

Cleveland, Cincinnati, Chicago & St. Louis Railway

The N. Y. C. R. R. Co., Lessee

INDIANA DIVISION

Time Table No. 7

FOR EMPLOYEES ONLY

EFFECTIVE

9:01 A.M., Eastern Standard Time

8:01 A.M., Central Standard Time

Wednesday, January 1, 1936

D. F. SCHAFF,
Superintendent

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SURGEONS

L. A. Ensminger, Chief Surgeon, Indianapolis.

| | | |
|------------------------|---|---------------|
| E. M. KEEFE..... | } | Cincinnati. |
| J. C. EVANS..... | | |
| M. F. WALKER..... | | |
| EDWARD M. GLASER..... | | Brookville. |
| IRVIN E. BOOHER..... | | Connersville. |
| G. F. SMITH..... | | Lawrenceburg. |
| JNO. C. ELLIOTT..... | | Guilford. |
| JOEL T. CARNEY..... | | Batesville. |
| CHAS. OVERPECK..... | | Greensburg. |
| A. M. KIRKPATRICK..... | | Columbus. |
| SAMUEL KENNEDY..... | | Shelbyville. |
| J. C. RHEA..... | | Beech Grove. |
| GORDON W. BATMAN..... | } | Indianapolis. |
| N. C. DAVIDSON..... | | |
| J. J. BRIGGS..... | | |
| E. B. LAMB..... | } | Brightwood. |
| B. A. BROWN..... | | |
| T. A. O'DELL..... | | |
| HERMA A. BECK..... | | Lebanon. |
| J. H. SCHUCK..... | | Colfax. |
| A. C. ARNETT..... | } | Lafayette. |
| EDWARD T. STAHL..... | | |

| | | |
|------------------------|-----------------|--------------|
| D. E. MAVITY..... | Fowler. | |
| H. W. WOOD..... | Sheldon. | |
| EDWIN S. HAMILTON..... | } | Kankakee. |
| GILBERT H. ATLING..... | | |
| I. W. SHORT..... | } | Elkhart. |
| L. A. ELLIOTT..... | | |
| E. E. ASH..... | Goshen. | |
| A. C. McDONALD..... | Warsaw. | |
| F. M. WHISLER..... | Wabash. | |
| W. A. FANEBONER..... | Marion. | |
| H. W. GANTE..... | } | Anderson. |
| V. G. McDONALD..... | | |
| JOHN H. GREEN..... | North Vernon. | |
| W. M. VARBLE..... | Jeffersonville. | |
| OSCAR BLOCH..... | Louisville. | |
| A. H. POTTER..... | } | Springfield. |
| C. W. HULLINGER..... | | |
| C. J. HANCE..... | Troy. | |
| I. H. HAWES..... | Arcanum. | |
| H. W. MacDONALD..... | New Castle. | |

OCULISTS

B. J. Larkin, Consulting Oculist, Indianapolis.

| | | |
|------------------------|-------------|---------------|
| H. F. TANGEMAN..... | Cincinnati. | |
| WILLIAM F. HUGHES..... | } | Indianapolis. |
| DONALD A. BARTLEY..... | | |

| | | |
|-------------------|-------------|-----------|
| C. W. GEIGER..... | } | Kankakee. |
| J. H. ROTH..... | | |
| FRANK PIRKEY..... | Louisville. | |

SPECIAL INSTRUCTIONS

Special Instructions shown by numbers supplement, modify, or supersede the Rules for the Government of the Operating Department.

SAFETY FIRST.

Safe operation and conduct are more important than making schedule time.

OTHER RAILROADS.

Cincinnati Union Terminal rules and time-table govern between Storrs Jct. and Terminal Jct.

B. & O. rules and time-table govern between Ivorydale Jct. and B. & O. Jct., between RH Tower and Terminal Jct., and between North Vernon and North Tower.

Indianapolis Union rules govern between Washington and Noble Streets on the east and West Street on the west, and on the Belt R. R.

N. Y. C. & St. L. rules and time-table govern between Altamont and Templeton.

N. Y. C. rules and time-tables govern between South Bend and CX.

C. C. C. & St. L. rules and L. & J. B. and R. R. special instructions govern between North Tower and Floyd St.

Short Route rules govern between Floyd St. and Louisville.

Ohio Division time-table governs between Springfield Yard and Cold Springs, and West End and Durbin.

Erie rules and time-table govern between Durbin and Cold Springs.

DEFINITIONS.

Medium Speed—A speed not exceeding 30 miles per hour.

Restricted Speed—A speed not exceeding that which will enable a train to stop short of train ahead, obstruction, switch not properly lined, and look out for broken rail.

Slow Speed—A speed not exceeding 10 miles per hour.

1. STANDARD TIME.

Eastern Standard Time is used between Cincinnati and Wade. Central Standard Time is used west of Wade and west of Cold Springs.

3. STANDARD CLOCKS.

| | |
|--------------------------|--------------------------------------|
| Cincinnati..... | { Telegraph office. Engine-house. |
| Riverside..... | { East yard office. Engine-house. |
| Greensburg..... | Telegraph office. |
| Shelby St..... | Telegraph office. |
| Indianapolis..... | Telegraph office. |
| Lafayette..... | Telegraph office. |
| Kankakee..... | Telegraph office. |
| Wabash..... | Telegraph office. |
| Marion..... | Freight office. |
| Anderson..... | Telegraph office. |
| South Anderson Yard..... | { Telegraph office. Engine-house. |
| Jeff Yard..... | Yard office. |
| Lynn..... | Telegraph office. |
| Belt Jct..... | Telegraph office. |
| Brightwood..... | Engine-house. |

6. TRAIN ORDER AND BLOCK STATIONS.

Followed by the sign "D" or "N" are open:

| | |
|------------------------|------------------------|
| *Fernbank..... | 7:30 A.M. to 4:30 P.M. |
| *St. Paul..... | 7:10 A.M. to 4:10 P.M. |
| *Earl Park..... | 8:00 A.M. to 5:00 P.M. |
| *Raub..... | 8:00 A.M. to 5:00 P.M. |
| *Iroquois..... | 8:00 A.M. to 5:00 P.M. |
| *Beaverville..... | 8:00 A.M. to 5:00 P.M. |
| *Aroma Park..... | 7:30 A.M. to 3:30 P.M. |
| *Milford..... | 6:00 A.M. to 3:00 P.M. |
| *Leesburg..... | 6:15 A.M. to 3:15 P.M. |
| *Silver Lake..... | 6:45 A.M. to 3:45 P.M. |
| *North Manchester..... | 6:45 A.M. to 3:45 P.M. |
| *Urbana..... | 7:00 A.M. to 4:00 P.M. |
| *Lafontaine..... | 7:15 A.M. to 4:15 P.M. |

| | |
|--------------------|------------------------|
| *Jonesboro..... | 7:30 A.M. to 4:30 P.M. |
| *Fairmount..... | 7:45 A.M. to 4:45 P.M. |
| *Summitville..... | 7:30 A.M. to 4:30 P.M. |
| *Alexandria..... | 7:30 A.M. to 8:00 P.M. |
| *Markleville..... | 8:00 A.M. to 5:00 P.M. |
| *Carthage..... | 8:00 A.M. to 5:00 P.M. |
| *Milroy..... | 7:30 A.M. to 4:30 P.M. |
| *Sandusky..... | 7:30 A.M. to 4:30 P.M. |
| *Letts..... | 7:30 A.M. to 4:30 P.M. |
| *Westport..... | 7:30 A.M. to 4:30 P.M. |
| *New Carlisle..... | 7:30 A.M. to 4:30 P.M. |
| *Ludlow Falls..... | 7:30 A.M. to 4:30 P.M. |
| *Laura..... | 7:30 A.M. to 4:30 P.M. |
| *Arcanum..... | 7:30 A.M. to 4:30 P.M. |
| *Savona..... | 7:30 A.M. to 4:30 P.M. |
| *Glen Karn..... | 8:00 A.M. to 5:00 P.M. |
| *Crete..... | 8:00 A.M. to 5:00 P.M. |
| *Carlos City..... | 8:00 A.M. to 5:00 P.M. |
| *Modoc..... | 8:00 A.M. to 5:00 P.M. |
| *Mooreland..... | 8:00 A.M. to 5:00 P.M. |
| *New Castle..... | 8:00 A.M. to 5:00 P.M. |
| *Kennard..... | 8:00 A.M. to 5:00 P.M. |
| *Maxwell..... | 7:30 A.M. to 4:30 P.M. |
| *Mohawk..... | 7:40 A.M. to 4:40 P.M. |
| *Harrison..... | 7:00 A.M. to 4:00 P.M. |
| *Cedar Grove..... | 7:00 A.M. to 4:00 P.M. |
| *Brookville..... | 7:00 A.M. to 4:00 P.M. |
| *Metamora..... | 7:00 A.M. to 4:00 P.M. |
| *Laurel..... | 8:00 A.M. to 5:00 P.M. |
| *Connersville..... | 8:00 A.M. to 5:00 P.M. |
| *Burney..... | 8:00 A.M. to 5:00 P.M. |
| *Hope..... | 8:00 A.M. to 5:00 P.M. |
| *Columbus..... | 8:00 A.M. to 5:00 P.M. |
| *Franklin..... | 7:30 A.M. to 4:30 P.M. |
| *Morgantown..... | 7:30 A.M. to 4:30 P.M. |
| *Martinsville..... | 7:00 A.M. to 5:00 P.M. |

Followed by the sign "DN" are closed:

| | |
|----------------------|---|
| *Valley Jct..... | 10:00 P.M. to 6:00 A.M. |
| Brow..... | 12:01 A.M. Sunday to 12:01 A.M. Monday |
| Wabash..... | { Daily..... 9:45 P.M. to 5:45 A.M. Sunday..... 5:45 A.M. to 1:45 P.M. |
| *Anderson..... | { 12:01 A.M. to 7:01 A.M. 3:00 P.M. to 4:00 P.M. |
| Shirley, Sunday..... | 3:00 P.M. to 11:00 P.M. |
| *Knightstown..... | 12:01 A.M. to 8:01 A.M. |
| Rushville..... | { Week days..... 9:00 P.M. to 3:30 A.M. Sunday..... 11:30 A.M. to 1:00 P.M. "..... 9:00 P.M. Sat. to 3:30 A.M. Sun. "..... 11:30 A.M. Sun. to 3:30 A.M. Mon. |

*Closed Sunday

STATIONS (Additional).

| | |
|------------------|--|
| B. & O. Jct..... | 1.2 miles west of Smith St., Cincinnati. |
| Storrs..... | 0.6 mile west of B. & O. Jct. |
| Mead..... | 0.6 mile east of St. Paul. |
| Prescott..... | 0.8 mile west of Clifty. |
| Gallaudet..... | 3.5 miles east of Beech Grove. |
| Van Nuys..... | 2.3 miles east of New Castle. |
| Durbin..... | 3.3 miles west of West End. |

14. ENGINE WHISTLE SIGNALS.

| Sound | Indication |
|-----------|---|
| (k) — o o | (Single Track) To call the attention of yard engines, extra trains or trains of the same or inferior class or inferior right, to signals displayed for a following section. If not answered by a train, the train displaying signals must stop and ascertain the cause. |
| (q) — o | (Two or More Tracks) To call the attention of yard engines, extra trains or trains of the same or inferior class moving in the same direction, to signals displayed for a following section. |
| | When running against the current of traffic: |
| | (1) Approaching stations, curves, or other points where view may be obscured. |
| | (2) Preceding the signals prescribed by Rule 14(d), (e). |

16. COMMUNICATING SIGNALS.

| Sound | Indication |
|-----------------|-----------------------------------|
| (m) o o o o o o | When running—shut off train heat. |

17. HEADLIGHTS.

Must be dimmed:

- (a) Passing through yards where yard engines are employed.
- (b) Approaching stations at which stops are to be made or where trains are receiving or discharging passengers.
- (c) Approaching train order signals, junctions, terminals, or meeting points, or while standing on main track at meeting points.
- (d) On two or more tracks when approaching trains in opposite direction.
- (e) When closing up behind trains.

19. MARKERS.

A train not equipped to display markers as prescribed by Rule 19 will display red flag by day and red light by night.

Between sunset and sunrise a red light must be carried on rear of last car of all cuts occupying main track within yard limits.

21. EXTRA TRAINS.

Extra trains and work extras will omit the display of white signals on two or more tracks.

Extras and work extras passing from single to double track may continue the display of white signals to the point on double track to which such train is authorized to run or work extra.

28. MAIN TRACK SWITCHTENDERS.

At Sharon Ave., Sharon Yard, trains and engines must approach crossover at Restricted Speed and be governed by signal from switchtender, who will use green signal for main track movements and yellow signal for crossover movements.

At Storrs Jct. trains and engines must approach crossovers at Restricted Speed and must not foul or use the crossovers without signal from switchtenders, who will use green signal for main track movements and yellow signal for crossover movements. Before accepting a signal, it must be known that switches are properly lined.

At Bates St., and crossovers between ice-house and yard office Hill, Indianapolis, trains and engines must approach switches at Restricted Speed and be governed by signal from switchtender, who will use green signal for main track movements and yellow signal for diverging or crossover movements.

72. SUPERIORITY OF TRAINS.

The superior direction of trains is east or north.

83. TRAIN REGISTERS.

| | |
|---------------------|-------------------|
| Cincinnati | Telegraph office. |
| Greensburg | Telegraph office. |
| Indianapolis | Telegraph office. |
| Kankakee | Telegraph office. |
| CX | Telegraph office. |
| Wabash | Telegraph office. |
| Anderson | Telegraph office. |
| South Anderson Yard | Telegraph office. |
| North Vernon | Telegraph office. |
| Cold Springs | Telegraph office. |
| Lynn | Telegraph office. |
| Eastside | Telegraph office. |
| Fairland | Telegraph office. |

Fairland—Only Nos. 53, 54, and 354 will be registered.

Wabash and Lynn are register stations only for trains for which they are initial or terminal stations.

CX and Cold Springs—Trains will be registered by the operator if signals for a section are not and have not been displayed.

South Anderson Yard—Nos. 37 and 38 will be registered by the operator if signals for a section are not and have not been displayed.

Trains will be registered at intermediate register stations by the operator, except when a train is displaying signals for a following section it must stop at intermediate register stations and be registered by the conductor unless relieved of that duty by train order.

