

BC 7502

THE PENNSYLVANIA RAILROAD

SOUTHWESTERN REGION

Time-Table No. 4

In effect 12:01 A. M., Sunday, October 27, 1957

FOR THE GOVERNMENT OF EMPLOYEES ONLY

CENTRAL STANDARD TIME

J. D. MORRIS,
General Manager Transportation.

C. G. MAGRUDER,
Regional Manager.

A. L. HUNT
Superintendent Transportation.

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2023

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To All Employees:

Your company, cooperating with local, state and national safety councils, is earnestly interested in preventing accidents to you, members of your family and your friends.

We should unite to prevent the many needless tragedies that occur in the home, on the highways, and at work.

Please lend your personal efforts to prevent accidents by heeding safe driving rules on the highways, by adopting safe practices in the home and complying with all the rules of your company while on duty.

The rules of the Pennsylvania Railroad Company are designed for your safe guidance—respect them, strictly comply with them.

Live longer and happier by always practicing safety!

**A. L. HUNT,
Superintendent Transportation**

**C. G. MAGRUDER,
Regional Manager**

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NOTE—Applies on pages 3 to 13 inclusive.
X Indicates in service continuously.
B Indicates in service part-time.
O Indicates trainphone.

MAIN LINE

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Columbus or Indianapolis	Sidings Assigned Direction Car Capacity 45 ft. cars		
					East	West	Both
			REGION POST (Buckeye Reg.)	180.5			
X	X	X	THORNE	180.8			
		X	PINE	185.3			
X	X		I. U. RY. INTERLOCKING	186.8			
			INDIANAPOLIS (I. U. RY.)	187.9			
			WEST ST. (I. U. RY.)	0.4			
X	X	X	WOODS	1.6			
X	X	X	KRAFT	3.0			
X	X	X-O	DAVIS	6.9			129
X			WEST DAVIS	8.0			94
X			BRIDGEPORT	8.8			
			PLAINFIELD	13.5			
X			EAST GIBSON	14.9			118
X			WEST GIBSON	16.0			
			CLAYTON	20.1			
X			SUMMIT	20.3			150
X			WEST SUMMIT	22.0			138
			AMO	24.9			
			COATESVILLE	27.9			
X			EAST MARION	28.0			150
X			MARION	29.0			
X			WEST MARION	30.0			150
			FILLMORE	32.5			
X			EAST ALMEDA	35.9			
X			ALMEDA	37.2			
			GREENCASTLE	38.9			
X	X	X-O	LIMEDALE	40.3			135
X			WEST LIMEDALE	41.4			
			REELSVILLE	47.3			
X			HARMONY	53.2			
X			KNIGHTSVILLE	55.0	227		
X			BRAZIL	57.0			
			SEELYVILLE	64.5			
X			PRAIRIE	67.7			
			FRUITRIDGE AVENUE	69.7			
			TERRE HAUTE	72.0			
X	X	X-O	UNION	72.0			
X	X	X	SEVENTH STREET	72.2			
			VIGO	72.9			
			WEST TERRE HAUTE	74.4			
X			MACKSVILLE	74.6			
X			LIGGETT	76.8			
X			FARRINGTON	79.9			110
X			WEST FARRINGTON	80.9			
X			EAST MARSHALL	89.0			
X			MARSHALL	90.2			134
X			EAST ADEN	96.4			134
X			ADEN	97.7			
			WEST ADEN	99.0			150
			MARTINSVILLE, ILL.	101.0			
			WEST MARTINSVILLE	102.7			
X			EAST CASEY	106.7			
X			CASEY	107.3	112	150	
X			WEST CASEY	108.8			
			GREENUP	117.7			
			JEWETT	122.1			
			MONS	129.2			
			MONTROSE	130.2			
			TEUTOPOLIS	135.7			
X	X	X-O	EFFINGHAM	139.8		90	
X	B	B	ALTAMONT	151.5			
X			EAST ST. ELMO	155.5			
X	X	X	ST. ELMO	157.0	150		
X			AVENA	161.2			
X			BROWNSTOWN	163.2			
X	X	X	VANDALIA	171.4			158
X			WEST VANDALIA	172.9			
			HAGARSTOWN	175.5			
			MULBERRY GROVE	181.2			
X			EAST SMITHBORO	183.5			
X	X	X-O	SMITHBORO	185.6			
			GREENVILLE	189.6	130		
			POCAHONTAS	197.9			
			EAST MARTY	198.2			
X			MARTY	200.2	150	160	
X			WEST MARTY	201.4			
			PIERRON	202.2			
X			HIGHLAND	207.5	150		
X			WEST HIGHLAND	208.9			

MAIN LINE—CONTINUED

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Indianapolis	Sidings Assigned Direction Car Capacity 45 ft. cars		
					East	West	Both
X			ST. JACOB.....	212.3		150	
X			WEST ST. JACOB.....	213.7			
			COLLINSVILLE.....	225.0			
			CASEYVILLE.....	227.7			
X			EXERMONT.....	229.0			
X	X	X	A. & S. CROSSING.....	231.1			
			ROSE LAKE.....	232.5			
X	X	X	WILLOWS.....	234.1			
		X	EADS.....	235.6			
X	X		EAST ST. LOUIS.....(TRRA-	235.8			
X	X		ST. LOUIS.....Eads Br.)	239.0			
X	X		EAST ST. LOUIS.....(MBR'y)	235.8			
X	X		ST. LOUIS.....D. MacA. Br.)	239.4			
X	X		EAST ST. LOUIS.....(TRRA-	235.8			
X	X		ST. LOUIS.....Mer. Br.)	244.6			

The direction from Thorne to St. Louis is westward.

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

Station	Hours in Service
Altamont	6.00 A.M. to 10.00 P.M. Daily, except Sunday.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
West Davis	Limedale
Bridgeport	Limedale
East Gibson	Limedale
West Gibson	Limedale
Summit	Limedale
West Summit	Limedale
East Marion	Limedale
Marion	Limedale
West Marion	Limedale
East Almeda	Limedale
Almeda	Limedale
West Limedale	Limedale
Harmony	Union
Knightsville	Union
Brazil	Union
Prairie	Union
Seventh Street	Union
Macksville	Union
Liggett	Union
Farrington	Union
West Farrington	Union

MAIN LINE—CONTINUED

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
East Marshall	Union
Marshall	Union
East Aden	Union
Aden	Union
West Aden	Union
East Casey	Union
Casey	Union
West Casey	Union
East St. Elmo	St. Elmo
Avena	Vandalia
Brownstown	Vandalia
West Vandalia	Vandalia
East Smithboro	Smithboro
East Marty	Smithboro
Marty	Smithboro
West Marty	Smithboro
Highland	Smithboro
West Highland	Smithboro
St. Jacob	Smithboro
West St. Jacob	Smithboro
Exermont	A. & S. Crossing

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

Indianapolis (I.U.R'y.) - UN	}	Continuously
St. Louis (T.R.R.A.) - - US		

LOUISVILLE AND I & F BRANCHES

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Indianapolis, or Terre Haute	Sidings Assigned direction Car Capacity 45 ft. cars		
						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			
				JEFFERSONVILLE	107.2			
X	X	X		BOYD	104.9			
				SELLERSBURG	99.6			
		B		SPEED	98.3			148
				CANEY	91.7			46
				HENRYVILLE	89.3			
				UNDERWOOD	84.8			
				VIENNA	81.7			
		B		SCOTTSBURG	79.2			146
				AUSTIN	74.5			74
		B		CROTHERSVILLE	70.5			124
		X		SEYMOUR	59.0	20	109	
X	X			B. & O. R. R. CROSSING	58.9			
				REED	53.9			98
			X	GARDEN	42.5			99
		X		COLUMBUS	41.0			29
			X	BROOK	37.9			96
				TAYLORSVILLE	34.5			
				EDINBURG	30.6			
		B		ATTERBURY	28.5			125
				AMITY	25.1			
			X	ELVIN	21.4			68
		B		FRANKLIN	20.3			
				LAND	15.5			92
				WHITELAND	15.3			
		B		GREENWOOD	10.7			103
				SOUTHPORT	7.1			
X	X	X		DALE	1.7			176
X	X			I. U. RY. INTERLOCKING	0.5			
				INDIANAPOLIS (I. U. RY.)				
				WEST ST. (I. U. RY.)	0.4			
X	X	X		WOODS	1.6			
X	X	X		KRAFT	3.0			
X	X	X-O		DAVIS	6.9			
				BURR	19.2			105
				HERR	24.6			
		B		LEBANON	31.6			180
				PIKE	37.2			
				REAGAN	41.8			
		X		FRANK	48.1		135	146
				FRANK	78.3		135	146
		X		FRANKFORT	78.6			
				SEDALIA	87.9			
				CUTLER	92.2			
		B		BRINGHURST	95.6			219
				FLORA	97.0			
				CAMDEN	101.3			
				REGION POST (N.W. Reg.)	109.1			
X	X	X		CLYMERS	109.2		96	
				LONG CLIFF	113.3			
X	X	X		VAN	114.4			
				LOGANSPOUT	115.6			

The direction from Logansport to Louisville is southward.

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

Louisville (L. & N. R. R.)—D } Continuously
 Indianapolis (I. U. Ry.)—UN }

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

Stations	Hours in service
Speed	8.30 A.M. to 4.30 P.M. Daily except Saturday and Sunday.
Scottsburg	7.59 A.M. to 11.59 P.M. Daily except Saturday and Sunday.
Crothersville	8.01 A.M. to 4.01 P.M. Daily.
Atterbury	3.01 P.M. Sunday to 11.01 P.M. fol- lowing Saturday.
Greenwood	3.59 P.M. Sunday to 7.59 A.M. fol- lowing Saturday. 3.59 P.M. Saturday to 7.59 A.M. fol- lowing Sunday.
Lebanon	8.59 A.M. to 4.59 P.M. Daily. 9.59 P.M. to 5.59 A.M. Daily.
Franklin	7.30 A.M. to 3.30 P.M. Daily except Saturday and Sunday.
Bringhurst	7.01 A.M. Monday to 6.59 A.M. fol- lowing Saturday.

Block-Limit Stations controlled as follows:

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

VINCENNES SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Indianapolis	Sidings Assigned direction Car Capacity 45 ft. cars		
						South	North	Both
X	X	X		KRAFT.....	3.0			
				MAYWOOD.....	5.7			
			X	CAMBY.....	11.3			63
				MOORESVILLE.....	16.7			
				BROOKLYN.....	21.5			
				CAMPBELLS.....	27.3			
			X	ELK.....	29.5			86
				MARTINSVILLE, IND.....	30.6			
				PARAGON.....	38.4			
				WHITAKER.....	41.0			
			X	SILEX.....	43.1			102
X				GOSPORT JCT.....	44.1			
				ROMONA.....	49.7			105
				SPENCER.....	53.8			65
				RUDD.....	57.5			98
				FREEDOM.....	62.8			
				WORTHINGTON.....	72.3			
			X	MINICH.....	72.4			
				NELSON.....	72.9			71
X	B	B		SWITZ CITY.....	79.8			
				LYONS.....	83.2			
				BUSHROD.....	84.9			132
X				BEE HUNTER.....	86.2			
			X	SANDBORN.....	91.7			
				WESTPHALIA.....	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				VINCENNES.....	117.0			
				MANN.....	117.8			

The direction from Kraft to Mann is southward.

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

Station	Hours in Service
Switz City	4.01 P.M. Sunday to 8.01 A.M. following Sunday.

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
Camby	Kraft
Elk	Switz City Kraft when Switz City is not in service
Silex	Switz City Kraft when Switz City is not in service
Minich	Switz City Kraft when Switz City is not in service
Sandborn	Switz City Kraft when Switz City is not in service
Howard	Switz City Kraft when Switz City is not in service
Kirk	Switz City Kraft when Switz City is not in service

CRAWFORDSVILLE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from East Yard	Sidings Assigned Direction. Car Capacity 45 ft. cars		
						South	North	Both
X	X	X		EAST YARD.....				
X				PRESTON.....				
X				DEWEY JCT.....(C. & E. I.)	4.3			
X				OTTER CREEK JCT.	5.8			93
				ROSEDALE.....	12.2			
				JESSUPS.....	14.9			
			X	KD.....	22.7			102
				ROCKVILLE.....	22.9			
				JUDSON.....	29.9			
				GUION.....	32.3			93
			X	GU.....	32.7			
				WAVELAND.....	37.2			
			X	BROWNS VALLEY.....	40.4			
			X	NEW MARKET.....	45.6			96
X	X	X		AMES.....	52.0			
				CRAWFORDSVILLE.....	52.5			
			X	GR.....	56.5			114
				MIDWAY.....	56.6			
			X	DARLINGTON.....	60.1			
				BOWERS.....	64.6			
X	X	B		COLFAX.....	68.6			88
				MANSON.....	73.7			
			X	FORT.....	77.4			96
		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	Colfax Frank when Colfax is not in service
Darlington	Colfax Frank when Colfax is not in service
Fort	Frank

Interlockings—Remote controlled as follows:

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

PEORIA SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Terre Haute	Sidings Assigned Direction Car Capacity 45 ft. cars		
						South	North	Both
X	X	X		TERRE HAUTE				
X				FARRINGTON	7.9			32
				PARIS	20.3			57
X				CAIRO JUNCTION	21.0			
X	X			MIDLAND	21.3			
			X	WP	21.8			
			X	CN	29.9			
				REDMON	30.0			50
				BORTON	34.1			
				ISABEL	34.8			35
X			X	OAKLAND	38.6			
			X	HINDSBORO	45.0			45
				KEMP	48.0			
				FILSON	50.5			
X	B			ARCOLA	54.5			
			X	CHESTERVILLE	59.1			
		B		ARTHUR	63.6			75
X				C. & E. I. CROSSING	63.6			
			X	HU	64.3			
				FAIRBANKS	66.6			
				WILLIAMSBURG	69.0			
		B	B	LOVINGTON	72.1			20
				ULLRICH	75.2			
				LAKE CITY	77.5			
				PRAIRIE HALL	81.0			
		B		HERVEY CITY	84.7			50
				MT. ZION (I.C.R.R.)	86.3			
				TURPIN	88.9			
				SUFFERN	91.8			
X				DECATUR JCT.	92.2			
	X			DECATUR	94.4			
		B		MAROA	107.5			
X	X	X		ROWELL	112.3			
				KENNEY	115.8			15
				MIDLAND CITY	120.1			
				TABOR	122.7			
		B		WAYNESVILLE	126.8			15
X	X	X		ATLANTA	132.9			16
				MT. JOY	136.0			
		B		ARMINGTON	140.6			22
				HITTLE	142.1			
				MINIER	147.1			20
				TAZEWELL	150.8			
X				DOWNING	154.3			
				MACKINAW	155.1			
				ALLENTOWN	158.3			
				EAST MORTON	162.7			
				MORTON	163.4			25
				WEST MORTON	164.9			
X				FARMDALE JCT. (N. K. P.)	167.8			
				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	7.30 A. M. to 3.30 P. M.; 4.30 P. M. to 12.30 A. M. Daily.
Arthur	7.30 A. M. to 11.30 A. M.; 12.30 P. M. to 4.30 P. M. Daily, except Saturday, Sunday and holidays.
Lovington (Block Station)	8.00 A. M. to 12.00 Noon; 1.00 P. M. to 5.00 P. M. Daily, except Saturday, Sunday and holidays.
Lovington (Block-Limit Station)	5.00 P. M. to 8.00 A. M., Daily. 8:00 A. M. to 5:00 P. M. Saturday, Sunday, and holidays.
Hervey City	8.01 A. M. to 12.01 A. M., Daily. 12.01 A. M. to 8.01 A. M. Daily, except Saturday and Sunday.
Maroa	7.15 A. M. to 11.30 P. M.; 12.30 P. M. to 4.15 P. M. Daily, except Saturday and Sunday.
Waynesville	7.00 A. M. to 1.00 P. M. Daily, except Saturday, Sunday and holidays.
Armington	7.30 A. M. to 1.00 P. M., Daily, except Saturday, Sunday and holidays.

Block-Limit Stations controlled as follows:

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

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Cairo Junction	Midland
Decatur Junction	Decatur
Farmdale Junction	Washington St., East Peoria

KNIGHTSVILLE-CENTERPOINT SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Knightsville	Sidings Assigned Direction. Car Capacity 45 ft. cars		
						East	West	Both
X				KNIGHTSVILLE.....				
				CENTERPOINT.....	9.9			

The direction from Knightsville to Centerpoint is southward.

LOST CREEK-DEWEY JCT. SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from East Yard	Sidings Assigned Direction. Car Capacity 45 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

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Columbus	Sidings Assigned Direction. Car Capacity 45 ft. cars		
						East	West	Both
				MADISON.....	45.2			
				NORTH MADISON.....	43.0			
				WIRT.....	39.0			
				JEFF.....	36.9			98
				VERNON.....	23.1			
			X	NORTH VERNON.....	21.5			
				WREN.....	20.2			24
				SCIPIO.....	14.5			
			X	ELIZABETHTOWN.....	8.0			
		X		HAW.....	2.0			
				COLUMBUS.....				

The direction from Columbus to Madison is southward.

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
Haw	Columbus
Wren	Columbus

COLUMBUS-BENTONVILLE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Columbus
		X		COLUMBUS.....	
				CLIFFORD.....	6.4
				ST. LOUIS CROSSING.....	9.2
				FLAT ROCK.....	12.4
				LEWIS CREEK.....	15.1
				FENNS.....	19.2
X	X			VINE.....	23.8
				SHELBYVILLE.....	24.0
				RAYS CROSSING.....	29.0
				MANILLA.....	33.0
				HOMER.....	35.2
				RUSHVILLE.....	42.2
				GINGS.....	48.4
				FALMOUTH.....	52.7
				BENTONVILLE.....	57.3

The direction from Columbus to Bentonville is northward.

WAR-CAMP SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from War
			X X	WAR..... CAMP.....	3.5

The direction from War to Camp is southward.

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
War	Atterbury Columbus when Atterbury is not in service.
Camp	Atterbury Columbus when Atterbury is not in service.

BUSHROD-LINTON SUMMIT SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Bushrod
				BUSHROD.....	
				SPONSLER.....	3.6
				LINTON.....	5.3
				MAUMEE No. 28.....	8.8
				LINTON SUMMIT.....	14.3

The direction from Bushrod to Linton Summit is southward.

VAN JCT.-KRAFT SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Van Jct.
X X	X	X		VAN JCT. (Belt Ry.)..... KRAFT.....	1.4

The direction from Van Jct. to Kraft is westward.

THORNE-KITLEY AVE. SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Thorne
X	X	X		THORNE..... KITLEY AVE.....	1.9

The direction from Thorn to Kitley Ave. is westward.

THORNE TO ST. LOUIS

STATIONS	FIRST CLASS			
	#087 DAILY EX. MONDAY & TUESDAY	7 DAILY	95 DAILY	
	A. M.	A. M.	A. M.	
THORNE.....	1.17	1.37		
PINE.....				
I. U. RY. INTERLOCKING.....			12.35	
INDIANAPOLIS (I.U.Ry.) {	E 1.30	E 1.50	\$ 12.40	
		# 2.30	1.00	
WOODS.....				
KRAFT.....				
DAVIS.....		2.43	1.10	
BRIDGEPORT.....				
GIBSON.....	Will Not Run Nov. 30, Dec. 26, 27. 1957	2.49		
SUMMIT.....				
MARION.....		3.07		
EAST ALMEDA.....				
GREENCASTLE.....				
LIMEDALE.....		3.12		
HARMONY.....	Jan. 2, 3,	3.24		
KNIGHTSVILLE.....	1958			
BRAZIL.....				
PRAIRIE.....				
TERRE HAUTE..... {		E 3.45		
		# 3.55		
VIGO.....		3.57		
WEST TERRE HAUTE.....				
MACKSVILLE.....		4.00		
FARRINGTON.....				
MARSHALL.....				
ADEN.....				
EAST CASEY.....		4.28		
CASEY.....				
EFFINGHAM.....		4.55		
ALTAMONT.....				
ST. ELMO.....				
AVENA.....				
BROWNSTOWN.....		5.15		
VANDALIA.....		T 5.25		
EAST SMITHBORO.....		5.35		
SMITHBORO.....				
GREENVILLE.....				
HIGHLAND.....				
ST. JACOB.....				
A. & S. CROSSING.....		6.13		
WILLOWS.....		6.15		
EAST ST. LOUIS (EADS).....		E 6.20		
ST. LOUIS (M. B. Ry.-TRRA).....		E 7.00		
Arrive	A. M.	A. M.	A. M.	
	87	7	95	

FIRST CLASS

	◇33 DAILY	◇31 DAILY	□91 DAILY		
	A. M.	A. M.	A. M.		
.....	2.40	7.11	9.34	.....	.....
.....
.....
.....	\$ 2.53	\$ 7.25	\$ 9.40	.....	.....
.....	¢ 3.05	¢ 7.30	9.45	.....	.....
.....
.....
.....	3.17	7.42	9.57	.....	.....
.....
.....
.....
.....
.....	3.41	8.06	.....	.....	.....
.....
.....	3.46	8.11	.....	.....	.....
.....	3.58	8.23	.....	.....	.....
.....
.....	\$ 4.15	\$ 8.40	.....	.....	.....
.....	¢ 4.20	¢ 8.45	.....	.....	.....
.....	4.22	8.47	.....	.....	.....
.....
.....	4.25	8.50	.....	.....	.....
.....
.....
.....	4.53	9.16	.....	.....	.....
.....	\$ 5.21	B 9.42	.....	.....	.....
.....
.....
.....
.....	5.40	10.00	.....	.....	.....
.....	5.48	10.07	.....	.....	.....
.....	5.58	10.17	.....	.....	.....
.....
.....
.....	6.36	10.55	.....	.....	.....
.....	6.38	10.57	.....	.....	.....
.....	B 6.40	B 11.00	.....	.....	.....
.....	\$ 7.15	\$ 11.25	.....	.....	.....
.....	A. M.	A. M.	A. M.	.....	.....
.....	33	31	91	.....	.....

