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THE PENNSYLVANIA RAILROAD

WESTERN REGION

BUCKEYE DIVISION
CHICAGO DIVISION
FORT WAYNE DIVISION
SOUTHWESTERN DIVISION

Timetable No. 6

In effect { 4.01 A.M., EST } Sunday, April 30, 1967
 { 3.01 A.M., CST }

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME
Except
CENTRAL STANDARD TIME
As Follows

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

H. C. KOHOUT,
General Manager.

Superintendents:

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

R. E. SULLIVAN,
General Superintendent.

Divisions:

BUCKEYE
CHICAGO
FORT WAYNE
SOUTHWESTERN

Original timetable from the collection of Rob Schoenberg

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2023

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NOTE—Applies on Pages 3 to 31 inclusive:

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

MAIN LINE PITTSBURGH TO CHICAGO

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Pittsburgh	Sidings Assigned Direction Car Capacity 50 ft. Cars		
					East	West	Both
			PITTSBURGH (Cen. Region)				
			DIVISION POST (Ft. Wayne Div.)	168.3			
X	X	X-★	LUCAS	168.5			
			ROSS	172.6			
			LYNCH	174.3			
X	X	X-★	MANSFIELD (E-L Crossing)	175.3	157		
X	X	X	B. & O. JCT. (B. & O. Crossing)	175.7			
			MILL	176.3			
			TOLEDO JCT.	181.8			
X	X	X-★	CRESTLINE (N. Y. C. Crossing)	188.7			
X			WEST YARD—R-Crestline	191.2			
X			EAST COLSAN—Crestline—R	198.6			
X	X	X-★	COLSAN (N. Y. C.—N & W)	200.5			
			BUCYRUS	200.8			
			NEVADA	209.3			
X	X	X-★	UPPER SANDUSKY (C. & O.)	217.5		124	
X			WEST UPPER SANDUSKY—R-Upper Sandusky	218.9	124		
			KIRBY	224.1			
X	B	B	FOREST (N. Y. C.)	229.2			
X	X	X-★	DUNKIRK (N. Y. C.)	236.4		207	
X			DOLA—R-Dunkirk	238.7	200		
			ADA	245.6			
			LAFAYETTE	252.4			
X	X	X-★	SUGAR STREET (D. T. & I.)	259.9			
X	X		LIMA (B. & O—N. Y. C.—St. L.)	260.3	97		
			DUGRUN	263.5			
X			EAST DELPHOS—R-Delphos	272.9		135	
X	X	X-★	DELPHOS (N. Y. C.—St. L.)	274.5	135		
			MIDDLEPOINT	280.2			
			VAN WERT	287.4			
X	X	X-★	ESTRY (N. Y. C.)	287.8			
			CONVOY	294.7			
			DIXON (State Line)	300.4			
X			MONROEVILLE	304.2			
X			WEST MONROEVILLE	305.6			
X	X	X-★	ADAMS	314.4	130		
			LINKER	316.3			
			PIQUA ROAD	317.5			
			WINTER STREET	318.6			
X	X	X	WABASH (WABASH)	319.2			
			FORT WAYNE	319.8			
			BROADWAY (Ft. W.)	320.2			
X	X	X-★	JUNCTION (N. Y. C.)	321.1			
			ARCOLA	328.2			
			COLUMBIA CITY	338.7			
X	X	X-★	VANDALE	339.2		174	
X			WEST VANDALE—R-Vandale	341.1	175		
			PIERCETON	350.6			
			WINONA LAKE	357.1			
X	X	X-★	WARSAW (N. Y. C.)	358.7			
X			WEST WARSAW—R-Warsaw	359.7		157	
			ETNA GREEN	369.3			
			BOURBON	373.0			
X	X	X-★	PLYMOUTH (N. Y. C.—St. L.)	383.9		224	
X	X		WEST PLYMOUTH—R-Plymouth	386.3	224		
X	X	X-★	HAMLET (N. Y. C.)	397.9		122	
X-A			HANNA (C. & O.)	408.6			
X			EAST WANATAH—R-Wanatah	413.2		157	
X	X	X-★	WANATAH (MONON)	414.9	146		
			DIVISION POST (Ft. Wayne Div.)	423.0			
			DIVISION POST (Chi. Division)	423.0			
			VALPARAISO	424.1			
X	X		GRAND TRUNK (G. T. W.)	426.9			
			WHEELER	430.7			

(Continued on next page)

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

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Pittsburgh	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
X			EAST BART—R-Bart.....	433.0		117	
X	X	X-★	BART (E. J. & E.).....	434.4	117		
			HOBART.....	434.5			
X-A			LIVERPOOL (N. Y. C.).....	437.4			
			VIRGINIA STREET.....	439.9			
			BROADWAY (GARY).....	440.4			
X	X		TOLLESTON (N. Y. C.).....	441.8			
			GARY.....	442.9			
X			CLARKE—R-Clarke Jct.....	443.8			149
X	X	X-★	CLARKE JCT. (B. & O. C. T.).....	445.7			
			BUFFINGTON.....	446.3			
			CLINE AVE.....	447.4			
X	X	X	INDIANA HARBOR (I. H. B.).....	448.1			
X	X	X	INDIANA HARBOR CANAL.....	448.5			
			MAHONING.....	448.9			
			STANDARD.....	450.6			
X	X	X	WHITING (B. & O. C. T.).....	450.8	183		
			ROBY.....	452.1			
			COLEHOUR YARD OFFICE.....	453.1			
			STATE LINE.....	453.3			
X			COLEHOUR JCT.—R-River Br. Jct.	453.7			
X	X	X-★	RIVER BRANCH JCT.....	454.7			
X	X		ENGLEWOOD (C. R. I. & P.).....	460.8			
		X	EC.....	461.3			
			58TH STREET (Sig. Bridge).....	461.6			
			55TH STREET YARD OFFICE.....	462.0			
X	X		40TH STREET.....	463.8			
			22ND STREET.....	466.0			
X	X		ALTON JCT. (C. & W. I.—I. C.).....	466.2			
X	X	X	SOUTH BRANCH BRIDGE.....	466.2			
X			ROOSEVELT ROAD (C. U. S.).....	467.0			
X	X		CHICAGO (C. U. S.).....	467.8			

The direction from Pittsburgh to Chicago is westward.

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

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

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

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

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

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

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

MAIN LINE

PITTSBURGH TO ST. LOUIS

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Pittsburgh	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
			PITTSBURGH (Cen. Reg.)				
X			DIVISION POST (Buckeye Div.)	67.4			
X	X	X-★	EAST CUSTER—R-Custer	69.0			
X			CUSTER	71.0		204	
			SCIO—R-Custer	75.0			
			BOWERSTON	81.1			
			DYKE	88.7		138	
			JEWETT STREET	90.2			
			DENNISON	90.3			
X	X	X-★	UHRICH (B. & O.)	91.9			
			GNADENHUTTEN	97.0			
			PORT WASHINGTON	101.6			
			NEWCOMERSTOWN	108.1			
X	X	X-★	TOWN (Cen. Reg.)	108.2			
X			EAST TUSCA	109.8			
X			WEST TUSCA	111.8	187		
			WEST LAFAYETTE	115.6			
X	X	X-★	MORGAN RUN (N. K. P.)	118.1		318	
X			WALLY—R-Morgan Run	121.8			
			COSHOCOTON	122.2			
		X	CLOW—R-Morgan Run (See Note)	124.5			
			TYNDALL	127.0			
			CONESVILLE	129.0			
		X	ARO—R-Bricker (See Note)	134.1			
			TRINWAY	136.0	243		
			FRAZEYSBURG	141.7			
X	X	X-★	BRICKER	142.8	193	194	
X			BLACK RUN—R-Bricker	144.8			
			HANOVER	149.6			
			MARNE	152.7			
			LICKING	155.1	139	184	
			LAKE ERIE CROSSING (B. & O.)	157.4			
			FIRST STREET	157.5			
			NEWARK	157.8			
		X	ND CABIN	158.0			
X	X	X-★	HEATH (N. Y. C.)	161.9	76		
			OUTVILLE	169.2	72	77	
X	X	X-★	SUMMIT	177.4	76	140	
X			PORT COLUMBUS—R-E. Cols.	184.0			
X	X	X	EAST COLUMBUS (N. Y. C.)	186.1		75	
X	X	X-★	ALUM CREEK	187.7			
		X	CLEVELAND AVE.	190.2			
		X	U. S. TOWER	190.4			
		X	NEILSTON	190.5			
			COLUMBUS (U. D. Co.)	190.7			
			(Distance from Columbus or Xenia)	↓			
X	X	X-★	HIGH STREET	0.1			
X			WATER STREET—R-High St.	0.4			
X	X		SCIOTO (C. & O. & N. Y. C.)	0.9			
X	X		B. & O. CROSSING (B. & O.)	1.9			
X	X	X	MIAMI CROSSING (N. Y. C.)	3.4			
X			EAST ALTON	6.7			
X			ALTON	8.2	136	118	
X			WEST ALTON	9.5			
			WEST JEFFERSON	14.8			
X	X	X-★	LONDON (N. Y. C.)	25.0	108		
			FLORENCE	31.2			
X	X	X	SO. CHARLESTON (D. T. & I.)	36.3		102	
			CEDARVILLE	46.8			
			WILBERFORCE	50.4			
X	X	X-★	XENIA	54.7			
		X	SHAWNEE—R-Xenia	1.5			
			TREBEIN	3.9			
			ALPHA	5.3			
			ZIMMERMAN	8.0			
X			CLEMENT	12.3			
			DUTOIT STREET	14.6			
X			WAYNE AVENUE JCT.	15.4			
X	X		DAYTON (D. U.)	16.0			
X			MIAMI CITY JCT.	16.6			
X			WOLF CREEK	17.7			
		X	STILLWATER	20.6			
			TROTWOOD	22.2			

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

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

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

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Indianapolis	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
X			WEST MARTINSVILLE.....	108.4			
X			EAST CASEY.....	107.4			
X			CASEY.....	108.0	100	135	
			WEST CASEY.....	109.5			
			GREENUP.....	117.7			
			JEWETT.....	122.5			
			MONS.....	130.0			
			MONTROSE.....	131.1			
			TEUTOPOLIS.....	136.7			
X	X	X-★	EFFINGHAM (I. C. Crossing).....	140.6			
X-A			ALTAMONT (B. & O. Crossing).....	152.3			
X			EAST ST. ELMO.....	156.3			
X	X	X-★	ST. ELMO.....				
			(C. & E. I. Crossing).....	157.8	135		
X			AVENA.....	162.1			
X			BROWNSTOWN.....	163.9			
X-A			VANDALIA.....				
			(I. C. Crossing).....	172.0			142
X			WEST VANDALIA.....	173.9			
			HAGARSTOWN.....	176.1			
			MULBERRY GROVE.....	182.1			
X			EAST SMITHBORO.....	184.6			
X	X	X-★	SMITHBORO.....				
			(C. B. & Q. Crossing).....	186.4			
			GREENVILLE.....	190.3	116		
			POCAHONTAS.....	198.7			
X			EAST MARTY (2).....	199.2			
X			MARTY.....	200.6			
X			WEST MARTY.....	203.1			
			PIERRON.....	203.6			
X			HIGHLAND.....	209.0	135		
X			WEST HIGHLAND.....	210.4			
X			ST. JACOB.....	214.6		135	
X			WEST ST. JACOB.....	216.0			
			COLLINSVILLE (3).....	227.5			
			CASEYVILLE.....	230.5			
X			EXERMONT.....	232.5			
X	X	X	A. & S. CROSSING.....	234.0			
			ROSE LAKE.....	235.4			
X	X	X-★	WILLOWS (T. R. R. A. & Sou. Crossing).....	237.0			
		X	EADS (B. & O. Crossing).....	238.5			
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..... (MacA. Br.)	239.4			
X	X		WILLOWS..... (TRRA-)	237.0			
X	X		ST. LOUIS..... Mer. Br.)	244.6			

The direction from Pittsburgh to St. Louis is westward.

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

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

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

NOTE

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

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

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

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

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

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

RICHMOND BRANCH AND MAIN LINE

CINCINNATI TO CHICAGO

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Cincinnati	Sidings Assigned Direction Car Capacity 50 ft. cars		
						East	West	Both
X	X			CINCINNATI (C. U. T.).....	0.7			
X	X	X-★		WINTON PLACE.....	5.5			
X	X	X-★		EAST NORWOOD (B. & O.).....	9.4			
X				NORWOOD.....	10.0			
X				OAKLEY—R—Clare.....	10.6			
X				McCULLOUGH.....	10.9			
X				NORWOOD HEIGHTS—R—Clare	11.7			110
X				READING.....	15.1			
X		X		MILL.....	16.0			
X				CRESCENTVILLE.....	20.4			121
X				W. CRESCENTVILLE.....	21.7			
X				MOSLER.....	28.8			
X	X	X-★		HAMILTON.....	30.7	48	79	
X				OLD RIVER JCT. (B. & O.).....	31.5			
X	X	X		NEW RIVER JCT.....	33.1			
X				SEVEN MILE.....	37.2			94
X				WEST SEVEN MILE.....	38.2			
X				COLLINSVILLE.....	40.9			
X				SOMERVILLE.....	44.7			
X				CAMDEN.....	49.5			121
X				WEST CAMDEN.....	50.7			
X				EATON.....	58.3			
X				E. CAMPBELLSTOWN.....	64.4			
X				CAMPBELLSTOWN.....	65.3	79	121	
X	X	X-★		GLEN.....	72.4			
X	X	X-★		RICHMOND.....	74.6			
X	X	X-★		NEWMAN.....	74.9			
			X	GREENS FORK.....	83.6			
			X	NS.....	85.6			44
			X	HAGERSTOWN.....	90.3			
			X	MILLVILLE.....	95.6			115
			X	NEW CASTLE.....	101.5			19
X	B	B-★		BROAD (N. K. P.).....	101.9			
X		B		FOLEY—R—Broad.....	104.1			
			X	SULPHUR SPRINGS.....	108.5			114
			X	HONEY CREEK.....	111.5			
			X	MIDDLETOWN.....	115.3			
X	X			GRIDLEY (N. Y. C.).....	121.4			
X	X	X		DELCO (N. Y. C.).....	122.2			57
				ANDERSON.....	123.3			
X		X		DOW (N. Y. C.)—R—Delco.....	124.8	77	67	
				FRANKTON.....	132.8			54
X	X	X-★		ELWOOD (N. K. P.).....	137.8			51
				CURTISVILLE.....	142.1			114
				WINDFALL.....	146.4			52
				HEMLOCK.....	152.4			
				CENTER.....	153.9			
		B	B	KOKOMO (N. K. P.).....	159.5	50	58	
				GALVESTON.....	165.9			
				LINCOLN.....	168.8			
				WALTON.....	172.2			10
				DIVISION POST (Buck. Div.).....	177.3			
				DIVISION POST (Chi. Div.).....	177.3			
(Distance from Columbus)								
X	X	X-★		ANOKA.....	192.8			
X	X	X		EIGHTEENTH STREET.....	195.9			
X	X	X		RACE.....	196.0			
X-A				FOURTEENTH STREET.....	196.6			
X				ELM (WABASH).....	197.1			
X	X	X-★		LOGANSPOUT.....	197.3			
X	X	X-★		VAN.....	198.3			
X				KENNETH—R—Van				
				(Dist. fr. Lgnspt.).....	5.7			
				ROYAL CENTER.....	208.3			
				THORNHOPE.....	212.8			
				STAR CITY.....	216.5		106	
				WINAMAC.....	222.4			
				DENHAM.....	231.4			
X	X	X-★		NORTH JUDSON (N. Y. C.—ERIE).....	237.3	131		
X	X	X		LA CROSSE (MONON).....	246.6			
X	X	X-★		KOUTS (ERIE).....	253.1			
				HEBRON.....	262.5			
				CROWN POINT.....	273.4			
				SCHERERVILLE.....	280.1		127	
X	X	X-★		HARTSDALE E. J. & E.—				
				M. C. (N. Y. C.).....	281.7	124		
X				MAYNARD—R—Hartsdale (g.t.w.).....	284.8			
X				AIR LINE—R—Hartsdale (MONON).....	285.4			
				LANSING.....	286.6			
X		X		BERNICE—R—Hartsdale.....	287.8			

MAIN LINE—(Continued)

CINCINNATI TO CHICAGO

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

The direction from Cincinnati to Chicago is westward.

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

The direction from Colehour Jct. to Bernice is eastward.

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

Block-Limit Stations controlled as follows:

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

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

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

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

Broad } Foley }	7.00 A.M. to 11.00 P.M. Daily except Sunday.
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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 50 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 (B. & O Crossing).....	104.9			
				SELLERSBURG.....	99.6			
		B		SPEED.....	98.3			134
				CANEY.....	91.7			
				HENRYVILLE.....	89.3			
				UNDERWOOD.....	84.8			
				VIENNA.....	81.7			
				SCOTTSBURG.....	79.3			134
				AUSTIN.....	74.5			66
				CROTHERSVILLE.....	70.5			16
				SEYMOUR.....	59.0			98
X	X			B. & O. R. R. CROSSING.....	58.9			
				C. M. ST. P & P. CROSSING.....	58.4			
				REED.....	53.9			
			X	GARDEN.....	42.5			89
		B-★		COLUMBUS.....	41.0			
			X	BROOK.....	37.9			86
				TAYLORSVILLE.....	34.5			
				EDINBURG.....	30.6			
				ATTERBURY.....	28.5			50
				AMITY.....	25.1			
			X	ELVIN.....	21.4			61
		B		FRANKLIN.....	20.3			
				N. Y. C. CROSSING.....	20.0			
				LAND.....	15.5			
				WHITELAND.....	15.3			
				GREENWOOD.....	10.7			92
X	X	X-★		SOUTHPORT.....	7.1			
				DALE (Belt Crossing).....	1.7			159
X	X			I. U. RY. INTERLOCKING.....	0.5			
				INDIANAPOLIS (I. U. RY.).....				
				WEST ST. (I. U. RY.).....	0.4			
X	X	X-★		WOODS (Belt Crossing).....	1.6			
X	X	X		KRAFT.....	3.0			
X	X	X-★		DAVIS.....	6.9			
X				HUNT.....	9.5			
X				CLERMONT.....	12.6			
X				SOUTH BURR.....	17.9			150
X				NORTH BURR.....	19.6			
				HERR.....	24.6			
X				SOUTH LEBANON.....	30.6			
X		X		LEBANON.....	31.6			162
				REAGAN.....	41.8			
		B-★		FRANK (Monon Crossing).....	48.1		122	131
				FRANK (N. K. P. Crossing).....	78.3		122	131
				FRANKFORT.....	78.6			
				SEDALIA.....	87.9			
				CUTLER.....	92.2			
				BRINGHURST.....	95.6			197
				FLORA.....	97.0			
				CAMDEN.....	101.3			
				DIVISION POST (SW'n Div.).....	109.1			
X	X	X		DIVISION POST (Chi. Div.).....	109.1			
				CLYMERS (Wabash Crossing).....	109.2			150
				LONG CLIFF.....	113.3			
X	X	X-★		VAN.....	114.4			
				LOGANSPOUT.....	115.6			

The direction from Logansport to Louisville is southward.

Block-Limit Stations controlled as follows:

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

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

Station	Hours in service
Speed	9.01 A.M. to 5.01 P.M. Daily except Saturday, Sunday and May 30, July 4 and September 4.
Scottsburg	3.59 P.M. to 11.59 P.M. daily except Saturday and Sunday
Seymour	12.01 A.M. to 8.01 A.M. Daily 8.01 A.M. to 12.01 A.M. Daily except Saturday and Sunday.
Columbus	11.01 P.M. to 7.01 A.M. Daily except Sunday. 7.01 A.M. to 11.01 P.M. Daily except Saturday and Sunday.
Franklin	9.30 A.M. to 4.01 P.M. Daily except Saturday, Sunday and May 30, July 4 and September 4.
Frank	6.01 A.M. to 2.01 P.M. Daily except Saturday and Sunday. 2.01 P.M. to 6.01 A.M. Daily.

C & X BRANCH

BUCKEYE DIVISION

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

The direction from Xenia to Cincinnati is westward.

FORT WAYNE BRANCH

RIDGEVILLE SECONDARY TRACK

FORT WAYNE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Richmond	Sidings Assigned Direction Car Capacity 50 ft. cars		
						East	West	Both
				RICHMOND.....				
X	X	X-★		NEWMAN.....	0.3			
				FOUNTAIN CITY.....	8.8			
X-A				LYNN (N. Y. C.).....	15.3			
X-A		X		WINCHESTER (NYC) { R-Ridgeville	24.5			22
X	X	X-★		RIDGEVILLE.....	33.0			60
X	X	X-★		RIDGEVILLE.....	33.0			60
X-A				PORTLAND (NKP).....	43.2	58	40	
				BRIANT.....	50.3			40
				GENEVA.....	54.2			55
				BERNE.....	58.8			44
				MONROE.....	64.8			44
				DIVISION POST (Buck. Div.).....	69.5			
				DIVISION POST (Ft. W. Div.).....	69.5			
				END OF BLOCK-BEGIN BLOCK.....	69.5			
				END OF BLOCK-BEGIN BLOCK.....	69.5			
X	X			ERIE XING (Erie & Decatur Yard NKP) { Running Track	70.4			
				DECATUR.....	70.7			60
				END OF BLOCK-BEGIN BLOCK.....	72.8			
				END OF BLOCK-BEGIN BLOCK.....	72.8			
				HOAGLAND.....	79.6			46
X	X	X-★		ADAMS.....	86.6			
X	X	X-★		ADAMS.....	86.6			
				FORT WAYNE.....	91.9			

The direction from Richmond to Fort Wayne is westward.

<div>MAIN LINE</div> <div>COLUMBUS TO CHICAGO AND INDIANAPOLIS</div> <div>VIA BRADFORD</div>							
Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Columbus	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
X	X	X-★	JOYCE AVENUE (N. & W.).....	2.2			
		X	NEILSTON.....	0.4			
			FOURTH STREET.....	0.2			
			COLUMBUS (U. D. Co.).....				
X	X	X-★	HIGH STREET.....	0.1			
			FRONT STREET.....	0.3			
		X	DENNISON AVENUE (See Note)....	0.5			
X	X		OLENTANGY (N. Y. C.—C. & O.)....	1.0			
			GRANDVIEW AVENUE.....	2.4			
			MARBLE CLIFF.....	4.1			
X	X	X-★	MOUNDS (N. Y. C.).....	6.0		141	
			HILLIARD.....	10.1			
			HAYDEN.....	12.6			
			PLAIN CITY.....	17.5	77		
			UNIONVILLE.....	21.8			
			MILFORD CENTRE.....	28.0			
			CABLE.....	38.1			
			HAGENBAUGH.....	42.1	139		
X	X	X-★	URBANA (Erie).....	46.8			
X			RICE.....	48.0			
		X	WEST RICE (See Note).... } Urbana	49.9			
			GARRETT.....	57.0			
			ST. PARIS.....	57.9	176		
			CONOVER.....	63.5			
			FLETCHER.....	66.1			
X	X	X-★	PIQUA CROSSING (B. & O.).....	72.2			
			PIQUA.....	73.0			
			COVINGTON.....	79.3			
X			EAST BRADFORD—R—Bradford.....	81.2			
X	X	X-★	BRADFORD.....	83.1			
			GETTYSBURG.....	87.0			
X			E. GREENVILLE—R—Greenville....	92.6			
X	X	X	GREENVILLE (B. & O.).....	94.5			185
X			C. N. CROSSING (N. Y. C.)—R—Ansonia	96.6			
X	X	X	HEWITT (N. Y. C.).....	102.7			191
X			W. HEWITT—R—Hewitt.....	104.7			
			NEW MADISON.....	104.8			
X			EAST NEW PARIS—R—New Paris....	111.7			
X	X	X	NEW PARIS (Via Bradford).....	113.8			191
X	X	X-★	BRADFORD.....	83.1			
			DIVISION POST (Buckeye Div.).....	83.4			
			DIVISION POST (Chicago Div.).....	83.4			
X-A			MEEKER (C. C. C. & St. L. (N. Y. C.)....	95.0			
X	X	X	UNION CITY (C. C. C. & St. L. (N. Y. C.)....	103.8			102
X	X	X-★	RIDGEVILLE (P. R. R. Ft. Wayne Br.)	117.3			136
X			WEST RIDGEVILLE—R—Ridgeville	118.1			
X-A			REDKEY (N. Y. C. & St. L.).....	124.9			
X			KIRK—R—Ridgeville.....	126.8			
			DUNKIRK.....	128.4			
			HARTFORD CITY.....	138.1			
			UPLAND.....	145.1			
		X	PACKY—R—Kent.....	150.5			
			GAS CITY.....	152.2			
X	X	X-★	KENT (C. C. C. & St. L. (N. Y. C.)	156.9		163	
			N. Y. C. & St. L.).....	157.3			
			MARION.....	160.0			
			BECKER.....	161.0			
			GOODMAN.....	163.2			
			SWEETSER.....	163.5			
		X	TYKLE—R—Kent.....	168.6			
			CONVERSE.....	171.9			
X-A			AMBOY.....	181.8			
			BUNKER HILL (N. K. P.).....	187.0			
X	X	X-★	ANOKA.....	192.6			
			EIGHTEENTH STREET.....	195.9			
X	X	X	RACE.....	196.0			
			FOURTEENTH STREET.....	196.6			
X-A			ELM (WABASH).....	197.1			
			LOGANSPOUT.....	197.3			
X	X	X-★	VAN.....	198.3			

The direction from Columbus to Van is westward.

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

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

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

ZANESVILLE BRANCH

(BUCKEYE DIVISION)

TRINWAY SECONDARY TRACK ZANESVILLE SECONDARY TRACK MORROW SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Mile Post 0	Sidings Assigned Direction Car Capacity 50 ft. cars		
						East	West	Both
			X	TRINWAY.....	0.3			
				RY ▲.....	0.8		30	
				DRESDEN.....	2.1			
				ELLIS.....	8.5			
				GILBERT.....	10.4			
				END OF BLOCK—BEGIN BLOCK	14.1			33
Zanesville Yard Running Track				END OF BLOCK—BEGIN BLOCK	14.1			
				ZANESVILLE (B. & O.).....				
				END OF BLOCK—BEGIN BLOCK	16.5			33
				END OF BLOCK—BEGIN BLOCK	16.5			33
				PUTNAM.....	17.2			70
				FAIR OAKS.....	18.1			
				SPANGLER.....	18.7			
			X	AR.....	18.7			
				SO. ZANESVILLE.....	19.4			
				DARLINGTON (N. Y. C.).....	21.2			
				FULTONHAM SPUR.....	22.6			
			X	FS.....	22.7			
				ROSEVILLE.....	26.9			40
				CROOKSVILLE (N. Y. C.).....	29.7			74
			X	CS.....	29.7			
				GOSTON.....	34.8			
			X	NA.....	35.1			
				WILBREN.....	38.1			
			X-★	NEW LEXINGTON.....	38.3	23	50	
		X-★		NEW LEXINGTON.....	38.3	23	50	
			X	JUNCTION CITY (B&O).....	42.8	61	71	
				JU.....	43.1			
			X	BREMEN.....	49.9			20
		X		BREMEN.....	49.9			20
			X	NORTH BERNE.....	54.0			
				WR.....	58.7			
				LANCASTER (C. & O.).....	59.7			
				DEL MOUNT.....	64.6			
				AMANDA.....	68.8			
				STOUTSVILLE.....	74.2			
			X	SV.....	74.2			
		X		CIRCLEVILLE (N. & W.).....	81.1			
				WILLIAMSPORT.....	90.1			14
				ATLANTA.....	94.1			14
				NEW HOLLAND.....	97.7			12
		X		G.....	107.2			
	X			WASHINGTON C. H. (DT & I—B. & O.).....	107.7	20	38	
				JUNCTION-B. & O. R. R.	109.0			
				JASPER MILLS.....	112.2			
				SABINA.....	118.7			
				MELVIN.....	123.2			
				JUNCTION-P. R. R.	128.3			
		X		GS.....	129.5			
				WILMINGTON.....	129.5			23
				CLARKSVILLE.....	138.7			26
		X		MS ♦.....	148.6			16
				MORROW.....	148.9			

NOTE—▲ Indicates Block-Limit Station for westward trains only.

♦ Indicates Block-Limit Station for eastward trains only.

The direction from Morrow to Trinway is eastward.

Block-Limit Stations controlled as follows:

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

AKRON SECONDARY TRACK									
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Hudson	Sidings Assigned Direction Car Capacity 50 ft. cars			
						North	South	Both	
X	X	X-★		ORRVILLE (Lake Div.).....	37.2		110		
				DIVISION POST (Buck. Div.)....	39.1				
				APPLE CREEK.....	45.1				
				FREDERICKSBURG.....	51.0				
				HOLMESVILLE.....	55.3				
			X	KN.....	55.7			91	
				MILLERSBURG.....	60.9				
				KILLBUCK.....	66.7		83		
				GLENMONT.....	72.8			97	
				BADDOW PASS.....	77.1				
			X	BH.....	80.9				
				BRINK HAVEN.....	81.0				
				DANVILLE.....	85.3			60	
				HOWARD.....	89.9				
			X	GA.....	94.2				
				GAMBIER.....	94.3				
				MT. VERNON.....	100.0	95	55		
X	X			B. & O. R. R. CROSSING.....	100.1				
			X	BG.....	104.7				
				BANGS.....	104.7			32	
				CENTERBURG.....	113.3				
X-A				CENTERAC (N. Y. C.).....	113.9				
			X	CQ.....	119.1				
				SUNBURY.....	123.2				
				GALENA.....	125.0				
				WESTERVILLE.....	132.1				
			X	LIND—R-Joyce Ave.....	138.7				
				LINDEN.....	140.5	130	155		
X				PENNOR CROSSING—R-Joyce Ave.....	142.0				
X	X	X-★		JOYCE AVENUE (N. & W.).....	142.1				
				COLUMBUS.....	144.3				
The direction from Orrville to Joyce Avenue is southward.									
Block-Limit Stations controlled as follows:									
Block-Limit Station					Controlled by				
KN—BH—GA—BG—CQ					Orrville (Lake Division)				

UNDERCLIFF BRANCH										
(BUCKEYE DIVISION)										
UNDERCLIFF SECONDARY TRACK										
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS		Distance from Valley or Columbus	Sidings Assigned Direction Car Capacity 50 ft. cars			
							East	West	Both	
X	X			VALLEY	Undercliff Branch R Clare					
				RENDCOMB JCT...		1.1				
X	X			RED BANK		112.2				
X	X			RENDCOMB JCT...		113.1				
X				RENDCOMB JCT...	Undercliff Secondary Track	113.1				
		X		CLIFF		114.7				
		X		PENN—R—Cliff		116.4				
		X		OASIS		119.7				
The direction from Oasis to Valley and Red Bank is eastward.										
SPRINGFIELD SECONDARY TRACK										
(BUCKEYE DIVISION)										
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS		Distance from Xenia	Sidings Assigned Direction Car Capacity 50 ft. cars			
							East	West	Both	
X	X	X-★		XENIA						
				YELLOW SPRINGS		10.0				
				SPRINGFIELD		19.3				
The direction from Xenia to Springfield is eastward.										
COURT STREET SECONDARY TRACK										
(BUCKEYE DIVISION)										
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS		Distance from Dayton	Sidings Assigned Direction Car Capacity 50 ft. cars			
							East	West	Both	
				LEBANON	X X	26.6				
				HAGEMAN		31.4				
				MASON		34.7				
				HAZELWOOD		44.0				
				BLUE ASH		44.4				
				ROSSMOYNE		45.7				
				DEER PARK		46.9				
				SILVERTON		47.4				
				KENNEDY HEIGHTS		48.6				
				PLEASANT RIDGE		49.3				
				MCCULLOUGH		49.8				
X	X			EAST NORWOOD (B. & O.)		50.6				
				IDLEWILD (N. & W.)		52.3				
				AVONDALE		53.8				
				OAK STREET		54.2				
				CINCINNATI (Court Street)		56.0				
The direction from Lebanon to Cincinnati is westward.										

MIDDLETOWN SECONDARY TRACK
(BUCKEYE DIVISION)

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

The direction from Middletown to Middletown Jct. is westward.

MUNCIE YARD RUNNING TRACK
(BUCKEYE DIVISION)

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

The direction from Vance to Matthews is westward.

CLEMENT-HEMPSTEAD INDUSTRIAL TRACK
(BUCKEYE DIVISION)

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

DAYTON-LYTTLE INDUSTRIAL TRACK (BUCKEYE DIVISION)						
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS		Distance from Dayton
.....	DAYTON.....		.....
.....	HEMPSTEAD.....		7.1
.....	CENTERVILLE.....		10.9
.....	LYTTLE.....		15.7

DRESDEN INDUSTRIAL TRACK (BUCKEYE DIVISION)						
--	--	--	--	--	--	--

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Killbuck	Sidings Assigned Direction Car Capacity 50 ft. cars		
						East	West	Both
.....	KILLBUCK (Akron Branch).....	.....	.....	.....	.....
.....	LAYLAND.....	5.0	.....	.....	.....
.....	HELMICK.....	8.3	.....	.....	.....
.....	BLISSFIELD.....	9.5	.....	.....	.....
.....	AYRES MINERAL.....	11.9	.....	.....	.....

HOWARD INDUSTRIAL TRACK (BUCKEYE DIVISION)						
---	--	--	--	--	--	--

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

|--|--|--|--|--|--|--|

EFFNER BRANCH

(CHICAGO DIVISION)

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

The direction from Kenneth to Effner is westward.

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

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

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
Kenneth	Van
Monticello	

SOUTH BEND BRANCH

(CHICAGO DIVISION)

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

The direction from Van to South Bend is westward.

NOTE. Lapaz Junction Interlocking controlled by B. & O. Train Dispatcher at Akron, O. See Special Instruction 1663-A7, page 254.

Interlocking and Block Stations in service part-time as follows:	
Station	Hours in service
Lakeville	Continuously except 6.00 A.M. to 2.00 P.M. Saturday and Sunday.

CALUMET RIVER LINE SECONDARY TRACK
(CHICAGO DIVISION)

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from River Branch Jct.	Sidings Assigned Direction Car Capacity 50 ft. cars		
					Eas	West	Both
X	X	X-★	RIVER BRANCH JCT. (MAIN LINE).....				
X			CALUMET WESTERN JCT.....	4.4			
			HEGEWISCH—R-Calumet Park (MAIN LINE).....	4.7			

The direction from River Branch Jct. to Hegewisch is eastward.

ENGLEWOOD CONNECTING LINE SECONDARY TRACK
(CHICAGO DIVISION)

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from 59th Street Yard	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
		X	EC (MAIN LINE).....	2.5			
X	X		FORD STREET (C&WI).....	2.1			
			GREEN STREET.....	1.7			
			WINCHESTER AVENUE.....	0.3			

The direction from Winchester Avenue to EC is eastward.

TOLEDO BRANCH
(FT. WAYNE DIVISION)
PENFORD SECONDARY TRACK
OLIVE SECONDARY TRACKS

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Mansfield	Sidings Assigned Direction Car Capacity 50 ft. cars		
					North	South	Both
			DETROIT (F.S.U.D. Co.).....	142.0			
X	X		DELRAY (WAB. RY.).....	137.6			
X	X		ECORSE JCT.....	136.8			
X	X		ECORSE JCT.....	136.8			
			COOLIDGE.....	135.6			
			LINCOLN PARK.....	134.4			
			CICOTTE ST.....	133.9			
			CICOTTE ST.....	133.9			
			GARFIELD.....	133.0			
X	X	X	PENFORD.....	129.4			
X	X	X	PENFORD (D.T.&I. Crossing).....	129.4			
			EUREKA.....	128.2			
			CARLETON.....	116.4			
X	X	X	CARLETON (D.T.&I. Crossing).....	116.3			89
X	X		MONROE.....	108.3			
X	X		ERIE.....	96.3			
X	X		ALEXIS (NYC-C&O Crossing).....	90.9			
X	X		HALLETT (C&O-TT Crossing).....	89.9			
X			BOULEVARD—R—Hallett (TT Crossing).....	88.4			
X	X	X	MANHATTAN (NKP Crossing).....	87.7			
X			GALENA—R—Manhattan.....	86.7			
			BUFFALO ST.....	86.4			
			MAGNOLIA ST.....	86.0			
			TOLEDO.....	85.8			
X	X	X	OLIVE.....	85.8			
X	X	X	OLIVE.....	85.8			
			MAIN ST.....	85.1			
			OAKDALE ST.....	83.0			
			OAKDALE ST.....	83.0			
			OAK ST.....	82.7			
			COY.....	82.5			
			OUTER YARD OFFICE.....	81.7			
			WALBRIDGE.....	80.5			
X	X	X-★	WALBRIDGE (C&O-TT Crossing).....	80.5			
			WOODVILLE.....	68.6			
			HYDRATE.....	67.6			
X	X	X-★	GIBSONBURG.....	63.4			83
			HELENA.....	60.0			
			MILLERSVILLE.....	57.9			
X-A			BURGOON (NKP Crossing).....	54.5	99		
			BETTTSVILLE.....	52.7			
X	X	X	MAPLE GROVE (NKP Crossing).....	50.8			
X			COLEMAN—R—Tiffin.....	44.5			
			WALL ST.....	43.9			
X	X	X-★	TIFFIN (NYC-B&O Crossing).....	43.1			
			PERRY ST.....	42.8			
X			BLOOMVILLE—R—Tiffin.....	33.3	140		
			BLOOM.....	32.0			
X			CARROTHERS—R—Tiffin.....	27.1		135	
(Distance from Columbus)					▼		
X			CARROTHERS—R—Portsmouth.....	76.6			
X-A			CHATFIELD ((ACY).....	73.7			
			RIDGETON.....	69.6			
X			BENSON.....	65.8			
X			HOLMES.....	63.8			
X	X	X-★	COLSAN (NYC).....	62.8			
			(MAINLINE PGH TO CHGO)				

The direction from Colsan to Penford is Northward.

GRAND RAPIDS BRANCH

(FT. WAYNE DIVISION)

MACKINAW CITY SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Richmond	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
			X	MACKINAW CITY	Mackinaw City Secondary Track	459.7		
				CARP LAKE		452.7		
			X	PELLSTON		442.6		16
				ALANSON		434.9		
			X	KEGOMIC		427.0		
				PETOSKEY		424.8		
			X	FORMANS		423.0		
				WALLOON LAKE		416.2		
			X	BOYNE FALLS		409.0		33
			X	ELMIRA		400.1		48
			B	MANCELONA		384.9		69
				KALKASKA		371.5		42
			X	WALTON JCT		352.8		37
				MISSAUKEE JCT		336.0		
			X	NORTH YARD		333.1		
X-A				CADILLAC (ANN ARBOR)		331.8		
				LEROY		315.2		
X-A				REED CITY (C & O)		302.7		40
			X	BIG RAPIDS (PRR Crossing)		289.9		44
			X	STANWOOD		281.0		
			B	HOWARD CITY		268.0		
				ROCKFORD		247.9		
			X	BELMONT		243.7		
				COMSTOCK PARK		239.4		
				(C&O Crossing)		239.2		
		X		FULLER (GTW Crossing)		236.9		72
				MUSKEGON JCT		236.6		
				(NYC Crossing)		234.8		
				WINTER ST. (C&O Crossing)		234.7		
				(NYC Crossing)		234.4		
				GRAND RAPIDS		234.0		
				WILLIAMS ST.		233.7		
X	X			BARTLETT ST. JCT		233.6		
				PLEASANT ST. (C&O)		233.3		
		X-★		HUGHART		232.2		
			X	FISHER		227.5		
			B	WAYLAND		213.0	40	43
			X	MARTIN		203.1		71
X-A				PLAINWELL (MC(NYC))		196.7		
			X	DOCK		187.1		95
X				M. C. Crossing (MC(NYC))		185.7		
				KALAMAZOO		185.4		78
X-A				GIBSON ST. (NYC)		185.1		
X	X	X-★		VICKSBURG (GTW)		173.0	36	39
			X	MENDON		164.1		112
X-A				WASEPI (MC(NYC))		159.5		
X	B	B		STURGIS (NYC)		149.4		112
			B	HOWE		143.7		44
X	X	X-★		WOLCOTTVILLE				
				(WABASH)		129.3		38
				HOFFMAN		121.5		112
X				KENDALLVILLE—R-Toledo				
				(NYC)		120.2		
X-A				AVILLA (B&O)		113.6		
			X	LA OTTO		108.7		
				(Vandale Secondary Track Crossing)		108.7		
				HUNTERTOWN		104.1		
			B	HUNT		103.8		
X				NYC&StL CROSSING—R-				
				Runion Ave.		94.1		
				(NYC Crossing)		93.6		
X	X	X-★		JUNCTION		93.3		

The direction from Junction to Mackinaw City is northward.

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

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

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

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

Block-Limit Stations controlled as follows:

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

LOGANSPORT BRANCH (FT. WAYNE DIVISION)									
Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Logansport	Sidings Assigned				
					Direction	Car Capacity	50 ft. cars		
East	West	Both							
X	X	X-★	VANDALE (MAIN LINE).....	55.3					25
X-A			SOUTH WHITLEY (NYC&StL).....	47.1					9
			NORTH MANCHESTER.....	37.1					31
			(NYC Crossing).....	36.9					
X	B	B	NEWTON (ERIE).....	33.9					90
			DENVER SIDING.....	18.8					12
			(NYC&StL Crossing).....	18.2					
X-A			HOOVER (C&O).....	10.1					
		X	LOG—R—Van.....	3.1					
			FERN.....	2.5					
X	X	X-★	VAN (MAIN LINE).....	1.2					
The direction from Van to Vandale is eastward.									
Interlocking, Block and Block-Limit Stations in service part-time as follows:									
Station			Hours in Service						
Newton			When opened by train order.						

VANDALE SECONDARY TRACK

(FT. WAYNE DIVISION)

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Logansport	Sidings Assigned Direction Car Capacity 50 ft. cars		
					East	West	Both
.....	END OF SECONDARY TRACK.....	65.0	.....	.....	.....
.....	LAOTTO (Grand Rapids Br. Crossing).....	73.7	.....	.....	.....
.....	NYC CROSSING.....	84.3	.....	.....	.....
X	AUBURN JCT. (B&O).....	81.4	.....	.....	.....
.....	AUBURN.....	82.4	.....	.....	.....

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

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

TRAVERSE CITY SECONDARY TRACK

(FT. WAYNE DIVISION)

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

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

TIRO INDUSTRIAL TRACK

(FT. WAYNE DIVISION)

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

The direction from Carrothers to Tiro is northward.

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

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

VINCENNES SECONDARY TRACK								
(SOUTHWESTERN DIVISION)								
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Indianapolis	Sidings Assigned Direction Car Capacity 50 ft. cars		
						North	South	Both
X	X	X		KRAFT.....	3.0			
				MAYWOOD.....	5.7			
			X	CAMBY.....	11.3			56
				MOORESVILLE.....	16.7			
				BROOKLYN.....	21.5			
				CAMPBELLS.....	27.3			
			X	ELK.....	29.5			77
				MARTINSVILLE.....	30.6			
				PARAGON.....	38.4			
				WHITAKER.....	41.0			
			X	SILEX.....	43.1			92
X-A				GOSPORT JCT. (Monon Crossing).....	44.1			
				ROMONA.....	49.7			
				SPENCER.....	53.8			58
				RUDD.....	57.5			
				FREEDOM.....	62.8			
			X	MINICH.....	72.2			
				WORTHINGTON.....	72.3			
				NELSON.....	72.9			63
				RINCON JCT. (N. Y. C. Crossing).....	73.8			
X-A				SWITZ CITY (I. C. Crossing).....	79.8			
				LYONS.....	83.2			
				BUSHROD.....	84.9			119
X-A				BEE HUNTER (C. M. & ST. P. P. Crossing).....	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-A				C. & E. I. CROSSING.....	117.0			
				VINCENNES.....	117.8			

The direction from Kraft to Vincennes is southward.

Block-Limit Stations controlled as follows:

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

CRAWFORDSVILLE SECONDARY TRACK

(SOUTHWESTERN DIVISION)

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

The direction from Frank to East Yard is southward.

Block-Limit Stations controlled as follows:

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

Interlockings—Remote controlled as follows:

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

Block Station—Remote controlled as follows:

Block Station	Controlled by
Otter Creek Jct.	Preston

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

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Terre Haute	Sidings Capacity 50 ft. cars
X	X	X-★	.....	UNION.....	R	.....
X	X	.....	FARRINGTON.....	Union	7.9
.....	BARTELS.....	.....	8.9
X	X	.....	.....	PARIS.....	.....	20.3
X	X	CAIRO JUNCTION (N. Y. C. Crossing)....	.....	21.0
.....	X	MIDLAND (N. Y. C. Crossing).....	.....	21.3
.....	WP.....	.....	21.8
.....	GN.....	.....	29.9
.....	REDMON.....	.....	30.0
.....	BORTON.....	.....	34.1
.....	ISABEL.....	.....	34.8
X-A	X	OAKLAND (N. K. P. Crossing).....	.....	38.6
.....	X	HINDSBORO.....	.....	45.0
.....	KEMP.....	.....	48.0
X	B	.....	.....	FILSON.....	.....	50.5
.....	ARCOLA (I. C. Crossing).....	.....	54.5
.....	X	CHESTERVILLE.....	.....	59.1
X-A	B	.....	ARTHUR.....	.....	63.6
.....	X	C. & E. I. CROSSING.....	.....	63.6
.....	HU.....	.....	64.3
.....	FAIRBANKS.....	.....	66.6
.....	WILLIAMSBURG.....	.....	69.0
.....	B	LOVINGTON (Wabash Crossing).....	.....	72.1
.....	ULLRICH.....	.....	75.2
.....	LAKE CITY.....	.....	77.5
.....	B	.....	PRAIRIE HALL.....	.....	81.0
.....	HERVEY CITY.....	.....	84.7
.....	MT. ZION.....	.....	86.3
.....	TURPIN.....	.....	88.9
X	SUFFERN.....	(I. C. R. R.)	91.8
.....	X	.....	.....	DECATUR JCT.....	.....	92.2
.....	B	.....	DECATUR.....	.....	94.4
.....	MAROA.....	.....	107.5
X-A	ROWELL.....	.....	112.3
.....	KENNEY (I. C. Crossing).....	.....	115.8
.....	MIDLAND CITY (I. C. Crossing).....	.....	120.1
.....	TABOR.....	.....	122.7
X	WAYNESVILLE.....	.....	126.8
.....	ATLANTA (G. M. & O. Crossing).....	.....	132.9
.....	MT. JOY.....	.....	136.0
.....	ARMINGTON.....	.....	140.6
.....	HITTLE.....	.....	142.1
.....	MINIER (G. M. & O. Crossing).....	.....	147.1
X-A	TAZEWELL.....	.....	150.8
.....	DOWNING (N. Y. C. Crossing).....	.....	154.3
.....	MACKINAW.....	.....	155.1
.....	ALLENTOWN.....	.....	158.3
.....	ALLENTOWN.....	.....	158.3
.....	SOUTH MORTON.....	.....	162.7
.....	MORTON (A. T. S. F. Crossing).....	.....	163.4
X	X	.....	NORTH MORTON.....	.....	164.9
.....	FARMDALE JCT. (N. & W.).....	.....	167.8
X	X	.....	FARMDALE JCT.....	(N. & W. R. R.)	167.8
.....	P. & P. U. Jct.....	.....	172.1
.....	P. & P. U. JCT.....	(P. & P. U. R. R.)	172.1
.....	PEORIA.....	.....	176.3

The direction from Farrington to Farmdale Jct. is northward.

PEORIA SECONDARY TRACK—Continued

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

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

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
WP	Vigo
GN	Vigo
Oakland	Vigo
Hindsboro	Vigo
Chesterville	Vigo
HU	Arthur 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 and Block Stations—Remote controlled as follows:

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

LOST CREEK-DEWEY JCT. RUNNING TRACK							
(SOUTHWESTERN DIVISION)							
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from East Yard	Sidings Assigned Direction	
						Car Capacity 50 ft. cars	
						East	West
						Both	
				EAST YARD.....			
				LOST CREEK.....	1.1		
X	X	X		PRESTON.....	3.7		
X				DEWEY JCT.....	4.3		
The direction from East Yard to Dewey Jct. is northward.							

MADISON-COLUMBUS SECONDARY TRACK							
(SOUTHWESTERN DIVISION)							
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Columbus	Sidings Assigned Direction	
						Car Capacity 50 ft. cars	
						East	West
						Both	
				MADISON.....	45.2		
				NORTH MADISON.....	43.0		
				JEFF.....	36.9		
				DUPONT.....	32.0		
				VERNON.....	23.1		
			X	WREN.....	21.6		21
				NORTH VERNON (B. & O.—N. Y. C. Crossings).....	21.5		
				SCIPIO.....	14.5		
			X	ELIZABETHTOWN.....	8.0		
				HAW.....	2.0		
		B-★		COLUMBUS.....			
The direction from Columbus to Madison is southward.							

Block-Limit Stations controlled as follows:							
Block-Limit Station		Controlled by					
Haw		Columbus Dale when Columbus is not in service.					
Wren		Columbus Dale when Columbus is not in service.					

SHELBYVILLE SECONDARY TRACK							
(SOUTHWESTERN DIVISION)							
Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS		Distance from Columbus	
		B-★		COLUMBUS.....			
				CLIFFORD.....		6.4	
				ST. LOUIS CROSSING.....		9.2	
				FLAT ROCK.....		12.4	
				LEWIS CREEK.....		15.1	
				FENNS.....		19.2	
X	X			VINE (N. Y. C. Crossing).....		23.8	
				SHELBYVILLE.....		24.0	
				RAYS CROSSING.....		29.0	
				MANILLA.....		33.0	
				HOMER.....		35.2	
				RUSHVILLE (B. & O.—N. K. P. Crossings).....		42.2	
				NORTH RUSHVILLE.....		44.1	
The direction from Columbus to Rushville is northward.							

BUSHROD-LINTON SUMMIT SECONDARY TRACK (SOUTHWESTERN DIVISION)

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Bushrod
				BUSHROD.....	
				SPONSLER (Milw. Crossing).....	3.6
				LINTON (Monon Crossing).....	5.3
				MAUMEE No. 26.....	8.8
				LINTON SUMMIT.....	13.4

The direction from Bushrod to Linton Summit is southward.

VAN JCT.-KRAFT RUNNING TRACK (SOUTHWESTERN DIVISION)

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

The direction from Van Jct. to Kraft is westward.