Enginemen are relieved from examining register except when they act as pilot or have no conductor, but this does not relieve them from knowing whether all trains due, which are superior or of the same class, have arrived or left, before leaving a register station.

CLEARING OF TRAINS.

Greensburg—Northbound and southbound trains must not leave without Clearance Form A.

Anderson—First class trains must not leave without Clearance Form A, except during hours Train Order and Block Station is closed.

Cold Springs—Westbound trains are relieved from receiving Clearance Form A.

85. MOVEMENT OF TRAINS.

Trains of one schedule may pass trains of another schedule of the same class, and extra trains may pass and run ahead of second class and extra trains.

91. SPACING TRAINS.

On portions of the road where no other form of block system is used, under the operation of Rule 91 it will be the duty of operators and signalmen to display the train-order signal at stop until ten minutes after the departure of a train carrying passengers, and until five minutes after the departure of any other train. They must not deliver and trainmen must not accept any form of Clearance until the time limit has expired.

93. YARDS.

Within yard limits the main track may be used protecting against first class trains. Other trains and engines must move within yard limits prepared to stop unless main track is seen or known to be clear.

Movements against the current of traffic within yard limits must be made at Restricted Speed.

While on the main track of the Cincinnati or Indianapolis Terminal, a trainman must be on last car of train or cut.

Unless otherwise provided, southbound freight trains and engines will move between Storrs Jct. and King via the Wall track. Normal position of Wall track switch at Storrs Jct. is for the Wall track.

Trainmen and yardmen must not block the current of traffic when it is possible to avoid doing so and must protect their trains or engines in accordance with the rules.

Between Smith St., Cincinnati and King, between Beech Grove and KD and between Eastwood and Mt. Jackson, movements will be made, irrespective of class, with the current of traffic and at Restricted Speed.

Between KD and Brant when it is not practicable to obtain clear block, signalman at KD may display Permissive-signal, or may instruct signalman at Brant to display Permissive-signal to indicate block is occupied and that movements may be made at Restricted Speed.

Permission of signalman at Brant must be secured by telephone before entering block at Belmont Ave. and Michigan St., and report made to him when block is cleared. Trains and engines must move at Restricted Speed unless main track is seen or known to be clear. Otherwise, Manual Block System and Train Rules remain in force.

Trains and engines must expect to find the Beech Grove employees' train receiving or discharging passengers or about to stop for this purpose on either track at points between Beech Grove and State St., Indianapolis and when so found must come to a stop and then proceed at Slow Speed after giving warning signals. This train makes regular stops at Sherman Drive, Ice-house Crossover, Keystone Ave. and State St.

Between Court St. and I. C. Junction, Kankakee, and between Kern and Rushville, movements must be made at Restricted Speed.

At Marion, trains and engines will approach the joint track at Restricted Speed and be governed by signal indication.

On curves approaching Wabash, freight trains and engines must move at Restricted Speed.

Lawrenceburg Jct. to Aurora both inclusive, and Connersville to Beeson both inclusive, are within yard limits.

MOVEMENTS AGAINST THE CURRENT OF TRAFFIC.

May be made between:

Sharon Ave., Sharon Yard and Ivorydale Jct. under supervision of yardmaster.

Smith St., Cincinnati and Storrs under supervision of yardmaster.

Storrs and King, and via the Wall track over the westward main, on signal indication under supervision of signalman at King.

Storrs Jct. and King westbound from C. U. T. or B. & O. under supervision of signalman at King and by message authority of the Superintendent.

Movements between KD and Brant will be supervised by signalman at KD, whose instructions must be obeyed by signalman at Brant. Movements may be made against the current

of traffic when so authorized by Clearance Form Z and must be at Restricted Speed unless the main track is seen or known to be clear. Signalman at Brant must not issue this form except by authority of signalman at KD, who must not authorize such movement until control of block has been secured.

Eastwood and Belt Jct. on signal indication under supervision of signalman at Eastwood.

Pearl St. and South Anderson under supervision of yardmaster.

98. RAILROAD CROSSINGS AT GRADE.

| Location | Railroad | Signals |
|------------------|-----------------------------|-----------------|
| Storrs | Oklahoma | Target. |
| | B. & O. | Interlocking. |
| Greensburg | C. C. C. & St. L. | Interlocking. |
| Vine | P. R. R. | Interlocking. |
| Belt Crossing | Belt | Interlocking. |
| KD | Belt | Target. |
| Lebanon | C. I. | Target. |
| Colfax | P. R. R. | Interlocking. |
| Clarks Hill | N. Y. C. & St. L. | Interlocking. |
| Lafayette | Wabash | Interlocking. |
| | C. I. & L. | Interlocking. |
| Swanington | C. A. & S. | Interlocking. |
| Sheff | N. Y. C. | Interlocking. |
| Sheldon | T. P. & W. | Interlocking. |
| St. Anne | C. & E. I. | Interlocking. |
| Kankakee | I. C. | Interlocking. |
| New Paris | Wabash | Interlocking. |
| Milford Jct. | B. & O. | Interlocking. |
| Warsaw | P. R. R. | Interlocking. |
| Claypool | N. Y. C. & St. L. | Interlocking. |
| North Manchester | P. R. R. | None. |
| Bolivar | Erie | Interlocking. |
| Marion | N. Y. C. & St. L. | Interlocking. |
| | C. & O. | Gate. |
| Kent | P. R. R. | Interlocking. |
| Alexandria | N. Y. C. & St. L. | Target. |
| Dow | P. R. R. | Interlocking. |
| | C. C. C. & St. L. | None. |
| Anderson | C. I. | Target. |
| | P. R. R. | Target. |
| South Anderson | C. C. C. & St. L. | None. |
| Shirley | C. C. C. & St. L. | Home. |
| | Indiana (Elec. 3 Crossings) | None. |
| Rushville | B. & O. | Target. |
| | P. R. R. | None. |
| North Vernon | B. & O. | Target. |
| | P. R. R. | Target. |
| Cold Springs | C. & L. E. (Elec.) | Interlocking. |
| Troy | B. & O. (2 Crossings) | Gates. |
| Arcanum | D. & U. | Gate. |
| Savona | C. C. C. & St. L. | Target. |
| Hewitt | P. R. R. | Interlocking. |
| Lynn | P. R. R. | Semi-automatic. |
| RN | C. & O. | Interlocking. |
| Eastside | Belt (2 Crossings) | Targets. |
| | P. R. R. | Target. |
| Franklin | Indiana (Elec.) | None. |
| Morgantown | I. C. | Gate. |
| Dearborn | B. & O. | Interlocking. |
| Lawrenceburg | B. & O. | Interlocking. |

98a. INDICATION OF GRADE CROSSING TARGETS.

| | | |
|--------------|------------|-------------------|
| Storrs | Vertical | C. C. C. & St. L. |
| | Diagonal | Oklahoma. |
| | Horizontal | Stop. |
| KD | Horizontal | C. C. C. & St. L. |
| | Diagonal | Belt. |
| Lebanon | Vertical | C. C. C. & St. L. |
| | Horizontal | C. I. |
| | Normal | C. C. C. & St. L. |
| Alexandria | Vertical | C. C. C. & St. L. |
| | Horizontal | N. Y. C. & St. L. |
| | Vertical | C. C. C. & St. L. |
| Anderson | Horizontal | C. I. |
| | Vertical | C. C. C. & St. L. |
| | Horizontal | P. R. R. |
| Rushville | Horizontal | C. C. C. & St. L. |
| | Diagonal | B. & O. |
| | Diagonal | C. C. C. & St. L. |
| North Vernon | Horizontal | B. & O. |
| | Vertical | P. R. R. |

| | | |
|----------------------|------------|-------------------|
| Savona | Vertical | Ohio Division. |
| | Horizontal | Indiana Division. |
| | Horizontal | C. C. C. & St. L. |
| Eastside (2 Targets) | Diagonal | Belt. |
| | Horizontal | C. C. C. & St. L. |
| Franklin | Diagonal | P. R. R. |
| | Normal | P. R. R. |

103. PUBLIC GRADE CROSSINGS.

Rule 103 is revised:

When placing cars for loading or unloading, they must, when practicable, not be left standing nearer than fifty (50) feet to any street or road crossing, and not nearer than one hundred (100) feet when placed in storage.

When cars are pushed by an engine, except when shifting or making up trains in yards, a trainman must take a conspicuous position on the leading car, and when shifting over public crossings at grade not protected by a watchman or by gates, a member of the crew must protect the crossing.

When a train pulls over a public crossing at grade and a back-up movement over such crossing is to be made, the crossing must be protected by a member of the crew unless protected by a watchman or gates.

When a train, or any part of a train is standing where it will obscure the view of highway traffic at crossings not protected by a watchman or by gates, a member of the crew must protect traffic over the crossing against the movement of trains and engines on adjacent tracks, selecting the most important crossings when they cannot protect all crossings.

In switching passenger equipment air brakes must be used unless impracticable and cars which are occupied must not be uncoupled while in motion.

PROTECTION TO PUBLIC HIGHWAYS.

When, by reason of accident or other cause for which the railroad is responsible, the traffic on a highway adjacent to the railroad is obstructed, protection to highway traffic is of next importance to protection of train, and necessary protection must be given by railroad employes. When day signals cannot be plainly seen owing to weather or other conditions, red lights or fuseses must be used. Trainmen are authorized to call upon other employes or outsiders to assist.

104. SWITCHES.

It must be known that switch rails are in proper position and in good order before and after using a switch.

Normal position of switch leading from main track to Belt wye at Eastside is for the wye.

221A. TRAIN ORDER SIGNALS.

The "wig-wagging" of train-order signal (or of home signal, or slow-speed signal used in lieu thereof) and its immediate return to normal position will indicate an approaching train or engine may proceed and pass signal at Restricted Speed prepared to receive train orders and Clearance Forms, but if not received in passing, the train or engine must be stopped immediately and not proceed until properly authorized. This does not authorize holding the main track on the time of a superior train except as may be provided in other rules or special instructions.

DESIGNATION AND USE OF MAIN TRACKS.

Single Track:

- Between-Greensburg and Clifty.
- Vine and Dix.
- Clarks Hill and Altamont.
- Swanington and Kankakee.
- CX and Pearl St.
- South Anderson and North Vernon.
- Cold Springs and DX.
- Valley Jct. and Beeson.
- Lawrenceburg Jct. and Aurora.
- Greensburg and Columbus.
- Fairland and Martinsville.

Double Track:

- Between-Smith St., Cincinnati and Greensburg.
- Clifty and Vine.
- Dix and Clarks Hill.
- Templeton and Swanington.
- Pearl St. and South Anderson.

251. MOVEMENT OF TRAINS BY BLOCK SIGNALS.

- Between-Gano and Ivorydale Jct.
- King and Noble St., Indianapolis.
- KD and Altamont.
- Templeton and Court St.

DX and Mass. Ave., Indianapolis.
Washington St., Indianapolis and Mass. Ave.
eastward track.
CX and Kern.
Rushville and North Vernon.

Rules S-251 to S-254 inclusive govern on single track.
Rules D-251 to D-254 inclusive govern with the current of traffic on double track.

301. MANUAL BLOCK SYSTEM.

The Manual Block System will be used:

- Between-Greensburg and Dix.
- KD and Brant.
- Clarks Hill and Altamont.
- Templeton and Court St.
- CX and Dow.
- South Anderson and Kern.
- Rushville and North Vernon.

Rule 317A governs the movement of passenger trains on single track, 318A on double track, and 331A on single and double track.

Rule 317B governs the movement of freight trains on single track, 318B on double track, and 331B on single and double track.

A proceed indication displayed on home signal at closed block or interlocking station will not supersede or modify the block signal indication or instructions received at last open block station.

Indications of manual block signals will convey to second class and extra trains information as to condition of that portion of the block that is not within yard limits. Second class and extra trains must move within yard limits prepared to stop unless main track is seen or known to be clear.

Manual block signals at Yost, Grandy, 1 mile north and 1 mile south of Wabash, Alda, 1 mile south of South Anderson, Knox, Boyd, Kern, 1 mile north of Greensburg, Craig, Horace, and 1 mile north of North Vernon are remote control. Trains must not pass these signals without entire train, or to do switching, without first notifying the controlling operator of intended moves, and must report to the controlling operator as soon as such moves have been completed.

Northbound trains and engines must not foul the main track north of North Vernon telegraph office without permission of the operator.

At stations where train order and block signal is located beyond switch at entrance to siding, trains finding signal indicating stop must not pass clearance point of siding until authorized to proceed.

Opposing trains which are to take siding at such stations may pass train order and block signal in stop position to enter siding under flag protection after receiving Clearance Form A.

A train or engine must not leave a siding to enter the block or foul the main track without permission of the signalman or dispatcher.

501. AUTOMATIC BLOCK SYSTEM.

The Automatic Block System will be used for movements with the current of traffic:

- Between-Gano and Ivorydale Jct.
- Sixth St. and Carr St., Cincinnati, westward track.
- King and Greensburg.
- Dix and Noble Street, Indianapolis.
- Brant and Clarks Hill.
- Pearl St. and South Anderson.
- DX and Mass. Ave.
- Washington St. Indianapolis and Mass. Ave., eastward track.
- Dow and Pearl St. single track.

The Manual Block System will be used for movements against the current of traffic:

- Between-Storrs and Greensburg.
- Dix and Beech Grove.
- Brant and Clarks Hill.

A train or engine must not leave a siding to enter the block or foul the main track without permission of the signalman or dispatcher. When permission has been obtained to enter the main track under circumstances in which a train or engine may be overtaken by another train or engine, two minutes must elapse after hand operated switch has been thrown before fouling or entering the block.

Rule 501B is revised:

Indication—Proceed at a speed not to exceed one-half the maximum authorized at point involved (not exceeding 30 miles per hour) prepared to stop at next signal. Name—Approach Signal.

Rule 501E is revised:

Indication—Approach next signal at Medium Speed.

COLOR LIGHT SIGNALS.

The indications displayed by color light signals are the same as the indications of the same aspects displayed by night aspects of semaphore signals as shown in Book of Rules.

Red lights, diagonally displayed, indicate "Stop"; then proceed at Restricted Speed.

GRADE SIGNAL.

A yellow light displayed in a vertical line with the automatic block signal light.

Indication—Proceed at Restricted Speed.

REMOTE CONTROL SWITCHES.

| Location | Release | |
|-----------|--|--------------------------------|
| Glenn | West end of westward siding East end of eastward siding | Dual control. Dual control. |
| Hazelrigg | West end of westward siding East end of eastward siding | Dual control. Dual control. |
| Colfax | East end of eastward siding | Dual control. |

Instructions for manual operation of each remote control switch are posted in telephone box.