THORNE TO ST. LOUIS

STATIONS	FIRST CLASS			
	3	*93	*093	
	DAILY			
	A. M.	P. M.	P. M.	
THORNE.....	10.53			
PINE.....				
I. U. RY. INTERLOOKING		3.12	3.12	
INDIANAPOLIS (I. U. Ry.)	\$ 11.05	\$ 3.15	\$ 3.15	
	# 11.15	3.20		
WOODS.....			Will Run	
KRAFT.....				
DAVIS.....	11.27	3.32	Oct. 28, 29, 31,	
BRIDGEPORT.....			Nov. 1, 3, 4, 6, 7, 9, 10, 12, 13, 15, 16, 18, 19, 21, 22, 24, 25, 27, 28, 30,	
GIBSON.....				
SUMMIT.....				
MARION.....				
EAST ALMEDA.....	11.51			
GREENCASTLE.....	F 11.52	Will Run	Dec. 1, 3, 4, 6, 7, 9, 10, 12, 13, 15, 16, 18, 19, 21, 22, 24, 25, 27, 28, 30,	
LIMEDALE.....	11.56	Oct. 27, 30,		
HARMONY.....	12.08	Nov. 2, 5, 8, 11, 14, 17, 20, 23, 26, 29,		
KNIGHTSVILLE.....				
BRAZIL.....				
PRAIRIE.....				
TERRE HAUTE.....	\$ 12.25	Dec. 2, 5, 8, 11, 14, 17, 20, 23, 26, 29, 1957		
VIGO.....	# 12.30			
WEST TERRE HAUTE.....	12.32		Jan. 2, 3, 5, 6, 8, 9, 11, 12, 14, 15, 17, 18, 20, 21, 23, 24, 26, 27, 29, 30,	
MACKSVILLE.....	12.35		Feb. 1, 2, 4, 5, 7, 8, 10, 11, 13, 14, 16, 17, 19, 20, 22, 23, 25, 26, 28,	
FARRINGTON.....		Jan. 1, 4, 7, 10, 13, 16, 19, 22, 25, 28, 31,		
MARSHALL.....	12.48			
ADEN.....				
EAST OASEY.....	1.05	Feb. 3, 6, 9, 12, 15, 18, 21, 24, 27,		
CASEY.....				
EFFINGHAM.....	\$ 1.35	Mar. 2, 5, 8, 11, 14, 17, 20, 23, 26, 29,		
ALTAMONT.....			Mar. 1, 3, 4, 6, 7, 9, 10, 12, 13, 15, 16, 18, 19, 21, 22, 24, 25, 27, 28, 30, 31,	
ST. ELMO.....				
AVENA.....				
BROWNSTOWN.....	1.53	Apr. 1, 4, 7, 10, 13, 16, 19, 22, 25, 1958		
VANDALIA.....	2.01			
EAST SMITHBORO.....	2.16			
SMITHBORO.....				
GREENVILLE.....				
HIGHLAND.....				
ST. JACOB.....				
A. & S. CROSSING.....	2.54			
WILLOWS.....	2.57			
EAST ST. LOUIS (EADS).....	B 3.00			
ST. LOUIS (M. B. Ry.-TRRA)	\$ 3.35			
Arrive	P. M.	P. M.	P. M.	
	3	93	093	

FIRST CLASS

	◇ 13 DAILY EX. MONDAY P. M.				
	5.00				
	\$ 5.13				
	# 5.28				
	5.40				
	6.04				
	6.09				
	6.21				
	\$ 6.40				
	# 6.50				
	6.52				
	6.55				
	7.23				
	\$ 7.50				
	8.10				
	8.18				
	8.28				
	9.04				
	9.07				
	D 9.10				
	\$ 10.00				
	P. M.				
	13				

ST. LOUIS TO THORNE

STATIONS	FIRST CLASS			
	86	94		
	A. M.	A. M.		
Arrive				
THORNE.....	2.28			
PINE.....				
I. U. RY. INTERLOCKING.....		3.26		
INDIANAPOLIS (I.U.Ry.) {	E 2.15	3.25		
		S 3.05		
WOODS.....				
KRAFT.....				
DAVIS.....		2.46		
BRIDGEPORT.....				
GIBSON.....	Wil Not Run Nov. 30, Dec. 26, 27. 1957			
SUMMIT.....				
MARION.....				
EAST ALMEDA.....				
GREENCASTLE.....				
LIMEDALE.....	Jan. 2, 3, 1958			
HARMONY.....				
KNIGHTSVILLE.....				
BRAZIL.....				
PRAIRIE.....				
TERRE HAUTE..... {				
VIGO.....				
WEST TERRE HAUTE.....				
MACKSVILLE.....				
FARRINGTON.....				
MARSHALL.....				
ADEN.....				
EAST CASEY.....				
CASEY.....				
EFFINGHAM.....				
ALTAMONT.....				
ST. ELMO.....				
AVENA.....				
BROWNSTOWN.....				
VANDALIA.....				
EAST SMITHBORO.....				
SMITHBORO.....				
GREENVILLE.....				
HIGHLAND.....				
ST. JACOB.....				
A. & S. CROSSING.....				
WILLOWS.....				
EAST ST. LOUIS (EADS).....				
ST. LOUIS (M. B. Ry.-TRRA).....				
Leave	A. M.	A. M.		
	DAILY EX. MONDAY & TUESDAY #086	DAILY 094		

FIRST CLASS					
	90	4			
	P. M.	P. M.			
		2.58			
	12.41				
	12.40	# 2.45			
	\$ 12.30	\$ 2.35			
	12.19	2.15			
		1.50			
		F 1.44			
		1.42			
		1.30			
	Will Run				
	Oct. 28,				
	31,				
	Nov. 3, 6,				
	9, 12, 15,				
	18, 21, 24,	# 1.12			
	27, 30,	\$ 1.07			
	Dec. 3, 6,	1.05			
	9, 12, 15,				
	18, 21, 24,				
	27, 30,	1.02			
	1957				
		12.48			
	Jan. 2, 5,				
	8, 11, 14,	12.34			
	17, 20, 23,				
	26, 29,	\$ 12.06			
	Feb. 1, 4,				
	7, 10, 13,				
	16, 19, 22,				
	25, 28,				
	Mar. 3, 6,	11.47			
	9, 12, 15,	11.88			
	18, 21, 24,	11.29			
	27, 30,				
	Apr. 2, 5,				
	8, 11, 14,				
	17, 20, 23,				
	26,				
	1958				
		10.50			
		10.47			
		C 10.45			
		\$ 10.30			
	P. M.	A. M.			
		DAILY			
	*90	4			

ST. LOUIS TO THORNE

STATIONS	FIRST CLASS			
	30	92		
	P. M.	P. M.		
THORNE.....	5.06			
PINE.....				
I. U. RY. INTERLOCKING.....		7.36		
INDIANAPOLIS (I.U.Ry.) {	# 4.53	7.35		
	\$ 4.45	\$ 7.25		
WOODS.....				
KRAFT.....				
DAVIS.....	4.29	7.12		
BRIDGEPORT.....				
GIBSON.....				
SUMMIT.....				
MARION.....				
EAST ALMEDA.....	4.04			
GREENCASTLE.....				
LIMEDALE.....	3.59			
HARMONY.....	3.47			
KNIGHTSVILLE.....				
BRAZIL.....				
PRAIRIE.....				
TERRE HAUTE..... {	# 3.30			
	\$ 3.25			
VIGO.....	3.22			
WEST TERRE HAUTE.....				
MACKSVILLE.....	3.20			
FARRINGTON.....				
MARSHALL.....				
ADEN.....				
EAST CASEY.....	2.53			
CASEY.....				
EFFINGHAM.....	2.27			
ALTAMONT.....				
ST. ELMO.....				
AVENA.....				
BROWNSTOWN.....	2.09			
VANDALIA.....	2.01			
EAST SMITHBORO.....	1.51			
SMITHBORO.....				
GREENVILLE.....				
HIGHLAND.....				
ST. JACOB.....				
A. & S. CROSSING.....	1.15			
WILLOWS.....	1.12			
EAST ST. LOUIS (EADS).....	C 1.10			
ST. LOUIS (M. B. Ry.-TRRA).....	\$ 12.55			
Leave	P. M.	P. M.		
	DAILY	DAILY		
	◇ 30	□ 92		

FIRST CLASS

	32	6	14		
	P. M.	A. M.	A. M.		
	10.43	3.43	6.43		
	# 10.30	# 3.30	E 6.30		
	\$ 10.20	\$ 3.15	E 5.40		
	10.00	2.57	5.15		
		2.49			
	9.37	2.33	4.50		
	L 9.32				
	9.30	2.28	4.45		
	9.18	2.16	4.30		
			E 4.15		
	# 9.00	# 1.58	E 4.00		
	\$ 8.54	\$ 1.50	E 3.80		
	8.51	1.48	3.10		
	8.48	1.45	3.00		
	8.20	1.18	2.20		
	\$ 7.52	F 12.50	E 2.17		
			E 1.40		
	7.32	12.32	1.05		
	7.24	12.24	E 12.55		
	7.14	12.14	12.45		
			E 12.38		
	6.36	11.36	11.59		
	6.33	11.33	11.55		
	C 6.30	C 11.30	E 11.50		
	\$ 6.15	\$ 11.15	E 10.45		
	P. M.	P. M.	P. M.		
	DAILY	DAILY	DAILY EX.		
	◇32	◇6	SUNDAY		
			14		

LOUISVILLE TO LOGANSPORT

STATIONS	FIRST CLASS			
	□ 95	□ 91		
	DAILY	DAILY		
Leave	P. M.	A. M.		
LOUISVILLE (L.&N.R.R.)	\$ 10.30	\$ 7.30		
I. C. R. R. JCT. (Ky. St.)				
ELEVENTH ST.				
OLAGG	10.35	7.35		
JEFFERSONVILLE	\$ 10.40	A 7.40		
BOYD	10.45	7.45		
SPEED				
OANEY				
SCOTTSBURG	11.10	A 8.10		
OROTHERSVILLE				
SEYMOUR	\$ 11.30	\$ 8.30		
GARDEN				
COLUMBUS	\$ 11.50	\$ 8.50		
BROOK				
EDINBURG		F 9.00		
ATTERBURY	12.04	9.02		
ELVIN				
FRANKLIN		9.10		
GREENWOOD	12.22	9.20		
DALE	12.32	9.30		
I. U. RY. INTERLOCKING	12.35	9.34		
INDIANAPOLIS (I. U. Ry.)	\$ 12.40	\$ 9.40		
	1.00	9.45		
WOODS				
KRAFT				
DAVIS	1.10	9.57		
BURR	1.21	10.08		
LEBANON	1.31	10.19		
FRANK	2.10	10.33		
FRANKFORT	F 2.11	F 10.34		
BRINGHURST	2.30	10.51		
FLORA		F 10.52		
OLYMERS (N'wn. Reg.)	2.45	11.04		
VAN	3.25	11.20		
LOGANSFORT	\$ 3.30	\$ 11.25		
Arrive	A. M.	A. M.		
	95	91		

FIRST CLASS					
	*98	*098			
	P. M.	P. M.			
	\$ 1.05	\$ 1.05			
	1.10	1.10			
	1.15	F 1.15			
	1.20	1.20			
	1.26	1.26			
	1.46	1.46			
	1.56	1.56			
	F 2.06	F 2.06			
	F 2.26	F 2.26			
	2.38	2.38			
	2.48	2.48			
	2.58	2.58			
	3.08	3.08			
	3.12	3.12			
	\$ 3.15	\$ 3.15			
	3.20				
	3.32				
	3.44				
	3.55				
	4.10				
	F 4.11				
	4.30				
	4.40				
	\$ 4.55				
	P. M.	P. M.			
	93	093			
	Will Run Oct. 27, 30, Nov. 2, 5, 8, 11, 14, 17, 20, 23, 26, 29, Dec. 2, 5, 8, 11, 14, 17, 20, 23, 26, 29, 1957 Jan. 1, 4, 7, 10, 13, 16, 19, 22, 25, 28, 31, Feb. 3, 6, 9, 12, 15, 18, 21, 24, 27, Mar. 2, 5, 8, 11, 14, 17, 20, 23, 26, 29, Apr. 1, 4, 7, 10, 13, 16, 19, 22, 25, 1958	Will Run Oct. 28, 29, 31, Nov. 1, 3, 4, 6, 7, 9, 10, 12, 13, 15, 16, 18, 19, 21, 22, 24, 25, 27, 28, 30, Dec. 1, 3, 4, 6, 7, 9, 10, 12, 13, 15, 16, 18, 19, 21, 22, 24, 25, 27, 28, 30, 31, 1957 Jan. 2, 3, 5, 6, 8, 9, 11, 12, 14, 15, 17, 18, 20, 21, 23, 24, 26, 27, 29, 30, Feb. 1, 2, 4, 5, 7, 8, 10, 11, 13, 14, 16, 17, 19, 20, 22, 23, 25, 26, 28, Mar. 1, 3, 4, 6, 7, 9, 10, 12, 13, 15, 16, 18, 19, 21, 22, 24, 25, 27, 28, 30, 31, Apr. 2, 3, 5, 6, 8, 9, 11, 12, 14, 15, 17, 18, 20, 21, 23, 24, 26, 27, 1958			

LOGANSPOUT TO LOUISVILLE

STATIONS	FIRST CLASS			
	94	90		
	A. M.	P. M.		
Arrive				
LOUISVILLE (L. & N. R. R.)	\$ 6.30	\$ 2.50		
I. C. R. R. JOT. (Ky. St.)				
ELEVENTH ST.				
CLAGG	6.00	2.41		
JEFFERSONVILLE	\$ 5.50	2.37		
BOYD	5.40	2.33		
SPEED		2.26		
OANEY				
SCOTTSBURG	5.10	2.02		
OROTHERSVILLE		1.56		
SEYMOUR	\$ 4.50	F 1.44		
GARDEN				
COLUMBUS	\$ 4.25	F 1.24		
BROOK				
EDINBURG				
ATTERBURY	4.00	1.11		
ELVIN				
FRANKLIN		1.03		
GREENWOOD	3.40	12.54		
DALE	3.30	12.45		
I. U. RY. INTERLOCKING	3.26	12.41		
INDIANAPOLIS (I. U. Ry.)	3.25	12.40		
	\$ 3.05	\$ 12.30		
WOODS				
KRAFT				
DAVIS	2.48	12.19		
BURR	2.36	12.09		
LEBANON	2.25	11.59		
FRANK	2.10	11.45		
FRANKFORT	F 2.05	R 11.44		
BRINGHURST	1.45	11.27		
FLORA				
OLYMERS (N' wn. Reg.)	1.33	11.15		
VAN	1.25	# 11.05		
LOGANSPOUT	\$ 1.20			
Leave	A. M.	A. M.		
	DAILY			
	□ 94	* 90		
<div> <div>Will Run</div> <div>Oct. 28, 31,</div> <div>Nov. 3, 6, 9, 12, 15, 18, 21, 24, 27, 30,</div> <div>Dec. 3, 6, 9, 12, 15, 18, 21, 24, 27, 30,</div> <div>1957</div> <div>Jan. 2, 5, 8, 11, 14, 17, 20, 23, 26, 29,</div> <div>Feb. 1, 4, 7, 10, 13, 16, 19, 22, 25, 28,</div> <div>Mar. 3, 6, 9, 12, 15, 18, 21, 24, 27, 30,</div> <div>Apr. 2, 5, 8, 11, 14, 17, 20, 23, 26,</div> <div>1958</div> </div>				

FIRST CLASS					
		92			
		P. M.			
		\$ 9.50			
		9.40			
		B 9.35			
		9.30			
		\$ 9.05			
		\$ 8.45			
		\$ 8.23			
		F 8.10			
		8.08			
		7.50			
		7.40			
		7.36			
		7.35			
		\$ 7.25			
		7.12			
		7.01			
		6.50			
		6.35			
		F 6.34			
		6.16			
		F 6.15			
		6.03			
		5.55			
		\$ 5.50			
		P. M.			
		DAILY			
		□ 92			

TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
Indianapolis	5.30 A.M. to 11.59 P.M.	5.30 A.M. to 11.59 P.M.	5.30 A.M. to 11.59 P.M.
Greencastle*	7.00 A.M. to 4.00 P.M.	Closed	Closed
Terre Haute	Continuously	Continuously	Continuously
Effingham	Continuously	Continuously	Continuously
Greenville*	8.00 A.M. to 5.00 P.M.	Closed	Closed
E. St. Louis	Continuously	Continuously	Continuously
St. Louis	Continuously	Continuously	Continuously
Louisville	Continuously	Continuously	Continuously
Jeffersonville*	6.00 A.M. to 4.00 P.M.	6.00 A.M. to 3.00 P.M.	Closed
Scottsburg	Continuously	Closed	Closed
Seymour*	7.00 A.M. to 12.01 P.M.	7.00 A.M. to 12.01 P.M.	Closed
Columbus	Continuously	Continuously Except 1.00 P.M. to 3.00 P.M.	Continuously
Edinburg*	7.00 A.M. to 4.00 P.M.	Closed	Closed
Frankfort*	7.00 A.M. to 4.00 P.M.	Closed	Closed
Flora*	7.00 A.M. to 4.00 P.M.	Closed	Closed

*Closed New Years, February 22nd, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas.

TRAINS WAIT FOR CONNECTIONS

JUNCTION	TRAIN	DUE	MINS. WAIT	CONNECTION FROM	DUE	REMARKS
St. Louis.....	No. 4	10.30 A. M.	Indefinitely	No. 10 Frisco	7.45 A. M.	
			Indefinitely	No. 32 Mo. Pac.	7.53 A. M.	
			Indefinitely	No. 2 Frisco	8.00 A. M.	
			Indefinitely	No. 2 Mo. Pac.	8.12 A. M.	
			Indefinitely	No. 22 Mo. Pac.	8.25 A. M.	
	No. 32	6.15 P. M.	10	No. 4 Mo. Pac.	5.38 P. M.	When passengers reported for Indianapolis and beyond.
			10	No. 6 Mo. Pac.	5.40 P. M.	
	No. 6	11.15 P. M.	15	No. 4 Frisco	10.30 P. M.	
			15	1st No. 8 Mo. Pac.	11.00 P. M.	

U. S. MAIL WORK

STATIONS	Westward						Eastward					
	33	31	3	13				4	30	32		6
Knightsville								CD				
Marshall								CD				
Martinsville	CD A							CD N	CD R			
Casey	D AW							CD P				
Greenup	DA		CD J	CN								
Jewett	DJ											
Montrose	DB											
Teutopolis			CD J					CD L	CD R			
Effingham	E		E					E		E		D AZ
Altamont	DA		CD J					CD L	CD R			CD A
St. Elmo	DA		CD J					CD L	CD R	CY		
Brownstown	DE							CD L	CD T	CJ		
Vandalia	CD A		DB					CD N	CD T			R
Mulberry Grove	DB									CB		
Greenville	CD AW		CD BW					CD WN	CD WR			DP
Pocahontas								CD L	CD R			
Highland	CD B		DB					CD N	CD R			
Collinsville	CD B		CD B					CD NZ	CD G			
East St. Louis	DA		DA	DN						K		

U. S. MAIL WORK

STATIONS	Northward					Southward				
	91	95				94	92			
Jeffersonville							EA			
Sellersburg	CD									
Speed	CD									
Memphis	CD									
Henryville	CD									
Underwood	CD									
Scottsburg						CD W				
Austin	CD					CD W				
Crothersville	CD									
Jonesville										
Columbus										
Taylorsville	CD									
Edinburg	EB									
Franklin										
Whiteland										
Greenwood	CD W									
Southport	CD									
Frankfort		DA				DA				

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

E—Train stops, mail received or delivered, or both.

EC—Saturday, except holidays.

I—Stop on signal or on notice of postal clerk to receive or deliver bulky mail or fragile parcel post matter.

A—Daily.

AA—Daily except holidays.

B—Daily except Sunday.

F—Daily except Sunday and Monday.

G—Daily except Saturday and Sunday.

H—Daily except Saturday.

J—Daily except Sunday and holidays.

K—Mail received only.

L—Daily except Sunday, Monday and holidays.

M—Daily except Friday, Saturday and Sunday.

N—Daily except Monday.

O—Monday and Thursday only.

P—Sunday only.

R—Monday only.

T—Daily except Saturday, Sunday and holidays.

V—Reduce speed to 35 miles per hour to catch or deliver mail.

W—Reduce speed to 40 miles per hour to exchange mail.

X—Reduce speed to 45 miles per hour to catch or deliver mail.

Y—Sundays and holidays.

Z—Reduce speed to 50 miles per hour to catch or deliver mail.

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

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD AND NORTHWARD

The time shown conveys no time-table authority.

STATIONS	TT-3 (7)	SL-3 (2)	CI-3 (1)	SL-11 (3)	SWC-1 (1)	SL-1 (6)	CL-1 (6)	SL-29 (2)	SL-31 (1)	PH-11 (1)	SW-1 (1)	SW-9 (1)	APS-1 (1)	LCL-3 (4)	SL-23 (2)				
THORNE	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.	P. M.				
Hawthorne Yard } Arr. (INDIANAPOLIS) { Lv.	10.45		5.30 6.00		10.00		4.00 4.15			8.00	8.15	6.30	6.30	1.01 1.15					
DAVIS	12.15				12.50				9.00	11.00	10.15	10.45	8.30	3.00	3.00				
GREENCASTLE																			
BRAZIL															6.00				
TERRE } Arr. HAUTE { Lv.	1.45 2.20			8.00	2.50 4.00	4.00			3.00 5.30	12.30 2.00	12.30 2.00	12.30 2.00	11.01 12.01	4.30 5.00					
PARIS																			
MARSHALL																			
EFFINGHAM		12.01				11.59						4.00							
GREENVILLE		2.00										7.00							
E. ST. LOUIS	6.00				8.00					6.30	6.00	9.00	4.30	9.00					
DECATUR				4.00				7.00	10.30										
MORTON								11.00	1.30										
PEORIA																			
Arrive	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.	A. M.	P. M.				

(1) Daily. (2) Daily except Sunday. (3) Monday, Wednesday, Friday. (4) Daily except Tuesday. (5) Tuesday, Thursday, Saturday. (6) Daily except Saturday. (7) Daily except Monday & Tuesday.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD AND NORTHWARD

The time shown conveys no time-table authority.

