X |   |   |   |      |
| Hamilton                           | Grand Blvd.    | Main                      |                  |   | X |   |   |   |      |
|                                    | Hensley Ave.   | Main                      |                  |   | X |   |   |   |      |
|                                    | Maple Ave.     | Main                      |                  |   | X |   |   |   |      |
|                                    | East Ave.      | Main                      |                  |   | X |   |   |   |      |
|                                    | 7th Ave.       | Main                      |                  |   | X |   |   |   |      |
|                                    | High St.       | Main                      |                  |   | X |   |   |   |      |
|                                    | Vine St.       | Main                      |                  |   | X |   |   |   |      |
|                                    | Heaton St.     | Main                      |                  |   | X |   |   |   |      |
| Eaton                              | Main St.       | Main                      |                  |   | X |   |   |   |      |
|                                    | Somer St.      | Main                      |                  |   | X |   |   |   |      |
|                                    | Cherry St.     | Main                      |                  |   | X |   |   |   |      |
|                                    | Meccabe St.    | Main                      |                  |   | X |   |   |   |      |
|                                    | Maple St.      | Main                      |                  |   | X |   |   |   |      |
|                                    | High St.       | Main                      |                  |   | X |   |   |   |      |
|                                    | Barron St.     | Main                      |                  |   | X |   |   |   |      |

| LOCATION                       | CROSSING          | TRACK              | See Column Table |   |   |   |   |   | Note |
|--------------------------------|-------------------|--------------------|------------------|---|---|---|---|---|------|
|                                |                   |                    | 1                | 2 | 3 | 4 | 5 | 6 |      |
| New Castle                     | 18th St.          | Main               |                  |   | X |   |   |   |      |
|                                | 17th St.          | Main               |                  |   | X |   |   |   |      |
|                                | Broad St.         | Main               |                  |   | X |   |   |   |      |
| Elwood                         | 16th & So. A St.  | Main               |                  |   | X |   |   |   |      |
|                                | Main St.          | Main               |                  |   | X |   |   |   |      |
|                                | Anderson St.      | Main               |                  |   | X |   |   |   |      |
|                                | 12th St.          | Main               |                  |   | X |   |   |   |      |
| Windfall                       | Independence St.  | Main               |                  |   | X |   |   |   |      |
|                                | McClellan St.     | Main               |                  |   | X |   |   |   |      |
| Kokomo                         | Spraker St.       | Main               |                  |   | X |   |   |   |      |
|                                | Webster St.       | Main               |                  |   | X |   |   |   |      |
|                                | Morgan St.        | Main               |                  |   | X |   |   |   |      |
|                                | Courtland St.     | Main               |                  |   | X |   |   |   |      |
|                                | Main St.          | Scale              |                  | X |   |   |   |   |      |
| <b>Middletown Yard Running</b> |                   |                    |                  |   |   |   |   |   |      |
| Middletown                     | Lefferson Rd.     |                    |                  | X |   |   |   |   |      |
|                                | Gerard Ave.       |                    |                  | X |   |   |   |   |      |
| <b>Fort Wayne Branch</b>       |                   |                    |                  |   |   |   |   |   |      |
| Geneva                         | Line St.          | Secondary          |                  |   | X |   |   |   |      |
| Berne                          | Water St.         | Secondary          |                  |   | X |   |   |   |      |
|                                | Main St.          | Secondary          |                  |   | X |   |   |   |      |
| Monroe                         | Jackson St.       | Secondary          |                  |   | X |   |   |   |      |
|                                | Washington St.    | Secondary          |                  |   | X |   |   |   |      |
| Decatur                        | Jefferson St.     | Yard Running       |                  |   | X |   |   |   |      |
|                                | Adams St.         | Yard Running       |                  |   | X |   |   |   |      |
|                                | Monroe St.        | Yard Running       |                  |   | X | X |   |   |      |
|                                | Nuttman St.       | Yard Running       |                  |   | X |   |   |   |      |
|                                | Monroe St.        | Siding             |                  |   | X |   |   |   |      |
| Portland                       | Votaw St.         | Secondary          |                  |   | X |   |   |   |      |
|                                | Meridian St.      | Secondary          |                  |   | X |   |   |   |      |
|                                | North St.         | Secondary          |                  |   | X |   |   |   |      |
|                                | Arch St.          | Secondary          |                  |   | X |   |   |   |      |
|                                | Race St.          | Secondary          |                  |   | X |   |   |   |      |
|                                | Commerce St.      | Secondary          |                  |   | X |   |   |   |      |
|                                | High St.          | Secondary          |                  |   | X |   |   |   |      |
|                                | Ship St.          | Secondary          |                  |   | X |   |   |   |      |
| <b>Akron Secondary Track</b>   |                   |                    |                  |   |   |   |   |   |      |
| Condit                         | North of Station  | Secondary          |                  |   |   |   | X |   |      |
| Linden                         | Oakland Park Ave. | Secondary          | X                |   |   |   |   |   |      |
| Killbuck                       | Rt. 62            | Dresden Industrial | X                |   |   |   |   |   |      |
| <b>Dayton-Lytle Industrial</b> |                   |                    |                  |   |   |   |   |   |      |
| Dayton                         | Stewart St.       | Industrial         | X                |   |   |   |   |   |      |
|                                | Main St.          | Industrial         | X                |   |   |   |   |   |      |
|                                | Brown St.         | Industrial         | X                |   |   |   |   |   |      |
|                                | Alberta St.       | Industrial         | X                |   |   |   |   |   |      |



| LOCATION               | CROSSING                                       | TRACK               | See Column Table |   |   |   |   |   | Note |
|------------------------|--|---------------------|------------------|---|---|---|---|---|------|
|                        |  |                     | 1                | 2 | 3 | 4 | 5 | 6 |      |
| Clement                | U.S. 35  | Industrial          |                  | X |   |   |   |   |      |
|                        | Woodbine Ave.                                  | Industrial          |                  | X |   |   |   |   |      |
| Zanesville Branch      |  |                     |                  |   |   |   |   |   |      |
| Fultonham              | State Rt. 75<br>(Avondale)                     | Fultham Running     |                  |   |   |   |   |   |      |
| Junction City          | State Rt. 37                                   | Rush Creek Clay Co. | X                |   |   |   |   |   |      |
| Lancaster              | Old State Rt. 33                               | Secondary           | X                |   |   |   |   |   |      |
| Putnam                 | Perahing Rd.<br>(4025 ft. west of<br>M. P. 17) | Siding              |                  | X |   |   |   |   |      |
| Circleville            | Pickaway St.                                   | Secondary           | X                |   |   |   |   |   |      |
| Washington Court House | Fayette St.                                    | Secondary           | X                |   |   |   |   |   |      |
|                        | Main St.                                       | Secondary           | X                |   |   |   |   |   |      |
| Wilmington             | Grant St.                                      | Secondary           | X                |   |   |   |   |   |      |
|                        | Sugartree St.                                  | Secondary           | X                |   |   |   |   |   |      |
|                        | Walnut St.                                     | Secondary           | X                |   |   |   |   |   |      |
|                        | South St.                                      | Secondary           | X                |   |   |   |   |   |      |
|                        | Mulberry St.                                   | Secondary           | X                |   |   |   |   |   |      |
| Morrow                 | State Rt. 3                                    | Secondary           | X                |   |   |   |   |   |      |
|                        | State Rt. 22                                   | Secondary           | X                |   |   |   |   |   |      |
| Springfield Secondary  |  |                     |                  |   |   |   |   |   |      |
| Springfield            | Penn State                                     | Secondary           | X                |   |   |   |   |   |      |

NOTE 1. Westward movements on No. 2 track consuming a time in excess of one minute between Third St. Dennison and 715 feet west of Third St. Dennison will interrupt automatic protection at Third St. and Dawson St., Uhrichsville, automatically.

NOTE 2. Trains or engines making westward movements after operating switch 1300 feet west of Mile Post 122, must approach Main St. prepared to stop unless crossing protection is operating.

NOTE 3. Eastward movements making station stop must stop clear of "CC" sign 70 feet west of Main St. Pushbutton on station platform east of Walnut St. must be operated before movement proceeds, movements must then approach Chestnut St. prepared to stop unless crossing protection is operating.

NOTE 4. Grandview Avenue—Columbus, Ohio. Trains and engines stopped in the vicinity of Grandview Avenue must notify the crossing watchman who will interrupt the operation of flasher lights. Crossing watchman must again be notified and flashers operating before movement is resumed over the crossing. Employees must not beckon for vehicles or pedestrians to cross tracks at this crossing while flasher lights are operating. Trains stopped west of Urlin Avenue, first crossing west of Grandview Avenue, must not move eastward over this crossing until crossing watchman has been notified that train is about to proceed. (Telephone Ring, 1 short, 1 long, 1 short.) The crossing watchman will then cause the flasher lights at this point to operate, after which the train may proceed over the crossing.

NOTE 5. Trabue Road—West of Marble Cliff. Pushbutton to interrupt operation of Automatic Highway Crossing Protection for westward movements on No. 2 track, may also be used to interrupt the operation of the flasher lights and gates immediately after eastward movement on No. 2 track has cleared the switch points east of crossing. When eastward movement on No. 2 track has cleared the switch points east of

of crossing. When eastward movement on No. 2 track has cleared the switch points after entering No. 2 track from Dump Track, push-button shall be operated to immediately interrupt the operation of the Automatic Highway Crossing Protection.

NOTE 6. Train must be at least 250 feet east of Main St. on No. 2 track when cut out device is operated.

NOTE 7. Crossing watchman located in tower between 12th and 13th Street, on duty continuously.

NOTE 8. Block Operator Newman.

NOTE 9. All movements before obstructing Highway crossing must stop clear of crossing, and member of crew must operate traffic light signal control switch to opposite position causing traffic light signals to indicate RED for Highway traffic. Control switches are located in boxes on telephone poles either side of crossing and protection may be started or released from either control box.

Traffic light signals must indicate RED for Highway traffic at least twenty seconds before proceeding over or blocking the crossing and must remain RED while any part of train, engine or other equipment is obstructing the crossing.

If traffic light signals governing Highway traffic fail to indicate RED, a member of the crew must be stationed on the crossing and provide protection to pedestrian and vehicular traffic.

NOTE 10. All movements on Court Street Secondary Track or south Wye track, Hageman must approach U.S. 42 Crossing prepared to stop, and no movement permitted to obstruct any portion of the highway until it is known that highway crossing guards are operating, otherwise a member of the crew must protect the crossing in advance of each movement over the crossing.

NOTE 11. Westward movements stopping east of sign "CC", located 70 feet east of crossing, must be prepared to stop before passing over crossing unless automatic protection is operating. In event automatic crossing protection is not operating, protection must be provided as prescribed by Rule 103.

NOTE 12. Eastward movements stopping west of sign "CC", located 70 feet west of crossing, must be prepared to stop before passing over crossing unless automatic protection is operating. In event automatic crossing protection is not operating, protection must be provided as prescribed by Rule 103.

NOTE 13. Richmond—West Fifth Street. When indication of eastward home signal at Newman is stop, eastward trains on No. 1 track having sufficient cars to block West Fifth Street, will stop west of relay case located south of No. 1 track, 500 feet west of West Fifth Street.

NOTE 14. Richmond—8th Street. Westward movements stopping east of Sign reading CC 40 feet east of 8th Street crossing must approach crossing prepared to stop unless automatic crossing protection is operating. In event automatic crossing protection is not operating, protection must be provided as prescribed by Rule 103.

NOTE 15. Eastward movements on No. 1 and No. 2 track consuming time in excess of 57 seconds between a point 1728 feet west of crossing and a point 900 feet west of crossing will interrupt automatic protection at Jewett Street, Dennison, automatically.

Westward movements on No. 2 track consuming time in excess of 2 minutes and 20 seconds between a point 2375 feet east of crossing and "CC" sign located 300 feet east of crossing will interrupt automatic protection at Jewett Street, Dennison, automatically.

NOTE 16. Westward movements on this track must stop on track circuit which extends 70 feet east of crossing and crew must assure themselves that Crossing Protection is operating before proceeding over crossing.

| CHICAGO DIVISION                    |                   |                    |                  |   |   |   |   |   |      |
|-------------------------------------|-------------------|--------------------|------------------|---|---|---|---|---|------|
| LOCATION                            | CROSSING          | TRACK              | See Column Table |   |   |   |   |   | Note |
|                                     |                   |                    | 1                | 2 | 3 | 4 | 5 | 6 |      |
| Pittsburgh to Chicago<br>Valparaiso | Napoleon St.      | No. 1 and 2        |                  |   | X | X |   |   |      |
|                                     | Lafayette St.     | No. 1 and 2        |                  |   | X | X |   |   |      |
|                                     | Washington St.    | No. 1 and 2        |                  |   | X | X |   |   |      |
|                                     | Franklin St.      | No. 1 and 2        |                  |   | X | X |   |   |      |
|                                     | Axe Ave.          | No. 1 and 2        |                  |   | X |   |   |   |      |
|                                     | Greenwich St.     | No. 1 and 2        |                  |   | X |   |   |   | 17   |
|                                     | Hobart            | Lake Park          | No. 2            |   |   | X |   |   |      |
| Wisconsin                           |                   | No. 1 and 2        |                  |   |   | X |   |   |      |
| Wisconsin                           |                   | No. 2              |                  |   | X |   |   |   |      |
| Illinois St.                        |                   | No. 1 and 2        |                  |   |   | X |   |   | 1    |
| Linda St.                           |                   | No. 1 and 2        |                  |   |   | X |   |   | 1    |
| Gary                                | Virginia St.      | No. 1 and 2        |                  |   | X | X |   |   | 2    |
|                                     | 21st Ave.         | No. 1              |                  |   | X |   |   |   | 3    |
|                                     | Broadway St.      | No. 1 and 2        |                  |   | X |   |   |   | 3    |
|                                     | Washington St.    | No. 2              |                  |   | X |   |   |   | 3    |
|                                     | Adams St.         | No. 1 and 2        |                  |   | X |   |   |   | 3    |
|                                     | 19th Ave.         | No. 1 and 2        |                  |   | X | X |   |   |      |
|                                     | Madison Ave.      | No. 1 and 2        |                  |   | X | X |   |   |      |
|                                     | Jackson St.       | No. 1              |                  |   | X |   |   |   |      |
|                                     | 17th Ave.         | No. 1              |                  |   | X | X |   |   |      |
|                                     | 17th Ave.         | No. 2              |                  |   |   | X |   |   |      |
|                                     | Harrison St.      | No. 1 and 2        |                  |   | X |   |   |   | 4    |
|                                     | 15th Ave.         | No. 1 and 2        |                  |   | X | X |   |   | 5    |
|                                     | 13th Ave.         | No. 2              |                  |   | X | X |   |   |      |
|                                     | 13th Ave.         | No. 1              |                  |   |   | X |   |   | 6    |
|                                     | 5th Ave.          | No. 1              |                  |   | X |   |   |   | 3    |
|                                     | Massachusetts St. | No. 1 and 2        |                  |   |   | X |   |   |      |
|                                     | Taft St.          | No. 1 and 2        |                  |   |   | X |   |   |      |
|                                     | Madison Ave.      | North Team         |                  | X |   |   |   | X |      |
|                                     | Madison Ave.      | South Team         |                  |   |   |   |   |   | X    |
|                                     | 19th Ave.         | Freight House Lead |                  |   |   | X |   |   |      |
|                                     | 19th Ave.         | North Team         |                  |   |   |   |   | X |      |
| 19th Ave.                           | South Team        |                    |                  |   |   |   | X |   |      |
| 21st Ave.                           | North Team        |                    |                  |   |   |   | X |   |      |
| Adams St.                           | North Team        |                    |                  |   |   |   | X |   |      |
| 17th Ave.                           | Team              |                    |                  |   |   |   |   | X |      |
| Clarke                              | Clarke Rd.        | No. 1 and 2        |                  |   |   | X |   |   |      |
|                                     | Clarke Rd.        | Siding             |                  | X |   | X |   |   |      |
| Indiana Harbor                      | Cline Ave.        | No. 1              |                  |   | X | X |   |   |      |
|                                     | Cline Ave.        | No. 2              |                  |   |   | X |   |   |      |
|                                     | McKinley St.      | No. 1              |                  |   | X | X |   |   |      |
|                                     | McKinley St.      | No. 2              |                  |   |   | X |   |   |      |
|                                     | Lincoln St.       | No. 1              |                  |   | X | X |   |   |      |
|                                     | Washington St.    | No. 1              |                  |   | X | X |   |   |      |
|                                     | Washington St.    | No. 2              |                  |   |   | X |   |   |      |

| LOCATION                   | CROSSING                             | TRACK                                    | See Column Table |   |   |   |   |   | Note |
|----------------------------|--------------------------------------|--|------------------|---|---|---|---|---|------|
|                            |                                      |  | 1                | 2 | 3 | 4 | 5 | 6 |      |
| Mahoning                   | Riley Rd.                            | No. 1 and 2                              |                  |   |   | X |   |   |      |
|                            | Riley Rd.                            | Eastward Sdg.                            |                  | X |   | X |   |   | 7    |
|                            | Riley Rd.                            | North Yard                               |                  | X | X | X |   |   | 7    |
|                            | Riley Rd.                            | Right of Way No. 3 to Youngstown Plant 2 | X                |   |   |   |   |   |      |
|                            | Riley Rd.                            | Right of Way No. 3 to Sinclair Yard      | X                |   |   |   |   |   |      |
|                            | Riley Rd.                            | Right of Way No. 3                       | X                |   |   |   |   | X | 7    |
|                            | Riley Rd.                            | Riley Yard Lead                          | X                |   |   |   |   | X | 7    |
|                            | Indianapolis Blvd.                   | Right of Way No. 3                       | X                |   |   |   |   | X | 21   |
| Whiting                    | Standard Ave.                        | No. 1 and 2                              |                  |   |   | X |   |   |      |
|                            |                                      | Eastward Sdg.                            |                  | X |   | X |   |   |      |
|                            | Front St.                            | No. 1 and 2                              |                  |   |   | X |   |   |      |
|                            |                                      | Eastward Sdg.                            |                  | X |   | X |   |   |      |
|                            | 119th St.                            | No. 1 and 2                              |                  |   |   |   |   |   |      |
|                            |                                      | Eastward Sdg.                            |                  | X |   | X |   |   |      |
| 117th St.                  | No. 1, 2, 3 and 4                    |  |                  |   |   | X |   |   |      |
| Roby                       | Calumet Ave.                         | No. 3 and 4                              |                  |   |   |   | X |   |      |
|                            | Indianapolis Blvd.                   | American Maze                            | X                |   |   |   |   |   |      |
| East Chicago               | Riley Rd and Dickey Rd. Intersection | Right of Way No. 3                       | X                |   |   |   |   |   |      |
|                            | Columbus Dr.                         | Right of Way No. 1                       | X                |   |   |   |   |   |      |
| Wolf Lake                  | Hammond Track Avenue "O"             | Industrial                               | X                |   |   |   |   |   | 15   |
| Cummings Track             | 100th St.                            | Industrial                               |                  |   |   |   |   | X | 14   |
| Colehour Jct.              | Indianapolis Blvd.                   | East Wye                                 | X                |   |   |   |   |   |      |
|                            |                                      |  |                  |   |   |   |   |   |      |
| Calumet River Line         | 100th St.                            | Industrial                               |                  |   |   |   |   | X | 13   |
|                            | 106th St.                            | Secondary                                | X                |   |   |   |   |   | 8    |
| Chicago—North Joint Tracks | Morgan St.                           | North Running                            |                  |   |   |   |   | X | 9    |
| Chicago to Bradford        |                                      |  |                  |   |   |   |   |   |      |
| Beverly Jct.               | 87th St.                             | No. 1                                    |                  |   |   |   | X |   |      |
| Washington Heights         | Throop St.                           | No. 1                                    |                  |   |   | X |   |   |      |
|                            | 95th St.                             | No. 2                                    |                  |   |   | X | X |   |      |
|                            | 105th St.                            | No. 1 and 2                              |                  |   |   | X |   |   |      |
|                            | 106th St.                            | No. 1 and 2                              |                  |   |   | X |   |   |      |
|                            | 111th St.                            | No. 1 and 2                              |                  |   |   |   | X |   |      |
|                            | 111th St.                            | No. 1 and 2                              |                  |   |   |   | X |   |      |
| West Pullman               | 120th St.                            | No. 1 and 2                              |                  |   |   | X | X |   |      |
|                            | Halsted St.                          | No. 1                                    |                  |   |   | X |   |   |      |
|                            | 119th St.                            | No. 1                                    |                  |   |   | X |   |   |      |
|                            | 115th St.                            | No. 1 and 2                              |                  |   |   | X | X |   |      |
|                            | 122nd St.                            | No. 1 and 2                              |                  |   |   |   | X |   |      |
|                            | 123rd St.                            | No. 1 and 2                              |                  |   |   |   | X |   |      |
|                            | 120th St.                            | Switching                                | X                |   |   |   |   |   |      |
|                            | 118th St.                            | No. 1 and 2                              |                  |   |   |   | X |   | 10   |

| LOCATION     | CROSSING                        | TRACK               | See Column Table |   |   |   |   |   | Note |
|--------------|---------------------------------|---------------------|------------------|---|---|---|---|---|------|
|              |                                 |                     | 1                | 2 | 3 | 4 | 5 | 6 |      |
| Riverdale    | 127th St.                       | No. 1 and 2         |                  |   |   | X |   |   |      |
|              | Acme Steel                      | No. 1 and 2         |                  |   |   | X |   |   |      |
|              | Acme Steel                      | Acme Steel          | X                |   |   |   |   |   |      |
| Dolton       | Main St.                        | No. 2               |                  |   | X |   |   |   |      |
|              | 154th St.                       | No. 1 and 2         |                  |   | X |   |   |   |      |
|              | 159th St.                       | No. 1 and 2         |                  |   | X |   |   |   |      |
| Calumet Park | 147th St.                       | Main                |                  |   | X |   |   |   |      |
|              | Dolton Ave.                     | Main                |                  |   |   | X |   |   |      |
|              | Sibley Blvd.                    | Main                |                  |   |   | X |   |   |      |
| Bernice      | Torrence Ave.                   | Industrial          |                  |   |   |   |   |   | 18   |
| Lansing      | Burnham Ave.                    | No. 1 and 2         |                  |   | X |   |   |   |      |
|              | Ridge Rd.                       | No. 1 and 2         |                  |   | X | X |   |   | 11   |
|              | Wentworth                       | No. 1 and 2         |                  |   | X | X |   |   |      |
|              | Wentworth                       | Industrial          | X                |   |   |   |   |   |      |
| Maynard      | Calumet Ave.<br>(State Rd. 141) | No. 1 and 2         |                  |   | X | X |   |   | 16   |
|              | Calumet Ave.                    | Nat. Brick Co.      | X                |   |   |   |   |   | 16   |
|              | Calumet Ave.                    | G.T.W. Intchg.      | X                |   |   |   |   |   | 16   |
| Schereville  | Joilet                          | No. 1 and 2         |                  |   | X |   |   |   |      |
|              | Wihelm                          | No. 1 and 2         |                  |   | X |   |   |   |      |
|              | Austin                          | No. 1               |                  |   | X |   |   |   |      |
| Crown Point  | Main St.                        | No. 1 and 2         | X                | X |   |   |   |   |      |
| Leroy        | Main St.                        | Leroy Spur          | X                |   |   |   |   |   |      |
| Hebron       | Washington St.                  | No. 1               |                  |   | X |   |   |   |      |
|              | Main St.                        | No. 1               |                  |   | X |   |   |   |      |
|              | Quincy St.                      | No. 1               |                  |   | X |   |   |   |      |
|              | State Rd. 8                     | No. 1               |                  |   | X |   |   |   |      |
|              | Sigler St.                      | No. 1 and 2         |                  |   |   | X |   |   |      |
| LaCrosse     | Washington St.                  | No. 1 and 2         |                  |   |   | X |   |   |      |
|              | Team                            |                     | X                |   |   |   |   |   |      |
|              | Mathieson                       |                     | X                |   |   |   |   |   |      |
| North Judson | State Rt. 10                    | Eastward Sdg.       | X                |   |   |   |   |   |      |
|              | Main St.                        | Industrial and Sdg. |                  |   |   |   | X |   | 12   |
|              | Sycamore St.                    | Industrial and Sdg. |                  |   |   |   | X |   | 12   |
| Winamac      | Washington St.                  | No. 1 and 2         |                  |   | X | X |   |   |      |
|              | Main                            | No. 1 and 2         |                  |   | X |   |   |   |      |
|              | Adams                           | No. 1 and 2         |                  |   | X |   |   |   |      |
|              | Madison                         | No. 2               |                  |   | X |   |   |   |      |
| Logansport   | Third St.                       | No. 1 and 2         |                  |   |   | X |   |   |      |
|              | Third St.                       | No. 2               |                  |   | X |   |   |   |      |
|              | Wilkinson St.                   | No. 1 and 2         |                  |   | X |   |   |   |      |
|              | Cicott St.                      | No. 1               |                  |   | X |   |   |   |      |
|              | Wilkinson St.                   | Team                |                  |   |   |   |   | X |      |
| Sweetser     | Main St.                        | No. 1 and 2         |                  |   |   | X |   |   |      |
|              | Main St.                        | Industry            |                  |   |   |   |   | X |      |
| Marion       | Lincoln Blvd.                   | Westward Siding     | X                |   |   |   |   |   |      |
|              | Pearl St.                       | Siding and Yards    | X                |   |   |   |   |   |      |

| LOCATION                    | CROSSING          | TRACK              | See Column Table |   |   |   |   |   | Note |
|-----------------------------|-------------------|--------------------|------------------|---|---|---|---|---|------|
|                             |                   |                    | 1                | 2 | 3 | 4 | 5 | 6 |      |
| Gas City                    | Main St.          | No. 1 and 2        |                  |   |   | X |   |   | 19   |
|                             | A St.             | North Stg.         |                  |   |   |   |   | X |      |
| Hartford City               | Washington St.    | No. 1 and 2        |                  |   |   |   | X |   |      |
|                             | Washington St.    | Armstrong Cork Co. |                  |   | X |   |   |   |      |
| Dunkirk                     | Main St.          | No. 1 and 2        |                  |   | X | X |   |   |      |
|                             | Meridian          | No. 1 and 2        |                  |   | X |   |   |   |      |
|                             | Walnut            | No. 2              |                  |   | X |   |   |   |      |
| Red Key                     | All St. Crossings | Main               |                  |   |   | X |   |   |      |
| Union City                  | Walnut St.        | No. 2              |                  |   |   |   | X |   |      |
|                             | Division St.      | No. 2              |                  |   |   |   | X |   |      |
| Woodington                  | Highway 49        | No. 1 and 2        |                  |   |   |   | X |   |      |
| Meeker<br>(0.5 miles E.)    | Highway 118       | No. 1 and 2        |                  |   |   |   | X |   |      |
| Pikeville<br>(1.7 miles E.) | Highway 121       | No. 1 and 2        |                  |   |   |   | X |   |      |
| <b>South Bend Branch</b>    |                   |                    |                  |   |   |   |   |   |      |
| Logansport                  | Bates St.         | Main               |                  |   |   | X |   |   |      |
| South Bend                  | Eckman St.        | Main               |                  |   |   |   | X |   |      |
|                             | Ewing St.         | Main               | X                |   |   |   |   |   |      |
|                             | Calvert St.       | Main               | X                |   |   |   |   |   |      |
|                             | Indiana Ave.      | Main               |                  |   |   |   |   | X | 20   |
|                             | Broadway          | Main               |                  |   |   |   |   | X | 20   |
|                             | Stull St.         | Main               |                  |   |   |   |   | X | 20   |
|                             | Ireland Rd.       | Yard Tracks        |                  |   | X |   |   |   |      |
| Plymouth                    | Garro St.         | Main               | X                |   |   |   |   |   |      |
|                             | Washington St.    | Main               | X                |   |   |   |   |   |      |
|                             | Adams St.         | Main               | X                |   |   |   |   |   |      |
|                             | Jefferson St.     | Main               |                  |   |   |   |   |   |      |
|                             | Harrison St.      | Main               | X                |   |   |   |   |   |      |
| <b>Effner Branch</b>        |                   |                    |                  |   |   |   |   |   |      |
| Kentland                    | State Rt. 41      | Main               |                  |   |   |   | X |   |      |
| <b>I &amp; F Branch</b>     |                   |                    |                  |   |   |   |   |   |      |
| Clymers                     | State Rt. 25      | Main               |                  |   |   |   |   | X |      |
|                             |                   | Siding             |                  |   | X | X |   |   |      |

NOTE 1. Apparatus to interrupt the operation of automatic highway crossing signals for movements on Main Tracks over Illinois and Linda Streets, are in charge of Operator, Bart. When shifting movements are to be made to or from sidings, E. J. & E. Connections from No. 2 track, house track, or when a train is stopped on either main track and the crossing is clear and highway crossing signals are operating unnecessarily, trainman must call operator at Bart to interrupt the operation of highway crossing signals for the main track which is to be occupied.

When operator has been notified to interrupt the operation of automatic highway crossing signals no movement must be made over the highway crossings by their train until the automatic operation of the crossing signals has been restored or the movement is protected as provided by Rule 103.

NOTE 2. When switches of crossover between No. 1 and No. 2 tracks west of Virginia Street, or switch leading from No. 1 track to Industrial Lumber and Supply Company's track or from No. 2 track to Bear Brand track are reversed, and no

part of a train is on either main track within 800 feet west of crossing, gates will raise automatically. It will not be necessary for crews shifting on No. 1 track in the vicinity of Adams Street to operate gates manually.

**NOTE 3.** Apparatus to interrupt the operation of the automatic highway crossing signals for movements on main tracks are in charge of crossing watchman at Broadway. When shifting movements on main track are made in vicinity of these crossings, or when a train is stopped on main track and the crossing is clear and highway crossing signals are operating unnecessarily, trainmen must call crossing watchman at Broadway to cut out automatic highway crossing signals for the track which is occupied. When crossing watchman at Broadway has been notified to cut out the operation of automatic highway crossing signals, no movement must be made over crossing until protection is provided as prescribed by **Rule 103** or the automatic operation of these signals has been restored.

**NOTE 4.** Apparatus to interrupt the operation of the automatic highway crossing signals and gates for movements on main tracks are in charge of crossing watchman at 17th Avenue.

When a train is stopped on main track and the crossing is clear and highway crossing signals and gates are operating unnecessarily, trainmen must call crossing watchman at 17th Avenue to cut out automatic highway crossing protection for the track which is occupied.

When crossing watchman at 17th Avenue has been notified to cut out the operation of automatic highway crossing protection, no movement may be made over the crossing until protection is provided as prescribed by **Rule 103** or the automatic operation of the crossing protection has been restored.

Apparatus to manually interrupt the highway crossing protection at Harrison Street is located in a box on instrument case, south side No. 1 track, west of Harrison Street.

**NOTE 5.** It will not be necessary for crews shifting between Adams and Jackson Streets to operate gates manually.

**NOTE 6.** Highway crossing signals and gates protecting highway traffic on 5th Avenue and Industrial Avenue over The Budd Company Chase Plant Track are manually operated, controlled by crossing watchman at 5th Avenue. Before movements on The Budd Company Chase Plant Track are permitted to occupy the portions of the track between signs marked "CC" located 70 feet east of and 70 feet west of the highway, crossing watchman, 5th Avenue must be informed and it must be known highway crossing signals and gates are operating or the movement is protected as provided by **Rule 103**. Cars must not be left standing on Budd Company Chase Plant Track between "CC" signs.

**NOTE 7.** Highway crossing signals and gates operate automatically for movements with or against the current of traffic on main tracks, siding, Riley Road North Yard storage track and for westward movements on Riley Yard Lead.

They must be operated manually by a member of the crew before eastward movement over crossing is made on Riley Yard Lead or Right of Way No. 3.

Push buttons for the manual operation of highway crossing signals and gates are located in boxes on posts east and west of highway, south of eastward siding.

**NOTE 8.** Crews must protect crossing between midnight and 8.00 A.M. daily except Sunday. Sunday continuously.

**NOTE 9.** For westward movements.

**NOTE 10.** Highway crossing signals are manually operated by crossing watchman at 119th Street. When shifting movements are made in vicinity of this crossing, or when a train is stopped and the crossing is clear and highway crossing signals

are operating unnecessarily, trainmen must call crossing watchman at 119th Street to interrupt the operation of the highway crossing signals. When crossing watchman has been notified to interrupt the operation of highway crossing signals, movement must not be made over crossing by their train until protection is provided as prescribed by **Rule 103** or the operation of the signals has been restored.

**NOTE 11.** When switch leading to Meeter's Track is reversed, and no part of a westward train on No. 2 track is within 525 feet of the highway crossing, gates will raise automatically.

**NOTE 12.** Apparatus to manually operate the highway crossing signals for movements on industrial tracks are located in boxes at Sycamore Street. Operator in interlocking station will control highway crossing signals for through or switching movements on eastward siding.

**NOTE 13.** Highway signals and gates must be manually operated for all movements except westward movements on secondary track. Control switches to manually operate highway crossing signals and gates located north of tracks west of highway crossing and south of tracks east and west of highway crossing. Movements must not be made over highway crossing unless signals are in operation and gates in proper position, or the movement is protected in accordance with **Rule 103**.

**NOTE 14.** Highway crossing signals and gates are manually controlled. Control switch located on south side of highway crossing. All movements must stop and place signals and gates in operation before crossing highway. After gates are down and train movement has occupied the highway crossing, control switch must be restored to normal position. Highway crossing signals and gates will automatically restore to normal position after train has cleared the highway crossing.

**NOTE 15.** All movements must approach highway crossing prepared to stop, and no movement permitted to obstruct any portion of the highway until it is known highway crossing signals are operating, otherwise the movement must be protected in accordance with **Rule 103**.

**NOTE 16.** Westward trains on No. 2 track receiving a stop signal at Maynard Interlocking or having cars to set off or pick up at National Brick Co. or Grand Trunk Western Railroad Interchange must not leave engine or cars standing on No. 2 track west of CC sign, 637 feet east of Calumet Ave. Engine or cars must not be left standing on National Brick Co. track west of CC sign, 89 feet east of Calumet Ave.

**NOTE 17.** To prevent unnecessary operation of highway crossing protection at Greenwich Street, Valparaiso and equipped crossings west of Greenwich Street, westward trains or engines on No. 2 track must not leave cars standing west of CC sign located 300 feet east of Greenwich Street.

**NOTE 18.** To prevent unnecessary operation of highway crossing protection at Torrence Avenue, trains or engines moving west on No. 2 track to clear Bernice Interlocking must, when practicable, stop east of CC sign.

**NOTE 19.** Trains stopping at Gas City to set off or pick up cars at Strawboard Track, first switch west of passenger station, No. 1 track, must not make movement over highway crossing at Main Street, first crossing east of passenger station, unless signals are in operation and gates are in proper position or the movement is protected in accordance with **Rule 103**.

**NOTE 20.** Apparatus to manually operate highway crossing signals at Indiana Ave., Broadway, and Stull St. simultaneously located in boxes at Indiana Ave. and Stull Street. Apparatus to manually operate highway crossing protection at Indiana Avenue only located in box on bottom of watch tower Indiana Avenue.

**NOTE 21.** Control box located at each signal and at 3 locations on industrial tracks west of Indianapolis Boulevard.

## FORT WAYNE DIVISION

| LOCATION                           | CROSSING                             | TRACK                 | See Column Table |   |   |   |   |   | Note |
|------------------------------------|--------------------------------------|-----------------------|------------------|---|---|---|---|---|------|
|                                    |                                      |                       | 1                | 2 | 3 | 4 | 5 | 6 |      |
| Pittsburgh to Chicago<br>Mansfield | Steel Mill 1800 ft. east of M.P. 177 | No. 1 and 2           |                  |   |   |   |   |   | 1    |
|                                    | Illinois Ave.                        | No. 3                 |                  |   |   | X |   |   |      |
|                                    | N. Adams St.                         | Lead to Freight House | X                |   |   |   |   |   |      |
| Crestline                          | State Rt. 181                        | Industrial            |                  | X |   |   | X |   |      |
|                                    | Bucyrus St.                          | Industrial            |                  | X |   |   | X |   |      |
|                                    | Wiley St.                            | Outbound Eng.         |                  | X |   |   | X |   |      |
|                                    | Wiley St.                            | Yard                  |                  | X |   |   | X |   |      |
|                                    | State Rt. 181                        | No. 1 and 2           |                  |   |   | X |   |   |      |
|                                    | Bucyrus St.                          | No. 1 and 2           |                  |   |   | X |   |   |      |
| Bucyrus                            | Spring St.                           | No. 1 and 2           |                  |   |   | X |   |   |      |
|                                    | Popular St.                          | No. 1 and 2           |                  |   |   | X |   |   |      |
|                                    | West Alley                           | No. 1 and 2           |                  |   |   | X |   |   |      |
|                                    | Sandusky Ave.                        | No. 1 and 2           |                  |   |   | X |   |   |      |
|                                    | East Alley                           | No. 1 and 2           |                  |   |   | X |   |   |      |
|                                    | Sears St.                            | No. 1 and 2           |                  |   |   | X |   |   |      |
|                                    | Lane St.                             | No. 1 and 2           |                  |   |   | X |   |   |      |
|                                    | Walnut St.                           | No. 1 and 2           |                  |   |   | X |   |   |      |
|                                    | West Mansfield St.                   | No. 1 and 2           |                  |   |   | X |   |   |      |
|                                    | Ada                                  | Johnson St.           | No. 2            |   |   |   | X |   |      |
| Main St.                           |                                      | No. 1 and 2           |                  |   |   |   |   |   |      |
| Gilbert St.                        |                                      | No. 2                 |                  |   |   | X |   |   |      |
| Lafayette                          | High St.                             | No. 1 and 2           |                  |   |   |   | X |   |      |
|                                    | Church St.                           | No. 1 and 2           |                  |   |   |   | X |   |      |
|                                    | Washington St.                       | No. 1 and 2           |                  |   |   |   | X |   |      |
| Lima                               | Main St.                             | No. 1 and 2           |                  |   | X | X |   |   | 10   |
|                                    | Main St.                             | Freight Hse.          |                  |   |   |   |   | X |      |
|                                    | Northwest St.                        | No. 2                 |                  |   |   | X |   |   | 10   |
|                                    | McDonald St.                         | No. 2                 |                  |   |   | X |   |   | 10   |
|                                    | Metcalf St.                          | No. 2                 |                  |   |   | X |   |   | 10   |
|                                    | Jackson St.                          | No. 1                 |                  |   |   | X |   |   | 10   |
|                                    | Pine St.                             | No. 1                 |                  |   |   | X |   |   | 10   |
|                                    | Cable Rd. 3 mi. west of Lima         | No. 1 and 2           |                  |   |   | X | X |   |      |
|                                    | Cable Rd.                            | Eastward Sdg.         |                  | X |   |   | X |   |      |
|                                    | Delphos                              | Pierce St.            | No. 1 and 2      |   |   |   |   | X |      |
| Franklin St.                       |                                      | No. 1 and 2           |                  |   |   |   | X |   |      |
| Main St.                           |                                      | No. 1 and 2           |                  |   |   |   | X |   |      |
| Canal St.                          |                                      | No. 1 and 2           |                  |   |   |   | X |   |      |
| Clay St.                           |                                      | No. 1 and 2           |                  |   |   |   | X |   | 2    |
| Brediek St.                        |                                      | No. 1 and 2           |                  |   |   |   | X |   | 2    |
| State St.                          |                                      | No. 1 and 2           |                  |   |   |   | X |   | 2    |
| Middlepoint                        |                                      | Adams St.             | No. 1 and 2      |   |   |   |   | X |      |
|                                    | Mason St.                            | No. 1 and 2           |                  |   |   |   | X |   |      |

| LOCATION                        | CROSSING               | TRACK                | See Column Table |   |   |   |   |   | Note |
|---------------------------------|------------------------|----------------------|------------------|---|---|---|---|---|------|
|                                 |                        |                      | 1                | 2 | 3 | 4 | 5 | 6 |      |
| Convoy                          | U.S. 30 east of Convoy | No. 1 and 2          |                  |   |   |   |   | X |      |
|                                 | Main St.               | No. 1 and 2          |                  |   |   |   |   | X |      |
|                                 | Tully St.              | No. 1 and 2          |                  |   |   |   |   | X |      |
| Monroeville                     | Ohio St.               | No. 1 and 2          |                  |   |   |   |   | X |      |
|                                 | Main St.               | No. 1 and 2          |                  |   |   |   |   | X |      |
| Fort Wayne                      | Linker                 | No. 1, 2 and 3       |                  |   |   |   |   | X | 11   |
|                                 | Linker                 | No. 4                |                  |   |   |   |   |   | X    |
|                                 | Meyer Rd.              | Int. Harvester whse. | X                |   |   |   |   |   |      |
| Columbia City                   | Main St.               | No. 1 and 2          |                  |   |   |   | X | X |      |
|                                 | Ohio St.               | No. 2                |                  |   |   |   |   | X |      |
|                                 | Ohio St.               | No. 1 and 2          |                  |   |   |   |   | X |      |
|                                 | Line St.               | No. 2                |                  |   |   |   |   | X |      |
| Pierceton                       | First St.              | No. 1 and 2          |                  |   |   |   |   | X |      |
| Warsaw                          | Detroit St.            | No. 1 and 2          |                  |   |   |   |   | X |      |
|                                 | High St.               | No. 1 and 2          |                  |   |   |   |   | X |      |
|                                 | Indiana St.            | No. 1 and 2          |                  |   |   |   |   | X |      |
|                                 | Buffalo St.            | No. 1 and 2          |                  |   |   |   |   | X |      |
|                                 | Lake St.               | No. 1 and 2          |                  |   |   |   |   | X |      |
|                                 | Union St.              | No. 1 and 2          |                  |   |   |   |   | X |      |
|                                 | Burbon                 | Mill St.             | No. 2            |   |   |   |   |   | X    |
| Main St.                        |                        | No. 1 and 2          |                  |   |   |   |   | X |      |
| Burbon St.                      |                        | No. 1 and 2          |                  |   |   |   |   | X |      |
| Center St.                      |                        | No. 1 and 2          |                  |   |   |   |   | X |      |
| Union St.                       |                        | No. 1 and 2          |                  |   |   |   |   | X |      |
| Plymouth                        | Barriman St.           | Eastward Sdg.        |                  |   |   |   | X | X |      |
|                                 | Barriman St.           | Westward Sdg.        |                  |   |   |   | X | X |      |
|                                 | Fifth St.              | Westward Sdg.        |                  |   |   |   | X |   |      |
| Hamlet                          | Starke St.             | No. 1 and 2          |                  |   |   |   |   | X |      |
|                                 | Starke St.             | Westward Sdg.        |                  |   |   |   | X | X |      |
|                                 | Starke St.             | Eastward Siding      |                  |   |   |   | X |   |      |
|                                 | Starke St.             | Middle               |                  |   |   |   | X | X |      |
|                                 | Starke St.             | Back                 |                  |   |   |   | X | X |      |
|                                 | Starke St.             | No. 1                |                  |   |   |   |   | X |      |
| Hanna                           | Thompson St.           | No. 1                |                  |   |   |   |   | X |      |
| Grand Rapids Branch<br>Potoskey | Potoskey St.           | Main                 |                  |   |   |   |   | X |      |
|                                 | State St.              | Main                 |                  |   |   |   |   | X |      |
|                                 | Michigan St.           | Main                 |                  |   |   |   |   | X |      |
|                                 | Howard St.             | Main                 |                  |   |   |   |   | X | 12   |
|                                 | Mitchell St.           | Main                 |                  |   |   |   |   | X |      |
|                                 | Lake St.               | Main                 |                  |   |   |   |   | X |      |
| Formans                         | U.S. Hgy 31            | Preston Feathers     | X                |   |   |   |   |   |      |
| Cadillac                        | River St.              | Main                 |                  |   |   |   |   | X |      |
|                                 | North St.              | Main                 |                  |   |   |   |   | X |      |
|                                 | Bremer St.             | Main                 |                  |   |   |   |   | X |      |
|                                 | Pine St.               | Main                 |                  |   |   |   |   | X |      |
|                                 | Mason St.              | Main                 |                  |   |   |   |   | X |      |
|                                 | Harris St.             | Main                 |                  |   |   |   |   | X |      |

| LOCATION       | CROSSING                       | TRACK                        | See Column Table  |   |   |   |   |   | Note |
|----------------|--------------------------------|------------------------------|-------------------|---|---|---|---|---|------|
|                |                                |                              | 1                 | 2 | 3 | 4 | 5 | 6 |      |
| Cadillac       | U.S. Rt. 131                   | Roundhouse Lumber            |                   |   |   |   |   |   | X    |
| Reed City      | Slosson St.                    | Main                         |                   |   |   | X |   |   |      |
|                | Todd St.                       | Main                         |                   |   |   | X |   |   |      |
|                | Lincoln St.                    | Main                         |                   |   |   | X |   |   |      |
|                | U.S. Highway 10                | Main                         |                   |   | X |   |   |   |      |
|                | U.S. Highway 131               | Main                         |                   |   | X |   |   |   |      |
| Grand Rapids   | Summer St.                     | Plastermill                  | X                 | X |   |   |   |   |      |
|                | Winter St.                     | Plastermill                  | X                 | X |   |   |   |   |      |
|                | Grandville Ave.                | Plastermill                  | X                 | X |   |   |   |   |      |
|                | Front St.                      | Main                         |                   |   |   | X |   |   |      |
|                | Front St.                      | Siding                       | X                 | X |   |   |   |   |      |
|                | Scribner St.                   | Main                         |                   |   |   | X |   |   |      |
|                | Scribner St.                   | Siding                       | X                 | X |   |   |   |   |      |
|                | Mt. Vernon St.                 | Main                         |                   |   |   | X |   |   |      |
|                | Mt. Vernon St.                 | Siding                       | X                 | X |   |   |   |   |      |
|                | Leonard St.                    | Main                         |                   | X | X |   |   |   |      |
|                | Crosby St.                     | Main                         |                   |   | X |   |   |   |      |
|                | 36th St.                       | Main                         |                   |   | X |   |   |   |      |
|                | 50th St.                       | Main                         |                   |   | X |   |   |   |      |
|                | 54th St.                       | Main                         |                   |   | X |   |   |   |      |
|                | Grandville Ave.                | Plastermill                  | X                 | X |   |   |   |   |      |
|                | 50th St.                       | Yard Track                   | X                 |   |   |   |   |   |      |
|                | Front St.                      | Yard Track                   | X                 |   |   |   |   |   |      |
|                | Scribner St.                   | Yard Track                   | X                 |   |   |   |   |   |      |
|                | Summer St.                     | Yard                         | X                 |   |   |   |   |   |      |
|                | Mt. Vernon St.                 | Yard Track                   | X                 |   |   |   |   |   |      |
|                | Winter St.<br>(Northward Only) | Yard Track                   | X                 |   |   |   |   |   |      |
|                | Buchanan St.                   | Plastermill                  | X                 |   |   |   |   |   |      |
|                | Century Ave.                   | Century Ave. Spur            | X                 |   |   |   |   |   |      |
|                | C Ramp                         |                              | X                 |   |   |   |   |   |      |
|                | D Ramp                         | Century Ave. Spur            | X                 |   |   |   |   |   |      |
|                | A Ramp                         | Quimby Walstorn<br>Paper Co. | X                 |   |   |   |   |   |      |
|                | Fulton St.                     | Running                      | X                 |   |   |   |   |   |      |
|                | Ottawa St.                     | Running                      | X                 |   |   |   |   |   |      |
|                | Market St.                     | Running                      | X                 |   |   |   |   |   |      |
|                | Campau St.                     | Running                      | X                 |   |   |   |   |   |      |
|                | Walker                         | Walker Rd.                   | Kinney Industrial |   |   |   |   |   | X    |
|                | Muskegon Heights               | Hackley Ave.                 | Extension         | X |   |   |   |   |      |
| Sturgis-Wasepi |                                |                              |                   |   |   |   |   |   | 13   |
| Kalamazoo      | Division St.                   | Main                         |                   |   |   | X |   |   |      |
|                | Lake St.                       | Main                         |                   |   |   | X |   |   |      |
|                | Vine St.                       | Main                         |                   |   |   | X |   |   |      |
|                | Mill St.                       | Main                         |                   |   |   | X |   |   |      |
|                | Mossel Ave.                    | Main                         |                   |   |   | X |   |   |      |
|                | Mossel Ave.                    | Siding and Yard              |                   |   |   |   |   | X |      |
|                | Crosstown Parkway              | Main                         |                   |   |   | X |   |   |      |

| LOCATION                               | CROSSING  | TRACK  | See Column Table |   |   |   |   |   | Note |
|--|---|--|------------------|---|---|---|---|---|------|
|  |   |  | 1                | 2 | 3 | 4 | 5 | 6 |      |
| Kalamazoo                              | Crosstown Parkway   | Running  |                  | X | X |   |   |   |      |
|  | Michigan Ave.   | Main   |                  |   | X |   |   |   |      |
|  | Michigan Ave.   | Running  |                  | X | X |   |   |   |      |
|  | Crosstown Parkway   | All Tracks Except<br>Main and Running          |                  |   |   |   |   |   | X    |
|  | Walnut St.  | All Tracks Except<br>Main and Running          |                  |   |   |   |   |   | X    |
|  | Gibson St.  | All Tracks Except<br>Main and Running          |                  |   |   |   |   |   | X    |
|  | Parson St.  | All Tracks Except<br>Main and Running          |                  |   |   |   |   |   | X 4  |
|  | Cork St.  | Siding   |                  |   |   |   |   |   | X    |
|  | Vine St., Mill St.,<br>Walnut St., Gibson<br>St., Water St.,<br>Kalamazoo Ave.,<br>Ransom St., North<br>St., Frank St.,<br>Parsons St., Bush<br>St., Patterson St.,<br>Prouty St. | Running  |                  | X |   |   |   |   |      |
|  | Kendallville  | S. Main St.                                    | Main             |   |   |   | X |   |      |
| Rush St.                               |   | Main   |                  |   |   | X |   |   |      |
| Williams St.                           |   | Main   |                  |   |   | X |   |   |      |
| W. Mitchell                            |   | Main   |                  |   |   | X |   |   |      |
| U.S. Highway 6                         |   | Main   |                  |   | X |   |   |   |      |
| Avilla                                 | Albion St.  | Main   |                  |   |   | X |   |   |      |
| <b>Old Vandale<br/>Secondary Track</b> |   |  |                  |   |   |   |   |   |      |
| Columbia City                          | Chancey St.   | Secondary                                      | X                |   |   |   |   |   |      |
| <b>Toledo Branch</b>                   |   |  |                  |   |   |   |   |   |      |
| Toledo                                 | Oakdale St.   | Yard Tracks 99,<br>101, 103, 502 and<br>503    |                  | X |   |   |   |   |      |
|  | Utah St.  | Yard Tracks 502<br>and 503                     |                  | X |   |   |   |   |      |
|  | Oak St.   | Yark Tracks 502,<br>503 and N.Y.C.<br>Transfer |                  | X |   |   |   |   |      |
| Eureka                                 | Pennsylvania Rd.  | Luria Brothers Co.                             |                  |   |   |   |   | X |      |
| Lincoln Park                           | Garfield Ave.   | Penford Secondary<br>Yard Connection           |                  |   |   |   |   |   | 5    |
| Woodville                              | Lime St. (M.P. 69)  | Yard Tracks East<br>of No. 1                   |                  | X |   |   |   |   |      |
|  | U.S. Rt. 20   | No. 1 and 2                                    |                  |   | X |   |   |   |      |
| Tiffin                                 | Wall St.  | Running  |                  | X |   |   |   |   |      |
|  | Market St.  | B. & O. Transfer                               |                  |   |   |   |   | X | 7    |
|  | Perry St.   | B. & O. Transfer                               |                  |   |   |   |   | X | 7    |
|  | Market St.  | Main   |                  |   |   |   |   |   | 8    |
|  | Perry St.   | Main   |                  |   |   |   |   |   | 8    |
| Carrothers                             | State Rt. 4   | Northward Sdg.                                 |                  | X |   |   |   |   |      |
|  |   | Southward Sdg.                                 |                  | X |   |   |   |   |      |
| <b>Vandale Secondary</b>               |   |  |                  |   |   |   |   |   |      |
| Churubusco                             | State Rd. 33  | Secondary                                      |                  |   |   |   |   |   | X    |
| Le Otto                                | State Rd. 3   | Secondary                                      |                  |   |   |   |   |   | X    |
| Auburn                                 | State Rd. 427   | Secondary                                      |                  |   |   |   |   |   | X    |

| LOCATION                                | CROSSING        | TRACK      | See Column Table |   |   |   |   |   | Note |
|---|-----------------|------------|------------------|---|---|---|---|---|------|
|   |                 |            | 1                | 2 | 3 | 4 | 5 | 6 |      |
| Tiro Industrial Track<br>New Washington | Kibler St.      | Industrial |                  |   |   |   |   |   | 6    |
|   | Willocker St.   | Industrial |                  |   |   |   |   |   | 6    |
|   | Bucyrus St.     | Industrial |                  |   |   |   |   |   | 6    |
|   | First St.       | Industrial |                  |   |   |   |   |   | 6    |
|   | Mansfield Rd.   | Industrial |                  |   |   |   |   |   | 6    |
| Tiro                                    | Main St.        | Industrial |                  |   |   |   |   |   | 6    |
|   | Rt. 98          | Industrial |                  |   |   |   |   |   | 6    |
| Logansport Branch<br>Logansport         | Bates St.       | Main       |                  |   | X |   |   |   |      |
|   | David Rd.       | Main       |                  |   |   |   |   |   | 6    |
|   | Michigan Ave.   | Main       |                  |   |   |   |   |   | 6    |
| Mexico                                  | Old U.S. Rt. 31 | Main       |                  |   |   |   |   |   | 6    |
|   | New U.S. Rt. 31 | Main       |                  |   |   |   |   |   | 6    |
| Chili                                   | State Rd. 19    | Main       |                  |   |   |   |   |   | 6    |
| Roann                                   | Chippawa Rd.    | Main       |                  |   |   |   |   |   | 6    |
|   | State Rd. 16    | Main       |                  |   |   |   |   |   | 6    |
|   | State Rd. 15    | Main       |                  |   |   |   |   |   | 6    |
| North Manchester                        | State Rd. 13    | Main       |                  |   |   |   |   |   | 6    |

NOTE 1. Automatic highway crossing protection does not operate for movements against the current of traffic.

NOTE 2. Highway crossing protection for eastward movements on No. 1 track at State, Broderick and Clay Sts. will be interrupted automatically when movement is stopped west of "CC" sign 600 feet west of State St.

NOTE 3. Trains and engines must stop at Hackley Avenue crossing at grade and no movement may be made over the crossing until motor-vehicular traffic has been flagged to a stop and crossing is protected by a member of the crew using the following signal appliances during periods indicated:

During daylight hours when flag signals can be plainly seen—  
Red flag.

During dawn, dusk, night and when flag signals cannot be plainly seen—lighted fuseses, which will be left in the roadway on both sides of the crossing while movement is being made over the crossing.

NOTE 4. Apparatus at Parson Street, Kalamazoo, Michigan, operates simultaneously highway crossing signals at Parson Street, Bush Street and Patterson Street and must be operated when movement is to be made across any of these streets on any track other than main or running track. It must also be operated when movement is to be made from side track to main track at Parson Street.

NOTE 5. Crews of trains and engines making southward movement over crossing on Lincoln Yard connection, and then making northward movement over crossing on Penford secondary track, must provide protection as prescribed by **Rule 103**.

Southward trains and engines on Lincoln Yard connection that will be delayed, must stop north of the yellow stripes on rail and ties 70 feet north of crossing to avoid unnecessary operation of flasher lights. When starting from yard connection, crews should assure themselves that flashers are working before fouling crossing, or provide protection as prescribed by **Rule 103**.

NOTE 6. Trains and engines must stop before passing over these crossings and a member of the crew must protect the crossing in advance of each movement over the crossing, unless it is known that Automatic Highway Crossing Protection is functioning properly.

NOTE 7. Movement must not be made over either crossing until it is known that gates are lowered and flashers are operating. In the event that gates and flashers do not operate, a member of the train crew must operate gates and flashers manually, by opening a switch, located in box, painted aluminum and locked with switch lock, on north end of relay case at Market Street and on south end of relay case at Perry Street and leave switch open until movement is completed, then close switch and lock the box.

NOTE 8. Northward trains approaching home signal in stop position that will block Perry or Market Streets should bring train to a stop at a point 300 feet south of Perry Street, designated by a yellow stripe painted on outside of each rail. Trains stopping at this point must not proceed over crossing, unless gates and flashers are known to be operating, without providing proper protection.

NOTE 9. Vandale—Westward trains receiving stop signal on No. 2 track at Vandale Interlocking will stop east of CC sign, located 1764 feet west of Mile Post 338.

NOTE 10. Lima—To prevent unnecessary operation of highway crossing protection at Main St., Lima, eastward trains or engines on No. 1 track must not leave cars standing east of CC sign located 450 feet west of Main St.

To prevent unnecessary operation of highway crossing protection at North West, McDonald and Metcalf Streets, Lima, westward trains or engines on No. 2 track must not leave cars standing west of CC sign located 270 feet west of Main St.

To prevent unnecessary operation of highway crossing protection at Jackson and Pine Streets, Lima, eastward trains or engines on No. 1 track must not leave cars standing east of CC sign located 175 feet west of Jackson St.

When a westward movement occupies No. 2 track east of CC sign, located 50 feet east of Main Street, for a period longer than one (1) minute fifteen (15) seconds, the crossing gates at Main St. will raise automatically and before the movement may again proceed westward on No. 2 track gates at Main St. must be lowered by operating one of the control devices located in box on post north side of No. 2 track, 333 feet east of interchange track, in box on post, north side No. 2 track, 124 feet east of interchange track, or in box on instrument case north side of No. 2 track, east side of Main Street.