When a remote control switch equipped with dual control lever fails, the switch must, regardless of position of switch points, be thrown by hand in accordance with instructions.

When a remote control switch not equipped with dual control lever fails, the switch must, regardless of position of switch points, be cranked to desired position. If after cranking switch machine the signal does not indicate Proceed, switch must not be used in facing direction without spiking or blocking switch points.

CLOSED INTERLOCKING STATIONS.

At a closed interlocking station, should signal for an open route indicate "Stop", movements through the interlocking must be preceded by a flagman. When practicable, permission must be obtained from train dispatcher before proceeding. It must be known that the route is properly lined and signalman is not on duty.

601. INTERLOCKING SIGNALS.

Rule 601D is revised:

Indication—Proceed at Medium Speed prepared to stop at next signal.

Rule 601F is revised:

Indication—Proceed at Medium Speed.

Rule 663 is revised:

Trains or engines must not proceed on hand signals as against interlocking signals, until enginemen or trainmen are fully informed of the situation and only after trains or engines have come to a stop. Trains or engines proceeding on hand signals must run at Slow Speed.

720. BULLETIN BOARDS AND BOOKS.

| | |
|---------------------|------------------------------------|
| Cincinnati | Telegraph office. Engine-house. |
| Riverside | East yard office. Engine-house. |
| Ross | Telegraph office. |
| Greensburg | Telegraph office. |
| Shelby St. | Telegraph office. |
| Indianapolis | Telegraph office. |
| Lafayette | Yard office. |
| Kankakee | Telegraph office. Engine-house. |
| South Bend | Telegraph office. Engine-house. |
| Elkhart | Yard office. Engine-house. |
| Wabash | Telegraph office. |
| Marion | Freight office. |
| Anderson | Telegraph office. |
| South Anderson Yard | Telegraph office. Engine-house. |
| Jeff Yard | Yard office. Engine-house. |
| Louisville | Central Station. Engine-house. |

| | |
|-----------------------|--------------------------------------|
| Springfield Yard..... | { Telegraph office. Engine-house. |
| Springfield..... | Telegraph office. |
| Lynn..... | Telegraph office. |
| Brightwood..... | Engine-house. |
| Belt Jet..... | Telegraph office. |
| Connersville..... | Telegraph office. |
| Lawrenceburg..... | Freight office. |

745. HIGH HOPPER COAL CARS.

Rule 745 is eliminated.

747. SIDING SWITCHES.

At Fairland and Donovan, trains taking siding will pull in at first switch.

752. COALING ENGINES.

Engines will not be coaled while passenger trains or engine or caboose of freight trains are passing on adjoining track.

790. REDUCE SPEED BOARD.

Location—Upon the right of and adjoining the track to which it refers, approximately 6,000 feet from the point to be protected.

Indication—Approach Slow Speed Board at not exceeding speed shown on Reduce Speed Board.

Note—Flags of prescribed color may be substituted for the Boards when necessary.

When yellow Flags are substituted, or the Reduce Speed Board does not designate the speed limit, speed must be reduced to 10 miles per hour.

Lights of the prescribed color must be used by night in addition to the Boards or Flags.

PASSING TRAINS.

Observance of passing trains by employes and code of signals to be used:

When trains are passing other trains or open signal stations, trainmen must observe the general condition of trains on other tracks and receive and acknowledge signals.

When trains are standing, trainmen must place themselves in the best possible position to observe the running gear of passing passenger trains, and when other duties do not interfere, the same observation must be made of passing freight trains.

The forward trainmen of freight trains, and enginemen and firemen when practicable, must be on the lookout for signals from the rear after meeting or passing trains, also when approaching and passing stations and trackmen, and frequently at other points.

When trains are passing, signalman, operator or leverman, whenever practicable, must observe from station platform, or ground, the condition of the train for its entire length. Trackmen, bridgemen, signal maintainers, pumpers and other employes must make similar observations.

If any indication of conditions endangering a train is observed, "Stop" signal must be given. If there are no apparent defects, employes, except crossing watchmen, must give "Proceed" signal.

Hot Journals.

By day: Hold nose with finger and thumb of one hand and point down toward track with the other.

By night: Swing lamp in small vertical circle; lamp to be held by guard wires.

Connections Dragging.

By day or night: Give "Stop" signal.

Car Door Swinging.

By day: Raise and lower right hand slowly full length of body.*

By night: Same signal to be given with lamp.*

*In addition, give "Stop" signal.

Brakes Sticking.

By day: Shove hand in sliding movement out from body.*

By night: Same signal to be given with lamp.*

*In addition, give "Stop" signal to freight trains.

Flat Wheels.

By day: Place palms of hands together in horizontal position.

By night: Hold lamp in horizontal position at arm's length.

All Clear.

By day or night: "Proceed" signal.

All signals must be acknowledged.

SPEED RESTRICTIONS.

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

General

(unless otherwise restricted)

| | |
|---|---|
| Through crossovers, turnouts and entering or leaving sidings..... | 15 |
| Through yard turnouts..... | 10 |
| Express trains handling freight equipment..... | 50 |
| Troop trains handling freight or passenger equipment with cast iron wheels..... | 30 |
| Trains handling dead engines with side rods..... | 30 |
| Trains handling dead engines without side rods..... | 20 |
| Engines without engine truck operating under steam or being towed..... | 20 |
| Road engines running light or with caboose..... | 40 |
| (Rule 743 is revised.) | |
| Engines equipped with trailers, running backward..... | 30 |
| (Rule 744 is revised.) | |
| Trains handling scale test cars or Jordan Spreaders..... | 25 |
| Engines running backward on the branches..... | 15 |
| Storrs, Oklahoma track..... | 10 |
| Storrs Jct., through crossovers..... | 20 |
| Brow, through crossovers..... | 30 |
| Greensburg, entering or leaving westward track..... | 15 |
| Clifty, entering or leaving eastward track..... | 30 |
| Vine, entering or leaving eastward track..... | 30 |
| *Shelbyville, within corporate limits..... | 20 |
| Dix, entering or leaving westward track..... | 30 |
| Indianapolis { First District..... | 15 |
| { Second District..... | 15 |
| { Third District..... | 20 |
| Glenn, through crossovers..... | 30 |
| Dale, through crossovers..... | 30 |
| *Lebanon, between State Road 52 and P. R. R. overhead.... | 20 |
| Hazelrigg, through crossovers..... | 30 |
| *Thorntown, between station and Main Street..... | 45 |
| *Colfax, within corporate limits..... | 45 |
| Colfax, through crossovers..... | 30 |
| Clarks Hill, entering or leaving eastward track..... | 30 |
| Templeton, through crossover..... | 30 |
| Swanington, entering or leaving westward track..... | 30 |
| *Sheldon, within corporate limits..... | 40 |
| St. Anne, over C. & E. I. crossing..... | 25 |
| Aroma Park, over Kankakee River bridge..... | 40 |
| *Kankakee, over Court Street..... | 15 |
| CX, through N. Y. C. connection..... | 10 |
| *Bridge 273, Wabash..... | } Engines of Class H-7, H-10, J, L... 20 |
| *Bridge 346-A, Marion..... | |
| *Bridge 363, Jonesboro..... | } Engines of Class H-7, H-10, J, L... 15 |
| *Shirley, over C. C. C. & St. L. crossing..... | |
| *Bridge 478, 3.8 miles north Knightstown..... | } Engines of Class H-7, H-10, J, L... 20 |
| *Bridge 545, 0.4 mile north Milroy..... | |
| *Westport, within corporate limits..... | 15 |
| *Bridge 61 west of Troy..... | } Engines of Class H-7, H-10, J, L... 20 |
| *Bridge 79 east of Ludlow Falls..... | |
| *Bridge 286-B west of New Castle..... | } Engines of Class H-7, H-10, J, L... 20 |
| *Bridge 287 west of New Castle..... | |
| *Losantville, within corporate limits..... | 15 |
| *New Castle, passing station..... | 25 |
| Cedar Grove, first curve east..... | 30 |
| *Applies to engine only. | |

Passenger Trains

(unless otherwise restricted)

| | |
|--|----|
| Between-Cincinnati and Sunman water tank..... | 70 |
| Sunman water tank and Clarks Hill..... | 80 |
| Clarks Hill and Kankakee..... | 70 |
| When handled by Class L engines..... | 65 |
| Other freight engines..... | 50 |
| Addyston and North Bend..... | 50 |
| Guilford and Sunman water tank, westward track..... | 50 |
| Sunman water tank and bridge 147, 1.8 miles west of Lawrenceburg Jct., eastward track..... | 60 |
| CX and Rushville { straight track..... | 60 |
| { curves..... | 50 |
| Rushville and Greensburg..... | 45 |
| Greensburg and North Vernon { straight track.... | 60 |
| { curves..... | 50 |
| Cold Springs and DX..... | 55 |
| Valley Jct. and Connersville..... | 40 |
| Greensburg and Columbus..... | 40 |
| Fairland and Martinsville..... | 40 |
| Warsaw, reverse curve south..... | 30 |
| On curves approaching Wabash..... | 30 |
| Marion, 2.5 miles north reverse curve..... | 30 |
| Anderson, within corporate limits..... | 30 |

To Discharge Mail.

| | |
|--|----|
| No. 35, Lebanon and Fowler..... | 20 |
| No. 37, Silver Lake..... | 20 |
| No. 43, Iroquois and Donovan, on Sunday..... | 20 |
| No. 46, Sunman, on Sunday..... | 20 |

Freight Trains
(unless otherwise restricted)

| | |
|--|----|
| Between-Cincinnati and Kankakee..... | 50 |
| CX and Rushville..... | 40 |
| Rushville and Greensburg..... | 30 |
| Greensburg and North Vernon..... | 40 |
| Cold Springs and Eastside..... | 40 |
| Valley Jct. and Beeson..... | 30 |
| Greensburg and Columbus..... | 30 |
| Fairland and Martinsville..... | 30 |
| Warsaw, reverse curve south..... | 20 |
| Marion, 2.5 miles north reverse curve..... | 20 |
| Anderson, within corporate limits..... | 20 |

Handling steam cranes—

| | | | |
|---------------------------------|---|---------------------|----|
| Between-Cincinnati and Kankakee | { | straight track..... | 40 |
| | | curves..... | 30 |
| CX and North Vernon ... | { | straight track..... | 30 |
| | | curves..... | 25 |
| Cold Springs and Eastside | { | straight track..... | 30 |
| | | curves..... | 25 |
| Valley Jct. and Beeson..... | | | 15 |
| Lawrenceburg and Aurora..... | | | 15 |
| (Bridges 10, 11 and 20)..... | | | 5 |
| Greensburg and Columbus..... | | | 15 |
| Fairland and Martinsville..... | | | 15 |

ENGINE AND CAR RESTRICTIONS.

Engines must not be operated between:

| Location | Classes |
|------------------------------------|----------------------------------|
| South Anderson and Greensburg..... | J, K-5, L (Except detour), N, U. |
| Valley Jct. and Beeson..... | H-6, H-7, H-10, J, K-5, L, N, U. |
| Lawrenceburg and Aurora..... | B-11, G, H, J, K, L, N, U. |
| Greensburg and Columbus..... | H-6, H-7, H-10, J, K-5, L, N, U. |
| Fairland and Martinsville..... | H-6, H-7, H-10, J, K-5, L, N, U. |
| Between Lawrenceburg and Aurora— | |

In double heading or when being towed engines must be separated by not less than 2 empty cars.

Steam cranes must be separated from engine by not less than 2 empty cars.

CONTAINER CARS.

Trainmen in performance of their duties are not required to pass over the tops of containers.

LOCOMOTIVE CRANES.

Whenever possible, locomotive cranes handled in trains will be run with the heavy end forward.

RERAILING FROGS.

Enginemen will be held responsible for knowing that rerailling frogs are replaced on engines after having been used.

HELPER ENGINES.

A helper engine must not couple onto either head or rear of train it is to help until such train is stopped. Helper engines must not push trains beyond the summit of the grade. If helper engine is to continue in the same direction in automatic block territory it may proceed complying with the automatic block rules, and in manual block territory it may proceed with caution prepared to stop short of any obstruction to the next block station, where the block rules must be complied with.

Limits of Wabash helper engine are between mile posts 110 and 116; it will help any train within its limits and return to Wabash against second-class and inferior trains, running extra, without train orders.

AIR BRAKES.

When a failure renders the brakes on both train and engine inoperative, the train may proceed with extreme care to the first siding where it will await relief engine.

If the failure involves the brakes on the train or a part of the train, leaving the brakes on the engine operative, the train may be moved with extreme care at a speed at which the train may be stopped short of any obstruction with the available braking power. Weather and other conditions must be such as to insure the safety of the movement. If a relief engine is necessary it must be provided at the first possible point.

If the conditions are not extremely favorable the train must be side tracked until relief engine is provided.

HANDBRAKE TEST.

A running test of handbrakes must be made on a rail motor car upon leaving initial terminal when operating as a single unit as soon as speed permits, enginemen to shut off power and signal for brakes. The conductor or member of train crew will then apply handbrake to determine if same is operating properly. In case handbrake does not operate properly, proceed with caution to the nearest point at which repairs can be made.

STOPPING TRAINS FROM REAR.

When necessary to make an emergency application of the brakes from rear of train account of derailed car, connections dragging, broken truck, etc., conductor's valve must be opened quickly. In case other than extreme emergency:

Trains of less than 75 cars running at a speed of 15 miles per hour or less: Open valve slowly, consuming 90 seconds.

Trains of less than 75 cars running at a speed of more than 15 miles per hour: Open valve slowly, consuming 60 seconds.

Trains of 75 cars or more running at a speed of 15 miles per hour or less: Open valve slowly, consuming 2 minutes and 20 seconds.

Trains of 75 cars or more running at a speed of more than 15 miles per hour: Open valve slowly, consuming 80 seconds.

In each case valve must not be closed until train has come to a full stop.

MIXED TRAINS.

Mixed trains carry passengers and must stop coach (or caboose) at station platform.