THORNE-KITLEY AVE. SECONDARY TRACK (SOUTHWESTERN DIVISION)

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

The direction from Thorne to Kitley Ave. is westward.

PITTSBURGH TO CHICAGO

STATIONS	FIRST CLASS			
	◇23	◇49	●9	
	DAILY	DAILY	DAILY EX. TUE.	
	P.M.	A.M.	A.M.	
Leave				
PITTSBURGH (Cent. Reg.)	\$ 11.25	\$ 1.37	E 12.31	
LUCAS.....	2.55	4.35	4.45	
MANSFIELD.....	\$ 3.03	\$ 4.42	4.55	
CRESTLINE.....	\$ 3.25	\$ 5.00	E 5.15	
	# 3.35	# 5.07	# 5.30	
COLSAN.....	3.46	5.18	5.42	
BUCYRUS.....				
UPPER SANDUSKY.....	4.02	5.31	5.59	
FOREST.....	4.11	5.40	6.10	
DUNKIRK.....	4.16	5.45	6.17	
ADA.....				
LIMA.....	\$ 4.36	\$ 6.05	6.45	
DELPHOS.....	4.52	6.21	7.05	
VAN WERT.....				
ESTRY.....	5.04	6.32	7.20	
ADAMS.....	5.25	6.52	7.40	
FORT WAYNE (E.S.T.).....	\$ 5.35	\$ 7.00	E 8.00	
FORT WAYNE (C.S.T.).....	# 4.45	# 6.05	# 7.30	
JUNCTION.....	4.48	6.07	7.35	
VANDALE.....	5.03	6.22	7.55	
WARSAW.....	5.20	\$ 6.38	8.15	Western Region G.O. 705 Column 3 Page 32
PLYMOUTH.....	\$ 5.40	\$ 6.59	8.45	
HAMLET.....	5.54	7.15	9.00	
WANATAH.....	6.10	7.30	9.20	
VALPARAISO.....	X 6.20	\$ 7.38	9.30	
WHEELER.....				
BART.....	6.30	7.53	9.40	
HOBART.....				
BROADWAY.....				
GARY.....	\$ 6.40	D 8.03	9.50	
CLARKE JCT.....	6.44	8.08	9.55	
BUFFINGTON.....				
INDIANA HARBOR.....	6.48	8.12	10.00	
MAHONING.....				
STANDARD.....				
WHITING.....	6.53	8.16	10.05	
STATE LINE.....				
RIVER BRANCH JCT.....	6.58	8.20	10.10	
ENGLEWOOD.....	D 7.05	D 8.29		
SOUTH BRANCH BRDG.....	7.15	8.39	10.22	
CHICAGO.....(O. U. S.)	\$ 7.25	\$ 8.45	E 10.30	
Arrive	A.M.	A.M.	A.M.	
	23	49	9	
	Western Region G.O. 712 Column 1 Page 32	Western Region G.O. 712 Column 2 Page 32	Western Region G.O. 712 Column 3 Page 32	

FIRST CLASS

	◇55 DAILY A.M.	◇53 DAILY A.M.	✱●45 DAILY EX. SUN.&MON. P.M.	✱●453 DAILY EX. SAT. & SUN. A.M.	✱●455 DAILY EX. SAT. & SUN. A.M.
.....	S 7.35	S 11.45	E 7.40	.....	.....
.....	11.02	3.32	11.19	.....	.....
.....	S 11.10	S 3.40	E 11.41	.....	.....
.....	S 11.28	S 3.58	E 12.01	Will not run May 30, July 4, Sept. 4	Will not run May 30 July 4, Sept. 4
.....	# 11.35	# 4.08	# 12.10		
.....	11.46	4.19	12.23		
.....	S 11.47	.....	.....
.....	12.04	S 4.32	12.38		
.....	12.13	4.51	12.48	Will not run May 30, July 4, Sept. 4	Will not run May 30 July 4, Sept. 4
.....	12.18	4.56	12.54		
.....	.....	S 5.05	.....	
.....	S 12.38	S 5.20	E 1.15		
.....	12.52	5.36	1.41		
.....	S 1.03	S 5.47	.....	.....	.....
.....	1.04	5.48	1.55	.....	.....
.....	1.24	6.08	2.18	.....	.....
.....	S 1.35	S 6.20	E 2.35	.....	.....
.....	# 12.45	# 5.30	# 2.05	.....	.....
.....	12.47	5.33	2.07	.....	.....
.....	1.02	5.48	2.24	.....	.....
.....	S 1.18	S 6.04	2.40	.....	.....
.....	S 1.38	S 6.24	E 3.08	.....	.....
.....	1.52	6.39	3.22	.....	.....
.....	2.06	6.55	3.35	.....	.....
.....	S 2.14	S 7.05	.....	S 5.55	S 6.35
.....	2.24	7.15	4.08	6.08	6.43
.....	.....	.....	.....	S 6.09	S 6.49
.....	.....	.....	.....	S 6.16	S 6.55
.....	S 2.32	S 7.25	E 4.15	S 6.21	S 7.00
.....	2.35	7.30	4.19	6.25	7.04
.....	.....	.....	.....	.....	S 7.05
.....	2.38	7.34	4.24	S 6.28	S 7.08
.....	.....	.....	.....	S 6.31	S 7.10
.....	2.41	7.39	4.26	S 6.35	D 7.15
.....	.....	.....	.....	D 6.38	D 7.17
.....	2.45	7.44	4.30	6.41	7.25
.....	D 2.52	.....	.....	S 6.50	S 7.35
.....	3.01	7.58	4.48	7.00	7.45
.....	S 3.10	S 8.05	E 5.00	S 7.05	S 7.50
.....	P.M.	P.M.	A.M.	A.M.	A.M.
.....	55	53	45	453	455
.....	Western Region G.O. 712 Column 1 Page 33	Western Region G.O. 712 Column 2 Page 33	Will not run May 31, July 5, Sept. 5	.....	.....
.....	Tuesdays		.....	.....	.....

CHICAGO TO PITTSBURGH

STATIONS	FIRST CLASS			
	52	22	48	8
	P.M.	P.M.	A.M.	A.M.
Arrive				
PITTSBURGH (Cent. Reg.)	E 2.15	S 9.20	1.20	E 11.45
LUCAS.....	10.19	5.41	10.17	8.00
MANSFIELD.....	E 10.05	S 5.32	S 10.09	7.45
CRESTLINE.....	# 9.45	# 5.13	# 9.53	7.30
COLSAN.....	E 9.25	S 5.03	S 9.46	7.15
BUOYRUS.....	9.10	F 4.45	9.33	6.55
UPPER SANDUSKY.....	8.52	4.33	9.18	6.40
FOREST.....	8.41	4.23	9.08	6.25
DUNKIRK.....	8.35	4.17	9.01	
ADA.....		F 4.01		
LIMA.....	E 8.05	S 3.41	S 8.34	5.50
DELPHOS.....	7.45	3.28	8.23	5.35
VAN WERT.....	7.30	S 3.13		
ESTRY.....	7.27	3.10	8.12	5.20
ADAMS.....	7.07	2.49	7.51	4.50
FORT WAYNE (E.S.T.)....	# 6.59	# 2.41	# 7.46	# 4.40
FORT WAYNE (C.S.T.)....	E 5.22	S 1.33	S 6.41	E 3.10
JUNCTION.....	5.19	1.31	6.38	3.05
VANDALE.....	5.06	1.17	6.24	2.45
WARSAW.....	4.47	S 12.58	6.09	2.25
PLYMOUTH.....	4.20	12.36	S 5.48	1.55
HAMLET.....	4.03	12.23	5.34	1.40
WANATAH.....	3.50	12.11	5.22	1.20
VALPARAISO.....	3.41			1.10
WHEELER.....				
BART.....	3.31	11.55	5.07	1.00
HOBART.....				
BROADWAY.....				
GARY.....	3.21	S 11.40	S 4.56	12.50
CLARKE JCT.....	3.16	11.37	4.53	12.45
BUFFINGTON.....				
INDIANA HARBOR.....	3.12	11.34	4.50	12.40
MAHONING.....				
STANDARD.....				
WHITING.....	3.09	11.31	4.47	12.35
STATE LINE.....				
RIVER BRANCH JCT.....	3.05	11.26	4.42	12.30
ENGLEWOOD.....		C 11.16	C 4.33	
SOUTH BRANCH BRDG..	2.50	11.07	4.25	12.10
CHICAGO.....(C. U. S.)		S 11.00	S 4.20	E 12.01
Leave	A.M.	A.M.	P.M.	A.M.
	DAILY EX. MON. & TUES. #52	DAILY ◇22	DAILY ◇48	DAILY EX. MON. ●8
	Will not run May 31, July 5, Sept. 6 Leaves From Coach Yard 2.45 A.M.	Train Baggage- man Ft. Wayne to Lima Mondays, Tuesdays and May 31, July 5, Sept. 6	Western Region G.O. 705 Column 2 Page 34	Western Region G.O. 712 Column 3 Page 34

FIRST CLASS

		50	54	454	456
		A.M.	A.M.	P.M.	P.M.
		\$ 4.40	\$ 8.30		
		1.27	5.13		
		\$ 1.19	5.00		
		# 1.00	# 4.45	Will not	Will not
		\$ 12.50	\$ 4.35	run	run
		12.37	4.19	May 30	May 30
				July 4	July 4
		\$ 12.16	3.59	Sept. 4	Sept. 4
		12.04	3.49		
		11.57	3.42		
		\$ 11.31	\$ 3.19		
		11.11	2.49		
		B 10.59			
		10.56	2.36		
		10.34	2.13		
		# 10.26	# 2.05		
		\$ 9.17	\$ 12.55		
		9.15	12.50		
		9.00	12.34		
		\$ 8.39	12.18		
		\$ 8.13	11.58		
	Western Region	8.00	11.47		
	G.O. 705	7.45	11.35		
	Column 2	\$ 7.33	\$ 11.26	\$ 6.20	\$ 6.45
	Page 35			\$ 6.10	
		7.25	11.17	6.05	6.33
				\$ 6.04	\$ 6.32
				\$ 5.56	\$ 6.25
		\$ 7.10	\$ 11.05	\$ 5.50	\$ 6.21
		7.07	11.02	5.47	6.18
				\$ 5.45	
		7.04	10.59	\$ 5.42	\$ 6.14
				\$ 5.39	
		7.01	10.56	\$ 5.33	\$ 6.08
				C 5.29	
		6.56	10.51	5.28	6.03
		C 6.46		\$ 5.20	\$ 5.55
		6.37	10.36	5.10	5.45
		\$ 6.30	\$ 10.30	\$ 5.05	\$ 5.40
		P.M.	P.M.	P.M.	P.M.
		DAILY	DAILY	DAILY	DAILY
		◇50	◇54	EX. SAT. & SUN.	EX. SAT. & SUN.
				≠454	≠456

CINCINNATI AND LOUISVILLE } WESTWARD TO CHICAGO

STATIONS	FIRST CLASS			
	◇71	★◇93	◇75	
	DAILY		DAILY	
Leave	A.M.	P.M.	P.M.	
CINCINNATI.....(C. U. S.)	\$ 8.25		\$ 10.20	
WINTON PLACE.....(C. U. S.)	\$ 8.34		\$ 10.30	
EAST NORWOOD.....(C. U. S.)	8.42		10.38	
NORWOOD.....	\$ 8.44	Western Region G.O. 705 Column 2 Page 36	\$ 10.40	
OAKLEY.....	8.46		10.42	
NORWOOD HEIGHTS.....	8.48		10.44	
CRESCENTVILLE.....	8.58		10.54	
MOSLER.....	9.08		11.04	
HAMILTON.....	\$ 9.12		\$ 11.08	
OLD RIVER JCT.....(C. U. S.)	9.16		11.11	
NEW RIVER JCT.....(C. U. S.)	9.19		11.14	
SEVEN MILE.....	9.26		11.21	
CAMDEN.....	9.40		11.36	
CAMPBELLSTOWN.....	10.00		11.56	
GLEN.....	10.10	Will run on all even dates during Oct. Jan. March	12.06	
RICHMOND.....	\$ 10.15		\$ 12.10	
RICHMOND.....	10.30		12.45	
NEWMAN.....	10.32		12.47	
NS.....	10.50	All odd dates during Nov. Dec. Feb. April	1.02	
NEW CASTLE.....	\$ 11.15		F 1.20	
BROAD.....	11.17		1.22	
FOLEY.....	11.20		1.25	
SULPHUR SPRINGS.....	11.27		1.33	
DELCO.....	11.47		1.50	
ANDERSON.....	\$ 11.50		\$ 1.55	
DOW.....	11.55		2.00	
ELWOOD.....	\$ 12.20		F 2.30	
KOKOMO.....	\$ 12.55		\$ 3.10	
ANOKA (E.S.T.).....	1.30		3.40	
EIGHTEENTH ST. (C.S.T.)	# 12.35		# 2.44	
RACE.....	12.36		2.45	
LOGANSPOUT (VAN).....	\$ 12.43	\$ 4.15	\$ 2.55	
LOGANSPOUT (VAN).....	# 12.51	# 4.25	3.25	
WINAMAC.....	F 1.17		N 3.58	
NORTH JUDSON.....	\$ 1.35	5.07	4.16	
LA CROSSE.....	1.46	5.17	4.27	
KOUTS.....	1.54	5.25	4.35	
CROWN POINT.....	\$ 2.19		\$ 5.00	
HARTSDALE.....	2.29	5.55	5.10	
MAYNARD.....	2.32	5.58	5.13	
BERNICE.....	2.37	6.00	5.18	
CALUMET PARK.....	2.42	6.08	5.23	
COLEHOUR JCT.....	2.49	6.15	5.30	
RIVER BRANCH JCT.....	2.52	6.18	5.33	
ENGLEWOOD.....	D 3.00		D 5.40	
SOUTH BRANCH BRIDGE.....	3.10	6.37	5.50	
CHICAGO.....(C. U. S.)	\$ 3.15	\$ 6.45	\$ 5.55	
Arrive	P.M.	P.M.	A.M.	
	71	93	75	

CHICAGO TO CINCINNATI } EASTWARD AND LOUISVILLE }

37

FIRST CLASS					
	90	70	74		
	A.M.	P.M.	A.M.		
.....		S 8.00	S 6.30	.....	.....
.....		7.50	S 6.20	.....	.....
.....		7.42	6.11	.....	.....
.....		S 7.40	S 6.09	.....	.....
.....		7.36	6.07	.....	.....
.....		7.33	6.05	.....	.....
.....		7.22	5.55	.....	.....
.....		7.10	5.45	.....	.....
.....		S 7.05	S 5.40	.....	.....
.....		7.02	5.38	.....	.....
.....		6.59	5.33	.....	.....
.....		6.53	5.28	.....	.....
.....		6.40	5.13	.....	.....
.....		6.20	4.55	.....	.....
.....		6.10	4.45	.....	.....
.....		6.05	4.35	.....	.....
.....		S 5.50	S 4.20	.....	.....
.....		5.48	4.18	.....	.....
.....		5.30	3.55	.....	.....
.....		S 5.12	F 3.37	.....	.....
.....		5.10	3.35	.....	.....
.....		5.07	3.32	.....	.....
.....		5.00	3.25	.....	.....
.....		4.45	3.10	.....	.....
.....		S 4.40	S 3.05	.....	.....
.....		4.35	2.50	.....	.....
.....		S 4.10	F 2.30	.....	.....
.....		S 3.40	S 2.00	.....	.....
.....		3.05	1.33	.....	.....
.....		# 1.59	# 12.29	.....	.....
.....		1.58	12.28	.....	.....
.....		# 10.52	12.20	.....	.....
.....	S 10.47	S 1.45	S 11.55	.....	.....
.....		F 1.05		.....	.....
.....	10.05	S 12.51	B 11.06	.....	.....
.....	9.56	12.39	10.56	.....	.....
.....	9.48	12.31	10.48	.....	.....
.....		S 12.07	S 10.27	.....	.....
.....	9.16	11.57	10.13	.....	.....
.....	9.13	11.54	10.07	.....	.....
.....	9.08	11.49	10.02	.....	.....
.....	9.03	11.44	9.55	.....	.....
.....	8.56	11.37	9.48	.....	.....
.....	8.53	11.34	9.45	.....	.....
.....	C 8.44	C 11.25		.....	.....
.....	8.35	11.16	9.30	.....	.....
.....	S 8.30	S 11.10	S 9.25	.....	.....
	A.M.	A.M.	P.M.		
	★ ◇ 90	DAILY ◇ 70	DAILY ◇ 74		
		Western Region G.O. 708 Column 3 Page 37			

XENIA TO CINCINNATI—WESTWARD

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

CINCINNATI TO XENIA—EASTWARD

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

Western
Region
G.O. 709
Column 2
Page 38

STATIONS	FIRST CLASS			
	NORTHWARD		SOUTHWARD	
	□★93		90	
	Lea		Ar	
	P.M.		P.M.	
LOUISVILLE (L.&N.R.R.)	\$ 1.05		\$ 3.55	
I. C. R. R. JCT. (Ky. St.)				
ELEVENTH ST.				
CLAGG	1.15		3.42	
JEFFERSONVILLE			3.37	
BOYD	1.20		3.32	
SPEED	1.27		3.26	
CANEY				
SCOTTSBURG	1.50		3.05	
CROTHERSVILLE				
SEYMOUR	F 2.12		F 2.45	
GARDEN	2.34		2.26	
COLUMBUS	F 2.35		F 2.25	
BROOK	2.36		2.24	
EDINBURG				
ATTERBURY				
ELVIN	3.01		2.01	
FRANKLIN	3.03		2.00	
GREENWOOD	3.13		1.52	
DALE	3.25		1.42	
I.U.R.Y. INTERLOCKING	3.30		1.38	
INDIANAPOLIS (I.U.Ry.)	\$ 3.35		\$ 1.37	
	3.42		\$ 1.27	
WOODS				
KRAFT				
DAVIS (C. S. T.)	2.52		12.11	
HUNT	2.54		12.08	
CLERMONT	2.57		12.05	
BURR	3.03		11.59	
LEBANON	3.13		11.48	
FRANK	3.29		11.33	
FRANKFORT	F 3.30		F 11.32	
BRINGHURST				
FLORA				
CLYMERS (Chicago Div.)	4.07		11.01	
VAN LOGANSPORT	\$ 4.15		# 10.52	
	P.M.		A.M.	
	Ar		Lea	
	93	Western Region G.O. 719 Column 2 Page 39 Effective April 21, 1968	□★90	Western Region G.O. 719 Column 4 Page 39 Effective April 20, 1968
	Will run on all even dates during Oct. Jan. March		Will run on all even dates during Apr. May Aug.	
	on all odd dates during Nov. Dec. Feb. April		on all odd dates during June July Sept. Oct.	
	Western Region G.O. 705 Column 1 Page 39			

PITTSBURGH TO ST. LOUIS—WESTWARD

STATIONS	FIRST CLASS			
	◇ 31	O 3	± 13	
	DAILY	DAILY	DAILY	
	EX. MON.			
Leave	A.M.	A.M.	A.M.	
PITTSBURGH (Cen. Reg.)	\$ 12.53	\$ 4.02	\$ 10.15	
CUSTER.....	2.52	5.54	12.15	
DENNISON.....	\$ 6.11			
UHRICH.....	3.12	6.13	12.37	
TOWN.....	3.28	6.28	12.52	
MORGAN RUN.....	3.37	6.37	1.01	
COSHOCOTON.....	3.40	\$ 6.41	1.04	
BRICKER.....	4.00	6.59	1.26	
NEWARK.....	4.16	\$ 7.12	1.41	
EAST COLUMBUS } C.&N. Div.	4.50	7.50	2.15	
COLUMBUS....(U. D. Co.)	\$ 5.00	\$ 8.00	\$ 2.25	
	5.25	# 8.10	2.40	
MIAMI CROSSING.....	5.32	8.15	2.46	
XENIA.....	6.27	9.09	3.40	
DUTOIT STREET.....	6.43	9.23	3.56	
WAYNE AVE. JCT.....	6.45	9.25	4.00	
DAYTON.....(D. U.)	\$ 6.50	\$ 9.30	\$ 4.05	
	# 7.00	# 9.40	# 4.15	
MIAMI CITY JCT.....	7.02	9.42	4.17	
WOLF CREEK.....	7.05	9.45	4.23	
WEST MANCHESTER.....			4.51	
NEW PARIS.....	7.38	10.18	5.01	
GLEN.....	7.42	10.22	5.05	
RICHMOND.....	\$ 7.45	\$ 10.25	\$ 5.10	
	# 7.50	# 10.35	# 5.20	
NEWMAN.....	7.52	10.37	5.22	
DUNREITH.....	8.30	11.20	5.54	
THORNE.....	9.06	11.55	6.28	
PINE.....				
I.U.R.Y. INTERLOCKING.....				
INDIANAPOLIS (I.U.Ry.)	\$ 9.20	\$ 12.07	\$ 6.43	
	# 9.30	# 12.17	7.08	
WOODS.....				
KRAFT.....				
DAVIS (C.S.T.).....	8.40	11.27	6.19	
EAST ALMEDA.....	9.03	11.50	6.42	
GREENCASTLE.....		F 11.52	L 6.44	
LIMEDALE.....	9.08	11.55	6.47	
HARMONY.....	9.20	12.07	6.59	
TERRE HAUTE.....	\$ 9.40	\$ 12.25	\$ 7.17	
	# 9.45	# 12.30	# 7.27	
MACKSVILLE.....	9.50	12.36	7.32	
MARSHALL.....				
EAST CASEY.....	10.17	1.03	8.00	
EFFINGHAM.....	U 10.45	\$ 1.30	\$ 8.35	
ST. ELMO.....				
BROWNSTOWN.....	11.14	1.53	9.05	
VANDALIA.....				
EAST SMITHBORO.....	11.32	2.10	9.25	
HIGHLAND.....				
ST. JACOB.....				
A. & S. CROSSING.....	12.10	2.50	10.05	
WILLOWS.....	12.15	2.55	10.10	
EAST ST. LOUIS (EADS).....	B 12.20	B 3.00	B 10.15	
ST. LOUIS(M.B.-Ry.TRR)	\$ 12.50	\$ 3.30	\$ 10.45	
Arrive	P.M.	P.M.	P.M.	
	31	3	13	
	Western Region G.O. 708 Column 1 Page 40	Western Region G.O. 708 Column 2 Page 40	Will not run Nov. 24 Dec. 24, 26, 31 Jan. 2	Western Region G.O. 708 Column 3&4 Page 40

FIRST CLASS					
	●11	77	◇87		
	DAILY	DAILY	DAILY		
	P.M.	A.M.	P.M.		
.....	E 11.45				
.....	1.40				
.....	2.05				
.....	2.10				
.....	2.30				
.....	2.40				
.....	2.45				
.....	3.10				
.....	3.25				
.....	3.45				
.....	E 3.55				
.....	# 4.15	\$ 6.00	\$ 9.30		
.....	4.25	6.07	9.37		
.....	5.20	\$ 7.00	\$ 10.25		
.....	5.40		10.44		
.....	5.45		10.47		
.....			\$ 10.50		
.....	5.50		11.20		
.....	5.55		11.27		
.....	6.00		11.29		
.....	6.30		12.02		
.....	6.40		12.10		
.....	6.50		\$ 12.15		
.....	7.05				
.....	7.07				
.....	7.40				
.....	8.10				
.....	E 8.25				
.....	# 8.45				
.....	8.00				
.....	8.30				
.....	8.35				
.....	8.50				
.....	E 9.10				
.....	# 9.20				
.....	9.25				
.....	9.55				
.....	10.25				
.....	10.55				
.....	11.15				
.....	11.55				
.....	11.59				
.....	12.05				
.....	E 12.30				
	P.M.	A.M.	A.M.		
	11	77	87		
	Western Region G.O. 712 Column 2 Page 41				

ST. LOUIS TO PITTSBURGH—EASTWARD

STATIONS	FIRST CLASS			
	10	4	30	
	P.M.	P.M.	A.M.	
Arrive				
PITTSBURGH (Cen. Reg.)	E 3.45	S 11.23	S 12.53	
OUSTER.....	1.40	9.26	11.05	
DENNISON.....	12.55	S 8.55	10.45	
UHRICH.....	12.50	8.53	10.43	
TOWN.....	12.30	8.38	10.28	
MORGAN RUN.....	12.20	8.29	10.19	
COSHOCOTON.....	12.15	S 8.25	10.15	
BRICKER.....	11.50	8.05	9.55	
NEWARK.....	11.35	S 7.50	9.40	
EAST COLUMBUS.....	11.05	7.20	9.10	
COLUMBUS....(U. D. Co.)	# 10.55	7.10	9.00	
	E 10.25	S 6.50	S 8.45	
MIAMI CROSSING.....	10.18	6.43	8.37	
XENIA.....	9.05	5.50	7.43	
DUTOIT STREET.....	8.47	5.34	7.25	
WAYNE AVE. JOT.....	8.45	5.32	7.24	
DAYTON.....(D. U.)	# 8.40	# 5.30	# 7.22	
	E 8.15	S 5.20	S 7.15	
MIAMI CITY JOT.....	8.12	5.18	7.12	
WOLF CREEK.....	8.10	5.15	7.09	
WEST MANCHESTER.....		4.51		
NEW PARIS.....	7.40	4.42	6.38	
GLEN.....	7.35	4.38	6.34	
RICHMOND.....	# 7.30	# 4.35	# 6.30	
	E 7.05	S 4.30	S 6.20	
NEWMAN.....	7.03	4.28	6.18	
DUNREITH.....	6.30	3.58	5.47	
THORNE.....	5.55	3.25	5.16	
PINE.....				
I.U.RY. INTERLOCKING				
INDIANAPOLIS (I.U.Ry.)	# 5.40	# 3.12	# 5.03	
	E 5.10	S 3.05	S 4.55	
WOODS.....				
KRAFT.....				
DAVIS (C.S.T.).....	3.40	1.45	3.43	
EAST ALMEDA.....	3.10	1.21	3.20	
GREENCASTLE.....		F 1.16		
LIMEDALE.....	3.05	1.15	3.16	
HARMONY.....	2.50	1.03	3.04	
TERRE HAUTE.....	# 2.30	# 12.45	# 2.45	
	E 2.20	S 12.40	S 2.40	
MACKSVILLE.....	2.15	12.35	2.37	
MARSHALL.....	1.45			
EAST CASEY.....	1.15	12.05	2.10	
EFFINGHAM.....		S 11.33	W 1.44	
ST. ELMO.....				
BROWNSTOWN.....	12.45	11.13	1.24	
VANDALIA.....				
EAST SMITHBORO.....	12.25	10.56	1.07	
HIGHLAND.....				
ST. JACOB.....				
A. & S. CROSSING.....	11.45	10.21	12.30	
WILLOWS.....	11.43	10.18	12.28	
EAST ST. LOUIS (EADS).....	11.40	C 10.15	V 12.25	
ST. LOUIS(M.B.Ry.-TRRA)	E 11.20	S 10.00	S 12.10	
Leave				
	P.M.	A.M.	P.M.	
	DAILY	DAILY	DAILY	
	●10	O 4	◇30	
	Western Region G.O. 712 Column 1 Page 42	Western Region G.O. 708 Column 2 Page 42	Western Region G.O. 708 Column 3 Page 42	

FIRST CLASS

	32	86	78		
	A.M.	A.M.	P.M.		
	\$ 8.20				
	6.19				
	5.58				
	5.56				
	5.40				
	5.31				
	5.26				
	5.03				
	4.45				
	4.15				
	# 4.05				
	\$ 3.55	\$ 8.00	\$ 6.20		
	3.28	7.55	6.10		
	2.34	\$ 6.35	\$ 5.15		
	2.29	6.19			
	2.27	6.17			
	# 2.25	6.15			
	\$ 2.15	\$ 6.00			
	2.10	5.58			
	2.07	5.56			
	1.34	5.23			
	1.30	5.19			
	# 1.25	\$ 5.15			
	\$ 1.15				
	1.12				
	12.40				
	12.08				
	11.50				
	\$ 11.35				
	10.15				
	9.50				
	B 9.47				
	9.45				
	9.33				
	# 9.15				
	\$ 9.10				
	9.05				
	8.38				
	\$ 8.10				
	7.51				
	7.33				
	6.56				
	6.53				
	B 6.50				
	\$ 6.35				
	P.M.	A.M.	P.M.		
	DAILY	DAILY	DAILY		
	32	86	78		
	Western Region G.O. 712 Column 2 Page 43		Western Region G.O. 709 Column 4 Page 43		

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COLUMBUS UNION DEPOT—DENNISON AVENUE—
WESTWARD

STATIONS	FIRST CLASS			
	C.&O. 47	C.&O. 46		
	DAILY	DAILY		
	A.M.	P.M.		
Leave				
COLUMBUS (U. D. Co.)....	\$ 7.40	\$ 10.20	.....	.....
HIGH STREET.....	7.41	10.21	.....	.....
DENNISON AVENUE.....	7.45	10.25	.....	.....
Arrive	A.M.	P.M.		
	C.&O. 47	C.&O. 46		

DENNISON AVENUE—COLUMBUS UNION DEPOT—
EASTWARD

STATIONS	FIRST CLASS			
	C.&O. 47	C.&O. 46		
	DAILY	DAILY		
	A.M.	P.M.		
Arrive				
COLUMBUS (U. D. Co.)...	\$ 7.20	\$ 10.05	.....	.....
HIGH STREET.....	7.19	10.04	.....	.....
DENNISON AVENUE.....	7.15	10.00	.....	.....
Leave	A.M.	P.M.		
	DAILY	DAILY		
	C.&O. 47	C.&O. 46		

TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
Mansfield*	9.00 AM to 6.00 PM	Closed	Closed
Crestline*	10.00 AM to 11.59 AM 1.00 PM to 5.00 PM	Closed	Closed
Bucyrus*	8.00 AM to 11.59 AM 1.00 PM to 5.00 PM	Closed	Closed
Upper Sandusky*	1.30 PM to 5.00 PM	Closed	Closed
Ada*	1.00 PM to 4.30 PM	Closed	Closed
Lima*	9.00 AM to 1.00 PM 2.00 PM to 6.00 PM	Closed	Closed
Van Wert*	1.00 PM to 4.30 PM	Closed	Closed
Fort Wayne	5.30 AM to 9.30 PM (EST)	5.30 AM to 9.30 PM (EST)	5.30 AM to 9.30 PM (EST)
Warsaw*	6.00 AM to 3.15 PM	Closed	Closed
Plymouth*	1.00 PM to 5.00 PM	Closed	Closed
Valparaiso*	12.01 AM to 9.00 PM	Closed	Closed
Hobart*	8.00 AM to 12 Noon 1.00 PM to 5.00 PM	Closed	Closed
Gary*	8.30 AM to 12.30 PM 1.00 PM to 5.00 PM	Closed	Closed
Whiting*	7.00 AM to 9.00 AM 1.00 PM to 4.00 PM	Closed	Closed
Englewood	7.00 AM to 7.30 PM	7.00 AM to 7.30 PM	7.00 AM to 7.30 PM
Chicago	6.00 AM to 12.15 AM	6.00 AM to 12.15 AM	6.00 AM to 12.15 AM
Logansport*	7.00 AM to 4.00 PM	Closed	Closed
Winamac*	12.30 PM to 3.30 PM	Closed	Closed
North Judson*	8.00 AM to 8.30 AM 4.20 PM to 5.00 PM	Closed	Closed
Crown Point*	11.30 AM to 2.30 PM	Closed	Closed

TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
Dennison*	8.00 AM to 5.00 PM 8.15 PM to 9.00 PM	Closed	Closed
Coshocton	1.00 PM to 10.00 PM	Closed	Closed
Newark*	5.45 AM to 6.30 AM 10.30 AM to 12 Noon 1.00 PM to 3.00 PM 7.15 PM to 10.00 PM	Closed	Closed
Columbus	6.30 AM to 10.30 PM	6.30 AM to 10.30 PM	6.30 AM to 10.30 PM
Xenia	7.00 AM to 11.00 PM	7.00 AM to 11.00 PM	7.00 AM to 11.00 PM
Dayton	6.00 AM to 11.00 PM	6.00 AM to 11.00 PM	6.00 AM to 11.00 PM
Richmond*	8.00 AM to 6.45 PM	Closed	Closed
Cincinnati	7.00 AM to 12.15 AM	7.00 AM to 12.15 AM	7.00 AM to 12.15 AM
Winton Place	6.45 AM to 12.00 Midnight	6.45 AM to 12.00 Mid.	6.45 AM to 12.00 Mid.
Norwood*	8.00 AM to 12 Noon 2.00 PM to 4.00 PM	Closed	Closed
Hamilton*	5.30 AM to 3.00 PM	Closed	Closed
New Castle*	8.00 AM to 4.00 PM	Closed	Closed
Anderson*	9.15 AM to 6.15 PM 8.30 PM to 3.30 AM	Closed	Closed
Elwood*	9.00 AM to 6.00 PM	Closed	Closed
Kokomo	11.30 AM to 6.00 PM 10.00 PM to 3.30 AM	11.30 AM to 6.00 PM 10.00 PM to 3.30 AM	11.30 AM to 6.00 PM 10.00 PM to 3.30 AM

TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
Indianapolis	8.30 AM to 7.00 PM	8.30 AM to 7.00 PM	8.30 AM to 7.00 PM
Terre Haute	7.30 AM to 11.30 AM 12.30 PM to 4.30 PM	Closed	Closed
Effingham	Continuously	Continuously	Continuously
St. Louis	7.01 AM to 11.59 PM	7.01 AM to 11.59 PM	7.01 AM to 11.59 PM
Louisville	Continuously Except 5.00 AM to 7.00 AM	Continuously Except 5.00 AM to 7.00 AM	Continuously Except 5.00 AM to 7.00 AM
Jeffersonville*	8.45 AM to 5.00 PM	8.45 AM to 2.00 PM	Closed
Seymour*	7.00 AM to 3.00 PM	Closed	Closed
Columbus*	Continuously Except 3.00 PM to 11.00 PM	Closed	Closed
Frankfort*	8.00 AM to 5.00 PM	Closed	Closed

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

U. S. MAIL WORK

STATIONS	Westward						Eastward					
	3	13	77	31			4	30	32	14		
Dennison	E	DW					E		Q	E		
Coshocton	E	U		E			E		D	D		
Fazeysburg		CD							(CD)			
Newark	E			Q			E	DF	E	D		
Columbus	E	E	E	E			E	E	E	E		
Xenia	Q	CD	E	D			CD	C	D	E		
Dayton	E	E		E			E	E	E	E		
Richmond	E	E		E			E	E	E	E		
Effingham	E	E		E			E	DG	E	E		
Altamont	CD J			DA			CD JZ					
St. Elmo	CD J			DA			CD J					
Vandalia	DB			CD B			CD B	CD T				
Greenville	CD JW			CD A			CD WA	CD WT				
Highland	CD BZ			CD BW			CD AZ					
Collinsville				DB			CD AZ	DG				
	71	75	77				74	70				
Loveland			D									
Milford			D									
Winton Place	E	E	E				E					
Hamilton	E	E					E	E				
Richmond	E	E					E	E				
New Castle	DE							DE				
Anderson	E	E					E	E				
Elwood							U					
Kokomo	E	E					E	E				
Logansport	E	E					E	E				
Winamac	DB	R						CD B				
Kouts	CD B							CD B				
Crown Point	EB	E					E	EB				
Englewood	EB	E						EB				

A—Daily.

AA—Daily except holidays.

B—Daily except Sunday.

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.

F—Daily except Sunday and Monday.

G—Daily except Saturday and Sunday.

H—Daily except Saturday.

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

J—Daily except Sunday and holidays.

K—Mail received only.

L—Daily except Sunday, Monday and holidays.

M—Daily except Friday, Saturday and Sunday.

U. S. MAIL WORK

STATIONS	Northward						Southward					
	95						94					
Jeffersonville							EA					
Sellersburg							DJ					
Scottsburg							DA					
Seymour	EA						R					
Columbus	EA						EA					
Franklin							EA					
Greenwood							DJ					
Indianapolis	EA						DB					
Frankfort	EA						EA					
							EA					

STATIONS	Westward						Eastward					
	29	55	53	45	23	43		22	50	54	28	52
Mansfield	DU											
Bucyrus	N	E	E	E	E	E		E	E	DF		
Upper Sandusky		EN								R		
	W		E					DA	EB	DB	DB	
Lima	DN	EN	E	E		E		E	EB	E	DR	
Delphos	DN									B	E	
Van Wert	DN	EN	E									
Convoy		CD						E				
Fort Wayne		LH						CD				
Columbia City				E		E		JH				E
		DN	CD									
			V					CDY				
Warsaw	DF	EN	E	CD		DY		E	EB			
Bourbon		CD		V				CD				
		L						J				
Plymouth	DN	DF	E	E					EB			
Valparaiso		EN	E			E			EB	E		
Gary		EN	E	E		E		E	EB	E		
Englewood	EN	EN	U	U		E		E	EB		EB	
			②									

N—Daily except Monday.

O—Tuesday only.

P—Sunday only.

Q—Reduce speed to 6 miles per hour to exchange mails.

R—Reduce speed to 20 miles per hour for the discharge of mail or newspapers.

T—Daily except Saturday, Sunday and holidays.

U—Reduce speed to 10 miles per hour to discharge mail.

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

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

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

Y—Reduce speed to 60 miles per hour to discharge mail.

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

NOTE—Letters and characters as used on pages 48 and 49 have no reference to their application as provided for in special instruction 1004-A or 1004-B1.

①—Only on days No. 45 does not operate.

②—When not over 50 minutes late.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD & NORTHWARD

The time shown conveys no timetable authority.

STATIONS	PR-5 (1)	PR-7 (1)	WC-1 (1)	TT-1 *(5)	PR-1 (1)	PR-3 (1)	TM-1 (2)	CD-1 (3)	ED-3 (1)	ED-1 (3)	TT-9 *(3)	APS-3 (4)						
Leave	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.						
LUCAS	12.45	1.45	6.45	6.55	9.45	11.45	5.15	7.50	8.30	11.30	7.35	11.00						
CRESTLINE	1.15	2.15	8.45	7.50	10.15	12.15	6.00	8.30	9.00	12.10	8.15	11.35						
WEST YARD	1.45	2.45	12.01	8.15	10.45	12.45	7.30	10.15	10.05	1.00	8.45	12.05						
TOLEDO							12.01	1.30	1.00	4.00	11.15	2.35						
DETROIT									10.00		3.45							
ADAMS (EST)	4.30	5.30	4.00	10.30	1.30	3.30												
JUNCTION (OST)	4.10	5.10	5.00	9.55	1.10	3.30												
BART				12.01														
COLEHOUR			8.40		3.15													
CHICAGO	(o) 7.45	(p) 8.30	(o) 10.45	(p) 12.45	(p) 5.00	(p) 6.50												
Arrive	A. M.	A. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.						

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Sunday and Monday. (5) Daily except Monday and day following the seven recognized holidays.
 *Train will operate one hour in advance of time shown during daylight savings time. (o) 59th St. (p) 55th St.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD & SOUTHWARD

The time shown conveys no timetable authority.

STATIONS	FW-8 (1)	GRE-2 (1)	CS-8 (1)	CG-2 (1)	CG-4 (1)	AC-4 (1)	AC-2 (1)	TT-8 *(5)	NF-6 *(4)	TT-2 *(5)	CB-2 (5)	ED-2 (1)	ED-4 (1)	TT-10 (5)	CD-2 (3)	APS-4 (4)	ST-2 (3)	AST-4 (1)
Arrive	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.
LUCAS	2.20		7.50	10.28	9.00	9.55	10.55	6.45	8.25	7.45	5.45	7.15	3.30	6.15	5.00	9.50	2.15	7.35
CRESTLINE	1.40		7.10	10.03	8.30	9.30	10.30	6.15	7.30	7.00	5.15	6.00	3.00	5.50	3.45	9.15	1.30	7.05
WEST YARD	12.40		5.45	9.33	8.00	9.00	10.00	5.50	7.05	6.35	4.25	4.25	2.20	5.30		8.45	11.00	6.45
TOLEDO												1.30	11.50	3.00		6.00	5.00	
DETROIT												7.30	10.35	2.00				
ADAMS (EST)	9.45		2.15	5.04	4.25	6.00	6.30	3.10	4.20	4.05	1.45							4.05
JUNCTION (CST)	7.45	8.30		3.45	2.55	4.00	4.30	12.45	2.35	2.45	11.45							2.45
BART	5.00	5.30		1.16	12.40	1.30	2.00	10.45	12.05	12.45	9.45							12.45
COLEHOUR	2.30																	
CHICAGO	(o)12.01	(o) 1.00		(o)10.45	(p) 9.30	(p)11.40	(p) 1.00	(p)10.00	(p)11.15	(p)12.01	(p) 9.30							(p)12.01
Leave	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.	A.M.	P.M.	P.M.	A.M.	P.M.	A.M.	P.M.

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

*Train will operate one hour in advance of time shown during daylight savings time. (o) 59th Street. (p) 55th Street

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no timetable authority.

STATIONS	WC-11 (1)	PWC-1 (3)	CIN-1 (1)	DJ-3 (1)	CI-3 (1)	PMC-3 (1)	TT-3 *(5)	PR-9 (1)	PR-11 (1)										
Leave	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.										
CUSTER	6.55	2.45		9.45		6.00	1.45	6.30	10.20										
COLUMBUS	9.55	7.30		12.40		10.30	4.00	9.30	1.20										
NEILSTON	11.59	9.45	3.00	1.40		12.01	4.45	10.30	3.20										
GLEN																			
NEWMAN																			
CINCINNATI			9.00	6.45	3.00														
THORNE					10.00	6.30	9.30	4.00	8.20										
DAVIS (CST)						12.01	9.50	5.00	9.30										
PRARIE							11.05												
VIGO							11.25												
A&S CROSSING						7.00	2.45	11.45	4.15										
BRADFORD	2.15	12.45																	
ANOKA (EST)	5.50	4.30																	
VAN (CST)	6.40	4.30																	
CHICAGO	9.45	8.00																	
Arrive	P.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.										

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

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no timetable authority.

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

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

SPECIAL INSTRUCTIONS

GENERAL RULES

100C-1A Examinations

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

100J-1A. Uniforms.

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

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

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

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

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

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

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

Employees Permitted to Ride on Engines, etc.

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

Movement Directors.

Asst. Movement Directors.

Asst. Supervisors Movement.

Train Dispatchers.

Yardmasters and Assistants, in their districts.

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

C. and S. Foremen and Assistants, Power Directors and Assistants, E. T. Gang Foremen, Linemen and Maintainers in their districts.

Supervisors of Track, Assistants and Foremen in their districts.

Air-Brake Instructor.

Rules Examiners.

Supervisor of Structures and Assistants.

Railroad Police Officers in discharge of their duties.

Transportation Supervisors.

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

Other persons must hold proper transportation issued by the Superintendent.

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

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

Personal Injuries.

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

100R-2A. Medical Officers and Surgeons.

