



**CONSOLIDATED  
RAIL  
CORPORATION**

\* \* \*

**SOUTHERN REGION**

\* \* \*

**COLUMBUS DIVISION  
SOUTHWEST DIVISION**

\* \* \*

**TIMETABLE No. 1**

In Effect | 1.01 A.M., EST | Sunday, April, 27 1980  
| 12.01 A.M., CST |

FOR THE GOVERNMENT OF EMPLOYES ONLY

**H. E. RING**  
General Manager

**R. E. GRATZ**  
Regional Superintendent—Transportation

**Division Superintendents:**      **Divisions:**  
J. H. KITHCART                      COLUMBUS  
E. E. BURGER                        SOUTHWEST

## SOUTHERN REGION

### KNOW YOUR TIMETABLE

**TIMETABLE**—Printed information which authorizes the movement of trains subject to the rules and contains classified schedules of regular trains and Special Instructions.

Special Instructions relative to the **Rules of the Transportation Department** are numbered in the current Timetable as follows:

Special Instructions referring to **Rules A through T** are prefixed by the figure **100**;

Special Instructions referring to **Rules 1 through 998** have the "key figure" **1000** added to the Rule.

#### EXAMPLES:

Rule Number	Rule Refers To:	Prefix Or Add	Look Up Special Instruction #
C	Annual Exams	+100	100C
R	Hospitals/Doctors	+100	100R
1	Time	+1000	1001
14	Engine Whistles	+1000	1014
75	Gen'l Orders/ Bulletin Orders	+1000	1075
93	Yard Limits	+1000	1093
103	Crossings	+1000	1103
151	Track Assignments	+1000	1151
201	Train Orders/ Train Disprs.	+1000	1201
250	Signal Rules (*All Signal Rules In Effect Included: MBS, TCS, ABS, Cab Signals).	+1000	1250*
605	Interlockings	+1000	1605
701	Radio/Telephones	+1000	1701
829	Maintenance of Way	+1000	1829

There is a gap between **Rule 152** and **Rule 201** in the **Rules of the Transportation Department**. Certain of the missing numbers are therefore, assigned to the following operations and given **SPECIAL INSTRUCTION NUMBERS** as shown below:

154	—Psgr. Train Operation	1154
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This numbering scheme provides a ready reference to Rules made effective by **TIMETABLE SPECIAL INSTRUCTIONS**.

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STATION PAGE SYMBOLS

NOTE—Applies on Pages 7 to 42 inclusive:  
**K** Indicates controlled by.  
**O** Indicates automatic interlocking.  
**P** Indicates in service part-time.  
**R** Indicates remote controlled from.  
**S** Indicates control station at other than dispatcher's office.  
**X** Indicates in service continuously.  
**★** Indicates Road Radio channel 1.  
**◆** Indicates Road Radio channel 2.  
 Holidays: New Years, Memorial, Independence, Labor, Thanksgiving, Christmas Days.

STATION PAGE ABBREVIATIONS

**BLS** - Block-limit Station.  
**Blk. Sta.** - Block Station.  
**Conn.** - Connection  
**Int.** - Interlocking  
**Int. Sta.** - Interlocking Station.  
**Rnng.** - Running  
**Sec.** - Secondary  
**T. O. Ofc.** - Train Order Office.  
**Xng.** - Crossing

TRAIN INSPECTION DETECTOR SYMBOLS

The following Symbols apply on Station Pages to indicate Hot Box, Hot Wheel & Dragging Equipment Detector locations and their applicable directions and tracks for which they function:

- ++++—Detector Identification Line
- DED—Dragging Equipment Detector
- HBD—Hot Box Detector
- HWD—Hot Wheel Detector
- E, W, N, S—Directions
- Sngl—Single Track
- 1, 2, 3, etc.—Track Numbers
- (E) Sig.—'E' Light per Sp'l. Inst'n. 1078-D

MAIN LINE—PITTSBURGH TO COLUMBUS

Int.	Int. Sta.	Blk. Sta. T.O. Ofc.	BLS	STATIONS	Distance from Pittsburgh	Siding Direction, E, W, N, S, or Both & Length In Feet OR DETECTOR READOUTS:	Note
				PITTSBURGH (Central Rgn.) Pittsburgh Divn.)	00.0		
X	X	X★		UHRICH	91.9		U
				(B&O Crossing) PORT WASHINGTON	106.6		
X				NEWCOMERSTOWN	108.2		
				TOWN	108.2		F-4
				DIVN. POST (Pgh. Divn/Cent. Rgn. —Cols. Divn./Sou. Rgn.)	109.0		
X				EAST TUSCA	109.8		
X				WEST TUSCA	111.8	E 8876	
+	+	+	+	DED-E&W/2	113.6	Morgan Run	+
+	+	+	+	WEST LAFAYETTE	115.6		
+	+	+	+	DED-E&W/1	116.6	Rotating Light	+
X	X	X★		MORGAN RUN (N.&W. Crossing)	118.1	W 15312	U
X				WALLY R-Morgan Run	121.8		
				COSHOCOTON	122.2		
+	+	+	+	DED-E&W/1	123.2	Morgan Run	+
+	+	+	+	DED-W/2	123.2	(E)-Sig. 1271	+
				CLOW ROAD	124.1		T
			X	CLOW R-Morgan Run	124.5		1-3
				TYNDALL	127.0		
+	+	+	+	HBD-E&W/1	129.5	Morgan Run	+
+	+	+	+	DED-W/2	130.0	(E)-Sig. Aro	+
+	+	+	+	HBD-E&W/2	132.1	Morgan Run	+
+	+	+	+	DED-E/1	134.0	(E)-Sig. 1298	+
			X	ARO R-Bricker	134.1		2.3
				TRINWAY	135.8		F
				WEST TRINWAY	137.4		T
+	+	+	+	DED-W/2	138.3	(E)-Sig. Bricker	+
+	+	+	+	DED-E/1	140.6	(E)-Sig. 1364	+
				FRAZEYSBURG	141.7		
X	X	X★		BRICKER	142.8	E 9432	U
				BLACK RUN R-Bricker	144.8	W 9482	
+	+	+	+	DED-E/1	148.6	(E)-Sig. Black Run	+
				HANOVER	149.6		
+	+	+	+	DED-W/2	150.2	(E)-Sig. 1553	+
				LICKING	155.1	W 9432	U
				LAKE ERIE CROSSING (B.&O.)	157.4		
				(B.&O. MP From Benwood, W. VA.) (For Information Only)			↓
				FIRST STREET	157.5		
				NEWARK	157.8		103.8
			X	ND CABIN	158.0		104.2
+	+	+	+	DED-W/B.&O. 1	158.7	(E) Sig. 1059	104.5
+	+	+	+	DED-E/B.&O. 2	161.5	(E) Sig. 1058	107.3
X	X	X★		HEATH	161.9	E 3950	108.0
+	+	+	+	DED-E/B.&O. 2	165.7	(E) Sig. 1100	111.5
+	+	+	+	HBD-E/B.&O. 2	165.9	Heath	112.0
+	+	+	+	OUTVILLE	169.2	W 3954	115.0
+	+	+	+	DED-W/B.&O. 1	174.1	(E) Sig. 1213	119.9
X	X	X★		SUMMIT	177.4	W 7154	122.8
+	+	+	+	DED-W/B.&O. 1	180.6	(E) Sig. 1281	126.4
+	+	+	+	DED-E/B.&O. 2	180.6	(E) Sig. 1248	126.4
+	+	+	+	DED-E/B.&O. 4	180.6	(E) Sig. 1248	126.4
X				PORT COLUMBUS R-E.Cols.	184.0		130.2
X	X	X		EAST COLUMBUS	186.1	W 3991	132.2
X	X	X★		ALUM CREEK	187.7		133.7
				CLEVELAND AVE.	190.2		136.0
			X	U.S. TOWER	190.5		136.7
				NEILSTON	190.4		
				FOURTH STREET	190.6		
				THIRD STREET	190.7		
X				COLUMBUS CP-HIGH STREET INT. R-High St. Blk. Sta. (Cols.-Indpls. & Cols.- (Chgo. Mains)	191.0		U
...	X	X★		HIGH STREET BLOCK STA. (S)	191.1		

The direction from Pittsburgh to Columbus is westward.

- NOTES (CROSSOVERS: U—Universal, F—Facing, T—Trailing).  
 1. CLOW in service for eastward movements on No. 1 track only.  
 2. ARO in service for westward movements on No. 2 track only.  
 3. Remote Block Station Only—not a Train Order Office.  
 4. TOWN—Facing crossover hand-operated east of Interlocking.

MAIN LINE—CLEVELAND TO INDIANAPOLIS

Table with columns: Int., Int. Sta., Blk. Sta. T.O. Ofc., BLS, STATIONS, Distance from Cleveland, Siding Direction, Length in Feet OR DETECTOR READOUTS, Note. Rows include stations like CLEVELAND (West., Region), BERA (M.L. Bflo.-Chgo.), DIVN—RGN. POST, etc.

(Continued on next page)

MAIN LINE—CLEVELAND TO INDIANAPOLIS—Continued

Table with columns: Int., Int. Sta., Blk. Sta. T.O. Ofc., BLS, STATIONS, Distance from Cleveland, Siding Direction, Length in Feet OR DETECTOR READOUTS, Note. Rows include stations like ANSONIA (Carlisle Br. Conn.), CP-WEST ANSONIA, ELROY, etc.

The direction from Cleveland to Indianapolis is westward.

- NOTE (CROSSOVERS: U—Universal, F—Facing, T—Trailing)
1. CP-BURT-Remote Block Station, not a Train Order Office.
2. STELLA COURT—Located in Train Dispatcher Office, 2100 Stella Ct., Columbus, Ohio.
3. CP-UNION CITY-Remote Block Station, not a Train Order Office.

**MAIN LINE—COLUMBUS TO INDIANAPOLIS  
TATES POINT SECONDARY**

Int.	Int. Sta.	Blk. Sta. T.O. Ofc.	BLS	STATIONS	Distance from Columbus	Siding Direction, E,W,N,S, or Both & Length In Feet OR DETECTOR READOUTS:	Note
X				COLUMBUS	0.0		
				CP-HIGH STREET INT. R-High St. Blk. Sta. (Conn. from Pgh. Cols. B.&O. (C.&N., Burt-Cols. & Mt. (Vernon Sec.)	0.0		U
X	X	X★		HIGH STREET BLOCK STA. (S)	0.1		F
X	X	◆		CP-WATER STREET R-High St.	0.4		T
				SCIO TO (C.&O. & Western Branch Crossing & Conn.)	0.9		1-2
				CP-RUSS R-Buckeye (Chessie Conn.)	1.7		T-2
				CAMP CHASE CONN. (Camp Chase Ind. Trk. Conn.)	3.4		
X				CP-EAST ALTON } R-Buckeye	6.7		
X				CP-NORTH ALTON (via Buckeye Yd. Leads)	7.2		2
X				BUCKEYE YARD			
X				CP-ALTON } R-Buckeye	8.2	E 5908	U-2
X				WEST ALTON	9.5	W 5290	2
++	++	+++	++	DED-E/2	14.8	Buckeye	+++
++	++	+++	++	WEST JEFFERSON	14.8		F
++	++	+++	++	DED-W/1	19.1	Stella Ct.	+++
X				CP-LONDON R-Stella Ct.	25.0	W 5400	U
++	++	+++	++	DED-E/Sngl.	29.4	Stella Court	+++
++	++	+++	++	FLORENCE	31.2		
++	++	+++	++	DED-W/Sngl.	31.4	Stella Court	+++
X				CP-S. CHARLESTON R-Stella Ct. (DT&I Xng & Conn.)	36.3	B 11250	
X				CP-CHUCK R-Stella Ct.	38.8		
++	++	+++	++	SELMA	40.8		
++	++	+++	++	DED-E/Sngl.	41.6	Stella Court	+++
++	++	+++	++	CEDARVILLE	46.8		
++	++	+++	++	WILBERFORCE	50.4		
++	++	+++	++	HBD-E&W/Sngl.	50.8	Dayton	+++
++	++	+++	++	XENIA (Roxanna Sec. Conn.)	54.7		
				(Distance from Xenia)			
				XENIA (Roxanna Sec. Conn.)	0.0		
				SHAWNEE	1.5		
				TREBEIN	3.9		
				ALPHA	5.3		
				ZIMMERMAN	8.0		
++	++	+++	++	DED-E&W/Sngl	9.6	Rotating Light	+++
X				CP-CLEMENT R-Dayton (Clement Rng. Conn.)	12.3		
X				DUTOIT ST.	14.6		
X	X	★		WAYNE AVE. JCT. R-Dayton	15.4		
X				DAYTON DEPOT R-Dayton	15.8		
				(Distance from Cleveland)			
X				CP-LONDON R-Stella Court	163.5	W 5400	U
X				WEST LONDON	165.6		
X				PLATTSBURG	172.3		
X				CP-EAST BROOKS	175.4		
X				CP-BROOKS	176.5	B 5000	
X				CP-CARNEY (D.T.&I Crossing)	181.1		
X				CP-EAST ST.	182.2		
				YELLOW SPRINGS RUNNG. CONN	182.5		
				SPRINGFIELD	182.9		
X				CP-FOUNTAIN (Belftn. Br. Conn. via South Route)	183.0		
X	X	X★		CP-WEST END	184.8		
X				COLD SPRINGS (S) (Belftn. Br. Conn. via North Route)	188.2		U
++	++	+++	++	ENON	190.6		
++	++	+++	++	DED-E&W/2	192.5	Rotating Light	+++
++	++	+++	++	DED-E&W/1	193.6	Rotating Light	+++
++	++	+++	++	FAIRBORN	196.7		F
++	++	+++	++	DED-E&W/2	200.9	Rotating Light	+++
++	++	+++	++	WRIGHT No. 2	201.9		
++	++	+++	++	DED-E&W/1	202.9	Rotating Light	+++
X	X	X★◆		TATES POINT (B.&O. Xng.)	204.6		U-3
X				FINDLAY STREET	205.7		
X				CP-DRAWBRIDGE R-Tates Pt.	206.7		
X				SECOND ST. (B.&O. Conn.) R-Dayton	206.8		3
X	X	★		WAYNE AVE. JCT. R-Dayton	206.9		
X	X			DAYTON DEPOT R-Dayton	207.3		

(Continued on next page)

**MAIN LINE—COLUMBUS TO INDIANAPOLIS—Continued**

Int.	Int. Sta.	Blk. Sta. T.O. Ofc.	BLS	STATIONS	Distance from	Siding Direction, E,W,N,S, or Both & Length In Feet OR DETECTOR READOUTS:	Note
				(Distance from Xenia)*			
X	X	★		DAYTON DEPOT (M.L. Dayton Cinn. Conn.)	15.8		U
X				MIAMI CITY JCT.	16.6		
X				CP-WOLF CREEK	17.7		
X				CP-STILL WATER	20.6		
				TROTWOOD	22.2		
++	++	+++	++	DED-E/Sngl.	22.2	Dayton	+++
X				CP-E. BROOKVILLE	28.1		
X				CP-BROOKVILLE	28.9		B 3700
X				DODSON (B.&O. Conn.)	31.3		
X				CP-EAST MANCHESTER	40.7		
X				WEST MANCHESTER (Carlisle Sec. Xng. & Conn.)	41.7		B 4150
				ELDORADO	44.3		
++	++	+++	++	DED-E&W/Sngl.	46.7	Glen	+++
X				CP-NEW PARIS R-Glen	51.7		
				(Distance from Columbus)*(Via Bradford)			
X				NEW PARIS—R-Glen	113.8		U
				OH-IN. STATE LINE	115.4		
				DIVN. POST (Cols. Divn/ SouWest Divn)	117.2		
X	X	X		GLEN (N&W Conn.)	117.2		T
				TWELFTH ST.	119.5		T
X	X	X★		RICHMOND	119.6		
				NEWMAN (N.&W., Round Barn, & Newman Running Tracks)	119.8		U
				HILLS	122.1		T
++	++	+++	++	DED-E/1	124.0	Newman	+++
				CENTERVILLE	125.6		
				JAX R-Newman	126.9		4
				GERMANTOWN	133.1		
				CAMBRIDGE CITY	134.9		
				WEST CAMBRIDGE	136.0		T-6
X				EAST DUBLIN R-Dunreith	137.0		
X				DUBLIN	137.3		E 6950
X				DUBLIN JCT. R-Dunreith	138.4		
				STRAUGHN	141.3		
				LEWISVILLE	144.6		
X	P	P★		DUNREITH (N.&W. Xng.)	148.9		
++	++	+++	++	DED-E/1	152.9	(E)SIG Dunreith	+++
++	++	+++	++	KNIGHTSTOWN	153.9		
++	++	+++	++	CHARLOTTESVILLE	158.7		6
++	++	+++	++	DED-W/2	160.8	Thorne	+++
X				RILEY	164.8		
X				WEST RILEY } R-Thorne	166.3		W 6750
				GREENFIELD	167.2		T
++	++	+++	++	DED-E/1	169.8	Thorne	+++
				PHILADELPHIA	170.9		
				GEM	174.1		
				CUMBERLAND	176.8		
++	++	+++	++	DED-W/2	176.8	Thorne & (E) SIG#1787	+++
X	P	P★		THORNE (Arlington Ave. Sec. Conn.)	180.8		U
X				PINE	185.3		
X	X	X		CRUSE STREET R-Thorne	186.7		5
X				I.U. INTERLOCKING	187.6		U
X				INDIANAPOLIS (Union Sta.)	187.9		

The direction from Columbus to Indianapolis is westward.

Interlocking, Block Station & Train Order Office  
in service part-time as follows:

Station	Hours in Service
Thorne	3:00 P.M. to 11:59 P.M. Daily Except Sundays & Holidays (See Note 1) Note 1: Closed 1 hour for lunch at discretion of Train Dispatcher
Dunreith	8:00 A.M. to 5:00 P.M. Daily Except Sundays & Holidays

NOTE (CROSSOVERS: U—Universal, F—Facing, T—Trailing).

1. CP-RUSS—in service No. 1 Track only.
2. BUCKEYE—locates MP 7.8 on Main Line—Cols. to Chgo.
3. TATES POINT SECONDARY—runs parallel North Side of Old Dayton Yard.
4. JAX—Remote Block Station in service for Eastward movements on No. 1 Track only.
5. CRUSE STREET—ABS Signal for Eastward movement only, locates at East Limit of IU Int.
6. No. 2 TRACK—out of service between MP 136.6 & MP 158.0.

**MAIN LINE—BURT TO COLUMBUS**

Int.	Int. Sta.	Blk. Sta. T.O. Ofc.	BLS	STATIONS	Distance from Cleveland	Siding Direction, E,W,N,S, or Both & Length in Feet OR DETECTOR READOUTS:	Note
X	...	X	...	CP-BURT R-Stella Ct. (ML Cleve. to Indpls. Conn.)	80.3		U 4-5
+	+	+	+	DED-E&W/Sngl.	83.1	Rotating Light	++
+	+	+	+	ST. JAMES	85.7	B 4471	++
+	+	+	+	SIMS STATION	87.2		
+	+	+	+	DED-E&W/Sngl.	89.6	Rotating Light	++
+	+	+	+	CP-91 (EAST EDISON)	91.2		
X	...	...	...	CP-92 (EDISON) (Edison Sec. Xng.)	92.8	B 5314	
X	...	...	...	CP-93 (WEST EDISON)	93.9		
+	+	+	+	DED-E&W/Sngl.	96.1	Rotating Light	++
+	+	+	+	CARDINGTON	97.4		
+	+	+	+	DED-E&W/Sngl.	100.1	Rotating Light	++
+	+	+	+	CP-104 (ASHLEY)	104.4	B 4296	
+	+	+	+	HBD/DED-E&W/Sngl.	104.7	Dispr. Ofc.	++++
+	+	+	+	DED-E&W/Sngl.	108.1	Rotating Light	++
X	...	...	...	CP-111 (PAGET)	111.1		
X	...	...	...	CP-114 (DELAWARE) (Delaware Rrng. Trk. Conn.)	114.0		
X	...	...	...	CP-117 (JONES)	117.1		
X	...	...	...	CP-111 (PAGET) (via Cut-Off)	111.1		1
X	...	...	...	CP-117 (JONES)	114.5		
X	...	...	...	CP-117 (JONES)	117.1		
+	+	+	+	DED-E&W/Sngl.	120.2	Rotating Light	+++
+	+	+	+	LEWIS CENTER	122.1		
+	+	+	+	DED-E&W/Sngl.	125.1	Rotating Light	+++
X	...	...	...	CP-129 (E. WORTHINGTON)	129.0		
X	...	...	...	CP-130 (WORTHINGTON) (N. & W. Xng.) R-N. & W. Dispr.	130.1	B 4280	3
+	+	+	+	CP-133 (FAIRGROUNDS) R-Olentangy	133.0		2
+	+	+	+	DED-E&W/Sngl.	133.7	Rotating Light	+++
X	...	...	...	CP-136 (FIFTH AVE.) R-Olentangy	136.8		2
+	+	+	+	COLUMBUS	137.7		
+	+	+	+	FOURTH STREET (M.L. Pgh. to Cols/B&O C&N Divn. Conn.)	137.8		

The direction from CP-BURT to Columbus is westward.

- NOTE**
1. The distance from CP-111 Paget to CP-117 Jones via the Cut-Off is 3.4 miles.
  2. OLENTANGY locates MP 1.0 on Main Line—Columbus to Chicago.
  3. CP-130 (WORTHINGTON): N. & W. Train Dispatcher locates at Portsmouth, OH.
  4. CP-BURT—Remote Block Station & Controlled Point ONLY; Not a Train Order Office.
  5. STELLA COURT—Located in Train Dispatcher Office, 2100 Stella Ct., Columbus Ohio.

**DELAWARE RUNNING TRACK**

(Columbus Division)

(Distance from Cleveland)\*

Int.	Int. Sta.	Blk. Sta. T.O. Ofc.	BLS	STATIONS	Distance from Cleveland	Note
X	...	...	...	CP-114 (DELAWARE) (Mainline Burt to Columbus, Conn.)	114.0	
X	...	...	...	C & O CROSSING R-C & O Dispr.	115.5	
+	+	+	+	SCIOTO	118.2	
+	+	+	+	END OF TRACK	119.2	

The direction from CP-114 to MP 119.2 is Westward.

**MAIN LINE—DAYTON TO CINCINNATI  
MILL CONNECTION RUNNING TRACK  
OKLAHOMA RUNNING TRACK**

Int.	Int. Sta.	Blk. Sta. T.O. Ofc.	BLS	STATIONS	Distance from Cleveland	Siding Direction, E,W,N,S, or Both & Length in Feet OR DETECTOR READOUTS:	Note
X	X	★	...	DAYTON DEPOT (M.L. Cols. to Indpls.)	208.0		U
X	...	...	...	MIAMI CITY JCT. R-Dayton	208.6		
+	+	+	+	HOMESTEAD AVENUE	209.5		
+	+	+	+	SAND CUT	210.6		F
+	+	+	+	MORaine	211.8		T
+	+	+	+	DED-E&W/1&2	213.2	Rotating Light	+++
X	...	...	...	WEST CARROLLTON	215.3		
+	+	+	+	CP-OXFORD R-Stella Ct.	216.7		U
+	+	+	+	MIAMISBURG	217.9		
+	+	+	+	DED-E&W/1&2	218.8	Rotating Light	+++
+	+	+	+	HUTCHINGS STATION	220.7		
+	+	+	+	FRANKLIN LEAD	222.9		
X	...	...	...	CP-CARLISLE JCT. R-Stella Ct. (Carlisle Sec. Conn.)	223.0		U
+	+	+	+	DED-E&W/1&2	226.4	Rotating Light	+++
+	+	+	+	MIDDLETOWN	228.5	B 4350	
X	...	...	...	CP-HALL R-Stella Ct.	229.5		F
X	...	...	...	CP-ARMCO R-Stella Ct.	230.6		T
+	+	+	+	HBD-E&W/1	231.6	Dispr. Ofc.	++++
+	+	+	+	DED-E&W/1&2	231.6	Rotating Light	+++
+	+	+	+	REED YD. EAST WYE	232.2		
+	+	+	+	REED YD. WEST WYE	232.4		
X	...	...	...	CP-KYLES R-Stella Ct.	235.8		U
+	+	+	+	HUGHES	237.6		
+	+	+	+	DED-E&W/1&2	238.6	Rotating Light	+++
+	+	+	+	MAUDS	239.9	E 700	
+	+	+	+	WESTCHESTER	242.1		
X	...	...	...	CP-GANO R-Stella Ct.	244.2		U
X	...	...	...	CP-GANO R-Stella Ct. via No. 2 Main	244.2		U
X	...	...	...	CP-Hill R-Stella Ct.	246.1		1
X	...	...	...	CP-Hill R-Stella Ct. HILL ST.	246.1		1
+	+	+	+	SHARON AVE. via Sharon Yard	246.3		F
+	+	+	+	WEST SHARON	246.6		
X	...	...	...	EVENDALE R-Stella Ct.	247.6		U
X	...	...	...	CP-GANO R-Stella Ct. via Single Main	244.2		U
+	+	+	+	Southside Runaround	247.6		
+	+	+	+	WEST SHARON	248.6		
X	...	...	...	EVENDALE R-Stella Ct.	248.6		U
X	...	...	...	EVENDALE R-Stella Ct. (via Mill Connection Running Track)	248.6		U
X	...	...	...	MILL R-West Sharon (Oasis Br.&N&W Conn.)	248.7		U
+	+	+	+	EVENDALE R-Stella Ct.	248.6		T
+	+	+	+	LOCKLAND	250.2		
+	+	+	+	EDGEMONT	252.1		T
+	+	+	+	78th STREET	252.2		
+	+	+	+	CARTHAGE	252.3		T
+	+	+	+	ELMWOOD (Ivorydale Lead)	253.8		
+	+	+	+	ST. BERNARD	254.0		T
+	+	+	+	BEECH STREET	254.8		F
X	X	X	...	NA TOWER (B.&O.R.R.)	255.0		
X	X	X	...	IVORYDALE JCT. (B.&O.R.R.)	259.8		
X	X	X	...	NA TOWER (B.&O.R.R.)	255.0		B.&O.C.&O. Western Divn. CINCINNATI TERMINAL SUBDIVISION
+	+	+	+	IVORYDALE JCT.	255.0		
+	+	+	+	WINTON PLACE	255.8		
+	+	+	+	RH TOWER	257.5		
+	+	+	+	HOPPLE St. (Sou. Conn.)	258.6		
+	+	+	+	EIGHTH STREET	260.7		
+	+	+	+	CJ (B.&O.) R-B.&O.R.R.	260.8		
X	...	...	...	CJ (B.&O.) R-B.&O.R.R.	260.8		OKLAHOMA RUNNING TRACK
X	...	...	...	CP-OKLAHOMA (Lawrenceburg Br. Conn.)	260.9		
+	+	+	+	CINCINNATI- AMTRAK DEPOT	261.0		

The direction from Dayton to Cincinnati is westward.

- NOTE (CROSSOVERS: U—Universal, F—Facing, T—Trailing)**
1. CP-HILL in service for No. 2 Track only.



MAIN LINE—INDIANAPOLIS TO ST. LOUIS  
IU NOS. 1 & 2 SECONDARY TRACKS

Table with columns: Int., Int. Sta., Blk. Sta. T.O. Ofc., BLS, STATIONS, Distance from, Siding Direction, E,W,N,S, or Both & Length in Feet OR DETECTOR READOUTS, Note. Includes stations like I.U. INTERLOCKING, INDIANAPOLIS, WEST STREET, etc.

(Continued on Next Page)

MAIN LINE—INDIANAPOLIS TO ST. LOUIS—Continued

Table with columns: Int., Int. Sta., Blk. Sta. T.O. Ofc., BLS, STATIONS, Distance from, Siding Direction, E,W,N,S, or Both & Length in Feet OR DETECTOR READOUTS, Note. Includes stations like ST. ELMO (M.P. Xng), DED-W/2, CP-AVENA, etc.

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

Table with columns: Station, Hours in Service. Includes Eads and Q TOWER.

- NOTES (CROSSOVERS): U—Universal, F—Facing, T—Trailing
1. INDIANAPOLIS—IU No. 1 Eastward & No. 2 Westward Secondary Tracks Of Assigned Direction run parallel & South of Indianapolis Union Depot between IU Interlocking & Kentucky Avenue.
2. MY-AN—Intermediate hand-operated switches must not be used without permission of Opr. at MY.
3. CP-GALE In service No. 1 Track only.
4. DUANE SDG. Controlled by Train Dispr. Signal indication is authority to use Siding.
5. CP-RINGO-MP 74: Mile Post 73 is omitted; the distance between CP-RINGO/72.0 & MP 74 is 3,942 feet.
6. UNION locates on Industrial Track South of Main Line in Terre Haute.
7. SALT—In service on No. 2 Track only.
8. ALTAMONT—Crossovers hand-operated East of Interlocking.
9. VANDALIA Interlocking signals governing movements over I.C.G. R.R. crossing at grade are controlled automatically.
10. DISTANCE between MP 200 & MP 202 is 5,448 feet.
11. HIGHLAND—Crossovers hand-operated.
12. DISTANCE between MP 225 and MP 227 is 4,985 feet.
13. FARRINGTON & EXERMONT—Controlled Sdg.



## MAIN LINE TERRE HAUTE TO LENOX

Int.	Int. Sta.	Blk. Sta. T.O. Ofc.	BLS	STATIONS	Distance from*	Siding Direction, E,W,N,S, or Both & Length in Feet OR DETECTOR READOUTS:	Note
(Distance from Indianapolis)*							
				(TERRE HAUTE, INDIANA)	(71.6)		
X				CP-RINGO	72.0		U
X				CP-76	76.3	B 14750	1
+	+	+	+	DED-E&W/Sngl. ++++++	76.3	Rotating Light	++
X				CP-79 (SANFORD)	79.9		
X				IN.-IL. STATE LINE	80.0		
X				CP-83 (VERMILION)	83.9		
X				CP-84	84.9	B 4750	
X				PARIS	90.6		
X	X	X★		MIDLAND(S)(Cairo Sec.Xng/Conn)	91.2		
X				CP-92	92.4		
X				CP-98	98.6		
X				DUDLEY	99.3	B 7000	
X				CP-100	100.1		
X				KANSAS	104.0	B 3600	
X				CP-104	104.4		
X				CP-107	107.9		
X				ASHMORE	108.8	B 7900	
X				CP-109	109.9		
X				CP-116	116.5		
X	X			CHARLESTON (N.&W. Xng.)	117.6	B 3950	
X				CP-118	118.4		
X				LOXA	122.3		
X				CP-125	125.3		
X				MATTOON YARD	126.4	B 8350	
X				CP-127	127.8		
X				MATTON	128.6		
X				CP-129 (I.C.G. Xng.)	129.3		
X				CP-134	134.0		
X				GAYS	134.8	B 7450	
X				CP-135	135.7		
X				CP-138	138.9		
X				CP-140 (WINDSOR)	140.6	B 4200	
X				CP-141	141.6		
X				CP-147 (MIDDLESWORTH)	147.0		
X				CP-151 (SHELBYVILLE)	151.0	B 7450	
X				CP-153	153.0		
X				CP-159	159.6		
X				TOWER HILL	160.5		
X				CP-160 (B.&O. Xng.)	160.7		
X				CP-165	165.9		
X	X	X★		PANA TOWER(S)(ICG Xng & MP Conn.)	167.0	B 10000	1
X				CP-169	169.3		
X				ROSAMOND	171.4		
X				CP-174	174.9		
X				OHLMAN	175.4	B 10550	1
X				CP-177	177.0		
X				NOKOMIS	180.1		
X				WITT	184.8		
X				IRVING	189.3		
X				CP-191	191.9		
X				SCHRAM CITY	193.3		
X				CP-194 (HILLSBORO)	194.0	B 18450	1
X				CP-196	196.3		
X				TAYLOR SPRINGS	196.4		
X				CP-WALSH (BN Conn.)	205.7		
X				CP-209	209.4		
X				JOAN	210.0	B 10100	1
X				CP-211	211.4		
X				LIVINGSTON	215.0		
+	+	+	+	HBD-E&W/Sngl. ++++++	223.2	Pana ++++++	++
X				CP-225 (EAST GARD)	225.7		
X				CP-227 (GARD)	227.9	B 10550	1
X				CP-235 R-Lenox (MP Conn.)	235.7		
X				WORCHESTER YARD	237.0		
X	X	X★		LENOX (S) (MP & A&S Conn.)	237.7		T

(The direction from Indianapolis to Lenox is Westward)

(Continued on next page)

## MAIN LINE—TERRE HAUTE TO LENOX—Continued

Int.	Int. Sta.	Blk. Sta. T.O. Ofc.	BLS	STATIONS	Distance from*	Siding Direction, E,W,N,S, or Both & Length in Feet OR DETECTOR READOUTS:	Note
(Distance from Indianapolis)*							
X	X	X★		LENOX (S) (MP & A&S Conn.)	237.7		T
X	X	X★		WR (Granite City)	243.3		U
				VENICE JCT.	245.9	Conrail I.C.G. JOINT TRACKS	(See Joint Conrail—ICG Timetable)
				BN (Sou. Xng. & Conn.)	246.8		T
				BROOKLYN BRIDGE	247.0		
					248.0		U
X	X	★		BRIDGE JCT.	248.1	T.R.R.A.	
				Q TOWER	248.9		
				LOWER YARDE. ST. LOUIS	249.1		
X	X	X★		WR (Granite City)	243.3	T.R.R.A. via Mer.	
X	X			STATE LINE (Ill. Mo.)		Bridge	
				ST. LOUIS	252.2		

(The direction from Indianapolis to Lenox is Westward)

NOTE (CROSSOVERS: U—Universal, F—Facing, T—Trailing)

1. CONTROLLED SIDINGS: Ringo, Mattoon, Pana, Ohlman, Hillsboro, Joan, &amp; Gard.

MAIN LINE—COLUMBUS TO CHICAGO							
Int.	Int. Sta.	Blk. Sta. T.O. Ofc.	BLS	STATIONS	Distance from Columbus	Siding Direction, E,W,N,S, or Both & Length in Feet OR DETECTOR READOUTS:	Note
X				COLUMBUS .....	0.0		
				CP-HIGH STREET IN F. R-High St. Blk. Sta. (Conn. from Pgh. Cols.; B.&O. C.&N.; Burt-Cols. & Mt. Vernon Sec.) .....	0.0		U
	X	X★		HIGH STREET BLOCK STA.(S) .....	0.1		F
X				CP-FRONT R-High Street .....	0.3		
X	X	X◆★		DENNISON AVENUE .....	0.5		T
				OLENTANGY(S)(C.&O. Xng) .....	1.0		
				GRANDVIEW AVENUE .....	2.4		
				MARBLE CLIFF .....	4.1		
X	X	X◆★		CP-MOUNDS R-Buckeye (Western Br. Xng. & Conn.) .....	6.0		U
				BUCKEYE(S)(West.Br. Lead Xng) .....	7.8		T
				HILLIARD .....	10.1		
				WEST HILLIARD R-Buckeye .....	10.2		
				HAYDEN .....	12.6		
+	+	+	+	DED-E&W1&2+++++	14.2	Rotating Light +++	+++
				PLAIN CITY .....	17.5		
				WEST PLAIN CITY .....	19.3		U
				UNIONVILLE .....	21.8		
				UNIONVILLE CENTER .....	24.1		+++
+	+	+	+	HBD/DED/HWD-E&W1&2+++++	24.1	Radio Alarm +++	+++
				MILFORD CENTRE .....	28.0		F
+	+	+	+	DED-E&W1&2+++++	42.0	Rotating Light +++	+++
				HAGENBAUGH .....	42.1	E 6950	U-2
				URBANA (Urbana Sec. Conn.) .....	46.8		
X	X			CP-RICE R-Stella Ct. .....	48.0	B10,000	T-4-5
X	X			CP-WEST RICE R-Stella Ct. .....	50.0		F-4-5
+	+	+	+	HBD-E&W1+++++	54.8	Hagenbaugh+++++	+++
				GARRETT .....	57.0		F
+	+	+	+	DED-E&W1&2+++++	57.8	Rotating Light +++	+++
				ST. PARIS .....	57.9		T
				LENA .....	61.9		
+	+	+	+	HBD-E&W2+++++	62.4	Display Board+++++	+++
				CONOVER .....	64.5		
				FLETCHER .....	65.9		
+	+	+	+	DED-W/2+++++	67.8	Dispr. Ofc.+++++	+++
				ROYSTERS .....	68.5		
X	X			PIQUA CROSSING (B.&O. R.R.) R-Stella Ct. ....	72.0		U 3,4
				PIQUA .....	73.0		
				SUNSET .....	74.9		
+	+	+	+	DED-E/1+++++	76.9	Dispr. Ofc.+++++	+++
				COVINGTON .....	79.3		
+	+	+	+	HBD-E&W1+++++	80.5	Bradford+++++	+++
X	X			EAST BRADFORD R-Bradford .....	81.1		
X	X	X★		BRADFORD (Greenville Sec.) .....	83.0	E 8000	U
				HORATIO .....	88.5		
+	+	+	+	DED-E&W1&2+++++	89.1	Rotating Light +++	+++
				STELVIDEO .....	89.9		
				PIKEVILLE .....	92.6		
				DIVN. POST (Cols. Divn/ SouWest Divn) .....	94.8		
X	X	X★		CP-MEEKERS (S) (Carlisle Br. Crsg. & Conn.) .....	94.9		U
				WOODINGTON .....	96.5		
+	+	+	+	HBD-E&W/Sngl.+++++	98.3	Display Board+++++	+++
X				CP-EAST STATE LINE .....	101.0	B 12,700	
				OH-IN. STATE LINE .....	103.5		
X		X		CP-UNION CITY R-Ansonia (Main Line-Clev. to Indpls. Xng. & Conn.) .....	103.8		U-1
				DIVN—RGN. POST (S.WestDivn/ SouRgn—Ft. Wayne Divn/West Rgn) .....	103.9		
X				KENT (N.&W. Crsng. & Michigan Br. Crsng. & Conn.) R-Ft. Wayne LOGANSFORT .....	156.9		
				DIVISION POST (Chicago Divn.) .....	197.3		
				CHICAGO UNION STATION .....	280.0		
					314.1		

The direction from Columbus to Union City is westward.

NOTE: SEE TOP OF NEXT PAGE FOR NOTES

(Continued on next page)

### MAIN LINE—COLUMBUS TO CHICAGO—Continued

The following notes apply on preceding page:

- NOTE (CROSSOVERS: U—Universal, F—Facing, T—Trailing)
1. ANSONIA locates MP 189.7, on the Main Line—Cleveland to Indpls. Southwest Divn.
  2. HAGENBAUGH—approach prepared to stop and must not proceed without hand signal from Operator and must receive Clearance Form A.
  3. PIQUA CROSSING—Remote Interlocking & Block Station only; not a Train Order Office.
  4. STELLA COURT—Located in Train Dispr. Office, 2100 Stella Ct., Columbus, OH.
  5. CP-RICE, CP-WEST RICE & CP-UNION CITY are also Remote Controlled Block Stations, but not Train Order Offices.

### GREENVILLE SECONDARY TRACK

(Columbus Division)

Int.	Int. Sta.	Blk. Sta. T.O. Ofc.	BLS	STATIONS	Distance from	Siding Direction, E,W,N,S, or Both & Length in Feet OR DETECTOR READOUTS:	Note
(Distance from Columbus)*							
X	X	X★		BRADFORD (Yard Conn.) .....	83.1		U
				GETTYSBURG .....	87.0		
				E. GREENVILLE .....	92.6		
				GREENVILLE (B.&O. Xng.) .....	94.5	B 9250	
				W. GREENVILLE .....	96.2		

The direction from Bradford to W. Greenville is Westward.

NOTE (Crossovers: U—Universal, F—Facing, T—Trailing)

**LAWRENCEBURG BRANCH  
VALLEY JCT. RUNNING TRACK  
LAWRENCEBURG RUNNING TRACK  
(Columbus Division)**

Int.	Int. Sta.	Blk. Sta. T. O. Ofc.	BLS	STATIONS	Distance from Cincinnati	Siding Direction, E,W,N,S, or Both & Length in Feet OR DETECTOR READOUTS:	Note
				<i>M.D. CABIN (C.&amp;O. Ry.)</i> .....	0.0		
				WOODS ST. (C.&O. Ry. Conn.) .....	0.5		
				BAYMILLER STREET (Riverfront Rnng. Conn.) .....	0.6		
X				CP-OKLAHOMA (Oklahoma Run Trk. Conn.) .....	1.6		
				CINCINNATI (AMTRAK DEPOT) CP—WEST OAK .....	1.7		
X				STORRS JCT. (B.&O. Ry. Conn.) .....	2.1		
X				CP-KING .....	2.5		
X				CP-WADE .....	2.9		
				DELHI .....	4.5		
				FERNBANK .....	10.6		
				ADDYSTON .....	12.0		
				NORTH BEND .....	13.2		
				CLEVES .....	15.3		
X				CP-17/VALLEY JCT. (I.&O. R.R. Conn.) .....	16.1		1-2
				ELIZABETHTOWN .....	17.7		
				OH.-IN. STATE LINE .....	19.5		
X				CP-22/LAWRENCEBURG JCT. (Lawrenceburg Rnng. Conn.) .....	20.5	E 3050	1
X				CP-22 LAWRENCEBURG JCT. (Lawrenceburg Br. Conn.) .....	22.5	Lawrence- burg Rnng. Trk.	
X	X			DEARBORN (B. & O. Crsng.) .....	24.7		
				HORN CONN .....	25.4		
				LAWRENCEBURG (B.&O. Crsng.) .....	25.6		

The direction from Cincinnati to Lawrenceburg is Westward.

NOTE (CROSSOVERS: U—Universal, F—Facing, T—Trailing).

- VALLEY JCT. RUNNING TRACK runs parallel South of Main Track between CP-17/VALLEY JCT. & CP-22/LAWRENCEBURG JCT.
- CP-17/VALLEY JCT.—Switches hand-operated.

**MT. VERNON SECONDARY TRACK  
(Columbus Division)**

(Distance from Hudson, Ohio)*				↓		
		X		GA—K-Bricker .....	89.9	1-2
				HOWARD .....	90.1	
				GAMBIER .....	94.3	
		X		BG—K-Bricker .....	99.5	2
				MT. VERNON .....	100.0	S3615
X	P			B.&O. R.R. (B.&O. Xng.) .....	100.1	N5300
				BANGS .....	104.7	B1540
				CENTERBURG .....	113.3	
		X		CQ—K-Bricker .....	119.1	2
				SUNBURY .....	123.2	
				GALENA .....	125.0	
				WESTERVILLE .....	132.1	
				LINDEN .....	140.5	B687
X				PENNOR CROSSING (N.&W. Xng.)—R-Joyce Ave. .....	142.0	
X	X	X◆		JOYCE AVENUE (N.&W. Conn.) .....	142.1	
				NEILSTON .....	143.9	
		X		U.S. TOWER .....	144.0	
				(M.L.Pgh. to Cols. & Burt to Cols. & B.&O./C&N Divn. Connections) FOURTH ST. .....	144.1	

The direction from GA to Columbus is Southward.

**NOTE**

- GA In Service for Southward Trains only.
- Bricker locates at MP 142.8 on the Main Line - Pittsburgh to Columbus.
- B. & O Crossing Interlocking Station, Mt. Vernon, in service part-time as follows:  
Monday thru Friday: 7:00 A.M. to 12 Midnite;  
Sat. only: 7:00 A.M. to 4:00 P.M.;  
Sunday: closed continuously.

**MECHANICSBURG RUNNING TRACK  
(Columbus Division)**

Int.	Int. Sta.	Blk. Sta. T. O. Ofc.	BLS	STATIONS	Distance from	Siding Direction, E,W,N,S, or Both & Length in Feet OR DETECTOR READOUTS:	Note
(Distance from Cleveland)*					↓		
				SPRINGFIELD YARD (DT&I Crsng.) .....	163.0		
				MOOREFIELD .....	157.0		
				CATAWBA .....	152.9		
				MECHANICSBURG .....	146.1		

The direction from Springfield Yard to Mechanicsburg is Eastward.

**YELLOW SPRINGS RUNNING TRACK  
(Columbus Division)**

(Distance from Xenia)*					↓		
				YELLOW SPRINGS CONN. (ML Cols.-Indpls.) .....	19.5		
				SPRINGFIELD .....	19.3		
				EMERY CHAPEL .....	15.6		
				YELLOW SPRINGS .....	10.0		
				SOUTH YELLOW SPRINGS .....	7.5		

The direction from Springfield to South Yellow Springs is Westward.

**CLEMENT RUNNING TRACK  
HEMPSTEAD RUNNING TRACK  
(Columbus Division)**

(Distance from Clement)*					↓		
				CLEMENT (Main Line - Cols. to Indpls. Conn.) .....	0.0	CLEMENT RUNNING	
				KETTERING CONN. (Kettering & Hempstead Rnng. Conn.) .....	4.5		
				KETTERING CONN. (Clement & Kettering Rnng. Conn.) .....	4.5	HEMPSTEAD RUNNING	
				HEMPSTEAD .....	5.0		
				CENTERVILLE .....	8.9		
				SOUTH CENTERVILLE .....	11.0		

(The direction from Clement to South Centerville is Southward).