C. F. WIEGELE,
Trainmaster
Cincinnati, O.

J. A. NICHOLS,
Trainmaster
Kankakee, Ill.

D. F. SCHAFF,
Superintendent
Indianapolis, Ind.

E. H. ZEIGLER,
Asst. Superintendent
Indianapolis, Ind.

E. G. ALEXANDER,
Chief Dispatcher
Indianapolis, Ind.

L. B. LUTZ,
Trainmaster
Anderson, Ind.

T. W. ENGLISH,
Asst. Trainmaster
Indianapolis, Ind.

CINCINNATI TO INDIANAPOLIS—WEST

| Miles from Cincinnati | STATIONS | FIRST CLASS | | | | | | | | | |
|------------------------------|----------------------|--------------------|---------------------|-------------|-----------------------|------------|--|--|--|--|--|
| | | 115 | 19 | 5 | 43 | 35 | | | | | |
| | | CHICAGO SPECIAL | WHITE CITY SPECIAL | THE STAMORH | CHICAGO NIGHT EXPRESS | ROYAL PALM | | | | | |
| | | Daily | Daily | Daily | Daily | Daily | | | | | |
| EASTERN STANDARD TIME | | | | | | | | | | | |
| | Cincinnati..... DN | AM 9.00 | PM 1.00 | PM 3.30 | PM 10.10 | PM 11.55 | | | | | |
| 1.9 | Storrs Jct..... | 9.06 | 1.06 | 3.36 | 10.16 | 12.01 | | | | | |
| 2.2 | King..... DN | 9.07 | 1.07 | 3.37 | 10.17 | 12.02 | | | | | |
| 3.8 | Wade..... DN | 9.09 | 1.09 | 3.39 | 10.19 | 12.04 | | | | | |
| CENTRAL STANDARD TIME | | | | | | | | | | | |
| 3.8 | Wade..... DN | 8.09 | 12.09 | 2.39 | 9.19 | 11.04 | | | | | |
| 9.9 | Delhi..... | | | | | | | | | | |
| 11.3 | Fernbank..... D | 8.16 | 12.16 | 2.46 | | | | | | | |
| 12.4 | Addyston..... | | | | | | | | | | |
| 13.0 | Sekitan..... | | | | | | | | | | |
| 13.6 | Griffith..... | | | | | | | | | | |
| 14.6 | North Bend..... | | | | | | | | | | |
| 15.4 | Cleves..... | | | | | | | | | | |
| 17.0 | Valley Jct..... DN | 8.22 ⁵¹ | 12.22 | 2.52 | 9.34 | | | | | | |
| 18.8 | Elizabethtown..... | | | | | | | | | | |
| 21.6 | Lawrenceburg Jct. DN | 8.26 | 12.26 | 2.56 | 9.40 | 11.26 | | | | | |
| 27.2 | Guilford..... | | | | | | | | | | |
| 29.7 | Ross..... DN | 8.34 | 12.34 | 3.03 | 9.49 | 11.36 | | | | | |
| 30.7 | Bonnell..... | | | | | | | | | | |
| 35.0 | Code..... | | | | | | | | | | |
| 36.1 | Weisburg..... | | | | | | | | | | |
| 39.2 | Sunman..... | | 12.49 | | | | | | | | |
| 39.9 | Brow..... DN | 8.48 | 12.50 | 3.16 | 10.10 | 11.58 | | | | | |
| 41.1 | Spades..... | | | | | | | | | | |
| 44.6 | Morris..... | | | | | | | | | | |
| 46.2 | Hyde..... | | 12.56 ⁵¹ | | | | | | | | |
| 47.1 | Batesville..... | 8.54 | 12.57 | 3.23 | 10.19 | | | | | | |
| 53.3 | New Point..... | | | | | | | | | | |
| 57.9 | McCoy..... | | | | | | | | | | |
| 62.1 | Greensburg..... DN | 9.13 | 1.20 ⁵³ | 3.42 | 10.43 | 12.30 | | | | | |
| 66.4 | Day..... DN | 9.18 | 1.25 | 3.47 | 10.51 ⁵⁴ | 12.39 | | | | | |
| 67.1 | Adams..... | | | | | | | | | | |
| 72.0 | St. Paul..... D | 9.23 | 1.30 | 3.52 | | | | | | | |
| 74.6 | Waldron..... | | | | | | | | | | |
| 76.6 | Clifty..... DN | 9.27 | 1.34 | 3.56 | 11.02 | 12.52 | | | | | |
| 81.9 | Vine..... DN | 9.32 ⁵³ | 1.39 | 4.01 | 11.08 | 1.00 | | | | | |
| 82.1 | Shelbyville..... | 9.33 | 1.40 | 4.02 | 11.09 | 1.01 | | | | | |
| 88.6 | Fairland..... DN | 9.41 | 1.48 | 4.09 | 11.19 | 1.10 | | | | | |
| 92.6 | London..... | | | | | | | | | | |
| 94.9 | Dix..... DN | 9.48 | 1.56 | 4.15 | 11.27 | 1.18 | | | | | |
| 95.9 | Acton..... | | | | | | | | | | |
| 103.0 | Beech Grove..... DN | 9.57 | 2.06 | 4.22 | 11.38 | 1.29 | | | | | |
| 106.2 | Belt Crossing..... | | | | | | | | | | |
| 108.9 | Indianapolis..... DN | 10.10 | 2.20 | 4.35 | 11.55 | 1.45 | | | | | |

Regular Stop:

No. 115 at Batesville on Sunday.

Conditional Stops:

No. 19 on signal at Lawrenceburg Jct. to receive revenue passengers for or via Indianapolis; at Fairland to receive or discharge perishable parcel post.

No. 35 on signal at Shelbyville to discharge revenue passengers from points south of Cincinnati.

No. 43 on signal at Lawrenceburg Jct. to receive revenue passengers.

CINCINNATI TO INDIANAPOLIS—WEST

| Miles from Cincinnati | | SECOND CLASS | | | | | | | | | | (Continued on page 12) | | | | |
|------------------------------|---------------------|--------------|--|--------------|--|--------------------|--|-----------------|----|---------------------|---------------------|------------------------|---------|--------------|--|--|
| | | STATIONS | | 95 | | 73 | | 85 | | 77 | | 93 | | 99 | | |
| | | | | CC-1 FREIGHT | | MICHIGAN FREIGHT | | THROUGH FREIGHT | | LOUISVILLE FREIGHT | | CO-3 FREIGHT | | CO-5 FREIGHT | | |
| | | | | Daily | | Daily | | Daily | | Daily | | Daily | | Daily | | |
| EASTERN STANDARD TIME | | | | | | | | | | | | | | | | |
| 1.9 | Cincinnati.....DN | | | | | | | | | | AM 11.00 | | PM 4.00 | | | |
| 2.2 | Storrs Jct.....DN | | | | | | | | | | | | | | | |
| 3.8 | King.....DN | AM | | AM | | AM | | | | | | | | | | |
| | Wade.....DN | 1.01 | | 1.40 | | 2.40 | | | | | 1.01 | | 6.00 | | | |
| CENTRAL STANDARD TIME | | | | | | | | | | | | | | | | |
| 3.8 | Wade.....DN | 12.01 | | 12.40 | | 1.40 | | | | | 12.01 | | 5.00 | | | |
| 9.9 | Delhi..... | | | | | | | | | | | | | | | |
| 11.3 | Fernbank.....D | | | | | | | | | | | | | | | |
| 12.4 | Addyston..... | | | | | | | | | | | | | | | |
| 13.0 | Sekitan..... | | | | | | | | | | | | | | | |
| 13.6 | Griffith..... | | | | | | | | | | | | | | | |
| 14.6 | North Bend..... | | | | | | | | | | | | | | | |
| 15.4 | Cleves..... | | | | | | | | | | | | | | | |
| 17.0 | Valley Jct.....DN | | | | | | | | | | | | | | | |
| 18.8 | Elizabethtown..... | | | | | | | | | | | | | | | |
| 21.6 | Lawrenceburg Jct.DN | | | | | | | | | | | | | | | |
| 27.2 | Guilford..... | | | | | | | | | | | | | | | |
| 29.7 | Ross.....DN | | | | | | | | | | | | | | | |
| 30.7 | Bonnell..... | | | | | | | | | | | | | | | |
| 35.0 | Code..... | | | | | | | | | | | | | | | |
| 36.1 | Weisburg..... | | | | | | | | | | | | | | | |
| 39.2 | Sunman..... | | | | | | | | | | | | | | | |
| 39.9 | Brow.....DN | | | | | | | | | | | | | | | |
| 41.1 | Spades..... | | | | | | | | | | | | | | | |
| 44.6 | Morris..... | | | | | | | | | | | | | | | |
| 46.2 | Hyde..... | | | | | | | | | | 12.49 ⁵¹ | | | | | |
| 47.1 | Batesville..... | | | | | | | | | | | | | | | |
| 53.3 | New Point..... | | | | | | | | | | | | | | | |
| 57.9 | McCoy..... | | | | | | | | AM | | | | | | | |
| 62.1 | Greensburg.....DN | 1.30 | | 3.00 | | 5.25 ⁴⁸ | | 9.45 | | 1.20 ¹⁹ | | 6.15 | | | | |
| 66.4 | Day.....DN | 1.36 | | AM | | 5.37 | | 9.55 | | 1.31 | | 6.25 ¹⁸ | | | | |
| 67.1 | Adams..... | | | | | | | | | | | | | | | |
| 72.0 | St. Paul.....D | | | | | | | 10.05 | | 1.38 | | | | | | |
| 74.6 | Waldron..... | | | | | | | | | | | | | | | |
| 76.6 | Clifty.....DN | 1.49 | | | | 5.55 | | 10.13 | | 1.45 | | 6.38 | | | | |
| 81.9 | Vine.....DN | 1.56 | | | | 6.05 ⁷⁰ | | 10.23 | | 1.51 | | 6.45 | | | | |
| 82.1 | Shelbyville..... | | | | | | | | | | | | | | | |
| 88.6 | Fairland.....DN | 2.06 | | | | 6.20 | | 10.40 | | 2.01 | | 6.55 | | | | |
| 92.6 | London..... | | | | | | | | | | | | | | | |
| 94.9 | Dix.....DN | 2.15 | | | | 6.35 | | 10.55 | | 2.10 ¹¹⁶ | | 7.05 | | | | |
| 95.9 | Acton..... | | | | | | | | | | | | | | | |
| 103.0 | Beech Grove.....DN | 5.30 | | | | 8.45 | | 1.00 | | 2.30 | | 8.00 | | | | |
| 106.2 | Belt Crossing..... | AM | | | | AM | | PM | | PM | | PM | | | | |
| 108.9 | Indianapolis.....DN | | | | | | | | | | | | | | | |

INDIANAPOLIS TO CINCINNATI—EAST

| | | | | | | | | | | | | | |
|------------------------|-----------------|-----------------------------|------------|-----------|-----------------------|-----------------------|--|--|--|--|--|--|--|
| Miles from Chicago. | STATIONS | FIRST CLASS | | | | | | | | | | | |
| | | 34 | 46 | 36 | 116 | 18 | | | | | | | |
| | | CINCINNATI NIGHT EXPRESS | ROYAL PALM | EXPRESS | CINCINNATI SPECIAL | QUEEN CITY SPECIAL | | | | | | | |
| | | Daily | Daily | Daily | Daily | Daily | | | | | | | |

CENTRAL STANDARD TIME

| | | AM | .. | AM | .. | AM | .. | PM | .. | PM | .. | .. | .. | .. | .. | .. | .. |
|-------|----------------------|--------|----|----------------------|----|--------------------|----|--------------------|----|--------------------|----|----|----|----|----|----|----|
| 193.6 | Indianapolis.....DN | 2.20 | .. | 4.20 | .. | 7.45 | .. | 1.50 | .. | 5.35 | .. | | | | | | |
| 196.3 | Belt Crossing..... | | | | | | | | | | | | | | | | |
| 199.5 | Beech Grove.....DN | 2.34 | .. | 4.33 | .. | 7.58 | .. | 2.02 | .. | 5.47 ⁸² | .. | | | | | | |
| 206.6 | Acton..... | | | | | f 8.06 | .. | | | | | | | | | | |
| 207.6 | Dix.....DN | 2.44 | .. | 4.42 | .. | 8.07 | .. | 2.10 ⁹³ | .. | 5.54 | .. | | | | | | |
| 209.9 | London..... | | | | | | | | | | | | | | | | |
| 213.9 | Fairland.....DN | 2.50 | .. | 4.48 | .. | s 8.15 | .. | 2.16 | .. | 6.00 | .. | | | | | | |
| 220.4 | Shelbyville..... | s 3.00 | .. | | .. | s 8.23 | .. | s 2.24 | .. | s 6.08 | .. | | | | | | |
| 220.6 | Vine.....DN | 3.01 | .. | 4.56 | .. | 8.24 ⁵³ | .. | 2.25 | .. | 6.09 | .. | | | | | | |
| 225.9 | Clifty.....DN | 3.11 | .. | 5.04 | .. | 8.30 | .. | 2.33 | .. | 6.15 | .. | | | | | | |
| 227.9 | Waldron..... | | | | | f 8.34 | .. | | | | | | | | | | |
| 230.5 | St. Paul.....D | | | | | f 8.38 | .. | 2.38 | .. | | | | | | | | |
| 235.4 | Adams..... | | | | | f 8.44 | .. | | | | | | | | | | |
| 236.1 | Day.....DN | 3.22 | .. | 5.15 | .. | 8.45 | .. | 2.43 | .. | 6.25 ⁹⁹ | .. | | | | | | |
| 240.4 | Greensburg.....DN | s 3.35 | .. | s 5.25 ⁶⁵ | .. | s 8.54 | .. | s 2.52 | .. | s 6.34 | .. | | | | | | |
| 244.6 | McCoy..... | | | | | | | | | | | | | | | | |
| 249.2 | New Point..... | | | | | s 9.07 | .. | | | | | | | | | | |
| 255.4 | Batesville..... | s 4.00 | .. | | .. | s 9.17 | .. | s 3.12 | .. | 6.49 | .. | | | | | | |
| 256.3 | Hyde..... | | | | | 9.19 ⁵⁰ | .. | | | | | | | | | | |
| 257.9 | Morris..... | | | | | s 9.24 | .. | | | | | | | | | | |
| 261.4 | Spades..... | | | | | s 9.30 | .. | | | | | | | | | | |
| 262.6 | Brow.....DN | 4.10 | .. | 5.50 | .. | 9.32 | .. | 3.21 | .. | 6.56 | .. | | | | | | |
| 263.3 | Sunman..... | | | | | s 9.34 | .. | | | | | | | | | | |
| 266.4 | Weisburg..... | | | | | s 9.39 | .. | | | | | | | | | | |
| 267.5 | Code..... | | | | | | | | | | | | | | | | |
| 271.8 | Bonnell..... | | | | | | | | | | | | | | | | |
| 272.8 | Ross.....DN | 4.22 | .. | 6.01 | .. | 9.45 | .. | 3.31 | .. | 7.06 | .. | | | | | | |
| 275.3 | Guilford..... | | | | | s 9.49 | .. | | | | | | | | | | |
| 280.9 | Lawrenceburg Jct..DN | 4.32 | .. | 6.10 | .. | s 9.57 | .. | 3.40 | .. | 7.15 | .. | | | | | | |
| 283.7 | Elizabethtown..... | | | | | | | | | | | | | | | | |
| 285.5 | Valley Jct.....DN | | | 6.16 | .. | 10.02 | .. | 3.45 | .. | 7.20 | .. | | | | | | |
| 287.1 | Cleves.....DN | | | | | s 10.04 | .. | | | | | | | | | | |
| 287.9 | North Bend..... | | | | | | | | | | | | | | | | |
| 288.9 | Griffith..... | | | | | | | | | | | | | | | | |
| 289.5 | Sekitan..... | | | | | | | | | | | | | | | | |
| 290.1 | Addyston..... | | | | | | | | | | | | | | | | |
| 291.2 | Fernbank.....D | | | | | 10.09 | .. | 3.51 | .. | | | | | | | | |
| 292.6 | Delhi..... | | | | | | | | | | | | | | | | |
| 298.7 | Wade.....DN | 4.54 | .. | 6.32 | .. | 10.18 | .. | 3.59 | .. | 7.35 | .. | | | | | | |