Location	Name and Address	Telephone Number
Dennison	Dr. R. E. Wolf (Surgeon) Office, 212 N. Main St., Uhrichsville, O. Res., 120 North 9th St., Uhrichsville, O.	Walnut 2-0851 Walnut 2-2975
	Dr. Robert Hines (Med. Officer) Office, 538 West Third Street Uhrichsville, Ohio Office Hours: By appointment only	Walnut 2-4051 Walnut 2-5221
	Dr. A. A. Greenlee (Med. Off.) Office, 108 North 2nd Street	Walnut 2-2871
Coshocton	Harry Carpenter, M.D. 713 Main Street	622-7600
	Dr. Harold W. Lear (Med. Officer) Office, 133 South Fourth Street Office Hours: By appointment, except for Return-to-work Examinations	MA. 2-4335
Zanesville	Dr. W. B. Devine (Med. Officer) Office, 1017 Convers St. Office Hours: 10:00 A.M. to 12:00 Noon, Daily	Gladstone 3-0375
	Dr. Donald A. Urban (Surgeon) Office, 534 Market Street Office Hours: 10:00 A.M. 12:00 Noon Daily Res., 3003 Dresden Rd.	Gladstone 3-4445 2-3281
Lancaster	Dr. William D. Monger (Med. Officer and Surgeon) Office and Res., 414 East Main Street	Olive 4-3333
Newark	Dr. John W. Houser, M.D. (Medical Officer) 375 Granville St.	344-3775
Columbus	Dr. R. J. Freedy (Medical Officer) Office, 20th St. Shop Daily except Saturday and Sunday— 8:00 A.M. to 5:00 P.M. Emergency calls outside of these hours taken care of by arrangement through Crew Dispatchers	CA. 1-1121 Ext. 317
	Dr. Gilman D. Kirk (Surgeon) Office, 283 E. State St. Res., 2296 E. Broad St.	CA. 1-4541 CL. 2-2611
	Dr. Ray E. Ebert (Surgeon) Office, 327 E. State St. Res., 2011 N. Starr Avenue	CA. 4-8539 HU. 8-8815
	Dr. William Nick, M.D. (Surgeon) 410 W. 10th Ave.	293-4758
Xenia	Dr. S. C. Ellis (Medical Officer) 200 Rogers Street 1:30 P.M. to 4:30 P.M. Daily except Sun- day and Thursday	DRake 2-7691
	Dr. John L. Wolff (Surgeon) Wilson Drive Xenia, Ohio	DRake 2-1602

Location	Name and Address	Telephone Number
Dayton	Dr. John R. Brown (Med. Officer) Office, 870 Fidelity Bldg. Monday, Tuesday, Thursday and Friday— 1:30 P.M. to 4:30 P.M.	461-3880
	Dr. Walter A. Reiling (Surgeon) Office, 1061—66 Reibold Bldg. Res., 569 Kenwood Ave.	BA. 8-3482 CA. 4-5846
Richmond	Dr. Ralph W. Dreyer (Med. Officer) 2 SW 17th St. Residence	973-2775 973-1139
	Dr. Harold L. Miller (Surgeon) Spring Grove Medical Building 1250 Chester Blvd.	2-5418
	Dr. R. T. Allen (Oculist) 345 Seventh Street	22422
St. Paris	Dr. Joe A. Fergus (Surgeon) Office, 113 S. Springfield St., St. Paris Res., R.R. #1, St. Paris	JU. 3-3281 JU. 3-1632
Piqua	Dr. Wm. W. Weis (Surgeon) Office, 404 N. Wayne St. Res., 331 W. Greene St.	157 158
Cincinnati	Dr. Charles N. Manley Office, 3338 Erie Ave (By appointment only)	321-2044
	Dr. Ralph G. Carothers (Surgeon) Consultant Office, 409 Broadway Call Physicians Exchange Res., 3006 Vernon Place	MA. 1-4483 PA. 1-2345 AV. 1-1805
	Dr. C. O. Carothers (Surgeon) Office, 409 Broadway Call Physicians Exchange Res., 2347 Madison Road	MA. 1-4483 PA. 1-2345 TR. 1-2378
	Dr. John F. Lyons (Surgeon) Office, 409 Broadway Res., 7339 Montgomery Rd.	MA. 1-4483 MA. 1-2542
	Dr. Donald J. Lyle (Ophthalmologist) Office, 411 Oak St. Res., 2303 Grandview	AV. 1-2473 WO. 1-4926
Hamilton	William F. Hume (Surgeon) Office, 235 Buckeye St. Res., 235 Buckeye St.	TW. 3-4771 TW. 2-3300
Portland	Dr. J. S. Fitzpatrick, M.D. Office, 603 W. Arch St.	726-4931
New Castle	Dr. James S. McElroy (Surgeon) Clinic, 1319 Church St. Res., 1213 Audubon Rd.	JA. 9-0780 JA. 9-1009
Anderson	Dr. Robert L. Armington (Surgeon) Office, 1500 Broadway Res., 206 E. 14th St.	644-3004 642-0092 642-3466
	Dr. Charles E. Armington (Surgeon) Office, 655 Citizens Bank Bldg., 11th and Meridian Streets Res., 823 W. 7th Street	644-4868 644-3567
Kokomo	Dr. John H. Alward (Surgeon) 321 W. Walnut Street, Kokomo Res., 401 W. Walnut Street, Kokomo	457-5303 452-1446 452-2228 452-0108

Location	Name and Address	Telephone Number
Mt. Vernon	Dr. John C. Drake (Surgeon) Office, 51 Public Square Res., East High St. Ext.	Express 2-6981 Express 2-4601
	Dr. R. H. Hoecker (Med. Officer) Office, 5 East High St. Res., 607 East Vine St. By appointment only	Express 2-5851 Express 2-5852
Lima	Dr. Fred P. Berlin (Surgeon) Office, 658 Market St. Res., 2230 Merritt Ave.	224-1601 Catherine 4-1011
	Dr. John D. Albertson (Surgeon) Office, 658 W. Market St. Res., 2267 Oakland Parkway	227-1866 224-7691
Fort Wayne	Dr. James Shaw (Medical Officer) Office, 3610 Brooklyn Ave. Hours: 10:00 A.M. to 12:00 Noon; 1:00 P.M. to 5:00 P.M. except Thursday Afternoon, Saturday, Sunday and Holidays Res., 3932 Rosewood	744-2351 745-1543
	Dr. Lynn W. Elston (Surgeon) Office, 622 Medical Center Bldg. Res., Stelhorn Park	742-1140 744-2998
	Dr. Ralph W. Elston (Surgeon) Office, 622 Medical Center Bldg. Res., 1340 Westover Road	742-1140 744-4743
	Dr. Maurice Rothberg (Oculist) Office, 625 W. Berry St. Res., 4319 Hartman	742-9288 744-9392
Columbia City	Dr. John L. Langohr (Surgeon) Office, 215 E. Van Buren St. Res., 321 N. Main St.	244-5144 244-7114
Mansfield, O.	L. A. Hautzenroeder, M.D. (Surgeon) Office, 548 Glesner Ave.	LA. 5-1345
	*Marvin F. Dees, M.D. (Medical Officer) Office, 120 Sturges Ave. (By appointment)	LA. 2-3751
	R. C. Wise, M.D. (Oculist) Office, 28 West 4th St.	LA. 4-0481
Crestline, O.	*H. Morton Brooks, M.D. (Medical Officer) Office, 258 N. Steltzer Street Hours: Monday and Thursday, 1:00 P.M. to 4:00 P.M.; 7:00 P.M. to 8:00 P.M.; Tuesday and Friday 10:00 A.M. to 12:00 Noon, 1:00 P.M. to 4:00 P.M.; Wednes- day 9:00 A.M. to 12:00 Noon	OV. 3-3855
Detroit	Francis B. McMillan, M.D. (Surgeon) Office, 920 David Whitney Bldg. Res., 2940 Iroquois St.	Woodw'd 1-0680 Walnut 1-3538
	Harold J. Rezanka, M.D. (Assist. Surg. and Med. Off.) Office, 920 David Whitney Bldg. (By appointment)	Woodw'd 1-0680

Location	Name and Address	Telephone Number
Detroit	*Henry A. Tazzioli, M.D. (Medical Officer) Office, 920 David Whitney Bldg. (By appointment)	WOodw'd 1-0680
	Howard C. Pugh, M.D. (Oculist) Office, 1735 David Whitney Bldg.	WOodw'd 2-7112
Toledo, Ohio	*Jos. P. Moran, M.D. (Medical Officer) Suite 216: Office, 3100 West Central Ave. (By appointment)	479-5375
	*H. A. Poneman, M.D. Office, 425 Jefferson Ave. (By appointment)	241-4830
	H. A. Martin, M.D. (Assist. Surgeon) Office, Toledo Clinic Res., 3912 Bowen Rd.	248-4221 472-9882
	J. D. Skow, M.D. (Oculist) Office, Toledo Clinic Res., 3330 Darlington Rd.	248-4221 536-2591
Attica	R. C. Cahill, M.D. (Medical Officer)	426-3334
Warsaw	Dr. John R. Baum (Surgeon) Office, 212 South Indiana or Murphy Medical Center Res., 305 Seventh St.	267-8212 267-6127 267-5411
Plymouth	Dr. James B. Kubley (Surgeon) Office, 304 North Walnut Res., 624 East La Porte	936-3178 936-2969
Gary	Dr. R. N. Bills (Surgeon) Office, 504 Broadway Res., 534 Lincoln St.	TUrnner 5-6106 TUrnner 2-6208
	Dr. W. K. Robinson (Ass't Surgeon) Office, 504 Broadway Res., 500 N. Montgomery St.	TUrnner 5-6106 YEllowstone 8-2382
East Chicago	Dr. J. A. Teegarden, Jr. (Surgeon) Office, 1919 E. Columbus Dr. Res., 7204 Woodmar, Hammond, Ind. Exchange Tel.	EXport 7-1805 TIlden 4-0783 EXport 8-2828
Hammond	Dr. Arthur Kuhn (Oculist) Office, 112 Rimbach St. Res., 60 Glendale Park	WEstmore 2-0435 WEstmore 1-3138
	Dr. K. J. Long Dr. A. C. Remich Office, Medical Bldg., 30 Douglas St.	WEstmore 2-3938

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

Location	Name and Address	Telephone Number
Petoskey	Dr. Dean C. Burns (Surgeon) Office, Burns Clinic Res., 215 Division St.	2556 3404
Cadillac	Dr. Robert V. Daugharty (Surgeon) Office, 107 N. Mitchell St. Home	775-2493 775-2893
Muskegon	Dr. Paul E. Medema (Surgeon) Office, 1017 Sanford St. Res., 1661 Clinton St. Of no answer call	2-3544 2-3544 2-3479
	Dr. A. L. Benedict, Jr. (Medical Officer) Office, 22 W. Southern Ave. Office Hours: 1:00 P.M. to 5:00 P.M. Daily except Wednesday, Saturday and Sunday Res. 16633 Clinton St.	23397 25453-23479
Kalamazoo	Dr. R. S. Gove (Surgeon) Office, 1631 Gull Road Res., 500 Sturgis Drive, Parchment, Mich.	FIreside 2-9813 FIreside 9-3492
Kendallville	DR. HERMAN HEPNER Office: 705 N. State St. Office Hours: 10.00 A.M. to 11.59 A.M. Monday thru Saturday. 2.00 P.M. to 5.30 P.M. Daily except Wednesday and Sunday.	347-3300
Indianapolis	*Dr. H. B. Hamilton (Division Medical Officer) Office, 901 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 WA. 6-0907 ME. 2-2031
	Dr. Max D. Bartley (Oculist) Office, 803 Hume-Mansur Bldg. Res., 5640 N. Pennsylvania St.	Melrose 5-6280 CL. 5-7868
	Dr. Charles A. Bonsett (Surgeon) Office, Hume-Mansur Bldg.	
	Dr. J. Theodore Luros (Surgeon) Office, 1633 N. Capital Ave.	
Brazil	Dr. J. F. Maurer (Surgeon) Office, 203 City Bank Bldg. Res., 60 East Park St.	2448 7181
Terre Haute	*Dr. Will Kunkler (Medical Officer, Asst. Surgeon) Office, 212 Merchants Bank Bldg. Res., 1119 S. Center St. By Appointment Only	C-3426 C-3861 C-8624
	Dr. Arnold Kunkler (Surgeon) Office, 312 Merchants Bank Bldg. Res., 1700 N. 7th St. If no answer, call	C-2160 L-9738 C-8624
	Dr. Noel S. McBride (Oculist) Office, 407 Mer. Nat'l Bank Bldg. Res., Allendale, R.R. 2	C-4141 C-2464
Effingham	*Dr. E. S. Frazier (Medical Officer, Surgeon) The Effingham Clinic Daily 10:00 A.M. to 12:00 Noon. 1:30 P.M. to 4:00 P.M.	342-3989

Location	Name and Address	Telephone Number
Greenville	*Boyd E. McCracken (Surgeon) Office, 100 N. Locust St. Residence	664-1380 664-0951 or 664-1230
East St. Louis	*Dr. V. P. Siegel (Medical Officer, Surgeon) 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. J. U. Compton (Asst. Surgeon) 4601 State St.	UPton 5-2632
St. Louis	*Dr. Joseph A. Lembeck (Medical Officer, Surgeon) 607 North Grand Ave. Monday Through Friday 12:00 Noon to 3:00 P.M. Residence If no answer, call	Jefferson 5-2792 Prospect 1-1961 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
Decatur	*Dr. Arthur F. Goodyear (Medical Officer, Surgeon) Office, 142 Prairie Ave. Residence If no answer, call	2-2742 2-2737 3-3603
Peoria	Dr. Albert Novotny (Surgeon) 631 Jefferson Bldg.	3-4335
Louisville	Dr. John T. Bate (Surgeon) Office, 301 West Ormsby Ave. Residence, 2524 Glenmary Blvd.	ME. 6-3749 GL. 1-8274
	Dr. J. K. Hutcherson (Oculist) 410 West Chestnut St. Home	JU. 4-7205 TW. 6-4123
Clarksville	*Dr. Alan Willner (Medical Officer, Surgeon) 630 Eastern Blvd. Residence Examinations by Appointment only	Butler 3-3573 Whitehall 3-3733
Columbus, Indiana	*Dr. Richard A. Snapp (Medical Officer and Ass't Surgeon) Office, 2225 Central Ave. Residence, 1927 Home Ave. By Appointment only.	DR. 2-4504 DR. 2-1469
	Dr. Hallack S. Knotts (Surgeon) Office, 405½ Washington St. Residence, 2740 Washington St.	DR. 2-6747 DR. 2-7160
Vincennes	Dr. Paul B. Arbogast (Medical Officer and Surgeon) 915 Main St., Vincennes, Ind. Office Phone	882-3177
<p>*Available to employees for periodic or other physical examinations, or to secure completed Form MD3 (Return to Duty Form) during their office hours or by appointment.</p>		

100R-3A. Locations of Hospitals.		
Location	Name and Address	Telephone Number
Dennison	Twin City North First Street	Walnut 2-2800
Coshocton	Coshocton County Memorial 1460 Orange Street	MA. 2-6411
Zanesville	Bethesda Underwood Street	2-4535
Lancaster	Lancaster—Fairfield County Joint Hospital 401 North Ewing Street	OL. 3-7521
Newark	Licking County Memorial Hospital 1320 W. Main St.	344-0331
Columbus	University Hospital 410 W. 10th Ave. On Service of: Dr. R. Williams, or Dr. R. Ebert, or Dr. G. Kirk	AX. 1-3121
	Grant Hospital 309 E. State Street On Service of: Dr. G. Kirk, or Dr. R. Ebert	CA. 4-5151
	Mt. Carmel Hospital 793 W. State Street On Service of: Dr. G. Kirk	CA. 4-3171
Xenia	Greene Memorial Hospital Wilson Drive	2-3511
Springfield	City Hospital 2615 E. High Street	3-5531
Dayton	St. Elizabeth Hospital 49 Hopeland Street	HE. 0401
Piqua	Memorial Hospital Park and Nicklin Avenues	MA. 1187
Richmond	Reid Memorial Hospital On Chester Pike, one-half mile north of Passenger Station	2-5481
Cincinnati	Good Samaritan Hospital Clifton and Dixmyth Avenue	UN. 1-1400
Hamilton	Mercy Hospital 116 Dayton St.	4-7431
Winchester	Randolph County Hospital Greenville Avenue	436
Portland	Jay County Hospital West Arch St.	38
Decatur	Adams County Memorial Hospital Cor. Mercer and Grant Sts.	791
New Castle	Henry County Hospital 1000 North 16th St.	JA. 9-0230
Anderson	St. John's Hospital 20th and Jackson Sts.	1378

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

Location	Name and Address	Telephone Number
Logansport	St. Joseph Hospital 26th and High Streets	4145
	Memorial Hospital North Michigan Avenue	3117
Crown Point	Lake Co. Infirmary Three miles east	87
South Bend	Memorial Hospital 604 North Main St.	3-1131
	St. Joseph Hospital 401 N. Notre Dame	3-2168
Culver	Military Hospital Academy Grounds	89
Auburn	Souders Hospital West 7th St.	208
Garrett	Sacred Heart Hospital Ijam St.	234
Petoskey	Little Traverse Hospital Connable Ave.	2553
Traverse City	Munson Hospital West 6th St.	Windsor 7-6140
Cadillac	Mercy Hospital Oak and Hobart Sts.	Prospect 53481
Muskegon	Hackley Hospital Forest Ave.	2-2624
Grand Rapids	Butterworth Hospital Michigan St. and Bostwick Ave.	Glendale 8-1281
	St. Mary's Hospital 250 Cherry St., S.E.	Glendale 9-3131
Kalamazoo	Borgess Hospital 1521 Gull Road	Fireside 9-1581
	Bronson Hospital 224 E. Lovell	Fireside 2-9821
Crestline, O.	Crestline Memorial North Columbus St.	Overland 3-1212
Detroit, Mich.	Providence 2500 West Grand Blvd.	Tyler 5-4600
Detroit, Mich. (Lincoln Park)	The Lynn 2950 South Fort St.	Warwick 8-6000
Mansfield, O.	General Glessner Ave.	LA. 2-3411
Tiffin, Ohio	Mercy West Market St.	Gibson 7-3130
Marion	City Hospital 685 Delaware Ave.	2-1121
Toledo, Ohio	Flower 3350 Collingswood Blvd.	CHerry 4-3711
Indianapolis	Community 1500 No. Ritter Ave.	FL. 9-8471
	St. Vincent 120 W. Fall Creek Parkway, North Drive	WA. 6-3301
	Methodist 1604 N. Capitol Ave.	WA. 4-6411

Location	Name and Address	Telephone Number
Greencastle	Putnam County Greenwood Avenue	Oliver 3-5121
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.	342-2121
Vandalia	Fayette County Hospital Seventh and Taylor Sts.	283-1231
Highland	St. Joseph Ninth St.	654-2171
E. St. Louis	St. Mary 8th and Missouri Ave.	BRidge 4-1900
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.	654-4451
Jeffersonville	Clark County Memorial 210 Sparks Avenue	BU. 2-6631
Louisville	Kentucky Baptist 810 Barrett Ave.	JU. 3-4841

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

First-Aid Boxes:

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

Stretchers:

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

OPERATING RULES

STANDARD TIME

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

TIMETABLES

Letters and Characters

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

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

1004-B1.

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

ENGINE WHISTLE SIGNALS

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

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

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

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

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

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

Between Galena and Oak St., Toledo.

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

TRAIN SIGNALS

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

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

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

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

USE OF SIGNALS

1027-A1. At the following locations Clear Block Indication **Rule 280**, must not be accepted unless marker light is also lighted: BROAD, FOLEY.

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

Day Signals—a red flag, torpedoes and fusees.

Night Signals—a white light, torpedoes and fusees.

1035-B1. Account 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	10	10
Freight Service	12	12
Engines	3	6
Engines in Helper Service	6	6
Track Cars	4	8
Crossing Watchmen	3	0
Detector Cars and Burro Cranes	6	12

NOTE—Additional 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.

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

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

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

TORPEDO-PLACING MACHINE

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

SUPERIORITY OF TRAINS

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

GENERAL ORDERS

Bulletin Boards, Employee's Registers, Standard Clocks

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

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

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

(Continued on next page)

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

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

NOTE—X indicates in service.

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

Standard Clocks

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

GENERAL ORDER ZONES

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

Zone A

BUCKEYE DIVISION

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

Zone B

CHICAGO DIVISION

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

Zone C

FORT WAYNE DIVISION

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

Zone D

SOUTHWESTERN DIVISION

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

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

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

1076-A2. Bunker Hill.

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

1080A1. Rules for Conducting Transportation Definitions.

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

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

MOVEMENT OF TRACK CARS

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

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

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

Track cars must approach crossings, prepared to stop.

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

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

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

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

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

Track cars should move preferably with the current of traffic.

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

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

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

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

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

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

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

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

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

PROTECTION FOR ON-TRACK MAINTENANCE EQUIPMENT

(10) FORMS OF TRAIN ORDERS

FORM W

PROVIDING FOR MAINTENANCE WORK OBSTRUCTING A TRACK

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

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

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

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

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

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

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

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

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

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

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

(11) FORMS OF BLANKS.

Form C. T. 264
2-1-67

**THE PENNSYLVANIA RAILROAD
TRACK CAR PERMIT FORM M**

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

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

Issuing Station Time in Effect Date

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

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

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

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

Information including track cars, engines or trains in block:

.....
.....

Reported clear at.....
Location Time
A.M. P.M.

Signature.....
Operator Dispatcher's Initials

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

MOVEMENT OF TRAINS

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

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

- Foster**—for eastward trains.
West Greene—for westward trains.
McCarty Street, Indianapolis—for southward trains.
Lebanon—for northward trains.
Boyd—for northward trains.

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

Yard Limits

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

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

Track	Between	And
Louisville Branch	Louisville, Broadway St.	I. C. R. R. Jct. Kentucky St.
	Boyd	2536 feet north of Mile Post 104
	Austin Mile Post 73	Mile Post 75
	Seymour 550 feet north of Mile Post 61	1750 feet north of Mile Post 58
	Columbus 300 feet south of Mile Post 44	245 feet south of Mile Post 40
	Edinburg Mile Post 32	Mile Post 28
	Franklin 3000 feet south of Mile Post 21	3000 feet south of Mile Post 19
	Indianapolis, I. U. Ry. Inter- locking	1734 feet south of Mile Post 4 south of Dale
I. & F. Branch	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 May- wood
	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
	Sandborn Mile Post 91	Mile Post 94
	Howard	Kirk
Crawfordsville Secondary	Rockville Mile Post 21	Mile Post 24
	Crawfordsville 1665 feet north of Mile Post 50	1540 feet south of Mile Post 55
	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
	South Morton	North Morton

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

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

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

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

Authority to Proceed as an Extra

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

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

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

Non-Interlocked Railroad Crossings at Grade

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

BUCKEYE DIVISION

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

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

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

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

Target controlled by crank equipped with mechanical time release.

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

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

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

CHICAGO DIVISION

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

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

Instructions for operation of time release posted in telephone box.

FORT WAYNE DIVISION

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

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

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

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

SOUTHWESTERN DIVISION

Location	Signals, etc., Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
Vigo: 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.	Color Light	Stop	Stop before crossing. If signal is green proceed over crossing. If signal is red operate push button on signal mast then if signal does not display green, arrange for protection and proceed over crossing.	
N. Y. C. & St. L. R. R.	Stop Board 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 P.R.R.	
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.	
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 P.R.R.	
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.	Stop Board Gate	Stop	Proceed when gate is clear. Gate operated by trainmen.	

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:

BUCKEYE DIVISION

Track	Crossing	Location	Note
Siding	Center Street Cadiz Street	Jewett	
No. 101 Secondary	Main Street Uhrich Street Dawson Street Third Street Third Street	Uhrichsville Dennison	
Yard Tracks No. 8, 10, 12, 14 and 16	Third Street	Dennison	5
No. 6 and Storage Track	College Street	Newcomers-town	2
West Leg of Wye	River and Goodrich Streets	Newcomers-town	
Eastward and Westward Wye	State Street (Lake Div.)	Newcomers-town	4
Licking Eastward and Westward Siding	O'Bannon Avenue	Newark	
Licking Eastward and Westward Siding	Oakwood Avenue	Newark	
Licking Westward Siding	Cedar Street	Newark	
Sidings	Cincinnati Avenue (first highway crossing west of Greene)	Xenia	
Siding	Rifle Street Hiddison Street	Greenville	
Industrial Lead and Yard Track (RI Storage) North Side	West Fifth Street	Richmond	
Eastward Movements Relay Yard Track	Cemetery Road	Hilliard	3
Westward Siding and New Storage Track	Bobmeyer Road	Mosler	2
Archer-Daniel-Midland Milling Co.	Sharon Road	Sharonville	
Putnam Siding	Pershing Road (Copper Mill Road) 4025 ft. west of M. P. 17	Putnam	2
Industrial	U. S. Route 35 (Barr Crossing) Woodbine Ave.	Just south of Clement	
N. & W. Ry. Connection	Dana Avenue	Cincinnati	
Broken Aro Mine Track	State Route 16	Trinway	
Scale Track	Main Street	Kokomo	

NOTE 2. Eastward and westward movements approach crossing prepared to stop and must not move over crossing until it is known that automatic highway crossing protection is in operation.

NOTE 3. Westward movements on this track must stop on track circuit which extends 70 feet east of crossing and crew must assure themselves that Crossing Protection is operating before proceeding over crossing.

NOTE 4. Newcomertown, State Street (Lake Division). Trains and engines using eastward and westward Wye tracks must know that the automatic highway crossing protection is operating before proceeding over the crossing or provide protection as required by **Rule 103**.

Push buttons for manually interrupting operation of automatic highway crossing protection located on north end of relay case.

NOTE 5. Eastward and westward movements must stop on track circuit which extends a distance of 70 feet on either side of crossing and allow crossing protection to operate and know that traffic is clear before passing over crossing.

CHICAGO DIVISION

Track	Crossing	Location	Note
Siding	Clarke Road	Clarke	
Riley Road North Yard storage track	Riley Road	Mahoning	
Eastward Siding			
Eastward Siding	Standard Ave.	Whiting	
	Front St.		
	119th St.		
Armstrong Cork Co. Track	Washington St.	Dunkirk	
Westward Siding	Lincoln Boulevard	Marion	
Siding and Yard Track	Pearl St.		
Eastward Siding	State Route 10	North Judson	
Team Track	Washington St. (State Highway 421)	LaCrosse	
Mathieson Track			
Leroy Spur	Main Street	Leroy	
National Brick Co. Track	Calumet Ave. (State Road 141)	Maynard	
Grand Trunk Western R. R. Interchange Track			
Acme Steel Corp. Industrial Track	Private Road Crossing Acme Steel Corp.	Riverdale	
Yard Tracks	Ireland Road	South Bend	

FORT WAYNE DIVISION

Track	Crossing	Location	Note
Yard Track	50th St.	Grand Rapids	
	Front St.		
	Scribner St.		
	Mount Vernon St.		
	Summer St.		
	Winter St. (Northward only)		
Plaster Mill	Buchanan St.		
	Grandville Ave.		
Century Ave. Spur	Century Ave.		
	C Ramp		
	D Ramp		
Quimby-Walstrom Paper Co.	A Ramp		
Running Track	Fulton St.		
	Ottawa St.		
	Market St.		
	Campau St.		
Running Track	Vine St.	Kalamazoo	
	Mill St.		
	Crosstown Parkway		

Track	Crossing	Location	Note
Running Track		Kalamazoo	
	Walnut St.		
	Gibson St.		
	Michigan St.		
	Water St.		
	Kalamazoo Ave.		
	Ransom		
	North St.		
	Frank St.		
	Parsons St.		
	Bush St.		
	Patterson St.		
Prouty St.			
Crestline Industrial Track	State Route 181 300 feet west of M. P. 188	Crestline	1
Crestline Industrial Track	Bucyrus Street 920 feet west of M. P. 188	Crestline	1
Outbound engine track	Wiley St.	Crestline	2
Yard Track			
Eastward Sidin	Cable Road	Lima	
Westward Siding	Fifth St.	Plymouth	
Eastward Siding	Bariman St.		
Westward Siding			
Eastward Siding	Starke Street	Hamlet	
Westward Siding			
Middle Track			
Back Track			
Northward Siding	State Route 4 1597 feet north of M. P. 27	Carrothers	
Southward Siding		Carrothers	
Yard Tracks east of No. 1 Track	Lime Street (County Road No. 6) M. P. 69	Woodville	
Yard Tracks 99, 101, 103, 502, 503	Oakdale St.	Toledo	
Yard Tracks 502, 503	Utah St.	Toledo	
Yard Tracks 502, 503 and N.Y.C. Transfer Track	Oak St.	Toledo	
Yard Running Track	Wall St.	Tiffin	

NOTE 1. Trains and engines must stop on track circuit which extends a distance of 70 feet on either side of crossing and allow crossing protection to operate a minimum of 20 seconds before passing over crossing.

NOTE 2. In event the automatic crossing protection is not operating, protection must be provided as prescribed by **Rule 103.**

SOUTHWESTERN DIVISION

Track	Crossing	Location	Note
No. 2 Yard Track	State St.	300 feet West of M. P. 186	
Farm Bureau	Route 67	Caven District	
Greencastle Siding	Zinc Mill Road	3840 feet West of M. P. 37	1
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	
Yard Tracks	Maple St., Effingham	3490 feet West of M. P. 140	1
Yard Tracks	Henrietta St., Effingham	650 feet West of M. P. 141	1-2
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. 200	
No. 20 Secondary Track, between Eads and Willows	Exchange Ave., East St. Louis	2400 feet West of M. P. 237	
Dale Siding	Troy Ave., Indianapolis	M. P. 3	
Dale Siding	Southern Ave., Indianapolis	2500 feet South of M. P. 2	
Dale Siding	Raymond St., Indianapolis	180 feet North of M. P. 2	
No. 1 West and No. 1 East of Main	Caven and Terrace Ave., Indianapolis	South St. Yard	
Secondary Track and Siding	Second Street, Worthington	2600 feet North of M. P. 73	
Hawthorne Mine Track	State Route 67	Sandborn	

NOTE 1. Trains and engines must stop on track circuit which extends a distance of 70 feet on either side of the crossing and allow crossing protection to operate a minimum of 20 seconds before passing over crossing.

NOTE 2. In event protection fails to operate for movements on yard tracks, push button located in box in southeast quadrant of crossing must be used to operate.

Movements against Current of Traffic

1103-A3. At the following locations automatic highway crossing protection does not operate for movements against the current of traffic:

Location	Crossing	Location of Crossing
Mansfield	Steel Mill	1800 feet East of M. P. 177

Interrupting Operation of Automatic Highway Crossing Protection Manually

1103-A4. At the following locations a device is provided to interrupt the operation of the automatic highway crossing signals manually:

BUCKEYE DIVISION

Track	Location	Notes	Track	Location	Notes
Westward Siding Westward Siding	JEWETT Cadiz St.	5	No. 1 No. 2	HAGENBAUGH Public Crossing Public Crossing	2-4 1-8
	Center St.	3		URBANA Main St. Main St.	1-3-16 2-8
No. 1 No. 2	WEST LAFAYETTE Kirk St. Kirk St.	2-6 1-5	No. 1 No. 2	WEST OF ST. PARIS MILE POST 59 State Route 69 State Route 69	2-4 1-3
No. 1 No. 2	TRINWAY State Route 77 State Route 77	1-2-4 1-2-3		GREENVILLE Harrison Ave. Central Ave. Sweitzer St. Chestnut St.	1-2-10
No. 2 No. 1 No. 1 No. 2 No. 2 Licking Westward Siding	NEWARK Morris & Main St. Main & Morris St. Cedar Street Cedar Street Oakwood Ave. O'Bannon Ave.	1-3 2-6 2-6 1-3 1-3 1-3	Main Main Main Main	WEST OF GREENVILLE MILE POST 96 Public Crossing	1-2-3
Siding North Siding South	XENIA Cincinnati Ave. Cincinnati Ave.	1-2-3 1-2-5		RICHMOND West 5th St. West 5th St.	2-4 1-3-13
Main Main Main Main	TROTWOOD Main St. Broadway Main St. Broadway	1-3-7 1-3-7 2-3-8 2-3-8	No. 1 No. 2 Yard Track (Storage) No. 1, 2, 3, 4 No. 1, 2, 3, 4 No. A, B, C, D, E, 3, 4 No. 1 and 2	West 5th St.	1-3-13
Main Main Main Main	BROOKVILLE Hay St. Market St. Main St. Salem St.	1-5-11		16th Street 15th Street 8th Street 6th Street	17 17 18 18
No. 1 & No. 2 No. 2	EAST OF MOUNDS Grandview Ave., Columbus, Ohio Trabue Road	15 1-3-14	No. 2	WEST OF CUMBERLAND Post Road	1-3-13
No. 1 No. 1 No. 2 No. 1 No. 2	HILLIARD Scioto-Darby Rd. Main Street Main St. Cemetery Road Cemetery Road	2-6-12 1-2-8 1-8 2-12 1-13	Court St. Secondary No. 1	NORWOOD Smith Road Washington St.	1-2-3 1-2-3
No. 1	PLAIN CITY State Route 42	2-6-12	Main	READING Main St.	1-2-4
No. 1 No. 2	MILFORD CENTER Mill St. Mill St.	2-4 1-3	Main Siding	MOSLER Bobmeyer Road Bobmeyer Road	1-2-4 1-2-5
No. 1 No. 2	WEST OF CABLE MILE POST 39 Public Crossing Public Crossing	2-4 1-3	Main and Siding	DECATUR Monroe St.	1-2-5
			Main	AKRON SECONDARY TRK CONDIT Crossing North of Station	2-4

DIRECTION OF MOVEMENT

Note 1—South or West

Note 2—North or East

CONTROL DEVICE LOCATED

Note 3—East and North of Crossing
Note 4—East and South of Crossing
Note 5—West and North of Crossing
Note 6—West and South of Crossing
Note 7—On Telephone Pole
Note 8—On Relay Case

Note 9—White Box on Station Platform
Note 10—On Relay Case at Wash. St.
Note 11—In tel. shelter box at Hay St.
Note 12—West End Relay Case.
Note 13—East End Relay Case

Note 14—Trabue Road—West of Marble Cliff. Push-button to interrupt operation of Automatic Highway Crossing Protection for westward movements on No. 2 track, may also be used to interrupt the operation of the flasher lights and gates immediately after eastward movement on No. 2 track has cleared the switch points east of crossing. When eastward movement on No. 2 track has cleared the switch points after entering No. 2 track from Dump Track, push-button shall be operated to immediately interrupt the operation of the Automatic Highway Crossing Protection.

Note 15—Grandview Avenue—Columbus, Ohio. Trains and engines stopped in the vicinity of Grandview Avenue must notify the crossing watchman who will interrupt the operation of flasher lights. Crossing watchman must again be notified and flashers operating before movement is resumed over the crossing. Employees must not beckon for vehicles or pedestrians to cross tracks at this crossing while flasher lights are operating. Trains stopped west of Urlin Avenue, first crossing west of Grandview Avenue, must not move eastward over this crossing until crossing watchman has been notified that train is about to proceed. (Telephone Ring, 1 short, 1 long, 1 short.) The crossing watchman will then cause the flasher lights at this point to operate, after which the train may proceed over the crossing.

Note 16—Urbana—Main Street. Train or engine must be at least 250 feet east of Main Street when cut out device is operated.

Note 17—Crossing watchman located in tower between 12th and 13th Street, on duty continuously.

Note 18—Block Operator Newman.

CHICAGO DIVISION

Track	Crossing	Location	Control Device Located	Movements
No. 1	Franklin St.	Valparaiso	In box on instrument case, south side of No. 1 track, west of Franklin St.	Eastward and Westward
No. 2			In box on post, north side of No. 2 track, west of Franklin St.	
No. 1	Washington St.		In box on instrument case, south side of No. 1 track, west of Washington St.	
No. 2			In box on post, north side of No. 2 track, west of Washington St.	
No. 1	Lafayette St.		In box on instrument case, south side of No. 1 track west of Lafayette St.	
No. 2			In box on post, north side of No. 2 track, east side of Lafayette St.	
No. 1	Napoleon St.		In box on post, south side of tracks, east side of Napoleon St.	
No. 2			In box on instrument case, north side of No. 2 track, east side of Napoleon St.	
No. 1 and No. 2	Wisconsin St.	Hobart	In box on post north of No. 2 track, east of highway and on west end of signal case south of No. 1 track east of highway	Movements on main tracks
No. 1 and No. 2	Madison St. and 19th Ave.	Gary	In box on west end of instrument case, south of South Team track, east of 19th Ave.	Movements on main tracks
No. 1 and No. 2	Virginia St.		In box on instrument case, south of No. 1 track, east of highway	
No. 1 and No. 2	17th Ave.		In box on instrument case, south of Team Track, east of highway and in box on post north of Team Track, east of highway	
No. 1 and No. 2			In box on instrument case, south of No. 1 track east of highway and in box on post north of No. 2 track east of highway	
No. 1 and No. 2			Watchnan Broadway	
No. 1 and No. 2	Massachusetts St.			

Track	Crossing	Location	Control Device Located	Movements
No. 1 and No. 2	15th Ave.	Gary	In box on instrument case, south of No. 1 track, east of highway and in box on post north of No. 2 track east of highway	Movements on main tracks
No. 1 and No. 2	13th Ave.		In box on instrument case, south of No. 1 track, west of highway and in box on post north of No. 2 track, east of highway	
No. 1 and No. 2	Taft St.		In box on instrument case, south of No. 1 track, west of highway and in box on post north of No. 2 track, east of highway	
No. 1 and No. 2 Siding	Clarke Road	Clarke	In box on instrument case, south side of No. 1 track, east side of Clarke Road	Eastward and Westward
No. 1 and No. 2	Cline Ave.	Indiana Harbor	In box on east end of instrument case, west of highway, south of No. 1 track and on post east of highway, north of No. 2 track	Movements on main track
No. 1 and No. 2	Washington St.		In box on instrument case, south of No. 1 track, east of highway	
No. 1 and No. 2	Lincoln St.		In box on instrument case, south of No. 1 track, east of highway	
No. 1 and No. 2	McKinley St.		In box on instrument case, south of No. 1 track, east of highway	
Eastward Siding and Riley Road North Yard Storage Track No. 1 and No. 2	Riley Road	Mahoning	In box on instrument case, south of eastward siding, west of highway	Movements on main tracks, siding and storage track
No. 1 and No. 2 Eastward Siding	Standard Ave.	Whiting	In boxes on instrument case, south side of siding, east of Standard Ave.	Eastward and Westward
No. 1 and No. 2 Eastward Siding	Front St.		In boxes on instrument case, south side of siding, east of Front St. crossing	
No. 1 and No. 2 Eastward Siding	119th St.		In boxes on instrument case, south of siding east of 119th St. crossing	
No. 1, No. 2, No. 3 and No. 4	117th St.		In box on instrument case, south side of No. 3 track west of 119th St.	
No. 4	Calumet Ave.	Roby	In box on instrument case, south of No. 3 track, east of highway	Movements on No. 4 track
No. 3			In box on instrument case, south of No. 3 track and east of highway.	Eastward and Westward
No. 1	Highway 121	1.7 miles east of Pikeville	In box on post on east side of highway	
No. 2			In box on post on west side of highway	
No. 1	Highway 118	0.5 miles east of Meeker	In box on post on west side of highway	
No. 2			In box on post on east side of highway	
No. 1	Highway 49	Woodington	In box on post, east side of highway	
No. 2			In box on post, east side of highway	

Track	Crossing	Location	Control Device Located	Movements
No. 1	Walnut St.	Union City	In box on post, west side of Walnut St.	Eastward and Westward
No. 2			In box on post, west side of Walnut St.	
No. 1	Main St.	Dunkirk	In box on post, south side, west of crossing.	
No. 2			In box on west end of instrument case, north of crossing.	
No. 1	Washington St.	Hartford City	In box on post, east side of Washington St.	
No. 2			In box on post, east side of Washington St.	
No. 1 and No. 2	Third Street	Logansport	In box on instrument case, south side No. 1 track, west of Third Street	
No. 1	Main St.	Gas City	In box on "No left turn" sign post on west side of Main St.	
No. 2			In box on post on east side of Main St.	
No. 1		Sweetser	In box on post, west side of Main St.	
No. 2			In box on post, east side of Main St.	
No. 1	Washington St.	Winamac	In box on instrument case at Washington St.	Eastward only
No. 1			In box at crossover Adam St.	
No. 2			In box on instrument case at Washington St.	Eastward and Westward
No. 1 and No. 2	Washington St. (SR 421)	LaCrosse	In box on instrument case, north side No. 2 track, east of Washington St.	
Westward Siding	Main St.	Kouts	In box on front of station Building	
No. 1	Sigler St.	Hebron	In box on post west side of Sigler St.	
No. 2			In box on instrument case, west side of Sigler St.	
No. 1 and No. 2	Main St.	Crown Point	In box on instrument case at Main St.	
No. 1 and No. 2	Calumet Ave. (State Road 141)	Maynard	In box on instrument case, north side No. 2 track, east of Calumet Ave.	
No. 1 and No. 2	Wentworth Ave.	Lansing	In box on post south of No. 1 track, east of highway and on instrument case, north of No. 2 track, east of highway	
No. 1 and No. 2	Ridge Road		In box on instrument case, north of No. 2 track, west of highway	
No. 1 and No. 2	Private Road Crossing Acme Steel Corp.	Riverdale	In box on instrument case, north side of No. 2 track east of private road crossing Acme Steel Corp.	
No. 1 and No. 2	127th St.		In box on instrument case, north of No. 2 track, west of highway	
No. 1 and No. 2	120th, 122nd and 123rd St.	West Pullman	In boxes located on instrument cases	
No. 1 and No. 2	115th St.		In box on instrument case, north side of No. 2 track, east side of 115th St.	
No. 1 and No. 2	111th St.	Washington Heights	For No. 1 track in box on post south of No. 1 track, west of highway For No. 2 track on instrument case, north of No. 2 track, east of highway	

Track	Crossing	Location	Control Device Located	Movements
No. 1 and No. 2	95th St.	Washington Heights	In box on instrument case, north side of No. 2 track, east of 95th St. crossing	Eastward and Westward
No. 1	87th St.	Beverly Jct.	In box on instrument case, north side of No. 2 track, west side of 87th Street	
Main	Dolton Ave.	Calumet Park	In box on instrument case, west of highway	On Single Track
	Sibley Blvd.		In box on instrument case, west of highway	
Main	Eckman St.	South Bend	In box on instrument case, north side of main track	Eastward and Westward
Main	U. S. Road 41	Kentland	In box on instrument case at crossing U. S. Road 41	Eastward and Westward
Main	State Route 25	Clymers	In box on post, west side of Main track, north of State Route 25	Northward and Southward
Siding			In box on signal case, east side of Siding, north of State Route 25	
North Running	North Joint Tracks Racine St.	North Joint tracks Chicago	In box on instrument case, north side of North running Track, east of Racine St.	Westward

FORT WAYNE DIVISION

Track	Crossing	Location	Control Device Located	Movements	
No. 1	County Road No. 1	2 miles east of Nevada	In box on post, south side No. 1 track, east of County Road No. 1	Eastward Westward	
No. 2			In box on instrument case, north side No. 2 track, east of County Road No. 1 and		
No. 1	Main St.	Nevada	In box on post, south side of No. 1 track, west of Main St.		
No. 2			In box on post, north side of No. 2 track, east of Main St.		
No. 1	Sandusky Ave.	Upper Sandusky	In box on post, south side of No. 1 track, west of Sandusky Ave.	Eastward	
No. 1			In box on post, south side of No. 1 track and Hick St., opposite house track switch.		
No. 2			In box on instrument case, north side of siding, west of Sandusky Ave.	Westward	
No. 1	Johnson St.	Ada	In box on instrument case, south of No. 1 track west of Johnson St.	Eastward and Westward	
No. 2			In box on post, north of No. 2 track, west of Johnson St.		
No. 1	Main St.		In box on instrument case, south of No. 1 track west of Main St.		
No. 2			In box on post, north of No. 2 track west of Main St.		
No. 1	Gilbert St.		In box on instrument case, south of No. 1 track west of Gilbert St.		
No. 2			In box on post, north of No. 2 track west of Gilbert St.		
No. 1	High St.		Lafayette, Ohio		In box on post, south of No. 1 track, east of Church St.
No. 2					In box on post, north of No. 2 track, east of Church St.
No. 1	Church St.				In box on post, south of No. 1 track, east of Church St.
No. 2					In box on post, north of No. 2 track, east of Church St.
No. 1	Washington St.	Lafayette, Ohio	In box on post, south of No. 1 track, east of Church St.	Eastward and Westward	
No. 2			In box on post, north of No. 2 track, east of Church St.		
No. 1	Main St.	Lima	In box on post, south side No. 1 track, west of Main St.		
No. 2			In box on instrument case, north side No. 2 track, east side of Main St.		
No. 1 and Eastward Siding	Cable Road	3 mi. west of Lima	In box on post, south of eastward siding, east of Cable Road		
No. 2			In box on post, north of No. 2 track, west of Cable Road		

Track	Crossing	Location	Control Device Located	Movements
No. 2	Pierce St.	Delphos	In box on instrument case, north side No. 2 track, east of Pierce St.	Eastward and Westward
No. 1			In box on post, south side No. 1 track, east of Pierce St.	
No. 2	Franklin St.		In box on instrument case, north side No. 2 track, east of Franklin St.	
No. 1			In box on post, south side No. 1 track, east of Franklin St.	
No. 2	Main St.		In box on instrument case, north side No. 2 track, west of Main St.	
No. 1			In box on post, south side No. 1 track, east of Main St.	
No. 2	Canal St.		In box on instrument case, north side No. 2 track, east of Canal St.	
No. 1			In box on post, south side No. 1 track, east of Canal St.	
No. 2	Clay St.		In box on instrument case, north side No. 2 track, east of Clay St.	
No. 1			In box on post, south side No. 1 track, east of Clay St.	
No. 2	Bredick St.		In box on instrument case, north side No. 2 track, east of Bredick St.	
No. 1			In box on post, south side No. 1 track, east of Bredick St.	
No. 2	State St.		In box on instrument case, north side No. 2 track, east of State St.	
No. 1			In box on post, south side No. 1 track, east of State St.	
No. 2	Adams St.	Middlepoint	In box on instrument case, north side of No. 2 track, east side of Adams St.	
No. 1			In box on post, south side of No. 1 track, east of Adams St.	
No. 2	Mason St.		In box on instrument case, north side of No. 2 track, west side of Mason St.	
No. 1			In box on post, south side of No. 1 track, east of Mason St.	
No. 2	U. S. 30	East of Convoy	In box on post, north side No. 2 track, west of U. S. 30	Eastward and Westward
No. 1			In box on instrument case, south side of No. 1 track, west of U. S. 30	
No. 2	Main St.	Convoy	In box on post, north side of No. 2 track, east side of Main St.	
No. 1			In box on post, south side of No. 1 track, west side of Main St.	
No. 2	Tully St.		In box on post, north side No. 2 track, east of Tully St.	
No. 1			In box on post, south side Equity Elevator siding, west of Tully St.	

Track	Crossing	Location	Control Device Location	Movements
No. 1	Ohio St.	Monroeville	In box on instrument case, south side No. 1 track, east of Ohio St.	
No. 2			In box on post, north side No. 2 track, west of Ohio St.	
No. 1	Main St.		In box on instrument case, south side No. 1 track, west of Main St.	
No. 2			In box on post, north side No. 2 track, west of Main St.	
No. 1	Linker	Fort Wayne	Steel post south of tracks	Eastward
No. 2			Steel post north of tracks	Westward
No. 3			Steel post north of tracks	Westward
No. 4			Steel post south of tracks	Eastward
No. 1	Main St.	Columbia City	In box east end of signal apparatus case, south of No. 1 track, west of Main St.	Eastward and Westward
No. 2			In box on post, north of No. 2 track, west of Main St.	
No. 2	Ohio St.		In box on post, north of No. 2 track, east of Ohio St.	
No. 1	First St.	Pierceton	In box on instrument case, south side No. 1 track, east of First St.	Eastward
No. 2			In box at elevator switch	Westward
No. 2			In box on instrument case, south side No. 1 track, east of First St.	Westward
No. 1	Detroit St.	Warsaw	In box on post, south side of No. 1 track, east of Detroit St.	Eastward
No. 2			In box on instrument case, north side No. 2 track, east of Detroit St.	Westward
No. 1	High St.		In box on instrument case, south side No. 1 track, west of High St.	Eastward
No. 2			In box on post, north side of No. 2 track, west of High St.	Westward
No. 1	Indiana St.		In box on instrument case, south side of No. 1 track, west of Indiana St.	Eastward
No. 2			In box on post, north side of No. 2 track, west of Indiana St.	Westward
No. 1	Buffalo St.		In box on instrument case, south side of No. 1 track, west of Buffalo St.	Eastward
No. 2			In box on post, north side of No. 2 track, west of Buffalo St.	Westward
No. 1	Lake St.		In box on post, south side of No. 1 track and Street, west of Lake St.	Eastward
No. 2			In box on instrument case, north side of No. 2 track, west of Lake St.	Westward
No. 1	Union St.		In box on instrument case, south side of No. 1 track, west of Union St.	Eastward
No. 2			In box on post, north side of siding, west of Union St.	Westward
No. 1			In box on instrument case, south side No. 1 track, west of Mill St.	

Track	Crossing	Location	Control Device Located	Movements
No. 2	Mill St.	Bourbon	In box on post, north side No. 2 track, east of Mill St.	Eastward and Westward
No. 1	Main St.		In box on instrument case, south side No. 1 track, east of Main St.	
No. 2			In box on post, north side No. 2 track, east of Main St.	
No. 1	Bourbon St.		In box on instrument case, south side No. 1 track, east of Bourbon St.	
No. 2			In box on post, north of side track, east of Bourbon St.	
No. 1	Center St.		In box on instrument case, south side No. 1 track, east of Center St.	
No. 2			In box on post, north of side track west of Center St.	
Eastward Siding	Barriman St.	Plymouth	In box on instrument case, south side of eastward siding, west of Barriman St.	Eastward
Westward Siding			West Storage switch	Westward
No. 1	Starke St.	Hamlet	In box on instrument case, south of No. 1 track, west of Starke St.	Eastward and Westward
No. 2 Westward siding, Middle track, Back track			In box on post, north of Middle track, west of Starke St.	
No. 1	Thompson St.	Hanna	In box on post, south of No. 1 track, east of Thompson St.	
Main	Petoskey St. State St. Michigan St.	Petoskey	Shelter box—west side State St. crossing	Switching
	Howard St. Mitchell St. Lake St.		Shelter box—west side Mitchell St. crossing	
	River St.	Cadillac	Shelter box—east side River St.	
	North St.		Shelter box—east side North St.	
	Bremer St.		Shelter box—east side Bremer St.	
	Pine St.		Shelter box—east side Pine St.	
	Mason St.		Shelter box—east side Mason St.	
	Harris St.		Shelter box—east side Harris St.	
	Slosson St.	Reed City	Shelter box—east side Slosson St.	
	Todd St.		Shelter box—east side Todd St.	
Lincoln St.	Shelter box—east side Lincoln St.			
Plaster Mill	Summer St. Winter St. Grandville Ave.	Grand Rapids	Shelter box—on east side track In boxes on instrument cases, northeast and southwest of Grandville Ave.	

Track	Crossing	Location	Control Device Located	Movements
Main and Siding	Front St.	Grand Rapids	In box on instrument case, west side main track, south of Front St.	
	Scribner St.		In box on instrument case, west side main track, north of Scribner St.	
	Mt. Vernon St.		In box on instrument case, west side main track, north of Mt. Vernon St.	
Main	Leonard St.		In box on instrument case, east of main track, north of Leonard St.	Northward and Southward
	Crosby St.		In box on instrument case, east of main track, south of Crosby St.	
	36th St.		In box north end of signal apparatus case west of main track south of 36th Street	
	50th St.		In box on post, east of main track, south of 50th St.	
	Division and Lake Sts.	Kalamazoo	In box on pole east side of track south of Signal No. 1842	Northward
	Vine St. Mill St.		Shelter box—west side of Vine St.	Switching
	Mossel Ave.		Shelter box—west side Mossel Ave.	
Main & Running Track	Crosstown Parkway		In box south end of signal apparatus case, east of main track, north of Crosstown Parkway	Northward and Southward
	Michigan Avenue		In box south end of signal apparatus case, east of main track, south of Michigan Avenue	
Main	Albion St.	Avilla	In box on post, Northeast corner of crossing	Southward
Main	South Main St.	Kendallville	In box on post, east side of main track, south of South Main St.	Northward
	Rush Street		In box on instrument case, east side of main track, north of Rush Street	
	Williams Street			
	West Mitchell Street			

SOUTHWESTERN DIVISION				
Track	Crossing	Location	Control Device Located	Movements
Main	State St.	Indianapolis	In box on signal case, north side	Eastward and Westward
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
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 and No. 2	Willow St.	Effingham, Ill.	In box on west end of instrument case north of No. 2 track	Eastward and Westward
No. 1 and No. 2	Third St.	Effingham, Ill.	In box on west end of instrument case south of No. 1 track	Eastward and Westward
No. 1	Fourth St.	Effingham, Ill.	In box on post south of No. 1 track	Eastward
No. 2	Fourth St.	Effingham, Ill.	In box on west end of instrument case north of No. 2 track	Westward
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 located in white box on instrument case west of Fifth St.	Eastward and Westward

Track	Crossing	Location	Control Device Located	Movements
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 located in white box on instrument 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 located in white box on instrument 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	On signal case north side of No. 2 track.	Eastward and Westward
No. 2	Elm St.			
No. 1	Fourth St.			
No. 2	Fourth St.			
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

Track	Crossing	Location	Control Device Located	Movements
Main	Garland	Louisville	Watchman Aerial Tower, Kentucky St.	Southward and Northward
Main	Breckenridge	Louisville	Watchman Aerial Tower, Kentucky St.	Southward and Northward
Siding	Southern Ave.	Dale	In white box on post west of siding south of Southern Ave.	Southward and Northward
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-A5. At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection automatically:

BUCKEYE DIVISION

Track	Location	Track	Location
No. 2 (Westward)	JEWETT Center Street	Main	SPRING VALLEY Rbute 725
No. 2 (Westward)	UHRICHSVILLE	Main	KINGS MILL Grandon Rd.
No. 2 (Westward)	Third Street	No. 2 No. 2 No. 2	UNDERCLIFF Carrel St. McCullough St. Tennyson St.
No. 2 (Westward)	Dawson Street	Westward Siding	MOSLER Bobmeyer Rd.
No. 2 (Westward)	SCIO Main Street	Court St. Secondary N. & W. Ry. Connection	CINCINNATI Dana Avenue Dana Avenue
No. 2 (Westward)	East Port Road	Main Main Main Main Main Main Main	READING Sunnybrook Drive Amity Rd. Vorhees St. Benson St. Vine St. Columbia St. Mechanic St. Main St.
No. 1 (Eastward)	COSHOCTON Walnut and Main Streets	Main	CRESCENTVILLE Kemper Rd.
No. 1 (Eastward)	Chestnut and Locust Streets	Main Main Main Main Main Main Main	HAMILTON Grand Blvd. Hensley Ave. Maple Ave. East Ave. 7th Ave. High St. Vine St. Heaton St.
No. 2 (Westward)	Locust and Chestnut Streets		EATON Main St. Somer St. Cherry St. McCabe St. Maple St. High St. Barron St.
No. 2 (Westward)	Main Street		NEW CASTLE 18th St. 17th St. Broad St.
No. 1 (Westward)	WEST LAFAYETTE Kirk St.		ELWOOD 16th & So. A St. Main St. Anderson St. 12th St.
No. 1 (Eastward)	WEST OF COSHOCTON J. B. Clow & Sons Crossing		WINDFALL Independence St. McClellan St.
No. 2 (Westward)	J. B. Clow & Sons Crossing		KOKOMO Spraker St. Webster St. Morgan St. Courtland St.
No. 2 (Westward)	Carnation Milk Company Crossing		GENEVA Line St.
No. 2 (Westward)	FRAZEYSBURG State St. Basin St. First St.		BERNE Water St. Main St.
Licking West- ward Siding	NEWARK		MONROE Jackson St. Washington St.
Licking East- ward Siding	Cedar Street		
Licking East- ward Siding	Oakwood Avenue		
No. 1 (Eastward)	O'Bannon Avenue		
	Main and Morris Streets		
No. 2 No. 1	WEST OF MIAMI CROSSING Phillippi Rd. Georgesville—Plain City Road		
No. 1 (Eastward)	XENIA (East of) Jasper Road		
Main (Westward)	XENIA via Dayton West St. Cincinnati Ave.		
No. 1 A, B, and C	RICHMOND West 5th St. 8th Street		
No. 1 (Westward)	HILLIARD		
No. 2 (Eastward)	Main St. Cemetery Rd.		
No. 2	MARBLE CLIFF West Fifth Avenue		
No. 1 (Eastward)	URBANA Main St.		

Track	Location	Track	Location
	DECATUR		PORTLAND
Yard Running	Jefferson St.	Secondary	Votaw, Meridian, North Sta.
Yard Running	Adams St.	Secondary	Arch, Race, Commerce Sta.
Yard Running	Monroe St.	Secondary	High and Ship Sts.
Yard Running	Nuttman St.		

NOTE 1. Westward movements stopping east of sign "CC", located 70 feet east of crossing, must be prepared to stop before passing over crossing unless automatic protection is operating. In event automatic crossing protection is not operating, protection must be provided as prescribed by **Rule 103.**

NOTE 2. Eastward movements stopping west of sign "CC", located 70 feet west of crossing, must be prepared to stop before passing over crossing unless automatic protection is operating. In event automatic crossing protection is not operating, protection must be provided as prescribed by **Rule 103.**

NOTE 3. Richmond—West Fifth Street. When indication of eastward home signal at Newman is stop, eastward trains on No. 1 track having sufficient cars to block West Fifth Street, will stop west of relay case located south of No. 1 track, 500 feet west of West Fifth Street.