**KETTERING RUNNING TRACK  
(Columbus Division)**

(Distance from Old Dayton Union)*					↓		
				PASADENA .....	5.1		
				KETTERING .....	6.0		
				STROOP ROAD .....	6.5		
				KETTERING CONN. (Clement & Hempstead Rnng. Conn.) .....	7.0		

(The direction from Pasadena to Kettering Conn. is Southward).

**ROXANNA SECONDARY TRACK  
(Columbus Division)**

(Distance from Columbus)*					↓		
X				XENIA (M.L. Cols to Indpls.) .....	54.7		
				GREEN (B.&O. Xng.) .....	55.0	E 4850	1
				WEST GREENE .....	56.1		
				SPRING VALLEY .....	61.4		
				ROXANNA .....	63.2	B 5300	

The direction from Xenia to Roxanna is Westward.

NOTE 1: Greene - Push Button Box to operate Interlocking on Signal Stand; emergency instructions in Emergency Control Box in Northwest Quadrant.

**OASIS BRANCH  
OASIS SECONDARY  
MILL CONNECTION RUNNING TRACK  
RIVERFRONT RUNNING TRACK**  
(Columbus Division)

Int.	Int. Sta.	Blk. Sta. T.O. Ofc.	BLS	STATIONS	Distance from	Siding Direction, E,W,N,S, or Both & Length in Feet OR DETECTOR READOUTS:	Note
(Distance from Oasis)* ↓							
X				OLD RIVER JCT. (Conn. to B. & O. RR)	31.5	} N & W R.R. Conrail Trackage Rights	5
				HAMILTON	30.7		
				MOSLER	28.8		
				WEST CRESCENTVILLE	21.7		
				CRESCENTVILLE	20.4		
				VAUGHAN (Conrail) YARD	17.1		
X		★		MILL R-West Sharon	16.4		
(Distance from Oasis)* ↓							
X				EVENDALE R-Stella Ct. (Main Line—Dayton to Cinti. Conn.) —Via Mill Connection Running Track—	16.5	} MILL CONN. R.NNG. TRACK	5
X				CP-MILL R-West Sharon (Oasis Br. & N&W Conn.)	16.4		
X				CP-MILL R-West Sharon (Mill Conn. Rnng. Trk. & N.&W Conn.)	16.4	} OASIS BRANCH B 5550	5
				READING RD.	15.5		
X		X		CP-AMBER R-West Sharon	13.7		4-5
X				CP-NORWOOD HEIGHTS R-West Sharon	11.7		5
		◆		McCULLOUGH YARD	10.9		
X				CP-OAKLEY R-West Sharon	10.6		5
X				CP-VALLEY R-West Sharon (N.&W. Conn.)	7.6		2-5
X				CP-RENDCOMB JCT. R-West Sharon (N.&W. Conn.)	7.0		2-5
X				RENDCOMB JCT. R-West Sharon	7.0		5
				CLIFF	5.2		T
				PENN	3.5		
		X★		OASIS (L&N Conn. & Riverfront Rnng. Track Conn.)	0.0	OASIS SECONDARY	U-1
(Distance from Oasis)* ↓							
		X★		OASIS (Oasis Sec. Trk. & L&N Conn.)	0.0	} RIVERFRONT R.NNG. TRACK	3
				SMITH STREET (Sou. RR Conn.)	2.1		3
				BAYMILLER STREET (Lawrenceburg Br. Conn.) (To CP-Oklahoma & Riverside Yd.)	3.3		

The Direction from Evendale to Oasis and from Oasis to Baymiller Street is Westward.

NOTE (CROSSOVERS: U—Universal, F—Facing, T—Trailing).

- The distance from Oasis (MP 0.0) east to MP 1.0, (Oasis Sec.), is 3.234 feet.
- The distance between MP 7.0, (Rendcomb Jct.) and MP 8.0, (East of Valley—Oasis Br.) is 7.609 feet.
- N&W Ry. with Conrail Trackage Rights & Conrail Train Dispatcher in charge between Oasis & Smith St.
- AMBER—Remote Block Station only; not a train order office.
- WEST SHARON locates at MP 247.6 on the Main Line—Dayton to Cincinnati.

**BELLEFONTAINE BRANCH**  
(Columbus Division)

Int.	Int. Sta.	Blk. Sta. T.O. Ofc.	BLS	STATIONS	Distance from	Siding Direction, E,W,N,S, or Both & Length in Feet OR DETECTOR READOUTS:	Note
(Distance from Sandusky)* ↓							
X		X◆		(BN YARD) (SANDUSKY AVE.) (BELLEFONTAINE) (BS R—BN YARD)		(Main Line—Cleveland to Indianapolis, Cols. Divn.)	U
X				BS R-BN (M.L. Cleve-Indpls. Conn.)	98.4	} B 8046	U-1
				CP-100 R-BN (JEWELLS)	100.4		
		+++		DED-E&W/Sngl. ++++++	103.3	Rotating Light +	+++
				WEST LIBERTY	105.9		
				LIPPINCOTTS	110.1		
		+++		DED-E&W Sngl. ++++++	115.1	Rotating Light +	+++
X				URBANA	116.1		
X				CP-NATT R-Stella Ct.	121.7		
X				CP-GLEN ECHO R-Stella Ct. (Urbana Sec. Conn.)	123.8	B 10150	U-2
X				CP-GLEN ECHO R-Stella Ct. (Urbana Sec. Conn.)	123.8	} Rotating Light +	U-2
		+++		DED-E&W/Sngl. ++++++	126.8		
X				CP-MITCHELL R-Cold Springs	128.3		
X				CP-WARDER R-Cold Springs	129.0		
X				CP-WEBER R-Cold Springs	130.0		via South Route
X				SPRINGFIELD	130.4		
X				CP-FOUNTAIN (M.L. Cols.-Indpls. Conn.) R-Cold Springs	130.6		
(Distance via North Route)							
X				CP-GLEN ECHO R-Stella Ct. (Urbana Sec. Conn.)	123.8	} Rotating Light +	U-2
		+++		DED-E&W/Sngl. ++++++	126.6		
X				CP-MAITLAND (DT&I Xng. & Conn.) R-Stella Ct.	129.1		via North Route
				SUGAR GROVE	130.0		
				DURBIN	131.9		
X	X	X★		COLD SPRINGS (S)(M.L.Cols.-Indpls. Conn.)	132.6		U

The direction from Bellefontaine to Springfield and Cold Springs is Westward.

NOTES (CROSSOVERS: U—Universal, F—Facing, T—Trailing).

- BN locates MP 139.4 on the Main Line—Cleveland to Indianapolis.
- STELLA COURT—locates in Train Dispr. Office, 2100 Stella Ct., Columbus, Ohio.

**URBANA SECONDARY TRACK**  
(Columbus Division)

(Distance from Marion, O., via former EL Ry.)* ↓							
				URBANA (M.L. Cols. to Chgo. Conn. via Urbana Yd)	47.7		
X				BOWLUSVILLE	54.2		
				CP-GLEN ECHO R-Stella Ct. (Bellefont. Br. Conn.)	55.8		1

The direction from Urbana to CP-Glen Echo is Westward.

- STELLA COURT—locates in Train Dispr. Office, 2100 Stella Ct., Columbus, Ohio.

**CAREY SECONDARY TRACK (Columbus Division)**

(Distance from Sandusky)* ↓							
				BERWICK	42.8		1
				ADRIAN	45.3		
				NORTH CAREY	48.7		1
				C.&O. R.R. CROSSING (C.&O.-N.&W. Xng.)	49.5		
		P		CAREY	49.7	B10443	
				WHARTON	57.3		
				FOREST (M.L. Pgh. to Chicago Xng.)	62.2		
				PATTERSON	63.9		
				McVITTYS	65.5	B3462	
				GRANTS	68.4		
				KENTON (Western Br. Conn.)	74.1		

The direction from Berwick to Kenton is southward.

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

Station	Hours in service
Carey	8:00 A.M. to 4:00 P.M. Daily except Sat., Sun., and Holidays.

NOTE 1: Temp. out of service MP 42.8 to 48.7.

**CARLISLE BRANCH  
CARLISLE SECONDARY**  
(Southwest & Columbus Divisions)

Int.	Int. Sta.	Blk. Sta. T.O. Ofc.	BLS	STATIONS	Distance from	Siding Direction, E,W,N,S, or Both & Length in Feet OR DETECTOR READOUTS:	Note	
(Distance from Jackson)* ↓								
X	X	X★		ANSONIA (Main Line-Cleveland to Indianapolis Conn.)	151.3	} CARLISLE BRANCH		
X	X	X★		CP-MEEKERS (Main Line-Cols. to Chgo. Crsng. & Conn. and DIVN. POST (SoWest-Cols Divn.))	154.0			
X	X	X★		CP-MEEKERS	154.0	} CARLISLE SECONDARY		
+	+	+	+	KERR K—Dayton	154.0		Rotating Light	1-3
				DED-N&S/Sngl. ++++++	157.4			
				GREENVILLE	159.3			
			X	PENN K—Dayton	160.9			1
				FT. JEFFERSON	164.7			
				SAVONA	167.5			
+	+	+	+	DED-N&S/Sngl. ++++++	172.7		Rotating Light	+++
X				WEST MANCHESTER R-Glen (M.L. Cols. to Indpls. Crossing)	173.9			2
X				MANN R-Glen (M.L. Cols.-Indpls. Conn.)	174.0			2
+	+	+	X	CHESS K—Dayton	174.0		1	
+	+	+	+	HBD-N&S/Sngl. ++++++	177.7	Display Bd.	+	
+	+	+	+	DED-N&S/Sngl. ++++++	178.7	Rotating Light B 2250	+++	
				LEWISBURG	179.8			
			X	WEST ALEXANDRIA	187.0		1	
				PREBLE K—Dayton	186.8			
				INGOMAR	189.7			
+	+	+	+	FARMERSVILLE	194.1			
+	+	+	+	DED-N&S/Sngl. ++++++	199.3	Rotating Light	+++	
				GERMANTOWN	199.6			
				WIGGINS	201.2			
X				CARLISLE (B.&O. Crossing) R-B.&O. Dayton	203.6			
X			X	WARR K—Dayton	203.9		1-4	
X				CP-CARLISLE JCT. R-Stella Ct. (M.L. Dayton-Cinti. Conn.)	203.9		U-5	

The direction from Ansonia to CP-Carlisle Jct. is southward.

## NOTE:

- DAYTON—locates at 130 W. 6th St., (Old Dayton Depot), Dayton, Ohio 45402.
- GLEN—locates at MP 117.2 Main Line—Cols. to Indpls.
- KERR—In service for SOUTHWARD Trains only.
- WARR—In service for NORTHWARD Trains only.
- STELLA COURT—locates in Train Dispr. Office at 2100 Stella Ct., Columbus, Ohio 43215

**MIDDLETOWN, LEBANON, MASON  
& BLUE ASH SECONDARY TRACKS**  
(Columbus Division)

(Distance from Middletown)* ↓								
				(MIDDLETOWN) (M.L. Dayton to Cincinnati Conn. via Reed's Yard & Arceo)	4.9	} REED YARD TRACKS		
				(REED'S YARD)	7.0			
				(UNION VILLAGE)	7.0			
				UNION VILLAGE	7.0	} MIDDLETOWN SECONDARY TRACK	1	
				HAGEMAN (Lebanon & Mason Sec. Conn.)	11.8			1
(Distance from Dayton)* ↓								
				NORTH LEBANON	25.5	} LEBANON SECONDARY		
				LEBANON	26.6			
				HAGEMAN (Middletown & Mason Sec. Conn.)	31.4			
				HAGEMAN (Middletown & Lebanon Sec. Conn.)	31.4	} MASON SECONDARY		
				MASON	34.7			
				SOUTH MASON	36.5			
(Out Of Service 36.5 to 39.5)								
				COUNTY LINE ROAD	39.5	} BLUE ASH SECONDARY		
				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. Crossing)	50.6			
				IDLEWILD (N.&W. Xng.)	52.3			
				AVONDALE	53.8			
				SOUTH AVONDALE	54.1			

The direction from Middletown to Hageman is Eastward and from Lebanon to Avondale is Southward.

NOTE 1. MIDDLETOWN SEC: UNION VILLAGE/7.0—Westward Trains must communicate with Yardmaster before passing MP 7.

**BELLE RUNNING TRACK**  
(Columbus Division)

Int.	Int. Sta.	Blk. Sta. T.O. Ofc.	BLS	STATIONS	Distance from	Siding Direction, E,W,N,S, or Both & Length in Feet OR DETECTOR READOUTS:	Note
(Distance from Sandusky)* ↓							
				NORTH CHEROKEE	93.0		
				OAKS	98.0		
				BELLEFONTAINE	98.3		
X				BS R-BN (Main Line-Cleve-Indpls. Conn.)	98.4		U-1

The direction from N. Cherokee to Bellefontaine is Southward.

NOTE (CROSSOVERS: U—Universal, F—Facing, T—Trailing)

## NOTE

- BN locates MP 139.4 on the Main Line—Cleveland to Indianapolis.

**EDISON SECONDARY TRACK**  
(Columbus Division)

(Distance from Toledo)* ↓							
X				NORTH EDISON	87.0		
				CP-EDISON-R-Cols. Dispr. (M.L. Burt to Cols. Xng.)	87.2	B 4544	
				MT. GILEAD	89.0		

The direction from North Edison to Mt. Gilead is Southward.

**HEBRON SECONDARY TRACK**  
(Columbus Division)

(Distance from Toledo)* ↓							
X	X	X★		HEATH (Conn. M.L. Pgh.-Cols. B.&O. C.&N. Divn.)	133.3		
				HEBRON	139.0		1-2

The direction from Heath to Hebron is Southward.

## NOTE

- Train Order Offices only.
- Train Order Signal Rule 200C in service and indicates Train Orders as prescribed by Rule 221(A).

**TRINWAY SECONDARY TRACK  
ZANESVILLE SECONDARY TRACK**  
(Columbus Division)

(Distance from Trinway)* ↓								
				TRINWAY (M.L. Pgh. to Cols. Conn.)	0.3			
			X	RY—K. Bricker	0.8	} Trinway Secondary Track	1-2	
				DRESDEN	2.1			
				ELLIS	8.5			
				GILBERT	10.4			
				END OF BLOCK-BEGIN BLOCK.	14.1			
Zanesville Yard Running Track				END OF BLOCK-BEGIN BLOCK. ZANESVILLE (B.&O.)	14.1			
				END OF BLOCK-BEGIN BLOCK.	16.5			
				END OF BLOCK-BEGIN BLOCK. PUTNAM	16.5	} Zanesville Secondary Track		
				FAIR OAKS	17.2			
				SPANGLER	18.1			
			X	AR—K. Bricker	18.7			2
				SO. ZANESVILLE	18.7			
				DARLINGTON	19.4			
				FULTONHAM SPUR	21.2			
			X	FS—K. Bricker	22.6			2
				ROSEVILLE	22.7			
				CROOKSVILLE	26.9		B 2140	
				(Crooksville Rnng. Xng.)	29.7			
			X	CS—K. Bricker	29.7			2
				GOSTON	34.8			
			X	NA—K. Bricker	35.1		2	
				WILBREN	36.1		2	
				NEW LEXINGTON (Moxahala Sec. Conn.)	38.3	E 1556		

The direction from Trinway to New Lexington is Westward.

## NOTE

- Block-Limit Station for westward trains only.
- Bricker locates at MP 142.8 on the Main Line-Pittsburgh to Columbus.

### WESTERN BRANCH (Columbus Division)

Int.	Int. Sta.	Blk. Sta. T.O. Ofc.	BLS	STATIONS	Distance from	Siding Direction, E, W, N, S, or Both & Length in Feet	Note
(Distance from Toledo)*							
X	X	X	◆	STANLEY	4.0		7
				STANLEY YARD	4.6		
				DIVN -RGN. POST (To/Divn/ West Rgn-ColsDivn/SouRgn)	8.8		
X	+	+	+	CP-8/LIME CITY	8.8		
+	+	+	+	DED-N&S/Sngl. ++++++	8.8	Rotating Light	+++
X				CP-13/DOWLING	13.1		
X				CP-14/DUNBRIDGE	14.6	B 7470	2
				SUGAR RIDGE	16.6		
				BOWLING GREEN	20.7	B 4090	
				PORTAGE	24.0		
+	+	+	+	HBD/DED-N&S/Sngl. ++++++	28.0	Dispr. Ofc. ++	+++
				TROMBLEY	29.1		
				CYGNET	30.0		
X				CP-32/NORTH GALATEA	32.3	B 7902	2
X				CP-34/GALATEA (B&O Xng)	34.2		
XO				MORTIMER (N. & W. Crossing)	38.9		
+	+	+	+	DED-N&S/Sngl. ++++++	40.9	Rotating Light	+++
				TRENTON AVE.	42.5	B 1400	
X				CP-43/N. FINDLAY (N&W Xng)	43.3		
				FINDLAY	44.1		
X				CP-46/HANCOCK	46.4	B 8650	2
X				CP-48/SOUTH HANCOCK	48.2		
XO				A.C. & Y. CROSSING	53.6		
				ARLINGTON	54.0		
				WILLIAMSTOWN	58.1		
+	+	+	+	DED-N&S/Sngl. ++++++	58.8	Rotating Light	+++
X	X	X	★	DUNKIRK(S)(Pgh-Chgo. Xng)	61.2	B 9100	2
X				CP-63/S.DUNKIRK R-Dunkirk	63.1		
				BLANCHARD	65.2		
				CP-70/NORTH KENTON	70.4		
				KENTON (Carey Sec. Conn.)	72.2		
				HARROD SEC. N.E. CONN	73.1		
				HARROD SEC. S.W. CONN	73.4		
X				CP-74/SOUTH KENTON	74.1		
+	+	+	+	DED-N&S/Sngl. ++++++	74.1	Rotating Light	+++
X				CP-78.N.RIDGEWAY R-Ridgeway	78.5		
X	X	X	★	RIDGEWAY (S) (M.L.Clev-Indpls. Crsg. & Conn.)	81.5	B 14000	2
X	X	X		CP-HAYES R-Ridgeway	82.3	B 5200	1-4
				HORTON	85.5		
+	+	+	+	DED-N&S/Sngl. ++++++	89.6	Rotating Light	+++
				WEST MANSFIELD	89.6		
			X	HOOVER K-Scottslawn	93.3		
				RAYMONDS	95.9		
+	+	+	+	HBD-N&S/Sngl. ++++++	97.2	Dispr. Ofc. +	+++
				PEORIA	97.5		
				MARYSVILLE	104.2		
			X	SCOTSLAWN	108.0	B 7121	
			X	LEON K-Scottslawn	115.3		
				KILE	117.0	B 8672	
+	+	+	+	DED-N&S/Sngl. ++++++	119.2	Rotating Light	+++
				AMLIN	119.5		
X				CP-DARBY R-BUCKEYE (Buckeye Yd. Conn.)	123.7		1-3-6
X			X	HIGHWAY	124.9	B 7880	
X			X	MOUNDS R-BUCKEYE (M.L. Cols. to Chgo. Crossing & Conn.)	126.3		1-4-6
				STONINGTON	127.4		
				WEST COLUMBUS	130.6	B 5488	
			X	CP-CAMP R-BUCKEYE	131.5		1-3-6
X	X	X	◆	CP-CAMP R-SCIOTO	131.5		5
X	X	X	◆	SCIOTO (S) (M.L. Cols-Indpls. Crsgng. & Conn. & C.&O. Crsgng)	132.1		T
X	X	X	◆	FRANKFORT STREET (S) (C&O Conn.)	133.3		U
				SOUTH COLUMBUS	134.9		T
				STELTON	136.1		T
X				BANNON R-Joyce Avenue (N. & W. Crsgng. & Conn.)	137.6		U-8
				(Moxahala Secondary Connection)			

The direction from Stanley to Bannon is Southward.

NOTE (CROSSOVERS: U—Universal, F—Facing, T—Trailing).

1. Remote Block Station-not a Train Order Office.
2. Controlled Siding.
3. Remote Block Station northward movement only.
4. Remote Block Station southward movement only.
5. Control Point for southward movement.
6. Buckeye locates MP 7.8. Main Line Columbus to Chicago.
7. Joyce Avenue locates at MP 142.1 on Mt. Vernon Secondary Track.

### MOXAHALA SECONDARY (Columbus Division)

Int.	Int. Sta.	Blk. Sta. T.O. Ofc.	BLS	STATIONS	Distance from	Siding Direction, E, W, N, S, or Both & Length in Feet OR DETECTOR READOUTS:	Note
(Distance from Toledo)*							
				(Western Branch Conn.)			
			X	BANN K-Frankfort St.	137.7		1
				BUCHSIEB	138.5		
				TRURO	141.2	B 6189	
+	+	+	+	HBD-N&S/Sngl. ++++++	144.2	Dispr. Ofc.	+++
			X	BRICE K-Frankfort St.	144.2		
				BASIL	157.2		
			X	BALTIMORE	157.8		
			X	THURSTON K-Frankfort St.	160.8	B 7309	
				PLEASANTVILLE	163.5		
				RUSHVILLE	169.3		
			X	HUBB K-Frankfort St.	172.6		
				BREMEN	173.8		
				JUNCTION CITY	180.9		
				NEW LEXINGTON (Zanesville Sec. Trk. Conn.)	185.0	B 3958	
			X	LACY K-Frankfort St.	186.1		
				J. T. MINE	186.5		
			X	CLAYBANK K-Frankfort St.	190.1	B 6932	
				MOXAHALA TUNNEL	193.1		
			X	RENDVILLE	196.0		
			X	CORN K-Hobson	197.5		
				CORNING (Kanawha Sec. Trk. Conn.)	197.5	B 8021	

The direction from Bann BLS to Corning is southward.

NOTE (CROSSOVERS: U—Universal, F—Facing, T—Trailing).

1. BANN BLS for Southward movement only.

### HARROD SECONDARY TRACK (Columbus Division)

Int.	Int. Sta.	Blk. Sta. T.O. Ofc.	BLS	STATIONS	Distance from	Siding Direction, E, W, N, S, or Both & Length in Feet OR DETECTOR READOUTS:	Note
(Distance from Marion)*							
X	X	X	★	MARION AC (M.L. Cleve. to Indpls. & Richwood Sec. Conn.)	0.0		
				MJ CROSSOVER	3.6		
				DE CLIFF	10.8		
				HEPBURN	17.4		
				WESTERN BR. CONN.	24.2		
				FORAKER	32.3		
				McGUFFEY	35.1		
				ALGER	38.1		
				HARROD	42.2		
				WEST HARROD-END OF TRACK	43.0		

The direction from Marion to West Harrod is Westward.

### RICHWOOD SECONDARY TRACK (Columbus Division)

Int.	Int. Sta.	Blk. Sta. T.O. Ofc.	BLS	STATIONS	Distance from	Siding Direction, E, W, N, S, or Both & Length in Feet OR DETECTOR READOUTS:	Note
(Distance from Marion)*							
X	X	X	★	MARION AC (M.L. Cleve. to Indpls. & Harrod Sec. Conn.)	0.0		
				SOUTH MARION	0.8		
				GREEN CAMP	5.3		
				RICHWOOD	13.8		
				WEST RICHWOOD	14.4		

The direction from Marion to West Richwood is Westward.

### HITOP SECONDARY TRACK (Columbus Division)

Int.	Int. Sta.	Blk. Sta. T.O. Ofc.	BLS	STATIONS	Distance from	Siding Direction, E, W, N, S, or Both & Length in Feet OR DETECTOR READOUTS:	Note
(Distance from Charleston)*							
				CHARLESTON (via C. & O.)	0.0		
				BLUE CREEK (C. & O. Xng)	13.4		
				QUICK	21.6		
				COAL RIDGE	22.0		
				SANDERSON	25.0	B2417	
				MORRIS FORK	26.4		1
				KENDALIA	30.3		
				HITOP	34.4		1

The direction from Blue Creek to Hitop is southward.

NOTE

1. Temporarily out of service between MP 28.4 and Hitop.

**KANAWHA SECONDARY TRACK  
SWISS RUNNING TRACK**  
(Columbus Division)

Int.	Int. Sta.	Blk. Sta. T.O. Ofc.	BLS	STATIONS	Distance from *	Siding Direction, E,W,N,S, or Both & Length in Feet OR DETECTOR READOUTS:	Note
				(Distance from Corning)*	↓		
			X	CORNING (Moxahala Sec.)	0.0	B8021	
				CORN K-Hobson	0.0		
				GLOUSTER	8.0		
				TRIMBLE	9.3		
			X	TRIM K-Hobson	9.5		
				CHAUNCEY	17.0		
				ARMITAGE	21.4	B6370	
			X	ARM K-Hobson	21.5		
				ATHENS	22.1		
X	X	◆		GROSVENOR (B.&O. Xng.)	23.2		
			X	MARG K-Hobson	31.1		
				ALBANY	32.6	B5355	
			X	DEXTER K-Hobson	44.3		
				LANGSVILLE	48.0		
				MEIGS	51.1		
				END MBS SOUTH - BEGIN MBS NORTH	56.1		
			X◆	HOBSON	56.4	(Hobson Yard Tracks)	1
			X	HOBSON YARD TRACKS			
				HOBSON JCT.	57.1		
			X	HOBSON JUNCTION	57.1		
				CHESHIRE	58.3		
			X◆	KANAUGA	66.6		
							C.&O. R.R.
			X◆	KANAUGA (Ohio—W. Va.)	66.6	B3686	
				STATE LINE	68.3		
				POINT PLEASANT	69.1		
				ARBUCKLE	83.4	B5554	
			X	BUCK K-Charleston	84.4		
				ROBERTSBURG	87.4		
				BUFFALO	90.7		
			X	RUM K-Charleston	95.7	B5602	
				SHIPPERS CAR LINE	98.9		
				RED HOUSE	100.0		
				McGILL	100.8		
				COURTNEY	101.6	B4559	
				BANCROFT	103.7		
			X	NITRO K-Charleston	111.3	B6996	
				SATTES	113.7		
				INSTITUTE	116.0		
				FERGUSON	117.6		
				DUNBAR	119.1	B3859	
			X	BAR K-Charleston	119.9		
				SHORR	122.4		
				WEST CHARLESTON	123.4		
				BRIDGE JUNCTION	124.0		
				BIGLEY AVE. JCT.	125.4		
				ELK RIVER BRIDGE	125.6		
			X◆	CHARLESTON	126.2		
				MORRIS STREET JCT.	126.4		
				STUART	127.8		
				PORT AMHERST (Conrail Crssng.)	131.1		
			X	LEVI K-Charleston	132.5	B6131	
				BELLE	136.6		
			X	MAX K-Charleston	138.9		2
				DICKINSON YD. TRACKS			
			X	DICK K-Charleston	140.4		3
				SHREWSBURY	141.9		
				CEDAR GROVE (K.C.&N.W. Crossing)	144.3		
				GLASCOW	145.6		
			X	MID K-Charleston	146.7	B5750	
				HUGHESTON	148.2		
				CANNELTON	152.3		
			X	SMIT K-Charleston	153.1	B3100	
				HAREWOOD	155.0		
				BOOMER	155.5		
			X	GENO K-Charleston	157.0	B2600	
				ALLOY	157.2		
			X	GAUL K-Charleston	162.9		4
				GAULEY BRIDGE	162.9		
				GAULEY BRIDGE	162.9		
				BEECH GLEN	170.7		
				SWISS	172.6		

The direction from Corning to Swiss is southward.

## NOTES

1. HOBSON—No Train Order Signal in service.
2. MAX—In service for Northward Trains only. Block ends for Southward Trains.
3. DICK—In service for Southward Trains only. Block ends for Northward Trains.
4. GAUL—In service for Northward Trains only. Block ends for Southward Trains.

**LIMEDALE SECONDARY  
VIGO RUNNING**

Int.	Int. Sta.	Blk. Sta. T.O. Ofc.	BLS	STATIONS	Distance from *	Siding Direction, E,W,N,S, or Both & Length in Feet OR DETECTOR READOUTS:	Note
				(Distance from Indianapolis)*	↓		
X	X	X★		DAVIS (I. & F. Branch Conn.)	6.9		U
			X	PORT K-Limedale	6.9		1
				BRIDGEPORT	9.0		
				PLAINFIELD	13.5		
				EAST GIBSON	14.9		
				WEST GIBSON	16.0		
				CLAYTON	20.1		
				SUMMIT	20.3		
				WEST SUMMIT	22.0		
				AMO	24.9		
				COATESVILLE	28.0		
				EAST MARION	27.9		
				MARION	29.0	B 6750	
				WEST MARION	30.1		
				FILLMORE	32.5		
				EAST ALMEDA	35.9		
				ALMEDA	37.2		
				GRENCastle	38.9		
			X	LIME K-Limedale	40.3		
				LIMEDALE (L. & N. Xng.)	40.3		
				WEST LIMEDALE	41.4		
				HAMRICK	43.5		
				REELSVILLE	47.3		
				HARMONY	53.2		
				KNIGHTSVILLE	55.0	E 9500	4
				BRAZIL	57.0	B 10000	
				SEELYVILLE	64.5		2
				PRAIRIE	68.6		
			X	CHASE K-Limedale	70.1		3
				CHASE	70.1		
				FRUITRIDGE AVENUE	70.4		
				EAST YARD	70.5		
				MAPLE AVE.	71.7		
X		◆		CP-PRESTON (ML Indpls. to St. Louis Xng & Conn. & Milw. Xng.)	72.6		

The direction from Davis to CP-Preston is Westward.

NOTE (CROSSOVERS: U—Universal, F—Facing, T—Trailing).

1. PORT—In service for Westward movements only; End Block for Eastward Trains.
2. The distance between MP 64.0 & MP 66.0 is 6,540 feet.
3. CHASE—In service for Eastward movements only; End Block for Westward Trains.
4. Siding temporarily out of service between Knightsville and MP 56.8, East of Brazil.



**PEKIN SECONDARY TRACK (Southwest Divn.)**

Int.	Int. Sta.	Blk. Sta. T.O. Ofc.	BLS	STATIONS	Distance from	Siding Direction, E,W,N,S, or Both & Length in Feet OR DETECTOR READOUTS:	Note
*(Distance from Indianapolis)							
X			X	CLERMONT R-Woods (I.&F. Br. Conn.)	9.1		1
			X	CLER K-Woods	9.1		2
				BROWNSBURG	14.0		
				PITTSBORO	17.9		
			X	PITTS K-Woods	18.0		
				LIZTON	22.3		
				JAMESTOWN	27.7		
				NEW ROSS	32.8		
XO			X	AMES K-Woods	43.0		
				AMES(L&N Conn.)K-Woods	43.0	B 6100	3-4
				CRAWFORDSVILLE	43.8		
				DON	45.2		
				WESLEY	51.6		
				WAYNETOWN	54.0		
			X	RANGE ROAD	58.1	B 1818	
				RANGE K-Wyton	58.8		
XO				HILLSBORO	59.3		
			X	VEEDERSBURG (N & W Xng.)	64.7		
				COVINGTOWN	72.1		
			X	COVE K-Wyton	72.3		
				OLIN	74.3		
				FOSTER	76.5		
			X	STATE LINE (Ind.-Ill.)	79.9		
XO				RINGOLD	81.5		
X			X	PANDE K-Wyton	81.8		5
X				WALZ (Milw. Xng.)	81.9		
				CORY (L&N Xng.)			
				R-North Yard	84.0		6
X				DANVILLE JCT. (L&N Xng.; N & W Xng.) R-North Yard	84.6		6
				JACKSON ST. DANVILLE (Danv'l Sec. Conn.)	84.9		
X	X		X★	WYTON (Danv'l. Rnng. Conn.) to Cairo Sec.)	85.1		
				HILLERY YARD	86.0	B 5026	
				OAKWOOD	88.0		
				MUNCIE	93.2		
			X	FITHIAN	97.1		
				DELONG K-Wyton	98.4		
XO				OGDEN	100.1		
				GLOVER (MP Xng.)	102.7		
				ST. JOSEPH	105.8		
				FULLS	107.3		
				URBANA YARD	110.0		
X	X		★	URBANA (N & W Conn.)	115.8		
				CHAMPAIGN (ICG Xng.)	116.2		
				RANDOLPH ST. (IT Conn.)	117.9		
			X	PROSPECT ST.	118.3		
				ANDERSON	119.0		
XO				RISING K-Wyton	122.4	B 1443	
				MAHOMET	123.4		
XO			X	MANSFIELD (N & W Xng.)	128.0		
				HARRIS	133.7		
XO				FARMER CITY (ICG Xng.)	138.4	B 3565	
				FARM K-Wyton	141.5		
				WATKINS	141.7		
				WICKES	144.0		
				EMPIRE	145.3		
				LEROY	147.1		
XO				DOWNNS	150.6		
				DEAN (ICG Xng.)	157.1	B 2580	
			X★	BLOOMINGTON	164.4		
				BN (ICG Xng.)	166.0		7
				COSTIN	166.8	B 1341	
				BRUCE	167.3		
				DEERE	168.9		
XO				DANVERS	170.2		
				DOWNING (IT Xng.)	176.5		
				MACKINAW	185.6		
				TAZWELL	186.3		
				TREMONT	192.3		
				MAURER	193.4		
X	X		X★	EAST YARD (AT&SF Conn.)	196.8		
				PEKIN (P. & P.U. Xng.)	201.4		7
				PEORIA . . P.&P.U. Ry.	202.5		

The direction from Clermont to Pekin is westward.

**NOTES**

1. CLERMONT—Woods locates on I&F Br./MP 1.6, Indpls.
2. CLER—Block-limit Sta. for WESTWARD trains only.
3. AMES—Cars must not be left on Sdg. without permission.
4. AMES—Int. Signals govern Int. movements, this is not a Block Station; AMES Block-limit Station governs MBS train movements.
5. PANDE—Block-limit Sta. for EASTWARD trains only.
6. CORY & DANVILLE JCT.—If stop signal displayed, contact Wyton Opr. for instructions from L&N Operator at North Yard.
7. WYTON, BN & PEKIN BLOCK STATIONS: Int. Sigs. do not convey condition of Manual Block; MBS Block indication may be conveyed verbally or by hand-signal and/or by radio.

**LAFAYETTE, FOWLER & SHELDON SECONDARIES & LEBANON RUNNING TRACK (Southwest Division)**

Int.	Int. Sta.	Blk. Sta. T.O. Ofc.	BLS	STATIONS	Distance from	Siding Direction, E,W,N,S, or Both & Length in Feet OR DETECTOR READOUTS:	Note
(Distance from Cincinnati)*							
				EAST LEBANON	137.5		Lebanon Rng. Trk.
				GADSDEN CROSSING (Gadsden Sec. Xng.)	138.3		
				WEST LEB (Lafayette Sec. Conn.)	139.4		
X				LEBANON R-Woods (I. & F. Br. Conn.)	138.4		Lafayette Secondary
				WEST LEB (Lebanon Rnng. Conn.)	139.4		
				HAZELRIGG	143.4		
				THORNTOWN	147.5		
				COL FAX	153.2		
				EAST CLARKS HILL CLARKS HILL (N. & W. Xng.)	155.7		
XO				STOCKWELL	158.2	B10650	
				NORTH CRANE	161.7		
				EAST ALTAMONT	165.9	B2500	
X	P	P		ALTAMONT	169.3		
				ALTAMONT	170.2		
(Dist. fr. Sandusky—N.&W. Ry.)*							
X	P	P		ALTAMONT	254.8		U
X	X	X★		LAFAYETTE JCT. (N.&W. Crossing)—(L.&N. Crossing)			
				LAFAYETTE	257.5	N. & W. Ry.	U
				SUMMIT	258.5		
				BALLS	260.3		
				MONTMORENCI	263.0		
				OTTERBEIN	267.4		
X	P	P		TEMPLETON	271.0		U
				TEMPLETON	277.1		
(Distance from Cincinnati)*							
X	P	P		TEMPLETON	192.6	B8800	
				ATKINSON	196.3		Fowler Sec.
				SWANINGTON	199.0		
				FOWLER	202.2		
				EARL PARK	208.9		
				SHEFF (Danville Sec. Conn.)	211.2		
				SHEFF (Danville Sec. Conn.)	211.2		Sheldon Secondary
				RAUB	213.9		
				IN-IL. STATE LINE	216.3		
XO				EAST SHELDON	217.0	B3600	
				SHELDON (TP&W Crssg. WEST SHELDON/END OF BLOCK (Kankakee, Beaverville & Southern R.R.) (SouRgnPost)	219.0		
				WESTERN RGN/CHGO. DIV.			
X	X			KX (I.C.G. Crossing)	249.4		
				WEST K & S SWITCH			
		X		KANKAKEE (West Yd.)			
The direction from Lebanon to Kankakee is westward.							
NOTE (CROSSOVERS: U—Universal, F—Facing, T—Trailing).							
Interlockings, Interlocking Stations and Block Stations in service part-time as follows:							
Station	Hours in Service						
Altamont	7.59 A.M. to 11.59 P.M. Daily.						
Templeton	7.59 A.M. to 11.59 P.M. Daily.						
<b>ZIONSVILLE SECONDARY TRACK—SPEEDWAY RUNNING TRACK (Southwest Division)</b>							
(Distance from Indianapolis)*							
X	X	X♦		IJ(M.L. Indpls.-St. Louis Conn.)	1.1		
X				CP-KD R-IJ (Belt Northwest Rnng. Xng.)	1.8		
				BRANT (Speedway Rnng. Trk. Conn.)	3.5		
				BRANT	3.5	Speedway	
				SPEEDWAY	4.8	Running	
				CUNNINGHAM RD.	6.2	Track	
(Distance from Cincinnati)*							
				BRANT (Speedway Rnng. Trk. Conn.)	113.1		
				30th STREET	115.2		
				ROCK ISLAND	122.8		
				ZIONSVILLE	125.2		
				END OF TRACK	125.2		
The direction from IJ to Cunningham Rd. & Zionsville is Westward.							

**LOUISVILLE SECONDARY  
KENTUCKY STREET SECONDARY**  
(Southwest Division)

Int.	Int. Sta.	Blk. Sta. T.O. Ofc.	BLS	STATIONS	Distance from Indianapolis	Siding Direction, E,W,N,S, or Both & Length in Feet OR DETECTOR READOUTS:	Note
X	X	X◆		(Conn. Main Lines-Cleve. & Cols.-Indpls. & Indpls.-St. Louis) INDIANAPOLIS			U
				IU INTERLOCKING	0.0		
				McCARTY STREET	0.6		
X	X	X★◆		DALE (Belt Sec. Crssng. & Conn.)	1.7	B7950	
				SOUTHPORT	7.1		
				GREENWOOD	10.7	B4600	
				WHITELAND	15.3		
			X	WHITE K-Boyd	15.3		
				FRANKLIN (Franklin Indust'l. Crsng.)	20.3		
			X	ELVIN K-Boyd	21.4	B3050	
				AMITY	25.1		
				ATTERBURY	28.5	B2500	
				EDINBURG	30.6		
				TAYLORSVILLE	34.9		
			X	BROOK K-Boyd	37.9	B4769	
				COLUMBUS	38.4		
				N. COLS. RNG. CONN	40.5		
				S. COLS. RNG. CONN	41.1		
			X	GARDEN K-Boyd	42.5	B4761	
				JONESVILLE	51.5		
X	X			B. & O. CROSSING	58.9		
				SEYMOUR	59.0	B4559	
			X	LAUREL K-Boyd	59.3		
				CROTHERSVILLE	70.5	B800	
			X	AUSTIN K-Boyd	74.5	B3800	
				SCOTTSBURG	79.3	B5706	
			X	SCOTT K-Boyd	79.5		
				VIENNA	81.7		
				UNDERWOOD	84.8		
				HENRYVILLE	89.3		
				CANEY	91.7		
			X	SPEED K-Boyd	98.3	B6700	
				SELLERSBURG	99.6		
X	X	X★◆		BOYD (B.&O. Crossing)	104.9		
				JEFFERSONVILLE	107.2		
X				ORE R-Clagg	107.5		
				NEW ALBANY—DUTCH LANE CONNECTIONS	107.6		
				IN.-KY. STATE LINE (OHIO RIVER DRAWBRIDGE)	108.1		
X	X	X◆★		CLAGG	109.1		
X				K. & I. T. JCT. (K & I. T. Ry. & Kentucky St. Sec. Connections) R-Clagg	109.3		
X				MAIN STREET R-Clagg	109.4		
X				MARK R-Clagg	110.0		
X				ELEVENTH ST. (L. & N. Conn.) R-Clagg	110.5		
				LOUISVILLE (L. & N. Ry.)	111.2		
X				K. & I. T. JCT. (Louisville Sec. Conn.) R-Clagg	109.3		
X				MAIN STREET R-Clagg	109.4		
X				MARK—R-Clagg	110.0		
				KENTUCKY STREET (I.C.G. Conn.)	110.6		

The direction from Indianapolis to Louisville is southward.  
NOTE (CROSSOVERS: U—Universal, F—Facing, T—Trailing)

**I & F BRANCH  
FRANKFORT SECONDARY**  
(Southwest Division)

Int.	Int. Sta.	Blk. Sta. T.O. Ofc.	BLS	STATIONS	Distance From	Siding Direction, E,W,N,S, or Both & Length in Feet OR DETECTOR READOUTS:	Note
(Distance from Indianapolis)*							
X	X	X◆		IU INTERLOCKING	0.1		U
				INDIANAPOLIS AMTRAK DEPOT	0.0		
X				KENTUCKY AVE. R-IU	0.3		F
				WEST ST.	0.4		
X	X	X★◆		WOODS (Indpls. Belt Sec. Xng. & Conn.)	1.6		F
X	X	X★		KRAFT (Petersburg Sec. Conn.)	3.0		
X	X	X★		DAVIS (Limedale) Sec. Conn.)	6.9		U
X				SOUTH HUNT CONN. (M.L. Indpls. to St. Louis)	8.6		
X				NORTH HUNT CONN	9.5		U
X				CLERMONT (Pekin Sec. Conn.)	12.6		
X				SOUTH BURR	17.9	B7500	I & F BRANCH
X				NORTH BURR	19.6		
				HERR	24.6		U
++	++	+++	++	DED-N&S/Sngl. ++++++ R Woods	24.6	Woods ++++++	
X				SOUTH LEBANON	30.6		1
X		X		LEBANON (Lafayette Br. Conn.)	31.6	B8100	
				REGAN	41.8		1
		P★		FRANK (L.&N. Xng.)	48.1	S6100 - B6500	
(Distance from Terre Haute via Old Crawfordsville Sec. Track)							
		P★		FRANK (N.&W. Xng.)	78.3	S6100 - B6550	FRANKFORT SEC
				FRANKFORT	78.6		
				SEDALIA	87.9		
				CUTLER	92.2		
				BRINGHURST	95.6	B5200	
				FLORA	97.0		
				CAMDEN	101.3		
				DIVN—RGN. POST (SoWestDivn/ Sou.Rgn—FtWynDivn/WestRgn.)	109.1		
XO		X		CLYMERS (N.&W. Xng.)	109.2	B7500	2
				LONG CLIFF	113.3		
X	X	X★		VAN LOGANSPORT	114.4		

The direction from Indianapolis to Davis is westward and from Davis to Logansport is northward.

NOTE: 1. Remote Block Station for northward trains.  
2. Remote Block Station for southward trains controlled by Van.

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

Station	Hours in Service
Frank	Operator called as needed.

**NEW ALBANY RUNNING TRACK**

(Distance from Ore)							
X				ORE (Louisville Sec. Conn.) R-Clagg	0.0		1
				CLARKSVILLE	1.1		
				SOUTHERN R.R. CRSSNG	3.4		1
				K. & I. T. CROSSING	3.6		
				NEW ALBANY (Sou. Conn.)	4.6		

The direction from Ore to New Albany is Northward.

NOTE: 1. Temporarily out of service between MP 2.0 and MP 4.5.

**DUTCH LANE RUNNING TRACK**

(Distance from Ore)							
X				ORE (Louisville Sec. Conn.) R-Clagg	0.0		
				B.&O. CROSSING	0.4		
				TENTH STREET	0.8		
				B. & O. CONNECTION	1.6		
				DUTCH LANE YARD	2.0		

The direction from Ore to Dutch Lane Yard is Northward.

**WATSON RUNNING TRACK**

(Distance from Boyd)							
X	X	X◆★		BOYD (Louisville Sec. Conn.)	0.0		
X				SOUTH WATSON R-WATSON	3.3		
X	X			WATSON (B.&O. Xng.)	3.7		
				IMPERIAL CHEMICAL LEAD INDUSTRIAL CONN	3.9		

The direction from Boyd to Watson is Northward.

**BEECH GROVE BRANCH  
SUNMAN SECONDARY**  
(Southwest Division)

Int.	Int. Sta.	Blk. Sta. T.O. Ofc.	BLS	STATIONS	Distance from	Siding Direction, E,W,N,S, or Both & Length in Feet OR DETECTOR READOUTS:	Note
(Distance from Cincinnati)*							
				END BLOCK EAST—			
				BEGIN BLOCK WEST	39.7		
				SUNMAN	39.7		
				MORRIS	45.3		
				HYDE	46.2		
				BATESVILLE	47.8		
				NEW POINT	54.0		
				EAST GREENSBURG	60.2	B 16250	
				GREENSBURG	62.8		
				WEST GREENSBURG	64.2		
				ADAMS	67.8		
				ST. PAUL	72.7	B 2250	
				WALDRON	75.5		
		X		VINE K-Train Dispr.			
				Shelbyvl Sec. Xng)	82.6	B 7500	
		C		SHELBYVILLE	82.8		
				FAIRLAND	89.4		
				ACTON	96.6		
		X		GROVE K-Train Dispr.	103.7		1
X				CP-103/BEECH GROVE			
				R-Belt Crossing	103.7		
X	X	X◆		HILL YARD	106.3		
				BELT CROSSING (S) (Indpls. Belt)			
				Sec. Xng.)	106.9		
				ENGLISH AVENUE	107.8		
				COLLEGE AVENUE	108.9		
X	X	X◆		I.U. INTERLOCKING	109.3		U
				INDIANAPOLIS	109.6		

The direction from Cincinnati to Indianapolis is westward.