EASTERN STANDARD TIME

| | | | | | | | | | | | | | | | | | |
|-------|-------------------|------|----|------|----|-------|----|------|----|------|----|--|--|--|--|--|--|
| 298.7 | Wade.....DN | 5.54 | .. | 7.32 | .. | 11.18 | .. | 4.59 | .. | 8.35 | .. | | | | | | |
| 300.3 | King.....DN | 5.56 | .. | 7.34 | .. | 11.20 | .. | 5.01 | .. | 8.37 | .. | | | | | | |
| 300.6 | Storrs Jct..... | 5.58 | .. | 7.36 | .. | 11.22 | .. | 5.02 | .. | 8.38 | .. | | | | | | |
| 302.5 | Cincinnati.....DN | 6.10 | .. | 7.44 | .. | 11.30 | .. | 5.10 | .. | 8.45 | .. | | | | | | |
| | | AM | | AM | | AM | | PM | | PM | | | | | | | |

Regular Stop:
 No. 18 at Batesville on Sunday.

Conditional Stops:
 No. 18 on signal at Lawrenceburg Jct. to discharge revenue passengers from or via Indianapolis.
 No. 34 on signal at Lawrenceburg Jct. to discharge sleeping car passengers from or via Indianapolis; Sunman on Monday to receive company employees.
 No. 36 on signal at Leota St., Indianapolis and Wade to receive or discharge company employees or supplies; London to receive or discharge parcel post; Fernbank to receive or discharge express.
 No. 46 on signal at Lawrenceburg Jct. to discharge revenue passengers from St. Louis or Chicago.
 No. 116 on signal at Lawrenceburg Jct. to discharge revenue passengers from or via Indianapolis.

CENTRAL STANDARD TIME INDIANAPOLIS TO KANKAKEE—WEST

| Miles from Channahon | STATIONS | FIRST CLASS | | | | | | | | | | | |
|-------------------------|----------------------|--------------------------|---------------|------------|---------------|--------------------|------------------|-----------------------|---------------|-----------------|---------------|--|--|
| | | 43 | | 35 | | 115 | | 19 | | 5 | | | |
| | | CHICAGO NIGHT EXPRESS | | ROYAL PALM | | CHICAGO SPECIAL | | WHITE CITY SPECIAL | | THE SYCAMORE | | | |
| | | Daily Ex. Monday | | Daily | | Daily | | Daily | | Daily | | | |
| | | AM | .. | AM | .. | AM | .. | PM | .. | PM | .. | | |
| | Hill..... | | | | | | | | | | | | |
| 108.9 | Indianapolis..... DN | 12.10 | .. | 1.55 | .. | 10.20 | .. | 2.30 | .. | 4.45 | .. | | |
| 109.9 | IJ..... | | | | | | | | | | | | |
| 110.8 | KD..... DN | | | | | | | | | | | | |
| 112.4 | Brant..... DN | 12.20 | .. | 2.08 | .. | 10.29 | .. | 2.39 | .. | 4.54 | .. | | |
| 119.7 | Augusta..... | | | | | | | | | | | | |
| 122.2 | Glenn..... DN | 12.31 | ⁸¹ | 2.22 | .. | 10.37 | .. | 2.49 | .. | 5.02 | .. | | |
| 124.5 | Zionsville..... | | | | | | | | | | | | |
| 129.9 | Whitestown..... | | | | | | | | | | | | |
| 132.7 | Dale..... | | | | | | | | | | | | |
| 137.6 | Lebanon..... | s 12.50 | | | | | | s 3.04 | | | | | |
| 142.7 | Hazelrigg..... DN | 12.57 | .. | 2.50 | .. | 10.57 | .. | 3.10 | .. | 5.22 | .. | | |
| 146.8 | Thorntown..... | s 1.04 | | | | | | f 3.15 | | | | | |
| 152.5 | Colfax..... DN | 1.14 | .. | 3.05 | .. | 11.06 | ⁸⁷ | s 3.24 | .. | 5.31 | .. | | |
| 157.5 | Clarks Hill..... DN | 1.20 | .. | 3.15 | .. | 11.11 | .. | s 3.31 | .. | 5.36 | .. | | |
| 161.0 | Stockwell..... | | | | | | | | | | | | |
| 162.6 | Rex..... | | | | | | | | | | | | |
| 165.2 | Crane..... | | | | | | | | | | | | |
| 169.5 | Altamont..... DN | 1.32 | .. | 3.28 | .. | 11.22 | .. | 3.43 | .. | 5.47 | ⁸³ | | |
| 173.3 | Lafayette..... DN | s 1.55 | .. | s 3.46 | .. | s 11.33 | .. | s 3.56 | .. | s 5.58 | .. | | |
| 191.9 | Templeton..... DN | 2.23 | .. | 4.16 | .. | 11.55 | .. | 4.20 | .. | 6.20 | .. | | |
| 196.0 | Atkinson..... | | | | | | | | | | | | |
| 198.1 | Swanington..... DN | 2.33 | .. | 4.26 | .. | 12.02 | .. | 4.28 | .. | 6.26 | .. | | |
| 201.5 | Fowler..... DN | s 2.42 | .. | 4.33 | .. | 12.05 | .. | s 4.33 | .. | 6.29 | .. | | |
| 205.0 | Gravel Hill..... | | | | | | | | | | | | |
| 208.2 | Earl Park..... D | s 2.54 | .. | | | 12.11 | .. | s 4.42 | .. | | | | |
| 210.5 | Sheff..... DN | 2.59 | .. | 4.49 | .. | 12.13 | .. | 4.45 | .. | 6.37 | .. | | |
| 213.2 | Raub..... D | | | | | 12.16 | .. | | | | | | |
| 218.3 | Sheldon..... DN | s 3.12 | .. | 5.05 | .. | 12.21 | .. | 4.56 | ⁸⁰ | 6.44 | .. | | |
| 222.4 | Iroquois..... D | | | | | 12.25 | .. | | | | | | |
| 226.5 | Donovan..... DN | 3.27 | .. | 5.21 | .. | 12.30 | .. | 5.08 | .. | 6.52 | .. | | |
| 231.9 | Beaverville..... D | | | | | 12.35 | .. | 5.16 | .. | | | | |
| 237.6 | St. Anne..... DN | 3.42 | .. | 5.36 | ⁸¹ | 12.42 | ⁸⁸⁻⁵⁰ | 5.24 | .. | 7.02 | .. | | |
| 243.8 | Aroma Park..... D | | | | | 12.49 | .. | | | | | | |
| 247.5 | Court St..... | 3.59 | .. | 6.01 | .. | 12.54 | .. | 5.40 | .. | 7.13 | .. | | |
| 248.1 | Kankakee..... DN | s 4.10 | .. | s 6.15 | .. | s 1.05 | .. | s 5.50 | .. | s 7.20 | .. | | |
| 302.5 | Chicago..... | 5.30 | .. | 7.35 | .. | 2.10 | .. | 6.55 | .. | 8.25 | .. | | |
| | | AM | | AM | | PM | | PM | | PM | | | |

Regular Stops:

- No. 19 at Sheldon daily except Sunday, to receive mail, and at Beaverville on Sunday.
- No. 35 at Sheldon on Monday to receive revenue passengers for or via Kankakee and Chicago.

Conditional Stops:

- No. 19 on signal at Stockwell, Donovan and Beaverville to discharge parcel post; Donovan and Beaverville to discharge meat from Lafayette; Sheldon to receive or discharge revenue passengers and Beaverville to receive revenue passengers.

CENTRAL STANDARD TIME

KANKAKEE TO INDIANAPOLIS—EAST

| Miles from Chicago. | STATIONS | FIRST CLASS | | | | | | | | | | | |
|---------------------|----------------------|------------------------------|----------------------------|---------------------------|------------------------------|---------------------------|-------|--------------------------|-------|------------|--|--|--|
| | | 14 | | 116 | | 18 | | 34 | | 46 | | | |
| | | INDIANAPOLIS MAIL & EXPRESS | | CINCINNATI SPECIAL | | QUEEN CITY SPECIAL | | CINCINNATI NIGHT EXPRESS | | ROYAL PALM | | | |
| | | Daily | Ex. Sunday | Daily | Daily | Daily | Daily | Daily | Daily | | | | |
| | Chicago..... | AM 7.50 | AM 9.50 | PM 1.45 | PM 9.20 | PM 11.45 | | | | | | | |
| 54.4 | Kankakee..... DN | s 9.15 | s 11.00 | s 2.55 | s 10.40 | s 1.05 | | | | | | | |
| 55.0 | Court St..... | 9.17 | 11.02 | 2.57 | 10.42 | 1.07 ⁹⁹ | | | | | | | |
| 58.7 | Aroma Park..... D | s 9.23 | 11.07 | 3.01 | | | | | | | | | |
| 64.9 | St. Anne..... DN | s 9.32 | 11.14 | 3.07 | 10.55 | 1.20 | | | | | | | |
| 70.6 | Beaverville..... D | s 9.40 | 11.20 | 3.12 | | | | | | | | | |
| 76.0 | Donovan..... DN | s 9.46 | 11.25 ⁵⁹ | 3.17 | 11.05 | 1.30 | | | | | | | |
| 80.1 | Iroquois..... D | s 9.53 | 11.29 ⁹⁵ | 3.21 | | | | | | | | | |
| 84.2 | Sheldon..... DN | s 10.03 ⁵⁹ | 11.33 | 3.25 | s 11.15 | 1.39 | | | | | | | |
| 89.3 | Raub..... D | s 10.10 ⁵⁸ | 11.38 | 3.30 | | | | | | | | | |
| 92.0 | Sheff..... DN | f 10.13 | 11.41 | 3.33 | 11.24 | 1.48 | | | | | | | |
| 94.3 | Earl Park..... D | s 10.16 | 11.43 | 3.35 | | | | | | | | | |
| 97.5 | Gravel Hill..... | | | | | | | | | | | | |
| 101.0 | Fowler..... DN | s 10.27 ⁹⁵ | 11.49 | 3.41 | s 11.37 ⁹⁹ | 1.57 | | | | | | | |
| 104.4 | Swanington..... DN | s 10.32 | 11.52 | 3.44 | 11.41 | 2.00 | | | | | | | |
| 106.5 | Atkinson..... | f 10.36 | | | | | | | | | | | |
| 110.6 | Templeton..... DN | s 10.40 | 11.58 ⁵⁸ | 3.50 | 11.48 | 2.08 | | | | | | | |
| 129.2 | Lafayette..... DN | s 11.15 | s 12.23 | s 4.16 | s 12.20 | s 2.40 | | | | | | | |
| 133.0 | Altamont..... DN | 11.26 | 12.32 ⁵⁷ | 4.23 | 12.30 | 2.50 | | | | | | | |
| 137.3 | Crane..... | f 11.30 | | | | | | | | | | | |
| 139.9 | Rex..... | | | | | | | | | | | | |
| 141.5 | Stockwell..... | s 11.35 | | | | | | | | | | | |
| 145.0 | Clarks Hill..... DN | s 11.40 ⁵⁷ | 12.44 | 4.34 ⁵⁸ | 12.45 | 3.05 | | | | | | | |
| 150.0 | Colfax..... DN | s 11.48 | 12.49 | 4.39 | 12.51 | 3.11 | | | | | | | |
| 155.7 | Thorntown..... | s 11.57 | | | s 1.01 | | | | | | | | |
| 159.8 | Hazelrigg..... DN | f 12.02 | 12.58 | 4.48 | 1.07 | 3.21 | | | | | | | |
| 164.9 | Lebanon..... | s 12.13 | | s 4.53 | s 1.19 | | | | | | | | |
| 169.8 | Dale..... | | | | | | | | | | | | |
| 172.6 | Whitestown..... | s 12.25 | | | | | | | | | | | |
| 178.0 | Zionsville..... | s 12.33 | | | | | | | | | | | |
| 180.3 | Glenn..... DN | 12.38 | 1.18 | 5.08 | 1.40 | 3.48 | | | | | | | |
| 182.8 | Augusta..... | s 12.42 | | | | | | | | | | | |
| 190.1 | Brant..... DN | 1.00 | 1.29 | 5.16 | 1.50 | 3.58 | | | | | | | |
| 191.7 | KD..... DN | | | | | | | | | | | | |
| 192.6 | IJ..... | | | | | | | | | | | | |
| 193.6 | Indianapolis..... DN | 1.15 | 1.40 | 5.25 | 2.10 | 4.10 | | | | | | | |
| | Hill..... | PM | PM | PM | AM | AM | | | | | | | |

Conditional Stop:

No. 116 on signal at Beaverville on Sunday to receive or discharge revenue passengers.