NOTE 11. Linker—To prevent unnecessary operation of highway crossing protection at Linker's Road, cars must not be left standing on No. 1 Main Track within 1500 feet west of the crossing.

NOTE 12. All movements before obstructing Highway crossing must stop clear of crossing, and member of crew must operate traffic light signal control switch to opposite position causing traffic light signals to indicate RED for Highway traffic. Control switches are located in boxes on telephone poles either side of crossing and protection may be started or released from either control box.

Traffic light signals must indicate RED for Highway traffic at least twenty seconds before proceeding over or blocking the crossing and must remain RED while any part of train, engine or other equipment is obstructing the crossing.

If traffic light signals governing Highway traffic fail to indicate RED, a member of the crew must be stationed on the crossing and provide protection to pedestrian and vehicular traffic.

NOTE 13. Sturgis-Wasepi—Northward trains having cars to set off or pick up at Nottawa, Michigan, will stop south of CC sign, 2050 feet north of Mile Post 157 when rear of train is to be left on main track. Sufficient distance must be left to assure engine will be south of CC sign when recoupled to train before continuing northward.

## SOUTHWESTERN DIVISION

| LOCATION                                       | CROSSING          | TRACK          | See Column Table |   |   |   |   |   | Note |
|--|-------------------|----------------|------------------|---|---|---|---|---|------|
|  |                   |                | 1                | 2 | 3 | 4 | 5 | 6 |      |
| Pittsburgh to<br>St. Louis<br><br>Indianapolis | Audubon Rd.       | Main           |                  |   |   |   |   |   | 4    |
|  | Emerson Ave.      | Main           |                  |   | X |   |   |   |      |
|  | State St.         | Main           |                  |   |   | X |   |   |      |
|  | State St.         | No. 2 Yard     |                  | X |   |   |   |   |      |
|  | Holt Rd.          | No. 0, 1 and 2 |                  |   |   | X |   |   |      |
|  | Lynhurst Dr.      | No. 1          |                  |   | X |   |   |   |      |
| Greencastle                                    | Zinc Mill Rd.     | Siding         | X                |   |   | X |   |   |      |
|  | Bloomington St.   | No. 1 and 2    |                  |   |   | X |   |   |      |
|  | Bloomington St.   | No. 2          |                  |   | X |   |   |   |      |
| Limedale                                       | Cement Rd.        | Siding         | X                |   | X |   |   |   |      |
|  | Cement Rd.        | Main           |                  |   | X | X |   |   |      |
|  | Cement Rd.        | Storage        |                  |   |   |   |   | X |      |
| Brazil   | Vandalia St.      | No. 2          |                  |   | X |   |   |   |      |
|  | Alabama St.       | No. 1          |                  |   | X |   |   |   |      |
|  | Vandalia St.      | Siding         |                  | X |   |   |   |   |      |
|  | Alabama St.       | Siding         |                  | X |   |   |   |   |      |
|  | Lambert St.       | Siding         |                  | X |   |   |   |   |      |
|  | Walnut St.        | Siding         |                  | X |   |   |   |   |      |
|  | Franklin St.      | Siding         |                  | X |   |   |   |   |      |
|  | Depot St.         | Siding         |                  | X |   |   |   |   |      |
|  | Chicago Ave.      | Siding         |                  | X |   |   |   |   |      |
| Leavitt St.                                    | Siding            |                |                  |   |   |   |   |   |      |
| Terre Haute                                    | All               | All            |                  |   |   |   |   |   | 5    |
| West Terre Haute                               | Market St.        | South Branch   | X                | X |   |   |   |   |      |
| Martinsville                                   | York St.          | Main           |                  |   | X | X |   |   |      |
| Casey  | Central Ave.      | No. 1 and 2    |                  |   | X | X |   |   |      |
| Montrose                                       | Maple St.         | No. 2          |                  |   |   | X |   |   |      |
|  | State Highway 160 | No. 2          |                  |   |   | X |   |   |      |
| Teutopolis                                     | Pearl St.         | No. 2          |                  |   |   | X |   |   |      |
|  | Green St.         | No. 2          |                  |   |   | X |   |   |      |
|  | Race St.          | No. 2          |                  |   |   | X |   |   |      |
| Effingham                                      | Willow St.        | No. 1          |                  |   |   | X |   |   |      |
|  | Third St.         | No. 1 and 2    |                  |   |   | X | X |   |      |
|  | Fourth St.        | No. 1 and 2    |                  |   |   | X | X |   |      |
|  | Fifth St.         | No. 1 and 2    |                  |   |   | X |   |   |      |
|  | Park St.          | No. 1 and 2    |                  |   |   | X |   |   |      |
|  | Maple St.         | No. 1 and 2    |                  |   |   | X |   |   |      |
|  | Henrietta St.     | No. 2          |                  |   |   | X |   |   |      |
|  | Willow St.        | No. 1 and 2    |                  |   |   |   | X |   |      |
|  | Maple St.         | Yard Tracks    |                  |   |   |   |   | X |      |
|  | Henrietta St.     | Yard Tracks    |                  |   |   |   |   | X | 3    |
|  | Henrietta St.     | Wye            |                  | X |   |   |   |   |      |

| LOCATION                  | CROSSING                           | TRACK              | See Column Table |   |   |   |   |   | Note |
|---------------------------|------------------------------------|--------------------|------------------|---|---|---|---|---|------|
|                           |                                    |                    | 1                | 2 | 3 | 4 | 5 | 6 |      |
| Altamont                  | Main St.                           | No. 1 and 2        |                  |   |   | X |   |   |      |
|                           | Second St.                         | No. 1 and 2        |                  |   |   | X |   |   |      |
|                           | Third St.                          | No. 1 and 2        |                  |   |   | X |   |   |      |
| St. Elmo                  | Main St.                           | No. 1 and 2        |                  |   |   | X | X |   |      |
|                           | Walnut St.                         | No. 1 and 2        |                  |   |   | X | X |   |      |
|                           | Elm St.                            | No. 1 and 2        |                  |   |   | X | X |   |      |
| Vandalia                  | Fifth St.                          | Main               |                  |   |   |   | X |   | 1    |
|                           | Sixth St.                          | Main               |                  |   |   |   | X |   | 1    |
|                           | Sixth St.                          | Storage            | X                | X |   | X |   |   | 2    |
|                           | Reiman St.                         | Main               |                  |   |   |   | X |   |      |
|                           | Reiman St.                         | Siding             |                  |   |   | X | X |   |      |
|                           | Fifth St.                          | Storage            | X                |   |   |   |   |   | 2    |
| Greenville                | Elm St.                            | No. 1 and 2        |                  |   |   |   | X |   |      |
|                           | Fourth St.                         | No. 1 and 2        |                  |   |   |   | X |   |      |
|                           | Elm St.                            | Siding             |                  |   |   | X |   |   |      |
|                           | Fourth St.                         | Siding             |                  |   |   | X |   |   |      |
| Highland                  | Walnut St.                         | No. 1 and 2        |                  |   |   | X | X |   |      |
|                           | Walnut St.                         | Siding             |                  |   |   | X | X | X |      |
|                           | Old U.S. 40                        | No. 1 and 2        |                  |   |   |   | X |   |      |
| St. Jacob                 | Douglas St.                        | No. 1 and 2        |                  |   |   | X | X |   |      |
| Erermont                  | Black Lane                         | No. 1 and 2        |                  |   |   |   | X |   |      |
| East St. Louis            | Exchange Ave.                      | No. 1, 2 and 20    |                  |   |   |   | X |   |      |
|                           | Exchange Ave.                      | No. 1 and 20       |                  |   |   | X |   |   |      |
| Louisville Branch<br>Dale | Troy Ave.                          | Siding             |                  |   |   | X |   |   |      |
|                           | Southern Ave.                      | Siding             |                  |   |   | X | X |   |      |
|                           | Southern Ave.                      | Main               |                  |   |   |   | X |   |      |
|                           | Raymond St.                        | Main               |                  |   |   |   | X |   |      |
|                           | Raymond St.                        | Siding             |                  |   |   | X |   |   |      |
|                           | Caven St.                          | No. 1 East of Main |                  |   |   | X |   |   |      |
|                           | Caven St.                          | No. 1 West of Main |                  |   |   | X |   |   |      |
|                           | Terrace Ave.                       | No. 1 East of Main |                  |   |   | X |   |   |      |
| Terrace Ave.              | No. 1 West of Main                 |                    |                  |   | X |   |   |   |      |
| Greenwood                 | Broadway St.                       | Main               |                  |   |   |   | X |   |      |
|                           | Main St.                           | Main               |                  |   |   |   | X |   |      |
| Franklin                  | Graham St.                         | Main               |                  |   |   |   | X |   |      |
|                           | Cincinnati St.                     | Main               |                  |   |   |   | X |   |      |
|                           | Adams St.                          | Main               |                  |   |   |   | X |   |      |
|                           | King St.                           | Main               |                  |   |   |   | X |   |      |
|                           | Madison St.                        | Main               |                  |   |   |   | X |   |      |
|                           | Jefferson St.                      | Main               |                  |   |   |   | X |   |      |
|                           | Monroe St.                         | Main               |                  |   |   |   | X |   |      |
|                           | State St.                          | Main               |                  |   |   |   | X |   |      |
|                           | Camp Atterbury<br>Industrial Track | All                |                  |   |   |   |   |   |      |



| LOCATION                                   | CROSSING         | TRACK                 | See Column Table |   |   |   |   |   | Note |
|--|------------------|-----------------------|------------------|---|---|---|---|---|------|
|  |                  |                       | 1                | 2 | 3 | 4 | 5 | 6 |      |
| Edinburg                                   | Naomi St.        | Main                  |                  | X |   |   |   |   |      |
|  | Center Cross St. | Main                  |                  | X |   |   |   |   |      |
|  | Main Cross St.   | Main                  |                  | X |   |   |   |   |      |
|  | Thompson St.     | Main                  |                  | X |   |   |   |   |      |
|  | Perry St.        | Main                  |                  | X |   |   |   |   |      |
|  | Ward St.         | Main                  |                  | X |   |   |   |   |      |
|  | County Line Rd.  | Main                  |                  | X |   |   |   |   |      |
|  | Naomi St.        | Morgan Canning Co.    | X                |   |   |   |   |   |      |
| Columbus                                   | Eighth St.       | Main                  |                  | X |   |   |   |   |      |
| Garden                                     | State Highway 58 | Main                  |                  | X |   |   |   |   |      |
| Seymour                                    | Ninth St.        | Main                  |                  | X |   |   |   |   |      |
|  | Tipton St.       | Main                  |                  | X |   |   |   |   |      |
|  | South St.        | Main                  |                  | X |   |   |   |   |      |
|  | Laurel St.       | Main                  |                  | X |   |   |   |   |      |
| Austin                                     | Morgan St.       | Main                  |                  | X |   |   |   |   |      |
| Scottsburg                                 | McLain St.       | Main                  |                  | X |   |   |   |   |      |
|  | Wardell St.      | Main                  |                  | X |   |   |   |   |      |
|  | Cherry St.       | Main                  |                  | X |   |   |   |   |      |
| Boyd                                       | Naomi St.        | Shea Chemical Co.     | X                |   |   |   |   |   |      |
| Jeffersonville                             | Missouri Ave.    | Old Line              | X                |   |   |   |   |   |      |
|  | Indiana Ave.     | Old Line              | X                |   |   |   |   |   |      |
|  | Spring St.       | Old Line              | X                |   |   |   |   |   |      |
|  | Tenth St.        | Old Line              | X                |   |   |   |   |   |      |
|  | State Rt. 562    | American Car Foundry  | X                |   |   |   |   |   |      |
|  | State Rt. 62     | Ordance Spur          | X                |   |   |   |   |   |      |
|  | Louisville       | Beckenridge St.       | Main             |   | X | X |   |   |      |
| Garland Ave.                               |                  | Main                  |                  |   | X |   |   |   |      |
| All  |                  | Protected by Watchmen |                  |   |   |   |   |   | 6    |
| 15th to 28th Sts. inclusive                |                  | Arbegust St.          | X                |   |   |   |   |   |      |
| <b>I &amp; F Branch</b><br>Flora           | Hoop St.         | Main                  |                  | X |   |   |   |   |      |
|  | Columbia St.     | Main                  |                  | X |   |   |   |   |      |
|  | Main St.         | Main                  |                  | X |   |   |   |   |      |
|  | Walnut St.       | Main                  |                  | X |   |   |   |   |      |
|  | Camden           | Main St.              | Main             |   | X |   |   |   |      |
| Cumberland St.                             |                  | Main                  |                  | X |   |   |   |   |      |
| <b>Vincennes Secondary</b><br>Indianapolis | River Ave.       | Caven                 | X                |   |   |   |   |   |      |
|  | Harding St.      | Caven                 | X                |   |   |   |   |   |      |
|  | Kentucky St.     | Starch Works          | X                |   |   |   |   |   |      |
|  | McCarthy St.     | Starch Works          | X                |   |   |   |   |   |      |
|  | Morris St.       | Starch Works          | X                |   |   |   |   |   |      |

| LOCATION                          | CROSSING        | TRACK                 | See Column Table |   |   |   |   |   | Note |
|-----------------------------------|-----------------|-----------------------|------------------|---|---|---|---|---|------|
|                                   |                 |                       | 1                | 2 | 3 | 4 | 5 | 6 |      |
| Martinsville                      | Morgan St.      | Secondary             |                  |   | X |   |   |   |      |
|                                   | Harrison St.    | Secondary             |                  |   |   | X |   |   |      |
|                                   | Pike St.        | Secondary             |                  |   |   | X |   |   |      |
|                                   | Morgan St.      | Secondary             |                  |   |   | X |   |   |      |
|                                   | Washington St.  | Secondary             |                  |   |   | X |   |   |      |
|                                   | Jackson St.     | Secondary             |                  |   |   | X |   |   |      |
|                                   | Spencer         | Main St.              | Secondary        | X |   |   |   |   |      |
| Washington St.                    |                 | Secondary             | X                |   |   |   |   |   | 9    |
| Worthington                       | Second St.      | Secondary             |                  |   |   | X |   |   |      |
| Bushrod                           | State Rt. 67    | Wye                   | X                |   |   |   |   |   | 10   |
| South of Linton                   | State Rt. 59    | Bushrod-Linton Summit | X                |   |   |   |   |   | 10   |
| South of Howard                   | State Rt. 67    | Shasta Coal Corp      | X                |   |   |   |   |   | 10   |
| Bicknell                          | Main St.        | Secondary             | X                |   |   |   |   |   |      |
|                                   | Washington St.  | Secondary             | X                |   |   |   |   |   |      |
| Vincennes                         | Nicholas St.    | Secondary             | X                |   |   |   |   |   |      |
|                                   | Main St.        | Secondary             | X                |   |   |   |   |   |      |
|                                   | State St.       | Secondary             | X                |   |   |   |   |   |      |
| Sandborn                          | State Rt. 67    | Hawthorne Mine        |                  | X |   |   |   |   |      |
| <b>Peoria Secondary</b>           |                 |                       |                  |   |   |   |   |   |      |
| Hervey City                       | State Rt. 121   | Secondary             |                  |   |   | X |   |   |      |
| Morton                            | State Rt. 121   | Secondary             |                  |   |   | X |   |   |      |
| <b>Crawfordsville Secondary</b>   |                 |                       |                  |   |   |   |   |   |      |
| Crawfordsville                    | Main St.        | Secondary             |                  |   |   | X |   |   |      |
| Colfax                            | U.S. Highway 52 | Secondary             |                  |   |   |   |   |   | 8    |
| <b>Madison-Columbus Secondary</b> |                 |                       |                  |   |   |   |   |   |      |
| North Vernon                      | Walnut St.      | Secondary             |                  |   |   |   |   | X | 11   |
| Columbus                          | Second St.      | Secondary             | X                |   |   |   |   |   |      |
| <b>Shelbyville Secondary</b>      |                 |                       |                  |   |   |   |   |   |      |
| Rushville                         | Seventh St.     | Secondary             | X                |   |   |   |   |   |      |
|                                   | Main St.        | Secondary             | X                |   |   |   |   |   |      |
|                                   | Third St.       | Secondary             | X                |   |   |   |   |   |      |
|                                   | South St.       | Secondary             | X                |   |   |   |   |   |      |
|                                   | Second St.      | Secondary             | X                |   |   |   |   |   |      |

NOTE 1. Watchman aerial tower, Sixth St. 6.00 A.M. to 2.00 P.M. except Sunday will interrupt the highway crossing protection manually.

NOTE 2. 2.00 P.M. to 6.00 A.M. daily. 6.00 A.M. to 2.00 P.M. Sunday. In addition, at night and when weather conditions obscure vision, place lighted fusee on each side of track before moving over crossing.

NOTE 3. In event protection to operate for movement on

yard tracks, push button located in box in southeast quadrant of crossing must be used to operate.

NOTE 4. Eastward trains when making shifting movements at Irvington team track in order to return westward, member of crew must operate push button located on west end of instrument case at Audubon Road and hold depressed for five (5) seconds for crossing protection to be working for the reverse movement.

NOTE 5. At Terre Haute, before making a switching movement over any highway crossing protected by highway crossing signals, it must be known that such signals are operating, and when movements are completed, crossing watchman in charge must be notified.

NOTE 6. Trains and engines in Louisville, before crossing intersecting streets, at grade, where crossing watchmen are stationed, must stop unless crossing gates are lowered or crossing watchman has stopped street traffic and not proceed until protection is provided as prescribed by **Rule 103**.

NOTE 7. Trains and Engines must approach all crossings protected by automatic highway crossing protection prepared to stop until it is known that crossing protection is operating properly.

NOTE 8. Trains and engines must approach crossing, U.S. Highway 52, under control and observe if highway crossing signals are operating properly before passing over crossing. If signals are not flashing, trainmen will open metal box located on instrument case south of crossing, push button, hold same and observe lights flashing until movement over crossing is completed.

NOTE 9. Trains and engines may proceed at not exceeding 10 miles per hour between 9.00 P.M. and 6.00 A.M. without stopping.

NOTE 10. In addition at night and when weather conditions obscure vision place lighted fusee on each side of track before moving over crossing.

NOTE 11. Control switch located in box marked P.R.R. on west side of track on each side of Walnut Street, North Vernon, for the operation of highway traffic light signals.

Trains and engines must not move across Walnut Street until switch has been operated to cause traffic light signals to flash red. Traffic signals must be observed to be flashing red for at least five seconds before starting movement across crossing. If operating switch fails to cause traffic signals to flash red, member of train or engine crew must protect the crossing in advance of each movement over the crossing. After movement over the crossing has been completed, switch on either side of the crossing shall be operated to restore the traffic signal to normal operation.

Operation of switch on either side of crossing will start lights to flash red and either switch may be operated to restore lights to normal operation.

Any failures in the operation of the lights after following the above instructions should be reported to the Superintendent.

### 1104-A1. Normal Position of Switches and Crossovers at Specified Locations

| Switch Located at  | Connecting      | With                      | Normal Position is for Movements    |
|--|-----------------|---------------------------|-------------------------------------|
| West end Grogan Yard                                       | No. 33 Track    | Ladder                    | On No. 33 Track                     |
|  | No. 13 Track    | Yard Tracks               | On No. 13 Track                     |
| Yard B, Columbus   | No. 73 Track    | Yard Tracks               | On No. 73 Track                     |
|  | No. 71 Track    | Yard Tracks               | On No. 71 Track                     |
| B. & O. Crossing   | No. 88 Track    | No. 90 Track              | On No. 88 Track                     |
| Grandview  | No. 4 Track     | Yard Ladder               | On No. 4 Track                      |
| So. Charleston   | Westward Siding | D. T. & I. Transfer       | On Westward Siding                  |
|  | South Transfer  | D. T. & I. Transfer       | As last used                        |
| Trinway  | Eastward Siding | West Leg of Wye           | To Eastward Siding                  |
|  | Drill Track     | East Leg of Wye           | From Eastward Siding to Drill Track |
| RY   | West Leg of Wye | Trinway Secondary Track   | To Trinway Secondary Track          |
| West end Siding-Briant                                     | Siding          | Main Track                | To Greenbelt Chemical Co.           |
| Fort Wayne Station   | No. 45 Track    | No. 46 Track              | To No. 46 Track                     |
| Muskegon Branch Shaw                                       | Secondary Track | M. R. & N. R. R.          | Straight to Henry St.               |
| East End of Yard Lead, Riley Road                          | Yard Lead       | Right of Way No. 3        | To Yard Lead                        |
| Wye Track, Riley Road Yard                                 | Wye Track       | Right of Way No. 3        | To Right of Way No. 3               |
| Connection to Yard Tracks, 53rd Street (P. C. C. & St. L.) | No. 1 Track     | Yard Track                | To Yard Track                       |
| Hegewisch  | Wye Track       | Calumet River Line        | To Calumet River Line               |
| Calumet Western Jct.                                       | Calumet Western | Calumet River Line        | To Calumet Western                  |
| East Switch, East Wye, 59th Street (E. C. L.)              | East Wye        | Englewood Connecting Line | To West Wye                         |
| West Switch, East Wye, 59th Street (E. C. L.)              | East Wye        | Running Track             | To Running Track                    |
| West Switch, West Wye, 59th Street (E. C. L.)              | West Wye        | Running Track             | To Running Track                    |

| Switch Located at   | Connecting               | With                                  | Normal Position is for Movements |
|---|--------------------------|---------------------------------------|----------------------------------|
| East Switch, East Wye E. C.                               | East Wye                 | No. 3 Track                           | To No. 3 Track                   |
| East Switch, West Wye, E. C.                              | West Wye                 | No. 3 Secondary Track                 | To No. 3 Secondary Track         |
| West Switch, West Wye, E.C.                               | West Wye                 | Englewood Connecting Line             | To East Wye                      |
| 460 feet south of Mile Post 110 Vincennes Secondary Track | Enoco Mine Co. Track     | Vincennes Secondary Track             | As last used                     |
| Sponsler  | Maumee Mine No. 23 Track | Bushrod-Linton Summit Secondary Track | As last used                     |
| Allentown   | Peoria Secondary         | Allentown Secondary                   | To I. T. R. R.                   |

**1104-B1. Switch Tenders are Stationed at and Have Charge of Main Track Switches as Indicated**

| Location                           | Switches   |
|------------------------------------|--|
| Front Street Columbus, O. (Note 1) | All hand-operated switches between High Street and Low Home signal west of Front Street. |

NOTE 1. Switch tenders, will use a green flag by day and a green light by night to govern eastward movements; a yellow flag by day and a yellow light by night to govern westward movements.

**1104-B2. Switch Tenders are Stationed at and Have Charge of Yard Switches as Indicated**

| Location                              | Switches  |
|---------------------------------------|---|
| Columbus: Sunbury Road (Note 1)       | West switch of crossover located just west of N. & W. overhead bridge leading from No. 3 Main Track to westward running track. East end Yard B receiving yard tracks 5 to 15 inclusive  |
| 20th Street (Note 1)                  | Crossover west of 20th Street, between running tracks and switches to and from engine house tracks: Switches leading to shop tracks: Yard B receiving tracks 17, 19 and 21 for yard movements and inbound train movements   |
| Outside C. A. & C. (Note 1)           | Coal Dock and Yard Switches<br>Yard Switches and Crossovers   |
| Milo (Note 1 & 4)                     | Tracks 53 to 73 inclusive; lead from Milo Yard B ladder   |
| Yard A (Note 1) (St. Clair Avenue)    | All Switches West end Yard A  |
| Neilston (Note 2)                     | Tracks 23 to 97 inclusive: dividing switches and derails at west end Yard B Classification Yard and Milo  |
| Sherman Drive Hawthorn Yards (Note 2) | 201 lead switch, 202 lead switch, pocket switches, wye switch on outbound wye, crossover switches between westward running track and eastward running track, west switch 225 track, west switch new lead, west switch tracks 300-302-304-306-310, 300 yard lead switch, shop lead switch, and derails on 201 lead, eastward running track, westward running track, and crossover between eastward and westward running track. |

NOTE 1. Switch tenders, will use a green flag by day and a green light by night to govern eastward movements; a yellow flag by day and a yellow light by night to govern westward movements.

NOTE 2. Switch tender will use signals as provided by Rule 37.

NOTE 4. Switch tender in service only when Yard B hump crew is on duty.

**1104-C1. Operators in Charge of Main Track Hand-operated Switches when Block Station is Open**

| Location      | Switches  | Note |
|---------------|---|------|
| Neilston      | End of two main tracks, crossover No. 97 track to No. 1 track, and derail in No. 97 track.  |      |
| Dennison Ave. | C. & O. connections and crossovers.   |      |
| Cliff         | Crossovers between secondary tracks and lead track.   |      |
| Oasis         | Crossovers between secondary tracks: Leads to yard tracks; Eggleston Ave. L. & N. tracks; and Street connection track.                            |      |
| Bremen        | Switch at Junction P.R.R. and N.Y.C.R.R.  |      |
| New Lexington | Switch at Junction P.R.R. and N.Y.C.R.R.  |      |
| EC            | Crossover between No. 4 and No. 3 tracks.<br>Switch in No. 3 track leading to Englewood Connecting Line Secondary Track.<br>West Switch east wye. |      |
| Eads          | Main track switches.  |      |
| Dale          | Switch at south and west end south-west Wye.  |      |
| Pine          | Crossover switches between LaSalle St. Yard and Wye tracks.   | 1    |
| Frank         | Switches at Block Station.  |      |
| Hervey City   | Switch at North end of siding.  |      |
|               | Switch at junction with I. C. R. R.   |      |

Trains and engines must approach hand-operated switches where operators are stationed prepared to stop clear of any switch or route unless signal to proceed is received from operator.

If necessary to change any route for which proceed indication has been given to an approaching train or engine, switch must not be changed nor proceed indication given for any conflicting movement until train or engine for which proceed indication was first given, has stopped.

NOTE 1. Trains and engines approaching switches on main track will be governed by fixed signal indication.

**1104-C2. Switch Tenders, other than P. R. R. employes, are stationed at and have charge of Hand-operated Switches as Indicated**

| Location                                   | Switches   |
|--|--|
| Neilston: B. & O.—North side               | No. 17 switch and all switches north and east thereof including No. 19.                                    |
| Fourth Street Switches: B. & O.—South side | No. L-2 switch and all switches south and west thereof.  |
| Columbus Union Depot—West end              | All switches.  |
| Columbus Union Depot—East end              | All switches including switches west of No. 2 track combination switch and north of P.R.R. westward track. |

NOTE—Switch tenders will use a green flag by day and a green light by night to govern eastward movements; a yellow flag by day and a yellow light by night to govern westward movements.

**Hand-Operated Switches Equipped With Electric Locks**

**1104-D1.** The following switches are equipped with electric lock; permission to unlock must be obtained from operator before switch padlock is removed from keeper.

| Location                | Switch  | Controlled by   |
|-------------------------|---|-----------------|
| High Street, West of    | International Harvester Co.<br>North Alley<br>Columbus Bolt Co.   | High Street     |
| Dennison Avenue         | Crossover between No. 2 and No. 3 tracks  | Dennison Avenue |
| Scioto, West of         | Switch to P.R.R.-N.Y.C. Interchange tracks  | Scioto          |
| B.&O. Crossing West of  | Wellnitz Company  | Miami Crossing  |
| Miami Crossing, East of | West, State Hospital  | Miami Crossing  |
| Xenia                   | Enginehouse Lead<br>Horn track  | Xenia           |
| Dayton                  | Jones Coal Company<br>East end of westward storage track<br>Crumen and Sefton<br>East end of eastward storage track<br>West end of westward storage track<br>West end of eastward storage track<br>Bulk Yard<br>Durst Milling Company<br>R. W. Harbaugh Company<br>Peter Kuntz Lumber Co. | Dayton (DE)     |

| Location       | Switch   | Controlled by  |
|----------------|--|----------------|
| Dayton         | P. M. Klippinger & Sons<br>Gem City Coal Company<br>Dayton Malleable Iron<br>Company<br>Gem City Ice & Fuel<br>Company<br>Crossover Edison Ave.<br>New Yard  | Dayton (DE)    |
| Olentangy      | No. 2 track to east end of<br>northside Grandview yard   | Olentangy      |
| Grandview Ave. | From No. 2 track to west<br>end of North Side,<br>Grandview Yard<br>West switch of crossover   | Mounds         |
| Marble Cliff   | From No. 2 track to Plant<br>X, Marble Cliff Quar-<br>ries Company<br>West switch of crossover<br>From No. 2 track to east<br>and west end of Dump<br>Track<br>From west end of Dump<br>Track to Marble Cliff<br>Oil Company track | Mounds         |
| Urbana         | East end of house track  | Urbana         |
| Piqua Crossing | North Wye  | Piqua Crossing |
| Greenville     | Crossover from Main track<br>to middle of siding<br>East and west switches to<br>house track<br>Swift and Co.<br>Corning Glass Co.   | Greenville     |
| New Madison    | From siding to Bowers<br>Coal Co. track, Oil<br>track, House track   | Hewitt         |
| Greenfield     | Virginia Sweet Foods<br>News Mill<br>West switch of crossover<br>Conklin Lbr. Co., North<br>side<br>Station track—east and<br>west end<br>Lilly Company<br>Broadway Lbr. Co.<br>Farm Bureau<br>Conklin Lbr. Co., South<br>side     | Thorne         |
| Rendcomb Jct.  | East End Storage Track<br>West End Storage Track   | Clare          |
| Red Bank       | Container Corp. of America   | Clare          |
| Valley         | Ford Motor Co.<br>Witt-Cornice Co.   | Clare          |
| Madisonville   | Team Track<br>Monterey Mfg. & Supply<br>Co.<br>Steel Materials Corp.   | Clare          |
| Oakley         | RCA<br>Oakley Factory Colony<br>American Compressed<br>Steel Co.   | Clare          |

| Location                  | Switch   | Controlled by   |
|---------------------------|--|-----------------|
| McCullough                | Yard Lead  | Clare           |
| Norwood Heights           | Premium Coal Co.   | Clare           |
| Crescentville,<br>East of | Decor Inc. Track,<br>Sharonville track   | Hamilton        |
| Mosler                    | East Switch Westward<br>Siding<br>West Switch Eastward<br>Siding   | Hamilton        |
| Hamilton                  | All Main track switches<br>between Mosler and Old<br>River Jct.  | Hamilton        |
| Seven Mile                | Elevator and Farm Bureau<br>tracks   | Hamilton        |
| Somerville                | Dunkelberger Coal Co.  | Hamilton        |
| Eaton                     | East and west end Indus-<br>trial Track Barron St.,<br>White Star Crossover<br>Hinde and Dauche Paper<br>Co.   | Hamilton        |
| Campbellstown             | West end of Eastward<br>Siding   | Hamilton        |
| Glen                      | East Switch and West<br>Switch and Derail Gravel<br>Pit Track  | Glen            |
| Elwood                    | East End Freight Station<br>Track  | Elwood          |
| Washington C.H.           | Switch to eastward siding  | Washington C.H. |
| Lima                      | Trailing switch No. 2 to<br>B. & O. wye  | Lima            |
| Delphos                   | Trailing crossover between<br>No. 1 and No. 12 track<br>Facing switch leading from<br>No. 1 to No. 12 track  | Delphos         |
| Piqua Road                | Facing crossover between<br>No. 2 and No. 3 track<br>Trailing crossover between<br>No. 2 and No. 3 track<br>Trailing crossover between<br>No. 2 and No. 1 track<br>Facing crossover between<br>No. 1 and No. 4 track<br>Trailing crossover between<br>No. 1 and No. 4 track<br>Facing crossover between<br>No. 1 and No. 2 track | Wabash          |

| Location  | Switch  | Controlled by |
|---|---|---------------|
| Winter St.  | Facing crossover between No. 2 and No. 3 track<br>Trailing crossover between No. 1 and No. 4 track<br>Facing crossover between No. 1 and No. 2 track<br>Trailing crossover between No. 1 and No. 2 track<br>Trailing crossover between No. 2 and No. 3 track.<br>Facing crossover between No. 1 and No. 4 track | Wabash        |
| Fort Wayne, East of station                               | Trailing crossover between No. 2 and No. 46 track<br>Facing switch leading from No. 2 to No. 46 track<br>Trailing crossover between No. 2 and No. 3 track<br>Facing crossover between No. 2 and No. 1 track.<br>Trailing crossover between No. 1 and No. 46 track   |               |
| Fort Wayne, West of station                               | Facing crossover between No. 1 and No. 4 track.<br>Trailing crossover between No. 2 and No. 3 track<br>Facing switch leading from No. 1 to No. 46 track<br>Trailing switch leading from No. 2 to No. 45 track   |               |
| Fort Wayne Grand Rapids Branch N. Y. C. & St. L. Crossing | Facing switch for southward trains leading to Main St. team track   |               |
| Lynch   | Crossover between No. 2 and No. 3 tracks  | Mansfield     |
| Lynch   | Crossover between No. 1 and No. 2 tracks  | Mansfield     |
| Crestline, East of station                                | Trailing crossover No. 1 track to Crestline Industrial track.   | Crestline     |
| Robinson  | Trailing switch No. 1 track to station siding   | Crestline     |
| Colsan  | Trailing switch No. 3 track to Timken Roller Bearing Co. track<br>Trailing switch No. 3 track to Shunk track.<br>Facing switch No. 2 track to freight station   | Colsan        |
| Plymouth  | Trailing switch in No. 1 track 1842 feet east of Mile Post 384  | Plymouth      |
| Hobart  | House Track   | Bart          |

| Location                             | Switch  | Controlled by       |
|--------------------------------------|---|---------------------|
| Clarke                               | East and west switches from siding to Clarke Yard   | Clarke Jct.         |
| Standard                             | Trailing hand-operated switch in No. 2 track 490 feet east of Mile Post 450 leading from Riley Road North Yard storage track to No. 2 track | Whiting             |
| Alton Junction, east of interlocking | Trailing switch in No. 2 track leading to Vierling Steel Co. track  | South Branch Bridge |
| Union City                           | West end of siding  | Union City          |
| Van                                  | Logansport Machine Co.  | Van                 |
| Kenneth                              | Facing crossover between No. 1 and No. 2 tracks<br>Trailing crossover between No. 1 and No. 2 tracks  |                     |
| La Crosse                            | C. & O. connection  | La Crosse           |
| Calumet Park                         | Switch at east end of siding  | Calumet Park        |
| Burnham                              | C. & C. R. connections  | Burnham             |
| Gibsonburg                           | South end southward siding  | Gibsonburg          |
| Coleman                              | South end storage track   | Tiffin              |
| Tiffin                               | All Main track switches between storage track and National Machine switch inclusive   | Tiffin              |
| Bloomville                           | North end northward siding  |                     |
| Greencastle                          | Stock track—switch and derail   | Limedale            |
|                                      | North storage track—east and west switches  | Limedale            |
| Limedale                             | Hotel track   | Limedale            |
|                                      | Crossover between main track and siding   | Limedale            |
|                                      | Crossover between main track and Lone Star Cement Co. lead  | Limedale            |
|                                      | Storage track—west switch   | Limedale            |

| Location               | Switch  | Controlled by       |
|------------------------|---|---------------------|
| East Yard              | Crossover between No. 2 main track and No. 41 secondary track | Union               |
|                        | Crossover between No. 1 and No. 2 tracks                      | Union               |
|                        | The Quaker Maid Co., Inc., track                              | Union               |
| Martinsville, Ill.     | Crossover between main track and Mill track                   | Union               |
|                        | House track   | Union               |
| Casey                  | Crossover between No. 1 and No. 2 tracks                      | Union               |
|                        | City Light and Power Co. track                                | Union               |
| Effingham              | John Boos and Co. track                                       | Effingham           |
|                        | East crossover between No. 1 and No. 2 tracks                 | Effingham           |
| Rose Lake              | Crossover between No. 2 main track and No. 20 secondary track | A. & S. Crossing    |
| Cairo Junction         | Illinois Cereal Mill, Inc., track                             | Midland             |
| Otter Creek Junction   | Derail, pipe-connected with south switch of siding            | C. & E. I. Danville |
| Clagg                  | No. 2 track to Ohio Valley Grocery Co.                        | Clagg               |
|                        | No. 2 track to International Harvester Co.                    | Clagg               |
|                        | No. 2 track to Porter Paint Co.                               | Clagg               |
|                        | No. 2 track to Lamppin Transfer Co.                           | Clagg               |
|                        | I.C.R.R. connection to Smutz Foundry                          | Clagg               |
|                        | Main track to Dover track                                     | Clagg               |
|                        | Main track to Hill track                                      | Clagg               |
|                        | Main track to New Albany Yard                                 | Clagg               |
| Standard Gravure Corp. | Clagg   |                     |

NOTE When these switches are to be used following procedure must be observed, to prevent equipment failure and delay:

- (a) Portion of train must occupy main track or siding within one hundred feet immediately ahead of switch points.
- (b) Contact operator for permission to use switch, then remove switch lock.
- (c) Report back to operator after switch lock is removed. Operator will then release the electric lock.
- (d) Restore switch and switch lock to normal position after used and report same to operator.

| 1104-D2. The following switches are equipped with electric lock, not controlled by operator: |  |
|--|--|
| Location   | Switch   |
| Miami Crossing, west of  | Westinghouse Co., south side<br>Crossover between No. 1 and No. 2 tracks   |
| Xenia  | Crossover to Farmers Exchange, north side  |
| Alpha, east of   | Miami Fertilizer Co., east of Mile Post 4 north side   |
| Alpha  | Alpha Seed & Grain Co., south side   |
| Alpha, west of   | Belden Milling Co., east of Mile Post 8, north side  |
| Clement  | East and west end of siding<br>Brown-Brockmeyer switch, north side   |
| Dayton   | Advance Foundry, north side<br>Gem City Stove Co., south side<br>Crossover to Huffman Ave. Track, north side   |
| Wolf Creek   | Crossover to west end Dayton Rubber Co., south side  |
| Wolf Creek, west of  | East and west end, north track<br>West end Dayton Rubber Co., south side<br>Dayton Team Track, north side  |
| Stillwater, west of  | Lewis & Michael Warehouse Track, north side  |
| Trotwood   | West end of siding, Industry tracks, north and south side  |
| Brookville   | East and west end south Business Track, Weaver track, north side   |
| Richmond   | Eavey Warehouse No. 1 track<br>Hole Track No. 4 track  |
| Dodson   | B. & O. Connection   |
| West Manchester  | Business track, south side   |
| Eldorado   | Elevator track, Industry tracks, north and south side  |
| Gettysburg   | Storage Track  |
| Loveland, west of  | Switch to Nisbet track   |
| Miamiville   | Industrial track   |
| Milford  | East and west end Public Delivery Track  |
| Terrace Park   | Switch to Terrace Park Lumber Co.  |
| Clare  | East Switch N. & W. Connection track   |
| Norwood Heights  | P. V. Shoe Co. track<br>Hilton Davis Chemical Co. track<br>Parkview Markets Inc. & Eagle-Pitcher Co. tracks  |
| Reading  | East and West end Storage track<br>House track and Derail<br>Co-operative Mill, Wood Fire Brands, International Minerals & Chemical Corp., Co-operative Mill, Vaughan track<br>Fox Paper Co. track |

| Location              | Switch  |
|-----------------------|---|
| New Castle (Cast)     | East and West end Big 4 Connection  |
| Crescentville east of | Archer-Daniel-Midland Milling Co. Government Depot  |
| Camden                | Team track  |
| Danville              | North Switch Siding   |
| Dugrun                | Trailing crossover between Nos. 1 and 2 tracks east of signal 2634.<br>Facing switch No. 1 track to west end eastward siding.   |
| Plymouth              | Trailing hand-operated switch in No. 2 track located 1040 feet west of Mile Post 383.   |
| Standard              | Trailing hand-operated switch in No. 2 track, 490 feet east of Mile Post 450 leading to Riley Road North Yard storage track   |
| Redkey                | Trailing switch for eastbound movement in main track located 428 feet east of Redkey leading to N. K. P. Railroad interchange track   |
| Logansport            | Trailing switch for westward movements on No. 2 track, east of Elm, leading to Wabash Interchange track   |
|                       | Trailing switch for westward movements on No. 2 track, 14th Street, leading to out-bound engine track   |
|                       | Facing crossover for westward movements on No. 2 track 14th St., connecting No. 2 track with first track north of No. 2 track.  |
| Van                   | Facing crossover for westward movements on No. 2 track 14th St., connecting No. 2 track with No. 1 track  |
|                       | Trailing switch in No. 2 track, located 6300 feet west of Van, leading from Yard C.   |
| Van-Clymers           | Facing switch for southward movements from main track to southward siding, 2610 feet south of Mile Post 112<br>Facing switch for northward movements from main track to Louisville Cement Co., 1753 feet north of Mile Post 111 |
| Schererville          | Crossover<br>Switch to westward siding<br>Lead to Hartsdale Yard  |
| Bernice               | Facing switch for westward movement from single track to Vulcan Iron & Mold Co. track<br>Facing switch for eastward movement from single track to west wye track.   |
| Burnham               | Facing switch for eastward movement from single track to Hegewisch Lumber Company   |
| Wolf Lake Jct.        | Facing switch for eastward movement from single track to Hyman-Michaels Company.  |
| Hegewisch             | Facing switch for eastward movement from single track to west leg of Hegewisch wye.   |



| Location  | Switch   |
|---|--|
| Mile Post 2 (SC&S)  | Facing switch for eastward movement from main track to Dante and Russell Sales Company track.  |
| Colehour Jct.   | Facing switch for westward movement from single track to east leg of Colehour Jct. wye. Hand-operated derail in east leg of Colehour Jct. wye. |
| 2226 feet west of Mile Post 175   | Trailing switch leading from No. 2 track to Ohio Brass Co. track   |
| Crestline   | Trailing crossover between No. 1 track and No. 8 yard track west of Mile Post 190  |
| Tiffin  | Grabler Mfg. Co.—south of Mile Post 41   |
| No. 1 track 2400 feet west of Mile Post 37 west of East Alameda   | Crossover switch to I. B. M. Company tracks  |
| Marshall  | Stock Track  |
| Brownstown  | Team track   |
| Vandalia  | Storage track—east switch  |
|   | Lumber track   |
| Hagarstown  | Storage track  |
| Mulberry Grove  | Lutz Spur  |
|   | Storage track  |
| Smithboro   | Team track   |
| Greenville  | Eastward siding—east and west switches   |
|   | Westward siding—west switch  |
|   | House track  |
|   | West crossover between No. 1 and No. 2 tracks  |
|   | Crossover between No. 2 track and house track  |
| Highland  | Crossover between No. 1 and No. 2 tracks   |
| St. Jacob   | Crossover between No. 1 and No. 2 tracks   |
| Hunt North of Mile Post 10  | RCA Plant  |
| NOTE—The switch lock on these switches must not be removed from keeper until after permission has been obtained from operator. Instructions for operation of switches are posted in telephone box or at other convenient location adjacent to switch. |  |

| BUCKEYE DIVISION   |                       |   |      |
|--|-----------------------|---|------|
| 1105-A1. Spring Switches Located   |                       |   |      |
| Location   | Normal Position       | Route for Which Sprung  | Note |
| Hagenbaugh   | No. 1 track           | Eastward movements from siding to No. 1 track   |      |
| West Rice  | No. 2 track           | Westward movements from No. 3 to No. 2 track  |      |
| CHICAGO DIVISION   |                       |   |      |
| Location   | Normal Position       | Route for Which Sprung  |      |
| Roby   | No. 3 track           | Eastward movements from yard track to No. 3 track   |      |
| Green Street   | No. 2 Secondary Track | Eastward movements from No. 1 Secondary track to Secondary track of no assigned direction |      |
| Winchester Avenue  | No. 1 Secondary Track | Westward movements from No. 2 Secondary track to yard track                               |      |
| NOTE—Spring switches listed above are not protected by signal indications. All other instructions pertaining to spring switches are in effect. |                       |   |      |

## BUCKEYE DIVISION

## Track Assignments

## 1151-A1. Single Track

| Track               | Between        | And            |
|---------------------|----------------|----------------|
| Main Line           | Xenia          | Dutoit Street  |
|                     | Wolf Creek     | New Paris      |
|                     | Bradford       | New Paris      |
|                     | Loveland       | East Clare     |
|                     | Red Bank       | East Norwood   |
| Cincinnati to Anoka | Oakley         | Old River Jct. |
|                     | New River Jct. | Glen           |
|                     | Newman         | Anoka          |
| C & X Branch        | Xenia          | Foster         |
| Ft. Wayne Branch    | Newman         | Ridgeville     |
| Undercliff Branch   | Rendcomb Jct.  | Valley         |
| Zanesville Branch   | New Lexington  | Bremen         |

## 1151-B1. Two or More Tracks

Current of traffic is as follows:

| Between  | Main Line | No. 4 Track | No. 3 Track | No. 2 Track | No. 1 Track |
|--|-----------|-------------|-------------|-------------|-------------|
| Region Post (Cent. Reg.) and First St., Newark, (C. & N. Div.) |           |             |             | Westward    | Eastward    |
| Joyce Avenue and Neilston                                      |           |             |             | Westward    | Eastward    |
| High Street and Xenia  |           |             |             | Westward    | Eastward    |
| Dutoit Street and Wayne Avenue Jct.                            |           |             |             | Westward    | Eastward    |
| Miami City Jct. and Wolf Creek                                 |           |             |             | Westward    | Eastward    |
| Front Street and Olentangy                                     | Westward  | Eastward    |             |             |             |
| Olentangy and Rice   |           |             |             | Westward    | Eastward    |
| Rice and West Rice   |           |             | Westward    | Westward    | Eastward    |
| West Rice and Bradford   |           |             |             | Westward    | Eastward    |
| New Paris and 12th Street, Richmond                            |           |             |             | Westward    | Eastward    |
| Newman and Thorne  |           |             |             | Westward    | Eastward    |
| <b>C &amp; X Branch</b>  |           |             |             |             |             |
| Between:<br>Foster and Loveland                                |           |             |             | Westward    | Eastward    |
| East Clare and Red Bank  |           |             |             | Westward    | Eastward    |
| <b>Undercliff Branch</b>                                       |           |             |             |             |             |
| Between:<br>Red Bank and Rendcomb Jct.                         |           |             |             | Westward    | Eastward    |

NOTE—Tracks are numbered from south to north or east to west.

1151-B2. Station tracks Richmond designated:  
A-B-C-D-E.

NOTE—Tracks are lettered from south to north.

## 1151-C1. Secondary Tracks of Assigned Direction

| Track   | From          | To         | Assigned Direction | Controlled by    | Notes   |
|---------|---------------|------------|--------------------|------------------|---------|
| No. 101 | Uhrich        | Dyke       | Eastward           | Uhrich           | 1       |
| No. 1   | Olentangy     | Fourth St. | Eastward           | High St.         | 2, 4, 5 |
| No. 2   | Third St.     | Olentangy  | Westward           | High St.         | 3, 4    |
| No. 3   | Newman        | Glen       | Eastward           | Newman           | 6, 7    |
| No. 4   | Glen          | Newman     | Westward           | Glen             | 7       |
| No. 1   | Oasis         | Cliff      | Eastward           | Train Dispatcher | 9       |
| No. 2   | Rendcomb Jct. | Oasis      | Westward           | Train Dispatcher |         |

NOTE 1. Eastward movements made on signal indication at Uhrich. Permission must be obtained from Uhrich to use this track at any point between Uhrich and Dyke, except as provided in Special Instruction 1037-A1.

NOTE 2. Eastward movements made on signal indication at Olentangy, Dennison Avenue or High Street. Permission must be obtained from Train Dispatcher, through operator at High Street or Dennison Avenue, to use this track at any point between Olentangy and Fourth Street.

NOTE 3. Westward movements will be made on hand signal from switchtender at Third Street (UD Company). Switchtender must first secure permission from operator U. S. Tower (B &amp; O RR), who in turn must secure use of track from PRR train dispatcher, through operator High Street.

NOTE 4. Reverse movements on these tracks may be made when authorized in writing on message blank in following form:

Date.....Time.....  
Extra.....has right over opposing  
trains on No.....track.....to.....  
Signed.....  
Superintendent Transportation

Operator at Dennison Avenue, High Street or U. S. Tower (B &amp; O RR) will arrange and sign authority for such movements under direction of PRR Train Dispatcher.

NOTE 5. Movements clearing in Miami Yard must be reported clear to operator at High Street. Movements clearing in Stone Track must be reported clear to operator at Dennison Ave.

NOTE 6. Eastward movements made on signal indication at Newman. Permission must be obtained from Newman to use this track at any point between Newman and Glen and when movement has been completed it must be reported clear unless the switch involved is operated by the operator.

NOTE 7. Westward movements made on signal indication at Glen. Permission must be obtained from Glen to use this track at any point between Glen and Newman and when movement has been completed it must be reported clear unless the switch involved is operated by the operator. Westward movements will stop clear of all switches and routes at 19th Street, and not proceed unless route is seen or known to be clear and switches in proper position. Westward trains having sufficient cars to block street crossings if stopped between 19th Street and Newman, will not pass 19th Street without permission from operator at Newman.

NOTE 9. Eastward movements from L. &amp; N. Bridge to

| Oasis will be made on fixed signal indication in lieu of verbal permission.  |                               |                               |                       |      |
|--|-------------------------------|-------------------------------|-----------------------|------|
| <b>1151-D1. Secondary Tracks of No Assigned Direction</b>  |                               |                               |                       |      |
| Track  | Between                       | And                           | Controlled by         | Note |
| Trinway (W)  | RY                            | End of Block (Mile Post 14.1) | New Lexington         |      |
| Zanesville (W)   | End of Block (Mile Post 16.5) | New Lexington                 | New Lexington         |      |
| Morrow (W)   | Bremen                        | Circleville                   | Bremen                |      |
|  | Circleville                   | MS                            | Circleville           |      |
| Springfield (E)  | Xenia                         | Springfield                   | Train Dispatcher      | 1    |
| Court St. (W)  | Lebanon                       | Hageman                       | Operator Loveland     |      |
| Court St. (W)  | Hageman                       | Cincinnati (Court St.)        | Yardmaster McCullough |      |
| Middletown (W)   | Mile Post 5                   | Middle-town Jct.              | Operator Loveland     |      |
| Akron (N)  | Joyce Ave.                    | Lind                          | Joyce Ave.            |      |
|  | Lind                          | Orrville                      | Orrville              |      |
| Ridgeville (E)   | End of Block (Mile Post 69.5) | Ridgeville                    | Ridgeville            |      |
| <p>(E) (W) (S) (N) Indicates timetable direction from point first named.</p> <p>Employes must maintain a record for secondary tracks under their jurisdiction showing all movements there on, including engine number, direction, place and time track is occupied or cleared.</p> <p>NOTE 1. Engines using tracks of foreign railroads at Springfield must move with extreme caution protecting against opposing movements and must clear regular trains without delay.</p> |                               |                               |                       |      |

| <b>CHICAGO DIVISION</b>  |                        |                        |                    |                            |                    |
|--|------------------------|------------------------|--------------------|----------------------------|--------------------|
| <b>Track Assignments</b>   |                        |                        |                    |                            |                    |
| <b>1151-A1. Single Track</b>   |                        |                        |                    |                            |                    |
| Track  | Between                | And                    |                    |                            |                    |
| Main Line  | Union City             | Kirk                   |                    |                            |                    |
| S. C. & S.   | Bernice                | Colehour Jct.          |                    |                            |                    |
| South Bend Branch  | Van                    | End of Block           |                    |                            |                    |
| Effner Branch  | Kenneth                | End of Block           |                    |                            |                    |
| I. & F. Branch   | Clymers                | Van                    |                    |                            |                    |
| <b>1151-B1. Two or More Tracks</b>   |                        |                        |                    |                            |                    |
| Current of traffic is as follows:  |                        |                        |                    |                            |                    |
| MAIN LINE  |                        | No. 4 Track            | No. 3 Track        | No. 2 Track                | No. 1 Track        |
| Valparaiso and Whiting   |                        |                        |                    | Westward                   | Eastward           |
| Whiting and 58th Street (Sig. Bridge)  |                        | Westward Freight       | Eastward Freight   | Westward Passenger         | Eastward Passenger |
| 58th Street (Sig. Bridge) and South Branch Bridge  |                        |                        |                    | Westward                   | Eastward           |
| Bradford and Union City  |                        |                        |                    | Westward                   | Eastward           |
| Kirk and Beverly Jct.  |                        |                        |                    | Westward                   | Eastward           |
| <p><b>NOTE—Tracks are numbered from south to north, except that between Whiting and 58th Street (Sig. Bridge) No. 3 and No. 4 tracks are south of No. 1 and No. 2 tracks.</b></p>  |                        |                        |                    |                            |                    |
| <b>1151-C1. Secondary Tracks of Assigned Direction</b>   |                        |                        |                    |                            |                    |
| Track  | From                   | To                     | Assigned Direction | Controlled by              | Note               |
| No. 4  | 58th St. (Sig. Bridge) | 55th St.               | Westward           | Yardmaster 55th St.        |                    |
| No. 3  | 55th St.               | 58th St. (Sig. Bridge) | Eastward           | Yardmaster 55th St.        |                    |
| No. 2  | Beverly Jct.           | Belt Crossing          | Westward           | Beverly Jct.               | 3                  |
| No. 1  | Belt Crossing          | Beverly Jct.           | Eastward           | Beverly Jct.               | 2                  |
| No. 2  | Belt Crossing          | 49th St.               | Westward           | Yardmaster 59th St.        |                    |
| No. 1  | 49th St.               | Belt Crossing          | Eastward           | Yardmaster 59th St.        |                    |
| No. 2  | 49th St.               | Western Ave.           | Westward           | Switchtender Brighton Park |                    |
| No. 1  | Western Ave.           | 49th St.               | Eastward           | Switchtender Brighton Park | 1                  |
| No. 2  | Green St.              | Winchester Ave.        | Westward           | EC                         | 4                  |
| No. 1  | Winchester Ave.        | Green St.              | Eastward           | EC                         | 4                  |
| <p>NOTE 1. Eastward movements made on signal indication at Western Avenue.</p> <p>NOTE 2. Westward movements on No. 1 and No. 2 secondary tracks may be made on signal indication at Beverly Jct. Permission must be obtained from operator at Beverly Jct. to use these tracks at any point between Beverly Jct. and Belt Crossing.</p> <p>NOTE 3. Eastward movements on No. 1 and No. 2 secondary tracks may be made on signal indication at Belt Cross-</p> |                        |                        |                    |                            |                    |

ing. Permission must be obtained from operator at Beverly Jct. to use these tracks at any point between Belt Crossing and Beverly Jct.

NOTE 4. Eastward trains approaching Green Street must stop and secure permission to proceed from EC.

Westward trains operating over Englewood Connecting Line must stop clear of spring switch at Winchester Street and obtain permission from the yardmaster at 59th Street to proceed.

Operators must keep record for secondary tracks under their jurisdiction and report thereon all movements showing engine number, direction, place and time track is occupied and cleared.

#### 1151-D1. Secondary Tracks of No Assigned Direction

| Track                         | Between   | And               | Controlled by           | Note |
|-------------------------------|-----------|-------------------|-------------------------|------|
| Calumet River Line (W)        | Hegewisch | River Branch Jct. | Yardmaster 110th Street | 1    |
| Englewood Connecting Line (W) | EC        | Green Street      | EC                      |      |
| No. 4 (W)                     | 47th St.  | 22nd St.          | South Branch Bridge     | 2    |
| No. 3 (W)                     | 47th St.  | 40th St.          | Yardmaster 55th St.     |      |

Operators must keep record for secondary tracks under their jurisdiction and report thereon all movements showing engine number, direction, place and time track is occupied and cleared. (N) (E) (S) (W) Indicates timetable direction, from point first named.

NOTE 1. Signal indication at Hegewisch or River Branch Jct. is authority to enter Calumet River Line. Operators must obtain permission from Yard Master 110th Street before admitting train to Calumet River Line.

NOTE 2. Fixed signal indication at Alton Junction will be authority to use No. 4 secondary track to 47th St.

### FORT WAYNE DIVISION

#### Track Assignments

##### 1151-A1. Single Track

| Track               | Between    | And         |
|---------------------|------------|-------------|
| Grand Rapids Branch | Carp Lake  | Junction    |
| Logansport Branch   | Van        | Vandale     |
| Toledo Branch       | Penford    | Carleton    |
|                     | Gibsonburg | Maple Grove |
|                     | Coleman    | Bloomville  |

NOTE—Track between a point 21 feet south of north end and a point 58 feet south of south end of bridge 85.47 over Maumee River, is operated as a part of Olive interlocking.

##### 1151-B1. Two or More Tracks

Current of traffic is as follows:

| Between:                                     | Main Line—Eastern | No. 4 Track | No. 3 Track      | No. 2 Track        | No. 1 Track |
|--|-------------------|-------------|------------------|--------------------|-------------|
| Region Post (Central Region) and Lucas       |                   |             |                  | Westward           | Eastward    |
| Lucas and Mansfield                          |                   |             | Westward Freight | Westward Passenger | Eastward    |
| Mansfield and East Colosan                   |                   |             |                  | Westward           | Eastward    |
| East Colosan and Colosan                     |                   |             | Westward Freight | Westward Passenger | Eastward    |
| Colosan and Division Post (Chicago Division) |                   |             |                  | Westward           | Eastward    |
| <b>Toledo Branch</b>                         |                   |             |                  |                    |             |
| Galena and Olive                             |                   |             |                  | Southward          | Northward   |
| Walbridge and Gibsonburg                     |                   |             |                  | Southward          | Northward   |
| Maple Grove and Coleman                      |                   |             |                  | Southward          | Northward   |
| Bloomville and Carrothers                    |                   |             |                  | Southward          | Northward   |

##### 1151-C1. Secondary Tracks of Assigned Direction

| Track   | From     | To  | Assigned Direction | Controlled by | Note |
|---------|----------|---|--------------------|---------------|------|
| Penford | Penford  | 4480 feet North of Mile Post 133 (Cicotte Street) | Northward          | Penford       | 3    |
| No. 4   | Junction | Winter Street                                     | Eastward           | Wabash        | 4    |

NOTE 3. Northward movement made on signal indication at Penford, southward movement made on permission of Operator Penford, permission must be obtained from Operator Penford to use this track at any point between Penford and Cicotte Street.