STATIONS	LC-11 (1)	IS-15 (2)	SL-17 (2)	IS-17 (2)	IS-19 (6)	IS-13 (2)	IS-7 (2)	IS-11 (2)	IS-5 (2)	IS-21 (2)	IS-11A (2)	IS-3 (6)	THC-1 (1)	BIC-1 (1)	NS-7 (1)				
Leave	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.				
JEFFERSONVILLE	2 00							12.30			7.00				6.30				
SEYMOUR								3.30			10.00								
COLUMBUS	5.30				4.00		10.30												
NORTH MADISON							8.30												
BENTONVILLE					9.00														
TAYLORSVILLE									12.01										
DALE	7.30														9.40				
Hawthorne Yard { Arr.	8.30								3.30			3.00							
(INDIANAPOLIS) { Lv.		2.15												4.15	12.01				
DAVIS													5.00						
TERRE HAUTE			6.00																
MANSON			10.00																
FRANKFORT				12.30															
LOGANSPT (VAN.)				2.30									11.59	8.00	2.30				
GOSPORT JCT.		11.15																	
CAMPBELLS										6.30									
BICKNELL						11.00				11.00		6.00							
VINCENNES						9.00													
Arrive	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	A. M.				

(1) Daily. (2) Daily except Sunday. (6) Daily except Saturday.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD AND SOUTHWARD

The time shown conveys no time-table authority.

STATIONS	SL-28 (3)	SL-4 (2)	SW-6 (1)	CL-2 (4)	SL-12 (5)	SW-8 (1)	SL-2 (2)	CC-2 (1)	CI-4 (1)	SW-30 (1)	SW-10 (1)	SL-26 (3)	TT-4 (2)	SW-2 (1)	SW-4 (1)	SL-24 (2)	SL-4 (1)			
	Arrive A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.			
THORNE			10.50	12.01		9.15		6.30	2.30		7.15		4.00	1.00	2.30					
Hawthorne Yard { Lv.			10.30	11.40		9.00		6.10	2.10		6.45		3.40	12.40	2.10					
(INDIANAPOLIS) { Arr.			9.30			7.30		4.45		10.45	5.45	7.00	3.10				11.15			
DAVIS			8.45			7.00		3.45		10.00	5.15		2.30			3.00				
GREENOASTLE																				
BRAZIL																11.00				
TERRE HAUTE { Lv.			7.10			5.30		1.40		7.00	3.30	12.01	12.55				9.40			
{ Arr.			6.15		6.30	4.00	8.30	12.30		2.00	2.30		11.59				7.45			
PARIS																				
MARSHALL																				
EFFINGHAM		8.00					12.30										5.00			
GREENVILLE		5.00																		
E. ST. LOUIS			2.45			12.01		8.00			10.00		8.30				2.30			
DECATUR	4.00				10.30					8.00										
MORTON	12.01																			
PEORIA										4.00										
Leave	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.			

(5) Tuesday, Thursday, Saturday.

(4) Monday, Wednesday, Friday.

(3) Daily except Monday.

(2) Daily except Sunday.

(1) Daily.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD AND SOUTHWARD

The time shown conveys no time-table authority.

STATIONS	IS-16 (2)	IS-18 (2)	SL-18 (2)	IS-6 (2)	IS-8 (2)	IS-12 (2)	IS-20 (6)	IS-14 (2)	IL-4 (1)	IS-22 (6)	IS-12A (2)	IS-4 (2)	LT-2 (1)	LI-10 (1)	NS-8 (1)			
Arrive	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.			
JEFFERSONVILLE						6.00			1.30		3.00				7.00			
SEYMOUR						4.00					11.00							
COLUMBUS					3.00		12.30		10.00									
NORTH MADISON					6.00													
BENTONVILLE							9.30											
TAYLORSVILLE				11.30														
DALE									8.00						2.30			
Hawthorne Yard	Lv.			8.30					7.00			7.00		3.00				
(INDIANAPOLIS)		7.00																
DAVIS															1.10			
TERRE HAUTE			2.00										9.30					
MANSON			10.00															
FRANKFORT		12.01																
LOGANSPT (VAN.)		6.30											1.30	11.45	10.30			
GOSPORT	11.00																	
CAMPBELLS										5.30								
BICKNELL								4.00		11.00		4.00						
VINCENNES								9.00										
Leave	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.	P. M.			

(1) Daily. (2) Daily except Sunday. (6) Daily Except Saturday.

SPECIAL INSTRUCTIONS

GENERAL RULES

Hours of Service.

100Q-1. Referring to Rule Q, conductor, trainman, engine-man, fireman, or driver of track car after being on duty 12 hours must notify the Superintendent Transportation the time he will be on duty 14 hours.

100R-2A. Medical Officers and Surgeons.

Location	Name and Address	Telephone Number
Indianapolis.....	Dr. N. J. Fine, Regional Medical Officer, Office, 764 S. Emerson Ave. Monday through Friday 8.00 A.M. to 11.00 A.M. 12.30 P.M. to 3.00 P.M.	Melrose 5-9331
	Dr. P. F. Benedict Surgeon Office, 3939 Meadows Dr. 2652 Cold Spring Lane... If no answer, call.....	LI 7-5446 ME 7-3739 ME. 2-2031
	Dr. Max D. Bartley, Oculist, Office, 803 Hume-Mansur Bldg..... Res., 5640 N. Pennsylvania St.	Melrose 5-6280 CL. 5-7868
Greencastle.....	Dr. Gilbert D. Rhea, Surgeon, Office, 126 E. Washington St. Res., 126 E. Washington St..	279 253
Brazil.....	Dr. J. F. Maurer, Surgeon, Office, 203 City Bank Bldg... Res., 6 East Park St.....	2448 7181
Terre Haute.....	Dr. Louis Moriarty, Medical Officer, Office, Passenger Station.... Monday through Friday 8.30 A. M. to 12.00 Noon 1.30 P. M. to 4.00 P. M.	C-5943
	Dr. Arnold Kunkler, Surgeon, Office, 312 Merchants Bank Bldg. Res., 1126 S. 24th St.....	L-9738 L-9738
	Dr. Will Kunkler, Asst. Surgeon, Office, 212 Merchants Bank Bldg. Res., 1119 S. Center St.....	C-3861 C-3426

Location	Name and Address	Telephone Number
Terre Haute.....	Dr. Noel S. McBride, Oculist, Office, 407 Mer. Nat'l Bank Bldg..... Res., Allendale, R. R. 2.....	C-4141 C-2464
Martinsville, Ill.	Dr. D. L. Wilhoit, Surgeon, Office, Cor. York and Main.. Res., Cor. York and Main...	15 15
Casey.....	Dr. L. H. Johnson, Surgeon, Office, 22 W. Main St..... Res., Washington Road.....	238 12
Effingham.....	Dr. E. S. Frazier, Medical Officer, The Effingham Clinic..... Daily— 10.00 A. M. to 12.00 Noon 1.30 P. M. to 4.00 P. M.	800
	Dr. E. S. Frazier, Surgeon, The Effingham Clinic.....	800
Greenville.....	Dr. Wm. L. Hall, Surgeon, Office, 109 W. College St..... Res., 705 E. College St.....	355-J 355-W
Highland.....	Dr. Ewald Hermann Surgeon, Office, 1100 Broadway..... Res., 1004 Lindenthal.....	6186 4866
Collinsville.....	Dr. E. F. Moore, Surgeon, Office, 110 N. Morrison Ave.. Res., 120 Sumner Blvd.....	Dickens 4-0536 Dickens 4-0092
East St. Louis..	Dr. V. P. Siegel, Medical Officer, 4601 State St. Residence Monday, Tuesday, Wednesday and Friday— 8.30 A.M. to 11.00 A.M. 12.00 Noon to 3.00 P.M. Thursday— 12.00 Noon to 3.00 P.M. Saturday— 8.30 A.M. to 11.00 A.M.	Upton 5-2632 EXpress 1123
	Dr. V. P. Siegel, Surgeon, 4601 State St. Res., 17 Country Club Place, Belleville, Illinois.....	Upton 5-2632 EXpress 1123
	Dr. J. U. Compton, Asst. Surgeon 4601 State St.	Upton 5-2632
	Dr. Edwin J. Casey Oculist 607 Murphy Building.....	Bridge 1-5352

Location	Name and Address	Telephone Number
St. Louis.....	Dr. Joseph A. Lembeck Medical Officer, 607 North Grand Ave..... Monday Through Friday 12.00 Noon to 3.00 P.M. Residence	Jefferson 5-2792 Prospect 1-1916 Prospect 1-0500
	If no answer, call.....	
	Dr. Joseph A. Lembeck, Surgeon, 607 North Grand Ave.... Office	Jefferson 5-2792 Prospect 1-1916 Prospect 1-0500
	Dr. William H. Bailey, Oculist, Office, 634 North Grand Ave. Res., 9157 East Milton, Overland, Mo.....	JEfferson 3-5162 WInfield 6-2644
Paris.....	Dr. F. J. James, Surgeon, Office, 210 S. Main St..... Res., 210 S. Main St.....	141 141
Decatur.....	Dr. G. J. Rivard, Jr. Medical Officer, Suite 502 Standard Office Bldg..... Residence..... Daily— 9.00 A.M. to 11.00 A.M. Monday, Tuesday, Wednes- day and Friday— 12.30 P.M. to 3.00 P.M.	2-1103 22800 or 3-3603
	Dr. Geo. J. Rivard, Jr., Surgeon, Office, Standard Bldg..... Res., 60 S. Moreland Place.. If no answer, call.....	2-1103 2-2800 3-3603
Peoria.....	Dr. R. M. Sutton, Surgeon, Office, 102 North Street..... Res., 107 Moss Ave..... If no answer, call.....	5-5231 3-5054 4-4155
Rockville.....	Dr. J. R. Bloomer, Surgeon, Office, 115 N. Market St..... Res., 115 N. Market St.....	109 20
Crawfordsville..	Dr. H. C. Wallace, Surgeon, Office, 411 Tinsley Ave.... Res., 107 W. Jefferson St....	1351 754
Louisville.....	Dr. John E. Bate, Surgeon, Office, 301 West Ormsby Ave. Residence, 2524 Glenmary Blvd.....	Magnolia 8478 Highland 3443
	Dr. J. K. Hutcherson Oculist 410 West Chestnut St.. Home.....	JU 4-7205 TW 6-4123

Location	Name and Address	Telephone Number
Jeffersonville....	Dr. D. L. Carlberg Medical Officer, 226 East Maple Street.... Residence..... Monday, Wednesday and Friday— 8.30 A.M. to 10.30 A.M. Tuesday— 11.30 A.M. to 4.00 P.M.,	8-8675 2-2250
	Dr. D. L. Carlberg, Asst. Surgeon, Office, 226 East Maple St.... Res., 2 Blanchel Terrace....	3-3675 2-2250
Columbus.....	Dr. Griffith Marr, Medical Officer, Office, 741 Washington St.... Home phone..... By Appointment Only.	8862 8602
	Dr. Lyman Overshiner, Surgeon, Office, 1001 East Fifth St.... Residence, 1715 Franklin St..	5723 3964
Logansport.....	Dr. Max Pfuetze Medical Officer Office 408 North St. Daily except Wednesday— 12.00 Noon to 4.00 P.M.	8028
	Dr. E. W. Bailey, Surgeon, Office, 212-214 Fifth St..... Residence, 2522 North St....	4469 4498
Bicknell.....	Dr. J. L. Shanklin Medical Officer 417 N. Main Street..... Home..... Monday, Wednesday, Thursday, Friday and Saturday— 12.00 Noon to 3.00 P.M. Monday, Wednesday, Thursday and Friday— 6.00 P.M. to 7.00 P.M.	130 440
Vincennes.....	Dr. Paul B. Arbogast, Surgeon, Office, 915 Main..... Residence.....	98 1460

100R-3A. Locations of Hospitals

Location	Name and Address	Telephone Number
Indianapolis.....	Community, 1500 No. Ritter Ave.	FL 9-5511
	St. Vincent, 120 W. Fall Creek Parkway, North Drive.....	WA. 6-3301
	Methodist, 1604 N. Capitol Ave.....	WA. 6-1541
Greencastle.....	Putnam County, Greenwood Avenue.....	800

Location	Name and Address	Telephone Number
Brazil.....	Clay County, 1206 E. National Ave.....	2375
Terre Haute.....	St. Anthony's 1021 S. 6th St.	C-3351
Effingham.....	St. Anthony (emergency), 812 St. Anthony Ave.....	850
Vandalia.....	Fayette County Hospital, Seventh and Taylor Sts.....	1321
Highland.....	St. Joseph, Ninth St.....	128
E. St. Louis.....	St. Mary, 8th and Missouri Ave.....	UPton 3300
St. Louis.....	Missouri Pacific, 1755 South Grand Ave....	Prospect 1-0500
Paris.....	Paris, 302 E. Crawford.....	220
Decatur.....	Decatur and Macon County, North Edward St.....	4134
Peoria.....	John C. Proctor, 2nd and Fisher Sts.....	4-4121
Frankfort.....	Clinton County, South Jackson St.....	2396
Logansport.....	Memorial Hospital, North Michigan Ave.....	3117
	St. Joseph Hospital, 26th and High Sts.....	4145
Louisville.....	Norton Memorial Infirmary, 231 West Oak St.....	Clay 5371

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. Central Standard Time applies on this Region.

TIME-TABLES

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 in advance of Time-Table schedule leaving time when station work is completed but not earlier than the Time-Table schedule arriving time.

1004-B1.

- —No train baggageman between Van and Indianapolis.
- P** —Regular stop Monday only.
- Q** —Stop on signal to pick up or discharge passengers to or from Indianapolis and beyond.
- R** —Stops to discharge or receive passengers to or from Nashville or beyond.
- T** —Stop, Thursday only, for express, mail or newspapers.
- * —Will run on specified dates shown on schedule pages.

ENGINE WHISTLE SIGNALS

1014 (db)-A1.

Track	From	To	Eastward	Westward
A	Kitley Ave.	Thorne	— — — — o	— o — — — — o
B	Thorne	Kitley Ave.	— o — — — — o	— — — — o

TRAIN SIGNALS

1019-A2. Trains of foreign railroads may display train signals as required by the operating rules of their respective railroads, when on this region.

Fusees and Torpedoes

1035-B1. On account of fire hazard lighted fusees must not be displayed on bridges or trestles unless necessary to prevent an accident.

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

	Fusees	Torpedoes
Passenger Service	8	16
Freight Service	12	24
Engines in Road Service	3	6
Engine in Shifting Service	3	6
Track Cars	3	6

NOTE—Additional fusees 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.

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, Employees' Registers, Standard Clocks.**

1075-A1. Location of Bulletin Boards on this Region and other railroads where General Orders of this Region will be posted and delivered, locations of Employees' Registers and Standard Clocks on this Region, also locations on this Region where General Orders of other Regions will be posted and delivered.

Bulletin Board	Employees' Register	Standard Clocks	Location	Other Regions
X	X	X	Indianapolis— Hawthorne Yard Crew Dispatcher's Office	Northwestern Buckeye I. U. Ry. C. M. St. P. & P. R. R.

Bulletin Board	Employee Register	Standard Clocks	Location	Other Regions
X		X	Enginehouse—Foreman's Office	I. U. Ry.
X	X		Union Station—"UN" Telegraph Office	
			Union Station Concourse—Yard Master's Office	Northwestern Buckeye I. U. Ry.
X	X	X	Pine—Block Station	I. U. Ry.
X	X		South Street—Yard Office	I. U. Ry.
X	X		West Street—Yard Office	I. U. Ry.
X	X		Transfer Yard—Yard Office	I. U. Ry.
X	X		Brazil—Station	
X	X		Terre Haute—	
X	X		Fruitridge Ave.	I. U. Ry.
X	X		Yard Office	
X	X	X	25th Street	Northwestern I. U. Ry.
X	X	X	Crew Dispatcher's Office	Northwestern I. U. Ry.
X	X	X	Baggage Room	
X	X		Effingham—Freight Station	
X	X	X	Rose Lake—East end Westbound Yard	
X	X	X	Yard Office	
X	X	X	Enginehouse	
			West end Eastbound Yard	
	X		Willows—Block Station	
	X		East St. Louis—Freight Station	
X	X	X	T. R. R. A. of St. Louis	
X	X	X	Union Station—US Telegraph Office	
			Fourteenth Street Enginehouse	
X	X	X	Louisville—	Northwestern I. U. Ry.
X	X	X	Telegraph Office, Union Station	Northwestern I. U. Ry.
			Crew Dispatcher's Office	I. U. Ry.
X			L. & N. R. R.	
X			Oak Street—Yard Office	
X			South Yards—Yard Office	
X			South Yards—Enginehouse	
X			Tenth Street—Enginehouse	
X			I. C. R. R.	
X			Train Master's Office	
X			Oak Street—Telegraph Office	
X			Seventh Street—Station Master's Office	
X			K. & I. T. R. R.	
			General Yard Master's Office	
X	X	X	Jeffersonville—Yard Office	I. U. Ry.
X	X	X	Columbus—	I. U. Ry.
			Yard Office	
			Block Station	
X	X		Decatur—Yard Office	
X	X	X	P. & P. U. Ry. Co.	
X	X	X	Peoria—Enginehouse No. 1	
			East Peoria—Yard Office	
X	X	X	Bicknell—Engine House	I. U. Ry. C. M. St. P. & P. R. R.
X			Central Indiana R. R.	
			Lebanon—Engine House Office	
X			I. C. R. R.	
X			Fulton—Passenger Station	
X			Paducah—Passenger Station	
			Paducah—Enginehouse	
X			C. M. St. P. & P. R. R.	
X			Latta—Yard Office	
			Latta—Enginehouse	

Note—X indicates in service.

Standard Clocks

1075-A3. Standard clocks at other points:

Train Dispatcher's Office.

Block and Interlocking stations.

General Order Zones

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

Zone A—

Between:

Region Post, Buckeye Region, 1885 feet east of Thorne, and I. U. Ry. Interlocking.

Dale and I. U. Ry. Interlocking.

West Street, I. U. Ry., and Eads.

Van Jct. (Belt Ry.) and Kraft.

Kraft and Maywood.

Farrington and Mile Post 9, Peoria Secondary located 1.1 mile north of Farrington.

East Yard, inclusive, and Dewey Junction, inclusive.

Zone B—

Between:

I. C. R. R. Jct., Kentucky St. and Clagg.

Louisville and Dale.

Madison and Columbus.

Columbus and Bentonville.

War and Camp.

Davis and Region Post, Northwestern Region, 660 feet north of Mile Post 109.

Zone C—

Between:

Maywood and Mann.

Bushrod and Linton Summit.

Zone D—

Between:

Mile Post 9, Peoria Secondary, located 1.1 mile north of Farrington, and Hervey City, inclusive; Maroa, exclusive, and Farmdale Junction, exclusive.

Zone E—

Between:

Otter Creek Junction, exclusive, and Frank, Crawfordsville Secondary.

MOVEMENT OF TRACK CARS

1080-A1. Track cars will be governed as specified by **Rule 80** on portions of the region as follows:

Entire region, except that track cars are prohibited on main tracks between Pine and I. U. Ry. Interlocking and between West Street, I. U. Ry. and Woods.

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 of two or more tracks to single track or by train orders if furnished to trains before arrival at the points mentioned.

Except at McCarty Street, Indianapolis, a proceed signal displayed for Southward Trains will indicate that all trains due which are superior have arrived or left.

Yard Limits

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

Track	Between	And
Louisville Branch	Indianapolis, I. U. Ry. Inter- locking	1734 feet south of Mile Post 4 south of Dale
	Louisville, Broadway Street	I. C. R. R. Jct. Kentucky Street
	Boyd	2536 feet north of Mile Post 104
	Seymour 550 feet north of Mile Post 61	1750 feet north of Mile Post 58
	Columbus 250 feet north of Mile Post 44	245 feet south of Mile Post 40
I. & F. Branch	Davis	2640 feet north of Mile Post 8
	Frankfort 825 feet north of Mile Post 46	2988 feet north of Mile Post 80
Vincennes Secondary	Kraft	2443 feet south of Mile Post 6 south of Maywood
	Martinsville, Ind. 2640 feet south of Mile Post 26	2100 feet south of Mile Post 31
	Spencer 1175 feet south of Mile Post 53	Mile Post 56
	Worthington Mile Post 72	Mile Post 75
	Bushrod 2640 feet south of Mile Post 83	2640 feet south of Mile Post 86
	Howard	Kirk
Crawfordsville Secondary	Crawfordsville 1665 feet north of Mile Post 51	1540 feet south of Mile Post 54
	Frank	1008 feet south of Mile Post 77
Peoria Secondary	Paris 1115 feet north of Mile Post 19	1022 feet north of Mile Post 22
Madison-Columbus Secondary	Columbus	2000 feet south of Mile Post 2 (Madison Secondary)
	North Madison Mile Post 42	Madison
Bushrod-Linton Summit Secondary	Bushrod	Mile Post 2 south of Bushrod

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

Track	Between	And
No. 1 and No. 2	West St., I. U. Ry.	Woods
No. 1 and No. 2	25th St., Terre Haute	Vigo

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 Indianapolis Union Station, by Operator, UN Office.

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

At Louisville Passenger Station, by Operator, D 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:

Location	Signals, Etc., Governing Movements Over Crossings		Requirements
	Type	Indication or Position	
Vigo: Lead track to American Can Co., Crossing with C. C. C. & St. L. R. R.	Stop Board.	Stop.	Stop. It must be known that crossing is clear before using.
Seymour: 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: 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: Monon R. R.	Stop Board. Target and Gate.	Stop. Horizontal and Gate Clear.	Stop before crossing.
N. Y. C. & St. L. R. R.	Stop Board. Semaphore.	Stop. Vertical.	Stop before crossing.
South of Minich: C. C. C. & St. L. R. R.	Stop Board.	Stop.	Stop. It must be known that crossing is clear before using.
Sponsler: C. M. St. P. & P. R. R.	Stop Board. Gate.	Stop. Gate Clear.	Stop before crossing. Normal position of gate is against trains on this region.
South of Linton: Monon R. R.	Stop Board.	Stop.	Stop before crossing.
Elizabethtown: C. M. St. P. & P. R. R.	Stop Board.	Stop.	Stop before crossing.
North Vernon: B. & O. R. R.	Target.	Vertical.	Stop before crossing.
C. C. C. & St. L. R. R.	Target.	Vertical.	Stop before crossing.
Rushville: B. & O. R. R.	Stop Board. Gate.	Stop. Gate Clear.	Stop before crossing.
N. Y. C. & St. L. R. R.	Stop Board.	Stop.	Stop. It must be known that crossing is clear before using.
Jeffersonville: B. & O. R. R.	Stop Board.	Stop.	Stop. It must be known that crossing is clear before using.