**CENTRAL STANDARD TIME
GOSHEN TO SOUTH ANDERSON—SOUTH**

| Miles from South Bend | STATIONS | FIRST CLASS | | | SECOND CLASS | | | | |
|-----------------------|----------------------|-----------------------------|-----------------------------|--|----------------------------|-----------------------------|---------------------------|--|--|
| | | 37 | 3 | | 65 | 67 | 75 | | |
| | | THE WINONA | INDIANAPOLIS EXPRESS | | LOCAL FREIGHT | LOCAL FREIGHT | CINCINNATI FREIGHT | | |
| | | Daily Ex. Sunday | Daily Ex. Sunday | | Mon. Wed. Fri. Only | Mon. Wed. Fri. Only | Daily | | |
| | South Bend..... | AM 6.10 | PM | | AM 7.30 | | PM 1.00 | | |
| 15.1 | Elkhart..... | s 6.40 | 1.15 | | | | | | |
| 25.0 | Goshen..... | s 6.55 | s 1.30 | | | | | | |
| 25.4 | CX.....DN | 6.56 | 1.31 | | 8.05 | | 1.25 | | |
| 27.4 | Yost..... | 6.58 | 1.34 ⁷⁵ | | 8.10 | | 1.34 ³ | | |
| 31.2 | New Paris.....DN | 7.03 | 1.39 | | f 8.27 | | 1.46 | | |
| 36.2 | Milford Jet.....DN | 7.09 | 1.46 | | 8.55 | | 1.55 | | |
| 37.4 | Milford.....D | f 7.11 | f 1.48 | | f..... | | | | |
| 42.9 | Leesburg.....D | f 7.17 | 1.55 | | f 9.20 | | 2.10 | | |
| 48.2 | Grandy..... | 7.24 | 2.02 | | 10.11 ⁴⁴ | | 2.30 | | |
| 49.6 | Warsaw.....DN | s 7.28 | s 2.09 | | f..... | | | | |
| 57.4 | Claypool.....DN | 7.38 | s 2.21 | | f 11.08 | | 2.48 | | |
| 61.3 | Silver Lake.....D | 7.43 ⁵⁴ | s 2.28 | | f 11.30 | | 2.55 | | |
| 68.9 | NorthManchester..D | s 7.51 | s 2.38 | | f 11.50 | | 3.08 | | |
| 71.5 | Bolivar.....DN | 7.55 | 2.45 | | 12.40 | | 3.18 | | |
| 76.0 | Urbana.....D | 8.00 | s 2.51 | | f 1.10 | | 3.30 ⁷⁴ | | |
| 79.0 | Speicher..... | | | | | AM | | | |
| 83.3 | Wabash.....DN | s 8.15 | s 3.05 ⁷⁴ | | 2.50 | 6.30 | 4.00 | | |
| 89.0 | Treaty..... | | | | PM | | | | |
| 93.5 | La Fontaine.....D | s 8.28 | 3.18 | | | f 7.10 | 4.40 | | |
| 102.6 | Marion.....DN | s 8.42 ⁴⁴ | s 3.32 | | | f..... | | | |
| 103.3 | Kent.....DN | 8.45 | 3.34 | | | 8.07 | 5.20 | | |
| 108.2 | Jonesboro.....D | s 8.53 | s 3.41 | | | f 8.26 ⁴⁴ | | | |
| 112.7 | Fairmount.....D | 9.01 ⁶⁷ | s 3.47 | | | f 9.01 ³⁷ | 5.45 | | |
| 118.0 | Summitville.....D | 9.10 ⁸⁶ | s 3.56 | | | f 10.12 | 5.55 | | |
| 123.4 | Alexandria.....D | s 9.19 | s 4.08 | | | f 11.30 | | | |
| 124.9 | Alda..... | 9.21 | 4.12 | | | 11.50 | 6.43 ³⁸ | | |
| 128.5 | Linwood..... | | | | | | | | |
| 132.5 | Dow.....DN | 9.30 | 4.21 | | | 12.35 ⁷⁴ | 7.05 | | |
| 135.3 | Anderson.....DN | s 9.40 | 4.35 | | | | | | |
| 135.6 | Pearl St..... | | | | | | | | |
| 136.6 | South Anderson.... | 9.43 | PM | | | 1.45 | 10.30 | | |
| | So. Anderson Yard DN | 9.45 | | | | 2.00 | 10.45 | | |
| | | AM | | | | PM | PM | | |

Conditional Stops:

No. 37 on signal at Milford and Leesburg to discharge parcel post; Claypool to receive or discharge revenue passengers; Silver Lake and Urbana to discharge revenue passengers from or via Elkhart and to receive revenue passengers for or via Anderson.

**CENTRAL STANDARD TIME
SOUTH ANDERSON TO GOSHEN—NORTH**

| Miles from Louisville | STATIONS | FIRST CLASS | | | SECOND CLASS | | | | |
|--------------------------|----------------------|----------------------|----------------------|--------------------|-----------------------|----------------------|---------------------|--|--|
| | | 44 | 40 | 38 | 64 | 66 | 74 | | |
| | | MICHIGAN EXPRESS | LOUISVILLE EXPRESS | THE WINONA | LOCAL FREIGHT | LOCAL FREIGHT | MICHIGAN FREIGHT | | |
| | | Daily Ex. Sunday | Daily Ex. Sunday | Daily Ex. Sunday | Tue. Thur. Sat. Only | Tue. Thur. Sat. Only | Daily | | |
| | So. Anderson Yard DN | | | PM 6.15 | | AM 6.45 | PM 12.15 | | |
| 137.7 | South Anderson | AM | PM 4.59 ³ | 6.17 | | 6.50 | 12.20 | | |
| 138.7 | Pearl St. | | | | | | | | |
| 139.0 | Anderson DN | 7.45 | 5.10 | s 6.35 | | | | | |
| 141.8 | Dow DN | 7.50 | PM | 6.40 | | 7.05 | 12.35 ⁶⁷ | | |
| 145.8 | Linwood | | | | | | | | |
| 149.4 | Aida | 7.59 | | 6.48 ⁷⁵ | | 7.35 | 12.50 | | |
| 150.9 | Alexandria D | s 8.04 ⁶⁶ | | s 6.52 | | f 8.04 ⁴⁴ | | | |
| 156.3 | Summitville D | s 8.11 | | 7.00 | | f 9.10 ³⁷ | 1.05 | | |
| 161.6 | Fairmount D | s 8.19 | | 7.07 | | f 9.40 | 1.17 | | |
| 166.1 | Jonesboro D | s 8.26 ⁶⁷ | | s 7.13 | | f 10.00 | 1.29 | | |
| 171.0 | Kent DN | 8.32 | | 7.19 | | 10.20 | 1.45 | | |
| 171.7 | Marion DN | s 8.42 ³⁷ | | s 7.30 | | f | | | |
| 180.8 | La Fontaine D | s 8.53 | | 7.43 | | f 10.50 | 2.10 | | |
| 185.3 | Treaty | | | | AM | | | | |
| 191.0 | Wabash DN | s 9.10 | | s 8.00 | 6.00 | 1.30 | 3.05 ³ | | |
| 195.3 | Speicher | | | | | PM | | | |
| 198.3 | Urbana D | s 9.22 | | 8.10 | f 6.25 | | 3.30 ⁷⁵ | | |
| 202.8 | Bolivar DN | 9.28 | | 8.16 | 6.40 | | 3.40 | | |
| 205.4 | North Manchester D | s 9.34 | | s 8.22 | f 7.13 | | 3.50 | | |
| 213.0 | Silver Lake D | s 9.47 | | 8.32 | f 7.43 ³⁷ | | 4.15 | | |
| 216.9 | Claypool DN | s 9.53 | | 8.37 | f 7.55 | | 4.45 | | |
| 224.7 | Warsaw DN | s 10.09 | | s 8.53 | f | | | | |
| 226.1 | Grandy | 10.11 ⁶⁵ | | 8.55 | 9.40 | | 5.05 | | |
| 231.4 | Leesburg D | s 10.18 | | s 9.06 | f 10.10 | | | | |
| 236.9 | Milford D | s 10.28 | | 9.14 | f | | | | |
| 238.1 | Milford Jct. DN | 10.30 ⁶⁴ | | 9.16 | f 10.30 ⁴⁴ | | 5.25 | | |
| 243.1 | New Paris DN | s 10.37 | | 9.24 | f 11.35 | | 5.35 | | |
| 246.9 | Yost | 10.42 | | 9.30 | 11.42 | | 5.45 | | |
| 248.9 | CX DN | 10.48 | | 9.34 | 11.59 | | 5.50 | | |
| 249.3 | Goshen | s 10.50 | | s 9.35 | | | | | |
| 259.2 | Elkhart | 11 10 | | s 9.55 | 1.30 | | 8.30 | | |
| 274.3 | South Bend | AM | | 10.20 | PM | | PM | | |

Conditional Stops:

No. 38 on signal at Urbana and Silver Lake to discharge revenue passengers from or via Anderson; Claypool to receive or discharge revenue passengers; Milford to discharge revenue passengers.

CENTRAL STANDARD TIME

SOUTH ANDERSON TO NORTH VERNON—SOUTH

| Miles from South Anderson | STATIONS | FIRST CLASS | | | SECOND CLASS | | | | |
|---------------------------|----------------------|--------------------|--------------------|--------------------|--------------------|---------------------|--------------------|------------------|---------------------|
| | | 37 | 3 | 45 | 75 | 69 | 71 | 253 | 79 |
| | | THE WINONA | LOUISVILLE EXPRESS | LOUISVILLE EXPRESS | CINCINNATI FREIGHT | LOCAL FREIGHT | ST-1 FREIGHT | MIXED | LOUISVILLE FREIGHT |
| | | Daily Ex. Sunday | Daily Ex. Sunday | Sunday Only | Daily | Mon. Wed. Fri. Only | Daily | Daily Ex. Sunday | Daily |
| 135.3 | Anderson.....DN | 9.40 ^{AM} | 4.55 ^{PM} | | AM | AM | | | PM |
| 135.6 | Pearl St..... | | | | | | | | |
| 136.6 | South Anderson.. | 9.43 | 4.59 ⁴⁰ | | | | | | |
| | So. Anderson Yard DN | 9.45 | | | 12.50 | 6.45 ⁷⁴ | | | 7.00 |
| 142.6 | Emporia..... | AM | | | | | | | |
| 144.7 | Markleville.....D | | 5.09 | | 1.15 ⁷⁶ | f 6.57 | | | 7.18 |
| 150.9 | Shirley.....DN | | s 5.18 | | 1.50 | f 7.25 | | | 7.31 |
| 156.1 | Knox..... | | 5.25 | | 2.10 | 7.40 | | | 7.43 |
| 158.1 | Knightstown.....DN | | s 5.30 | | | f 8.05 | | | |
| 163.0 | Carthage.....D | | s 5.38 | | | f 9.00 | | | |
| 165.0 | Boyd..... | | 5.41 | | 2.50 | 9.15 | | | 8.02 |
| 166.3 | Farmer..... | | | | | | | | |
| 173.4 | Kern..... | | 5.51 | | 3.15 | 9.50 | | | 8.20 |
| 174.4 | Rushville.....DN | | s 5.55 | | | f10.30 | | | |
| 182.0 | Milroy.....D | | s 6.05 | | 4.00 ⁷⁴ | f10.50 | | | 8.40 |
| 185.1 | Williamstown..... | | | | | | | | |
| 187.5 | Sandusky.....D | | 6.13 | PM | 4.10 | f11.05 | AM | PM | 8.50 |
| 193.4 | Greensburg.....DN | | s 6.34 | 6.34 | 5.00 | 12.10 | 7.15 | 12.15 | 9.30 |
| 194.9 | Craig..... | | 6.37 | 6.37 | AM | 12.15 | 7.18 | 12.20 | 9.35 |
| 200.4 | Horace..... | | 6.44 | 6.44 | | 12.27 | 7.30 ⁶⁸ | PM | 9.45 |
| 202.3 | Letts.....D | | 6.47 | 6.47 | | f..... | | | |
| 206.4 | Westport.....D | | 6.53 | 6.53 | | f12.45 | 7.40 | | 10.05 ⁷⁸ |
| 210.3 | Earl..... | | 6.58 | 6.58 | | 1.20 | 7.47 | | 10.15 |
| 213.3 | Brewersville..... | | | | | | | | |
| 218.8 | North Vernon.....DN | | s 7.20 | s 7.20 | | 2.30 | 8.05 ⁷⁸ | | 10.58 |
| 270.4 | Jeff Yard..... | | | | | PM | 11.00 | | 3.00 |
| 271.0 | North Tower..... | | | | | | AM | | AM |
| 271.2 | Jeffersonville..... | | s 8.30 | s 8.30 | | | | | |
| 272.7 | FS Tower.....DN | | | | | | | | |
| 273.6 | Floyd St..... | | | | | | | | |
| 274.3 | Louisville..... | | 8.45 ^{PM} | 8.45 ^{PM} | | | | | |

GREENSBURG TO COLUMBUS WEST

| Miles from Greensburg | STATIONS | FIRST CLASS | |
|-----------------------|-------------------|---------------------|--|
| | | 253 | |
| | | MIXED | |
| | | Daily Ex. Sunday | |
| | Greensburg.....DN | 12.15 ^{PM} | |
| 1.5 | Craig..... | 12.20 | |
| 4.1 | Ewington..... | f12.30 | |
| 8.0 | Burney.....D | s12.40 | |
| 12.1 | Rugby..... | f12.50 | |
| 14.7 | Hope.....D | s 1.10 | |
| 18.7 | Nortonburg..... | f 1.20 | |
| 25.9 | Columbus.....D | 1.50 ^{PM} | |

COLUMBUS TO GREENSBURG EAST

| Miles from Columbus | STATIONS | SECOND CLASS | |
|---------------------|-------------------|--------------------|--|
| | | 252 | |
| | | MIXED | |
| | | Daily Ex. Sunday | |
| | Columbus.....D | 4.00 ^{PM} | |
| 7.2 | Nortonburg..... | f 4.18 | |
| 11.2 | Hope.....D | s 4.35 | |
| 13.8 | Rugby..... | f 4.42 | |
| 17.9 | Burney.....D | s 4.55 | |
| 21.8 | Ewington..... | f 5.05 | |
| 24.4 | Craig..... | 5.15 | |
| 25.9 | Greensburg.....DN | 5.45 ^{PM} | |