NOTE 4. Coshocton—Chestnut and Locust Streets. Eastward movements making station stop must stop clear of "CC" sign located 70 feet east of Main Street crossing. Push button located on station platform east side of Walnut Street must be operated before movement proceeds. Movements must then approach Chestnut Street prepared to stop, and must not move over crossing unless it is known protection is operating or crossing is protected as provided in **Rule 103.**

NOTE 5. Coshocton—Main Street. Trains or engines making westward movement after operating trailing hand-operated switch, located 1300 feet west of Mile Post 122, west of Wally, must approach Main Street prepared to stop and must not move over crossing unless it is known protection is operating, or crossing is protected as prescribed in **Rule 103.**

NOTE 6. Richmond—8th Street. Westward movements stopping east of Sign reading CC 40 feet east of 8th Street crossing must approach crossing prepared to stop unless automatic crossing protection is operating. In event automatic crossing protection is not operating, protection must be provided as prescribed by **Rule 103.**

NOTE 7. Westward movements on No. 2 track consuming a time in excess of one minute between Third Street, Dennison and 715 feet west of Third Street, Dennison will interrupt automatic protection at Third Street and Dawson Street, Uhrichsville, automatically.

CHICAGO DIVISION			
Track	Crossing	Location	Movement
No. 1	Napoleon St. Lafayette St. Washington St. Franklin St. Axe Ave. Greenwich St.	Valparaiso	Eastward
No. 2	Greenwich St. Axe Ave.		Westward
No. 2	Franklin St. Washington St. Lafayette St. Napoleon St.		Eastward and Westward
No. 2	Lake Park	Hobart	Eastward
No. 2	Wisconsin		Westward
No. 1	Virginia St.	Gary	Eastward and Westward
No. 2			Eastward
No. 1	21st Ave.		Westward
No. 1 and No. 2	Broadway		Westward
No. 2	Washington		Westward
No. 1 and No. 2	Adams		Westward
No. 1 and No. 2	19th Ave. Madison Ave.		Westward
No. 1	Jackson St.		Westward
No. 1	17th Ave.		Eastward and Westward
No. 1 and No. 2	Harrison St.		Eastward and Westward
No. 2	15th Ave.		Westward
No. 1			Eastward
No. 2	13th Ave.		Westward
No. 1	5th Ave.		Eastward
No. 1	Cline Ave.	Indiana Harbor	Eastward
No. 1	McKinley		Eastward
No. 1	Lincoln St.		Eastward
No. 1	Washington St.		Westward
Riley Road North Yard storage track	Riley Road	Mahoning	Westward
No. 2	Division St.	Union City	Eastward and Westward
Single	All Street Crossings	Redkey	
No. 1 and No. 2	Main St. Meridian St.	Dunkirk	Westward
No. 1	Walnut St.	Dunkirk	
No. 2	Walnut St.	Dunkirk	Eastward and Westward
No. 1	Cicott St.	Logansport	Eastward
No. 1 and No. 2	Wilkinson St.		
No. 2	Third Street		Westward
No. 2	Washington	Winamac	Eastward
No. 2	Adams		
No. 2	Main		

[illegible]

FORT WAYNE DIVISION

Track	Crossing	Location	Movement
No. 1 and 2	U. S. Route 20	Woodville	Northward and Southward
No. 1 and 2	State Route 181 Bucyrus St.	Crestline	Eastward and Westward
	Spring St. Poplar St. West Alley Sandusky Ave. East Alley Sears St. Lane St. Walnut St. West Mansfield St.	Bucyrus	Eastward and Westward
No. 2	Johnson St.	Ada	Westward
No. 2	Main St.		
No. 2	Gilbert St.		
No. 1	Main St.	Lima	Eastward and Westward
No. 2	Main St. North West St. McDonald St. Metcalf St.		Westward
No. 1	Jackson St.		Eastward
	Pine St.		
No. 1	Cable Road	3 mi. west of Lima	Eastward
No. 2			Westward
No. 1	State Broderick Clay	Delphos	Eastward (Note 1)
No. 2	Line St.	Columbia City	Westward
No. 1	Main St.		Eastward
No. 2			Westward
No. 1	Ohio St		Eastward
No. 2			Westward
No. 1	Starke St.		Hamlet	Eastward
Main	U. S. Highway 6	Kendallville	Northward
	Leonard St.	Grand Rapids	Southward
Plaster Mill	Grandville Ave.	Grand Rapids	Southward
Main	U. S. Highway 10	Reed City	Southward
	U. S. Highway 131		Southward
Main	54th St. 50th St.	Wyoming	Southward and Northward
Main	Bates St.	Logansport	Eastward

NOTE 1. At Delphos automatic highway crossing protection for eastward movements on No. 1 track at State, Broderick and Clay Streets will be interrupted automatically when movement is stopped west of "CC" sign, 600 feet west of State Street.

SOUTHWESTERN DIVISION

Track	Crossing	Location	Mile Post
Main	Emerson Ave.	Indianapolis, Ind.	3900 feet West of M.P. 183
No. 1	Lynhurst Drive	Indianapolis, Ind.	West of M.P. 5
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. 1	Willow St.	Effingham, Ill.	500 feet West of M.P. 140
No. 1 and 2	Third St.	Effingham, Ill.	1540 feet West of M.P. 140
No. 1 and 2	Fourth St.	Effingham, Ill.	1840 feet West of M.P. 140
No. 1 and 2	Fifth St.	Effingham, Ill.	2065 feet West of M.P. 140
No. 1 and 2	Park St.	Effingham, Ill.	2550 feet West of M.P. 140
No. 1 and 2	Maple St.	Effingham, Ill.	3490 feet West of M.P. 140
No. 2	Henrietta St.	Effingham, Ill.	650 feet West of M.P. 141
No. 1 and 2	Park St.	Effingham, Ill.	2550 feet West of M.P. 140
No. 1 and 2	Maple St.	Effingham, Ill.	3490 feet West of M.P. 140
No. 2	Henrietta St.	Effingham, Ill.	650 feet West of M.P. 141
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

ALL DIVISIONS

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
Secondary	106th Street	Calumet River Line	Midnight and 8:00 A.M. Sunday continuously	
Old Line	Missouri Avenue Indiana Avenue Spring Street Tenth Street	Jeffersonville	Continuously	
American Car Foundry	State Route 562	Jeffersonville	Continuously	1
Ordance Spur	State Route 62	Jeffersonville	Continuously	1
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
Shelbyville	Seventh Street Main Street Third Street South Street	Rushville	Continuously	
Shelbyville	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—May proceed at 10 M.P.H. between 9.00 P.M. and 6.00 A.M. without stopping.	
Vincennes Secondary	Main Street Washington Street	Bicknell	Continuously	
Bushrod	State Route 67	Bushrod	Continuously	1
Vincennes Secondary	Nicholas Street Main Street State Street	Vincennes	Continuously	
Vandale Secondary	State Route 3 State Route 427 U.S. Route 33	LaOtto Auburn Churubusco	Continuously Continuously Continuously	

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

Protection for Public Highway Crossings at Grade

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
Plant X Industrial	Dublin Road	Marble Cliff
College Spur	State Route 42	Wilberforce
Dayton-Lytle Industrial	Stewart, Main, Brown and Alberta Streets	Dayton
Undercliff Secondary Boldts Lead	Davis Lane	Cliff
Growers Service, Inc.	Kaderly Drive	Columbus
Northwest Blvd. Ind.	Goodale Blvd.	Grandview
Neil Track	Goodale Blvd.	Columbus
Scioto Kitchens (LM. Yard)	Naughten St.	Columbus, Ohio
South Ludlow Street	All Crossings	Columbus, Ohio
Stocker Sand & Gravel	US Route 36	Gnadenhutten (E. of)
Ross Clay Products	US Route 36	Gnadenhutten (W. of)
Belden Brick Co.	US Route 36	Gnadenhutten (W. of)
Court St. Secondary	Montgomery Road	Silverton
	Woodburn Ave.	Idlewild
	Melish Avenue	Avondale
	Broadway (Routes 42 and 48)	Lebanon
	Plainfield Road	East of Silverton (See Note 1)
Court St. Secondary (Old Main)	Highland Ave.	McCullough
Cincinnati to Anoka (Ford Yard Lead)	Mosteller Rd.	Sharonville
C & X Branch (Ford Plant Lead)	Redbank Rd.	Fairfax
Middletown Yard Running	Lefferson Road Gerard Ave.	Middletown, Ohio
Dresden Industrial	Route 62—East of Killbuck Station	300 feet south of Mile Post 0
Zanesville Secondary	State Route 75 Fultonham Spur—Avondale	Fultonham
Rush Creek Clay Co.	State Route No. 37	Junction City

Track	Crossing	Location
Morrow Secondary	Old State Route No. 33	Lancaster
	Pickaway Street	Circleville
	Fayette Street	Washington Court House
	Main Street	
	Grant Street Sugartree Street Walnut Street South Street Mulberry Street	Wilmington
	State Routes No. 3 and No. 22	Morrow
Springfield Secondary	Penn State	Springfield
Akron Secondary	Oakland Park Avenue	790 ft. south of Mile Post 139
S. C. & S.	Indianapolis Blvd.	East Wye track, Cole- hour Jet.
Track to American Maize Co.	Indianapolis Blvd.	Roby
Right of Way No. 3	Riley Road and Dickey Road Intersection	East Chicago Indiana Har- bor District
Lead from Right of Way No. 3 to Youngs- town Sheet and Tube Co. Tin Mill Plant No. 2	Riley Road	East Chicago
Right of Way No. 3 leading to Sinclair Yard		
Right of Way No. 1	Columbus Drive	East Chicago
South Bend Branch	Garro Street Washington Street Adams Street Jefferson Street Harrison Street	Plymouth
	Ewing Street Calvert Street	South Bend
Old Vandale Secondary Track	Chauncey Street	Columbia City
P. R. R. lead to Inter- national Harvester Co. Warehouse	Meyer Road	Ft. Wayne
Muskegon Heights Ex- tension track	Hackley Ave.	Muskegon Heights (See Note 2)
Preston Feathers	U. S. Highway No. 31	Formans (See Note 1)
Lead to Mansfield Freight House	North Adams Street	Mansfield
Arbegust Street	15 th St. to 28th St., inclusive	Louisville

Track	Crossing	Location
Shea Chemical Company	U.S. Route 31E	Boyd
Morgan Canning Company	Naomi St.	Edinburg
Bushrod-Linton Summit Secondary	State Rout 59	South of Linton
Shasta Coal Corp.	State Route 67	South of Howard (See Note 3)
Wye Track	Henrietta St.	Effingham

NOTE 1. All movements before obstructing Highway crossing must stop clear of crossing, and member of crew must operate traffic light signal control switch to opposite position causing traffic light signals to indicate RED for Highway traffic. Control switches are located in boxes on telephone poles either side of crossing and protection may be started or released from either control box.

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

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

NOTE 2. Trains and engines must stop at Hackley Avenue crossing at grade and no movement may be made over the crossing until motor-vehicular traffic has been flagged to a stop or crossing is protected by a member of the crew using the following signal appliances during periods indicated:

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

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

NOTE 3. 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. At the following locations, special precaution must be taken with respect to the operation of automatic highway crossing protection, as indicated:

Location	Crossing	Track	Note
Lincoln Park	Garfield Ave.	Penford Secondary Track Yard Connection	1
Tiffin	Market and Perry Sts.	Main	2
Tiffin	Market and Perry Sts.	B.&O. Transfer	3
Tiro	Main Street	Industrial	4
Tiro	Route 98	Industrial	4
New Washington	Kibler Street	Industrial	4
New Washington	Willocker Street	Industrial	4
New Washington	Bucyrus Street	Industrial	4
New Washington	First Street	Industrial	4
New Washington	Mansfield Road	Industrial	4

NOTE 1. Crews of trains and engines making southward movement over crossing on Lincoln Yard connection, and then making northward movement over crossing on Penford secondary track, must provide protection as prescribed by **Rule 103**.

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

NOTE 2. Northward trains approaching home signal in stop position that will block Perry or Market Streets should bring train to a stop at a point 300 feet south of Perry Street, designated by a yellow stripe painted on outside of each rail. Trains stopping at this point must not proceed over crossing, unless gates and flashers are known to be operating, without providing proper protection.

NOTE 3. Movement must not be made over either crossing until it is known that gates are lowered and flashers are operating. In the event that gates and flashers do not operate, a member of the train crew must operate gates and flashers manually, by opening a switch, located in box, painted aluminum and locked with switch lock, on north end of relay case at Market Street and on south end of relay case at Perry Street and leave switch open until movement is completed, then close switch and lock the box.

NOTE 4. Trains and engines must stop before passing over these crossings and a member of the crew must protect the crossing in advance of each movement over the crossing, unless it is known that Automatic Highway Crossing Protection is functioning properly.

ALL DIVISIONS

1103-C3. Before and after making movements over crossings at following locations, a member of the crew must, during times indicated, manually operate crossing protection by means of apparatus located on adjacent instrument case or post, or provide protection as prescribed by **Rule 103.**

Track	Crossing	Location	Period Manually Operated by Crews
Main	Indiana Ave. Broadway Stull St.	South Bend	Continuously. See Note 1.
Freight House Lead	Madison Ave.	Gary	Continuously.
Right of Way No. 3	Indianapolis	East Chicago	Continuously. See Note 3.
All tracks ex- cept Main and running Track	Crosstown Pkwy. Walnut St. Gibson St. Parson St.	Kala- mazoo	Continuously. See Note 2.
North Running	Morgan St.	North Joint Tracks Chicago	Continuously for westward movements.
Storage North Side	"H" Street	Gas City	Continuously.
Team Track	Wilkinson Street	Logans- port	Continuously.
Siding	Cork Street	Kala- mazoo	Continuously.
Muncie Yard running track	McGalliard Road	Muncie	Continuously.
Storage Track	Cement Road	Lime- dale	Continuously.

NOTE 1. Apparatus to manually operate highway crossing signals at Indiana Ave., Broadway, and Stull St. simultaneously located in boxes at Indiana Ave. and Stull Street. Apparatus to manually operate highway crossing protection at Indiana Avenue only located in box on bottom of watch tower Indiana Avenue.

NOTE 2. Apparatus at Parson Street, Kalamazoo, Michigan, operates simultaneously highway crossing signals at Parson Street, Bush Street and Patterson Street and must be operated when movement is to be made across any of these streets on any track other than main or running track. It must also be operated when movement is to be made from side track to main track at Parson Street.

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

ALL DIVISIONS

1103-C4. Before and after making movements over crossings at following locations, a member of train or engine crew must manually operate flasher lights by means of a hand switch located on adjacent instrument case or post. At crossings as indicated, cars must not be left standing on short track circuits on siding or yard tracks, whose limits are marked by yellow stripes on rails, within the limits of which flashers or gates operate automatically.

Track	Location	Crossing
Yard	Xenia	Columbus Street
Yard	Clement	Smithville Road
Yard	Richmond	6th Street
Sidings	Hartford City	Washington Street
Storage North Side	Gas City	Main Street

Track	Location	Crossing
Industry North Side	Sweetser	Main Street
Freight House Tracks	Lima	Main Street
South Team Track	Gary	Madison Street and 19th Avenue
North Team Track		19th Avenue
Freight House Lead		21st Avenue
North Team Track		Adams Street
North Team Track		17th Avenue
Team Track		
Industrial Tracks	Lansing	Wentworth Avenue
Switching Track	West Pullman	120th Street
Vandale Secondary Track	Churubusco Laotto Auburn	State Road 33 State Road 3 State Road 427
Roundhouse Lumber Track	Cadillac	U.S. Route 131
Kinney Industrial Track	Walker	Walker Road

1103-C6. All movements on Court Street Secondary Track or south Wye track, Hageman must approach U.S. 42 Crossing prepared to stop, and no movement permitted to obstruct any portion of the highway until it is known that highway crossing guards are operating, otherwise a member of the crew must protect the crossing in advance of each movement over the crossing.

1103-C8.

GAS CITY—
Main Street

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

HOBART—
Illinois Street
Linda Street

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

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

GARY—**Virginia Street**

When switches of crossover between No. 1 and No. 2 tracks west of Virginia Street, or switch leading from No. 1 track to Industrial Lumber and Supply Company's track or from No. 2 track to Bear Brand track are reversed, and no part of train is on either main track within 800 feet west of crossing, gates will raise automatically. It will not be necessary for crews shifting on No. 1 track in the vicinity of Adams Street to operate gates manually.

21st Avenue**Broadway****Washington Street****Adams Street****Massachusetts Street**

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

Harrison Street

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

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

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

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

15th Avenue

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

5th Avenue

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

MAHONING—**Riley Road**

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

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

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

NORTH JUDSON—Main Street—Sycamore Street

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

LANSING—Ridge Road

When switch leading to Meeter's Track is reversed, and no part of a westward train on No. 2 track is within 528 feet of the highway crossing, gates will raise automatically.

WEST PULLMAN—118th Street

Highway crossing signals are manually operated by crossing watchman at 119th Street. When shifting movements are made in vicinity of this crossing, or when a train is stopped and the crossing is clear and highway crossing signals are operating unnecessarily, trainmen must call crossing watchman at 119th Street to interrupt the operation of the highway crossing signals. When crossing watchman has been notified to interrupt the operation of highway crossing signals, movement must not be made over crossing by their train until protection is provided as prescribed by **Rule 103** or the operation of the signals has been restored.

CUMMINGS TRACK—100th Street

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

CALUMET RIVER LINE—100th Street

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

WOLF LAKE-HAMMOND TRACK—Avenue "O"

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

KALAMAZOO—Cork Street

Before movements on siding at Kalamazoo are permitted to occupy Cork Street Crossing, a member of the crew must open knife switch in box on instrument case, located in southeast corner of crossing, to start operation of highway crossing protection. Switch must be restored to closed position after movements over Cork Street are completed.

1103-C9. INDIANAPOLIS—Audubon Road

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

1103-C10. 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-C11. 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.**

1103-C14. 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-C15. 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.

1103-C16. CAMP ATTERBURY INDUSTRIAL 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.

1103-C17. Vandale—Westward trains receiving stop signal on No. 2 track at Vandale Interlocking will stop east of CC sign, located 1764 feet west of Mile Post 338.

1103-C18. Maynard—Westward trains on No. 2 track receiving a stop signal at Maynard Interlocking or having cars to set off or pick up at National Brick Co. or Grand Trunk Western Railroad Interchange must not leave engine or cars standing on No. 2 track west of CC sign, 637 feet east of Calumet Ave. Engine or cars must not be left standing on National Brick Co. track west of CC sign, 89 feet east of Calumet Ave.

1103-C19. Valparaiso—To prevent unnecessary operation of highway crossing protection at Greenwich Street, Valparaiso and equipped crossings west of Greenwich Street, westward

trains or engines on No. 2 track must not leave cars standing west of CC sign located 300 feet east of Greenwich Street.

1103-C20. Lima—To prevent unnecessary operation of highway crossing protection at Main St., Lima, eastward trains or engines on No. 1 track must not leave cars standing east of CC sign located 450 feet west of Main St.

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

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

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

1103-C21. To prevent unnecessary operation of highway crossing protection at Torrence Avenue, trains or engines moving west on No. 2 track to clear Bernice Interlocking must, when practicable, stop east of CC sign.

1103-C22. Sturgis-Wasepi—Northward trains having cars to set off or pick up at Nottawa, Michigan, will stop south of CC sign, 2050 feet north of Mile Post 157 when rear of train is to be left on main track. Sufficient distance must be left to assure engine will be south of CC sign when recoupled to train before continuing northward.

1103-C23. Linker—To prevent unnecessary operation of highway crossing protection at Linker's Road, cars must not be left standing on No. 1 Main Track within 1500 feet west of the crossing.

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

Switch Located at	Connecting	With	Normal Position is for Movements
West end Grogan Yard	No. 33 Track	Ladder	On No. 33 Track
	No. 13 Track	Yard Tracks	On No. 13 Track
Yard B, Columbus	No. 73 Track	Yard Tracks	On No. 73 Track
	No. 71 Track	Yard Tracks	On No. 71 Track
B. & O. Crossing	No. 88 Track	No. 90 Track	On No. 88 Track
Grandview	No. 4 Track	Yard Ladder	On No. 4 Track
So. Charleston	Westward Siding	D. T. & I. Transfer	On Westward Siding
	South Transfer	D. T. & I. Transfer	As last used

Switch Located at	Connecting	With	Normal Position is for Movements
Trinway	Eastward Siding	West Leg of Wye	To Eastward Siding
	Drill Track	East Leg of Wye	From Eastward Siding to Drill Track
RY	West Leg of Wye	Trinway Secondary Track	To Trinway Secondary Track
West end Siding-Briant	Siding	Main Track	To Greenbelt Chemical Co.
Fort Wayne Station	No. 45 Track	No. 46 Track	To No. 46 Track
Muskegon Branch Shaw	Secondary Track	M. R. & N. R. R.	Straight to Henry St.
East End of Yard Lead, Riley Road	Yard Lead	Right of Way No. 3	To Yard Lead
Wye Track, Riley Road Yard	Wye Track	Right of Way No. 3	To Right of Way No. 3
Connection to Yard Tracks, 53rd Street (P.C.C. & St. L.)	No. 1 Track	Yard Track	To Yard Track
Hegewisch	Wye Track	Calumet River Line	To Calumet River Line
Calumet Western Jct.	Calumet Western	Calumet River Line	To Calumet Western
East Switch, East Wye, 59th Street (E. C. L.)	East Wye	Englewood Connecting Line	To West Wye
West Switch, East Wye, 59th Street (E. C. L.)	East Wye	Running Track	To Running Track
West Switch, West Wye, 59th Street (E. C. L.)	West Wye	Running Track	To Running Track
East Switch, East Wye E. C.	East Wye	No. 3 Track	To No. 3 Track
East Switch, West Wye, E. C.	West Wye	No. 3 Secondary Track	To No. 3 Secondary Track
West Switch, West Wye, E.C.	West Wye	Englewood Connecting Line	To East Wye
460 feet south of Mile Post 110 Vincennes Secondary Track	Enoco Mine Co. Track	Vincennes Secondary Track	As last used
Sponsler	Maumee Mine No. 23 Track	Bushrod-Linton Summit Secondary Track	As last used
Allentown	Peoria Secondary	Allentown Secondary	To I. T. R. R.

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

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

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

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

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

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

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

NOTE 3. Operator-Switch tender at Fields will use a green flag by day and a green light by night to govern eastward and northward movements; a yellow flag by day and a yellow light by night to govern westward and southward movements.

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

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

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

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

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

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

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

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

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

Hand-Operated Switches Equipped With Electric Locks

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

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

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

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

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

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

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

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

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

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

Location	Switch
Miami Crossing, west of	Westinghouse Co., south side Crossover between No. 1 and No. 2 tracks
Xenia	Crossover to Farmers Exchange, north side
Alpha, east of	Miami Fertilizer Co., east of Mile Post 4 north side
Alpha	Alpha Seed & Grain Co., south side
Alpha, west of	Belden Milling Co., east of Mile Post 8, north side
Clement	East and west end of siding Brown-Brockmeyer switch, north side
Dayton	Advance Foundry, north side Gem City Stove Co., south side Crossover to Huffman Ave. Track, north side
Wolf Creek	Crossover to west end Dayton Rubber Co., south side
Wolf Creek, west of	East and west end, north track West end Dayton Rubber Co., south side Dayton Team Track, north side
Stillwater, west of	Lewis & Michael Warehouse Track, north side
Trotwood	West end of siding, Industry tracks, north and south side
Brookville	East and west end south Business Track, Weaver track, north side
Richmond	Eavey Warehouse No. 1 track Hole Track No. 4 track
Dodson	B. & O. Connection
West Manchester	Business track, south side
Eldorado	Elevator track, Industry tracks, north and south side
Gettysburg	Storage Track
Loveland, west of	Switch to Nisbet track
Miamiville	Industrial track
Milford	East and west end Public Delivery Track
Terrace Park	Switch to Terrace Park Lumber Co.
Clare	East Switch N. & W. Connection track
Norwood Heights	P. V. Shoe Co. track Hilton Davis Chemical Co. track Parkview Markets Inc. & Eagle-Pitcher Co. tracks
Reading	East and West end Storage track House track and Derail Co-operative Mill, Wood Fire Brands, Inter- national Minerals & Chemical Corp., Co- operative Mill, Vaughan track Fox Paper Co. track

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

Location	Switch
Colehour Jct.	Facing switch for westward movement from single track to east leg of Colehour Jct. wye. Hand-operated derail in east leg of Colehour Jct. wye.
2226 feet west of Mile Post 175	Trailing switch leading from No. 2 track to Ohio Brass Co. track
Crestline	Trailing crossover between No. 1 track and No. 8 yard track west of Mile Post 190
No. 1 track 2400 feet west of Mile Post 37 west of East Alameda	Crossover switch to I. B. M. Company tracks
Marshall	Stock Track
Brownstown	Team track
Vandalia	Storage track—east switch
	Lumber track
Hagarstown	Storage track
Mulberry Grove	Lutz Spur
	Storage track
Smithboro	Team track
Greenville	Eastward siding—east and west switches
	Westward siding—west switch
	House track
	West crossover between No. 1 and No. 2 tracks
	Crossover between No. 2 track and house track
Highland	Crossover between No. 1 and No. 2 tracks
St. Jacob	Crossover between No. 1 and No. 2 tracks
Hunt North of Mile Post 10	RCA Plant

NOTE—The switch lock on these switches must not be removed from keeper until after permission has been obtained from operator. Instructions for operation of switches are posted in telephone box or at other convenient location adjacent to switch.

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

BUCKEYE DIVISION

Track Assignments

1151-A1. Single Track

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

1151-B1. Two or More Tracks

Current of traffic is as follows:

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

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

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

NOTE—Tracks are lettered from south to north.

1151-C1. Secondary Tracks of Assigned Direction

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

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

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

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

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

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

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

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

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

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

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

Oasis will be made on fixed signal indication in lieu of verbal permission.

1151-D1. Secondary Tracks of No Assigned Direction

Track	Between	And	Controlled by	Note
Trinway (W)	RY	End of Block (Mile Post 14.1)	New Lexington	
Zanesville (W)	End of Block (Mile Post 16.5)	New Lexington	New Lexington	
Morrow (W)	Bremen	Circleville	Bremen	
	Circleville	MS	Circleville	
Springfield (E)	Xenia	Springfield	Train Dispatcher	1
Court St. (W)	Lebanon	Hageman	Operator Loveland	
Court St. (W)	Hageman	Cincinnati (Court St.)	Yardmaster McCullough	
Middletown (W)	Mile Post 5	Middle-town Jct.	Operator Loveland	
Akron (N)	Joyce Ave.	Lind	Joyce Ave.	
	Lind	Orrville	Orrville	
Ridgeville (E)	End of Block (Mile Post 69.5)	Ridgeville	Ridgeville	

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

Employes must maintain a record for secondary tracks under their jurisdiction showing all movements there on, including engine number, direction, place and time track is occupied or cleared.

NOTE 1. Engines using tracks of foreign railroads at Springfield must move with extreme caution protecting against opposing movements and must clear regular trains without delay.

CHICAGO DIVISION

Track Assignments

1151-A1. Single Track

Track	Between	And
Main Line	Union City	Kirk
S. C. & S.	Bernice	Colehour Jct.
South Bend Branch	Van	End of Block
Effner Branch	Kenneth	End of Block
I. & F. Branch	Clymers	Van

1151-B1. Two or More Tracks

Current of traffic is as follows:

Between:	MAIN LINE	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Valparaiso and Whiting				Westward	Eastward
Whiting and 58th Street (Sig. Bridge)		Westward Freight	Eastward Freight	Westward Passenger	Eastward Passenger
58th Street (Sig. Bridge) and South Branch Bridge				Westward	Eastward
Bradford and Union City				Westward	Eastward
Kirk and Beverly Jct.				Westward	Eastward

NOTE—Tracks are numbered from south to north, except that between Whiting and 58th Street (Sig. Bridge) No. 3 and No. 4 tracks are south of No. 1 and No. 2 tracks.

1151-C1. Secondary Tracks of Assigned Direction

Track	From	To	Assigned Direction	Controlled by	Note
No. 4	58th St. (Sig. Bridge)	55th St.	Westward	Yardmaster 55th St.	
No. 3	55th St.	58th St. (Sig. Bridge)	Eastward	Yardmaster 55th St.	
No. 2	Beverly Jct.	Belt Crossing	Westward	Beverly Jct.	3
No. 1	Belt Crossing	Beverly Jct.	Eastward	Beverly Jct.	2
No. 2	Belt Crossing	49th St.	Westward	Yardmaster 59th St.	
No. 1	49th St.	Belt Crossing	Eastward	Yardmaster 59th St.	
No. 2	49th St.	Western Ave.	Westward	Switchtender Brighton Park	
No. 1	Western Ave.	49th St.	Eastward	Switchtender Brighton Park	1
No. 2	Green St.	Winchester Ave.	Westward	EC	4
No. 1	Winchester Ave.	Green St.	Eastward	EC	4

NOTE 1. Eastward movements made on signal indication at Western Avenue.

NOTE 2. Westward movements on No. 1 and No. 2 secondary tracks may be made on signal indication at Beverly Jct. Permission must be obtained from operator at Beverly Jct. to use these tracks at any point between Beverly Jct. and Belt Crossing.

NOTE 3. Eastward movements on No. 1 and No. 2 secondary tracks may be made on signal indication at Belt Cross-

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

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

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

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

1151-D1. Secondary Tracks of No Assigned Direction

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

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

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

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

FORT WAYNE DIVISION

Track Assignments**1151-A1. Single Track**

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

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

1151-B1. Two or More Tracks

Current of traffic is as follows:

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

1151-C1. Secondary Tracks of Assigned Direction

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

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

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

1151-D1. Secondary Tracks of No Assigned Direction

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

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

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

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

SOUTHWESTERN DIVISION					
Track Assignments					
1151-A1. Single Track					
Track	Between		And		
Main Line	Thorne		I.U.Ry. Interlocking		
	Davis		East Almeda		
	Limedale		Harmony		
	Macksville		East Casey		
	Brownstown		East Smithboro		
Louisville Branch	I. C. R. R. Jct., Kentucky		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		No. 2 Track	No. 1 Track		
Between:					
West St., I. U. Ry. and Davis		Westward	Eastward		
East Almeda and Limedale		Westward	Eastward		
Harmony and Mackville		Westward	Eastward		
East Casey and Brownstown		Westward	Eastward		
East Smithboro and Eads		Westward	Eastward		
NOTE—Tracks are numbered from south to north or west to east.					
1151-C1. Secondary Tracks of Assigned Direction					
Track	From	To	Assigned Direction	Controlled by	Notes
A	Kitley Ave.	Thorne	Eastward	Thorne	1
B	Thorne	Kitley Ave.	Westward	Thorne	1
Operator must keep a record for secondary tracks under their jurisdiction and record thereon all movements, showing engine number, direction, place, and time track is occupied or cleared.					
NOTE 1. Westward movements made on signal indication at Thorne. Permission must be obtained from Thorne to use this track at any point between Thorne and Kitley Ave. and when movement has been completed it must be reported clear.					

1151-D1. Secondary Tracks of No Assigned Direction

Track	Between	And	Controlled by	Note
0 (E)	Davis	Kraft	Kraft	
Vincennes (S)	Kraft	Kirk	Kraft	1
Vincennes (S)	Kirk	Vincennes	Kraft	
Crawfordsville (N)	Otter Creek Jct.	Frank	Preston	1
Peoria (N)	Farrington	Hervey City	Vigo	1
	Maroa	Allendale	Vigo	1
Allentown	Allentown	Farmdale Jct.	NF Tower	1
Madison (N)	Madison	Columbus	Columbus	1-2
Shelbyville (N)	Columbus	Rushville	Columbus	2
Bushrod (S)	Bushrod	Linton Summit	Kraft	

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

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

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

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

NOTE 2. Controlled by Dale when Columbus is closed.

BUCKEYE DIVISION

1151-E1. Employees in Charge of Sidings of Assigned Direction

Siding	Employee in Charge	Note
Custer—Westward	Operator Custer	1
Dyke—Westward	Operator Custer	
West Tusca—Eastward	Operator Town	1
Morgan Run—Westward	Operator Morgan Run	1
Trinway—Eastward	Operator Bricker	1
Bricker—Eastward Westward	Operator Bricker	1
Licking—Eastward Westward	Operator Bricker	
North Fields—Northward	Fields	
North Fields—Southward	Worthington	
Alton—Eastward Westward	Operator London	1
London—Eastward	Operator London	1
South Charleston—Westward	Operator South Charleston	2
Mounds—Westward	Operator Mounds	
Plain City—Eastward	Operator Urbana	
Hagenbaugh—Eastward	Operator Urbana	
St. Paris—Eastward	Operator Piqua Crossing	
Dublin—Westward	Operator Dunreith	1
Dublin Jet.—Eastward	Operator Dunreith	1
Riley—Westward	Operator Thorne	1
West Riley—Eastward	Operator Thorne	1
Greene—Eastward Westward	Operator Greene	1-3
Foster—Eastward	Operator Loveland	
Mosler—Eastward Westward	Operator Hamilton	1
Campbells- Eastward town—Westward	Operator Hamilton	1
Dow—Eastward Westward	Operator Delco	
Kokomo—Eastward Westward	Operator Kokomo { 11.15 A.M. to 7.15 P.M. 8.30 P.M. to 4.30 A.M. Elwood { 4.30 A.M. to 11.15 A.M. 7.15 P.M. to 8.30 P.M.	

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

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

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

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

CHICAGO DIVISION

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

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

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

FORT WAYNE DIVISION		
Siding	Employee in Charge	Note
Mansfield—Eastward	Operator Mansfield	
Gibsonburg—Southward	Operator Gibsonburg	
Burgoon—Northward	Operator Maple Grove	
Bloomville—Northward	Operator Tiffin	
Upper Sandusky— Westward	Operator Upper Sandusky	1
West Upper Sandusky— Eastward		1
Dunkirk—Westward	Operator Dunkirk	1
Dola—Eastward		1
Lima—Eastward	Operator Delphos	
East Delphos—Westward		1
Delphos—Eastward		1
West Monroeville— Eastward	Operator Estry	1
Vandale—Westward	Operator Vandale	1
West Vandale—Eastward		1
West Warsaw—Westward	Operator Warsaw	
Plymouth—Westward	Operator Plymouth	1
West Plymouth— Eastward		1
Hamlet—Westward	Operator Hamlet	
Wanatah—Eastward	Operator Wanatah	1
Wanatah—Westward		1
<p>Operator must secure permission from Train Dispatcher before authorizing movement in reverse direction.</p> <p>NOTE 1. Fixed signal indication governing movement to siding will be authority to use siding in reverse direction.</p>		

SOUTHWESTERN DIVISION

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

BUCKEYE DIVISION

1151-F1. Running Tracks of Assigned Direction

Track	From	To	Assigned Direction	Controlled by	Note
No. 97	Joyce Ave.	Neilston	Westward	Operator Joyce Ave.	1-2
(U.D.) No. 6	4th St.	Front St.	Westward	Station Master U.D. Co.	1
No. 1 North Side	East Bradford	Bradford	Westward	Operator Bradford	1
No. 1 South Side	Bradford	East Bradford	Eastward	Operator Bradford	1

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

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

BUCKEYE DIVISION

1151-G1. Running Tracks of No Assigned Direction

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

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

NOTE 1. The direction from Joyce Avenue to Fields is eastward. Westward movement may be made on hand signal from operator at Fields.

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

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

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

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

FORT WAYNE DIVISION

Track	Between	And	Controlled by	Note
Decatur (W)	End of Block (Mile Post 69.5)	End of Block (Mile Post 72.8)	Operator Adams	

SOUTHWESTERN DIVISION

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

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

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

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

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

BUCKEYE DIVISION

PASSENGER TRAIN OPERATION

Richmond Passenger Station

1154-A1. In the application of **Rule 26**, blue and yellow lights facing east and west protecting Station tracks A-B-C-D-E, located on 9th Street overhead bridge, in service.

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

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

BUCKEYE DIVISION

FREIGHT TRAIN OPERATION

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

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

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

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

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

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

Akron Secondary Track:

Baddow Pass to Glenmont and Brink Haven.

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

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

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

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

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

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

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

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

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

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

Doubling Lights

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

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

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

One long flash—Stop.

Two short flashes—Move Forward.

Three short flashes—Move Backward.

Four short flashes—Apply or Release Air Brakes.

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

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

Off—No Light.

Proceed—Yellow.

Stop—Red.

Back Up—Flashing Red.

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

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

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

One long flash Stop

Two short flashes Move Forward

Three short flashes Move Backward

Four short flashes Apply or Release Air Brakes

FREIGHT AND PASSENGER TRAIN OPERATION

1156-D4. Brake and Train Air Signal Instruction.

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

At Columbus, Ohio Freight Trains TT-4, SW-6 and SW-10 will make Train Brake Test in accordance with second paragraph Instruction 11 of the Brake and Train Air Signal Instruction 99-D-1, revised August 1, 1958.

CHICAGO DIVISION

PASSENGER TRAIN OPERATION

Locking of Toilets

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

BACK-UP MOVEMENTS

CHICAGO UNION STATION

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

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

FREIGHT TRAIN OPERATION

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

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

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

FT. WAYNE DIVISION

FREIGHT TRAIN OPERATION

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

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

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

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

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

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

SOUTHWESTERN DIVISION

FREIGHT TRAIN OPERATION

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

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

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

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

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

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

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

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

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

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

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

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

After passing derail and while on grade:

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

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

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

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

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

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

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

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

FREIGHT AND PASSENGER TRAIN OPERATION

1155-A4. Brake and Train Air Signal Instruction.

At Indianapolis Freight Trains except TT-4, SW-6 and SW-10 will make Train Brake Test in accordance with second paragraph Instruction 11 of the Brake and Train Air Signal Instruction 99-D-1, revised August 1, 1958.

ALL DIVISIONS

FREIGHT AND PASSENGER TRAIN OPERATION

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

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

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

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

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

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

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

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

When they are in passenger service.

When they are moving light.

All units of Classes AF24, AF24A, AF25, AF27, EF22, EF25, EF25A, GF25, GF25A, AS18AM, AS18M, AS24, APS24MS, FS24M, EFS17M, except 7000-7049, are equipped with coupler stops or alignment control feature. Individual units of certain other classes are also equipped.

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

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

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

1156-A8. The number of units on the front of freight trains must not exceed 12.

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

	No. of Motors
Front end, pulling:	
Trains authorized 60 MPH.....	32
Other.....	20
Rear end, pushing:	
Solid loaded mineral freight.....	24
Other.....	18
Front end, dynamic braking:	
Solid loaded mineral freight.....	30
Other.....	24

Where more than the above power is attached to a train, sufficient units must be isolated so as not to exceed the above limits.

Individual motor circuits must not be cut out to reduce the number of powered motors. Enginemen of trains authorized to operate at 60 MPH must use care in applying power at speeds below 20 MPH, with more than 20 motors on line.

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

1156-A10. PUSHER ENGINES

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

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

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

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

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

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

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

1156-A13. HOT JOURNALS-ROLLER BEARINGS

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

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

1156-A14. FLAT SPOTS ON WHEELS

In the application of **Rule 4076G** the following will govern: When a flat spot on a wheel of cars or engines develops en-route, and an inspection by member of the crew determines that the flat spot is not in excess of three (3) inches in length on passenger cars or empty freight cars, or two and one-half (2½) inches in length on loaded freight cars or engines, and no other defects affecting the movement is observed, the train may continue at authorized speed.

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

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

1157-A. Speed Table

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

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

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

BUCKEYE DIVISION										
PASSENGER TRAINS AND FREIGHT TRAINS										
1157-C1. Maximum Speeds, unless otherwise Specified										
Main Line Between: Region Post (Central Reg.) and Custer	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Psg. Frt.	Psg. Frt.	Psg. Frt.	Psg. Frt.	Psg. Frt.	Psg. Frt.	Psg. Frt.	Psg. Frt.	Psg. Frt.	
	Miles per Hour									
							60	50	60	50
Custer and Dennison							60	50	60	50
Dennison and First St., Newark (C. & N. Div.)							70	50	70	50
Joyce Ave. and Neilston							20	20	20	20
High St. and Water St.							10	10	10	10
Water St. and Xenia							70	50	70	50
Xenia and Clement	70	50								
Clement and Dutoit St.	40	30								
Dutoit St. and Wolf Creek							40	30	40	30
Wolf Creek and Mile Post 19	40	30								
Mile Post 19 and New Paris	70	50								
Front St. and Dennison Ave.			30	30	15	15				
Dennison Ave. and Olentangy			30	30						
Olentangy and Mounds							35	35	35	35
Mounds and Rice							50	50	50	50
Rice and West Rice					30	30	50	50	60	50
West Rice and Bradford							50	50	60	50
Bradford and New Paris	50	50								
New Paris and Newman							70	50	70	50
Newman and Division Post (S'wn. Div.)							75	50	75	50
Richmond Branch Between: East Norwood and Old River Junction	60	50								
New River Jct. and Glen	60	50								
Newman and Anoka	50	40								

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

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

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

Between the following locations where passenger train speed is 60 miles per hour or more, except where otherwise restricted, TT, AST2, CG2, CG8 and DJ3 symbolled freight trains are authorized to operate at a maximum speed of 60 miles per hour:

Main line between Custer and Newark

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

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

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

BUCKEYE DIVISION

CURVES, BRIDGES, ETC.

1157-F1. Maximum Speed

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

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

	Miles per Hour
Zanesville Secondary Track:	
Zanesville, within corporate limits.....	15
Curves between Zanesville and Fair Oaks.....	15
South Zanesville, Main Street Crossing.....	15
Between Eastward Distant Signal Darlington and 2800 feet east.....	10
Between 2000 feet east of Mile Post 24 and Mile Post 25, east of Roseville.....	15
Crooksville, Main Street crossing.....	10
Morrow Secondary Track:	
Bremen, within corporate limits.....	10
Circleville, Clinton St., and N. & W. R. R. Crossing...	10
Between one half mile east of Mile Post 83, west of Circleville, and Mile Post 83.....	25
New Holland, within corporate limits.....	8
Washington C. H., over B & O. and D. T. & I. R. R. crossing.....	20
Sabina, within corporate limits.....	15
Sabina, Howard Street crossing.....	5
Wilmington, within corporate limits.....	8
Ogden (West of Mile Post 136): Over Pyles crossing..	15
Between 2700 feet west of Mile Post 142, and 3000 feet west of Mile Post 142, east of Hicks.....	15
Morrow, within corporate limits.....	15
Court St. Secondary Track:	
Curves end of secondary track to Mile Post 27, Lebanon.....	15
Curves Mile Post 29 to Mile Post 31, east of Hageman..	15
Curves Mile Post 38 to Mile Post 39, west of Mason...	15
Curves Mile Post 47, Deer Park to Mile Post 50, Mc- Cullough.....	15
Over Montgomery Ave. Crossing, Norwood.....	5
Cleany Ave., and Woodburn Ave.....	10
Springfield Secondary Track:	
Xenia—Through Detroit Street.....	6
—Between Detroit Street and Passenger station..	15
Bridge 0.13—0.13 mile east of Xenia.....	10
Bridge 10.29—0.29 mile east of Yellow Springs.....	10
Over crossing (Leffel's Lane) 400 feet west of Mile Post 17.....	5
Over crossing (Possum Road) 3060 feet west of Mile Post 17.....	5
Springfield—Over Limestone Street, Fountain Avenue and Center Street.....	6
BUCKEYE DIVISION	
TURNOUTS	
1157-D1. Maximum Speed	
Non-Interlocked crossovers and turnouts—diverging movements.....	10
West Rice—No. 3 to No. 2 track Trailing—Springing switch through turnout.....	30

BUCKEYE DIVISION

SECONDARY TRACKS, RUNNING TRACKS AND SIDINGS

1157-H1. Maximum speeds, unless otherwise specified

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

*For movements against assigned direction of traffic.

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

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

Zanesville Secondary Track

ZANESVILLE TERMINAL R. R.:

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

Zanesville Branch

NEW LEXINGTON—JUNCTION CITY:

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

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

BUCKEYE DIVISION

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

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

1160-B1. Other Equipment Restrictions

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

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

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

“Two or more loaded coupled cars—Column J Special Loads”

A maximum weight of 263,000 pounds, car and lading, can be handled except as restricted below:

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

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

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

ZANESVILLE SECONDARY TRACK:

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

ZANESVILLE BRANCH:

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

MORROW SECONDARY TRACK:

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

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

SPRINGFIELD SECONDARY TRACK:

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

COURT STREET SECONDARY

TRACK:.....15 miles per hour

MIDDLETOWN SECONDARY TRACK:

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

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

DAYTON-LYTLE INDUSTRIAL

TRACK:.....15 miles per hour

CLEMENT-HEMPSTEAD INDUSTRIAL

TRACK:.....15 miles per hour

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

MIDDLETOWN YARD RUNNING TRACK:

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

CHICAGO DIVISION										
PASSENGER TRAINS AND FREIGHT TRAINS										
1157-C1. Maximum Speeds, unless otherwise Specified										
Main Line Between:	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	P.sgr.	Frt.	P.sgr.	Frt.	P.sgr.	Frt.	P.sgr.	Frt.	P.sgr.	Frt.
Miles per Hour										
Division Post (Ft. Wayne Div.) and Virginia St.							79	50	79	50
Virginia Street and Gary							45	45	45	45
Gary and Cline Avenue							70	50	70	50
Cline Avenue and Mahoning							45	45	45	45
Mahoning and Whiting							60	50	60	50
Whiting and Roby			40	40	20	20	60	50	60	50
Roby and State Line			40	40	20	20	70	50	70	50
State Line and Englewood			40	40	30	30	70	50	70	50
Englewood and 58th Street			30	30	30	30	70	50	70	50
58th Street and South Branch Bridge							70	50	70	50
Bradford and Union City							45	45	50	50
Union City and Kirk	50	50								
Kirk and Anoka							45	45	50	50
Anoka and Race							50	50	50	50
Race and Elm							30	30	30	30
Elm and Van							30	30	30	30
Van and Bernice							60	50	60	50
Bernice and Beverly Jct.							30	30	30	30
S. C. & S. Bernice and Burnham	60	40								
Burnham and Hegewisch	60	35								
Hegewisch and 4000 feet west of Mile Post 2	60	40								
4000 feet west of Mile Post 2 and Colehour Jct.	40	40								
I. & F. Branch Between: Clymers and Van	60	50								
Effner Branch Between: Kenneth and Effner	40	40								
South Bend Branch Between: Van and Fern	15	15								
Fern and Mile Post 178	35	35								
Mile Post 178 and South Bend	10	10								

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

MAIN LINE—Between

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

VAN—BERNICE.—On No. 1 Track only.

Between Van and Mile Post 219.

Between Mile Post 255 and Mile Post 272.

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

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

CHICAGO DIVISION

1157-C3. Wreck Trains and Work Trains

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

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

CHICAGO DIVISION		
TURNOUTS		
1157-D1. Maximum Speed		
Spring Switch Location	Movement Involving Spring Switch	Miles Per Hour
Roby—Yard track to No. 3 Track	Trailing—Springing switch through turnout.....	15
Green Street No. 1 Secondary Track to Secondary Track of no assigned direction	Trailing—Springing switch through turnout.....	15
Winchester Avenue No. 2 Secondary Track to yard Track	Trailing—Springing switch through turnout.....	15
Non-Interlocked Crossovers and turnouts—diverging movements.....		10
Alton Jct.—Interlocked turnouts to G. M. & O. R. R., diverging movements.....		10

CHICAGO DIVISION		
1157-E1. Maximum Speed approaching a Movable Bridge on a track not protected by both a Home Signal and a Distant Signal		
Location		Miles per Hour
River Branch Jct. Movements against current of traffic, on Tracks No. 1, No. 2 and No. 4..... Westward movements from Calumet River Line..... Eastward movements from Belt Ry. Connection.....		20
Beverly Jct.—Western Avenue Secondary Track Drainage Canal Movable Bridge, all movements.....		20

CHICAGO DIVISION

CURVES, BRIDGES, ETC.

1157-F1. Maximum Speed

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

CHICAGO DIVISION

SECONDARY TRACKS, RUNNING TRACKS AND SIDINGS

1157-H1. Maximum speed unless otherwise specified

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

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

1160-B1. Other Equipment Restrictions

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

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

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

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

Column J special load restrictions.

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

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

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

Class AF-60, AF-64, BF-60 and BF-64 engines prohibited from operating over eastward and westward humps in 55th Street Yard.

SOUTH BEND BRANCH:

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

EFFNER BRANCH:

Newton, Newton County Stone Co. tipple All box cars

ENGLEWOOD CONNECTING LINE

Passenger equipment, except B-60 type baggage cars, R-50 and R-60 type refrigerator cars, prohibited on west wye connection to Englewood Connecting Line, 58th Street, (P.F.W.&C.)

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

Location	Track	Restriction
EC	West Wye connection from No. 3 Track to Englewood Connecting Line Secondary Track	Prohibited
59th Street Yard	East Wye connection from Englewood Connecting Line Secondary Track to Yard Running Track	Prohibited

FORT WAYNE DIVISION

PASSENGER TRAINS AND FREIGHT TRAINS

1157-C1. Maximum Speeds, unless otherwise Specified

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

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

MAIN LINE—BETWEEN

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

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

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

FORT WAYNE DIVISION**1157-C3. Wreck Trains and Work Trains**

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

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

FORT WAYNE DIVISION

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

Location	Miles per Hour
Olive Secondary Tracks Olive—Trains and engines operating against current of traffic approaching Maumee River Movable Bridge will be governed by Rule 98	10

FORT WAYNE DIVISION

CURVES, BRIDGES, ETC.

1157-F1. Maximum Speed.