NOTE 4. At Wabash and Junction the authority to use No. 4 track will be given by signal indication. At other points permission must be obtained from operator Wabash to use this track.

| 1151-D1. Secondary Tracks of No Assigned Direction |   |                               |                 |      |
|--|---|-------------------------------|-----------------|------|
| Track  | Between                                       | And                           | Controlled by   | Note |
| Vandale (E)  | End of Vandale Secondary Track (Mile Post 65) | Auburn                        | Wolcottville    |      |
| Traverse City (N)                                  | Walton Jct.                                   | Traverse City                 | Fuller          |      |
| Mackinaw City (S)                                  | Mackinaw City                                 | Carp Lake                     |                 |      |
| Muskegon (S)                                       | End of Block                                  | Walker                        | Fuller          | 3    |
| No. 3 Track (W)                                    | Adams   | Piqua                         | Wabash          | 2    |
| No. 3 Track (W)                                    | Winter St.                                    | Junction                      | Wabash          | 2    |
| No. 5 Track (W)                                    | Linker  | Piqua                         | Adams<br>Wabash |      |
| Fort Wayne (E)                                     | Adams   | End of Block (Mile Post 72.8) | Adams           |      |
| Olive (N)  | Olive   | Oakdale St. (Mile Post 83)    | Olive           |      |

Operators must keep record for secondary tracks under their jurisdiction and report thereon all movements showing engine number, direction, place and time track is occupied and cleared. (N) (E) (S) (W) Indicates timetable direction, from point first named.

NOTE 2. At Adams, Wabash and Junction the authority to use No. 3 Track will be given by signal indication. At other points permission must be obtained from operator Wabash to use this track.

NOTE 3. PRR movements using Grand Trunk Railway tracks between Fuller and Walker will be governed by Grand Trunk Railway Operating Rules and Special Instructions.

| SOUTHWESTERN DIVISION |                            |                        |
|-----------------------|----------------------------|------------------------|
| Track Assignments     |                            |                        |
| 1151-A1. Single Track |                            |                        |
| Track                 | Between                    | And                    |
| Main Line             | Thorne                     | I. U. Ry. Interlocking |
|                       | Davis                      | East Alameda           |
|                       | Limedale                   | Harmony                |
|                       | Macksville                 | East Casey             |
| Louisville Branch     | Brownstown                 | East Smithboro         |
|                       | I. C. R. R. Jct., Kentucky | Clagg                  |
| I. & F. Branch        | Clagg                      | I. U. Ry. Interlocking |
|                       | Davis                      | Clymers                |

#### 1151-B1. Two or More Tracks

Current of traffic is as follows:

| Between:                      | Main Line | No. 2 Track | No. 1 Track |  |  |
|-------------------------------|-----------|-------------|-------------|--|--|
| West St., I. U. Ry. and Davis |           | Westward    | Eastward    |  |  |
| East Alameda and Limedale     |           | Westward    | Eastward    |  |  |
| Harmony and Mackville         |           | Westward    | Eastward    |  |  |
| East Casey and Brownstown     |           | Westward    | Eastward    |  |  |
| East Smithboro and Eads       |           | Westward    | Eastward    |  |  |

NOTE—Tracks are numbered from south to north or west to east.

#### 1151-C1. Secondary Tracks of Assigned Direction

| Track | From        | To          | Assigned Direction | Controlled by | Note |
|-------|-------------|-------------|--------------------|---------------|------|
| A     | Kitley Ave. | Thorne      | Eastward           | Thorne        | 1    |
| B     | Thorne      | Kitley Ave. | Westward           | Thorne        | 1    |

Operator must keep a record for secondary tracks under their jurisdiction and record thereon all movements, showing engine number, direction, place, and time track is occupied or cleared.

NOTE 1. Westward movements made on signal indication at Thorne. Permission must be obtained from Thorne to use this track at any point between Thorne and Kitley Ave. and when movement has been completed it must be reported clear.

| 1151-D1. Secondary Tracks of No Assigned Direction |                  |               |               |      |
|--|------------------|---------------|---------------|------|
| Track  | Between          | And           | Controlled by | Note |
| O (E)  | Davis            | Kraft         | Kraft         |      |
| Vincennes (S)                                      | Kraft            | Kirk          | Kraft         | 1    |
| Vincennes (S)                                      | Kirk             | Vincennes     | Kraft         |      |
| Crawfordsville (N)                                 | Otter Creek Jct. | Frank         | Preston       | 1    |
| Peoria (N)   | Farrington       | Hervey City   | Vigo          | 1    |
|  | Maroa            | Allendale     | Vigo          | 1    |
| Allentown  | Allentown        | Farmdale Jct. | NF Tower      | 1    |
| Madison (N)  | Madison          | Columbus      | Columbus      | 1-2  |
| Shelbyville (N)                                    | Columbus         | Rushville     | Columbus      | 2    |
| Bushrod (S)  | Bushrod          | Linton Summit | Kraft         |      |

(S) (N) (E) (W) Indicates timetable direction, from point first named.

Operator must keep a record for secondary tracks under their jurisdiction and record thereon all movements, showing engine number, direction, place, and time track is occupied or cleared.

Engines with or without cars, using secondary tracks, will display markers.

NOTE 1. Rule 271, 272 and 273 in effect.

NOTE 2. Controlled by Dale when Columbus is closed.

| BUCKEYE DIVISION  |  |      |
|---|--|------|
| 1151-E1. Employees in Charge of Sidings of Assigned Direction |  |      |
| Siding  | Employee in Charge   | Note |
| Custer—Westward   | Operator Custer  | 1    |
| Dyke—Westward   | Operator Custer  |      |
| West Tusca—Eastward   | Operator Town  | 1    |
| Morgan Run—Westward   | Operator Morgan Run  | 1    |
| Trinway—Eastward  | Operator Bricker   | 1    |
| Bricker—Eastward<br>Westward                                  | Operator Bricker   | 1    |
| Licking—Eastward<br>Westward                                  | Operator Bricker   |      |
| Alton—Eastward<br>Westward                                    | Operator London  | 1    |
| London—Eastward   | Operator London  | 1    |
| South<br>Charleston—Westward                                  | Operator South Charleston  | 2    |
| Mounds—Westward   | Operator Mounds  |      |
| Plain City—Eastward   | Operator Urbana  |      |
| Hagenbaugh—Eastward   | Operator Urbana  |      |
| St. Paris—Eastward  | Operator Piqua Crossing  |      |
| Dublin—Westward   | Operator Dunreith  | 1    |
| Dublin Jct.—Eastward  | Operator Dunreith  | 1    |
| Riley—Westward  | Operator Thorne  | 1    |
| West Riley—Eastward   | Operator Thorne  | 1    |
| Greene—Eastward<br>Westward                                   | Operator Greene  | 1-3  |
| Foster—Eastward   | Operator Loveland  |      |
| Mosler—Eastward<br>Westward                                   | Operator Hamilton  | 1    |
| Campbells-<br>town—Eastward<br>Westward                       | Operator Hamilton  | 1    |
| Dow—Eastward<br>Westward                                      | Operator Delco   |      |
| Kokomo—Eastward<br>Westward                                   | Operator<br>Kokomo 11.15 A.M. to 7.15 P.M.<br>Elwood 7.15 P.M. to 11.15 A.M. |      |

| Siding                                | Employee in Charge     | Note |
|---------------------------------------|------------------------|------|
| Portland—Eastward<br>Westward         | Operator Ridgeville    |      |
| Mt. Vernon—Southward<br>Northward     | Operator Orrville      |      |
| Linden—Southward<br>Northward         | Operator Joyce Avenue  |      |
| RY—Westward                           | Operator New Lexington |      |
| New Eastward<br>Lexington—Westward    | Operator New Lexington |      |
| Junction Westward<br>City—Eastward    | Operator Bremen        |      |
| Washington Westward<br>C. H.—Eastward | Operator Circleville   |      |

NOTE 1. Signal indication will be authority for train to use siding in reverse direction.

NOTE 2. Switches in westward siding must not be reversed without first obtaining permission from Operator at South Charleston.

NOTE 3. Permission must be obtained from Operator at Greene to enter eastward or westward siding at hand-operated switches between Greene and West Greene.

### CHICAGO DIVISION

| Siding                  | Employee in Charge    | Note |
|-------------------------|-----------------------|------|
| East Bart—Westward      | Operator Bart         | 1    |
| Bart—Eastward           |                       | 1    |
| Whiting—Eastward        | Operator Whiting      | 1    |
| Kent—Westward           | Operator Kent         |      |
| Clymers—Southward       | Operator Clymers      |      |
| Star City (Westward)    | Operator Van          |      |
| North Judson (Eastward) | Operator North Judson |      |
| Hartsdale (Eastward)    | Operator Hartsdale    |      |
| Schererville (Westward) |                       | 1    |

Operator must secure permission from Train Dispatcher fore authorizing movement in reverse direction.

NOTE 1. Fixed signal indication governing movement to siding will be authority to use siding in reverse direction.

### FORT WAYNE DIVISION

| Siding                           | Employee in Charge      | Note |
|----------------------------------|-------------------------|------|
| Mansfield—Eastward               | Operator Mansfield      |      |
| Gibsonburg—Southward             | Operator Gibsonburg     |      |
| Burgoon—Northward                | Operator Maple Grove    |      |
| Bloomville—Northward             | Operator Tiffin         |      |
| Upper Sandusky—<br>Westward      | Operator Upper Sandusky | 1    |
| West Upper Sandusky—<br>Eastward |                         | 1    |
| Dunkirk—Westward                 | Operator Dunkirk        | 1    |
| Dola—Eastward                    |                         | 1    |
| Lima—Eastward                    |                         |      |
| East Delphos—Westward            | Operator Delphos        | 1    |
| Delphos—Eastward                 |                         | 1    |
| West Monroeville—<br>Eastward    | Operator Estry          | 1    |
| Vandale—Westward                 | Operator Vandale        | 1    |
| West Vandale—Eastward            |                         | 1    |
| West Warsaw—Westward             | Operator Warsaw         |      |
| Plymouth—Westward                | Operator Plymouth       | 1    |
| West Plymouth—<br>Eastward       |                         | 1    |
| Hamlet—Westward                  | Operator Hamlet         |      |
| Wanatah—Eastward                 | Operator Wanatah        | 1    |
| Wanatah—Westward                 |                         | 1    |

Operator must secure permission from Train Dispatcher before authorizing movement in reverse direction.

NOTE 1. Fixed signal indication governing movement to siding will be authority to use siding in reverse direction.

## SOUTHWESTERN DIVISION

| Siding                     | Employee in Charge | Note |
|----------------------------|--------------------|------|
| Knightsville—Eastward      | Operator Union     |      |
| Casey—Eastward<br>Westward | Operator Union     |      |
| St. Elmo—Eastward          | Operator St. Elmo  |      |
| Greenville—Eastward        | Operator Smithboro |      |
| Highland—Eastward          | Operator Smithboro |      |
| St. Jacob—Westward         | Operator Smithboro |      |
| Frank—Southward            | Operator Frank     |      |

## BUCKEYE DIVISION

## 1151-F1. Running Tracks of Assigned Direction

| Track               | From             | To               | Assigned Direction | Controlled by              | Note |
|---------------------|------------------|------------------|--------------------|----------------------------|------|
| No. 97              | Joyce Ave.       | Neilston         | Westward           | Operator Joyce Ave.        | 1-2  |
| (U.D.)<br>No. 6     | 4th St.          | Front St.        | Westward           | Station Master<br>U.D. Co. | 1    |
| No. 1<br>North Side | East<br>Bradford | Bradford         | Westward           | Operator<br>Bradford       | 1    |
| No. 1<br>South Side | Bradford         | East<br>Bradford | Eastward           | Operator<br>Bradford       | 1    |
| Northbound          | Fields           | Mile Post 3.5    | Northward          | Yard Master Grogan         |      |
| Southbound          | Mile Post 3.5    | Fields           | Southward          | Yard Master Grogan         |      |

NOTE 1. Except where signal indication or signal from Switchtender govern the use of running tracks, movements will be governed by instructions from employe having control of track.

NOTE 2. Joyce Avenue. Eastward movements on running tracks must stop clear of spring switch west of Joyce Avenue unless Proceed indication is displayed on low home signal at Joyce Avenue.

## BUCKEYE DIVISION

## 1151-G1. Running Tracks of No Assigned Direction

| Track          | Between                       | And   | Controlled by          | Note |
|----------------|-------------------------------|---|------------------------|------|
| No. 20 (E)     | St. Clair Ave.                | Ladder Track at East End Yard A Receiving Yard              | Yard Master Yard A     |      |
| No. 26 (E)     | St. Clair Ave.                | Leonard Ave.  | Yard Master Yard A     |      |
| No. 33 (E)     | Joyce Ave.                    | Fields  | Yard Master Grogan     |      |
| No. 13 (E)     | Joyce Ave.                    | Fields  | Operator Joyce Ave.    | 2    |
| No. 24 (E)     | Top end Grogan                | Fields  | Yard Master Grogan     |      |
| No. 71 (E)     | St. Clair Ave.                | Sunbury Rd.   | Yard Master Yard B     |      |
| No. 73 (W)     | 20th Street                   | Outside C. A. & C.  | Yard Master Yard B     |      |
| No. 40 (E)     | East End of Siding            | Switch leading to No. 1 Main Track                          | Operator Xenia         |      |
| No. 11-A (W)   | East End Yard A               | Switch leading to No. 4 Secondary Track east of Yard Office | Yard Master Richmond   |      |
| No. 5-A (W)    | East End Yard A               | West End Yard A   | Yard Master Richmond   |      |
| No. 5-B (W)    | East End Yard B               | West End Yard C   | Yard Master Richmond   |      |
| No. 6-C (E)    | Switch east of 19th St.       | Switch on ladder west of Yard Office                        | Yard Master Richmond   |      |
| No. 418 (E)    | West End Under cliff Yard     | Beechmont Ave.  | Yard Master Undercliff |      |
| No. 2 (E)      | Crossover Houston Ave.        | Crossover Washington St.                                    | Yard Master McCullough | 3    |
| Zanesville (W) | End of Block (Mile Post 14.1) | Zanesville (B. & O.) (Mile Post 16.5)                       | Operator New Lexington |      |
| Fultonham      | Zanesville Secondary Track    | Fultonham   | Operator New Lexington | 4    |

(E) (S) (W) (N) Indicates timetable direction from point first named.

NOTE 2. Yardmaster, Grogan Yard, must be notified before using track.

NOTE 3. Cars must not foul Cleany Ave. or switch at Houston Ave.

NOTE 4. Westward movements using Fultonham spur track must obtain permission from Operator New Lexington and must report their arrival at Fultonham via telephone located at the east end of Fultonham Yard (telephone no. 849-2979). Eastward movements must secure permission from Operator New Lexington before departure from Fultonham Yard.

Between 30 minutes before sunset and 30 minutes after sunrise, cars left standing on running tracks must be protected at each end with Red Light.



## FORT WAYNE DIVISION

| Track       | Between                          | And                              | Controlled by  | Note |
|-------------|----------------------------------|----------------------------------|----------------|------|
| Decatur (W) | End of Block<br>(Mile Post 69.5) | End of Block<br>(Mile Post 72.8) | Operator Adams |      |

## SOUTHWESTERN DIVISION

| Track                | Between                   | And                       | Controlled by            | Note |
|----------------------|---------------------------|---------------------------|--------------------------|------|
| Logan Lead (N)       | East Yard                 | Lost Creek                | Union                    |      |
| Wye Lead (N)         | East Yard                 | Lost Creek                | Union                    |      |
| Dewey Cut-off<br>(N) | Lost Creek                | Dewey Jct.                | Union                    |      |
| No. 42 (W)           | Prairie                   | Seventh St.               | Union                    | 1    |
| No. 20 (W)           | Rose Lake                 | Willows                   | Yard Master<br>Rose Lake |      |
| No. 20 (W)           | Willows                   | Eads                      | Willows                  |      |
| No. 30 (W)           | A. & S. Crossing          | Rose Lake                 | Yard Master<br>Rose Lake |      |
| No. 40 (W)           | Exermont                  | A. & S. Crossing          | A. & S. Crossing         |      |
| No. A (E)<br>West    | Kraft                     | Westend Transfer<br>Yards | Yard Master<br>Transfer  |      |
| No. A (E)<br>East    | Eastend Transfer<br>Yards | Van Jct. Belt Ry.         | Yard Master<br>Transfer  |      |
| No. B (E)            | Kraft                     | Van Jct. Belt Ry.         | Kraft                    | 2    |
| South St. (N)        | Palmer St.                | I. U. Ry.<br>Interlocking | Dale                     |      |

(S) (N) (E) (W) Indicates timetable direction, from point first named.

NOTE 1. Cross over and switching movements between C.M. St. P. & P. R. R. overhead bridge and Fruitridge Avenue, and between 25th Street and 21st Street may be made without permission of operator at Vigo.

NOTE 2. Eastward movements made on signal indication at Kraft, westward movements made on signal indication at Van Jct. (Belt Ry.). Permission must be obtained from Kraft to use this track at any point between Kraft and Van Jct. (Belt Ry.) and when movement has been completed it must be reported clear.

Operator must keep a record for running tracks under their jurisdiction and record thereon all movements, showing engine number, direction, place, and time track is occupied or cleared.

## BUCKEYE DIVISION

## PASSENGER TRAIN OPERATION

## Richmond Passenger Station

**1155-A1.** In the application of **Rule 26**, blue and yellow lights facing east and west protecting Station tracks A-B-C-D-E, located on 9th Street overhead bridge, in service.

After the switching has been completed, the car inspector will make the proper air test and the car inspector will notify the conductor that the air test has been completed and further indicate this by displaying the yellow light. The yellow light is to indicate that the car inspector has completed his portion of the work and is not to be a signal indication for movement.

When the lights are out or improperly displayed train must not be coupled to or moved until understanding is had between Car Inspector or M. of E. employe and all crews involved and protection provided as prescribed by **Rule 26**.

## BUCKEYE DIVISION

## FREIGHT TRAIN OPERATION

## Instructions For Preparation and Handling of Freight Trains on Grades, etc.

**1155-A1.** The following instructions, supplementary to the Brake and Train Air Signal Instructions No. 99-D-1, in the handling of freight trains, will apply:

Trains having 25% or more of the cars in the train loaded with mineral freight or grain will be considered mineral freight trains.

When in the judgment of the engineman the additional use of retaining valves is required, or their use is desired on grades other than specified, he will instruct the conductor.

At locations where the use of retaining valves is necessary train must be stopped before they are turned up or down.

Retaining valves will be used in descending the following grades as specified:

**Akron Secondary Track:****Baddow Pass to Glenmont and Brink Haven.**

Except trains having engines equipped with operative Dynamic Brake and Pressure Maintaining feature.

**1155-A2.** Westward trains are prohibited from using the dynamic brake, except in case of an emergency between Neilston Block Station and B & O Crossing, west of Scioto and between Neilston Block Station and Olentangy Interlocking.

Trains must be controlled between these points by use of the automatic brake with the following exception: **Solid loaded mineral freight trains may use the dynamic brake in conjunction with the automatic brake.**

Engine brake cylinder pressure should be kept to a minimum if applied independently or permitted to apply with automatic service application.

Power braking is permissible, however, throttle and automatic brake should be handled in such a manner as to avoid slack action also to prevent high tractive effort on the locomotive at slow speeds which could result in drawbar or knuckle failures.

**1155-C1.** Referring to **Rule 4155-C**, hog drenchers located as follows:

Columbus—North side of hump-lead 50 feet east of yard office, Yard A.

**1155-C7.** Elsinore—Oak Street. The movement of trains and engines through tunnels No. 1 and No. 2 is governed by fixed signals, which operate automatically. When stop signal **Rule 292**, FIG. B is displayed, trains and engines must not pass unless authorized by Yard Master McCullough and then only under flag protection.

**1155-C8.** When fixed signal No. 1553 governing westward movements on No. 2 track at Licking displays an indication less favorable than approach medium, **Rule 282**, FIG. A, trains with more than 20 cars and less than 110 cars will stop clear of "CC" sign located 2163 feet west of Mile Post 156. Trains with more than 110 cars will stop clear of Oakwood Avenue crossing.

**1155-C9.** When fixed signal No. 1179 governing westward movements on No. 2 track east of Oasis displays indication less favorable than clear, **Rule 281**, FIG. A, train will stop to clear east switch of crossover and Conductor or Engineman will report via telephone to operator at Oasis for instructions.

**1155-C10.** Eastward freight trains will stop west of Main Street, at Zanesville and keep clear of street crossing unless route is clear over B. & O. R. R. Crossing into yard.

**1155-C11.** Cars must not be left standing on Trinway Eastward Siding east of west end of eastward station platform.

**1155-C12.** Except where signal indication governs the use of No. 88 or No. 90 tracks, movements will be governed by instructions from Terminal Yard Master.

Trains and engines clearing in No. 88 or No. 90 tracks must report clear to operator at High Street.

### Doubling Lights

**1155-D1.** Undercliff Yard, doubling lights—Yellow lights facing east and west, located on pole 900 feet east of Beechmont Ave., on Foot Bridge at Hutton St., on Signal Bridges Rendcomb Jct., all controlled by toggle switch located in box near stairway west of Beechmont Ave.

Yellow lights facing east and west, located on pole east of Carroll Street, south side of track, controlled by toggle switch located in telephone shelter box 670 feet east of Cliff Block Station.

These lights are to assist crews in doubling trains using the following code of signals.

One long flash—Stop.

Two short flashes—Move Forward.

Three short flashes—Move Backward.

Four short flashes—Apply or Release Air Brakes.

**1155-D2.** Idlewild—Avondale. Color Light Switching Signals (N. & W. Ry.) Color light switching signal located on north side of track 281 feet west of Blair Avenue and Color light switching signal located on south side of track 387 feet east of Blair Avenue, to assist in making interchange movements in service.

Switches controlling these signals located in telephone boxes, 15 feet east and 1180 feet east of Blair Avenue and will be used to display indications as follows:

Off—No Light.

Proceed—Yellow.

Stop—Red.

Back Up—Flashing Red.

**NOTE**—The lever of the control switches must be left in OFF position and telephone boxes closed, when not in use.

**1155-D3.** Richmond Yard, doubling lights—yellow lights facing east and west, located on north side of Signal Bridge 1189-1190, controlled by a push button located on the southwest corner of the switch tenders office at 19th Street, in service.

These lights are to assist crews in doubling trains using the following code of signals:

|                     |                             |
|---------------------|-----------------------------|
| One long flash      | Stop                        |
| Two short flashes   | Move Forward                |
| Three short flashes | Move Backward               |
| Four short flashes  | Apply or Release Air Brakes |

### FREIGHT AND PASSENGER TRAIN OPERATION

#### 1156-D4. Brake and Train Air Signal Instruction.

At Columbus, Ohio through Passenger Trains will make Train Brake Test in accordance with second paragraph Instruction 11 of the Brake and Train Air Signal Instruction 99-D-1, revised August 1, 1958.

At Columbus, Ohio Freight Trains TT-4, SW-6 and SW-8 will make Train Brake Test in accordance with second paragraph Instruction 11 of the Brake and Train Air Signal Instruction 99-D-1, revised August 1, 1958.

### CHICAGO DIVISION

#### PASSENGER TRAIN OPERATION

##### Locking of Toilets

**1154-A1.** Trainmen of passenger trains will lock all toilet doors before arriving at Logansport. Doors will be unlocked after departing Logansport.

#### BACK-UP MOVEMENTS CHICAGO UNION STATION

**1154-A4.** The following instructions will govern employes assigned to the handling of back-up movements of passenger equipment between 12th Street Passenger Yard and Chicago Union Station:

1. Only employes having passed satisfactory examination on:
  - (a) Brake and Train Air Signal Instructions No. 99-D-1,
  - (b) Rules for Conducting Transportation for promotion to conductor,
  - (c) Operating Rules of Chicago Union Station Company,

will be permitted to control back-up movement of passenger equipment from 12th Street Passenger Yard to Chicago Union Station by use of back-up hose or back-up valve.

2. The pressure maintaining feature on all diesel locomotives must be cut out at all times, when making back-up movement of passenger equipment between 12th Street Coach Yard and Chicago Union Station.
3. Before leaving 12th Street Passenger Yard, air brake test must be as prescribed in Instruction 11-b of Brake and Train Air Signal Instruction No. 99-D-1.
4. When movement is to be controlled with a back-up hose, the brake pipe hose must be blown out before being coupled to the back-up hose.
5. Before back-up movement is made, the employe who is to handle movement must identify himself to the engineman.
6. Employe in charge of back-up movement must know back-up hose or back-up valve is in operative condition.
7. Communicating signal will be used to start back-up movement. If communicating signal cannot be used, employe in charge of movement must have a proper understanding with engineman as to manner in which movement will be started.
8. Running test must be made with back-up hose or back-up valve within 300 feet after movement is started. If running test is not made, engineman must stop movement and ascertain cause.
9. Numbered signs placed on east side of C.B.&Q. Railroad Freight House, designated 20, 18, 16, 14, and signs attached to supports under Harrison Street Viaduct and roof of train shed designated 12, 10 and 8. The lead car of a backup movement consisting of a 3-unit diesel shoving cars all of which are 85 feet in length into station, will be 200 feet from bumping block at end of track when the cab of the east diesel unit passes sign corresponding to number of cars in movement.
10. If application of brakes has not been initiated by employe in charge of back-up movement when cab of east diesel unit passes sign corresponding to number of cars in movement, engineman must immediately bring movement to stop by use of automatic brake valve.
11. After stop has been made, train must not be backed further until proper signal has been received from employe in charge of back-up movement.

## FREIGHT TRAIN OPERATION

**1155-C1.** Freight trains using south-west wye Van to make reverse movement into Yard C must separate train to clear Cliff Drive highway crossing located at south end of Wabash River Bridge unless arrangements are made to immediately start reverse movement.

**1155-C2.** Unless otherwise instructed, westward freight trains passing Anoka on No. 2 track must stop at heading in switch at Yard A and call Yardmaster for instructions.

**1155-C3.** To avoid blocking of public street crossings in the city of Dunkirk, trains with more than 90 cars receiving a signal indication less than clear, **Rule 281, FIG. A**, at automatic signal No. 1304, will communicate with Ridgeville Block & Interlocking Station before passing the trailing switch located 590 feet east of Mile Post 129.

## FT. WAYNE DIVISION

### FREIGHT TRAIN OPERATION

**1155-C4.** To avoid blocking street crossings in the City of Kalamazoo, freight trains with over 25 cars not receiving clear signal aspect, **Rule 281, FIG. A**, at Signal 1842, will stop at Signal 1842, contact "BO" Interlocking and will proceed only when informed that they may proceed through the City of Kalamazoo without stopping.

**1155-C5.** To avoid blocking street crossings in the city of Kendallville, southward trains not receiving a clear signal aspect on distant signal No. 1215 and northward trains not receiving a clear signal aspect on distant signal No. 1192, must stop at distant signal and contact operator at Wolcottville Block Station who will arrange for PRR Dispatcher to contact N.Y.C. RR Dispatcher to determine when train may proceed without stopping at crossing.

**1155-C6.** To prevent the unnecessary blocking of street crossings in Mansfield, westward freight trains on No. 3 track with more than 15 cars will be governed as follows:

An indicator is located on telephone pole north of No. 3 track, 10 feet from ground, 1950 feet east of Mile Post 175. When the home signal at Mansfield on No. 3 track displays a proceed indication, Indicator will display a lunar white light and trains may proceed. In the absence of light in the Indicator trains will stop and communicate with operator at Mansfield from telephone located on pole below the Indicator.

**1155-C7.** Westward freight trains having work at Mansfield will be governed by an illuminated sign located on pole on north side of tracks, opposite Lucas Block Station. Letter R displayed, stop at Ross, letter L displayed, stop at Lynch and call Yard Master at Mansfield for instructions.

Operator at Mansfield Block Station will issue instructions before passing crossover at Lynch.

## SOUTHWESTERN DIVISION

### FREIGHT TRAIN OPERATION

#### Instructions for Preparation and Handling of Freight Trains on Grades, etc.

**1155-A1.** Columbus-Madison Secondary Track. (Madison Hill.)

Conductors and enginemen who have not handled trains on this grade for a period of one year or more will be required to qualify on the grade before being allowed to run over the territory. Conductors and enginemen will not accept any position requiring them to operate over this grade until the above requirements have been fulfilled and they have been qualified by Train Master, Road Foreman of Engines or their representatives.

Only ERS-15AX type Diesel engine, equipped with operative dynamic brake, pressure maintaining feature, and rail washing device, will be used to handle trains between derail located 4570 feet south of Mile Post 42 and Bridge 44.14 (Main Street, Madison). The engine must be operated at the south end of train, unless otherwise instructed by Superintendent Transportation.

Trains in either direction must not exceed 15 (cars) or 350 gross tons or 51 gross tons per effective brake, exclusive of the engine, unless otherwise instructed by Superintendent Transportation. Movement of light diesel engine is prohibited.

Air brake equipment on the diesel-electric locomotive must be inspected, tested and repaired in accordance with Instructions pages 11 to 15, inclusive, Brake and Train Air Signal Instructions No. 99-D-1. The dynamic brake apparatus must be inspected and maintained in good operating condition. The Enginehouse Foreman must at all times know these Instructions are followed. The engineman must inspect and test the air brake equipment on his locomotive and know that the rail washing equipment is in operating condition, prior to departure from the engine terminal, and again after coupling to train prior to departure from the yard terminal in accordance with pages 11 to 15 inclusive, and Paragraph 9-B, page 30 of the Brake and Train Air Signal Instructions No. 99-D-1. A further test must be made of the effectiveness of the dynamic brake apparatus, brake pipe pressure maintaining feature and rail washing equipment, prior to descending the grade.

Prior to operating on the grade, the engineman must check and know that the diesel engine has sufficient fuel oil, cooling water, and lubricating oil (with engine at operating temperature, and running at idle speed, lubricating oil must be at least two (2) inches above low mark on dipstick).

The air brake equipment on all cars dispatched for movement between North Madison and Madison must be inspected and be in operative condition in accordance with Brake and Train Air Signal Instructions No. 99-D-1. The engineman and conductor moving trains between North Madison and Madison must know that the air brake equipment on the engine and cars is in serviceable condition to safely handle the train.

The following instructions, supplementary to the Brake and Train Air Signal Instructions No. 99-D-1 on handling freight trains will apply:

After assembling train to be moved North Madison to Madison the brake pipe pressure must be increased to 110 pounds and air brake tested in compliance with the Brake and Train Air Signal Instructions No. 99-D-1. After the air brake has been tested, the conductor must observe the brake pipe pressure on the cabin gauge and if it is 105 pounds or more will give a signal to proceed and if less than 105 pounds will give signal to apply the brakes and train will not be started

until the required brake pipe pressure has been obtained. A running test of the air brakes must be made approaching the derail located 1155 feet south of North Madison Station and train stopped. While stopped at this point train air brakes must be released and handles of pressure retaining valves on all loaded cars must be placed in high pressure position, and in low pressure position on all empty cars.

If the brake pipe pressure on the engine drops to 85 pounds from any cause the train must be stopped. If the brake pipe pressure on the cabin drops to 80 pounds from any cause the train must be stopped. Train brakes will not be released after stop until a sufficient number of hand brakes are applied to secure the train. Hand brakes must not be released until it is known the brake system has been charged.

After passing derail and while on grade:

(a) The dynamic brake must be manipulated to obtain maximum dynamic braking effect, without allowing the loadmeter to go above 700 amperes. The train speed will be controlled by supplementing the dynamic brake with the train air brakes.

(b) While descending grade, the train air brakes and the dynamic brake must be manipulated to avoid speed in excess of eight (8) miles per hour at any point on the grade and a minimum running time of twelve (12) minutes from the derail to Bridge 44.14 must be observed.

(c) If a condition arises making the use of hand brakes necessary, the engineman will give the prescribed signal for brakes to be applied from the train. Trainmen, when practicable, will apply hand brakes. Hand brakes and conductor's valve are to be applied in accordance with Paragraphs 19 and 19A of the Brake and Train Air Signal Instructions No. 99-D-1.

(d) If the Diesel engine stops, dynamic brake becomes inoperative, or an electrical failure develops while on the Hill, the movement must be STOPPED and all hand brakes applied. The train must not be started until the Diesel engine is operating properly, the brake system charged, and proper main reservoir pressure established, unless otherwise authorized by Superintendent Transportation.

**1155-A3.** Junction with Illinois Terminal Railroad at Allentown:

Allentown Secondary Track to be in charge of Pennsylvania Railroad Train Dispatcher, Indianapolis, controlled by the Operator at East Washington, NF Tower, East Peoria, Illinois.

Northward trains of both railroads will stop at Allentown and obtain permission to use Allentown Secondary Track between Allentown and Farmdale Junction from the Operator.

Southward trains of both railroads will operate on signal indication Farmdale Junction to Allentown and will stop at Allentown and report clear of joint track to Operator.

## FREIGHT AND PASSENGER TRAIN OPERATION

### 1155-A4. Brake and Train Air Signal Instruction.

At Indianapolis Freight Trains except TT-4, SW-6 and SW-8 will make Train Brake Test in accordance with second paragraph Instruction 11 of the Brake and Train Air Signal Instruction 99-D-1, revised August 1, 1958.

## ALL DIVISIONS

### FREIGHT AND PASSENGER TRAIN OPERATION

**1156-A1.** At a point other than initial terminal where crews are changed, and consist of the train remains intact, a brake test is not required.

Incoming engineman will verbally notify the outgoing engineman of the condition of the train brakes.

**1156-A2.** When necessary to apply brakes from a train by the use of the A-2 caboose valve, the following instructions must be adhered to:

**Service application:** Move the valve handle from release towards application position, **being sure to hesitate ten (10) seconds in each notched position before moving on to the next notch.** The first movement of the handle locks valve so it cannot be moved back to closed position. After the train has stopped the valve can be unlocked by moving the handle to the extreme application position.

**Emergency application:** Move the valve handle quickly from release to the extreme application position and leave it there until after the train has stopped.

**1156-A5.** Diesel units, including dead diesel units handled in a train, which are not equipped with coupler stops or alignment control feature must not be operated when coupled to each other except:

When they are the first two units on the front of a train.

When they are the last two units on the rear of a train.

When they are in passenger service.

When they are moving light.

All units of Classes AF24, AF24A, AF25, AF27, EF22, EF25, EF25A, GF25, GF25A, ARS18A, ARS18, AS24, APS24MS, FRS24, ERS17, except 7000-7049, are equipped with coupler stops or alignment control feature. Individual units of certain other classes are also equipped.

**1156-A6.** When it is evident to the engineman that brakes are being applied from the rear of a train, the automatic brake valve should be placed in first service or minimum reduction position when engine is equipped for pressure maintaining, otherwise, automatic brake valve should be placed in lap position. Power, if being used, should be gradually shut off in such a manner to avoid rough slack action.

When an emergency application of the brakes occurs from the train, instruction 28 of the 99-D-1 Brake and Train Air Signal Instructions must be complied with.

**1156-A7.** Freight trains leaving fuel or water stations, sidings, etc., will move at such speed as will permit inspection of train as it passes and reduce speed sufficiently to permit members of crew to board rear of train with safety.

**1156-A8.** The number of units coupled together and operated from one control must not exceed 12. Enginemen of consists with more than 20 traction motors on line must not use full power in pulling below 12 miles per hour.

The number of whole units on the line on the front or rear of freight trains must be such that not more than the following number of motors are powered:

|   | No. of Motors |
|---|---------------|
| <b>Front end, pulling or dynamic braking:</b> |               |
| Trains authorized 60 miles per hour and       |               |
| PR trains west of Conway.....                 | 24            |
| Other.....                                    | 20            |
| <b>Rear end, pushing:</b>                     |               |
| Solid loaded mineral freight.....             | 24            |
| Other.....                                    | 18            |
| Light movements.....                          | No Limit      |

Where more than the above power is attached to a train, sufficient units must be isolated so as not to exceed the above limits. Individual motor circuits on a unit must not be cut out unless that circuit is defective.

When isolating units to reduce power on line, sufficient units of classes AF24, AF24A, AF25, AF27, AF30, GF25, GF25A, GF28A, and GF30A must be isolated so as not to exceed the above limits. Do not isolate the lead unit.

There are two types of dynamic brakes. The conventional type increases its retarding force as speed is reduced to 25 miles per hour, and then fades as speed is further reduced, reaching zero as train stops. Extended range dynamic brake on all units numbered 6000-6539 (except 6300-6309) also increases as speed is reduced to 25 miles per hour, but maintains maximum braking effort down to 10 miles per hour, below which it also fades out, reaching zero as the train stops.

#### APPLYING AND RELEASING DYNAMIC BRAKE

Enginemen must apply dynamic brake with care.

Enginemen must consume at least ten seconds between "off" and  $\frac{1}{2}$  applied position.

Engineman must use ten additional seconds between  $\frac{1}{2}$  and full dynamic brake.

The same care and time must be used in releasing dynamic brake.

Trains other than solid loaded mineral freight having 3 six-motor units equipped with extended range dynamic braking must reduce to  $\frac{1}{2}$  position on dynamic brake control at speeds below 15 miles per hour.

Trains having 4 six-motor units equipped with extended range dynamic braking must reduce to  $\frac{1}{2}$  position on dynamic brake control below 20 miles per hour.

**1156-A9.** When train parting occurs on freight trains and Conductor cannot ascertain the cause and correct same, the cars involved must be set out of train at first available point and billing information given to the Train Dispatcher.

#### 1156-A10. PUSHER ENGINES

When pushing freight trains, pusher engines will ease off passing over crossovers or turnouts when making diverging movements, exercising care to avoid slack action.

The operation of pusher engines behind occupied cabin cars of assembled freight trains in the State of Ohio is prohibited.

In the State of Ohio, employes and others are prohibited from riding on a cabin car when a pusher engine is operated behind a cabin car of an assembled freight train; they may ride on the pusher engine. The train shall be stopped to cut off the pusher engine.

**1156-A11.** Form MP 217-A card, for reporting Passenger Car defects is located in a receptacle on the inside of electric lockers on all cars except Multiple Unit Electric cars. On Multiple Unit Electric cars the receptacle is located on the inside of the electric switch cabinet in outside vestibule.

Conductor (Enginemen for head car of MU Train) must enter on MP 217-A, description of all defects found, together with other information called for under the heading "Train Crew Entry".

When defects occur enroute, which must be given attention before train reaches final destination, General Superintendent must be notified of repairs required, by message or otherwise, at first opportunity. M. E. Department representative must also be notified promptly upon arrival of train at point where defect is to be given attention.

**1156-A12.** On Secondary, Industrial and Running Tracks engineman and trainmen will, when weather conditions are such that flangeways of road crossings or switches may be obstructed with snow or ice, assure themselves that road crossings and switches are in safe condition to use. If necessary, trains and engines will be stopped and road crossings inspected by member of engine or train crews before passing over them.

#### 1156-A13. HOT JOURNALS-ROLLER BEARINGS

Passenger trainmen must obtain from Crew Dispatcher and carry with them while on duty a 200 DEGREE Tempilstik during the months of April through October, inclusive, and 175 DEGREE Tempilstik during the months of November through March, inclusive.

To determine when the roller bearing journal box is overheated to the extent that it must not be continued in service, proper Tempilstik must be used by stroking the outside surface of the top of the journal box. If a liquid smear results temperatures is in excess of allowable limit and report must be made to Superintendent for instructions.

#### 1156-A14. FLAT SPOTS ON WHEELS

In the application of Rule 4076G the following will govern: When a flat spot on a wheel of cars or engines develops enroute, and an inspection by member of the crew determines that the flat spot is not in excess of three (3) inches in length on passenger cars or empty freight cars, or two and one-half ( $2\frac{1}{2}$ ) inches in length on loaded freight cars or engines, and no other defects affecting the movement is observed, the train may continue at authorized speed.

If a flat spot in excess of the above dimensions but less than five (5) inches is found and no other defect is observed speed may be reduced to 10 miles per hour and a report made to the Superintendent.

If a flat spot of five (5) inches or larger is found report the same to the Superintendent and request instructions.

#### 1157-A. Speed Table

| Time per Mile |      | Miles per Hour | Time per Mile |      | Miles per Hour |
|---------------|------|----------------|---------------|------|----------------|
| Min.          | Sec. |                | Min.          | Sec. |                |
| 0             | 36   | 100            | 1             | 12   | 50             |
| 0             | 38   | 95             | 1             | 20   | 45             |
| 0             | 40   | 90             | 1             | 30   | 40             |
| 0             | 42   | 85             | 1             | 43   | 35             |
| 0             | 45   | 80             | 2             | 00   | 30             |
| 0             | 48   | 75             | 2             | 24   | 25             |
| 0             | 51   | 70             | 3             | 00   | 20             |
| 0             | 55   | 65             | 4             | 00   | 15             |
| 1             | 00   | 60             | 6             | 00   | 10             |
| 1             | 05   | 55             | 12            | 00   | 5              |

#### 1157-A2. Operating Against Current of Traffic Except where Rule 261 is in Effect.

| Entire Region         | Miles Per Hour |
|-----------------------|----------------|
| Passenger Trains..... | 50             |
| Freight Trains.....   | 50             |

| BUCKEYE DIVISION  |                |      |             |      |             |      |             |      |             |      |
|---|----------------|------|-------------|------|-------------|------|-------------|------|-------------|------|
| PASSENGER TRAINS AND FREIGHT TRAINS   |                |      |             |      |             |      |             |      |             |      |
| 1157-C1. Maximum Speeds, unless otherwise Specified                           |                |      |             |      |             |      |             |      |             |      |
| Main Line<br>Between:   | Single Track   |      | No. 4 Track |      | No. 3 Track |      | No. 2 Track |      | No. 1 Track |      |
|   | Pgr.           | Frt. | Pgr.        | Frt. | Pgr.        | Frt. | Pgr.        | Frt. | Pgr.        | Frt. |
|   | Miles per Hour |      |             |      |             |      |             |      |             |      |
| Region Post (Central Reg.)<br>and Custer                                      |                |      |             |      |             |      | 60          | 50   | 60          | 50   |
| Custer and Dennison   |                |      |             |      |             |      | 60          | 50   | 60          | 50   |
| Dennison and First St.,<br>Newark (C. & N. Div.)                              |                |      |             |      |             |      | 70          | 50   | 70          | 50   |
| Joyce Ave. and Neilston   |                |      |             |      |             |      | 20          | 20   | 20          | 20   |
| High St. and Water St.  |                |      |             |      |             |      | 10          | 10   | 10          | 10   |
| Water St. and Xenia   |                |      |             |      |             |      | 60          | 50   | 60          | 50   |
| Xenia and Clement   | 70             | 50   |             |      |             |      |             |      |             |      |
| Clement and Dutoit St.  | 40             | 30   |             |      |             |      |             |      |             |      |
| Dutoit St. and Wolf Creek   |                |      |             |      |             |      | 40          | 30   | 40          | 30   |
| Wolf Creek and Mile Post 19   | 40             | 30   |             |      |             |      |             |      |             |      |
| Mile Post 19 and New Paris  | 70             | 50   |             |      |             |      |             |      |             |      |
| Front St. and Dennison Ave.   |                |      | 30          | 30   | 15          | 15   |             |      |             |      |
| Dennison Ave. and<br>Olentangy  |                |      | 30          | 30   |             |      |             |      |             |      |
| Olentangy and Mounds  |                |      |             |      |             |      | 35          | 35   | 35          | 35   |
| Mounds and Rice   |                |      |             |      |             |      | 50          | 50   | 50          | 50   |
| Rice and West Rice  |                |      |             |      | 30          | 30   | 50          | 50   | 60          | 50   |
| West Rice and Bradford  |                |      |             |      |             |      | 50          | 50   | 60          | 50   |
| Bradford and New Paris  | 50             | 50   |             |      |             |      |             |      |             |      |
| New Paris and Division<br>Post (S'wn. Div.)                                   |                |      |             |      |             |      | 60          | 50   | 60          | 50   |
| <b>Richmond Branch<br/>Between:</b><br>East Norwood and Old<br>River Junction | 60             | 50   |             |      |             |      |             |      |             |      |
| New River Jct. and Glen   | 60             | 50   |             |      |             |      |             |      |             |      |
| Newman and Anoka  | 50             | 40   |             |      |             |      |             |      |             |      |

| C & X Branch<br>Between:   | Single Track   |      | No. 4 Track |      | No. 3 Track |      | No. 2 Track |      | No. 1 Track |      |
|--|----------------|------|-------------|------|-------------|------|-------------|------|-------------|------|
|  | Pgr.           | Frt. | Pgr.        | Frt. | Pgr.        | Frt. | Pgr.        | Frt. | Pgr.        | Frt. |
|  | Miles per Hour |      |             |      |             |      |             |      |             |      |
| Xenia and Foster   | 50             | 50   |             |      |             |      |             |      |             |      |
| Foster and Loveland  |                |      |             |      |             |      | 50          | 50   | 50          | 50   |
| Loveland and East Clare  | 50             | 50   |             |      |             |      |             |      |             |      |
| East Clare and Red Bank  |                |      |             |      |             |      | 50          | 50   | 50          | 50   |
| Red Bank and East<br>Norwood   | 50             | 50   |             |      |             |      |             |      |             |      |
| <b>Fort Wayne Branch<br/>Between:</b><br>Newman and Ridgeville         | 35             | 35   |             |      |             |      |             |      |             |      |
| <b>Undercliff Branch<br/>Between:</b><br>Red Bank and Rendcomb<br>Jct. |                |      |             |      |             |      | 30          | 30   | 30          | 30   |
| Valley and Rendcomb Jct.   | 30             | 30   |             |      |             |      |             |      |             |      |
| <b>Zanesville Branch<br/>Between:</b><br>New Lexington and Bremen      | 40             | 40   |             |      |             |      |             |      |             |      |

NOTE. Passenger trains with freight cars not equipped for passenger service must not exceed maximum speed for freight trains, except as provided below or unless otherwise instructed.

On tracks where maximum speed is 60 miles per hour or more, passenger trains consisting of more than 30 cars of all passenger equipment, or including box and refrigerator type freight cars not equipped for passenger service, may be operated at a maximum speed of 60 miles per hour, except where otherwise restricted.

Between the following locations where passenger train speed is 60 miles per hour or more, except where otherwise restricted, TT, AST2, CG2 and CG8 symbolled freight trains are authorized to operate at a maximum speed of 60 miles per hour:

Main line between Custer and Newark

Main line between Columbus and Thorne (via Xenia and Dayton)

Main line between Bradford and Rice on No. 1 track.

| BUCKEYE DIVISION   |                |      |              |      |           |      |
|--|----------------|------|--------------|------|-----------|------|
| 1157-C3. Wreck Trains and Work Trains  |                |      |              |      |           |      |
|  | Boom Trailing  |      | Boom Forward |      | On Curves |      |
|  | Miles per Hour |      |              |      |           |      |
|  | Wreck          | Work | Wreck        | Work | Wreck     | Work |
| <b>Main Line</b>   |                |      |              |      |           |      |
| <b>Between:</b>  |                |      |              |      |           |      |
| Region Post (Cen. Reg.) and First St., Newark (C. & N. Div.).....  | 40             | 40   | 30           | 30   | 30        | 30   |
| Joyce Avenue and Thorne.....   | 40             | 30   | 40           | 30   | 40        | 30   |
| <b>Branches</b>  |                |      |              |      |           |      |
| <b>C &amp; X</b>   |                |      |              |      |           |      |
| <b>Between:</b>  |                |      |              |      |           |      |
| Xenia and East Norwood.....  | 40             | 30   | 30           | 20   | 30        | 20   |
| <b>Richmond Branch</b>   |                |      |              |      |           |      |
| <b>Between:</b>  |                |      |              |      |           |      |
| Cincinnati to Anoka.....   | 35             | 30   | 25           | 20   | 25        | 20   |
| <b>Ft. Wayne</b> .....   | 35             | 30   | 25           | 20   | 25        | 20   |
| <b>Undercliff</b> .....  | 30             | 30   | 20           | 20   | 20        | 20   |
| <b>Zanesville</b> .....  | 30             | 30   | 30           | 20   | 30        | 20   |
| <b>Secondary Tracks</b>  |                |      |              |      |           |      |
| <b>Trinway</b> .....   | 30             | 30   | 30           | 20   | 30        | 20   |
| <b>Akron</b> .....   | 30             | 30   | 25           | 20   | 25        | 20   |
| <b>Zanesville</b> .....  | 30             | 30   | 30           | 20   | 30        | 20   |
| <b>Undercliff</b> .....  | 30             | 30   | 25           | 20   | 25        | 20   |
| <b>Morrow</b>  |                |      |              |      |           |      |
| <b>Between:</b>  |                |      |              |      |           |      |
| Bremen and Lancaster.....  | 25             | 30   | 25           | 20   | 25        | 20   |
| Lancaster and MS.....  | 25             | 25   | 25           | 20   | 25        | 20   |
| <b>Springfield</b> .....   | 20             | 20   | 20           | 20   | 20        | 20   |
| <b>Court St.</b> .....   | 20             | 20   | 15           | 15   | 15        | 15   |
| <b>Middletown</b> .....  | 20             | 20   | 15           | 20   | 15        | 20   |
| <b>Undercliff</b> .....  | 30             | 30   | 20           | 20   | 20        | 20   |
| <b>Fort Wayne</b> .....  | 30             | 30   | 25           | 20   | 25        | 20   |
| <b>Ridgeville</b> .....  | 30             | 30   | 25           | 20   | 25        | 20   |
| Work trains without crane may operate at speed authorized for freight trains, unless otherwise instructed. |                |      |              |      |           |      |

| BUCKEYE DIVISION  |                |
|---|----------------|
| CURVES, BRIDGES, ETC.   |                |
| 1157-F1. Maximum Speed  |                |
| Main Line:  | Miles per Hour |
| Jewett Street, Dennison and Water Street, overhead bridge, Uhrichsville.....                      | 30             |
| First curve east of Mile Post 94, west of Uhrichsville..  | 60             |
| Newcomerstown, College Street and Goodrich Street..   | 50             |
| Curve at Mile Post 122, West of Wally.....  | 60             |
| Coshocton—All street crossings between Mile Post 122 and Mile Post 123.....                       | 35             |
| Curves between Mile Post 125 and Mile Post 126, east of Tyndall.....                              | 60             |
| On reverse curve at Mile Post 148, east of Hanover....  | 60             |
| First and second curves west of Hanover.....  | 60             |
| Newark, O'Bannon Avenue, 400 feet west of Mile Post 156 and B. & O. Crossing.....                 | 25             |
| Newark, B. & O. R. R. crossing.....   | 15             |
| Joyce Avenue—Within interlocking limits.....  | 15             |
| High Street interlocking limits.....  | 10             |
| Columbus—Over all street grade crossings.....   | 45             |
| —Between Water Street grade crossing and west end of first curve west of Scioto River Bridge..... | 25             |
| London—Within corporate limits.....   | 35             |
| South Charleston—Curve west of Mile Post 36.....  | 50             |
| Xenia—East end Xenia Yard—Curve west of Mile Post 53, No. 1 track.....                            | 60             |
| —Curves between Mile Post 1 and Mile Post 2..   | 50             |
| —Over street grade crossings on single track....  | 25             |
| Dayton—All street grade crossings Dutoit St. to Wolf Creek.....                                   | 25             |
| Troutwood—Within corporate limits.....  | 60             |
| Brookville—Within corporate limits.....   | 35             |
| West Sonora—Curve 2.0 miles west of.....  | 65             |
| First curve east of Mile Post 49, east of New Paris....   | 65             |
| Olentangy—Within Interlocking limits.....   | 30             |
| Columbus—Between Olentangy and Mile Post 3.....   | 30             |
| Urbana—Over street grade crossings.....   | 25             |
| Bradford—Within Corporate limits.....   | 30             |
| Greenville—First curve west of Mile Post 94.....  | 25             |
| —Mile Post 95 to Signal 955.....  | 45             |
| Hewitt—Curve between Interlocking Station and Mile Post 103.....                                  | 35             |
| New Paris—First curve west of Mile Post 114.....  | 55             |
| Glen—First curve west of Mile Post 116.....   | 60             |
| —Within interlocking limits.....  | 50             |
| Richmond—First curve east of Mile Post 119.....   | 60             |
| —Curves east and west of Mile Post 120.....   | 10             |
| Hills—Curve west of Mile Post 122, Track No. 2.....   | 65             |

|  | Miles<br>per Hour |
|--|-------------------|
| <b>C &amp; X Branch:</b>   |                   |
| Curve Mile Post 73, east of Oregonia.....                                    | 40                |
| Curves Mile Post 76 to west of Mile Post 79, west of Oregonia.....           | 40                |
| Curve east of Bridge 82.95 and through Morrow.....                           | 15                |
| Between Mile Post 84 and a point 1000 feet east thereof.....                 | 30                |
| Curves Mile Post 86 to west of Mile Post 87, east of South Lebanon.....      | 40                |
| Curves So. Lebanon to 3960 ft. west of Kings Mills....                       | 40                |
| Between Mile Post 93 and a point 500 feet west thereof, No. 2 track.....     | 40                |
| Curve Mile Post 93, west of Foster.....                                      | 40                |
| Within Corporate limits Loveland.....  | 15                |
| Between Mile Post 99 and Mile Post 101, East of Donnelly.....                | 40                |
| Curves Mile Post 104 to Mile Post 106 west of Milford.....                   | 40                |
| Curves Red Bank to East Norwood.....   | 40                |
| <b>Cincinnati to Anoka:</b>  |                   |
| Curves Norwood and East Switch, Oakley to 885 feet west of Mile Post 12..... | 40                |
| Curve Mile Post 15 to Mile Post 16, Reading.....                             | 40                |
| Curve Mile Post 25 to Mile Post 26, east of Mosler....                       | 40                |
| Curves Mile Post 30 to Old River Jct.....                                    | 15                |
| Over street crossings, Hamilton.....   | 25                |
| Over street crossings, Eaton.....  | 30                |
| Curve Mile Post 69, three miles east of Glen.....                            | 50                |
| Curve east of Mile Post 72, east of Glen.....                                | 30                |
| Between Mile Post 84, west of Greensfork and Mile Post 86, west of NS.....   | 30                |
| Curves east of Mile Post 101, to Mile Post 101.....                          | 40                |
| Curve Mile Post 101 to Mile Post 102.....                                    | 30                |
| Curve east of Mile Post 122, east of Delco.....                              | 40                |
| Between Gridley and Dow.....   | 30                |
| Curve at Dow, N. Y. C. Crossing.....   | 40                |
| Elwood—Within corporate limits.....  | 30                |
| Over street crossings, Kokomo.....   | 30                |
| <b>Fort Wayne Branch:</b>  |                   |
| Curve at Mile Post 1, west of Newman.....                                    | 30                |
| First Curve east of Mile Post 24, east of Winchester....                     | 30                |
| Curves west of Mile Post 24, Winchester.....                                 | 15                |
| Winchester to a point 700 feet west of Mile Post 25....                      | 15                |
| Curves Mile Post 33, Ridgeville.....   | 25                |
| <b>Zanesville Branch:</b>  |                   |
| Bridge 39.30, 1320 feet west of Mile Post 39, west of New Lexington.....     | 20                |
| Junction City, B. & O. R. R. Crossing.....                                   | 15                |
| Bremen, within corporate limits.....   | 10                |
| <b>Akron Secondary Track:</b>  |                   |
| Within interlocking limits and through North Transfer Track, Orrville.....   | 15                |
| Between Mile Post 73 and Mile Post 80.....                                   | 25                |
| Windsor Avenue, north of Pennor Crossing.....                                | 15                |
| Pennor-Crossing within Interlocking Limits.....                              | 15                |
| <b>Trinway Secondary Track:</b>  |                   |
| Between Mile Post 1 and Mile Post 4.....                                     | 15                |
| Dresden, within corporate limits.....  | 8                 |
| Between Bridge 8.87 and 600 feet east.....                                   | 10                |
| Zanesville, within corporate limits.....                                     | 15                |

|  | Miles<br>per Hour |
|--|-------------------|
| <b>Zanesville Secondary Track:</b>   |                   |
| Zanesville, within corporate limits.....   | 15                |
| Curves between Zanesville and Fair Oaks.....   | 15                |
| South Zanesville, Main Street Crossing.....  | 15                |
| Between 1500 feet east of Mile Post 22 and 4300 feet east of Mile Post 22.....   | 10                |
| Between 2000 feet east of Mile Post 24 and Mile Post 25, east of Roseville.....  | 15                |
| Crooksville, Main Street crossing.....   | 10                |
| <b>Morrow Secondary Track:</b>   |                   |
| Bremen, within corporate limits.....   | 10                |
| Circleville, Clinton St., and N. & W. R. R. Crossing...<br>Between one half mile east of Mile Post 83, west of Circleville, and Mile Post 83.....        | 10                |
| New Holland, within corporate limits.....  | 25                |
| Washington C. H., over B & O. and D. T. & I. R. R. crossing.....   | 8                 |
| Sabina, within corporate limits.....   | 20                |
| Sabina, Howard Street crossing.....  | 15                |
| Wilmington, within corporate limits.....   | 5                 |
| Ogden (West of Mile Post 136): Over Pyles crossing..<br>Between 2700 feet west of Mile Post 142, and 3000 feet west of Mile Post 142, east of Hicks..... | 8                 |
| Morrow, within corporate limits.....   | 15                |
| <b>Court St. Secondary Track:</b>  |                   |
| Curves end of secondary track to Mile Post 27, Lebanon.....  | 15                |
| Curves Mile Post 29 to Mile Post 31, east of Hageman..   | 15                |
| Curves Mile Post 38 to Mile Post 39, west of Mason...<br>Curves Mile Post 47, Deer Park to Mile Post 50, McCullough.....                                 | 15                |
| Over Montgomery Ave. Crossing, Norwood.....  | 15                |
| Cleany Ave., and Woodburn Ave.....   | 5                 |
| <b>Springfield Secondary Track:</b>  |                   |
| Xenia—Through Detroit Street.....  | 10                |
| —Between Detroit Street and Passenger station..  | 6                 |
| Bridge 0.13—0.13 mile east of Xenia.....   | 15                |
| Bridge 10.29—0.29 mile east of Yellow Springs.....   | 10                |
| Over crossing (Leffel's Lane) 400 feet west of Mile Post 17.....   | 10                |
| Over crossing (Possum Road) 3060 feet west of Mile Post 17.....  | 5                 |
| Springfield—Over Limestone Street, Fountain Avenue and Center Street.....  | 5                 |
| <b>BUCKEYE DIVISION</b>  |                   |
| <b>TURNOUTS</b>  |                   |
| <b>1157-D1. Maximum Speed</b>  |                   |
| Non-Interlocked crossovers and turnout—diverging movements.....  | 10                |
| West Rice—No. 3 to No. 2 track Trailing—Springing switch through turnout.....  | 30                |



**BUCKEYE DIVISION**

**SECONDARY TRACKS, RUNNING TRACKS AND SIDINGS**

**1157-H1. Maximum speeds, unless otherwise specified**

| Track            | Between                            | And                   | Miles per Hour |
|------------------|------------------------------------|-----------------------|----------------|
| No. 101.....     | Uhrich.....                        | Dyke.....             | 15             |
| Trinway.....     | RY.....                            | End of Block....      | 30             |
| Zanesville.....  | Mile Post 14.1....                 | Mile Post 16.5....    | 15             |
| Zanesville.....  | End of Block.....                  | New Lexington...      | 30             |
| Fultonham.....   | Zanesville Sec-<br>ondary Track... | Fultonham.....        | 5              |
| Morrow.....      | Bremen.....                        | MS.....               | 30             |
| No. 20.....      | St. Clair Ave....                  | East End Yard A.      | 15             |
| No. 1 and No. 2. | Fourth Street....                  | Olentangy.....        | 15             |
| No. 3 and No. 4. | Glen.....                          | Newman.....           | 15             |
| Springfield..... | Xenia.....                         | Springfield....       | 20             |
| Court St.....    | Lebanon.....                       | Court St.....         | 20             |
| Middletown....   | Mile Post 5.....                   | Middletown Jct..      | 20             |
| Eastward.....    | Bradford.....                      | East Bradford....     | 15             |
| Westward.....    | East Bradford....                  | Bradford.....         | 15             |
| Undercliff.....  | Rendcomb Jct....                   | Cliff (No. 2)....     | 15             |
| Undercliff.....  | Cliff.....                         | Oasis.....            | 30             |
| Undercliff.....  | Cliff.....                         | Oasis.....            | 20*            |
| Akron.....       | Pennor Crossing..                  | Div. Post (Lake Div.) | 30             |
| Ridgeville.....  | Ridgeville.....                    | End of Block....      | 30             |

\*For movements against assigned direction of traffic.