Location	Signals, Etc., Governing Movements Over Crossings		Requirements
	Type	Indication or Position	
New Albany: Sou. R. R.	Target and Gate.	Horizontal and Gate Clear.	Stop before crossing. Normal position of target and gate is against trains on this region.
K. & I. T. R. R.	Position Light.	Restricting.	Signal aspects govern after stopping.
Lovington: Wabash R. R.	Stop Board.	Stop.	Stop. It must be known that crossing is clear before using.
Midland City: I. C. R. R.	Stop Board.	Stop.	Stop. It must be known that crossing is clear before using.
Morton: A. T. & S. F. R. R.	Stop Board.	Stop.	Stop. It must be known that crossing is clear before using.
Eads: B. & O. R. R.	Stop Board.	Stop.	Stop. Proceed signal from switchtender with green flag by day and green light by night.
Minier: G. M. & O. R. R.	Gate.	Stop.	Proceed when gate is clear. Gate operated by trainmen of this region.
Rosedale: B. & O. R. R.	Target.	More favorable than Stop.	Proceed when target is in diagonal position, not exceeding 10 miles per hour.

Automatic Highway Crossing Protection on Sidings, Yard or other Tracks

1103-A2. At the following locations automatic highway crossing protection indicates the approach of a train:

Track	Crossing	Location
Farm Bureau	Route 67	Caven District
Limedale Siding	Cement Road Crossing	3700 feet West of M.P. 40
Knightsville Siding	Vandalia St., Brazil	1060 feet West of M.P. 56
Knightsville Siding	Alabama St., Brazil	1700 feet West of M.P. 56
Knightsville Siding	Lambert St., Brazil	2490 feet West of M.P. 56
Knightsville Siding	Walnut St., Brazil	3915 feet West of M.P. 56
Knightsville Siding	Franklin St., Brazil	4242 feet West of M.P. 56
Knightsville Siding	Depot St., Brazil	4895 feet West of M.P. 56
Knightsville Siding	Chicago Ave., Brazil	650 feet West of M.P. 57
Knightsville Siding	Leavitt St., Brazil	1100 feet West of M.P. 57
West Terre Haute, South Branch	Market St.	550 feet West of M.P. 75
Vandalia Siding	Reaman St.	3100 feet West of M.P. 172
Greenville, Eastward Siding	Elm St., Greenville	500 feet West of M.P. 190
Greenville, Eastward Siding	Fourth St., Greenville	2600 feet West of M.P. 190
Highland Eastward Siding	Walnut St., Highland	1100 feet West of M.P. 209
No. 20 Secondary Track, between Eads and Willows	Exchange Ave., East St. Louis	2400 feet West of M.P. 237
Louisville Branch		
Dale Siding	Troy Ave., Indianapolis	M.P. 3
Dale Siding	Southern Ave., Indianapolis	2500 feet South of M.P. 2
No. 1 West and No. 1 East of Main	Caven and Terrace Ave., Indianapolis	South St. Yard
Vincennes Secondary		
Secondary Track and Siding	Second Street, Worthington	2600 feet North of M.P. 73

Location at which Signs Mark Operating Limits of Automatic Crossing Protection

1103A-4. At the following locations, sign CC indicates point beyond which engines and cars will operate automatic crossing protection:

Crossing	Location	Track
Route 67, Caven	68 feet East 90 feet West	Farm Bureau Connection
Holt Road, Indianapolis	1350 feet East 20 feet East 20 feet West 1250 feet West	No. 0
Holt Road, Maywood	70 feet North	Philgas Co.
Lynhurst Drive, Indianapolis	1350 feet East 1250 feet West	No. 0
Market St., West Terre Haute	80 feet East 100 feet West	South Branch
Eagle Street, Jewett	67 feet West	House Track
Fifth Street, Vandalia	50 feet East	Storage
Exchange Ave., East St. Louis	500 feet West	No. 20 Secondary Track between Willows and Eads
Eleventh & Maple Sts., Louisville	525 feet South	Main
U.S. 31A—S.R. 46, Columbus	635 feet South 540 feet North	Madison-Columbus Secondary Track
Eighth Street, Columbus	830 feet South 410 feet North	Main
Graham St. Franklin	170 feet North	Noblitt-Sparks connections
Southern Ave., Indianapolis	50 feet South 50 feet North	Dale Siding

Interrupting Operation of Automatic Highway Crossing Protection Manually

1103-A5. At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection manually:

Track	Crossing	Location	Control Device Located	Movements
No. 0 and No. 1	Holt Road	Indianapolis	In box on signal case, south side of No. 0 track, west of Holt Road	Eastward and Westward
No. 2	Holt Road	Indianapolis	In box on post, north side No. 2 track, east of Holt Road	Eastward and Westward
No. 1	Bloomington St.	Greencastle	In white box on post south of No. 1 track at Bloomington St.	Eastward and Westward
No. 2	Bloomington St.	Greencastle	In white box on post north of No. 2 track at Bloomington St.	Eastward and Westward
Main Track	Cement Road	Limedale	In white box on post north of siding west of cement road.	Eastward and Westward
Siding	Cement Road	Limedale	In white box on post north of siding west of cement road	Eastward and Westward
No. 1, No. 2 and Siding	Alabama St.	Brazil	Watchman Aerial Tower, Depot St.	Eastward and Westward
No. 1, No. 2 and Siding	Lambert St.	Brazil	Watchman Aerial Tower, Depot St.	Eastward and Westward
No. 1, No. 2 and Siding	Walnut St.	Brazil	Watchman Aerial Tower, Depot St.	Eastward and Westward
No. 1, No. 2 and Siding	Franklin St.	Brazil	Watchman Aerial Tower, Depot St.	Eastward and Westward
No. 1, No. 2 and Siding	Depot St.	Brazil	Watchman Aerial Tower, Depot St.	Eastward and Westward
No. 1, No. 2 and Siding	Chicago Ave.	Brazil	Watchman Aerial Tower, Depot St.	Eastward and Westward

Track	Crossing	Location	Control Device Located	Movements
No. 1, No. 2 and Siding	Leavitt St.	Brasil	Watchman Aerial Tower, Depot St.	Eastward and Westward
Main Track	York St.	Martinsville, Ill.	In white box on instrument case at York St.	Eastward and Westward
No. 1	Central Ave.	Casey, Ill.	In white box on post north of No. 1 track.	Eastward and Westward
No. 2	Central Ave.	Casey, Ill.	In white box on post south of No. 2 track.	Eastward and Westward
No. 2	Maple St.	Montrose	In white box on post at House track	Westward and Eastward
No. 1	Willow St.	Effingham	Watchman Aerial Tower, Fourth St.	Eastward and Westward
No. 2	Willow St.	Effingham	Watchman Aerial Tower, Fourth St.	Westward and Eastward
No. 1	Fourth St.	Effingham	Watchman Aerial Tower, Fourth St.	Eastward and Westward
No. 2	Fourth St.	Effingham	Watchman Aerial Tower, Fourth St.	Westward and Eastward
No. 1	Main St.	St. Elmo	In white box on post east of Main St., south of No. 1 track	Eastward and Westward
No. 2	Main St.	St. Elmo	In white box on instrument case east of Walnut St., north of house track	Westward and Eastward
No. 1	Walnut St.	St. Elmo	In white box on post east of Walnut St., north of house track	Eastward and Westward
No. 2	Walnut St.	St. Elmo	In white box on instrument case east of Walnut St., north of house track	Westward and Eastward
No. 1	Elm St.	St. Elmo	In white box on post west of Elm St., south of No. 1 track	Eastward and Westward
No. 2	Elm St.	St. Elmo	In white box on post east of Elm St., north of No. 2 track	Westward and Eastward
Main Track	Fifth St.	Vandalia	Watchman Aerial Tower, Sixth St., 6 A. M. to 2 P. M. except Sunday. When watchman is not on duty, control device is locat- ed in white box on instru- ment case west of Fifth St.	Eastward and Westward
Main Track	Sixth St.	Vandalia	Watchman Aerial Tower, Sixth St., 6 A. M. to 2 P. M. except Sunday. When watchman is not on duty, control device is locat- ed in white box on instru- ment case east of Sixth St.	Eastward and Westward
Storage Track	Sixth St.	Vandalia	Watchman Aerial Tower, Sixth St., 6 A. M. to 2 P. M. except Sunday. When watchman is not on duty, control device is locat- ed in white box on instru- ment case east of Sixth St.	Eastward and Westward
Main Track	Reiman St.	Vandalia	In white box on instrument case at Reiman St.	Eastward and Westward
Siding	Reiman St.	Vandalia	In white box on instrument case at Reiman St.	Eastward and Westward
No. 1	Elm St.	Greenville	Watchman Aerial Tower, Fourth St.	Eastward and Westward
No. 2	Elm St.	Greenville	Watchman Aerial Tower Fourth St.	Eastward and Westward
No. 1	Fourth St.	Greenville	Watchman Aerial Tower, Fourth St.	Eastward and Westward
No. 2	Fourth St.	Greenville	Watchman Aerial Tower, Fourth St.	Eastward and Westward

Track	Crossing	Location	Control Device Located	Movements
No. 1	Walnut St.	Highland	In white box on post south of siding at Walnut St.	Eastward and Westward
No. 2	Walnut St.	Highland	In white box on post north of No. 2 track at Walnut St.	Westward and Eastward
Siding	Walnut St.	Highland	In white box on post south of siding at Walnut St.	Eastward and Westward
No. 1	Old U. S. 40	Highland—2 mi. west of	In white box on instrument case at Old U. S. 40	Eastward and Westward
No. 2	Old U. S. 40	Highland—2 mi. west of	In white box on instrument case at Old U. S. 40	Westward and Eastward
No. 1	Douglas St.	St. Jacob	In white box on post south of No. 1 track at Douglas St.	Eastward and Westward
No. 2	Douglas St.	St. Jacob	In white box on post north of No. 2 track at Douglas St.	Westward and Eastward
No. 1	Black Lane	Exermont	In white box on instrument case at Black Lane	Eastward and Westward
No. 2	Black Lane	Exermont	In white box on instrument case at Black Lane	Westward and Eastward
No. 1	Exchange Avenue	E. St. Louis	In white box on post south side of storage track	Eastward and Westward
No. 2	Exchange Avenue	E. St. Louis	In white box on post north side of No. 20 secondary track	Eastward and Westward
No. 20 Secondary Track	Exchange Avenue	E. St. Louis	In white box on post north side of No. 20 secondary track	Eastward and Westward
Main	Garland	Louisville	Watchman Aerial Tower, Kentucky St.	Southward and Northward
Main	Breckenridge	Louisville	Watchman Aerial Tower, Kentucky St.	Southward and Northward
Main	McClain St. Owen St.	Scottsburg	On Block Signal Mast	Southward and Northward
Main	Morgan St.	Austin	Station	Southward and Northward
Main	Main St.	Crothersville	Block Office	Southward and Northward
Main	Howard Sr.	Crothersville	Block Office	Southward and Northward
Main	Dixon St.	Crothersville	Block Office	Southward and Northward
Main	Ward St.	Edinburg	Station	Southward and Northward
Main	Perry St.	Edinburg	Station	Southward and Northward
Main	Campbell St.	Edinburg	Station	Southward and Northward
Main	Thompson St.	Edinburg	Station	Southward and Northward
Main	Main Cross St. Center Cross St.	Edinburg	Station	Southward and Northward
Main and Siding Main	Madison St. King St. Adams St.	Franklin	On Block Signal Mast	Southward and Northward
Siding	Southern Ave.	Dale	In white box on post west of siding south of Southern Ave.	Southward and Northward
Main	Raymond St.	Indianapolis	Watchman at Raymond St. Watch Box.	Southward and Northward
Main	Main St.	Bringham	Block Office.	Southward and Northward

Track	Crossing	Location	Control Device Located	Movements
Main Track	State Route 121	Hervey City	In white box on instrument case at State Route 121	Southward and Northward
Main Track	State Route 121	Morton	In white box on instrument case at State Route 121	Southward and Northward
Main	Harrison St. Pike St. Morgan St. Washington St. Jackson St.	Martinsville, Ind.	In box on west side of Freight Station	Northward and Southward
Main	Second St.	Worthington	In white box south of Second Street east side of tracks	Northward and Southward

Interrupting Operation of Automatic Highway Crossing Protection Automatically

1103-A6. At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection automatically:

Track	Crossing	Location	Mile Post
No. 1	Lynhurst Drive	Indianapolis, Ind.	West of M.P. 5
No. 1	Bloomington St.	Greencastle, Ind.	2200 feet West of M.P. 38
No. 2	Bloomington St.	Greencastle, Ind.	2200 feet West of M.P. 38
Main	Cement Road	Limedale, Ind.	3700 feet West of M.P. 40
No. 2	Vandalia St.	Brazil, Ind.	200 feet West of M.P. 56
No. 1	Alabama St.	Brazil, Ind.	1700 feet West of M.P. 56
South Branch	Market St.	West Terre Haute	550 feet West of M.P. 75
Main	York St.	Martinsville, Ill.	3500 feet West of M.P. 101
No. 1	Central Ave.	Casey, Ill.	600 feet West of M.P. 108
No. 2	Central Ave.	Casey, Ill.	600 feet West of M.P. 108
No. 2	State Highway No. 160	Montrose, Ill.	4400 feet West of M.P. 130
No. 2	Pearl St.	Teutopolis, Ill.	2900 feet West of M.P. 136
No. 2	Greene St.	Teutopolis, Ill.	3350 feet West of M.P. 136
No. 2	Race St.	Teutopolis, Ill.	700 feet West of M.P. 137
No. 2	Willows St.	Effingham, Ill.	500 feet West of M.P. 140
No. 1	Fourth St.	Effingham, Ill.	2000 feet West of M.P. 140
No. 2	Fourth St.	Effingham, Ill.	2000 feet West of M.P. 140
No. 1	Main St.	Altamont, Ill.	700 feet West of M.P. 152
	Second St.	Altamont, Ill.	900 feet West of M.P. 152
	Third St.	Altamont, Ill.	1250 feet West of M.P. 152
No. 2	Main St.	Altamont, Ill.	700 feet West of M.P. 152
	Second St.	Altamont, Ill.	900 feet West of M.P. 152
	Third St.	Altamont, Ill.	1250 feet West of M.P. 152
No. 1	Main St.	St. Elmo, Ill.	5000 feet West of M.P. 157
	Walnut St.	St. Elmo, Ill.	200 feet West of M.P. 158
	Elm St.	St. Elmo, Ill.	900 feet West of M.P. 158
No. 2	Main St.	St. Elmo, Ill.	5000 feet West of M.P. 157
	Walnut St.	St. Elmo, Ill.	200 feet West of M.P. 158
	Elm St.	St. Elmo, Ill.	900 feet West of M.P. 158
No. 1	Walnut St.	Highland, Ill.	1100 feet West of M.P. 209
No. 2	Walnut St.	Highland, Ill.	1100 feet West of M.P. 209
Siding	Walnut St.	Highland, Ill.	1100 feet West of M.P. 209
No. 1	Douglas St.	St. Jacob, Ill.	1200 feet West of M.P. 214
No. 2	Douglas St.	St. Jacob, Ill.	1200 feet West of M.P. 214
No. 1	Exchange Ave.	East St. Louis, Ill.	2400 feet West of M.P. 237
No. 20	Exchange Ave.	East St. Louis, Ill.	2400 feet West of M.P. 237

Louisville Branch

Track	Crossing	Location	Mile Post
Main	Breckenridge St.	Louisville	472 feet South of M.P. 0 Kentucky St. Branch
Main	Cherry St.	Scottsburg, Ind.	1300 feet South of M.P. 79
	Wardell St.	Scottsburg, Ind.	1020 feet South of M.P. 79
	McLain St.	Scottsburg, Ind.	660 feet South of M.P. 79
Main	Morgan St.	Austin, Ind.	2200 feet South of M.P. 74
Main	Laurel St.	Seymour, Ind.	1500 feet South of M.P. 59
	South St.	Seymour, Ind.	890 feet South of M.P. 59
	Tipton St.	Seymour, Ind.	50 feet South of M.P. 59
	Ninth St.	Seymour, Ind.	1420 feet South of M.P. 58
Main	State Highway 58	Garden, Ind.	2840 feet South of M.P. 43
Main	Eighth St.	Columbus, Ind.	5030 feet South of M.P. 40
Main	County Line Rd.	Edinburg, Ind.	5080 feet South of M.P. 30
	Ward St.	Edinburg, Ind.	4550 feet South of M.P. 30
	Perry St.	Edinburg, Ind.	3420 feet South of M.P. 30
	Campbell St.	Edinburg, Ind.	3060 feet South of M.P. 30
	Thompson St.	Edinburg, Ind.	2830 feet South of M.P. 30
	Main Cross St.	Edinburg, Ind.	2440 feet South of M.P. 30
	Center Cross St.	Edinburg, Ind.	2000 feet South of M.P. 30
	Naomi St.	Edinburg, Ind.	1110 feet South of M.P. 30
Main	State St.	Franklin, Ind.	3970 feet South of M.P. 20
	Monroe St.	Franklin, Ind.	2730 feet South of M.P. 20
	Jefferson St.	Franklin, Ind.	2320 feet South of M.P. 20
	Madison St.	Franklin, Ind.	1970 feet South of M.P. 20
	King St.	Franklin, Ind.	1570 feet South of M.P. 20
	Adams St.	Franklin, Ind.	1200 feet South of M.P. 20
	Cincinnati St.	Franklin, Ind.	460 feet South of M.P. 20
Main	Graham St.	Franklin, Ind.	3450 feet South of M.P. 19
Main	Broadway St.	Greenwood, Ind.	3810 feet South of M.P. 10
	Main St.	Greenwood, Ind.	4500 feet South of M.P. 10
Main	Southern Ave.	Indianapolis	500 feet South of M.P. 2

I. & F. Branch

Track	Crossing	Location	Mile Post
Main	Hoop St.	Flora, Ind.	4030 feet North of M.P. 96
	Columbia St.	Flora, Ind.	250 feet North of M.P. 97
	Main St.	Flora, Ind.	600 feet North of M.P. 97
	Walnut St.	Flora, Ind.	950 feet North of M.P. 97
Main	Main St.	Camden, Ind.	1850 feet North of M.P. 101
	Cumberland St.	Camden, Ind.	2420 feet North of M.P. 101

Vincennes Secondary

Track	Crossing	Location	Mile Post
Main	Morgan St.	Martinsville, Ind.	3650 feet South of M.P. 30

Crawfordsville Secondary

Track	Crossing	Location	Mile Post
Main	Main St.	Crawfordsville, Ind.	2600 feet North of M.P. 52

Protection For Public Highway Crossings at Grade

1103-B1. Trains or engines must stop before passing over the following public highway crossings at grade, during the hours there is no crossing watchman on duty and, unless otherwise provided, a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location	No crossing watchman on Duty Between the Hours of	Note
Old Line	Missouri Avenue Indiana Avenue Spring Street Tenth Street	Jeffersonville	Continuously	
American Car Foundry	State Route 562	Jeffersonville	Continuously	1
Ordinance Spur	State Route 62	Jeffersonville	Continuously	1
Old Madison Line	Sixth Street Jackson Street Third Street Second Street LaFayette Street	Columbus	Continuously	
Madison	Second Street	Columbus	Continuously	
Storage	Fifth Street Sixth Street	Vandalia, Ill.	2.00 P.M. to 6.00 A.M. daily 6.00 A.M. to 2.00 P.M. Sunday	1
Bentonville	Seventh Street Main Street Third Street South Street	Rushville	Continuously	
Bentonville	Second Street	Rushville	Continuously	
Caven	River Avenue Harding Street	Indianapolis	Continuously	
Starch Works	Kentucky Avenue McCarty Street Morris Street	Indianapolis	Continuously	
Vincennes Secondary	Main Street Washington Street	Spencer	Continuously	
Vincennes Secondary	Main Street Washington Street	Bicknell	Continuously	
Bushrod	State Route 67	Bushrod	Continuously	1
Vincennes Secondary	Nicholas Street Main Street	Vincennes	Continuously	

NOTE 1—In addition, at night and when weather conditions obscure vision, place lighted fuses on each side of track before moving over crossing.

1103-B2. Manually controlled highway crossing signals are located at and controlled from the following points:

Location	Controlled by
INDIANAPOLIS:	
Arlington Ave.....	Crossing Watchman, Ritter Ave.
Audubon Road.....	
Ritter Ave.....	
Downey Ave.....	
Butler Ave.....	
Emerson Ave.....	Crossing Watchman, State St.
State St.....	
Oriental Ave.....	Crossing Watchman, Southeastern Ave.
Southeastern Ave.....	
Leota St.....	
Harding St.....	Operator Woods
Belmont Ave.....	Crossing Watchman, Belmont Ave.
TERRE HAUTE:	
Twenty-fifth St.....	Crossing Watchman, Twenty-fifth St.
Twenty-first St.....	
Sixteenth St.....	Crossing Watchman, Thirteenth St.
Fifteenth St.....	
Fourteenth St.....	

Location	Controlled by
Ninth St.....	Crossing Watchman, Seventh St.
Eighth St.....	
Seventh St.....	
Center St.....	Crossing Watchman, Sixth St.
Sixth St.....	
Fourth and LaFayette Sta.....	
Third St.....	Operator Vigo
Second St.....	
First St.....	
EFFINGHAM:	
Fifth St.....	Crossing Watchman, Fourth St.
Park St.....	
Maple St.....	
LOUISVILLE:	
Kentucky St.....	Crossing Watchman, Kentucky St.
FRANKFORT:	
Walnut St.....	Operator Frank
Washington St.....	Watchman Monon R. R. Crossing.

1103-B3. 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.

1103-C1. Trains or engines must stop before passing over the following public highway crossings at grade and a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location
Arbegust Street	15th St. to 28th St., inclusive	Louisville
Shea Chemical Company	U.S. Route 31E	Boyd
Meadows Metal Products Co.	State Route 31A	65 feet South of Mile Post 44, South of Garden
Morgan Canning Co.	Naomi St.	Edinburg
Vincennes Secondary Shasta Coal Corp.	State Route 67	South of Howard
Crawfordsville Secondary	Ladoga St.	Crawfordsville
General Electric Company	State Route 44	Shelbyville

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**.