CENTRAL STANDARD TIME
NORTH VERNON TO SOUTH ANDERSON—NORTH

| Miles from Louisville. | STATIONS | FIRST CLASS | | | SECOND CLASS | | | | |
|---------------------------|----------------------|--------------------|--------------------|-----------------|--------------------|----------------------|----------------------|-----------------|---------------------|
| | | 40 | 42 | 38 | 74 | 76 | 68 | 252 | 78 |
| | | LOUISVILLE EXPRESS | LOUISVILLE EXPRESS | THE WINONA | MICHIGAN FREIGHT | INDIANAPOLIS FREIGHT | LOCAL FREIGHT | MIXED | NY&CGI FREIGHT |
| | | Daily Ex.Sunday | Sunday Only | Daily Ex.Sunday | Daily | Daily | Tue. Thur. Sat. Only | Daily Ex.Sunday | Daily |
| | Louisville..... | PM 1.30 | PM 1.30 | | | | | | |
| 0.7 | Floyd St..... | | | | | | | | |
| 1.6 | FS Tower.....DN | | | | | | | | |
| 3.1 | Jeffersonville..... | s 1.42 | s 1.42 | | | | | | |
| 3.3 | North Tower..... | | | | | AM | | | PM |
| 3.9 | Jeff Yard..... | | | | | 5.30 | AM | | 7.30 |
| 55.5 | North Vernon.....DN | s 2.48 | s 2.48 | | | 8.05 ⁷¹ | 6.45 | | 9.30 |
| 61.0 | Brewersville..... | | | | | | | | |
| 64.0 | Earl..... | 3.00 | 3.00 | | | 8.21 | 7.01 | | 9.55 |
| 67.9 | Westport.....D | s 3.05 | s 3.05 | | | 8.29 | f 7.10 | | 10.05 ⁷⁹ |
| 72.0 | Letts.....D | f 3.10 | f 3.10 | | | | f..... | | |
| 73.9 | Horace..... | 3.13 | 3.13 | | | 8.41 | 7.30 ⁷¹ | PM | 10.20 |
| 79.4 | Craig..... | 3.20 | 3.20 | | AM | 8.53 | 7.46 | 5.15 | 10.35 |
| 80.9 | Greensburg.....DN | s 3.42 | 3.30 | | 3.30 | 9.30 | 8.35 | 5.45 | 11.30 |
| 86.8 | Sandusky.....D | 3.50 | PM | | 3.45 | AM | f 8.55 | PM | 11.42 |
| 89.2 | Williamstown..... | | | | | | | | |
| 92.3 | Milroy.....D | s 3.58 | | | 4.00 ⁷⁵ | | f 9.15 | | 11.55 |
| 99.9 | Rushville.....DN | s 4.07 | | | | | f10.30 | | |
| 100.9 | Kern..... | 4.08 | | | 4.15 | | 11.05 | | 12.13 |
| 108.0 | Farmer..... | | | | | | | | |
| 109.3 | Boyd..... | 4.20 | | | 4.40 | | 11.30 | | 12.30 |
| 111.3 | Carthage.....D | s 4.23 | | | | | f11.50 | | |
| 116.2 | Knightstown.....DN | s 4.31 | | | | | f12.05 | | |
| 118.2 | Knox..... | 4.34 | | | 4.55 | | 12.10 | | 12.48 |
| 123.4 | Shirley.....DN | s 4.42 | | | 5.10 | | f12.30 | | 1.01 |
| 129.6 | Markleville.....D | s 4.50 | | | 5.25 | | f12.45 | | 1.15 ⁷⁵ |
| 131.7 | Emporia..... | | | PM | | | | | |
| | So. Anderson Yard DN | | | 6.15 | 6.45 ⁶⁹ | | 1.30 | | 4.45 |
| 137.7 | South Anderson..... | 4.59 ³ | | 6.17 | AM | | PM | | AM |
| 138.7 | Pearl St..... | | | | | | | | |
| 139.0 | Anderson.....DN | 5.10 | | 6.35 | | | | | |
| | | PM | | PM | | | | | |

FAIRLAND TO MARTINSVILLE WEST

MARTINSVILLE TO FAIRLAND EAST

| Miles from Fairland. | STATIONS | FIRST CLASS | |
|-------------------------|--------------------|---------------------|--|
| | | 355 | |
| | | MIXED | |
| | | Mon. Wed. Fri. Only | |
| | Fairland.....DN | AM 10.20 | |
| 3.4 | Boggs town..... | s10.30 | |
| 7.0 | Needham..... | s10.42 | |
| 12.5 | Franklin.....D | s12.55 | |
| 19.7 | Trafalgar..... | s 1.20 | |
| 26.4 | Morgantown.....D | s 1.50 | |
| 31.8 | Mahalasville..... | s 2.10 | |
| 38.0 | Martinsville.....D | 3.00 | |
| | | PM | |

| Miles from Martinsville. | STATIONS | FIRST CLASS | |
|-----------------------------|--------------------|----------------------|--|
| | | 354 | |
| | | MIXED | |
| | | Tue. Thur. Sat. Only | |
| | Martinsville.....D | AM 7.10 | |
| 6.2 | Mahalasville..... | s 7.30 | |
| 11.6 | Morgantown.....D | s 7.50 | |
| 18.3 | Trafalgar..... | s 8.25 | |
| 25.5 | Franklin.....D | s 9.25 | |
| 31.0 | Needham..... | s 9.45 | |
| 34.6 | Boggs town..... | s10.05 | |
| 38.0 | Fairland.....DN | 10.20 | |
| | | AM | |

SPRINGFIELD TO INDIANAPOLIS—WEST

| Miles from Springfield. | STATIONS | FIRST CLASS | | | | SECOND CLASS | | | |
|------------------------------|-----------------------|------------------|--|--|--|--------------------|-----------------------|-----------------------|--------------------|
| | | 23 | | | | 91 | 63 | 61 | 97 |
| | | EXPRESS | | | | THROUGH FREIGHT | LOCAL FREIGHT | LOCAL FREIGHT | THROUGH FREIGHT |
| | | Daily Ex. Sunday | | | | Daily | Tue. Thur. Sat. Only | Mon. Wed. Fri. Only | Daily |
| EASTERN STANDARD TIME | | | | | | | | | |
| | Springfield Yard...DN | PM | | | | AM 2.55 | | AM 7.45 | PM 9.55 |
| 1.9 | Springfield.....DN | 3.30 | | | | | | | |
| 5.3 | West End.....DN | | | | | | | | |
| | Cold Springs.....DN | 3.40 | | | | 3.30 | | 8.20 | 10.30 |
| CENTRAL STANDARD TIME | | | | | | | | | |
| 5.3 | Cold Springs.....DN | 2.40 | | | | 2.30 | | 7.20 | 9.30 |
| 8.9 | Donnelsville..... | 2.46 | | | | 2.45 | | 7.30 | 9.45 |
| 13.4 | New Carlisle.....D s | 2.52 | | | | 2.55 | | f 8.00 | 10.00 |
| 15.2 | Brown..... | | | | | | | | |
| 18.1 | Atlasco..... | 2.59 | | | | 3.05 | | 8.20 | 10.10 |
| 20.8 | Grayson..... | | | | | | | | |
| 24.0 | Miami Siding..... | 3.07 | | | | 3.18 ⁹⁴ | | 8.40 | 10.25 |
| 24.8 | Troy.....DN s | 3.15 | | | | 3.25 | | s 10.30 | 10.35 |
| 30.9 | Kessler..... | 3.26 | | | | 3.40 | | 10.45 | 10.50 |
| 34.2 | Ludlow Falls.....D f | 3.32 | | | | 3.50 | | f 10.55 | 11.05 |
| 38.3 | Laura.....D f | 3.40 | | | | | | f | |
| 42.5 | Pittsburg.....f | 3.48 | | | | 4.14 | | f 11.21 ²² | 11.35 |
| 45.9 | Arcanum.....D s | 3.59 | | | | 4.22 | | f 11.55 ⁹² | 11.45 |
| 51.7 | Savona.....D s | 4.09 | | | | 4.45 | | f 12.10 | 12.01 |
| 53.5 | Hewitt.....DN | 4.11 | | | | 4.50 | | 12.15 | 12.06 |
| 55.7 | Clark..... | | | | | | | | |
| 60.2 | Glen Karn.....D s | 4.23 | | | | 5.10 | | f 12.35 | 12.25 |
| 64.5 | Crete.....D f | 4.30 | | | | 5.20 | | f 12.50 | 12.35 |
| 68.5 | Page..... | 4.37 | | | | 5.30 | AM | 1.00 | 12.45 |
| 69.3 | Lynn.....DN s | 4.39 | | | | 5.40 | 6.40 | 1.30 | 12.50 |
| 74.2 | Carlos City.....D f | 4.47 | | | | 5.55 | f 6.55 | PM | 1.00 |
| 79.7 | Modoc.....D s | 4.56 | | | | 6.05 | f 7.05 | | 1.22 ⁹⁴ |
| 83.2 | Losantville.....f | 5.02 | | | | | f | | |
| 83.5 | RN.....DN | 5.03 | | | | | | | |
| 87.3 | Mooreland.....D s | 5.10 | | | | 6.22 | f 7.45 | | 1.36 |
| 90.4 | Messick..... | 5.14 | | | | 6.30 | 7.55 | | 1.45 |
| 95.6 | New Castle.....D s | 5.20 | | | | 6.50 | s 9.44 ²² | | 2.00 |
| 103.8 | Kennard.....D f | 5.37 | | | | 7.10 | f 10.11 ⁹² | | 2.25 |
| 107.0 | Shirley.....DN s | 5.43 | | | | 7.20 | f 10.30 | | 2.35 |
| 108.7 | Wilkinson.....s | 5.47 | | | | | f | | |
| 112.8 | Willow Branch.....f | 5.53 | | | | 7.35 | 10.50 | | 3.00 |
| 117.4 | Maxwell.....D f | 6.01 | | | | 7.45 | f 11.30 | | 3.15 |
| 121.3 | Mohawk.....D f | 6.07 | | | | | f 11.50 | | |
| 125.3 | Mt. Comfort.....f | 6.14 | | | | 8.00 ⁶² | 12.05 | | 3.35 |
| 130.9 | Hunter..... | 6.22 | | | | 8.15 | 12.20 | | 3.45 |
| 135.5 | Eastside.....DN | 6.30 | | | | 8.25 | 1.05 | | 4.00 |
| | Hill..... | | | | | 9.30 | PM | | 6.00 |
| 136.1 | DX..... | | | | | AM | | | AM |
| 139.8 | Indianapolis.....DN | 7.00 | | | | | | | |

Conditional Stops:

No. 23 on signal at Ludlow Falls, Laura, Pittsburg, Carlos City, Losantville, Kennard, Willow Branch, Maxwell, Mohawk and Mt. Comfort to receive or discharge parcel post, and at Pittsburg to receive or discharge express.

INDIANAPOLIS TO SPRINGFIELD—EAST

| Miles from Indianapolis. | STATIONS | FIRST CLASS | | | SECOND CLASS | | | |
|--------------------------|----------|---------------------|--|--|-------------------------|------------------------|-----------------|-----------------|
| | | 22 | | | 60 | 62 | 92 | 94 |
| | | EXPRESS | | | LOCAL FREIGHT | LOCAL FREIGHT | THROUGH FREIGHT | THROUGH FREIGHT |
| | | Daily Ex. Sunday | | | Tue. Thur. Sat. Only | Mon. Wed. Fri. Only | Daily | Daily |

CENTRAL STANDARD TIME

| | | | | | | | | | | | | | | | | | | | | |
|-------|---------------------|-------------------------|--|--|--|--|--|--|----|----------------------|--|--|--|--|--|--|--|---------------------|--|---------------------|
| 8.7 | Indianapolis.....DN | AM 8.15 | | | | | | | | | | | | | | | | | | |
| | DX..... | | | | | | | | | | | | | | | | | | | |
| | Hill..... | | | | | | | | | AM 9.00 | | | | | | | | PM 11.30 | | |
| 4.3 | Eastside.....DN | 8.32 | | | | | | | | 7.10 | | | | | | | | 9.20 | | 11.45 |
| 8.9 | Hunter..... | 8.40 | | | | | | | | 7.25 | | | | | | | | 9.27 | | 11.53 |
| 14.5 | Mt. Comfort.....s | 8.48 | | | | | | | | 8.00 ⁹¹ | | | | | | | | 9.36 | | 12.05 |
| 18.5 | Mohawk.....D | f 8.55 | | | | | | | | f 8.10 | | | | | | | | | | |
| 22.4 | Maxwell.....D | f 9.02 | | | | | | | | f 8.25 | | | | | | | | 9.48 | | 12.18 |
| 27.0 | Willow Branch..... | f 9.08 | | | | | | | | 8.35 | | | | | | | | 9.55 | | 12.25 |
| 31.1 | Wilkinson..... | s 9.15 | | | | | | | | f | | | | | | | | | | |
| 32.8 | Shirley.....DN | s 9.20 | | | | | | | | f 9.00 | | | | | | | | 10.06 | | 12.36 |
| 36.0 | Kennard.....D | s 9.27 | | | | | | | | f 9.10 | | | | | | | | 10.11 ⁶³ | | 12.41 |
| 44.2 | New Castle.....D | s 9.44 ⁶²⁻⁶³ | | | | | | | | s 9.44 ²² | | | | | | | | 10.30 | | 12.57 |
| 49.4 | Messick..... | 9.53 | | | | | | | | 10.38 ⁹² | | | | | | | | 10.38 ⁶² | | 1.05 |
| 52.5 | Mooreland.....D | s 9.59 | | | | | | | | f 12.01 | | | | | | | | 10.43 | | 1.10 |
| 56.3 | RN.....DN | 10.05 | | | | | | | | | | | | | | | | | | |
| 56.6 | Losantville..... | s 10.07 | | | | | | | | f | | | | | | | | | | |
| 60.1 | Modoc.....D | s 10.14 | | | | | | | | f 12.55 | | | | | | | | 10.55 | | 1.22 ⁹⁷ |
| 65.6 | Carlos City.....D | s 10.24 | | | | | | | AM | f 1.15 | | | | | | | | 11.04 | | 1.31 |
| 70.5 | Lynn.....DN | s 10.34 | | | | | | | | 6.15 | | | | | | | | 2.00 | | 11.12 |
| 71.3 | Page..... | 10.36 | | | | | | | | 6.20 | | | | | | | | PM | | 11.15 |
| 75.3 | Crete.....D | f 10.43 | | | | | | | | f 6.40 | | | | | | | | | | 11.22 |
| 79.6 | Glen Karn.....D | s 10.50 | | | | | | | | f 7.05 | | | | | | | | | | 11.29 |
| 84.1 | Clark..... | | | | | | | | | | | | | | | | | | | |
| 86.3 | Hewitt.....DN | 11.01 | | | | | | | | 7.22 | | | | | | | | | | 11.40 |
| 88.1 | Savona.....D | s 11.05 | | | | | | | | f 7.55 | | | | | | | | | | 11.45 |
| 93.9 | Arcanum.....D | s 11.15 | | | | | | | | f 8.25 | | | | | | | | | | 11.55 ⁶¹ |
| 97.3 | Pittsburg..... | s 11.21 ⁶¹ | | | | | | | | f 8.50 | | | | | | | | | | 12.03 |
| 101.5 | Laura.....D | s 11.28 | | | | | | | | f | | | | | | | | | | |
| 105.6 | Ludlow Falls.....D | s 11.35 | | | | | | | | f 9.25 | | | | | | | | | | 12.19 |
| 108.9 | Kessler..... | 11.40 | | | | | | | | 9.40 | | | | | | | | | | 12.25 |
| 115.0 | Troy.....DN | s 11.51 | | | | | | | | s 10.30 | | | | | | | | | | 12.40 |
| 115.8 | Miami Siding..... | 11.53 | | | | | | | | 11.01 | | | | | | | | | | 12.43 |
| 119.0 | Grayson..... | | | | | | | | | | | | | | | | | | | 3.18 ⁹¹ |
| 121.7 | Atlasco..... | 12.03 | | | | | | | | 11.22 | | | | | | | | | | 12.53 |
| 124.6 | Brown..... | | | | | | | | | | | | | | | | | | | 3.28 |
| 126.4 | New Carlisle.....D | s 12.10 | | | | | | | | f 11.45 | | | | | | | | | | 1.03 |
| 130.9 | Donnelsville..... | 12.18 | | | | | | | | 12.01 | | | | | | | | | | 1.12 |
| 134.5 | Cold Springs.....DN | 12.26 | | | | | | | | 12.15 | | | | | | | | | | 1.25 |