**1157-J1.** In the application of **Rule 113**, movements on the following tracks must not exceed the speed indicated, prepared to stop short of other movements, obstruction, or switch not properly lined:

| Track                   | Between       | And                 | Miles per Hour |
|-------------------------|---------------|---------------------|----------------|
| Yard Running...         | Vance.....    | Matthews.....       | 15             |
| Industrial.....         | Clement.....  | Hempstead.....      | 15             |
| Industrial.....         | Dayton.....   | Lytle.....          | 15             |
| Dresden.....            | Killbuck..... | Ayres Mineral....   | 10             |
| Howard.....             | Howard.....   | Millwood Sand Co..  | 10             |
| Broken Aro<br>Mine..... | Trinway.....  | Broken Aro Mine.... | 15             |

**Zanesville Secondary Track**

**ZANESVILLE TERMINAL R. R.:**

**1159-A1.** Cars with a gross weight of over 210,000 pounds are prohibited.

**Zanesville Branch**

**NEW LEXINGTON—JUNCTION CITY:**

**1159-A2.** Trains handling N. Y. C. R. R., cars with a gross weight of 320,000 pounds are restricted to the speed indicated while passing over the following bridges:

| Bridge No. | Location              | Miles Per Hour |
|------------|-----------------------|----------------|
| 39.30      | West of New Lexington | 40             |
| 41.76      | East of Junction City | 20             |

**BUCKEYE DIVISION**

**1160-A2.** Class GF-25 diesel units must not exceed a speed of 10 miles per hour on tracks other than Main, Secondary and Running tracks.

**1160-A3.** Class FRS-20 engines prohibited on Eggleston Avenue between Court Street and Pearl Street.

**1160-B1. Other Equipment Restrictions**

In accordance with General Notice No. 208-G, dated July 1, 1963, cars having a combined weight of car and lading as shown below are subject to the following restrictions as to speed over certain bridges, etc.:

| Combined Weight of Car and Lading (Lbs.) | Minimum Coupled Length | Restrictions                   |
|--|------------------------|--------------------------------|
| 150,000 to 170,000                       | 40'-0"                 | Same as Column 2 Engines       |
| 170,000 to 220,000                       | 42'-0"                 | Same as Column 5 Engines       |
| 220,000 to 263,000                       | 48'-0"                 | Same as Column L Special Loads |

The above restrictions do not apply to Jenny Type hopper or gondola cars. These cars have a gross weight of up to 220,000 pounds and a coupled length of approximately 24 feet. Their effect on long span bridges is severe and they are subject to restrictions under Special Instruction **1160-A1** as follows:

"Two or more loaded coupled cars—Column J Special Loads"  
A maximum weight of 263,000 pounds, car and lading, can be handled except as restricted below:

**ZANESVILLE SECONDARY TRACK** (Mile Post 111.0 west of Washington Court House to Morrow—Bridges Nos. 111.69, 114.30, 131.50 and 135.03)..... 220,000 pounds.

Cars of Foreign or Private Ownership with weight of car and lading over 220,000 pounds, equipped with 4 wheel trucks having wheels of less than 36 inch nominal diameter are not to be accepted for movement without authority of General Manager Transportation.

Because of light rail, cars having combined weight of car and lading over 220,000 up to 263,000 pounds, may be moved over the following territory only at restricted speed as shown:

**ZANESVILLE SECONDARY TRACK:**

Mile Post 29.8 to Mile Post 38.2..... 15 miles per hour

**ZANESVILLE BRANCH:**

Mile Post 49.8 to Bremen..... 15 miles per hour

**MORROW SECONDARY TRACK:**

Bremen to Mile Post 64.4..... 15 miles per hour

Mile Post 79.0 to Mile Post 111.0..... 15 miles per hour

**SPRINGFIELD SECONDARY TRACK:**

Mile Post 14.1 to Mile Post 17.8..... 15 miles per hour

**COURT STREET SECONDARY**

**TRACK:..... 15 miles per hour**

**MIDDLETOWN SECONDARY TRACK:**

Mile Post 7.1 to Mile Post 7.2.....15 miles per hour  
 Mile Post 9.7 to Mile Post 10.0.....15 miles per hour

**DRESDEN INDUSTRIAL TRACK:**.....15 miles per hour

**DAYTON-LYTLLE INDUSTRIAL**

**TRACK:**.....15 miles per hour

**CLEMENT-HEMPSTEAD INDUSTRIAL**

**TRACK:**.....15 miles per hour

**MUNCIE YARD RUNNING TRACK:**....15 miles per hour

**MIDDLETOWN YARD RUNNING TRACK:**

Mile Post 0 to Mile Post 1.1.....15 miles per hour  
 Mile Post 3.0 to Mile Post 3.2.....15 miles per hour

**CHICAGO DIVISION****PASSENGER TRAINS AND FREIGHT TRAINS****1157-C1. Maximum Speeds, unless otherwise Specified**

|   | Single Track   |      | No. 4 Track |      | No. 3 Track |      | No. 2 Track |      | No. 1 Track |      |
|---|----------------|------|-------------|------|-------------|------|-------------|------|-------------|------|
|   | Psg.           | Frt. | Psg.        | Frt. | Psg.        | Frt. | Psg.        | Frt. | Psg.        | Frt. |
| <b>Main Line</b>                                |                |      |             |      |             |      |             |      |             |      |
| <b>Between:</b>                                 |                |      |             |      |             |      |             |      |             |      |
|   | Miles per Hour |      |             |      |             |      |             |      |             |      |
| Division Post (Ft. Wayne Div.) and Virginia St. |                |      |             |      |             |      | 79          | 50   | 79          | 50   |
| Virginia Street and Gary                        |                |      |             |      |             |      | 45          | 45   | 45          | 45   |
| Gary and Cline Avenue                           |                |      |             |      |             |      | 70          | 50   | 70          | 50   |
| Cline Avenue and Mahoning                       |                |      |             |      |             |      | 45          | 45   | 45          | 45   |
| Mahoning and Whiting                            |                |      |             |      |             |      | 60          | 50   | 60          | 50   |
| Whiting and Roby                                |                |      | 40          | 40   | 20          | 20   | 60          | 50   | 60          | 50   |
| Roby and State Line                             |                |      | 40          | 40   | 20          | 20   | 70          | 50   | 70          | 50   |
| State Line and Englewood                        |                |      | 40          | 40   | 30          | 30   | 70          | 50   | 70          | 50   |
| Englewood and 58th Street                       |                |      | 30          | 30   | 30          | 30   | 70          | 50   | 70          | 50   |
| 58th Street and South Branch Bridge             |                |      |             |      |             |      | 70          | 50   | 70          | 50   |
| Bradford and Union City                         |                |      |             |      |             |      | 45          | 45   | 50          | 50   |
| Union City and Kirk                             | 50             | 50   |             |      |             |      |             |      |             |      |
| Kirk and Anoka                                  |                |      |             |      |             |      | 45          | 45   | 50          | 50   |
| Anoka and Race                                  |                |      |             |      |             |      | 50          | 50   | 50          | 50   |
| Race and Elm                                    |                |      |             |      |             |      | 30          | 30   | 30          | 30   |
| Elm and Van                                     |                |      |             |      |             |      | 30          | 30   | 30          | 30   |
| Van and Bernice                                 |                |      |             |      |             |      | 60          | 50   | 60          | 50   |
| Bernice and Beverly Jct.                        |                |      |             |      |             |      | 30          | 30   | 30          | 30   |
| <b>S. C. &amp; S.</b>                           |                |      |             |      |             |      |             |      |             |      |
| Bernice and Burnham                             | 60             | 40   |             |      |             |      |             |      |             |      |
| Burnham and Hegewisch                           | 60             | 35   |             |      |             |      |             |      |             |      |
| Hegewisch and 4000 feet west of Mile Post 2     | 60             | 40   |             |      |             |      |             |      |             |      |
| 4000 feet west of Mile Post 2 and Colehour Jct. | 40             | 40   |             |      |             |      |             |      |             |      |
| <b>I. &amp; F. Branch</b>                       |                |      |             |      |             |      |             |      |             |      |
| <b>Between:</b>                                 |                |      |             |      |             |      |             |      |             |      |
| Clymers and Van                                 | 60             | 50   |             |      |             |      |             |      |             |      |
| <b>Effner Branch</b>                            |                |      |             |      |             |      |             |      |             |      |
| <b>Between:</b>                                 |                |      |             |      |             |      |             |      |             |      |
| Kenneth and Effner                              | 40             | 40   |             |      |             |      |             |      |             |      |
| <b>South Bend Branch</b>                        |                |      |             |      |             |      |             |      |             |      |
| <b>Between:</b>                                 |                |      |             |      |             |      |             |      |             |      |
| Van and Fern                                    | 15             | 15   |             |      |             |      |             |      |             |      |
| Fern and Mile Post 178                          | 35             | 35   |             |      |             |      |             |      |             |      |
| Mile Post 178 and South Bend                    | 10             | 10   |             |      |             |      |             |      |             |      |

NOTE 1—Between the points specified below, AST-4, TT, AST-2, CG-2, CG-8 and NF-6 symbolled freight trains are authorized to operate at a maximum speed of 60 miles per hour unless otherwise restricted.

MAIN LINE—Between  
Division Post Ft. Wayne Division—GARY.—On No. 1 and  
No. 2 Tracks.

VAN—BERNICE.—On No. 1 Track only.  
Between Van and Mile Post 219.  
Between Mile Post 255 and Mile Post 272.

NOTE 2—On tracks where maximum speed is 60 miles per hour or more, trains consisting of more than 30 cars of all passenger equipment may be operated at a maximum speed of 60 miles per hour, except where otherwise restricted.

Passenger trains with freight cars not equipped for passenger service must not exceed maximum speed for freight trains unless otherwise instructed.

### CHICAGO DIVISION

#### 1157-C3. Wreck Trains and Work Trains

|   | Boom<br>Trailing |      | Boom<br>Forward |      | On<br>Curve |
|---|------------------|------|-----------------|------|-------------|
|   | Miles per Hour   |      |                 |      |             |
|   | Wreck            | Work | Wreck           | Work | Work        |
| <b>Main Line<br/>Between:</b>   |                  |      |                 |      |             |
| Division Post (Ft. Wayne Div.)<br>and South Branch Bridge, No. 1<br>and No. 2 tracks..... | 50               | 30   | 40              | 20   | 20          |
| Whiting and 58th St., No. 3 and<br>No. 4 Tracks.....                                      | 25               | 30   | 25              | 20   | 20          |
| Brandford and Race.....   | 40               | 30   | 30              | 20   | 20          |
| Race and Van.....   | 30               | 30   | 30              | 20   | 20          |
| Van and Bernice.....  | 50               | 30   | 40              | 20   | 20          |
| Bernice and Colehour Jct.....   | 30               | 30   | 25              | 20   | 20          |
| Bernice and Beverly Jct.....  | 30               | 30   | 25              | 20   | 20          |
| <b>I. &amp; F. Branch<br/>Between:</b>  |                  |      |                 |      |             |
| Clymers and Van.....  | 35               | 30   | 25              | 20   | 20          |
| <b>South Bend Branch<br/>Between</b>  |                  |      |                 |      |             |
| Van and South Bend.....   | 25               | 25   | 20              | 20   | 20          |
| <b>Effner Branch<br/>Between:</b>   |                  |      |                 |      |             |
| Kenneth and Effner.....   | 25               | 25   | 20              | 20   | 20          |

Work Trains without crane may operate at speed authorized for freight trains, unless otherwise instructed.

### CHICAGO DIVISION

#### TURNOUTS

##### 1157-D1. Maximum Speed

| Spring Switch<br>Location  | Movement Involving<br>Spring Switch               | Miles<br>Per Hour |
|--|---|-------------------|
| Roby—Yard track to<br>No. 3 Track  | Trailing—Springing switch<br>through turnout..... | 15                |
| Green Street<br>No. 1 Secondary<br>Track to Secondary<br>Track of no assigned<br>direction | Trailing—Springing switch<br>through turnout..... | 15                |
| Winchester Avenue<br>No. 2 Secondary<br>Track to yard<br>Track                             | Trailing—Springing switch<br>through turnout..... | 15                |
| Non-Interlocked Crossovers and turnouts—diverging<br>movements.....                        |   | 10                |
| Alton Jct.—Interlocked turnouts to G. M. & O. R. R.,<br>diverging movements.....           |   | 10                |

### CHICAGO DIVISION

##### 1157-E1. Maximum Speed approaching a Movable Bridge on a track not protected by both a Home Signal and a Distant Signal

| Location   | Miles<br>per Hour |
|--|-------------------|
| <b>River Branch Jct.</b><br>Movements against current of traffic, on Tracks No. 1,<br>No. 2 and No. 4..... | 20                |
| Westward movements from Calumet River Line.....  |                   |
| Eastward movements from Belt Ry. Connection.....   |                   |
| <b>Beverly Jct.—Western Avenue Secondary Track<br/>Drainage Canal Movable Bridge, all movements.....</b>   | 20                |

## CHICAGO DIVISION

## CURVES, BRIDGES, ETC.

## 1157-F1. Maximum Speed

| Main Line:   | Miles per Hour |
|--|----------------|
| Curve between Mile post 423.5 and Mile Post 423.7....                                | 75             |
| Curves between Roby and State Line.....  | 55             |
| Roby, on No. 3 and 4 track between spring switch in No. 3 track and Calumet Ave..... | 15             |
| Curve west of Mile Post 460.....   | 55             |
| Curve west of Mile Post 461 (60th St.).....  | 25             |
| First and second curves west of Mile Post 462 (55th St.).....                        | 40             |
| Third curve west of Mile Post 462 (51st St.).....                                    | 50             |
| Fourth curve west of Mile Post 462 (49th St.).....                                   | 50             |
| Curve at Mile Post 463 (47th St.).....   | 50             |
| Alton Jct., over C&WI-Santa Fe Crossing.....   | 15             |
| Union City—Between passenger station and Big Four Crossing.....                      | 40             |
| Ridgeville—Southwest wye.....  | 25             |
| Gas City—Main Street Crossing; first crossing East of passenger station.....         | 40             |
| Marion—Street grade crossings.....   | 25             |
| Elm, over Wabash crossing.....   | 15             |
| First curve west of Kenneth, No. 2 track.....  | 50             |
| West Pullman, within interlocking limits.....  | 20             |
| Beverly Jct., over Rock Island and B. & O. C. T. R. R. Crossings.....                | 20             |
| <b>S. C. &amp; S.</b>  |                |
| Curve, Bernice to point 528 feet west of Bernice.....                                | 30             |
| Curve east of Bridge 4.76, Burnham.....  | 30             |
| Curve west of Bridge 4.76, Burnham.....  | 25             |
| Curve at 103rd Street, east of Colehour Jct.....                                     | 20             |
| <b>I. &amp; F. Branch</b>  |                |
| Long Cliff—North of Mile Post 113, North of Long Cliff.....                          | 50             |
| <b>South Bend Branch:</b>  |                |
| Logansport—Over North Third Street, 2400 feet west of Mile Post 115.....             | 5              |
| Logansport—Over North Sixth Street, 2750 feet west of Mile Post 115.....             | 5              |
| Delong—Within interlocking limits.....   | 20             |
| Plymouth Interlocking and 2960 feet west of Plymouth Interlocking.....               | 15             |
| LaPaz Junction, within interlocking limits.....                                      | 20             |
| Lakeville, within interlocking limits.....   | 20             |
| <b>Effner Branch</b>   |                |
| Monticello, within interlocking limits.....  | 20             |
| Reynolds, within interlocking limits.....  | 20             |

## CHICAGO DIVISION

## SECONDARY TRACKS, RUNNING TRACKS AND SIDINGS

## 1157-H1. Maximum speed unless otherwise specified

| Track   | Between          | And                | Miles per Hour |
|---|------------------|--------------------|----------------|
| Beverly Jct.-Western Ave. Secondary Tracks No. 1 and No. 2.....   | Beverly Jct..... | Western Ave.....   | 20             |
| No. 3.....  | 58th Street..... | 55th Street.....   | 10             |
| No. 4.....  | 58th Street..... | 55th Street.....   | 10             |
| No. 3 and No. 4.....  | 47th Street..... | 40th Street.....   | 20             |
| No. 4.....  | 40th Street..... | 22nd Street.....   | 20             |
| Calumet River Line.....   | Hegewisch.....   | River Br. Jct..... | 20             |
| Englewood Connecting Line On Wye Tracks. On Secondary Tracks..... | E. C.....        | Ford Street.....   | 10             |
| Over Hoyne Ave.....   | Ford Street..... | Hoyne Ave.....     | 20             |
| On Wye Tracks.....  | Hoyne Ave.....   | 59th Street.....   | 8              |
|   |                  |                    | 10             |

**1160-A3.** All classes of engines are prohibited from using Brahmam Industrial Track trestle located 2200 feet west of Western Avenue.

**1160-B1. Other Equipment Restrictions**

Cars having a combined weight of car and lading, as shown below, are subject to the following restrictions as to speed over certain bridges, etc.:

| Weight of Car (Pounds) | Minimum Coupled Length | Restrictions     |
|------------------------|------------------------|------------------|
| 150,000-170,000        | 40'-0"                 | Same as Column 2 |
| 170,000-220,000        | 42'-0"                 | Same as Column 5 |
| 220,000-263,000        | 48'-0"                 | Same as Column L |

Cars in the above weight classifications, but shorter than the minimum coupled length specified and cars having a combined weight of car and lading in excess of 263,000 pounds are subject to special restrictions.

The above restrictions do not apply to Jenny type hopper or gondola cars. These cars have a gross weight up to 210,000 lbs. and a coupled length of approximately 24 feet. Their effect on long bridge spans is very severe and trains with loaded coupled Jenny type hopper or gondola cars are subject to restrictions in Special Instruction **1160-A1** as follows:

Column J special load restrictions.

Cars having a combined weight of car and lading of over 222,000 up to 263,000 pounds may be moved, 15 miles per hour, over the following tracks:

South Bend Branch—{Mile Post 121 to Mile Post 139.  
                                  {Mile Post 142 to Mile Post 153.

Crown Point, Letz Co. Middle Track... X-40 type box cars  
Maynard, National Brick Co. Track, all engines are prohibited from entering building.

**SOUTH BEND BRANCH:**

South Bend {Studebaker Aviation.....} X-40 type box cars  
{Freight House No. 1 track..}

**EFFNER BRANCH:**

Newton, Newton County Stone Co. tipple..... All box cars

**ENGLEWOOD CONNECTING LINE:**

All cars 85 feet or more in length are restricted on tracks indicated as follows:

| Location         | Track  | Restriction |
|------------------|--|-------------|
| 59th Street Yard | East Wye connection from Englewood Connecting Line Secondary Track to Yard Running Track | Prohibited  |

**FORT WAYNE DIVISION**

**PASSENGER TRAINS AND FREIGHT TRAINS**

**1157-C1. Maximum Speeds, unless otherwise Specified**

|   | Single Track   |      | No. 4 Track |      | No. 3 Track |      | No. 2 Track |      | No. 1 Track |      |
|---|----------------|------|-------------|------|-------------|------|-------------|------|-------------|------|
|   | Pagr.          | Frt. | Pagr.       | Frt. | Pagr.       | Frt. | Pagr.       | Frt. | Pagr.       | Frt. |
| <b>Main Line-Eastern<br/>Between:</b>   | Miles per Hour |      |             |      |             |      |             |      |             |      |
| Region Post (Cen. Region) and Lucas     |                |      |             |      |             |      | 70          | 50   | 70          | 50   |
| Lucas and Mansfield                     |                |      |             | 30   | 30          |      | 70          | 50   | 70          | 50   |
| Mansfield and Mile Post 188             |                |      |             |      |             |      | 70          | 50   | 70          | 50   |
| Mile Post 188 and Crestline             |                |      |             |      |             |      | 30          | 30   | 30          | 30   |
| Crestline and East Colsan               |                |      |             |      |             |      | 79          | 50   | 79          | 50   |
| East Colsan and Colsan                  |                |      |             | 40   | 40          |      | 79          | 50   | 79          | 50   |
| Colsan and Winter St. (Ft. W.)          |                |      |             |      |             |      | 79          | 50   | 79          | 50   |
| Winter St. and Broadway (Ft. W.)        |                |      |             |      |             |      | 30          | 30   | 30          | 30   |
| Broadway (Ft. W.) and Junction          |                |      |             |      |             |      | 40          | 40   | 60          | 40   |
| Junction and D vision Post (Chgo Div.)  |                |      |             |      |             |      | 79          | 50   | 79          | 50   |
| <b>Toledo Branch<br/>Between:</b>       |                |      |             |      |             |      |             |      |             |      |
| Penford and Carleton                    | 50             | 50   |             |      |             |      |             |      |             |      |
| Galena and Olive                        |                |      |             |      |             |      | 30          | 30   | 30          | 30   |
| Walbridge and Gibsonburg                |                |      |             |      |             |      | 50          | 50   | 50          | 50   |
| Gibsonburg and Maple Grove              | 50             | 50   |             |      |             |      |             |      |             |      |
| Maple Grove and Coleman                 |                |      |             |      |             |      | 50          | 50   | 50          | 50   |
| Coleman and Bloomville                  | 50             | 50   |             |      |             |      |             |      |             |      |
| Bloomville and Carrothers               |                |      |             |      |             |      | 50          | 50   | 50          | 50   |
| <b>Grand Rapids Branch<br/>Between:</b> |                |      |             |      |             |      |             |      |             |      |
| Junction and Mile Post 407              | 40             | 40   |             |      |             |      |             |      |             |      |
| Mile Post 407 and Carp Lake             | 30             | 30   |             |      |             |      |             |      |             |      |
| <b>Logansport Branch<br/>Between:</b>   |                |      |             |      |             |      |             |      |             |      |
| Van and Fern                            | 15             | 15   |             |      |             |      |             |      |             |      |
| Fern and Vandale                        | 40             | 40   |             |      |             |      |             |      |             |      |

NOTE 1. Between the points specified below, AST-4, TT, AST-2, CG-2, CG-8 and NF-6 symbolled freight trains are authorized to operate at a maximum speed of 60 miles per hour unless otherwise restricted:

## MAIN LINE—BETWEEN

Division Post Chicago Division—Division Post Ft. Wayne  
Division East of Lucas on No. 1 and No. 2 Track.

Passenger trains with freight cars not equipped for passenger service must not exceed maximum speed for freight trains except as provided below or unless otherwise instructed.

On tracks where maximum speed is 60 miles per hour or more, passenger trains consisting of more than 30 cars of all passenger equipment, or including box and refrigerator type freight cars not equipped for passenger service, may be operated at a maximum speed of 60 miles per hour, except where otherwise restricted.

## FORT WAYNE DIVISION

## 1157-C3. Wreck Trains and Work Trains

|  | Boom Trailing  |      | Boom Forward |      | On Curves |      |
|--|----------------|------|--------------|------|-----------|------|
|  | Miles per Hour |      |              |      |           |      |
|  | Wreck          | Work | Wreck        | Work | Wreck     | Work |
| <b>Main Line—Eastern</b>                                       |                |      |              |      |           |      |
| <b>Between:</b>  |                |      |              |      |           |      |
| Region Post (Cent. Region) and<br>Division Post (Chicago Div.) |                |      |              |      |           |      |
| Passenger track.....   | 50             | 30   | 40           | 20   | 20        | 20   |
| Freight track.....   | 30             | 30   | 25           | 20   | 20        | 20   |
| <b>Toledo Branch</b>   |                |      |              |      |           |      |
| <b>Between:</b>  |                |      |              |      |           |      |
| Penford and Olive.....   | 45             | 30   | 35           | 20   | 20        | 20   |
| Walbridge and Carrothers.....                                  | 45             | 30   | 35           | 20   | 20        | 20   |
| <b>Logansport Branch</b>                                       |                |      |              |      |           |      |
| <b>Between:</b>  |                |      |              |      |           |      |
| Van and Fern.....  | 15             | 15   | 15           | 15   | 15        | 15   |
| Fern and Vandale.....  | 25             | 25   | 20           | 20   | 20        | 20   |
| <b>Grand Rapids Branch</b>                                     |                |      |              |      |           |      |
| <b>Between:</b>  |                |      |              |      |           |      |
| Mackinaw City and Grand Rapids.                                | 30             | 30   | 20           | 20   | 20        | 20   |
| Grand Rapids and Junction.....                                 | 35             | 30   | 25           | 20   | 20        | 20   |
| <b>Muskegon Secondary Track</b>                                |                |      |              |      |           |      |
| <b>Between:</b>  |                |      |              |      |           |      |
| Shaw and Walker.....   | 30             | 30   | 20           | 20   | 20        | 20   |
| <b>Traverse City Secondary Track</b>                           |                |      |              |      |           |      |
| <b>Between:</b>  |                |      |              |      |           |      |
| Traverse City and Walton Jct.....                              | 20             | 20   | 20           | 20   | 20        | 20   |

Work Trains without crane may operate at speed authorized for freight trains, unless otherwise instructed.

## FORT WAYNE DIVISION

**1157-E1. Maximum Speeds, unless otherwise Specified approaching a Movable Bridge on a track not Protected by both a Home Signal and a Distant Signal.**

| Location   | Miles per Hour |
|--|----------------|
| Olive Secondary Tracks<br>Olive—Trains and engines operating against current of traffic approaching Maumee River Movable Bridge will be governed by <b>Rule 98</b> ..... | 10             |

## FORT WAYNE DIVISION

## CURVES, BRIDGES, ETC.

## 1157-F1. Maximum Speed.

| Main Line—Pittsburgh to Chicago  | Miles per Hour |
|--|----------------|
| Curves between Mile Post 169 and Mile Post 171, No. 1 and No. 2 tracks.....  | 60             |
| On No. 1 and No. 2 tracks Mile Post 175 to B. & O. Junction.....   | 40             |
| Curves between Mile Post 175 and Mansfield Interlocking Station, No. 3 track.....  | 15             |
| All curves between Mile Posts 188 and 190.....   | 30             |
| Reverse curve one mile west of Crestline.....  | 40             |
| Curve just east of Bucyrus station.....  | 55             |
| Upper Sandusky C. & O. R. R. crossing.....   | 40             |
| Sugar Street, within interlocking limits.....  | 35             |
| Lima B. & O. crossing.....   | 20             |
| Lima—Public Grade crossings between Cole Street, 7500 feet west of station, and Pine Street, 850 feet east of station, both inclusive..... | 35             |
| Curve just west of Van Wert station.....   | 40             |
| Fort Wayne—Wabash Ry. crossing.....  | 30             |
| Curve between Mile Post 344 and Mile Post 345.....   | 70             |
| <b>Grand Rapids Branch:</b>  |                |
| Curve between Mile Posts 450 and 449.....  | 30             |
| Curve at Mile Post 447.....  | 30             |
| Curves between Mile Posts 427 and 425.....   | 30             |
| Mile Post 425 to Mile Post 424.....  | 10             |
| Mile Post 424 to Mile Post 423.....  | 20             |
| Curve at Mile Post 422.....  | 30             |
| Reverse curves between Mile Post 379 and Mile Post 377.....  | 30             |
| First curve south Mile Post 341.....   | 30             |
| First curve north Mile Post 339.....   | 30             |
| First curve north Mile Post 338.....   | 30             |
| Mile Post 333 to Mile Post 330.....  | 20             |
| Curves between Mile Post 326 and Mile Post 324.....  | 30             |
| C. & O. Ry. crossing—Reed City.....  | 30             |
| Mile Post 238 to Mile Post 240.....  | 25             |
| Mile Post 237 to Mile Post 234.....  | 20             |
| Mile Post 234 to Mile Post 231.....  | 15             |
| Reverse curves south Mile Post 230.....  | 35             |
| Reverse curves south Mile Post 229.....  | 35             |
| N. Y. C. R. R. crossing—Plainwell.....   | 20             |
| Mile Post 187 to Mile Post 184.....  | 20             |
| Mile Post 174 to Mile Post 172.....  | 25             |
| N. Y. C. R. R. crossing—Wasepi.....  | 20             |
| N. Y. C. Crossing—Sturgis.....   | 20             |
| Wabash Ry. Crossing—Wolcottville—Northward.....  | 20             |
| N. Y. C. & St. L. Crossing, within interlocking limits.....  | 20             |

|   | Miles<br>per Hour |
|---|-------------------|
| <b>Muskegon Secondary Track:</b>                        |                   |
| Muskegon Yard—Sixth St., Commerce St. and Peck St. .... | 8                 |
| <b>Logansport Branch:</b>                               |                   |
| Logansport—Third and Sixth street crossings .....       | 5                 |
| First curve east of Mile Post 1. ....                   | 35                |
| Reverse curve two miles east of Logansport .....        | 20                |
| <b>Toledo Branch:</b>                                   |                   |
| Curve at north end of Maumee River movable bridge..     | 10                |
| Curve between Coleman and Tiffin .....                  | 30                |
| Tiffin Interlocking .....                               | 30                |
| Carrothers Interlocking .....                           | 30                |

**FORT WAYNE DIVISION**

**SECONDARY TRACKS, RUNNING TRACKS  
AND SIDINGS**

**1157-H1. Maximum speed unless otherwise specified**

| Track                                     | Between            | And                | Miles<br>per Hour |
|---|--------------------|--------------------|-------------------|
| No. 3 .....                               | Adams .....        | Linker .....       | 30                |
| No. 3 .....                               | Linker .....       | Piqua .....        | 15                |
| No. 3 .....                               | Winter St. ....    | Junction .....     | 30                |
| No. 5 .....                               | Linker .....       | Piqua .....        | 20                |
| No. 4 .....                               | Junction .....     | Winter St. ....    | 30                |
| Muskegon Sec-<br>ondary Track.            | Shaw .....         | Walker .....       | 30                |
| Vandale Sec-<br>ondary Track.             | Mile Post 65. .... | Mile Post 75. .... | 20                |
|   | Mile Post 75. .... | Mile Post 83. .... | 15                |
| Traverse City<br>Secondary<br>Track ..... | Walton Jct. ....   | Mile Post 24. .... | 20                |
|   | Mile Post 24. .... | Traverse City ..   | 8                 |
| Mackinaw City<br>Secondary<br>Track ..... | Mackinaw City ..   | Carp Lake .....    | 30                |
| Olive .....                               | Olive .....        | Oakdale St. ....   | 20                |
| Penford .....                             | Penford .....      | Cicotte St. ....   | 20                |
| Decatur .....                             | Mile Post 69.5 ..  | Mile Post 72.8 ..  | 15                |
| Fort Wayne .....                          | End of Block. ...  | Adams .....        | 30                |

**1160-A2.** Class GF-25 diesel units must not exceed a speed of 10 miles per hour on tracks other than Main, Secondary and Running tracks. Class GF-25 diesel units are further restricted on Main and Secondary tracks as indicated below:

|                                      |            |
|--------------------------------------|------------|
| <b>Toledo Branch</b>                 |            |
| Bloomville—France Quarry Track ..... | Prohibited |
| Tiffin—Industrial Lead .....         | Prohibited |
|                                      |            |
|                                      |            |

**1160-B1. Other Equipment Restrictions**

Cars having a combined weight of car and lading, as shown below, are subject to the following restrictions as to speed over certain bridges, etc.:

| Weight of Car<br>(Pounds) | Minimum<br>Coupled Length | Restrictions     |
|---------------------------|---------------------------|------------------|
| 150,000-170,000           | 40'-0"                    | Same as Column 2 |
| 170,000-220,000           | 42'-0"                    | Same as Column 5 |
| 220,000-263,000           | 48'-0"                    | Same as Column L |

Cars in the above weight classifications, but shorter than the minimum coupled length specified and cars having a combined weight of car and lading in excess of 263,000 pounds are subject to special restrictions.

The above restrictions do not apply to Jenny type hopper or gondola cars. These cars have a gross weight up to 210,000 lbs. and coupled length of approximately 24 feet. Their effect on long bridge spans is very severe and trains with loaded coupled Jenny type hopper or gondola cars are subject to restrictions in Special Instruction 1160-A1 as follows:

Column J special load restrictions.

Cars exceeding a combined weight of car and lading of 220,000 pounds must not be accepted for movement over the following tracks:

Vandale Secondary Track—LaOtto to Auburn.

Traverse City Secondary Track.

Cars having a combined weight of car and lading of over 222,000 up to 263,000 pounds may be moved, 15 miles per hour, over the following tracks:

Grand Rapids Branch—Mile Post 303 to Mile Post 460.

Logansport Branch—Mile Post 55 to Mile Post 55.3.

Muskegon Secondary Track—Mile Post 37 to Mile Post 39.2.

All cars 85 feet or more in length are restricted on tracks indicated as follows:

| Location | Track                  | Restriction |
|----------|------------------------|-------------|
| Delphos  | NKP Interchange Track  | Prohibited  |
| Lima     | DT&I Interchange Track | Prohibited  |

**1160-B4.** Trains with cars 85 feet or more in length must not exceed a speed of 5 miles per hour over Maumee River movable bridge and on curve at north end of movable bridge.

| SOUTHWESTERN DIVISION                                |              |     |             |     |             |     |
|--|--------------|-----|-------------|-----|-------------|-----|
| PASSENGER TRAINS AND FREIGHT TRAINS                  |              |     |             |     |             |     |
| 1157-C1. Maximum Speeds, unless otherwise Specified  |              |     |             |     |             |     |
| MAIN LINE<br>Between:                                | Single Track |     | No. 2 Track |     | No. 1 Track |     |
|  | Pagr.        | Fr. | Pagr.       | Fr. | Pagr.       | Fr. |
| Miles per Hour                                       |              |     |             |     |             |     |
| Thorne and I. U. Ry. Interlocking.....               | 70           | 50  |             |     |             |     |
| West Street I. U. Ry. and Woods.....                 |              |     | 40          | 40  | 40          | 40  |
| Woods and Davis.....                                 |              |     | 70          | 50  | 70          | 50  |
| Davis and East Alameda.....                          | 79           | 50  |             |     |             |     |
| East Alameda and Limedale.....                       |              |     | 75          | 50  | 75          | 50  |
| Limedale and West Limedale.....                      | 50           | 50  |             |     |             |     |
| West Limedale and Harmony.....                       | 75           | 50  |             |     |             |     |
| Harmony and Macksville.....                          |              |     | 79          | 50  | 79          | 50  |
| Macksville and East Casey.....                       | 79           | 50  |             |     |             |     |
| East Casey and Brownstown.....                       |              |     | 79          | 50  | 79          | 50  |
| Brownstown and East Smithboro.....                   | 79           | 50  |             |     |             |     |
| East Smithboro and Eads.....                         |              |     | 79          | 50  | 79          | 50  |
| <b>Louisville Branch</b>                             |              |     |             |     |             |     |
| <b>Between:</b>                                      |              |     |             |     |             |     |
| I. C. R. R. Jct. Kentucky St. and Clagg..            | 15           | 15  |             |     |             |     |
| Louisville (L. & N. R. R.) and Broadway Street.....  | 30           | 30  |             |     |             |     |
| Broadway Street and North End Ohio River Bridge..... | 30           | 30  |             |     |             |     |
| North End Ohio River Bridge and Mile Post 103.....   | 55           | 49  |             |     |             |     |
| Mile Post 103 and Mile Post 44.....                  | 59           | 49  |             |     |             |     |
| Mile Post 44 and Mile Post 39.....                   | 55           | 45  |             |     |             |     |
| Mile Post 39 and Mile Post 4.....                    | 59           | 49  |             |     |             |     |
| Mile Post 4 and Dale.....                            | 55           | 45  |             |     |             |     |
| Dale and I. U. Ry. Interlocking.....                 | 40           | 30  |             |     |             |     |
| <b>I &amp; F Branch</b>                              |              |     |             |     |             |     |
| <b>Between:</b>                                      |              |     |             |     |             |     |
| Davis and Mile Post 32.....                          | 69           | 50  |             |     |             |     |
| Mile Post 32 and Mile Post 46.....                   | 59           | 49  |             |     |             |     |
| Mile Post 46 and Mile Post 81.....                   | 55           | 45  |             |     |             |     |
| Mile Post 81 and Clymers.....                        | 59           | 49  |             |     |             |     |

Passenger trains with freight cars not equipped for passenger service must not exceed maximum speed for freight trains, unless otherwise instructed.

Passenger trains with box and refrigerator cars not equipped for passenger service, and passenger trains with more than 30 cars are authorized to operate at a maximum speed of 60 miles per hour, except where otherwise restricted.

Between Thorne and A&S Crossing where passenger train speed is 60 miles per hour or more, except where otherwise restricted. Trains TT-3 and TT-4 are authorized to operate at a maximum speed of 60 miles per hour.

SOUTHWESTERN DIVISION  
1157-C3. Wreck Trains and Work Trains

|  | Boom Trailing  |      | Boom Forward |      |
|--|----------------|------|--------------|------|
|  | Wreck          | Work | Wreck        | Work |
|  | Miles per Hour |      |              |      |
| <b>Main Line</b>   |                |      |              |      |
| <b>Between:</b>  |                |      |              |      |
| Division Post (Buckeye Div.) and I. U. Ry. Interlocking..... | 35             | 30   | 25           | 20   |
| West St., I. U. Ry., and Davis.....                          | 35             | 30   | 25           | 20   |
| Davis and Eads.....  | 50             | 30   | 40           | 20   |
| <b>Louisville Branch</b>                                     |                |      |              |      |
| <b>Between:</b>  |                |      |              |      |
| Clagg and I. U. Ry. Interlocking....                         | 35             | 30   | 25           | 20   |
| <b>I &amp; F Branch</b>                                      |                |      |              |      |
| <b>Between:</b>  |                |      |              |      |
| Davis and Division Post (Chicago Division).....              | 35             | 30   | 25           | 20   |
| <b>Vincennes Secondary Track</b>                             |                |      |              |      |
| <b>Between:</b>  |                |      |              |      |
| Kraft and Mile Post 97.....                                  | 25             | 30   | 15           | 20   |
| Mile Post 97 and Vincennes.....                              | 20             | 20   | 15           | 15   |
| <b>Crawfordsville Secondary Track</b>                        |                |      |              |      |
| <b>Between:</b>  |                |      |              |      |
| Otter Creek Jct. and Frank.....                              | 30             | 20   | 20           | 15   |
| <b>Peoria Secondary Track</b>                                |                |      |              |      |
| <b>Between:</b>  |                |      |              |      |
| Farrington and Hervey City.....                              | 30             | 20   | 20           | 20   |
| Maroa and Farmdale Junction.....                             | 30             | 20   | 20           | 20   |
| <b>Madison Secondary Track</b>                               |                |      |              |      |
| <b>Between:</b>  |                |      |              |      |
| North Madison and Columbus.....                              | 25             | 30   | 15           | 20   |
| <b>Shelbyville Secondary Track</b>                           |                |      |              |      |
| <b>Between:</b>  |                |      |              |      |
| Columbus and Mile Post 23.....                               | 20             | 20   | 15           | 15   |
| Mile Post 23 and Mile Post 24.....                           | 15             | 15   | 10           | 10   |
| Mile Post 24 and Bentonville.....                            | 20             | 20   | 15           | 15   |
| <b>Bushrod Secondary Track</b>                               |                |      |              |      |
| <b>Between:</b>  |                |      |              |      |
| Bushrod and Sponsler.....                                    | 15             | 20   | 10           | 20   |
| Sponsler and Linton Summit.....                              | 20             | 20   | 15           | 20   |

Speed restrictions for EP-20 Engines over Bridges apply to 150-ton Derricks.

Work trains without crane may operate at speed authorized for freight trains, unless otherwise instructed.



| SOUTHWESTERN DIVISION  |                   |
|--|-------------------|
| TURNOUTS   |                   |
| 1157-D1. Maximum Speeds  |                   |
| Entire Division  | Miles<br>per Hour |
| Non-interlocked turnout—diverging movements,<br>through No. 8 crossovers and turnouts.....   | 15                |
| <p>This will apply to all hand operated crossovers and turnouts and the following interlocked crossovers and turnouts.<br/>Trailing interlocked crossover between No. 1 and No. 2 tracks located between Southern and T. R. R. A. railroad crossings at Willows.<br/>Switch to K. &amp; I. Ry., Clagg.<br/>Main Track to Enginehouse, Clagg.<br/>Main Track to Dover Track, Clagg.</p> |                   |
| SOUTHWESTERN DIVISION  |                   |
| CURVES, BRIDGES, ETC.  |                   |
| 1157-F1. Maximum Speeds  |                   |
| Main Line:   | Miles<br>per Hour |
| Over highway crossings at grade between Mile Post 182 West of Thorne and I. U. Ry. Interlocking.....   | 40                |
| Over highway crossings at grade between West St. I. U. Ry. and Kraft.....  | 40                |
| East Alameda, No. 1 and No. 2 tracks at end of two main tracks.....  | 60                |
| Curves between Greencastle and Limedale, No. 1 and No. 2 tracks.....   | 50                |
| Curves between West Limedale and Mile Post 46.....   | 70                |
| Curves between Mile Post 46 and Reelsville.....  | 60                |
| Curves between Reelsville and Harmony.....   | 70                |
| Curves between Prairie and Mile Post 71.....   | 70                |
| Curves between Mile Post 71 and C. & E. I. Ry. Crossing, Terre Haute, No. 1 and No. 2 tracks.....  | 30                |
| C. & E. I. Ry. crossing, Terre Haute.....  | 20                |
| C. C. & St. L. Ry. crossing, Vigo.....   | 20                |
| Curves between Mackville and Mile Post 77.3.....   | 60                |
| Curve 3000 feet west of Mile Post 82.....  | 65                |
| Curve (East Mill Creek) 1.5 mile west of Marshall.....   | 70                |
| East Casey, No. 1 and No. 2 tracks at end of two main tracks.....  | 60                |
| Illinois Central R. R. crossing Effingham.....   | 40                |
| First curve west of Mile Post 142.....   | 70                |
| Over highway crossings at grade between Vandalia Block Station and Mile Post 172.....  | 60                |
| East Smithboro, No. 1 and No. 2 tracks at end of two main tracks.....  | 60                |
| First curve east and first curve west of Greenville station, No. 1 and No. 2 tracks.....   | 70                |
| First and second curves east of Collinsville station, No. 1 and No. 2 tracks.....  | 70                |
| First curve east of Eads.....  | 40                |

|   | Miles<br>per Hour |
|---|-------------------|
| <b>Louisville and I &amp; F Branches:</b>   |                   |
| Over Eleventh and Maple Street Highway Crossing, Louisville.....  | 10                |
| Curve south end of Ohio River Bridge.....   | 20                |
| Bridge 108.11 Louisville Draw Span.....   | 15                |
| Curve north end Clagg Interlocking.....   | 45                |
| Over first highway crossing at grade south and north of Scottsburg Station.....   | 20                |
| Seymour between a point 647 feet south of Mile Post 58 and a point 2558 feet south of Mile Post 59.....                     | 25                |
| First curve north of Mile Post 42, one mile south of Columbus.....  | 50                |
| Curves between Bridge 41.35, south of Columbus and Bridge 40.41 north of Columbus.....                                      | 20                |
| Between Mile Post 31 and a point 1000 feet south of Mile Post 30, Edinburg.....   | 30                |
| Franklin.....   | 45                |
| Over highway crossings at grade between Yard Limit Board south of Mile Post 4 south of Dale and I. U. Ry. Interlocking..... | 40                |
| Belt Railroad crossing, Dale.....   | 15                |
| <b>Vincennes Secondary Track:</b>   |                   |
| Bridge 2.72.....  | 15                |
| Bridge 17.44.....   | 25                |
| Bridge 26.41.....   | 25                |
| Mile Post 31, one-half mile south of Martinsville.....  | 25                |
| Bridge 32.50.....   | 25                |
| Bridge 33.30.....   | 25                |
| Between Monon R. R. crossing and south end of first curve south of Gosport station.....                                     | 10                |
| Curves between Mile Post 69 and Mile Post 73.....   | 25                |
| Bridge 72.13.....   | 25                |
| Bushrod wye.....  | 5                 |
| C. M. St. P. & P. R. R. Crossing, Bee Hunter.....   | 20                |
| <b>Crawfordville Secondary Track:</b>   |                   |
| Otter Creek Jct., between Home Signals.....   | 20                |
| Ames, between Home Signals.....   | 20                |
| Colfax, between Home Signals.....   | 20                |
| <b>Peoria Secondary Track:</b>  |                   |
| Cairo Jct., between Home Signals.....   | 20                |
| Curves between Cairo Junction and WP.....   | 20                |
| Midland, between Home Signals.....  | 20                |
| Oakland, between Home Signals.....  | 20                |
| Bridge 40.79 north of Oakland.....  | 10                |
| Arcola, between Home Signals.....   | 10                |
| Arthur, between Home Signals.....   | 20                |
| Curve at Hervey City.....   | 20                |
| Curve at Maroa.....   | 15                |
| Kenny, between Home Signals.....  | 20                |
| Atlanta, between Home Signals.....  | 20                |
| First and second curves north of Atlanta.....   | 20                |
| Downing, between Home Signals.....  | 20                |
| Bridge 156.12 north of Mackinaw.....  | 10                |
| <b>Allentown Secondary Track:</b>   |                   |
| Farmdale Jct., between Home Signals.....  | 20                |
| <b>Madison Secondary Track:</b>   |                   |
| Bridge 33.51.....   | 10                |
| Bridge 23.33.....   | 10                |
| Bridge 23.19.....   | 10                |
| North Vernon, Walnut Street crossing.....   | 5                 |
| Over U. S. 31A—S. R. 46 Highway Crossing, Columbus  | 10                |
| Bridge 13.44.....   | 10                |
| Bridge 0.75.....  | 10                |
| <b>Shelbyville Secondary Track:</b>   |                   |
| Between Columbus and Mile Post 2.....   | 15                |

**SOUTHWESTERN DIVISION**  
**SECONDARY TRACKS, RUNNING TRACKS AND SIDINGS**  
**1157-H1. Maximum Speeds unless otherwise Specified**

| Track                       | Between              | And                 | Miles per Hour |
|-----------------------------|----------------------|---------------------|----------------|
| A.....                      | Thorne.....          | Kitley Ave.....     | 20             |
| B.....                      | Thorne.....          | Kitley Ave.....     | 20             |
| A.....                      | Van Jct.....         | Kraft.....          | 15             |
| B.....                      | Van Jct.....         | Kraft.....          | 15             |
| O track.....                | Kraft.....           | Davis.....          | 20             |
| South St.....               | Palmer St.....       | I. U. Ry.....       | 15             |
| Vincennes.....              | Kraft.....           | Mile Post 97.....   | 30             |
| Vincennes.....              | Mile Post 97.....    | Vincennes.....      | 20             |
| Crawfordsville.....         | Otter Creek Jct..... | Frank.....          | 30             |
| Peoria.....                 | Farrington.....      | Bartels.....        | 20             |
|                             |                      | Bartels.....        | 30             |
|                             |                      | Mile Post 18.....   | 20             |
|                             |                      | Mile Post 18.....   | 20             |
|                             |                      | Mile Post 20.....   | 30             |
|                             |                      | HU.....             | 20             |
|                             |                      | Fairbanks.....      | 20             |
|                             |                      | Fairbanks.....      | 30             |
|                             |                      | Maroa.....          | 25             |
|                             |                      | Mackinaw.....       | 20             |
| Allentown.....              | Mackinaw.....        | Allentown.....      | 20             |
| Madison.....                | Madison.....         | Farmdale Jct.....   | 20             |
| Madison.....                | North Madison.....   | North Madison.....  | 8              |
| Madison.....                | North Madison.....   | Jeff.....           | 20             |
| Madison.....                | Jeff.....            | Columbus.....       | 30             |
| Shelbyville.....            | Columbus.....        | Mile Post 9.....    | 30             |
| Shelbyville.....            | Mile Post 9.....     | Mile Post 10.....   | 10             |
| Shelbyville.....            | Mile Post 10.....    | Mile Post 17.....   | 30             |
| Shelbyville.....            | Mile Post 17.....    | Mile Post 18.....   | 10             |
| Shelbyville.....            | Mile Post 18.....    | Mile Post 23.....   | 30             |
| Shelbyville.....            | Mile Post 23.....    | Mile Post 24.....   | 15             |
| Shelbyville.....            | Mile Post 24.....    | Mile Post 38.....   | 30             |
| Shelbyville.....            | Mile Post 38.....    | Mile Post 39.....   | 10             |
| Shelbyville.....            | Mile Post 39.....    | Mile Post 42.....   | 30             |
| Shelbyville.....            | Mile Post 42.....    | Mile Post 44.....   | 20             |
| Bushrod.....                | Bushrod.....         | Sponsler.....       | 15             |
| Bushrod.....                | Sponsler.....        | Linton Summit.....  | 20             |
| Logan Lead.....             | East Yard.....       | Lost Creek.....     | 15             |
| Wye Lead.....               | East Yard.....       | Lost Creek.....     | 15             |
| Dewey Cut-off.....          | Lost Creek.....      | Dewey Junction..... | 15             |
| 42.....                     | Prairie.....         | Seventh Street..... | 15             |
| Eastward Sdg.<br>Casey..... | West Casey.....      | Casey.....          | 5              |
| 20.....                     | Rose Lake.....       | Eads.....           | 15             |

**SOUTHWESTERN DIVISION**

**Other Equipment Restrictions.**

**1160-B1.** Cars having a combined weight of car and lading, as shown below, are subject to the following restrictions as to speed over certain bridges, etc.:

| Weight of Car (Pounds) | Minimum Coupled Length | Restrictions     |
|------------------------|------------------------|------------------|
| 150,000-170,000        | 40'-0"                 | Same as Column 2 |
| 170,000-220,000        | 42'-0"                 | Same as Column 5 |
| 220,000-263,000        | 48'-0"                 | Same as Column L |

Cars in the above weight classifications, but shorter than the Minimum coupled length specified, are subject to special restrictions.

The above restrictions do not apply to Jenny type hopper or gondola cars. These cars have a gross weight up to 220,000 lbs. and coupled length of approximately 24 feet. Their effect on long bridge spans is very severe and trains with loaded coupled Jenny type Iron Ore cars are subject to restrictions in Special Instruction 1160-A1 as follows:

Two or more loaded coupled cars—Column J special load restrictions.

**ALL DIVISIONS**

| Main Line*  | Miles per Hour  |
|---|---|
| <b>1157-C4.</b> Circus Trains.....  | 30  |
| <b>1157-C5.</b> Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc., moving on own wheels—see Rule 4155-A.<br>—on straight track.....<br>—on curves.....  | 30<br>20  |
| <b>1157-C6.</b> Freight Trains with 30 or more cars of mineral freight.....<br>JENNY Type cars, loaded or empty.....<br>NOTE—When handling such trains conductors must know that enginemen have been so advised.  | 40<br>40  |
| <b>1157-C7.</b> Snow Plows in service.....<br>Snow Flangers in service.....<br>Passing station platforms, trains on adjacent tracks and over all grade crossings.....   | 20<br>20<br>5   |
| <b>1157-C11.</b> Passenger train assisted by an engine on rear and air brake controlled by leading engine.....  | 30  |
| <b>1157-C12.</b> Pushing Cars—Passenger trains.....<br>—Freight trains.....   | 30<br>20  |
| <b>1157-C13.</b> Track Car—unless otherwise restricted.<br>Maximum speed.....<br>When hauling track cars or trailers.....<br>Through crossovers and turnouts, over highway and railroad crossings and when passing trains on adjacent tracks.....<br>Highway-Rail-Car—Unless otherwise restricted.<br>Passenger Type—forward.....<br>—backward.....<br>Truck Type—forward.....<br>—backward.....<br>Aerial Towers, truck mounted hoisting equipment or other such equipment with rigid highway rail-mounting—forward.....<br>—backward.....<br>Not otherwise specified in forward motion.....<br>in backward motion.....<br>Through crossovers, turnouts and over highway and railroad crossings..... | 20<br>15<br>5<br>30<br>10<br>20<br>5<br>10<br>20<br>10<br>5 |
| <b>1157-C15.</b> Diesel engines when operated from rear unit or other than leading end for direction of movement.....   | 30  |

\*When operating over territory other than Main Line, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.

## ALL DIVISIONS

## ENGINES

## 1157-G1. Maximum Speeds, unless otherwise restricted

| Class   | Miles Per Hour |            |
|---|----------------|------------|
|   | Multiple Light | With Train |
| <b>Diesel Units:</b>                                    |                |            |
| EP20, EP22.....   | 60             | 80         |
| EF15.....   | 60             | 75         |
| Freight, except EF15, ERS17, ER17.....                  | 60             | 70         |
| EF15, ERS17, ER17.....                                  | 60             | 65         |
| <b>Shifter Types:</b>                                   |                |            |
| All classes, except following:                          | 50             | 60         |
| ARS16, ARS18, ERS15, ERS17, ER17,<br>FRS16, FRS20X..... | 50             | 65         |
| ARS24S.....   | 60             | 75         |
| EF15A.....  | —              | 55         |
| PRSL BS15, BS16 except 6011-6016,<br>6024 to 6027.....  | 50             | 65         |
| PRSL BS16MS 6011-6016, 6024-6027.....                   | 50             | 80         |
| <b>Single Units—Light:</b>                              |                |            |
| All classes.....  |                | 30         |
| Rail Motor Car or Cars.....                             |                | 65         |
| Rail Detector Cars.....                                 |                | 50         |

## NOTE—Diesel unit type designations:

Second letter (and third where used) in type designation indicates service as follows:

- “P”—Passenger.
- “F”—Freight.
- “FP”—Freight-Passenger.
- “RS”—Road-Switcher.
- “S”—Yard-Switcher.

Numerals indicate engine horsepower in nearest hundreds.

**1160-B2.** On tracks designated “X”, Columns 1 or 2, under Special Instruction 1160-A1, Cushion Underframe cars of foreign ownership are to be moved with caution, not exceeding 3 miles per hour through curves on such side tracks and observed closely for indication of impending derailment. Such cars may be recognized by the unusual projection of the couplers beyond the body of the car, two or three feet, and by such signs on the side as “Shock Control” and “Hydra Cushion.”

Due to excessive weight of class FD2, FW1 and F40 flat cars, both loaded and empty, this equipment must be handled with care at restricted speed on other than Main and Secondary tracks.