NOTE (CROSSOVERS: U—Universal, F—Facing, T—Trailing).  
1. GROVE—BLS for Eastward movements.

**NEW CASTLE RUNNING TRACK  
MT. COMFORT SECONDARY TRACK**  
(Southwest Division)

(Distance from Springfield)*							
				EAST NEW CASTLE	95.3		
				NEW CASTLE (Conn. to Honey Creek Sec. via Conrail Trackage Rights on N & W Ry.)	95.8		
				WEST NEW CASTLE	96.9		
				END OF TRACK	116.5		
				MAXWELL	117.7		
				MOHAWK	121.5		
				MT. COMFORT	125.6		
				HUNTER	131.2		
				EAST SIDE JCT. (Belt East Side Rngg. Conn.)	135.8		

The direction from Maxwell to East Side Jct. is westward.

**HONEY CREEK SECONDARY TRACK  
INDIAN CREEK SECONDARY TRACK**  
(Southwest Division)

Int.	Int. Sta.	Blk. Sta. T.O. Ofc.	BLS	STATIONS	Distance from	Siding Direction, E,W,N,S, or Both & Length in Feet OR DETECTOR READOUTS:	Note
(Distance from Cincinnati)*							
				(END CONRAIL TRACKAGE RIGHTS)	100.5		1
				NEW CASTLE	101.5		2
				EAST LIMITS CAST INT	101.9		
				CAST (N.&W.)			
				WEST LIMITS CAST INT	104.1		1
X				WEST CAST (N.&W. Conn.)	104.1		
				BEGIN BLOCK WEST - END BLOCK EAST	104.1		
				SULPHUR SPRINGS	108.5	B5700	
				HONEY CREEK	111.5		
X	X	X★		MIDDLETOWN	115.3		
				GRIDLEY (M.L. Cleveland to Indpls. No. 1 Track Conn.)	121.1		
				ANDERSON			
				DOW (Dow Sec. Conn. to/from S. Anderson Yd.)	124.8	B3350	
				FRANKTON	132.6	B2700	
				END OF TRACK	132.6		

The direction from New Castle to Frankton is Westward.

## NOTE

1. Conrail Trackage Rights on N.&W. between MP 100.5 and MP 104.1.
2. Connection to New Castle Running Track via New Castle/N.&W.

**WESTFIELD SECONDARY TRACK**  
(Southwest Division)

(Distance from St. Joseph)							
X				CP-ANDERSON (Dow Sec. Conn. on No. 2 Track, Main Line-Clev. to Indpls. to/from S. Anderson Yard)	165.4		
				LINCOLN ST. (Westfield Sec. Conn.)	165.3		
				(MP via Old Central Indiana Ry., Anderson, Ind.)			
				LINCOLN ST. (Dow Sec. Conn.)	1.1		
				CEDAR ST.	1.5		
				BLOOMER	5.6		
				LAPEL	9.9		
				DURBIN	13.4		
				NOBLESVILLE (N.&W. Xng.)	19.0		1
X				WESTFIELD (L.&N. Xng.)	25.5		
				WEST WESTFIELD	26.0		
				END OF TRACK	26.0		1

The direction from CP-Anderson to Lincoln St. is Northward and Lincoln St. to Westfield is Westward.

NOTE 1. Westfield Sec. temporarily out of service between MP 25.4 and MP 26.0.

**GADSDEN SECONDARY TRACK**  
(Southwest Division)

(Distance from W. Lebanon)*							
				WEST LEBANON	0.0		
				LEBANON (Lebanon Rngg. Xng. & Conn.)	0.8		
				GADSDEN	7.3		
				EAST GADSDEN	8.0		
				END OF TRACK	8.0		

The direction from West Lebanon to East Gadsden is Eastward.

### DOW SECONDARY TRACK (Southwest Division)

Int.	Int. Sta.	Blk. Sta. T.O. Ofc.	BLS	STATIONS	Distance from	Siding Direction, E,W,N,S, or Both & Length in Feet OR DETECTOR READOUTS:	Note
(Distance from St. Joseph)*							
X				<b>ELKHART</b> KENT (M.L. Cols. to Chgo. Xng.) R-Ft. Wayne	133.4		4 1-2
			X	GRANT K-Gridley SOLDIERS HOME	133.4 135.5		
				DIVN—RGN. POST(FtWynDivn/ WestRgn—SoWestDivn/SouRgn.)	135.6		
				JONESBORO	138.3		
				FAIRMOUNT	142.8		
				SUMMITVILLE	148.1		
			X	ALEX K-Gridley	153.8		1
X				ALEXANDRIA (N&W Xng.) R-N&W Dispr.	153.9	B 1300	
				LINWOOD	158.6		
			X	TIPP K-Gridley	162.6		1-3
				DOW (Indian Creek Sec. Connection)	162.6		
				LINCOLN ST. (Westfield Sec. Conn.)	165.3		
X				CP-ANDERSON (Main Line-Clev. to Indpls. Conn. to No. 2 Trk.)	165.4		
				PEARL ST.	165.7		
				DAWN YARD INDUSTRIAL LEAD CROSSING	165.8		
				ANDERSON BELT CROSSING	166.3		
X				CP-MARTIN (M.L. Clev. to Indpls. Conn. No. 1 Trk.)	166.6		
			*	SOUTH ANDERSON YARD	166.7		

The direction from Kent to South Anderson is southward.

## NOTE

1. GRIDLEY locates at MP 245.7 on the Main Line—Cleveland to Indianapolis.
2. GRANT—Block-limit Station for Southward movement only.
3. TIPP—Block-limit Station for Northward movement only.
4. KENT Southward Home Signal governs interlocking movements only and does not convey condition of Manual Block.

### ANDERSON—EMPORIA SECONDARY TRACK (Southwest Division)

Int.	Int. Sta.	Blk. Sta. T.O. Ofc.	BLS	STATIONS	Distance from	Siding Direction, E,W,N,S, or Both & Length in Feet OR DETECTOR READOUTS:	Note
(Distance from St. Joseph)*							
X			*	SOUTH ANDERSON YARD			
				CP-MARTIN (M.L. Clev.-Indpls. Conn.)	166.6		
				EMPORIA	172.7		
				SOUTH EMPORIA	173.9		

The direction from CP-Martin to South Emporia is southward.

### PETERSBURG SECONDARY TRACK DUFF RUNNING TRACK A. W. & W. SECONDARY TRACK LYNNVILLE SECONDARY TRACK (Southwest Division)

Int.	Int. Sta.	Blk. Sta. T.O. Ofc.	BLS	STATIONS	Distance from	Siding Direction, E,W,N,S, or Both & Length in Feet OR DETECTOR READOUTS:	Note
(Distance from Indianapolis)*							
X	X		X★	KRAFT (I.&F. Br. Conn.)	3.0		U
				MAYWOOD	5.7		
			X	CAMBY K-Kraft	11.8	B 2800	
				MOORESVILLE	16.7		
				BROOKLYN	21.5		
				CAMPBELLS	27.3		
			X	ELK K-Kraft	29.5	B 3850	
				MARTINSVILLE	30.6		
				PARAGON	38.4		
				WHITAKER	41.0		
			X	SILEX K-Kraft	42.1	B 10400	
XO				GOSPORT JCT. (L.&N. Xng.)	44.1		
				ROMONA	49.7		
			X	SPENCER K-Kraft	53.8	B 2900	
				RUDD	57.5		
				FREEDOM	62.8		
			X	MINICH K-KRAFT	72.2	B 9000	
			*	WORTHINGTON	72.3		
				WORTHINGTON JCT. (Worthington Sec. Conn.)	72.5		1
				RINCON JCT. (Bicknell Sec. Conn.)	74.2		1
			X	SOUTH RINCON K-Ashby	75.0		
XO			X	NEWBERRY K-Ashby	88.8		
				ELNORA (Milw. Xng.)	94.2		
				NORTH PLAIN	100.5		
			X	PLAIN K-Ashby	100.8	B 7700	
				SOUTH PLAIN	101.4		
				CAPEHART	105.4		
			X	GRAHAM	107.3		
			X	DUFF K-Ashby	110.6		
			X	DUFF K-Ashby . . . Duff Running WASHINGTON . . . Track	110.6 112.9		
XO				CHAPPELL (B.&O. Xng.)	111.8		
				THOMAS	115.6	B 2550	
				PETERSBURG	127.3		
			X★	ASHBY	128.4		2
			X★	ASHBY . . . . . } Ashby SOUTH ASHBY . . . . . } Yard	128.4 129.3		
XO				SOUTH ASHBY	129.3		
			X	OAKLAND CITY (Sou. Xng.)	139.2		3
			X	OAK K-Ashby	139.8		
			X	OAK K-Ashby . . . . . } A.W.&W. JACKSON ST . . . . . } Sec. A.W.&W. . . . . }	139.8 140.1 143.0		
				GRAY JCT.	140.2		
				GUDGEL	141.9	B 2550	
				MACKEY	146.8		
			X	BUCKSKIN K-Ashby	148.2		4
			X	BUCKSKIN K-Ashby . . . } Lynnville SHAWNEE . . . . . } Sec. LYNNVILLE . . . . . }	148.2 148.8 153.0		
				WHITE	148.8		
			X	ELBER K-Ashby	152.9		
				DITNEY	154.4		
				DAYLIGHT	158.1		
			X	TAYLOR K-Ashby	163.6		5
				STRAIGHT LINE JCT.	163.9		
				EVANSVILLE (L.&N.)			

The direction from Kraft to Evansville is southward.

NOTE: (CROSSOVERS: U—Universal, F—Facing, T—Trailing)

1. WORTHINGTON—RINCON JCT.—The distance between MP 73.0 & MP 74.0 is 0.6 mile.
2. PETERSBURG—Southward trains and engines must receive permission from the Operator at Ashby before passing North Wye switch.
3. OAKLAND CITY—Signal indications displayed are for interlocking movements only and do not convey condition of Manual Block.
4. BUCKSKIN—Switch must be lined by hand for main track movement.
5. TAYLOR—In service for Northward Trains only.

### BICKNELL SECONDARY TRACK (Southwest Division)

Int.	Int. Sta.	Blk. Sta. T.O. Ofc.	BLS	STATIONS	Distance from	Siding Direction, E,W,N,S, or Both & Length in Feet OR DETECTOR READOUTS:	Note
(Distance from Indianapolis)*							
				RINCON JCT. (Petersburg Sec. Conn.)	74.2		1-2-3
XO				SWITZ CITY (I.C.G. Xng.)	79.8		
				LYONS	83.2		
				BUSHROD	84.9	B5950	
XO				BEE HUNTER (Milw. Xng.)	86.2		
			X	SANDBORN K-Kraft	91.7		2
				HAWTHORNE MINE SWITCH	92.4		
				WESTPHALIA	94.8		
				EDWARDSPORT	98.5		
			X	HOWARD K-Kraft	100.0		2
				BICKNELL	102.9		
				END OF TRACK	102.9		

The direction from Rincon Jct. to Bicknell is southward.

#### NOTE

- Before entering Minich Siding at Rincon Jct. trains and engines must have authority from Operator at Kraft.
- Kraft locates at MP 3.0 on the I.&F. Br. & Petersburg Secondary at Indianapolis.
- The distance between Rincon Jct. and MP 75.0 is 1.2 miles (or 6,336 feet).

### WORTHINGTON SECONDARY TRACK

(Distance from Terre Haute)*							
				END OF TRACK	38.5		
				NORTH WORTHINGTON	38.5		
				WORTHINGTON	39.8	B3200	
				WORTHINGTON JCT. (Petersburg Sec. Track Conn.)	40.0		

The direction from North Worthington to Worthington Jct. is southward.

### SOUTH COLUMBUS RUNNING TRACK

(Distance from Columbus, Ind.)*							
				COLUMBUS			
				MADISON CONNECTION (Lou. Sec. Conn.)	0.0		
				HAW	2.0		
				SOUTH COLUMBUS	2.9		

The direction from Columbus to South Columbus is southward.

### NORTH COLUMBUS RUNNING TRACK SHELBYVILLE SECONDARY TRACK

(Distance from Columbus, Ind.)*							
				COLUMBUS (Lou. Sec. Conn.)	0.0		1
				NORTH COLUMBUS	3.8		1

				END OF TRACK	23.0		2
				SOUTH SHELBY	23.0		
				VINE (Sunman Sec. Xng.)	23.8		
				SHELBYVILLE	24.0		
				NORTH SHELBY	27.0		
				END OF TRACK	27.0		2

The direction from Columbus to North Columbus and from South Shelby to North Shelby is northward.

#### NOTE

- North Columbus Running MP 0.0 to MP 3.8.
- Shelbyville Sec. MP 23.0 to MP 27.0.

### NEWMAN RUNNING TRACK (Southwest Division)

Int.	Int. Sta.	Blk. Sta. T.O. Ofc.	BLS	STATIONS	Distance from	Siding Direction, E,W,N,S, or Both & Length in Feet OR DETECTOR READOUTS:	Note
(Distance from Richmond)*							
				RICHMOND (M.L. Cols. to Indpls.)			
X	X	X★		NEWMAN	0.3		U
				PARRY	1.7		
				WEST PARRY	2.3		

The direction from Richmond to West Parry is westward.

### ROUND BARN RUNNING TRACK (Southwest Division)

(Distance from Cincinnati)*							
X	X	X★		NEWMAN (M.L. Cols. - Indpls. Conn.)	74.9		
				ROUND BARN (Conn. to N. & W. Ry.)	76.6		

### CONNERSVILLE RUNNING TRACK (Southwest Division)

				CAMBRIDGE CITY (Main Line - Cols. to Indpls. Conn.)			
(Distance from New Castle)*							
N.&W.Ry. NEW CASTLE DISTRICT				CAMBRIDGE CITY	13.6	via N. & W. Ry. CONNERSVILLE BRANCH	
				MILTON	15.4		
				BEESON	20.1		
(Distance from Cincinnati)*							
		P		BEESON (N.&W. Conn.)	74.1		
				CONNERSVILLE	71.4		1
				SOUTH CONNERSVILLE	67.3		

The direction from Beeson to S. Connersville is Southward.

NOTE 1: Connersville - Train Order Office only; open daily, 8:00 A.M. to 5:00 P.M., except Sat., Sun., and Holidays.

### ARLINGTON AVE. SECONDARY TRACK (Southwest Division)

(Distance from Thorne)*							
X	P	P★		THORNE (M.L. Cols. to Indpls. Conn.)	0.0		
				ARLINGTON AVE.	2.0		
		★		HAWTHORNE YARDS	2.0		

The direction from Thorne to Hawthorne is westward.

Interlocking, Block Station & Train Order Office  
in service part-time as follows:

Station	Hours in Service
Thorne	3:00 P.M. to 11:59 P.M. Daily except Sundays & Holidays (Note 1) Note 1: Closed 1 hour for lunch at discretion of Train Dispr.

**CAIRO SECONDARY  
DANVILLE RUNNING**  
(Southwest Division)

Int.	Int. Sta.	Blk. Sta. T.O. Ofc.	BLS	STATIONS	Distance from	Siding Direction E,W,N,S, or Both & Length in Feet OR DETECTOR READOUTS:	Note
(Distance from Danville)*							
X	X	X★		DANVILLE	0.0	PEKIN	
X	X	X★		WYTON	1.0	SECONDARY	
				WYTON (Pekin Sec. & Danville Rrng. Conn. to Cairo Sec.)	1.0	} <b>Danville Rrng. Track</b>	
				TILTON	2.8		
				LYONS	5.3		
			X	LYONS K-Wyton	5.3		
				WESTVILLE (MP Conn.)	7.2		
				GEORGETOWN	11.4		
				VERMILLION GROVE	15.1		
XO			X	RIDGEFARM (N&W Xng.)	16.8		
				WOOD YARD	19.1		
XO			X	CHRIS K-Midland	23.2		
				CHRISMAN (B.&O. Xng.)	23.9	B 8800	
				HORACE	29.6		
				HARRIS	32.8		
X	X	X★		MIDLAND (M.L.Terre Haute to Lenox Xng. & Conn.)	37.1	B 5150	
				OLIVER	45.5		
				MARSHALL	52.7		
				ERNST	58.2	B 4900	
				WEST UNION	65.1		
			X	DOCK K-Train Dispr.	70.5	B 6500	
				CIPS	71.0		
				HUTSONVILLE	72.4		
				TRIMBLE	76.3		
XO				ROBINSON (ICG Xng.)	81.2		
				FLAT ROCK	89.1		
				PINKSTAFF	96.5		
X	X	X★		LAWRENCEVILLE (B&O Xng.)	102.0	N 3000	
				ST. FRANCISVILLE	111.4	S 4350	
				ALLEDALE	116.9	B 17500	
				PATTON	120.7		
X	X	X★		MT. CARMEL (Sou. Xng.)	126.3		
				E. M. & N. JCT. (Sou. Conn.)	127.4		
				AMAX LEAD	132.0		
XO				KEENSBURG	132.6	B 3150	
				GRAYVILLE (ICG Xng.)	141.6		
				WARREN	147.6		
				CROSSVILLE	150.4	B 9350	
X	X	X★		CARMi (L.&N. Conn.)	157.3		
XO				NORRIS CITY (B&O Xng.)	169.8		
XO			X	ELDORADO (L&N Xng.)	182.9		
			X	ELDORADO K-Train Dispr.	182.9		
				ELDORADO (ICG Xng.)	183.3		
			X	HARRIS K-Train Dispr.	188.7		
				HARRISBURG	188.7		
				LEDFOED	194.2		
				CARRIER MILLS	197.4		
			X	STONE K-Train Dispr.	203.9		
				STONEFORT	203.9		
				NEW BURNSIDE	208.4		
				TUNNEL HILL	214.6	B 1850	
				VIENNA	224.2		
XO				FORMAN (BN Xng.)	229.8		
			X	BELKNAP	231.9		
				KARNAK K-Train Dispr.	234.7		2
				KARNAK (MP Xng.)	234.7		
				GRAND CHAIN	238.6		
				OLMSTED	244.8		3
				MOUND CITY (ICG Conn.)	252.7		3
				CAIRO (MP-ICG Xngs.)	260.4		

The direction from Danville to Cairo is southward.

## NOTES:

1. LYONS—BLS Southward only.
2. KARNAK—BLS Northward only.
3. SEC. TRACK—Temporarily out of service between MP 245.0 & MP 246.0.

**DANVILLE SECONDARY**  
(Southwest Division)

Int.	Int. Sta.	Blk. Sta. T.O. Ofc.	BLS	STATIONS	Distance from	Siding Direction, E,W,N,S, or Both & Length in Feet OR DETECTOR READOUTS:	Note
(Distance from Indiana Harbor)*							
				59th St. CHICAGO (Western Reg.) (Chicago Divn.)			
X	X			INDIANA HARBOR (M.L. Pgh.-Chgo. Xng.)			
X				GIBSON R-Gib E End.)	3.8		
X	X	X		OSBORN (N&W Xng.)	4.8		
XO	X	X★		HIGHLAND (C&O Xng.)	7.2		
				SCHNEIDER (KKK & Br. Xng. & Conn.)	32.9	B 10850	
				DIVN.-RGN.Post (Chgo. Divn./ West Rgn.-So. West Divn./ Sou. Rgn.)	32.9		
			X	SUMA K-Wyton	32.9		1
				LAKE VILLAGE	36.3		
				ENOS	44.8		
			X	MOROCCO	49.6	B 11000	
				MOROC K-Wyton	49.9		
				ADE	55.0		
XO			X	KENTLAND (TP&W Xng.)	61.9		
				SHEFF K-Wyton	66.1		
				SHEFF (Fowler & Sheldon Sec. Conns.)	66.3	B 6000	
				YORK SWITCH	67.9		
				FREE	72.0		
				DUNN	75.8		
XO			X	HANDY (N&W Xng.)	80.4		
				TAB K-Wyton	86.6		
				STEWART	90.1		
			X	SLOAN K-Wyton	94.1	B 9700	
				STATE LINE (Ind.-Ill.)	100.6		
			X	CAMP K-Wyton	104.0		
				JACKSON ST.	108.9		
				DANVILLE (Pekin Sec. Conn.)	109.3		

(Connection to WYTON via PEKIN SEC.)

The direction from Indiana Harbor to Danville is Southward.

## NOTE

1. SUMA—BLS Southward Only.
2. WYTON—Locates at MP 86.0 on PEKIN SEC. in Danville.

**SALINE VALLEY LEAD RUNNING TRACK**  
(Southwest Division)

(Distance from Harrisburg)*							
				HARRISBURG (Cairo Secondary Conn.)	0.0		1
				BLUE BIRD RAMP	10.7		

The direction from Harrisburg to Blue Bird Ramp is Southward.

**INDIANAPOLIS BELT SECONDARY TRACK  
BELT NORTHWEST RUNNING TRACK  
BELT EAST SIDE RUNNING TRACK  
BELT NORTHEAST RUNNING TRACK  
(Southwest Division)**

Int.	Int. Sta.	Blk. Sta. T.O. Ofc.	BLS	STATIONS	Distance from	Siding Direction, E,W,N,S, or Both & Length in Feet OR DETECTOR READOUTS:	Note	
				(Distance from North Indpls.)*	↓			
X				NORTH INDIANAPOLIS (Old Chicago Main Conn.)	0.0	} BELT NORTHWEST RUNNING TRACK		
				CP-KD R-IJ (Zionsville Secondary Xng.)	2.5			
X				MOOREFIELD JCT. (B&O Conn.)	2.6			
				CP-1 R-IJ (ML Indpls. to St. Louis Xng.)	2.9			
X	X	X★◆		WOODS (I&F Branch Xng.)	3.0			
X				VAN JCT. R-Woods (West Side Yd. Conn.)	3.2	(Note 3)		
X				VAN JCT. R-Woods (Transfer Yd. Conn. via A & B Rrng. Trks.)	3.2	} INDIANAPOLIS BELT SECONDARY TRACK	U-4	
				MORRIS ST. CROSSOVER	3.7			F
				STOCK YARDS (Caven Yard Conn.)	4.1			U-5
				SOUTH WYE CONNECTIONS	4.5			
				WHITE RIVER BRIDGE NO. 2	4.7			
				ICG JCT. (ICG Conn & Dale Running Track Conn.)	5.4			
X	X	X★◆		DALE (Cols. Sec. Crsg. & Conn.)	5.8			
X				EAST STREET JCT. R-Woods (Lou. Sec. Conn.)	6.0			F
X		X		RINGGOLD ST. R-Woods	6.4			
				CHURCHMAN AVE. (Hill Yd. Conn.)	7.4		(Note 3)	U-4
X	X	X◆		BELT CROSSING (Beech Grove Br. Conn.)	8.0			
X				PROSPECT ST. JCT. R-Belt Crsg. (Hawthorne Yd. West Wye)	8.2		U	
		X		HAMILTON JCT. (Hawthorne Yard East Wye)	8.8	(Note 3)	U-4	
				PANHANDLE JCT. (Pine Yard Conn.)	9.5		F	
				ELEVENTH ST.	10.5		F	
				EAST SIDE JCT. (Mt. Comfort, Belt East Side & Belt Northeast Rrng. Trks. Conn.)	11.3		T	
				EAST SIDE JCT. (Mt. Comfort Sec. Track Conn.)	11.3	} BELT EAST SIDE RUNNING TRACK		
				BELT JCT. (ML Cleve. to Indpls. Conn.)	12.0			
				EAST SIDE JCT. (Mt. Comfort Sec. Track Conn.)	11.3	} BELT NORTHEAST RUNNING TRACK		
X	X	X★◆		DX (ML Cleve. to Indpls. Xng.)	11.9			
				22nd STREET (N&W-L&N Conn.)	13.4			1 - 2

The direction from North Indianapolis to Belt Jct. and 22nd Street is Eastward.

NOTE (CROSSOVERS: U—Universal, F—Facing, T—Trailing

- Movements on L&N Lead over N&W Crossing must stop not less than forty (40) feet nor more than five hundred (500) feet from RR Crossing and may proceed after it is known crossing is clear.
- Normal position of switch on L&N/N&W Lead at 22nd Street is for movement to and from the N&W.
- Radio Channel 2 & Belt Radio Channel in service at Transfer, Hill & Hawthorne Yards.
- Belt Radio Channel in service at Woods, Churchman Ave. & Hamilton Jct.
- Trains and Engines must receive permission from Operator at Woods before making movements at Stock Yards.

**CINCINNATI/AMTRAK &  
WOODS ST./C. & O. RY.**

WESTWARD			FIRST CLASS	EASTWARD		
33 Daily A.M.	51 Daily A.M.	50 Daily P.M.	Stations	51 Daily A.M.	50 Daily P.M.	32 Daily P.M.
9.08	11.05	6.26	WOODS STREET (C.&O. Ry.)	11.30	6.51	6.05
9.12	11.09	6.30	CP-OKLAHOMA	11.26	6.47	6.01
S 9.13 A.M.	S 11.10 A.M.	S 6.31 P.M.	CINCINNATI AMTRAK DEPOT	S 11.25 A.M.	S 6.46 P.M.	S 6.00 P.M.
READ DOWN Arrive				Leave READ UP		

**OFFICES OPEN FOR SALE OF TICKETS**

STATION	MONDAY TO FRIDAY	SATURDAY	SUNDAY & HOLIDAYS
<b>COLUMBUS DIVISION</b>			
Cincinnati, OH.	6:00 A.M. to 10:00 P.M.	Same	Same
<b>SOUTHWEST DIVISION</b>			
St. Louis, MO.	3:40 A.M. to 4:40 A.M. 7:00 A.M. to 11:45 P.M.	Same as Weekdays	5:50 A.M. to 11:45 P.M. (Sunday Only)

NOTE: Passengers boarding without a ticket at a station where the office was open for sale of tickets prior to departure of the train, will be assessed a Train Fare Penalty of 25 cents.



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**SPECIAL INSTRUCTIONS  
GENERAL RULES**

**100C—A.  
EMPLOYEE PHYSICAL EXAMINATIONS—  
REGULAR TRIENNIAL, BIENNIAL  
AND/OR SPECIAL PERIODICALS**

In the application of **Rule C**, the following employees are required to have Periodic Physical Examinations as prescribed by this Special Instruction.

Train and Engine Service Employees (Road and Yard).  
Assistant Chief Dispatchers.  
Movement Directors.  
Train Dispatchers.  
Assistant Movement Directors.  
Operators.  
Operator Clerks.  
Assistant Agent Operators.  
Chaffeurs.  
Truck Drivers.  
Employees who operate self-propelled on track vehicles.

For the above employees under fifty years of age, Periodic Physical Examinations are required once every three years; fifty years of age and over, once every two years.

Employees required to take Periodic Physical Examination (triennial or biennial), or Special Periodic, are personally responsible to obtain a **Form MD-40** (Request for Medical Service) from the Trainmaster or other immediate supervisor and arrange for an appointment by contacting the medical office where regularly examined or with any other conveniently located Medical Officer as indicated in Timetable Special Instruction **100R-A2**.

Examinations must be completed in the month of employees' birth date, or as may be directed for a Special Periodic Examination.

Special Periodic Examinations must be taken as prescribed by the Medical Department.

Employees, who are required to have a Timetable, must record the prescribed information as to physical examinations on the Employee Qualification-Physical page.

(Continued on next page)

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**SPECIAL INSTRUCTIONS  
GENERAL RULES  
(cont'd.)**

**1000-A1. Employees Permitted to Ride on Engines, etc.**

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:

Staff Officers and their Assistants.  
Chief Dispatchers.  
Asst. Chief Dispatchers.  
Movement Directors.  
Asst. Movement Directors.  
Train Dispatchers.  
Yardmasters and Assistants, in their districts.  
Supervisors C. & S. and Assistants. C. & S. Inspectors, C. & S. Foreman and Assistants, Power Directors and Assistants, E. T. Gang Foreman, Lineman and Maintainers in their districts.  
Supervisors of Track, Assistants and Foremen in their districts.  
Supervisor Airbrakes.  
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.  
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.

100R-A2 MEDICAL OFFICERS AND SURGEONS		
Location	Name and Address	Telephone
Belle, W. Va.	*** J. H. Gray, M.D. 187 W. DuPont Ave.	(304) 949-2271
Bellefontaine, O.	*** G. J. Gensemer, M.D. 834 N. Main St.	(513) 592-8841 (Office) (513) 592-8842 (Residence)
Belleville, Ill.	*** Medical Surgical Clinic 6401 W. Main St.	(618) 398-5300
Bowling Green, OH.	*** S. Ahmad, M.D. 960 W. Wooster St.	(419) 353-2504
Bryan, O.	*** R. K. Ameter, M.D. Bryan Medical Group W. High St.	(419) 636-4517 (Office) (419) 636-2148 (Residence)
Charleston, W. Va.	** R. L. Anderson, M.D. 1208 Kanawha Blvd.	(304) 343-7559
	*** Drs. Bergman & Hall 712 Stockton St.	(304) 343-4653
Chicago, Ill.	*** Conrail Medical Office Room 248, Union Station	(312) 236-7200, Ext. 2348
Cincinnati, O.	** C. O. Carothers, M.D., Orthop. (Residence) ** R. G. Carothers, M.D., Orthop. 409 Broadway	(513) 871-2378 (Residence) (513) 321-2125 (Residence) (513) 621-4483 (Office)
	*** Drs. Todd & Webb Sharon & Willows Aves.	(513) 771-7213
	*** N. Aronoff, M.D. 7502 Griffin Dr.	(513) 821-7433

NOTE: All examinations in the Medical Department are performed by appointment only, except in emergency.

TYPE OF MEDICAL SERVICE:

- \* Available to employes for periodic or other physical examinations.
- \*\* Care of injuries

(Continued on next page)

MEDICAL OFFICERS AND SURGEONS—Continued  
100R-A2 Cont'd.

Location	Name and Address	Telephone
Clarksville, Ind.	*** C. Ram Yepuri, M.D. Nand Lal Yepuri, M.D. 630 Eastern Blvd.	(812) 283-3573 (Office)
Cleveland, O.	*** Conrail Medical Office 814 Rockefeller Bldg., 614 Superior Ave., N. W.	(216) 574-2700
	*** Collinwood Yards Med. Office 577 E. 152nd St.	(216) 851-6880, Ext. 7263
	*** Euclid Clinic Foundation 18599 Lake Shore Blvd.	(216) 383-8500
	*** C. N. Hinman, M.D. Suite No. 512 18099 Lorain Ave.	(216) 251-0046
	** R. E. Holmberg, M.D., S 10515 Carnegie Ave.	(216) 791-4662
	*** F. J. Simecek, M.D. St. Alexis Medical Bldg. 5109 Broadway, Room 202	(216) 341-4200
	** H. A. Zimmerman, M.D., Cardiol. 1610 Hanna Bldg.	(216) 696-0171
	** K. L. Brown 3461 Warrensville Center Rd. (Shaker Heights)	(216) 283-8080
Columbus, O.	*** Robert K. May, M.D. Conrail Medical Office 4877 Trabue Road	(614) 878-7708 SMART 2602
Coshocton, O.	*** G. W. Stelzner, M.D. 118 N. 7th St.	(614) 622-0246
Crestline, O.	*** H. M. Brooks, M.D. 293 Chambers St.	(419) 683-3855
Danville, Ill.	*** R.M. Diokno, M.D. 1207 E. Main Street	(219) 442-1172 (Office)
Dayton, O.	*** Surgical Assn. of Dayton, Inc. J. R. Brown, M.D. N. C. Pancholy, M.D. 111 W. First St.	(513) 461-3880

NOTE: All examinations in the Medical Department are performed by appointment only, except in emergency.

TYPE OF MEDICAL SERVICE:

- \* Available to employes for periodic or other physical examinations.
- \*\* Care of injuries.

(Continued on next page)

<b>MEDICAL OFFICERS AND SURGEONS—Continued</b> <b>100R-A2 Cont'd.</b>		
<b>Location</b>	<b>Name and Address</b>	<b>Telephone</b>
Elyria, O.	* ** P.C. Mercado, M.D. 475 N. Abbe Road	(216) 365-5433
Galion, O.	** C. E. Skinner, M.D. 401 Harding Way West	(419) 468-1244
Greensburg, Ind.	* ** R. P. Acher, M.D. 222 E. Washington St.	(812) 663-7561 (Office) (812) 662-4061 (Residence)
Greenville, Ill.	* ** B. E. McCracken, M.D. 100 N. Locust St.	(618) 664-1380 (Office) (618) 664-0951 (Resi- dence) If no answer call: (614) 664-1230
Hamilton, O.	* ** W. F. Hume, M.D. Rm. 506, First Nat'l. Bank Bldg.	(513) 893-4771 (Office) (513) 892-3306 (Residence)
Harrisburg, Ill. (62946)	* ** C. E. Seten III, M.D. 203 N. Vine St.	(618) 252-7471
Indianapolis, Ind.	* ** L. K. Stump, M.D. Conrail Yard East End Bldg. #10 (Beech Grove, In.)	(317) 267-4862 or (317) 267-4863 SMART 4862 or 4863
	** J. M. Lawrence, M.D. (Oculist) 2020 West 86th St.	(317) 844-0128 (Office) (317) 291-2363 (Residence)
	* ** Harcourt Clinic (SEE NOTE 1) 1919 N. Capitol Ave. NOTE 1: Emergency 24 Hour Service	(317) 926-4471 (SEE NOTE 1)
<p><b>NOTE: All examinations in the Medical Department are performed by ap- pointment only, except in emergency.</b></p> <p><b>TYPE OF MEDICAL SERVICE:</b>      * Available to employes for periodic   or other physical examinations.   ** Care of injuries</p>		
(Continued on next page)		

<b>MEDICAL OFFICERS AND SURGEONS—Continued</b> <b>100R-A2 Cont'd.</b>		
<b>Location</b>	<b>Name and Address</b>	<b>Telephone</b>
Kenton, O.	** G. C. Jackson, M.D., Derm. 314 N. Detroit St.	(419) 675-0871
	* ** J. C. Lindsey, M.D. 60 Washington Blvd.	(419) 673-0738
	* ** L. K. Smith, M.D. 900 E. Franklin St.	(419) 674-4086
Lancaster, O.	* ** W. B. Monger, M.D. 414 E. Main St.	(614) 654-3333
Logansport, Ind.	* ** M. Pfluetze, M.D. 408 North St.	(219) 753-3023 (Office) (219) 753-2517 (Residence)
Louisville, Ky.	* ** R.C. Tate, M.D. (Surgeon) 605 Medical Towers, 233 E. Gray St.	(502) 587-0745
Marion, Ind.	* ** Davis Clinic Joseph Davis, M.D. 131 N. Washington St.	(317) 662-6641 (Office) (317) 662-2446 (Residence)
Marion, O.	* ** C. J. Altmaier, M.D. 1063 Harding Mem. Pkwy.	(614) 387-7251
	** J. E. Imbody, M.D., Ophth. 250 Executive Dr.	(614) 387-0983
	* ** Marion Regional Health Services, Inc. A. J. Weaver, M.D. (Medical Director) 1142 Independence Ave.	(614) 387-6466
Mattoon, Ill.	* ** Link Clinic 1700 Wabash	(217) 235-5471
Middleport, OH.	* ** J. P. Conde, D.O. 150 Mill St.	(614) 992-7271
<p><b>NOTE: All examinations in the Medical Department are performed by ap- pointment only, except in emergency.</b></p> <p><b>TYPE OF MEDICAL SERVICE:</b>      * Available to employes for periodic   or other physical examinations.   ** Care of injuries.</p>		
(Continued on next page)		

MEDICAL OFFICERS AND SURGEONS—Continued 100R-A2 Cont'd.		
Location	Name and Address	Telephone
Mt. Carmel, Ill.	*-*** R. L. Fuller, M.D. 1123 Chestnut St.	(618) 262-4412 (Office) (618) 262-8383 (Residence)
	*-*** E. Lowenstein, M.D. 1123 Chestnut St.	(618) 262-4312
Muncie, Ind.	* Lawson & Powers Associates Surgery Inc. 2108 W. McGalliard Rd.	(317) 284-7703
Newark, O.	** J. W. Houser, M.D., S 1272 W. Main St.	(614) 344-3726
Pana, Ill.	*-*** Pana Medical Group R. B. Siegert, M.D. F. W. Siegert, M.D. 217 S. Locust St.	(217) 562-2413 (Office) (217) 562-4125 (Residence)
Paris, Ill.	*-*** Medical Center Clinic, LTD. 502 Shaw Ave.	(217) 466-8411
Petersburg, Ind.	*-*** Honesto Fenol, M.D. 110 South 6th St.	(812) 354-8426 (Office) (812) 354-8020 (Residence)
Pekin, Ill.	*-*** J. I. Weimer, M.D. 610 Park Ave.	(309) 346-3124
Piqua, OH.	*-*** J. A. Danford, M.D. 821 Micklin Ave.	(513) 773-3521
Pittsboro, Ind.	*-*** M. O. Scamahorn, M.D. Main & Meridian Sts.	(317) 852-4771 (Office) (317) 892-3365 (Residence)
Portland, Ind.	** J. S. Fitzpatrick, M.D., S 603 W. Arch St.	(317) 726-4931
Richmond, Ind.	** H. L. Miller, M.D., S. 1250 Chester Blvd.	(317) 962-5574
	*-*** P. C. Rodriguez, M.D. 1501 Chester Blvd.	(317) 962-3726 (Office) (317) 962-9111 (Residence)
<p>NOTE: All examinations in the Medical Department are performed by appointment only, except in emergency.</p> <p>TYPE OF MEDICAL SERVICE:      *Available to employes for periodic or other physical examinations.    **Care of injuries.</p>		
(Continued on next page)		

MEDICAL OFFICERS AND SURGEONS—Continued 100R-A2 Cont'd.		
Location	Name and Address	Telephone
Rushville, Ind.	*-*** F. H. Green, M.D. 134 E. 2nd St.	(317) 932-4181 (Office) (317) 932-3344 (Residence)
Shaker Heights, O.	See listing for Cleveland, O.	
St. Louis, Mo.	** W. H. Bailey, M.D. (Oculist) 9157 Milton Ave.	(314) 423-2870
Springfield, O.	*-*** C. W. Hullinger, M.D. 8 W. Main St.	(513) 325-2421 (Office) (513) 399-6806 (Residence)
Terre Haute, Ind.	* W. L. Lowenstein, M.D. 300 College Ave.	(812) 232-6657
Toledo, O.	*-*** M. Y. Ahmed, M.D. 1250 Flaire Dr.	(419) 536-1091 (Office) (419) 865-8206 (Residence)
	*-*** E. H. Schmidt, M.D. 2500 W. Central Ave.	(419) 535-3236
Uhrichsville, O.	*-*** R. B. Hines, M.D. 538 W. 3rd St.	(614) 922-4051
<p>NOTE: All examinations in the Medical Department are performed by appointment only, except in emergency.</p> <p>TYPE OF MEDICAL SERVICE:      *Available to employes for periodic or other physical examinations.    **Care of injuries.</p>		
(Continued on next page)		

**MEDICAL OFFICERS AND SURGEONS—Continued**  
**100R-A2 Cont'd.**

Location	Name and Address	Telephone
Union City, Ind.	*-- B. D. Wagoner, M.D. Lennox & Columbia Sts.	(317) 964-5000 (Office) (317) 964-5004 (Residence)
Urbana, Ill.	*-- R. C. Basler, M.D. 305 E. Green St.	(217) 328-2323
Urbana, Ohio	*-- S. V. Rader, M.D. 113 Miami St.	(513) 653-6474
Washington, Ind.	*-- H. B. Lindsay, M.D. 511 E. Main St.	(812) 254-3224 (Office) (812) 254-0546 (Residence)
Wellington, O.	*-- H. E. Hartmann, M.D. 136 S. Main St.	(216) 647-4136
Xenia, O.	** J. L. Wolff, M.D. 244 Wilson Drive	(513) 372-1602
Zanesville, O.	*-- W. L. Cruise, M.D. 803 Market St.	(614) 452-1011 (Office) (614) 452-1654 (Residence)
	** H. C. Letson, M.D. (Oculist) 2315 Maple Ave.	(614) 453-0715 (Office) (614) 453-4963 (Residence)

NOTE: All examinations in the Medical Department are performed by appointment only, except in emergency.

TYPE OF MEDICAL SERVICE:      \*Available to employes for periodic or other physical examinations.  
    \*\*Care of injuries.