Main Line—Pittsburgh to Chicago	Miles per Hour
On No. 1 and No. 2 tracks Mile Post 175 to B. & O. Junction.....	40
Curves between Mile Post 175 and Mansfield Interlocking Station, No. 3 track.....	15
All curves between Mile Posts 188 and 190.....	30
Reverse curve one mile west of Crestline.....	40
Curve just east of Bucyrus station.....	60
Upper Sandusky C. & O. R. R. crossing.....	40
Sugar Street, within interlocking limits.....	35
Lima B. & O. crossing.....	20
Lima—Public Grade crossings between Cole Street, 7500 feet west of station, and Pine Street, 850 feet east of station, both inclusive.....	35
Curve just west of Van Wert station.....	40
Fort Wayne—Wabash Ry. crossing.....	30
Grand Rapids Branch:	
Curve between Mile Posts 450 and 449.....	30
Curve at Mile Post 447.....	30
Curves between Mile Posts 427 and 425.....	30
Mile Post 425 to Mile Post 424.....	10
Mile Post 424 to Mile Post 423.....	20
Curve at Mile Post 422.....	30
Reverse curves between Mile Post 379 and Mile Post 377.....	30
First curve south Mile Post 341.....	30
First curve north Mile Post 339.....	30
First curve north Mile Post 338.....	30
Mile Post 333 to Mile Post 330.....	20
Curves between Mile Post 326 and Mile Post 324.....	30
C. & O. Ry. crossing—Reed City.....	20
Mile Post 238 to Mile Post 240.....	25
Mile Post 237 to Mile Post 234.....	20
Mile Post 234 to Mile Post 231.....	15
Reverse curves south Mile Post 230.....	35
Reverse curves south Mile Post 229.....	35
N. Y. C. R. R. crossing—Plainwell.....	20
Mile Post 187 to Mile Post 184.....	20
Mile Post 174 to Mile Post 172.....	25
N. Y. C. R. R. crossing—Wasepi.....	20
N. Y. C. Crossing—Sturgis.....	20
Wabash Ry. Crossing—Wolcottville—Northward.....	20
N. Y. C. & St. L. Crossing, within interlocking limits.....	20
Muskegon Secondary Track:	
Muskegon Yard—Sixth St., Commerce St. and Peck St.....	8

	Miles per Hour
Logansport Branch:	
Logansport—Third and Sixth street crossings.....	5
First curve east of Mile Post 1.....	35
Reverse curve two miles east of Logansport.....	20
Toledo Branch:	
Curve at north end of Maumee River movable bridge..	10
Curve between Coleman and Tiffin.....	30
Tiffin Interlocking.....	30
Carrothers Interlocking.....	30

FORT WAYNE DIVISION

SECONDARY TRACKS, RUNNING TRACKS AND SIDINGS

1157-H1. Maximum speed unless otherwise specified

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

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

Toledo Branch Bloomville—France Quarry Track.....	Prohibited Prohibited
Tiffin—Industrial Lead.....	

1160-B1. Other Equipment Restrictions

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

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

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

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

Column J special load restrictions.

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

Vandale Secondary Track—LaOtto to Auburn.

Traverse City Secondary Track.

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

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

Logansport Branch—Mile Post 55 to Mile Post 55.3.

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

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

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

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

SOUTHWESTERN DIVISION						
PASSENGER TRAINS AND FREIGHT TRAINS						
1157-C1. Maximum Speeds, unless otherwise Specified						
	Single Track		No. 2 Track		No. 1 Track	
	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.
MAIN LINE						
Between:	Miles per Hour					
Thorne and I. U. Ry. Interlocking.....	70	50				
West Street I. U. Ry. and Woods.....			40	40	40	40
Woods and Davis.....	...	...	70	50	70	50
Davis and East Alameda.....	79	50				
East Alameda and Limesdale.....	...	...	75	50	75	50
Limesdale and West Limesdale.....	50	50				
West 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						
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				
North End Ohio River Bridge and Mile Post 103.....	55	49				
Mile Post 103 and Mile Post 44.....	59	49				
Mile Post 44 and Mile Post 39.....	55	45				
Mile Post 39 and Mile Post 4.....	59	49				
Mile Post 4 and Dale.....	55	45				
Dale and I. U. Ry. Interlocking.....	40	30				
I & F Branch						
Between:						
Davis and Mile Post 32.....	69	50				
Mile Post 32 and Mile Post 46.....	59	49				
Mile Post 46 and Mile Post 81.....	55	45				
Mile Post 81 and Clymers.....	59	49				
Passenger trains with freight cars not equipped for passenger service must not exceed maximum speed for freight trains, unless otherwise instructed.						

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

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

SOUTHWESTERN DIVISION

1157-C3. Wreck Trains and Work Trains

	Boom Trailing		Boom Forward	
	Wreck	Work	Wreck	Work
	Miles per Hour			
Main Line				
Between:				
Division Post (Buckeye Div.) and				
I. U. Ry. Interlocking.....	35	30	25	20
West St., I. U. Ry., and Davis.....	35	30	25	20
Davis and Eads.....	50	30	40	20
Louisville Branch				
Between:				
Clagg and I. U. Ry. Interlocking....	35	30	25	20
I & F Branch				
Between:				
Davis and Division Post				
(Chicago Division).....	35	30	25	20
Vincennes Secondary Track				
Between:				
Kraft and Mile Post 97.....	25	30	15	20
Mile Post 97 and Vincennes.....	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
Madison Secondary Track				
Between:				
North Madison and Columbus.....	25	30	15	20
Shelbyville 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
Bushrod Secondary Track				
Between:				
Bushrod and Sponsler.....	15	20	10	20
Sponsler and Linton Summit.....	20	20	15	20

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

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

SOUTHWESTERN DIVISION

TURNOUTS

1157-D1. Maximum Speeds

Entire Division	Miles per Hour
Non-interlocked turnouts—diverging movements, through No. 8 crossovers and turnouts.....	15

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.

Main Track to Enginehouse, Clagg.

Main Track to Dover Track, Clagg.

SOUTHWESTERN DIVISION

CURVES, BRIDGES, ETC.

1157-F1. Maximum Speeds

Main Line:	Miles per Hour
Over highway crossings at grade between Mile Post 182 West of Thorne and I. U. Ry. Interlocking.....	40
Over highway crossings at grade between West St. I. U. Ry. and Kraft.....	40
East Alameda, No. 1 and No. 2 tracks at end of two main tracks.....	60
Curves between Greencastle and Limesdale, No. 1 and No. 2 tracks.....	50
Curves between West 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.....	30
C. & E. I. Ry. crossing, Terre Haute.....	20
C. C. C. & St. L. Ry. crossing, Vigo.....	20
Curves between Mackville and Mile Post 77.3.....	60
Curve 3000 feet west of Mile Post 82.....	65
Curve (East Mill Creek) 1.5 mile west of Marshall....	70
East Casey, No. 1 and No. 2 tracks at end of two main tracks.....	60
Illinois Central R. R. crossing Effingham.....	40
First curve west of Mile Post 142.....	70
Over highway crossings at grade between Vandalia Block Station and Mile Post 172.....	60
East Smithboro, No. 1 and No. 2 tracks at end of two main tracks.....	60
First curve east and first curve west of Greenville station, No. 1 and No. 2 tracks.....	70
First and second curves east of Collinsville station, No. 1 and No. 2 tracks.....	70
First curve east of Eads.....	40

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

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

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

SOUTHWESTERN DIVISION

Other Equipment Restrictions.

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

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

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

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

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

ALL DIVISIONS

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

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

ALL DIVISIONS

ENGINES

1157-G1. Maximum Speeds, unless otherwise restricted

Class	Miles Per Hour	
	Multiple Light	With Train
Rail Motor Car or Cars.....	65	
RDC (Budd Cars) Multiple Units.....	79	
RDC (Budd Cars) Single Units.....	50	
Rail Detector Cars.....	50	
Diesel Units:		
EP20, EP22.....	60	80
EFP15.....	60	75
Freight, except AF16, BF16, EF15, EFS17.....	60	70
AF16, BF16, EF15, EFS17.....	60	65
Shifter Types:		
All classes, except following:.....	50	60
AS16, AS18, AS24, ES15, ES17, FS16, FS20, FS24.....	50	65
APS24MS.....	60	75
ES6 5911.....	—	40
ES15A.....	—	55
GS4.....	—	30
PRSL BS15, BS16 except 6011–6016, 6024 to 6027.....	59	65
PRSL BS16MS 6011–6016, 6024–6027.....	50	80
Single Units—Light:		
All classes.....	30	

NOTE—Diesel unit type designations:

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

- “P”—Passenger.
- “F”—Freight.
- “H”—Freight (Helper).
- “FP”—Freight-Passenger.
- “S”—Shifter.
- “PS”—Shifter, Passenger.
- “FS”—Shifter, Freight.

Numerals indicate engine horsepower in nearest hundreds.

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

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

PRR cars in this class are:

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

Other Equipment Restrictions.

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

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

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

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

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

NOTE 1. Not exceeding 15 miles per hour.

NOTE 2. Not exceeding 10 miles per hour.

NOTE 3. Not exceeding 5 miles per hour.

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

ENGINE AND SPECIAL LOAD RESTRICTIONS

BUCKEYE DIVISION

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

NOTE—Letters and figures indicate;

X—Prohibited.

D—Operation of engines coupled prohibited.

E—Restricted account light rail.

M—Prohibited beyond markers.

O—Prohibited except in detour or emergency service.

T—Prohibited on trestle.

Full Face Type—Indicates that the same class of engine is shown in more than one column. The most restrictive indication shown at a location will apply.

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

The small letter in parenthesis shown in location column indicates reference NOTE shown at end of table.

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

Class of engines and special loads listed under each numbered and lettered column of this page will apply to corresponding columns of all succeeding pages of this Instruction.

	CLASS OF ENGINES						SPECIAL LOADS				
COLUMN	1	2	3	4	5	6	L	M	I	J	
LOCATION	AS6, BS6, BS7, BS7M, ES6, AS10A, BS10, BS12, BS12M, ES10	AS10, ARS10, ARS10SX, ARS10S, AS10M, ARS18, AF24, AF24A, BS10M, BRS10SX, BRS12, BRS12S, BRS12SX, ES12, ES12M, FS10	ARS16, ARS16S, EF22, ERS15, ERS15S, EF17, ERS17, EFPI5, FS12, FS12M, FRS16, FRS20X, FRS20, GF25, AF25, EF25	ARS18A, ARS24, BRS16, EF15, EF15A, EP20, EP22, ARS20	ARS16A, ARS24S, ERS15AX, ERS17A, FRS24, AF27, EF25A, GF25A, EF30A, GF28A, AF30, EF36	GG1, FF2, P5, P5A, DD1, E2C, E3B	GF28A, AF30, EF36				
MAIN LINE											
SCIO Scio pottery tracks.....						X		X	X	X	
MILE POST 88 (West of): Meechan Mine beyond a point 250 ft. west of frog.....							X	X	X	X	
DENNISON: East end west bound yard, track Nos. 11, 13, and 15.....						X	X	X	X	X	

	CLASS OF ENGINES						SPECIAL LOADS			
COLUMN	1	2	3	4	5	6	L	M	I	J
Superior No. 2 plant.....						X	X	X	X	X
Ferguson-Edmundson Tracks.....						X	X	X	X	X
Dennison Sewer Pipe Co. lead track.....						X	X	X	X	X
Dennison Sewer Pipe Co., track beyond a point 50 ft. east of crossing.....						X	X	X	X	X
Beyond a point 200 ft. west of switch leading to tracks east of inspection shed.....						X	X	X	X	X
Old wreck train, Oil house, High-Ball and Work train tracks beyond inbound switch.....						X	X	X	X	X
Coal dock, alley tracks and shop yard.....						X	X	X	X	X
Beyond No. 14 switch west and eastward yard.....						X	X	X	X	X
Beyond point of switch to No. 12 track, east end of eastward yard.....						X	X	X	X	X
West end No. 10 Shop track.....						X	X	X	X	X
UHRICHSVILLE:										
Freight Station track.....						X	X	X	X	X
Twin City Gro. Co. track.....						X	X	X	X	X
Farm Bureau Cooperative track.....	X	X	X	X	X	X	X	X	X	X
MILE POST 94 (East of):										
Universal Sewer Pipe Co. tracks.....						X	X	X	X	X
MILE POST 96 (East of):										
Ohio Sewer Pipe Co., track.....						X	X	X	X	X
GNADENHUTTEN:										
Stocker Sand and Gravel plant.....						X	X	X	X	X
MILE POST 98 (West of):										
Ross Clay Co., track.....						X	X	X	X	X
MILE POST 100 (East of):										
Belden Brick Co., north of road crossing.....						X	X	X	X	X
PORT WASHINGTON:										
Station track beyond a point 200 ft. west of frog.....						X	X	X	X	X
NEWCOMERSTOWN:										
Canton Brick Co. and Standard Oil Co. tracks.....						X	X	X	X	X
Panhandle House track.....						X	X	X	X	X
All connections to yard off No. 6 track.....								X		X
No. 24 track connection with Ash Pit track and Ladder track, south end of yard.....						X	X	X	X	X
East end of freight house track.....						X	X	X	X	X
WEST LAFAYETTE:										
Moore Stamping and Enameling Co. Industrial track, 100 ft. east of highway crossing to end of track.....						E		X		X
								E	E	E
COSHOCTON:										
Clow and freight house tracks.....						X	X	X	X	X
Indian Refining Co. track.....						X	X	X	X	X
Coshocton Milling Co.....								X		X
Coshocton County Farm Bureau Cooperative Assn. track.....								X		X
TRINWAY:										
East and west ladder tracks leading from drill track to yard.....						X	X	X	X	X
Freight house track.....						X	X	X	X	X
Broken Aro Mine under tippie.....	X	X	X	X	X	X	X	X	X	X
NEWARK:										
Home Billman Holoplane Glass Heisey Glass, Cree-Becker, Dixie Coal, Burke Golf and incline or north track.....						X	X	X	X	X
No. 1 and No. 2 tracks Freight house.....										X
No. 1 and No. 2 tracks Freight beyond restriction board 100 ft. west of Freight house.....						X	X	X	X	X

	CLASS OF ENGINES						SPECIAL LOADS			
COLUMN	1	2	3	4	5	6	L	M	I	J
MAIN LINE										
COLUMBUS:										
GROGAN:										
Joyce Iron and Metal Co.....						X	X	X	X	X
Hanna Paint Co.....						X	X	X	X	X
Federal Chemical.....						E	E	E	E	E
Farmer's Fertilizer.....										
American Zinc Oxide.....										
Industrial Tracks south of 11th Ave.....			X	X	X	X	X	X	X	X
City Ice & Fuel Co.....										
Columbus Auto Parts Co.....										
Connections to N. & W. Ry. at Joyce Ave. (N. & W.).....							5	5	5	5
Wye to No. 13 Track.....										
Old Wye and Middle Wye.....								X		D
North West Lumber Co.....						X	X	X	X	X
YARD A:										
Dispatching Tracks 20 to 28, both inclusive on curve west of Taylor Ave. and ladder at west end.....							X	X	X	X
Smith Agricultural Chemical.....						X	X	X	X	X
Smith Agr. Chem. Track No. 3.....						X	X	X	X	X
King Coal Co.....						X	X	X	X	X
Katz Rag Co.....						X	X	X	X	X
Anderson Sand & Gravel.....										
Columbus Terminal Warehouse.....						X	X	X	X	X
Yard "A" Hump.....						X				
East end Short Yard A, Tracks 10, 12, 16, 18, 20 and 22.....							X	X	X	X
Davidson Chemical Co.....						X	X	X	X	X
20TH STREET SHOP:										
Store Room Track, north of Engine-house.....										
Inspection Pit, west of Boiler Shop.....										
Fence Track leading to Lumber Yard.....					X	X	X	X	X	X
Power House Ash Pit Tracks.....										
No. 5 Track, north of Tank Shop.....										
West end of Erection Shop.....						X	X	X	X	X
Yard "B" Hump.....						X				
YARD C:										
All Tracks west of crossover just east of Yard Office.....							X	X	X	X
MIAMI YARD:										
Produce Yard, all Tracks South.....										
Ladder.....						X	X	X	X	X
Produce Yard, No. 2 Track.....										
Produce Yard, No. 4 Track.....						X	X	X	X	X
Miami Yard, Tracks Nos. 1 and 8.....						X	X	X	X	X
HIGH STREET—										
OLENTANGY:										
Stone Track.....						X	X	X	X	X
Neil Track.....						X	X	X	X	X
GRANDVIEW—										
MARBLE CLIFF										
Higgs Avenue Industry.....						X	X	X	X	X
Hump.....						X				
Filtration Tank.....						X	X	X	X	X
American Aggregate Co.....						X	X	X	X	X
No. 24 Track, Grandview.....										
Cols. & Sou. Ohio Electric Co.....						X	X	X	X	X
Northwest Blvd. Tracks and Connections thereto.....						X	X	X	X	X
Marble Cliff Quarries Plant X (incl. Connections west of 5th Ave.).....						X	X	X	X	X
Bridge 4.17, Marble Cliff.....										
No. 1 Track.....					35	35	20	10	X	X
No. 2 Track.....					35	35	35	35	35	30
Marble Cliff Quarries Plant B.....	M	M	M	M	M	X	X	X	X	X
Marble Cliff—Hobo Track.....						X	X	X	X	X
HIGH STREET—										
MIAMI CROSSING:										
American Vitrified Products Co.....					X	X	X	X	X	X
North Alley.....			X	X	X	X	X	X	X	X
Ludlow Street Track, North and South.....			X	X	X	X	X	X	X	X
Bridge 0.40, Spring St.....				50	50	50	50	50	40	30
Columbus Bolt Works.....						X	X	X	X	X
Bridge 0.49, Over Scioto River.....					50	50	50	50	50	40
C. & O. Transfer Track, Scioto.....						X				
Giesey Tracks 1 and 2.....					X	X	X	X	X	X
Giesey Tracks 3, 4, and 5.....			X	X	X	X	X	X	X	X
WESTINGHOUSE MFG. CO.:										
West of Miami Crossing—Lead, storage and Inter-change.....						X		X	X	X
Tracks 2 to 10.....						X	X	X	X	X
HULTGREN:										
West of Miami Crossing—Shell Oil Co.....						X	X	X	X	X

	CLASS OF ENGINES						SPECIAL LOADS			
COLUMN	1	2	3	4	5	6	L	M	I	J
TEXAS CO.:										
West of Miami Crossing.....								X	X	X
ALTON:										
People Development Co.....						X	X	X	X	X
WEST JEFFERSON:										
Canning Track.....						X	X	X	X	X
Elevator Track.....					M	M	M	M	M	M
LONDON:										
Steel Co. of Ohio.....										
McCord Corp.....										
Speasmaker Track.....						X	X	X	X	X
Elevator Track.....										
The Williams Co.....										
FLORENCE:										
Elevator Track.....					M	M	M	M	M	M
SOUTH CHARLESTON:										
United Shoe Machinery Corp.....								X	X	X
North Transfer Track.....						X	X	X	X	X
CEDARVILLE:										
House Track at Main St.....					M	M	M	M	M	M
Paper Mill.....						X	X	X	X	X
WILBERFORCE:										
University Track.....				5	5	E	E	E	E	E
XENIA:										
Hooven & Allison Co.....										
Standard Oil Co.....										
Independent Paper Co.....						X	X	X	X	X
Smith Coal Co.....										
Wilson Engineering Co.....				T	T	T	T	T	T	T
Wye Track.....							X	X	X	X
Pelham Track.....										
Heavy Track.....						X	X	X	X	X
McNamee Coal Co.....										
Connections from Dayton Main to Springfield Branch.....						X				
Farmers Exchange.....										
Mill Track (Trebeins).....						X	X	X	X	X
BRIDGE 4.62:										
East of Alpha.....					50		50	50	40	30
BRIDGE 10.23:										
East of Clement.....					50		50	50	50	40
BRIDGE 13.75:										
East of Dutoit Street.....				50	30	30	30	30	20	30
DAYTON:										
Kuntz-Johnson Lbr. Co.....										
C. D. Elliott Co.....										
A B C Coal Co.....						X	X	X	X	X
Brown Brockmeyer.....										
Superior Coal Co.....						X	X	X	X	X
Advance Foundry Co.....						X	X	X	X	X
West Spice Mill.....		X	X	X	X	X	X	X	X	X
Master Electric Co.....										
Huffman Mfg. Co.....										
Fenton Foundry.....										
Master Coal & Coke.....						X	X	X	X	X
Dayton Scale.....										
Sterling Fuel Co.....										
No. 39 Track, Master Electric.....										
Hewitt Bros. Co.....										
Atlas Coal Co.....						X	X	X	X	X
Thompson Fuel Co.....										
Frederick & Hager Co.....										
Virginia Coal & Coke Co.....										
Geo. Behm & Son Co.....						X	X	X	X	X
May & Co.....										
Team Tracks, Wayne Ave.....							X	X	X	X
Union Storage Co.....						X	X	X	X	X
Industrial Chemical Co.....										
Burkett Closed Body Co.....										
Rike-Kumler Co.....	X	X	X	X	X	X	X	X	X	X
Cherokee Coal & Iron Co.....										
Dicks-Pontias Co.....										
Lebanon Track Connection to D. U. Ry.....							X			
Pennsylvania Coal & Iron Co. at Dale Ave.....						X	X	X	X	X
Dayton Power & Light Co. (Long- worth St. Steam Plant) South Track.....			X	X	X	X	X	X	X	X
All other Industrial Tracks between Dayton Union Ry. and Water Sta- tion, Wolf Creek.....						X	X	X	X	X

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

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

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

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

	CLASS OF ENGINES						SPECIAL LOADS			
COLUMN	1	2	3	4	5	6	L	M	I	J
West of Mile Post 88: Wayne County Farm Bureau.....						X	X	X	X	X
HAGERSTOWN: Elevator track.....						X	X	X	X	X
NEW CASTLE: Farm Bureau track..... Big 4 wye.....									X	X
BRIDGE 102.64: West of Broad.....								40	30	30
BRIDGE 103.55: East of Foley.....								40	30	30
HONEY CREEK: Elevator track.....						X	X	X	X	X
MIDDLETOWN (IND.): Station track.....						X	X	X	X	X
ANDERSON: West leg wye..... East leg wye.....						X X				
FRANKTON: Canning Factory track.....						X	X	X	X	X
BRIDGE 136.86: East of Elwood.....								35	20	20
ELWOOD: Hefner track and west end of House track, Frazier tracks, Pittsburgh Plate Glass Co. No. 2, 3, and 4 tracks..... Indiana Box, Sellers loading and plat- form tracks, Monticello Shovel Co., and Pittsburgh Plate Glass Co., track 1..... Home Ice.....				X X	X X	X X	X X X	X X X	X X X	X X X
BRIDGE 158.28: East of Kokomo.....								35	20	20
KOKOMO: Pittsburgh Plate Glass Co. track..... Over Scales in Scale track.....	10	10	10	10	10	X	X X	X X	X X	X X
WALTON: North & South Elevator and Lumber tracks.....						X	X	X	X	X
FORT WAYNE BRANCH										
BRIDGE 8.10: East of Fountain City.....								40	30	30
WINCHESTER: Old wye track..... Interchange tracks..... 150 ft. west of Big 4 Conn.....						X				
RIDGEVILLE SECONDARY TRACK:										
BRIDGE 42.00: East of Portland.....				40	40	40	40	30	30	30
BRIDGE 43.02: East of Portland.....				40	40	40	40	30	30	30
PORTLAND: Bimmel track..... Holmes, Haynes..... No. 4 House track..... Tile track.....					X X	X X	X X X	X X X	X X X	X X X
BRIDGE 52.49: East of Geneva.....								40	30	30
BRIDGE 53.64: East of Geneva.....								40	30	30
BRIDGE 55.93: West of Geneva.....						45		20	20	15

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

	CLASS OF ENGINES						SPECIAL LOADS			
COLUMN	1	2	3	4	5	6	L	M	I	J
FULTONHAM INDUSTRIAL TRACK: Tracks leading to Pittsburgh Plate Glass Co. at Fultonham.....						X	X	X	X	X
BRIDGE 22.79: West of Fultonham Spur.....	20	20	20	20	20	X	X	X	X	X
ROSEVILLE: Ransbottom Pottery, No. 1 track and Rosehill Mine tracks, under tippie.....	X	X	X	X	X	X	X	X	X	X
Ransbottom Pottery, No. 2 and No. 3 tracks, Ohio State Brick, Nelson McCoy Pottery, Freight House and Rosehill Mine tracks.....			X	X	X	X	X	X	X	X
CROOKSVILLE: All Industrial tracks.....			X	X	X	X	X	X	X	X
BRIDGE 29.81: West of Crooksville.....	20	20	20	20	20	X	X	X	X	X
BRIDGE 32.58: West of McLuney.....	20	20	20	20	20	X	X	X	X	X
GOSTON: Jones Sand Co. track.....			X	X	X	X	X	X	X	X
BRIDGE 35.32: West of Goston.....						X	X	X	X	X
SUNNYHILL MINE: No. 8, on loaded car tracks at tippie and beyond clearance point on empty car tracks above tippie.....	X	X	X	X	X	X	X	X	X	X
NEW LEXINGTON: Pure Oil Co. track.....					X	X	X	X	X	X
All other Industrial tracks.....			X	X	X	X	X	X	X	X
ZANESVILLE BRANCH: NEW LEXINGTON: On Main track between New Lexington and Bremen.....						X			X	X
Pure Oil Co. track.....						X	X	X	X	X
All other Industrial tracks.....			X	X	X	X	X	X	X	X
BRIDGE 39.30: West of New Lexington.....		40	40	40	40	X	40	25	15	X
MILE POST 40 (East of): Ludowici Tile Co. track.....						X	X	X	X	X
JUNCTION CITY: Rush Creek Clay Co. track.....						X		X	X	X
BRIDGE 49.66: East of Bremen.....						X		30	30	X
BREMEN: All Industrial tracks.....			X	X	X	X	X	X	X	X
MORROW SECONDARY TRACK Between: Bremen and Mile Post 65.....						X	10	X	X	X
Mile Post 65 and Circleville.....						X	10	X	X	X
Circleville and Washington C. H.....					X	X	X	X	X	X
Wilmington and Morrow.....					X	X	X	X	X	X
BREMEN: All Industrial tracks.....						X	X	X	X	X
LANCASTER: Columbus Oil and Grease, Carbon Works, C. & O. R. R., transfer, car shop yard and all other Industrial tracks		X	X	X	X	X	X	X	X	X
BRIDGE 70.78: East of Mile Post 71.....	20	20	20	20	20	X	X	X	X	X
CIRCLEVILLE: Cooper house track, Glass House track and Shell Oil Co. track.....						X	X	X	X	X
BRIDGE 87.88: East of Williamsport.....		20	20	20	20	X	X	X	X	X
BRIDGE 90.58: West of Williamsport.....		10	10	10	10	X	X	X	X	X
BRIDGE 95.27: West of Mile Post 95.....		20	20	20	20	X	X	X	X	X

	CLASS OF ENGINES						SPECIAL LOADS			
COLUMN	1	2	3	4	5	6	L	M	I	J
BRIDGE 111.69: East of Jasper.....	10	10	10	10	X	X	X	X	X	X
BRIDGE 114.30: West of Jasper.....	10	10	10	10	X	X	X	X	X	X
BRIDGE 131.59: West of Mile Post 131.....	10	10	10	10	X	X	X	X	X	X
BRIDGE 135.031: West of Ogden.....	10	10	10	10	X	X	X	X	X	X
SPRINGFIELD SECONDARY TRACK										
BRIDGE 0.13: East of Xenia.....				10	10	10	10	X	X	X
BRIDGE 0.23: East of Xenia.....								X	X	X
BRIDGE 3.14: East of Xenia.....				20	20	20	10	X	X	X
BRIDGE 6:37: East of Xenia.....				20	20	20	20	X	X	X
YELLOW SPRINGS: Coal tipple.....	T	T	T	T	T	X	X	X	X	X
H. L. Hackett Co.....						X	X	X	X	X
Dewine Milling Co.....						X	X	X	X	X
Morris Bean and Co.....						X	X	X	X	X
BRIDGE 10.29: East of Yellow Springs.....				10	10	10	10	X	X	X
EMERY CHAPEL: Wickes Lumber Co.....						X	X	X	X	X
Miller Coal and Feed Co.....						X	X	X	X	X
SPRINGFIELD: Intag track.....										
Wagner Pole track.....										
Wagner track.....						X	X	X	X	X
Fulmer track.....										
Carson track.....										
All other Industrial tracks.....										
Allen Tool Co.....				M	M	X	X	X	X	X
Pure Oil Co.....						X	X	X	X	X
McKenzie Lumber Co.....						X	X	X	X	X
Hackett track.....			X	X	X	X	X	X	X	X
Shuey track.....			X	X	X	X	X	X	X	X
Tuttle Elevator track.....						X	X	X	X	X
CLEMENT-HEMPSTEAD: Industrial track.....						X				
DAYTON-LYTLE: Industrial track.....						X				

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

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

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

ENGINE AND SPECIAL LOAD RESTRICTIONS

CHICAGO DIVISION

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

NOTE—Letters and figures indicate:

X—Prohibited.

B—Backward movement restricted to speed indicated.

D—Operation of engines coupled prohibited.

R—Restricted account of light rail.

Full Face Type—Indicates that the same class of engine is shown in more than one column. The most restrictive indication shown at a location will apply.

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

The small letter in parenthesis shown in location column indicates reference NOTE shown at end of table.

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 units coupled will be governed by the most restricted unit so coupled.

Class of engines and special loads listed under each numbered and lettered column of this page will apply to corresponding columns of all succeeding pages of this Instruction.

	CLASS OF ENGINES						SPECIAL LOADS			
COLUMN	1	2	3	4	5	6	L	M	I	J
LOCATION	AS6, BS6, BS7, BS7M, ES6, AS10A, BS10, BS12, BS12M, ES10	AS10, ARS10, ARS10SX, ARS10S, AS10M, ARS18, AF24, AF24A, BS10M, BRS10SX, BRS12, BRS12S, BRS12SX, ES12, ES12M, FS10	ARS16, ARS16S, EF22, ERS15, ERS15S, EF17, ERS17, EFP15, FS12, FS12M, FRS16, FRS20X, FRS20, GF25, AF25, EF25	ARS18A, ARS24, BRS16, EF15, EF15A, EP20, EP22, ARS20	ARS16A, ARS24S, ERS15AX, ERS17A, FRS24, AF27, EF25A, GF25A, EF30A, GF28A, AF30, EF36	GG1, FF2, P5, P5A, DD1, E2C, E3B	GF28A, AF30, EF36			
MAIN LINE PITTSBURGH TO CHICAGO										
HOBART: National Fire Proofing Co.: Second track north of main track.....				X	X	X	X	X	X	X
LIVERPOOL: Wye to M. C. R. R.....				X	X	X				
CLARKE JCT.: Conn. to west end Clarke Yard.....				X	X	X		X	X	X
ROBY: Lever Bros. tracks.....				X	X	X	X	X	X	X

	CLASS OF ENGINES						SPECIAL LOADS			
COLUMN	1	2	3	4	5	6	L	M	I	J
BRIDGE 460.57: 3010 feet west of Mile Post 460: Tracks No. 1 and 2..... Tracks No. 3 and 4.....	30 30	30 30	60 40	60 40	60 40	70 30	30 30	20 10	10 10	10 10
ENGLEWOOD: All Freight House and Yard tracks.....				X	X	X				
BRIDGE 460.76 BRIDGE 460.88 BRIDGE 460.98 Englewood Tracks No. 1 and 2..... Tracks No. 3 and 4.....			70 30	70 30	70 30	70 30	30 30	20 20	10 10	10 10
BRIDGE 461.04 211 feet west of Mile Post 461 to BRIDGE 461.31 1637 feet west of Mile Post 461, incl.: Tracks No. 1 and 2..... Tracks No. 3 and 4.....			25 25	25 25	25 25	25 25	30 30	20 20	10 10	10 10
BRIDGE 461.44 2323 feet west of Mile Post 461, to BRIDGE 461.93 4910 feet west of Mile Post 461, incl.: Tracks No. 1 and 2..... Tracks No. 3 and 4.....			70 30	70 30	70 30	70 30	30 30	20 20	10 10	10 10
58th STREET: Englewood Coal Co. track..... West Wye to E. C. L.....			X	X	X	X	X X	X X	X X	X X
35th STREET: Peacock Estate.....				X	X	X	X	X	X	X
31st STREET: Jackson Coal Co. tracks..... Team tracks.....				X	X	X	X	X	X	X
23rd STREET: Vierling Steel Works.....							X	X	X	X
ALTON JCT.: Santa Fe Conn.....						X				
CHICAGO (C. U. S. Joint Tracks): All industrial tracks between Lumber St. and Western Ave.....			X	X	X	X	X	X	X	X
MAIN LINE BRADFORD-CHICAGO UNION STATION (Via Beverly Jct.-Western Ave. Secondary Track) HORATIO: Keller Feed Mill.....						X				
HARTFORD CITY: Ft. Wayne Paper Co..... Hartford City Paper.....								X	X	X
BETHEVAN: Hubbard Milling Co.....				X	X	X				
MARION: P. R. R. Stub Yard..... G. M. C. tracks..... Osborn and Midwest Paper Co.'s Loading track..... Midwest Paper Co. North track..... Canton Belt..... Semi-Belt (Becker).....				X X X X X X	X X X X X X	X X X X X X				
ROYAL CENTER: Team track..... Storage East of Oil Company.....	X	X	X	X	X	X	X	X	X	X
THORNHOPE: Elevator track.....				X	X	X	X	X	X	X
STAR CITY: Team track..... Standard Oil..... Stock Track.....								X	X	X
BRIDGE 219.41: 2169 feet west of Mile Post 219, No. 2 track only.....					30					30
WINAMAC: Elevator track..... Stock Pen track..... Pickel track.....								X X X	X X X	X X X

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

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

ENGINE AND SPECIAL LOAD RESTRICTIONS

FORT WAYNE DIVISION

1160-A1. Engines and special loads 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.

R—Restricted account of light rail.

Full Face Type—Indicates that the same class of engine is shown in more than one column. The most restrictive indication shown at a location will apply.

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

The small letter in parenthesis shown in location column indicates reference NOTE shown at end of table.

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 units coupled will be governed by the most restricted unit so coupled.

Class of engines and special loads listed under each numbered and lettered column of this page will apply to corresponding columns of all succeeding pages of this Instruction.

	CLASS OF ENGINES						SPECIAL LOADS				
COLUMN	1	2	3	4	5	6	L	M	I	J	
LOCATION	AS6, BS6, BS7, BS7M, ES6, AS10A, BS10, BS12, BS12M, ES10	AS10, ARS10, ARS10SX, ARS10S, AS10M, ARS18, AF24, AF24A, BS10M, BRS10SX, BRS12, BRS12S, BRS12SX, ES12, ES12M, FS10	ARS16, ARS16S, EF22, ERS15, ERS15S, EF17, ERS17, EFP15, FS12, FS12M, FRS16, FRS20X, FRS20, GF25, AF25, EF25	ARS18A, ARS24, BRS16, EF15, EF15A, EP20, EP22, ARS20	ARS16A, ARS24S, ERS15AX, ERS17A, FRS24, AF27, EF25A, GF25A, EF30A, GF28A, AF30, EF36	GG1, FF2, P5, P5A, DD1, E2C, E3B	GF28A, AF30, EF36				
MAIN LINE PITTSBURGH TO CHICAGO											
LUCAS: Lucas Station track, beyond east end of passenger station.....				X	X	X	X	X	X	X	X
MANSFIELD: Freight House tracks.....			X	X	X	X	X	X	X	X	X
All industrial sidings except those shown below.....			X	X	X	X	X	X	X	X	X
Syndicate track.....											
Cleveland Grain Co.....					X	X					
Erie-Lackawanna Interchange track.....					X	X					
B. & O. Interchange track.....						X					
CRESTLINE: Laengs track.....				X	X	X	X	X	X	X	X
Crestline Equity Co.....											

	CLASS OF ENGINES						SPECIAL LOADS			
COLUMN	1	2	3	4	5	6	L	M	I	J
BUCYRUS:										
Bucyrus Rubber Co.....						X	X	X	X	X
Reid Elevator.....						X	X	X	X	X
LIMA:										
D. T. & I. Wye.....					X	X				
Neon Products Co.....				X	X	X				
Turnout from No. 1 track east of freight station.....						X				
All tracks south of freight house and extension.....						X	X	X	X	X
Ohio Power Co.....						X				
Lima Sheet Metal Co.....						X				
DELPHOS:										
Delphos Mfg. Co.....						X	X	X	X	X
A. C. Y. R. R. Wye.....					X	X				
N. Y. C. & St. L. Ry. Interchange.....					X	X				
VAN WERT:										
Marsh Foundation.....						X	X	X	X	X
Dull Lumber Co.....				X	X	X				
C. N. Ry. Wye.....						X				
CONVOY:										
Equity Elevator.....						X	X	X	X	X
MONROEVILLE:										
North Storage track beyond a point 300 feet east of Ohio St.....	X	X	X	X	X	X	X	X	X	X
FORT WAYNE:										
Nos. 1 and 2 Strip (west of steel shop)..				X	X	X				
Nos. 4, 6, 8 and 10 Freight House.....						X				
Essex Wire Co.....				X	X	X	X	X	X	X
WINONA LAKE:										
No. 3 track.....						X	X	X	X	X
Litchfield Creamery track.....	X	X	X	X	X	X	X	X	X	X
Entire Winona R. R. from No. 3 track switch to interchange at Warsaw.....		X	X	X	X	X	X	X	X	X
WARSAW:										
N. Y. C. Wye.....						X				
Indiana Public Service Co.....				X	X	X				
Gast Coal Co.....				X	X	X	X	X	X	X
WANATAH:										
Wanatah-Merc.....				X	X	X				
C. I. & L. Ry. Wye.....						X				
PENFORD SECONDARY TRACK AND NO. 0 YARD TRACK										
LINCOLN PARK:										
Wayne County Commissioners track...					X	X		X	X	X
State Street Team track.....					X	X		X	X	X
Home Fuel Co. track.....					X	X		X	X	X
Renier Co. track.....					X	X		X	X	X
Sourlock Coal Co. track.....					X	X		X	X	X
Phillip G. Smith Co. track.....					X	X		X	X	X
Keystone Oil Refining track.....					X	X		X	X	X
Martin Foundry Co. track.....					X	X		X	X	X
Timkin-Detroit Axle Co. track.....					X	X		X	X	X
TOLEDO BRANCH										
Toledo:										
Maumee River										
Br. 58.47 to Galena.....						X				
Continental Coffee Co. track.....					X	X		X	X	X
City Fuel Co. track.....					X	X		X	X	X
Toledo Steel Products track.....					X	X		X	X	X
Switching track on Water St. as far south as Adams St.....				X	X	X	X	X	X	X
Same track south of Adams St.....				X	X	X	X	X	X	X
Toledo Edison tracks as follows:										
Water St. Station empty track.....				X	X	X	X	X	X	X
Acme Station—Gantry track.....	X	X	X	X	X	X	X	X	X	X
Acme Station—Dry Pocket track.....	X	X	X	X	X	X	X	X	X	X
Acme Station—Down Hill track.....	X	X	X	X	X	X	X	X	X	X
Acme Station—Turbine Room track.....	X	X	X	X	X	X	X	X	X	X
Acme Station—Empty track beyond limit sign.....	X	X	X	X	X	X	X	X	X	X
Lakes Warehouse—Great Lakes Corp. No. 1 Dock.....	X	X	X	X	X	X	X	X	X	X
Lakes Warehouse—Great Lakes Corp. tracks.....					X	X		X	X	X
WALBRIDGE:										
Toledo Terminal Connection.....					X	X				

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

	CLASS OF ENGINES						SPECIAL LOADS			
COLUMN	1	2	3	4	5	6	L	M	I	J
BIG RAPIDS: Tioga Spur.....	5	5	5	5	5	X	X	X	X	X
MUSKEGON RIVER BRIDGE: Tioga track Big Rapids.....	5	5	5	5	5	X	X	X	X	X
BRIDGE 280.22: 1160 feet north of Mile Post 280.....						X		X	X	X
BRIDGE 266.51: 2650 feet north of Mile Post 266.....						X		X	X	X
BRIDGE 257.34: 1850 feet north of Mile Post 257.....						X		X	X	X
BRIDGE 253.16: 840 feet north of Mile Post 253.....						X		X	X	X
BRIDGE 249.39: 2060 feet north of Mile Post 249.....						X		X	X	X
BRIDGE 247.98: 5180 feet north of Mile Post 247.....						X		X	X	X
BRIDGE 247.53: 2800 feet north of Mile Post 247.....						X		X	X	X
BRIDGE 241.75: 3960 feet north of Mile Post 241.....						X		X	X	X
BRIDGE 239.55: 2900 feet north of Mile Post 239.....						X		X	X	X
BRIDGE 234.33: 1840 feet north of Mile Post 234 (with no equipment or trains on side track).. (with equipment or train on side track.....	20	20	20	20	20	X	20 10	20 X	15 X	10 X
GRAND RAPIDS: Haskelite tracks.....						X				
BRIDGE 231.27: 1425 feet north of Mile Post 231.....	20	20	20	20	20	20	20	30	30	30
FISHER: Industrial lead to Solvay.....						X				
BRIDGE 227.07: 370 feet north of Mile Post 227.....						30		30	30	30
BRIDGE 225.43: 2270 feet north of Mile Post 225.....						30		30	30	30
BRIDGE 222.64: 3380 feet north of Mile Post 222.....						30		30	30	30
BRIDGE 219.97: 5120 feet north of Mile Post 219.....						30		30	30	30
BRIDGE 215.27: 1425 feet north of Mile Post 215.....						30		30	30	30
BRIDGE 214.86: 4700 feet north of Mile Post 214.....						30		30	30	30
BRIDGE 214.25: 1270 feet north of Mile Post 214.....						30		30	30	30
BRIDGE 214.00: Mile Post 214.....						30		30	30	30
WAYLAND: East Milk tracks.....						X				
BRIDGE 199.91: 4800 feet north of Mile Post 199.....						30		30	30	30
PLAINWELL: Michigan Paper Co. tracks..... Michigan Paper Co. track No. 6 be- yond coal pit.....				X	X	X	X X	X X	X X	X X
BRIDGE 194.82: 4340 feet north of Mile Post 194.....						30		30	30	30
BRIDGE 188.80: 4225 feet north of Mile Post 183.....						30		30	30	30
BRIDGE 188.16: 840 feet north of Mile Post 188.....						30		30	30	30

	CLASS OF ENGINES						SPECIAL LOADS			
COLUMN	1	2	3	4	5	6	L	M	I	J
KALAMAZOO: All industrial tracks except Vant Rohrer..... East Team track No. 1.....						X X				
BRIDGE 173.76: 4000 feet north of Mile Post 173.....						30		30	30	30
VICKSBURG: Elevator track off north wye..... Lee Paper Co.....						X X	X	X	X	X
BRIDGE 171.12: 635 feet north of Mile Post 171.....						30		30	30	30
BRIDGE 169.19: 1000 feet north of Mile Post 169.....						30		30	30	30
BRIDGE 168.59: 3120 feet north of Mile Post 168.....						30		30	30	30
BRIDGE 167.95: 5020 feet north of Mile Post 167.....						30		30	30	30
BRIDGE 159.63: 3330 feet north of Mile Post 159.....						30		30	30	30
BRIDGE 157.46: 2430 feet north of Mile Post 157.....						30		30	30	30
STURGIS: Elevator track..... M. & R. Dietetics track No. 3 from 100 feet south of highway crossing to south end of track.....						X X	X	X	X	X
BRIDGE 145.63: 3325 feet north of Mile Post 145.....						30		30	30	30
BRIDGE 143.12: 635 feet north of Mile Post 143.....						30		30	30	30
BRIDGE 127.38: 2000 feet north of Mile Post 127.....						30		30	30	30
BRIDGE 120.32: 1690 feet north of Mile Post 120.....						30		30	30	30
KENDALLVILLE: Newman Foundry track, noble track.....						X				
BRIDGE 118.75: 3960 feet north of Mile Post 118.....						30		30	30	30
BRIDGE 118.51: 2690 feet north of Mile Post 118.....						30		30	30	30
AVILLA: B. & O. R. R. wye from eastline of highway crossing to connection with B. & O. R. R.....						X				
BRIDGE 112.84: 4440 feet north of Mile Post 112.....						30		30	30	30
BRIDGE 112.44: 2320 feet north of Mile Post 112.....						30		30	30	30
LA OTTO: Elevator tracks.....				X	X	X	X	X	X	X
BRIDGE 107.60: 3170 feet north of Mile Post 107.....						30		30	30	30
BRIDGE 105.66: 3490 feet north of Mile Post 105.....						30		30	30	30
BRIDGE 104.32: 1690 feet north of Mile Post 104.....						30		30	30	30
BRIDGE 97.58: 3060 feet north of Mile Post 97.....						30		30	30	30
BRIDGE 95.57: 3000 feet north of Mile Post 95.....						30		30	30	30
FORT WAYNE: Mayflower Mills track..... Michigan Wholesale tracks..... Standard Lumber Co. tracks..... NKP Transfer tracks.....						X X X X				

	CLASS OF ENGINES						SPECIAL LOADS			
COLUMN	1	2	3	4	5	6	L	M	I	J
TRAVERSE CITY SECONDARY TRACK										
TRAVERSE CITY: Cherry Growers track.....						X				
BRIDGE 14.81: 4280 feet north of Mile Post 14.....	25	25	25	25	25	X		X	X	X
BRIDGE 11.80: 4230 feet north of Mile Post 11.....	25	25	25	25	25	X	25	X	X	X
MUSKEGON SECONDARY TRACK										
MUSKEGON: Muskegon Heights extension south of connection with M. R. & N. Co. near Hume Ave.....						X				
MUSKEGON HEIGHTS: Fitzjohn and Chamber of Commerce track 800 feet north of derail.....						X				
KINNEY INDUSTRIAL TRACK										
BRIDGE 4.65: 2450 feet north of Mile Post 4.....								X	X	X
BRIDGE 4.60: 2430 feet north of Mile Post 4.....								X	X	X
BRIDGE 3.85: 4480 feet north of Mile Post 3.....								X	X	X
MUSKEGON JCT.: All station and industrial tracks.....						X	X	X	X	X
LOGANSPORT BRANCH										
BRIDGE 0.83: 3960 feet east of Van.....	30	30	30	30	30	30	30	30	30	30
BRIDGE 1.27: 1425 feet east of Mile Post 1.....	30	30	30	30	30	30	30	30	30	30
BRIDGE 3.03: 160 feet east of Mile Post 3.....	30	30	30	30	30	30	30	30	30	30
BRIDGE 6.92: 4850 feet east of Mile Post 6.....	30	30	30	30	30	30	30	30	30	30
BRIDGE 7.59: 3120 feet east of Mile Post 7.....	30	30	30	30	30	30	30	30	30	30
BRIDGE 8.57: 3000 feet east of Mile Post 8.....	30	30	30	30	30	30	30	30	30	30
HOOVER: C. & O. Ry. Wye track.....						X				
BRIDGE 11.51: 2700 feet east of Mile Post 11.....	30	30	30	30	30	30	30	30	30	30
MEXICO: Elevator track.....						X	X	X	X	X
DENVER: Nickel Plate R. R. Wye track..... Wilkinson Lumber Co. track.....						X	X X	X X	X X	X X
BRIDGE 18.11: 580 feet east of Mile Post 18.....	30	30	30	30	30	30	30	30	30	30
BRIDGE 20.19: 1000 feet east of Mile Post 20.....	30	30	30	30	30	30	30	30	30	30
BRIDGE 21.72: 3800 feet east of Mile Post 21.....	30	30	30	30	30	30	30	30	30	30
ROANN: Elevator track.....						X	X	X	X	X
BRIDGE 30.29: 1530 feet east of Mile Post 30.....	30	30	30	30	30	30	30	30	30	30
NEWTON: Erie R. R. Wye track.....						X				

COLUMN	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
NO. MANCHESTER:										
A. F. Henckel track.....						X	X	X	X	X
N. Y. C. Wye track.....						X				
Miley Co. track.....						X	X	X	X	X
North Team track.....						X	X	X	X	X
Elevator track.....						X	X	X	X	X
Gas Plant track.....						X	X	X	X	X
Frans Lumber Co. track.....						X	X	X	X	X
Manchester College track.....						X	X	X	X	X
BRIDGE 40.34:										
1790 feet east of Mile Post 49.....	30	30	30	30	30	30	30	30	30	30
SOUTH WHITLEY:										
Farmer's Elevator.....						X	X	X	X	X
BRIDGE 47.62:										
3270 feet east of Mile Post 47.....	30	30	30	30	30	30	30	30	30	30
COLUMBIA CITY:										
City Light Co. track.....						X	X	X	X	X
No. Mill track.....						X	X	X	X	X
So. Mill track.....						X	X	X	X	X
Old freight house track.....						X	X	X	X	X
VANDALE SECONDARY TRACK										
Between La Otto and Auburn.....						X				
BRIDGE 73.01:										
50 feet east of Mile Post 73.....	20	20	20	20	20	20	20	20	20	20
La Otto Wye tracks.....						X				
AUBURN:										
Auburn Lumber Co. track.....			R	R	R	X	X	X	X	X
Kiblinger track.....			R	R	R	X	X	X	X	X
City Light track.....			R	R	R	X	X	X	X	X
Borg-Warner tracks.....			R	R	R	X	X	X	X	X

ENGINE AND SPECIAL LOAD RESTRICTIONS

SOUTHWESTERN DIVISION

1160-A1. Engines and special loads 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.

Full Face Type—Indicates that the same class of engine is shown in more than one column. The most restrictive indication shown at a location will apply.

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 and special loads listed under each numbered and lettered column of this page will apply to corresponding columns of all succeeding pages of this Instruction.