PRR cars in this class are:

| Class | Number     | Lightweight  |
|-------|------------|--------------|
| FD2   | PRR 470245 | 500,400 lbs. |
| FW1   | PRR 470248 | 410,600 lbs. |
| F40   | PRR 470250 | 246,000 lbs. |

## Other Equipment Restrictions.

**1160-C1.** Trains with 250-ton wrecking derricks are prohibited on tracks, bridges and in territory, etc., as follows:

| Location                              | Between                     | And                                 | Bridge    | Note                       |
|---------------------------------------|-----------------------------|-------------------------------------|-----------|----------------------------|
| Vincennes Secondary Track Old Main    | Maywood                     | I. U. Railway Kentucky Ave.         |           |                            |
| Vincennes Secondary Track             | Bridge 6.26                 | Vincennes                           | 6.26      |                            |
| Crawfordsville Secondary              | Otter Creek Jct.            | Frank                               |           |                            |
| Peoria Secondary Track                | Farrington                  | Hervey City                         |           |                            |
|                                       | Maroa                       | Farmdale Jct.                       |           |                            |
| Madison-Columbus Secondary Track      | Madison                     | Bridge 0.75                         | 0.75      |                            |
| Shelbyville Secondary Track           | Bridge 10.20                | Rushville                           | 10.20     |                            |
| Camp Atterbury Industrial Track       |                             |                                     |           |                            |
| Bushrod-Linton Summit Secondary Track | Bushrod                     | Linton Summit                       |           |                            |
| Macksville South Branch               | Macksville                  | Public Service Co. of Indiana, Inc. |           |                            |
| Main Line                             | Div. Post (Pittsburgh Div.) | Newark                              | 143.20(a) | East Bound Siding Prohibit |
| Main Line                             | Columbus                    | Xenia                               | 54.05(a)  | No. 41 Siding Prohibit     |
| C & X Branch                          | Xenia                       | Cincinnati                          | 82.95     | 1                          |
| Trinway Secondary Track               | Trinway                     | End of Block                        | 1.49      | 2                          |
| Zanesville Secondary Track            | Begin Block                 | New Lexington                       | 16.80     | 1                          |
|                                       |                             |                                     | 19.92     | Prohibit                   |
|                                       |                             |                                     | 22.61     | 3                          |
|                                       |                             |                                     | 22.79     | 3                          |
|                                       |                             |                                     | 25.34     | 1                          |
|                                       |                             |                                     | 29.81     | 3                          |
|                                       |                             |                                     | 32.58     | 1                          |
|                                       |                             |                                     | 35.32     | 2                          |
|                                       | 36.70                       | 1                                   |           |                            |

| Location                                    | Between           | And               | Bridge | Note     |          |
|---|-------------------|-------------------|--------|----------|----------|
| Zanesville Branch                           | New Lexington     | Bremen            | 49.66  | 1        |          |
| Morrow Secondary Track                      | Bremen            | MS                | 50.98  | 1        |          |
|   |                   |                   | 67.42  | 3        |          |
|   |                   |                   | 69.85  | 1        |          |
|   |                   |                   | 70.78  | 3        |          |
|   |                   |                   | 82.40  | 3        |          |
|   |                   |                   | 87.88  | 3        |          |
|   |                   |                   | 90.56  | 2        |          |
|   |                   |                   | 94.66  | 2        |          |
|   |                   |                   | 95.27  | 1        |          |
|   |                   |                   | 107.91 | Prohibit |          |
|   |                   |                   | 111.69 | Prohibit |          |
|   |                   |                   | 112.04 | 1        |          |
|   |                   |                   | 113.08 | 1        |          |
|   |                   |                   | 114.30 | Prohibit |          |
|   |                   |                   | 115.45 | Prohibit |          |
|   |                   |                   | 131.59 | Prohibit |          |
|   |                   |                   | 133.33 | 1        |          |
|   |                   |                   | 135.03 | Prohibit |          |
|   |                   |                   | 139.58 | 2        |          |
|   |                   |                   | 143.41 | 1        |          |
| 143.76                                      | 1                 |                   |        |          |          |
| 145.23                                      | 1                 |                   |        |          |          |
| Springfield Secondary Track                 | Xenia             | Springfield       | 3.14   | 2        |          |
|   |                   |                   | 10.29  | Prohibit |          |
| Court Street Secondary Track                | Lebanon           | Cincinnati        | 30.42  | Prohibit |          |
|   |                   |                   | 41.61  | 1        |          |
| Middletown Secondary Track                  | Middletown        | Middletown        | 9.05   | 2        |          |
|   |                   |                   | Jct.   | 9.75     | 1        |
|   |                   |                   |        | 10.03    | 1        |
|   |                   |                   |        | 13.95    | Prohibit |
| Muncie Yard Running Track                   | Vance             | Matthews          | All    | Prohibit |          |
| Clement-Hempstead Industrial Track          | Clement           | Hempstead         | All    | Prohibit |          |
| Dayton-Lytle Industrial Track               | Dayton            | Lytle             | All    | Prohibit |          |
| Dresden Industrial Track                    | Killbuck          | Ayres Mineral Co. | All    | Prohibit |          |
| Howard Industrial Track                     | Howard            | Millwood Sand Co. | All    | Prohibit |          |
| Zanesville Terminal Track                   | Spangler          | End               | All    | Prohibit |          |
| Fultonham Spur Track                        | Zanesville Branch | End               | All    | Prohibit |          |
| Roseville Spur Track                        | Roseville         | End               | All    | Prohibit |          |
| Lancaster Industrial Track                  | Lancaster         | End               | All    | Prohibit |          |
| Robinson-Ransbottom Siding                  | Zanesville Branch | End               | All    | Prohibit |          |
| Clay Track Siding                           | Zanesville Branch | End               | All    | Prohibit |          |
| Beverly Jct.—Western Avenue Secondary Track | 59th Street       | Canal Street      |        |          |          |

| Location   | Between      | And          | Bridge                   | Note |
|--|--------------|--------------|--------------------------|------|
| Burnham  |              |              | 4.76                     | 2    |
| Main Line  |              |              | New Delphos Mfg. Trest.  |      |
| Grand Rapids Branch                                |              |              | 185.20 Side Track        |      |
|  |              |              | 234.33                   | 2    |
|  | North of and | including    | 236.79                   |      |
| Kinney Industrial Track                            |              |              | 3.13 Standard Oil siding |      |
|  |              |              | 4.63                     |      |
| Muskegon secondary track                           |              |              | 14.63                    |      |
| Logansport Branch                                  |              |              | 0.83                     | 1    |
|  |              |              | 1.27                     | 1    |
|  |              |              | 3.03                     | 1    |
|  |              |              | 6.92                     | 1    |
|  |              |              | 7.59                     | 1    |
|  |              |              | 8.57                     | 1    |
|  |              |              | 11.51                    | 1    |
|  |              |              | 18.11                    | 1    |
|  |              |              | 20.19                    | 1    |
|  |              |              | 21.72                    | 1    |
|  |              |              | 30.29                    | 1    |
|  |              |              | 40.34                    | 1    |
|  |              |              | 47.62                    | 1    |
| Vandale secondary track                            | La Otto      | Auburn       |                          |      |
|  |              |              | 56.73                    | 1    |
|  |              |              | 73.01                    | 1    |
| Toledo Branch                                      | Carrothers   | Walbridge    |                          |      |
|  | Olive        | Galena       |                          |      |
| Olive secondary tracks                             | Oakdale St.  | Olive        |                          |      |
| A.A.R.R. C&O Ry. Penford secondary track, Wab. Ry. | Galena       | Detroit      |                          |      |
| Tire Industrial track                              | Carrothers   | End of Track |                          |      |

In territory where they are permitted to operate, these derricks, in so far as effect of their weight on bridges is concerned, may be moved under the same restrictions as obtained for special loads listed in Column J Special Instructions 1160-A1. The derrick, however, must be separated from the engine by at least two cars, which may or may not be loaded.

NOTE 1. Not exceeding 15 miles per hour.

NOTE 2. Not exceeding 10 miles per hour.

NOTE 3. Not exceeding 5 miles per hour.

1160-C2. Trains with 100-ton wrecking derricks are prohibited on Dresden and Howard Industrial Tracks unless three cars are placed between derrick and engine.



| COLUMN   | CLASS OF ENGINES |   |   |   |   |   | SPECIAL LOADS |    |    |    |
|--|------------------|---|---|---|---|---|---------------|----|----|----|
|  | 1                | 2 | 3 | 4 | 5 | 6 | L             | M  | I  | J  |
| <b>MAIN LINE</b>   |                  |   |   |   |   |   |               |    |    |    |
| <b>COLUMBUS:</b>   |                  |   |   |   |   |   |               |    |    |    |
| <b>GROGAN:</b>   |                  |   |   |   |   |   |               |    |    |    |
| Joyce Iron and Metal Co.   |                  |   |   |   |   | X | X             | X  | X  | X  |
| Hanna Paint Co.  |                  |   |   |   |   | X | X             | X  | X  | X  |
| Federal Chemical   |                  |   |   |   |   | E | E             | E  | E  | E  |
| Farmer's Fertilizer  |                  |   |   |   |   |   |               |    |    |    |
| American Zinc Oxide  |                  |   |   |   |   |   |               |    |    |    |
| Industrial Tracks south of 11th Ave.   |                  |   | X | X | X | X | X             | X  | X  | X  |
| City Ice & Fuel Co.  |                  |   |   |   |   |   |               |    |    |    |
| Columbus Auto Parts Co.  |                  |   |   |   |   |   |               |    |    |    |
| Connections to N. & W. Ry. at Joyce Ave. (N. & W.)   |                  |   |   |   |   |   | 5             | 5  | 5  | 5  |
| Wye to No. 13 Track  |                  |   |   |   |   |   |               |    |    |    |
| Old Wye and Middle Wye   |                  |   |   |   |   |   | X             |    |    | D  |
| North West Lumber Co.  |                  |   |   |   |   | X | X             | X  | X  | X  |
| <b>YARD A:</b>   |                  |   |   |   |   |   |               |    |    |    |
| Dispatching Tracks 20 to 28, both inclusive on curve west of Taylor Ave. and ladder at west end. |                  |   |   |   |   |   | X             | X  | X  | X  |
| Smith Agricultural Chemical  |                  |   |   |   |   |   | X             | X  | X  | X  |
| Smith Agr. Chem. Track No. 3   |                  |   |   |   |   |   | X             | X  | X  | X  |
| King Coal Co.  |                  |   |   |   |   |   | X             | X  | X  | X  |
| Katz Rag Co.   |                  |   |   |   |   |   | X             | X  | X  | X  |
| Anderson Sand & Gravel   |                  |   |   |   |   |   | X             | X  | X  | X  |
| Columbus Terminal Warehouse  |                  |   |   |   |   |   | X             | X  | X  | X  |
| Yard "A" Hump  |                  |   |   |   |   |   | X             | X  | X  | X  |
| East end Short Yard A, Tracks 10, 12, 16, 18, 20 and 22.   |                  |   |   |   |   |   | X             | X  | X  | X  |
| Davidson Chemical Co.  |                  |   |   |   |   |   | X             | X  | X  | X  |
| <b>20TH STREET SHOP:</b>   |                  |   |   |   |   |   |               |    |    |    |
| Store Room Track, north of Engine-house  |                  |   |   |   |   |   |               |    |    |    |
| Inspection Pit, west of Boiler Shop  |                  |   |   |   |   |   | X             | X  | X  | X  |
| Fence Track leading to Lumber Yard   |                  |   |   |   |   |   | X             | X  | X  | X  |
| Power House Ash Pit Tracks   |                  |   |   |   |   |   | X             | X  | X  | X  |
| No. 5 Track, north of Tank Shop  |                  |   |   |   |   |   | X             | X  | X  | X  |
| West end of Erection Shop  |                  |   |   |   |   |   | X             | X  | X  | X  |
| Yard "B" Hump  |                  |   |   |   |   |   | X             | X  | X  | X  |
| <b>YARD C:</b>   |                  |   |   |   |   |   |               |    |    |    |
| All Tracks west of crossover just east of Yard Office.   |                  |   |   |   |   |   | X             | X  | X  | X  |
| <b>MIAMI YARD:</b>   |                  |   |   |   |   |   |               |    |    |    |
| Produce Yard, all Tracks South   |                  |   |   |   |   |   | X             | X  | X  | X  |
| Ladder   |                  |   |   |   |   |   | X             | X  | X  | X  |
| Produce Yard, No. 2 Track  |                  |   |   |   |   |   | X             | X  | X  | X  |
| Produce Yard, No. 4 Track  |                  |   |   |   |   |   | X             | X  | X  | X  |
| Miami Yard, Tracks Nos. 1 and 8.   |                  |   |   |   |   |   | X             | X  | X  | X  |
| <b>HIGH STREET—OLENTANGY:</b>  |                  |   |   |   |   |   |               |    |    |    |
| Stone Track  |                  |   |   |   |   |   | X             | X  | X  | X  |
| Neil Track   |                  |   |   |   |   |   | X             | X  | X  | X  |
| <b>GRANDVIEW—MARBLE CLIFF</b>  |                  |   |   |   |   |   |               |    |    |    |
| Higgs Avenue Industry  |                  |   |   |   |   |   | X             | X  | X  | X  |
| Hump   |                  |   |   |   |   |   | X             | X  | X  | X  |
| Filtration Tank  |                  |   |   |   |   |   | X             | X  | X  | X  |
| American Aggregate Co.   |                  |   |   |   |   |   | X             | X  | X  | X  |
| No. 24 Track, Grandview  |                  |   |   |   |   |   | X             | X  | X  | X  |
| Cola. & Sou. Ohio Electric Co.   |                  |   |   |   |   |   | X             | X  | X  | X  |
| Northwest Blvd. Tracks and Connections thereto.  |                  |   |   |   |   |   | X             | X  | X  | X  |
| Marble Cliff Quarries Plant X (incl. Connections west of 5th Ave.)                               |                  |   |   |   |   |   | X             | X  | X  | X  |
| Bridge 4.17, Marble Cliff  |                  |   |   |   |   |   | X             | X  | X  | X  |
| No. 1 Track  |                  |   |   |   |   |   | 35            | 35 | 20 | 10 |
| No. 2 Track  |                  |   |   |   |   |   | 35            | 35 | 35 | 35 |
| Marble Cliff Quarries Plant B.   | M                | M | M | M | M |   | X             | X  | X  | X  |
| Marble Cliff—Hobo Track  |                  |   |   |   |   |   | X             | X  | X  | X  |
| <b>HIGH STREET—MIAMI CROSSING:</b>   |                  |   |   |   |   |   |               |    |    |    |
| American Vitrified Products Co.  |                  |   |   |   |   |   | X             | X  | X  | X  |
| North Alley  |                  |   |   |   |   |   | X             | X  | X  | X  |
| Ludlow Street Track, North and South   |                  |   |   |   |   |   | X             | X  | X  | X  |
| Bridge 0.40, Spring St.  |                  |   |   |   |   |   | X             | X  | X  | X  |
| Columbus Bolt Works  |                  |   |   |   |   |   | 50            | 50 | 50 | 50 |
| Bridge 0.49, Over Scioto River   |                  |   |   |   |   |   | 50            | 50 | 50 | 50 |
| C. & O. Transfer Track, Scioto   |                  |   |   |   |   |   | X             | X  | X  | X  |
| Giesey Tracks 1 and 2.   |                  |   |   |   |   |   | X             | X  | X  | X  |
| Giesey Tracks 3, 4, and 5.   |                  |   |   |   |   |   | X             | X  | X  | X  |
| <b>WESTINGHOUSE MFG. CO.:</b>  |                  |   |   |   |   |   |               |    |    |    |
| West of Miami Crossing—Lead, storage and Inter-change.   |                  |   |   |   |   |   | X             | X  | X  | X  |
| Tracks 2 to 10.  |                  |   |   |   |   |   | X             | X  | X  | X  |
| <b>HULTGREN:</b>   |                  |   |   |   |   |   |               |    |    |    |
| West of Miami Crossing—Shell Oil Co.   |                  |   |   |   |   |   | X             | X  | X  | X  |

| COLUMN   | CLASS OF ENGINES |   |   |   |   |   | SPECIAL LOADS |    |    |    |
|--|------------------|---|---|---|---|---|---------------|----|----|----|
|  | 1                | 2 | 3 | 4 | 5 | 6 | L             | M  | I  | J  |
| <b>TEXAS CO.:</b>  |                  |   |   |   |   |   |               |    |    |    |
| West of Miami Crossing   |                  |   |   |   |   |   |               | X  | X  | X  |
| <b>ALTON:</b>  |                  |   |   |   |   |   |               |    |    |    |
| People Development Co.   |                  |   |   |   |   |   |               | X  | X  | X  |
| <b>WEST JEFFERSON:</b>   |                  |   |   |   |   |   |               |    |    |    |
| Canning Track  |                  |   |   |   |   |   |               | X  | X  | X  |
| Elevator Track   |                  |   |   |   |   |   | M             | M  | M  | M  |
| <b>LONDON:</b>   |                  |   |   |   |   |   |               |    |    |    |
| Steel Co. of Ohio  |                  |   |   |   |   |   |               |    |    |    |
| McCord Corp.   |                  |   |   |   |   |   |               | X  | X  | X  |
| Spearmaker Track   |                  |   |   |   |   |   |               | X  | X  | X  |
| Elevator Track   |                  |   |   |   |   |   |               | X  | X  | X  |
| The Williams Co.   |                  |   |   |   |   |   |               | X  | X  | X  |
| <b>FLORENCE:</b>   |                  |   |   |   |   |   |               |    |    |    |
| Elevator Track   |                  |   |   |   |   |   |               | M  | M  | M  |
| <b>SOUTH CHARLESTON:</b>   |                  |   |   |   |   |   |               |    |    |    |
| United Shoe Machinery Corp.  |                  |   |   |   |   |   |               | X  | X  | X  |
| North Transfer Track   |                  |   |   |   |   |   |               | X  | X  | X  |
| <b>GEDARVILLE:</b>   |                  |   |   |   |   |   |               |    |    |    |
| House Track at Main St.  |                  |   |   |   |   |   |               | M  | M  | M  |
| Paper Mill   |                  |   |   |   |   |   |               | M  | X  | X  |
| <b>WILBERFORCE:</b>  |                  |   |   |   |   |   |               |    |    |    |
| University Track   |                  |   |   |   |   |   |               | 5  | 5  | E  |
| <b>KENIA:</b>  |                  |   |   |   |   |   |               |    |    |    |
| Hooven & Allison Co.   |                  |   |   |   |   |   |               |    |    |    |
| Standard Oil Co.   |                  |   |   |   |   |   |               | X  | X  | X  |
| Independent Paper Co.  |                  |   |   |   |   |   |               | X  | X  | X  |
| Smith Coal Co.   |                  |   |   |   |   |   |               | X  | X  | X  |
| Wilson Engineering Co.   |                  |   |   |   |   |   |               | T  | T  | T  |
| Wye Track  |                  |   |   |   |   |   |               | T  | T  | T  |
| Pelham Track   |                  |   |   |   |   |   |               | X  | X  | X  |
| Heavy Track  |                  |   |   |   |   |   |               | X  | X  | X  |
| McNamee Coal Co.   |                  |   |   |   |   |   |               | X  | X  | X  |
| Connections from Dayton Main to Springfield Branch                                 |                  |   |   |   |   |   |               | X  | X  | X  |
| Farmers Exchange   |                  |   |   |   |   |   |               | X  | X  | X  |
| Mill Track (Trebeins)  |                  |   |   |   |   |   |               | X  | X  | X  |
| <b>BRIDGE 4.62:</b>  |                  |   |   |   |   |   |               |    |    |    |
| East of Alpha  |                  |   |   |   |   |   |               | 50 | 50 | 50 |
| <b>BRIDGE 10.23:</b>   |                  |   |   |   |   |   |               |    |    |    |
| East of Clement  |                  |   |   |   |   |   |               | 50 | 50 | 50 |
| <b>BRIDGE 13.73:</b>   |                  |   |   |   |   |   |               |    |    |    |
| East of Dutoit Street  |                  |   |   |   |   |   |               | 50 | 30 | 30 |
| <b>DAYTON:</b>   |                  |   |   |   |   |   |               |    |    |    |
| Kuntz-Johnson Lbr. Co.   |                  |   |   |   |   |   |               |    |    |    |
| C. D. Elliott Co.  |                  |   |   |   |   |   |               | X  | X  | X  |
| A B C Coal Co.   |                  |   |   |   |   |   |               | X  | X  | X  |
| Brown Brockmeyer   |                  |   |   |   |   |   |               | X  | X  | X  |
| Superior Coal Co.  |                  |   |   |   |   |   |               | X  | X  | X  |
| Advance Foundry Co.  |                  |   |   |   |   |   |               | X  | X  | X  |
| West Spice Mill  |                  |   |   |   |   |   |               | X  | X  | X  |
| Master Electric Co.  |                  |   |   |   |   |   |               | X  | X  | X  |
| Huffman Mfg. Co.   |                  |   |   |   |   |   |               | X  | X  | X  |
| Fenton Foundry   |                  |   |   |   |   |   |               | X  | X  | X  |
| Master Coal & Coke   |                  |   |   |   |   |   |               | X  | X  | X  |
| Dayton scale   |                  |   |   |   |   |   |               | X  | X  | X  |
| Sterling Fuel Co.  |                  |   |   |   |   |   |               | X  | X  | X  |
| No. 39 Track, Master Electric  |                  |   |   |   |   |   |               | X  | X  | X  |
| Hewitt Bros. Co.   |                  |   |   |   |   |   |               | X  | X  | X  |
| Atlas Coal Co.   |                  |   |   |   |   |   |               | X  | X  | X  |
| Thompson Fuel Co.  |                  |   |   |   |   |   |               | X  | X  | X  |
| Frederick & Hager Co.  |                  |   |   |   |   |   |               | X  | X  | X  |
| Virginia Coal & Coke Co.   |                  |   |   |   |   |   |               | X  | X  | X  |
| Geo. Behm & Son Co.  |                  |   |   |   |   |   |               | X  | X  | X  |
| May & Co.  |                  |   |   |   |   |   |               | X  | X  | X  |
| Team Tracks, Wayne Ave.  |                  |   |   |   |   |   |               | X  | X  | X  |
| Union Storage Co.  |                  |   |   |   |   |   |               | X  | X  | X  |
| Industrial Chemical Co.  |                  |   |   |   |   |   |               | X  | X  | X  |
| Burkett Closed Body Co.  |                  |   |   |   |   |   |               | X  | X  | X  |
| Rike-Kumler Co.  |                  |   |   |   |   |   |               | X  | X  | X  |
| Cherokee Coal & Iron Co.   |                  |   |   |   |   |   |               | X  | X  | X  |
| Diels-Pontias Co.  |                  |   |   |   |   |   |               | X  | X  | X  |
| Lebanon Track Connection to D. U. Ry.  |                  |   |   |   |   |   |               | X  | X  | X  |
| Pennsylvania Coal & Iron Co. at Dale Ave.  |                  |   |   |   |   |   |               | X  | X  | X  |
| Dayton Power & Light Co. (Longworth St. Steam Plant) South Track                   |                  |   |   |   |   |   |               | X  | X  | X  |
| All other Industrial Tracks between Dayton Union Ry. and Water Station, Wolf Creek |                  |   |   |   |   |   |               | X  | X  | X  |

| COLUMN   | CLASS OF ENGINES |   |   |    |    |    | SPECIAL LOADS |    |    |    |
|--|------------------|---|---|----|----|----|---------------|----|----|----|
|  | 1                | 2 | 3 | 4  | 5  | 6  | L             | M  | I  | J  |
| <b>BROOKVILLE:</b><br>Weaver Track<br>Clarence Hubler Coal & Lumber Co.....  | T                | T | T | T  | T  | T  | X             | X  | X  | X  |
| <b>WEST MANCHESTER:</b><br>C. N. R. Connection.....  |                  |   |   |    |    | X  |               |    |    |    |
| <b>HILLIARD:</b><br>Farm Bureau Elevator.....  |                  |   |   |    |    | X  | X             | X  | X  | X  |
| <b>PLAIN CITY:</b><br>Team Tracks Nos. 3, 4, 5, 6, 7.....  |                  |   |   |    |    | X  | X             | X  | X  | X  |
| <b>MILFORD CENTRE:</b><br>Crampton Cannery.....  |                  |   |   |    |    | X  | X             | X  | X  | X  |
| <b>URBANA:</b><br>Freight House Track and Lead from<br>No. 1 Station Track.....<br>Ash Pit Track.....<br>Howard Paper Co.....<br>American Aggregates Co.....<br>Transfer Track, American Aggregates,<br>to C.C.C. & St. L. Ry.....   |                  |   |   |    |    |    |               | X  | X  | X  |
| <b>ST. PARIS:</b><br>D. T. & I Interchange Track beyond<br>clearance point between tracks at<br>south end.....   |                  |   |   |    | E  | E  |               |    |    |    |
| <b>CONOVER:</b><br>Crossover leading to Elevator Track.....  |                  |   |   |    |    | X  |               |    |    |    |
| <b>PIQUA:</b><br>Crossover between tracks in Sycamore<br>St. east of Wayne St.....<br>Malt Track.....<br>Roosevelt Avenue switch to South<br>Yard.....<br>Coal and Iron Track.....<br>Spiker Track.....<br>Inland Homes Corp.....<br>North Yard Lead.....<br>F. S. Royster Guano Co.....                       |                  |   |   |    |    | X  | X             | X  | X  | X  |
| <b>BRADFORD:</b><br>East end Yard C, Tracks 5 and 6.....<br>West end Yard C, all Tracks.....<br>Eastbound Classification Yard.....<br>Westbound Receiving Yard.....<br>Lumber Track.....   |                  |   |   |    |    |    |               | X  | X  | X  |
| <b>GETTYSBURG:</b><br>Seaman Track.....  |                  |   |   |    |    |    | X             | X  | X  |    |
| <b>GREENVILLE:</b><br>Inland Steel Container Co.....<br>Conks Track.....<br>Fertilizer Track.....<br>Daisy Track.....<br>Heading Track.....<br>American Aggregates.....<br>NOTE—Cars over 40 feet in length,<br>coupled, restricted.   |                  |   |   |    | X  | X  | X             | X  | X  | X  |
| <b>NEW MADISON:</b><br>Bowers Coal Co.....<br>Oil Track.....   |                  |   |   |    |    |    |               | X  |    | X  |
| <b>BRIDGE 113:38:</b><br>East of New Paris.....  |                  |   |   | 50 | 50 | 60 | 50            | 45 | 30 | 15 |
| <b>RICHMOND:</b><br><b>YARD D:</b><br>Tracks 12 and 13.....<br><b>YARD F:</b><br>Tracks 6, 7, 8, 9 and 10.....<br>West End Tracks 10 and 11.....<br><b>YARD E:</b><br>All Tracks.....<br>Richmond Hump.....<br><b>ENGINEHOUSE:</b><br>Sand House, all Tracks.....<br>Circle Track.....<br>Oil House Track..... |                  |   |   |    | X  | X  | X             | X  | X  | X  |

| COLUMN   | CLASS OF ENGINES |   |   |   |   |   | SPECIAL LOADS |   |   |   |
|--|------------------|---|---|---|---|---|---------------|---|---|---|
|  | 1                | 2 | 3 | 4 | 5 | 6 | L             | M | I | J |
| <b>RICHMOND—Continued</b><br><b>WEST OF 19TH STREET:</b><br>Kemper Bros., 15th Street.....<br>East End Coal Co.....<br>International Harvester<br>12th Street Yard, all Tracks.....<br>F. & N. Lawnmower.....<br>Coach Tracks 3, 4 and 5.....<br>Heet Cartright Co.....<br>Mather Bros. Coal Co.....<br>McGuire Lawnmower.....<br>Vortex.....<br>Hole Track.....<br>Freight House, all Tracks.....<br>Miller Bros.....<br>C. & O. Connection.....<br>Davis Track.....<br>International Harvester:<br>13th, 14th, 15th Streets.....<br>Cobles Casket Co.....<br>Smith Construction Company.....<br>Palladium Track..... |                  |   |   | X | X | X | X             | X | X | X |
| <b>EAST HAVEN:</b><br>Hospital Track beyond 400 feet from<br>derail.....<br>E. G. Hill Track.....<br>Joe Hill Track.....<br>Johns-Manville Tracks A, B, and D.....   |                  |   |   |   | X | X | X             | X | X | X |
| <b>East of Mile Post 124:</b><br>Bucyrus Erie Co.....  |                  |   |   |   | X | X | X             | X | X | X |
| <b>GENTERVILLE:</b><br>Elevator Track.....<br>Station Track.....<br>Wayne County Farm Bureau.....  |                  |   |   |   | X | X | X             | X | X | X |
| <b>CAMBRIDGE CITY:</b><br>Casket Company.....<br>Light Plant.....<br>Bertch Foundry.....<br>Runaround Track—M. P. 136.....<br>Mal-Gra & Paul.....<br>Yard Tracks Nos. 3 and 5.....<br>American Casket Company.....   |                  |   |   |   | X | X | X             | X | X | X |
| <b>STRAUGHN:</b><br>Canning Factory.....   |                  |   |   |   | X | X | X             | X | X | X |
| <b>LEWISVILLE:</b><br>Elevator Track.....  |                  |   |   |   | X | X | X             | X | X | X |
| <b>DUNREITH:</b><br>Freight House Track, beyond 500 feet<br>of derail.....<br>Elevator Track.....  |                  |   |   | X | X | X | X             | X | X | X |
| <b>KNIGHTSTOWN:</b><br>House Track.....<br>Cook Coal Company.....  |                  |   |   |   | X | X | X             | X | X | X |
| <b>CHARLOTTESVILLE:</b><br>Elevator Track, beyond road crossing.....   |                  |   |   |   | X | X | X             | X | X | X |
| <b>GREENFIELD:</b><br>Virginia Sweet Foods.....<br>News Mill.....<br>Conklin Lbr. Co., No. side.....<br>Stock Pen.....<br>New Yard Track.....<br>Black and Gordon.....<br>Oil Track.....<br>Conklin Lbr. Co., So. side.....<br>Farm Bureau.....<br>Greenfield Ice and Fuel.....<br>Broadway Lbr. Co.....   |                  |   |   |   | X | X | X             | X | X | X |
| <b>GEM:</b><br>Elevator Track.....   |                  |   |   |   |   |   |               | X |   | X |
| <b>CUMBERLAND:</b><br>Onion Track.....   |                  |   |   |   |   |   |               | X |   | X |

| COLUMN   | CLASS OF ENGINES |    |    |    |    |    | SPECIAL LOADS |   |    |    |
|--|------------------|----|----|----|----|----|---------------|---|----|----|
|  | 1                | 2  | 3  | 4  | 5  | 6  | L             | M | I  | J  |
| <b>C &amp; X BRANCH</b>  |                  |    |    |    |    |    |               |   |    |    |
| <b>SPRING VALLEY:</b>  |                  |    |    |    |    |    |               |   |    |    |
| Canning Factory track.....   |                  |    |    |    |    | X  | X             | X | X  | X  |
| Coal track.....  |                  |    |    |    |    |    |               |   |    |    |
| <b>WAYNESVILLE:</b>  |                  |    |    |    |    |    |               |   |    |    |
| Elevator track.....  |                  |    |    |    |    | X  | X             | X | X  | X  |
| <b>MORROW:</b>   |                  |    |    |    |    |    |               |   |    |    |
| Bridge 82.95.....  |                  |    | 45 | 45 | 30 | 15 | 15            | 0 | 10 | 15 |
| Van Camps Storage tracks 1 and 2,<br>sand tipple to scale, Barrett track,<br>mixer to west end of track..... |                  |    |    |    |    | X  | X             | X | X  | X  |
| <b>MIDDLETOWN JCT.:</b>  |                  |    |    |    |    |    |               |   |    |    |
| Turnout from west end of No. 3 track<br>to No. 4 track at Bridge 13.95.....                                  |                  |    |    |    |    | X  |               | X | X  | X  |
| <b>LOVELAND:</b>   |                  |    |    |    |    |    |               |   |    |    |
| Hill track.....  |                  |    |    |    |    | X  | X             | X | X  | X  |
| B. & O. Conn.....  |                  |    |    |    |    | X  |               |   |    |    |
| <b>VALLEY TO NORWOOD:</b>  |                  |    |    |    |    |    |               |   |    |    |
| All team and industrial tracks.....  |                  |    |    |    |    | X  | X             | X | X  | X  |
| <b>MIDDLETOWN<br/>SECONDARY TRACK<br/>and YARD RUNNING TRACK</b>   |                  |    |    |    |    |    |               |   |    |    |
| Between Middletown and Middletown<br>Jct.....  |                  |    |    |    |    | X  |               | X | X  | X  |
| <b>BRIDGES 3.28 AND 4.77:</b>  |                  |    |    |    |    |    |               |   |    |    |
| East of Oakland.....   |                  |    | 15 | 15 | X  | 20 | X             | X | X  | X  |
| <b>BRIDGES 9.05 9.75 AND 10.03:</b>  |                  |    |    |    |    |    |               |   |    |    |
| East of Hageman.....   |                  |    | 15 | 15 | X  | 30 | X             | X | X  | X  |
| <b>BRIDGE 13.95:</b>   |                  |    |    |    |    |    |               |   |    |    |
| Middletown Jct.....  | 10               | 10 | 10 | 10 | X  | 5  | X             | X | X  | X  |
| Engines must not make coupling on<br>bridge.   |                  |    |    |    |    |    |               |   |    |    |
| <b>MUNCIE YARD RUNNING TRACK:</b>  |                  |    |    |    |    |    |               |   |    |    |
| Between Vance and Matthews.....  |                  |    |    |    |    |    | X             | X | X  | X  |
| <b>BRIDGE 29.82:</b>   |                  |    |    |    |    |    |               |   |    |    |
| West of Wheeling.....  |                  |    |    |    |    |    | X             | X | X  | X  |
| <b>AKRON SECONDARY TRACK</b>   |                  |    |    |    |    |    |               |   |    |    |
| <b>APPLE CREEK:</b>  |                  |    |    |    |    |    |               |   |    |    |
| Team track.....  |                  |    |    |    |    |    | X             |   |    | X  |
| <b>FREDERICKSBURG:</b>   |                  |    |    |    |    |    |               |   |    |    |
| Team track.....  |                  |    |    |    |    | X  | X             | X | X  | X  |
| Fredericksburg Pottery Co. spur.....   |                  |    |    |    |    | X  | X             | X | X  | X  |
| <b>HOLMESVILLE:</b>  |                  |    |    |    |    |    |               |   |    |    |
| Elevator track.....  |                  |    |    |    |    | X  | X             | X | X  | X  |
| <b>MILLERSBURG:</b>  |                  |    |    |    |    |    |               |   |    |    |
| Flexible Body Co.....  |                  |    |    |    |    |    | X             | X | X  | X  |
| Storage track, north of Middle switch.....   |                  |    |    |    |    |    |               |   |    | X  |
| <b>DRESDEN INDUSTRIAL TRACK:</b>   |                  |    |    |    |    |    |               |   |    |    |
| Between Mile Post 1 and Ayres<br>Mineral.....  |                  |    |    |    |    | X  | X             | X | X  | X  |
| Killbuck Sand & Gravel Co.....   |                  |    |    |    |    | X  | X             | X | X  | X  |
| <b>BRIDGE 3.61:</b>  |                  |    |    |    |    |    |               |   |    |    |
| North of Layland.....  |                  |    |    |    |    | X  | X             | X | X  | X  |
| <b>BRIDGE 5.31:</b>  |                  |    |    |    |    |    |               |   |    |    |
| South of Layland.....  |                  |    |    |    |    | X  | X             | X | X  | X  |
| <b>BRIDGE 8.43:</b>  |                  |    |    |    |    |    |               |   |    |    |
| South of Helmick.....  |                  |    |    |    |    | X  | X             | X | X  | X  |
| <b>BRIDGE 11.03:</b>   |                  |    |    |    |    |    |               |   |    |    |
| South of Mile Post 11.....   |                  |    |    |    |    | X  | X             | X | X  | X  |
| <b>BRIDGE 11.96:</b>   |                  |    |    |    |    |    |               |   |    |    |
| Ayres Mineral.....   | X                | X  | X  | X  | X  | X  | X             | X | X  | X  |

| COLUMN  | CLASS OF ENGINES |   |   |   |   |   | SPECIAL LOADS |   |   |   |
|---|------------------|---|---|---|---|---|---------------|---|---|---|
|   | 1                | 2 | 3 | 4 | 5 | 6 | L             | M | I | J |
| <b>GLENMONT:</b>  |                  |   |   |   |   |   |               |   |   |   |
| Trestle on Briar Hill Stone Co. track.....                              |                  |   |   |   |   | X |               | X | X | X |
| <b>BRINK HAVEN:</b>   |                  |   |   |   |   |   |               |   |   |   |
| Cavallo Spur.....   |                  |   |   |   |   | X | X             | X | X | X |
| Purd's Gravel Pit track beyond load-<br>ing bins.....                   |                  |   |   |   |   | X | X             | X | X | X |
| <b>DANVILLE:</b>  |                  |   |   |   |   |   |               |   |   |   |
| Lybarger Mill.....  |                  |   |   |   |   | X | X             | X | X | X |
| Twin City Oil Co.....   |                  |   |   |   |   | X | X             | X | X | X |
| <b>HOWARD INDUSTRIAL TRACK:</b>   |                  |   |   |   |   |   |               |   |   |   |
| Between 2000 feet south of Howard<br>and Millwood Sand Co.....          |                  |   |   |   |   | X | X             | X | X | X |
| Siding.....   |                  |   |   |   |   | X | X             | X | X | X |
| <b>GAMBIER:</b>   |                  |   |   |   |   |   |               |   |   |   |
| Farmer's Co-op Co., beyond clearance<br>point.....                      |                  |   |   |   |   | X | X             | X | X | X |
| <b>MT. VERNON:</b>  |                  |   |   |   |   |   |               |   |   |   |
| Horn track beyond B. & O. R. R.<br>Crossing.....                        |                  |   |   |   |   | X | X             | X | X | X |
| Essex Glass Co. track.....  | 5                | 5 | 5 | 5 |   | X | X             | X | X | X |
| Pure Oil track.....   |                  |   |   |   |   | X | X             | X | X | X |
| Pittsburgh Plate Glass Co. inside gates.....                            |                  |   |   |   |   | X | X             | X | X | X |
| Dubinsky Bros.....  |                  |   |   |   |   | X | X             | X | X | X |
| House track.....  |                  |   |   |   |   | X | X             | X | X | X |
| Team track.....   |                  |   |   |   |   | X | X             | X | X | X |
| Yard track No. 8, beyond clearance<br>point.....                        |                  |   |   |   |   | X | X             | X | X | X |
| Middle track.....   |                  |   |   |   |   | X | X             | X | X | X |
| Coach track, beyond clearance point.....                                |                  |   |   |   |   | X | X             | X | X | X |
| Ash Pit track.....  |                  |   |   |   |   | X | X             | X | X | X |
| Ash track.....  |                  |   |   |   |   | X | X             | X | X | X |
| Lumber track.....   |                  |   |   |   |   | X | X             | X | X | X |
| Ladder track, south Yard, five turn-<br>outs.....                       |                  |   |   |   |   |   | X             | X | X | X |
| Ohio Power Co.....  |                  |   |   |   |   | X | X             | X | X | X |
| Lamb Glass Co. loading and unload-<br>ing tracks.....                   |                  |   |   |   |   | X | X             | X | X | X |
| <b>BANGS:</b>   |                  |   |   |   |   |   |               |   |   |   |
| Ohio Fuel Gas Co.....   |                  |   |   |   |   | X | X             | X | X | X |
| Team track.....   |                  |   |   |   |   | X | X             | X | X | X |
| <b>CENTERBURG:</b>  |                  |   |   |   |   |   |               |   |   |   |
| Elevator track.....   |                  |   |   |   |   | X | X             | X | X | X |
| <b>SUNBURY:</b>   |                  |   |   |   |   |   |               |   |   |   |
| Farmer's Co-op Co.....  |                  |   |   |   |   | X | X             | X | X | X |
| Nestle Milk Co.....   |                  |   |   |   |   | X | X             | X | X | X |
| Trestle, Burrer Elevator.....   |                  |   |   |   |   | X | X             | X | X | X |
| <b>GALENA:</b>  |                  |   |   |   |   |   |               |   |   |   |
| Galena Shale, Tile & Brick Co.....                                      |                  |   |   |   |   | X | X             | X | X | X |
| <b>WESTERVILLE:</b>   |                  |   |   |   |   |   |               |   |   |   |
| West team track.....  |                  |   |   |   |   | X | X             | X | X | X |
| Kilgore Mfg. Co.....  |                  |   |   |   |   | X | X             | X | X | X |
| <b>LINDEN:</b>  |                  |   |   |   |   |   |               |   |   |   |
| Linden Lumber Co.....   |                  |   |   |   |   | X | X             | X | X | X |
| Linden Milling Co.....  |                  |   |   |   |   | X | X             | X | X | X |
| Linden Coal & Material Co.....  |                  |   |   |   |   | X | X             | X | X | X |
| Three C Lumber & Supply Co.....   |                  |   |   |   |   | X | X             | X | X | X |
| <b>CINCINNATI TO ANOKA<br/>NORWOOD HEIGHTS:</b>                         |                  |   |   |   |   |   |               |   |   |   |
| All team and industrial tracks be-<br>tween Mile Post 11 and 14.....    |                  |   |   |   |   | X | X             | X | X | X |
| <b>READING:</b>   |                  |   |   |   |   |   |               |   |   |   |
| All station and industrial tracks be-<br>tween Mile Post 14 and 20..... |                  |   |   |   |   | X | X             | X | X | X |
| Co-operative Mill over Track Scales.....                                | X                | X | X | X |   | X | X             | X | X | X |
| <b>HAMILTON:</b>  |                  |   |   |   |   |   |               |   |   |   |
| Connection B. & O. R. R.....  |                  |   |   |   |   | X |               |   |   |   |
| <b>SEVEN MILE:</b>  |                  |   |   |   |   |   |               |   |   |   |
| Elevator track.....   |                  |   |   |   |   | X | X             | X | X | X |
| <b>CAMDEN:</b>  |                  |   |   |   |   |   |               |   |   |   |
| House and Team tracks.....  |                  |   |   |   |   | X | X             | X | X | X |
| <b>EATON:</b>   |                  |   |   |   |   |   |               |   |   |   |
| Glick & Eastman tracks.....   |                  |   |   |   |   | X | X             | X | X | X |



| COLUMN   | CLASS OF ENGINES |    |    |    |    |    | SPECIAL LOADS |    |    |    |  |
|--|------------------|----|----|----|----|----|---------------|----|----|----|--|
|  | 1                | 2  | 3  | 4  | 5  | 6  | L             | M  | I  | J  |  |
| West of Mile Post 88:<br>Wayne County Farm Bureau.....   |                  |    |    |    |    | X  | X             | X  | X  | X  |  |
| HAGERSTOWN:<br>Elevator track.....   |                  |    |    |    |    | X  | X             | X  | X  | X  |  |
| NEW CASTLE:<br>Farm Bureau track.....<br>Big 4 wye.....  |                  |    |    |    |    |    |               |    | X  | X  |  |
| BRIDGE 102.64.....   |                  |    |    |    |    |    | 40            | 30 | 30 |    |  |
| BRIDGE 103.55.....   |                  |    |    |    |    |    | 40            | 30 | 30 |    |  |
| HONEY CREEK:<br>Elevator track.....  |                  |    |    |    |    | X  | X             | X  | X  | X  |  |
| MIDDLETOWN (IND.):<br>Station track.....   |                  |    |    |    |    | X  | X             | X  | X  | X  |  |
| ANDERSON:<br>West leg wye.....<br>East leg wye.....  |                  |    |    |    |    | X  | X             |    |    |    |  |
| FRANKTON:<br>Canning Factory track.....  |                  |    |    |    |    | X  | X             | X  | X  | X  |  |
| BRIDGE 136.86:<br>East of Elwood.....  |                  |    |    |    |    |    | 35            | 20 | 20 |    |  |
| ELWOOD:<br>Heffner track and west end of House<br>track, Frazier tracks, Pittsburgh<br>Plate Glass Co. No. 2, 3, and 4<br>tracks.....<br>Indiana Box, Sellers loading and plat-<br>form tracks, Monticello Shovel Co.,<br>and Pittsburgh Plate Glass Co.,<br>track 1.....<br>Home Ice..... |                  |    |    |    |    | X  | X             | X  | X  | X  |  |
| BRIDGE 158.28:<br>East of Kokomo.....  |                  |    |    |    |    |    | 35            | 20 | 20 |    |  |
| KOKOMO:<br>Pittsburgh Plate Glass Co. track.....<br>Over Scales in Scale track.....  | 10               | 10 | 10 | 10 | 10 | X  | X             | X  | X  | X  |  |
| WALTON:<br>North & South Elevator and Lumber<br>tracks.....  |                  |    |    |    |    | X  | X             | X  | X  | X  |  |
| <b>FORT WAYNE BRANCH</b>   |                  |    |    |    |    |    |               |    |    |    |  |
| BRIDGE 8.10:<br>East of Fountain City.....   |                  |    |    |    |    |    | 40            | 30 | 30 |    |  |
| WINCHESTER:<br>Old wye track.....<br>Interchange tracks.....<br>150 ft. west of Big 4 Conn.....  |                  |    |    |    |    | X  |               |    |    |    |  |
| RIDGEVILLE SECONDARY<br>TRACK:   |                  |    |    |    |    |    |               |    |    |    |  |
| BRIDGE 42.00:<br>East of Portland.....   |                  |    |    | 40 | 40 | 40 | 40            | 30 | 30 | 30 |  |
| BRIDGE 43.02:<br>East of Portland.....   |                  |    |    | 40 | 40 | 40 | 40            | 30 | 30 | 30 |  |
| PORTLAND:<br>Bimmel track.....<br>Holmes, Haynes.....<br>No. 4 House track.....<br>Tile track.....   |                  |    |    |    |    | X  | X             | X  | X  | X  |  |
| BRIDGE 52.49:<br>East of Geneva.....   |                  |    |    |    |    |    | 40            | 30 | 30 |    |  |
| BRIDGE 53.64:<br>East of Geneva.....   |                  |    |    |    |    |    | 40            | 30 | 30 |    |  |
| BRIDGE 55.93:<br>West of Geneva.....   |                  |    |    |    |    | 45 | 20            | 20 | 16 |    |  |

| COLUMN   | CLASS OF ENGINES |    |    |    |    |    | SPECIAL LOADS |    |    |    |   |
|--|------------------|----|----|----|----|----|---------------|----|----|----|---|
|  | 1                | 2  | 3  | 4  | 5  | 6  | L             | M  | I  | J  |   |
| DECATUR:<br>Yard Running track.....<br>N. K. P. wye.....<br>Smith track.....<br>Central Soya Bean track.....<br>General Electric track.....  |                  |    |    |    |    | X  |               |    |    |    |   |
| BRIDGE 72.04:<br>West of Decatur.....  |                  |    |    |    |    | 45 | 30            | 20 | 10 | 10 |   |
| UNDERCLIFF BRANCH AND<br>UNDERCLIFF SECONDARY<br>TRACK:<br>White Villa.....  |                  |    |    | X  | X  | X  | X             | X  | X  | X  |   |
| COURT STREET<br>SECONDARY TRACK:<br>Between end of secondary track and<br>McCullough.....<br>Between McCullough and East Nor-<br>wood.....<br>Between East Norwood and Cin-<br>cinnati (Court St.).....    |                  |    |    |    |    | X  |               | X  | X  | X  |   |
| LEBANON:<br>East End Coal Co. trestle.....<br>Lewis & Drake Co. trestle.....   |                  |    | X  | X  | X  | X  | X             | X  | X  | X  |   |
| BRIDGE 26.83:<br>West of Lebanon.....  |                  |    | 15 | 15 | 15 | X  | 10            | X  | X  | X  |   |
| BRIDGES 35.26 AND 41.61:<br>West of Mason.....<br>Between Mile Post 49 and Lebanon.....  |                  |    |    |    |    | X  | 10            | X  | X  | X  |   |
| TRINWAY<br>SECONDARY TRACK:<br>Between R Y and Zanesville.....   |                  |    |    |    |    |    |               |    |    |    | X |
| BRIDGE 1.21:<br>West of R Y.....   |                  |    |    |    |    |    |               | 20 | X  | X  |   |
| BRIDGE 1.49:<br>East of Dresden.....   |                  |    |    |    |    | 20 | 20            | 20 | X  | X  |   |
| DRESDEN:<br>Paper Mill and Plaster, Industrial<br>tracks.....<br>Paper Mill tracks No. 1 and No. 4,<br>beyond Main Street crossing and all<br>tracks in Gravel Pit.....                                    |                  |    | X  | X  | X  | X  | X             | X  | X  | X  |   |
| ZANESVILLE<br>SECONDARY TRACK:<br>Between Zanesville and Fair Oaks.....<br>Between Fair Oaks and Spangler.....<br>Between Spangler and Mile Post 30.....<br>Between Mile Post 30 and New<br>Lexington..... |                  |    |    |    |    | X  | 10            | X  | X  | X  |   |
| ZANESVILLE:<br>All Yard tracks west of Yard office.....<br>Zanesville Yard, all tracks except sid-<br>ing, Adams Bros. Co. track and<br>Freight House, all tracks.....<br>Church track.....                |                  |    |    |    |    | X  | X             | X  | X  | X  |   |
| BRIDGE 16.80:<br>West of Zanesville.....   |                  |    |    |    |    |    | 20            | 15 | 10 | X  |   |
| PUTNAM:<br>Coal unloading and No. 2 and No. 3<br>pit tracks.....<br>Orris Coal, Zanesville Stoneware and<br>Waller Pottery tracks.....   |                  |    |    | X  | X  | X  | X             | X  | X  | X  |   |
| FAIR OAKS:<br>Battery track.....   |                  |    | X  | X  | X  | X  | X             | X  | X  | X  |   |
| SPANGLER:<br>Zanesville Terminal R. R. (Note 3).....<br>Wye track.....<br>Wye, to end of track at West Main<br>St.....   |                  | X  | X  | X  | X  | X  | X             | X  | X  | X  |   |
| SOUTH ZANESVILLE:<br>Standard Tile and House tracks.....   |                  |    | X  | X  | X  | X  | X             | X  | X  | X  |   |
| BRIDGE 19.82:<br>West of South Zanesville.....   | 20               | 20 | 20 | 20 | 20 | X  | X             | X  | X  | X  |   |
| BRIDGE 22.61:<br>East of Fultonham Spur.....   | 10               | 10 | 10 | 10 | 10 | X  | X             | X  | X  | X  |   |

| COLUMN  | CLASS OF ENGINES |    |    |    |    |   | SPECIAL LOADS |    |    |   |
|---|------------------|----|----|----|----|---|---------------|----|----|---|
|   | 1                | 2  | 3  | 4  | 5  | 6 | L             | M  | I  | J |
| <b>FULTONHAM INDUSTRIAL TRACK:</b><br>Tracks leading to Pittsburgh Plate Glass Co. at Fultonham.  |                  |    |    |    |    | X | X             | X  | X  | X |
| <b>BRIDGE 22.79:</b><br>West of Fultonham Spur.....   | 20               | 20 | 20 | 20 | 20 | X | X             | X  | X  | X |
| <b>ROSEVILLE:</b><br>Ransbottom Pottery, No. 1 track and Rosehill Mine tracks, under tipple.....<br>Ransbottom Pottery, No. 2 and No. 3 tracks, Ohio State Brick, Nelson McCoy Pottery, Freight House and Rosehill Mine tracks..... | X                | X  | X  | X  | X  | X | X             | X  | X  | X |
| <b>CROOKSVILLE:</b><br>All Industrial tracks.....   |                  |    | X  | X  | X  | X | X             | X  | X  | X |
| <b>BRIDGE 29.81:</b><br>West of Crooksville.....  | 20               | 20 | 20 | 20 | 20 | X | X             | X  | X  | X |
| <b>BRIDGE 32.58:</b><br>West of McLuney.....  | 20               | 20 | 20 | 20 | 20 | X | X             | X  | X  | X |
| <b>GOSTON:</b><br>Jones Sand Co. track.....   |                  |    | X  | X  | X  | X | X             | X  | X  | X |
| <b>BRIDGE 35.32:</b><br>West of Goston.....   |                  |    |    |    |    | X | X             | X  | X  | X |
| <b>SUNNYHILL MINE:</b><br>No. 8, on loaded car tracks at tipple and beyond clearance point on empty car tracks above tipple.....  | X                | X  | X  | X  | X  | X | X             | X  | X  | X |
| <b>NEW LEXINGTON:</b><br>Pure Oil Co. track.....<br>All other Industrial tracks.....  |                  |    | X  | X  | X  | X | X             | X  | X  | X |
| <b>ZANESVILLE BRANCH:</b><br><b>NEW LEXINGTON:</b><br>On Main track between New Lexington and Bremen.....<br>Pure Oil Co. track.....<br>All other Industrial tracks.....  |                  |    | X  | X  | X  | X | X             | X  | X  | X |
| <b>BRIDGE 39.30:</b><br>West of New Lexington.....  | 40               | 40 | 40 | 40 | 40 | X | 40            | 25 | 16 | X |
| <b>MILE POST 40 (East of):</b><br>Ludowici Tile Co. track.....  |                  |    |    |    |    | X | X             | X  | X  | X |
| <b>JUNCTION CITY:</b><br>Rush Creek Clay Co. track.....   |                  |    |    |    |    | X | X             | X  | X  | X |
| <b>BRIDGE 49.66:</b><br>East of Bremen.....   |                  |    |    |    |    | X | 30            | 30 | X  | X |
| <b>BREMEN:</b><br>All Industrial tracks.....  |                  |    | X  | X  | X  | X | X             | X  | X  | X |
| <b>MORROW SECONDARY TRACK</b><br>Between:<br>Bremen and Mile Post 65.....<br>Mile Post 65 and Circleville.....<br>Circleville and Washington C. H.....<br>Wilmington and Morrow.....  |                  |    |    |    |    | X | 10            | X  | X  | X |
| <b>BREMEN:</b><br>All Industrial tracks.....  |                  |    |    |    |    | X | X             | X  | X  | X |
| <b>BRIDGE 57.31</b> .....   | 20               | 20 | 20 | 20 | 10 | X | X             | X  | X  | X |
| <b>LANCASTER:</b><br>Columbus Oil and Grease, Carbon Works, C. & O. R. R., transfer, car shop yard and all other Industrial tracks.....   |                  | X  | X  | X  | X  | X | X             | X  | X  | X |
| <b>BRIDGE 70.78:</b><br>East of Mile Post 71.....   | 20               | 20 | 20 | 20 | 20 | X | X             | X  | X  | X |
| <b>CIRCLEVILLE:</b><br>Cooper house track, Glass House track and Shell Oil Co. track.....   |                  |    |    |    |    | X | X             | X  | X  | X |
| <b>BRIDGE 87.88:</b><br>East of Williamsport.....   |                  | 20 | 20 | 20 | 20 | X | X             | X  | X  | X |
| <b>BRIDGE 90.58:</b><br>West of Williamsport.....   |                  | 10 | 10 | 10 | 10 | X | X             | X  | X  | X |
| <b>BRIDGE 95.27:</b><br>West of Mile Post 95.....   |                  | 20 | 20 | 20 | 20 | X | X             | X  | X  | X |

| COLUMN  | CLASS OF ENGINES |    |    |    |    |    | SPECIAL LOADS |   |   |   |
|---|------------------|----|----|----|----|----|---------------|---|---|---|
|   | 1                | 2  | 3  | 4  | 5  | 6  | L             | M | I | J |
| <b>BRIDGE 111.69:</b><br>East of Jasper.....  | 10               | 10 | 10 | 10 | X  | X  | X             | X | X | X |
| <b>BRIDGE 114.30:</b><br>West of Jasper.....  | 10               | 10 | 10 | 10 | X  | X  | X             | X | X | X |
| <b>BRIDGE 131.59:</b><br>West of Mile Post 131.....   | 10               | 10 | 10 | 10 | X  | X  | X             | X | X | X |
| <b>BRIDGE 135.031:</b><br>West of Ogden.....  | 10               | 10 | 10 | 10 | X  | X  | X             | X | X | X |
| <b>SPRINGFIELD SECONDARY TRACK</b><br><b>BRIDGE 0.13:</b><br>East of Xenia.....   |                  |    |    | 10 | 10 | 10 | 10            | X | X | X |
| <b>BRIDGE 0.23:</b><br>East of Xenia.....   |                  |    |    |    |    |    |               | X | X | X |
| <b>BRIDGE 3.14:</b><br>East of Xenia.....   |                  |    |    | 20 | 20 | 20 | 10            | X | X | X |
| <b>BRIDGE 6.37:</b><br>East of Xenia.....   |                  |    |    | 20 | 20 | 20 | 20            | X | X | X |
| <b>YELLOW SPRINGS:</b><br>Coal tipple.....<br>H. L. Hackett Co.....<br>Dewine Milling Co.....<br>Morris Bean and Co.....  | T                | T  | T  | T  | T  | X  | X             | X | X | X |
| <b>BRIDGE 10.29:</b><br>East of Yellow Springs.....   |                  |    |    | 10 | 10 | 10 | 10            | X | X | X |
| <b>EMERY CHAPEL:</b><br>Wickes Lumber Co.....<br>Miller Coal and Feed Co.....   |                  |    |    |    |    | X  | X             | X | X | X |
| <b>SPRINGFIELD:</b><br>Intag track.....<br>Wagner Pole track.....<br>Wagner track.....<br>Fulmer track.....<br>Carson track.....<br>All other Industrial tracks.....<br>Allen Tool Co.....<br>Pure Oil Co.....<br>McKenzie Lumber Co.....<br>Hackett track.....<br>Shney track.....<br>Tuttle Elevator track..... |                  |    |    |    |    | X  | X             | X | X | X |
| <b>CLEMENT-HEMPSTEAD:</b><br>Industrial track.....  |                  |    |    |    |    | X  |               |   |   |   |
| <b>DAYTON-LYTLE:</b><br>Industrial track.....   |                  |    |    |    |    | X  |               |   |   |   |

NOTE 1. EF-22 class diesel units are restricted through Columbus, Ohio station tracks No. 1, 2 and 3.