EASTERN STANDARD TIME

| | | | | | | | | | | | | | | | | | | | | | | |
|-------|-----------------------|------|--|--|--|--|--|--|--|------|--|--|--|--|--|--|--|--|--|------|--|------|
| 134.5 | Cold Springs... DN | 1.26 | | | | | | | | 1.15 | | | | | | | | | | 2.25 | | 5.30 |
| 137.9 | West End..... DN | | | | | | | | | | | | | | | | | | | | | |
| 139.8 | Springfield..... DN | 1.45 | | | | | | | | | | | | | | | | | | | | |
| | Springfield Yard...DN | | | | | | | | | 1.45 | | | | | | | | | | 5.45 | | 8.00 |
| | | | | | | | | | | PM | | | | | | | | | | PM | | AM |

Conditional Stops:
 No. 22 on signal at Mohawk, Maxwell and Willow Branch to receive or discharge parcel post.

CENTRAL STANDARD TIME

| VALLEY JCT. TO BEESON WEST | | | | BEESON TO VALLEY JCT. EAST | | | |
|-----------------------------------|----------------------|---------------|------------------|-----------------------------------|----------------------|---------------|------------------|
| Miles from Valley Jct. | STATIONS | FIRST CLASS | | Miles from Beeson. | STATIONS | SECOND CLASS | |
| | | 151 | | | | 150 | |
| | | LOCAL FREIGHT | Daily Ex. Sunday | | | LOCAL FREIGHT | Daily Ex. Sunday |
| | | AM | | | | AM | |
| 2.1 | Valley Jct.....DN | 6.20 | | 2.5 | Beeson..... | 10.10 | |
| 4.8 | White Water Park... | 6.28 | | 5.6 | Huber..... | | |
| 7.7 | Simonson..... | 6.35 | | 10.2 | Connersville.....D s | 10.40 | |
| 11.0 | Harrison.....D s | 6.55 | | 12.3 | Nulltown..... | 10.52 | |
| 14.5 | Longnecker..... | 7.03 | | 16.4 | Alpine..... | 10.59 | |
| | New Trenton..... | 7.13 | | | Laurel.....D fl | 11.11 | |
| 16.1 | Ashby..... | 7.19 | | 21.4 | Leonard..... | 11.24 | |
| 19.0 | Cedar Grove.....D f | 7.29 | | 22.2 | Metamora.....D fl | 11.28 | |
| 25.8 | Brookville.....D s | 8.00 | | 27.1 | Yellow Bank..... | 11.40 | |
| 29.3 | Yellow Bank..... | 8.12 | | 30.6 | Brookville.....D s | 12.01 | |
| 34.2 | Metamora.....D f | 8.30 | | 37.4 | Cedar Grove.....D fl | 12.18 | |
| 35.0 | Leonard..... | 8.33 | | 40.3 | Ashby..... | 12.27 | |
| 40.0 | Laurel.....D f | 8.55 | | 41.9 | New Trenton..... | 12.32 | |
| 44.1 | Alpine..... | 9.10 | | 45.4 | Longnecker..... | 12.42 | |
| 46.2 | Nulltown..... | 9.18 | | 48.7 | Harrison.....D s | 12.55 | |
| 50.8 | Connersville.....D s | 9.35 | | 51.6 | Simonson..... | 1.02 | |
| 53.9 | Huber..... | | | 54.8 | White Water Park... | 1.10 | |
| 56.4 | Beeson..... | 10.00 | | 56.4 | Valley Jct.....DN | 1.15 | |
| | | AM | | | | PM | |

| LAWRENCEBURG JCT. TO AURORA WEST | | | | AURORA TO LAWRENCEBURG JCT. EAST | | | |
|---|----------------------|--|--|---|----------------------|--|--|
| Miles from Lawrenceburg Jct. | STATIONS | | | Miles from Aurora. | STATIONS | | |
| | | | | | | | |
| | | | | | | | |
| 0.5 | Lawrenceburg Jct..DN | | | 3.9 | Aurora..... | | |
| 2.5 | Hardentown..... | | | 4.1 | Lawrenceburg..... | | |
| 2.7 | Dearborn..... | | | 6.1 | Dearborn..... | | |
| 6.6 | Lawrenceburg..... | | | 6.6 | Hardentown..... | | |
| | Aurora..... | | | | Lawrenceburg Jct..DN | | |

SPEED TABLE

NOTE—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

| Time per Mile. | Miles per Hour. | Time per Mile. | Miles per Hour. | Time per Mile. | Miles per Hour. | Time per Mile. | Miles per Hour. |
|----------------|-----------------|----------------|-----------------|----------------|-----------------|----------------|-----------------|
| 0 min. 36 sec. | 100.00 | 1 min. 30 sec. | 40.00 | 2 min. 24 sec. | 25.00 | 3 min. 18 sec. | 18.18 |
| 0 " 37 " | 97.30 | 1 " 31 " | 39.56 | 2 " 25 " | 24.83 | 3 " 19 " | 18.09 |
| 0 " 38 " | 94.74 | 1 " 32 " | 39.13 | 2 " 26 " | 24.66 | 3 " 20 " | 18.00 |
| 0 " 39 " | 92.31 | 1 " 33 " | 38.71 | 2 " 27 " | 24.49 | 3 " 21 " | 17.91 |
| 0 " 40 " | 90.00 | 1 " 34 " | 38.30 | 2 " 28 " | 24.32 | 3 " 22 " | 17.82 |
| 0 " 41 " | 87.80 | 1 " 35 " | 37.89 | 2 " 29 " | 24.16 | 3 " 23 " | 17.73 |
| 0 " 42 " | 85.71 | 1 " 36 " | 37.50 | 2 " 30 " | 24.00 | 3 " 24 " | 17.65 |
| 0 " 43 " | 83.72 | 1 " 37 " | 37.11 | 2 " 31 " | 23.84 | 3 " 25 " | 17.56 |
| 0 " 44 " | 81.82 | 1 " 38 " | 36.73 | 2 " 32 " | 23.68 | 3 " 26 " | 17.48 |
| 0 " 45 " | 80.00 | 1 " 39 " | 36.36 | 2 " 33 " | 23.53 | 3 " 27 " | 17.39 |
| 0 " 46 " | 78.26 | 1 " 40 " | 36.00 | 2 " 34 " | 23.38 | 3 " 28 " | 17.31 |
| 0 " 47 " | 76.60 | 1 " 41 " | 35.64 | 2 " 35 " | 23.23 | 3 " 29 " | 17.22 |
| 0 " 48 " | 75.00 | 1 " 42 " | 35.29 | 2 " 36 " | 23.08 | 3 " 30 " | 17.14 |
| 0 " 49 " | 73.47 | 1 " 43 " | 34.95 | 2 " 37 " | 22.93 | 3 " 31 " | 17.06 |
| 0 " 50 " | 72.00 | 1 " 44 " | 34.62 | 2 " 38 " | 22.78 | 3 " 32 " | 16.98 |
| 0 " 51 " | 70.59 | 1 " 45 " | 34.29 | 2 " 39 " | 22.64 | 3 " 33 " | 16.90 |
| 0 " 52 " | 69.23 | 1 " 46 " | 33.96 | 2 " 40 " | 22.50 | 3 " 34 " | 16.82 |
| 0 " 53 " | 67.92 | 1 " 47 " | 33.64 | 2 " 41 " | 22.36 | 3 " 35 " | 16.74 |
| 0 " 54 " | 66.67 | 1 " 48 " | 33.33 | 2 " 42 " | 22.22 | 3 " 36 " | 16.67 |
| 0 " 55 " | 65.45 | 1 " 49 " | 33.03 | 2 " 43 " | 22.08 | 3 " 37 " | 16.59 |
| 0 " 56 " | 64.29 | 1 " 50 " | 32.73 | 2 " 44 " | 21.95 | 3 " 38 " | 16.51 |
| 0 " 57 " | 63.16 | 1 " 51 " | 32.43 | 2 " 45 " | 21.82 | 3 " 39 " | 16.44 |
| 0 " 58 " | 62.07 | 1 " 52 " | 32.14 | 2 " 46 " | 21.69 | 3 " 40 " | 16.36 |
| 0 " 59 " | 61.02 | 1 " 53 " | 31.86 | 2 " 47 " | 21.56 | 3 " 41 " | 16.29 |
| 1 " 0 " | 60.00 | 1 " 54 " | 31.58 | 2 " 48 " | 21.43 | 3 " 42 " | 16.22 |
| 1 " 1 " | 59.02 | 1 " 55 " | 31.30 | 2 " 49 " | 21.30 | 3 " 43 " | 16.14 |
| 1 " 2 " | 58.06 | 1 " 56 " | 31.03 | 2 " 50 " | 21.18 | 3 " 44 " | 16.07 |
| 1 " 3 " | 57.14 | 1 " 57 " | 30.77 | 2 " 51 " | 21.05 | 3 " 45 " | 16.00 |
| 1 " 4 " | 56.25 | 1 " 58 " | 30.51 | 2 " 52 " | 20.93 | 3 " 46 " | 15.93 |
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| 1 " 6 " | 54.55 | 2 " 0 " | 30.00 | 2 " 54 " | 20.69 | 3 " 48 " | 15.79 |
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| 1 " 8 " | 52.94 | 2 " 2 " | 29.51 | 2 " 56 " | 20.45 | 3 " 50 " | 15.65 |
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| 1 " 10 " | 51.43 | 2 " 4 " | 29.03 | 2 " 58 " | 20.22 | 3 " 52 " | 15.52 |
| 1 " 11 " | 50.70 | 2 " 5 " | 28.80 | 2 " 59 " | 20.11 | 3 " 53 " | 15.45 |
| 1 " 12 " | 50.00 | 2 " 6 " | 28.57 | 3 " 0 " | 20.00 | 3 " 54 " | 15.38 |
| 1 " 13 " | 49.31 | 2 " 7 " | 28.35 | 3 " 1 " | 19.89 | 3 " 55 " | 15.32 |
| 1 " 14 " | 48.65 | 2 " 8 " | 28.12 | 3 " 2 " | 19.78 | 3 " 56 " | 15.25 |
| 1 " 15 " | 48.00 | 2 " 9 " | 27.91 | 3 " 3 " | 19.67 | 3 " 57 " | 15.19 |
| 1 " 16 " | 47.37 | 2 " 10 " | 27.69 | 3 " 4 " | 19.57 | 3 " 58 " | 15.13 |
| 1 " 17 " | 46.75 | 2 " 11 " | 27.48 | 3 " 5 " | 19.46 | 3 " 59 " | 15.06 |
| 1 " 18 " | 46.15 | 2 " 12 " | 27.27 | 3 " 6 " | 19.35 | 4 " 0 " | 15.00 |
| 1 " 19 " | 45.57 | 2 " 13 " | 27.07 | 3 " 7 " | 19.25 | 4 " 17 " | 14.00 |
| 1 " 20 " | 45.00 | 2 " 14 " | 26.87 | 3 " 8 " | 19.15 | 4 " 36 " | 13.00 |
| 1 " 21 " | 44.44 | 2 " 15 " | 26.67 | 3 " 9 " | 19.05 | 5 " 0 " | 12.00 |
| 1 " 22 " | 43.90 | 2 " 16 " | 26.47 | 3 " 10 " | 18.95 | 5 " 27 " | 11.00 |
| 1 " 23 " | 43.37 | 2 " 17 " | 26.28 | 3 " 11 " | 18.85 | 6 " 0 " | 10.00 |
| 1 " 24 " | 42.86 | 2 " 18 " | 26.09 | 3 " 12 " | 18.75 | 6 " 40 " | 9.00 |
| 1 " 25 " | 42.35 | 2 " 19 " | 25.90 | 3 " 13 " | 18.65 | 7 " 30 " | 8.00 |
| 1 " 26 " | 41.86 | 2 " 20 " | 25.71 | 3 " 14 " | 18.56 | 8 " 34 " | 7.00 |
| 1 " 27 " | 41.38 | 2 " 21 " | 25.53 | 3 " 15 " | 18.46 | 10 " 0 " | 6.00 |
| 1 " 28 " | 40.91 | 2 " 22 " | 25.35 | 3 " 16 " | 18.37 | 12 " 0 " | 5.00 |
| 1 " 29 " | 40.45 | 2 " 23 " | 25.17 | 3 " 17 " | 18.27 | | |

LAKE MICHIGAN

CHICAGO

INDIANA

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INDIANA DIVISION