(Continued on next page)

**LOCATION OF HOSPITALS**  
**100R-A3.**

Location	Name and Address	Telephone
Anderson, Ind.	St. John Hospital 2015 Jackson Street	(317) 649-2511
	Community Hospital 1515 North Madison Avenue	(317) 642-8011
Batesville, Ind.	Margaret Mary Hospital	(812) 934-2323
Bellefontaine, Ohio	Mary Rutan 205 Palmer Road	(513) 592-4015
Bloomington, Ill.	Brokaw Hospital Franklin Ave., Normal, Ill.	(309) 829-7625
Brazil, Ind.	Clay County 1206 East National Avenue	(812) 446-2374
Cairo, Ill.	St. Mary Hospital 202 Cedar Street	(618) 734-2400
Carmi, Ill.	Carmi Township Hospital Plum Street	(618) 382-4171
Champaign, Ill.	Burnham City Hospital 407 S. 4th St.	(217) 337-2500
Charleston, W. Va.	Charleston Area Medical Center Memorial Division 3200 MacCorkle Ave., S.E.	(304) 348-4200
	Charleston Area Medical Center General Division Brooks & Elmwood Ave.	(304) 348-6088
	Thomas Memorial Hospital 4605 MacCorkle Ave., S.W.	(304) 768-3961
Cincinnati, Ohio	Industrial Health Service 3801 Hauck Rd.	(513) 563-1505
	Bethesda Hospital Reading Road and Oak	(513) 961-0966
	Bethesda North 10500 Montgomery Rd.	(513) 559-6115
	Good Samaritan Hospital Clifton and Dixmyth Avenue	(513) 861-1400
Cleveland, Ohio	Euclid-Glenville Hospital 101 East 185th Street	(216) 531-9000
	Lutheran Hospital 2609 Franklin Boulevard	(216) 771-4200
Connersville, Ind.	Fayette Memorial Hospital	(317) 825-2131
Columbus, Ind.	Bartholemew County Hospital East 17th Street	(812) 379-4441
Columbus, Ohio	University Hospital 410 West 10th Avenue On Service of: Dr. W. V. Nick	(614) 422-6446
	Grant Hospital 309 East State Street On Service of: Dr. G. Kirk, or Dr. R. Ebert	(614) 461-3232
	Mt. Carmel Hospital 793 West State Street On Service of: Dr. G. Kirk	(614) 225-5000
Coshocton, Ohio	Coshocton County Memorial 1460 Orange Street	(614) 622-6411
Crawfordsville, Ind.	Union Culver Hospital 306 Binford St.	(317) 362-2800

(Continued on next page)

## 100R-A3 Cont'd. HOSPITALS—Continued

Location	Name and Address	Telephone No.
Danville, Ill.	Lakeview Hospital 812 North Logan Avenue	(217) 446-7200
	St. Elizabeth Hospital 600 Sager Street	(217) 442-6300
Dayton, Ohio	Miami Valley Hospital 1 Wyoming Avenue	(513) 223-6192
	St. Elizabeth Hospital 49 Hopeland Avenue	(513) 222-0411
	Kettering Hospital 3535 Southern Boulevard	(513) 298-4331
Decatur, Ind.	Adams County Memorial Hospital Corner Mercer and Grant Streets	(219) 724-2145
Decatur, Ill.	Decatur Memorial North Edward Street	(217) 877-8121
Dennison, Ohio	Twin City North First Street	(614) 922-2800
East St. Louis, Ill.	St. Mary Hospital 129 North 8th Street	(618) 274-1900
Effingham, Ill.	St. Anthony (Emergency) 812 St. Anthony Avenue	(217) 342-2121
Elwood, Ind.	Mercy Hospital 1131 South A Street	(317) 552-3336
Findlay, Ohio	Blanchard Valley 145 W. Wallace	(419) 423-2311
Frankfort, Ind.	Clinton County South Jackson Street	(317) 654-4451
Galion, Ohio	Galion Community	(419) 468-4841
Gallipolis, Ohio	Holzer Medical Center 385 Jackson Pike	(614) 446-5000
Granite City, Ill.	St. Elizabeth Hospital 2100 Madison	(618) 876-2020
Greencastle, Ind.	Putnam County Hospital Greenwood Avenue	(317) 653-5121
Greensburg, Ind.	Decatur Co. Memorial Hospital 720 North Lincoln	(812) 663-4331
Hamilton, Ohio	Mercy Hospital 116 Dayton Street	(513) 867-6400
Harrisburg, Ill.	Doctors Hospital 17 Country Club Court	(618) 253-7671
Hartford City, Ind.	Blackford Co. Hospital East VanCleve Street	(317) 348-0300
Highland, Ill.	St. Joseph Ninth Street	(618) 654-7421
Hillsboro, Ill.	Hillsboro Hospital	(217) 532-6111
Indianapolis, Ind.	Community Hospital 1500 North Ritter Avenue	(317) 353-5457
	St. Vincent Hospital 2001 W. 86th Street	(317) 871-2345
	Methodist Hospital 1604 North Capitol Avenue	(317) 924-6411
	St. Francis Beech Grove	(317) 787-3311
Jeffersonville, Ind.	Clark County Memorial Hospital 210 Sparks Avenue	(812) 282-6631

(Continued on next page)

## 100R-A3 Cont'd. HOSPITALS—Continued

Location	Name and Address	Telephone No.
Lafayette, Ind.	St. Elizabeth Hospital 1501 Hartford	(317) 742-0221
	Lafayette Home Hospital 2400 South Street	(317) 447-6811
Lancaster, Ohio	Lancaster—Fairfield County Joint Hospital 401 North Ewing Street	(614) 687-3000
Lawrenceburg, Ind.	Dearborn County Hospital Ludlow Hill	(812) 537-1010
	Litchfield 706 South State Street	(812) 324-2191
Logansport, Ind.	St. Joseph Hospital 26th and High Streets	(219) 753-4145
	Memorial Hospital North Michigan Avenue	(219) 753-7514
Louisville, Ky.	St. Joseph Infirmary 735 Eastern Parkway	(502) 637-6561
	Kentucky Baptist 810 Barrett Avenue	(502) 583-4841
Marion, Ind.	Marion General Hospital Wabash Avenue	(317) 662-1441
Marion, Ohio	Marion General Hospital McKinley Park Drive	(614) 383-6731
Mattoon, Ill.	Sarah Bush Lincoln Health Center East Route 16	(217) 258-2525
Middletown, Ohio	Middletown Hospital 105 McKnight Drive	(513) 422-5411
Mt. Carmel, Ill.	Wabash General Hospital College Drive	(618) 262-4121
Mt. Vernon, Ohio	Mercy Hospital 117 East High Street	(614) 392-6015
Muncie, Ind.	Ball Memorial Hospital 2401 University Avenue	(317) 284-3371
	Lawson & Powers Assoc. Surgery Inc. 2108 W. McGalliard Rd.	(317) 284-7703
Newark, Ohio	Licking County Memorial Hospital 1320 West Main Street	(614) 344-0331
New Castle, Ind.	Henry County Hospital 1000 North 16th Street	(317) 529-0230
Pana, Ill.	Huber Memorial Hospital	(217) 562-2131
Paris, Ill.	Paris Hospital 302 East Crawford	(217) 465-4115 If busy call: 465-4313
	Paris Clinic 502 Shaw Ave.	5-0514
Pekin, Ill.	Pekin Memorial Hospital 1317 Park Ave.	(309) 346-1151

(Continued on next page)

100R-A3 Cont'd. HOSPITALS—Continued		
Location	Name and Address	Telephone No.
Peoria, Ill.	John C. Proctor 5409 N. Knoxville St.	(309) 691-4702
Petersburg, Ind.	Daviess County Hospital 1314 Grand Avenue, Washington, Ind.	(812) 254-2760
Piqua, Ohio	Memorial Hospital Park and Nicklin Avenues	(513) 773-2260
Pittsboro, Ind.	Hendricks County Hospital Danville, Ind.	(317) 745-4452
Pomeroy, Ohio	Meigs General Hospital Butternut and 2nd Streets	(614) 992-2445 (614) 992-2432
Portland, Ind.	Jay County Hospital West Arch Street	(219) 726-7131
Richmond, Ind.	Reid Memorial Hospital on Chester Pike, one-half mile north of Passenger Station	(317) 962-4545
St. Louis, Mo.	Deaconess Hospital 6150 Oakland Avenue	(314) 645-8511
	Bethesda General Hospital 3655 Vista Avenue	(314) 664-9055
	Missouri Pacific 1755 South Grand Avenue	(314) 771-0500
Shelbyville, Ind.	W. S. Major Hospital 150 West Washington	(317) 398-6661
Springfield, Ohio	Community Hospital 2615 East High Street	(513) 323-5531
Terre Haute, Ind.	St. Anthony Hospital 1021 South 6th Street	(812) 232-0221
	Union Hospital 1606 North 7th Street	(812) 232-0361
Toledo, Ohio	St. Vincents Hospital	(419) 259-4098
Union City, Ind.	Union City Memorial Hospital 900 North Columbia Street	(317) 964-3161
Urbana, Ill.	Mercy Hospital 1400 W. Park	(217) 337-2233
	Carle Hospital 602 West University	(217) 337-3311
Vandalia, Ill.	Fayette County Hospital Seventh and Taylor Streets	(618) 283-1231
Washington, Ind.	Daviess County Hospital 1314 Grand Avenue	(812) 254-2760
Winchester, Ind.	Randolph County Hospital Greenville Avenue	(317) 584-9001
Wood River, Ill.	Wood River Twp. Hospital Edwardsville Road	(618) 254-3821
Worthington, Ind.	Green County Hospital Linton, Ind.	(812) 847-4421
Xenia, Ohio	Greene Memorial Hospital Wilson Drive	(513) 372-8011
Zanesville, Ohio	Bethesda 2951 Maple Ave.	(614) 454-4000

## OPERATING RULES STANDARD TIME

**1001-A1. EASTERN STANDARD TIME applies on this Region except CENTRAL STANDARD TIME applies as follows:**

**West of CP-Union City and West of Glen**

### TIMETABLES

**1004.A.** All First Class trains on page 43 are passenger carrying trains unless otherwise indicated.

The following letters and characters in schedules indicate:

**S**—Regular stop.

**F**—Stop on signal to receive or discharge passengers.

**+**—Train May Leave 5 Minutes In Advance Of Scheduled Departing Time.

### ENGINE WHISTLE OR HORN SIGNALS

#### 1014-A1. PUBLIC CROSSINGS AT GRADE— STATE OF INDIANA

In compliance with Indiana Senate Enrolled Act No. 221, effective August 1, 1972, amendment to Section 1, IC 1971, 8-6-4-1, Rule 14-L is in effect at all public crossings within the State of Indiana, except as noted herein.

In the event the whistle and/or bell become inoperative, the locomotive must stop before each crossing and proceed only after manual protection is provided at the crossing by a member of the crew unless such manual protection is known to be provided.

#### EXCEPTIONS:

##### (1). LAFAYETTE BR.—LAFAYETTE.

**Public Crossing At Grade—Pursuant to Indiana Code IC 8-6-4-1, No. 33133. Public Service Commission of Indiana.—**

City Ordinance of Lafayette, Indiana prohibits the use of the engine whistle within the city limits at crossings listed below except engine whistle shall be sounded as a danger signal in an emergency and engine bell shall be rung continuously from the time immediately prior to setting an engine in motion within the city limits and until engine motion is stopped or has cleared the city limits:

**South Street, Wabash Ave., Walnut Street, Chestnut Street, Green Street, Smith Street, South Ninth Street and South Eighteenth Street.**

##### (2). I & F BRANCH—FRANKFORT

City Ordinance No. 3-424 as amended by Ordinance Nos. 3-488 and PO-73-1, in compliance with Public Service Commission of Indiana Cause No. 33183, prohibits the sounding of whistles and/or ringing of bells on locomotives except as a danger signal in an emergency situation, at the following crossings in the City of Frankfort:

**West Walnut, West Clinton, West Washington, West Morrison, West Jefferson, West Barner, West Green and West Kyger Streets.**

##### 1014-A2. DANVILLE, ILL.

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

Crossing whistle signals 14 (1) will be sounded at the following crossings, or when otherwise required in emergency:

Winter Ave.	MP 107.2(Danville Secondary)
Avenue A	MP 1.5 (Cairo Secondary)
Ross Lane	MP 3.8 (Cairo Secondary)



**ENGINE WHISTLE OR HORN SIGNALS (Cont'd)**

**1014-A3. MIDDLETOWN, OHIO**

Section 1 of Ordinance No. 5931, City of Middletown, Butler County, Ohio, is amended to read as follows:

It shall be unlawful for the Engineer or person in charge of any railroad locomotive to operate, or cause to be operated, any whistle or horn within the Corporate Limits of the City of Middletown; provided, however, that this requirement shall not apply in case of emergency, as determined in the reasonable discretion of the Engineer of any Train.

**TORPEDOES**

**1015-A1. Torpedo Placing Machine:**

Louisville Secondary (Ore - Clagg). Torpedo-placing machine located 59 feet South of Southward Home Signals at Clagg (Ohio River) movable bridge, governing Southward movements on Secondary Track. When a train or engine explodes a torpedo the train or engine must stop at once and report the occurrence to the Operator.

**TRAIN SIGNALS**

**1019-A1. Markers—Engines Lite or Helpers:**

In the application of Rule 19, Engines when operating lite or as a helper engine on the rear of a train, will display on low beam a headlight to the rear in addition to markers.

**1019-A2. Markers—Highly Visible Marking Devices:**

In the application of Rule 19, the rear of a train will be identified by either amber or red marking device. The device must be illuminated from one hour before sunset to one hour after sunrise.

The marking device must also be illuminated when visibility is so restricted that the end silhouette of a standard box car cannot be seen one-half mile on tangent track.

The marking device should not be lighted during other periods.

Should the marking device fail enroute at night or when visibility is restricted, Train Dispatcher must be notified and train may continue to the next terminal where repairs must be made.

REPAIRS

**USE OF SIGNALS (Cont'd)**

**1037-A1. COLUMBUS, OHIO, SWITCHTENDERS.**

Switchtenders at Fourth Street, both North Side and South Side 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. All movements must receive hand signals from both Switchtenders.

**SUPERIORITY OF TRAINS**

**1072-A1. On single track EASTWARD trains are superior by direction to trains of the same class in the opposite direction.**

On single track SOUTHWARD trains are superior by direction to trains of the same class in the opposite direction as follows:

Western Br. between  
Hayes & CP-Darby

**GENERAL ORDERS-BULLETIN ORDERS**

**Bulletin Board-Employees Register  
Train Register-Standard Clocks**

**1075-A-1.** Location of Bulletin boards where applicable General Orders and Bulletin Orders are posted and General Orders are delivered. Location of Employee's Register, Train Registers and Standard Clocks of this region.

General Orders will be issued by authority and over the signature of the General Manager.

Bulletin Orders will be issued by authority and over the signature of the Division Superintendent.

Division Notices will be issued by authority and over the signature of the Division Superintendent.

Bulletin Orders issued and in effect during the period of one calendar month will expire at 12:01 A.M., C.S.T., and 1:01 A.M., E.S.T., on the first Sunday of each month, all of which must be removed from Bulletin Board.

Effective at 12:01 A.M., C.S.T., and 1:01 A.M., E.S.T., on the first Sunday of each month, a Summary Bulletin Order will be issued repeating all Bulletin Order paragraphs continuing in effect.

**NOTE**—X indicates in service.

**COLUMBUS DIVISION**

Bulletin Board and Bulletin Book	Employee's Register	Train Register	Standard Clock	Location X—Indicates in service	Other Regions Divisions, and Railroads	Note
				Cincinnati—		
X	X	X	X	McCullough—Yard Office	B.&O.	
X	X	X	X	Riverside	So. West; B. & O.	
X	X	X	X	Ivorydale—Yard Office		
X	X	X	X	Vaughan Yard Office	N.&W.	
X	X	X	X	Springfield—Enginehouse		
X	X	X	X	Yard Office		
X	X	X	X	Moraine—Locker Room		
				Middletown		
X	X	X	X	Yard Office—Reed Yard		
X	X	X	X	Sharonville—Enginehouse	So. West;	
X	X	X	X	Yard Office—Light Hump	Ft. Wayne;	
X	X	X	X	No. 15 Trailer, West End	B.&O.;L.&N.	
X	X	X	X	Lawrenceburg—Yard Office		

(Continued on next Page)

**1075-A1 Cont'd. COLUMBUS DIVISION—Continued**

Bulletin Board and Bulletin Book	Employee's Register	Train Register	Standard Clock	Location X—Indicates in service	Other Regions, Divisions, and Railroads	Note
X	X	X	X	Coshocton—Trainmen's Room		
X	X	X	X	Newark—Krebs Bldg., 1st St.	B.&O.	
X	X	X	X	Putnam—Zanesville Engine House	B.&O.; Cent.Rgn.	
X	X	X	X	Mt. Vernon—Yard Office		
X	X	X	X	Buckeye Yard— Hump Office	Cent. & West. Rgn.;B.&O.; So. West.; Fgh.;Clev.; Ft. Wayne; Tol. Divns.	
X	X	X	General Service Bldg.			
X	X	X	Buckeye-Northend Locker Bldg.			
X	X	X	X	South Columbus Yard Office		
X	X	X	X	20th Street Ramp	B.&O. R.R.	
X	X	X	X	Bradford Block Sta.		
X	X	X	X	BN Yard—Office	West. Rgn.; So. West.; Clev. & Tol. Divns.	
X	X	X	X	Bellefontaine—Enginehouse		
X	X	X	X	YMCA		
X	X	X	X	Marion. O—Kenton Ave. Yd. Ofc.	Cent. & West. Rgn.; Valley & Ft. Wayne	
X	X	X	X	Galion Old Erie Depot	West Rgn.; Clev. Divn.	
X	X	X	X	Shelby—Block Station		
X	X	X	X	Carey—Freight Station		
X	X	X	X	Corning		
X	X	X	X	Hobson—Block Station		1
X	X	X	X	Kanauga—Block Station	C.&O.	1
X	X	X	X	Nitro—Yard Office		1
X	X	X	X	Institute—Yard Office		1
X	X	X	X	Charleston—Yard Office		1
X	X	X	X	Dickinson—Enginehouse		1
X	X	X	X	Yard Office		1
X	X	X	X	Findlay—Old Passenger Station		
X	X	X	X	Kenton—Yard Office		
X	X	X	X	Scottslawn Blk. Sta.		

**Note 1:**

Columbus Division: In the application of **Rules 75, 75a, 75b, 75c, & 75d**, Bulletin Orders will be designated Zone A and Zone B.

Bulletin Orders designated Zone A will govern the entire Columbus Division except the territory defined as Zone B.

Bulletin Orders designated Zone B will govern: Kanawha Secondary Track, Hitop Secondary Track and Swiss Running Track.

## 1075-A1 Cont'd. SOUTHWEST DIVISION

Bulletin Board and Bulletin Book	Employees' Register	Train Register	Standard Clock	Location  X—Indicates in service	Other Regions, Divisions, and Railroads	Note
X	X	X	X	Ansonia—Block Station	Cols.	
X	X	X	X	Muncie—Depot		
X	X	X	X	South Anderson—Yard Office Enginehouse	Ft. Wayne	
X	X	X	X	Richmond— Engine House Yard Office	B.&O., Cols; Ft. Wayne	
X	X	X	X	Connersville Station		
X	X	X	X	Shelbyville Station		
X	X	X	X	Indianapolis— Union Station	Jt.CRC-ICG; IURy, TRRA; West Rgn.; Cols. Ft. Wayne; Chgo.	
X	X	X	X	Pennidiana Bldg., 31 E. Georgia St.		
X	X	X	X	Middle Hill—Yard Office		
X	X	X	X	Avon Yard Crew Report Room Hump Yard Office	J.t.CR/ICG; N.&W.; West.Rgn.; Ft.Wayne; Chgo.	
X	X	X	X	Hawthorne Yard— Yard Office Trainmen's Room	West.Rgn.; Cols.	
X	X	X	X	Transfer Yard—Yard Office		
X	X	X	X	Lafayette—Yard Office	N.&W.Ry.	
X	X	X	X	Templeton—Interlocking Station	N.&W.Ry.	
X	X	X	X	Worthington—Yard Office		
X	X	X	X	Louisville— Preston St. Yard Office	L.&N., CO, ICG	
X	X	X	X	Jeffersonville—Yard Office	KIT, ICG, L&N	
X	X	X	X	Columbus, Ind.—Yard Office		
X	X	X	X	Ashby—Yard Office		
X	X	X	X	Enginehouse		
X	X	X	X	Taylor—Station		
X	X	X	X	Midland—Yard Office		
X	X	X	X	Mattoon—Yard Office	Joint CRC—ICG	
X	X	X	X	Hillsboro—Yard Office		
X	X	X	X	Mt. Carmel—Yard Office		
X	X	X	X	Harrisburg—Enginehouse Yard Office		
X	X	X	X	Cairo—Yard Office		
X	X	X	X	P.&P.U.Ry. Enginehouse		
X	X	X	X	Terre Haute— Crew Report Bldg. East Yard Office	Jt.CRC-ICG; TRRA; C.&EI	
X	X	X	X	Rose Lake— Yard Office Crew Dispatchers Office	Jt.CRC-ICG; TRRA	
X	X	X	X	T.R.R.A. of St. Louis Union Station—UD	JT.CRC—ICG;	
X	X	X	X	Ames—Train order office		
X	X	X	X	Hillery—Yard office	West Reg. P.&P.U. I.H.B.;Chgo.Div.	
X	X	X	X	Urbana Yard—Train order office	P.&P.U.	
X	X	X	X	Pekin—Freight office	P.&P.U.	
X	X	X	X	Peoria—Crew Bldg.	P.&P.U.	

## OBSERVATION OF TRAINS FOR DEFECTS

## 1076-A1. OBSERVATION OF TRAINS, HOT JOURNALS, USE OF TEMPILSTIK.

Road trainmen must carry a 200 DEGREE Tempilstik while on duty.

To determine when the bearing is overheated and must not be continued in service, stroke the outside surface of the top of the journal box or the outside surface of the adapter on rotating-cap type roller bearings. If a liquid smear results obtain instructions from Train Dispatcher.

## TRAIN INSPECTION SIGNALS

## 1078-A. HOT BOX DETECTOR DISPLAY BOARDS

Hot Box Detector Display Boards will be placed in service by General Order, Bulletin Order and/or Train Order and their locations indicated in the Timetable.

A white check light located on bottom of display board, when illuminated, indicates the system is functioning properly.

When check light is lighted, engineman of train approaching Detector Display Board must notify crew on rear "Train (symbol) approaching Hot Box Detector". This must be immediately acknowledged.

If check light is out, train must be stopped, train dispatcher and rear crew notified and train inspected.

If no hot boxes are detected, Detector Display Board will indicate "000" and only check light will be lighted.

If a hot box is detected, appropriate alarm light on top of Detector Display Board will flash and axle location of first hot journal will be displayed.

Field Display Board read-out registers in both directions and crew members on rear of train must observe indications of Detector Display Board as they approach and by looking to the rear after last car of train passes Detector Display Board. Indications will remain lighted approximately 90 seconds after last wheel passes detector.

After rear of train passes Detector Display Board, rear crew member must immediately notify engineman the indication displayed.

If there is no communication from the rear, train must be stopped for inspection.

If hot journal indicated, train dispatcher must be promptly notified.

Detector Display Board gives location of first hot box by axle count from front of train. Do not overlook multiple axle trucks when counting.

If hot journal is not found on axle indicated on Detector Display Board, all axles on the four cars immediately ahead and behind the axle indicated must be closely inspected.

Engine and train servie employes must be thoroughly familiar with Typical Displays of Hot Box Detector Display Board as shown.

Examples of Typical Displays, Indications and their Interpretations are outlined on the following pages.

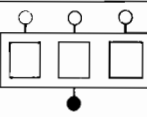
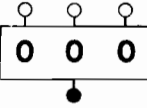
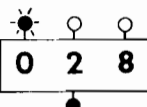
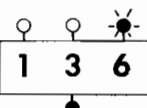
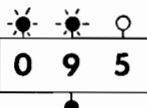
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### 1078-A HOT BOX DETECTOR DISPLAY BOARDS-Cont'd.

#### TYPICAL DISPLAYS:

Numbers indicate AXLES, not cars, starting from the HEAD END of train. Care must be exercised when counting axles as some cars and engines have more than four axles.

LEGEND: Indicator Light - ○ Unilluminated  
 Indicator Light - ● Illuminated (Flashing)  
 Check Light - ○ Unilluminated  
 Check Light - ● Illuminated

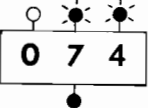
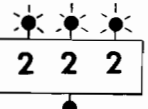
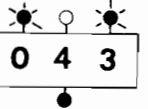
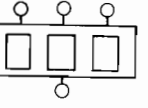
DISPLAY	INDICATION	INTERPRETATION
	Numbers not displayed Check Light illuminated before passing detector.	Detector functioning properly
	Indicator Lights not flashing Zero's displayed; Check Light illuminated (Note: Zero's not displayed until after train passes display board)	No hot boxes detected
	Top Light left side flashing Number 28 displayed Check Light Illuminated	One hot box, 28 axles from head end on left side of train.
	Top Light right side flashing Number 136 displayed Check Light illuminated	One hot box, 136 axles from head end on right side of train.
	Top Light left side and center top light flashing Number 95 displayed Check Light illuminated (Center top light indicates two or more hot boxes on side indicated)	Two or more hot boxes on left side of train. First hot box 95 axles from head end. Additional hot box behind first hot box on same side of train. Inspect train from indicated axle location to rear end of train.

### 1078-A. HOT BOX DETECTOR DISPLAY BOARDS-Cont'd.

#### TYPICAL DISPLAYS (cont'd.)

Numbers indicate AXLES, not cars, starting from the HEAD END of train. Care must be exercised when counting axles as some cars and engines have more than four axles.

LEGEND: Indicator Light - ○ Unilluminated  
 Indicator Light - ● Illuminated (Flashing)  
 Check Light - ○ Unilluminated  
 Check Light - ● Illuminated

DISPLAY	INDICATION	INTERPRETATION
	Top Light right side and center top light flashing Number 74 displayed Check Light illuminated	Two or more hot boxes on right side of train. First hot box 74 axles from head end. Additional hot boxes behind first hot box on same side of train. Inspect train from indicated axle location to rear end of train.
	All three Top Lights flashing Number 222 displayed Check Light illuminated	More than one hot box on either side of the train. First hot box 222 axles from head end of either side. Inspect train on both sides from indicated axle location to rear end of train.
	Top Light left side and Top Light right side flashing Number 43 displayed Check Light illuminated	Two hot boxes, 1 on each side of train. 1st hot box 43 axles from head end; 2nd hot box behind first or on same axle on other side of train. Inspect opposite side of train from indicated axle location until second hot box located.
	Indicator Lights not flashing Numbers not displayed Check Light dark (Check Light must be lighted at all times)	Detector not functioning properly. Train must be stopped, train dispatcher notified and train inspected.

(Continued on next page)

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**1078-B. RADIO ALARM DETECTORS—HOT BOX,  
HOT WHEEL AND/OR DRAGGING EQUIPMENT.**

**RADIO ALARM** Hot Box, Hot Wheel and/or Dragging Equipment Detectors will be placed in service by General Order, Bulletin Order and/or Train Order and their locations indicated in the Timetable. Unless otherwise specified, all transmissions will be on regular Road Radio Channel No. 1.

If a hot box and/or hot wheel and/or dragging equipment is detected, the **RADIO ALARM** will—as a train is passing through the detector—transmit a warning tone, (a series of short beeps) which sounds continuously for duration of train passage. The detector will store an axle count sequence up to a maximum of three (3) hot boxes, one (1) hot wheel and three (3) dragging equipment per train. As explained herein, the detector will transmit a message clearly outlining the results of the inspection of the train.

The procedures of the **RADIO ALARM DETECTORS** are as follows:

1. As a train enters, the detector, it will transmit a Site Identification Message: CONRAIL HOT BOX DETECTOR, CHESTERFIELD, INDIANA, NUMBER ONE TRACK, DETECTOR OPERATING. No further transmission is made while train passage continues unless there is a hot box, hot wheel or dragging equipment detected, at which time the warning tone (series of continuous beeps) commences immediately.
2. If no hot box has been detected, the transmission will be: CONRAIL HOT BOX DETECTOR, CHESTERFIELD, INDIANA, NUMBER ONE TRACK, NO HOT BOXES. (Detectors can be installed on adjacent tracks—only Track Number is transmitted—not direction of train movement).
3. If one or more hot boxes has been detected, the detector **RADIO ALARM** is activated and the warning tone will stop at end of train passage, and the transmission will be: CONRAIL HOT BOX DETECTOR, CHESTERFIELD, INDIANA, NUMBER ONE TRACK, FIRST HOT BOX NORTH RAIL, ZERO SEVEN EIGHT. (Message will be repeated). (NOTE: Numerals, always referred to in three digit series—ZERO SEVEN EIGHT—will indicate JOURNAL COUNT from front of train, including the engine; and rail identification side, i.e., NORTH RAIL, SOUTH RAIL, etc., is determined by direction of train movement).
4. If a hot wheel is detected the transmission will be: CONRAIL HOT BOX DETECTOR, CHESTERFIELD, INDIANA, NUMBER ONE TRACK, (OR NUMBER TWO TRACK), HOT WHEEL, NEAR AXLE ONE FIVE TWO. (Message will be repeated). Note: For hot wheels the rail side is not identified. Trainmen are required to examine both sides of train for hot wheels at axle location specified by detector plus one car on each side.
5. If one or more dragging equipment is detected: the transmission will be: CONRAIL HOT BOX DETECTOR, CHESTERFIELD, INDIANA, NUMBER ONE TRACK (OR NUMBER TWO TRACK), FIRST DRAGGING EQUIPMENT NEAR AXLE ONE FIVE TWO. Note: Trainmen are required to examine train for dragging equipment at axle location specified by detector plus one car on each side.

(Continued on next page)

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**1078-B. RADIO ALARM DETECTORS—HOT BOX,  
HOT WHEEL AND/OR DRAGGING EQUIPMENT  
(Cont'd.)**

Procedures of **RADIO ALARM** (Cont'd.)

6. If two hot boxes are detected: CONRAIL HOT BOX DETECTOR, CHESTERFIELD, INDIANA, NUMBER ONE TRACK, FIRST HOT BOX NORTH RAIL, ZERO SEVEN EIGHT; SECOND HOT BOX, SOUTH RAIL, THREE TWO NINE. (Message will be repeated).
7. If a third is detected: transmission for 1st and 2nd is followed by: THIRD HOT BOX, NORTH RAIL, SIX ZERO EIGHT. (Message will be repeated. NOTE: For Multiple track operations transmission will alternate between tracks).
8. If detector is not operating, the transmission as train enters detector: CONRAIL HOT BOX DETECTOR, CHESTERFIELD, INDIANA, NUMBER ONE TRACK, DETECTOR NOT OPERATING. (Manual inspection must be made, the same as when other Detectors are out of Service).
9. If caboose is not radio equipped or it is inoperative: Headend of train will be responsible to keep moving or stop, based on results of inspection. If train stops in vicinity of detector, the rearend must take action at once.
10. If a train has three hot boxes—the maximum count the detector can accommodate—THE ENTIRE TRAIN BEHIND THE THIRD HOT BOX MUST BE PHYSICALLY INSPECTED for a possible fourth or more hot boxes.
11. If there is no radio contact at designated **RADIO ALARM** locations, it will be handled the same as if transmission had been received: DETECTOR NOT OPERATING.
12. As quickly as conditions allow when detector is inoperative and/or under repair, arrangements must be made for an on-the-ground roll-by inspection at detector locations to reduce train delay. Train crews are not relieved of the responsibility of self-train-inspection unless specific instructions are received from the Train Dispatcher.

### 1078-C. DRAGGING EQUIPMENT DETECTORS EQUIPPED WITH LUNAR WHITE ROTATING LIGHTS

Dragging Equipment Detectors equipped with Lunar White Rotating Lights located at detector location adjacent to track(s) involved, are to be handled as follows:

1. Installation and location will be designated by Train Order, Bulletin Order and/or General Order and locations and tracks on which they function will be indicated in the Timetable.
2. All detectors function for train movements in both directions on track(s) involved and when actuated the Lunar White Rotating Light comes on.
3. As rear of train passes detector location, rear crew member must immediately notify engineman of the indication displayed.
4. If there is no communication from the rear, the train must be stopped for inspection.
5. If detector has been actuated, train must be stopped as soon as safe handling will permit.
6. The train crew must examine the entire train and advise Train Dispatcher or Operator when this has been done and, in conjunction therewith, take whatever corrective action, if any, is necessary.

### 1078-D. STEADY AND/OR FLASHING LUNAR WHITE LIGHTS WITH LETTER 'D' OR 'H' OR ABSENCE OF ILLUMINATED INDICATION; ILLUMINATED LETTER 'E'

ASPECTS	INDICATIONS
(a) Steady lunar white light and letter D or H .....	No defect detected.
(b) Flashing lunar white light and letter D or H .....	Defect detected. Stop at once; call Train Dispatcher or operator.
(c) Absence of illuminated indication .....	Communicate or stop at first point of communication and call Train Dispatcher or operator, except as provided in (d).
(d) An indicator light displaying illuminated letter E located on or adjacent to a fixed signal indicates that the dragging equipment detector has been actuated and train must stop as soon as safe handling will permit. The train crew must examine the entire train and advise Train Dispatcher or operator when this has been done before proceeding.	

### 1078-E1. TRAIN INSPECTION SIGNALS LISTED ON TIMETABLE STATION PAGES

The following Symbols are used on Station Pages to show the locations of Hot Box Detectors and Dragging Equipment Detectors:

+++++-----Detector Identification Line  
**HBD**—Hot Box Detector  
**DED**—Dragging Equipment Detector  
**HWD**—Hot Wheel Detector  
**E, W, N, S**—Directions  
**Sngl**—Single Track  
**1, 2, 3, etc.**—Track Numbers

**1078-F1. LOCATION OF HOT BOX, DRAGGING  
EQUIPMENT & HOT WHEEL DETECTORS**
**COLUMBUS DIVISION**

Station/Mile Post	Detector/ Mile Post	Type: HBD-- DED or HWD	Operating Direction	Track Nos. or Single	Detector Read-out
<b>PGH.—COLS.</b>					
W. Lafayette/115.6	113.6	DED	E & W	2	Morgan Run
W. Lafayette/115.6	116.6	DED	E & W	1	Rotating Light
Coshocton/122.2	123.2	DED	E & W	1	Morgan Run
Coshocton/122.2	123.2	DED	E & W	2	(E)Sig#1271
Tyndall/127.0	129.5	HBD	E & W	1	Morgan Run
Tyndall/127.0	130.0	DED	E & W	2	(E)Sig. Aro
Aro/134.1	132.1	HBD	E & W	2	Morgan Run
Aro/134.1	134.0	DED	E	1	(E)Sig#1298
W. Trinway/137.4	138.3	DED	W	2	(E)Sig. Bricker
Frazesburg/141.7	140.6	DED	E	1	(E)Sig#1364
Hanover/149.6	148.6	DED	E	1	(E)Sig. Black Run
Hanover/149.6	150.2	DED	W	2	(E)Sig#1553
Heath/161.9	165.9	HBD	E	B.&O.2	Heath
<b>COLS.—CHGO.</b>					
Hayden/12.6	14.2	DED	E & W	1 & 2	Rotating Light
Unionville		HBD-DED			
Center/24.1	24.1	& HWD	E & W	1 & 2	Radio Alarm
Hagenbaugh/42.1	42.0	DED	E & W	1 & 2	Rotating Light
Garrett/57.0	54.8	HBD	E & W	1 & 2	Hagenbaugh
Garrett/57.0	57.8	DED	E & W	1 & 2	Rotating Light
Lena/61.9	62.4	HBD	E & W	2	Display Board
Roysters/68.5	67.8	DED	W	2	Dispr. Ofc.
W. Piqua/73.8	76.4	DED	E	1	Dispr. Ofc.
Covington/79.3	80.5	HBD	E & W	1	Braiford
Stelvide/89.9	89.1	DED	E & W	1 & 2	Rotating Light
<b>CLEVE.—INDPLS.</b>					
North Eaton/20.7	20.7	DED	E & W	1 & 2	Rotating Light
LaGrange/29.5	32.3	HBD&DED	E & W	1 & 2	Hiles
Rochester/42.0	41.9	DED	E & W	1 & 2	Rotating Light
New London/47.5	50.7	DED	E & W	1 & 2	Rotating Light
Shiloh/61.2	61.1	DED	E & W	2	Rotating Light
Shiloh/61.2	61.3	DED	E & W	1	Rotating Light
Shelby/67.2	67.3	HBD	E & W	1 & 2	Shelby
Shelby/67.2	70.4	DED	E & W	1 & 2	Rotating Light
Martel/87.7	87.5	DED	E & W	2	Rotating Light
Martel/87.7	87.8	DED	E & W	1	Rotating Light
E. Marion/98.0	95.2	DED	E & W	1 & 2	Rotating Light
Marion/101.5	106.4	HBD	E & W	1 & 2	Display Board
New Bloomington/110.7	106.8	DED	E & W	1 & 2	Rotating Light
Mt. Victory/122.2	121.8	DED	E & W	1 & 2	Rotating Light
Rushsylvania/131.8	130.0	DED	E & W	1 & 2	Rotating Light
Turner/137.8	135.7	DED	E & W	1	Rotating Light
Turner/137.8	136.6	DED	E & W	2	Rotating Light
<b>BURT.—COLS.</b>					
St. James/86.7	83.1	DED	E & W	S	Rotating Light
CP-91/91.2	89.6	DED	E & W	S	Rotating Light
Cardington/97.4	96.1	DED	E & W	S	Rotating Light
CP-104/104.4	100.1	DED	E & W	S	Rotating Light
CP-104(Ashley)/104.4	104.7	HBD & DED	E & W	S	Dispr. Ofc.
CP-111(Paget)/111.1	108.1	DED	E & W	S	Rotating Light
Lewis Center/122.1	120.2	DED	E & W	S	Rotating Light
Lewis Center/122.1	125.1	DED	E & W	S	Rotating Light
CP-133/133.0	133.7	DED	E & W	S	Rotating Light

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**1078-F1. LOCATION OF HOT BOX, DRAGGING  
EQUIPMENT & HOT WHEEL DETECTORS  
(Cont'd.)**
**COLUMBUS DIVISION (Cont'd.)**

Station/Mile Post	Detector/ Mile Post	Type: HBD-- DED or HWD	Operating Direction	Track Nos. or Single	Detector Read-out
<b>COLS.—INDPLS.</b>					
W. Jefferson/14.8	14.8	DED	E	2	Buckeye
W. Jefferson/14.8	19.1	DED	W	1	Stella Ct.
Florence/31.2	29.4	DED	E	S	Stella Ct.
Florence/31.2	31.4	DED	W	S	Stella Ct.
Selma/40.8	41.6	DED	E	S	Stella Ct.
Wilberforce/50.4	50.8	HBD	E & W	S	Dayton
Zimmerman/8.0	9.6	DED	E & W	S	Rotating Light
Fairborn/196.7	192.5	DED	E & W	2	Rotating Light
Fairborn/196.7	193.6	DED	E & W	1	Rotating Light
Tates Point/204.6	200.9	DED	E & W	2	Rotating Light
Trotwood/22.2	202.9	DED	E & W	1	Rotating Light
Eldorado/44.3	22.2	DED	E	S	Dayton
Eldorado/44.3	46.7	DED	E & W	S	Glen
<b>DAYTON-CINTI.</b>					
Moraine/211.8	213.2	DED	E & W	1 & 2	Rotating Light
Miamisburg/217.9	218.8	DED	E & W	1 & 2	Rotating Light
Middletown/228.5	226.4	DED	E & W	1 & 2	Rotating Light
CP-Armco/230.6	231.6	HBD	E & W	1	Dispr. Ofc.
CP-Armco/230.6	231.6	DED	E & W	1	Rotating Light
CP-Armco/230.6	231.6	DED	E & W	2	Rotating Light
Hughes/237.6	238.6	DED	E & W	1 & 2	Rotating Light
<b>WESTERN BRANCH</b>					
CP-8 Lime City/8.8	8.8	DED	N & S	S	Rotating Light
Trombley/29.1	28.0	HBD & DED	N & S	S	Dispr. Ofc.
Mortimer/38.9	40.9	DED	N & S	S	Rotating Light
Williamstown/58.1	58.8	DED	N & S	S	Rotating Light
CP-74/74.1	74.1	DED	N & S	S	Rotating Light
W. Mansfield/89.6	89.6	DED	N & S	S	Rotating Light
Peoria/97.5	97.2	HBD	N & S	S	Dispr. Ofc.
Amlin/119.5	119.2	DED	N & S	S	Rotating Light
<b>MOXALA SECONDARY</b>					
Brice/144.2	144.2	HBD	N & S	S	Dispr. Ofc.
<b>BELLEFONTAINE BR.</b>					
W. Liberty/105.9	103.3	DED	E & W	S	Rotating Light
Urbana/116.1	115.1	DED	E & W	S	Rotating Light
via South Route:					
CP-Mitchell/128.3	126.8	DED	E & W	S	Rotating Light
via North Route:					
CP-Maitland/129.1	126.6	DED	E & W	S	Rotating Light
<b>CARLISLE SECONDARY</b>					
Greenville/159.3	157.4	DED	N & S	S	Rotating Light
W. Manchester/173.9	172.2	DED	N & S	S	Rotating Light
Lewisburg/179.8	177.7	HBD	N & S	S	Display Board
Lewisburg/179.8	178.7	DED	N & S	S	Rotating Light
Germantown/199.6	199.3	DED	N & S	S	Rotating Light

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**1078-F1. LOCATION OF HOT BOX, DRAGGING  
EQUIPMENT & HOT WHEEL DETECTORS  
(Cont'd.)**

**SOUTHWEST DIVISION**

Station/Mile Post	Detector Mile Post	Type: HBD— DED or HWD	Operating Direction	Track Nos. or Single	Detector Read-out
<b>CLEVE.—INDPLS.</b>					
BS/140.8 (Bellef't'n.)	142.0	DED	E & W	1	BN Yard
BS/140.8 (Bellef't'n.)	144.4	DED	E & W	1 & 2	Rotating Light
DeGraff/150.4	148.9	DED	E & W	1 & 2	Rotating Light
Pemberton/156.8	157.1	DED	E & W	1 & 2	Rotating Light
Hardin/168.2	169.1	HBD	E & W	1 & 2	Display Board
Houston/173.4	172.5	DED	E & W	1 & 2	Rotating Light
Dawn/186.4	185.4	DED	E & W	1 & 2	Rotating Light
Union City/198.8	200.5	HBD	E & W	1 & 2	Display Board
Harrisville/202.7	202.3	DED	E & W	1 & 2	Rotating Light
Parker City/219.9	221.7	HBD & DED	E & W	1 & 2	Vance
W. Hart/233.7	233.7	DED	E & W	1 & 2	Rotating Light
Daleville/240.0	240.5	DED	E & W	1 & 2	Rotating Light
Chesterfield/242.3	242.0	HBD	E & W	1 & 2	Radio Alarm
Pendleton/255.4	255.5	DED	E & W	1 & 2	Rotating Light
Ingalls/260.2	260.0	DED	E & W	1 & 2	Gridley
McCordsville/268.0	267.1	DED	E & W	1 & 2	Rotating Light
CP-West Law/275.0	275.0	HBD	E & W	1 & 2	IU Int.
Brightwood/277.8	276.9	DED	E & W	1 & 2	Rotating Light
<b>COLS.—CHGO.</b>					
Woodington/96.5	98.3	HBD	E & W	S	Display Board
<b>COLS.—INDPLS.</b>					
Centerville/125.6	124.0	DED	E	1	Newman
Knightstown/153.9	152.9	DED	E	1	(E)Signal Dunreith
Charlottesville/158.7	160.8	DED	W	2	Thorne
Philadelphia/170.9	169.8	DED	E	1	Thorne
Cumberland/176.8	176.8	DED	W	2	Thorne & (E)Sig.#1787
<b>INDPLS.—ST. LOUIS</b>					
Danville/19.3	19.4	DED	E & W	1 & 2	Rotating Light
Reno/27.8	28.0	DED	E & W	1 & 2	Rotating Light
Fillmore/32.6	34.7	DED	E & W	1 & 2	Rotating Light
Fillmore/32.6	32.8	HBD	E & W	1 & 2	Radio Alarm
CP-Greencastle/39.3	43.7	DED	E & W	1 & 2	Rotating Light
Carbon/52.8	50.9	DED	E & W	1 & 2	Rotating Light
Coal Bluff/58.8	58.8	HBD	E & W	1 & 2	Radio Alarm
Burnett/63.9	64.0	DED	E & W	1 & 2	Rotating Light
Dennison/83.6	83.6	DED	E & W	S	Rotating Light
Dennison/83.6	83.6	HBD	E & W	S	Union
Marshall/91.0	94.0	DED	E & W	S	Rotating Light
W. Martinsv/103.4	103.6	HBD	E & W	S	Union
Dupont/104.2	104.2	DED	W	S	Union
Vevay Park/112.2	112.2	DED	E	1	Union
Vevay Park/112.2	112.3	DED	E & W	2	Rotating Light
Teutopolis/136.7	135.6	DED	W	2	Effingham
Teutopolis/136.7	135.6	DED	E & W	1	Rotating Light
Teutopolis/136.7	136.5	HBD	E & W	1 & 2	Display Board
West Eff/141.8	144.9	DED	E & W	1 & 2	Rotating Light
St. Elmo/157.8	158.5	DED	W	2	Smithboro
St. Elmo/157.8	160.1	DED	E & W	1	Rotating Light
Vandalia/172.0	168.0	DED	W	S	Smithboro
Hagarstown/176.1	176.8	DED	E	S	Smithboro
Mulberry Grove/182.1	180.4	HBD	E & W	S	Smithboro
Mulberry Grove/182.1	181.5	DED	W	S	Smithboro
Greenville/190.3	190.1	DED	E	1	Smithboro
Greenville/190.3	191.1	DED	E & W	2	Rotating Light
Peachontas/198.7	197.4	DED	W	2	(E)Sig#2031
Pierron/203.6	205.3	DED	E	1	(E)Sig#1992
Pierron/203.6	205.4	DED	E & W	2	Rotating Light
W. Highland/210.4	211.1	DED	W	2	(E)Sig#2145
St. Jacob/214.6	213.6	DED	E	1	Smithboro
St. Jacob/214.6	214.6	HBD	E & W	1	Smithboro
Collinsville/227.5	227.6	DED	E & W	1	Rotating Light
Collinsville/227.5	228.3	DED	W	2	HN Block Sta.

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**1078-F1. LOCATION OF HOT BOX DETECTORS  
DRAGGING EQUIPMENT DETECTORS (Cont'd.)**

**SOUTHWEST DIVISION (Cont'd.)**

Station/Mile Post	Detector Mile Post	Type: HBD— DED or HWD	Operating Direction	Track Nos. or Single	Detector Read-out
<b>TERRE HAUTE—LENOX</b>					
CP-76/76.3	76.3	DED	E & W	S	Rotating Light
CP-225(E. Gard)/225.7	223.2	HBD	E & W	S	Pana
<b>I &amp; F BRANCH</b>					
Herr/24.6	24.6	DED	N & S	S	Woods

**1078-G1. OBSERVATION OF TRAINS FOR DEFECTS.**

Conrail engine 7800 is equipped with two hot box simulators which should activate all types of hot box detectors except when the engine throttle is at idle or during use of the dynamic brake. Whenever possible, simulator should be activated while passing over hot box detectors, in order to afford test of detector.

These simulators have been installed on the third axle of the right side and the fourth axle of the left side, when operating cab forward. They will produce a 6 to 8 mm differential reading to Servo and General Electric Hot Box detectors, and an absolute deflection of 16 to 20 mm on GRS Hot Box detectors.

Should a hot box detector fail to indicate a hot box after engine 7800 has passed the detector, the train dispatcher must be immediately notified and arrange manual inspections until detector malfunction is corrected.

Special precaution must be taken by crews when passing hot box detector display boards to make certain that there are no other hot boxes in their train, in addition to those indicated by the simulated hot boxes on engine 7800.

The axles where the hot box simulators are installed are protected by either smoke or odor bombs.

**MOVEMENT OF TRAINS**

**1083-A1.** Trains must not leave the following stations without authority as specified:

**COLUMBUS DIVISION**

Stations	Authority
Riverside Yard.....	Originating trains must receive verbal clearance from Operator at West Sharon before departing.
Buckeye Yard.....	Trains originating must receive verbal clearance from Operator Buckeye.
Bellefontaine.....	Trains originating at Bellefontaine must receive verbal clearance from operator at BN.

**SOUTHWEST DIVISION**

Ansonia .....	Southward trains via the Southwest Quadrant Connection Track entering the Carlisle Branch must receive Clearance Form A.
Ashby .....	Trains starting must receive clearance Form A.
Taylor .....	Trains starting must receive clearance Form A.
Urbana, Ill. ....	Trains starting must receive clearance Form A.

(Continued on next page)

**1093-A1. YARD LIMITS**

Yard Limits indicated by yard limit signs as follows:

**COLUMBUS DIVISION**

Track	Between	And	Note
Trinway Secondary	RY	MP 4	
Zanesville Secondary Track	MP 16.5 NA	MP 19.5 New Lexington	
Mt. Vernon Secondary Track	MP 98.4	MP 101.4	
	MP 138.3	Pennor Crossing (Columbus)	
Western Branch	Marysville MP 103	Scottslawn MP 109.8	
	MP 121.5	CP-Darby MP 123.7	
	Mounds MP 126.3	CP-Camp MP 131.5	
Moxahala Secondary Track	Bann MP 137.7	Truro MP 142.3	1
	MP 156, N. of Basil	MP 158, S. of Baltimore	
	MP 183.8, N. of New Lexington	MP 186.5, S. of Lacy	
	MP 187.7, N. of Claybank	MP 191.5, S. of Claybank	
	MP 197, N. of Corning	MP 1.8, S. of Corning (Kanawha Sec.)	
	MP 197, N. of Corning (Moxahala Sec.)	MP 1.8, S. of Corning	
	MP 55.7, N. of Hobson	MP 56.1, North End Hobson Yd.	
Kanawha Secondary Track	Nitro MP 109.5	Institute MP 117.8	
	Shorr MP 121.5	Stuart MP 127.5	
	Belle MP 134.4	Dickinson MP 140.8	
	Cannelton MP 149	MP 152	
	Alloy MP 154.5	MP 157.3	
	Glen Ferris MP 161.2	Gauley Bridge MP 163.6	
Carey Sec.	North Carey MP 48.8	MP 52.2	
	Kenton MP 73.2	MP 74.1	

**NOTE**

(1) Northward trains and engines delayed at Truro must obtain permission from operator at Frankfort St. for movement to Bannon. Operator at Frankfort St. will obtain permission from train dispatcher for all movements between Truro and Bannon. Operator at Joyce Ave. must obtain permission from operator at Frankfort St. to permit southward or northward movements at Bannon.