	CLASS OF ENGINES						SPECIAL LOADS				
COLUMN	1	2	3	4	5	6	L	M	I	J	
LOCATION	AS6, BS6, BS7, BS7M, ES6	AS10, AS10A, ARS10, ARS10SX, ARS10S, AS10M, BS10, ES10, BS12, BS12M, ARS18, AF24, AF24A, BS10M, BRS10SX, BRS12, BRS12S, BRS12XS, ES12, ES12M, FS10	ARS16, ARS16S, EF22, ERS15, ERS15S, EF17, ERS17, EFPI5, FS12, FS12M, FRS16, FRS20X, FRS20, GF25, AF25, EF25	ARS18A, ARS24, BRS16, EF15, EF15A, EP20, EP22, ARS20	ARS16A, ARS24S, ERS15AX, ERS17A, FRS24, AF27, EF25A, GF25A, EF30A, GF28A, AF30, EF36	GG1, FF2, P5, P5A, DD1, E2C, E3B	GF28A, AF30, EF36				
MAIN LINE											
INDIANAPOLIS:											
Wye connection, Hawthorne Yard, between Sherman Drive and Belt Ry., Hamilton Jct.....	15	15	15	15	15	15					
Wye connection between Pine and Belt Ry., Panhandle Jct.....	5	5	5	5	5	X					
On B. & O. and Belt Ry. tracks between Pine and Hamilton Jct.....	5	5	5	5	5	5					
HAWTHORNE YARD DISTRICT:											
Massey-Ferguson Corp.....				X	X	X					
Ford Motor Co., tracks.....				X	X	X					
IRVINGTON AND LASALLE STREET DISTRICT:											
LaSalle St. Yard, except No. 3 and No. 4 and running track.....					X	X					
Great A. & P. Co.....					X	X					
Pittman Rice Coal Co.....				X	X	X					
Hamilton Warehouse.....				X	X	X					
Central State Env. Co.....				X	X	X					
P. R. Mallory.....				X	X	X					
Ward Coal Co.....				X	X	X					
Cornelius Printing Co.....				X	X	X					
Crucible Steel Corp.....				X	X	X					
Pittsburgh Plate Glass.....				X	X	X					
Indiana Terminal & Refrig. Co.....				X	X	X					
National Biscuit Co.....				X	X	X					
SOUTH STREET DISTRICT:											
Midwest Soap Co.....					X	X					
Troy Oil Co.....						X					
Schuster Coal Co.....						X					
Paper Mfg. Co. and Oliver Corp. track.....						X					

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

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

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

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

	CLASS OF ENGINES						SPECIAL LOADS			
COLUMN	1	2	3	4	5	6	L	M	I	J
JEFFERSONVILLE (Old Line):										
American Car. & Fdy. Co.—To Gate.....				X	X	X				
Inside Plant.....				X	X	X				
Colgate-Palmolive-Peet Co. tracks 5, 6, 15, 17, 26 and 27.....				X	X	X				
Phila. Quartz Co.....				X	X	X				
Rose Coal Co.....				X	X	X				
Armour & Co. Branch.....				X	X	X				
NEW ALBANY:										
All Industrial tracks.....				X	X	X				
Interchange tracks with Monon, Southern and B. & O. Railroads.....				X	X	X				
SELLERSBURG:										
Team track.....					X	X				
SPEED:										
Louisville Cement Co. No. 2.....						X				
BRIDGE 76.22:										
1.2 Miles South of Austin.....	40	40	50		50	40			40	35
AUSTIN:										
American Can Co.....						X				
CROTHERSVILLE:										
House track.....						X				
White Wood Prod. Co.....						X				
31 Auto Parts.....	X	X	X	X	X	X				
SEYMOUR:										
Northward siding.....						X				
Woodstock Mills.....					X	X				
C. M. St. P. & P. Ry. Interchange track.....					X	X				
West Crossover, Pocket.....					X	X				
House track.....					X	X				
Vincennes Packing Co.....					X	X				
Indiana Ox Fibre Co.....					X	X				
Freeman Air Base.....						X				
BRIDGE 55.77:										
1.9 Miles South of Reed.....	40	50	50		50	40			40	35
COLUMBUS:										
South Yard, tracks 1, 2 and 4.....						X				
No. 1 Freight House.....					X	X				
Dunlap Lumber Co.....						X				
Columbus Gaslite Co.....					X	X				
Jos. Kroot Junk Yard.....					X	X				
Mid Continent Petroleum Corp.....			X	X	X	X				
BRIDGE 40.19:										
0.8 Mile North of cols.....	40	50	50		50	25			35	20
EDINBURG:										
South track Webb Veneer Plant.....				X	X	X				
Morgan Canning Co.....				X	X	X				
ATTERBURY:										
Wyes.....	10	10	10	10	10	X	X	X	X	X
FRANKLIN:										
Franklin Grain Co.....					X	X				
Masonic Home track.....					X	X				
Noblitt Sparks.....					X	X				
C. C. C. & St. L. R. R. Interchange track.....					X	X				
BRIDGE 18.68:										
1.7 Miles North of Franklin.....		20	50	50					45	30
GREENWOOD (South of):										
Stokley's Canning Co. Curves off Loading Platform.....					X	X				
SOUTHPORT:										
Lumber Co.....					X	X				
SOUTHPORT (1.5 Mile West of):										
Edgewood Coal Co.....					X	X				
DALE:										
Northeast Wye.....	10	10	10	10	10	A				
Other Wye tracks.....	10	10	10	10	10	10				
PEORIA SECONDARY TRACK										
Cars heavier than 220,000 pounds gross weight prohibited.....						X	X	X	X	X

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

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

EP-22
EFS-17

EP-20
EFP-15

AFP-20
EF-15

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

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

ALL DIVISIONS

Overhead Clearance

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

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

Side Clearance

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

LOCATION

Main Line

Scio:

Pottery track

Mile Post 86 (West of):

Tappan Lake Coal Co.

Dennison:

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

Uhrichsville:

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

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

Gnadenhutten:

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

Mile Post 98 (West of):

Ross Clay Co., plant No. 2

Port Washington:

Belden Brick Co. plant

Coshocton (West of):

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

Broken Aro Mine:

Tracks under coal tipple.

Licking:

Eastward siding and No. 6 and No. 8 tracks in eastward yard.
Westward siding and No. 5 and No. 7 tracks in westward yard.

Columbus:

No. 1 track 300 feet east of High Street Block and Interlocking Station, from upright supporting driveway to Union Depot

Spruce Street loading platform Supradur Company.

Grogan Yard—Ohio Warehouse Development, Inc.—Building, drain pipes and unloading steps.

—Merchandise Properties, Inc.—Loading and unloading platform inside of building.

Yard B—Loading and unloading platforms—Stores Dept.—Area No. 5 and No. 6 tracks.

Milford Center:

Ohio Grain Co.—Loading and Unloading platform.

Dayton:

Loading platform, No. 42 to the Schumacher Industries.
Dayton Tire & Rubber Co.—Loading and Unloading platform.

Dayton-Lytle Industrial Track**Centerville:**

Hankins Container Co.—Loading platform.

Cincinnati to Anoka**Valley-Oakley:**

Witt Cornice Co.

Reading-Crescentville

Sperry & Hutchinson Co.

Crescentville (East of):

Ford Tracks 7 and 8 along Scrap Loading Docks.

Ralston Purina Plant, Evendale

Tracks 4 and 5 (close clearance exists at employees entrance when door is open)

Mosler:

Siding No. 4, to the Hamilton Welding Company Track.

Anderson:

Delco Remy siding—Plant No. 7.

Akron Secondary Track**Columbus:**

American Zinc Oxide Co.

Westerville:

Loading platform to the Celler Lumber Company.

Danville:

Lybarger Industrial Spur

Mt. Vernon:

Wayne Cash Feed Co.

Court Street Secondary Track**Blue Ash:**

Ohio Valley Warehouses, Inc.—Building and unloading platforms.

Cincinnati:

Atlantis Corp.

Dresden Industrial Track**Killbuck—Ayres Mineral:**

All Bridges

Zanesville Yard Running Track**Zanesville:**

All Freight Stations platforms have close clearance.

Zanesville Secondary Track

Zanesville:

N.Y.C. R.R. connection at Market Street, Roekell track
All tracks serving freight stations.

Fair Oaks:

Muskingum Iron and Metal Co.

Spangler : Zanesville Terminal R.R. :

Line Material Co. and Barneby Chaney Co. ,
Line Material Company tracks.
National Battery track.

Roseville:

Ohio State Brick Plant
No. 3 Track—Robinson—Ransbottom Pottery.
Golden Oak Mine—Runaround track.

Goston (East of):

No. 1 Tunnel

Wilbren (West of):

Roxbury No. 2 Mine and Sunnyhill Coal Co.

Morrow Secondary Track

Lancaster:

On Loroco Industries track.
General Mills Inc.—Interior dock and side track.

Circleville:

Eschelman Mill—all tracks.
Purina Ralston Tracks No. 1, 2 and 3.
Moulded Plastics Inc.

Washington C. H.:

Farm Bureau Elevator.
Eschelman Mill track.

Toledo Branch

Toledo:

On tracks No. 203 and 205. Passing Diesel Sanding facilities.

1163-A4. Side Clearance. Employees are prohibited from riding on sides of cars, engines or other equipment while movements are being made at the following locations:

LOCATION

Court Street Secondary Track

Idlewild-East Norwood:

Floral and Park Avenue Loading Dock (Chevrolet).

Cincinnati-Eggleston Ave.:

Heekin Can Co.

Blue Ash:

Ohio Valley Warehouse, Inc.—Building and unloading platforms.

Main Line Pittsburgh to St. Louis

East Alton:

Arrow Mfg. Co.

Morrow Secondary Track

Lancaster:
Anchor Hocking Glass Corp.

Dayton-Lytle Industrial Track

Kettering:
General Motors Corp.

Main Line Pittsburgh to Chicago

Mansfield:
Tappan Co.

Toledo Branch

Tiffin:
Grabler Mfg. Co.—All tracks.

1163-A5. Unless adjacent tracks are clear, the following classes of engines must be operated with extreme care between the points indicated below:

Classes Engines	Between	And
AP BP EP EF FF	C. & O. Railway Crossing 1810 ft. south of Mile Post 235. Grand Rapids Branch	Mt. Vernon Ave. 2920 ft. north of Mile Post 234. Grand Rapids Branch

1163-A6. Account close clearance of tracks under Wehrman Avenue Bridge, just east of Avondale, train and engine crews are warned not to ride on side of cars or engines and trains and engines must avoid passing each other under the bridge.

Yard crews switching or standing with drafts of cars under the bridge, must protect movements on adjacent track.

TRAIN DISPATCHERS

1201-A1. Location of Train Dispatchers—

Train Dispatchers in charge as follows:

Columbus

Main Line: Custer to First St., Newark (C. & N. Div.)
 Joyce Avenue to London and New Paris
 London to East Norwood and Thorne
 Cincinnati to Anoka

Branches:

Ft. Wayne
 Undercliff
 Zanesville
 C & X

Secondary Tracks:

Springfield	Zanesville
Middletown	Morrow
Court Street	Undercliff
Trinway	Fort Wayne
Akron	Ridgeville

Chicago

Main Line: Wanatah to South Branch Bridge.
 Bradford to Beverly Junction.
 Bernice to Colehour Junction.

Branches:

South Bend
 Effner

Fort Wayne

Main Line: Lucas to Wanatah.

Branches:

Toledo
 Grand Rapids
 Logansport

Secondary Tracks:

Traverse City
 Mackinaw City
 Vandale
 Muskegon
 Olive
 Penford

Indianapolis

Main Line: Thorne to Eads.

Branches:

Louisville
 I. & F.

Secondary Tracks:

Vincennes
 Crawfordsville
 Peoria
 Allentown
 Madison
 O Track

NOTE—Train orders will be issued by authority and over the signature of the Division Superintendent in charge of the movements.

Train dispatchers at Columbus will be in charge of movements on that part of the Ft. Wayne Division between Adams and Division Post 2640 feet west of Mile Post 69, east of Decatur on the Ft. Wayne Secondary Track.

Train dispatchers at Chicago will be in charge of movements on that part of the Ft. Wayne Division between Wanatah and Division Post Mile Post 423 east of Valparaiso.

Train dispatchers at Indianapolis will be in charge of movements on that part of the Chicago Division between Van and Division Post Chicago Division south of Clymers on the I. & F. Branch.

1201-B1. A train must not leave its initial station without reporting for train orders.

1201-B2. At Dayton, conductors of all trains using tracks adjacent to station platform must call "DE" Office on telephone and ask for train orders, or instructions. If there are any the conductor must go to "DE" Office immediately to receive them and will personally deliver a copy to the engineman. When there are none, the conductor will personally notify the engineman.

Trains using other than the station platform tracks through Dayton, will proceed on signal indication without reporting for train orders.

1201-B3. At Neilston, conductor or engineman of westward trains dispatched from Yard "B" Classification Yard must report for train orders and notify operator at Neilston when train is ready to depart.

1201-B4. At Fields, conductor or engineman of northward trains dispatched from Grogan Yard enroute to Sandusky Branch must report for train orders and notify operator at Fields when train is ready to depart.

1201-B5. At Columbus, conductors of P. R. R. westward trains departing Columbus Union Depot will report via telephone located in yellow telephone box at west end of No. 3 station platform to operator at High Street for information as to whether or not train orders, messages, etc., are to be delivered at this point. The conductor will so inform engineman and also acknowledge same to operator at High Street. This arrangement does not in any way relieve the conductor, engineman or operator from full compliance with **Rule 221**.

1201-B6. At Louisville conductors and enginemen are relieved from reporting for train orders. The conductor will arrange to contact operator Clagg, telephone 584-3736 from station masters office for instructions.

1201-B7. At St. Louis, enginemen of eastward passenger trains are relieved from reporting for train orders. Conductors will personally deliver a copy of each train order to the enginemen who will compare with the conductor by reading aloud the train order. When there are no train orders or messages, the conductor will personally notify the engineman before the train departs.

1201-B8. Between I. C. R. R. Jct. (Kentucky Street) and Clagg, passenger trains will operate as passenger extras and without train orders. Trains having work between these points will clear such trains on information obtained from operator at Clagg.

1201-B9. COLUMBUS UNION STATION. Train Ready Indicators located in U. S. Tower, for eastward Passenger Trains, with Push Buttons located east end of No. 1 platform for No. 1 and No. 2 tracks, and east end of No. 3 platform for No. 3 and No. 4 tracks. Conductor will notify Operator-Train Director, U. S. Tower, when his train is ready to depart by use of the Push Button for the track involved.

1201-B10. RIDGEVILLE. Train order delivery staff located on south side of southwest "Wye" track 4411 feet east of West Ridgeville, in service.

Bracket is provided to display Train-order signal, **Rule 294**, FIG. B, on this delivery staff. When train orders are to be delivered on this staff, Train-order signal **Rule 294**, FIG. B will be displayed and trains and engines must not proceed until train orders are obtained.

1201-B11. At Logansport (Van) and Chicago Union Station, enginemen of passenger trains are relieved from reporting for train orders. Conductor will secure and personally deliver a copy of each train order or clearance form CT 1250 to the engineman, who will compare with the conductor by reading the train order aloud. Trains starting from 12th Street yard will receive their train orders at South Branch Bridge.

SIGNAL RULES

1250-A1. Movement of Trains by Block Signal System Rules

X—Indicates Rules in Effect

- COLUMN 1—Movement of Trains in the same direction by Block Signals.
Rules 251, 253 and 254.
- COLUMN 2—Opposing and following movement of trains by Block Signals.
Rules 261, 262, 263 and 264.
- COLUMN 3—Movement of trains on Secondary Tracks.
Rules 271, 272 and 273.
- COLUMN 4—Manual Block Signal System.
Rules 305 to 373 inclusive, except Rule 316.
- COLUMN 5—Manual Block Signal System.
Rules 305 to 373 inclusive, except Rule 317.
- COLUMN 6—Manual Block Signal System.
Rules 305 to 373 inclusive, except Rule 317, for movements against the current of traffic.
- COLUMN 7—Manual Block Signal System.
Rules 305 to 373 inclusive, except Rule 316, for movements against the current of traffic.
- COLUMN 8—Automatic Block Signal System.
Rules 501 to 512, with the current of traffic and on single track.
- COLUMN 9—Automatic Block Signal System.
Rules 501 to 512, against the current of traffic.
- COLUMN 10—Cab Signals.
Rules 551 to 570, with the current of traffic and on single track.
- COLUMN 11—Cab Signals.
Rules 551 to 570, against the current of traffic.

BUCKEYE DIVISION

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note
			1	2	3	4	5	6	7	8	9	10	11	
		MAIN LINE Pittsburgh- St. Louis												
Division Post (Central Reg.)	Custer	No. 1 and No. 2	X						X	X		X		
Custer	Scio	No. 2		X						X	X	X	X	
Custer	Scio	No. 1	X						X	X		X		
Scio	First St., Newark	No. 1 and No. 2	X						X	X		X		
Joyce Avenue	Neilston	No. 1 and No. 2				X			X					
High Street	Water Street	No. 1 and No. 2		X						X	X			
Water Street	Miami Crossing	No. 1 and No. 2		X						X	X	X	X	
Miami Crossing	Alton	No. 1		X						X	X	X	X	
Miami Crossing	Alton	No. 2	X						X	X		X		
Alton	Xenia	No. 1 and No. 2	X						X	X		X		
Xenia	Dutoit Street	Single		X						X		X		
Dutoit Street	Wayne Ave. Jct.	No. 2		X						X	X	X	X	
Dutoit Street	Wayne Ave. Jct.	No. 1		X						X	X	X		
Miami City Jct.	Wolf Creek	No. 1 and No. 2		X						X	X	X	X	
Wolf Creek	New Paris	Single		X						X		X		
New Paris	12th St., Richmond	No. 1 and No. 2	X						X	X		X		
Newman	Thorne	No. 1 and No. 2	X						X	X		X		
		MAIN LINE (Via Bradford)												
Front Street	Dennison Ave.	No. 3 and No. 4		X						X	X			
Dennison Ave.	Olentangy	No. 4		X						X	X	X	X	
Olentangy	Mounds	No. 1							X	X		X		
Olentangy	Mounds	No. 2		X						X	X	X	X	
Mounds	Rice	No. 1 and No. 2							X	X		X		
Rice	West Rice	No. 1, 2 and 3							X	X		X		
West Rice	Bradford	No. 1 and No. 2							X	X		X		
Bradford	New Paris	Single		X						X		X		
		C & X BRANCH (Xenia-Cincinnati)												
Xenia	West Greene	Single		X						X				
West Greene	Foster	Single	X							X				
Foster	Loveland	No. 1 and No. 2	X						X	X				
Loveland	East Clare	Single		X						X				
East Clare	Red Bank	No. 1 and No. 2		X						X	X			
Red Bank	East Norwood	Single		X						X				
		Undercliff Branch												
Valley	Rendcomb Jct.	Single		X						X				
Red Bank	Rendcomb Jct.	No. 1 and No. 2		X						X	X			

Western Region G. O. 706—Effective January 22, 1968

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Notes
			1	2	3	4	5	6	7	8	9	10	11	
Oakley	Old River Jct.	Cincinnati to Anoka Single		X						X				
New River Jct.	Glen	Single		X						X				
Newman	Anoka	Single				X								
Newman	Winchester	Fort Wayne Branch Single				X								
Winchester	Ridgeville	Single		X						X				
New Lexington	Bremen	Zanesville Branch Single					X							
Divison Post (Lake Div.)	Pennor Crossing	Akron Secondary Single			X	X								A C
RY	End of Block (Mile Post 14.1)	Trinway Secondary Single			X	X								
End of Block (Mile Post 16.5)	New Lexington	Zanesville Secondary Single			X		X							
Bremen	MS	Morrow Secondary Single			X		X							
Ridgeville	End of Block (Mile Post 69.5)	Ridgeville Secondary Single			X	X								B A
End of Block (Mile Post 72.8)	Adams	Fort Wayne Secondary Single			X	X								B A
Xenia	Springfield	Springfield Secondary Single			X		X							A B
Rendcomb Jct.	Cliff	Undercliff Secondary No. 2			X				X	X				A
Cliff	Oasis	No. 1 and No. 2			X				X	X				A

NOTE A—Referring to **Rule 271**, extra trains, except passenger extras, may proceed on fixed signal indication in lieu of verbal permission at the following locations:

Orrville—Northward and Southward

Lind—Northward and Southward

Xenia—Eastward

Ridgeville—Westward

Adams—Eastward

Glen—Westward

Newman—Eastward

Oasis—Eastward

Penn—Eastward and Westward

Cliff—Eastward and Westward

High Street—Eastward and Westward

NOTE B—Authority for movement of passenger extras must be in writing.

NOTE C—Trains enroute Akron Secondary Track originating at Pennor or Grogan will receive block indication by telephone.

CHICAGO DIVISION

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note
			1	2	3	4	5	6	7	8	9	10	11	
		MAIN LINE Pittsburgh-Chicago												
Division Post (Ft. Wayne Division)	Clarke	No. 1 and 2	X					X		X				
Clarke	Whiting	No. 1 and 2		X						X	X			
Whiting	State Line	No. 1, 2 and 4	X					X		X				
Whiting	State Line	No. 3	X							X	X			A
State Line	Colehour Jct.	No. 1, 2 and 4	X					X		X				
State Line	Colehour Jct.	No. 3	X							X				B
Colehour Jct.	River Branch Jct.	No. 1, 2 and 4	X					X		X				
Colehour Jct.	River Branch Jct.	No. 3		X						X	X			
River Branch Jct.	58th St. Signal Bridge	No. 1, 2, 3 and 4	X					X		X				C
58th Street	South Branch Bridge	No. 1 and 2	X					X		X				
		MAIN LINE Bradford-Beverly Jct.												
Division Post (Buckeye Division)	Union City	No. 1 and 2	X					X		X				
Union City	Kirk	Single		X						X				
Kirk	Race	No. 1 and 2	X					X		X				
Race	Van	No. 1	X					X		X				
Race	Van	No. 2		X						X	X			
Van	Kenneth	No. 1 and 2		X						X	X			
Kenneth	Bernice	No. 1 and 2	X					X		X				
Bernice	Beverly Jct.	No. 1 and 2				X		X						
		MAIN LINE SC&S												
Bernice	Colehour Jct.	Single		X						X				
		I & F Branch												
Van	Division Post (S. W. Div.)	Single		X						X				
		South Bend Branch												
Van	End of Block (South Bend)	Single					X							
		Effner Branch												
Kenneth	End of Block (Effner)	Single				X								

NOTE A—Movement against the current of traffic on No. 3 Track, between Whiting and signal State Line will be authorized by signal indication or verbally by operator, Whiting.

NOTE B—Movement against the current of traffic on No. 3 Track, between signal State Line and Colehour Junction will be authorized verbally by operator, River Branch Jct.

NOTE C—Movement against the current of traffic on No. 3 Track, between the east crossover switches at EC and 58th Street (Sig. Bridge) will be authorized verbally by operator, EC.

FORT WAYNE DIVISION														
BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note
			1	2	3	4	5	6	7	8	9	10	11	
		MAIN LINE Pittsburgh- Chicago												
Lucas	B. & O. Jct.	No. 1	X					X		X				
Lucas	Mansfield	No. 3	X					X		X				
Lucas	B. & O. Jct.	No. 2		X						X	X			
B. & O. Jct.	Crestline	No. 1 and 2	X					X		X				
Crestline	West Yard	No. 1 and 2		X						X	X			
West Yard	Colsan	No. 1	X					X		X				
West Yard	Colsan	No. 2		X						X	X			
East Colsan	Colsan	No. 3		X						X	X			
Colsan	Division Post (Chicago Div)	No. 1 and 2	X					X		X				
		TOLEDO BRANCH												
Penford	Carleton	Single									X			
Galena	Olive	No. 1 and 2						X		X				
Walbridge	Gibsonburg	No. 1 and 2						X		X				
Gibsonburg	Maple Grove	Single		X							X			
Maple Grove	Coleman	No. 1 and 2						X		X				
Coleman	Bloomville	Single		X						X				
Bloomville	Carrothers	No. 1 and 2						X		X				
		LOGANSPORT BRANCH												
Van	Vandale	Single						X						
		MACKINAW CITY Secondary Track												
Mackinaw City	Carp Lake				X		X							D
		GRAND RAPIDS BRANCH												
Junction	Carp Lake	Single						X						
		MUSKEGON Secondary Track												
Shaw	Walker	Secondary			X		X							
		TRAVERSE CITY Secondary Track												
Traverse City	Walton Jct.	Secondary			X		X							

NOTE D—Authority for movement of Passenger Extras must be in writing.

SOUTHWESTERN DIVISION

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note
			1	2	3	4	5	6	7	8	9	10	11	
Thorne	I. U. Ry. Interlocking	MAIN LINE Pittsburgh- St. Louis Single		X						X		X		
West St. I. U. Ry.	Woods	No.1	X					X		X				
West St. I. U. Ry.	Woods	No. 2		X						X	X			
Woods	Davis	No. 1 and 2	X					X		X				
Davis	East Alameda	Single		X						X				
East Alameda	Limedale	No. 1 and 2		X						X	X			
Limedale	Harmony	Single		X						X				
Harmony	Brasil	No. 1 and 2		X						X	X			
Brasil	Mackville	No. 2	X					X		X				
Brasil	Union	No. 1	X					X		X				
Union	Seventh St.	No. 1		X						X	X			
Seventh St.	Macksville	No. 1	X					X		X				
Macksville	East Casey	Single		X						X				
East Casey	West Casey	No. 1 and 2		X						X	X			
West Casey	Avena	No. 1 and 2	X					X		X				
Avena	Brownstown	No. 1 and 2		X						X	X			
Brownstown	East Smithboro	Single		X						X				
East Smithboro	Smithboro	No. 1 and 2		X						X	X			
Smithboro	Exermont	No. 1 and 2	X					X		X				
Exermont	Willows	No. 2		X						X	X			
Exermont	A. & S. Crossing	No. 1		X						X	X			
A. & S. Crossing	Eads	No. 1	X					X		X				
Willows	Eads	No. 2	X					X		X				
I.C.R.R. Jet. Kentucky Street		Louisville Branch						X						
Clagg	Boyd	Single		X						X				
Boyd	Dale	Single						X						
Dale	I. U. Ry. Interlocking	Single	X							X				
		I. & F. Branch												
Davis	Lebanon	Single		X						X				
Lebanon	Clymers	Single						X						
		Peoria Secondary												
Farrington	Bartels	Secondary		X						X				
Bartels	Hervey City	Secondary			X		X							A-B
Maroa	Allentown	Secondary			X		X							A-B
Allentown	Farmdale Jet.	Allentown Secondary Track Secondary			X	X								A-B

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note
			1	2	3	4	5	6	7	8	9	10	11	
Otter Creek Jct.	Frank	Crawfordsville Secondary												
		Secondary			X		X							A-B
Kraft	Kirk	Vincennes Secondary												
		Single			X		X							A-B
		Madison-Columbus Secondary												
Madison	Columbus	Single			X		X							B

NOTE A—Referring to Rule 271, at the following locations, extra trains, except passenger extra, may proceed on fixed signal indications in lieu of verbal permission:

- Bartels

Arthur

Hervey City

Maroa
- Farmdale Jct.

Kraft

Ottercreek Jct.

Ames

Frank

NOTE B—Authority for movement of passenger extra must be in writing.

1250-A2. On that portion of single track between the end of two main tracks 50 feet east of B. & O. Railroad crossing at Eads and junction with T. R. R. A at east limit of Q. Tower interlocking, train and engine movements will be governed by fixed signal indications.

BUCKEYE DIVISION

1280-A to 1296-A1. Signal aspects not in conformity with the typical aspects, in service:

Block Stations indicated below are provided with illuminated sign to display white cross (and supplemental letters at designated locations) on black background.

Name— Take siding indicator.

Indication—Take siding as indicated.

When displayed will be answered by two long and one short sounds of the engine whistle, **Rule 14 (r)**.

Location	Indication
Mounds.....	Westward trains on No. 2 track:



Clear Main Track at Hilliards Westward Relay Yard.



Location	Indication
Custer.....	Westward trains on No. 2 track take siding at Dyke.
Bricker.....	Westward trains on No. 2 track take siding at Licking.
Bricker.....	Eastward trains on No. 1 track take siding at Trinway.
Mounds.....	Eastward trains on No. 1 track head in No. 4 track, Grandview Yard.
Urbana.....	Eastward trains on No. 1 track take siding at Hagenbaugh.
Piqua Crossing.....	Eastward trains on No. 1 track take siding at St. Paris.

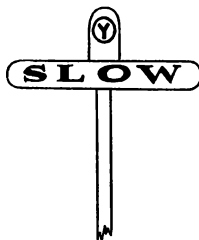
Trains receiving a take-siding indication will call for instructions from operator before entering siding.



Location	Indication
Glen.....	When illuminated, westward freight trains will stop at Richmond Yard to pick-up.
Newman.....	When illuminated, eastward freight trains will stop at Richmond Yard to pick-up.
Bricker.....	When illuminated, eastward freight trains will stop at Trinway and call Operator Bricker for instructions as to pick-up.
	When numerals indicating tracks 1 through 5 are displayed, crew will make pick-up accordingly without contacting Operator Bricker.

Slow Boards.

Note—Y—Yellow



Indication—Slow—Approach crossing prepared to stop. Trains and engines exceeding one-half maximum authorized speed must at once reduce to that speed.

Name—Slow Board.

Location—

Zanesville Branch—Junction City.

Zanesville Secondary Track—Crooksville.

Approach Stop Board prepared to stop before crossing N. Y. C. R. R. track.

Morrow Secondary Track—Lancaster.

Approach Stop Boards prepared to stop before crossing C. & O. R. R. tracks.

Non-Interlocked Crossings at Grade.

Indication—Stop

Name—Stop Board

Note: R—Red

Location—

Kokomo:

Nickel Plate R. R.
(Clover Leaf Dist.)

Kokomo:

Nickel Plate R. R.
(L. E. & W. Dist.)

Middletown, Ohio:

B. & O. R. R.
Armco Crossing

Hageman:

Newark:

Reverse Movement only on No. 1
and No. 2 tracks, B. & O. R. R.

Crooksville:

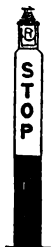
Zanesville Secondary Track

Lancaster:

Morrow Secondary Track

Zanesville:

B. & O. R. R.



Indication—One track intervenes between signal and track it governs.

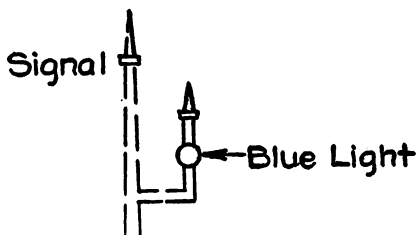
Name—Signal Mast Bracket Marker

Locations:

Ridgeville

Delco

Circleville



1285-A1. At the following locations, signals listed also act as distant signals. When governed by Rule 285 Manual Block is Clear and train will proceed in accordance with signal indication:

Location	Signal
Delco	Eastward Home Signal

1290-A1. N. & W. Ry. signal aspects which do not conform with P. R. R. Rules for Conducting Transportation:

Aspect, **Rule 291, FIG. A**—Indication: STOP.

Trains and engines receiving proceed indication on Low Home Signals will proceed at Restricted speed through interlocking.










1291-A1. When a train receives stop and proceed signal, **Rule 291**, between interlocking stations, except where grade markers are displayed, the engineman or conductor must immediately communicate with operator and be governed by his instructions. If unable to establish communication, train may proceed governed by signal indication.

CHICAGO DIVISION

1280-A to 1296-A1. Signal aspects not in conformity with typical aspects, in service:

Color Light Type Signals

Note—G—Green, Y—Yellow, R—Red, LW—Lunar White.
In service at Alton Jct. for eastward movements on No. 1 track.

Aspect	Indication	Name
TO PENNSYLVANIA RAILROAD		
	Proceed	Clear
	Proceed prepared to stop at next signal. Train exceeding Medium speed must at once reduce to that speed.	Approach
	Proceed at Restricted speed.	Restricting
TO G. M. & O. RAILROAD		
	Proceed	Clear
	Proceed prepared to stop at next signal and be governed by indication displayed by that signal	Approach
	Proceed at Restricted speed—preparing to stop short of train, obstructions or switch not properly lined and to lookout for broken rail	Restricting
TO ALL TRAINS OR ENGINES		
	Stop	Stop-signal
In service at Reynolds and Monticello:		
	Proceed at Restricted Speed	Restricting
	Stop	Stop-Signal



Westward trains on No. 2 track take siding at Kent.

Location: Ridgeville.

Trains receiving take siding indicator will call operator before entering siding. If Communications fail train will take siding as directed.

Slow Board



Note—Y—Yellow

Indication—Approach next signal or R. R. Crossing prepared to stop.

Name—Slow Board.

Location:

49th Street—No. 2 Secondary Track, 1060 feet east of westward home signal.

No. 1 Secondary Track, 650 feet west of eastward home signal.

Stop Board



Note—R—red

Indication—Stop.

Name—Stop Board.

Location:

River Branch Jct.

Belt R. R. Connection, 50 feet east of Belt R. R. Switch.
Brighton Park

No. 2 secondary track, 523 feet east of south wye track.

No. 2 secondary track, 425 feet east of G. M. & O. R. R. crossing.

No. 1 secondary track, 699 feet west of G. M. & O. R. R. crossing.

26th Street

No. 2 secondary track, 294 feet east of Ill. Northern crossing.

No. 1 secondary track, 240 feet west of Ill. Northern crossing.

12th Street

- No. 2 secondary track, 874 feet east of B. & O. C. T. C. & N. W. crossing.
- No. 1 secondary track, 635 feet west of B. & O. C. T. C. & N. W. crossing.

Cummings Track

- 106th Street, 100 feet east and west of C. R. I. & P. C. W. P. & S. crossing.

Right of Way No. 1

- Yard Track, 421 feet east of I. H. Belt Crossing.
- Yard Track, 269 feet east of I. H. Belt crossing and 278 feet west of E. J. & E. R. R. crossing.

Right of Way No. 3

- Yard Track, 333 feet east of and 188 feet west of E. J. & E. I. H. B. crossing.

1281-B to 1288-B. At the following locations, block signals listed also act as distant signals. When governed by **Rule 281 (282, 285, 288)** Manual Block is Clear and trains will proceed in accordance with signal indication:

Location	Track	Signal Displayed For
Dolton	No. 2	Westward Trains
Van	Main	Westward Trains To South Bend Branch
Bend	Main	Eastward Trains
Van	Main	Eastward Trains To Logansport Branch
Log	Main	Westward Trains

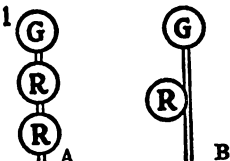
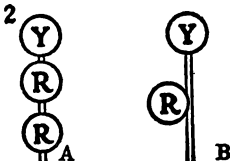

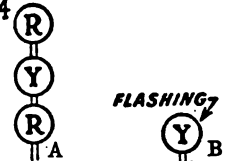
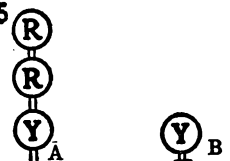
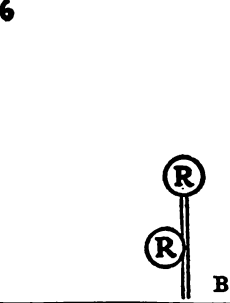
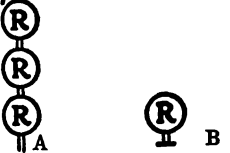
1291-A1. When a train is stopped by a stop-and-proceed signal, except where grade markers are displayed, or at an interlocking, the engineman or conductor must immediately communicate with the operator.
If unable to establish communication, train may proceed governed by signal indication.

FORT WAYNE DIVISION

1280-A to 1296-A1. Signal aspects not in conformity with typical aspects, in service:

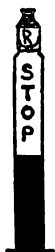
Color Light Type Signals

NOTE—G—Green, Y—Yellow, R—Red.

Aspect	Indication	Name
<p>1</p> 	Proceed	Clear
<p>2</p> 	Proceed prepared to stop at next signal. Train exceeding medium speed must at once reduce to that speed	Approach
<p>3</p> 	Proceed, slow speed within interlocking limits	Slow-Clear
<p>4</p> 	Proceed prepared to stop at next signal. Slow speed within interlocking limits	Slow Approach
<p>5</p> 	Proceed at restricted speed	Restricting
<p>6</p> 	Stop, then proceed at restricted speed. NOTE: Freight trains of 90 or more cars or having a tonnage of 80 per cent or more of the prescribed engine rating may proceed at restricted speed without stopping at signals displaying a yellow disc on which is shown the letter "G" in black	Stop and Proceed
<p>7</p> 	Stop	Stop-Signal

Color Light Type Signals in Service:

Pleasant St. Interlocking		Grand Rapids
Track	Between	And
No. 1	Automatic Block Signal 3882	Plymouth
No. 2	Plymouth	West Plymouth

Stop Board

Note—R—Red

Indication—Stop.

Name—Stop Board.

Location:**Grand Rapids Branch.**

Big Rapids—200 feet east and 800 feet west of P. R. R. single main track crossing.

Comstock Park—203 feet north and 207 feet south of C. & O. Ry. crossing.

Fuller—254 feet south and 212 feet north of Grand Trunk Railroad crossing.

Grand Rapids, Lake Michigan Drive—212 feet north of N. Y. C. Railroad crossing.

Grand Rapids, Winter Street—214 feet south of P. M. Railroad crossing.

Muskegon Branch.

Muskegon Heights—146 feet east and 149 feet west of P. M. Railroad crossing.

Traverse City Secondary Track.

Traverse City—200 feet east and 200 feet west of C. & O. Ry. crossing.

Vandale Secondary Track.

La Otto—345 feet east of and 350 feet west of P. R. R. Grand Rapid Branch crossing.

Auburn N.Y.C. crossing.**Logansport Branch.**

North Manchester—295 feet east of and 305 feet west of C. C. C. & St. L. crossing.

Denver—300 feet east of and 300 feet west of N. Y. C. & St. L. crossing.

Toledo.

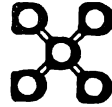
Manufacturers industrial track, 530 feet south of Nickel Plate R. R. crossing.

Manufacturers industrial track, 313 feet north of Nickel Plate R. R. crossing.

Illuminated sign, take siding indicator.



B & O Junction



Delphos

Indication—Take siding.

Name—Take siding indicator.

When displayed to approaching train, engineman will acknowledge by two short sounds of engine whistle, **Rule 14 (g)**.

Trains receiving a take-siding indication will secure permission from operator before entering siding.

Take siding indicator in service:

Main Line	Location	Take Siding At
Eastward	B. & O. Jct.	Lynch
Eastward	Delphos	Lima

Train Order Signal
Note—Y—Yellow



Mast of fixed
signal

Flashing

NOTE—To apply to trains governed by fixed signal under which located.

Indication—Orders.

Name—Train-orders.

Location:

Colsan—Westward Home Signal, No. 2 Track.

Colsan—Westward Home Signal, No. 3 Track.

1291-A1. When a train is stopped by a stop-and-proceed signal, except where grade markers are displayed, or at an interlocking, the engineman or conductor must immediately communicate with the operator.

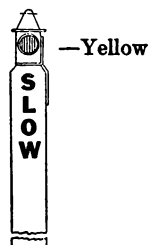
If unable to establish communication, train may proceed governed by signal indication.

1292-A1. During the hours Forest Block and Interlocking Station is not in service and a train or engine is stopped by stop signal (**Rule 292**, FIG. AA) the conductor or engineman must call operator at Dunkirk for instructions. If movement through interlocking is authorized by Clearance Card (Form C), NOTE at bottom of Clearance Card (Form C) must be complied with.

SOUTHWESTERN DIVISION

1280-A to 1296-A1. Signal aspects not in conformity with the typical aspects, in service:

Name—Slow Board.



Indication—When used as a Distant Signal—Approach Home Signal prepared to stop. When used approaching Non-interlocked Crossings at Grade—Approach Crossing prepared to stop.

Used in lieu of Distant Signal at following location:

Cairo Junction.

Southward, 1195 feet north of southward Home Signal.

Northward, 1400 feet south of northward Home Signal.

Midland.

Southward, 2029 feet north of southward Home Signal.

Northward, 1403 feet south of northward Home Signal.

Hervey City.

Northward, 1791 feet south of northward Home Signal.

Moroa.

Southward 1400 feet north of end of Block.

Farmdale Jct.

Northward, 3905 feet south of northward Home Signal.

Used approaching Non-interlocked Railroad Crossings at Grade to following locations:

Vigo.

Lead track to American Can Co., eastward, 34 feet west of C. C. C. & St. L. R. R.

Lead track to American Can Co., westward, 40 feet east of C. C. C. & St. L. R. R.

Eads.

Westward, 755 feet east of B. & O. R. R.

Seymour.

Southward, 4698 feet north of C. M. St. P. & P. R. R.

Franklin.

Southward, 4870 feet north of C. C. C. & St. L. R. R.

Northward, 4648 feet south of C. C. C. & St. L. R. R.

Frankfort.

Southward, 5173 feet north of N. Y. C. & St. L. R. R.

Northward, 5280 feet south of Monon R. R.

Lovington.

Southward, 2500 feet north of Wabash R. R.

Northward, 2500 feet south of Wabash R. R.

Midland City.

Southward, 1400 feet north of I. C. R. R.

Northward 1100 feet south of I. C. R. R.

Minier.

Southward, 1700 feet north of G. M. & O. R. R.

Northward, 2119 feet south of G. M. & O. R. R.

Morton.

Southward, 2000 feet north of A. T. & S. F. R. R.

Northward, 2000 feet south of A. T. & S. F. R. R.

Rosedale.

Southward, 2000 feet north of B. & O. R. R.

Northward, 2000 feet south of B. & O. R. R.

West of Linton.

Northward, 5280 feet south of Monon R. R.

Southward, 5280 feet north of Monon R. R.

North Vernon.

Southward, 2122 feet north of B. & O. R. R.

Northward, 1958 feet south of B. & O. R. R.

1281-B to 1288-B. At the following locations, signals listed also act as distant signals. When governed by **Rule 281, 282, 285, 288** Manual Block is Clear and trains will proceed in accordance with signal indication:

Location	Signal
Seymour	Northward Manual Block Signal

Stop Board

Indication—Stop.

Name—Stop Board.



Non-interlocked Railroad Crossing at Grade.

BUCKEYE DIVISION

1317-A2. Reverse movements on No. 2 track between East Bradford and Piqua Crossing must not be made until it has been ascertained that westward trains clearing in No. 1 westward running track at East Bradford are complete.

1317-A3. Trains and engines clearing Akron Secondary Track between Joyce Avenue and Lind must report clear to operator at Joyce Avenue.

Northward movements passing Lind will not report clear.

1317-A4. Trains and engines using Nos. 31, 33, 35, 37, 39, 41 and 43 tracks, Grogan Yard, in westward direction, must not foul clearance point of switches, east of Fifth Avenue, without permission from Operator at Joyce Avenue.

1317-A5. Except where fixed signal indication governs the use of No. 1 track between Jax and Newman permission must be obtained from Operator at Newman. Trains and engines clearing No. 1 track between Jax and Newman must report clear to operator at Newman.

CHICAGO DIVISION

1361-A1. Eastward trains and engines on Effner Branch are relieved from reporting clear of block at Kenneth Block-Limit Station, unless otherwise instructed.

Facing Hand-operated Switches connected with Manual Block Signal

1362-A. Train orders must be used to advance a train or engine at the following Manual Block Signals when they cannot be cleared.

BUCKEYE DIVISION

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal Between
	Direction	Track	
Lind	Southward	Single	Lind and Pennor Crossing
Joyce Ave.	Northward	Single	Pennor Crossing and Lind
Newman	Westward	Single	Block Station and East End Parry Switch
Newman	Westward	Single	Block Station and H. J. Eavey Co. Switch
Broad	Eastward	Single	Block Station and Farm Bureau Switch
Delco	Westward	Single	Block Station and Dow Block and Interlocking Station
Dow	Eastward	Single	Block Station and Delco Block and Interlocking Station
Dow	Westward	Single	Block Station and Elwood Block and Interlocking Station
Elwood	Eastward	Single	Block Station and Dow Block and Interlocking Station
Elwood	Westward	Single	Block Station and East end West Storage Track Switch

CHICAGO DIVISION

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal Between
	Direction	Track	
Dolton	Eastward	No. 1	Dolton Interlocking and Block Station and Dolton Yard office (See note A)
Bend	Eastward	Main	Bend and Van
Van	Westward	Main	Van and Bend
Van	Eastward	Main	Van and Log

NOTE A—A train or engine receiving permissive block signal at Dolton will operate at restricted speed between that point and Dolton Yard office.

FORT WAYNE DIVISION

Log	Westward	Main	Log and Van
Sturgis	Northward	Main	Sturgis Block Station and sound end siding incl.

SOUTHWESTERN DIVISION

Seymour	Northward	Single	Block Station and C. M. St. P. & P. R. R. Crossing
Columbus	Northward	Single	Block Station and North Crossover
Columbus	Southward	Single	Block Station and Garden

NOTE—A train or engine receiving train order to pass a Manual Block Signal which cannot be cleared where facing hand-operated switches are connected with the signal, must be advised of the condition of the block ahead, and train or engines must approach such switches prepared to stop short of switches not properly lined.

ALL DIVISIONS

Train and Engine Service Employees

1400N-3A. When riding freight locomotives in the normal performance of their duties, trainmen will ride in the front cab.

Hand-operated Switches where Trains or Engines must not clear

1502-A1. At the following locations, trains or engines are prohibited from clearing main track:

BUCKEYE DIVISION

Track	Location	Switch
Single	Trebein	Dayton Power & Light Co.
No. 1	Dayton, West of	Union Storage Co., 4920 feet west of Mile Post 17
Single	Dayton	Dayton Tire & Rubber Co. Rosedale Warehouse
Single	Reading, East of	Proctor & Gamble Co., 3707 feet west of Mile Post 13
Single	Reading, East of	Ohio Appliance Co., 1511 feet west of Mile Post 13 Service Security Incorporated, 2430 feet west of Mile Post 13
Single	Collinsville	Opekasit, Inc.

CHICAGO DIVISION

Main	West of Union City	Westinghouse Electric Corp.
	East of Saratoga	Campbell Soup Co.
	East of Saratoga	Saratoga Elevator
	East of Saratoga	Armour Agriculture Chemical Co.
	East of Redkey	Edward Young Sawmill
	Redkey	Williams Feed & Coal Co.
	South of Van	Logansport State Hospital Wabash Wholesale Co.

FORT WAYNE DIVISION

Toledo Branch	2897 feet north of Mile Post 41	Grabler Mfg. Co.
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SOUTHWESTERN DIVISION

Main	704 feet west of Mile Post 183	West of Thorne
Main	West of Limesdale	Standard Materials
Main	Herr	Herr Elevator

BUCKEYE DIVISION

1509-A1. In the application of **Rule 509**, when Stop indication (**Rule 292**) is displayed on a signal at the following locations, the authority to pass it must be obtained through the operator listed below:

Location	Track	Obtain Clearance Card (Form C) or Train Order through operator at:
Dennison: Mile Post 90	No. 2	Uhrich
4500 feet west of M. P. 135	No. 2	Bricker
Newark: B. & O. R. R. } Crossing	No. 1	ND Cabin
	No. 2	Bricker
Front Street	No. 4	High Street
Grandview Ave.	No. 2	Mounds
Marble Cliff	No. 2	Mounds
Milford Centre: 20 feet west of M. P. 28	No. 1	Urbana
Milford Centre: 1240 feet east of M. P. 28	No. 2	Mounds
650 feet east of M. P. 75	No. 1	Bradford
Glen: East end of interlocking limits (Richmond Branch)	Single	Glen
4910 feet west of M. P. 157	No. 2	Dunreith
New River: West end of interlocking limits	Single	Hamilton
Old River: East end of interlocking limits	Single	Hamilton
Delta Avenue: one half mile east of Mile Post 116, east of Penn	No. 1	Cliff
East Norwood: West end of interlocking limits	Single	Clare

CHICAGO DIVISION

State Line	No. 3	Whiting
58th Street	No. 3	EC

FORT WAYNE DIVISION

2500 ft. east of M. P. 319	No. 2	Wabash
1595 ft. east of M. P. 319	No. 1	
1625 ft. east of M. P. 320	No. 1	
435 ft. east of M. P. 320	No. 2	
1435 ft. west of M. P. 320	No. 1	
2330 ft. north of Mile Post 64	No. 2	Gibsonburg
1300 ft. north of Carleton	Single	Penford

SOUTHWESTERN DIVISION

Located	Track	Obtain Clearance Card (Form C) or Train Order through operator at:
Greenville, Ill. 4600 feet east of Mile Post 192	No. 1	Smithboro
Greenville, Ill. 3450 feet west of Mile Post 188	No. 2	Smithboro
Terre Haute 1800 feet east of Mile Post 71	No. 1	Union
Hagarstown 850 feet east of Mile Post 177	Single	Smithboro

BUCKEYE DIVISION

1551-A2. Testing Sections, Other than Terminals

Bradford—Xenia—Trinway.

ALL DIVISIONS

1555-A1. In the territory listed below, where cab signal cut in sections are located, Cab Signal Rules 555, 556, 557 and 558 must be complied with.

Track	Between	And
No. 1	750 feet west of Mile Post 86	Bradford

1560-A1. Rule 560—Following exceptions authorized for trains and engines not equipped with cab-signals:

For C. & O. Ry Passenger trains:

Between—Front Street and Dennison Avenue.

For D. T. & I. R. R. Freight trains:

Between—South Charleston and Xenia.

For B. & O. R. R. local freight train (1 round trip daily):

Between—Miami City Junction and Dodson.

For Non-equipped engines moving light to or from shops.

For Non-equipped wire, work and wreck trains and ballast cleaners to or from work.

For switching and transfer service, not to exceed speed of 20 miles per hour.

Between—Dennison and Port

Morgan Run and Tyndall

Front Street and Mounds

Mile Post 45 east of Urbana and 1320 feet west of Mile Post 48 west of Urbana.

Mile Post 72 east of Piqua and Mile Post 74 west of Piqua.

Water Street and Mile Post 6, west of Miami Crossing.

Mile Post 12 east of Clement and Wayne Avenue Junction.

Miami City Junction and Mile Post 20 west of Wolf Creek.

Mile Post 117 east of Glen and Mile Post 126, west of Newman.

ALL DIVISIONS

INTERLOCKING

1605-A1. Rule 605—in effect:

	Track	Between	And
Main Line	No. 2	Alton	West Alton
	No. 1	Dublin Jct.	East Dublin
	No. 2	Dublin	West Dublin
	No. 1 and No. 2	Riley	West Riley
	Ridgeville—Connecting track	Chicago Division	Buckeye Division
	No. 1 and No. 2	Bradford	East Bradford

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

Joyce Avenue	Glen
Neilston	Newman
Alton Jct.	Lucas
Mansfield	B. & O. Jct.
Crestline	Colsan
Walbridge	Olive
Clagg—South side of Motor-House on Draw Span.	

1606-A2. Smash boards—in service as follows: Toledo Branch—Olive, in conjunction with home signals.