NOTE 2. Engines must not use track beyond point designated.

NOTE 3. Class ERS-12 engines are permitted on Zanesville Terminal R. R.



| COLUMN  | CLASS OF ENGINES |   |    |    |    |    | SPECIAL LOADS |    |    |    |  |
|---|------------------|---|----|----|----|----|---------------|----|----|----|--|
|   | 1                | 2 | 3  | 4  | 5  | 6  | L             | M  | I  | J  |  |
| <b>RIPLEY:</b><br>West Storage, ten car lengths east of deraul to end.<br>East Storage, ten car lengths west of deraul to end.  |                  |   |    | X  | X  | X  | X             | X  | X  | X  |  |
| <b>DENHAM:</b><br>Team track.   |                  |   |    | X  | X  | X  | X             | X  | X  | X  |  |
| <b>NORTH JUDSON:</b><br>Sand Pit track.   |                  |   |    | X  | X  | X  | X             | X  | X  | X  |  |
| <b>LA CROSSE:</b><br>Turnouts of three tracks leading to former C. A. & S.<br>Three former C. A. & S. tracks west of old elevator.<br>Monon Connection.<br>North Elevator track, east of Coal Bins. | X                | X | X  | X  | X  | X  | X             | X  | X  | X  |  |
| <b>GRASSMERE:</b><br>Elevator track.  |                  |   |    | X  | X  | X  | X             | X  | X  | X  |  |
| <b>AYLESWORTH:</b><br>Elevator and Team track.  |                  |   |    |    |    | X  | X             | X  | X  |    |  |
| <b>HEBRON:</b><br>Tail track.   |                  |   |    |    |    | X  | X             | X  | X  |    |  |
| <b>CROWN POINT:</b><br>Lets Mfg. Co. all tracks.<br>Burton coal track.<br>Tuttle coal track.<br>Team track, No. side.   |                  |   |    | X  | X  | X  | X             | X  | X  | X  |  |
| <b>HARTSDALE:</b><br>Interchange tracks to M. C. R. R.  |                  |   |    | X  | X  | X  |               |    |    |    |  |
| <b>MAYNARD:</b><br>Wye to Grand Trunk R. R.   |                  |   |    |    |    | X  |               |    |    |    |  |
| <b>LANSING:</b><br>Meeters Inc. track South Side.<br>Lansing Lbr. & Supply Co. track.<br>Krumm Coal Co. track.<br>Team tracks.  |                  |   |    | X  | X  | X  | X             | X  | X  | X  |  |
| <b>BERNICE:</b><br>Illinois Brick Yard.<br>Wye to S. C. & S.  |                  |   |    | X  | X  | X  | X             | X  | X  | X  |  |
| <b>BRIDGE 294.89:</b><br>4700 feet west of Mile Post 294.   |                  |   |    |    |    |    | 30            | 30 | 20 |    |  |
| <b>WEST PULLMAN:</b><br>Conn. to C. W. P. & S. R. R.  |                  |   | X  | X  | X  | X  |               |    |    |    |  |
| <b>BEVERLY JCT.-WESTERN AVE. SECONDARY TRACK</b><br>All industrial tracks.  |                  |   | X  | X  | X  | X  |               |    |    |    |  |
| <b>BRIDGE 307.25:</b><br>36th St.   |                  |   |    |    |    |    | 20            | 20 | 15 | 10 |  |
| <b>BRIDGE 307.37:</b><br>35th St.   |                  |   |    |    |    |    | 20            | 20 | 15 | 10 |  |
| <b>ASH STREET:</b><br>Conn. to I. C. R. R.  |                  |   | X  | X  | X  | X  |               |    |    |    |  |
| <b>ALL BRIDGES</b><br>Between<br><b>BRIDGE 310.09</b><br>over Taylor Street.<br>and<br><b>BRIDGE 311.28</b><br>over Fulton Street, incl.  |                  |   | 20 | 20 | 20 | 20 | 20            | 10 | 10 | X  |  |
| Between Clinton St. and Canal St. (C. U. S.)  |                  |   |    |    |    | X  |               |    |    |    |  |
| <b>MAIN LINES C &amp; S</b><br>Between Bernice and Colehour Jct. (S. C. & S.)   |                  |   |    |    |    |    | X             | X  | X  |    |  |
| <b>BRIDGE 8:15:</b><br>792 feet east of Mile Post 8.  |                  |   | 40 | 40 | 40 | 40 | 40            | X  | X  | X  |  |
| <b>BURNHAM:</b><br>Conn. to B. & O. C. T. R. R.<br>Conn. to C. & C. R. R.<br>Hegewisch Lbr. Co. track.  |                  |   |    | X  | X  | X  | X             | X  | X  | X  |  |

| COLUMN  | CLASS OF ENGINES |   |   |   |   |   | SPECIAL LOADS |    |    |   |  |
|---|------------------|---|---|---|---|---|---------------|----|----|---|--|
|   | 1                | 2 | 3 | 4 | 5 | 6 | L             | M  | I  | J |  |
| <b>COLEHOUR JCT.:</b><br>Indianapolis Blvd. Filling Sta. tracks.  |                  |   |   |   |   | X | X             | X  | X  | X |  |
| <b>MAIN LINE I &amp; F BRANCH</b><br><b>VAN (South of):</b><br>State Hospital.<br>Indiana Rendering Co.   |                  |   |   | X | X | X | X             | X  | X  | X |  |
| <b>ENGLEWOOD CONNECTING LINE</b><br>58th Street, West Wye.<br>59th Street, East Wye.<br>Between 58th Street and 59th Street, All Industry Tracks.<br>James Coal Co. Trestle.  |                  |   | X | X | X | X | X             | X  | X  | X |  |
| <b>CALUMET WESTERN LINE</b><br><b>BRIDGE 1.08:</b><br>Over Calumet River.<br>South Chicago—Calumet Western Jct. via Calumet Western Line.<br>Indiana Harbor—Jct. B. & O. C. T. R. R., East Chicago via R. of W. No. 1.<br>Mahoning—Jct. B. & O. C. T. R. R., East Chicago, via R. of W. No. 3.<br>Hammond Jct.—Hegewisch. |                  |   |   | X | X | X | X             | X  | X  | X |  |
| <b>SOUTH BEND BRANCH</b><br>All tracks, bridges, etc.   |                  |   |   |   |   | X | 30            | 30 | 30 |   |  |
| <b>PLYMOUTH:</b><br>McCord Radiator & Mfg. Co.<br>Plymouth Engineering & Oil tracks.<br>Plymouth Seed Co. tracks.<br>Plymouth Co.   |                  |   |   |   |   | X | X             | X  | X  |   |  |
| <b>LAPAZ JCT.:</b><br>B. & O. Connection.   |                  |   |   |   |   | X |               |    |    |   |  |
| <b>LAKEVILLE:</b><br>Wabash Connection.   |                  |   |   |   |   | X |               |    |    |   |  |
| <b>NUTWOOD:</b><br>Gentner Meat Co. track.<br>N. Y. C. Connection east of Broadway.<br>Studebaker Connection east of Broadway.<br>Eckler Mfg. Co. track.<br>W. C. Miller track.<br>No. 1 House track, Tutt St.<br>No. 2 House track, Tutt St.   |                  |   |   |   |   | X | X             | X  | X  | X |  |
| <b>EFFNER BRANCH</b><br>All tracks, bridges, etc.   |                  |   |   |   |   | X | 30            | 30 | 30 |   |  |
| <b>LAKE CICOTT:</b><br>Great Lake track.<br>Million Sand track.   |                  |   |   |   |   | X | X             | X  | X  | X |  |
| <b>MONTICELLO:</b><br>Monon Connection.   |                  |   |   |   |   | X |               |    |    |   |  |
| <b>REYNOLDS:</b><br>Monon Connection 300 feet east of State Road.   |                  |   |   |   |   | X |               |    |    |   |  |
| <b>WOLCOTT:</b><br>So. Elevator track.<br>Dye Lumber track.   |                  |   |   |   |   | X | X             | X  | X  | X |  |
| <b>REMINGTON:</b><br>West end of north track.<br>Middle track, So. side.<br>Elevator track, So. side.<br>Virginia-Carolina Chemical.  |                  |   |   |   |   | X | X             | X  | X  | X |  |
| <b>GOODLAND:</b><br>Bales Lumber track beyond a point 423 feet from P. R. R. main track switch.<br>Sherman White & Co. track.<br>Butane Gas track.  |                  |   |   |   |   | X | X             | X  | X  | X |  |
| <b>NEWTON:</b><br>Newton County Stone Co., under tipple.  | X                | X | X | X | X | X | X             | X  | X  | X |  |



| COLUMN   | CLASS OF ENGINES |    |    |    |    |   | SPECIAL LOADS |   |   |   |   |
|--|------------------|----|----|----|----|---|---------------|---|---|---|---|
|  | 1                | 2  | 3  | 4  | 5  | 6 | L             | M | I | J |   |
| <b>WOODVILLE:</b>  |                  |    |    |    |    |   |               |   |   |   |   |
| Ohio Hydrate tracks.....                                       |                  |    |    |    | X  | X |               | X | X | X | X |
| Elevator track.....  |                  |    |    |    | X  | X |               | X | X | X | X |
| Woodville Lime Products tracks.....                            |                  |    |    |    | X  | X |               | X | X | X | X |
| Standard Lime & Stone Co. tracks.....                          |                  |    |    |    | X  | X |               | X | X | X | X |
| <b>GIBSONBURG:</b>   |                  |    |    |    |    |   |               |   |   |   |   |
| Gibsonburg Elevator track.....                                 |                  |    |    |    | X  | X |               | X | X | X | X |
| Station track.....   |                  |    |    |    | X  | X |               | X | X | X | X |
| Nat'l Gypsum tracks.....                                       |                  |    |    |    | X  | X |               | X | X | X | X |
| Nat'l Gypsum Co. trestle.....                                  | X                | X  | X  | X  | X  | X | X             | X | X | X | X |
| Gibsonburg Lime Products tracks.....                           |                  |    |    |    | X  | X |               | X | X | X | X |
| Kelly Island tracks.....                                       |                  |    |    | X  | X  | X | X             | X | X | X | X |
| Gibsonburg Canning Co. track.....                              |                  |    |    |    | X  | X |               | X | X | X | X |
| <b>BURGOON:</b>  |                  |    |    |    |    |   |               |   |   |   |   |
| Interchange track.....   |                  |    |    |    | X  | X |               |   |   |   |   |
| <b>BETTSVILLE:</b>   |                  |    |    |    |    |   |               |   |   |   |   |
| Basic Dolomite tracks.....                                     |                  |    |    |    | X  | X |               | X | X | X | X |
| Elevator track.....  |                  |    |    |    | X  | X |               | X | X | X | X |
| <b>MAPLE GROVE:</b>  |                  |    |    |    |    |   |               |   |   |   |   |
| N. K. P. Connection.....                                       |                  |    |    |    | X  | X |               |   |   |   |   |
| <b>TIFFIN:</b>   |                  |    |    |    |    |   |               |   |   |   |   |
| Freight House tracks.....                                      |                  |    |    |    | X  | X |               | X | X | X | X |
| Machinery Loading track.....                                   |                  |    |    |    | X  | X |               | X | X | X | X |
| Loudenslager track.....  |                  |    |    |    | X  | X |               | X | X | X | X |
| Ohio Power Co. track.....                                      |                  |    |    | X  | X  | X | X             | X | X | X | X |
| Team track.....  |                  |    |    | X  | X  | X |               | X | X | X | X |
| Smith Coal & Ice track.....                                    |                  |    |    | X  | X  | X |               | X | X | X | X |
| Webster Mfg. tracks.....                                       |                  |    |    | X  | X  | X |               | X | X | X | X |
| Industrial Lead.....   |                  |    |    | X  | X  | X |               | X | X | X | X |
| South lead to coaling track.....                               |                  |    |    | X  | X  | X |               | X | X | X | X |
| Tiffin Metal track.....  |                  |    |    | X  | X  | X |               | X | X | X | X |
| Sterling Grinding Wheel tracks.....                            |                  |    |    | X  | X  | X |               | X | X | X | X |
| U. S. Glass tracks.....  |                  |    |    | X  | X  | X |               | X | X | X | X |
| Standard Sanitary Mfg. tracks.....                             |                  |    |    | X  | X  | X |               | X | X | X | X |
| Nat'l Machinery, westerly track.....                           |                  |    |    | X  | X  | X |               | X | X | X | X |
| Groman Bro. track.....   |                  |    |    | X  | X  | X |               | X | X | X | X |
| Station track.....   |                  |    |    | X  | X  | X |               | X | X | X | X |
| Floom Fleck Co. track.....                                     |                  |    |    | X  | X  | X |               | X | X | X | X |
| Graveling track.....   |                  |    |    | X  | X  | X |               | X | X | X | X |
| General Electric track.....                                    |                  |    |    | X  | X  | X |               | X | X | X | X |
| <b>BLOOMVILLE:</b>   |                  |    |    |    |    |   |               |   |   |   |   |
| France Quarry track.....                                       |                  |    |    |    | X  | X |               | X | X | X | X |
| Station track.....   |                  |    |    |    | X  | X |               | X | X | X | X |
| Elevator track.....  |                  |    |    |    | X  | X |               | X | X | X | X |
| <b>CARROTHERS:</b>   |                  |    |    |    |    |   |               |   |   |   |   |
| Northwest wye.....   |                  |    |    |    | X  |   |               |   |   |   |   |
| <b>TIRO INDUSTRIAL TRACKS:</b>                                 |                  |    |    |    |    |   |               |   |   |   |   |
| <b>NEW WASHINGTON:</b>   |                  |    |    |    |    |   |               |   |   |   |   |
| Kibler track.....  |                  |    |    |    | X  | X |               | X | X | X | X |
| Lumber track.....  |                  |    |    |    | X  | X |               | X | X | X | X |
| <b>TIRO:</b>   |                  |    |    |    |    |   |               |   |   |   |   |
| Station and Industrial tracks.....                             |                  |    |    |    | X  | X |               | X | X | X | X |
| <b>GRAND RAPIDS BRANCH</b>                                     |                  |    |    |    |    |   |               |   |   |   |   |
| Between Mackinaw City and Grand Rapids.....                    |                  |    |    |    | X  |   |               | X | X | X | X |
| Traverse City Secondary track.....                             |                  |    |    |    | X  |   |               | X | X | X | X |
| <b>BRIDGE 451.46:</b><br>2425 feet north of Mile Post 451..... | 30               | 30 | 30 | 30 | 30 | X | 30            | X | X | X |   |
| <b>BRIDGE 441.73:</b><br>3850 feet north of Mile Post 441..... |                  |    |    |    |    | X |               | X | X | X |   |
| <b>BRIDGE 423.54:</b><br>2850 feet north of Mile Post 423..... | 20               | 20 | 20 | 20 | 20 | X | 20            | X | X | X |   |
| <b>FORMANS:</b>  |                  |    |    |    |    |   |               |   |   |   |   |
| Maple Block track beyond point indicated by sign.....          | X                | X  | X  | X  | X  | X | X             | X | X | X | X |
| <b>BRIDGE 410.03:</b><br>160 feet north of Mile Post 410.....  |                  |    |    |    |    | X |               | X | X | X |   |
| <b>BRIDGE 371.13:</b><br>685 feet north of Mile Post 371.....  |                  |    |    |    |    | X |               | X | X | X |   |
| <b>BRIDGE 350.66:</b><br>3480 feet north of Mile Post 350..... | 20               | 20 | 35 | 35 | 30 | X | 15            | X | X | X |   |
| <b>BRIDGE 302.95:</b><br>5000 feet north of Mile Post 302..... | 40               | 40 | 40 | 40 | 40 | X | 40            | X | X | X |   |

| COLUMN   | CLASS OF ENGINES |    |    |    |    |    | SPECIAL LOADS |    |    |    |  |
|--|------------------|----|----|----|----|----|---------------|----|----|----|--|
|  | 1                | 2  | 3  | 4  | 5  | 6  | L             | M  | I  | J  |  |
| <b>BIG RAPIDS:</b>   |                  |    |    |    |    |    |               |    |    |    |  |
| Toga Spur.....   | 5                | 5  | 5  | 5  | 5  | X  | X             | X  | X  | X  |  |
| <b>MUSKOGON RIVER BRIDGE:</b>  |                  |    |    |    |    |    |               |    |    |    |  |
| Toga track Big Rapids.....   | 5                | 5  | 5  | 5  | 5  | X  | X             | X  | X  | X  |  |
| <b>BRIDGE 280.22:</b><br>1180 feet north of Mile Post 280.....   |                  |    |    |    |    |    |               |    |    |    |  |
|  |                  |    |    |    |    | X  |               | X  | X  | X  |  |
| <b>BRIDGE 266.51:</b><br>2650 feet north of Mile Post 266.....   |                  |    |    |    |    |    |               |    |    |    |  |
|  |                  |    |    |    |    | X  |               | X  | X  | X  |  |
| <b>BRIDGE 257.34:</b><br>1850 feet north of Mile Post 257.....   |                  |    |    |    |    |    |               |    |    |    |  |
|  |                  |    |    |    |    | X  |               | X  | X  | X  |  |
| <b>BRIDGE 253.16:</b><br>840 feet north of Mile Post 253.....  |                  |    |    |    |    |    |               |    |    |    |  |
|  |                  |    |    |    |    | X  |               | X  | X  | X  |  |
| <b>BRIDGE 249.39:</b><br>2060 feet north of Mile Post 249.....   |                  |    |    |    |    |    |               |    |    |    |  |
|  |                  |    |    |    |    | X  |               | X  | X  | X  |  |
| <b>BRIDGE 247.98:</b><br>5180 feet north of Mile Post 247.....   |                  |    |    |    |    |    |               |    |    |    |  |
|  |                  |    |    |    |    | X  |               | X  | X  | X  |  |
| <b>BRIDGE 247.53:</b><br>2800 feet north of Mile Post 247.....   |                  |    |    |    |    |    |               |    |    |    |  |
|  |                  |    |    |    |    | X  |               | X  | X  | X  |  |
| <b>BRIDGE 241.75:</b><br>3960 feet north of Mile Post 241.....   |                  |    |    |    |    |    |               |    |    |    |  |
|  |                  |    |    |    |    | X  |               | X  | X  | X  |  |
| <b>BRIDGE 239.55:</b><br>2900 feet north of Mile Post 239.....   |                  |    |    |    |    |    |               |    |    |    |  |
|  |                  |    |    |    |    | X  |               | X  | X  | X  |  |
| <b>BRIDGE 234.33:</b><br>1840 feet north of Mile Post 234 (with no equipment or trains on side track) (with equipment or train on side track)..... |                  |    |    |    |    |    |               |    |    |    |  |
|  | 20               | 20 | 20 | 20 | 20 | X  | 20            | 20 | 15 | 10 |  |
| <b>GRAND RAPIDS:</b>   |                  |    |    |    |    |    |               |    |    |    |  |
| Haskellite tracks.....   |                  |    |    |    |    | X  |               |    |    |    |  |
| <b>BRIDGE 231.27:</b><br>1425 feet north of Mile Post 231.....   |                  |    |    |    |    |    |               |    |    |    |  |
|  | 20               | 20 | 20 | 20 | 20 | 20 | 20            | 30 | 30 | 30 |  |
| <b>FISHER:</b>   |                  |    |    |    |    |    |               |    |    |    |  |
| Industrial lead to Solvay.....   |                  |    |    |    |    | X  |               |    |    |    |  |
| <b>BRIDGE 227.07:</b><br>370 feet north of Mile Post 227.....  |                  |    |    |    |    |    |               |    |    |    |  |
|  |                  |    |    |    |    | 30 |               | 30 | 30 | 30 |  |
| <b>BRIDGE 225.43:</b><br>2270 feet north of Mile Post 225.....   |                  |    |    |    |    |    |               |    |    |    |  |
|  |                  |    |    |    |    | 30 |               | 30 | 30 | 30 |  |
| <b>BRIDGE 222.64:</b><br>3380 feet north of Mile Post 222.....   |                  |    |    |    |    |    |               |    |    |    |  |
|  |                  |    |    |    |    | 30 |               | 30 | 30 | 30 |  |
| <b>BRIDGE 219.97:</b><br>5120 feet north of Mile Post 219.....   |                  |    |    |    |    |    |               |    |    |    |  |
|  |                  |    |    |    |    | 30 |               | 30 | 30 | 30 |  |
| <b>BRIDGE 215.27:</b><br>1425 feet north of Mile Post 215.....   |                  |    |    |    |    |    |               |    |    |    |  |
|  |                  |    |    |    |    | 30 |               | 30 | 30 | 30 |  |
| <b>BRIDGE 214.86:</b><br>4700 feet north of Mile Post 214.....   |                  |    |    |    |    |    |               |    |    |    |  |
|  |                  |    |    |    |    | 30 |               | 30 | 30 | 30 |  |
| <b>BRIDGE 214.25:</b><br>1270 feet north of Mile Post 214.....   |                  |    |    |    |    |    |               |    |    |    |  |
|  |                  |    |    |    |    | 30 |               | 30 | 30 | 30 |  |
| <b>BRIDGE 214.00:</b><br>Mile Post 214.....  |                  |    |    |    |    |    |               |    |    |    |  |
|  |                  |    |    |    |    | 30 |               | 30 | 30 | 30 |  |
| <b>WAYLAND:</b>  |                  |    |    |    |    |    |               |    |    |    |  |
| East Milk tracks.....  |                  |    |    |    |    | X  |               |    |    |    |  |
| <b>BRIDGE 199.91:</b><br>4800 feet north of Mile Post 199.....   |                  |    |    |    |    |    |               |    |    |    |  |
|  |                  |    |    |    |    | 30 |               | 30 | 30 | 30 |  |
| <b>PLAINWELL:</b>  |                  |    |    |    |    |    |               |    |    |    |  |
| Michigan Paper Co. tracks.....   |                  |    |    |    |    | X  | X             | X  | X  | X  |  |
| Michigan Paper Co. track No. 6 beyond coal pit.....  |                  |    | X  | X  | X  | X  | X             | X  | X  | X  |  |
| <b>BRIDGE 194.82:</b><br>4340 feet north of Mile Post 194.....   |                  |    |    |    |    |    |               |    |    |    |  |
|  |                  |    |    |    |    | 30 |               | 30 | 30 | 30 |  |
| <b>BRIDGE 188.80:</b><br>4225 feet north of Mile Post 183.....   |                  |    |    |    |    |    |               |    |    |    |  |
|  |                  |    |    |    |    | 30 |               | 30 | 30 | 30 |  |
| <b>BRIDGE 188.16:</b><br>840 feet north of Mile Post 188.....  |                  |    |    |    |    |    |               |    |    |    |  |
|  |                  |    |    |    |    | 30 |               | 30 | 30 | 30 |  |

| COLUMN  | CLASS OF ENGINES |   |   |   |   |                  | SPECIAL LOADS |    |    |   |
|---|------------------|---|---|---|---|------------------|---------------|----|----|---|
|   | 1                | 2 | 3 | 4 | 5 | 6                | L             | M  | I  | J |
| <b>KALAMAZOO:</b><br>All industrial tracks except Vant<br>Rohrer.....<br>East Team track No. 1.....   |                  |   |   |   |   | X<br>X           |               |    |    |   |
| <b>BRIDGE 173.76:</b><br>4000 feet north of Mile Post 173.....  |                  |   |   |   |   | 30               | 30            | 30 | 30 |   |
| <b>VICKSBURG:</b><br>Elevator track off north wye.....<br>Lee Paper Co.....   |                  |   |   |   |   | X<br>X           | X             | X  | X  | X |
| <b>BRIDGE 171.12:</b><br>635 feet north of Mile Post 171.....   |                  |   |   |   |   | 30               | 30            | 30 | 30 |   |
| <b>BRIDGE 169.19:</b><br>1000 feet north of Mile Post 169.....  |                  |   |   |   |   | 30               | 30            | 30 | 30 |   |
| <b>BRIDGE 168.59:</b><br>3120 feet north of Mile Post 168.....  |                  |   |   |   |   | 30               | 30            | 30 | 30 |   |
| <b>BRIDGE 167.98:</b><br>5020 feet north of Mile Post 167.....  |                  |   |   |   |   | 30               | 30            | 30 | 30 |   |
| <b>BRIDGE 159.63:</b><br>3330 feet north of Mile Post 159.....  |                  |   |   |   |   | 30               | 30            | 30 | 30 |   |
| <b>BRIDGE 157.46:</b><br>2430 feet north of Mile Post 157.....  |                  |   |   |   |   | 30               | 30            | 30 | 30 |   |
| <b>STURGIS:</b><br>Elevator track<br>M. & R. Dietetics track No. 3 from<br>100 feet south of highway crossing to<br>south end of track.....       |                  |   |   |   |   | X<br>X           | X             | X  | X  | X |
| <b>BRIDGE 145.63:</b><br>3325 feet north of Mile Post 145.....  |                  |   |   |   |   | 30               | 30            | 30 | 30 |   |
| <b>BRIDGE 143.12:</b><br>635 feet north of Mile Post 143.....   |                  |   |   |   |   | 30               | 30            | 30 | 30 |   |
| <b>BRIDGE 127.38:</b><br>2000 feet north of Mile Post 127.....  |                  |   |   |   |   | 30               | 30            | 30 | 30 |   |
| <b>BRIDGE 120.32:</b><br>1690 feet north of Mile Post 120.....  |                  |   |   |   |   | 30               | 30            | 30 | 30 |   |
| <b>KENDALLVILLE:</b><br>Newman Foundry track, noble track.....  |                  |   |   |   |   | X                |               |    |    |   |
| <b>BRIDGE 118.75:</b><br>3960 feet north of Mile Post 118.....  |                  |   |   |   |   | 30               | 30            | 30 | 30 |   |
| <b>BRIDGE 118.51:</b><br>2690 feet north of Mile Post 118.....  |                  |   |   |   |   | 30               | 30            | 30 | 30 |   |
| <b>AVILLA:</b><br>B. & O. R. R. wye from eastline of<br>highway crossing to connection with<br>B. & O. R. R.....                                  |                  |   |   |   |   | X                |               |    |    |   |
| <b>BRIDGE 112.84:</b><br>4440 feet north of Mile Post 112.....  |                  |   |   |   |   | 30               | 30            | 30 | 30 |   |
| <b>BRIDGE 112.44:</b><br>2320 feet north of Mile Post 112.....  |                  |   |   |   |   | 30               | 30            | 30 | 30 |   |
| <b>LA OTTO:</b><br>Elevator tracks.....   |                  |   |   | X | X | X                | X             | X  | X  | X |
| <b>BRIDGE 107.60:</b><br>3170 feet north of Mile Post 107.....  |                  |   |   |   |   | 30               | 30            | 30 | 30 |   |
| <b>BRIDGE 105.86:</b><br>3490 feet north of Mile Post 105.....  |                  |   |   |   |   | 30               | 30            | 30 | 30 |   |
| <b>BRIDGE 104.32:</b><br>1890 feet north of Mile Post 104.....  |                  |   |   |   |   | 30               | 30            | 30 | 30 |   |
| <b>BRIDGE 97.58:</b><br>3080 feet north of Mile Post 97.....  |                  |   |   |   |   | 30               | 30            | 30 | 30 |   |
| <b>BRIDGE 95.57:</b><br>3000 feet north of Mile Post 95.....  |                  |   |   |   |   | 30               | 30            | 30 | 30 |   |
| <b>FORT WAYNE:</b><br>Mayflower Mills track.....<br>Michigan Wholesale tracks.....<br>Standard Lumber Co. tracks.....<br>NKP Transfer tracks..... |                  |   |   |   |   | X<br>X<br>X<br>X |               |    |    |   |

| COLUMN  | CLASS OF ENGINES |    |    |    |    |        | SPECIAL LOADS |    |    |    |
|---|------------------|----|----|----|----|--------|---------------|----|----|----|
|   | 1                | 2  | 3  | 4  | 5  | 6      | L             | M  | I  | J  |
| <b>TRAVERSE CITY<br/>SECONDARY TRACK</b>  |                  |    |    |    |    |        |               |    |    |    |
| <b>TRAVERSE CITY:</b><br>Cherry Growers track.....  |                  |    |    |    |    | X      |               |    |    |    |
| <b>BRIDGE 14.81:</b><br>4280 feet north of Mile Post 14.....  | 25               | 25 | 25 | 25 | 25 | X      | X             | X  | X  |    |
| <b>BRIDGE 11.80:</b><br>4280 feet north of Mile Post 11.....  | 25               | 25 | 25 | 25 | 25 | X      | 25            | X  | X  | X  |
| <b>MUSKEGON<br/>SECONDARY TRACK</b>   |                  |    |    |    |    |        |               |    |    |    |
| <b>MUSKEGON:</b><br>Muskegon Heights extension south of<br>connection with M. R. & N. Co. near<br>Hume Ave..... |                  |    |    |    |    | X      |               |    |    |    |
| <b>MUSKEGON HEIGHTS:</b><br>Fitzjohn and Chamber of Commerce<br>track 800 feet north of derail.....             |                  |    |    |    |    | X      |               |    |    |    |
| <b>KINNEY INDUSTRIAL TRACK</b>  |                  |    |    |    |    |        |               |    |    |    |
| <b>BRIDGE 4.68:</b><br>2450 feet north of Mile Post 4.....  |                  |    |    |    |    |        | X             | X  | X  |    |
| <b>BRIDGE 4.60:</b><br>2430 feet north of Mile Post 4.....  |                  |    |    |    |    |        | X             | X  | X  |    |
| <b>BRIDGE 3.85:</b><br>4480 feet north of Mile Post 3.....  |                  |    |    |    |    |        | X             | X  | X  |    |
| <b>MUSKEGON JCT.:</b><br>All station and industrial tracks.....   |                  |    |    |    |    | X      | X             | X  | X  | X  |
| <b>LOGANSPORT BRANCH</b>  |                  |    |    |    |    |        |               |    |    |    |
| <b>BRIDGE 0.83:</b><br>3980 feet east of Van.....   | 30               | 30 | 30 | 30 | 30 | 30     | 30            | 30 | 30 | 30 |
| <b>BRIDGE 1.27:</b><br>1425 feet east of Mile Post 1.....   | 30               | 30 | 30 | 30 | 30 | 30     | 30            | 30 | 30 | 30 |
| <b>BRIDGE 3.03:</b><br>160 feet east of Mile Post 3.....  | 30               | 30 | 30 | 30 | 30 | 30     | 30            | 30 | 30 | 30 |
| <b>BRIDGE 6.92:</b><br>4850 feet east of Mile Post 6.....   | 30               | 30 | 30 | 30 | 30 | 30     | 30            | 30 | 30 | 30 |
| <b>BRIDGE 7.59:</b><br>3120 feet east of Mile Post 7.....   | 30               | 30 | 30 | 30 | 30 | 30     | 30            | 30 | 30 | 30 |
| <b>BRIDGE 8.57:</b><br>3000 feet east of Mile Post 8.....   | 30               | 30 | 30 | 30 | 30 | 30     | 30            | 30 | 30 | 30 |
| <b>HOOVER:</b><br>C. & O. Ry. Wye track.....  |                  |    |    |    |    | X      |               |    |    |    |
| <b>BRIDGE 11.51:</b><br>2700 feet east of Mile Post 11.....   | 30               | 30 | 30 | 30 | 30 | 30     | 30            | 30 | 30 | 30 |
| <b>MEXICO:</b><br>Elevator track.....   |                  |    |    |    |    | X      | X             | X  | X  | X  |
| <b>DENVER:</b><br>Nickel Plate R. R. Wye track.....<br>Wilkinson Lumber Co. track.....                          |                  |    |    |    |    | X<br>X | X             | X  | X  | X  |
| <b>BRIDGE 18.11:</b><br>580 feet east of Mile Post 18.....  | 30               | 30 | 30 | 30 | 30 | 30     | 30            | 30 | 30 | 30 |
| <b>BRIDGE 20.19:</b><br>1000 feet east of Mile Post 20.....   | 30               | 30 | 30 | 30 | 30 | 30     | 30            | 30 | 30 | 30 |
| <b>BRIDGE 21.72:</b><br>3800 feet east of Mile Post 21.....   | 30               | 30 | 30 | 30 | 30 | 30     | 30            | 30 | 30 | 30 |
| <b>ROANN:</b><br>Elevator track.....  |                  |    |    |    |    | X      | X             | X  | X  | X  |
| <b>BRIDGE 30.29:</b><br>1530 feet east of Mile Post 30.....   | 30               | 30 | 30 | 30 | 30 | 30     | 30            | 30 | 30 | 30 |
| <b>NEWTON:</b><br>Erie R. R. Wye track.....   |                  |    |    |    |    | X      |               |    |    |    |





| COLUMN   | CLASS OF ENGINES |    |    |    |    |   | SPECIAL LOADS |   |   |   |  |
|--|------------------|----|----|----|----|---|---------------|---|---|---|--|
|  | 1                | 2  | 3  | 4  | 5  | 6 | L             | M | I | J |  |
| <b>SOUTH STREET DISTRICT:</b>                        |                  |    |    |    |    |   |               |   |   |   |  |
| Oliver Corp.....                                     |                  |    |    |    |    |   |               |   |   | X |  |
| Daylite Coal Co.....                                 |                  |    |    | X  | X  |   |               |   |   | X |  |
| Paper Mfg. Co.....                                   |                  |    |    | X  | X  |   |               |   |   | X |  |
| Geiger & Peters.....                                 |                  |    |    | X  | X  |   |               |   |   | X |  |
| Arvin Warehouse.....                                 |                  |    |    | X  | X  |   |               |   |   | X |  |
| Indiana Tractor.....                                 |                  |    |    | X  | X  |   |               |   |   | X |  |
| Vancamp.....   |                  |    |    | X  | X  |   |               |   |   | X |  |
| American Can.....                                    |                  |    |    | X  | X  |   |               |   |   | X |  |
| J. I. Case.....                                      |                  |    |    | X  | X  |   |               |   |   | X |  |
| Industrial Corp.....                                 |                  |    |    | X  | X  |   |               |   |   | X |  |
| Red Dot Foods, Inc.....                              |                  |    |    | X  | X  |   |               |   |   | X |  |
| Rome Co.....   |                  |    |    | X  | X  |   |               |   |   | X |  |
| Indianapolis Drop Forging Co.....                    |                  |    |    | X  | X  |   |               |   |   | X |  |
| H. A. Big Coal Co.....                               |                  |    |    | X  | X  |   |               |   |   | X |  |
| Eli Lilly & Co.....                                  |                  |    |    | X  | X  |   |               |   |   | X |  |
| <b>WEST ST. TRANSFER YD. AND<br/>CAVEN DISTRICT:</b> |                  |    |    |    |    |   |               |   |   |   |  |
| Link Belt Co.....                                    |                  |    |    | X  | X  |   |               |   |   | X |  |
| Federal Foundry.....                                 |                  |    |    | X  | X  |   |               |   |   | X |  |
| Brown Hofstetter.....                                |                  |    |    | X  | X  |   |               |   |   | X |  |
| Indianapolis Warehouse.....                          |                  |    |    | X  | X  |   |               |   |   | X |  |
| Oettinger & Litzelman.....                           |                  |    |    | X  | X  |   |               |   |   | X |  |
| Farm Bureau.....                                     |                  |    |    | X  | X  |   |               |   |   | X |  |
| Associated Service Co.....                           |                  |    |    | X  | X  |   |               |   |   | X |  |
| Bradley Warehouse.....                               |                  |    |    | X  | X  |   |               |   |   | X |  |
| R. S. Foster Lumber Co.....                          |                  |    |    | X  | X  |   |               |   |   | X |  |
| Smith Agricultural Chemical Co.....                  |                  |    |    | X  | X  |   |               |   |   | X |  |
| Board of Sanitary Commissioners.....                 |                  |    |    | X  | X  |   |               |   |   | X |  |
| Royster Guano Co.....                                |                  |    |    | X  | X  |   |               |   |   | X |  |
| West St. Yard track, No. 10, East<br>End.....        |                  |    |    | X  | X  |   |               |   |   | X |  |
| West St. Yard, No. 11 through No. 20.....            |                  |    |    | X  | X  |   |               |   |   | X |  |
| Starch Works Runner No. 11 to Gar.....               |                  |    |    | X  | X  |   |               |   |   | X |  |
| Diamond Chain Co.....                                |                  |    |    | X  | X  |   |               |   |   | X |  |
| M. Sagalowski.....                                   |                  |    |    | X  | X  |   |               |   |   | X |  |
| Seearce Lumber Co.....                               |                  |    |    | X  | X  |   |               |   |   | X |  |
| Indianapolis Power & Light Co.....                   |                  |    |    | X  | X  |   |               |   |   | X |  |
| Eli Lilly & Co.....                                  |                  |    |    | X  | X  |   |               |   |   | X |  |
| Sinclair Oil Co.....                                 |                  |    |    | X  | X  |   |               |   |   | X |  |
| Standard Material Co.....                            |                  |    |    | X  | X  |   |               |   |   | X |  |
| West St. Yd. tracks, No. 1 through<br>No. 9.....     |                  |    |    | X  | X  |   |               |   |   | X |  |
| West St. Yd. track No. 10, West End.....             |                  |    |    | X  | X  |   |               |   |   | X |  |
| Starch Works Runner No. 11, West<br>End.....         |                  |    |    | X  | X  |   |               |   |   | X |  |
| Bridge 0.66.....                                     | 15               | 15 | 15 | 15 | 15 |   | X             | X | X | X |  |
| Bridge 2.72.....                                     | 15               | 15 | 15 | 15 | 15 |   | X             | X | X | X |  |
| Bridge 3.37.....                                     | 15               | 15 | 15 | 15 | 15 |   | X             | X | X | X |  |
| Allison Plant No. 5.....                             |                  |    |    | X  | X  |   |               |   |   | X |  |
| Brown Refractory Co.....                             |                  |    |    | X  | X  |   |               |   |   | X |  |
| Philfuel Co.....                                     |                  |    |    | X  | X  |   |               |   |   | X |  |
| International Prtg. Co.....                          |                  |    |    | X  | X  |   |               |   |   | X |  |
| Republic Creog. Co.....                              |                  |    |    | X  | X  |   |               |   |   | X |  |
| Engineering Metal Products Corp.....                 |                  |    |    | X  | X  |   |               |   |   | X |  |
| Cold Metal Products Co.....                          |                  |    |    | X  | X  |   |               |   |   | X |  |
| Reilly Tar & Chemical Corp.....                      |                  |    |    | X  | X  |   |               |   |   | X |  |
| New American Foundry track.....                      |                  |    |    | X  | X  |   |               |   |   | X |  |
| Midwest Const. Co.....                               |                  |    |    | X  | X  |   |               |   |   | X |  |
| Titan Metals.....                                    |                  |    |    | X  | X  |   |               |   |   | X |  |
| Allison Plant No. 8.....                             |                  |    |    | X  | X  |   |               |   |   | X |  |
| <b>PLAINFIELD:</b>                                   |                  |    |    |    |    |   |               |   |   |   |  |
| House track, 75 feet beyond clearance<br>point.....  |                  |    |    |    |    |   | X             |   |   |   |  |
| Public Service Co. side track.....                   |                  |    |    |    |    |   | X             |   |   |   |  |
| <b>COATESVILLE:</b>                                  |                  |    |    |    |    |   |               |   |   |   |  |
| Elevator track.....                                  |                  |    |    |    |    |   | X             |   |   |   |  |
| Team track.....                                      |                  |    |    |    |    |   | X             |   |   |   |  |
| <b>FILLMORE:</b>                                     |                  |    |    |    |    |   |               |   |   |   |  |
| Storage track.....                                   |                  |    |    |    |    |   | X             |   |   |   |  |
| <b>GREENCASTLE:</b>                                  |                  |    |    |    |    |   |               |   |   |   |  |
| Sinclair Oil Co. track.....                          |                  |    |    |    |    |   | X             |   |   |   |  |
| Cities Service Oil Co. track.....                    |                  |    |    |    |    |   | X             |   |   |   |  |
| Midwest Stone Co. track.....                         |                  |    |    |    |    |   | X             |   |   |   |  |
| American Zinc Products track.....                    |                  |    |    |    |    |   | X             |   |   |   |  |
| North Storage.....                                   |                  |    |    |    |    |   | X             |   |   |   |  |
| Stock track.....                                     |                  |    |    |    |    |   | X             |   |   |   |  |

| COLUMN  | CLASS OF ENGINES |   |   |   |   |   | SPECIAL LOADS |   |   |   |   |
|---|------------------|---|---|---|---|---|---------------|---|---|---|---|
|   | 1                | 2 | 3 | 4 | 5 | 6 | L             | M | I | J |   |
| <b>LIMEDALE:</b>  |                  |   |   |   |   |   |               |   |   |   |   |
| Monon R. R., south Wye, 300 feet be-<br>yond clearance point at east end.....   |                  |   |   |   |   |   |               |   |   | X |   |
| Lone Star Cement Co., old lead and<br>silo, No. 1 and No. 2 tracks.....         |                  |   |   |   |   |   |               |   |   | X |   |
| House track.....  |                  |   |   |   |   |   |               |   |   | X |   |
| <b>KNIGHTSVILLE:</b>  |                  |   |   |   |   |   |               |   |   |   |   |
| North Storage track.....  |                  |   |   |   |   |   |               |   |   | X |   |
| <b>BRAZIL-SEELYVILLE DISTRICT:</b>  |                  |   |   |   |   |   |               |   |   |   |   |
| North Branch.....   |                  |   |   |   |   |   |               |   |   | X |   |
| Old line—Brazil to Staunton Road.....   |                  |   |   |   |   |   |               |   |   | X |   |
| <b>TERRE HAUTE:</b>   |                  |   |   |   |   |   |               |   |   |   |   |
| Quaker Maid Co., track.....   |                  |   |   | X | X |   |               |   |   | X |   |
| X. L. Shop, all tracks.....   |                  |   |   | X | X |   |               |   |   | X |   |
| Public Service Co.....  |                  |   |   | X | X |   |               |   |   | X |   |
| Turner Bros., No. 1, No. 2 and No. 3<br>tracks.....                             |                  |   |   | X | X |   |               |   |   | X |   |
| Progress Distributors, Inc., track.....   |                  |   |   | X | X |   |               |   |   | X |   |
| South Interchange track with<br>C. & E. I. Ry.....                              |                  |   |   | X | X |   |               |   |   | X |   |
| Chestnut St. Yard—Crane Co., track.....   |                  |   |   | X | X |   |               |   |   | X |   |
| Model Dairy Co.....   |                  |   |   | X | X |   |               |   |   | X |   |
| No. 26 shop lead.....   |                  |   |   | X | X |   |               |   |   | X |   |
| Pease-Overton Lumber Co., track.....  |                  |   |   | X | X |   |               |   |   | X |   |
| Terre Haute Gravel Co., tippie track.....                                       |                  |   |   | X | X |   |               |   |   | X |   |
| Kivits Bros. Third St. track.....   |                  |   |   | X | X |   |               |   |   | X |   |
| Fromme Oil Co., Third St., track.....   |                  |   |   | X | X |   |               |   |   | X |   |
| American Can Co., track.....  |                  |   |   | X | X |   |               |   |   | X |   |
| C. C. C. & St. L. Interchange track.....  |                  |   |   | X | X |   |               |   |   | X |   |
| C. M. & St. P., receiving and delivering<br>tracks.....                         |                  |   |   | X | X |   |               |   |   | X |   |
| Terre Haute Paper Co., all tracks.....  |                  |   |   | X | X |   |               |   |   | X |   |
| Braden Mfg. Co., track.....   |                  |   |   | X | X |   |               |   |   | X |   |
| Milks Emulsion Co.....  |                  |   |   | X | X |   |               |   |   | X |   |
| Dewey Cut-off—North Storage track<br>(engines and loaded cars).....             |                  |   |   | X | X |   |               |   |   | X |   |
| <b>MACKSVILLE:</b>  |                  |   |   |   |   |   |               |   |   |   |   |
| South Branch.....   |                  |   |   |   |   |   |               |   |   | X | X |
| <b>MARTINSVILLE:</b>  |                  |   |   |   |   |   |               |   |   |   |   |
| Mill track.....   |                  |   |   |   |   |   |               |   |   | X |   |
| <b>CASEY:</b>   |                  |   |   |   |   |   |               |   |   |   |   |
| City Light and Power Co. track, be-<br>yond a point 50 feet from derail.....    |                  |   |   |   |   |   |               |   |   | X |   |
| Battefield tracks.....  |                  |   |   |   |   |   |               |   |   | X |   |
| <b>TEUTOPOLIS:</b>  |                  |   |   |   |   |   |               |   |   |   |   |
| Curve, east end of north and south<br>team tracks.....                          |                  |   |   |   |   |   |               |   |   | X |   |
| <b>EFFINGHAM:</b>   |                  |   |   |   |   |   |               |   |   |   |   |
| Pevey Dairy Co., coal track.....  |                  |   |   |   |   |   |               |   |   | X |   |
| Standard Oil Co. track.....   |                  |   |   |   |   |   |               |   |   | X |   |
| Ice Plant track.....  |                  |   |   |   |   |   |               |   |   | X |   |
| <b>ALTMONT:</b>   |                  |   |   |   |   |   |               |   |   |   |   |
| South wye to B. & O. R. R.....  |                  |   |   |   |   |   |               |   |   | X |   |
| North wye.....  |                  |   |   |   |   |   |               |   |   | X |   |
| <b>ST. ELMO:</b>  |                  |   |   |   |   |   |               |   |   |   |   |
| C. & E. R. Ry. interchange tracks,<br>curves west of east clearance points..... |                  |   |   |   |   |   |               |   |   | X |   |
| <b>VANDALIA:</b>  |                  |   |   |   |   |   |               |   |   |   |   |
| Short Wye.....  |                  |   |   |   |   |   |               |   |   | X |   |
| Ford Roofing Co. track.....   |                  |   |   |   |   |   |               |   |   | X |   |
| City Light Co. track.....   |                  |   |   |   |   |   |               |   |   | X |   |
| City Light Co., unload pit.....   | X                | X | X | X | X |   |               |   |   | X |   |
| <b>GREENVILLE:</b>  |                  |   |   |   |   |   |               |   |   |   |   |
| A & C track west of house track switch.....                                     |                  |   |   |   |   |   |               |   |   | X |   |
| D and Rip track.....  |                  |   |   |   |   |   |               |   |   | X |   |
| Pet Milk Co., all tracks.....   |                  |   |   |   |   |   |               |   |   | X |   |
| <b>HIGHLAND:</b>  |                  |   |   |   |   |   |               |   |   |   |   |
| Elevator tracks.....  |                  |   |   |   |   |   |               |   |   | X |   |
| Mill track lead south of National High-<br>way crossing.....                    |                  |   |   |   |   |   |               |   |   | X |   |

| COLUMN   | CLASS OF ENGINES |    |    |    |    |   | SPECIAL LOADS |   |   |   |   |
|--|------------------|----|----|----|----|---|---------------|---|---|---|---|
|  | 1                | 2  | 3  | 4  | 5  | 6 | L             | M | I | J |   |
| <b>ST. JACOB:</b><br>Elevator track scales.....  | X                | X  | X  | X  | X  | X | X             | X | X | X | X |
| <b>COLLINSVILLE DISTRICT:</b><br>All industry and yard tracks.....   |                  |    |    |    | X  | X |               |   |   |   |   |
| <b>CASEYVILLE:</b><br>Atlas Leather Co. track.....   |                  |    |    |    | X  | X |               |   |   |   |   |
| <b>EAST ST. LOUIS (ROSE LAKE DISTRICT):</b><br>American Smelter Co., track.....<br>General Chemical Co., track.....<br>Kokotovich track.....<br>Car repair tracks.....<br>Connection with Stock Yards and Southern Ry.....<br>Ralston-Purina Co., track.....<br>All tracks west of Missouri Avenue Lower Yard, all tracks except No. 16 & 17.....<br>Wiggins Ferry connection..... |                  |    |    |    | X  | X |               |   |   |   |   |
| <b>WILLOWS:</b><br>No. 2 and No. 3 track South Side.....   |                  |    |    |    |    | X |               |   |   |   |   |
| <b>WILLOWS-ST. LOUIS:</b><br>Merchants Bridge route.....   |                  |    |    |    |    | X | X             | X | X | X |   |
| <b>EAST ST. LOUIS-ST. LOUIS:</b><br>Eads Bridge Route.....<br>Merchants Bridge route.....<br>See Note Page 220   |                  |    |    |    |    | X | X             | X | X | X | X |
| <b>I &amp; F BRANCH</b>  |                  |    |    |    |    |   |               |   |   |   |   |
| <b>HERR:</b><br>Elevator track.....  |                  |    |    |    |    | X |               |   |   |   |   |
| <b>LEBANON:</b><br>C. I. Ry. Connection tracks between crossing frogs on C. I. Ry. Wye and C. I. Ry.....<br>C. I. Ry. Enginehouse tracks.....<br>C. I. Ry. Team tracks Nos. 1 and 2.....<br>All train and engine movements C. I. Ry. tracks.....   |                  |    |    | 5  | 5  | X |               |   |   |   |   |
| <b>REAGAN:</b><br>Elevator track.....  |                  |    |    | R  |    | X |               |   |   |   |   |
| <b>FRANKFORT:</b><br>N. Y. C. & St. L. Ry. North Wye.....<br>N. Y. C. & St. L. Ry. South Wye.....<br>Inside Neal track.....<br>Turning Wye.....<br>Storage tracks.....   |                  |    |    |    |    | X |               |   |   |   |   |
| <b>CULTER:</b><br>Standard Oil.....  |                  |    |    |    |    | X |               |   |   |   |   |
| <b>FLORA:</b><br>Rider Furniture Co.....   |                  |    |    |    |    | X |               |   |   |   |   |
| <b>CAMDEN:</b><br>Camden Elevator, west side of track.....<br>Oil track from a point 100 feet north of Main St. to south end of track.....   |                  |    |    |    |    | X |               |   |   |   |   |
| <b>VINCENNES SECONDARY:</b><br>Cars heavier than 220,000 pounds gross weight prohibited.....   |                  |    |    |    |    | X | X             | X | X | X |   |
| <b>MOORESVILLE:</b><br>Farm Bureau.....  |                  |    |    | 5  | X  | X |               |   |   |   |   |
| <b>BRIDGE 17.44:</b><br>0.7 Miles South of Mooresville.....  | 25               | 25 | 25 | 30 | 30 | X | X             | X | X | X |   |
| <b>BROOKLYN:</b><br>Tile Plant.....  |                  |    |    |    | X  | X |               |   |   |   |   |
| <b>BRICK (North of):</b><br>Brooklyn Brick Co.....   |                  |    |    |    | X  | X |               |   |   |   |   |
| <b>BRICK (South of):</b><br>Martinsville Brick Co.....<br>Adams Clay Co.....   |                  |    |    |    | X  | X |               |   |   |   |   |
| <b>BRIDGE 26.41:</b><br>2.7 Miles South of Centerton.....  | 25               | 25 | 25 | 30 | 30 | X | X             | X | X | X |   |

| COLUMN   | CLASS OF ENGINES |    |    |    |    |    | SPECIAL LOADS |   |   |   |  |
|--|------------------|----|----|----|----|----|---------------|---|---|---|--|
|  | 1                | 2  | 3  | 4  | 5  | 6  | L             | M | I | J |  |
| <b>MARTINSVILLE:</b><br>Old Big 4 Short Wye.....<br>Branch Milling Co.....<br>Poston Brick Plant loading track beyond truck crossing.....  |                  |    |    |    | X  | X  |               |   |   |   |  |
| <b>BRIDGE 32.50:</b><br>1.8 Miles South of Martinsville.....   | 25               | 25 | 30 | 30 | 30 | X  | X             | X | X | X |  |
| <b>BRIDGE 33.30:</b><br>2.7 Miles South of Martinsville.....   |                  |    | 25 | 30 | 30 | X  | X             | X | X | X |  |
| <b>PARAGON:</b><br>Potter Oil Co.....  |                  |    |    |    | X  | X  |               |   |   |   |  |
| <b>BRIDGE 39.17:</b><br>0.73 Mile South of Paragon.....  | 25               | 25 | 30 | 30 | 30 | X  | X             | X | X | X |  |
| <b>BRIDGE 50.87:</b><br>1.2 Miles South of Romona.....   | 25               | 25 | 30 | 30 | 30 | X  | X             | X | X | X |  |
| <b>BRIDGE 52.01:</b><br>1.7 Miles North of Spencer.....  | 25               | 25 | 30 | 30 | 30 | X  | X             | X | X | X |  |
| <b>SPENCER:</b><br>Standard Oil.....   |                  |    |    |    | X  | X  |               |   |   |   |  |
| <b>BRIDGE 72.13:</b><br>0.2 Mile North of Worthington.....   | 25               | 25 | 30 | 30 | X  | X  | X             | X | X | X |  |
| <b>BUSHROD:</b><br>South Wye.....  |                  |    |    |    | X  | X  |               |   |   |   |  |
| <b>KIRK-VINCENNES:</b>   |                  |    |    |    |    | X  | X             | X | X | X |  |
| <b>BRUCEVILLE (South of):</b><br>Enoco Mine Co. track.....   |                  |    |    |    |    | X  | X             | X | X | X |  |
| <b>VINCENNES:</b><br>Team Track South of Main St.....<br>Central Fiber.....<br>Dumas track.....  |                  |    |    |    | X  | X  | X             | X | X | X |  |
| <b>CRAWFORDSVILLE SECONDARY TRACK</b>  |                  |    |    |    |    |    |               |   |   |   |  |
| Cars heavier than 220,000 pounds gross weight prohibited.....  |                  |    |    |    |    | X  | X             | X | X | X |  |
| <b>ROCKVILLE:</b><br>Old yard track North of stock track.....<br>Storage track beyond a point 500 feet from point of switch entering track.....  |                  |    |    |    |    | X  | X             |   |   |   |  |
| <b>BROWN'S VALLEY:</b><br>Elevator track.....  |                  |    |    |    |    | X  | X             |   |   |   |  |
| <b>NEW MARKET:</b><br>Elevator track.....  |                  |    |    |    |    | X  | X             |   |   |   |  |
| <b>CRAWFORDSVILLE:</b><br>Poston Brick Co., shale track and north track.....<br>South track.....<br>N.Y.C. receiving and delivering tracks.....<br>Turntable.....<br>Foundry track.....<br>O'Neal track.....<br>Van Camp track.....<br>Raybestos Co.....<br>Electric Light Plant track.....<br>New mill track.....<br>Coal track.....<br>Brewery track.....<br>Mill track..... |                  |    |    | X  | X  | X  | X             | X | X | X |  |
| <b>DARLINGTON:</b><br>Elevator track.....  |                  |    |    |    | X  | X  |               |   |   |   |  |
| <b>COLFAX:</b><br>South Wye.....   |                  |    |    |    |    | X  |               |   |   |   |  |
| <b>LOUISVILLE BRANCH</b>   |                  |    |    |    |    |    |               |   |   |   |  |
| <b>LOUISVILLE:</b><br>Kentucky Pub Elev.....<br>Arbegust St. track.....<br>Industrial tracks—Arbegust St. track.....<br>Lampinn Warehouse & Transfer Co.....<br>Louisville Tin & Stove.....<br>Louisville Paper Co.....<br>Peaslee Gaulbert Corp.....<br>Bridge 108.11—Louisville Draw Span.....<br>Bridge 108.11—North of Draw Span.....                                      |                  | X  | X  | X  | X  | X  |               |   |   |   |  |
|  | 15               | 15 | 15 | 15 | 15 | 15 |               |   |   |   |  |
|  | 20               | 30 | 30 | 30 | 30 | 30 |               |   |   |   |  |