In addition, at night and when weather conditions obscure vision, trains and engines using Shasta Coal Corp. track south of Howard will place lighted fusee on each side of track before moving over these crossings.

1103-C2. Before switching movements are made over the following public highway crossings, it must be known that highway crossing signals are operating, or a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location
No. 1 and No. 2	Willow St.	Effingham
No. 1 and No. 2	Fourth St.	Effingham
No. 1 and No. 2	Fifth St.	Effingham

Track	Crossing	Location
No. 1 and No. 2 Westward siding	Maple St.	Effingham
No. 1 and No. 2 House track	Main St.	St. Elmo
No. 1 and No. 2 House track	Walnut St.	St. Elmo
Single Storage track	Fifth St.	Vandalia
Single Storage track	Sixth St.	Vandalia
No. 1 and No. 2	Elm St.	Greenville
No. 1 and No. 2	Fourth St.	Greenville
No. 1 and No. 2 Eastward Siding	Walnut St.	Highland

Louisville Branch

Track	Crossing	Location
Single Main	Breckenridge St.	Louisville
Single Main	Garland St.	Louisville

1103-C3. LIMEDALE—CEMENT ROAD

Before movements are made on storage track over this crossing, controlling device located in white box south of storage track east of crossing must be operated to cause crossing gates to operate.

1103-C4. U.S. HIGHWAY CROSSING 52, NORTH OF COLFAX

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.

1103-C5. MADISON-COLUMBUS SECONDARY TRACK, NORTH VERNON

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 Transportation.

1103-C6. CRAWFORDSVILLE SECONDARY TRACK WAR AND CAMP SECONDARY TRACK.

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.

1104-A1. Normal Positions of Switches and Crossovers at Specified Locations:

Switch Located at	Connecting	With	Normal Position is for Movements
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

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

Location	Switches
Eads	Main track switches.
Dale	Switch at South and West end southwest Wye.
Pine	Crossover switches between LaSalle St. Yard and Wye tracks. NOTE—Trains and engines approaching switches on main track with the current of traffic will be governed by fixed signal indication. Trains and engines may occupy crossovers without observing Rule 152 .
Frank	Switches at Block Station.
Hervey City	Switch at North end of siding.
	Switch at junction with I. C. R. R.

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.

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 lock is removed from keeper.

Location	Switch	Controlled by
Greencastle	North storage track—east and west switches	Limedale
	Crossover between No. 1 and No. 2 tracks	Limedale
	Crossover between No. 2 track and north storage track	Limedale
	Stock track—switch and derail	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
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

Location	Switch	Controlled by
Terre Haute	Advance Electric Co. track	Union
Macksville	North Branch	Union
Martinsville, Ill.	Crossover between main track and Mill track	Union
	House track	Union
	Crossover between main track and Illinois Pipe Line Co. storage track	Union
	Illinois Pipe Line Co. storage 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
Brownstown	Team track	Vandalia
Vandalia	Storage track—east switch	Vandalia
	Lumber track	Vandalia
Hagarstown	Storage track	Vandalia
Mulberry Grove	Lutz Spur	Smithboro
	Storage track	Smithboro
Smithboro	Crossover between No. 1 track and team track	Smithboro
	Team track	Smithboro
Greenville	Eastward siding—east and west switches	Smithboro
	Westward siding—west switch	Smithboro
	House track	Smithboro
	West crossover between No. 1 and No. 2 tracks	Smithboro
Highland	Crossover between No. 1 and No. 2 tracks	Smithboro
St. Jacob	Crossover between No. 1 and No. 2 tracks	Smithboro
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. R. R. Danville, Ill.

Location	Switch	Controlled by
Clagg	No. 1 track to Hirsch Brothers	Clagg
	No. 1 track to Public Warehouse	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
	No. 2 track to Dover track	Clagg
	No. 2 track to Hill track	Clagg
	No 1 track to New Albany Yard	Clagg

NOTE—When operating crossover from normal to reverse, the switch equipped with electric lock must be operated first; when operating crossover from reverse to normal, this switch must be operated last.

1104-D2. The following switches are equipped with electric lock, not controlled by operator:

Location	Switch
No. 1 Track 2400 feet west of Mile Post 37 west of East Alameda	Crossover Switch to I. B. M. Company tracks
Farrington	South End Siding
North of Farrington	North End Siding
Marshall	Stock Track

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 will be posted in telephone box or at other convenient location adjacent to switch.

1104-D3. 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.

1104-D4. At Otter Creek Junction, southward trains will stop at south switch of siding and communicate with operator at Preston and be governed by his instructions.

1104-D5. Unless Distant signal at Paris Road public highway crossing on Snow Hill Coal Corporation track governing eastward movement to Home signal at Liggett, displays aspect more favorable than Caution, Rule 285 A, Fig. A, trains with too many cars to clear Paris Road if stopped at Home signal at Liggett will communicate with operator at Union before proceeding from Distant signal.

Secondary Tracks

1110-A1. Trains and engines will protect against following movements on secondary tracks as indicated:

Secondary Tracks		
Track	Between	And
Thorne A Thorne B	Kitley Ave. Thorne	Thorne Kitley Ave.
Bushrod	Mile Post 2 south of Bushrod	Linton

Track Assignments

1151-A1. Single Track.

Track	Between	And
Main Line	Davis	East Alameda
	Limedale	Harmony
	Macksville	East Casey
	Brownstown	East Smithboro
Louisville Branch	I. C. R. R. Jct., Kentucky St.	Clagg
	Clagg	I. U. Ry. Interlocking
I. & F. Branch	Davis	Clymers

1151-B1. Two or More Tracks.

Current of traffic is as follows:

Main Line Between:	No. 2 Track	No. 1 Track	No. 0 Track
Region Post (Buckeye Reg.) and I. U. Ry. Interlocking	Westward	Eastward	
West St., I. U. Ry. and Davis	Westward	Eastward	
Davis and Kraft			Eastward Freight
East Alameda and Limedale	Westward	Eastward	
Harmony and Macksville	Westward	Eastward	
East Casey and Brownstown	Westward	Eastward	
East Smithboro and Eads	Westward	Eastward	

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

1151-C1. Secondary Tracks of Assigned Direction.

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission from	Note
A	Kraft	Van Jct. (Belt Ry.)	Eastward	Kraft	Kraft	1-5
B	Van Jct. (Belt Ry.)	Kraft	Westward	Kraft	Kraft	1-5
A	Kitley Ave.	Thorne	Eastward	Thorne	Thorne	2
B	Thorne	Kitley Ave.	Westward	Thorne	Thorne	2
No. 41	Seventh Street	Fruitridge Avenue	Eastward	Union	Union	3-4
No. 41	Prairie	Fruitridge Avenue	Westward	Union	Union	3-4
No. 42	Prairie	Seventh Street	Westward	Union	Union	3-4

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. 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.

NOTE 2. 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.

NOTE 3. 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 Union.

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

.....Station....., 19.....
 To Conductor and Engineman:
 Train.....Eng.....has permission to use No.....
 secondary track from.....to.....
 Received by.....Operator
 Time effective.....M.

Engines with or without cars, using secondary tracks, will display markers from sunset to sunrise, or when day signals cannot be plainly seen, owing to weather or other conditions; yard engines will display a red light on the rear.

NOTE 5. Permission for westward movements in A track and eastward movements in B track must be arranged by operators Kraft after conferring with I.U.R.R. operator at Van Jct.

1151-D1. Secondary Tracks of No Assigned Direction.

Track	Between	And	Controlled by	Note
Vincennes (N)	Kraft	Mann	Switz City	1 2
Crawfordsville (N)	Otter Creek Jct.	Frank	Preston	2
Peoria (N)	Farrington Maroa	Hervey City Farmdale Jct.	Vigo	2
Knightsville (S)	Knightsville	Centerpoint	Union	
Madison (N)	Madison	Columbus	Columbus	2
Bentonville (N)	Columbus	Bentonville	Columbus	
War and Camp (S)	War	Camp	Atterbury	2
Bushrod (S)	Bushrod	Linton Summit	Switz City	1
Logan Lead (N)	East Yard	Lost Creek	Union	
Wye Lead (N)	East Yard	Lost Creek	Union	
Dewey Cut-off (N)	Lost Creek	Dewey Jct.	Union	
No. 20 (W)	Rose Lake	Willows	Y'd Master Rose Lake	
No. 20 (W)	Willows	Eads	Willows	
No. 30 (W)	A. & S. Crossing	Rose Lake	Y'd Master Rose Lake	
No. 40 (W)	Exermont	A. & S. Crossing	A. & S. Crossing	

(S) (N) (E) (W) Indicates time-table 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. Controlled by Kraft when Switz City is closed.

NOTE 2. Rule 271, 272 and 273 in effect.

1151-E1. Employees in Charge of Sidings of Assigned Direction as follows:

Siding	Employee in charge	NOTE
Knightsville—Eastward	Operator Union	
Casey—Eastward Casey—Westward	Operator Union	
Effingham—Westward	Operator Effingham	
St. Elmo—Eastward	Operator St. Elmo	
Greenville—Eastward	Operator Smithboro	
Marty—Eastward Marty—Westward	Operator Smithboro	
Highland—Eastward	Operator Smithboro	
St. Jacob—Westward	Operator Smithboro	
Seymour—Southward Seymour—Northward	Operator Seymour	
Frank—Southward	Operator Frank	

FREIGHT TRAIN OPERATION

**Instructions For Preparation And Handling
Of Freight Trains On Grades, etc.**

1155-A-1. STEAM OPERATION—No steam locomotive shall be used to handle a train between derail located 1,155 feet east of North Madison Station and Bridge 44.14 (Main Street, Madison), unless it is equipped with special cylinder brake equipment with pressure relief valve operated from engine cab in operative condition, type M-3 feed valve and single top compressor governor set to maintain main reservoir pressure at 140 pounds. The steam locomotive must be headed west and operated at the east end of train. Movement of light steam engines is prohibited. Movement of trains exceeding 15 cars in length or 500 gross tons exclusive of engine is prohibited.

The air brake equipment on the steam locomotive must be inspected, tested and repaired in accordance with instructions pages 11 to 15 inclusive, Brake and Train Air Signal Instruction No. 99-D-1. The special cylinder brake equipment must be maintained free of leaks and before being dispatched for movement between North Madison and Madison, must be tested in accordance with prescribed instructions. The Enginehouse foreman must at all times know these instructions are properly followed. The Engineman must also inspect and test the air brake equipment on his locomotive prior to departure from engine terminal, and on his locomotive and train prior to departure from yard terminal in accordance with pages 11 to 15 inclusive and paragraph 9-b on page 30 of the Brake and Train Air Signal Instructions No. 99-D-1. A further test must be made of the locomotive with throttle valve closed approaching North Madison, and manipulating the relief valve, to insure that sufficient pressure can be built up to retard the speed of the train. After passing derail and while descending the grade, the reverse lever must be placed in full forward motion and relief valve opened. The relief valve must be adjusted to avoid building up pressure high enough to stop the rotation of the drivers and still maintain maximum retarding effect.

DIESEL ELECTRIC OPERATION—No Diesel electric locomotive shall be used to handle a train between derail located 1,155 feet east of North Madison Station and Bridge 44.14 (Main Street, Madison), except class ES-15-A, LS-25 or LS-25-M equipped with dynamic brake apparatus in operative condition. Diesel Electric locomotive must be equipped with rail washing device to wash the rail in advance of locomotive. The Diesel Electric locomotive must, at all times, be operated at the east end of train. Movement of light Diesel Electric locomotives is prohibited.

LS-25 and LS-25-M Diesel Electric locomotives must not be permitted to handle trains exceeding 15 cars in length, or 500 gross tons exclusive of locomotive.

ES-15-A Diesel Electric locomotives must not be permitted to handle trains exceeding 15 cars in length or 750 gross tons, exclusive of the locomotive, down the grade and not exceeding 15 cars in length or 350 gross tons, exclusive of the locomotive up the grade.

The 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 Instruction, 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 also 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 engine terminal, and on his locomotive and train prior to departure from 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.

The Diesel Electric locomotive must not be operated on the grade without sufficient fuel oil, lubricating oil and cooling water to avoid possibility of engines shutting down while train is on grade. Prior to descending grade, a stop must be made at derail located 1,155 feet east of North Madison Station, to check lubricating oil level. At this point with engines idling on LS-25, or LS-25-M, lubricating oil must be at least five inches above bottom of lubricating oil reservoir sight glass, on the ES-15-A with engine hot and running at idle speed, lubricating oil must be at least two inches above the low mark on the lube oil dipstick.

After passing derail and while descending grade:

(a) The dynamic brake must be manipulated to obtain maximum dynamic braking effect, without allowing the pointer to go into the red area of the braking band on the ammeter scale. Train speed will be controlled by supplementing the dynamic brake with the train air brakes.

(b) If one Diesel engine on the locomotive stops, the dynamic brake shall be released and the locomotive air brake shall be applied.

(c) If both Diesel engines on the locomotive stop, the movement must be STOPPED promptly, and all hand brakes applied. Thereafter, the movement must not be started until at least one Diesel engine is working the brake system charged, and proper main reservoir pressure established.

GENERAL

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

After assembling train to be moved from North Madison to Madison and complying with the provisions of Brake and Train Air Signal Instructions No. 99-D-1, the brake pipe must be 95 to 110 pounds and a running test of the air brakes made approaching the derail located 1,155 feet east of the North Madison Station. While stopped at that 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 the handles of pressure retaining valves of empty cars placed in low pressure position, unless the train consists of all empty cars in which case handles of pressure retaining valves must be placed in low pressure position, and thereafter brakes operated so that brake cylinder pressure on the cars does not exceed 60 pounds. Train Air brakes must be manipulated to avoid speed in excess of 12 miles per hour at any point on the grade and a minimum running time of 7 minutes from the derail located 1,155 feet east of North Madison station to Bridge 44.14 (Main Street, Madison) must be observed. All steam trains must be controlled by air brakes and cylinder brakes, all diesel electric trains must be controlled by air brakes and dynamic brake apparatus. If, after leaving North Madison, a condition arises which makes the use of hand brakes necessary, the engineman will give the usual call for brakes and the trainmen, where practicable, will apply hand brakes in accordance with Paragraphs 19 and 19A of Brake and Train Air Signal Instructions, No. 99-D-1.

INTERMEDIATE TRAIN BRAKE TESTS

1155A-2, Paragraph 5 of Instructions 14, Intermediate Train Brake Tests of the 99-D-1 Brake and Train Air Signal Instructions, will apply at the following designated points or terminals:

Indianapolis

Terre Haute

The knowledge of the condition of the train brakes will be verbally transferred successively from one engineman to another. It will be the duty of the first engineman to verbally notify the second engineman, and the second engineman to verbally notify the third engineman, etc., of the condition of the train brakes at the designated intermediate terminals or points where paragraph 5 of Instructions 14, Intermediate Train Brake Tests of the 99-D-1 Brake and Train Air Signal Instructions will apply.

Rule 14-E of 99-D-1, Brake and Train Air Signal Instructions will apply to following trains at points or terminals as shown:

Train	Points or Terminals
SW-10	Indianapolis and Terre Haute
SW-6	Indianapolis and Terre Haute
SW-8	Indianapolis and Terre Haute
APS-1	Indianapolis and Terre Haute
TT-4	Indianapolis and Terre Haute
CC-2	Indianapolis and Terre Haute
SWC-1	Indianapolis and Terre Haute
PH-11	Indianapolis and Terre Haute
SW-1	Indianapolis and Terre Haute
LCL-3	Indianapolis and Terre Haute
SW-9	Indianapolis and Terre Haute
TT-3	Indianapolis and Terre Haute
NS-8	Indianapolis
NS-7	Indianapolis

SPEED RESTRICTIONS

1157-A. Speed Table.

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

PASSENGER TRAINS AND FREIGHT TRAINS

1157-C1. Maximum Speeds, unless otherwise Specified.

Main Line	Single Track		No. 2 Track		No. 1 Track		No. 0 Track	
	Pasr.	Frt.	Pasr.	Frt.	Pasr.	Frt.	Pasr.	Frt.
Between:	Miles per Hour							
Region Post (Buckeye Region) and I. U. Ry. Interlocking			70	50	70	50		
West Street I. U. Ry. and Woods			40	40	40	40		
Woods and Davis			70	50	70	50		
Kraft and Davis							20	20
Davis and East Alameda	79	50						
East Alameda and Limesdale			75	50	75	50		
Limesdale 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		

Louisville Branch	Single Track		No. 2 Track		No. 1 Track		No. 0 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
Louisville Branch		Miles per Hour						
Louisville Branch Between: 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	30	30		
North End Ohio River Bridge and North End Clagg Interlocking			70	50	70	50		
North End Clagg Interlocking and Mile Post 103	55	45						
Mile Post 103 and Mile Post 61	70	50						
Mile Post 61 and Mile Post 56	55	45						
Mile Post 56 and Mile Post 44	70	50						
Mile Post 44 and Mile Post 39	55	45						
Mile Post 39 and Mile Post 4	70	50						
Mile Post 4 and Dale	55	45						
Dale and I. U. Ry. Interlocking	40	30						
I & F Branch Between: Davis and Mile Post 9	55	45						
Mile Post 9 and Mile Post 46	70	50						
Mile Post 46 and Mile Post 81	55	45						
Mile Post 81 and Clymers	70	50						
Passenger trains with freight cars not equipped for passenger service must not exceed maximum speed for freight trains, unless otherwise instructed.								

1157-C2. Wreck Trains. And Work Trains.

	Boom Trailing		Boom Forward	
	Miles per Hour			
	Wreck	Work	Wreck	Work
Main Line				
Between:				
Region Post (Buckeye Reg.) 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
Louisville Branch				
Between:				
Clagg and I. U. Ry. Interlocking.....	35	30	25	20
I & F Branch				
Between:				
Davis and Region Post (Northwestern Reg.).....	35	30	25	20
Vincennes Secondary Track				
Between:				
Kraft and Kirk.....	25	30	15	20
Kirk and Mann.....	20	20	15	15
Crawfordsville Secondary Track				
Between:				
Otter Creek Jct. and Frank.....	30	20	20	15
Peoria Secondary Track				
Between:				
Farrington and Hervey City.....	30	20	20	20
Maroa and Farmdale Junction.....	30	20	20	20
Knightsville Secondary Track				
Between:				
Knightsville and Centerpoint.....	20	20	20	15
Madison Secondary Track				
Between:				
North Madison and Columbus.....	25	30	15	20
Bentonville Secondary Track				
Between:				
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
Camp Secondary Track				
Between:				
War and Camp.....	20	20	15	15
Bushrod Secondary Track				
Between:				
Bushrod and Sponsler.....	15	20	10	20
Sponsler and Linton Summit.....	20	20	15	20

Speed restrictions for H-10 Engines over Bridges apply to 150-ton Derricks.

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

Main Line	Miles per Hour
1157-C4. Circus Trains.....	30
1157-C5. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Rule 4155-A.	
—on straight track.....	30
—on curves.....	20
1157-C6. Freight trains with 30 or more cars of mineral freight	*35
*When operating over territory other than Main Line, shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.	
Freight trains with one or more cars Class HK, HM or HMA Jenny Type hoppers loaded ore or empty	25
NOTE—Class HK, HM and HMA cars are short open top type hopper cars designed for exclusive handling of iron ore.	
When handling such trains, conductors must know that enginemen have been so advised.	
1157-C7. Snow Plows in service.....	20
Snow Flangers in service.....	20
Passing station platforms and trains on adjacent tracks..	5
Note—When operating over territory other than Main Line, shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.	
1157-C8. Operating against current of traffic, except where Rule 261 is in effect—Passenger trains.....	50
—Freight trains.....	40
1157-C11. Passenger train assisted by engine on rear and air brake controlled by leading engine.....	30
1157-C12. Pushing Cars—Passenger Trains.....	30
—Freight Trains.....	20
NOTE—Trains handling Foamite car or cars must be operated in accordance with freight train speeds.	
1157-C13. Track Cars—unless otherwise restricted....	20
—when hauling track cars or trailers.....	15
—hand cars operated under Rule 80.....	8
—through crossovers and turn-outs, and over highway and railroad crossings.....	5
1157-C15. Diesel engines when operated from rear unit or other than leading end for direction of movement.....	30

TURNOUTS

1157-D1. Maximum Speeds, unless otherwise Specified.

ENTIRE REGION		Miles per Hour
Non-interlocked turnouts—diverging movements, except class I, J, K, M, and engines through No. 8 crossovers and turnouts.....		15
	Miles per Hour	
	Forward	Backward
Class I, J, K, M, and engines through No. 8 crossovers or turnouts must not exceed speeds indicated:	10	5

This will apply to all hand operated crossovers and turnouts and the following interlocked crossovers and turnouts.

Trailing interlocked crossover between No. 1 and No. 2 tracks located between Southern and T. R. R. A. railroad crossings at Willows.

Switch to K. & I. Ry., Clagg.
No. 1 Track to Enginehouse. Clagg.
No. 2 Track to Dover Track, Clagg.

CURVES, BRIDGES, ETC.

1157-F1. Maximum Speeds, unless otherwise Specified.