**SOUTHWEST DIVISION**

Fowler & Sheldon Secondaries	MP 210.5, E. of Sheff	MP 212.0 W. of Sheff	
	MP 217.0, E. of Sheldon	MP 219.4, West Sheldon	
Dow Secondary	MP 161.2, N. of Dow	Dow MP 162.6	
Anderson—Emporia Secondary Track	South Anderson MP 166.7	MP 168	
Mt. Comfort Sec.	Hunter	East Side Jct./135.8	
Kentucky St. Secondary	Mark	Kentucky St., (ICG Conn.)	
Louisville Secondary	IU Int./0.0 (Franklin) MP 19.6 (Edinburg) MP 27.0 (Columbus) MP 37.7 (Seymour) MP 58.0 (Austin) MP 73.0 (Boyd) MP 103.5	MP 4.3 MP 21.6 MP 32.0 MP 44.1 MP 61.0 MP 75.0 Boyd/104.9	

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## 1093-A1 SOUTHWEST DIVISION-Continued

Track	Between	And	Note
I. & F. Branch	Frankfort-MP 46.1	MP 80.6	4
Petersburg Secondary	Kraft	MP 6.5	
	Martinsville, Ind. MP 26.5	MP 31.4	
	Silex-MP 41.9	Gospport Jct.	
	Minich-MP 70.3	South Rincon MP 75.6	
	MP 110, N. of Duff	MP 111, S. of Duff	
	Petersburg MP 122	Ashby-MP 129.2	
	MP 138, N. of Oakland City	MP 143, S. of Gudgel	
	Taylor-MP 161.3	End of Branch	
Bicknell Secondary	Rincon Jct./74.2	MP 75	
	Bushrod-MP 83.5	MP 86.5	
	Sandborn-MP 91	MP 94	
	Howard	Bicknell	
Danville Secondary	Schneider-MP 30.2	MP 35	
	Kentland-MP 60.0	Sheff MP 68	
	MP 108.2 N. of Jackson St.	Danville/109.3	
Cairo Branch	Lyons	MP 7.3	
	Midland-MP 35.7	MP 38.4	
	MP 69 S. of W. Union	MP 72, N. of Hutsonville	
	Robinson-MP 80.2	MP 82.7	
	Lawrenceville MP 100.5	MP 103	
	Mt. Carmel MP 124.2	MP 132, N. of Keensburg	
	Carmi-MP 156.4	MP 159.4	
	Harrisburg MP 185.9	Ledford MP 194.2	
	Stonefort MP 203	MP 205	
Limedale Secondary	Cairo-MP 251.5	End of Branch	
	Davis/6.9	MP 9.1 W. of Bridgeport	
	MP 35.8 E. of East Alameda	MP 40.6 W. of Limedale	
Pekin Secondary	MP 68.5 E. of Prairie	CP-Preston/72.6	
	MP 40.5	MP 45.5	
	MP 81	MP 90.5	1-2-5
	MP 114	MP 125	3
	MP 163.5	MP 168.0	
	MP 200.0	MP 202.5	

## NOTES

- (1) Between Hillery Yard and Cory, engines or yard cuts must obtain permission from Operator at Wyton to move in either direction.
- (2) MP trains must receive permission from Operator at Wyton before fouling main track and must report clear to Operator at Wyton when clear main track at L&N connection track on South Side of Main Track between MP 82.4 and MP 83.2.
- (3) During adverse weather conditions and between sunset and sunrise, red light, red reflector or lighted fusee, must be displayed on rear of yard movements between Champaign ICG crossing and MP 125.
- (4) MP Numbers not in continuous sequence; total distance is 4.3 miles.
- (5) Continuous Yard Limits include both Pekin No. 1 & Pekin No. 2 Secondaries between Danville & Wyton extending to the outer Yard Limits East & West between MP 81.0 & MP 90.5.

## 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:

## COLUMBUS DIVISION

Location	Signals, etc., Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
Idlewild: N. & W. Ry.	Position Light Signal	Proceeds	Cross without stopping	1
Springfield Yard:	Target	Horizontal	Conrail trains proceed.	2
		Vertical	DT&I trains proceed without stopping	2
Lawrenceburg:	Gate	When over B&O	CRC trains can proceed.	3

## NOTES:

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

When trains are stopped and fixed signals governing movements over N. & W. Ry. or on N. & W. Ry. connection can not be cleared and no train approaching on the N. & W. Ry. and no other cause for detaining the train be known, the conductor or engineman must know that opposing signals are in stop position on N. & W. Ry., after which train may 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 instruction for trains.

- (2) Normal position for DT&I.
- (3) Normal position for B. & O.

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1098-A1 Cont'd. COLUMBUS 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	
Zanesville: B. & O. R.R.	Target	Vertical	Stop before crossing.	
Fultonham: Pittsburgh Plate Glass Company	Stop Sign	Stop Sign	Trains and engines on both railroads will stop before proceeding over these junction switches.	
Port Amherst/131.1	Stop Sign	Stop Sign	Trains and engines on main track proceed without stopping. All other movements approaching on industrial tracks stop and secure permission from train dispatcher before fouling crossing.	
Cedar Grove/144.3: KC & NW	Target	Horizontal	Proceed. CRC trains will approach crossing under full control prepared to stop, and, when target is in horizontal position, may, without stopping, proceed over crossing at a speed not exceeding 15 miles per hour.	2
Blue Creek: C & O Xng.	Target		CRC trainmen will handle target and leave it in proceed position for C & O	3
Greenville/94.5 B & O Crossing	Stop Sign	Stop	Stop. It must be known that crossing is clear before using.	

## NOTES:

- (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.
- (2) Normal position for Conrail.
- (3) Normal position for C & O.

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1098-A1. (Cont'd.) SOUTHWEST DIVISION				
Location	Signals, etc., Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
Vine/82.6 (Shelbyville Sec. Crossing)	Stop Sign	Stop	Stop. It must be known that crossing is clear before using.	
Lebanon: Gadsden Crssng.	Target	Vertical	Lebanon Rrng. trains proceed without stopping not exceeding 20 miles per hour.	7
		Horizontal	Gadsden Sec. trains proceed.	
Anderson Pearl Street (700 ft. south)	Target	Vertical	Dow Sec. trains proceed without stopping.	8
		Horizontal	Dawn Yd. Lead trains proceed.	
Pearl Street (3300 ft. south)	Target	Vertical	Dow Sec. trains proceed without stopping.	3
		Horizontal	Anderson Belt trains proceed.	3
Frankfort: L.&N. R.R.	Color Light & Hand Signal (CRC Opr.)	Green & Proceed Hand Signal	Approach prepared to stop. Proceed not to exceed 15 MPH.	
		Red and/or lack of hand signal	Stop.	
Frankfort: N.&W.R.R.	Color Light & Hand Signal (N.&W. Switch-tender)	Green & Proceed Hand Signal	Approach prepared to stop. Proceed not to exceed 15 MPH.	
		Red and/or lack of hand signal	Stop.	
Jeffersonville: B.&O.R.R.	Stop Board	Stop	Stop. It must be known that crossing is clear before using.	
K.&I.T.R.R.	Position Light	Restricting	Signal aspects govern after stopping.	
Enosville: A.W.&W.	Stop Signs	Stop	Stop. It must be known that crossing is clear before using.	

(Continued on next page)

1098-A1 SOUTHWEST DIVISION—Continued				
Location	Signals, etc., Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
Eads: B.&O. R.R.	Stop Signs and Target	Stop Vertical	Stop and then:  Proceed after stopping provided crossing is clear.	2
		Horizontal	Proceed for B.&O.; Conrail obtain verbal authority via talk-back speakers from B.&O. Yardmaster before placing target to vertical position & then proceed provided crossing is clear.	2
Karnak: MP Crossing	Gate	When over MP	Trains and engines may proceed without stopping, not exceeding 20 miles per hour when crossing is clear and gate is in proper position.	5
Cairo Yard: (2 miles north) I.C. two crossings Mo. Pac. I.C.G.	Stop Signs	Stop	Stop. It must be known that crossing is clear before using.	
	Stop Signs Stop Signs	Stop Stop		
Pekin Sec. (BN): I.C.G. Main Line & Jacksonville Branch	Stop Sign Light	Stop Red  Green	Stop before crossing. Stop until receive green light. Proceed.	
Pekin Sec. (BN): N.&W. (BN Wye)	Stop Sign	Stop	Stop. It must be known that crossing is clear before using.	
Terre Haute: Industry Track Milw.	Gate		When over Milw., CRC trains can proceed without stopping, not exceeding 15 miles per hour.	4
NOTES: (1) Normal position for Lou. Sec. (5) Normal position for MP (2) Normal position as last used. (6) Normal position for N.&W. (3) Normal position for Dow Sec. (7) Normal position for Lebanon Rrng. (4) Normal position for Milw. (8) Normal position for Dow Sec.				

## 1099-A1 SOUTHWEST DIVISION

**PROTECTION OF TRAINS  
APPLICATION OF RULE 99, STATE OF ILLINOIS**

In accordance with Illinois Commerce Commission revised General Order 196 of May 20, 1970, regarding flag protection, the following instructions are in effect within the State of Illinois:

When a train makes an unscheduled stop or an unusual slow-down, in Automatic Block Signal or Traffic Control territory except within interlocking limits or yard limits, a crew member shall station himself at the rear of the stopped or slowing train, maintain a vigilant lookout and shall flag against any following trains entering or moving within the same block.

## 1103-A1. PUBLIC CROSSING AT GRADE

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

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

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

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

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

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

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

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

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

(E),(W),(N),(S)—Applied only in direction listed.

## COLUMBUS DIVISION

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
<b>MAIN LINE—PITTSBURGH TO COLUMBUS</b>									
West Lafayette	Kirk St.	No. 1			X	X			
	Kirk St.	No. 2				X			
Coshocton	Walnut St.	No. 1			X				
	Main St.	No. 1 and No. 2			X				1
	Chestnut	No. 1 and No. 2			X				2
	Locust St.	No. 1 and No. 2			X				2
	J. B. Clow	No. 1 and No. 2			X				
	Carnation Milk	No. 2			X				
Trinway	State Rd. 77	No. 1 and No. 2				X			
Frazesburg	State St.	No. 2			X				
	Basin St.	No. 2			X				
	First St.	No. 2			X				
Newark	Cedar St.	Westward Sdg.			X	X			3
	Main St.	No. 1			X	X			
	Morris St.	No. 1			X	X			
	O'Bannon Ave.	Westward Sdg.			X	X			
	Oakwood Ave.	Westward Sdg.			X				
	Main St.	No. 2				X			
	Morris St.	No. 2				X			
	Cedar St.	No. 1 and No. 2				X			
	Oakwood Ave.	No. 2				X			

## NOTES:

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

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

(3) NEWARK—Cedar St.—Westward movements stopping east of sign "C", 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.

(Continued on next page)

## 1103-A1 COLUMBUS DIVISION—Continued

LOCATION	CROSSING	TRACK	See Column Table						Note	
			1	2	3	4	5	6		
<b>MAIN LINE—COLUMBUS TO INDIANAPOLIS</b>										
Columbus	Kaderly Dr.	Growers Service	X							
	Phillipi Rd.	No. 2			X					
	Plain City Rd.	No. 1		X						
	Fisher Rd.	Phillips 66 Lead	X							
	Distribution Rd.	Phillips 66 Lead	X							
Xenia	West St.	Main			X					
	Cincinnati Ave.	Main			X					
	Columbus St.	Yard						X		
Clement	Smithville Rd.	Yard						X		
London	US 42	Shaw Elev.					X			
	Main St.	Team Track					X			
	Walnut St.	Landmark Elevator	X							
		N. Industrial Track, North of No. 2 Main	X							
	Maple St.	Westward Siding, South Of No. 1 Main	X							
		Old Lily Chapel Main						X		
	South Charleston	Jamestown Rd.	Siding					X		
Rt. 41		South Siding					X			
Rt. 41		North Siding					X			
Plattsburg	State Route 54	House Track					X			
Springfield	Burnett Rd.	Main (W)			X					
		Old Stock Track					X			
	East St.	No. 7 Track					X			
	Shaffer St.	Shaffer Sdg.					X			
	Isabella St.	Thompson Grinder Track					X			
	Belmont Ave.	Mechanicsburg Running Track	X							
	Zischler St.	Malleable Track					X			
	Main St.	Gas Track					X			
	Walter St.	Old P. & E. Track					X			
	Fairborn	Central Ave.	Southwestern			X				4
No. 1 & 2					X					
Xenia Ave.		Portland			X				4	
Dayton	Findlay St.	Running Track					X			
		Eastward Sdg.					X			
	Homestead Ave.	Syrup Track					X			
	St. Paul Bolten E. 5th, Ringgold, June, Terry & 4th Sts.	Main			X					
		Single			X					
	Washington St.	DP & L Industrial						X		
Clement-Hempstead Running Track	Barr Street Woodbine Ave.	Single Single					X			
Trotwood	Main and Broadway	Main				X				
Brookville	Hay, Market, Main & Salem	Main				X				

## NOTES:

(4) FAIRBORN—Trains or engines stopping on No. 1 track within 2500 feet of crossing at Central Ave. or Xenia Ave., Fairborn must, after restarting, approach crossings prepared to stop until assured crossing protection is working.

(Continued on next page)

## 1103-A1 Cont'd. COLUMBUS DIVISION

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
<b>MAIN LINE—COLUMBUS TO CHICAGO</b>									
Columbus, O.	Fields Ave.	Conrail Industrial Trk.	X						
	Trabue Rd.	No. 1 and 2				X			5
	Goodale Blvd.	Neil	X						
	Goodale Blvd.	Northwest Blvd. Industrial	X						
Marble Cliff	West Fifth Ave.	No. 1			X				
Mounds	Roberts Road	No. 1 and 2				X			
Hilliard	Main St.	No. 1 and 2			X	X			
	Scioto-Darby Rd.	No. 1 and 2					X		
Plain City	State Rt. 42	No. 1					X		
Milford Center	Mill St.	No. 1 and 2					X		
West of Cable Mile Post 39	Public Crossing	No. 1 and 2					X		
Hagenbaugh	Public Crossing	No. 1 and 2					X		
West of St. Paris Mile Post 59	St. Rt. 235	No. 1 and 2					X		
Piqua	College Ave.	N. Side Ind. Trks.	X						
	Roosevelt Ave.	N. Side Ind. Trks.	X						
	High St.	N. Side Ind. Trks.	X						
	Water St.	N. Side Ind. Trks.	X						
	Downing St.	S. Side Ind. Trks.	X						
	Roosevelt Ave.	S. Side Ind. Trks.	X						
	Wayne St.	S. Side Ind. Trks.	X						
	Main St.	S. Side Ind. Trks.	X						
	Wood St.	S. Side Ind. Trks.	X						
	Young St.	S. Side Ind. Trks.	X						
Garnsey St.	S. Side Ind. Trks.	X							
<b>GREENVILLE SECONDARY</b>									
Greenville	Rifle St.	Siding				X			
	Hiddison St.	Siding				X			

## NOTES:

(5) TRABUE ROAD—West of Marble Cliff. Push button to interrupt operation of Automatic Highway Crossing Protection for westward movements of 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 of No. 2 track has cleared the switch points east of the 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.

(Continued on next page)

**1103-A1 Cont'd. COLUMBUS DIVISION**

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
<b>MAIN LINE—CLEVELAND TO INDIANAPOLIS</b>									
Grafton	Elm Street	Back Track					X		
		Eastward Sdg.					X		
La Grange	Union St. (S.R. 303)	Mill Track					X		
		Nickel Plate Diagonal Rd.				X			
Wellington	Main St. (S.R. 58)	Mill Track					X		
		Herrick Ave. (S.R. 18)					X		
		Back Track					X		
		House Track					X		
		Maggar Ave.					X		
New London	Walnut St.	N. & W. Transfer					X		
		Back Track					X		
		Old Eastward Trk.					X		
Greenwich	Townsend St.	House Track					X		
		House Track					X		
		U.S. 224					X		
Shelby	Broadway St.	Eastward Sdg.					X		
		Main St.					X		
Crestline	Main St. U.S. 30 N S.R. 61	Hodge Coal Track					X		
		Team Track					X		
Martel	Marsailles Galion Rd/ County Rd. 26	Equity Track					X		
		PC Connection	X						
Marion	Main St.	No. 1 & 2			X				
		Eastward Siding	X						
		No. 1 & 2			X				
		No. 1 & 2			X				
		Stock Track					X		
		No. 1 & 2			X				
		No. 1 & 2			X				
		No. 1 & 2			X				
New Bloomington	Main St.	Commercial Track	X						
		Stock Track					X		
Mt. Victory	Main St.	Spur Track					X		
		Commercial Track					X		
Ridgeway	Main St. S.R. 292	Commercial Track					X		
Rushsylvania	Main St.	Spur Track					X		
		Yard Track					X		
		Yard Track					X		
Bellefontaine	Garfield Ave.	Yard Track					X		
		Yard Track					X		
		Chillicothe St.					X		7
Belle Running Track	West St.	All Tracks					X		
		Team Track					X		8

NOTES:  
 (7) BELLEFONTAINE—Trains stopping east of Garfield St. must not exceed 15 MPH until headend passes Chillicothe St.  
 (8) BELLE RUNNING—All crews must ascertain that automatic protection is working before crossing road crossings.

(Continued on next page)

**1103-A1 Cont'd. COLUMBUS DIVISION—Continued**

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
<b>MAIN LINE—DAYTON TO CINCINNATI (Cont'd.)</b>									
West Carrollton	Alexanderville Rd.	Yard Lead						X	9
	Elm St.	Westward Sdg.						X	
Miamisburg	Kercher St.	Tablet Track						X	
	Mound St.	Westward Sdg.						X	
Franklin Lead	Route #73	Nos. 1 & 2 Trks.			X				
		Franklin Industrial						X	
Middletown	Yard Runner	Gerard Ave.	X						
	Wildwood Ave.	Westward Sdg.						X	
	Yankee Rd.	No. 1 Track				X			10
	Oxford State Rd.	No. 1 Track				X			
Mauds, West of	Tylersville Rd./240.1	Nos. 1 & 2							11
<b>CAMP CHASE INDUSTRIAL</b>									
Columbus	Eureka Ave.	Running Track				X			
	Hague Ave.	Running Track				X			
Galloway	Galloway Rd.	Passing Track				X			
		Mill Track						X	
Lilly Chapel	Lilly Chapel-Knoxville Rd.	Passing Track						X	
		Mill Track						X	

NOTES:  
 (9) WEST CARROLTON—When switch on Kimberly Clark Company is in reverse or open position, all engine and train movements on lead track must stop before fouling the Bellebrook Road and/or the Alexander-Bellebrook Road crossings and not cross these roads until automatic flashing light signals have been operating for at least 20 seconds.  
 (10) MIDDLETOWN—Yankee Rd. Trains stopping within 2500 ft. on No. 1 Track must, after restarting, approach crossing prepared to stop until assured crossing protection is working.  
 (11) MAUDS—Tylersville Rd./240.1—Westward trains when stopping, must stop short of CC Sign, northside of No. 2, 1750 ft. E. of crossing. When restarting, provide protection unless it is known that automatic protection is working.

(Continued on next page)

1103-A1 Cont'd. COLUMBUS DIVISION—Continued										
LOCATION	CROSSING	TRACK	See Column Table						Note	
			1	2	3	4	5	6		
<b>MAIN LINE—DAYTON TO CINCINNATI (Cont'd.)</b>										
Sharonville	Kemper Rd.	Auto Life Co.						X		
Lockland	Wyoming St.	Switch Lead						X		
	Dunn St.	Switch Lead						X		
		Sawbrook							X	
	Davis St.	Lockland Sw. Lead						X		
	Mill St.	Lockland Sw. Lead						X		
Carthage	Erkenbrecker Ave.	Lockland Sw. Lead						X		
		Lockland Sw. Lead						X		
	78th Street	National Distillery Track						X		
St. Bernard	Murray Rd.	Proctor & Gamble Track						X	12	
		Ross Estate Track						X		
		Back Track						X		
	Vine St.	Proctor & Gamble Track						X	12	
		Back Track						X		
Beech St.	Ivorydale Yard Lead							X	14	
Cincinnati	(SEE LOCATIONS LISTED IN APPLICABLE NOTES)	Middle Track						X		12 & 13
		Lower Two						X		

**EGGLESTON INDUSTRIAL**

Cincinnati	Eastern Ave.									13
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**NOTES:**

(12) ST. BERNARD—CINCINNATI—Central Ave., Smith St., West 6th St., Gilpin Yard and Spring Grove Ave., Ivorydale, Longworth St., Lockland, O., must be protected by crews moving over them.

Trains or engines moving against the current of traffic between Evendale and Ivorydale Jct., must approach the following crossings prepared to stop and a member of the crew must provide manual protection for the crossing(s) until it is known that the automatic crossing protection is functioning properly: Dunn, Davis, Mill & 66 Sts.

Where highway control boxes are provided, push-buttons must be operated in accordance with instructions posted in control box.

Flashing Light Signals and Automatic Gates.

Sharonville: U.S. Rt. 25, Kemper Rd.; Carthage: 78th St.; St. Bernard: Murray Rd., Vine & Beech Streets.

Trains or engines operating on other than main tracks must proceed slowly past sign adjacent to tracks and approximately 50 feet from crossing and not cross highways until gates are in horizontal position.

At the following crossings: Vine Street, Murray Road, Sharon Avenue and Dayton Pike, the gates and flashers are controlled by a Grade Crossing Predictor which provides a consistent grade crossing warning time independent of a constant train approach speed. However, if a train or engine approaching at a slow speed is suddenly accelerated then the warning time will be something less than programmed into the equipment. To have the gates and flashers functioning properly approach the above named crossings at a constant speed. Should you have to stop short and then proceed do not occupy the crossing until the gates are in a horizontal position.

(13) CINCINNATI—EGGLESTON—Eggleston Industrial Track, Eastern Avenue, Cincinnati. After operating control switch, member of crew must provide flag protection for movement over Eastern Avenue.

(14) IVORYDALE YD. LEAD—Ivorydale Yd. Lead, Vine St.: No watchman on duty 11.00 PM to 7.00 AM, protect per Col. 1.

(Continued on next page)

1103-A1 Cont'd. COLUMBUS DIVISION—Continued									
LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
<b>BLUE ASH, MASON &amp; LEBANON SECONDARIES</b>									
Cincinnati	Dana Ave.	Secondary						X	
	Dana Ave.	N.&W. Connection			X	X			
Avondale	Melish Ave.	Secondary	X						
Idlewild	Woodburn Ave.	Secondary	X						
East Norwood	Smith Rd.	Secondary					X		
McCullough	Highland Ave.	Old Main	X						
	Lester Rd.	Secondary						X	
East of McCullough	Ridge Ave.	Secondary			X				
Silverton	Montgomery Rd.	Secondary	X						
North of Silverton	Plainfield Rd.	Secondary	X						
Hageman	Rt. 42	Secondary	X						16
Lebanon	Broadway	Secondary	X						
<b>OASIS BRANCH</b> Reading	Sunnybrook Dr.	Main				X			
	Amity Rd.	Main				X			
	Vorhees St.	Main				X			
	Benson St.	Main				X			
	Vine St.	Main				X			
	Mechanic St.	Main				X			
	Columbia St.	Main				X			
Fairfax	Reading Rd.	Main				X	X		
	Redbank Rd.	Ford Plant	X						

**MAIN LINE—CINCINNATI—INDIANAPOLIS**

Cincinnati	Idaho St.	Yard Lead						X	
	Baymiller St.	Ditch Track Side						X	
		Hole Track						X	
Hooven	U.S. 50	Gulf Refining Co. Track						X	
	Hooven Road	Switching Track						X	
Elizabethtown	Geist Road	Yard Track						X	
Valley Jct.	Kilby Rd.	Stub Track						X	
	Kilby Road	Yard Track						X	

**CARLISLE SECONDARY**

North of Carlisle	Germantown Pike-SR #123	Secondary						X	
Greenville	Bishop Rd.	Secondary						X	

**ROXANNA SEC.**

Xenia	Cincinnati Ave.	Secondary						X	
Spring Valley	Rt. 725	Secondary						X	
	Maple St.	Secondary						X	

**MT. VERNON SEC.**

Condit	North of Station	Secondary						X	
Linden	Oakland Park Ave.	Secondary	X						

**Notes:**

(16) HAGEMAN—All movements on Blue Ash 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.

(Continued on next page)



1103-A1 Cont'd. COLUMBUS DIVISION— Continued									
LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
<b>EDISON SEC.</b>									
Mt. Gilead	Main St.	Sdg.					X		
	Marion Rd.	Sdg.					X		
<b>BURT—COLUMBUS</b>									
Galion	Parsons Street	National Vault Co.	X						
		Galion Iron Works	X						
St. James	Main St.	Passing Track					X		
		Mill Track	X						
Edison	State St.	Short Sdg.					X		
		Passing Track					X		
	State Route 95	Passing Track					X		
Ashley	Taylor St.	Passing Track					X		
		Team Track					X		
	High St.	Passing Track					X		
		Team Track					X		
Delaware	Channing St.	Coach Track					X		
		Yard Track No. 1					X		
		Yard Track No. 2					X		
	Central Ave.	Yard Track No. 1					X		
		Yard Track No. 2					X		
		Old Main Track					X		
	Winter St.	House Track					X		
		Yard Track No. 1.					X		
		Yard Track No. 2.					X		
		Old Main Track					X		
	House Track					X			
		Springfield Dist. Track					X		
Worthington, E. of	Wilson Rd./ 128.4	Single Main				X			
<b>BELLEFONTAINE BR.</b>									
Springfield	Warder St.	Team Track					X		
		Wall Track					X		
<b>SPRINGFIELD—YELLOW SPRINGS</b>									
Springfield	Penn St.	Industrial	X						
	State St.	Industrial	X						
<b>SPRINGFIELD—MECHANICSBURG</b>									
Springfield Yd. (North End)	Belmont Ave.	Running Track					X		
<b>DAYTON—CLEMENT</b>									
Dayton	Stewart	Industrial	X						
	Main St.	Industrial	X						
	Brown St.	Industrial	X						
	Alberta St.	Industrial	X						
	Washington St.	Industrial					X		
Clement	U.S. 35	Industrial				X			
	Woodbine Ave.	Industrial				X			

(Continued on next page)

1103-A1 Cont'd. COLUMBUS DIVISION— Continued									
LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
<b>STANLEY—CORNING</b>									
CP-8, Lime City	McPherson Av. (US Rt. 20)	Main			X				
Bowling Green	Ridge St.	Elevator Track					X		
	Pike St.	Elevator Track					X		
	Court St.	Northbound Sdg.					X		
	Wooster St.	Northbound Sdg.					X		
	Lehman St.	Northbound Sdg.					X		
Arlington	East Main St.	Passing Track	X						
Blanchard	Blanchard Rd.	Elevator Track	X						
Kenton (Harrod Sec.)	S.R. 68	Industrial Lead						X	
Alger (Harrod Sec.)	Main St.	Alger Elevator					X		
	McConnell St.	Alger Elevator					X		
Ridgeway	S.R. 273	Storage Track					X		
		Controlled Sdg.		X					
West Mansfield	Center St.	House Track	X						
Marysville	Maple St.	House Team Track					X		
		Passing Track					X		
Steeltown, S. of	Fairwood Av/ 137.3	Nos. 1 & 2				X			
Baltimore	Main St.	Team Track	X						
		All Tracks						17	
Thurston	Main St.	Main Track					X		
		Yard Track					X		
Corning	Main St.	All Tracks						17	
NOTES:									
(17)BALTIMORE—CORNING—In addition to automatic operation, controllers are provided for manual control of flashing light signals. A member of the train or yard crew, when making switching movement, will operate controllers in accordance with instructions posted at the crossing.									

(Continued on next page)

## 1103-A1 Cont'd. COLUMBUS DIVISION - Continued

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
<b>CAREY—KENTON</b>									
Carey	Findlay St.	Siding						X	
	South St.	Siding						X	
Wharton	Cass St.	Stub Track						X	
Forest	Lima St.	House Track	X						
		Transfer	X						
	Dixon St.	Transfer						X	
	Zimmerman St.	Transfer						X	
<b>ZANESVILLE SECONDARY</b>									
Zanesville	Main St.	Secondary	X						
S. Zanesville	Maysville Av. U.S. Rt. 22	Old Terminal Indus. Track							18
Fultonham	State Rt. 93 (Avondale)	Fultonham Running	X						
<b>CORNING—SWISS</b>									
Nitro	42nd St.	All Tracks							19
Glasgow	3rd St.	All Tracks							19
Charleston	Indiana Ave.	Passing Track	X						
	Bigley Ave.	Fidelity Storage	X						
	Brooks St.	Team Track	X						
	Ruffner Ave.	Storage Track						X	
		Industry Lead Trk.						X	
		Industry Sdg.						X	
Elizabeth St.	Running Track						X		
Sidney St.	Running Track						X		
Belle, W. Va.	Maple Rd./136.7	Secondary					X		

## NOTES:

(18) S. ZANESVILLE—Apparatus provided to interrupt operation of highway traffic light manually. Trains must stop before passing over highway crossing approximately 80 feet on either side of crossing and push STOP button (to place traffic light in stop) and wait 20 seconds before proceeding across highway crossing. After clearing crossing highway traffic light system must be restored to normal by pushing START button in control box. Control boxes are located on both sides of highway crossing.

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

## 1103-A1 (Cont'd.) SOUTHWEST DIVISION

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
<b>MAIN LINE—COLUMBUS TO INDIANAPOLIS</b>									
Richmond	West 5th St.	No. 1			X	X			1
	West 5th St.	Yard Track		X		X			
	West 5th St.	No. 2				X			
	16th St.	No. 1, 2, 3 and 4				X			2
	15th St.	No. 1, 2, 3 and 4				X			2
	8th St.	A, B and C			X	X			3
	8th St.	No. 3, 4 D and E				X			4
	6th St.	No. 1 and 2				X			4
6th St.	Yard							X	
	West Fifth St.	R. I Sdg.		X					
Cumberland	Post Rd.	No. 2				X			
Indianapolis	Emerson Ave.	Main			X				
	Southeastern Av.	Main				X			
	State & Leota Sts.	No. 2 Yard		X		X			
<b>MAIN LINE—CLEVELAND TO INDIANAPOLIS</b>									
Quincy	Main St.	House Track					X		
Versailles	Steffen St.	Lippencot Track						X	
	Center St.	House Track						X	
	West St.	Poultry Track						X	
Ansonia	Main St.	Grist Mill Track						X	
		House Track						X	
Union City	Deerfield St.	Westbound Passing Track						X	
	Division St.	Westbound Passing Track						X	
	Sycamore St.	Westbound Passing Track						X	
	State Line Rd.	Westbound Passing Track						X	
									X
Harrisville	Main St.	Elevator Track	X						
Winchester	East St.	New Sdg. Track						X	
		House Track						X	
	Main St. U.S. 27	New Sdg.						X	
		Elevator Track						X	
	Meridian St.	Elevator Track						X	
Farmland	Plum St.	Team Track	X						
	Main St. S.R. 1 and 32	Team Track	X						
	Mulberry St.	Team Track	X						

## NOTES:

(1) 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.

(2) RICHMOND—Crossing watchman located in tower between 12th and 16th Street, on duty continuously.

(3) 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.

(4) RICHMOND—Manual interruption referred to in column 4 is controlled by Block Operator at Newman.

(Continued on next page)

## 1103-A1 Cont'd. SOUTHWEST DIVISION—Continued

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
<b>MAIN LINE—CLEVELAND TO INDIANAPOLIS (Cont'd.)</b>									
Parker City	Fulton St.	Team Track	X						
	Main St.	Team Track	X						
	Franklin St.	Team Track	X						
Selma	Albany St.	House Track	X						
Muncie	Lincoln St.	Belt Track	X						
	Ohio Ave.	Belt Track				X			
	Liberty St.	Drill Track	X						
	Council St.	Drill Track	X						
	Perkins Ave.	Drill Track					X		
	Batavia Ave.	No. 1				X			19
Hart Yard	Proctor Rd.	Stub Track					X		
Gridley	Scatterfield Road	Panhandle Yard No. 1 & No. 2 Leads						X	
	Central Ave.	Farm Bureau Trk.	X						
Anderson	Fairview St.	Long Sdg.						X	
	Madison Ave.	Long Sdg.						X	
	Cedar St.	C.I. Transfer						X	
	Seibert Rd.	No. 1 Main							5
Fortville	Lapel St.	Westbound Sdg.						X	
	Noel St.	Westbound Sdg.						X	
		House Track						X	
Lawrence	46th St.	1 & 2				X			
	47th St.	1 & 2				X			
Indianapolis	St. Clair	Met Track						X	
		Kroger Track						X	
	9th St.	Met Track						X	
		Kroger Track						X	
	W. 18th St.	Belt N'west							
	W. Michigan St.	Rrng.					X		
	W. Ray St.	Indpls. Belt Sec.					X		
<b>CONNERSVILLE RUNNING</b>									
Connersville	Fourth St.	House Track			X				
	Fifth St.	House Track			X				
	Sixth St.	House Track			X				
	Eighteenth St.	Main Track			X				
	Highway 1	Sidings	X						
<b>ZIONSVILLE SECONDARY</b>									
Brant/113.1 to Zionsville/125.2	All with automatic protection	All Tracks						X	
Indianapolis	Holmes Ave.	High Line Track						X	
	Michigan St.	High Line Track						X	
	W. 10th St.	P. & E. Main						X	
Augusta	Walnut St.	Elevator Track					X		
<b>SPEEDWAY RUNNING</b>									
Indianapolis	Cunningham Road	Running Track	X						
Speedway	Holt Rd./3.8	Running Track	X						

## NOTES:

(5) ANDERSON—SEIBERT RD.—Trains switching Cashway Lumber Co. must approach crossing prepared to stop until it is known crossing protection is functioning.

(19) Muncie—Batavia Ave. applies to Eastward movements only; Pushbutton locates in Southwest Quadrant.

(Continued on next page)

## 1103-A1 Cont'd. SOUTHWEST DIVISION—Continued

LOCATION	CROSSING	TRACK	See Column Table						Note	
			1	2	3	4	5	6		
<b>SUNMAN SECONDARY</b>										
Morris	East St.	House Track					X			
Greensburg	S. Michigan Ave.	Horning Mill Trk.					X			
	Broadway St.	Mill Track					X			
	Main St.	Eastward Sdg.					X			
		No. 14 Yard Track					X			
		Wye Track						X		
St. Paul	Jackson St.	House Track					X			
	Webster St.	House Track					X			
	Main St.	House Track					X			
Shelbyville	Broadway St.	Old Passing Track					X			
	Jackson St.	Old Passing Track					X			
	Franklin and Noble Sts.	Old Passing Track					X			
Fairland	Washington and Walnut	No. 4 Track					X			
Acton	Exchange St.	Spur Track					X			
	Wallace St.	Spur Track					X			
		Elevator Track					X			
<b>BEECH GROVE BRANCH</b>										
Beech Grove	Emerson Ave.	Jones Chemical							X	
Indianapolis	State St.	Dolly No. 1 Track					X			
		Dolly No. 3 Track					X			
	English Ave.	Dolly No. 1 Track					X			
		Dolly No. 3 Track					X			
	Fletcher Ave.	Dolly No. 1 Track					X			
		Dolly No. 4 Track					X			
	Harlan Ave.	Dolly No. 1 Track					X			
		Dolly No. 4 Track					X			
	Keystone Ave.	Dolly No. 1 Track						X		
		Dolly No. 4 Track						X		
<b>MARION, IND. TO EMPORIA</b>										
Fairmount	Washington St.	Siding Track						X		
Summitville	Walnut St.	Siding Track						X		
	Mill St.	Siding Track						X		
								X		
Alexandria	Broadway	Siding Track						X		
	Washington St.	Siding Track						X		
	Berry St.	Siding Track						X		
Anderson	North Broadway	Siding Track				X				
<b>NEW CASTLE RUNNING</b>										
New Castle	Highway 38	Siding Track						X		
<b>WESTFIELD SECONDARY</b>										
Anderson	Main St.	Secondary					X			
	Meridian St.	Secondary					X			
	Jackson St.	Secondary					X			
<b>GADSDEN SECONDARY</b>										
Lebanon	Lebanon St. (State Route #39)	Secondary					X			
<b>HONEY CREEK SECONDARY</b>										
	State Rt. #9	Secondary						X		

(Continued on next page)

## 1103-A1 Cont'd. SOUTHWEST DIVISION—Continued

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
<b>LAFAYETTE, FOWLER &amp; SHELDON SECONDARIES &amp; LEBANON RUNNING TRACK</b>									
Lebanon	Evans St.	West Long Track				X			
	Elm St.	West Long Track				X			
		Norwood Track				X			
	East St.	West Long Track				X			
		Norwood Track				X			
	Meridian St.	West Long Track				X			
		Norwood Track			X				
	Lebanon St.	West Long Track				X			
	West St.	West Long Track				X			
		House Track							
	Pearl St.	West Long Track				X			
		House Track				X			
	South St.	West Long Track				X			
		C.S. & R. Track				X			
	Meridian St.	Norway Track		X					
C St.	Stock Track				X				
	Canning Factory Trk.				X				
Thorntown	Franklin St.	Elevator Track				X			
	Plum St.	Elevator Track				X			
Clarks Hill	White St.	Siding Track				X			
Stockwell	Monroe St.	Elevator Track					X		
Lafayette	Smith, Chestnut, Wabash & Walnut Sts.	All Tracks	X					6	
Fowler	Washington St.	House Track					X		
		Siding Track					X		
	5th St.	Siding Track					X		
Sheldon	Fourth, Center, Grove, Depot & Concord Sts.	Siding					X		

## NORTH COLUMBUS RNNG.

Columbus	Fourteenth St.	All Tracks	X						
	Sixteenth St.	All Tracks	X						
	Seventeenth St.	All Tracks	X						
	Washington St.	Rnng.					X		
	Franklin St.	Rnng.					X		
	Lafayette St.	Rnng.					X		

## SOUTH COLUMBUS RNNG.

Columbus	Third St. US 31A	Secondary						X	
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## NOTES:

(6) LAFAYETTE—During hours Crossing Watchmen are not on duty, daily from 11:00 P.M. to 7:00 A.M., trains must stop before passing over highway crossing and a member of the crew must protect the crossing in advance of each movement.

## 1103-A1 Cont'd. SOUTHWEST DIVISION—Continued

LOCATION	CROSSING	TRACK	See Column Table						Note	
			1	2	3	4	5	6		
<b>MAIN LINE—INDIANAPOLIS TO ST. LOUIS</b>										
Indianapolis	Harding St.	Running Track						X		
		Yard Track		X						
	Addison St.	Lead Track & Team						X		
	Girls School Rd.	Nos. 1 & 2 Trks.							7	
Carbon	Main St.	Belt Track						X		
Terre Haute	25th St.	No. 1-Westward & Eastward			X	X				
		No. 2-Eastward & Westward				X				
		Duane Sdg. Eastward & Westward				X				
	Maple Ave.	No. 1-Westward				X	X			
		Eastward					X			
		No. 2-Westward				X	X			
		Eastward					X			
		Duane Sdg. Eastward & Westward				X				
	8th Ave.	Stamper Track	X							
	13th St.	Stamper Track	X							
	8th St.	No. 1 & 2-E&W				X	X			8
		No. 1 & 2-W					X			
7, 6½, 5th St.	No. 1 & 2-E&W					X				
6th St.	No. 1 & 2-E						X			
	No. 1 & 2-W					X	X		9	
6 & 5th St.	City Yd.							X		
First St.	No. 1 & No. 2					X				
Macksville	U.S. 150	Main		X	X					
		Yard S.S.						X		
W. Terre Haute	U.S. 40	Sussman Ld.	X							
Aden-West Aden	State Rt. 6 E. of MP 99	Main-Westward					X			
		Main-Eastward				X	X		10	
		Siding					X			
Martinsville	York St.	Main				X	X			
Casey	Central Ave.	No. 1 and 2				X	X			
Montrose	Maple St. State Hw. 160	No. 2					X			
		No. 2				X				

## NOTES:

(7) GIRLS SCHOOL RD.—Westward movements stopping at Girls School Rd. Crossing must stop short of End Circuit Signs, 700 ft. east of crossing to prevent unnecessary operation of crossing protection.

(8) TERRE HAUTE—8TH ST.—Train or engine must stop west of 8th St., short of yellow marker, to activate automatic interrupter. Forward (eastward) movement will restart flashers. Employees must assure themselves protection is functioning before proceeding over crossing, after restarting train.

(9) TERRE HAUTE—6TH ST.—Train or engine must stop east of 6th St., short of yellow marker, to activate automatic interrupter. Forward (westward) movement will restart flashers. Employees must assure themselves protection is functioning before proceeding over crossing, after restarting train.

(10) ADEN-W. ADEN—Eastward movement main track. Gates and flashers provided with automatic apparatus on eastward movement main track to interrupt road crossing protection if a time greater than 2 minutes 4 seconds is consumed by a train moving or standing between a point 3,081 feet west of crossing and a point 1,300 feet west of crossing. When the point 1,300 feet west of crossing is reached flashers will automatically provide protection.

1103-A1 Cont'd. SOUTHWEST DIVISION—Continued									
LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
<b>MAIN LINE—INDIANAPOLIS TO ST. LOUIS (Cont'd.)</b>									
Teutopolis	Pearl St.	No. 2			X				
	Green St.	No. 2			X				
	Race St.	No. 2			X				
Effingham	Willow St.	No. 1			X				
	Third St.	No. 1 and 2			X	X			
	Fourth St.	No. 2			X	X			
	Fifth St.	No. 1 and 2			X				
	Park St.	No. 1 and 2			X				
	Maple St.	No. 1, 2 and 3			X				
	Henrietta St.	No. 1 and 2			X				
	Willow St.	No. 1 and 2		X					
Altamont	Maple St.	Yard Tracks					X		
	Henrietta St.	Yard Tracks					X	11	
	Wye		X						
Altamont	Main St.	No. 1 and 2			X				
	Second St.	No. 1 and 2			X				
	Third St.	No. 1 and 2			X				
St. Elmo	Main St.	No. 1 and 2			X	X			
	Walnut St.	No. 1 and 2			X	X			
	Elm St.	No. 1 and 2			X	X			
Avena	County Rd. No.3	No. 1 and 2			X				
Vandalia	Fifth St.	Main				X			
	Sixth St.	Main				X			
		Storage	X	X		X			12
	Reiman St.	Main				X			
		Siding			X	X			
Greenville	Fifth St.	Storage	X						12
	Elm St.	No. 1 and 2				X			
	Fourth St.	No. 1 and 2				X			
	Elm St.	Siding			X				
Smithboro	Main St.	Siding			X				
Highland	Main St.	No. 1 and 2			X				
	Walnut St.	No. 1			X	X			
St. Jacob	Douglas St.	No. 1 and 2			X	X			
	Old U.S. 40	No. 1 and 2				X			
Exermont	Black Lane	No. 1 and 2				X			
East St. Louis	Exchange Ave.	No. 1, 2 and 20				X			
	Exchange Ave.	No. 1 and 20			X				

## NOTES:

(11) EFFINGHAM—HENRIETTA ST.—In event protection to operate for movement on yard tracks, push button located in box in southeast quadrant of crossing must be used to operate.

(12) VANDALIA—5TH & 6TH ST.—2:00 P.M. to 6:00A.M. daily. 6:00A.M. to 2:00 P.M. Sunday. In addition, at night and when weather conditions obscure vision, place lighted fusee on each side of track before moving over crossing.