Interlockings Operated Automatically

1663-A1. Automatic interlockings in service at the following locations:

Location	Interlocking	Railroad Crossing	Location of Instructions	Note
Zanesville Secondary Track	Darlington	N. Y. C.	P. R. R. Box on Pole at Crossing	
Fort Wayne Branch	Lynn	N. Y. C.	In concrete house at crossing	1
	Winchester	N. Y. C.	In box stencilled P. R. R. at crossing	3
Ridgeville Secondary Track	Portland	N. K. P.	In Box at Crossing Stencilled "P. R. R."	
Akron Secondary Track	Centerac (N. Y. C.)	N. Y. C.	In Telephone Box at R. R. Crossing	
Main Line	Hanna	C. & O. R. R.	In box, southeast of crossing stencilled P. R. R.	1
	Liverpool	Michigan Central Railroad	In box, southeast of crossing stencilled P. R. R.	1
	Elm	Wabash R. R.	In case, southwest corner of crossing	1-2
	Meeker	C. C. C. & St. L. Railroad	In shelter box	1

Location	Interlocking	Railroad Crossing	Location of Instructions	Note
Main Line	Red Key	N. Y. C. & St. L. Railroad	In shelter box	1
	Bunker Hill	N. Y. C. & St. L. Railroad	In shelter box	1
Grand Rapids Branch	Avilla	B. & O. Railroad	In telephone booth north-west of crossing	1
	Wasepi	N. Y. C. Railroad	In telephone booth south-west of crossing	1
	Plainwell	N. Y. C. Railroad	In box marked P. R. R. north end of west relay case at crossing	1
	Reed City	C. & O. Railroad	In box stencilled P. R. R. southeast of crossing	1
	Gibson St.	N. Y. C. Railroad	In box stencilled P. R. R. northeast of crossing	1
	Cadillac	Ann Arbor R. R.	In box stencilled P. R. R. northeast of crossing	1
Toledo Branch	Burgoon	N&W Railroad	In telephone booth south-west of crossing	1
Logansport Branch	Hoover	C. & O. Railroad	In shelter boxes northeast of crossing	1
	South Whitley	N. Y. C. & St. L. Railroad	In box marked P. R. R. at crossing	1
Effner Branch	Monticello	Monon R. R.	In box east side of relay house	1
	Reynolds	Monon R. R.	In box east side of relay house	1
South Bend Branch	Kewanna	C. & O. Railroad	In box marked P. R. R. at crossing	1
	Delong	Erie Railroad	In shelter box 176 ft. south of Erie R. R. crossing	1
	Hibbard	N. Y. C. & St. L. Railroad	In box marked P. R. R. at crossing	1
Vincennes Secondary Track	Gosport Jet.	Monon R. R.	Telephone house north of crossing	1
	Switz City	I. C. R. R.	Shelter box	1
	Beehunter	C. M. St. P. & P. R. R.	Time release box	1
	Vincennes	C. & E. I. R. R.	Time release box	1
Peoria Secondary Track	Oakland	N. Y. C. & St. L. R. R.	Box at crossing	1
	Arthur	C. & E. I.	In box on signal	1
	Kenney	I. C. R. R.	Shelter box	1
	Downing	P. & E. R. R.	Shelter box	1
Shelbyville Secondary Track	Rushville	B. & O.		
Main Line	Altamont	B. & O.	Shelter box	1
Main Line	Vandalia	I. C. R. R.	Telephone box	4
Crawfordsville Secondary Track	Colfax	N. Y. C.	Metal box in Northwest quadrant of crossing	1

NOTE 1. At locations listed above, when a train engine or track car is stopped by an interlocking home signal and there is no train or engine approaching on the foreign railroad and no other cause for detaining train engine or track car be known, conductor, engineman or driver track car must be governed by the Instructions posted at the crossing. Copies of Instructions governing movements over each crossing will be posted in adjacent Block Stations and Train Dispatcher's office.

At locations listed above, a reverse movement through the interlocking or a forward movement after making a reverse

movement through the interlocking must not be made until instructions posted at the crossing have been complied with.

Cars must not be left standing between home signals.

Track cars must stop at interlocking home signal, then pass Stop-signal, proceed to and stop short of the crossing, ascertain that no trains are approaching, provide protection, and then proceed over the crossing.

Box at crossing containing instructions must be left closed and locked at all times.

NOTE 2. Trains or engines on No. 2 track desiring to enter the Wabash interchange track must occupy the track circuit within the interlocking before switch can be operated.

NOTE 3. Home Signals of the Automatic Interlocking are also the Home Signals of the Remote Controlled Block Station.

When the controls of the Home Signals are placed in a proceed position by the Operator at Ridgeville the proper aspect will be displayed on the Home Signal automatically if there is no train approaching on the N.Y.C. R.R. If a train, engine or track car is stopped by the Home Signal and there is no train approaching on the N.Y.C. R.R. Conductor, Engineman or Driver T.C. must contact Operator at Ridgeville to ascertain if the controls are in proceed position. If proceed aspect then is not displayed Conductor, Engineman or Driver T.C. will be governed by instructions posted in box stencilled P.R.R. located at crossing.

If after complying with instructions governing manual operation of the Automatic Interlocking a proceed aspect is not displayed, the conductor, engineman or driver T.C. will contact the operator at Ridgeville for a Form "C" to indicate the condition of the block only.

After obtaining Form "C" for the condition of the block only, movement over the crossing may then be made governed by instructions posted in box stencilled P.R.R. at the crossing.

NOTE 4. Interlocking signals governing movements over P.R.R.-I.C. R.R. crossing at grade are controlled automatically.

Interlocking signals governing movements on P.R.R. other than crossing at grade controlled by Operator at Smithboro.

1663-A2. Logansport Branch Newton

During the hours Newton block and interlocking station is closed, track cars must stop at home signal, then pass home signal in stop position, if derails are in derailing position, lift track car over derails, proceed to and stop short of the crossing, ascertain that no trains are approaching on the Erie Railroad tracks, provide protection, then proceed over crossing.

1663-A3. Grand Rapids Branch Kendallville

Track cars must stop at home signal, then pass stop signal, if derails are in derailing position, lift track car over derails, proceed to and stop short of crossing, ascertain that no trains are approaching on N. Y. C. R. R. track, provide protection, then proceed over crossing.

At locations listed above, when a train, engine or track car is stopped by the interlocking home signal and there is no train or engine approaching on the foreign railroad and no other cause for detaining train or engine be known, conductor, engineman or driver of track car must be governed by instructions posted at the crossing.

1663-A5. When Block and Interlocking Station is closed, trains and engines finding a Home Signal at Broad or Foley displaying Aspect **Rule 292, FIG. A**, must communicate with Operator at Delco or Newman for instructions and must not pass stop signal except as authorized by train order.

1663-A6. Trains and engines must approach home signals governing movements into Clagg Interlocking, at the following points, prepared to stop and be governed by the indication displayed thereon:

K. & I. T. Ry. Jct., Portland Ave.

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

Broadway St.

Eleventh St.

1663-A7. Lapaz Junction (B. & O.)

If a train, engine or track car is stopped by the Home Signal and there is no train approaching on the B. & O. R.R., Conductor, Engineman or Track Car Driver must contact B. & O. R.R. Train Dispatcher from telephone located at crossing, and be governed by his instructions.

If means of communications have failed and no cause for not proceeding over the crossing be known, conductor will reach understanding with engineman, provide full protection against trains on the B. & O. R.R., pass Stop-Signal and occupy track section between Home Signal and the B. & O. R.R. Crossing, without fouling the B. & O. R.R. track, for a period of five (5) minutes, after which movements may be made over the crossing, if no B. & O. R.R. movements are on or approaching the crossing.

If means of communication have failed, when Track Cars are involved in movement, Track Cars will pass Stop-Signal, proceed to and stop short of the crossing, ascertain that no trains are approaching on the B. & O. R.R. track, and then proceed over the crossing.

1663-A8. Auburn Junction (B. & O.)

If a train, engine or track car is stopped by the Home Signal and there is no train approaching on the B. & O. R.R., Conductor, Engineman or Track Car Driver must contact B. & O. R.R. Train Dispatcher from telephone located 250 feet North of the crossing, and be governed by his instructions.

If means of communications have failed and no cause for not proceeding over the crossing be known, conductor will reach understanding with engineman, provide full protection against trains on the B. & O. R.R., pass Stop-Signal and occupy track section between Home Signal and the B. & O. R.R. Crossing, without fouling the B. & O. R.R. track, for a period of five (5) minutes, after which movements may be made over the crossing, if no B. & O. R.R. movements are on or approaching the crossing.

If means of communication have failed, Track Cars will pass Stop-Signal, proceed to and stop short of the crossing, ascertain that no trains are approaching on the B. & O. R.R. track, and then proceed over the crossing.

USE OF TELEPHONES

1701-A1. Commercial telephones to be used for train operation and other company business installed at the following locations:

Grand Rapids Branch

Walton Junction, Block Limit Station—Fife Lake 879-3321

Kalkaska, Passenger Station

Baggage Room—ALpine 8-2232

Mancelona, Passenger Station

Baggage Room—Justice 7-6411

Elmira, Block Limit Station—Elmira 546-2151

Boyne Falls, shelter box outside Passenger Station—

Boyne Falls 549-2851

Formans, Block Limit Station—DIamond 7-2662

Petoskey, Shelter Box outside Freight Station—

DIamond 7-3414

Kegomic, Block Limit Station—DIamond 7-3412

Carp Lake, Block Limit Station—Levering 537-3947
 Mackinaw City, inside Freight Station—HEmlock 6-7321
 Traverse City, outside Freight Station—WIndsor 6-9002
 Cadillac, Interlocking—PRospect 5-4212
 Fuller Block Station—616-363-2930
 Belmont Block Limit Station—Grand Rapids—362-9193
 Rockford Agent—Grand Rapids—866-7281
 Howard City, Block phone cabinet in Freight House—
 931-4326
 Howard City Agent—931-4326
 Morley Agent—Ulysses 6-7762
 Stanwood Block Limit Station—823-3790
 Big Rapids Tool House, 100 ft. north of B.L.S.—796-9507
 Reed City—Telephone box at PRR-C&O crossing—
 Tennyson 2-5141
 Reed City Agent—Tennyson 2-5141
 Cadillac Agent—775-2391
 Cadillac Supervisor Track and Assistant Trainmaster—
 775-2391
 Cadillac Enginehouse—775-5141
 North Yard Block Limit Station—Cadillac 775-5211
 Missaukee Jct. Telephone shanty—Cadillac 775-5305

Logansport Branch

Van Tower, Logansport, Ind.—7215
 Newton Tower, North Manchester, Ind.—982-2489
 Track foreman's office, Freight House, North Manchester,
 Ind.—982-2793
 N & W Crossing, South Whitley, Ind.—723-4870
 Vandale Tower, Columbia City, Ind.—244-5811
 Mexico, Ind. Elevator Track Swg.—872-4451

Crawfordsville Secondary Track

Union Block Office, Terre Haute, Ind.—Crawford 4067
 Preston Block Office, Terre Haute, Ind.—North 5680
 Agent Rockville, Ind.—A.C.-812 569-3284
 Ames Block Station, Crawfordsville, Ind.—A.C. 317
 362-3905
 Frank Block Office, Frankfort, Ind.—A.C.-317 659-2161
 Dispatcher, Indianapolis, Ind.—A.C.-317 635-9331

Vincennes Secondary Track

Union Station Indianapolis PBX-317 635-9331
 Kraft Block Station-317 241-0072
 Camby Block Limit Station-317 856-6564
 Mooresville Agent-317 831-3875
 Campbells-317 342-9226
 Elk Block Limit Station-317 342-9260
 Martinsville Agent-317 342-3175
 Silex Block Limit Station-812 879-2352
 Spencer Agent-812 829-2133
 Minich Block Limit Station-812 875-3031
 Worthington Agent-812 875-3031
 Rincon Junction-812 875-7131
 Switz City-812 659-2519
 Bushrod-812 659-2519
 Bee Hunter-812 659-2519
 Sandborn Agent-812 70
 Sandborn Block Limit Station-812 70-1
 Sandborn Hawthorne Switch-812 70-2
 Howard Block Limit Station-812 725-4101
 Bicknell Agent-812 40
 Bicknell Transportation Clerk-812 92X
 Bicknell Scale House-812 92X
 Bicknell Enginehouse-812 92W
 Vincennes Agent-812 882-2088

Radio

1703-A3. Radio for communication between equipped engines, cars, stations and other locations in service. Use of radio is governed by **Rules 701 to 707**, inclusive, and is subject to Federal Communications Commission Regulations.

In the application of **Rule 705** employes shall identify the radio station from which they are calling by prefacing the name of the station, engine number, cabin number, or other mobile equipment number with "PENNSYLVANIA."

Any employe shall permit inspection of the radio equipment in his charge, and all FCC documents pertaining thereto, by a duly accredited representative of the FCC at any reasonable time.

Internationally the word "Mayday" indicates a distress message, the word "Pan" an urgent message, and the word "Security" a safety message. Employes may hear such messages sent by aircraft or, in coastal areas, by boats. Railroad employes hearing such messages must report them to the Superintendent and take such appropriate action to relieve the distress as may be possible.

No employe shall divulge or publish the existence, contents, purport, effect or meaning of communications (distress communication excluded), except to the person for whom the communication is intended or to another employe of the Railroad whose duties may require knowledge of the communication.

The above applies either to communications received direct or to any that may be intercepted.

When radio is used to direct movements of train or engine, failure to maintain communication with employe directing the movement will require the movement to be stopped immediately. Further movement must not be made until communication has been established.

Radio equipped engines or cars are indicated by a red and white decal on the side of the equipment.

WESTERN REGION

ALL DIVISIONS

The Safety Rules are your guide. Start each and every day by reading the Safety Rule of the day.

— S A F E T Y C A L E N D A R —

**Train, Engine and Other Transportation Employees
(except Station employees)**

Date	January	February	March	April	May	June
1	1000	1000	1000	1208	1000	1053
2	1001	1001	1001	1000	1001	1107
3	1150	1092	1072	1001	1023	1158
4	1095	1008	1093	1071	1051	1172
5	1067	1202	1074	1043	1106	1129
6	1042	1209	1006	1007	1111	1161
7	1008	1071	1205	1005	1160	1219
8	1153	1045	1103	1092	1228	1157
9	1022	1206	1120	1065	1128	1115
10	1090	1213	1277	1041	1166	1156
11	1076	1018	1236	1042	1122	1224
12	1200	1047	1118	1078	1230	1237
13	1215	1002	1211	1048	1164	1173
14	1065	1204	1150	1008	1174	1227
15	1040	1218	1016	1013	1231	1110
16	1019	1100	1066	1075	1050	1052
17	1075	1216	1069	1004	1112	1127
18	1096	1015	1003	1067	1130	1233
19	1077	1041	1012	1044	1171	1281
20	1017	1005	1013	1152	1220	1238
21	1101	1068	1210	1094	1235	1275
22	1201	1048	1105	1217	1242	1121
23	1103	1049	1119	1200	1278	1223
24	1151	1010	1101	1207	1232	1245
25	1011	1203	1214	1021	1108	1284
26	1044	1102	1104	1090	1170	1290
27	1093	1046	1091	1202	1226	1124
28	1212	1073	1095	1155	1234	1055
29	1104	1104	1020	1114	1278	1288
30	1120	—	1154	1125	1168	1239
31	1207	—	1014	—	1162	—

Train and Engine Service Employees are required to know the Safety Rule of the day, which is printed above. They are also required to know the meaning, intent and application of the Rule.

Conductors and Enginemen will assure themselves that members of their Crew know and fully understand the Rule.

WESTERN REGION

ALL DIVISIONS

The Safety Rules are your guide. Start each and every day by reading the Safety Rule of the day.

— S A F E T Y C A L E N D A R —

**Train, Engine and Other Transportation Employees
(except Station employees)**

Date	July	August	September	October	November	December
1	1109	1000	1055	1000	1000	1000
2	1168	1001	1112	1001	1001	1001
3	1239	1108	1156	1109	1091	1066
4	1225	1174	1229	1051	1065	1041
5	1116	1130	1124	1113	1073	1012
6	1285	1163	1023	1053	1040	1013
7	1240	1171	1121	1174	1005	1074
8	1123	1226	1222	1116	1067	1046
9	1054	1126	1239	1162	1045	1014
10	1023	1050	1233	1169	1094	1155
11	1113	1106	1219	1126	1047	1068
12	1169	1111	1110	1052	1006	1005
13	1053	1167	1054	1106	1152	1070
14	1244	1223	1170	1171	1075	1024
15	1159	1230	1227	1229	1042	1078
16	1246	1221	1115	1157	1096	1043
17	1117	1160	1245	1230	1154	1003
18	1249	1122	1237	1123	1049	1077
19	1286	1157	1164	1234	1008	1009
20	1222	1228	1127	1130	1021	1201
21	1234	1243	1224	1165	1205	1007
22	1280	1220	1244	1240	1200	1048
23	1166	1173	1172	1050	1002	1072
24	1232	1231	1107	1159	1071	1016
25	1287	1247	1117	1243	1209	1203
26	1248	1128	1225	1241	1216	1217
27	1289	1165	1129	1167	1102	1100
28	1235	1280	1114	1125	1213	1119
29	1278	1238	1158	1015	1204	1105
30	1241	1161	1276	1090	1092	1208
31	1221	1275	—	1004	—	1015

Train and Engine Service Employees are required to know the Safety Rule of the day, which is printed above. They are also required to know the meaning, intent and application of the Rule.

Conductors and Enginemen will assure themselves that members of their Crew know and fully understand the Rule.

THE PENNSYLVANIA RAILROAD WESTERN REGION

Chicago, Illinois, April 3, 1967.

GENERAL ORDER No. 601

Effective $\left\{ \begin{array}{l} 4.01 \text{ A.M., E.S.T.} \\ 3.01 \text{ A.M., C.S.T.} \end{array} \right\}$ **Sunday, April 30, 1967**

Applies in All Zones

- (a) Timetable No. 6 in effect. This Timetable is a joint Buckeye-Chicago-Fort Wayne-Southwestern Division timetable. It contains the necessary instructions issued in general orders up to and including General Order No. 510, all of which must be removed from bulletin boards. Each employe must examine each page of Timetable No. 6 to see that his copy is complete, pages properly lined up, and note changes. General Orders will be numbered consecutively regardless of division on which they apply. Employes of all divisions must have all General Orders of all divisions pasted in their timetable.
- (b) **BOOK OF RULES**
RULES FOR CONDUCTING TRANSPORTATION
 Rules for Conducting Transportation, effective October 28, 1956, revised in part as follows:
 Revisions of April 28, 1957—
Rule 104—page 34; **Rule 331**—page 77; **Rule 365**—page 79; **Rule 629**—page 90; **Form C**—page 98; **Form K**—page 99; and **Rule 4076-J** (added), page 112.
 Revisions of October 27, 1957—
Rule 30—page 23; **Rule 400C-1** (added), page 100; **Rule 4103-B**—page 113; and **Rule 4165-A**—page 131.
 Revisions of September 1, 1958—
Rules G and H—page 8; **Rule R**—third paragraph, page 10; **Rule 103**—portion of last paragraph—page 34; **Rules 104 and 105**—pages 34 and 35; **Rule 502**—page 80; **Rule 400N-21**—pages 107 and 108; **Rule 4076-F**—page 112; and index—page 3, 18th line; **Rule 4076-I**—page 112; **Rule 4154-B**—pages 115 and 116; **Rule 4165-A**—page 131; **Rule 283**—page 56, Note 2 added; **Rule 400N-4**—page 105 (added); **Rule 4076-J**—page 112, in sequence.
 Revisions of February 27, 1959—
Rule 26—second and third paragraphs, page 23; **Rule 34**—page 24; **Rule 75**—pages 25 and 26; **Rule 76**—second and fourth paragraphs, page 26; **Rule 77**—second paragraph, page 26; **Rule 99**—fourth paragraph, page 32; **Rule 106**—page 35; **Rule 204**—third paragraph, page 37; **Rule 293-A**—page 68; **Rule 365**—second and fifth paragraphs, page 79; **Rule 568**—page 87; **Rules 701, 702, 703, 704, 705, 706, 707, and 708**—pages 92, 93, 94 and 95.
Form K—second paragraph of instructions, page 99.
Rule 4165-A—page 131.
 Revisions of May 1, 1960—
Rule M—page 8; **Rule 361**—page 78; **Form K**—last paragraph, page 99; **Rule 4076-J**—page 112; **Rule 4155-I**—page 122; **Rule 4155-J**—first and fifth paragraphs, page 123; **Rule 4156-G**—fourth paragraph, page 126; **Rule 4160-C**—Page 129.
 Revisions of March 1, 1964—
 Region—page 11, changed, Division—page 11, added.
 Revisions of May 3, 1964—
Rule 4160-B—pages 128 and 129.
Rule 4160-C—page 129.
Rule 4160-D—page 129 (annulled).
 Revisions of August 25, 1964—
Rule 4076-F—page 112.
 Revisions of October 18, 1964—
Rule 35—page 24; **Rule S-93**—page 30; **Rule 99**—page 32; **Rule 106**—page 35; **Rule 152**—page 36; **Rule 280**—page 53; **Rule 316**—page 74; **Rule 317**—pages 74 and 75.
 Revision of April 25, 1965—page 1.

Employes must paste Rule revisions in sticker form over the corresponding Rule or page of the Book of Rules as indicated thereon.

(c) **RULES FOR CONDUCTING TRANSPORTATION**

Authority vested in the Superintendent Transportation by Book of Rules is delegated to the Division Superintendent. Train orders, messages and General Notices will be issued by authority and over the signature of the Division Superintendent.

General Notices will be numbered consecutively on each Division, prefixed by the number of the timetable.

General Orders will be issued by authority and over the signature of the General Superintendent of the Region.

In the application of **Rules 400N-1, -3, -5, and 400N-7**, Duties and Responsibilities of Train and Engine Service Employes, the position and title of the Assistant Superintendent, Transportation or his representative, will be considered as replacing those of Trainmaster and Road Foreman of Engines.

Information and instructions previously issued in the form of Trainmaster and Road foreman of Engine Notices will henceforth be issued in the form of Train Service and Engine Service Notices by authority of Assistant Superintendent Transportation or Assistant Superintendent, Transportation—Motive Power.

Last paragraph of **Rule 400C-7** changed to read as follows: The use of spectacles with colored glass by employes whose duties require them to distinguish the position or color of signals is prohibited except that when authorized by the Medical Department, approved colored lense glasses may be worn by employes in Train and Engine Service when exposed to direct rays or glare of the sun.

(d) **BRAKE AND TRAIN AIR SIGNAL INSTRUCTION**

Brake and Train Air Signal Instructions, **99-D-1**, effective January 1, 1953, revised in part as follows:

Revision of 3-30-54.

14-e.

Revision of 12-5-54.

19-b Annulled.

Revision of 9-1-55.

5-b.

Revisions of 7-1-58.

14, 14-a.

Revisions of 8-1-58.

7-a, 7-b, 7-c, 9, 9-a, 9-b, 9-f, 11, 11-b, 11-c, 11-d, 11-e, 12, 13, 13a, 14, 14-a, 14-b, 15-a, 18-b, 44, 45, 56-b.

Renumbered 14-c (former 14-b), 14-d (former 14-e), 14-e (former 14-d).

Revisions of 10-1-58.

9-c, 14-f.

Revision of 2-17-60—Instruction 44.

All reference to Speed Brake Control and 3-inch Piston Travel to be deleted.

Revisions of 8-1-60.

7-c, 12.

Revision of 11-1-63.

7-b.

Revisions of 6-1-64.

7, 7-c, 28, 41.

Revision of 8-25-64.

3-m.

(e) **ENGINE AND SPECIAL LOAD RESTRICTIONS**

Class AF-30 diesel electric engines are subject to the same restrictions as shown in Column 5, Special Instruction **1160-A1**.

Class EF-36 diesel electric engines are subject to the same restrictions as shown in column L, Special Instruction **1160-A1**; including NOTE 2, page 222. In addition they are prohibited at the following locations:

COLUMBUS:

GROGAN: Middle Wye track
YARD C: All tracks
MIAMI YARD: All tracks

CINCINNATI:

FULTON YARD: Switch at west end of track 18 and cross-over between inbound and outbound tracks.
FULTON YARD: Switches at west end of tracks 17 and 19.

CHICAGO:

Mile Post 313.9, North Joint Tracks

WANATAH:

Connection with Monon

CADILLAC:

Connection with Ann Arbor

GRAND RAPIDS:

Lake Michigan Drive connection with N Y C

WOLCOTTVILLE:

South connection with Wabash

TOLEDO:

Maumee River Bridge, north end No. 1 track
Class EF-30A and Class EF-36 diesel electric engines are restricted from pushing around Wye at Bernice and the east leg of the Wye at Colehour Jct.
Special Instruction **1160-A1**, changed.

Applies in Zone A

(f) **MIDDLETOWN SECONDARY TRACK
MIDDLETOWN**

New yard known as New Reed's Yard in service at Middletown.

Non-Interlocked Railroad Crossings at Grade

Location	Signals, etc., Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
Middletown, Ohio: Armco Steel Corp. Lead	Stop Boards	Stop	Must be known crossing is clear before using.	

Special Instructions **1098-A1**, page 84, and **1280-A** to **1296-A1**, page 237, changed.

(g) **TRINWAY SECONDARY TRACK
GILBERT-END OF BLOCK**

(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 10 miles per hour at 300 feet east and west of Mile Post 11, west of Gilbert, account track condition.
Special Instruction **1157-F1**, changed.

(h) **MORROW SECONDARY TRACK
BREMEN-WR**

(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 15 miles per hour between Mile Post 50, west of Bremen and Mile Post 58, east of **WR**, account track condition.
Special Instruction **1157-F1**, changed.

(i) **MORROW SECONDARY TRACK
LANCASTER (C & O)-DEL MOUNT**

(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 61, west of Lancaster and Mile Post 64, east of Del Mount, account track condition.
Special Instruction **1157-F1**, changed.

- (j) **MORROW SECONDARY TRACK
DEL MOUNT-AMANDA**
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 10 miles per hour between 2600 feet west of Mile Post 65, west of Del Mount and 2600 feet west of Mile Post 66, east of Amanda, account track condition.
Special Instruction **1157-F1**, changed.
- (k) **MORROW SECONDARY TRACK
AMANDA-SV**
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 72, west of Amanda and Mile Post 73, east of **SV**, account track condition.
Special Instruction **1157-F1**, changed.
- (l) **MORROW SECONDARY TRACK
SV-CIRCLEVILLE**
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 74, east of **SV** and Mile Post 75, west of **SV**, account track condition.
Special Instruction **1157-F1**, changed.
- (m) **MORROW SECONDARY TRACK
SV-CIRCLEVILLE**
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 79 and Mile Post 80, east of Circleville, account track condition.
Special Instruction **1157-F1**, changed.
- (n) **MORROW SECONDARY TRACK
CIRCLEVILLE-WILLIAMSPORT**
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 84, west of Circleville and Mile Post 85, east of Williamsport, account track condition.
Special Instruction **1157-F1**, changed.
- (o) **MORROW SECONDARY TRACK
WILLIAMSPORT-ATLANTA**
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 93, west of Williamsport and Mile Post 94, east of Atlanta, account track condition.
Special Instruction **1157-F1**, changed.
- (p) **MORROW SECONDARY TRACK
WF-NEW HOLLAND**
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 96, west of **WF**, and Mile Post 97, east of New Holland, account track condition.
Special Instruction **1157-F1**, changed.
- (q) **MORROW SECONDARY TRACK
NEW HOLLAND-G**
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 101, west of New Holland, and Mile Post 106, east of **G**, account track condition.
Special Instruction **1157-F1**, changed.
- (r) **ZANESVILLE SECONDARY TRACK
CS-WILBREN**
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 31, west of **CS** and Mile Post 34, east of Wilbren, account track condition.
Special Instruction **1157-F1**, changed.
- (s) **MAIN LINE PITTSBURGH TO ST. LOUIS
GLEN-NEWMAN**
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 10 miles per

hour on No. 4 Secondary track, account track condition.
Special Instruction **1157-H1**, changed.

- (t) **C & X BRANCH**
XENIA-GREENE
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 10 miles per hour on Eastward Siding and No. 40 track, account track condition.
Special Instruction **1157-F1**, changed.
- (u) **MAIN LINE COLUMBUS TO CHICAGO VIA**
BRADFORD
RICE-WEST RICE
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 15 miles per hour on No. 3 track between Rice and West Rice, account track condition.
Special Instruction **1157-F1**, changed.

Applies in Zone B

- (v) **SOUTH BEND BRANCH**
GRASS CREEK-DELONG
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 20 miles per hour from Mile Post 134 to Mile Post 143, account track condition.
Special Instruction **1157-F1**, changed.
- (w) **SOUTH BEND BRANCH**
CULVER-LAPAZ JUNCTION
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 149 and Mile Post 164, account track condition.
Special Instruction **1157-F1**, changed.
- (x) **SOUTH BEND BRANCH**
VAN-LUCERNE
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 118 and Mile Post 122, account track condition.
Special Instruction **1157-F1**, changed.

Applies in Zone C

- (y) **MAIN LINE PITTSBURGH TO CHICAGO**
LUCAS-MANSFIELD
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 10 miles per hour on No. 3 track between Mile Post 171 and Mile Post 175, account track condition.
Special Instruction **1157-F1**, changed.
- (z) **MAIN LINE PITTSBURGH TO CHICAGO**
WABASH-JUNCTION
Hand-Operated Switches With Electric Locks
Trailing hand-operated crossover between No. 2 and No. 3 track, equipped with electric lock controlled by Wabash, 750 feet west of Mile Post 320, out of service.
Special Instruction **1104-D1**, page 133, changed.
- (aa) **MAIN LINE PITTSBURGH TO CHICAGO**
ADAMS-LINKER
Interrupting Operation Of Automatic Highway Crossing Protection Manually
Control device for interrupting operation of automatic highway crossing protection for eastward movements on

No. 4 track at Linkers crossing, located on steel post south of tracks, out of service.

Special Instruction **1103-A4**, page 101, changed.

Automatic Highway Crossing Protection On Sidings, Yard or Other Tracks

At the following location, automatic highway crossing protection indicates the approach of a train:

Track	Crossing	Location	Note
No. 4	Linker	Fort Wayne	1

NOTE 1. Eastward movements on this track must stop on track circuit which extends 70 feet west of crossing and crew must assure themselves that crossing protection is operating before proceeding over crossing.

Special Instruction **1103-A2**, page 91, changed.

(bb) **MAIN LINE PITTSBURGH TO CHICAGO
PLYMOUTH**

Color Light Type Signals

Color light home signal governing eastward movements on No. 1 track located 920 feet west of Plymouth Block and Interlocking Station, changed to position light type signal, in service.

Special Instructions **1280-A** to **1296-A1**, page 243, changed.

(cc) **LOGANSPORT BRANCH
LOGANSPORT**

Protection for Public Highway Crossings at Grade

Trains and engines must stop before passing over Michigan Avenue (State Route No. 25), 2000 feet west of Log Block Station, and a member of the crew must protect crossing, unless it is known that automatic highway crossing protection is functioning properly.

Special Instruction **1103-C2**, page 117, changed.

(dd) **LOGANSPORT BRANCH
NEWTON**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 20 miles per hour through Newton Interlocking, account track condition.

Special Instruction **1157-F1**, changed.

(ee) **LOGANSPORT BRANCH
SOUTH WHITLEY**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 20 miles per hour through South Whitley Interlocking, account track condition.

Special Instruction **1157-F1**, changed.

(ff) **LOGANSPORT BRANCH
HOOVER**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 20 miles per hour thru Hoover Interlocking, account track condition.

Special Instruction **1157-F1**, changed.

(gg) **LOGANSPORT BRANCH
VAN-HOOVER**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour between Mile Post 1 and Mile Post 10, account bridge condition.

Special Instruction **1157-F1**, changed.

- (hh) **TOLEDO BRANCH
CARLETON-PENFORD**
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 30 miles per hour between Carleton and Penford, account track condition.
Special Instruction **1157-F1**, changed.
- (ii) **VANDALE SECONDARY TRACK
AUBURN-END OF SECONDARY TRACK**
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 5 miles per hour between Auburn and End of Secondary Track, account track condition.
Special Instruction **1157-F1**, changed.
- (jj) **FORT WAYNE SECONDARY TRACK
ADAMS-END OF BLOCK**
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 20 miles per hour between Adams and End of Block, account track condition.
Special Instruction **1157-H1**, changed.

Applies in Zone D

- (kk) **MAIN LINE PITTSBURGH TO ST. LOUIS
EFFINGHAM**
(Temporary Speed Restriction)
Trains and engines on No. 1 and No. 2 tracks must not exceed a speed of 40 miles per hour between Mile Post 140 and Mile Post 142, account track condition.
Special Instruction **1157-F1**, changed.
- (ll) **MAIN LINE PITTSBURGH TO ST. LOUIS
KNIGHTSVILLE**
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 5 miles per hour on Knightsville eastward siding between Brazil and Knightsville, account track condition.
Special Instruction **1157-H1**, changed.
- (mm) **MAIN LINE PITTSBURGH TO ST. LOUIS
KRAFT**
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 40 miles per hour on No. 1 and No. 2 tracks through Kraft Interlocking, account track condition.
Special Instruction **1157-F1**, changed.
- (nn) **MAIN LINE PITTSBURGH TO ST. LOUIS
FRUITRIDGE AVENUE TO SEVENTH STREET**
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 10 miles per hour on No. 42 running track between Fruitridge Avenue and Seventh Street, account track conditions.
Special Instruction **1157-H1**, changed.
- (oo) **MAIN LINE PITTSBURGH TO ST. LOUIS
WILLOWS-EADS**
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 40 miles per hour on No. 1 and No. 2 tracks between Willows and first curve east of Eads, account track condition.
Special Instruction **1157-F1**, changed.
- (pp) **MAIN LINE PITTSBURGH TO ST. LOUIS
EAST MARSHALL**
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 40 miles per hour on main track between a point 4,000 feet west of Mile

Post 88 and a point 4,400 feet west of Mile Post 89, account track condition.

Special Instruction **1157-F1**, changed.

(qq) **MAIN-LINE PITTSBURGH TO ST. LOUIS
DAVIS KRAFT**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour on No. O track between Mile Post 6 and Kraft, account track condition.

Special Instruction **1157-H1**, changed.

(rr) **LOUISVILLE BRANCH
COLUMBUS**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 20 miles per hour on Main Track between Bridge 41.35 and Mile Post 42, account track condition.

Special Instruction **1157-F1**, changed.

(ss) **LOUISVILLE BRANCH
SEYMOUR-JEFFERSONVILLE**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 50 miles per hour on Main Track between a point 2000 feet south of Mile Post 65 and Mile Post 106, account track condition.

Special Instruction **1157-F1**, changed.

(tt) **I & F BRANCH
CUTLER**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 40 miles per hour on Main Track between Mile Post 89 and Mile Post 94, account track condition.

Special Instruction **1157-F1**, changed.

(uu) **MADISON-COLUMBUS SECONDARY TRACK
NORTH VERNON**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour on Secondary Track between a point 2600 feet south of Mile Post 25 and Mile Post 26, account track condition.

Special Instruction **1157-F1**, changed.

(vv) **BUSHROD-LINTON SUMMIT SECONDARY
TRACK
BUSHROD**

Bushrod-Linton Summit secondary track from a point 200 feet north of Mile Post 1 to south end of track at Mile Post 13.4, out of service.

Page 31, changed.

(ww) **CRAWFORDSVILLE SECONDARY TRACK
ROCKVILLE**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour over State Route 36, first street crossing north of station, account track condition.

Special Instruction **1157-F1**, changed.

(xx) **PEORIA SECONDARY TRACK
FARMDALE JCT.-MORTIN**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour between Farmdale Jct. and Mile Post 165, account track condition.

Special Instruction **1157-F1**, changed.

R. E. SULLIVAN,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
WESTERN REGION**

Chicago, Illinois, October 20, 1967.

GENERAL ORDER No. 702

Effective $\left\{ \begin{array}{l} 3.02 \text{ A.M., E.S.T.} \\ 2.02 \text{ A.M., C.S.T.} \end{array} \right\}$ Sunday, October 29, 1967

Applies in All Zones

(a) TIMETABLE AUTHORITY

Schedules of No. 14 and No. 23, changed.
Sticker coupon attached to sticker form of this General Order must be detached and pasted in timetable as follows:
No. 23 over corresponding schedule page 32.
No. 14 over corresponding schedule page 42.
Delete # from No. 13 at Indianapolis.
Employees must correct page 40 in ink.

Applies in Zone A

**(b) MAIN LINE PITTSBURGH TO ST. LOUIS
GLEN-NEWMAN**

Paragraph (s) General Order No. 701 referring to a temporary speed restriction of 10 miles per hour on No. 4 secondary track, annulled.

**(c) UNDERCLIFF SECONDARY TRACK
PENN-OASIS**

(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 10 miles per hour on No. 1 track between Mile Post 117 and one-half mile west of Mile Post 116, west of Penn, account track condition.
Special Instruction **1157-F1**, changed.

**(d) RICHMOND BRANCH
DELCO (N.Y.C.)**

(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 10 miles per hour on main track over N.Y.C. Crossing, account track condition.
Special Instruction **1157-F1**, changed.

**(e) RICHMOND BRANCH
NS**

Siding of no assigned direction, capacity 44 cars, out of service.
Page 8, changed.

**(f) MAIN LINE PITTSBURGH TO ST. LOUIS
DYKE-JEWETT STREET**

(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 5 miles per hour on No. 3 track, westward siding, between Dyke and Jewett St., account track condition.
Special Instruction **1157-F1**, changed.

**(g) MAIN LINE COLUMBUS TO CHICAGO VIA
BRADFORD
UNIONVILLE-MILFORD CENTRE**

(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 30 miles per hour on No. 2 track between 2500 feet west of Mile Post 25 and Mile Post 26, west of Unionville, account track condition.
Special Instruction **1157-F1**, changed.

(Continued on next page)

(h) **AKRON SECONDARY TRACK
BANGS-CQ**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 20 miles per hour between 2600 feet south of Mile Post 111, south of Bangs, and 2600 feet south of Mile Post 116, north of CQ, account track condition.

Special Instruction **1157-F1**, changed.

Applies in Zone B

(i) **MAINLINE PITTSBURGH TO CHICAGO
ROBY-STATE LINE**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour on No. 4 track between Mile Post 453 and State Line, account track condition.

Special Instruction **1157-F1**, changed.

(j) **MAIN LINE PITTSBURGH TO CHICAGO
COLEHOUR JCT.-ROBY**

Paragraph (ff) General Order No. 701 referring to a temporary speed restriction of 10 miles per hour on No. 3 track between Colehour Jct. and Roby, annulled.

(k) **MAIN LINE PITTSBURGH TO CHICAGO
WINTER STREET-JUNCTION**

Paragraph (gg) General Order No. 701 referring to a Temporary Speed restriction of 10 miles per hour on No. 3 and No. 4, secondary tracks between Winter Street and Junction, annulled.

(l) **MAIN LINE PITTSBURGH TO CHICAGO
COLEHOUR JCT.-WHITING**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour on No. 3 track between Colehour Jct. and Whiting, account track condition.

Special Instruction **1157-F1**, changed.

(m) **MAINLINE PITTSBURGH TO CHICAGO
LIVERPOOL-VIRGINIA STREET**

Protection for Public Highway Crossings at Grade

Automatic highway crossing protection equipped with flashing light signals and short arm gates, protecting Indiana Street, 200 feet west of Mile Post 439, in service.

(n) **EFFNER BRANCH
REMINGTON**

Remington Block Station in service 7.00 A.M. to 11.30 A.M. and 12.30 P.M. to 4.00 P.M. daily except Saturday, Sunday and November 23, December 25 and January 1, 1968.

Page 19, changed.

Applies in Zone C

(o) **MAIN LINE PITTSBURGH TO CHICAGO
WINTER STREET-JUNCTION**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour on No. 3 and No. 4, secondary tracks between Winter Street and Junction, account track condition.

Special Instruction **1157-H1**, changed.

(p) **GRAND RAPIDS BRANCH
DOCK-KALAMAZOO**

Paragraph (pp) General Order No. 701 referring to a temporary speed restriction of 10 miles per hour on all tracks over M.C. crossing, annulled.

(Continued on next page)

(q) **MAIN LINE PITTSBURGH TO CHICAGO
MANSFIELD**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 20 miles per hour on No. 1 and No. 2 tracks through Mansfield Interlocking, account track condition.

Special Instruction **1157-F1**, changed.

(r) **TOLEDO BRANCH
COLEMAN-WOODVILLE**

Paragraph (tt) General Order No. 701 referring to a temporary speed restriction of 30 miles per hour on single and No. 1 and No. 2 tracks between Mile Post 50 and Mile Post 65, annulled.

Applies in Zone D

(s) **MAIN LINE PITTSBURGH TO ST. LOUIS
PRAIRIE-SEVENTH STREET**

Running Tracks of No Assigned Direction

Change NOTE 1 to read as follows:

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

Special Instruction **1151-G1**, page 142, changed.

(t) **INDIANAPOLIS-CAVEN DISTRICT**

Public Crossings at Grade

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
Indianapolis	Raymond St.	Old I & V Main		X					

Special Instruction **1103-A1**, page 110, changed.

(u) **LOUISVILLE BRANCH
SPEED**

Speed Block Station in service 9.01 A.M. to 5.01 P.M. daily except Saturday, Sunday, and November 23, December 25 and January 1, 1968.

Page 11, changed.

(v) **LOUISVILLE BRANCH
FRANKLIN**

Franklin Block Station in service 9.30 A.M. to 4.01 P.M. daily except Saturday, Sunday, November 23, December 25, and January 1, 1968.

Page 11, changed.

(w) **PEORIA SECONDARY TRACK
ARTHUR**

Arthur Block Station in service 7.30 A.M. to 11.30 A.M. and 12.30 P.M. to 4.30 P.M. daily except Saturday, Sunday and November 23, December 25 and January 1, 1968.

Page 29, changed.

(x) **PEORIA SECONDARY TRACK
MAROA**

Maroa Block Station in service 7.15 A.M. to 11.30 A.M. and 12.30 P.M. to 4.15 P.M. daily except Saturday, Sunday and November 23, December 25 and January 1, 1968.

Page 29, changed.

R. E. SULLIVAN
General Superintendent.

**THE PENNSYLVANIA RAILROAD
WESTERN REGION**

Chicago, Illinois, October 27, 1967.

GENERAL ORDER No. 703

Effective ^(2.01 P.M., E.S.T.)_(1.01 P.M., C.S.T.) Wednesday, November 15, 1967

Applies in All Zones

(a) **TIMETABLE AUTHORITY**

Schedule of No. 23 changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted in Timetable over corresponding schedule of No. 23, page 32.

Applies in Zone A

(b) **MAIN LINE COLUMBUS TO CHICAGO VIA
BRADFORD
UNIONVILLE-MILFORD CENTRE**

Paragraph (g) General Order No. 702 referring to a temporary speed restriction of 30 miles per hour on No. 2 track between 2500 feet west of Mile Post 25 and Mile Post 26, west of Unionville, annulled.

(c) **RICHMOND BRANCH
KOKOMO-ANOKA**

Trailing hand-operated switch for westward movements in main track 3616 feet west of Mile Post 172, west of Walton, leading to Custom Farm Services, in service.

(d) **MORROW SECONDARY TRACK
WF-NEW HOLLAND**

Paragraph (p) General Order No. 701 referring to a temporary speed restriction of 10 miles per hour between Mile Post 96, west of WF and Mile Post 97, east of New Holland, annulled.

(e) **MIDDLETOWN SECONDARY TRACK
MIDDLETOWN YARD RUNNING TRACK**

Other equipment restrictions

Referring to Special Instruction **1160-B1** delete references to restrictions because of light rail for Middletown secondary track and Middletown Yard Running track
Special Instruction **1160-B1**, page 160, changed.

(f) **C & X BRANCH
CLARE**

TRAIN ORDER DELIVERY STAFF

Train Order Delivery Staff in service at the following location:

Clare—Eastward

In the application of **Rule 221** train orders will be placed in the Train Order Delivery Staff to effect delivery to a train.

(g) **C & X BRANCH
WAYNESVILLE-MORROW**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 73, west of Waynesville and Mile Post 75, west of Oregonia, account track condition.
Special Instruction **1157-F1**, changed.

(Continued on next page)

(h) **AKRON SECONDARY TRACK
MILLERSBURG**

Side Clearance

Employees are warned of close side clearance and must use caution in riding on sides of cars, engines and other equipment while movements are being made at the following location:

Millersburg:

Secondary track and siding through overhead bridge 60.63.

Special Instruction **1163-A3**, page 213, changed.

(i) **MAIN LINE PITTSBURGH TO ST. LOUIS
DAYTON**

Side Clearance

Employees are prohibited from riding on sides of cars, engines or other equipment while movements are being made at the following location:

Former Fenton Foundry Track—loading and unloading platform.

Special Instruction **1163-A4**, page 214, changed.

Applies in Zone B

(j) **MAIN LINE CINCINNATI TO CHICAGO
DOLTON**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 20 miles per hour through Dolton Interlocking, account track condition. Special Instruction **1157-F1**, changed.

(k) **MAIN LINE CINCINNATI TO CHICAGO
SC & S COLEHOUR JCT.-CALUMET PARK**

Paragraph (bb) General Order No. 701 referring to a temporary speed restriction of 30 miles per hour between a point 2600 feet east of Mile Post 2 and a point 2600 feet east of Mile Post 6, annulled.

(l) **MAIN LINE CINCINNATI TO CHICAGO
SC & S COLEHOUR JCT.-BERNICE**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 30 miles per hour between a point 2600 feet east of Mile Post 2 and Mile Post 7, account track condition. Special Instruction **1157-F1**, changed.

(m) **EFFNER BRANCH
REYNOLDS-WOLCOTT**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 34 and Mile Post 35, account track condition.

Special Instruction **1157-F1**, changed.

(n) **MAIN LINE CINCINNATI TO CHICAGO
RACE-ELM**

Trailing hand-operated switch in No. 1 track, 1624 feet west of Mile Post 196, out of service.

(o) **SOUTH BEND BRANCH
LAKEVILLE**

Semaphore type home signals governing eastward and westward movements changed to position light type signals.

(Continued on next page)

Applies in Zone C

(p) **TOLEDO BRANCH
MAPLE GROVE**

Fixed signal No. 495 governing northward movements on No. 1 track and fixed signal No. 496 governing southward movements on No. 2 track, 2890 feet north of Mile Post 49, out of service.

(q) **GRAND RAPIDS BRANCH
HUGHART**

Hughart Block Station in service 9.00 P.M. to 2.00 P.M. daily except Saturday and Sunday.

Fisher Block Limit Station controlled by Fuller when Hughart is closed.

Wayland Block Limit Station controlled by Vicksburg when Hughart is closed.

Pages 22 and 23, changed.

Applies in Zone D

(r) **MAIN LINE PITTSBURGH TO ST. LOUIS
PRAIRIE**

Trailing hand-operated switch in No. 1 track with pipe-connected derail, 3000 feet west of Mile Post 67, leading to 84 Lumber Co., capacity 10 cars, in service.

(s) **ALLENTOWN SECONDARY TRACK**

Movement of Trains by Block Signal System Rules

Delete: X in Column 5.

Add: X in Column 3.

Special Instruction **1250-A1**, page 224, changed.

(t) **INDIANAPOLIS-HAWTHORNE YARDS**

Running Tracks of No Assigned Direction

Yard tracks No. 310 and No. 418 changed to a running track of no assigned direction, controlled by yardmaster, Hawthorne.

Eastward trains will proceed on signal from switchtender at Sherman Drive.

Special Instruction **1151-G1**, page 142, changed.

R. E. SULLIVAN,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
WESTERN REGION**

Chicago, Illinois, November 15, 1967.

GENERAL ORDER No. 704

Effective ^(11.01 P.M., E.S.T.)_(10.01 P.M., C.S.T.) **Monday, November 27, 1967**

Applies in Zone A

**(a) MAIN LINE PITTSBURGH TO ST. LOUIS
DUNREITH (NKP)**

Dunreith Block and Interlocking station in service 7.00 A.M. to 11.00 P.M. daily except Saturday, Sunday, December 25, January 1, and February 22.
Page 6, changed.

Applies in Zone B

**(b) MAIN LINE CINCINNATI TO CHICAGO
ANOKA-RACE**

Trailing hand-operated switch in No. 2 track, 2553 feet west of Mile Post 193, leading to Borden Chemical Co., in service.

**(c) EFFNER BRANCH
KENNETH-BURNETTSVILLE**

Paragraph (cc) General Order No. 701 referring to a temporary speed of 20 miles per hour between 2600 feet west of Mile Post 6 and Mile Post 10, annulled.

**(d) EFFNER BRANCH
KENNETH-IDAVILLE**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 20 miles per hour between a point 2600 feet west of Mile Post 6 and Mile Post 14, account track condition.

Special Instruction **1157-F1**, changed.

**(e) EFFNER BRANCH
REYNOLDS-WOLCOTT**

Paragraph (m) General Order No. 703 referring to a temporary speed of 20 miles per hour between Mile Post 34 and Mile Post 35, annulled.

**(f) EFFNER BRANCH
REYNOLDS-REMINGTON**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 34 and Mile Post 36, account track condition.

Special Instruction **1157-F1**, changed.

**(g) EFFNER BRANCH
REMINGTON-EFFNER**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 53 and Mile Post 58, account track condition.

Special Instruction **1157-F1**, changed.

(Continued on next page)

Applies in Zone C

**h) MAIN LINE PITTSBURGH TO ST. LOUIS
DAVIS-KRAFT**

Paragraph (zz) General Order No. 701 referring to a temporary speed restriction of 10 miles per hour on No. O track between Mile Post 6 and Kraft, annulled.

**i) PEORIA SECONDARY TRACK
TAZEWELL**

Facing hand-operated switch with hand-operated derail for northward movements in secondary track 3600 feet north of Mile Post 150, leading to Customs Farm Service, in service.

**j) VINCENNES SECONDARY TRACK
ENGINES AND SPECIAL LOAD RESTRICTIONS**

Restrictions on Bridge No. 72.13 two-tenths of a mile north of Worthington changed as follows:

	CLASS OF ENGINES						SPECIAL LOADS			
COLUMN	1	2	3	4	5	6	L	M	I	J
BRIDGE 72.13: 0.2 Mile North of Worthington.....	25	25	25	25	20	X	X	X	X	X

Special Instruction **1160-A1**, page 209, changed.

R. E. SULLIVAN,
General Superintendent.

THE PENNSYLVANIA RAILROAD WESTERN REGION

Chicago, Illinois, December 4, 1967.