Main Line:	Miles per Hour
Over highway crossings at grade between Mile Post 182 West of Thorne and I. U. Ry. Interlocking, No. 1 and No. 2 tracks.....	40
Over highway crossings at grade between West St. I. U. Ry. and Kraft, No. 1 and No. 2 tracks.....	40
Between West St., I. U. Ry. and Woods, No. 1 and No. 2 tracks.....	40
East Alameda, No. 1 and No. 2 tracks at end of two main tracks.....	70
Curves between Greencastle and Limesdale, No. 1 and No. 2 tracks.....	60
Curve between Limesdale and Mile Post 41 west of Limesdale	60
Curves between Mile Post 41 west of Limesdale 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....	35
C. & E. I. R'y. crossing, Terre Haute.....	10
C. C. C. & St. L. R'y. 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.....	70
Illinois Central R. R. crossing Effingham	40
First curve west of Mile Post 142.....	70
East Smithboro, No. 1 and No. 2 tracks at end of two main tracks.....	70
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

Louisville and I & F Branches:	Miles per Hour
Over Eleventh and Maple Street Highway Crossing, Louisville 10 Bridge 108.11 Louisville Draw Span..... 15 Curve south end of Ohio River Bridge..... 20 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 Curve, Mile Post 8 north of Davis..... 65 First curve south of Frankfort from Bridge 47.37 to north end 45 First curve north of Frankfort..... 45 Mile Post 80, one mile north of Frankfort..... 55 South of Mile Post 81, two miles north of Frankfort..... 55 First curve north of Mile Post 85, north of Ellis..... 65 First curve south of Mile Post 86, south of Moran..... 65 South of Mile Post 88 at Sedalia..... 65 North of Mile Post 89, one mile north of Sedalia..... 65 South of Mile Post 93, one mile north of Cutler..... 65 South of Mile Post 94, two miles north of Cutler..... 65 South of Mile Post 99, two miles north of Flora..... 60 North of Mile Post 102, one mile north of Camden..... 65	
Vincennes Secondary Track: Bridge 2.72, AS-16A Engines..... 15 Bridge 17.44, AS-16A Engines..... 25 Bridge 26.41, AS-16A Engines..... 25 Mile Post 31, one-half mile south of Martinsville..... 25 Bridge 32.50, AS-16A Engines..... 25 Bridge 33.30, AS-16A Engines..... 25 Between Monon R. R. crossing and south end of first curve south of Gosport station..... 20 Mile Post 69 to Mile Post 73 between Gaskill and Nelson 25 Bridge 72.13, AS-16A Engines..... 25 Bushrod wye, EH-15 Engines..... 5 C. M. St. P. & P. R. R. Crossing, Bee Hunter..... 20	
Crawfordsville Secondary Track: Otter Creek Jct., between Home Signals..... 20 B. & O. R. R. crossing at Rosedale..... 10 Ames, between Home Signals..... 20 Bridge 62.05 north of Darlington..... 30 Colfax, between Home Signals..... 20	
Peoria Secondary Track: Curve at Farrington..... 20 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	

	Miles per Hour
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
Farmdale Jct., between Home Signals.....	20

Madison Secondary Track:

Bridge 33.51, AS-16A and ES-15A Engines.....	10
Bridge 23.33, AS-16A and ES-15A Engines.....	10
Bridge 23.19, AS-16A and ES-15A Engines.....	10
North Vernon, Walnut Street crossing.....	5
Over U. S. 31A-S.R. 46 Highway Crossing, Columbus.	10
Bridge 13.44, AS-16A and ES-15A Engines.....	10
Bridge 0.75, AS-16A and ES-15A Engines.....	10

Bentonville Secondary Track:

Between Columbus and Mile Post 2.....	15
Bridge 44.79—2.6 miles north of Rushville.....	10

Camp Secondary Track:

All movements beyond Camp into and including all tracks Camp Atterbury.....	10
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ENGINES

1157-G1. Maximum Speeds, unless otherwise Restricted.

Class Steam Engines	Miles per Hour		
	Backward	Forward— Light	Forward— with train
A	15	15	15
B	20	20	20
E	35	50	75
G	35	50	75
H	35	40	50
I	25	40	50
J	25	40	50
K	35	50	75
L	25	40	50
M	35	50	50
Rail Motor Cars	60	60	60

Class Diesel Engines	Miles Per Hour		
	Light	With Train	
		Passenger	Freight
Road:			
Passenger Locomotives...	60	79	..
Freight Locomotives.....	50	65	50
Except EH-15.....	50	50	50
Freight-Passenger Locomotives.....	50	75	50
All purpose Locomotives..	50	65	50
Road Shifters:			
All Classes.....	50	60	50
Except ES-15a.....	50	55	50
Yard Shifter:			
All Classes.....	50	50	50
Except			
A6B.....	20	20	20
GS-4.....	30	30	30
ES-6 #5911 only.....	40	40	40
Single Unit:			
All Classes.....	30	..	..

NOTE—

First letter designates builder:

“A”—American Locomotive Works — General Electric Company.

“B”—Baldwin-Lima-Hamilton Corporation.

“E”—Electro-Motive Division of General Motors Corporation.

“F”—Fairbanks, Morse and Company.

Second letter (and third letter where used) designates service:

“F”—Freight.

“H”—Freight with lower speed gearing, primarily for helper service.

“P”—Passenger.

“FP”—Normally freight, but equipped for use in passenger service.

Final letter indicates special features as follows:

“T”—Tonnage rating increased.

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.....	20
B.....	Van Jct.....	Kraft.....	20
Vincennes.....	Kraft.....	Kirk.....	30
Vincennes.....	Kirk.....	Mann.....	20
Crawfordsville..	Otter Creek Jct..	Frank.....	30
Peoria.....	Farrington.....	Hervey City....	30
	Maroa.....	Farmdale Jct....	30
Knightsville...	Knightsville.....	Centerpoint.....	20
	Centerpoint.....	Big Bend Tipple..	15
Madison.....	Madison.....	North Madison...	12
Madison.....	North Madison...	Jeff.....	30
Madison.....	Jeff.....	Columbus.....	30
Bentonville....	Columbus.....	Mile Post 23....	20
Bentonville....	Mile Post 23....	Mile Post 24....	15
Bentonville....	Mile Post 24....	Bentonville.....	20
Camp.....	War.....	Camp.....	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..	20
42.....	Prairie.....	Seventh Street...	20
41.....	Seventh Street...	Prairie.....	20
20.....	Rose Lake.....	Eads.....	20
All Sidings.....	.....	.....	15

ENGINE RESTRICTIONS

1160-A1. Engines are restricted at locations shown below:

NOTE—Letters and figures indicate:

X—Prohibited.

A—Backward movement prohibited.

B—Backward movement restricted to speed indicated.

D—Operation of engines coupled prohibited.

E—Operation of engines coupled restricted to speed indicated.

R—Restricted account of light rail.

Figures 5, 10, 15, etc., indicate maximum speed at which engines specified may be operated.

Engines of classes other than those listed shall not be run over any portion of the Region unless authorized by Superintendent Transportation.

Diesel engines having less units than the number listed for that class may be operated under the same restrictions.

Class of engines listed under each numbered column of this page, will apply to same numbered column of all succeeding pages.

COLUMN	1	2	3	4	5	6	7	8	9	10	11
LOCATION	CLASS OF ENGINES										Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks
	B, AS-6, BS-6, BS-7, ES-6, GS-4	AS-10, AS-16, AS-16M, ES-6-(5811), ES-10, ES-12, ES-15, EFS-17, BS-10, BS-12, FS-10, FS-12, AF-15, AF-16, EH-15, EF-15, EFP-15 (B-Unit)	AS-16MS, AS-18, FS-16, FS-20, BF-16, BF-16, FF-16, EFP-15 (A-Unit)	H, BS-16, AS-24, AFP-20, AP-20, EP-20, EP-22	AS-16A, APS-24, ES-15A, BS-24, FS-24, LS-25, BP-20, BF-16Z, FF-20	I	J	K, BH-50	L	M	
MAIN LINE											
INDIANAPOLIS:											
Wye connection, Hawthorne Yard, between Sherman Drive and Belt Ry., Hamilton Jet.....	15	15	15	15	15	15	15	15	15	15	15
Wye connection between Pine and Belt Ry., Panhandle Jet..	5	5	5	5	5	X	X	X	X	X	X
On B. & O. and Belt Ry. Tracks between Pine and Hamilton Jet...	5	5	5	5	5	5	5	5	5	5	5
HAWTHORNE YARD DISTRICT:											
Massey-Harris Corp....				X	X	X	X	X	X	X	X
Ford Motor Co., Tracks				X	X	X	X	X	X	X	X
IRVINGTON AND LASALLE STREET DISTRICT:											
LaSalle St. Yard, except No. 3 and No. 4 and running track.					X	X	X	X	X	X	X
Coach Yard.....					X	X	X	X	X	X	X
Capitol Ice Refrig. Co.					X	X	X	X	X	X	X
Rural St. Team Track.					X	X	X	X	X	X	X
Great A. & P. Co.....					X	X	X	X	X	X	X
F. M. Dell Co.....					X	X	X	X	X	X	X
Produce Yard Tracks, 11, 14 and 15.....				X	X	X	X	X	X	X	X
Pittman Rice Coal Co.				X	X	X	X	X	X	X	X
Fansley Coal Co.....				X	X	X	X	X	X	X	X
West Baking Co.....				X	X	X	X	X	X	X	X
Spickelmier Fuel Co..				X	X	X	X	X	X	X	X
Central States Env. Co.				X	X	X	X	X	X	X	X
Aldag Coal Co.....				X	X	X	X	X	X	X	X
P. R. Mallory No. 1 and No. 2.....				X	X	X	X	X	X	X	X
Ward Coal Co.....				X	X	X	X	X	X	X	X
I. J. Skinner Coal Co.				X	X	X	X	X	X	X	X
Cornelius Printing Co.				X	X	X	X	X	X	X	X
Blue Diamond Co....				X	X	X	X	X	X	X	X
Phelps Coal Co.....				X	X	X	X	X	X	X	X

COLUMN	1	2	3	4	5	6	7	8	9	10	11
LOCATION											
Crucible Steel Corp.				X	X	X	X	X	X	X	X
Pittsburgh Plate Glass				X	X	X	X	X	X	X	X
Monument Coal Co.				X	X	X	X	X	X	X	X
Indiana Terminal & Refrig. Co.				X	X	X	X	X	X	X	X
Cruse St. Team Track				X	X	X	X	X	X	X	X
Penn Coal Co.				X	X	X	X	X	X	X	X
National Biscuit Co.				X	X	X	X	X	X	X	X
SOUTH STREET DISTRICT:											
Miller Coal & Hdw. Co.					X	X	X	X	X	X	X
Midwest Soap Co.					X	X	X	X	X	X	X
Ind. Tractor Sales Co.											
Troy Oil Co.						X	X	X	X	X	X
Schueter Coal Co.						X	X	X	X	X	X
Paper Mfg. Co. and Oliver Corp. Track						X	X	X	X	X	X
Webb Track						X	X	X	X	X	X
Daylite Coal Co.				X	X	X	X	X	X	X	X
Gaseteria, Inc.				X	X	X	X	X	X	X	X
Geiger & Peters				X	X	X	X	X	X	X	X
Chapman Price Stl. Co.				X	X	X	X	X	X	X	X
Janits Construction and Supply Co.				X	X	X	X	X	X	X	X
Deubener				X	X	X	X	X	X	X	X
Vancamp				X	X	X	X	X	X	X	X
American Can				X	X	X	X	X	X	X	X
J. I. Case				X	X	X	X	X	X	X	X
Everybody Oil Co.				X	X	X	X	X	X	X	X
Red Dot Foods Inc.				X	X	X	X	X	X	X	X
Rome Co.				X	X	X	X	X	X	X	X
H. Lieber Co.				X	X	X	X	X	X	X	X
Indianapolis Drop Forging Co.				X	X	X	X	X	X	X	X
Bennett Coal				X	X	X	X	X	X	X	X
Gregg & Sons				X	X	X	X	X	X	X	X
F. Dietz Ballweg Co.				X	X	X	X	X	X	X	X
Old Coal Track				X	X	X	X	X	X	X	X
Eli Lilly & Co.				X	X	X	X	X	X	X	X
Vonnegut Hardware				X	X	X	X	X	X	X	X
South Street Team Track				X	X	X	X	X	X	X	X
C. A. Schrader Co.				X	X	X	X	X	X	X	X
WEST ST. TRANSFER YD. AND CAVEN DISTRICT:											
Link Belt Co.				X	X	X	X	X	X	X	X
Federal Foundry				X	X	X	X	X	X	X	X
Brown Hofstetter				X	X	X	X	X	X	X	X
Adams Rogers Co.				X	X	X	X	X	X	X	X
Oettinger & Litselman				X	X	X	X	X	X	X	X
Farm Bureau				X	X	X	X	X	X	X	X
Associated Service Co.				X	X	X	X	X	X	X	X
Harrah Coal Co.				X	X	X	X	X	X	X	X
Bradley Warehouse				X	X	X	X	X	X	X	X
Cross Coal Co.				X	X	X	X	X	X	X	X
R.S. Foster Lumber Co.				X	X	X	X	X	X	X	X
Allied Bituminous Products Co.				X	X	X	X	X	X	X	X
Jackson-Rowe Oil Co.				X	X	X	X	X	X	X	X
Ind. Concrete Prod. Co.				X	X	X	X	X	X	X	X
Smith Agricultural Chemical Co.				X	X	X	X	X	X	X	X
Board of Sanitary Commissioners				X	X	X	X	X	X	X	X
Royster Guano Co.				X	X	X	X	X	X	X	X
West St. Yard Track, No. 10, East End.				X	X	X	X	X	X	X	X
West St. Yard, No. 11 through No. 20.				X	X	X	X	X	X	X	X
Starch Works Runner No. 11 to Gar.				X	X	X	X	X	X	X	X
Diamond Chain Co.				X	X	X	X	X	X	X	X
Wabnitz & Deter Co.				X	X	X	X	X	X	X	X
M. Sagalowski				X	X	X	X	X	X	X	X
Seearse Lumber Co.				X	X	X	X	X	X	X	X
Indianapolis Power & Light Co.					X	X	X	X	X	X	X
Eli Lilly & Co.					X	X	X	X	X	X	X
Sinclair Oil Co.					X	X	X	X	X	X	X
Standard Material Co.					X	X	X	X	X	X	X
West St. Yd. Tracks, No. 1 through No. 9.					X	X	X	X	X	X	X
West St. Yd. Track No. 10, West End.					X	X	X	X	X	X	X
Starch Works Runner No. 11, West End.				X	X	X	X	X	X	X	X
Consolidated Rubber Products Co.				X	X	X	X	X	X	X	X
Bridge 0.66	15	15	15	15	X	X	X	X	X	X	X
Bridge 2.72	15	15	15	15	X	X	X	X	X	X	X
Bridge 3.37	15	15	15	15	X	X	X	X	X	X	X
Allison Plant No. 5				X	X	X	X	X	X	X	X

COLUMN	1	2	3	4	5	6	7	8	9	10	11
LOCATION											
National Ice & Fuel Co.						X	X	X	X	X	X
Philfuel Co.						X	X	X	X	X	X
International Prrtg. Co.						X	X	X	X	X	X
Republic Creog. Co.				X	X	X	X	X	X	X	X
Engineering Metal Products Corp.				X	X	X	X	X	X	X	X
Cold Metal Products Co.				X	X	X	X	X	X	X	X
Reilly Tar & Chemical Corp.				X	X	X	X	X	X	X	X
New American Foundry Track.				X	X	X	X	X	X	X	X
Caterpillar Tractor Sales.				X	X	X	X	X	X	X	X
Midwest Const. Co.				X	X	X	X	X	X	X	X
Titan Metals.				X	X	X	X	X	X	X	X
Sterling Heights Coal Co.				X	X	X	X	X	X	X	X
Allison Plant No. 8.				X	X	X	X	X	X	X	X
PLAINFIELD:											
House track, 75 feet beyond clearance point.						X	X	X	X	X	X
Public Service Co. side track.						X	X	X	X	X	X
COATESVILLE:											
Elevator track.						X	X	X	X	X	X
Team Track.						X	X	X	X	X	X
FILLMORE:											
Storage track.						X	X	X	X	X	X
GREENCASTLE:											
Sinclair Oil Co. track.						X	X	X	X	X	X
Cities Service Oil Co. track.						X	X	X	X	X	X
Midwest Stone Co. track.						X	X	X	X	X	X
American Zinc Products track.						X	X	X	X	X	X
North Storage.						X	X	X	X	X	X
Stock Track.						X	X	X	X	X	X
LIMEDALE:											
Monon R. R., south Wye, 300 feet beyond clearance point at east end.						X	X	X	X	X	X
Lone Star Cement Co., old lead and silo, No. 1 and No. 2 tracks.						X	X	X	X	X	X
House Track.						X	X	X	X	X	X
KNIGHTSVILLE:											
North Storage Track.						X	X	X	X	X	X
BRAZIL-SEELYVILLE DISTRICT:											
Hadleytown Branch.						X	X	X	X	X	X
World's Fair Branch.						X	X	X	X	X	X
Saline City Branch.						X	X	X	X	X	X
North Branch.						X	X	X	X	X	X
Old line—Brazil to Staunton Road.						X	X	X	X	X	X
TERRE HAUTE:											
Quaker Maid Co., track.				X	X	X	X	X	X	X	X
X. L. Shop, all tracks.				X	X	X	X	X	X	X	X
Public Service Co.				X	X	X	X	X	X	X	X
Turner Bros., No. 1, No. 2 and No. 3 tracks.				X	X	X	X	X	X	X	X
Progress Distributors, Inc., track.				X	X	X	X	X	X	X	X
North & South Interchange track with C. & E. I. R'y.						X	X	X	X	X	X
Chestnut St. Yard—Crane Co., track.				X	X	X	X	X	X	X	X
Model Dairy Co.				X	X	X	X	X	X	X	X
No. 26 shop lead.				X	X	X	X	X	X	X	X
Pease-Overton Lumber Co., track.				X	X	X	X	X	X	X	X
Terre Haute Gravel Co., tippie track.				X	X	X	X	X	X	X	X
Kivitz Bros. Third St. track.				X	X	X	X	X	X	X	X
Fromme Oil Co., Third St., track.				X	X	X	X	X	X	X	X
American Can Co., track.				X	X	X	X	X	X	X	X
C. C. C. & St. L. Interchange track.				X	X	X	X	X	X	X	X

COLUMN	1	2	3	4	5	6	7	8	9	10	11
LOCATION											
C. M. & St. P., receiving and delivering tracks.....						X	X	X	X	X	X
Highland Iron & Steel, Inc.—all tracks.....				X	X	X	X	X	X	X	X
Trestle.....	X	X	X	X	X	X	X	X	X	X	X
Terre Haute Paper Co., all tracks.....						X	X	X	X	X	X
Silverberg tracks.....						X	X	X	X	X	X
Braden Mfg. Co., track.....						X	X	X	X	X	X
Milks Emulsion Co., Old Coach Yard.....						X	X	X	X	X	X
Dewey Cut-off—North Storage track (engines and loaded cars)	X	X	X	X	X	X	X	X	X	X	X
MACKSVILLE:											
North and South Branches.....						X	X	X	X	X	X
LIGGETT:											
Green Valley Mine scales.....						X	X	X	X	X	X
MARSHALL:											
Construction track off of Stock track.....						X	X	X	X	X	X
MARTINSVILLE:											
Mill track.....						X	X	X	X	X	X
CASEY:											
City Light and Power Co. track, beyond a point 50 feet from derail.....						X	X	X	X	X	X
Battlefield tracks.....						X	X	X	X	X	X
GREENUP:											
Interchange tracks west of east end of freight station platform.....						X	X	X	X	X	X
House track.....						X	X	X	X	X	X
Electric Light Plant track.....						X	X	X	X	X	X
TEUTOPOLIS:											
Curve, east end of north and south team tracks.						X	X	X	X	X	X
EFFINGHAM:											
Pevey Dairy Co., coal track.....						X	X	X	X	X	X
Standard Oil Co. track.....						X	X	X	X	X	X
Ice Plant track.....						X	X	X	X	X	X
Wabash Track.....						X	X	X	X	X	X
ALTAMONT:											
South wye to B. & O. R. R.....						X	X	X	X	X	X
North Wye.....						X	X	X	X	X	X
ST. ELMO:											
C. & E. I. R'y. interchange tracks, curves west of east clearance points.....						X	X	X	X	X	X
BRIDGE 171.71:											
0.3 Mile East of Vandalia.....						40	40				
VANDALIA:											
Short Wye.....						X	X	X	X	X	X
Ford Roofing Co. track.....						X	X	X	X	X	X
City Light Co. track.....						X	X	X	X	X	X
City Light Co., unload pit.....	X	X	X	X	X	X	X	X	X	X	X
MULBERRY GROVE:											
Standard Oil Track.....						X	X	X	X	X	X
GREENVILLE:											
C track west of house track switch.....						X	X	X	X	X	X
D and F tracks.....						X	X	X	X	X	X
Pet Milk Co., north and south track.....						X	X	X	X	X	X
HIGHLAND:											
Elevator tracks.....						X	X	X	X	X	X
Mill track lead south of National Highway crossing.....						X	X	X	X	X	X

COLUMN	1	2	3	4	5	6	7	8	9	10	11
LOCATION											
Electric Light Plant track.....						X	X	X	X	X	X
New mill track.....						X	X	X	X	X	X
Coal track.....						X	X	X	X	X	X
Brewery track.....						X	X	X	X	X	X
Mill track.....						X	X	X	X	X	X
ST. JACOB: Elevator track scales..	X	X	X	X	X	X	X	X	X	X	X
COLLINSVILLE DISTRICT:											
Chemical and Pigment Co. track, bridge No. 2.....					X	X	X	X	X	X	X
All industry, mine and yard tracks.....					X	X	X	X	X	X	X
Collinsville to Troy...					X	X	X	X	X	X	X
Troy, Elevator tracks.....					X	X	X	X	X	X	X
South storage track.....					X	X	X	X	X	X	X
Jones Yard all tracks.....					X	X	X	X	X	X	X
CASEYVILLE: Atlas Leather Co. track.....					X	X	X	X	X	X	X
EAST ST. LOUIS (ROSE LAKE DISTRICT):											
American Smelter Co., track.....					X	X	X	X	X	X	X
General Chemical Co., track.....					X	X	X	X	X	X	X
Kokotovich track.....					X	X	X	X	X	X	X
Car repair tracks.....					X	X	X	X	X	X	X
Connection with Stock Yards and Southern R'y.....					X	X	X	X	X	X	X
Ralston-Purina Co., track.....					X	X	X	X	X	X	X
All tracks west of Missouri Avenue.....						X	X	X	X	X	X
Lower Yard No. 5, and No. 13 tracks.....					X	X	X	X	X	X	X
Lower Yard, west of switch leading from outbound lead westward to freight house ladder and north side.....					X	X	X	X	X	X	X
Wiggins Ferry connection.....						X	X	X	X	X	X
WILLOWS: No. 2 and No. 3 track South Side.....						X	X	X	X	X	X
WILLOWS-ST. LOUIS: Merchants Bridgeroute.....						X	X	X	X	X	X
EAST ST. LOUIS-ST. LOUIS: Eads Bridge Route....						X	X	X	X	X	X
Municipal Bridgeroute.....						X	X		X	X	X
LOUISVILLE BRANCH											
LOUISVILLE:											
Kentucky Pub. Elev. Peter & Burghard Stone Co.....			X	X	X	X	X	X	X	X	X
Arbegust St. Track.....			X	X	X	X	X	X	X	X	X
Industrial Tracks Arbegust St. Track.....			X	X	X	X	X	X	X	X	X
Lamppin Warehouse & Transfer Co.....			X	X	X	X	X	X	X	X	X
Louisville Tin & Stove.....			X	X	X	X	X	X	X	X	X
Louisville Paper Co.....			X	X	X	X	X	X	X	X	X
Peaselee Gaulbert Corp. Bridge 108.11—Louisville Draw Span.....	15	15	15	15	15	15	15	15	15	15	X
Bridge 108.11—North of Draw Span.....	20	30	30	30	30	30	30	30	30	30	30
JEFFERSONVILLE (Old Line):											
American Car & Fdy Co. To Gate.....				X	X	X	X	X	X	X	X
Inalde Plant.....				X	X	X	X	X	X	X	X
Colgate-Palm-Olive-Peet Co. Tracks 5, 6, 15, 17, 26 & 27.....				X	X	X	X	X	X	X	X
Phila. Quarts Co.....				X	X	X	X	X	X	X	X
Serv-ice Co.....				X	X	X	X	X	X	X	X
Central Coal & Feed...				X	X	X	X	X	X	X	X