| COLUMN   | CLASS OF ENGINES |    |    |    |    |    | SPECIAL LOADS |   |    |    |  |
|--|------------------|----|----|----|----|----|---------------|---|----|----|--|
|  | 1                | 2  | 3  | 4  | 5  | 6  | L             | M | I  | J  |  |
| <b>JEFFERSONVILLE (Old Line):</b>                        |                  |    |    |    |    |    |               |   |    |    |  |
| American Car. & Fdy. Co.—To Gate                         |                  |    |    | X  | X  | X  |               |   |    |    |  |
| Inside Plant   |                  |    |    | X  | X  | X  |               |   |    |    |  |
| Colgate-Palmolive-Peet Co. tracks 5,                     |                  |    |    | X  | X  | X  |               |   |    |    |  |
| 6, 15, 17, 26 and 27                                     |                  |    |    | X  | X  | X  |               |   |    |    |  |
| Phila. Quartz Co.  |                  |    |    | X  | X  | X  |               |   |    |    |  |
| Rose Coal Co.  |                  |    |    | X  | X  | X  |               |   |    |    |  |
| Armour & Co. Branch                                      |                  |    |    | X  | X  | X  |               |   |    |    |  |
| <b>NEW ALBANY:</b>                                       |                  |    |    |    |    |    |               |   |    |    |  |
| All Industrial tracks                                    |                  |    |    | X  | X  | X  |               |   |    |    |  |
| Interchange tracks with Monon,                           |                  |    |    | X  | X  | X  |               |   |    |    |  |
| Southern and B. & O. Railroads                           |                  |    |    | X  | X  | X  |               |   |    |    |  |
| <b>SELLERSBURG:</b>                                      |                  |    |    |    |    |    |               |   |    |    |  |
| Team track   |                  |    |    |    | X  | X  |               |   |    |    |  |
| <b>SPEED:</b>  |                  |    |    |    |    |    |               |   |    |    |  |
| Louisville Cement Co. No. 2                              |                  |    |    |    |    | X  |               |   |    |    |  |
| <b>BRIDGE 76.22:</b>                                     |                  |    |    |    |    |    |               |   |    |    |  |
| 1.2 Miles South of Austin                                | 40               | 40 | 50 |    | 50 | 40 |               |   | 40 | 35 |  |
| <b>AUSTIN:</b>   |                  |    |    |    |    |    |               |   |    |    |  |
| American Can Co.   |                  |    |    |    |    | X  |               |   |    |    |  |
| <b>CROTHERSVILLE:</b>                                    |                  |    |    |    |    |    |               |   |    |    |  |
| House track  |                  |    |    |    |    | X  |               |   |    |    |  |
| White Wood Prod. Co.                                     |                  |    |    |    |    | X  |               |   |    |    |  |
| 31 Auto Parts  | X                | X  | X  | X  | X  | X  |               |   |    |    |  |
| <b>SEYMOUR:</b>  |                  |    |    |    |    |    |               |   |    |    |  |
| Northward siding   |                  |    |    |    |    | X  |               |   |    |    |  |
| Woodstock Mills  |                  |    |    |    |    | X  |               |   |    |    |  |
| C. M. St. P. & P. Ry. Interchange                        |                  |    |    |    |    | X  |               |   |    |    |  |
| track  |                  |    |    |    |    | X  |               |   |    |    |  |
| West Crossover, Pocket                                   |                  |    |    |    |    | X  |               |   |    |    |  |
| House track  |                  |    |    |    |    | X  |               |   |    |    |  |
| Vincennes Packing Co.                                    |                  |    |    |    |    | X  |               |   |    |    |  |
| Indiana Ox Fibre Co.                                     |                  |    |    |    |    | X  |               |   |    |    |  |
| Freeman Air Base   |                  |    |    |    |    | X  |               |   |    |    |  |
| <b>BRIDGE 55.77:</b>                                     |                  |    |    |    |    |    |               |   |    |    |  |
| 1.9 Miles South of Reed                                  | 40               | 50 | 50 |    | 50 | 40 |               |   | 40 | 35 |  |
| <b>COLUMBUS:</b>   |                  |    |    |    |    |    |               |   |    |    |  |
| South Yard, tracks 1, 2 and 4                            |                  |    |    |    |    | X  |               |   |    |    |  |
| No. 1 Freight House                                      |                  |    |    |    |    | X  |               |   |    |    |  |
| Dunlap Lumber Co.  |                  |    |    |    |    | X  |               |   |    |    |  |
| Columbus Gaslite Co.                                     |                  |    |    |    |    | X  |               |   |    |    |  |
| Jos. Kroot Junk Yard                                     |                  |    |    |    |    | X  |               |   |    |    |  |
| Mid Continent Petroleum Corp.                            |                  |    | X  | X  |    | X  |               |   |    |    |  |
| <b>BRIDGE 40.19:</b>                                     |                  |    |    |    |    |    |               |   |    |    |  |
| 0.8 Mile North of cols                                   | 40               | 50 | 50 |    | 50 | 25 |               |   | 35 | 20 |  |
| <b>EDINBURG:</b>   |                  |    |    |    |    |    |               |   |    |    |  |
| South track Webb Veneer Plant                            |                  |    |    | X  | X  | X  |               |   |    |    |  |
| Morgan Canning Co.                                       |                  |    |    | X  | X  | X  |               |   |    |    |  |
| <b>ATTERBURY:</b>  |                  |    |    |    |    |    |               |   |    |    |  |
| Wyes   | 10               | 10 | 10 | 10 | 10 | X  | X             | X | X  | X  |  |
| <b>FRANKLIN:</b>   |                  |    |    |    |    |    |               |   |    |    |  |
| Franklin Grain Co.                                       |                  |    |    |    | X  | X  |               |   |    |    |  |
| Masonic Home track                                       |                  |    |    |    | X  | X  |               |   |    |    |  |
| Noblitt Sparks   |                  |    |    |    | X  | X  |               |   |    |    |  |
| C. C. C. & St. L. R. R. Interchange                      |                  |    |    |    | X  | X  |               |   |    |    |  |
| track  |                  |    |    |    | X  | X  |               |   |    |    |  |
| <b>BRIDGE 18.66:</b>                                     |                  |    |    |    |    |    |               |   |    |    |  |
| 1.7 Miles North of Franklin                              |                  | 20 | 50 | 50 |    |    |               |   | 45 | 30 |  |
| <b>GREENWOOD (South of):</b>                             |                  |    |    |    |    |    |               |   |    |    |  |
| Stokley's Canning Co. Curves of                          |                  |    |    |    |    | X  |               |   |    |    |  |
| Loading Platform   |                  |    |    |    |    | X  |               |   |    |    |  |
| <b>SOUTHPORT:</b>  |                  |    |    |    |    |    |               |   |    |    |  |
| Lumber Co.   |                  |    |    |    | X  | X  |               |   |    |    |  |
| <b>SOUTHPORT (1.5 Mile West of):</b>                     |                  |    |    |    |    |    |               |   |    |    |  |
| Edgewood Coal Co.  |                  |    |    |    | X  | X  |               |   |    |    |  |
| <b>DALE:</b>   |                  |    |    |    |    |    |               |   |    |    |  |
| Northeast Wye  | 10               | 10 | 10 | 10 | 10 | A  |               |   |    |    |  |
| Other Wye tracks   | 10               | 10 | 10 | 10 | 10 | 10 |               |   |    |    |  |
| <b>PEORIA SECONDARY TRACK</b>                            |                  |    |    |    |    |    |               |   |    |    |  |
| Cars heavier than 220,000 pounds gross weight prohibited |                  |    |    |    |    | X  | X             | X | X  | X  |  |

| COLUMN   | CLASS OF ENGINES |    |    |    |    |   | SPECIAL LOADS |   |   |   |   |
|--|------------------|----|----|----|----|---|---------------|---|---|---|---|
|  | 1                | 2  | 3  | 4  | 5  | 6 | L             | M | I | J |   |
| <b>PARIS:</b>  |                  |    |    |    |    |   |               |   |   |   |   |
| South Foley track  | X                | X  | X  | X  | X  | X |               |   |   |   |   |
| <b>BRIDGE 40.79:</b>   |                  |    |    |    |    |   |               |   |   |   |   |
| 2 miles north of Oakland   | 10               | 10 | 10 | 10 | 10 | X | X             | X | X | X |   |
| <b>ATLANTA</b>   |                  |    |    |    |    |   |               |   |   |   |   |
| Oil Spur   |                  |    | X  | X  | X  | X |               |   |   |   |   |
| <b>MORTON:</b>   |                  |    |    |    |    |   |               |   |   |   |   |
| Farmers Elevator track north of stop board                             |                  | X  | X  | X  | X  | X |               |   |   |   |   |
| <b>BRIDGE 156.12:</b>  |                  |    |    |    |    |   |               |   |   |   |   |
| 1 mile north of Mackinaw   | 10               | 10 | 10 | 10 | X  | X | X             | X | X | X |   |
| <b>CLAGG-NEW ALBANY</b>  |                  |    |    |    |    |   |               |   |   |   |   |
| Cars heavier than 220,000 pounds gross weight prohibited               |                  |    |    |    |    | X | X             |   | X | X | X |
| <b>MADISON-COLUMBUS</b>  |                  |    |    |    |    |   |               |   |   |   |   |
| Cars heavier than 220,000 pounds gross weight prohibited               |                  |    |    |    | D  | X | X             |   | X | X | X |
| <b>BRIDGE No. 1:</b>   |                  |    |    |    |    |   |               |   |   |   |   |
| Power Plant track, Madison   |                  |    |    |    |    | X | X             | X | X | X |   |
| <b>BRIDGE 33.51:</b>   |                  |    |    |    |    |   |               |   |   |   |   |
| 1.5 Mile North of Middlefork   | 10               | 10 | 10 | 10 | 10 | X | X             | X | X | X |   |
| <b>BRIDGE 23.33:</b>   |                  |    |    |    |    |   |               |   |   |   |   |
| 0.5 Mile South of Vernon   | 10               | 10 | 10 | 10 | 10 | X | X             | X | X | X |   |
| <b>BRIDGE 23.19:</b>   |                  |    |    |    |    |   |               |   |   |   |   |
| 0.4 Mile South of Vernon   | 10               | 10 | 10 | 10 | 10 | X | X             | X | X | X |   |
| <b>BRIDGE 13.44:</b>   |                  |    |    |    |    |   |               |   |   |   |   |
| 0.7 Mile North of Seipio   | 10               | 10 | 10 | 10 | 10 | X | X             | X | X | X |   |
| <b>BRIDGE 0.75:</b>  |                  |    |    |    |    |   |               |   |   |   |   |
| 1.3 Miles South of Cols  | 10               | 10 | 10 | 10 | 10 | X | X             | X | X | X |   |
| <b>SHELBYVILLE SECONDARY</b>   |                  |    |    |    |    |   |               |   |   |   |   |
| Cars heavier than 220,000 pounds gross weight prohibited               |                  |    |    |    |    | X | X             | X | X | X | X |
| <b>BRIDGE 12.64:</b>   |                  |    |    |    |    |   |               |   |   |   |   |
| 0.2 Mile North of Flat Rock  | 5                | 5  | 5  | 5  | 5  | X | X             | X | X | X |   |
| <b>BRIDGE 15.31:</b>   |                  |    |    |    |    |   |               |   |   |   |   |
| 0.2 Mile North of Lewis Center   | 10               | 10 | 10 | 10 | 10 | X | X             | X | X | X |   |
| <b>SHELBYVILLE:</b>  |                  |    |    |    |    |   |               |   |   |   |   |
| Depres Mfg. Co., South Side  |                  |    |    |    | X  | X | X             |   |   |   |   |
| <b>ATTERBURY:</b>  |                  |    |    |    |    |   |               |   |   |   |   |
| Industrial track   |                  |    |    |    |    | X | X             | X | X | X |   |
| <b>BRIDGE 1.27:</b>  |                  |    |    |    |    |   |               |   |   |   |   |
| 1.5 Miles North of War   | 20               | 20 | 20 | 20 | 20 | X | X             | X | X | X |   |
| All movements beyond Camp into and including all tracks Camp Atterbury | 10               | 10 | 10 | 10 | 10 | X | X             | X | X | X |   |
| Curve, Loop track  | 10               | 10 | 10 | 10 | 10 | X | X             | X | X | X |   |
| <b>BUSHROD-LINTON SUMMIT:</b>  |                  |    |    |    |    |   |               |   |   |   |   |
|  |                  |    |    |    |    | X | X             | X | X | X |   |

NOTE 1. Engines consisting of four units of the following type diesels may be operated over Eads Bridge and Merchants Bridge Route.

|       |        |        |
|-------|--------|--------|
| EP-22 | EP-20  | ERS-17 |
| EF-17 | EFP-15 | EF-15  |

Engines consisting of more than four units of the above type are restricted.

NOTE 2. EF-22, AF-24A, GF-25A and EF-30A class diesel units are restricted through St. Louis tunnel via Eads bridge and through Indianapolis station tracks 1, 2, 3 and 4.

## ALL DIVISIONS

**Overhead Clearance**

**1163-A1.** Employes are prohibited from riding or walking on the roof of any moving car.

Train and engine service employes are prohibited from going on the roof of any car.

**Side Clearance**

**1163-A3.** Employes are warned of close side clearance and must use caution in riding on sides of cars, engines or other equipment while movements are being made at following locations:

## LOCATION

## Main Line

**Scio:**

Pottery track

**Mile Post 86 (West of):**

Tappan Lake Coal Co.

**Dennison:**

Superior Clay Co., No. 2 plant, Dennison Sewer Pipe Co. plant and Ferguson-Edmondson tracks  
Tusco Grocers Warehouse

**Uhrichsville:**

(Water Street Overhead Bridge)†  
Farm Bureau Cooperative track, Old Freight House loading platform, American Vitrified Co. factory No. 18, Superior Clay Co. No. 1 plant and Universal Sewer Pipe Co.

†Illuminated Red Signs with amber lights visible to approaching trains are provided on this bridge as additional warning.

**Gnadenhutten:**

American Excelsor Corp.—Loading and unloading Dock (off Larson Dock).

**Mile Post 98 (West of):**

Ross Clay Co., plant No. 2

**Port Washington:**

Belden Brick Co. plant

**Coshocton (West of):**

Carnation Creamery Co., between tracks at east end of building where car moving device is located.  
Universal Cyclops Co., roll lift door.

**Broken Aro Mine:**

Tracks under coal tipple.

**Licking:**

Eastward siding and No. 6 and No. 8 tracks in eastward yard.  
Westward siding and No. 5 and No. 7 tracks in westward yard.

**Columbus:**

No. 1 track 300 feet east of High Street Block and Interlocking Station, from upright supporting driveway to Union Depot  
Spruce Street loading platform Supradur Company.  
Grogan Yard—Ohio Warehouse Development, Inc.—Building, drain pipes and unloading steps.  
—Merchandise Properties, Inc.—Loading and unloading platform inside of building.  
Yard B—Loading and unloading platforms—Stores Dept.—Area No. 5 and No. 6 tracks.

**Milford Center:**

Ohio Grain Co.—Loading and Unloading platform.

**Dayton:**

Loading platform, No. 42 to the Schumacher Industries.  
Dayton Tire & Rubber Co.—Loading and Unloading platform.

**Dayton-Lytle Industrial Track****Centerville:**

Hankins Container Co.—Loading platform.

**Cincinnati to Anoka****Valley-Oakley:**

Witt Cornice Co.

**Reading-Crescentville**

Sperry & Hutchinson Co.

**Crescentville (East of):**

Ford Tracks 7 and 8 along Scrap Loading Docks.

**Ralston Purina Plant, Evendale**

Tracks 4 and 5 (close clearance exists at employees entrance when door is open)

**Mosler:**

Siding No. 4, to the Hamilton Welding Company Track.

**Anderson:**

Delco Remy siding—Plant No. 7.

**Akron Secondary Track****Columbus:**

American Zinc Oxide Co.

**Westerville:**

Loading platform to the Celler Lumber Company.

**Danville:**

Lybarger Industrial Spur

**Mt. Vernon:**

Wayne Cash Feed Co.

**Court Street Secondary Track****Blue Ash:**

Ohio Valley Warehouses, Inc.—Building and unloading platforms.

**Cincinnati:**

Atlantis Corp.

**Dresden Industrial Track****Killbuck—Ayres Mineral:**

All Bridges

**Zanesville Yard Running Track****Zanesville:**

All Freight Stations platforms have close clearance.

**Zanesville Secondary Track**

**Zanesville:**  
N.Y.C. R.R. connection at Market Street, Roekell track  
All tracks serving freight stations.

**Fair Oaks:**  
Muskingum Iron and Metal Co.

**Spangler: Zanesville Terminal R.R.:**  
Line Material Co. and Barneby Chaney Co.  
Line Material Company tracks.  
National Battery track.

**Roseville:**  
Ohio State Brick Plant  
No. 3 Track—Robinson—Ransbottom Pottery.  
Golden Oak Mine—Runaround track.

**Goston (East of):**  
No. 1 Tunnel

**Wilbren (West of):**  
Roxbury No. 2 Mine and Sunnyhill Coal Co.

**Morrow Secondary Track**

**Lancaster:**  
On Loroco Industries track.  
General Mills Inc.—Interior dock and side track.

**Circleville:**  
Eschelman Mill—all tracks.  
Purina Ralston Tracks No. 1, 2 and 3.  
Moulded Plastics Inc.

**Washington C. H.:**  
Farm Bureau Elevator.  
Eschelman Mill track.

**Toledo Branch**

**Toledo:**  
On tracks No. 203 and 205. Passing Diesel Sanding facilities.

**1163-A4. Side Clearance.** Employes are prohibited from riding on sides of cars, engines or other equipment while movements are being made at the following locations:

**LOCATION****Court Street Secondary Track**

**Idlewild-East Norwood:**  
Floral and Park Avenue Loading Dock (Chevrolet).

**Cincinnati-Eggleston Ave.:**  
Heekin Can Co.

**Blue Ash:**  
Ohio Valley Warehouse, Inc.—Building and unloading platforms.

**Hazelwood-Mason:**  
Formco Inc.—Loading and Unloading Dock.

**Main Line Pittsburgh to St. Louis**

**East Alton:**  
Arrow Mfg. Co.

**Morrow Secondary Track**

**Coshocton:**  
Stone Container—Train Shed Doors.

**Lancaster:**  
Anchor Hocking Glass Corp.

**Dayton-Lytle Industrial Track**

**Kettering:**  
General Motors Corp.

**Main Line Pittsburgh to Chicago**

**Mansfield:**  
Tappan Co.

**Toledo Branch**

**Tiffin:**  
Grabler Mfg. Co.—All tracks.

**1163-A5.** Unless adjacent tracks are clear, the following classes of engines must be operated with extreme care between the points indicated below:

| Classes<br>Engines          | Between  | And  |
|-----------------------------|--|--|
| AF<br>GF<br>EP<br>EF<br>ERS | C. & O. Railway Crossing<br>1810 ft. south of Mile<br>Post 235. Grand Rapids<br>Branch | Mt. Vernon Ave.<br>2920 ft. north of<br>Mile Post 234.<br>Grand Rapids<br>Branch |

**1163-A6.** Account close clearance of tracks under Wehrman Avenue Bridge, just east of Avondale, train and engine crews are warned not to ride on side of cars or engines and trains and engines must avoid passing each other under the bridge.

Yard crews switching or standing with drafts of cars under the bridge, must protect movements on adjacent track.

## TRAIN DISPATCHERS

### 1201-A1. Location of Train Dispatchers—

Train Dispatchers in charge as follows:

#### Columbus

Main Line: Custer to First St., Newark (C. & N. Div.)  
Joyce Avenue to London and New Paris  
London to East Norwood and Thorne  
Cincinnati to Anoka

#### Branches:

Ft. Wayne  
Undercliff  
Zanesville  
C & X

#### Secondary Tracks:

Springfield  
Middletown  
Court Street  
Trinway  
Akron

Zanesville  
Morrow  
Undercliff  
Fort Wayne  
Ridgeville

#### Chicago

Main Line: Wanatah to South Branch Bridge.  
Bradford to Beverly Junction.  
Bernice to Colehour Junction.

#### Branches:

South Bend  
Effner

#### Fort Wayne

Main Line: Lucas to Wanatah.

#### Branches:

Toledo  
Grand Rapids  
Logansport

#### Secondary Tracks:

Traverse City  
Mackinaw City  
Vandale  
Muskegon  
Olive  
Penford

#### Indianapolis

Main Line: Thorne to Eads.

#### Branches:

Louisville  
I. & F.

#### Secondary Tracks:

Vincennes  
Crawfordsville  
Peoria  
Allentown  
Madison  
O Track

NOTE—Train orders will be issued by authority and over the signature of the Division Superintendent in charge of the movements.

Train dispatchers at Columbus will be in charge of movements on that part of the Ft. Wayne Division between Adams and Division Post 2640 feet west of Mile Post 69, east of Decatur on the Ft. Wayne Secondary Track.

Train dispatchers at Chicago will be in charge of movements on that part of the Ft. Wayne Division between Wanatah and Division Post Mile Post 423 east of Valparaiso.

Train dispatchers at Indianapolis will be in charge of movements on that part of the Chicago Division between Van and Division Post Chicago Division south of Clymers on the I. & F. Branch.

**1201-B1.** A train must not leave its initial station without reporting for train orders.

**1201-B2.** At Dayton, conductors of all trains using tracks adjacent to station platform must call "DE" Office on telephone and ask for train orders, or instructions. If there are any the conductor must go to "DE" Office immediately to receive them and will personally deliver a copy to the engineman. When there are none, the conductor will personally notify the engineman.

Trains using other than the station platform tracks through Dayton, will proceed on signal indication without reporting for train orders.

**1201-B3.** At Neilston, conductor or engineman of westward trains dispatched from Yard "B" Classification Yard must report for train orders and notify operator at Neilston when train is ready to depart.

**1201-B5.** At Columbus, conductors of P. R. R. westward trains departing Columbus Union Depot will report via telephone located in yellow telephone box at west end of No. 3 station platform to operator at High Street for information as to whether or not train orders, messages, etc., are to be delivered at this point. The conductor will so inform engineman and also acknowledge same to operator at High Street. This arrangement does not in any way relieve the conductor, engineman or operator from full compliance with **Rule 221**.

**1201-B6.** At Louisville conductors and enginemen are relieved from reporting for train orders. The conductor will arrange to contact operator Clagg, telephone 584-3736 from station masters office for instructions.

**1201-B7.** At St. Louis, enginemen of eastward passenger trains are relieved from reporting for train orders. Conductors will personally deliver a copy of each train order to the enginemen who will compare with the conductor by reading aloud the train order. When there are no train orders or messages, the conductor will personally notify the engineman before the train departs.

**1201-B8.** Between I. C. R. R. Jct. (Kentucky Street) and Clagg, passenger trains will operate as passenger extras and without train orders. Trains having work between these points will clear such trains on information obtained from operator at Clagg.

**1201-B9.** COLUMBUS UNION STATION. Train Ready Indicators located in U. S. Tower, for eastward Passenger Trains, with Push Buttons located east end of No. 1 platform for No. 1 and No. 2 tracks, and east end of No. 3 platform for No. 3 and No. 4 tracks. Conductor will notify Operator-Train Director, U. S. Tower, when his train is ready to depart by use of the Push Button for the track involved.

**1201-B10.** RIDGEVILLE. Train order delivery staff located on south side of southwest "Wye" track 4411 feet east of West Ridgeville, in service.

Bracket is provided to display Train-order signal, **Rule 294**, FIG. B, on this delivery staff. When train orders are to be delivered on this staff, Train-order signal **Rule 294**, FIG. B will be displayed and trains and engines must not proceed until train orders are obtained.

**1201-B11.** At Logansport (Van) and Chicago Union Station, enginemen of passenger trains are relieved from reporting for train orders. Conductor will secure and personally deliver a copy of each train order or clearance form CT 1250 to the engineman, who will compare with the conductor by reading the train order aloud. Trains starting from 12th Street yard will receive their train orders at South Branch Bridge.

## SIGNAL RULES

### 1250-A1. Movement of Trains by Block Signal System Rules

X—Indicates Rules in Effect

- COLUMN 1**—Movement of Trains in the same direction by Block Signals.  
**Rules 251, 253 and 254.**
- COLUMN 2**—Opposing and following movement of trains by Block Signals.  
**Rules 261, 262, 263 and 264.**
- COLUMN 3**—Movement of trains on Secondary Tracks.  
**Rules 271, 272 and 273.**
- COLUMN 4**—Manual Block Signal System.  
**Rules 305 to 373 inclusive, except Rule 316.**
- COLUMN 5**—Manual Block Signal System.  
**Rules 305 to 373 inclusive, except Rule 317.**
- COLUMN 6**—Manual Block Signal System.  
**Rules 305 to 373 inclusive, except Rule 317, for movements against the current of traffic.**
- COLUMN 7**—Manual Block Signal System.  
**Rules 305 to 373 inclusive, except Rule 316, for movements against the current of traffic.**
- COLUMN 8**—Automatic Block Signal System.  
**Rules 501 to 512, with the current of traffic and on single track.**
- COLUMN 9**—Automatic Block Signal System.  
**Rules 501 to 512, against the current of traffic.**
- COLUMN 10**—Cab Signals.  
**Rules 551 to 570, with the current of traffic and on single track.**
- COLUMN 11**—Cab Signals.  
**Rules 551 to 570, against the current of traffic.**

## BUCKEYE DIVISION

| BETWEEN         | AND                   | TRACK  | RULES IN EFFECT<br>(See Column Description) |   |   |   |   |   |   |   |   |    |    | Note |  |  |  |
|-----------------|-----------------------|--|---|---|---|---|---|---|---|---|---|----|----|------|--|--|--|
|                 |                       |  | 1   | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |      |  |  |  |
|                 |                       | <b>MAIN LINE<br/>Pittsburgh-<br/>St. Louis</b> |   |   |   |   |   |   |   |   |   |    |    |      |  |  |  |
| Custer          | Scio                  | No. 2  | X   |   |   |   |   |   |   |   | X | X  | X  | X    |  |  |  |
| Custer          | Scio                  | No. 1  | X   |   |   |   | X |   |   |   | X | X  | X  |      |  |  |  |
| Scio            | First St., Newark     | No. 1 and No. 2                                | X   |   |   |   |   |   | X |   | X | X  | X  |      |  |  |  |
| Joyce Avenue    | Neilston              | No. 1 and No. 2                                | X   |   | X |   | X |   |   |   |   |    |    |      |  |  |  |
| High Street     | Water Street          | No. 1 and No. 2                                | X   |   |   |   |   |   |   |   | X | X  |    |      |  |  |  |
| Water Street    | Miami Crossing        | No. 1 and No. 2                                | X   |   |   |   |   |   |   |   | X | X  | X  | X    |  |  |  |
| Miami Crossing  | Alton                 | No. 1  | X   |   |   |   |   |   |   |   | X | X  | X  | X    |  |  |  |
| Miami Crossing  | Alton                 | No. 2  | X   |   |   |   | X |   |   |   | X | X  | X  |      |  |  |  |
| Alton           | Xenia                 | No. 1 and No. 2                                | X   |   |   |   |   | X |   |   | X | X  | X  |      |  |  |  |
| Xenia           | Dutoit Street         | Single   |   | X |   |   |   |   |   |   | X | X  |    |      |  |  |  |
| Dutoit Street   | Wayne Ave. Jct.       | No. 2  |   | X |   |   |   |   |   |   | X | X  | X  | X    |  |  |  |
| Dutoit Street   | Wayne Ave. Jct.       | No. 1  |   | X |   |   |   |   |   |   | X | X  | X  |      |  |  |  |
| Miami City Jct. | Wolf Creek            | No. 1 and No. 2                                | X   |   |   |   |   |   |   |   | X | X  | X  | X    |  |  |  |
| Wolf Creek      | New Paris             | Single   | X   |   |   |   |   |   |   |   | X | X  |    |      |  |  |  |
| New Paris       | 12th St.,<br>Richmond | No. 1 and No. 2                                | X   |   |   |   | X |   |   |   | X | X  | X  |      |  |  |  |
| Newman          | Thorne                | No. 1 and No. 2                                | X   |   |   |   |   | X |   |   | X | X  | X  |      |  |  |  |
|                 |                       | <b>MAIN LINE<br/>(Via Bradford)</b>            |   |   |   |   |   |   |   |   |   |    |    |      |  |  |  |
| Front Street    | Dennison Ave.         | No. 3 and No. 4                                | X   |   |   |   |   |   |   |   | X | X  |    |      |  |  |  |
| Dennison Ave.   | Olentangy             | No. 4  | X   |   |   |   |   |   |   |   | X | X  | X  | X    |  |  |  |
| Olentangy       | Mounds                | No. 1  |   |   |   |   |   | X |   |   | X | X  |    |      |  |  |  |
| Olentangy       | Mounds                | No. 2  | X   |   |   |   |   |   |   |   | X | X  | X  | X    |  |  |  |
| Mounds          | Rice                  | No. 1 and No. 2                                |   |   |   |   |   | X |   |   | X | X  | X  |      |  |  |  |
| Rice            | West Rice             | No. 1, 2 and 3                                 |   |   |   |   |   |   | X |   | X | X  | X  |      |  |  |  |
| West Rice       | Bradford              | No. 1 and No. 2                                |   |   |   |   |   |   | X |   | X | X  | X  |      |  |  |  |
| Bradford        | New Paris             | Single   | X   |   |   |   |   |   |   |   | X | X  |    |      |  |  |  |
|                 |                       | <b>C &amp; X BRANCH<br/>(Xenia-Cincinnati)</b> |   |   |   |   |   |   |   |   |   |    |    |      |  |  |  |
| Xenia           | West Greene           | Single   | X   |   |   |   |   |   |   |   |   | X  |    |      |  |  |  |
| West Greene     | Foster                | Single   | X   |   |   |   |   |   |   |   |   | X  |    |      |  |  |  |
| Foster          | Loveland              | No. 1 and No. 2                                | X   |   |   |   |   | X |   |   | X | X  |    |      |  |  |  |
| Loveland        | East Clare            | Single   | X   |   |   |   |   |   |   |   | X | X  |    |      |  |  |  |
| East Clare      | Red Bank              | No. 1 and No. 2                                | X   |   |   |   |   |   |   |   | X | X  |    |      |  |  |  |
| Red Bank        | East Norwood          | Single   | X   |   |   |   |   |   |   |   | X | X  |    |      |  |  |  |
|                 |                       | <b>Undercliff Branch</b>                       |   |   |   |   |   |   |   |   |   |    |    |      |  |  |  |
| Valley          | Rendcomb Jet.         | Single   | X   |   |   |   |   |   |   |   |   | X  |    |      |  |  |  |
| Red Bank        | Rendcomb Jet.         | No. 1 and No. 2                                | X   |   |   |   |   |   |   |   |   | X  | X  |      |  |  |  |

| BETWEEN                          | AND                              | TRACK                              | RULES IN EFFECT<br>(See Column Description) |   |   |   |   |   |   |   |   |    |    | Notes |  |        |
|----------------------------------|----------------------------------|------------------------------------|---|---|---|---|---|---|---|---|---|----|----|-------|--|--------|
|                                  |                                  |                                    | 1   | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |       |  |        |
| Oakley                           | Old River Jct.                   | Cincinnati to Anoka<br>Single      |   | X |   |   |   |   |   |   |   |    | X  |       |  |        |
| New River Jct.                   | Glen                             | Single                             |   | X |   |   |   |   |   |   |   |    | X  |       |  |        |
| Newman                           | Anoka                            | Single                             |   |   |   |   | X |   |   |   |   |    |    |       |  |        |
| Newman                           | Winchester                       | Fort Wayne Branch<br>Single        |   |   |   |   | X |   |   |   |   |    |    |       |  |        |
| Winchester                       | Ridgeville                       | Single                             |   | X |   |   |   |   |   |   |   |    | X  |       |  |        |
| New Lexington                    | Bremen                           | Zanesville Branch<br>Single        |   |   |   |   |   | X |   |   |   |    |    |       |  |        |
| Divison Post<br>(Lake Div.)      | Pennor Crossing                  | Akron Secondary<br>Single          |   |   |   | X | X |   |   |   |   |    |    |       |  | A<br>C |
| RY                               | End of Block<br>(Mile Post 14.1) | Trinway<br>Secondary<br>Single     |   |   | X | X |   |   |   |   |   |    |    |       |  |        |
| End of Block<br>(Mile Post 16.5) | New Lexington                    | Zanesville<br>Secondary<br>Single  |   |   | X |   | X |   |   |   |   |    |    |       |  |        |
| Bremen                           | MS                               | Morrow Secondary<br>Single         |   |   |   | X |   | X |   |   |   |    |    |       |  |        |
| Ridgeville                       | End of Block<br>(Mile Post 69.5) | Ridgeville<br>Secondary<br>Single  |   |   | X | X |   |   |   |   |   |    |    |       |  | B<br>A |
| End of Block<br>(Mile Post 72.8) | Adams                            | Fort Wayne<br>Secondary<br>Single  |   |   |   | X | X |   |   |   |   |    |    |       |  | B<br>A |
| Xenia                            | Springfield                      | Springfield<br>Secondary<br>Single |   |   | X |   | X |   |   |   |   |    |    |       |  | A<br>B |
| Rendcomb Jct.                    | Cliff                            | Underrollff<br>Secondary<br>No. 2  |   |   |   | X |   |   | X |   | X |    |    |       |  | A      |
| Cliff                            | Oasis                            | No. 1 and No. 2                    |   |   |   | X |   |   | X |   | X |    |    |       |  | A      |

NOTE A—Referring to Rule 271, extra trains, except passenger extras, may proceed on fixed signal indication in lieu of verbal permission at the following locations:

Orrville—Northward and Southward  
Lind—Northward and Southward  
Xenia—Eastward

Ridgeville—Westward  
Adams—Eastward  
Glen—Westward  
Newman—Eastward  
Oasis—Eastward  
Penn—Eastward and Westward  
Cliff—Eastward and Westward  
High Street—Eastward and Westward

NOTE B—Authority for movement of passenger extras must be in writing.

NOTE C—Trains enroute Akron Secondary Track originating at Pennor or Grogan will receive block indication by telephone.



## CHICAGO DIVISION

| BETWEEN                                  | AND                           | TRACK   | RULES IN EFFECT<br>(See Column Description) |   |   |   |   |   |   |   |   |    |    | Note |   |  |
|--|-------------------------------|---|---|---|---|---|---|---|---|---|---|----|----|------|---|--|
|  |                               |   | 1   | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |      |   |  |
| Division Post<br>(Ft. Wayne<br>Division) | Clarke                        | <b>MAIN LINE<br/>Pittsburgh-<br/>Chicago</b>    |   |   |   |   |   |   |   |   |   |    |    |      |   |  |
|  |                               | No. 1 and 2                                     | X   |   |   |   |   | X | X |   |   |    |    |      |   |  |
| Clarke                                   | Whiting                       | No. 1 and 2                                     |   | X |   |   |   |   | X | X |   |    |    |      |   |  |
| Whiting                                  | State Line                    | No. 1, 2 and 4                                  | X   |   |   |   |   | X | X |   |   |    |    |      |   |  |
| Whiting                                  | State Line                    | No. 3   | X   |   |   |   |   |   | X | X |   |    |    |      | A |  |
| State Line                               | Colehour Jct.                 | No. 1, 2 and 4                                  | X   |   |   |   |   | X | X |   |   |    |    |      |   |  |
| State Line                               | Colehour Jct.                 | No. 3   | X   |   |   |   |   |   | X |   |   |    |    |      | B |  |
| Colehour Jct.                            | River Branch<br>Jct.          | No. 1, 2 and 4                                  | X   |   |   |   |   | X | X |   |   |    |    |      |   |  |
| Colehour Jct.                            | River Branch<br>Jct.          | No. 3   |   | X |   |   |   |   | X | X |   |    |    |      |   |  |
| River Branch<br>Jct.                     | 58th St. Signal<br>Bridge     | No. 1, 2, 3 and 4                               | X   |   |   |   |   | X | X |   |   |    |    |      | C |  |
| 58th Street                              | South Branch<br>Bridge        | No. 1 and 2                                     | X   |   |   |   |   | X | X |   |   |    |    |      |   |  |
| Division Post<br>(Buckeye<br>Division)   | Union City                    | <b>MAIN LINE<br/>Bradford-<br/>Beverly Jct.</b> |   |   |   |   |   |   |   |   |   |    |    |      |   |  |
|  |                               | No. 1 and 2                                     | X   |   |   |   |   | X | X |   |   |    |    |      |   |  |
| Union City                               | Kirk                          | Single  |   | X |   |   |   |   | X |   |   |    |    |      |   |  |
| Kirk                                     | Race                          | No. 1 and 2                                     | X   |   |   |   |   | X | X |   |   |    |    |      |   |  |
| Race                                     | Van                           | No. 1   | X   |   |   |   |   | X | X |   |   |    |    |      |   |  |
| Race                                     | Van                           | No. 2   |   | X |   |   |   |   | X | X |   |    |    |      |   |  |
| Van                                      | Kenneth                       | No. 1 and 2                                     |   | X |   |   |   |   | X | X |   |    |    |      |   |  |
| Kenneth                                  | Bernice                       | No. 1 and 2                                     | X   |   |   |   |   | X | X |   |   |    |    |      |   |  |
| Bernice                                  | Beverly Jct.                  | No. 1 and 2                                     |   |   |   | X | X |   |   |   |   |    |    |      |   |  |
| Bernice                                  | Colehour Jct.                 | <b>MAIN LINE<br/>SC&amp;S</b>                   |   |   |   |   |   |   |   |   |   |    |    |      |   |  |
|  |                               | Single  |   | X |   |   |   |   | X |   |   |    |    |      |   |  |
| Van                                      | Division Post<br>(S. W. Div.) | <b>I &amp; F Branch</b>                         |   |   |   |   |   |   |   |   |   |    |    |      |   |  |
|  |                               | Single  |   | X |   |   |   |   | X |   |   |    |    |      |   |  |
| Van                                      | End of Block<br>(South Bend)  | <b>South Bend<br/>Branch</b>                    |   |   |   |   |   |   |   |   |   |    |    |      |   |  |
|  |                               | Single  |   |   |   |   | X |   |   |   |   |    |    |      |   |  |
| Kenneth                                  | End of Block<br>(Effner)      | <b>Effner Branch</b>                            |   |   |   |   |   |   |   |   |   |    |    |      |   |  |
|  |                               | Single  |   |   |   | X |   |   |   |   |   |    |    |      |   |  |

NOTE A—Movement against the current of traffic on No. 3 Track, between Whiting and signal State Line will be authorized by signal indication or verbally by operator, Whiting.

NOTE B—Movement against the current of traffic on No. 3 Track, between signal State Line and Colehour Junction will be authorized verbally by operator, River Branch Jct.

NOTE C—Movement against the current of traffic on No. 3 Track, between the east crossover switches at EC and 58th Street (Sig. Bridge) will be authorized verbally by operator, EC.

## FORT WAYNE DIVISION

| BETWEEN       | AND                             | TRACK  | RULES IN EFFECT<br>(See Column Description) |   |   |   |   |   |   |   |   |    |    | Notes |   |  |
|---------------|---------------------------------|--|---|---|---|---|---|---|---|---|---|----|----|-------|---|--|
|               |                                 |  | 1   | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |       |   |  |
| Lucas         | B. & O. Jct.                    | <b>MAIN LINE<br/>Pittsburgh-<br/>Chicago</b> |   |   |   |   |   |   |   |   |   |    |    |       |   |  |
|               |                                 | No. 1  | X   |   |   |   |   | X | X |   |   |    |    |       |   |  |
| Lucas         | Mansfield                       | No. 3  | X   |   |   |   |   | X | X |   |   |    |    |       |   |  |
| Lucas         | B. & O. Jct.                    | No. 2  |   | X |   |   |   |   | X | X |   |    |    |       |   |  |
| B. & O. Jct.  | Crestline                       | No. 1 and 2                                  | X   |   |   |   |   | X | X |   |   |    |    |       |   |  |
| Crestline     | West Yard                       | No. 1 and 2                                  |   | X |   |   |   |   | X | X |   |    |    |       |   |  |
| West Yard     | Colsan                          | No. 1  | X   |   |   |   |   | X | X |   |   |    |    |       |   |  |
| West Yard     | Colsan                          | No. 2  |   | X |   |   |   |   | X | X |   |    |    |       |   |  |
| East Colsan   | Colsan                          | No. 3  |   | X |   |   |   |   | X | X |   |    |    |       |   |  |
| Colsan        | Division Post<br>(Chicago Div.) | No. 1 and 2                                  | X   |   |   |   |   | X | X |   |   |    |    |       |   |  |
| Penford       | Carleton                        | <b>Toledo Branch</b>                         |   |   |   |   |   |   |   |   |   |    |    |       |   |  |
|               |                                 | Single                                       |   |   |   |   |   |   |   |   |   |    | X  |       |   |  |
| Galena        | Olive                           | No. 1 and 2                                  |   |   |   |   |   | X | X |   |   |    |    |       |   |  |
| Walbridge     | Gibsonburg                      | No. 1 and 2                                  |   |   |   |   |   | X | X |   |   |    |    |       |   |  |
| Gibsonburg    | Maple Grove                     | Single                                       |   | X |   |   |   |   | X |   |   |    |    |       |   |  |
| Maple Grove   | Coleman                         | No. 1 and 2                                  |   |   |   |   |   | X | X |   |   |    |    |       |   |  |
| Coleman       | Bloomville                      | Single                                       |   | X |   |   |   |   | X |   |   |    |    |       |   |  |
| Bloomville    | Carrothers                      | No. 1 and 2                                  |   |   |   |   |   | X | X |   |   |    |    |       |   |  |
| Van           | Vandale                         | <b>Logansport<br/>Branch</b>                 |   |   |   |   |   |   |   |   |   |    |    |       |   |  |
|               |                                 | Single                                       |   |   |   |   |   | X |   |   |   |    |    |       |   |  |
| Mackinaw City | Carp Lake                       | <b>Mackinaw City<br/>Secondary Track</b>     |   |   |   |   |   |   |   |   |   |    |    |       |   |  |
|               |                                 | Secondary Track                              |   | X | X |   |   |   |   |   |   |    |    |       | D |  |
| Junction      | Carp Lake                       | <b>Grand Rapids<br/>Branch</b>               |   |   |   |   |   |   |   |   |   |    |    |       |   |  |
|               |                                 | Single                                       |   |   |   |   |   | X |   |   |   |    |    |       |   |  |
| Shaw          | Walker                          | <b>Muskegon<br/>Secondary Track</b>          |   |   |   |   |   |   |   |   |   |    |    |       |   |  |
|               |                                 | Secondary                                    |   | X | X |   |   |   |   |   |   |    |    |       |   |  |
| Traverse City | Walton Jct.                     | <b>Traverse City<br/>Secondary Track</b>     |   |   |   |   |   |   |   |   |   |    |    |       |   |  |
|               |                                 | Secondary                                    |   | X | X |   |   |   |   |   |   |    |    |       |   |  |

NOTE D—Authority for movement of Passenger Extras must be in writing.

| SOUTHWESTERN DIVISION               |                           |   |   |   |   |   |   |   |   |   |   |    |      |    |     |
|-------------------------------------|---------------------------|---|---|---|---|---|---|---|---|---|---|----|------|----|-----|
| BETWEEN                             | AND                       | TRACK   | RULES IN EFFECT<br>(See Column Description) |   |   |   |   |   |   |   |   |    | Note |    |     |
|                                     |                           |   | 1   | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |      | 11 |     |
| Thorne                              | I. U. Ry.<br>Interlocking | MAIN LINE<br>Pittsburgh-<br>St. Louis<br>Single | X   |   |   |   |   |   |   | X |   | X  |      |    |     |
| West St.<br>I. U. Ry.               | Woods                     | No. 1   | X   |   |   |   | X |   |   | X |   |    |      |    |     |
| West St.<br>I. U. Ry.               | Woods                     | No. 2   | X   |   |   |   |   |   |   | X | X |    |      |    |     |
| Woods                               | Davis                     | No. 1 and 2                                     | X   |   |   |   | X |   |   | X |   |    |      |    |     |
| Davis                               | East Almeda               | Single  | X   |   |   |   |   |   |   | X |   |    |      |    |     |
| East Almeda                         | Limedale                  | No. 1 and 2                                     | X   |   |   |   |   |   |   | X | X |    |      |    |     |
| Limedale                            | Harmony                   | Single  | X   |   |   |   |   |   |   | X |   |    |      |    |     |
| Harmony                             | Brazil                    | No. 1 and 2                                     | X   |   |   |   |   |   |   | X | X |    |      |    |     |
| Brazil                              | Mackville                 | No. 2   | X   |   |   |   | X |   |   | X |   |    |      |    |     |
| Brazil                              | Union                     | No. 1   | X   |   |   |   | X |   |   | X |   |    |      |    |     |
| Union                               | Seventh St.               | No. 1   | X   |   |   |   |   |   |   | X | X |    |      |    |     |
| Seventh St.                         | Mackville                 | No. 1   | X   |   |   |   | X |   |   | X |   |    |      |    |     |
| Mackville                           | East Casey                | Single  | X   |   |   |   |   |   |   | X |   |    |      |    |     |
| East Casey                          | West Casey                | No. 1 and 2                                     | X   |   |   |   |   |   |   | X | X |    |      |    |     |
| West Casey                          | Avena                     | No. 1 and 2                                     | X   |   |   |   | X |   |   | X |   |    |      |    |     |
| Avena                               | Brownstown                | No. 1 and 2                                     | X   |   |   |   |   |   |   | X | X |    |      |    |     |
| Brownstown                          | East Smithboro            | Single  | X   |   |   |   |   |   |   | X |   |    |      |    |     |
| East<br>Smithboro                   | Smithboro                 | No. 1 and 2                                     | X   |   |   |   |   |   |   | X | X |    |      |    |     |
| Smithboro                           | Exermont                  | No. 1 and 2                                     | X   |   |   |   | X |   |   | X |   |    |      |    |     |
| Exermont                            | Willows                   | No. 2   | X   |   |   |   |   |   |   | X | X |    |      |    |     |
| Exermont                            | A. & S. Crossing          | No. 1   | X   |   |   |   |   |   |   | X | X |    |      |    |     |
| A. & S. Crossing                    | Eads                      | No. 1   | X   |   |   |   | X |   |   | X |   |    |      |    |     |
| Willows                             | Eads                      | No. 2   | X   |   |   |   | X |   |   | X |   |    |      |    |     |
| I.C.R.R. Jct.<br>Kentucky<br>Street | Clagg                     | Louisville Branch<br>Single                     |   |   |   |   | X |   |   |   |   |    |      |    |     |
| Clagg                               | Boyd                      | Single  | X   |   |   |   |   |   |   | X |   |    |      |    |     |
| Boyd                                | Dale                      | Single  |   |   |   |   | X |   |   |   |   |    |      |    |     |
| Dale                                | I. U. Ry.<br>Interlocking | Single  | X   |   |   |   |   |   |   | X |   |    |      |    |     |
| Davis                               | Lebanon                   | I. & F. Branch<br>Single                        | X   |   |   |   |   |   |   | X |   |    |      |    |     |
| Lebanon                             | Clymers                   | Single  |   |   |   |   | X |   |   |   |   |    |      |    |     |
| Farrington                          | Bartels                   | Peoria Secondary<br>Secondary                   | X   |   |   |   |   |   |   | X |   |    |      |    |     |
| Bartels                             | Hervey City               | Secondary                                       |   |   |   | X | X |   |   |   |   |    |      |    | A-B |
| Maroa                               | Allentown                 | Secondary                                       |   |   | X | X |   |   |   |   |   |    |      |    | A-B |
| Allentown                           | Farmdale Jct.             | Allentown<br>Secondary Track<br>Secondary       |   |   |   | X | X |   |   |   |   |    |      |    | A-B |

| BETWEEN             | AND      | TRACK                                       | RULES IN EFFECT<br>(See Column Description) |   |   |   |   |   |   |   |   |    |    | Note |  |     |
|---------------------|----------|---|---|---|---|---|---|---|---|---|---|----|----|------|--|-----|
|                     |          |   | 1   | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |      |  |     |
| Otter Creek<br>Jct. | Frank    | Crawfordsville<br>Secondary<br>Secondary    |   |   |   | X |   |   | X |   |   |    |    |      |  | A-B |
| Kraft               | Kirk     | Vincennes<br>Secondary<br>Single            |   |   | X |   |   | X |   |   |   |    |    |      |  | A-B |
| Madison             | Columbus | Madison-<br>Columbus<br>Secondary<br>Single |   |   | X |   |   | X |   |   |   |    |    |      |  | B   |

NOTE A—Referring to **Rule 271**, at the following locations, extra trains, except passenger extra, may proceed on fixed signal indications in lieu of verbal permission:

|             |                 |
|-------------|-----------------|
| Bartels     | Farmdale Jct.   |
| Arthur      | Kraft           |
| Hervey City | Ottercreek Jct. |
| Maroa       | Ames            |
|             | Frank           |

NOTE B—Authority for movement of passenger extra must be in writing.

**1250-A2.** On that portion of single track between the end of two main tracks 50 feet east of B. & O. Railroad crossing at Eads and junction with T. R. R. A. at east limit of Q. Tower interlocking, train and engine movements will be governed by fixed signal indications.

## BUCKEYE DIVISION

1280-A to 1296-A1. Signal aspects not in conformity with the typical aspects, in service:

Block Stations indicated below are provided with illuminated sign to display white cross (and supplemental letters at designated locations) on black background.

Name— Take siding indicator.  
Indication—Take siding as indicated.

When displayed will be answered by two long and one short sounds of the engine whistle, Rule 14 (r).

| Location    | Indication                      |
|-------------|---------------------------------|
| Mounds..... | Westward trains on No. 2 track: |



Clear Main Track at Hilliards Westward Relay Yard.



| Location            | Indication  |
|---------------------|---|
| Custer.....         | Westward trains on No. 2 track take siding at Dyke.                 |
| Bricker.....        | Westward trains on No. 2 track take siding at Licking.              |
| Bricker.....        | Eastward trains on No. 1 track take siding at Trinway.              |
| Mounds.....         | Eastward trains on No. 1 track head in No. 4 track, Grandview Yard. |
| Urbana.....         | Eastward trains on No. 1 track take siding at Hagenbaugh.           |
| Piqua Crossing..... | Eastward trains on No. 1 track take siding at St. Paris.            |

Trains receiving a take-siding indication will call for instructions from operator before entering siding.

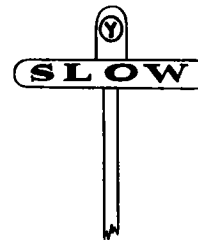


| Location     | Indication   |
|--------------|--|
| Glen.....    | When illuminated, westward freight trains will stop at Richmond Yard to pick-up.   |
| Newman.....  | When illuminated, eastward freight trains will stop at Richmond Yard to pick-up.   |
| Bricker..... | When illuminated, eastward freight trains will stop at Trinway and call Operator Bricker for instructions as to pick-up. |

When numerals indicating tracks 1 through 5 are displayed, crew will make pick-up accordingly without contacting Operator Bricker.

## Slow Boards.

Note—Y—Yellow



Indication—Slow—Approach crossing prepared to stop. Trains and engines exceeding one-half maximum authorized speed must at once reduce to that speed.

Name—Slow Board.

Location—

Zanesville Branch—Junction City.

Zanesville Secondary Track—Crooksville.

Approach Stop Board prepared to stop before crossing N. Y. C. R. R. track.

Morrow Secondary Track—Lancaster.

Approach Stop Boards prepared to stop before crossing C. & O. R. R. tracks.

## Non-Interlocked Crossings at Grade.

Indication—Stop  
Name—Stop Board  
Note: R—Red

Location—

Kokomo:

Nickel Plate R. R.  
(Clover Leaf Dist.)

Kokomo:

Nickel Plate R. R.  
(L. E. & W. Dist.)

Middletown, Ohio:

B. & O. R. R.  
Armco Crossing

Hageman:

Newark:

Reverse Movement only on No. 1 and No. 2 tracks, B. & O. R. R.

Crooksville:

Zanesville Secondary Track

Lancaster:

Morrow Secondary Track

Zanesville:

B. & O. R. R.



Indication—One track intervenes between signal and track it governs.

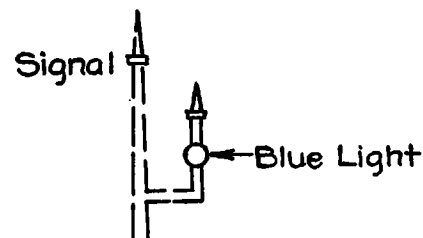
Name—Signal Mast Bracket Marker

Locations:

Ridgeville

Delco

Circleville



**1285-A1.** At the following locations, signals listed also act as distant signals. When governed by **Rule 285** Manual Block is Clear and train will proceed in accordance with signal indication:

| Location | Signal               |
|----------|----------------------|
| Delco    | Eastward Home Signal |

**1290-A1.** M. & W. Ry. signal aspects which do not conform with P. R. R. Rules for Conducting Transportation:

Aspects, **Rule 291**, FIG. A—Indication: STOP.

Trains and engines receiving proceed indication on Low Home Signals will proceed at Restricted speed through interlocking.










**1291-A1.** When a train receives stop and proceed signal, **Rule 291**, between interlocking stations, except where grade markers are displayed, the engineman or conductor must immediately communicate with operator and be governed by his instructions. If unable to establish communication, train may proceed governed by signal indication.

### CHICAGO DIVISION

**1280-A to 1296-A1.** Signal aspects not in conformity with typical aspects, in service:

#### Color Light Type Signals

Note—G—Green, Y—Yellow, R—Red, LW—Lunar White.  
In service at Alton Jct. for eastward movements on No. 1 track.

| Aspect   | Indication   | Name        |
|--|--|-------------|
| <b>TO PENNSYLVANIA RAILROAD</b>  |  |             |
|     | Proceed  | Clear       |
|     | Proceed prepared to stop at next signal. Train exceeding Medium speed must at once reduce to that speed.                               | Approach    |
|     | Proceed at Restricted speed.   | Restricting |
| <b>TO G. M. &amp; O. RAILROAD</b>  |  |             |
|     | Proceed  | Clear       |
|    | Proceed prepared to stop at next signal and be governed by indication displayed by that signal   | Approach    |
|   | Proceed at Restricted speed—preparing to stop short of train, obstructions or switch not properly lined and to lookout for broken rail | Restricting |
| <b>TO ALL TRAINS OR ENGINES</b>  |  |             |
|   | Stop   | Stop-signal |
| <b>In service at Reynolds and Monticello:</b>  |  |             |
|  | Proceed at Restricted Speed  | Restricting |
|  | Stop   | Stop-Signal |

**XK**

Westward trains on No. 2 track take siding at Kent.

Location: Ridgeville.

Trains receiving take siding indicator will call operator before entering siding. If Communications fail train will take siding as directed.

**Slow Board**

Note—Y—Yellow

Indication—Approach next signal or R. R. Crossing prepared to stop.

Name—Slow Board.

Location:

49th Street—No. 2 Secondary Track, 1060 feet east of westward home signal.

No. 1 Secondary Track, 650 feet west of eastward home signal.

**Stop Board**

Note—R—red

Indication—Stop.

Name—Stop Board.

Location:

River Branch Jet.

Belt R. R. Connection, 50 feet east of Belt R. R. Switch.  
Brighton Park

No. 2 secondary track, 523 feet east of south wye track.

No. 2 secondary track, 425 feet east of G. M. & O. R. R. crossing.

No. 1 secondary track, 699 feet west of G. M. & O. R. R. crossing.

26th Street

No. 2 secondary track, 294 feet east of Ill. Northern crossing.

No. 1 secondary track, 240 feet west of Ill. Northern crossing.

12th Street

No. 2 secondary track, 874 feet east of B. & O. C. T. C. & N. W. crossing.

No. 1 secondary track, 635 feet west of B. & O. C. T. C. & N. W. crossing.

Cummings Track

106th Street, 100 feet east and west of C. R. I. & P. C. W. P. & S. crossing.

Right of Way No. 1

Yard Track, 421 feet east of I. H. Belt Crossing.

Yard Track, 269 feet east of I. H. Belt crossing and 278 feet west of E. J. & E. R. R. crossing.

Right of Way No. 3

Yard Track, 333 feet east of and 188 feet west of E. J. & E. I. H. B. crossing.

**1281-B to 1288-B.** At the following locations, block signals listed also act as distant signals. When governed by **Rule 281 (282, 285, 288)** Manual Block is Clear and trains will proceed in accordance with signal indication:

| Location | Track | Signal Displayed For                    |
|----------|-------|---|
| Dolton   | No. 2 | Westward Trains                         |
| Van      | Main  | Westward Trains<br>To South Bend Branch |
| Bend     | Main  | Eastward Trains                         |
| Van      | Main  | Eastward Trains<br>To Logansport Branch |
| Log      | Main  | Westward Trains                         |

**1291-A1.** When a train is stopped by a stop-and-proceed signal, except where grade markers are displayed, or at an interlocking, the engineman or conductor must immediately communicate with the operator.

If unable to establish communication, train may proceed governed by signal indication.

## FORT WAYNE DIVISION

1280-A to 1296-A1. Signal aspects not in conformity with typical aspects, in service:

## Color Light Type Signals

NOTE—G—Green, Y—Yellow, R—Red.

| Aspect | Indication  | Name             |
|--------|---|------------------|
|        | Proceed   | Clear            |
|        | Proceed prepared to stop at next signal. Train exceeding medium speed must at once reduce to that speed   | Approach         |
|        | Proceed, slow speed within interlocking limits  | Slow-Clear       |
|        | Proceed prepared to stop at next signal. Slow speed within interlocking limits  | Slow Approach    |
|        | Proceed at restricted speed   | Restricting      |
|        | Stop, then proceed at restricted speed. NOTE: Freight trains of 90 or more cars or having a tonnage of 80 per cent or more of the prescribed engine rating may proceed at restricted speed without stopping at signals displaying a yellow disc on which is shown the letter "G" in black | Stop and Proceed |
|        | Stop  | Stop-Signal      |

## Color Light Type Signals in Service:

Pleasant St. Interlocking

Grand Rapids

| Track | Between                     | And           |
|-------|-----------------------------|---------------|
| No. 1 | Automatic Block Signal 3882 | Plymouth      |
| No. 2 | Plymouth                    | West Plymouth |

## Stop Board



Note—R—Red

Indication—Stop.

Name—Stop Board.

## Location:

## Grand Rapids Branch.

Big Rapids—200 feet east and 800 feet west of P. R. R. single main track crossing.

Comstock Park—203 feet north and 207 feet south of C. & O. Ry. crossing.

Fuller—254 feet south and 212 feet north of Grand Trunk Railroad crossing.

Grand Rapids, Lake Michigan Drive—212 feet north of N. Y. C. Railroad crossing.

Grand Rapids, Winter Street—214 feet south of P. M. Railroad crossing.

## Muskegon Branch.

Muskegon Heights—146 feet east and 149 feet west of P. M. Railroad crossing.

## Traverse City Secondary Track.

Traverse City—200 feet east and 200 feet west of C. & O. Ry. crossing.

## Vandale Secondary Track.

La Otto—345 feet east of and 350 feet west of P. R. R. Grand Rapid Branch crossing.