GENERAL ORDER No. 705

Effective { 1.01 A.M., E.S.T. } Sunday, December 17, 1967
 { 12.01 A.M., C.S.T. }

Applies in All Zones

(a) **TIMETABLE AUTHORITY**

Schedules of Nos. 29 and 28, withdrawn.
Schedule of No. 48, changed.
Schedule of No. 93, changed.
Sticker coupons attached to sticker form of this General Order must be detached and pasted in timetable as follows:
Blank coupons over Nos. 29 and 28, pages 32 and 35.
No. 48 over corresponding schedule, page 34.
No. 93 over corresponding schedule page 36.
No. 93 over corresponding schedule page 39.

Effective { 12.01 P.M., E.S.T. } Tuesday, December 19, 1967
 { 11.01 A.M., C.S.T. }

Applies in Zone A

(b) **MAIN LINE COLUMBUS TO CHICAGO AND
INDIANAPOLIS VIA BRADFORD
HEWITT (N.Y.C.)-NEW MADISON**

West Hewitt Interlocking, remote-controlled from Hewitt, out of service.

Siding of no assigned direction, capacity 191 cars, out of service.

Facing hand-operated switch for eastward movements equipped with electric lock and pipe connected derail not controlled by operator, 3020 feet west of Mile Post 104, leading to New Madison Industrial Track, in service.

Fixed signal number 1046 governing eastward movements 3090 feet west of Mile Post 104, in service.

Fixed signal number 1045 governing westward movements 2680 feet west of Mile Post 104, in service.

Page 13, Special Instruction **1104-D1**, page 118, and **1104-D2**, page 124, changed.

(c) **MAIN LINE PITTSBURGH TO ST. LOUIS
MIAMI CROSSING-ALTON**

Facing hand-operated switch in No. 2 track, equipped with pipe-connected derail, 4189 feet west of Mile Post 6, west of Miami Crossing, leading to Pennsy West Industrial Park and Carlton Warehouse, in service.

(d) **DAYTON-LYTLE INDUSTRIAL TRACK**

Public Crossings at Grade

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
Dayton	Washington St.	Industrial	X						

Special Instruction **1103-A1**, page 93, changed.

(e) **SPRINGFIELD SECONDARY TRACK
YELLOW SPRINGS-SPRINGFIELD**

Protection for Public Highway Crossings at Grade

Automatic highway crossing protection equipped with flashing light signals protecting U.S. Route 68, 1647 feet east of Mile Post 15, west of Springfield, in service.

(Continued on next page)

Applies in Zone B

- (f) **SOUTH BEND BRANCH
LAKEVILLE**
Lakeville Block and Interlocking in service continuously except 7.00 A.M. to 3.00 P.M. Saturday and Sunday.
Page 20 changed.
- (g) **MAIN LINE PITTSBURGH TO CHICAGO
CLARKE JUNCTION**
Engine and Special Load Restrictions
Engine and special load restrictions in column 4, 5, 6, M, I and J for connection to west end Clarke Yard are removed.
Special Instruction **1160-A1**, page 194, changed.
- (h) **MAIN LINE PITTSBURGH TO CHICAGO
WHITING-STATE LINE**
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 20 miles per hour on No. 4 track between Whiting and Mile Post 453, account track condition.
Special Instruction **1157-F1**, changed.
- (i) **MAIN LINE PITTSBURGH TO CHICAGO
WHITING-ROBY**
Curves, Bridges, etc.—Maximum Speed
Speed restriction of 15 miles per hour on No. 4 track between spring switch in No. 3 track and Calumet Ave., annulled.
Special Instruction **1157-F1**, page 164, changed.
- (j) **MAIN LINE CINCINNATI TO CHICAGO
DOLTON**
Paragraph (j) General Order No. 703 referring to a temporary speed restriction of 20 miles per hour through Dolton Interlocking, annulled.
- (k) **EFFNER BRANCH
REMINGTON-GOODLAND**
Paragraph (ee) General Order No. 701 referring to a temporary speed restriction of 20 miles per hour between Mile Post 45 and Mile Post 46, annulled.
- (l) **SOUTH BEND BRANCH
VAN-LUCERNE**
Paragraph (aa) General Order No. 701 referring to a temporary speed restriction of 20 miles per hour between Mile Post 118 and Mile Post 122, annulled.
- (m) **SOUTH BEND BRANCH
VAN-LUCERNE**
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 117 and Mile Post 121, account track condition.
Special Instruction **1157-F1**, changed.

Applies in Zone C

- (n) **TOLEDO BRANCH
Public Crossings at Grade**

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
Gibsonburg	Main St.	Southward Siding	X						
	Kimmerling St.	Southward Siding	X						
	Yeasting St.	Elevator Track	X						
	Stone St.	House Track	X						

Special Instruction **1103-A1**, page 105, changed.

(Continued on next page)

- (o) **GRAND RAPIDS BRANCH
LAOTTO**
Facing hand-operated switch for southward movement in the north leg of the LaOtto Wye, leading to American Cyanamid Company, in service.
- (p) **GRAND RAPIDS BRANCH
WAYLAND-MARTIN**
Paragraph (oo) General Order No. 701 referring to a temporary speed restriction of 30 miles per hour between Mile Post 213 and Mile Post 206, annulled.
- (q) **GRAND RAPIDS BRANCH
STURGIS-WOLCOTTVILLE**
Paragraph (qq) General Order No. 701, referring to a temporary speed restriction of 30 miles per hour between Mile Post 148 and 139, annulled.
- (r) **GRAND RAPIDS BRANCH
JUNCTION-WOLCOTTVILLE**
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 30 miles per hour between Mile Post 95 and Mile Post 130, account track condition.
Special Instruction **1157-F1**, changed.
- (s) **GRAND RAPIDS BRANCH
WOLCOTTVILLE-WASEPI**
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 30 miles per hour between Mile Post 138 and Mile Post 151, account track condition.
Special Instruction **1157-F1**, changed.
- (t) **GRAND RAPIDS BRANCH
KALAMAZOO-HUGHART**
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 30 miles per hour between Mile Post 187 and Mile Post 251, account track condition.
Special Instruction **1157-F1**, changed.

Applies in Zone D

- (u) **MAIN LINE PITTSBURGH TO ST. LOUIS
VIGO-UNION**
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 20 miles per hour on No. 1 track between Vigo and Union, account track condition.
Special Instruction **1157-F1**, changed.
- (v) **GENERAL ORDER NO. 704**
Paragraphs (h), (i) and (j) of General Order No. 704 apply in Zone D instead of Zone C.
- (w) **MAIN LINE PITTSBURGH TO ST. LOUIS
A & S CROSSING-ROSE LAKE**
No. 30 running track between A & S Crossing and Rose Lake, changed to No. 1 Yard Track.
Special Instruction **1151-G1**, page 142, changed.

(Continued on next page)

Effective {12.01 P.M., E.S.T.} Thursday, December 28, 1967
{11.01 A.M., C.S.T.}

Applies in Zone A

- (x) COLUMBUS TO CHICAGO AND INDIANAPOLIS
VIA BRADFORD
HEWITT (N.Y.C.)

Hewitt Block and Interlocking station 2930 feet west of
Mile Post 102, out of service.

Hewitt Interlocking changed to automatic interlocking.

**Instructions for emergency use of Hewitt Automatic
Interlocking.**

When a train, engine or track car is stopped by an interlocking home signal and there is no train or engine approaching on the foreign railroad and no other cause for detaining train, engine or track car be known, conductor, engineman or track car driver must be governed by instructions posted in telephone box located at each home signal.

Note 1 will apply.

Special Instruction **1663-A1**, page 242, changed.

- (y) MAIN LINE COLUMBUS TO CHICAGO AND
INDIANAPOLIS VIA BRADFORD
GREENVILLE (B. & O.)-CN CROSSING (N.Y.C.)

Facing hand-operated switch for westward movements equipped with electric lock and pipe-connected derail 2300 feet west of Mile Post 94 leading to house track, out of service.

Facing hand-operated switch for eastward movements 3380 feet west of Mile Post 94 leading to house track equipped with electric lock controlled by Operator Greenville changed to facing hand-operated switch equipped with electric lock not controlled by operator, in service.

Special Instruction **1104-D1**, page 118, and **1104-D2**, page 124, changed.

- (z) MAIN LINE COLUMBUS TO CHICAGO AND
INDIANAPOLIS VIA BRADFORD
CN CROSSING (N.Y.C.)-HEWITT (N.Y.C.)

Automatic Highway Crossing Protection

Automatic Highway Crossing Protection equipped with flashing light signals protecting public crossing known as American Aggregates Road, 600 feet west of Mile Post 102, east of Hewitt, in service.

R. E. SULLIVAN,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
WESTERN REGION**

Chicago, Illinois, January 22, 1968.

GENERAL ORDER No. 708

Effective { 1.01 A.M., E.S.T. } **Sunday, January 28, 1968**
 { 12.01 A.M., C.S.T. }

Applies in All Zones

(a) TIMETABLE AUTHORITY

Schedule of No. 70, changed.

Schedule of No. 13, changed.

Schedule of No. 4, changed.

Schedule of No. 30, added.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in timetable as follows:

No. 70 over corresponding schedule page 37.

No. 13 over corresponding schedule page 40.

No. 4 over corresponding schedule page 42.

No. 30 over column 3 page 42.

Effective { 1.01 A.M., E.S.T. } **Monday, January 29, 1968**
 { 12.01 A.M., C.S.T. }

Applies in All Zones

(b) TIMETABLE AUTHORITY

Schedule of No. 31, changed.

Schedule of No. 3, added.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in timetable as follows:

No. 31 over corresponding schedule page 40.

No. 3 over column 2 page 40.

(c) Engine and Special Load Restrictions

Class AF-36 and GF-33A diesel electric engines are subject to the same restrictions as shown in column **5** and column **L** of Special Instruction **1160-A1** and NOTE 2, page 211.

Special Instruction **1160-A1**, changed.

Applies in Zone D

**(d) MAIN LINE PITTSBURGH TO ST. LOUIS
WOODS-KRAFT**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 35 miles per hour on No. 1 and No. 2 track between Woods and Kraft account track condition.

Special Instruction **1157-F1**, changed.

R. E. SULLIVAN,
General Superintendent.

THE PENNSYLVANIA RAILROAD WESTERN REGION

Chicago, Illinois, December 27, 1967.

GENERAL ORDER No. 706

Effective { 1.01 A.M., E.S.T. } **Sunday, January 21, 1968**
 { 12.01 A.M., C.S.T. }

Applies in All Zones

(a) **TIMETABLE AUTHORITY**

Schedules of No's. 49, 70, 4, 78 and 13 changed.
 Schedule of No. 30 withdrawn.
 Sticker coupons attached to sticker form of this General Order must be detached and pasted in timetable as follows:
 No. 49 over corresponding schedule page 32.
 No. 70 over corresponding schedule page 37.
 No. 78 over corresponding schedules pages 38 and 43.
 No. 4 over corresponding schedule page 42.
 No. 13 over corresponding schedule page 40.
 Blank coupon over schedule No. 30 page 42.

Effective { 1.01 A.M., E.S.T. } **Monday, January 22, 1968**
 { 12.01 A.M., C.S.T. }

Applies in All Zones

(b) **TIMETABLE AUTHORITY**

Schedule of No. 31 changed.
 Schedule of No. 3 withdrawn.
 Sticker coupons attached to sticker form of this General Order must be detached and pasted in timetable as follows:
 No. 31 over corresponding schedule page 40.
 Blank coupon over schedule No. 3 page 40.

Applies in Zone A

(c) **SIGNAL RULES**

Sticker pages attached to sticker form of this General Order must be detached and pasted over corresponding pages 219 and 220.
 Special Instruction **1250-A1**, changed.

(d) **PASSENGER TRAINS AND FREIGHT TRAINS**

Maximum speeds, unless otherwise specified

Main Line Between: Olentangy and Mounds	No. 2 Track		No. 1 Track	
	Psg.	Fr.	Psg.	Fr.
	Miles per Hour			
	50	35	50	35

Special Instruction **1157-C1**, page 152, changed.

(Continued on next page)

(e) CURVES, BRIDGES, ETC.**Maximum Speed**

Main Line:	Miles per Hour
DELETE: Columbus—between Olentangy & Mile Post 3...	30
ADD: Columbus—between Olentangy & bridge 4.16...	30
DELETE: High Street Interlocking Limits.....	10
ADD: High St. Interlocking Limits via Water St.....	10
Zanesville Branch:	
DELETE: Bridge 39.30, 1320 feet west of Mile Post 39, West of New Lexington.....	20

Special Instruction **1157-F1**, pages 155 and 156, changed.

**(f) MAIN LINE PITTSBURGH TO ST. LOUIS
HIGH STREET-MIAMI CROSSING**

Trailing hand-operated switch in No. 1 track, equipped with electric lock, 766 feet west of Mile Post 3, east of Miami Crossing, leading to State Hospital, controlled by Operator Miami Crossing, out of service.

Special Instruction **1104-D1**, page 117, changed.

**(g) AKRON SECONDARY TRACK
LINDEN-PENNOR CROSSING**

Trailing hand-operated switch for southward movements in southward siding, 2691 feet south of Mile Post 141, leading to Excello Wine Company, in service.

**(h) ZANESVILLE SECONDARY TRACK
ROSEVILLE-CS**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 15 miles per hour between 1000 feet west of Mile Post 28 and 100 feet west of Mile Post 29, east of **CS**, account track condition.

Special Instruction **1157-F1**, changed.

**(i) MORROW SECONDARY TRACK
NORTH BERNE-LANCASTER (C&O)**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 5 miles per hour between Mile Post 58 and **WR**, east of Lancaster, account track condition.

Special Instruction **1157-F1**, changed.

**(j) UNDERCLIFF SECONDARY TRACK
PENN-OASIS**

Paragraph (c) General Order No. 702 referring to a temporary speed restriction of 10 miles per hour on No. 1 track between Mile Post 117 and one-half mile west of Mile Post 116, west of Penn, annulled.

Special Instruction **1157-F1**, changed.

**(k) UNDERCLIFF SECONDARY TRACK
RENDCOMB JUNCTION-OASIS**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour on No. 1 and No. 2 track between Mile Post 114, west of Rendcomb Junction and Cliff and on No. 1 and No. 2 tracks between Cliff and Mile Post 118, west of Penn, account track condition.

Special Instruction **1157-F1**, changed.

(Continued on next page)

Applies in Zone C**(l) TOLEDO BRANCH
Public Crossings at Grade**

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
Walbridge	Main St.	No. 1			X				14

Note 14—Walbridge—Northward trains receiving Stop Signal on No. 1 track at Walbridge Interlocking will stop south of CC sign located 350 feet south of Main Street Crossing.

Special Instruction **1103-A1**, page 105, changed.

**(m) MAIN LINE PITTSBURGH TO CHICAGO
DUNKIRK-DOLA**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour on sidings Dunkirk and Dola, account track condition.

Speed Instruction **1157-F1**, changed.

**(n) GRAND RAPIDS BRANCH
FULLER-BOYNE FALLS**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 30 miles per hour between Fuller Block Station and Mile Post 407, account track condition.

Special Instruction **1157-C1**, changed.

**(o) GRAND RAPIDS BRANCH
JUNCTION-HUNT**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 20 miles per hour over bridge 95.57, 3000 feet north of Mile Post 95, account track condition.

Special Instructions **1157-F1**, changed.

Applies in Zone D**(p) LOUISVILLE BRANCH
DALE-I. U. RY. INTERLOCKING**

Running Tracks of No Assigned Direction

South St. Running Track between Palmer St. and I.U.Ry. Interlocking changed to Yard Track.

Special Instruction **1151-G1**, page 142, changed.

**(q) LOUISVILLE BRANCH
DALE-GREENWOOD**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 40 miles per hour between 1,000 feet south of Mile Post 5 and 2,500 feet south of Mile Post 7, account track condition.

Special Instruction **1157-F1**, changed.

**(r) LOUISVILLE BRANCH
GREENWOOD**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 40 miles per hour between Mile Post 10 and Mile Post 12, account track condition.

Special Instruction **1157-F1**, changed.

(Continued on next page)

(s) LOUISVILLE BRANCH
SCOTTSBURG

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 5 miles per hour on siding at Scottsburg, account track condition. Special Instruction **1157-H1**, changed.

(t) I AND F BRANCH
FRANK

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour on siding at Frank, account track condition. Special Instruction **1157-H1**, changed.

(u) MADISON-COLUMBUS SECONDARY TRACK
NORTH VERNON

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour between 2,600 feet south of Mile Post 25 and Mile Post 26, account track condition.

Special Instruction **1157-F1**, changed.

(v) VINCENNES SECONDARY TRACK
GOSPORT JUNCTION

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 5 miles per hour between 1,000 feet south of Mile Post 44 and Mile Post 45, account track condition.

Special Instruction **1157-F1**, changed.

R. E. SULLIVAN
General Superintendent.

THE PENNSYLVANIA RAILROAD WESTERN REGION

Chicago, Illinois, January 24, 1968.

GENERAL ORDER No. 709

Effective { 1.01 P.M., E.S.T. } Thursday, February 1, 1968
 { 12.01 P.M., C.S.T. }

Applies in Zone A

(a) ZANESVILLE SECONDARY TRACK
ROSEVILLE-CS

Paragraph (h) General Order No. 706 referring to a temporary speed restriction of 15 miles per hour between 1000 feet west of Mile Post 28 and 100 feet west of Mile Post 29, east of CS, annulled.

Special Instruction **1157-F1**, changed.

(b) ZANESVILLE SECONDARY TRACK
ROSEVILLE-CS

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 15 miles per hour between 1000 feet west of Mile Post 28 and 1000 feet west of Mile Post 29, east of CS, account track condition.

Special Instruction **1157-F1**, changed.

(c) MORROW SECONDARY TRACK
ATLANTA-NEW HOLLAND

Trailing hand-operated switch for westward movements in secondary track equipped with hand-operated derail, 2926 feet west of Mile Post 94, leading to Solar Service Co., in service.

(d) MAIN LINE PITTSBURGH TO ST. LOUIS
XENIA-WATER STREET

Passenger Trains and Freight Trains

Maximum speeds unless otherwise specified.

	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
Main Line										
Between:	Miles per Hour									
Water Street and Xenia							60	50	70	50

Special Instruction **1157-C1**, page 152, changed.

Applies in Zone C

(e) MAIN LINE PITTSBURGH TO CHICAGO
MANSFIELD

Paragraph (q) General Order No. 702 referring to a temporary speed restriction of 20 miles per hour on No. 1 and No. 2 tracks through Mansfield Interlocking, annulled.

Special Instruction **1157-F1**, changed.

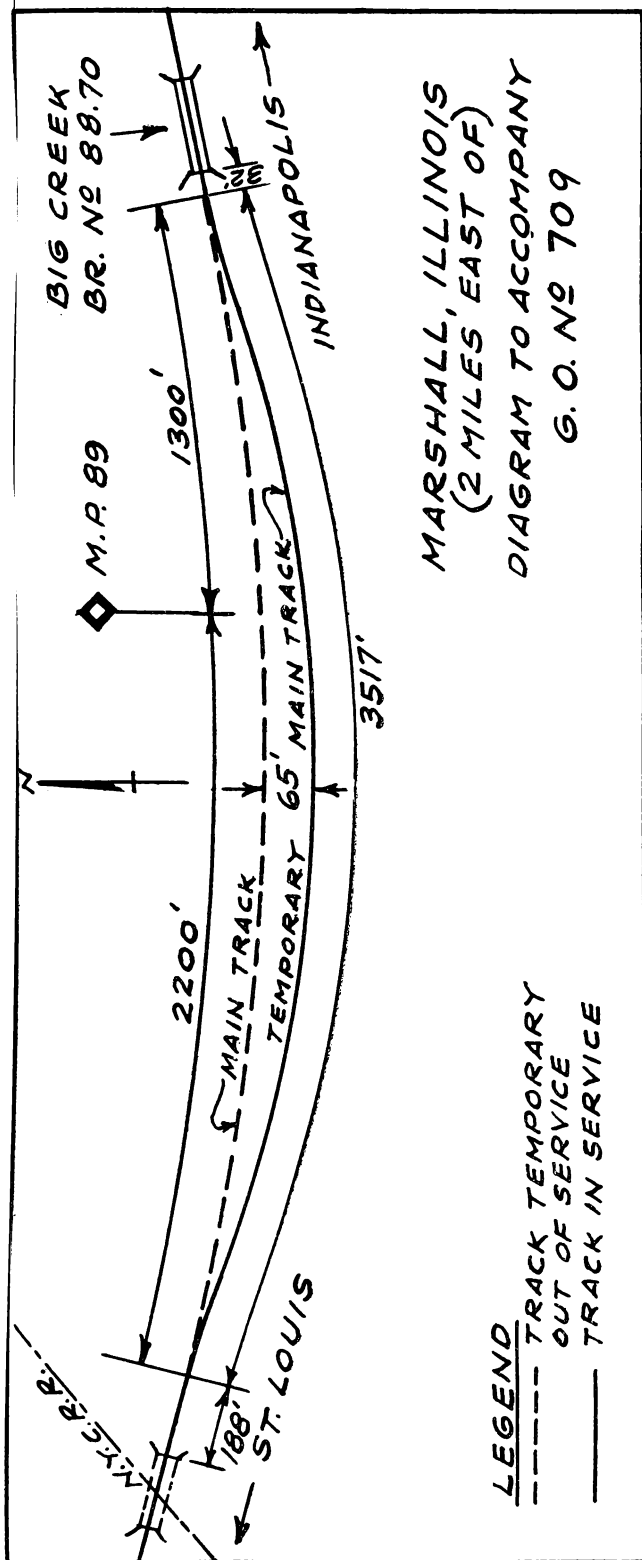
Applies in Zone D

(f) MAIN LINE PITTSBURGH TO ST. LOUIS
EAST MARSHALL

Main track between a point 1300 feet east of Mile Post 89 and a point 2200 feet west of Mile Post 89 relocated 65 feet southward.

Diagram attached to sticker form of this General Order showing track layout with switches and signals in service must be detached and pasted in timetable with this General Order.

(Continued on next page)



MARSHALL, ILLINOIS
(2 MILES EAST OF)
DIAGRAM TO ACCOMPANY
G. O. NO 709

(g) MAIN LINE PITTSBURGH TO ST. LOUIS
EAST MARSHALL

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 60 miles per hour between a point 1300 feet east of Mile Post 89 and a point 2200 feet west of Mile Post 89, account track condition.

Special Instruction **1157-F1**, changed.

Effective { 1.01 A.M., E.S.T. } Sunday, February 11, 1968
{ 12.01 A.M., C.S.T. }

Applies in All Zones

(h) TIMETABLE AUTHORITY

Schedule of No. 78, changed.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in timetable as follows:
No. 78 over corresponding schedule pages 38 and 43.

R. E. SULLIVAN
General Superintendent.

THE PENNSYLVANIA RAILROAD WESTERN REGION

Chicago, Illinois, January 16, 1968.

GENERAL ORDER No. 707

Effective $\left. \begin{matrix} 12.01 \text{ P.M., E.S.T.} \\ 11.01 \text{ A.M., C.S.T.} \end{matrix} \right\}$ Tuesday, January 23, 1968

Applies in All Zones

(a) **TIMETABLE AUTHORITY**

No. 70—change 4.42 P.M. at New Castle to 4.32 P.M.

No. 31—change U to S at Effingham.

No. 4—change P.M. to A.M. at top of schedule.

Employes must correct pages 37, 40 and 42 in ink.

Applies in Zone B

(b) **MAIN LINE PITTSBURGH TO CHICAGO
INDIANA HARBOR**

Signal bridge and home signals located thereon governing westward movements on No. 1 and No. 2 tracks moved eastward 330 feet to a point 820 feet east of Indiana Harbor Interlocking and Block Station.

(c) **MAIN LINE PITTSBURGH TO CHICAGO
BART-LIVERPOOL**

Trailing hand-operated switch in No. 2 track, 1876 feet west of Mile Post 435 leading to Brick Yard, out of service.

(d) **MAIN LINE CINCINNATI TO CHICAGO
SC&S-BERNICE-CALUMET PARK**

Automatic Highway Crossing Protection equipped with flashing light signals protecting 170th Street, 3780 feet east of Mile Post 8, in service.

(e) **EFFNER BRANCH
WOLCOTT**

Trailing hand-operated switch for westward movements in main track, 587 feet west of Mile Post 38 leading to Solar Service Co., in service.

Applies in Zone D

(f) **MAIN LINE PITTSBURGH TO ST. LOUIS
WOODS-KRAFT**

Public Crossings at Grade

Manually controlled highway crossing protection at Belmont Ave., changed to automatic highway crossing protection with short arm gates and flashing light signals, in service as follows:

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
Indinapolis	Belmont Ave.	No. 1 and No. 2			X				
	Belmont Ave.	Running Track		X	X				
	Belmont Ave.	X Yard Track		X	X				
	Belmont Ave.	Yard Leads					X		

Special Instruction **1103-A1**, page 108, changed.

R. E. SULLIVAN,
General Superintendent.

**THE PENNSYLVANIA RAILROAD
WESTERN REGION**

Chicago, Illinois, February 1, 1968.

GENERAL ORDER No. 710

Effective { 12.01 A.M., E.S.T. } **Thursday, February 1, 1968**
 { 12.01 A.M., C.S.T. }

Applies in All Zones

- (a) Effective 12.01 A.M., Thursday, February 1, 1968 the New York Central System is merged into The Pennsylvania Railroad. The corporate name of The Pennsylvania Railroad is changed to The Pennsylvania New York Central Transportation Company and is identified as Penn Central for the purpose of communications governing train and yard operations.

The Pennsylvania Railroad Rules for Conducting Transportation and Timetables together with related Rules and Instructions governing train and yard operations remain in effect on the property of the former Pennsylvania Railroad. The New York Central System Rules of the Operating Department and Timetables together with related Rules and Instructions governing train and yard operations remain in effect on the property of the former New York Central System.

R. E. SULLIVAN,
General Superintendent.

**PENN CENTRAL
WESTERN REGION**

Chicago, Illinois, February 9, 1968.

GENERAL ORDER No. 711

Effective { 1.01 A.M., E.S.T. } **Thursday, February 15, 1968**
 { 12.01 A.M., C.S.T. }

Applies in All Zones

- (a) Former New York Central—New York District changed to New York Region.
Former New York Central—Eastern District changed to Northeastern Region.
Former New York Central—Western District changed to Lake Region.
Former New York Central—Northern District changed to Northern Region.
Former New York Central—Southern District changed to Southern Region.
Former Pennsylvania—Lake Division designated Valley Division.

(b) **TIMETABLE AUTHORITY**

Buckeye Division and Southwestern Division of the Western Region transferred to the Southern Region under the jurisdiction of General Manager, J. Taylor and District Transportation Superintendent, H. E. Ring, at Indianapolis. Western Region Timetable No. 7 as it applies to the Buckeye and Southwestern Divisions in effect on the Southern Region.

R. E. SULLIVAN,
General Superintendent.

**PENN CENTRAL
WESTERN REGION**

Chicago, Illinois, February 14, 1968.

GENERAL ORDER No. 712

Effective ^(3.01 P.M., E.S.T.) ~~(2.01 P.M., C.S.T.)~~ **Friday, February 23, 1968**

Applies in Zone A

- (a) **RICHMOND BRANCH
DOW-FRANKTON**

Trailing hand-operated switch for westward movements in main track, equipped with pipe-connected derail, 2033 feet west of Mile Post 130, leading to Gulf Oil Corporation, in service.

- (b) **RIDGEVILLE SECONDARY TRACK
BERNE-MONROE**

Trailing hand-operated switch for westward movements in secondary track, 168 feet west of Mile Post 64 leading to Solar Nitrogen Chemicals, Inc., in service.

- (c) **MAIN LINE CINCINNATI TO CHICAGO
MILL**

Home signal, 11 feet east of Mile Post 16 governing westward movement on main track, out of service.
Home signal, 91 feet east of Mile Post 16 governing eastward movement on main track, out of service.
Mill Block Station located at Mile Post 16, remote controlled from Hamilton Block and Interlocking Station, out of service.

Page 8, changed.

- (d) **MAIN LINE CINCINNATI TO CHICAGO
READING-CRESCENTVILLE**

Mill Interlocking, located at Mile Post 16.4 remote controlled from Hamilton Block and Interlocking Station, in service.

Facing point interlocked switch for westward movements, 1,584 feet west of Mile Post 16 leading to Evendale connecting track, in service.

Home signal, 1,519 feet west of Mile Post 16 governing westward movements on main track, in service.

Home signal, 1,890 feet west of Mile Post 16 governing eastward movements on main track, in service.

Low home signal, 1,836 feet west of Mile Post 16 governing eastward movements on Evendale connecting track, in service.

Page 8, changed.

Applies in Zone C

- (e) **GRAND RAPIDS BRANCH
HUGHART**

Facing hand-operated switch for southward movements in main track 3910 feet north of Mile Post 231 leading to New York Central connection, in service.

Applies in Zone D

- (f) **VINCENNES SECONDARY TRACK
CAMBY**

Camby Block Limit Station relocated 3000 feet south to Mile Post 11.8.

Page 26, changed.

- (g) **MAIN LINE PITTSBURGH TO ST. LOUIS
KRAFT**

Paragraph (ww) General Order No. 701 referring to a

(Continued on next page)

temporary speed restriction of 40 miles per hour on No. 1 and No. 2 tracks through Kraft Interlocking, annulled.

(h) PEORIA SECONDARY TRACK
BORTON

Facing hand-operated switch with hand-operated derail for southward movements in secondary track 1024 feet north of Mile Post 34, leading to Custom Services, Inc., in service.

(i) MADISON-COLUMBUS SECONDARY TRACK
NORTH VERNON

Paragraph (u) General Order No. 706 referring to a temporary speed restriction of 10 miles per hour between 2600 feet south of Mile Post 25 and Mile Post 26, annulled.

Effective { 1.01 A.M., E.S.T. } **Saturday, March 2, 1968**
 { 12.01 A.M., C.S.T. }

Applies in All Zones

(j) TIMETABLE AUTHORITY

Schedule of No. 14 withdrawn.

Schedule of No. 10 added.

Sticker coupon attached to sticker form of this General Order must be detached and pasted in timetable as follows:
No. 10 over No. 14, page 42.

(k) RADIO

In the application of **Rule 705**, employes shall identify radio station from which they are calling by prefacing the name of the station, engine number, cabin number or other mobile equipment number, with "Penn Central".
Special Instruction **1703-A3**, page 247, changed.

(l) TICKET OFFICES OPEN FOR SALE OF TICKETS
DAYTON

Ticket office open 6.00 A.M. to 7.00 P.M., daily.
Page 46, changed.

Effective { 1.01 A.M., E.S.T. } **Sunday, March 3, 1968**
 { 12.01 A.M., C.S.T. }

Applies in All Zones

(m) TIMETABLE AUTHORITY

Schedule of No. 7 withdrawn.

Schedule of No. 11 added.

Schedules of Nos. 53, 55 and 32, changed.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in Timetable as follows:

Nos. 53 and 55 over corresponding schedules page 33.

No. 11 over No. 7, page 41.

No. 32 over corresponding schedule page 43.

Time of No. 3 at Pittsburgh changed to 3.57 A.M.

Employes must correct page 40 in ink.

Time of No. 4 at Pittsburgh changed to 11.27 P.M.

Time of No. 30 at Pittsburgh changed to 12.58 A.M.

Employes must correct page 42 in ink.

Effective { 1.01 A.M., E.S.T. } **Monday, March 4, 1968**
 { 12.01 A.M., C.S.T. }

Applies in All Zones

(n) TIMETABLE AUTHORITY

Schedules of Nos. 8 and 9 added.

Schedules of Nos. 23 and 49 changed.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in Timetable as follows:

Nos. 23, 49 and 9 over page 32.

No. 8 over column 3, page 34.

R. E. SULLIVAN
General Superintendent.

**PENN CENTRAL
WESTERN REGION**

Chicago, Illinois, February 28, 1968.

GENERAL ORDER No. 713

Effective 12.01 A.M., E.S.T. Friday, March 1, 1968

Applies in Zone C

**(a) TIMETABLE AUTHORITY
FORT WAYNE DIVISION**

That part of the Toledo Branch between Colsan and Alexis, including the Tiro Industrial Track, transferred to the Toledo Division of the Lake Region under the jurisdiction of General Manager, J. H. Burdakin, District Transportation Superintendent D. A. Swanson and Superintendent J. R. Clark of the Toledo Division with headquarters at Toledo.

That part of the Toledo Branch between Alexis and Detroit transferred to the Detroit Division of the Northern Region under the jurisdiction of General Manager W. B. Salter, District Transportation Superintendent E. P. Frasher and Superintendent R. T. Fortin of the Detroit Division with headquarters at Detroit.

Western Region Timetable No. 7 as it applies to the Toledo Branch in effect on the Toledo and Detroit Divisions.

R. E. SULLIVAN,
General Superintendent.

**PENN CENTRAL
WESTERN REGION**

Chicago, Illinois, March 6, 1968.

GENERAL ORDER No. 714

Effective 12.01 A.M., C.S.T. Friday, March 15, 1968

Applies in All Zones

(a) TIMETABLE AUTHORITY

Western Division of the Lake Region transferred to the Western Region under the jurisdiction of General Manager H. C. Kohout and General Superintendent R. E. Sullivan. Lake Region Timetable No. 22 as it applies to the Western Division in effect on the Western Region.

R. E. SULLIVAN,
General Superintendent.

**PENN CENTRAL
WESTERN REGION**

Chicago, Illinois, March 15, 1968.

GENERAL ORDER No. 715

Effective 12.01 A.M., E.S.T. Monday, March 18, 1968

Applies in All Zones

(a) TIMETABLE AUTHORITY

The Valley Division of the Central Region except that portion of the Main Line Pittsburg to Chicago between Mile Post 125.0 west of Orrville and Lucas transferred to the Lake Region under the jurisdiction of General Manager J. H. Burdakin and District Transportation Superintendent of the Lake Region.

That part of the Main Line Pittsburgh to Chicago between Mile Post 125.0 west of Orrville and Lucas transferred to the Fort Wayne Division of the Western Region under the jurisdiction of General Manager H. C. Kohout, General Superintendent R. E. Sullivan and Superintendent P. A. DiGangi with headquarters at Ft. Wayne.

Central Region Timetable No. 4 as it applies to the Main Line Pittsburgh to Chicago between Mile Post 125.0 west of Orrville and Lucas in effect on the Fort Wayne Division. Region Post and Division Post relocated to Mile Post 125.0.

R. E. SULLIVAN,
General Superintendent.

**PENN CENTRAL
WESTERN REGION**

Chicago, Illinois, March 15, 1968.

GENERAL ORDER No. 716

Effective {11.01 A.M., E.S.T. } **Monday, March 25, 1968**
 {10.01 A.M., C.S.T. }

Applies in All Zones

(a) TIMETABLE AUTHORITY

In the application of **Rule 75**, General Orders applying on the Buckeye and Southwestern Divisions will be issued by authority and over the signature of District Transportation Superintendent, H. E. Ring.

Applies in Zone B

**(b) MAIN LINE PITTSBURGH TO CHICAGO
COLEHOUR JCT.-WHITING**

Paragraph (l) General Order No. 702 referring to a temporary speed restriction of 10 miles per hour on No. 3 track between Colehour Jct. and Whiting, annulled.

**(c) SOUTH BEND BRANCH
GRASS CREEK-DELONG**

Paragraph (y) General Order No. 701 referring to a temporary speed restriction of 20 miles per hour from Mile Post 134 to Mile Post 143, annulled.

**(d) SOUTH BEND BRANCH
CULVER-LAPAZ JUNCTION**

Paragraph (z) General Order No. 701 referring to a temporary speed restriction of 20 miles per hour between Mile Post 149 and Mile Post 164, annulled.

**(e) SOUTH BEND BRANCH
KEWANNA-DELONG**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 136 and Mile Post 143, account track condition.

Special Instruction **1157-F1**, changed.

**(f) SOUTH BEND BRANCH
CULVER-PLYMOUTH**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 149 and Mile Post 159, account track condition.

Special Instruction **1157-F1**, changed.

**(g) SOUTH BEND BRANCH
PLYMOUTH-LAPAZ JUNCTION**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 10 miles per hour between a point 2500 feet west of Mile Post 159 and Mile Post 161, account track condition.

Special Instruction **1157-F1**, changed.

**(h) SOUTH BEND BRANCH
PLYMOUTH-LAPAZ JUNCTION**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 161 and Mile Post 164, account track condition.

Special Instruction **1157-F1**, changed.

(Continued on next page)

(i) **SOUTH BEND BRANCH
LAPAZ JUNCTION-LAKEVILLE**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 168 and Mile Post 172, account track condition.

Special Instruction **1157-F1**, changed.

(j) **SOUTH BEND BRANCH
LAKEVILLE-SOUTH BEND**

(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 177 and Mile Post 178, account track condition.

Special Instruction **1157-F1**, changed.

(k) **MAIN LINE CINCINNATI TO CHICAGO
DOLTON**

Low home signal governing eastward movements on No. 2 track moved westward 429 feet to a point 859 feet west of Dolton Interlocking and Block Station.

High home signal governing eastward movements on No. 1 track moved westward 217 feet to a point 872 feet west of Dolton Interlocking and Block Station.

(l) **MAIN LINE PITTSBURGH TO CHICAGO
INDIANA HARBOR**

Manually controlled highway crossing protection at Michigan Street and at Watling Street changed to automatic highway crossing protection with short arm gates and flashing light signals, in service as follows:

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
Indiana Harbor	Michigan St.	No. 1 and No. 2			X				
	Watling St.	No. 1 and No. 2			X				

Special Instruction **1103-A1**, page 96, changed.

(m) **MAIN LINE CINCINNATI TO CHICAGO
BERNICE-DOLTON**

Automatic highway crossing protection equipped with flashing light signals and short arm gates protecting 170th Street, 3460 feet west of Mile Post 288, in service.

(n) **CALUMET RIVER LINE SECONDARY TRACK
106TH STREET**

Public Crossing at Grade

Hours of Crossing Watchman on duty changed. Note 8 changed to read as follows:

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

Special Instruction **1103-A1**, page 100, changed.

(o) **MAIN LINE PITTSBURGH TO CHICAGO
ROBY**

Spring switch located in No. 3 track at Roby for eastward movements from Yard track to No. 3 track changed to hand-operated switch.

Special Instruction **1105-A1**, changed.

(Continued on next page)

Applies in Zone C

- (p) **LOGANSPOUT BRANCH**
NORTH MANCHESTER-LIBERTY MILLS
Facing hand-operated switch for westward movement in main track, 1486 feet east of Mile Post 38, leading to Power Plant, North Manchester College, out of service.
- (q) **GRAND RAPIDS BRANCH**
JUNCTION-HUNT
Facing hand-operated switch for northward movement in main track, 337 feet north of Mile Post 95, leading to Axle Division, Dana Corporation, in service.
- (r) **MAIN LINE PITTSBURGH TO CHICAGO**
PIERCETON-WINONA LAKE
Trailing hand-operated switch in No. 1 track, 161 feet west of Mile Post 351 leading to Arnold Corporation, out of service.
- (s) **MAIN LINE PITTSBURGH TO CHICAGO**
WEST WARSAW-ETNA GREEN
Trailing hand-operated crossover between No. 1 and No. 2 tracks, 2670 feet west of Mile Post 361, in service.
- (t) **GRAND RAPIDS BRANCH**
HUGHART
Hughart Block Station in service part-time as follows:

Station	Hours in Service
Hughart	11.59 P.M. to 3.59 P.M. Daily except Saturday and Sunday.

Page 23, changed.

- (u) **MAIN LINE PITTSBURGH TO CHICAGO**
MANSFIELD
Public Crossings at Grade
Automatic highway crossing protection with short arm gates and flashing light signals in service as follows:

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
Mansfield	Orange St.	No. 1 and No. 2				X			15
	Orange St.	No. 3				X			16
	Orange St.	Siding					X		
	Fifth St.	No. 1 and No. 2			X				
	Fifth St.	No. 3				X			16
	Fifth St.	Siding					X		
	Fourth St.	No. 1 and No. 2			X				
	Fourth St.	No. 3				X			16
	Fourth St.	Siding					X		

NOTE 15. Pushbuttons located at east end of station platform are provided to operate the protection for eastward trains making station stops.

NOTE 16. Pushbuttons located on west end of instrument cases at Fourth and Fifth Sts. and on separate pedestal

(Continued on next page)

adjacent to No. 3 track at Orange St. are provided to operate the protection when trains and engines are making shifting moves near the crossing.

Special Instruction **1103-A1**, page 102, changed.

R. E. SULLIVAN,
General Superintendent.

**PENN CENTRAL
SOUTHERN REGION**

Indianapolis, Indiana, March 15, 1968.

Applies in Zone D

**(v) MAIN LINE PITTSBURGH TO ST. LOUIS
EAST GIBSON**

Facing Interlocked switch for westward movements in main track, leading to east end of Gibson siding and siding, out of service.

SUMMIT-WEST SUMMIT

Interlocked switches at east and west Summit leading to siding on north side of main track, out of service.

KNIGHTSVILLE

Trailing Interlocked crossover between No. 1 and No. 2 track, in Knightsville Interlocking, out of service.

EAST ST. ELMO

Trailing Interlocked switch in No. 1 track leading from St. Elmo siding to No. 1 track, out of service.

ST. JACOB-WEST ST. JACOB

Facing Interlocked switch in No. 2 track at St. Jacob, and trailing Interlocked switch in No. 2 track at West St. Jacob leading to and from St. Jacob siding, out of service.
Pages 6 and 7, changed.

**(w) VINCENNES SECONDARY TRACK
GOSPORT JUNCTION**

Paragraph (v) of General Order No. 706 referring to a temporary speed restriction of 5 miles per hour on the Vincennes Secondary Track between 1000 feet south of Mile Post 44 and Mile Post 45, annulled.

**(x) CRAWFORDSVILLE SECONDARY TRACK
ROSEDALE-BROWNS VALLEY**

Crawfordsville Secondary Track between Mile Post 13 and Mile Post 40 out of service, account track condition.

Special Instruction **1151-D1**, page 136, and **1157-H1**, page 176, changed.

**(y) PEORIA SECONDARY TRACK
ATLANTA**

Facing hand-operated switch with hand-operated derail for southward movements in Secondary track 4080 feet north of Mile Post 131 leading to Custom Services, Inc., in service.

H. E. RING,
District Transportation Superintendent.

**PENN CENTRAL
SOUTHERN REGION**

Indianapolis, Indiana, March 25, 1968.

GENERAL ORDER No. 717

Effective 12.01 E.S.T., Monday, April 1, 1968

Applies in Zone A

(a) TIMETABLE AUTHORITY

That part of the Main line Pittsburgh to St. Louis between Mile Post 67.4, Division/Region Post, Buckeye Division, and Mile Post 92.3, west of Uhrich, transferred to the Pittsburgh Division under the jurisdiction of General Manager G. M. Smith, General Superintendent J. A. Foshee and Superintendent H. J. Martin, with head quarters at Pittsburgh.

Western Region Timetable No. 7 as it applies to the Main line Pittsburgh to St. Louis between Division Post, Buckeye Division and Mile Post 92.3 remains in effect on the Pittsburgh Division.

Region Post and Division Post relocated to Mile Post 92.3.

H. E. RING,
District Transportation Superintendent.

**PENN CENTRAL
WESTERN REGION**

Chicago, Illinois, March 28, 1968.

GENERAL ORDER No. 718

Effective { 1.01 P.M., E.S.T. } Tuesday, April 9, 1968
 { 12.01 P.M., C.S.T. }

Applies in Zone B

- (a) **MAIN LINE CINCINNATI TO CHICAGO
STAR CITY-DENHAM**
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 30 miles per hour on No. 1 track between Mile Post 219 and a point 2500 feet west of Mile Post 223, account track condition. Special Instruction **1157-F1**, changed.
- (b) **MAIN LINE PITTSBURGH TO CHICAGO
INDIANA HARBOR CANAL**
Facing interlocked switch for westward movement in No. 2 track, 50 feet west of Indiana Harbor Canal Block Station, leading to Riley Road North Yard Storage track, out of service.
North Yard Storage track from a point 50 feet west of Indiana Harbor Canal Block Station to a point 2740 feet west of Mile Post 448, out of service.
Special Instruction **1103-A1**, page 97, changed.
- (c) **MAIN LINE COLUMBUS TO CHICAGO
VIA BRADFORD
BUNKER HILL-ANOKA**
No. 2 track from a point 4730 feet west of Mile Post 181 to a point 3460 feet west of Mile Post 192, out of service.
Facing hand-operated crossover for westward movements on No. 2 track leading to No. 1 track 4740 feet west of Mile Post 181 (Bunker Hill), in service.
- (d) **MAIN LINE CINCINNATI TO CHICAGO
STAR CITY**
Trailing hand-operated switch for eastward movements in No. 1 track, equipped with pipe connected derail, 672 feet west of Mile Post 218, leading to Solar Nitrogen Company, in service.
- (e) **MAIN LINE CINCINNATI TO CHICAGO
DENHAM-LaCROSSE**
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 40 miles per hour on No. 2 track between Mile Post 233 and Mile Post 243, account track condition.
Special Instruction **1157-F1**, changed.
- (f) **MAIN LINE CINCINNATI TO CHICAGO
DENHAM-STAR CITY**
(Temporary Speed Restriction)
Trains and engines must not exceed a speed of 30 miles per hour on No. 1 track from a point 2500 feet east of Mile Post 224 to Mile Post 220, account track condition.
Special Instruction **1157-F1**, changed.

(Continued on next page)

(g) MAIN LINE COLUMBUS TO CHICAGO
KENT-PACKY

(Temporary Speed Restriction)

Trains and Engines must not exceed a speed of 30 miles per hour on No. 1 track between Mile Post 151 and Mile Post 155, account track condition.

Special Instruction **1157-F1**, changed.

R. E. SULLIVAN,
General Superintendent.

**PENN CENTRAL
SOUTHERN REGION**

Indianapolis, Indiana, March 28, 1968.

Applies in Zone D

(h) PEORIA SECONDARY TRACK

Maximum Speeds unless otherwise Specified

Maximum speed between Farrington and Mile Post 20 changed to 20 miles per hour.

Special Instruction **1157-H1**, page 176, changed.

(i) LOUISVILLE BRANCH
CLAGG

High Home Signal governing southward movements from Jeffersonville Yards to Main Track, 3400 feet north of Mile Post 108 changed to Low Home Signal, in service.

H. E. RING,
District Transportation Superintendent.

**PENN CENTRAL
WESTERN REGION
SOUTHERN REGION**

Chicago, Illinois and
Indianapolis, Indiana, April 4, 1968.

GENERAL ORDER No. 719

Effective { 10.00 A.M., E.S.T. } **Saturday, April 20, 1968**
 { 9.00 A.M., C.S.T. }

Applies in All Zones

(a) TIMETABLE AUTHORITY

Schedule of No. 94 withdrawn.

Sticker coupon attached to sticker form of this General Order must be detached and pasted in timetable as follows:
Blank coupon over schedule No. 94, page 39.

Effective { 10.00 A.M., E.S.T. } **Sunday, April 21, 1968**
 { 9.00 A.M., C.S.T. }

Applies in All Zones

(b) TIMETABLE AUTHORITY

Schedule of No. 95 withdrawn.

Sticker coupon attached to sticker form of this General Order must be detached and pasted in timetable as follows:
Blank coupon over schedule 95, page 39.

Effective { 2.00 A.M., E.S.T. } **Sunday, April 28, 1968**
 { 2.00 A.M., C.S.T. }

Applies in All Zones

(c) STANDARD TIME

THE UNIFORM TIME ACT OF 1966

Effective 2.00 A.M., Sunday, April 28, 1968 Standard Time is advanced one hour.

Standard clocks will be advanced one hour at 2.00 A.M., the time changed to 3.00 A.M., Standard Time.

Employees advancing standard clocks must, as soon as the change has been made, compare time with the train dispatcher.

Offices where standard clocks are located, not open at 2.00 A.M., must advance clocks one hour at time office is opened and compare time with the train dispatcher or block operator.

Employees who are required by **Rule 2**, to use reliable watches, and are on duty at 2.00 A.M., must adjust their watches to show 3.00 A.M. instead of 2.00 A.M., and as soon thereafter as possible without incurring delay to train movements, compare their watches with a standard clock or secure time from a block operator.

At the moment the change in time is effective, trains en-route will be governed as follows:

(Continued on next page)

1. Where Automatic Block Signal System Rules or Traffic Control System Rules are in effect, trains will proceed under the rules.

2. Where Automatic Block Signal System Rules or Traffic Control System Rules are not in effect, schedules of trains will be annulled prior to 2.00 A.M., and all trains will be governed by Train Orders.

Effective {4.01 A.M., E.S.T.}
 {3.01 A.M., C.S.T.} **Sunday, April 28, 1968**

Applies in All Zones

(d) RULES FOR CONDUCTING TRANSPORTATION

Penn Central Rules for Conducting Transportation, in effect 4.01 A.M., Eastern Standard Time, and 3.01 A.M. Central Standard Time, Sunday, April 28, 1968.

Penn Central Rules for Conducting Transportation, supersedes the Book of Rules—Rules for Conducting Transportation, effective October 28, 1956, which governed the railroads operated by the former Pennsylvania Railroad and supersedes the Rules of the Operating Department, effective October 28, 1956, which governed the railroads operated by the former New York Central System.

Employees whose duties are prescribed by Penn Central Rules for Conducting Transportation, must provide themselves with a copy, see that it is complete and note the changes.

R. E. SULLIVAN,
General Superintendent.

H. E. RING,
District Transportation Superintendent.

**PENN CENTRAL
SOUTHERN REGION**

Indianapolis, Indiana, April 5, 1968.

Applies in Zone A

**(e) RICHMOND BRANCH
DELCO (N.Y.C.)**

Paragraph (d) General Order No. 702 referring to a temporary speed restriction of 10 miles per hour on main track over N.Y.C. Crossing, annulled.

**(f) MAIN LINE PITTSBURGH TO ST. LOUIS
CEDARVILLE**

Trailing hand-operated switch in No. 2 track, equipped with pipe-connected derail, 95 feet West of Mile Post 47, leading to Industrial Siding, out of service.

Facing hand-operated switch in No. 2 track, equipped with pipe-connected derail, 682 feet East of Mile Post 47, leading to Morris Bean Company, in service.

H. E. RING,
District Transportation Superintendent.