(Continued on next page)

## 103-A1 Cont'd. SOUTHWEST DIVISION—Continued

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
<b>AVIS TO TERRE HAUTE VIA LIMEDALE</b>									
Greencastle	Zinc Mill Rd.	Siding		X				X	
	Bloomington St.	No. 1 and 2				X			
Limedale		No. 2			X				
	Cement Rd.	Siding		X		X			
		Main			X	X			
Brazil		Storage						X	
	Vandalia St.	No. 2			X				
	Alabama St.	No. 1			X				
	Vandalia St.	Siding			X				
	Alabama St.	Siding			X				
	Lambert St.	Siding			X				
	Walnut St.	Siding			X				
	Franklin St.	Siding			X				
	Depot St.	Siding			X				
	Chicago Ave.	Siding			X				
	Leavitt St.	Siding			X				
Terre Haute	25th St.	41 Trk. Eastward				X			
		42 Trk. Eastward & Westward				X			
		No. Distb. Ter. Lead	X						
		41 Trk. Westward, Ladder Trk., Hot Foot Lead						X	
		21st St.	No. Business Lead						X
		All Crossings, W. of 21st St. to Union Chestnut St.	Track	X					
	Chestnut St. Yard	X							
<b>TERRE HAUTE TO LENOX VIA MATTOON</b>									
Paris	Main St.	Paris Sdg.		X					
	Central St.	Paris Sdg.		X					
	Sheriff St.	Paris Sdg.		X					
	Jefferson St.	Paris Sdg.		X					
	Court St.	Paris Sdg.		X					
	Springfield St.	Paris Sdg.		X					
Dudley	Grandview St.	Dudley Sdg.					X		
Kansas	East St.	Kansas Sdg.		X					
	Front St. S.R. 49	Kansas Sdg.		X					
		North Elevator Track					X		
		South Elevator Track					X		
	3rd St.	Kansas Sdg.		X					
Shmore		North Elevator Track					X		
		South Elevator Track					X		
	Center St.	Eastward Sdg.		X					
		Commercial Track					X		
W. 2nd St.	1st St.	Eastward Sdg.		X					
		Commercial Track					X		
		Eastward Sdg.		X					
Charleston	Division St.	Charleston Sdg.		X					
	"E" St.	Charleston Sdg.		X					
	S.R. 16	Charleston Sdg.		X					

(Continued on next page)

## Cont'd. SOUTHWEST DIVISION—Continued

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
<b>TERRE HAUTE TO LENOX VIA MATTOON (Cont'd.)</b>									
Mattoon	Logan St.	Main				X			
		Siding				X			
		All Yard Tracks					X		
	10th St.	Yard Track 1 & 2	X					13	
	19th St.	I.C.R.R. Connect.					X		
	24th St.	Other than Main					X		
	27th St.	Long Track					X		
Gays	Pine St.	Eastward Sdg.	X						
		Commercial Track					X		
Windsor	Maple St.	Commercial Track					X		
	Oak St.	Commercial Track	X						
	Chestnut St.	Commercial Track	X						
	S.R. 32	Windsor Sdg.		X		X			
	S.R. 16	Elevator Track	X						
Shelbyville	Vine St.	Westward Sdg.		X					
	Cedar St.	Westward Sdg.		X					
		Stock Track	X						
Tower Hill	Michigan St.	House Track	X						
Pana	Poplar St.	Old Pass					X		
		New Team Track					X		
	State St.	Old Team					X		
	S.R. 16	New Mine Track		X					
Rosamond	Rosamond Ave.	Elevator Track					X		
Nakomis	Spruce St.	East Team Track	X						
	Pine St.	Other than Main					X		
		House Track					X		
	Cedar St.	Other than Main					X		
		Spur Track					X		
		West Team Track				X			
Witt	Popular St.	Elevator Track					X		
	Main St.	Elevator Track					X		
Schram City/ 193.3	Cleveland St.	Main & Siding				X			

NOTES:  
(13) MATTOON—Westward trains are not to exceed 5 MPH approaching 10th Street.

## 1103-A1 Cont'd. SOUTHWEST DIVISION—Continued

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
<b>I &amp; F BRANCH &amp; FRANKFORT SECONDARY</b>									
Indianapolis	Belmont Ave.	No. 1 and No. 2				X			
		Running Track			X	X			
		X Yard Track			X	X			
		Yard Leads						X	
Frankfort	Walnut St.	Siding				X		14	
Flora	Hoop St.	Main				X			
	Columbia St.	Main				X			
	Main St.	Main				X			
	Walnut St.	Main				X			
Camden	Main St.	Main				X			
	Cumberland St.	Main				X			
<b>PETERSBURG SECONDARY</b>									
Indianapolis	River Ave.	Caven		X					
	Harding St.	Caven		X					
	Kentucky Ave.	Starch Works		X					
	McCarty St.	Starch Works		X					
	Morris St.	Starch Works		X					
Martinsville	Morgan St.	Secondary			X				
	Harrison St.	Secondary				X			
	Pike St.	Secondary				X			
	Morgan St.	Secondary				X			
	Washington St.	Secondary				X			
	Jackson St.	Secondary				X			
Spencer	Main St.	Secondary		X				15	
	Washington St.	Secondary		X				15	
Worthington	Second St.	Secondary				X			
Petersburg	S.R. 61	Engine House Trk.					X		
Oakland City	Harrison St.	House Track					X		
	Washington St.	Transfer Track					X		
Straight Line Jct.	Highway 41	Connection to L. & N.						16	
<b>BICKNELL SECONDARY</b>									
Bushrod	State Rt. 67	Wye		X				17	
Bicknell	Main St.	Secondary		X					
	Washington St.	Secondary		X					
Sandborn	State Rt. 67	Hawthorne Mine		X					

## NOTES:

(14) FRANKFORT—Trains and engines approach prepared to stop until it is known crossing protection is operating properly.

(15) SPENCER—Trains and engines may proceed at not exceeding 10 miles per hour between 9:00 P.M. and 6:00 A.M. without stopping.

(16) STRAIGHT LINE JCT.—Indicators are located on each side of Highway 41. Yellow indication will be displayed when flashers are operating. Trains and engines must not move over crossing until proper indication is displayed. In case of failure to receive proper indication, movement must be protected by member of crew.

(17) BUSHROD—In addition at night and when weather conditions obscure vision place lighted fusee on each side of track before moving over crossing.

(Continued on next page)

(Continued on next page)

## 1103-A1 Cont'd. SOUTHWEST DIVISION—Continued

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
<b>PEKIN SECONDARY</b>									
Brownsburg, IN.	S.R. 267	House					X		
Pittsboro	Maple	House					X		
Jamestown	High	Lumber	X						
Crawfordsville	Mills	Running	X						
	Sheridan	Running	X						
	John	Running Redi-Mix					X		
Veedersburg	Main	Siding					X		
		Elevator					X		
	Mill	Siding Elevator					X		
Covington	3rd St.	House					X		
		Siding					X		
Foster	Mound	Siding					X		
Danville, IL.	Section	All except Main	X						
		West Lead					X		
	Harmon	South Team	X						
	Chandler	West Lead					X		
Fithian	U.S. 150	All Tracks					X		
		Jefferson	House				X		
Ogden	Main	House					X		
		House					X		
St. Joseph	Willow	House					X		
Urbana	East	House					X		
		House					X		
Champaign	Main	House	X						
Champaign	Broadway	Lumber Yard					X		
		Race	Lumber Yard				X		
	Market	North Wye	X						
		South Wye	X						
		Back					X		
Hickory State	No. 1	Back					X		
		No. 1					X		
Anderson	County Rd. 57	Main			X				
Rising	Main	Siding					X		
Mahomet	S.B.I. 47	Siding	X						
Harris	Black Top Rd.	House					X		
Farmer City	Main	Siding					X		
		No. 1 Elevator					X		
		No. 2 Elevator					X		
		Mill	X						
	Plum	East Wye East Wye Spur					X		
Leroy	Buck & Center	Long Mill					X		
Bloomington	Oakland Ave.	Siding	X						
Danvers	West	North Elevator					X		
Tremont	Harris	Siding					X		
Pekin	5th Street	Siding					X		
		4th Street	Siding				X		
	Capitol	Side					X		
		Siding					X		
		Side					X		
	3rd St.	Beer					X		
Siding						X			

(Continued on next page)

## 1103-A1 Cont'd. SOUTHWEST DIVISION—Continued

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
<b>INDIANAPOLIS TO LOUISVILLE</b>									
Dale	Troy Ave.	Siding			X		X		
	Southern Ave.	Siding			X		X		
		Sec.				X			
	Raymond St.	Sec.				X			
		Siding				X			
Terrace Ave.	No. 1 East of Main				X				
	No. 1 West of Main				X				
Franklin	Graham St.	Sec.				X			
	Cincinnati St.	Sec.				X			
	Adams St.	Sec.				X			
	King	Sec.				X			
	Madison St.	Sec.				X			
	Jefferson St.	Sec.				X			
	Monroe St.	Sec.				X			
	State St.	Sec.				X			
Camp Atterbury Industrial Track	U.S. 31 All						X	18	
Edinburg	Naomi St.	Sec.				X			
	Center Cross St.	Sec.				X			
	Main Cross St.	Sec.				X			
	Thompson St.	Sec.				X			
	Perry St.	Sec.				X			
	Ward St.	Sec.				X			
	County Line Rd.	Sec.				X			
Columbus	Naomi St.	D. R. Webb Co.	X						
Garden	Fifth St.	Sec.				X			
Seymour	State Highway 58	Sec.				X			
		Ninth St.	Sec.			X			
	Tipton St.	Sec.				X			
		B & O Interchange					X		
Austin	South St.	Sec.				X			
	Laurel St.	Sec.				X			
Scottsburg	Main St.	Sec.				X			
Scottsburg	McLain St.	Sec.				X			
	Wardell St.	Sec.				X			
	Cherry St.	Sec.				X			
Boyd	New Albany— Charleston Pike	Hooker Chemical Co.	X						
	St. Rt. 31	Hooker Chemical Co.	X						
Jeffersonville	Missouri Ave.	Running				X			
	Indiana Ave.	Running				X			
	Spring St.	Running				X			
	Tenth St.	Running				X			
	Clark Blvd.	American Car Foundry				X			
	State Rt. 62	Ordnance Spur				X			
	State Rt. 62	Jeff Boat Lead				X			

## NOTES:

(18) CAMP ATTERBURY—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-A1 Cont'd. SOUTHWEST DIVISION—Continued									
LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
<b>INDIANAPOLIS TO LOUISVILLE (Cont'd.)</b>									
Louisville	Breckenridge St.	Sec.			X	X			
	Garland Ave.	Sec.				X			
	14th Street	Sec.	X						
	Kentucky St.	Sec.	X						
	15th to 28th Sts. inclusive	Arbegust St.	X						
Preston St. Yard: Preston & Jackson Sts.	Yard/ Industrial								
			X						
<b>SCHNEIDER IND. TO CAIRO, ILL.</b>									
Morocco	S. R. 14	Siding Track					X		
Danville	Hazel St.	Team Track					X		
	Walnut St.	Industry Track					X		
	Franklin St.	Industry Track					X		
	Catlin Road	Old Main					X		
Georgetown	Dallas Rd.	Stock Track	X						
Vermillion	Main St. Highway	House Track					X		
Paris	Maple St.	Track 133		X					
		Track 134		X					
	Elm St.	Track 133		X					
		Track 134		X					
	Liberty St.	Yard Track		X					
		Old Wye	X						
	Washington St.	New Wye	X						
		Track 12						X	
	Madison St.	Track 12						X	
	Jasper St. S.R. 16	Other than Main						X	
West Union	Main St.	Team Track					X		
Hutsonville	Walnut St.	House Track					X		
Flat Rock	Baltimore St.	House Track	X						
Lawrenceville	Jefferson St.	"A" Track	X						
		"C" Track	X						
	Collins St.	Northward Sdg. Ice Track					X		
Mt. Carmel	7th St.	Oil Track					X		
		Yard Track					X		
		Running Track					X		
		Wye Track					X		
Carmi	5th St.	Carmi Track					X		
		New Track					X		
		House Track					X		
	Stewart St.	Carmi Sdg.					X		
S.R. 460	Carmi Sdg.		X						
Eldorado	5th St.	ICG Wye	X						
	4th St.	Eldorado Sdg.					X		
	S.R. 142	Eldorado Sdg.		X					
Harrisburg	Walnut St.	Middle Track					X		
		House Track					X		
	S.R. 13	Saline Valley Running Track	X						
New Burnside	S.R. 166	Other than Main					X		
Vienna	S.R. 146	Industry Track					X		
		House Track					X		
Karnak	S.R. 159	Main					X		

### 1103-A2. Public Crossing at Grade— Protection at Automatic Protected Crossings

Account rusty rail, trains must approach all road crossings listed below or those located between points listed below, (protected by automatic protection), prepared to stop and provide protection over crossing(s) as required by Rule 103, unless they know protection is operating.

#### COLUMBUS DIVISION

Track/Crossing Name	Located at/or	Between	And	Note
Main Line-Columbus to Indianapolis.....	All Xngs.....	Still Water/20.6	Glen/117.2	
Carlisle Sec./ Cols.-Indpls. Connection.....	St. Rt. 127, West Manchester.....	Mann/174.0.....	West Manchester/173.9	
Franklin Lead.....	All Xngs.....	MP 222.9.....	Franklin.....	
Lebanon Sec.....	All Xngs.....	Lebanon/26.6.....	Hageman/31.4.....	
Mason Sec.....	All Xngs.....	Hageman/31.4.....	S. Mason/36.5.....	
Blue Ash Sec.....	All Xngs.....	County Line Rd./ 39.5.....	S. Avondale/54.1.....	
Clement & Hempstead Rrng.....	All Xngs.....	Clement/0.0.....	Centerville/8.9.....	
Dayton Power & Light Indus.....	All Xngs.....	At Dayton.....	.....	
Middletown Sec.....	All Xngs.....	Union Village/7.0.....	Hageman/11.8.....	
Roxanna Sec.....	All Xngs.....	Xenia/54.7.....	Roxanna/63.3.....	
Greenville Sec.....	All Xngs.....	Bradford/83.1.....	W. Greenville/96.2.....	
Middletown- City Track.....	All Xngs.....	CP-Hall.....	Middletown Paper Board Co.....	
Ford Storage Yard Lead, Sharonville, Oh..	Mosteller Road.....	Ford Storage Yard.....	N & W Ry.....	
Yellow Springs Track.....	All Xngs.....	Yellow Springs Conn./19.5.....	Yellow Springs/10.0.....	
Zanesville Sec.....	Athens Rd.....	At Roseville.....	.....	
Edison Sec.....	All Xngs.....	N. Edison/87.0.....	Mt. Gilead/89.0.....	
Harrod Sec.....	All Xngs.....	Marion/0.0.....	W. Harrod/43.0.....	
Richwood Sec.....	All Xngs.....	Marion/0.0.....	W. Richwood/14.4.....	

(Continued on next page)



**1103-A2. Public Crossing at Grade—(Cont'd.)  
Protection at Automatic Protected Crossings**
**SOUTHWEST DIVISION**

Track/Crossing Name	Located at/or	Between	And	Note
I & F Branch Cols.-Indpls. No. 2 Main	All Xngs	Lebanon/31.6	Clymers/109.2	
Cols.-Indpls.	All Xngs	Newman/119.8	Thorne/180.8	
Limedale Secondary	All Xngs	Thorne/180.8	Pine/185.3	
Newman Rrng	All Xngs	Davis/6.9	Chase/70.1	
Bicknell Sec. Trk	All Xngs	Newman/0.3	W. Parry/2.3	
Shelbyville Sec. Trk	All Xngs	Sandborn/91.7	Bicknell/102.9	
N. Cols. Rrng	All Xngs	S. Shelby/23.0	N. Shelby/27.0	
S. Cols. Rrng	All Xngs	Lou. Sec. Conn/0.0	N. Columbus/2.9	
Zionsville Sec.	All Xngs	Lou. Sec. Conn/0.0	S. Columbus/3.8	
Speedway Rrng	All Xngs	LJ/1.1	Zionsville/125.2	
Lafayette Br	All Xngs	Brant/3.5	Clermont/9.1	
Anderson— Emporia Sec.	All Xngs	Templeton/192.6	W. Sheldon/219.4	
Worthington Sec.	All Xngs	Emporia/172.7	So. Emporia/173.5	
		Worthington Junction/40.0	N. Worthington/ 38.5	
		On Former, Craw- fordsville Sec.		
Pekin Sec.	All Xngs	Anderson	W. Westfield/26.0	
Westfield Sec.	All Xngs	Anderson	E. New Castle/95.3	
New Castle Rrng.	All Xngs	W. New Castle/96.9	East Side Jct./ 135.8	
Mt. Comfort Sec.	All Xngs	Maxwell/117.7	Gridley/121.1	
Honey Creek Sec.	All Xngs	West Cast/104.1	Fifth & Main Sts., Anderson	
Anderson PVR	All Xngs	Second St., Anderson	Frankton/132.6	
Industrial	All Xngs	Dow/124.8		
Indian Creek Sec.	All Xngs	Eighth St. & Twelfth St.		
Cleve.-Indpls.- Muncie, Ind.	Westinghouse Lead	CP-22/22.5	Waldron/75.5	
Cinti-Indpls.	All Xngs			
Paris, IL-Old Peoria Sec. E. of Midland Blk	All Xngs	Cairo Sec. Switch	End of Track/ MP 19.3	

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

Switch Located at	Connecting	With	Normal Position is for Movements
So. Charleston	Siding	D.T. & I. Transfer	On Siding
	South Transfer	D.T. & I. Transfer	As last used
West End B Track—Armco	A Track	B Track	A Track
Middletown-Reed Yard Wye Leads	West Leg Wye	East Leg Wye	East Leg Wye
East End Vaughn Yard	G.E. Lead	Lead to No. 2 Main	G. E. Lead
Trinway	Drill Track	East Leg of Wye	Drill Track to East Leg of Wye
RY	East Leg of Wye	Trinway Secondary Track	To Trinway Secondary Track
Carey-AC&Y Interchange	Interchange Track	Old Vanlue Branch	Interchange Track
Zanesville: Market Street	Z & W Indus. Track	B & O Connection	B & O Main
Hobson Yard All Switches	Yard Track	No. 13 Track	On No. 13 Track
Blue Creek	Hitop Secondary Track	C. & O. Main	C. & O. Main
Swiss	Swiss Running Track	N F & G	N F & G Main Track
Urbana, OH.	Inside Switch West End Hoist	Lead to former Erie Main	Lead to former Erie Main
Neilston (Columbus, O.)	Mt. Vernon Sec. #1	Mt. Vernon Sec. #2	Mt. Vernon Sec. #1

**SOUTHWEST DIVISION**

Switch Located at	Connecting	With	Normal Position is for Movements
Buckskin	Lynnville Secondary Track	Petersburg Secondary	Lynnville Secondary Track
Hawthorne Mine Switch-MP 92.4	Bicknell Sec.	Hawthorne Mine Lead	To Hawthorne Mine Lead
Rincon Jct.	Bicknell Secondary Track	Minich Siding	As last used
2397 feet S. of MP 3	Petersburg Secondary	West Leg Kraft Wye	On West Leg Kraft Wye
2195 feet east of Mile Post 4	O Track	West Leg Kraft Wye	West Leg Kraft Wye
Harrisburg	North Lead	Main Track	North Lead
Harrisburg	South Lead	Main Track	South Lead
Amax Lead/132.0	Cairo Secondary	Amax Lead	Amax Lead
Brant	Zionsville Secondary	Speedway Rrng.	Zionsville Secondary

**1104-B1. (Columbus Div.) Switch Tendere are stationed at and have charge of handoperated Switches as Indicated:**

Location	Switches	Note
Fourth Street Switches: B.&O.— South Side	All Switches	1
Fourth Street Switches: Conrail— North Side	All Switches	1

**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. All movements must receive hand signals from both Switch-tenders.

**1104-B2. (Southwest Division)—Use of Crossover Switches Over B. & O. RR. at Pine, (Indianapolis).**

Before crossing over the B.&O. at Pine, permission must be obtained from Operator at Thorne. After obtaining permission, switches will be unlocked and lined for crossover movement and train or engine must wait five (5) minutes before fouling crossover switches to secure benefit of signal protection. Before proceeding, red fuses will be placed in both directions to be seen by approaching trains on the B.&O. Crossover switches must be restored for normal movement on the B.&O. after clearing and reported clear to the Operator at Thorne. (See Note 1).

(NOTE: Operator at Thorne must obtain permission from B.&O. at Moorefield, West Indianapolis before permitting crossover movement at Pine. B.&O. telephone numbers are: 8.00 A.M. through 5.00 P.M., Monday through Friday—632-3371; all other times—632-3123. B.&O. must be notified when movement is clear. Operator at Thorne will maintain record of crossover movements on block records). (See Note 1).

NOTE 1: Operator at IU when Thorne is closed.

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

**COLUMBUS DIVISION**

Location	Switches	Note
Oasis	Crossover between Secondary Tracks; leads to Yard Tracks, Eggleston Ave., L & N Tracks & Riverfront Rrng. Track	1
BN Yard	Main track switches between Home Signals	2
Hagenbaugh	Universal Crossovers.	

**NOTE—**

- OASIS—Eastward movements from the L & N Bridge & Westward movements on No. 2 Track must receive hand-signal in addition to Fixed Signal indication.
- BN YARD—Trains & Engines approaching switches with the current of traffic & receiving Clear or Approach Signal Indication on home signal will proceed on signal indication. All other movements must receive hand-signal or verbal permission from the Operator before fouling switches.

**SOUTHWEST DIVISION**

Location	Switches	Note
Dale	Switch at North End of North East Wye.	
	Switch at south and west end of southwest Wye.	
Frank	Switches at Block Station.	
Eads	Main track switches.	
Churchman Ave.	All switches.	
Hamilton Jct.	All switches.	

**1105-A1. Spring Switches****COLUMBUS DIVISION**

Location	Normal Position	Route For Which Sprung	Note
(CP-Glen Echo) CP-Natt	Main Track	Siding	
Turner-East end Lead	No. 1	Lead	
Scottslawn-North end Siding	Main	Siding	
Kile-North end Siding	Main	Siding	
Jewells-West end Siding	Main	Siding	

**SOUTHWEST DIVISION**

Location	Normal Position	Route For Which Sprung	Note
South Plain-South switch	Main	Siding	
Oak BLS-North Wye switch	Main	North Wye	
Sloan South end Siding	Main	Siding	
Pekin-East Yard - AT&SF Conn.	Main Track	AT&SF Conn.	

**1105a-A1. Semi-Automatic Switches**

In the application of **Rule 105a**, all semi-automatic switches must be properly lined by hand before use in either direction except at the following locations:

1. Engine house territory.
2. Pull out end of classification yards.
3. Divide switch between East Hump Lead and West Hump Lead at South End of Buckeye Yard and between North Hump Lead and South Hump Lead at West End of Avon Yard.

**1132-A1. Engine Safety Control Feature**

Should the engine Safety Control Feature, commonly known as the "deadman pedal," be cut out for any reason or become in-operative after dispatchment, the engineman must at the first opportunity that will not result in delay to his train, so advise the Superintendent through the operator, train dispatcher and/or yardmaster and also complete prescribed Form EL 106A as required by **Rule 132**. These instructions also include engines working in yard service.

**TRACK ASSIGNMENTS****1151-A1. Single Track, Two or More Tracks and Current of traffic or TCS as follows:****COLUMBUS DIVISION**

BETWEEN	AND	Single Track	No. 1 Track	No. 2 Track	Note
<b>MAIN LINE PITTSBURGH TO COLUMBUS</b>					
Pgh/Cols.Divn. Post-MP 109.0	First Street Newark/157.5		Eastward ABS/251	Westward ABS/251	1
<b>MAIN LINE CLEVELAND TO INDIANAPOLIS</b>					
Berea/12.5	CP-Burt/80.3		TCS/261	TCS/261	1
CP-Burt/80.3	Cols/SoWest Divn.Post/141.0		Eastward ABS/251	Westward ABS/251	1
<b>MAIN LINE BURT TO COLUMBUS</b>					
CP-Burt/80.3	CP-136 (Fifth Ave.)/136.8	TCS/261			
CP-111 (Paget)/111.1	CP-117 (Jones)/117.1	(via Delaware) TCS/261			
CP-136 (Fifth Ave.)/136.8	Columbus (Fourth St.)/137.8		Eastward ABS/251	Westward ABS/251	1
<b>WESTERN BRANCH TOLEDO TO BANNON</b>					
Tol/Cols.Divn. Post/8.8	CP-Hayes/82.3	TCS/261			
CP-Hayes/82.3	CP-Darby/123.7	MBS/316			
CP-Darby/123.7	CP-Mounds/126.3	TCS/261			
CP-Mounds/126.3	CP-Camp/131.5	MBS/316			
CP-Camp/131.5	Scioto/132.1	TCS/261			
Scioto/132.1	Frankfort St./133.3		TCS/261	TCS/261	2
Frankfort St./133.3	Bannon/137.6		Southward ABS/251	Northward ABS/251	2
<b>LAWRENCEBURG BRANCH</b>					
CP-Woods St./0.5	CP-22/ Lawrenceburg Jct./22.5	TCS/261			
<b>OASIS BRANCH</b>					
CP-Mill/16.4	CP-Rendcomb Jct./7.0	TCS/261			

**NOTE**

1. Tracks are numbered from south to north.
2. Tracks are numbered from west to east.

(Continued on next page)

### TRACK ASSIGNMENTS (Cont'd.)

1151-A1. Single Track, Two or More Tracks and Current of traffic or TCS as follows:

#### COLUMBUS DIVISION

BETWEEN	AND	Single Track	No. 1 Track	No. 2 Track	Note
<b>MAIN LINE COLUMBUS TO INDIANAPOLIS</b>					
High St./0.0	CP-Water St./0.4		Eastward ABS/251	Westward ABS/251	1
Water St./0.4	CP-Alton/8.2		TCS/261	TCS/261	1
CP-Alton/8.2	CP-London/25.0		Westward ABS/251	Eastward ABS/251	1
CP-London/25.0 (via Xenia)/25.0	Wayne Ave. Jct. (Dayton)/15.4	TCS/261			
CP-London/163.5	Cold Springs/188.2	TCS/261			
Cold Springs/188.2	Tates Point/204.6	} via Springfield	Eastward ABS/251	Westward ABS/251	1
Tates Point/204.6	Wayne Ave. Jct. (Dayton)/206.9		TCS/261		
Miami City Jct. (Dayton)/16.6	CP-New Paris/51.7	TCS/261			
CP-New Paris/113.8	Glen/117.2		Eastward ABS/251	Westward ABS/251	1
<b>MAIN LINE DAYTON TO CINCINNATI</b>					
Miami City Jct. (Dayton)/208.6	CP-Gano/244.6		TCS/261	TCS/261	1
CP-Gano/244.2	CP-Hill/246.1			TCS/261	1
CP-Gano/244.2	Evendale/248.6	TCS/261	<i>(via Southside Runaround)</i>		
CP-Hill/246.1	Evendale/248.6	<i>(Alternate Route) (via Sharon Yard Tracks)</i>			
Evendale/248.6	Ivorydale Jct. (B.&O.)/255.0		Eastward ABS/251	Westward ABS/251	1
<b>BELLEFONTAINE BRANCH</b>					
BS/98.4	CP-Glen Echo/123.8	TCS/261			
CP-Glen Echo/123.8	(South Route) CP-Fountain/130.6	TCS/261			
CP-Glen Echo/123.8	(North Route) Cold Springs/132.6	TCS/261			
<b>MAIN LINE COLUMBUS TO CHICAGO</b>					
CP-Front/0.3	Buckeye/7.8		TCS/261	TCS/261	1
Buckeye/7.8	CP-Rice/48.0		Eastward ABS/251	Westward ABS/251	1
CP-Rice/48.0	CP-West Rice/50.0		TCS/261	TCS/261	1
CP-West Rice/50.0	CP-Meekers/94.9		Eastward ABS/251	Westward ABS/251	1

**NOTE**

1. Tracks are numbered from south to north.

### TRACK ASSIGNMENTS (Cont'd.)

1151-A1. Single Track, Two or More Tracks and Current of traffic or TCS as follows:

#### SOUTHWEST DIVISION

BETWEEN	AND	Single Track	No. 1 Track	No. 2 Track	Note
<b>MAIN LINE COLUMBUS TO INDIANAPOLIS</b>					
Glen/117.2	12th Street Richmond/119.5		Eastward ABS/251	Westward ABS/251	1
Newman (Richmond)/119.8	Thorne/180.8		Eastward ABS/251	Westward ABS/251	1
Thorne/180.8	IU Int./187.6	TCS/261			
<b>MAIN LINE CLEVELAND TO INDIANAPOLIS</b>					
Cols/SoWest Divn.Post/141.0	Ansonia/189.7		Eastward ABS/251	Westward ABS/251	1
Ansonia/189.7	CP-Union City/198.8		TCS/261	TCS/261	1
CP-Union City/198.8	Gridley/245.7		Eastward ABS/251	Westward ABS/251	1
Gridley/245.7	IU Int./283.7		TCS/261	TCS/261	1
<b>CARLISLE BRANCH ANSONIA TO CP-MEEKERS</b>					
Ansonia/151.3	CP-Meekers/154.0	TCS/261			
<b>MAIN LINE COLUMBUS TO CHICAGO</b>					
CP-Meekers/94.9	CP-Union City/103.8	TCS/261			
<b>BEECH GROVE BRANCH</b>					
CP-103/Beech Grove/103.7	Belt Crossing/106.9		TCS/261	TCS/261	1
Belt Crossing/106.9	IU Int./109.3		Eastward ABS/251	Westward ABS/251	1

**Note:**

1. Tracks are numbered from south to north.

### TRACK ASSIGNMENTS (Cont'd.)

1151-A1. Single Track, Two or More Tracks and Current of traffic or TCS as follows

#### SOUTHWEST DIVISION—Continued

BETWEEN	AND	Single Track	No. 1 Track	No. 2 Track	Note
<b>MAIN LINE INDIANAPOLIS TO ST. LOUIS</b>					
CP-Kentucky Ave./0.3	MY/9.4		TCS/261	TCS/261	1
MY/9.4	CP-AN/12.5	TCS/261			
CP-AN/12.5	CP-Macksville/75.3		TCS/261	TCS/261	1
CP-Macksville/75.3	CP-East Casey/107.4	TCS/261			
CP-East Casey/107.4	CP-West Casey/109.5		TCS/261	TCS/261	1
CP-West Casey/109.5	CP-Avena/162.1		Eastward ABS/251	Westward ABS/251	1
CP-Avena/162.1	CP-Brownstown/163.9		TCS/261	TCS/261	1
CP-Brownstown/163.9	CP-East Smithboro/184.6	TCS/261			
CP-East Smithboro/184.6	Smithboro/186.4		TCS/261	TCS/261	1
Smithboro/186.4	CP-Exermont/232.5		Eastward ABS/251	Westward ABS/251	1
CP-Exermont/232.5	HN/234.0	TCS/261			
HN/234.0	Willows/237.0		Eastward ABS/251	TCS/261	1
Willows/237.0	Eads/238.5		Eastward ABS/251	Westward ABS/251	1

#### MAIN LINE TERRE HAUTE TO LENOX

CP-Ringo/72.0	(Via Mattoon) CP-235/235.7	TCS/261			
CP-235/235.7	Lenox/237.7		TCS/261	TCS/261	1

#### I & F BRANCH

CP-Kentucky Ave./0.3	Woods/1.6		Eastward ABS/251	TCS/261	1
Woods/1.6	Davis/6.9		Eastward ABS/251	Westward ABS/251	1
Davis/6.9	CP-Lebanon/31.6	TCS/261			

#### NOTE

1. Tracks are numbered from south to north.

### 1151-B2. Movements Against The Current Of Traffic Without Train Orders

At the following locations the 3rd paragraph of **Rule D-151** will not apply and movements may be made as indicated below at Reduced Speed.

Trains or engines may operate against the current of traffic without train orders, under manual block signal system rules, in the following territories when authorized by the Train Dispatcher. The conductor or engineman must obtain permission to use the track only from the employe in charge of track as designated below:

#### COLUMBUS DIVISION

Track	Between	And	When Authorized By Train Dispatcher On Permission From Operator At	Note
No. 2	Ivorydale Jct. NA	Evendale	Stella Ct.	1
No. 2	Fairborn	MP 194	Cold Springs	1
No. 2	Marion AC	Barnhart St./MP 99.2	Marion AC & Train Dispatcher	1
No. 2	MP 103.4	Marion AC	AC	1
No. 1	Turner	BN	BN	1
No. 2	BS	BN	BN	1
No. 1	Bannon	Frankfort St.	Frankfort St.	1
No. 2	Frankfort St.	Bannon	Joyce Avenue & Frankfort St.	1
No. 1 & No. 2	CP-136 (Fifth Ave.)	Columbus (Fourth St.)	Olentangy — Signal Indication	1

#### SOUTHWEST DIVISION

No. 2	West Hart	Vance	Vance	1
No. 1	Vance	Hart Yard	Gridley	1
No. 1	CP-Taft	MP 252	DX	1

NOTE 1. The Train Dispatcher must determine that the block is clear of all opposing movements. Form J Train Order must be issued to the operator in charge of track. The operator must apply blocking devices, with signal in Stop position, at station where opposing movements must be held. Notation confirming this procedure must be made on the Train Dispatcher's train sheet and the operator's Record of Train Movement sheet before permission is granted.

**1151-B2a.** At the following location the third paragraph of **Rule D-151** will not apply and movements may be made as indicated below at Restricted Speed. Trains may operate against the current of traffic without train orders when authorized by the Train Dispatcher. The Conductor or Engineman must obtain permission to use the track only from the employe in charge of track as designated below:

#### COLUMBUS DIVISION

Track	Between	And	When Authorized By Train Dispatcher on Permission From Operator At	Note
No. 1	Buckeye	Hilliard	Operator Buckeye	4

Note 4. Signal Indication at Buckeye is authority for movement against the current of traffic from Buckeye to Hilliard (MP 10.1).

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

Track	From	To	Assigned Direction	Controlled by	Note
No. 1	Neilston/ 143.9	Joyce Ave./ 142.1	Northward	Train Dispatcher	1-3
No. 2	Joyce Ave./ 142.1	Neilston/ 143.9	Southward	Train Dispatcher	2-3
No. 1	Oasis/0.0	Cliff/5.2	Eastward	Train Dispatcher	4-6
No. 2	Rendcomb Jct./7.0	Oasis/0.0	Westward	Train Dispatcher	5-6

## NOTE:

- Northward move on verbal authority of Operator High Street and verbal condition of MBS when authorized by Train Dispatcher.
- Southward move on signal indication at Joyce Ave. when authorized by Train Dispatcher.
- Movement against Assigned Direction under MBS Rules on verbal authority of Operator when authorized by the Train Dispatcher in writing to the Operator, after: 1). BDA where signal lever is involved; 2). Block is clear of opposing movements, and 3). Form J train order is issued to Operator at entrance to block.
- Eastward movements from L. & N. Bridge to Oasis will be made on fixed signal indication and hand signal from Operator at Oasis in lieu of verbal permission.
- OASIS—Westward Movements on No. 2 Track will be made on fixed signal indication & hand-signal from Operator.
- Movement against assigned direction of traffic made under MBS Rules on verbal permission and verbal condition of Block from Operator when authorized by the Train Dispatcher after 1). It is determined track is clear of opposing trains, and 2). Blocking device, where provided, has been applied. Permission to use these tracks at any location between Oasis and Rendcomb Jct. must be obtained from the Operator and when movement is completed it must be reported clear unless switch involved is controlled by an Operator.

### SOUTHWEST DIVISION

Track	From	To	Assigned Direction	Controlled by	Note
IU No. 1	CP-Kentucky Ave./0.3	IU Int./0.1	Eastward	Train Dispatcher	1-2
IU No. 2	IU Int./0.1	CP-Kentucky Ave./0.3	Westward	Train Dispatcher	1-2
Indpls. Belt No. 1	Van Jct./3.2	East Side Jct./11.3	Eastward	Train Dispatcher	1-2
Indpls. Belt No. 2	East Side Jct./11.3	Van Jct./3.2	Westward	Train Dispatcher	1-2

## NOTES:

- Tracks numbered South to North; Rule 110 applies.
- Movements against assigned direction of traffic may be made on signal indication or verbal authority of operator, when authorized by Train Dispatcher. Operator at initial point of reverse movement is responsible to determine that track is clear of opposing movements. Blocking devices, where provided, must be applied before movement is authorized.

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

Track	Between	And	Controlled by	Note
Carlisle (S)	CP-Meekers/154.0	CP-Carlisle Jct./203.9	Train Dispatcher	1
Tates Point (W)	Tates Point/204.6	Second St. (Dayton)/206.8	Train Dispatcher	3
Lebanon (S)	North Lebanon/25.5	Hageman/31.4	Yardmaster Reed	
Mason (S)	Hageman/31.4	S. Mason/36.5	Yardmaster Reed	
Blue Ash (S)	County Line/39.5	S. Avondale/54.1	Y.M. McCullough	
Middletown (E)	Union Village/7.0	Hageman/11.8	Yardmaster Reed	
Roxanna (W)	Xenia/54.7	Roxanna/63.3	Train Dispatcher	
Greenville (W)	Bradford/83.1	W. Greenville/96.2	Train Dispatcher	
Urbana (W)	Urbana/47.7	CP-Glen Echo/55.8	Train Dispatcher	1
No. 1 (E)	CP-Front/0.3	High St./0.0	Train Dispatcher	2
No. 2 (E)	CP-Front/0.3	High St./0.0	Train Dispatcher	2
Trinway (W)	RY/0.8	End of Block/14.1	Train Dispatcher	1
Zanesville (W)	End of Block/16.5	New Lexington/38.3	Train Dispatcher	1
Mt. Vernon (N)	Joyce Ave./142.1	GA/89.9	Train Dispatcher	1
Edison (S)	North Edison/87.0	Mt. Gilead/89.0	Train Dispatcher	
Hebron (S)	Heath/133.3	Hebron/139.0	Train Dispatcher	
Hitop (S)	Blue Creek/13.4	Hitop/34.4	Train Dispatcher	
Moxahala (S)	Bannon/137.6	Corning/197.5	Train Dispatcher	1
Kanawha (S)	Corning/0.0	Hobson/56.4	Train Dispatcher	1
	Kanauga/66.6	Max/138.9	Train Dispatcher	1
	Dick/140.4	Gaul/162.9	Train Dispatcher	1
Carey (S)	Berwick/42.8	Kenton/74.1	Train Dispatcher	1
Richwood (W)	Marion/0.0	West Richwood/14.4	Train Dispatcher	1
Harrod (W)	MJ Crossover/3.6	West Harrod/43.0	Train Dispatcher	

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

## NOTE:

- Rule 271, 272 and 273 in effect.
- Signal indication at High Street and CP-Front will be authority for trains and engines to use No. 1 and No. 2 Secondary Track of No Assigned Direction between High Street and CP-Front. Permission must be obtained from High Street to use this track at any point between High Street and CP-Front.
- Westward movements made on signal indication at Bates Point Eastward movements made on signal indication at 2nd Street Dayton Union Depot. Permission must be obtained from Train Dispatcher to use this track at any point between Second St., Dayton, and Bates Point and when movement has been completed it must be reported clear unless the switch involved is operated by the Operator.

(Continued on next page)

**1151-D1. (Cont'd.) Secondary Tracks of No Assigned Direction.**
**SOUTHWEST DIVISION**

Track	Between	And	Controlled by	Note
Dow (S)	Ft. Wayne Divn. Post/135.6	CP-Martin/166.6	Train Dispatcher	3
Louisville (S)	IU INT./0.0	Eleventh St., Lou'v/110.5	Train Dispatcher	1
Kentucky St. (S)	K & I T Jct./109.3	Kentucky St./110.6	Train Dispatcher	1
Arlington Avenue (W)	Thorne/0.0	Arlington Ave./2.0	Yardmaster Hawthorne	
Limedale (W)	Davis/6.9	Chase/70.1	Train Dispatcher	1
O (E)	Davis/6.9	Kraft/3.0	Kraft	
Bicknell (S)	Rincon Jct./74.2	Bicknell/102.9	Train Dispatcher	1
Petersburg (S)	Kraft/3.0	Ashby/128.4	Train Dispatcher	1
Petersburg (S)	South Ashby/129.3	Taylor/163.6	Train Dispatcher	1
Petersburg (S)	Taylor/163.6	Straight Line Jct./163.9	Train Dispatcher	
Worthington (S)	N. Worthington/38.5	Worthington Jct./40.0	Train Dispatcher	
Shelbyville (N)	South Shelby/23.0	North Shelby/27.0	Train Dispatcher	
Mt. Comfort (E)	East Side Jct./135.8	Maxwell/117.7	Train Dispatcher	1
Anderson—Emporia (S)	CP-Martin/166.6	S. Emporia/173.9	Train Dispatcher	
Honey Creek (E)	Gridley/121.1	West Cast/104.1	Train Dispatcher	1
Indian Creek (W)	Dow/124.8	Frankton/132.6	Train Dispatcher	1
Westfield (W)	Lincoln St. (Anderson)/1.1	West Westfield/26.0	Train Dispatcher	1
Gadsden (E)	W. Lebanon/0.0	E. Gadsden/8.0	Train Dispatcher	
A W & W (S)	Oak Jct./139.8	A W & W Yard/143.0	Train Dispatcher	
Lynnville (S)	Buckskin/148.2	Lynnville/153.0	Train Dispatcher	2
Zionsville (W)	LJ/1.1	Zionsville/125.2	Trains Dispatcher	
Cairo (S)	Lyons/5.3	Cairo/260.4	Train Dispatcher	1
Pekin (W)	Clermont/9.1	Danville/85.1	Train Dispatcher	1
Pekin No. 1 (W)	Danville/85.1	Wyton/86.0	Train Dispatcher	1-4
Pekin No. 2 (E)	Wyton/86.0	Danville/85.1	Train Dispatcher	1-4
Pekin (W)	Wyton/86.0	Pekin/202.5	Train Dispatcher	1
Danville (S)	Schneider/32.9	Danville/109.3	Train Dispatcher	1
Sunman (W)	End/Begun Block/39.7	Grove/103.7	Train Dispatcher	1
Lafayette (W)	Lebanon/138.4	Altamont/170.2	Train Dispatcher	1
Fowler (W)	Templeton/192.6	Sheff/211.2	Train Dispatcher	1
Sheldon (W)	Sheff/211.2	West Sheldon/219.4	Train Dispatcher	1
Frankfort (N)	CP-Lebanon/31.6	Clymers/109.2	Train Dispatcher	1

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

**NOTE:**

- (1) Rule 271, 272, and 273 in effect.
- (2) LYNNVILLE SEC.: obtain permission from Opr. Ashby before departing Lynnville.
- (3) DOW SEC.: Rule 271-273 between Grant & Tipp only; see Sp'l Inst'n. 1250-A1.
- (4) PEKIN No. 1 & No. 2 SECONDARIES between Danville/85.1 & Wyton/86.0: Tracks are numbered South to North. Unless otherwise directed trains to & from PEKIN SECONDARY (East and/or West) will route *Pekin No. 1* between Danville/85.1 & Wyton/86.0 & trains to & from DANVILLE SECONDARY (North & South) will route *Pekin No. 2* between Danville/85.1 & Wyton/86.0. Both *Pekin No. 1* & *Pekin No. 2* are a part of continuous Yard Limits on Pekin Secondary between MP 81 & MP 90.5.

**1151-H1. Running Tracks of No Assigned Direction. COLUMBUS DIVISION**

Track	Between	And	Controlled by	Note
Armco (A) (W)	CP-Hall/229.5	CP-Armco/230.6	Train Dispatcher	
Armco (B) (W)	CP-Hall/229.5	CP-Armco/230.6	Train Dispatcher	
Yellow Springs (W)	Yellow Springs Connection/19.5	Yellow Springs/10.0	Yardmaster Springfield	
Clement (S)	Clement/0.0	Kettering Connection/4.5	Yardmaster Moraine Yard	
Hempstead (S)	Kettering Connection/4.5	Centerville/8.9	Yardmaster Moraine Yard	
Kettering (S)	Pasadena/5.1	Kettering Connection/7.0	Yardmaster Moraine Yard	
Mechanicsburg(E)	Springfield Yard/163.0	Mechanicsburg/146.1	Operator Cold Springs	
Riverfront (W)	Oasis/0.0	Baymiller St./3.3	Operator Oasis	1-2
Oklahoma (W)	CJ (B&O RR)	CP-Oklahoma	Train Dispatcher	
Valley Jct. (W)	CP-17/Valley Jct./17.6	CP-22/Lawrenceburg Jct./22.5	Train Dispatcher	
Lawrenceburg (W)	CP-22/Lawrenceburg Jct./22.5	Lawrenceburg/25.6	Train Dispatcher	
Gano No. 2 Lead (W)	CP-Gano	Sharon Yd. Hump (EE)	Yardmaster Hump Yard	
Gano No. 8 (W)	Sharon Yard Hump (EE)	Sharon Yard Hump (WE)	Yardmaster Hump Yard	
Sharon Running Lead	New Lead Switch	West Sharon	Yard Master West End Tower	
Gano No. 1 Lead (W)	CP-Gano	Sharon Yard Hump (EE)	Yardmaster Hump Yard	
Gano No. 1 (W)	Sharon Yard Hump (EE)	Sharon Yard Hump (WE)	Yardmaster Hump Yard	
Sharon IB Lead (E)	West Sharon	Hump Yard Office	Yardmaster Hump Yard	
Evendale No. 1 (E)	Evendale	West Sharon	Yardmaster West End Tower	
Evendale No. 2 (E)	Evendale	West Sharon	Yardmaster West End Tower	
Mill Connection (W)	Evendale (M.L. Dayton to Cinti.)/16.5	CP-Mill (Oasis Branch)/16.4	Operator Stella Court	
Vaughn No. 1(W)	Switch to N&W Main, MP 17.6	Switch to Lead On M.L. Dayton to Cinti. MP 248.7	Yardmaster Vaughan Yard	

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

- (1) Rule 112 in effect. Authority must be obtained from Operator at Oasis to use this track at any point between Oasis and Baymiller Street and movement must be reported clear to the Operator.
- (2) Operator at Oasis will keep station record of Running Track and record all movements, showing engine number, direction, place and time track is occupied or cleared.