COLUMN	1	2	3	4	5	6	7	8	9	10	11
LOCATION											
R. H. Sams.....				X	X	X	X	X	X	X	X
Stokely Bros. & Co....				X	X	X	X	X	X	X	X
Voigt Corp.....				X	X	X	X	X	X	X	X
Ewing Mills Co.....				X	X	X	X	X	X	X	X
Jeffersonville Mfg. Co..				X	X	X	X	X	X	X	X
Rose Coal Co.....				X	X	X	X	X	X	X	X
Armour & Co. Branch.				X	X	X	X	X	X	X	X
U. S. Quar. Depot.....				X	X	X	X	X	X	X	X
Standard Oil Co.....				X	X	X	X	X	X	X	X
SELLERSBURG:											
Team Track.....					X	X	X	X	X	X	X
SPEED											
Louisville Cement Co. No. 2.....						X	X	X	X	X	X
BRIDGE 78.22: 1.2 Miles South of Austin	20	20	50	50	50	40	40	50	50	50	40
AUSTIN:											
American Can Co.						X	X	X	X	X	X
CROTHERSVILLE:											
House Track.....						X	X	X	X	X	X
White Wood Prod. Co.						X	X	X	X	X	X
Vincennes Canning Co.						X	X	X	X	X	X
31 Auto Parts.....		X	X	X	X	X	X	X	X	X	X
SEYMOUR:											
Northward siding						X	X	X	X	X	X
Woodstock Mills.....					X	X	X	X	X	X	X
C. M. St. P. & P. Ry. Interchange Track					X	X	X	X	X	X	X
Harlow Track, Engines permitted on north side center line st. only.....					X	X	X	X	X	X	X
West Crossover, Pocket House Track.....					X	X	X	X	X	X	X
Vincennes Packing Co.					X	X	X	X	X	X	X
Indiana Ox Fibre Co....					X	X	X	X	X	X	X
Blish Milling Co.....					X	X	X	X	X	X	X
Freeman Air Base.....				X		X	X	X	X	X	X
BRIDGE 55.77: 1.9 Miles South of Reed	20	50	50	50	50	40	40	40	50	50	40
COLUMBUS:											
South Yard, Tracks 1, 2 and 4.....						X	X	X	X	X	X
No. 1 Freight House...			X	X	X	X	X	X	X	X	X
Dunlap Lumber Co....						X	X	X	X	X	X
W. W. Mooney Lower Track.....					X	X	X	X	X	X	X
Columbus Gaslite Co..					X	X	X	X	X	X	X
Combs Coal Co.....					X	X	X	X	X	X	X
Jos. Kroot Junk Yard.					X	X	X	X	X	X	X
Farm Service Bureau...					X	X	X	X	X	X	X
Serv-Ice & Coal Co....					X	X	X	X	X	X	X
Taylor Brothers.....					X	X	X	X	X	X	X
Old Ben Thomas Co...					X	X	X	X	X	X	X
W. W. Mooney Upper Track.....			X	X	X	X	X	X	X	X	X
Mid Continent Petroleum Corp.....			X	X	X	X	X	X	X	X	X
BRIDGE 40.19: 0.8 Mile North of Cola.	20	50	50	50	50	25	25	50	50	50	.....
EDINBURG:											
South Track Webb Veneer Plant.....				X	X	X	X	X	X	X	X
Morgan Canning Co...				X	X	X	X	X	X	X	X
ATTERBURY:											
Wyes between Atterbury and War..	10	10	10	10	10	X	X	10	10	X	X
FRANKLIN:											
Franklin Grain Co....					X	X	X	X	X	X	X
Masonic Home Track..					X	X	X	X	X	X	X
Noblitt Sparks.....					X	X	X	X	X	X	X
C.C.C. & St. L. R. R. Interchange track					X	X	X	X	X	X	X
BRIDGE 18.68: 1.7 Miles North of Franklin.....		20	50	50	70	30	30	50	50	50	X
GREENWOOD(East of):											
Stokley's Canning Co. Curves off Loading Platform.....					X	X	X	X	X	X	X

COLUMN	1	2	3	4	5	6	7	8	9	10	11
LOCATION											
SOUTHPORT:											
Lumber Co.....					X	X	X	X	X	X	X
SOUTHPORT (1.5 Mile West of):											
Edgewood Coal Co....					X	X	X	X	X	X	X
DALE:											
Northeast Wye.....	10	10	10	10	10	A	A	10	10	X	X
Pure Oil Co.....			X	X	X	X	X	X	X	X	X
Other Wye Tracks....	10	10	10	10	10	10	10	10	10	10	X
I & F BRANCH											
HERR:											
Elevator Track.....						X	X	X	X	X	X
LEBANON:											
C. I. Ry. Connection tracks between crossing frogs on C. I. Ry. Wye and C. I. Ry. ...				5	5	X	X	X	X	X	X
C. I. Ry. Enginehouse Tracks.....				5	5	X	X	X	X	X	X
C. I. Ry. Team Tracks Nos. 1 and 2.....				5		X	X	X	X	X	X
All train and engine movements C. I. Ry. Tracks.....				5	X	X	X	X	X	X	X
REAGAN:											
Elevator Track.....				R		X	X	X	X	X	X
FRANKFORT:											
N. Y. C. & St. L. Ry. North Wye.....						X	X	X	X	X	X
N. Y. C. & St. L. Ry. South Wye.....						X	X	X	X	X	X
Inside Neal Track.....					X	X	X	X	X	X	X
Turning Wye.....						X	X	X	X	X	X
Storage Tracks.....						X	X	X	X	X	X
CUTLER:											
Standard Oil.....						X	X	X	X	X	X
FLORA:											
Rider Furniture Co....						X	X	X	X	X	X
CAMDEN:											
Camden Elevator, west side of track... Oil Track from a point 100 feet north of Main St. to south end of track.....						X	X	X	X	X	X
						X	X	X	X	X	X
CLYMERS—											
MILE POST 111:											
No. 1 and No. 2 tracks						35	35	35			
VAN (East of):											
State Hospital.....					X	X	X	X	X	X	X
Indiana Rendering Co.					X	X	X	X	X	X	X
NEW ALBANY:											
All Industrial Tracks.. Interchange tracks with Monon, Southern and B. & O. Railroads.....				X	X	X	X	X	X	X	X
				X	X	X	X	X	X	X	X
VINCENNES SECONDARY.....											
Class K except K-2 engines and cars heavier than 210,000 pounds gross weight prohibited.						X	X	X	X	X	X
MOORESVILLE:											
Farm Bureau.....				5	X	X	X	X	X	X	X
BRIDGE 17.44:											
0.7 Miles South of Mooresville.....	25	25	25	30	30	X	X	X	X	X	X
BROOKLYN:											
Tile Plant.....					X	X	X	X	X	X	X
BRICK (East of):											
Brooklyn Brick Co....					X	X	X	X	X	X	X

COLUMN	1	2	3	4	5	6	7	8	9	10	11
LOCATION											
BRICK (West of): Martinsville Brick Co.. Adams Clay Co.....	.....	.....	.....	.....	X X	X X	X X	X X	X X	X X	X X
BRIDGE 26.41: 2.7 Miles South of Centerton.....	25	25	25	30	30	X	X	X	X	X	X
MARTINSVILLE: Old Big 4 Short Wye.. Branch Milling Co.. Poston Brick Plant loading track beyond truck crossing.....	.....	X	X	X	X X	X X	X X	X X	X X	X X	X X
BRIDGE 32.50: 1.8 Miles South of Martinsville.....	25	25	30	30	30	X	X	X	X	X	X
BRIDGE 33.30: 2.7 Miles South of Martinsville.....	.....	.....	25	30	30	X	X	X	X	X	X
PARAGON: Potter Oil Co.....	.....	.....	.....	.....	X	X	X	X	X	X	X
BRIDGE 39.17: 0.73 Mile South of Paragon.....	25	25	30	30	30	X	X	X	X	X	X
ROMONA: Ingalls Quarry. North Track..... Middle Track..... South Track.....	.....	.....	.....	.....	X X X	X X X	X X X	X X X	X X X	X X X	X X X
BRIDGE 50.87: 1.2 Miles South of Romona.....	25	25	30	30	30	X	X	X	X	X	X
BRIDGE 52.01: 1.7 Mile North of Spencer	25	25	30	30	30	X	X	X	X	X	X
SPENCER: Standard Oil.....	.....	.....	.....	.....	X	X	X	X	X	X	X
BRIDGE 72.13: 0.2 Mile North of Worthington.....	25	25	30	30	X	X	X	X	X	X	X
BUSHROD: South Wye.....	.....	.....	.....	.....	X	X	X	X	X	X	X
KIRK-MANN:	.....	.....	.....	.....	.....	X	X	X	X	X	X
BRUCEVILLE (South of) Enoco Mine Co. track	.....	.....	.....	.....	.....	X	X	X	X	X	X
VINCENNES: Team Track South of Main St..... Central Fiber..... Dumas Track..... Scale Track.....	.....	.....	.....	.....	X X X X	X X X X	X X X X	X X X X	X X X X	X X X X	X X X X
CRAWFORDSVILLE SECONDARY TRACK. Class K except K-2 engines and cars heavier than 210,000 pounds gross weight prohibited	.....	.....	.....	.....	.....	X	X	X	X	X	X
ROCKVILLE: Old yard track North of stock track..... Storage track, beyond a point 500 feet from point of switch enter- ing track.....	.....	.....	.....	.....	X X	X X	X X	X X	X X	X X	X X
BROWN'S VALLEY: Storage track.....	.....	.....	.....	.....	X	X	X	X	X	X	X
NEW MARKET: Elevator track.....	.....	.....	.....	.....	X	X	X	X	X	X	X
CRAWFORDSVILLE: Bridge 53.98..... Poston Brick Co., shale track and north track South track.....	30	30	30	30	30	X X X	X X X	X X X	X X X	X X X	X X X

COLUMN	1	2	3	4	5	6	7	8	9	10	11
LOCATION											
Big Four receiving and delivering tracks.....					X	X	X	X	X	X	X
Turntable.....					X	X	X	X	X	X	X
Foundry track.....					X	X	X	X	X	X	X
O'Neal track.....					X	X	X	X	X	X	X
Van Camp track.....					X	X	X	X	X	X	X
Raybestos Co.....					X	X	X	X	X	X	X
DARLINGTON:											
Bridge 62.05.....	30	30	30	30	30	X	X	X	X	X	X
Elevator track.....					X	X	X	X	X	X	X
BOWERS:											
Elevator track.....					X	X	X	X	X	X	X
COLFAX:											
South Wye.....						X	X	X	X	X	X
PEORIA SECONDARY TRACK. Class K except K-2 engines and cars heavier than 210,000 pounds gross weight prohibited.	30	30	30	30	30	X	X	X	X	X	X
PARIS:											
South Foley track.....	X	X	X	X	X	X	X	X	X	X	X
BRIDGE 40.79: 2 miles north of Oakland	10	10	10	10	10	X	X	X	X	X	X
ATLANTA:											
Oil Spur.....			X	X	X	X	X	X	X	X	X
MORTON:											
Farmers Elevator track north of stop board..		X	X	X	X	X	X	X	X	X	X
BRIDGE 156.12: 1 mile north of Maack- naw.....	10	10	10	10	10	X	X	X	X	X	X
KNIGHTSVILLE- CENTERPOINT SECONDARY TRACK					X	X	X	X	X	X	X
CLAGG-ADE: Class K except K-2 engines and cars heavier than 210,000 pounds gross weight prohibited.					X	X	X	X	X	X	X
MADISON-COLUMBUS Cars heavier than 210,000 pounds gross weight prohibited.				D	X	X	X	X	X	X	X
BRIDGE No. 1: Power Plant Track, Madison.....					X	X	X	X	X	X	X
BRIDGE 33.51: 1.5 Mile North of Middlefork.....	10	10	10	10	10	X	X	X	X	X	X
BRIDGE 23.33: 0.5 Mile South of Vernon	10	10	10	10	10	X	X	X	X	X	X
BRIDGE 23.19: 0.4 Mile South of Vernon	10	10	10	10	10	X	X	X	X	X	X
BRIDGE 13.44: 0.7 Mile North of Selpio	10	10	10	10	10	X	X	X	X	X	X
BRIDGE 0.75: 1.3 Miles South of Cola.	10	10	10	10	10	X	X	X	X	X	X
COLUMBUS- BENTONVILLE: ... Class K except K-2 engines and cars heavier than 210,000 pounds gross weight prohibited.	10	10	10	10	10	X	X	X	X	X	X
BRIDGE 12.64: 0.2 Mile North of Flat Rock.....	10	10	10	10	10	X	X	X	X	X	X

COLUMN	1	2	3	4	5	6	7	8	9	10	11
LOCATION											
BRIDGE 15.31: 0.2 Mile North of Lewis Creek.....	10	10	10	10	10	X	X	X	X	X	X
SHELBYVILLE: Deprez Mfg. Co., South Side.....				X	X	X	X	X	X	X	X
BRIDGE 44.79: 2.06 Miles North of Rushville.....	10	10	10	10	X	X	X	X	X	X	X
ATTERBURY-CAMP: War and Camp.....						X	X	X	X	X	X
BRIDGE 1.27: 1.5 Miles North of War All movements beyond Camp into and in- cluding all tracks Camp Atterbury.... Curve, Loop Track....	20 10 10	20 10 10	20 10 10	20 10 10	20 10 10	X X X	X X X	X X X	X X X	X X X	X X X
BUSHROD- LINTON SUMMIT:..					X	X	X	X	X	X	X
LINTON: Indian Oil Co.....			X	X	X	X	X	X	X	X	X

NOTE—The following two unit diesel engines may be operated over Eads Bridge and Merchant Bridge route:

AP-40 FP-40
BP-40 AFP-40

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

The following three unit Diesel Engines may be operated over Eads Bridge and Merchants Bridge route.

EP-60 EFP-45
EP-70

1160-B1. Other Equipment Restrictions.

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

Main Line or Branch	Between	And	Bridge	Note
Vincennes Sec- ondary Track Old Main	Maywood	I. U. Railway Kentucky Ave.		
Vincennes Sec- ondary Track	Bridge 6.26	Mann	6.26	
Crawfordsville Secondary	Otter Creek Jct.	Frank		
Peoria Sec- ondary Track	Farrington	Hervey City		
	Maroa	Farmdale Jct.		
Knightsville- Centerpoint Secondary Track	Knightsville	Centerpoint		
Madison- Columbus Secondary Track	Madison	Bridge 0.75	0.75	
Columbus- Bentonville Secondary Track	Bridge 10.20	Bentonville	10.20	
War-Camp Secondary Track	War	Camp		
Bushrod-Linton Summit Sec- ondary Track	Bushrod	Linton Summit		
Macksville North Branch	Macksville	Terre Haute Vitrified Brick Co.		
Macksville South Branch	Macksville	Public Service Co. of Indiana, Inc.		
Troy Lead	Collinsville	Troy		

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 obtain for Class J-1 engine with heavy tender. The derrick, however, must be separated from the engine by at least two cars, which may or may not be loaded.

Overhead Clearance.

1163-A1. Employees are warned of close overhead clearance at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures:

Bridge	Location
MAIN LINE (and Yard Tracks)	
2.46.....	Arlington Ave., Hawthorne Yard.
3.00.....	East of Arlington Ave., Hawthorne Yard.
3.41.....	B. & O. Ry., East of Arlington Ave., Hawthorne Yards.
3.67.....	East of Arlington Ave., Hawthorne Yards
0.66.....	Kingan & Co., Hole Track.
2.72.....	East End Caven Yard.
10.16.....	1.4 mile west of Bridgeport.
13.34.....	0.1 mile east of Plainfield.
51.50.....	1.7 mile east of Harmony.
58.79.....	1.8 mile west of Brazil.
61.36.....	3.1 mile east of Seelyville.
65.84.....	0.5 mile west of Seelyville.
70.22.....	1.6 miles west of Prairie.
77.09.....	1.8 miles west of Macksville.
90.18.....	0.8 mile east of Marshall.
143.54.....	2.9 miles west of Effingham.
171.78.....	Vandalia.
171.98.....	Vandalia.
172.04.....	Vandalia.
181.33.....	1.2 miles east of Mulberry Grove.
216.03.....	1.4 miles west of St. Jacob.
3.08.....	3.1 miles east of Collinsville on Troy Lead.
LOUISVILLE AND I. & F. BRANCH	
107.84.....	Jeffersonville.
40.19.....	North of Columbus.
9.24.....	North of Davis.
12.82.....	North of Davis.
34.15.....	North of Lebanon.
91.82.....	North of Ray.
92.04.....	North of Ray.
SNOW HILL COAL CORPORATION TRACK	
2.00.....	2.7 miles west of Liggett.
3.00.....	3.2 miles west of Liggett.
VINCENNES SECONDARY	
17.44.....	South of Mooresville.
26.41.....	South of Centerton.
32.50.....	South of Martinsville, Ind.
33.30.....	South of Martinsville, Ind.
44.15.....	South of Silex.
45.58.....	South of Gosport.
64.65.....	South of Freedom.
72.13.....	North of Worthington.
83.75.....	South of Lyons.
CRAWFORDSVILLE SECONDARY	
32.32.....	Guion.

Bridge	Location
PEORIA SECONDARY	
14.01.....	0.8 mile south of Nevins.
129.22.....	2.4 miles north of Waynesville.
MADISON SECONDARY	
44.14.....	North of Madison.
2.97.....	South of Haw.
0.75.....	North of Haw.

TRAIN DISPATCHERS

1201-A1. Location of Train Dispatchers— Indianapolis.

Train Dispatchers in charge as follows:

Main Line Region Post (Buckeye Region) to Eads.

Branches:

Louisville

I & F

Secondary Tracks:

Vincennes

Crawfordsville

Peoria

Madison

Camp

1201-A2. Movements on portions of the main track of connecting Region listed below will be in charge of Train Dispatchers of this Region:

	Between	And
I & F Branch	Region Post N'wn. Region	Van Interlocking

and orders issued over signature of the Superintendent Transportation of this Region.

1201-A3. Train must not leave their initial station; and first class trains must not leave Indianapolis, without reporting for orders.

1201-A4. At Indianapolis, and Louisville, enginemen of passenger trains operating south and north between Louisville, and Logansport, and passenger trains operating east and west between Columbus and St. Louis, without relay engines, are relieved from reporting for orders. Conductors will personally deliver a copy of each order to the engineman, who will compare with the conductor by reading the order aloud. When there are no orders or messages the conductor will personally notify the engineman before the train departs.

1201-A5. At Indianapolis, conductors and enginemen of passenger trains operating east and west between Columbus, and St. Louis, with relay engines, must report to "UN" Telegraph Office for orders. Conductors and enginemen will compare orders before the train departs.

1201-A6. 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-A7. 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.

SIGNAL RULES

Movement of Trains in the same Direction by Block Signals 1251-A1. Rules 251, 253 and 254 in effect:

	Track	Between	And
Main Line	No. 1 and No. 2	Region Post (Buckeye Reg.)	I. U. Ry. Interlocking
	No. 1 and No. 2	West St., I. U. Ry.	Davis
	No. 0	Davis	Kraft
	No. 2	Brazil	Macksville
	No. 1	Terre Haute	Brazil
	No. 1	Macksville	Seventh Street
	No. 1 and No. 2	West Casey	Avena
	No. 1 and No. 2	Smithboro	Exermont
	No. 2	Willows	Eads
	No. 1	Eads	A. & S. Crossing
Louisville Branch	Single	Dale	I. U. Ry. Interlocking

Opposing and Following Movement of Trains by Block Signals

1261-A1. Rules 261, 262, 263 and 264 in effect:

	Track	Between	And
Main Line	Single	Davis	East Almeda
	No. 1 and No. 2	East Almeda	Limedale
	Single	Limedale	Harmony
	No. 1 and No. 2	Harmony	Brazil
	No. 1	Seventh Street	Union
	Single	Macksville	East Casey
	No. 1 and No. 2	East Casey	West Casey
	No. 1 and No. 2	Avena	Brownstown
	Single	Brownstown	East Smithboro
	No. 1 and No. 2	East Smithboro	Smithboro
	No. 2	Exermont	Willows
	No. 1	A. & S. Crossing	Exermont

Movements of Trains on Secondary Tracks where Block Signal System Rules are in effect:

1271-A1. Rules 271, 272 and 273 in effect:

Track	Between	And	Note
Peoria Secondary Track (N)	Farrington Maroa	Hervey City Farmdale Jct.	1
Vincennes Secondary Track (S)	Kraft	Kirk	1
Crawfordsville Secondary Track (N)	Otter Creek Jct.	Frank	1
Madison Secondary Track (S)	Columbus	Madison	
War-Camp Secondary Track (N)	Camp	War	

(S) (N) Indicates time-table direction, from point first named.