## Auburn N.Y.C. crossing.

## Logansport Branch.

North Manchester—295 feet east of and 305 feet west of C. C. C. & St. L. crossing.

Denver—300 feet east of and 300 feet west of N. Y. C. & St. L. crossing.

## Toledo.

Manufacturers industrial track, 530 feet south of Nickel Plate R. R. crossing.

Manufacturers industrial track, 313 feet north of Nickel Plate R. R. crossing.

Illuminated sign, take siding indicator.



B & O Junction



Delphos

Indication—Take siding.

Name—Take siding indicator.

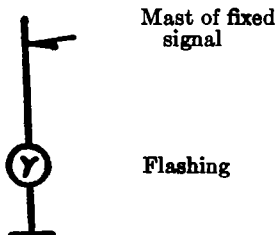
When displayed to approaching train, engineman will acknowledge by two short sounds of engine whistle, **Rule 14 (g)**.

Trains receiving a take-siding indication will secure permission from operator before entering siding.

Take siding indicator in service:

| Main Line | Location     | Take Siding At |
|-----------|--------------|----------------|
| Eastward  | B. & O. Jct. | Lynch          |
| Eastward  | Delphos      | Lima           |

**Train Order Signal**  
Note—Y—Yellow



**NOTE**—To apply to trains governed by fixed signal under which located.

Indication—Orders.

Name—Train-orders.

Location:

Colsan—Westward Home Signal, No. 2 Track.

Colsan—Westward Home Signal, No. 3 Track.

**1291-A1.** When a train is stopped by a stop-and-proceed signal, except where grade markers are displayed, or at an interlocking, the engineman or conductor must immediately communicate with the operator.

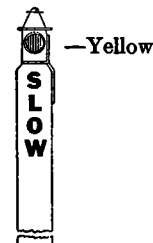
If unable to establish communication, train may proceed governed by signal indication.

**1292-A1.** During the hours Forest Block and Interlocking Station is not in service and a train or engine is stopped by stop signal (**Rule 292, FIG. AA**) the conductor or engineman must call operator at Dunkirk for instructions. If movement through interlocking is authorized by Clearance Card (Form C), **NOTE** at bottom of Clearance Card (Form C) must be complied with.

**SOUTHWESTERN DIVISION**

**1280-A to 1296-A1.** Signal aspects not in conformity with the typical aspects, in service:

Name—Slow Board.



Indication—When used as a Distant Signal—Approach Home Signal prepared to stop. When used approaching Non-interlocked Crossings at Grade—Approach Crossing prepared to stop.

Used in lieu of Distant Signal at following location:

Cairo Junction.

Southward, 1195 feet north of southward Home Signal.

Northward, 1400 feet south of northward Home Signal.

Midland.

Southward, 2029 feet north of southward Home Signal.

Northward, 1403 feet south of northward Home Signal.

Hervey City.

Northward, 1791 feet south of northward Home Signal.

Moroa.

Southward 1400 feet north of end of Block.

Farmdale Jct.

Northward, 3905 feet south of northward Home Signal.

Used approaching Non-interlocked Railroad Crossings at Grade to following locations:

Vigo.

Lead track to American Can Co., eastward, 34 feet west of C. C. C. & St. L. R. R.

Lead track to American Can Co., westward, 40 feet east of C. C. C. & St. L. R. R.

Eads.

Westward, 755 feet east of B. & O. R. R.

Seymour.

Southward, 4698 feet north of C. M. St. P. & P. R. R.

Franklin.

Southward, 4870 feet north of C. C. C. & St. L. R. R.

Northward, 4648 feet south of C. C. C. & St. L. R. R.

Frankfort.

Southward, 5173 feet north of N. Y. C. & St. L. R. R.

Northward, 5280 feet south of Monon R. R.

Lovington.

Southward, 2500 feet north of Wabash R. R.

Northward, 2500 feet south of Wabash R. R.

Midland City.

Southward, 1400 feet north of I. C. R. R.

Northward 1100 feet south of I. C. R. R.

Minier.

Southward, 1700 feet north of G. M. & O. R. R.

Northward, 2119 feet south of G. M. & O. R. R.

Morton.

Southward, 2000 feet north of A. T. & S. F. R. R.

Northward, 2000 feet south of A. T. & S. F. R. R.

## Rosedale.

Southward, 2000 feet north of B. & O. R. R.  
Northward, 2000 feet south of B. & O. R. R.  
West of Linton.

Northward, 5280 feet south of Monon R. R.  
Southward, 5280 feet north of Monon R. R.  
North Vernon.

Southward, 2122 feet north of B. & O. R. R.  
Northward, 1958 feet south of B. & O. R. R.

**1281-B to 1288-B.** At the following locations, signals listed also act as distant signals. When governed by **Rule 281, 282, 285, 288** Manual Block is Clear and trains will proceed in accordance with signal indication:

| Location | Signal                        |
|----------|-------------------------------|
| Seymour  | Northward Manual Block Signal |

**Stop Board**

Indication—Stop.

Name—Stop Board.

Non-interlocked Railroad Crossing at Grade.

## BUCKEYE DIVISION

**1317-A2.** Reverse movements on No. 2 track between East Bradford and Piqua Crossing must not be made until it has been ascertained that westward trains clearing in No. 1 westward running track at East Bradford are complete.

**1317-A3.** Trains and engines clearing Akron Secondary Track between Joyce Avenue and Lind must report clear to operator at Joyce Avenue.

Northward movements passing Lind will not report clear.

**1317-A4.** Trains and engines using Nos. 31, 33, 35, 37, 39, 41 and 43 tracks, Grogan Yard, in westward direction, must not foul clearance point of switches, east of Fifth Avenue, without permission from Operator at Joyce Avenue.

**1317-A5.** Except where fixed signal indication governs the use of No. 1 track between Jax and Newman permission must be obtained from Operator at Newman. Trains and engines clearing No. 1 track between Jax and Newman must report clear to operator at Newman.

## CHICAGO DIVISION

**1361-A1.** Eastward trains and engines on Effner Branch are relieved from reporting clear of block at Kenneth Block-Limit Station, unless otherwise instructed.

**Facing Hand-operated Switches connected with Manual Block Signal**

**1362-A.** Train orders must be used to advance a train or engine at the following Manual Block Signals when they cannot be cleared.

## BUCKEYE DIVISION

| Block Station | Block Signal Governing Movement |        | Facing Switches Connected to Signal Between             |
|---------------|---------------------------------|--------|---|
|               | Direction                       | Track  |   |
| Lind          | Southward                       | Single | Lind and Pennor Crossing                                |
| Joyce Ave.    | Northward                       | Single | Pennor Crossing and Lind                                |
| Newman        | Westward                        | Single | Block Station and East End Parry Switch                 |
| Newman        | Westward                        | Single | Block Station and H. J. Eavey Co. Switch                |
| Broad         | Eastward                        | Single | Block Station and Farm Bureau Switch                    |
| Delco         | Westward                        | Single | Block Station and Dow Block and Interlocking Station    |
| Dow           | Eastward                        | Single | Block Station and Delco Block and Interlocking Station  |
| Dow           | Westward                        | Single | Block Station and Elwood Block and Interlocking Station |
| Elwood        | Eastward                        | Single | Block Station and Dow Block and Interlocking Station    |
| Elwood        | Westward                        | Single | Block Station and East end West Storage Track Switch    |



| CHICAGO DIVISION  |                                 |        |   |
|---|---------------------------------|--------|---|
| Block Station   | Block Signal Governing Movement |        | Facing Switches Connected to Signal Between                               |
|   | Direction                       | Track  |   |
| Dolton  | Eastward                        | No. 1  | Dolton Interlocking and Block Station and Dolton Yard office (See note A) |
| Bend  | Eastward                        | Main   | Bend and Van  |
| Van   | Westward                        | Main   | Van and Bend  |
| Van   | Eastward                        | Main   | Van and Log   |
| <p>Note A—A train or engine receiving permissive block signal at Dolton will operate at restricted speed between that point and Dolton Yard office.</p>   |                                 |        |   |
| FORT WAYNE DIVISION   |                                 |        |   |
| Log   | Westward                        | Main   | Log and Van   |
| Sturgis   | Northward                       | Main   | Sturgis Block Station and sound end siding incl.                          |
| SOUTHWESTERN DIVISION   |                                 |        |   |
| Seymour   | Northward                       | Single | Block Station and C. M. St. P. & P. R. R. Crossing                        |
| Columbus  | Northward                       | Single | Block Station and North Crossover   |
| Columbus  | Southward                       | Single | Block Station and Garden  |
| <p>NOTE—A train or engine receiving train order to pass a Manual Block Signal which cannot be cleared where facing hand-operated switches are connected with the signal, must be advised of the condition of the block ahead, and train or engines must approach such switches prepared to stop short of switches not properly lined.</p> |                                 |        |   |
| ALL DIVISIONS   |                                 |        |   |
| <p><b>Train and Engine Service Employees</b><br/> <b>1400N-3A.</b> When riding freight locomotives in the normal performance of their duties, trainmen will ride in the front cab.</p>  |                                 |        |   |

| Hand-operated Switches where Trains or Engines must not clear   |                                |   |
|---|--------------------------------|---|
| <p><b>1502-A1.</b> At the following locations, trains or engines are prohibited from clearing main track:</p> |                                |   |
| BUCKEYE DIVISION  |                                |   |
| Track   | Location                       | Switch  |
| Single  | Trebein                        | Dayton Power & Light Co.  |
| No. 1   | Dayton, West of                | Union Storage Co., 4920 feet west of Mile Post 17   |
| Single  | Dayton                         | Dayton Tire & Rubber Co. Rosedale Warehouse   |
| Single  | Reading, East of               | Proctor & Gamble Co., 3707 feet west of Mile Post 13  |
| Single  | Reading, East of               | Ohio Appliance Co., 1511 feet west of Mile Post 13<br>Service Security Incorporated, 2430 feet west of Mile Post 13 |
| Single  | Collinsville                   | Opekasit, Inc.  |
| CHICAGO DIVISION  |                                |   |
| Main  | West of Union City             | Westinghouse Electric Corp.   |
|   | East of Saratoga               | Campbell Soup Co.   |
|   | East of Saratoga               | Saratoga Elevator   |
|   | East of Saratoga               | Armour Agriculture Chemical Co.   |
|   | East of Redkey                 | Edward Young Sawmill  |
|   | Redkey                         | Williams Feed & Coal Co.  |
|   | South of Van                   | Logansport State Hospital<br>Wabash Wholesale Co.   |
| SOUTHWESTERN DIVISION   |                                |   |
| Main  | 704 feet west of Mile Post 183 | West of Thorne  |
| Main  | West of Limesdale              | Standard Materials  |
| Main  | Herr                           | Herr Elevator   |

### BUCKEYE DIVISION

**1509-A1.** In the application of **Rule 509**, when Stop indication (**Rule 292**) is displayed on a signal at the following locations, the authority to pass it must be obtained through the operator listed below:

| Location   | Track  | Obtain Clearance Card (Form C) or Train Order through operator at: |
|--|--------|--|
| Dennison:<br>Mile Post 90  | No. 2  | Uhrich   |
| 4500 feet west of M. P. 135  | No. 2  | Bricker  |
| Newark:<br>B. & O. R. R. }<br>Crossing                                   | No. 1  | ND Cabin   |
|  | No. 2  | Bricker  |
| Front Street   | No. 4  | High Street  |
| Grandview Ave.   | No. 2  | Mounds   |
| Marble Cliff   | No. 2  | Mounds   |
| Milford Centre:<br>20 feet west of M. P. 28                              | No. 1  | Urbana   |
| Milford Centre:<br>1240 feet east of M. P. 28                            | No. 2  | Mounds   |
| 650 feet east of M. P. 75  | No. 1  | Bradford   |
| Glen:<br>East end of<br>interlocking limits<br>(Richmond Branch)         | Single | Glen   |
| 4910 feet west of<br>M. P. 157   | No. 2  | Dunreith   |
| New River:<br>West end of<br>interlocking limits                         | Single | Hamilton   |
| Old River:<br>East end of<br>interlocking limits                         | Single | Hamilton   |
| Delta Avenue:<br>one half mile<br>east of Mile Post 116,<br>east of Penn | No. 1  | Cliff  |
| East Norwood:<br>West end of<br>interlocking limits                      | Single | Clare  |

### CHICAGO DIVISION

| State Line  | No. 3 | Whiting |
|-------------|-------|---------|
| 58th Street | No. 3 | EC      |

### FORT WAYNE DIVISION

|                            |        |            |
|----------------------------|--------|------------|
| 2500 ft. east of M. P. 319 | No. 2  | Wabash     |
| 1595 ft. east of M. P. 319 | No. 1  |            |
| 1625 ft. east of M. P. 320 | No. 1  |            |
| 435 ft. east of M. P. 320  | No. 2  |            |
| 1435 ft. west of M. P. 320 | No. 1  |            |
| 3964 ft. east of M. P. 360 | No. 1  | Warsaw     |
| 2330 ft. north of M. P. 64 | No. 2  | Gibsonburg |
| 1300 ft. north of Carleton | Single | Penford    |

### SOUTHWESTERN DIVISION

| Located  | Track  | Obtain Clearance Card (Form C) or Train Order through operator at: |
|--|--------|--|
| Greenville, Ill. 4600 feet east of Mile Post 192 | No. 1  | Smithboro  |
| Greenville, Ill. 3450 feet west of Mile Post 188 | No. 2  | Smithboro  |
| Terre Haute 1800 feet east of Mile Post 71       | No. 1  | Union  |
| Hagarstown 850 feet east of Mile Post 177        | Single | Smithboro  |

### BUCKEYE DIVISION

**1551-A2. Testing Sections, Other than Terminals**  
Bradford—Xenia—Trinway.

### ALL DIVISIONS

**1555-A1.** In the territory listed below, where cab signal cut in sections are located, Cab Signal Rules 555, 556, 557 and 558 must be complied with.

| Track | Between                       | And      |
|-------|-------------------------------|----------|
| No. 1 | 750 feet west of Mile Post 86 | Bradford |

**1560-A1. Rule 560**—Following exceptions authorized for trains and engines not equipped with cab-signals:

For C. & O. Ry Passenger trains:  
Between—Front Street and Dennison Avenue.

For D. T. & I. R. R. Freight trains:  
Between—South Charleston and Xenia.

For B. & O. R. R. local freight train (1 round trip daily):  
Between—Miami City Junction and Dodson.

For Non-equipped engines moving light to or from shops.  
For Non-equipped wire, work and wreck trains and ballast cleaners to or from work.

For switching and transfer service, not to exceed speed of 20 miles per hour.  
Between—Dennison and Port  
Morgan Run and Tyndall  
Front Street and Mounds  
Mile Post 45 east of Urbana and 1320 feet west of Mile Post 48 west of Urbana.  
Mile Post 72 east of Piqua and Mile Post 74 west of Piqua.  
Water Street and Mile Post 6, west of Miami Crossing.  
Mile Post 12 east of Clement and Wayne Avenue Junction.  
Miami City Junction and Mile Post 20 west of Wolf Creek.  
Mile Post 117 east of Glen and Mile Post 126, west of Newman.

ALL DIVISIONS  
**INTERLOCKING**

**1605-A1. Rule 605—in effect:**

|           | Track                       | Between          | And              |
|-----------|-----------------------------|------------------|------------------|
| Main Line | No. 2                       | Alton            | West Alton       |
|           | No. 1                       | Dublin Jct.      | East Dublin      |
|           | No. 2                       | Dublin           | West Dublin      |
|           | No. 1 and No. 2             | Riley            | West Riley       |
|           | Ridgeville—Connecting track | Chicago Division | Buckeye Division |
|           | No. 1 and No. 2             | Bradford         | East Bradford    |

**1606-A1. Emergency Signals—Whistle or Horn, in service as follows:**

|   |              |
|---|--------------|
| Joyce Avenue                                  | Glen         |
| Neilston                                      | Newman       |
| Alton Jct.                                    | Lucas        |
| Mansfield                                     | B. & O. Jct. |
| Crestline                                     | Colsan       |
| Walbridge                                     | Olive        |
| Clagg—South side of Motor-House on Draw Span. |              |

**1606-A2. Smash boards—in service as follows:**  
Toledo Branch—Olive, in conjunction with home signals.

**Interlockings Operated Automatically**

**1663-A1. Automatic interlockings in service at the following locations:**

| Location                   | Interlocking        | Railroad Crossing          | Location of Instructions                             | Note |
|----------------------------|---------------------|----------------------------|--|------|
| Richmond Branch            | Cast                | N. & W.                    | On signal masts                                      | 5    |
| Fort Wayne Branch          | Lynn                | N. Y. C.                   | In concrete house at crossing                        | 1    |
|                            | Winchester          | N. Y. C.                   | In box stencilled P. R. R. at crossing               | 3    |
| Ridgeville Secondary Track | Portland            | N. K. P.                   | In Box at Crossing Stencilled "P. R. R."             |      |
| Akron Secondary Track      | Centerac (N. Y. C.) | N. Y. C.                   | In Telephone Box at R. R. Crossing                   |      |
| Main Line                  | Hanna               | C. & O. R. R.              | In box, southeast of crossing stencilled P. R. R.    | 1    |
|                            | Liverpool           | Michigan Central Railroad  | In box, southeast of crossing in stencilled P. R. R. | 1    |
|                            | Elm                 | Wabash R. R.               | In case, southwest corner of crossing                | 1-2  |
|                            | Meeker              | C. C. C. & St. L. Railroad | In shelter box                                       | 1    |

| Location                       | Interlocking  | Railroad Crossing          | Location of Instructions  | Note |
|--------------------------------|---------------|----------------------------|---|------|
| Main Line                      | Red Key       | N. Y. C. & St. L. Railroad | In shelter box  | 1    |
|                                | Bunker Hill   | N. Y. C. & St. L. Railroad | In shelter box  | 1    |
| Grand Rapids Branch            | Avilla        | B. & O. Railroad           | In telephone booth northwest of crossing                        | 1    |
|                                | Wasepi        | N. Y. C. Railroad          | In telephone booth southwest of crossing                        | 1    |
|                                | Plainwell     | N. Y. C. Railroad          | In box marked P. R. R. north end of west relay case at crossing | 1    |
|                                | Reed City     | C. & O. Railroad           | In box stencilled P. R. R. southeast of crossing                | 1    |
|                                | Gibson St.    | N. Y. C. Railroad          | In box stencilled P. R. R. northeast of crossing                | 1    |
|                                | Cadillac      | Ann Arbor R. R.            | In box stencilled P. R. R. northeast of crossing                | 1    |
| Toledo Branch                  | Burgoon       | N&W Railroad               | In telephone booth southwest of crossing                        | 1    |
| Logansport Branch              | Hoover        | C. & O. Railroad           | In shelter boxes northeast of crossing                          | 1    |
|                                | South Whitley | N. Y. C. & St. L. Railroad | In box marked P. R. R. at crossing                              | 1    |
| Effner Branch                  | Monticello    | Monon R. R.                | In box east side of relay house                                 | 1    |
|                                | Reynolds      | Monon R. R.                | In box east side of relay house                                 | 1    |
| South Bend Branch              | Kewanna       | C. & O. Railroad           | In box marked P. R. R. at crossing                              | 1    |
|                                | Delong        | Erie Railroad              | In shelter box 176 ft. south of Erie R. R. crossing             | 1    |
|                                | Hibbard       | N. Y. C. & St. L. Railroad | In box marked P. R. R. at crossing                              | 1    |
| Vincennes Secondary Track      | Gosport Jct.  | Monon R. R.                | Telephone house north of crossing                               | 1    |
|                                | Switz City    | I. C. R. R.                | Shelter box   | 1    |
|                                | Beehunter     | C. M. St. P. & P. R. R.    | Time release box  | 1    |
|                                | Vincennes     | C. & E. I. R. R.           | Time release box  | 1    |
| Peoria Secondary Track         | Oakland       | N. Y. C. & St. L. R. R.    | Box at crossing   | 1    |
|                                | Arthur        | C. & E. I.                 | In box on signal  | 1    |
|                                | Kenney        | I. C. R. R.                | Shelter box   | 1    |
|                                | Downing       | P. & E. R. R.              | Shelter box   | 1    |
| Shelbyville Secondary Track    | Rushville     | B. & O.                    |   |      |
| Main Line                      | Altamont      | B. & O.                    | Shelter box   | 1    |
| Main Line                      | Vandalia      | I. C. R. R.                | Telephone box   | 4    |
| Crawfordsville Secondary Track | Colfax        | N. Y. C.                   | Metal box in Northwest quadrant of crossing                     | 1    |

**NOTE 1.** At locations listed above, when a train or engine or track car is stopped by an interlocking home signal and there is no train or engine approaching on the foreign railroad and no other cause for detaining train, engine or track car be known, conductor, engineman or driver track car must be governed by the instructions posted at the crossing. Copies of instructions governing movements over each crossing will be posted in adjacent Block Stations and Train Dispatcher's office.

At locations listed above, a reverse movement through the interlocking or a forward movement after making a reverse

movement through the interlocking must not be made until instructions posted at the crossing have been complied with.

Cars must not be left standing between home signals.

Track cars must stop at interlocking home signal, then pass Stop-signal, proceed to and stop short of the crossing, ascertain that no trains are approaching, provide protection, and then proceed over the crossing.

Box at crossing containing instructions must be left closed and locked at all times.

**NOTE 2.** Trains or engines on No. 2 track desiring to enter the Wabash interchange track must occupy the track circuit within the interlocking before switch can be operated.

**NOTE 3.** Home Signals of the Automatic Interlocking are also the Home Signals of the Remote Controlled Block Station.

When the controls of the Home Signals are placed in a proceed position by the Operator at Ridgeville the proper aspect will be displayed on the Home Signal automatically if there is no train approaching on the N.Y.C. R.R. If a train, engine or track car is stopped by the Home Signal and there is no train approaching on the N.Y.C. R.R. Conductor, Engineman or Driver T.C. must contact Operator at Ridgeville to ascertain if the controls are in proceed position. If proceed aspect then is not displayed Conductor, Engineman or Driver T.C. will be governed by instructions posted in box stencilled P.R.R. located at crossing.

If after complying with instructions governing manual operation of the Automatic Interlocking a proceed aspect is not displayed, the conductor, engineman or driver T.C. will contact the operator at Ridgeville for a Form "C" to indicate the condition of the block only.

After obtaining Form "C" for the condition of the block only, movement over the crossing may then be made governed by instructions posted in box stencilled P.R.R. at the crossing.

**NOTE 4.** Interlocking signals governing movements over P.R.R.-I.C. R.R. crossing at grade are controlled automatically.

Interlocking signals governing movements on P.R.R. other than crossing at grade controlled by Operator at Smithboro.

**NOTE 5.** If signal fails to display a proceed indication after operating emergency pushbutton, notify Operator at Newman and be governed by his instructions.

#### INSTRUCTIONS FOR USE OF CAST AUTOMATIC INTERLOCKING BY TRACK CARS

In the application of **Rule 637** track cars and equipment of a type which may not shunt track circuit will be governed as follows:

Drivers of track cars must obtain permission from the Operator at Newman to use the controls for track cars.

Pushbuttons and indication lights used in authorizing the use of the interlocking are in boxes on stub masts located adjacent to P.R.R. westward home signal and N. & W. westward home signal at Mile Post 101.9 and adjacent to P.R.R. eastward home signal and N. & W. eastward home signal at Mile Post 104.1. Boxes for use by P.R.R. employes are stencilled P.R.R. Track Car and boxes for the use of N. & W. employes are stencilled N. & W. Track Car.

If red light is lighted push the button stencilled EN-TRANSE. Red light should go out and green light must light to authorize the driver of a track car to use the interlocking.

When a track car clears the interlocking the driver must report clear to the Operator at Newman and if authorized, will push the button marked EXIT which will restore the interlocking to automatic operation.

A track car must not accept CAST Automatic Interlocking home signal indications to move through the interlocking.

#### 1663-A2. Logansport Branch Newton

During the hours Newton block and interlocking station is closed, track cars must stop at home signal, then pass home signal in stop position, if derails are in derailing position, lift track car over derails, proceed to and stop short of the crossing, ascertain that no trains are approaching on the Erie Railroad tracks, provide protection, then proceed over crossing.

#### 1663-A3. Grand Rapids Branch Kendallville

Track cars must stop at home signal, then pass stop signal, if derails are in derailing position, lift track car over derails, proceed to and stop short of crossing, ascertain that no trains are approaching on N. Y. C. R. R. track, provide protection, then proceed over crossing.

At locations listed above, when a train, engine or track car is stopped by the interlocking home signal and there is no train or engine approaching on the foreign railroad and no other cause for detaining train or engine be known, conductor, engineman or driver of track car must be governed by instructions posted at the crossing.

**1663-A6.** Trains and engines must approach home signals governing movements into Clagg Interlocking, at the following points, prepared to stop and be governed by the indication displayed thereon:

K. & I. T. Ry. Jet., Portland Ave.

I. C. R. R. Jet., Main St.

Broadway St.

Eleventh St.

#### 1663-A7. Lapaz Junction (B. & O.)

If a train, engine or track car is stopped by the Home Signal and there is no train approaching on the B. & O. R.R., Conductor, Engineman or Track Car Driver must contact B. & O. R.R. Train Dispatcher from telephone located at crossing, and be governed by his instructions.

If means of communications have failed and no cause for not proceeding over the crossing be known, conductor will reach understanding with engineman, provide full protection against trains on the B. & O. R.R., pass Stop-Signal and occupy track section between Home Signal and the B. & O. R.R. Crossing, without fouling the B. & O. R.R. track, for a period of five (5) minutes, after which movements may be made over the crossing, if no B. & O. R.R. movements are on or approaching the crossing.

If means of communication have failed, when Track Cars are involved in movement, Track Cars will pass Stop-Signal, proceed to and stop short of the crossing, ascertain that no trains are approaching on the B. & O. R.R. track, and then proceed over the crossing.

#### 1663-A8. Auburn Junction (B. & O.)

If a train, engine or track car is stopped by the Home Signal and there is no train approaching on the B. & O. R.R., Conductor, Engineman or Track Car Driver must contact B. & O. R.R. Train Dispatcher from telephone located 250 feet North of the crossing, and be governed by his instructions.

If means of communications have failed and no cause for not proceeding over the crossing be known, conductor will reach understanding with engineman, provide full protection against trains on the B. & O. R.R., pass Stop-Signal and occupy track section between Home Signal and the B. & O. R.R. Crossing, without fouling the B. & O. R.R. track, for a period

of five (5) minutes, after which movements may be made over the crossing, if no B. & O. R.R. movements are on or approaching the crossing.

If means of communication have failed, Track Cars will pass Stop-Signal, proceed to and stop short of the crossing, ascertain that no trains are approaching on the B. & O. R.R. track, and then proceed over the crossing.

### USE OF TELEPHONES

**1701-A1.** Commercial telephones to be used for train operation and other company business installed at the following locations:

#### Grand Rapids Branch

Walton Junction, Block Limit Station—Fife Lake 879-3321  
 Kalkaska, Passenger Station  
 Baggage Room—Alpine 8-2232  
 Mancelona, Passenger Station  
 Baggage Room—Justice 7-6411  
 Elmira, Block Limit Station—Elmira 546-2151  
 Boyne Falls, shelter box outside Passenger Station—  
 Boyne Falls 549-2851  
 Formans, Block Limit Station—Diamond 7-2662  
 Petoskey, Shelter Box outside Freight Station—  
 Diamond 7-3414  
 Kegomic, Block Limit Station—Diamond 7-3412  
 Carp Lake, Block Limit Station—Levering 537-3947  
 Mackinaw City, inside Freight Station—Hemlock 6-7321  
 Traverse City, outside Freight Station—Windsor 6-9002  
 Cadillac, Interlocking—Prospect 5-4212  
 Fuller Block Station—616-363-2930  
 Belmont Block Limit Station—Grand Rapids—362-9193  
 Rockford Agent—Grand Rapids—866-7281  
 Howard City, Block phone cabinet in Freight House—  
 931-4326  
 Howard City Agent—931-4326  
 Morley Agent—Ulysses 6-7762  
 Stanwood Block Limit Station—823-3790  
 Big Rapids Tool House, 100 ft. north of B.L.S.—796-9507  
 Reed City—Telephone box at PRR-C&O crossing—  
 Tennyson 2-5141  
 Reed City Agent—Tennyson 2-5141  
 Cadillac Agent—775-2391  
 Cadillac Supervisor Track and Assistant Trainmaster—  
 775-2391  
 Cadillac Enginehouse—775-5141  
 North Yard Block Limit Station—Cadillac 775-5211  
 Missaukee Jct. Telephone shanty—Cadillac 775-5305

#### Logansport Branch

Van Tower, Logansport, Ind.—7215  
 Newton Tower, North Manchester, Ind.—982-2489  
 Track foreman's office, Freight House, North Manchester,  
 Ind.—982-2793  
 N & W Crossing, South Whitley, Ind.—723-4870  
 Vandale Tower, Columbia City, Ind.—244-5311  
 Mexico, Ind. Elevator Track Swg.—872-4451

#### Crawfordsville Secondary Track

Union Block Office, Terre Haute, Ind.—Crawford 4067  
 Preston Block Office, Terre Haute, Ind.—North 5680  
 Agent Rockville, Ind.—A.C.—812 569-3284  
 Ames Block Station, Crawfordsville, Ind.—A.C. 317  
 362-3905  
 Frank Block Office, Frankfort, Ind.—A.C.—317 659-2161  
 Dispatcher, Indianapolis, Ind.—A.C.—317 635-9331

### Vincennes Secondary Track

Union Station Indianapolis PBX-317 635-9331  
 Kraft Block Station-317 241-0072  
 Camby Block Limit Station-317 856-6564  
 Mooresville Agent-317 831-3875  
 Campbells-317 342-9226  
 Elk Block Limit Station-317 342-9260  
 Martinsville Agent-317 342-3175  
 Silex Block Limit Station-812 879-2352  
 Spencer Agent-812 829-2133  
 Minich Block Limit Station-812 875-3031  
 Worthington Agent-812 875-3031  
 Rincon Junction-812 875-7131  
 Switz City-812 659-2519  
 Bushrod-812 659-2519  
 Bee Hunter-812 659-2519  
 Sandborn Agent-812 70  
 Sandborn Block Limit Station-812 70-1  
 Sandborn Hawthorne Switch-812 70-2  
 Howard Block Limit Station-812 725-4101  
 Bicknell Agent-812 40  
 Bicknell Transportation Clerk-812 92X  
 Bicknell Scale House-812 92X  
 Bicknell Enginehouse-812 92W  
 Vincennes Agent-812 882-2088

### Radio

**1703-A3.** Radio for communication between equipped engines, cars, stations and other locations in service. Use of radio is governed by **Rules 701 to 707**, inclusive, and is subject to Federal Communications Commission Regulations.

In the application of **Rule 705** employes shall identify the radio station from which they are calling by prefacing the name of the station, engine number, cabin number, or other mobile equipment number with "PENNSYLVANIA."

Any employe shall permit inspection of the radio equipment in his charge, and all FCC documents pertaining thereto, by a duly accredited representative of the FCC at any reasonable time.

Internationally the word "Mayday" indicates a distress message, the word "Pan" an urgent message, and the word "Security" a safety message. Employes may hear such messages sent by aircraft or, in coastal areas, by boats. Railroad employes hearing such messages must report them to the Superintendent and take such appropriate action to relieve the distress as may be possible.

No employe shall divulge or publish the existence, contents, purport, effect or meaning of communications (distress communication excluded), except to the person for whom the communication is intended or to another employe of the Railroad whose duties may require knowledge of the communication.

The above applies either to communications received direct or to any that may be intercepted.

When radio is used to direct movements of train or engine, failure to maintain communication with employe directing the movement will require the movement to be stopped immediately. Further movement must not be made until communication has been established.

Radio equipped engines or cars are indicated by a red and white decal on the side of the equipment.

|                       |                          |               |           |           |          |  |
|-----------------------|--------------------------|---------------|-----------|-----------|----------|--|
| HOME DIVISION.....    | PROMOTION DATE.....      |               |           |           |          |  |
|                       | DATE OF LAST EXAMINATION | BOOK OF RULES | TIMETABLE | AIR BRAKE | PHYSICAL |  |
| QUALIFIED FOR SERVICE | OCCUPATION.....          |               |           |           |          |  |
|                       | DATE QUALIFIED           |               |           |           |          |  |
| ZONE                  | PORTION                  |               |           |           |          |  |
|                       |                          |               |           |           |          |  |
| DIVISION              |                          |               |           |           |          |  |
|                       |                          |               |           |           |          |  |

## WESTERN REGION

## ALL DIVISIONS

The Safety Rules are your guide. Start each and every day by reading the Safety Rule of the day.

## — SAFETY CALENDAR —

Train, Engine and Other Transportation Employees  
(except Station employees)

| Date | January | February | March | April | May  | June |
|------|---------|----------|-------|-------|------|------|
| 1    | 1000    | 1000     | 1000  | 1208  | 1000 | 1053 |
| 2    | 1001    | 1001     | 1001  | 1000  | 1001 | 1107 |
| 3    | 1150    | 1092     | 1072  | 1001  | 1023 | 1158 |
| 4    | 1095    | 1008     | 1093  | 1071  | 1051 | 1172 |
| 5    | 1087    | 1202     | 1074  | 1043  | 1106 | 1129 |
| 6    | 1042    | 1209     | 1006  | 1007  | 1111 | 1161 |
| 7    | 1008    | 1071     | 1205  | 1005  | 1160 | 1219 |
| 8    | 1153    | 1045     | 1103  | 1092  | 1228 | 1157 |
| 9    | 1022    | 1206     | 1120  | 1065  | 1128 | 1115 |
| 10   | 1090    | 1213     | 1277  | 1041  | 1166 | 1156 |
| 11   | 1076    | 1018     | 1236  | 1042  | 1122 | 1224 |
| 12   | 1200    | 1047     | 1118  | 1078  | 1230 | 1237 |
| 13   | 1215    | 1002     | 1211  | 1048  | 1164 | 1173 |
| 14   | 1065    | 1204     | 1150  | 1008  | 1174 | 1227 |
| 15   | 1040    | 1218     | 1016  | 1013  | 1231 | 1110 |
| 16   | 1019    | 1100     | 1066  | 1075  | 1050 | 1052 |
| 17   | 1075    | 1216     | 1069  | 1004  | 1112 | 1127 |
| 18   | 1096    | 1015     | 1003  | 1067  | 1130 | 1233 |
| 19   | 1077    | 1041     | 1012  | 1044  | 1171 | 1281 |
| 20   | 1017    | 1005     | 1013  | 1152  | 1220 | 1238 |
| 21   | 1101    | 1068     | 1210  | 1094  | 1235 | 1275 |
| 22   | 1201    | 1048     | 1105  | 1217  | 1242 | 1121 |
| 23   | 1103    | 1049     | 1119  | 1200  | 1278 | 1223 |
| 24   | 1151    | 1010     | 1101  | 1207  | 1232 | 1245 |
| 25   | 1011    | 1203     | 1214  | 1021  | 1108 | 1284 |
| 26   | 1044    | 1102     | 1104  | 1090  | 1170 | 1290 |
| 27   | 1093    | 1046     | 1091  | 1202  | 1226 | 1124 |
| 28   | 1212    | 1073     | 1095  | 1155  | 1234 | 1055 |
| 29   | 1104    | 1104     | 1020  | 1114  | 1278 | 1288 |
| 30   | 1120    | —        | 1154  | 1125  | 1168 | 1239 |
| 31   | 1207    | —        | 1014  | —     | 1162 | —    |

Train and Engine Service Employees are required to know the Safety Rule of the day, which is printed above. They are also required to know the meaning, intent and application of the Rule.

Conductors and Enginemen will assure themselves that members of their Crew know and fully understand the Rule.

## WESTERN REGION

## ALL DIVISIONS

The Safety Rules are your guide. Start each and every day by reading the Safety Rule of the day.

## — SAFETY CALENDAR —

Train, Engine and Other Transportation Employees  
(except Station employees)

| Date | July | August | September | October | November | December |
|------|------|--------|-----------|---------|----------|----------|
| 1    | 1109 | 1000   | 1055      | 1000    | 1000     | 1000     |
| 2    | 1168 | 1001   | 1112      | 1001    | 1001     | 1001     |
| 3    | 1239 | 1108   | 1156      | 1109    | 1091     | 1066     |
| 4    | 1225 | 1174   | 1229      | 1051    | 1065     | 1041     |
| 5    | 1116 | 1130   | 1124      | 1113    | 1073     | 1012     |
| 6    | 1285 | 1163   | 1023      | 1053    | 1040     | 1013     |
| 7    | 1240 | 1171   | 1121      | 1174    | 1005     | 1074     |
| 8    | 1123 | 1226   | 1222      | 1116    | 1067     | 1046     |
| 9    | 1054 | 1126   | 1239      | 1162    | 1045     | 1014     |
| 10   | 1023 | 1050   | 1233      | 1169    | 1094     | 1155     |
| 11   | 1113 | 1106   | 1219      | 1126    | 1047     | 1068     |
| 12   | 1169 | 1111   | 1110      | 1052    | 1006     | 1005     |
| 13   | 1053 | 1167   | 1054      | 1106    | 1152     | 1070     |
| 14   | 1244 | 1223   | 1170      | 1171    | 1075     | 1024     |
| 15   | 1159 | 1230   | 1227      | 1229    | 1042     | 1078     |
| 16   | 1246 | 1221   | 1115      | 1157    | 1096     | 1043     |
| 17   | 1117 | 1160   | 1245      | 1230    | 1154     | 1003     |
| 18   | 1249 | 1122   | 1237      | 1123    | 1049     | 1077     |
| 19   | 1286 | 1157   | 1164      | 1234    | 1008     | 1009     |
| 20   | 1222 | 1228   | 1127      | 1130    | 1021     | 1201     |
| 21   | 1234 | 1243   | 1224      | 1165    | 1205     | 1007     |
| 22   | 1280 | 1220   | 1244      | 1240    | 1200     | 1048     |
| 23   | 1166 | 1173   | 1172      | 1050    | 1002     | 1072     |
| 24   | 1232 | 1231   | 1107      | 1159    | 1071     | 1016     |
| 25   | 1287 | 1247   | 1117      | 1243    | 1209     | 1203     |
| 26   | 1248 | 1128   | 1225      | 1241    | 1216     | 1217     |
| 27   | 1289 | 1165   | 1129      | 1167    | 1102     | 1100     |
| 28   | 1235 | 1280   | 1114      | 1125    | 1213     | 1119     |
| 29   | 1278 | 1238   | 1158      | 1015    | 1204     | 1105     |
| 30   | 1241 | 1161   | 1276      | 1090    | 1092     | 1208     |
| 31   | 1221 | 1275   | —         | 1004    | —        | 1015     |

Train and Engine Service Employees are required to know the Safety Rule of the day, which is printed above. They are also required to know the meaning, intent and application of the Rule.

Conductors and Enginemen will assure themselves that members of their Crew know and fully understand the Rule.

THE PENNSYLVANIA RAILROAD  
WESTERN REGION

Chicago, Illinois, October 10, 1967.

## GENERAL ORDER No. 701

Effective (3.01 A.M., E.S.T.)  
(2.01 A.M., C.S.T.) Sunday, October 29, 1967

## Applies in All Zones

- (a) Timetable No. 7 in effect. This Timetable is a joint Buckeye-Chicago-Fort Wayne-Southwestern Division timetable. It contains the necessary instructions issued in general orders up to and including General Order No. 609, all of which must be removed from bulletin boards. Each employe must examine each page of Timetable No. 7 to see that his copy is complete, pages properly lined up, and note changes. General Orders will be numbered consecutively regardless of division on which they apply. Employes of all divisions must have all General Orders of all divisions pasted in their timetable.
- (b) BOOK OF RULES  
RULES FOR CONDUCTING TRANSPORTATION  
Rules for Conducting Transportation, effective October 28, 1956, revised in part as follows:  
Revisions of April 28, 1957—  
Rule 104—page 34; Rule 331—page 77; Rule 365—page 79; Rule 629—page 90; Form C—page 98; Form K—page 99; and Rule 4076-J (added), page 112.  
Revisions of October 27, 1957—  
Rule 30—page 23; Rule 400C-1 (added), page 100; Rule 4103-B—page 113; and Rule 4165-A—page 131.  
Revisions of September 1, 1958—  
Rules G and H—page 8; Rule R—third paragraph, page 10; Rule 103—portion of last paragraph—page 34; Rules 104 and 105—pages 34 and 35; Rule 502—page 80; Rule 400N-21—pages 107 and 108; Rule 4076-F—page 112; and index—page 3, 18th line; Rule 4076-I—page 112; Rule 4154-B—pages 115 and 116; Rule 4165-A—page 131; Rule 283—page 56, Note 2 added; Rule 400N-4—page 105 (added); Rule 4076-J—page 112, in sequence.  
Revisions of February 27, 1959—  
Rule 26—second and third paragraphs, page 23; Rule 34—page 24; Rule 75—pages 25 and 26; Rule 76—second and fourth paragraphs, page 26; Rule 77—second paragraph, page 26; Rule 99—fourth paragraph, page 32; Rule 106—page 35; Rule 204—third paragraph, page 37; Rule 293-A—page 68; Rule 365—second and fifth paragraphs, page 79; Rule 568—page 87; Rules 701, 702, 703, 704, 705, 706, 707, and 708—pages 92, 93, 94 and 95.  
Form K—second paragraph of instructions, page 99.  
Rule 4165-A—page 131.  
Revisions of May 1, 1960—  
Rule M—page 8; Rule 361—page 78; Form K—last paragraph, page 99; Rule 4076-J—page 112; Rule 4155-I—page 122; Rule 4155-J—first and fifth paragraphs, page 123; Rule 4156-G—fourth paragraph, page 126; Rule 4160-C—page 129.  
Revisions of March 1, 1964—  
Region—page 11, changed, Division—page 11, added.  
Revisions of May 3, 1964—  
Rule 4160-B—pages 128 and 129.  
Rule 4160-C—page 129.  
Rule 4160-D—page 129 (annulled).  
Revisions of August 25, 1964—  
Rule 4076-F—page 112.  
Revisions of October 18, 1964—  
Rule 35—page 24; Rule S-93—page 30; Rule 99—page 32; Rule 106—page 35; Rule 152—page 36; Rule 280—page 53; Rule 316—page 74; Rule 317—pages 74 and 75.  
Revision of April 25, 1965—page 1.

Employees must paste Rule revisions in sticker form over the corresponding Rule or page of the Book of Rules as indicated thereon.

(c) **RULES FOR CONDUCTING TRANSPORTATION**

Authority vested in the Superintendent Transportation by Book of Rules is delegated to the Division Superintendent. Train orders, messages and General Notices will be issued by authority and over the signature of the Division Superintendent.

General Notices will be numbered consecutively on each Division, prefixed by the number of the timetable.

General Orders will be issued by authority and over the signature of the General Superintendent of the Region.

In the application of **Rules 400N-1, -3, -5, and 400N-7**, Duties and Responsibilities of Train and Engine Service Employees, the position and title of the Assistant Superintendent, Transportation or his representative, will be considered as replacing those of Trainmaster and Road Foreman of Engines.

Information and instructions previously issued in the form of Trainmaster and Road foreman of Engine Notices will henceforth be issued in the form of Train Service and Engine Service Notices by authority of Assistant Superintendent Transportation or Assistant Superintendent, Transportation—Motive Power.

Last paragraph of **Rule 400C-7** changed to read as follows: The use of spectacles with colored glass by employees whose duties require them to distinguish the position or color of signals is prohibited except that when authorized by the Medical Department, approved colored lense glasses may be worn by employes in Train and Engine Service when exposed to direct rays or glare of the sun.

(d) **BRAKE AND TRAIN AIR SIGNAL INSTRUCTION**

Brake and Train Air Signal Instructions, **99-D-1**, effective January 1, 1953, revised in part as follows:

Revision of 3-30-54.

14-e.

Revision of 12-5-54.

19-b Annulled.

Revision of 9-1-55.

5-b.

Revisions of 7-1-58.

14, 14-a.

Revisions of 8-1-58.

7-a, 7-b, 7-c, 9, 9-a, 9-b, 9-f, 11, 11-b, 11-c, 11-d, 11-e, 12, 13, 13a, 14, 14-a, 14-b, 15-a, 18-b, 44, 45, 56-b.

Renumbered 14-c (former 14-b), 14-d (former 14-e), 14-e (former 14-d).

Revisions of 10-1-58.

9-c, 14-f.

Revision of 2-17-60—Instruction 44.

All reference to Speed Brake Control and 3-inch Piston Travel to be deleted.

Revisions of 8-1-60.

7-c, 12.

Revision of 11-1-63.

7-b.

Revisions of 6-1-64.

7,7-c, 28, 41.

Revision of 3-25-64.

3-m.

(e) **ENGINE AND SPECIAL LOAD RESTRICTIONS**

Class AF-30 diesel electric engines are subject to the same restrictions as shown in Column 5, Special Instruction **1160-A1**.

Class EF-36 diesel electric engines are subject to the same restrictions as shown in column L, Special Instruction **1160-A1**; including NOTE 2, page 222. In addition they are prohibited at the following locations:

**COLUMBUS:**

GROGAN: Middle Wye track

YARD C: All tracks

MIAMI YARD: All tracks

**CINCINNATI:**

FULTON YARD: Switch at west end of track 18 and cross-over between inbound and outbound tracks.

FULTON YARD: Switches at west end of tracks 17 and 19.

**CHICAGO:**

Mile Post 313.9, North Joint Tracks

**WANATAH:**

Connection with Monon

**CADILLAC:**

Connection with Ann Arbor

**GRAND RAPIDS:**

Lake Michigan Drive connection with N Y C

**WOLCOTTVILLE:**

South connection with Wabash

**TOLEDO:**

Maumee River Bridge, north end No. 1 track

**BERNICE:**

Class EF-30A and Class EF-36 diesel electric engines are restricted from pushing around Wye at Bernice and the east leg of the Wye at Colehour Jct. Special Instruction **1160-A1**, changed.

**Applies in Zone A**

(f) **C AND X BRANCH**

GREENE-WEST GREENE

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 5 miles per hour on westward siding Greene, account track condition. Special Instruction **1157-F1**, changed.

(g) **TRINWAY SECONDARY TRACK**

GILBERT-END OF BLOCK

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour at 300 feet east and west of Mile Post 11, west of Gilbert, account track condition. Special Instruction **1157-F1**, changed.

(h) **MORROW SECONDARY TRACK**

BREMEN-WR

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 15 miles per hour between Mile Post 50, west of Bremen and Mile Post 58, east of WR, account track condition. Special Instruction **1157-F1**, changed.

(i) **MORROW SECONDARY TRACK**

LANCASTER (C & O)-DEL MOUNT

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 61, west of Lancaster and Mile Post 64, east of Del Mount, account track condition.

Special Instruction **1157-F1**, changed.

(j) **MORROW SECONDARY TRACK**

DEL MOUNT-AMANDA

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour between 2600 feet west of Mile Post 65, west of Del Mount and 2600 feet west of Mile Post 66, east of Amanda, account track condition. Special Instruction **1157-F1**, changed.



- (k) **MORROW SECONDARY TRACK  
AMANDA-SV**  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 72, west of Amanda and Mile Post 73, east of **SV**, account track condition.  
Special Instruction **1157-F1**, changed.
- (l) **MORROW SECONDARY TRACK  
SV-CIRCLEVILLE**  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 74, east of **SV** and Mile Post 75, west of **SV**, account track condition.  
Special Instruction **1157-F1**, changed.
- (m) **MORROW SECONDARY TRACK  
SV-CIRCLEVILLE**  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 79 and Mile Post 80, east of Circleville, account track condition.  
Special Instruction **1157-F1**, changed.
- (n) **MORROW SECONDARY TRACK  
CIRCLEVILLE-WILLIAMSPORT**  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 84, west of Circleville and Mile Post 85, east of Williamsport, account track condition.  
Special Instruction **1157-F1**, changed.
- (o) **MORROW SECONDARY TRACK  
WILLIAMSPORT-ATLANTA**  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 93, west of Williamsport and Mile Post 94, east of Atlanta, account track condition.  
Special Instruction **1157-F1**, changed.
- (p) **MORROW SECONDARY TRACK  
WF-NEW HOLLAND**  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 96, west of **WF**, and Mile Post 97, east of New Holland, account track condition.  
Special Instruction **1157-F1**, changed.
- (q) **MORROW SECONDARY TRACK  
NEW HOLLAND-G**  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 101, west of New Holland, and Mile Post 106, east of **G**, account track condition.  
Special Instruction **1157-F1**, changed.
- (r) **ZANESVILLE SECONDARY TRACK  
CS-WILBREN**  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 31, west of **CS** and Mile Post 34, east of Wilbren, account track condition.  
Special Instruction **1157-F1**, changed.
- (s) **MAIN LINE PITTSBURGH TO ST. LOUIS  
GLEN-NEWMAN**  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 10 miles per hour on No. 4 Secondary track, account track condition.  
Special Instruction **1157-H1**, changed.
- (t) **C & X BRANCH  
XENIA-GREENE**  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 10 miles per hour on Eastward Siding and No. 40 track, account track condition.  
Special Instruction **1157-F1**, changed.
- (u) **MAIN LINE COLUMBUS TO CHICAGO VIA  
BRADFORD  
RICE-WEST RICE**  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 15 miles per hour on No. 3 track between Rice and West Rice, account track condition.  
Special Instruction **1157-F1**, changed.
- (v) **RIDGEVILLE SECONDARY TRACK  
RIDGEVILLE-PORTLAND**  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 20 miles per hour between Ridgeville and a point 2600 feet west of Mile Post 41, account track condition.  
Special Instruction **1157-F1**, changed.
- (w) **ZANESVILLE SECONDARY TRACK  
SOUTH ZANESVILLE-FS**  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 10 miles per hour between a point 1000 feet east of Mile Post 22, and **FS**, account track condition.  
Special Instruction **1157-F1**, changed.
- (x) **TRINWAY SECONDARY TRACK  
DRESDEN-ELLIS**  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 15 mile per hour between 1000 feet west of Mile Post 4 and 1000 feet east of Mile Post 5 west of Dresden account track condition.  
Special Instruction **1157-F1**, changed.
- Applies in Zone B**
- (y) **SOUTH BEND BRANCH  
GRASS CREEK-DELONG**  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 20 miles per hour from Mile Post 134 to Mile Post 143, account track condition.  
Special Instruction **1157-F1**, changed.
- (z) **SOUTH BEND BRANCH  
CULVER-LAPAZ JUNCTION**  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 149 and Mile Post 164, account track condition.  
Special Instruction **1157-F1**, changed.
- (aa) **SOUTH BEND BRANCH  
VAN-LUCERNE**  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 118 and Mile Post 122, account track condition.  
Special Instruction **1157-F1**, changed.
- (bb) **MAIN LINE CINCINNATI TO CHICAGO  
SC & S. COLEHOUR JCT.-CALUMET PARK**  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 30 miles per hour between a point 2600 feet east of Mile Post 2 and a point 2600 feet east of Mile Post 6, account track conditions.  
Special Instruction **1157-F1**, changed.

- (cc) EFFNER BRANCH  
KENNETH-BURNETTSVILLE  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 20 miles per hour between a point 2600 feet west of Mile Post 6 and Mile Post 10, account track conditions.  
Special Instruction 1157-F1, changed.
- (dd) EFFNER BRANCH  
IDAVILLE-MONTICELLO  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 17 and Mile Post 20, account track conditions.  
Special Instruction 1157-F1, changed.
- (ee) EFFNER BRANCH  
REMINGTON-GOODLAND  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 45 and Mile Post 46, account track conditions.  
Special Instruction 1157-F1, changed.
- (ff) MAIN LINE PITTSBURGH TO CHICAGO  
COLEHOUR JCT.-ROBY  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 10 miles per hour on No. 3 track between Colehour Jct. and Roby, account track condition.  
Special Instruction 1157-F1, changed.
- (gg) MAIN LINE PITTSBURGH TO CHICAGO  
WINTER STREET-JUNCTION  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 10 miles per hour on No. 3 and No. 4, Secondary tracks between Winter Street and Junction, account track condition.  
Special Instruction 1157-H1, changed.
- Applies in Zone C**
- (hh) MAIN LINE PITTSBURGH TO CHICAGO  
LUCAS-MANSFIELD  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 10 miles per hour on No. 3 track between Mile Post 171 and Mile Post 175, account track condition.  
Special Instruction 1157-F1, changed.
- (ii) LOGANSPORT BRANCH  
NEWTON  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 20 miles per hour through Newton Interlocking, account track condition.  
Special Instruction 1157-F1, changed.
- (jj) LOGANSPORT BRANCH  
SOUTH WHITLEY  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 20 miles per hour through South Whitley Interlocking, account track condition.  
Special Instruction 1157-F1, changed.
- (kk) LOGANSPORT BRANCH  
HOOVER  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 20 miles per hour thru Hoover Interlocking, account track condition.  
Special Instruction 1157-F1, changed.

- (ll) LOGANSPORT BRANCH  
VAN-HOOVER  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 1 and Mile Post 10, account bridge condition.  
Special Instruction 1157-F1, changed.
- (mm) TOLEDO BRANCH  
CARLETON-PENFORD  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 30 miles per hour between Carleton and Penford, account track condition.  
Special Instruction 1157-F1, changed.
- (nn) VANDALE SECONDARY TRACK  
AUBURN-END OF SECONDARY TRACK  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 5 miles per hour between Auburn and End of Secondary Track, account track condition.  
Special Instruction 1157-F1, changed.
- (oo) GRAND RAPIDS BRANCH  
WAYLAND-MARTIN  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 30 miles per hour between Mile Post 213 and Mile Post 206, account track condition.  
Special Instruction 1157-F1, changed.
- (pp) GRAND RAPIDS BRANCH  
DOCK-KALAMAZOO  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 10 miles per hour on all tracks over M. C. crossing, account track condition.  
Special Instruction 1157-F1, changed.
- (qq) GRAND RAPIDS BRANCH  
STURGIS-WOLCOTTVILLE  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 30 miles per hour between Mile Post 148 and Mile Post 139, account track condition.  
Special Instruction 1157-F1, changed.
- (rr) GRAND RAPIDS BRANCH  
STURGIS-WOLCOTTVILLE  
Facing hand-operated switch for southward movement in main track, 4540 feet north of Mile Post 137, leading to Northern Indiana Public Service Company, in service.
- (ss) TOLEDO BRANCH  
CARROTHERS-TIFFIN  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 30 miles per hour on No. 1 and No. 2 tracks and single track between Mile Post 33 and Mile Post 42, account track condition.  
Special Instruction 1157-F1, changed.
- (tt) TOLEDO BRANCH  
COLEMAN-WOODVILLE  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 30 miles per hour on single track and No. 1 and No. 2 tracks between Mile Post 50 and Mile Post 65, account track condition.  
Special Instruction 1157-F1, changed.

**Applies in Zone D**

- (uu) MAIN LINE PITTSBURGH TO ST. LOUIS  
EFFINGHAM  
(Temporary Speed Restriction)  
Trains and engines on No. 1 and No. 2 tracks must not exceed a speed of 40 miles per hour between Mile Post 140 and Mile Post 142, account track condition.  
Special Instruction **1157-F1**, changed.
- (vv) MAIN LINE PITTSBURGH TO ST. LOUIS  
KNIGHTSVILLE  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 5 miles per hour on Knightsville eastward siding between Brazil and Knightsville, account track condition.  
Special Instruction **1157-H1**, changed.
- (ww) MAIN LINE PITTSBURGH TO ST. LOUIS  
KRAFT  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 40 miles per hour on No. 1 and No. 2 tracks through Kraft Interlocking, account track condition.  
Special Instruction **1157-F1**, changed.
- (xx) MAIN LINE PITTSBURGH TO ST. LOUIS  
FRUITRIDGE AVENUE TO SEVENTH STREET  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 10 miles per hour on No. 42 running track between Fruitridge Avenue and Seventh Street, account track conditions.  
Special Instruction **1157-H1**, changed.
- (yy) MAIN LINE PITTSBURGH TO ST. LOUIS  
WILLOWS-EADS  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 40 miles per hour on No. 1 and No. 2 tracks between Willows and first curve east of Eads, account track condition.  
Special Instruction **1157-F1**, changed.
- (zz) MAIN LINE PITTSBURGH TO ST. LOUIS  
DAVIS KRAFT  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 10 miles per hour on No. 0 track between Mile Post 6 and Kraft, account track condition.  
Special Instruction **1157-H1**, changed.
- (aaa) LOUISVILLE BRANCH  
COLUMBUS  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 20 miles per hour on Main Track between Bridge 41.35 and Mile Post 42, account track condition.  
Special Instruction **1157-F1**, changed.
- (bbb) I & F BRANCH  
CUTLER  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 40 miles per hour on Main Track between Mile Post 89 and Mile Post 94, account track condition.  
Special Instruction **1157-F1**, changed.
- (ccc) BUSHROD-LINTON SUMMIT SECONDARY  
TRACK  
BUSHROD  
Bushrod-Linton Summit secondary track from a point 200 feet north of Mile Post 1 to south end of track at Mile Post 13.4, out of service.  
Page 31, changed.

- (ddd) CRAWFORDSVILLE SECONDARY TRACK  
ROCKVILLE  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 10 miles per hour over State Route 36, first street crossing north of station, account track condition.  
Special Instruction **1157-F1**, changed.
- (eee) LOUISVILLE BRANCH  
SEYMOUR-SCOTTSBURG  
(Temporary Speed Restriction)  
Trains and engines must not exceed a speed of 40 miles per hour between a point 2000 feet south of Mile Post 65 and Mile Post 78, account track condition.  
Special Instruction **1157-F1**, changed.

R. E. SULLIVAN,  
General Superintendent.