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**1151-H1. (Cont'd.) Running Tracks of No Assigned Direction.**
**COLUMBUS DIVISION-Continued**

Track	Between	And	Controlled by	Note
West Runner (N)	Hump	Buckeye	North End Yardmaster	
Zanesville (W)	End of Block (Mile Post 14.1)	Zanesville (B.&O.) (Mile Post 16.5)	Operator Bricker	
Fultonham	Zanesville Secondary Trk.	Fultonham	Operator Bricker	
Belle (E)	Bellefontaine/98.3	North Cherokee/93.0	BN	
Delaware (W)	CP-114 Delaware/114.0	MP 119.2	Train Dispatcher	
Swiss (S)	Gauley Bridge/162.9	Swiss/172.6	Operator Charleston	

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

**1151-H1 (Cont'd.) Running Tracks of No Assigned Direction.**
**SOUTHWEST DIVISION**

Track	Between	And	Controlled by	Note
Newman (W)	Newman/0.3	W. Parry/2.3	Train Dispatcher	
Round Barn (W)	Newman/74.9	Round Barn/76.6	Train Dispatcher	
Richmond A (E)	Newman/119.8	12th St./119.5	Opr. Newman	
Richmond C (W)	12th St./119.5	Newman/119.8	Opr. Newman	
Connersville (S)	Beeson/74.1	South Connersville/67.3	Train Dispatcher	
No. A West (E)	Kraft	West End Transfer Yard	Yardmaster Transfer	
No. A East (E)	East End Transfer Yards	Van Jct. Belt Ry.	Yardmaster Transfer	
No. B (E)	Kraft	Van Jct.	Kraft	1
Belt Northwest (E)	North Indianapolis/0.0	Van. Jct./3.2	Train Dispatcher	
Belt Eastside (E)	East Side Jct./11.3	Belt Jct./12.0	Train Dispatcher	
Belt Northeast (E)	East Side Jct./11.3	22nd St./12.0	Train Dispatcher	
310 (E)	Sherman Dr.	Emerson Ave.	Hawthorne Y. M.	
Duff (S)	Duff/110.6	Washington/112.9	Train Dispatcher	
201 (E)	Sherman Dr.	Emerson Ave.	Hawthorne Y. M.	
101 (E)	Emerson Ave.	Arlington Ave.	Hawthorne Y. M.	
Saline Valley Lead (S)	Harrisburg/0.0	Blue Bird Ramp/10.7	Harrisburg Y. M.	
Danville (S)	Wyton/1.0	Lyons/5.3	Wyton	
No. 42 East (W)	Prairie/68.6	Fruitridge Avenue/70.4	Union	
No. 42 West (W)	East Leg Wye- East Yard	21st. Street	East Yard Y. M.	
Vigo (W)	Chase/70.1	CP-Preston/72.6	Train Dispatcher	
No. 20 (W)	Rose Lake/235.4	Willows/237.0	Rose Lake Y. M.	
No. 20 (W)	Willows/237.0	Eads/238.5	Willows	
No. 30 (W)	HN Westward Dwarf Signal	Crossover from No. 1 yard track to No. 2 yard trk.	Rose Lake Y. M.	
Watson (N)	Boyd/0.0	Watson/3.7	Opr. Boyd	
New Albany (N)	Ore/0.0	New Albany/4.6	Opr. Clagg	
Dutch Lane (N)	Ore/0.0	Dutch Lane Yard/2.0	Jeff Yard Y. M.	
S. Columbus (S)	Columbus/0.0	So. Columbus/2.9	Train Dispatcher	
N. Columbus (N)	Columbus/0.0	No. Columbus/3.8	Train Dispatcher	
New Castle (E)	West New Castle/96.9	East New Castle/95.3	Train Dispatcher	
Van (E)	Van Jct./3.2	Stock Yds./4.1	Train Dispatcher	
Dale (E)	South Wye	Dale	Train Dispatcher	
Midland (W)	Midland	Northwest Midland	Yardmaster Midland	
Speedway (W)	Brant/3.5	Clermont/9.1	Train Dispatcher	

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

**NOTE:**

(1) Eastward movements made on signal indication at Kraft, westward movements made on signal indication at Van Jct. Indpls. Belt Sec.

(Continued on next page)



### PASSENGER TRAIN OPERATION

#### 1154-A1. HEATING & LIGHTING & VENTILATION OF CARS

Trainmen must, when outside temperature is less than twenty (20) degrees above zero, regularly at fifteen (15) minute intervals, open rear steam heat valve wide and fully blow line free of condensate.

#### 1154-A2. MAKE-UP OF PASSENGER & MAIL TRAINS

Passenger equipped cars with freight type trucks and either internal or external type snubbing, are subject to restrictions listed below:

- Cannot be handled as rear car.
- When loaded or empty in body of train, speed is restricted to 60 MPH. The following restrictions apply to all other box or refrigerator type cars:
- Cannot be handled as rear car when empty.
- When loaded as rear car of passenger train, speed is restricted to 60 MPH.
- When empty in body of passenger train, speed is restricted to 60 MPH.

#### 1154-A3. CUTTING OFF CARS OR LOCOMOTIVES FROM PASSENGER TRAINS

In the application of paragraph 16-a of the Brake and Train Air Signal Instructions, EC-99, the following additional provisions will apply:

- To cut off cars or locomotives from passenger trains, proceed as follows—  
 —Make a service brake application with no less than 35 pounds brake pipe reduction.  
 Second—After signal is received from engineman that brake application is completed, close both angle cocks where cut is to be made.

#### 1154-A4. REPORTING PASSENGER CAR DEFECTS

AMTRAK Form 1000-A and/or Form MP217-A card, for reporting Passenger Car defects is located in a receptacle on the inside of electric lockers on all cars.

Conductor must enter on AMTRAK Form 1000-A and/or MP217-A, description of all defects found, together with other information called for under the heading "Train Crew Entry".

When defects occur which must be given attention before train reaches final destination, Division 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 when defect is to be given attention.

#### 1154-A5. BRAKING INSTRUCTIONS FOR AMTRAK PASSENGER TRAINS

1. Braking With Power Applied to Locomotive is Prohibited as Follows:

- Trains consisting ENTIRELY of Amfleet equipment (Car Series 20000-21000).
- Metroliner equipment when hauled by locomotive.

2. Further Instructions to Paragraph 1a-1b, above:

- When necessary to reduce speed, controller (or throttle) must be shut off prior to initial brake pipe reduction.
- Locomotive brake cylinder pressure must be permitted to develop but not to exceed 60 P.S.I.

#### 1154-A6. AMTRAK UNIT—CAB SIGNAL EQUIPPED

Enginemen operating Amtrak Units Series 230 thru 254, 280 thru 294, 500 thru 539, and also Units 545, 568, 572 & 573, must not increase speed upon change to a more favorable indication when change occurs between fixed signals. The indication of the last fixed signal will govern except a more restrictive cab signal must be obeyed.

#### 1154-A7. AMTRAK UNIT—CAB SIGNAL RESTRICTIONS

AMTRAK Class F40PH Locomotive Units, Nos. 230 through 254, and 280 through 293, must not be operated as Lead Unit on Conrail Lines in Cab Signal Territory.

### FREIGHT TRAIN OPERATION ALL DIVISIONS

#### 1155-A1. DIESEL EQUIPMENT Movements Of Diesel Units.

##### 1. Road Freight and Road Switch Type Units.

When hauling train, a maximum of twelve (12) Road Freight and Road Switch type units may be coupled together in multiple, including units dead or idling.

The number of traction motors in operation is not to exceed twenty-four (24).

When running light or with caboose only, the total number of units must not exceed fifteen (15).

##### 2. Yard Switch Type Units.

Only one Yard Switch type unit, dead or idling, may be handled next to locomotive consist on head end of train. Additional switch type units must be placed in train in accordance with Rule 4161-A.

##### 3. Backing Trains With Road Switch And/Or Yard Switch Type Units Hauling Or In Tow.

To minimize the possibility of jack-knifing units when necessary to back or push a train consisting of more than fifty (50) cars, and there are any Road Switch units in the locomotive consist, the engineman will be governed by the following maximum amperage ratings, unless all units are equipped with alignment control couplers or coupler stops:

3 Units working .....	800 Amps
4 Units working .....	600 Amps
5 Units working .....	500 Amps
6 Units working .....	400 Amps

#### 1155-A2. APPLYING AND RELEASING DYNAMIC BRAKE.

There are two types of dynamic brakes. The conventional type increases its retarding force as speed is reduced to 25 miles per hour, and then fades as speed is further reduced, reaching zero as train stops.

On the following units:

Conrail Loco. Nos.	Bldr. Model No.	Conrail Loco Nos.	Bldr. Model No.
6000-6051	SD35	6654-6666	SD45-2
6066-6239	SD45	6667-6699	SDP45
6240-6357	SD40	6700-6718	U23C
6358-6548	SD40-2	6736-6752	C628
6800-6819	U25C	6753-6777	C630
6820-6834	U28C	6781-6794	C636
6835-6839	U30C	6900-6924	SD9
6545-6883	U33C	6925-6959	SD38
6840-6844	U30C		
6584-6896	U36C		
6600-6609	C30-7		

extended range dynamic brake also increases as speed is reduced to 25 miles per hour, but maintains maximum braking effort down to 10 miles per hour, below which it also fades out, reading zero as the train stops.

Enginemen must apply dynamic brake with care.

Enginemen must consume at least ten seconds between "off" and ½ applied position.

Enginemen must use ten additional seconds between ½ and full dynamic brake.

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

Trains other than solid loaded mineral freight having 3 six-motor units equipped with extended range dynamic braking must reduce to ½ position on dynamic brake control at speeds below 15 miles per hour.

Trains having 4 six-motor units equipped with extended range dynamic braking must reduce to ½ position on dynamic brake control below 20 MPH.

**ALL DIVISIONS-Continued****1155-A3. Coupler Stops & Alignment Control.**

Diesel units, including dead diesel unit 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.

The following units have alignment control couplers:

RS27	U-28B	
C425	U-28C	
C628	U-30B	
C630	U-30C	
C636	U-33B	
GP9 (B)	U-33C	
GP20	RS11	(Units 7651-7652 only) NOTE 1
GP30	RS11MOD	
GP35	GP9	
SD35	GP9	
GP40	GP-15-1	
GP40-2	GP38	(Units 7269, 7476, 7477 only) NOTE 2
SD40	GP38-2	(Units 7271-7298 only) NOTE 2
SD40-2	SD38	
SD45	U23C	
SD45-2	B23-7	
U23B	B30-7	
U25B	C30-7	
U25C		

**NOTES:**

(1) Units **7271-7298** couplers have tightlock feature in addition to alignment control.

The following units may have removable neoprene coupler stops but must be considered not equipped unless stops are observed to be in place.

GP9	Units 7000-7049
GP9	Units 7300-7475, 7478-7483
GP9	Units 7500-7508
GP7	Units 5600-5827
GP8	Units 5400-5462
GP10	Units 7513-7597

Certain units in Classes RS-3, GP9, GP7: (Units 5828 to 5999), and SD9 may also have coupler stop arrangements of various designs or may have removable neoprene coupler stops.

When assigned to serve where stops are required, units using coupler stops must be inspected to determine that stops are in place.

When diesel units, except when received as a single consist from enginehouse territory, are coupled in any position on a train so that 3 or more units are coupled together, it shall be the engineman's responsibility to know, before proceeding, that the units in his charge are equipped with coupler stops, so as to comply with the above instructions.

(Continued on next page)

**COLUMBUS DIVISION**

**1155-A4. Doubling Lights.** Sharon Yard, doubling lights—Yellow Lights facing East and West located on 65 foot pole west of N. & W. Overhead overpass at Evendale and yellow light facing west located on 40 foot pole 100 feet west of By-Pass 50 overhead at West Sharon, in service. All lights controlled by push button located outside of Yardmasters Tower at West Sharon.

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 Brakes.

Unless otherwise instructed by yardmaster, doubling lights are for doubling movements on Westbound track only.

**1155-A5. (Columbus Div.)** Westward freight trains consisting of more than 40 cars, routed via Main Line, Columbus to Indpls., when stopped between Neilston and High Street, must contact Scioto Interlocking Station to arrange for continuous movement over Scioto Interlocking.

**1155-A6. (Columbus Div.)** 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-A7. (Columbus Div.)** 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-A8. (Columbus Div.)** Trains stopped by automatic signals as shown below, will, before proceeding, communicate with operator and be governed by his instructions.

Bannon Interlocking: Signal No. 43071, Southward trains with 75 or more cars.

(Continued on next page)

**SOUTHWEST DIVISION****1155-A10. MAIN LINE—TERRE HAUTE TO LENOX  
FREIGHT TRAINS HANDLING FLAMMABLE  
COMPRESSED GASES—  
STATE OF ILLINOIS**

Eastward trains must make run-by inspection of their train between CP-196 and CP-194 at Hillsboro. Westward trains must not exceed 25 MPH between MP 214 and MP 215.

**1155-A11. MAIN LINE—CLEVELAND-INDIANAPOLIS.**

Indianapolis—when Signal No. 2821, west of Michigan Street, displays aspect less favorable than approach westward trains must stop east of Michigan Street and communicate with operator at DX or IU.

**ALL DIVISIONS****1155-A12. MAINTAINING SPEED, ACCELERATING, DECELERATING.**

Freight trains that can not maintain a speed of at least 25 MPH must reduce the speed of their train to not exceeding 15 MPH.

Accelerating or decelerating between 25 MPH and 15 MPH should be accomplished as rapidly as possible, consistent with your personal knowledge of the train you are handling.

**1155-A13. MOVEMENT OF SUBWAY CARS—**The following instructions will govern the movement of Subway Cars.

1. Subway cars must be handled at all times with air brakes cut in.

2. Subway cars must not be moved forward by yard crews in excess of 5 MPH or moved in reverse by yard crews in excess of 3 MPH.

3. Subway cars must not be pushed at any time by other equipment or used to push other equipment.

4. Subway cars must not be moved over humps or moved with motive power detached.

5. Brake pipe pressure setting must be 80 pounds.

6. The brake pipe pressure on rear of train is determined by gauge in caboose must never be less than 70 pounds before train is moved or at any time while train is in motion.

7. Helper engines on rear are prohibited.

8. Every effort should be taken to afford proper protection against vandalism.

9. Immediate report must be made to the office of the Superintendent of any unusual occurrence.

10. Subway and transition cars must have all cutting levers wired.

**ALL DIVISIONS****1151-B1. Operator of Pusher Engines.**

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

**1155-B2. Operation of Pusher Engines In State of Ohio**

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

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

**FREIGHT AND PASSENGER TRAIN OPERATION**

**1156-A1.** When operating at speeds exceeding 25 MPH the throttle must be reduced to run 4 position with diesel electric engines, or to one-half throttle for electric engines, before passing over railroad crossings at grade. If operating diesel electric engines in run 4 or lower, or electric engines in one-half throttle or lower, throttle should be placed in next lower position. Throttle must not be advanced until all engine units have passed over crossing.

**1156-A2.** A running test of the trains brakes must be made at the first opportunity after leaving a terminal.

**1156-A3.** When operating Mail or Trail-Van Trains at speeds in excess of 59 MPH and it is necessary to reduce speed in compliance with approach signal indication—Rule 285, an initial brake pipe reduction of not less than 26 pounds must be made, and throttle must be gradually reduced to idle within 25 seconds. For this type operation, the locomotive brake may be permitted to apply limiting locomotive brake cylinder pressure as necessary to prevent wheel sliding.

**1156-A4.** Train and Engine Crews must report via radio or first means of communication available to the Train Dispatcher or Operator as soon as defects occur to engines or caboose which will require attention at the next maintenance terminal.

**1156-A5. BRAKE & TRAIN AIR SIGNAL  
INSTRUCTIONS—EC-99****Instruction No. 14—Intermediate 500 Mile Inspection:**

Through Mail Trains operating between East St. Louis and Pittsburgh will make Train Brake Test at Columbus, Ohio, in accordance with Instruction 14 of the Brake and Train Air Signal Instructions—EC-99.

Passenger Trains, (not to include Mail Trains), TV Trains and Freight Trains operating between East St. Louis and Cleveland or Pittsburgh and relaying at Indianapolis, will make Train Brake Test in accordance with Instruction 14 of the Brake and Train Air Signal Instructions—EC-99 at Indianapolis, except the following:

Trains: Test At: Note:

TV-3, TV-4,

LOPI—, SLEN—, ASEN—, ..... Columbus, OH ..... 1

SRCO— ..... Cincinnati, OH ..... 2

Note 1: Includes LOPI—operating via Logansport.

Note 2: Includes SRCO—operating via Cincinnati.

**1156-A6.** On E7a or E8a Units only when speed of trains drops below 27 miles per hour, the throttle must be returned to idle position before attempting to accelerate the train.

**1156-A7.** Locomotive in road service must have feed-value adjusted to carry 90 pound brake pipe pressure when handling TV Trains.

**1156-A8.** Cars equipped with steam connectors must not be moved in freight trains unless the steam connectors are removed.

### 1157-A. SPEED TABLE

Time per Mile		Miles per Hour
Min.	Sec.	
0	36	100.00
0	40	90.00
0	41	87.80
0	42	85.71
0	43	83.72
0	44	81.82
0	45	80.00
0	46	78.26
0	47	76.60
0	48	75.00
0	49	73.47
0	50	72.00
0	51	70.59
0	52	69.23
0	53	67.92
0	54	66.67
0	55	65.45
0	56	64.29
0	57	63.16
0	58	62.07
0	59	61.02
1	0	60.00
1	5	55.38
1	10	51.43
1	15	48.00
1	20	45.00
1	25	42.35
1	30	40.00
1	35	37.89
1	40	36.00
1	45	34.29
1	50	32.73
1	55	31.30
2	0	30.00
2	10	27.69
2	20	25.71
2	30	24.00
2	40	22.50
2	50	21.18
3	0	20.00
3	30	17.14
4	0	15.00
5	0	12.00
6	0	10.00

**MAXIMUM SPEEDS  
PASSENGER, TRAILVAN (TV\*) AND FREIGHT TRAINS**

**1157-C1. Maximum Speeds, unless otherwise  
Specified And/Or Restricted:**

**COLUMBUS DIVISION**

BETWEEN & Exceptions:	Single Track			No. 1 Track			No. 2 Track		
	Psg.	TV*	Frt.	Psg.	TV*	Frt.	Psg.	TV*	Frt.
<b>MAIN LINE - PITTSBURGH TO COLUMBUS</b>									
Pgh.-Cols.Divn.Post.109.0 & First St., Newark/157.5 .....				70	70	50	70	70	50
Except: Curve at MP 121, First curve									
East of Wally .....				60	60		60	60	
Curve at MP 122, West of Wally .....				50	50		50	50	
Coshocton - All street crossings MP 122 & MP 123 .....				30	30	30	30	30	30
Curves between MP 125 & MP 126, East of Tyndall .....				50	50		50	50	
First curve West of MP 128, West of Tyndall .....				60	60		60	60	
Curve West of MP 130, West of Conesville .....				60	60		60	60	
On reverse curve at MP 148, East of Hanover .....				50	50		50	50	
Curve West of MP 149, East of Hanover				60	60		60	60	
First & second curves West of Hanover				50	50		50	50	
Newark & Licking, 400 feet West of MP 156 & B.&O. RR crossing .....				25	25	25	25	25	25
Newark, B.&O. R.R. crossing .....				15	15	15	15	15	15

Newark/157.5 & U.S. Tower,  
Columbus/190.5

via B.&O. RR—C.&N. Divn.

**MAIN LINE - CLEVELAND TO  
INDIANAPOLIS**

Berea/12.5 & CP-Burt/80.3 .....				70	70	50	70	70	50
Except: Grafton/25.4/B&O Xng .....				40	40	40	40	40	40
Int. Limits-CP-37/N&W Xng .....				40	40	40	40	40	40
Int. Limits-Hiles/46.9/ACY Xng .....				40	40	40	40	40	40
Int. Limits-CP-54/B&O Xng .....				40	40	40	40	40	40
Int. Limits-Sheby/67.2/B&O Xng .....				40	40	40	40	40	40
CP-Crest/75.7/Pgh.-Chgo. Xng .....				40	40	40	40	40	40
MP 79 & CP-Burt (E) .....						45			
MP 79 & CP-Burt (W) .....									50
CP-Burt/80.3 & Marion AC/101.5 .....				70	70	50	50	50	50
Except: Burt Wwd, Int. Signals & old E.L.R.R. Station .....				15	15	15	15	15	15
Burt & MP 82 (E) .....						50			
Caledonia - Corporate Limits .....				40	40	40	40	40	40
Marion - MP 99 & AC Interlocking .....				30	30	30	30	30	30
Marion AC/101.5 & Turner/137.8 .....				70	70	50	70	70	50
Except: Curves E & W of MP 102				50	50		50	50	
Ridgeway - Northwest Wye conn. to Western Br. .....							30	30	30
Ridgeway - Southwest Wye conn. to Western Br. .....				30	30	30			
Ridgeway - Southeast Wye conn. to Western Br. .....				10	10	10			
Big Springs - Curve, MP 128.8 .....				55	55		55	55	
Rushsylvania - First curve East & First curve West .....				55	55		55	55	
Curve East of Turner .....				60	60		60	60	
Turner/137.8 & BS/140.9 .....				50	50	35	50	50	35
Except: MP 138 & BS (E) .....						40			
Within Interlocking Limits BS .....				30	30	30	30	30	30
BS Int. - diverging movement through facing Interlocked Crossover E. of Belf'n. Br. Wye .....				10	10	10	10	10	10

(E)(W)(N)(S) - Applies Only To Direction Indicated; TV\* - 60 Cars Or Less Only

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**1157-C1 Cont'd. COLUMBUS DIVISION**

BETWEEN & Exceptions:	Single Track			No. 1 Track			No. 2 Track		
	Psg.	TV*	Frt.	Psg.	TV*	Frt.	Psg.	TV*	Frt.
<b>MAIN LINE—BURT TO COLUMBUS</b>									
CP-Burt/80.3 & CP-130/130.1 .....	70	70	50						
Except: Burt - Thru Int .....	15	15	15						
WEST ONLY: Burt & MP 82 (W) .....									
MP 82 & MP 88 (W) .....									
MP 88 & MP 91 (W) .....									
MP 91 & MP 92 (W) .....									
MP 92 & MP 102 (W) .....									
MP 108 & MP 111 (W) .....									
MP 125 & MP 130 (W) .....									
EAST ONLY: MP 119 & MP 117 (E) .....									
MP 105 & MP 104 (E) .....									
MP 104 & MP 101 (E) .....									
MP 96 & MP 95 (E) .....									
MP 85 & MP 84 (E) .....									
MP 84 & Burt (E) .....									
CP-130/130.1 (Worthington) & CP-136/ 136.8 (5th Ave.) .....	60	60	40						
Except: Columbus - over street crossings	45	45							
MP 130 & MP 131 (W) .....									
MP 131 & MP 132 (W) .....									
MP 135 & CP-136 (W) .....									
CP-136 & MP 135 (E) .....									
CP-111/111.1 (Paget) & CP-117/117.1 (Jones) via Delaware .....	10	10	10						
CP-136/136.8 (5th Ave.) & Fourth St. Cols./137.8 .....				25	25	25	25	25	25

**MAIN LINE—COLUMBUS TO  
CHICAGO**

High St./0.1 & CP-Front/0.3 .....	(Sec. Trks.)	30	30	30	30	30	30
CP-Front/0.3 and MP 28.5 .....		50	50	50	50	50	50
Except: Olentangy & CP-Front (E) .....		30	30	30	30	30	30
Grandview corporate limits .....		30	30	30	30	30	30
Sperry's Curve/MP 3.0 .....		40	40	40	40	40	40
Bridge 4.17/ Marble Cliff & curves East thereof .....		30	30	30	30	30	30
Hilliard corporate limits .....		45	45	45	45	45	45
Plain City over street crossings .....		35	35	35	35	35	35
MP 28.5 & MP 42 .....		60	60	50	50	50	50
MP 42 & MP 43.5 .....		60	55	50	60	60	50
MP 43.5 and MP 46 .....		60	60	50	60	60	50
MP 46 & CP-Rice/48.0 .....		50	50	50	50	50	50
Except: Urbana - over street crossings .....		25	25	25	25	25	25
CP-Rice/48.0 & MP 57 .....		50	50	50	60	60	50
MP 57 & MP 57.9 .....		50	50	50	50	50	50
MP 57.9 & MP 59 .....		50	50	50	60	60	50
MP 59 & MP 67.5 .....		60	60	50	60	60	50
MP 67.5 & MP 69 .....		60	60	50	50	50	50
MP 69 & Bradford/83.0 .....		50	50	50	50	50	50
Bradford/83.0 & CP-Meekers/94.9 .....		50	50	50	50	50	50
Except: Bradford - over street crossings .....		30	30	30	30	30	30

(E) (W) (N) (S)—Applies Only To Direction Indicated; TV\*—60 Cars Or Less Only

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1157-C1 Cont'd. COLUMBUS DIVISION										
BETWEEN & Exceptions:		Single Track			No. 1 Track			No. 2 Track		
		Psg.	TV*	Fr.	Psg.	TV*	Fr.	Psg.	TV*	Fr.
<b>MAIN LINE—COLUMBUS TO INDIANAPOLIS</b>										
High St./0.1 & CP-Water St./0.4					10	10	10	10	10	10
CP-Water St./0.4 & W. Alton/9.5					50	50	50	50	50	50
Except: Columbus - Over Street Grade Crossings					45	45	45	45	45	45
Columbus - Between Water St. grade crossing & W. end of first curve W. of Scioto River Bridge					25	25	25	25	25	25
W. Alton/9.5 & CP-London/25.0					60	60	50	60	60	50
<b>via XENIA</b>										
CP-London/25.0 & CP-Clement/12.3		60	60	50						
Except: London - over street crossings		35	35	35						
South Charleston, curve west of MP 36		50	50							
Xenia - over street crossings		25	25	25						
Xenia - curves MP 1 & 2		50	50							
CP-Clement/12.3 & Dutoit St./14.6		40	40	30						
Dutoit St./14.6 & Wayne Ave. Jct. (Dayton)/15.4		25	25	25						
<b>via SPRINGFIELD</b>										
CP-London/163.5 & CP-Carney/181.1		60	60	50						
Except: London - over street crossings		35	35	35						
Curve at MP 181		45	45	45						
CP-Carney/181.1 & CP-East St./182.2		60	60	45						
CP-East St./182.2 & CP-Fountain/183.0		25	25	25						
Except: Springfield - Wye to Bellefontaine Br.		15	15	15						
CP-Fountain/183.0 & MP 183.5		10	10	10						
MP 183.5 & CP-West End/184.8		20	20	20						
CP-West End/184.8 & Cold Springs/188.2		60	60	50						
Except: Cold Springs - curves east of end of double track		45	45	45						
Cold Springs - entering or leaving No. 1					45	45	45			
Cold Springs/188.2 & Tates Point/204.6					60	60	50	35	35	35
Tates Point/204.6 & CP-Drawbridge/206.7		60	60	50						
Except: Dayton Corp. Limit, MP 205.2 to 2nd St., MP 206.7		35	35	35						
CP-Drawbridge/206.7 & Wayne Ave. Jct. (Dayton)/206.9		25	25	25						
Dayton Depot—entering Station Tracks 2, 3 & 4		All: 10								
Miami City Jct. (Dayton)/16.6 & CP-Wolf Creek/17.7		25	25	25						
CP-Wolf Creek/17.7 & MP 19		40	40	30						
MP 19 & CP-New Paris/51.7		60	60	50						
Except: Trotwood - over street crossings		50	50							
Brookville - over street crossings		35	35	35						
West Sonora - curve at MP 39		50	50							
CP-New Paris/113.8 & MP 117					60	50	50	60	45	48
Except: New Paris Int.					60	50		50		
1st Curve W. of MP 114.5					50	50		50		
1st Curve W. of MP 116					50	50		50		
MP 117 & Glen/117.2					60	35	35	60	45	45
Except: Glen Interlocking limits					50			50		
(E) (W) (N) (S)—Applies Only To Direction Indicated; TV*—60 Cars Or Less Only										

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1157-C1 Cont'd. COLUMBUS DIVISION										
BETWEEN & Exceptions:		Single Track			No. 1 Track			No. 2 Track		
		Psg.	TV*	Fr.	Psg.	TV*	Fr.	Psg.	TV*	Fr.
<b>BELLEFONTAINE BRANCH</b>										
BS/98.4 & CP-Glen Echo/123.8					50	MPH				
Except: BS—through Wye Track					10	MPH				
CP-Glen Echo/123.8 & CP-Fountain/130.6 via South Route					30	MPH				
Except: Springfield—Warder St. & Linden Ave.					15	MPH				
Springfield—Wye Track to Main Line					15	MPH				
CP-Glen Echo/123.8 & Cold Springs/132.6 via North Route					50	MPH				
Except: CP-Maitland-North West Quadrant D.T.&I. Wye					10	MPH				
<b>CARLISLE SECONDARY</b>										
CP-Meekers/154.0 & MP 169					40	MPH				
Except: Greenville, MP 157.5 & MP 159.5, over street crossings					25	MPH				
MP-169 & W. Manchester/173.9					45	MPH				
W. Manchester/173.9 & Mann/174.0					20	MPH				
Mann/174.0 & MP 199					45	MPH				
Except: Lewisburg—over street crossings					20	MPH				
West Alexandria—over street crossings					20	MPH				
Germantown—within corporate limits					25	MPH				
MP 199 & CP-Carlisle Jct./203.9					30	MPH				
Except: Carlisle—B.&O. Crsng. - between Int. sigs.					20	MPH				
Curve north of CP-Carlisle Jct.					15	MPH				
<b>MAIN LINE—DAYTON TO CINCINNATI</b>										
Miami City Jct./208.6 & CP-Gano/244.2					60	60	50	60	60	50
Except: Dayton—Washington St. & West Corp. Line, MP 209.9, W. of Miami Chapel Road					30	30	30	30	30	30
Moraine - over street crossings					45	45	45	45	45	45
Miamisburg - over street crossings					35	35	35	35	35	35
Middletown - over street crossings										
Manchester Rd. to Grand Ave.					25	25	25	25	25	25
Middletown - all westward trains stopping, as far as Central Ave., after proceeding					10+	10+	10+	10+	10+	10+
Mauds to Gano - westward freight trains							45			45
Mauds to Gano - curves No. 1					50	50				
CP-Gano/244.2 & CP-Hill/246.1								40	40	40
CP-Gano/244.2 Evendale/248.6		30	30	30						
Evendale/248.6 & Ivorydale Jct./255.0		40	40	40				40	40	40
<b>OASIS BRANCH &amp; SECONDARY</b>										
Evendale/16.5 & CP-Mill/16.4 via Mill Conn. Rrng. Trk.					15	MPH				
CP-Mill/16.4 & CP-Valley/7.6					35	MPH				
CP-Valley/7.6 & CP-Rendcomb Jct./7.0 (W)					15	MPH				
CP-Rendcomb Jct./7.0 & CP-Valley/7.6 (E)					25	MPH				
CP-Rendcomb Jct./7.0 & Cliff/5.2									30	MPH
Cliff/5.2 & Oasis/0.0								30	MPH	30
(E) (W) (N) (S)—Applies Only To Direction Indicated; TV* - 60 Cars Or Less Only										
+ Headend Only										

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## 1157-C1 Cont'd. COLUMBUS DIVISION

BETWEEN & Exceptions:	Single Track			No. 1 Track			No. 2 Track		
	Psg.	TV*	Fr.	Psg.	TV*	Fr.	Psg.	TV*	Fr.
<b>WESTERN BRANCH</b>									
DIVN.-RGN. POST (To/Divn./West. Rgn.- ColsDivn./Sou. Rgn.) CP-8/Lime City/8.8 & Ridgeway/81.5 .....	50	50	50						
Except: Bowling Green—over street crossings between Napoleon Rd. & Poe Rd. ....	35	35	35						
Findlay—over street crossings between Bell Av/41.5 & Olive St./46.1 .....	35	35	35						
MP 59.7 & MP 62.2 .....	40	40	40						
Kenton—connection to Carey Sec. ....	10	10	10						
Kenton—over street crossings & curve under Big Four Bridge .....	25	25	25						
Ridgeway—Northwest Wye conn. to Main Line—Clev. to Indpls. ....	30	30	30						
Ridgeway—Southwest Wye conn. to Main Line—Clev. to Indpls. ....	30	30	30						
Ridgeway—Southeast Wye conn. to Main Line—Clev. to Indpls. ....	10	10	10						
Ridgeway/81.5 & CP-Darby/123.7 .....	50	50	50						
Except: Marysville—over Main Street	20	20	20						
CP-Darby/123.7 & Scioto/132.1 .....	20	20	20						
CP-Darby & Buckeye—Western Lead ...	20	20	20						
Scioto/132.1 & Bannon/137.6 .....				20	20	20	20	20	20
<b>MOXAHALA SECONDARY</b>									
Bannon/137.6 & Corning/197.5 .....	40 MPH								
Except: MP 169.8 & MP 169.9, Curve ..	35 MPH								
Bremen—within corporate limits	10 MPH								
Except: New Lexington—over Main St. Crossing .....	25 MPH								
New Lexington—Zanesville Sec. Con- nection to Brown Street .....	15 MPH								
New Lexington Tunnel—approach prepared to stop expecting to find track fouled by rocks .....									
MP 187.4 & MP 187.5, Curve .....	35 MPH								
MP 191.5 & MP 191.9, Curve .....	30 MPH								
MP 192.1 & MP 192.3, Curve .....	30 MPH								
MP 193.0 & MP 193.2, Curve .....	35 MPH								
MP 196.8 & MP 197.1, Curve .....	35 MPH								
<b>KANAWHA SECONDARY</b>									
Corning/0.0 & MP 14 .....	30 MPH								
MP 14 & MP 28.5 .....	35 MPH								
MP 28.5 & Hobson/56.4 .....	30 MPH								
Hobson Jct./57.1 & Kanauga/66.6 .....				via C. & O.R.R.					
Kanauga/66.6 & Shorr/122.4 .....	30 MPH								
Except: Institute, MP 116.6 & MP 116.7									
Shorr/122.4 & Stuart/127.8 .....	10 MPH								
Stuart/127.8 & Max/138.9 .....	30 MPH								
Max & Dick (Dickinson Yard) .....									
Dick/140.4 & Gaul/162.9 .....	30 MPH								
<b>TRINWAY SECONDARY</b>									
Trinway/0.3 & MP 14.1 .....	10	10	10						
Except: Dresden—within corporate limits .....	8	8	8						
<b>ZANESVILLE SECONDARY</b>									
MP 16.5 & New Lexington/38.3 .....	10	10	10						
<b>HARROD SECONDARY</b>									
MJ Crossover/3.6 & MP 43, W. Harrod ...	30	30	30						
(E) (W) (N) (S)—Applies Only To Direction Indicated; TV*—60 Cars Or Less Only									

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## 1157-C1 Cont'd. COLUMBUS DIVISION

BETWEEN & Exceptions:	Single Track			No. 1 Track			No. 2 Track		
	Psg.	TV*	Fr.	Psg.	TV*	Fr.	Psg.	TV*	Fr.
<b>LAWRENCEBURG BRANCH</b>									
Woods St./0.5 Storrs Jct./2.5 .....	20	20	20						
Storrs Jct./2.5 & MP 16 .....	30 MPH								
Except: over switch MP 14.1 .....	20+	20+	20+						
MP 16 & CP-22/Lawrenceburg Jct./22.5 ...	30	30	30						
<b>MT. VERNON SECONDARY</b>									
Neilston/143.9 & Joyce Ave./142.1 .....				15 MPH			15 MPH		
Joyce Ave./142.1 & GA/89.9 .....	30 MPH								
Except: Joyce Avenue - within Int. ....	15 MPH								
Pennor Xng. - within Int. ....	15 MPH								
Windsor Ave., N. of Pennor Xng .....	15 MPH								
MP 99 & MP 101 .....	15 MPH								
<b>RICHWOOD SECONDARY</b>									
Marion/0.0 & W. Richwood/14.4 .....	25 MPH								
Except: Marion/0.0 & S. Marion/ MP 0.8 .....	15 MPH								
<b>CAREY SECONDARY</b>									
Berwick/42.1 & Kenton/74.1 .....	30 MPH								
Except: MP 43.9 (1,000 ft. N. of C&O Xng.) & MP 50.5 .....	20 MPH								
Forest - between Int. signals .....	20 MPH								
Kenton - under Columbus St. & Carrol St. Bridges .....	5 MPH								
Kenton - Conn. to Western Branch .....	10 MPH								

(E) (W) (N) (S)—Applies Only To Direction Indicated; TV\*—60 Cars Or Less Only

+ Headend Only

1157-C1 Cont'd. COLUMBUS DIVISION										
BETWEEN & Exceptions:		Single Track		No. 1 Track			No. 2 Track			
		Psg.	TV*	Fr.	Psg.	TV*	Fr.	Psg.	TV*	Fr.
<b>OTHER SECONDARY &amp; RUNNING TRACKS &amp; SIDINGS &amp; MISCELLANEOUS TRACKS</b>										
<b>MPH</b>										
RICE CONTROLLED SDG:										15
FULTONHAM RNNG: Zanesville Sec. & Fultonham										10
RIDGEWAY STORAGE TRACK										5
COLUMBUS AUBURN TRACK										5
S. COLUMBUS IND. LEAD										5
SUNNYHILL: Claybank Mine Tracks 1, 2, 3 & 4										5
DELAWARE RNNG: Delaware & MP 119.2										10
CROOKSVILLE IND: Fultonham & Crooksville										10
HOWARD IND: Howard & Millwood Sand Co.										10
SWISS RNNG: Gauley Bridge & Swiss										15
RUMER SIDING:										5
LEVI SIDING:										5
MIDWEST SIDING:										5
Z & W IND: Mt. Perry Rte. 31 Crossing										5
E. COLUMBUS IND: Truro & Woodland Ave.										10
EDISON SEC: N. Edison & Mt. Gilead										10
HEBRON SEC: Heath & Hebron										10
HITOP SEC: Blue Creek & Hitop										10
CAMP CHASE IND: Miami Crossing & MP 153.8										10
COLS. YD. "B" #73, 75 & 77: Neilston & I-71 Overhead										5
SHELBY IND. PARK COMPLEX TRACKS:										10
CLINTONVILLE LEAD: Weber Rd. & 17th Ave.										5
GREENVILLE SEC: Bradford & W. Greenville										20
URBANA SEC: Urbana & CP-Glen Echo										25
TATES POINT SEC: Tates Point & Second St.										15
ROXANNA SEC: Xenia & Roxanna										10
OKLAHOMA RNNG: CJB&O & CP-Oklahoma										15
RIVERFRONT RNNG: Oasis & Baymiller Street/3.3										10
MECHANICSBURG RNNG: Springfield & Mechanicsburg										10
LEBANON SEC: Lebanon & Hageman										10
MASON SEC: Hageman & S. Mason										10
BLUE ASH SEC: County Line & S. Avondale										10
MIDDLETOWN SEC: Union Village & Hageman										15
MILL CONNECTION RNNG: Evendale & Mill										15
EVENDALE No. 1 & 2 RNNG: W. Sharon & Evendale										15
CLEMENT RNNG: Clement & Kettering Conn.										10
HEMPSTEAD RNNG: Kettering Conn. & Centerville										10
KETTERING RNNG: Kettering Conn. & Pasadena										10
YELLOW SPRINGS RNNG: Yellow Springs & Springfield										10
GANO No. 1 & 2 LEADS: Sharon Yd. Hump (EE) & Sharon Yd. Hump (WE)										15
ARMCO 'A' & 'B' RNNG: CP-Hall & CP-Armco										10
SOUTH CHARLESTON CONTROLLED SDG:										25
BROOKS CONTROLLED SDG:										30
GLEN ECHO CONTROLLED SDG:										30
NORWOOD HTS. CONTROLLED SDG:										30
GREENVILLE SIDING										10
VALLEY JCT. RNNG:										15
LAWRENCEBURG RNNG:										10

(E) (W) (N) (S) - Applies Only To Direction Indicated; TV\* - 60 Cars Or Less Only

<b>MAXIMUM SPEEDS PASSENGER, TRAILVAN (TV*) AND FREIGHT TRAINS</b>										
<b>1157-C1. Maximum Speeds, unless otherwise Specified And/Or Restricted:</b>										
<b>SOUTHWEST DIVISION</b>										
BETWEEN & Exceptions:		Single Track		No. 1 Track			No. 2 Track			
		Psg.	TV*	Fr.	Psg.	TV*	Fr.	Psg.	TV*	Fr.
<b>MAIN LINE—COLUMBUS TO INDIANAPOLIS</b>										
Glen/117.2 & MP 118					60	35	35	50	45	45
Except: Glen Interlocking limits					50					
MP 118 & Twelfth St., Richmond/119.5					60	35	35	60	35	35
Richmond Station Tracks A, B, C, D & E		All: 10								
Newman/119.8 & MP 123					60	50	50	60	50	50
Except: Greenfield-over street crossings					10	10	10	10	10	10
MP 123 & MP 130					60	60	50	60	60	50
MP 130 & MP 130.5					70	60	50	60	60	50
MP 130.5 & MP 138					70	70	50	60	60	50
MP 138 & MP 139					55	55	50	60	60	50
MP 139 & MP 151.1					60	60	50	60	60	50
MP 151.1 & MP 157					70	70	50	60	60	50
MP 157 & MP 174					60	60	50	60	60	50
Except: Greenfield - over street crossings					45	45	45	45	45	45
MP 174 & MP 176					60	60	50	70	70	50
MP 176 & MP 180					60	60	50	60	60	50
MP 180 & Thorne/180.8					50	50	50	50	50	50
Thorne/180.8 & IU Ry. Interlocking/187.6					40	40	40			
<b>MAIN LINE—CLEVELAND TO INDIANAPOLIS</b>										
BS/140.9 & Gridley/245.7					60	60	50	60	60	50
Except: Bellefontaine & Curve West of Plum Valley Street					40	40	40			
BS & MP 144 (E)					45 45					
Morgan Interlocking Quincy within corporate limits					35	35	35	35	35	35
Versailles - within corp. limits					35	35	35	35	35	35
Union City - over Columbia Street					50	50		50	50	
Muncie - Corporate Limits					30	30	30	30	30	30
Gridley/245.7 & CP-Taft/250.9					20	20	20	60	60	50
Except: Anderson over street crossings					30 30 30					
CP-Taft/250.9 & Mass. Ave./281.9					60	60	50	60	60	50
Except: Lawrence - over street crossings					30	30	30	30	30	30
DX & MP 275					50 50					
Indianapolis over street crossings					40	40	40	40	40	40
Mass. Ave./281.9 & Washington St./283.1					25	25	25	25	25	25
Washington St./283.1 & IU Int./283.7					15	15	15	15	15	15
<b>MAIN LINE—COLUMBUS TO CHICAGO</b>										
CP-Meekers/94.9 & CP-Union City/103.8					50	50	50			
<b>CARLISLE BRANCH</b>										
Ansonia/151.3 & CP-Meekers/154.0					30	30	30			
Except: CP-Meekers - connection to No. 2 Track, Main Line - Columbus to Chicago					25	25	25			
(E) (W) (N) (S) - Applies Only To Direction Indicated; TV* - 60 Cars Or Less Only										

(Continued on next page)



1157-C1 Cont'd. SOUTHWEST DIVISION											
BETWEEN & Exceptions:			Single Track			No. 1 Track			No. 2 Track		
			Psg.	TV*	Fr.	Psg.	TV*	Fr.	Psg.	TV*	Fr.
<b>MAIN LINE - INDIANAPOLIS TO ST. LOUIS</b>											
IU Int., (Indpls.)0.1 & CP-Kentucky Ave./0.3						15	15	15	15	15	15
CP-Kentucky Ave./0.3 & CP-1/1.6						40	40	40	40	40	40
CP-1/1.6 & MY/9.4						70	70	50	70	70	50
Except: MP 5.5 & MP 7 (E)							60			60	
Indianapolis - over street crossings						40	40	40	40	40	40
MY/9.4 & CP-AN/12.5			50	50	40						
Except: passing Diesel Fueling Station/10.3			30	30	30						
CP-AN/12.5 & CP-Preston/68.6						70	70	50	70	70	50
Except: MP 20 & MP 21 (E)							65			65	
MP 44 & MP 47 (W)										60	
MP 48 & MP 46 (E)											65
MP 52 & MP 55 (W)											65
MP 55 & MP 48 (E)											65
MP 60 & MP 63 (W)											65
MP 63.5 & MP 63.9 Curve						50	50	50	50	50	50
Curve at MP 66						60	60		60	60	
CP-Preston/68.6 & Haley/70.5						50	50	40	50	50	40
Haley/70.5 & CP-Ringo/72.0						25	25	25	25	25	25
CP-Ringo & CP-Macksville/75.3						70	70	50	70	70	50
Except: CP-Ringo & W. E. Wabash River Bridge						25	25	25	25	25	25
CP-Macksville/75.3 & CP-E. Casey/107.4			70	70	50						
Except: Curves btwn CP-Macksv/1/75.3 & MP 77.3			60	60							
Curve at MP 82.6			65	65							
MP 92.3 & MP 93 Curves			60	60							
MP 99 & MP 100(W)											65
CP-E. Casey/107.4 & CP-Brownstown/163.9						70	70	50	70	70	50
Except: E. Casey & End Dbl. Trk.							50	50		50'	50
MP 113 & MP 110 (E)										65	
Effingham - ICG RR Crossing						50	50	50	50	50	50
CP-Brownstown/163.9 & CP-E. Smithboro/184.6			70	70	50						
Except: Xngs. Vandalia Sta. & MP 172			60	60							
MP 173 & MP 176 (W)											65
MP 177 & MP 175 (E)											65
East Smithboro - End double track			50	50							
CP-E. Smithboro/184.6 & CP-Exermt/232.5						70	70	50	70	70	50
Except: MP 208 & MP 206 (E)							65			65	
MP 205 & MP 206 (W)											65
MP 210 & MP 211 (W)											65
MP 215 & MP 216 (W)											65
First curve East of MP 227						60	60		60	60	
First curve West of MP 227						60	60		60	60	
MP 228 & MP 227 (E)							60			60	
CP-Exermt/232.5 & HN/234.0			70	60	50						
HN/234.0 & Eads/238.5						30	30	30	30	30	30
<b>LIMEDALE &amp; SEC. VIGO RNNG.</b>											
Davis/6.9 & Chase/70.1										30 MPH	
Except: MP 55 & 57										20 MPH	
Chase/70.1 & CP-Preston/72.6										10 MPH	(Vigo Rnng. Track)
<b>MAIN LINE — TERRE HAUTE TO LENOX</b>											
CP-Ringo/72.0 & MP 88			70	70	50						
Except: CP-Ringo & MP 73.0			25	25	25						
MP 85 & MP 86 (W)											60
MP 86 & MP 88 (W)											65
MP 88 & MP 87 (E)											65
MP 88 & MP 91.5			60	60	50						
MP 91.5 & CP-127/127.8			70	70	50						
Except: MP 118 & MP 119 (W)											50
MP 123 & MP 120 (E)											55
CP-127/127.8 & CP-129/129.3			40	40	40						
CP-129/129.3 & MP 149.5			70	70	50						
Except: MP 134 & MP 137 (W)											65
MP 136 & MP 135 (E)											65
MP 137 & MP 138 (W)											60
MP 138 & MP 139 (W)											65
MP 141 & MP 140 (E)											60
MP 149.5 & CP-151/151.0			50	50	40						
CP-151/151.0 & CP-235/235.7			60	60	50						
Except: Pana-to & from M.P.							15	15	15		
MP 168 & MP 167 (E)											55
MP 216 & MP 215 (E)											50
CP-235/235.7 & Lenox/237.7						40	40	40	70	70	50
(E) (W) (N) (S)—Applies Only To Direction Indicated;TV*-60 Cars Or Less Only											
(Continued on next page)											