NOTE 1. At the following locations, fixed signal indication in lieu of verbal permission will be used to next block or block-limit station:

Locations:

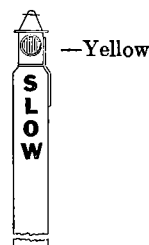
Peoria Secondary,
Farrington, Arthur,
Lovington, Hervey City,
Maroa, Kenney,
Waynesville, Atlanta,
and Armington.

Vincennes Secondary,
Kraft and Switz City,

Crawfordsville Secondary,
Otter Creek Jct., Ames,
Colfax and Frank

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.

Atlanta—Southward, 2381 feet north of southward Home Signal.

Northward, 2500 feet south of northward Home Signal.

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, 242 feet north of Wabash R. R.

Northward, 252 feet south of Wabash R. R.

Midland City—Southward, 250 feet north of I. C. R. R.

Northward, 350 feet south of I. C. R. R.

Minier—Southward, (Stop Board) 200 feet north of G. M. & O. R. R.
 Southward, (Slow Board) 1700 feet north of G. M. & O. R. R.
 Northward, (Stop Board) 269 feet south of G. M. & O. R. R.
 Northward, (Slow Board) 2119 feet south of G. M. & O. R. R.

Morton—Southward, 327 feet north of A. T. & S. F. R.
 Northward, 464 feet south of A. T. & S. F. 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.

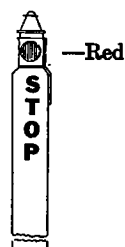
Elizabethtown—Southward, 1998 feet north of C. M. St P. & P. R. R.
 Northward, 1841 feet south of C. M. St. P. & P. R. R.

North Vernon—Southward, 2122 feet north of B. & O. R. R.
 Northward, 1958 feet south of B. & O. R. R.

At the following locations, signals listed also act as distant signals. When governed by **Rule 288** Manual Block is Clear and trains will proceed in accordance with signal indication:

Location	Signal
Seymour	Northward Manual Block Signal

Non-interlocked Railroad Crossing at Grade.



INDICATION—Stop.
 NAME—Stop Board.



INDICATION—Trains scheduled to stop on signal, stop for passengers.
 NAME—Flag Station Signal.
 NOTE: W—White; G—Green.

Location	Train stop at
Flora	Flora

MANUAL BLOCK SIGNAL SYSTEM

1305-A1. Rules 305 to 373, inclusive, are in effect as follows, except that Rules 316 and 317 will apply only on portions of the Region as specified:

	Track	Between	And
Louisville Branch	Single	I. C. R. R. Jct., (Kentucky St.)	Clagg
	Single	Boyd	Dale
I. & F. Branch	Single	Davis	Clymers
Secondary Track	Vincennes	Kraft	Kirk
Secondary Track	Crawfordsville	Otter Creek Jct.	Frank
Secondary Track	Peoria	Farrington	Hervey City
		Maroa	Farmdale Jct.
Secondary Track	Madison	Madison	Columbus
Secondary Track	Camp	War	Camp

1316-A1. Rule 316 will apply:

On War-Camp Secondary Track—Between
War and Camp.

1317-A1. Rule 317 will apply:

On Single Track—Between
I. C. R. R. Jct. (Kentucky St.) and Clagg.
Boyd and Dale.
Davis and Clymers.

On Secondary Tracks—Between
Kraft and Kirk.
Otter Creek Jct. and Frank.
Farrington and Hervey City.
Maroa and Farmdale Jct.
Madison and Columbus.

For Movements Against Current of Traffic

Main Line—Between

Thorne and I. U. Ry. Interlocking on No. 1 and 2
tracks.

West St., I. U. Ry. and Davis on No. 1 and No. 2
tracks.

Kraft and Davis on No. 0 track.

Brazil and Macksville on No. 2 track.

Brazil and Terre Haute on No. 1 track.

Macksville and Seventh Street on No. 1 track.

West Casey and Avena on No. 1 and No. 2 tracks.

Smithboro and Exermont on No. 1 and No. 2
tracks.

Willows and Eads on No. 2 track.

Eads and A&S Crossing on No. 1 track.

1317-A2. When clearance card (Form K) is received:

Engineman must show this card to Firemen and when practicable, to forward Trainmen.

Facing Hand-operated Switches

1362-A. Train orders must be used to advance a train or engine at a Manual Block Signal which cannot be cleared where facing point hand-operated switches are connected with the signal.

Facing Hand-operated Switches connected with Manual Block Signal

1362-B. Locations:

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal between
	Direction	Track	
Atterbury	Northward	Single	Block Station and South Switch of Siding.
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

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 engine must approach such switches prepared to stop short of switches not properly lined.

1365-A1. Verbal information received by the Engineman concerning the block must be given to the Fireman and when practicable, to the forward Trainman.

AUTOMATIC BLOCK SIGNAL SYSTEM

1501-A1. Rules 501 to 512, inclusive, are in effect on portions of the Region as follows:

For movements with current of traffic and on single track.

	Track	Between	And
Main Line	No. 1 and No. 2	Region Post (Buckeye Reg.)	I. U. Ry. Interlocking
	No. 1 and No. 2	West St., I. U. Ry.	Davis
	No. 0	Kraft	Davis
	Single	Davis	East Almeda
	No. 1 and No. 2	East Almeda	Limedale
	Single	Limedale	Harmony
	No. 1 and No. 2	Harmony	Macksville
	Single	Macksville	East Casey
	No. 1 and No. 2	East Casey	Brownstown
	Single	Brownstown	East Smithboro
	No. 1 and No. 2	East Smithboro	Eads
Louisville Branch	Single	Clagg	Boyd
	Single	Dale	I. U. Ry. Interlocking

For movements against current of traffic.

	Track	Between	And
Main Line	No. 1 and No. 2	East Almeda	Limedale
	No. 1 and No. 2	Harmony	Brazil
	No. 1	Terre Haute	Seventh Street
	No. 1 and No. 2	East Casey	West Casey
	No. 1 and No. 2	Avena	Brownstown
	No. 1 and No. 2	East Smithboro	Smithboro
	No. 1	Exermont	A. & S. Crossing
	No. 2	Exermont	Willows

1509-A1. When stop indication (**Rule 292, Fig. A**) is displayed on signal listed below, it must not be passed unless authorized by Clearance Card (Form C) or train order.

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

CAB SIGNALS

1551-A1. Rules 551 to 570, inclusive, are in effect on portions of the region as follows:

For movements with current of traffic.

	Track	Between	And
Main Line	No. 1 and No. 2	Region Post (Buckeye Reg.)	I. U. Ry. Interlocking

1551-B1. Rule 559—following exceptions authorized:

Between—

Thorne and I. U. Ry. Interlocking.

All movements except passenger trains operating to and from Buckeye Region.

INTERLOCKING

1605-A2. At Railroad crossings protected by Automatic Interlocking, employees will be governed as follows:

Gosport Jct.:

When a train is stopped by the home signal and there is no train approaching on the Monon R. R., or should no other cause for detaining train be known, the Conductor will, after a thorough understanding with the Engineman, arrange for manual operation of the signal by operating P. R. R. push button in telephone house located north of crossing, and after signal displays proceed indication train may proceed over crossing. If signal does not display proceed indication three minutes forty seconds after push button has been operated, Conductor will report to the Superintendent and be governed by instructions. If means of communication have failed and should no cause for not proceeding over crossing be known, Conductor will reach under-trains of the Monon R. R., after which train may pass stop standing with Engineman, provide full protection against signal and proceed over crossing.

A reverse movement, or forward movement after making a reverse movement, must not be made over crossing until P. R. R. push button, in telephone house located north of crossing, is operated and proceed signal displayed for the movement to be made.

Cars must not be left standing between home signals.

Track cars must stop at home signal, motor stopped and car pushed over crossing under stop signal after it is known there are no trains approaching on the Monon R.R.

Instructions for manual operation of signals and electric lock are posted in telephone house north of crossing.

Bee Hunter:

When a train is stopped by the home signal and there is no train approaching on the C. M. St. P. & P. R. R., or should no other cause for detaining the train be known, the Conductor will, after a thorough understanding with the Engineman, arrange for manual operation of the signal by operating P. R. R. time release marked (PENN), located in box on southwest corner of relay house at crossing. If after the expiration of two minutes the signal does not display proceed indication, the train may then proceed over the crossing under stop signal with flag protection, and make a report to the Superintendent.

Northward trains having cars for delivery to the C.M.St.P. & P. R. R., or if for any other reason it becomes necessary to uncouple the train, stop must be made sufficient distance back of home signal to allow for train to clear the Interlocking while such movements are made and also to permit engine to clear Interlocking when re-coupling to train.

After northward movement is made, southward movement back to train is made by using push button marked

(PENN), located in same box with time release. After southward movement is made back to train, time release must be operated to display proceed indication.

Track cars must stop at home signal, motor stopped and car pushed over the crossing under stop signal after it is known there are no movements approaching on the C. M. St. P. & P. R. R.

Cars must not be left standing between home signals.

Instructions for manual operation of signals are posted in time release box.

Vincennes:

Trains and engines will stop clear of home signal governing movements over C. & E. I. R. R. crossing and after it is known that crossing is clear, a member of the crew will operate signal by pushing button in box located on back of home signal. If signal does not change to proceed indication and no train or engine is approaching on the C. & E. I. R. R. track, the Conductor will, after a thorough understanding with the Engineman, arrange for manual operation of the signal by operating P. R. R. time release marked (P. R. R.) located in telephone box on south side of track opposite crossing, by pushing button marked (P. R. R.) and holding the button two (2) seconds. If after the expiration of two (2) minutes the signal does not display proceed indication, the train may then proceed over the crossing under stop signal with flag protection, and make a report to the Superintendent.

Cars must not be left standing between home signals.

Track cars must stop at home signal, motor stopped and car pushed over the crossing under stop signal after it is known there are no movements approaching on the C. & E. I. R. R.

Instructions for manual operation of signals are posted in time release box.

Oakland:

When a train is stopped by a home signal and there is no train approaching on the NYC&STL RR, or should no other cause for detaining the train be known, the conductor will, after a thorough understanding with the enginemen, unlock box stenciled PRR and be governed by the instructions contained therein, which are as follows:

Indicator light and emergency time release, located in box at NYC&STL crossing, stenciled PRR. Indicator light is lighted only when NYC&STL home signals are displaying STOP indication. Push buttons are located in boxes on the masts of PRR southward and northward home signals.

Observe emergency time release by turning knob to the right as far as possible, hold for one (1) second, then release knob allowing time release to return to normal position. After completion of the operation the PRR home signal should clear.

If home signal fails to display a proceed indication after operating emergency time release, movement must not be made over the crossing until train or engine has occupied the track section between home signal and NYC&STL RR crossing for a period of two (2) minutes without fouling the crossing, and if indicator has remained lighted during the entire period, movement may be made over the crossing if no NYC&STL movements are on or closely approaching the crossing.

If indicator light fails to light after complying with the provisions of Paragraph (3) movement may then be made over the crossing with flag protection.

A reverse movement through the interlocking or a forward movement after making a reverse movement through the interlocking, must not be made until after operating the push button located on the home signal mast. If home signal fails to clear after operating the push button, Paragraphs (1) and (2) must be complied with, if home signal

then fails to clear, movement must not be made over the crossing until after complying with Paragraphs (3) and (4).

Cars must not be left standing between home signals.

Track cars must stop at home signal, motor stopped and car pushed over the crossing under stop signal after it is known there are no movements approaching on the N.Y.C.&St.L.R.R.

Instructions for the manual operation of the signals are posted in box at NYC&STL crossing.

Arthur:

C. & E. I. R.R. Crossing—

When a train is stopped by the home signal and there is no train approaching on the C. & E. I. R.R., or should no other cause for detaining train be known, the Conductor will, after a thorough understanding with the Engineman, arrange for manual operation of the home signal by operating push button in metal box marked P.R.R. on north side of relay house between C. & E. I. R.R. track and Arthur Block Station. After home signal displays proceed indication train may proceed over crossing if the manual block signal within interlocking limits displays a passing indication. If home signal does not display proceed indication five minutes after push button has been operated check red indication lights located above P. R.R. push button. Both red lights burning indicates opposing home signals are at stop and train may proceed over crossing with a passing indication on the manual block signal. If one or both red lights are **not** burning, Conductor will reach understanding with Engineman, provide full protection against trains of the C. & E. I. R.R., after which train may pass stop home signal and proceed over crossing with passing indication on the manual block signal.

A reverse movement, or forward movement after making a reverse movement, must not be made over crossing until push button in P.R.R. box on north side of Relay House west of Arthur Block Station, is operated and proceed signal displayed for the movement to be made. Cars must not be left standing between home signals.

Track cars must stop at home signal, motor stopped and car pushed over crossing under stop signal after it is known there are no trains approaching on the C. & E. I. R.R.

Instructions for manual operation of signals are posted in box with P. R.R. push button.

Downing:

When a train is stopped by the home signal and there is no train approaching on P. & E. Ry., or should no other cause for detaining the train be known, the conductor will, after a thorough understanding with the engineman, arrange for the manual operation of the signal.

Operate P. R. R. push button (hold in approximately 2 seconds). If after time interval of five (5) minutes, indicated by red light adjacent to push button, the signal does not display proceed indication, train may proceed over railroad crossing under flag protection.

A reverse movement, or a forward movement after making a reverse movement, must not be made over the railroad crossing until P. R. R. push button is operated.

Cars must not be left standing between home signals.

Track cars must stop and not proceed over railroad crossings at automatic interlockings until proper flag protection has been provided against trains of other railroads.

Instructions for manual operation of signals are posted in shelter box.

Rushville:**B. & O. R. R. Crossing—**

Trains and engines will stop clear of fixed Stop signs located 70 feet south and 70 feet north of crossing. After determining no B. & O. R. R. trains are approaching, conductor or engineman will remove padlock from electric lock on crossing gate lever and wait five minutes and thirty seconds for automatic time release to operate, which will then release lock and gate can be lined for P. R. R. movement over crossing.

If gate cannot be operated after waiting five minutes and thirty seconds, conductor after thorough understanding with engineman and after determining no B. & O. R. R. trains are approaching, will break seal located under aluminum painted cap on emergency release and operate gate to permit movement on P. R. R. Full protection against trains of the B. & O. R. R. must be provided. B. & O. R. R. agent at Rushville shall be notified when agent is on duty at that point. If B. & O. R. R. agent is not notified, P. R. R. Superintendent Transportation must be notified from first point of communication that crossing gate is out of order.

After movement over crossing has been completed, gate must be restored to normal position, padlock replaced in electric lock and locked.

Cars must not be left standing between stop signs.

Track cars will be operated in accordance with instructions for trains.

1606-A1. Emergency Signals—Whistle or Horn, in service as follows:

CLAGG—South side of Motor-House on Draw Span.

1663-A1. 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. Jct., Portland Ave.

I. C. R. R. Jct., Main St.

Broadway St.

Eleventh St.

USE OF TELEPHONES

1706-A1. Commercial telephones, at the following locations, are for use when company communicating lines fail or in other emergencies. Telephones in stations can be reached from the outside.

Location	Call Number	Exchange
Plainfield: Station, northeast corner of office...	41-16	Plainfield
Clayton: Station, north wall of office.....	42	Clayton
Coatesville: Station, east wall of office.....	18	Coatesville
Greencastle: Station, south wall of office.....	2	Greencastle
Limedale: Block Station, on operating floor....	362-2	Greencastle
West Terre Haute: Station, locked with switch lock....	C-3271	Terre Haute
Marshall: Station, locked with switch lock....	159	Marshall
Casey: Station, locked with switch lock....	24	Casey
Effingham: Freight Station.....	87	Effingham
Altamont: Block Station, on operating floor....	48	Altamont
Brownstown: Station, locked with switch lock....	4	Brownstown
Vandalia: Block Station, on operating floor....	37	Vandalia
Smithboro: Block Station, on operating floor....	882-W1	Greenville
Morton: Freight Station.....	3111	Morton
Armington: Block Station, on operating floor....	2711	Armington
Atlanta: Block Station, on operating floor....	3131	Atlanta

1707-A1. Test of Trainphone

Conductors and enginemen of trains having engine or cabin equipped with trainphone will make communication test to trainphone with first so equipped station after leaving their initial terminal and will promptly notify the Block-operator that engine or cabin is so equipped and in operative condition.

**THE PENNSYLVANIA RAILROAD
SOUTHWESTERN REGION**

Indianapolis, Indiana, October 23, 1957.

GENERAL ORDER No. 401

Effective 12.01 A.M., Sunday, October 27, 1957

Applies In All Zones

- (a) Time-Table No. 4 in effect. It contains the necessary instructions issued in general orders up to and including No. 309, all of which must be removed from bulletin boards.

Each employe must examine each page of Time-Table No. 4 to see that his copy is complete, pages properly lined up, and note changes. Employes must turn in Time-Table No. 3 to bulletin board attendant, after Time-Table No. 4 takes effect.

- (b) **BOOK OF RULES**

RULES FOR CONDUCTING TRANSPORTATION

Book of Rules—Rules for Conducting Transportation, changed. Sticker coupons have been issued and all employes concerned must obtain copies of sticker coupons and paste in their copy of the Book of Rules—Rules for Conducting Transportation as follows:

Rule 30 over corresponding Rule, page 23.

Page 100 over corresponding page 100.

Page 101 over corresponding page 101.

Seventh paragraph **Rule 4103-B** over seventh paragraph corresponding Rule, page 113.

Page 131 over corresponding page 131.

Rule 30, page 23, changed.

Rule 400C-1, page 100, added.

Rule 4103-B, page 113, changed.

Rule 4165-A, page 131, changed.

All Rules for Conducting Transportation remain in force.

- (c) **THE DIRECTIONS OF THE FOLLOWING
BRANCHES AND SECONDARY TRACKS,
CHANGED.**

The direction from Logansport to Louisville is southward.

The direction from Kraft to Mann is southward.

The direction from Frank to East Yard is southward.

The direction from Farrington to Farmdale Jct. is northward.

The direction from Knightsville to Centerpoint is southward.

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

The direction from Columbus to Madison is southward.

The direction from Columbus to Bentonville is northward.

The direction from War to Camp is southward.

The direction from Bushrod to Linton-Summit is southward.

- (d) **SUPERIORITY OF TRAINS**

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

Special Instructions **1072 A-1**, changed.

Applies in Zone B

(e) I AND F BRANCH

REGION POST NORTHWESTERN REGION

Northwestern Region territory extended south a distance of 4.7 miles to a point 660 feet North of mile post 109, South of Clymer Block and Interlocking Station.

(f) TRAIN DISPATCHERS

LOCATION OF TRAIN DISPATCHERS

Southwestern Region Train Dispatchers, Indianapolis, Indiana in charge of the extended portion of the Northwestern Region, I and F Branch between Van and Region Post, Southwestern Region.

Train Order will be issued over the signature of Superintendent of Transportation, Southwestern Region.

Special Instructions 1201, changed.

Northwestern Region Time-Table No. 4, is the authority for movement of trains and use of track, and will contain the necessary instructions as they apply to the extended territory.

General Orders as they apply to the extended territory will be issued by authority and over the signature of Superintendent Transportation, Northwestern Region.

(g) COLUMBUS-BENTONVILLE SECONDARY TRACK

Facing hand-operated switch for Northward movements in Secondary Track, leading to Shelby County Co-op, located 700 feet north of mile post 25, in service.

(h) LOUISVILLE AND I AND F BRANCHES

DALE

Walkway on east side of temporary trestle over Madison Avenue, 1300 feet north of Dale, out of service.

(i) LOUISVILLE and I & F BRANCHES

DALE

Facing hand-operated switch for northward movements leading to Southwest Wye, out of service.

Applies in Zone A

(j) LOUISVILLE and I & F BRANCHES

DALE

Main track between a point 600 feet north of Dale and a point 2600 feet north of Dale relocated west 27 feet. Trains and engines must not exceed a speed of ten miles per hour between a point 600 feet north of Dale and a point 2600 feet north of Dale.

No. 1 track east of Main out of service from a point 50 feet north of Minnesota Street to a point 50 feet north of Palmer Street.

Applies in Zone D

(k) PEORIA SECONDARY TRACK

MORTON

Junction with Illinois Terminal Railroad established 4884 feet south of Morton, known as South Morton.

Junction with Illinois Terminal Railroad established, 2682 feet north of Morton, known as North Morton.

Facing hand-operated switch for southward movement in secondary track, 4884 feet south of Morton, leading to Illinois Terminal Railroad track, in service.

Facing hand-operated switch for northward movement in secondary track, 2682 feet north of Morton leading to Illinois Terminal Railroad track, in service.

Hand-operated switches at South Morton and North Morton to be left lined for Pennsylvania Railroad track.

Stop Boards located at clearance point of both Pennsylvania Railroad and Illinois Terminal Railroad tracks at South Morton and North Morton, in service.

Special Instructions **1098-A1**, changed.

Slow Boards located 2000 feet South of South Morton and 2000 feet North of North Morton, in service.

Special Instructions **1038-B1**, changed.

Yard limit boards located at South Morton and North Morton, in service.

Special Instructions **1093-A1**, changed.

Southward trains on Illinois Terminal Railroad must stop at North Morton and obtain permission to use the track between North Morton and South Morton from the Operator at Armington when Armington is in service, from the Operator at Atlanta when Armington is not in service.

Northward trains on Illinois Terminal Railroad must stop at South Morton and obtain permission to use the track between South Morton and North Morton from the Operator at Armington when Armington is in service, from the Operator at Atlanta when Armington is not in service.

Trains and Engines on both the Pennsylvania Railroad and Illinois Terminal Railroad must report clear after using track between South Morton and North Morton to the Operator at Armington when Armington is in service, to the Operator at Atlanta when Armington is not in service.

Trains and Engines must proceed at restricted speed between South Morton and North Morton.

Facing hand-operated switch for southward movement in secondary track, with hand-operated derail 2,647 feet north of Morton, leading to Illinois Terminal and A.T.&S.F. Railroad interchange track, in service.

If means of communications fail movements may be made between South Morton and North Morton under flag protection.

This General Order is printed in Time-Table No. 4 and will not be issued in sticker form.

A. L. HUNT,
Superintendent Transportation.



**“Public Opinion Will Control
The Course Of Our Business—
Public Relations is
Everybody’s Business”**