1157-C1 Cont'd. SOUTHWEST DIVISION											
BETWEEN & Exceptions:			Single Track			No. 1 Track			No. 2 Track		
			Psg.	TV*	Fr.	Psg.	TV*	Fr.	Psg.	TV*	Fr.
<b>BEECH GROVE BRANCH</b>											
CP-103/Beech Grove/103.7 & Belt Crossing/106.9									30 MPH		30 MPH
Belt Crossing/106.9 & College Ave./108.9											30 MPH
College Ave./108.9 & IU Int./109.3											15 MPH
<b>SUNMAN SECONDARY</b>											
Sunman/39.7 & CP-103/Beech Grove/103.7									30 MPH		
Except: Vine/82.6 Shelby Sec. Xng.									20 MPH		
Shelbyville/82.8 Corp. Limits									25 MPH		
<b>LOUISVILLE SECONDARY</b>											
IU Int./0.0 & MP 108.0									30 MPH		
Except: Dale-over Belt Sec. Xng. Columbus-Curves Bridge 40.41 & MP 42									15 MPH		
Seymour-MP 58.1 & MP 59.5									20 MPH		25 MPH
Scottsburg-over 1st highway Xngs. North & South of Station									20 MPH		
Bridge 108.11, Louisville Draw Span									15 MPH		
MP 108 & Louisville (L&N), 11th St./MP 110.5									15 MPH		
Except: Over 11th St. Xng.									10 MPH		
<b>KENTUCKY STREET SECONDARY</b>											
K.&I.T. Jct./109.3 & Kentucky St./MP 110.6									10 MPH		
<b>I &amp; F BRANCH</b>											
CP-Kentucky Ave./0.3 & Kraft/3.0									30	30	30
Kraft/3.0 & Davis/6.9									30	30	30
Davis/6.9 & Clermont/12.6						40	40	30			
Except: South Hunt Conn. to MY Int.									30	30	
North Hunt Conn. to MY Int.									30	30	
Clermont/12.6 & CP-Lebanon/31.6						30	30	30			
<b>FRANKFORT SECONDARY</b>											
CP-Lebanon/31.6 & Clymers/109.2									30 MPH		
Except: Frank/48.1 L&N Xng.									15 MPH		
Frank/78.3 N&W Xng.									15 MPH		
<b>DANVILLE SECONDARY</b>											
Schneider/32.9 & Danville/109.3									30 MPH		
Except: Sheff-entering or leaving South End of Yard									10 MPH		
MP 67.7 & Sheff (N)									20 MPH		
<b>LAFAYETTE, FOWLER &amp; SHELDON SECONDARIES</b>											
Lebanon/138.4 & Altamont/170.2									30 MPH		
Except: Lebanon Int./138.4									20 MPH		
Clarks Hill/158.2 N&W Xng.									20 MPH		
Altamont Int./170.2									20 MPH		
Altamont/170.2 & Templeton/192.6										via N & W Ry.	
Templeton/192.6 & Sheff/211.2									30 MPH		
Sheff/211.2 & W. Sheldon/219.4									30 MPH		
(E) (W) (N) (S)—Applies Only To Direction Indicated; TV* - 60 Cars or Less Only											
+ Headend Only											
(Continued on next page)											

## 1157-C1 Cont'd. SOUTHWEST DIVISION

BETWEEN & Exceptions:	Single Track	No. 1 Track	No. 2 Track
	Psg. TV* Frt.	Psg. TV* Frt.	Psg. TV* Frt.
<b>DANVILLE RUNNING</b>			
Wyton/1.0 & Lyons/5.3 .....	15 MPH		
Except: Wyton East Wye .....	10 MPH		
Wyton West Wye .....	10 MPH		
<b>CAIRO SECONDARY</b>			
Lyons/5.3 & Carmi/157.3 .....	25 MPH		
Except: Midland - between Int. Signals .....	20 MPH		
Mt. Carmel - between Int. Signals .....	20 MPH		
Carmi Interlocking .....	20 MPH		
Carmi/157.3 & Harrisburg/188.7 .....	30 MPH		
Harrisburg/188.7 & MP 206.5 .....	25 MPH		
MP 206.5 & Cairo/260.4 .....	20 MPH		
Except: Tunnel, MP 215 .....	15 MPH		
Forman—Int./229.8 .....	20 MPH		
<b>INDIAN CREEK SECONDARY</b>			
Dow (Anderson)/124.8 & Frankton/132.6 ..	30 MPH		
<b>MT. COMFORT SECONDARY</b>			
East Side Jct./135.8 & Maxwell/117.7 .....	30 MPH		
Except: Maxwell - over St. Route #9 ..	5 MPH		
<b>ZIONSVILLE SECONDARY</b>			
LJ/1.1 & Brant/3.5 .....	20 MPH		
Brant/113.1 & Zionsville/125.2 .....	30 MPH		
<b>GADSDEN SECONDARY</b>			
W. Lebanon/0.0 & E. Gadsden/8.0 .....	10 MPH		
<b>WESTFIELD SECONDARY</b>			
Lincoln St./1.1 & Noblesville/19.0 .....	10 MPH		
<b>PETERSBURG SECONDARY</b>			
Kraft/3.0 & MP 4 .....	10 MPH		
MP 4 & Minich/72.2 .....	30 MPH		
Except: At MP 31, S. of Martinsville ..	25 MPH		
L & N RR Xng. & S. End 1st curve, South of Gosport Station .....	10 MPH		
Spencer - City limits .....	10 MPH		
Curves between MP 69 & MP 73 .....	25 MPH		
Bridge 72.13 .....	25 MPH		
Minich/72.2 & S. Rincon/75.0 .....	10 MPH		
S. Rincon/75.0 & MP 79, S. of S. Rincon .....	30 MPH		
MP 79, S. of S. Rincon, & MP 82.5, South of S. Rincon .....	25 MPH		
MP 82.5, S. of S. Rincon, & MP 88, N. of Newberry .....	30 MPH		
MP 88, N. of Newberry, & MP 92, N. of Elnora .....	10 MPH		
MP 92, N. of Elnora, & MP 101, S. of Plain .....	30 MPH		
MP 101, S. of Plain, & MP 111 .....	40 MPH		
MP 111 & MP 113 .....	30 MPH		
Except: Chappel - between Int. signals ..	20+ MPH		
MP 113 & MP 120 .....	25 MPH		
MP 120 & Ashby/128.4 .....	10 MPH		
Ashby/128.4 & S. Ashby/129.3 .....	via Ashby Yard		
S. Ashby/129.3 & Taylor/163.6 .....	30 MPH		
Except: Oakland City - between Int. Signals .....	20+ MPH		

(E) (W) (N) (S) - Applies Only To Direction Indicated; TV\* - 60 Cars Or Less Only

+ Headend Only

## 1157-C1 Cont'd. SOUTHWEST DIVISION

BETWEEN & Exceptions:	Single Track	No. 1 Track	No. 2 Track
	Psg. TV* Frt.	Psg. TV* Frt.	Psg. TV* Frt.
<b>PEKIN SECONDARY</b>			
Clermont—I. F. Conn./9.1 .....	30 30 30		
Clermont/9.1 & MP 17.5 .....	30 30 30		
MP 17.5 & MP 30.5 .....	40 40 30		
MP 30.5 & Ames/43.0 .....	30 30 30		
Ames/43.0 & Walz/81.9 .....	30 MPH		
Except: Crawfordsville/43.8, City Limits .....	25 MPH		
Walz/81.9 & Danville/85.1 .....	20 MPH		
Except: Walz/81.9 Milw. Xng. ....	20+ MPH		
Danville Jct./84.6 N&W Xng. ....	10 MPH		
Danville/85.1 & Wyton/86.0 .....		20 MPH	20 MPH
Wyton/86.0 & MP 122 .....	25 MPH		
MP 122 & MP 164 .....	30 MPH		
Except: Farmer City—Int. Limits (E) .....	20 MPH		
MP 164 & MP 166 .....	20 MPH		
MP 166 & MP 167.5 .....	10 MPH		
MP 167.5 & MP 175 .....	30 MPH		
MP 175 & MP 201 .....	25 MPH		
MP 201 & Pekin/202.5 .....	20 MPH		
Except: Pekin—P. & P.U. Conn. ....	15 MPH		

<b>DOW SECONDARY</b>			
DIVN—RGN. POST (Ft. Wayne Divn-Southwest Divn.)/135.6 & Dow/162.6 .....	30 MPH		
Except: Jonesboro—reverse curves .....	25 MPH		
Alexandria-over N&W Xng. ....	15+ MPH		
Dow/162.6 & CP-Martin/166.6 .....	20 MPH		
Except: curve MP 164.8 & MP 165.0 ..	10 MPH		

<b>HONEY CREEK SECONDARY</b>			
Gridley & West Cast Int. (New Castle) ..	30 MPH		

<b>BICKNELL SECONDARY</b>			
Rincon Jct./74.2 & Bicknell/102.9 .....	10 MPH		

<b>OTHER SECONDARY &amp; RUNNING TRACK, &amp; SIDINGS &amp; MISCELLANEOUS TRACKS</b>		MPH
LEBANON RNING: East Lebanon & West Leb/139.4 .....		10
MORGAN CONN: Morgan & DT & I .....		10
OLD MAIN: Sidney & Spafford .....		10
E. STATE LINE CONTROLLED SDG. ....		10
CONNERSVILLE RNING: .....		10
NEWMAN RNING: .....		10
RICHMOND #3 SEC: .....		10
RICHMOND #4 SEC: .....		10
ROUND BARN RNING: .....		10
ARLINGTON AVE: Thorne & Kitley Ave .....		10
KRAFT "O" SEC: Davis & Kraft .....		10
SOUTH ST. RNING: South St. (IU) & Palmer St .....		10
VINE SIDING .....		10
SHELBYVILLE SEC: South Shelby & North Shelby .....		10
ANDERSON-EMPORIA: S. Anderson & S. Emporia .....		30
WORTHINGTON SEC: Worthington & N. Worthington .....		15
A. W. & W. SEC: Gray Jct. & A. W. & W. ....		10
LYNNVILLE SEC: Buckskin & Lynnville .....		10
DUFF RNING: Duff & Worthington .....		10
OAKLAND CITY NORTH WYE: Oak & A. W. & W. Sec .....		10
DITNEY HILL MINE LEAD: .....		10
INDUSTRIAL SIDING: East Almeda & Limedale .....		10

(E) (W) (N) (S)—Applies Only To Direction Indicated; TV\*—60 Cars Or Less Only

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## 1157-C1 Cont'd. SOUTHWEST DIVISION

BETWEEN & Exceptions:	Single Track			No. 1 Track			No. 2 Track		
	Psg.	TV*	Fr.	Psg.	TV*	Fr.	Psg.	TV*	Fr.
<b>OTHER SECONDARY &amp; RUNNING TRACKS, SIDINGS &amp; MISCELLANEOUS TRACKS</b>									
	MPH								
WATSON RNNG: Boyd & Watson .....									
DUTCH LANE RNNG: Ore & Dutch Lane Yd. ....									
NEW ALBANY RNNG: Ore & New Albany .....									
VAN JCT.-KRAFT RNNG: Van Jct. & Kraft .....									
SPEEDWAY RNNG: Brant & Clermont .....									
PEKIN SEC: All Sdgs., Wye, Industrial .....									
N. COLS. RNNG: .....									
S. COLS. RNNG: .....									
NEW CASTLE RNNG: .....									
KNIGHTSVILLE CONTROLLED SDG: Knightsville & Brazil .....									
SANFORD CONTROLLED SDG: CP-76 & CP-79 .....									
ASHMORE CONTROLLED SDG: CP-107 & CP-109 .....									
CHARLESTON CONTROLLED SDG: Charleston & CP-118 .....									
MATTOON CONTROLLED SDG: CP-125 & CP-127 .....									
GAYS CONTROLLED SDG: CP-134 & CP-135 .....									
WINDSOR CONTROLLED SDG: CP-140 & CP-141 .....									
MIDDLESWORTH CONTROLLED SDG: CP-146 & CP-147 .....									
SHELBYVILLE (LL.) CONTROLLED SDG: CP-151 & CP-153 .....									
PANA CONTROLLED SDG: Pana & CP-169 .....									
OHLMAN CONTROLLED SDG: CP-174 & CP-177 .....									
HILLSBORO CONTROLLED SDG: CP-191 & CP-196 .....									
JOAN CONTROLLED SDG: CP-209 & CP-211 .....									
GARD CONTROLLED SDG: CP-225 & CP-227 .....									
EXERMONT CONTROLLED SDG: Exermont & HN .....									
GREENCASTLE QUARRY LEAD: .....									
DUDLEY SDG: Main Track Switches: .....									
PANA COMMERCIAL .....									
OHLMAN COMMERCIAL .....									
NOKOMIS COMMERCIAL .....									
KNIGHTSVILLE EASTWARD SDG: Knightsville & Brazil .....									
TERRE HAUTE No. 42 RNNG: Prairie & Second St. ....									
FARRINGTON CONTROLLED SDG: CP-East Farrington & CP-West Farrington .....									
CASEY EASTWARD SDG: W. Casey & Casey .....									
ROSE LAKE NO. 20 RNNG: Rose Lake & Eads .....									
HN NO. 30 RNNG: HN Wwd. Dwarf & Xover #1 to #2 Tracks .....									
A & S WYE: Exermont & HN .....									
HUTSONVILLE: C.I.P.S. Track .....									
LAWRENCEVILLE N. & S. SDGS: Main Track Switches .....									
CROSSVILLE SDG: Main Track Switches .....									
CARMI SDG: Main Track Switches .....									
SALINE VALLEY LEAD RNNG: Harrisburg & Blue Bird Ramp .....									
WILL SCARLET MINE LEAD: .....									
DELTA MINE LEAD: .....									
OLMSTEAD STAR ENTERPRISE TRACK: .....									
MIDLAND RNNG: Midland & Northwest Midland .....									
IU NO. 1: Kentucky Ave. & IU .....									
IU NO. 2: IU & Kentucky Ave. ....									
INDPLS. BELT NO. 1: Van Jct. & East Side Jct. ....									
INDPLS. BELT NO. 2: East Side Jct. & Van Jct. ....									
BELT NORTHWEST RNNG: N. Indpls. & Van Jct. ....									
BELT EAST SIDE RNNG: East Side Jct. & Belt Jct. ....									
BELT NORTHEAST RNNG: East Side Jct. & 22nd St. ....									
VAN RNNG: Van Jct. & Stock Yards .....									
DALE RNNG: South Wye & Dale .....									

## SPECIAL MAXIMUM SPEEDS

## 1157-C1a. Maximum speeds unless otherwise restricted.

Trains with 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.

Trains consisting exclusively of passenger, mail, or express cars, are authorized to operate at passenger train speed unless otherwise specified.

Mail, Express and Deadhead Equipment trains may operate at speeds posted for passenger trains, unless otherwise restricted.

TrailVan (TV) Trains consisting of 60 cars or less may operate at speeds listed for passenger trains unless otherwise restricted.

TrailVan (TV) Trains consisting of 61 cars or more, unless otherwise restricted, must not exceed maximum speed for freight trains.

1157-C2. Operating against the current traffic, unless otherwise specified.

	MPH
Passenger Trains .....	50
Freight Trains .....	50

**MAINLINE,\* OTHER TRAINS AND EQUIPMENT**

Maximum speed unless otherwise specified.

**1157-C3. Wreck Trains and Work Trains  
COLUMBUS DIVISION**

Between	Boom Trailing		Boom Forward		On Curves	
	Miles per Hour					
	Work	Wreck	Work	Wreck	Work	Wreck
<b>Main Line—Pittsburgh to Columbus</b> DivnPost/Pgh.Divn. & First St., Newark (C. & N. Divn.)	40	40	30	30	30	30
<b>Main Line—Cleveland to Indpls.</b> DivnPost/Clev.Divn. & BS/140.9	40	40	30	30	30	30
<b>Main Line—Burt to Columbus</b> CP-Burt/80.3 & Columbus/137.7	40	40	30	30	30	30
<b>Main Line—Columbus to Indpls.</b> CP-Water St./0.4 & West Alton/9.5	30	30	30	30	30	30
West Alton/9.5 & Glen/117.2—(via Xenia)	40	30	40	30	40	30
CP-London/163.5 & Dayton/207.3 (via Springfield)	40	40	30	30	30	30
<b>Main Line—Columbus to Chicago</b> Columbus/0.0 & Hilliard/10.1	30	30	30	30	30	30
Hilliard/10.1 & CP-Meekers/94.9	40	30	40	30	40	30
<b>Main Line—Dayton to Cincinnati</b> Dayton/208.0 & Ivorydale Jct./255.0	40	40	30	30	30	30
<b>Oasis Branch &amp; Secondary</b> CP-Mill/16.4 & Rendcomb Jct./7.0	30	30	25	20	25	20
Rendcomb Jct./7.0 & Oasis/0.0	10	10	10	10	10	10
<b>Lawrenceburg Branch</b> Woods St./0.5 & CP-22/Lawrence- burg Jct./22.5	40	40	30	30	30	30
<b>Carlisle Secondary</b> CP-Meekers/154.0 & CP-Carlisle Jct./203.9	25	25	20	20	20	20
<b>Bellefontaine Branch</b> BS/98.4 & CP-Glen Echo/123.8	40	40	30	30	30	30
CP-Glen Echo/123.8 & Springfield/130.6 (South Route)	40	40	30	30	30	30
CP-Glen Echo/123.8 & Cold Springs/132.6 (North Route)	30	30	20	20	20	20
<b>Secondary/Running Tracks:</b>						
Blue Ash	10	10	10	10	10	10
Middletown	15	15	15	15	15	15
Greenville	20	20	20	20	20	20
Mechanicsburg	10	10	10	10	10	10
Urbana	25	25	20	20	20	20

\*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.

(Continued on next page)

**1157-C3. Cont'd. COLUMBUS DIVISION**

	Boom Trailing		Boom Forward		On Curves	
	Miles per Hour					
	Work	Wreck	Work	Wreck	Work	Wreck
<b>Between:</b>						
<b>Western Branch &amp; Moxahala Sec.</b> Stanley/4.0 & Corning/197.5	30	30	30	30	30	30
<b>Kanawha Secondary</b> Corning/0.0 & Max/138.9	30	30	30	30	30	30
<b>Dick/140.4 &amp; Gaul/162.9</b>	20	20	20	20	20	20
Secondary Tracks:						
Trinway	10	10	10	10	10	10
Mt. Vernon	30	30	25	20	25	20
Zanesville	10	10	10	10	10	10
Carey	30	30	20	20	20	20
Richwood	25	25	20	20	20	20
<b>Harrod Secondary</b> Marion/0.0 & Harrod/42.2	30	30	30	30	30	30
East Columbus Industrial Track (2)	10	10	5	5	5	5
Hitop Secondary Track	10	10	10	10	10	10
Delaware Running Track (2)	10	10	10	10	10	10
Z & W Industrial (2)	10	10	10	10	10	10
Crooksville Industrial (1)(2)	5	5	5	5	5	5
Swiss Running Track	10	10	10	10	10	10
Edison Secondary	10	10	10	10	10	10
Hebron Secondary	10	10	10	10	10	10

Speed restrictions for E8 Engines over Bridges apply to 150-ton Derricks.

**NOTE:**

- (1) Wrecking cranes shall be separated from motive power by at least one car weighing not more than 103,000-lbs.
- (2) Trains with wrecking cranes of 250-ton capacity and over not permitted.

## 1157-C3 Cont'd. SOUTHWEST DIVISION

Between:	Boom Trailing		Boom Forward		On Curves	
	Miles per Hour					
	Work	Wreck	Work	Wreck	Work	Wreck
<b>Main Line—Cols. to Chgo.</b> CP-Meekers/94.9 & CP-Union City/103.8	40	30	40	30	40	30
<b>Carlisle Branch</b> Ansonia/151.3 & CP-Meekers/154.0	25	25	20	20	20	20
<b>Main Line—Cols. to Indpls.</b> Glen/117.2 & Thorne/180.8	40	30	40	30	40	30
Thorne/180.8 & IU Int./187.6	35	30	25	20	25	20
<b>Main Line—Indpls. to St. Louis</b> IU Int./0.0 & CP-Ringo/72.0	40	40	30	30	30	30
CP-Ringo/72.0 & Eads/238.5	40	30	40	25	40	25
<b>Main Line—Cleveland to Indpls.</b> BS/140.9 & IU Int./233.7	40	40	30	30	30	30
<b>Limedale Sec. &amp; Vigo Rrng.</b> Davis/6.9 & CP-Preston/72.6	30	30	30	25	30	25
<b>Main Line-Terre Haute to Lenox</b> CP-Ringo/72.0 & Lenox/237.7	40	40	30	30	30	30
<b>Sunman Sec. &amp; Beech Grove Br.</b> Sunman/39.7 & Indpls./109.6	30	30	30	30	30	30
<b>Lafayette, Sheldon &amp; Fowler Secs. &amp; Lebanon Rrng.</b> E. Lebanon/137.5 & W. Sheldon/219.4	30	30	30	30	30	30
<b>Louisville Secondary</b> Clagg/109.1 & IU Int./0.0	30	30	25	20	25	20
<b>I &amp; F Br. &amp; Frankfort Sec.</b> CP-Kentucky Ave./0.3 & Ft. Wayne Divn. Post/109.1	30	30	25	20	25	20
<b>Pekin Secondary</b> Clermont/9.1 & Pekin/202.5	30	30	30	30	25	25
<b>Michigan Br. &amp; Dow Sec.</b> Marion/133.4 & South Anderson/166.7	30	30	25	25	25	25
<b>Danville Secondary</b> Suma/32.9 & Danville/109.3	25	25	20	20	20	20
<b>Cairo Secondary</b> Lyons/5.3 & Harrisburg/188.7	25	25	25	25	25	25
Harrisburg/188.7 & Cairo/260.4 (2)	10	10	10	10	10	10
Petersburg Sec.	10	10	10	10	10	10
Bicknell Sec. (2)	5	5	5	5	5	5
Worthington Sec.	15	15	15	15	15	15
Shelbyville Sec.	5	5	5	5	5	5
No. Cols. Rrng.	5	5	5	5	5	5

(Continued on next page)

## 1157-C3 Cont'd. SOUTHWEST DIVISION—Continued

Between:	Boom Trailing		Boom Forward		On Curves	
	Miles per Hour					
	Wreck	Work	Wreck	Work	Wreck	Work
Newman	10	10	10	10	10	10
Round Barn Rrng.	10	10	10	10	10	10
Honey Creek Sec.	30	30	25	20	25	20
Indian Creek Sec.	30	30	25	20	25	20
New Castle Rrng.	10	10	10	10	10	10
Mt. Comfort Sec.	20	20	20	20	20	20
Anderson-Emporia Sec.	10	10	10	10	10	10
S. Cols. Rrng. (2)	5	5	5	5	5	5
Zionsville Sec.	30	30	30	30	30	30
Indpls. Belt No. 1 Sec.	10	10	10	10	10	10
Indpls. Belt No. 2 Sec.	10	10	10	10	10	10
Belt Northwest Running	10	10	10	10	10	10
Belt Northeast Running	10	10	10	10	10	10
Belt East Side Running	10	10	10	10	10	10

Speed restrictions for E8 Engines over Bridges apply to 150-ton Derricks.

## NOTE:

- 1) Wrecking cranes shall be separated from motive power by at least one car weighing not more than 103,000-lbs.
- 2) Trains with wrecking cranes of 250-ton capacity and over not permitted.

NOTE (1) and NOTE (2) also applies on:

## Indianapolis:

Old Main, Indianapolis West Side  
 Rolling Mill Track  
 Delaware St. Freight House  
 Duff Running Track  
 Lawrenceburg Rrng.  
 Old Macksville South Branch

	Miles per Hour
<b>1157-C4. Circus Trains</b> ..... (Speeds greater than 30 MPH may be authorized by the General Manager and as determined by the Bureau of Exceptional Shipment)	*30
<b>1157-C5. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc., moving on own wheels—</b> —on straight track ..... —on curves .....	*30 *20
<b>1157-C6. Freight trains with 30 or more cars of mineral freight</b> ..... Jenny Type Cars: In mineral trains when loaded ..... In other than mineral trains when loaded ..... In any train when empty ..... Unit Grain trains ..... Unit Coal and Ore trains consisting of 100 ton cars .....	*40 *40 *50 *50 *40 *40
<b>1157-C7. Snow Plows in service</b> ..... Snow Flangers in service ..... Passing station platforms, trains on adjacent tracks and over all grade crossings .....	20 20 5
<b>1157-C8. Passenger train assisted by an engine on rear and air brake controlled by leading engine</b> .....	30
<b>1157-C9. Pushing Cars—Passenger trains</b> ..... —Freight trains .....	30 20
<b>1157-C10. Trains handling welded rail</b> .....	40
<b>1157-C11. Trains handling Speno Ballast Cleaning Equipment</b> .....	30
<b>1157-C12. Trains with Jordan Spreader</b> .....	25
<b>1157-C13. TrainVan trains handling cars (except cabooses) equipped with friction bearings</b> .....	*60
*NOTE—When handling such trains conductors must know that enginemen have been so advised.	
<b>1157-D1. TURNOUTS-Maximum Speeds:</b> <b>COLUMBUS DIVISION</b>	
Turner—Spring switch in No. 1 track, east end yard lead, reverse movements .....	20
<b>SOUTHWEST DIVISION</b>	
Oakland City—Southward movements through spring switch .....	10
Sheff—Movements entering or leaving Sheff Yard via northeast quadrant wye .....	10
Haley—Diverging through slip Switch to L.&N. ....	10
Lenox—Diverging through slip switch .....	5
IU Int. Wyes to Louisville Sec. ....	8
Dale Northeast and Southeast Wyes .....	10
Hamilton Jct. Wyes to Hawthorne and Pine .....	5

**157-G1. MAXIMUM SPEED ENGINES, UNLESS OTHERWISE RESTRICTED:**

(NOTE: Foreign line units will operate at speed of corresponding class while on Conrail).

Engines-Jnit No.	Model	Horsepower	Fuel Cap. Gals.	Miles Per Hour	
				Multiple Light	With Train
000-1023	MT4	Slug	—	60	65
100-1128	MT6	Slug	—	60	65
300-1699	GP15-1	1500	2400	60	65
300-2023	B-23-7	2250	2900	60	70
148-2059	C430	3000	3000/3600	60	70
173-2074	C420	2000	2000/3100	60	70
100-2112	GP20	2000	2350	60	65
168-2249	GP30	2250	1700/2600	60	65
250-2399	GP35	2500	2500/2600	60	65
100-2424	B30-7	3000	3250	60	70
101-2414	RS27	2400	2400	60	70
300-2685	U25B	2500	2650/2900	60	70
100-2798	U23B	2250	3250	60	70
300-2816	B23-7	2250	3250	60	70
322-2823	U28B	2800	2900	60	70
330-2889	U30B	3000	3250	60	70
190-2970	U33B	3300	3250	60	70
171-2974	U36B	3600	3250	60	70
100-3274	GP40	3000	3600	60	70
175-3462	GP40-2	3000	2600/3600	60	70
320-3692	GP35	2500	2600	60	65
300-3839	GP9b	1750	1700	60	65
114-4063	E8a	2250	1200	60	80
00-4112	GP40P	3000	3600	60	70
49-4256	E8a	2250	1200	60	80
5099	RS27	2400	2400	60	70
60-5087	C425	2500	2000/2900	60	70
00-5462	GP8	1600	800/1800	60	65
00-5520	RS3	1600	800/1800	60	65
00-5999	GP7	1500	800/1800	60	65
00-6051	SD35	2500	3000	60	65
66-6239	SD45	3600	4000	60	65

(Continued on next page)

## 1157-G1 Cont'd.

## MAXIMUM SPEEDS ENGINES, UNLESS OTHERWISE RESTRICTED:

Engines- Unit No.	Model	Horsepower	Fuel Cap. Gals.	Miles Per Hour	
				Multiple Light	With Train
6240-6357	SD40	3000	4000	60	65
6358-6548	SD40-2	3000	4000	60	65
6600-6609	C30-7	3600	4000	60	70
6654-6666	SD45-2	3600	5000	45	45
6667-6699	SDP45	3600	5000	60	65
6700-6718	U23C	2250	4000	60	70
6736-6752	C628	2750	4000	60	70
6753-6777	C630	3000	4000	60	70
6781-6794	C636	3600	5000	60	70
6800-6819	U25C	2500	3500	60	70
6820-6834	U28C	2800	4000	60	70
6835-6839	U30C	3000	4000	60	70
6840-6844	U30C	3000	4000	60	70
6845-6883	U33C	3300	4000	60	70
6884-6896	U36C	3600	4000	60	70
6900-6924	SD9	1750	2400	60	65
6925-6959	SD38	2000	4000	60	65
6998-6999	SD7	1500	2400	60	55
7000-7483	GP9	1750	800/1700	60	65
7496-7499	GP18	1800	1300	60	65
7500-7508	GP9	1750	800/1100	60	65
7513-7597	GP10	1850	800/1700	60	65
7604	RS11	1800	1200/1800	60	65
7644	RS11mod.	2000	1800	60	65
7651-7652	RS11	1800	1800	60	65
7656-7939	GP38	2000	2600/3200	45	65
7940-8281	GP38-2	2000	2600	45	65
8400-8599	SW1	600	600/930	45	60
8600-8627	SW8	800	600	45	60
8628-8646	SW900	900	930	45	60

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## 1157-G1 Cont'd.

## MAXIMUM SPEEDS ENGINES, UNLESS OTHERWISE RESTRICTED:

Engines- Unit No.	Model	Horsepower	Fuel Cap. Gals.	Miles Per Hour	
				Multiple Light	With Train
8647-8657	SW900	900	600	40	40
8664-8700	SW8	800	600	45	60
8701-8721	SW900	900	600	40	40
8836-9150	SW7, SW9	1200	600/900	45	60
9151-9194	NW2 mod.	1200	900	45	60
9200-9296	NW2	1000	600	45	60
9301-9311	SW1200 mod.	1200	700	45	60
9315-9382	SW1200	1200	600/930	45	60
9400-9424	SW1001	1000	1000	45	60
9500-9620	SW1500	1500	1100	45	60
9621-9630	M5	1500	1400	45	60
9900-9999	RS3 mod.	1200	800/1600	45	45

(B)—B Units	MPH
Rail Motor Car or Cars .....	65
Rail Detector Cars .....	50
Single Units—Light:	
All classes except E7a, E8a .....	30
E7a, E8a .....	50

**1157-G1a MAXIMUM SPEEDS, AMTRAK ENGINES,  
CLASS SDP-40F, ON CURVES 1° 30' OR GREATER**

AMTRAK Engines, Class SDP-40F, in number series 540 to 649, are restricted as follows:

Trains with one SDP-40F Unit alone, or with one SDP-40F Unit leading and one or more E-8 or F-40 PH Units trailing, must not exceed 40 MPH on curves of 1 degree 30 minutes or greater.

Trains with an SDP-40F locomotive as a trailing unit behind any class of locomotive, must not exceed 30 MPH on curves of 1 degree 30 minutes or greater.

These restrictions apply to head end of train only. Speed must be reduced before entering curve and may be increased as soon as engines and first car are out of curve.

AMTRAK SDP-40F Units, 500 through 539, must not be operated on CONRAIL Lines.

Applicable curves of 1° 30' or greater, (excluding those that are otherwise restricted), are as follows:

**COLUMBUS DIVISION (Note 1)**
**1. MAIN LINE—PITTSBURGH TO COLUMBUS**
Between Town & Newark

MP 119.6 and MP 120.4	MP 130.4 and MP 130.6
MP 120.6 and MP 120.9	MP 147.6 and MP 148.1
MP 121.0 and MP 121.5	MP 148.2 and MP 148.6
MP 121.7 and MP 122.3	MP 149.1 and MP 149.4
MP 125.4 and MP 126.1	MP 149.9 and MP 150.6
MP 128.1 and MP 129.1	MP 157.4 and MP 157.8
MP 129.8 and MP 130.0	

**2. MAIN LINE—COLUMBUS TO INDIANAPOLIS**
**a) Between Water Street & Xenia**

(None)

**b) Between Xenia & New Paris**

MP 0.0 and MP 0.6	MP 38.8 and MP 39.1
MP 0.9 and MP 1.2	MP 45.3 and MP 45.6
MP 1.7 and MP 1.9	MP 46.0 and MP 46.4
MP 6.1 and MP 6.5	

**c) Between New Paris & Glen**

MP 114.7 and MP 115.1
MP 116.1 and MP 116.3

**d) Between London & Dayton via Springfield**

MP 163.4 and MP 163.6	MP 184.5 and MP 185.1
MP 163.7 and MP 164.0	MP 187.2 and MP 187.7
MP 182.8 and MP 183.0	MP 188.0 and MP 188.2
MP 183.1 and MP 183.3	MP 206.5 and MP 206.7
MP 183.5 and MP 183.7	MP 208.0 and MP 208.6
MP 183.8 and MP 183.9	

**1157-G1a (Cont'd)  
MAXIMUM SPEEDS, AMTRAK ENGINES,  
CLASS SDP-40F, ON CURVES 1° 30' OR GREATER**
**COLUMBUS DIVISION (Cont'd.)**
**3. LAWRENCEBURG BRANCH**
Between Woods St. & CP-West Oak

MP 0.5 and MP 0.7	MP 1.6 and MP 1.7
MP 0.8 and MP 1.0	MP 1.8 and MP 2.1
MP 1.3 and MP 1.5	

**4. MAIN LINE—DAYTON TO CINCINNATI**
Between Dayton & CP-Oklahoma

MP 213.7 and MP 214.2	MP 249.7 and MP 249.9
MP 218.3 and MP 219.5	MP 250.3 and MP 250.8
MP 236.7 and MP 237.2	MP 251.1 and MP 251.4
MP 240.5 and MP 240.8	MP 251.8 and MP 252.0
MP 243.2 and MP 243.8	MP 254.8 and MP 255.1
MP 245.7 and MP 246.1	MP 260.8 and MP 260.9

**5. MAIN LINE—CLEVELAND TO INDIANAPOLIS**
Between Berea & Cols-S. West Divn.Post/141.0

MP 79.7 and MP 80.1	MP 131.7 and MP 132.1
MP 80.2 and MP 80.5	MP 137.2 and MP 137.4
MP 80.6 and MP 80.8	MP 138.1 and MP 138.4
MP 101.5 and MP 101.6	MP 139.0 and MP 139.1
MP 101.7 and MP 102.0	MP 139.2 and MP 139.3
MP 102.1 and MP 102.4	MP 139.5 and MP 139.7
MP 128.5 and MP 128.8	MP 140.4 and MP 140.6
MP 130.9 and MP 131.4	MP 140.7 and MP 141.1

**6. MAIN LINE—BURT TO COLUMBUS**
Between CP-Burt & Columbus

MP 80.3 and MP 80.4
MP 85.3 and MP 85.7

**7. MAIN LINE—COLUMBUS TO CHICAGO**
Between High Street & CP-Meekers

MP 0.6 and MP 0.7	MP 46.7 and MP 46.8
MP 2.9 and MP 3.2	MP 47.0 and MP 47.1
MP 39.6 and MP 40.0	MP 54.0 and MP 54.5
MP 43.0 and MP 43.3	MP 61.7 and MP 61.9
MP 43.9 and MP 44.2	

NOTE 1: Also, all diverging movements through crossovers and switches.

(Continued on next page)



**1157-G1a (Cont'd.)  
MAXIMUM SPEEDS, AMTRAK ENGINES,  
CLASS SDP-40F, ON CURVES 1° 30'' OR GREATER**

**SOUTHWEST DIVISION (Note 1)**

**1. MAIN LINE—COLUMBUS TO INDIANAPOLIS**

Glen & Indianapolis

MP 117.4 and MP 117.6	MP 130.2 and MP 130.5
MP 119.6 and MP 120.3	MP 130.7 and MP 131.1
MP 122.3 and MP 122.6	

**2. MAIN LINE—CLEVELAND TO INDIANAPOLIS**

Between BS & IU Interlocking

MP 140.7 and MP 141.1	MP 281.8 and MP 282.0
MP 143.9 and MP 144.1	MP 282.6 and MP 283.0
MP 147.4 and MP 147.8	

**3. MAIN LINE—INDIANAPOLIS TO ST. LOUIS**

a) Between CP-Kentucky Ave. & CP-Ringo via IJ and MY

MP 0.4 and MP 0.6	MP 63.6 and MP 63.9
MP 1.0 and MP 1.1	MP 65.9 and MP 66.3
MP 11.6 and MP 11.9	

b) Between CP-Ringo & 'Q' Tower via Effingham

CP-Ringo and MP 73.7	MP 189.7 and MP 190.2
MP 75.8 and MP 76.3	MP 190.5 and MP 190.9
MP 76.6 and MP 77.4	MP 224.1 and MP 224.7
MP 77.6 and MP 77.8	MP 224.8 and MP 225.6
MP 82.4 and MP 82.6	MP 225.8 and MP 227.5
MP 92.3 and MP 92.8	

**4. I & F BRANCH**

Between CP-Kentucky Ave. & South Hunt via Davis

MP 0.4 and MP 0.6
MP 0.8 and MP 1.1

**5. MAIN LINE—TERRE HAUTE TO LENOX**

a) Between CP-Ringo and Lenox via Mattoon

CP-Ringo and MP 72.6	MP 150.3 and MP 151.0
MP 88.3 and MP 88.9	MP 151.2 and MP 151.4
MP 149.5 and MP 150.0	

**NOTE 1:** Also, all diverging movements through crossovers and switches.

**1157-G2. MAXIMUM SPEEDS, UNLESS OTHERWISE RESTRICTED:**

**MPH**

Diesel engines when operated from rear unit or other than leading end for direction of movement .....30

**1157-G3. MAXIMUM SPEEDS—ENGINES, LOCOMOTIVE SERVICING AREAS:**

**MPH**

Maximum speed in locomotive servicing areas, unless otherwise restricted, is .....5

**1157-K. SPEED RESTRICTIONS AT CONTROL POINTS AND INTERLOCKINGS.**

When a speed restriction is put in effect at a Controlled Point (CP) or Interlocking, the restriction applies to the extreme outer Interlocking signals.

### ENGINE AND SPECIAL LOAD RESTRICTIONS & MAXIMUM FOUR-AXLE CAR WEIGHTS

**1160-A1.** Engines and special loads are restricted at locations listed in this Special Instruction.

**NOTE—**SEE SPECIAL INSTRUCTION 1160-A2 FOR MAXIMUM WEIGHT FOR FOUR-AXLE CARS LISTED BY DIVISIONS FOR MAIN LINES, BRANCHES, SECONDARY, RUNNING & INDUSTRIAL TRACKS.

#### LETTERS & FIGURES INDICATE—

- X—Prohibited
- A—Backward movement 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.

**Bold Face Type—**Indicates that the same model 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.

Models of engines other than those listed shall not be run over any portion of this Region unless authorized by Division Superintendent.

Models 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.

Col. 1—SW1 (except 8449-8500)

Col. 2—C424, NW2, RS1, RS11, RS27, S2, S4, SW1 (8449-8500 only), SW7, SW8, SW9, SW900, SW1001, SW1200, SW1200M, SW1500, T6

Col. 3—C420, C425, F7, F40PH, FP7, GP7, GP8, GP9, GP10, G15-1, G18, GP20, GP30, GP35, \*GP38, \*GP-38-2, MP15, MT-4, RS2, RS3, RS3-mod, RS32, \*U23B, U25B, U28B

Col. 4—E7, E8A, FL9, RSD12, RSD15

Col. 5—B23-7, B30-7, C30-7, C430, C628, C630, C636, GP40, GP40-2, GP40P, MT-6, P30CH, RSD-5, SD7, SD9, SD35, SD38, SD40, SD40-2, \*SD45, \*SD45-2, SDP40F, \*SDP45, U23C, U25C, U28C, U30B, U30C, U33B, U33C, U34CH, U36B, U36C

Col. L—U33B, C636

Col. M—

Col. I—

Col. J—

Col. NOTE—See applicable Note.

#### Note Asterisk—

\* Cols. 3 & 5

See Dayton, Richmond, Cincinnati, & Indianapolis.

### 1160-A1 Cont'd. COLUMBUS DIVISION

	MODEL OF ENGINES					SPECIAL LOADS				Note	
	1	2	3	4	5	L	M	I	J		
Between	COLUMN										
<b>MAIN LINE PITTSBURGH TO COLUMBUS Town &amp; Columbus</b>											
<b>COSHOCTON:</b>											
Clow and freight house tracks						X	X	X	X		
Coshocton Milling Co.							X		X		
<b>TRINWAY:</b>											
East and west ladder tracks leading from drill track to yard							X	X	X		
Freight house track						X	X	X	X		
Broken Aro Mine under tippie	X	X	X	X	X	X	X	X	X		
<b>NEWARK:</b>											
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	
<b>COLUMBUS:</b>											
<b>YARD A:</b>											
Anderson Sand & Gravel							X	X	X	X	
East end Short Yard A, Tracks 4, 6, 34 and 36							X	X	X	X	
<b>20th STREET SHOP:</b>											
West end of Mail House							X	X	X	X	
<b>GROGAN:</b>											
Joyce Iron and Metal Co.			X	X	X	X	X	X	X	X	
W. R. Grace											
American Zinc Oxide											
Industrial Tracks south of 11th Ave.			X	X	X	X	X	X	X	X	
Connections to N.&W. Ry. at Joyce Ave. (N.&W.)							5	5	5	5	
Stoner Lumber Co.							X	X	X	X	
<b>MAIN LINE CLEVELAND TO INDIANAPOLIS Berea &amp; Bellefontaine</b>											
<b>SHELBY:</b>											
Shelby Iron & Metal			X	X	X		X	X	X		
Seamless Tube scale track	X	X	X	X	X	X	X	X	X		
<b>GALION:</b>											
Old Main			X	X	X		X	X	X		
Galion Iron Works				X	X						
Freight House Tracks				X	X						
<b>CALEDONIA:</b>											
Elevator & Stock Tracks				X	X						
<b>MARION, OHIO:</b>											
All Industrial Tracks, C. & O. Interchange, N.&W. Interchange				X	X						
<b>BELLEFONTAINE:</b>											
Farm Bureau											
Johnson Track			X	X	X		X	X	X		
Town Tracks											
<b>MAIN LINE BURT TO COLUMBUS CP-Burt &amp; Columbus</b>											
<b>CARDINGTON:</b>											
Hay Barn			X	X	X		X	X	X		
Team Track											
<b>DELAWARE:</b>											
Farm Bureau			X	X	X		X	X	X		
<b>COLUMBUS:</b>											
Clark Grave Vault											
Hill Track											
Beech Alley											
Columbus Coated Fabric			X	X	X		X	X	X		
Money Penny Hammond											
Jeffrey Mfg.											
Eshelman Grain, pit	X	X	X	X	X		X	X	X		

## 1160-A1 Cont'd. COLUMBUS DIVISION

Between	COLUMN	MODEL OF ENGINES					SPECIAL LOADS				Note
		1	2	3	4	5	L	M	I	J	
<b>MAIN LINE COLUMBUS TO CHICAGO Columbus &amp; CP-Meekers</b>											
<b>COLUMBUS:</b> Neil Track							X	X	X	X	
<b>GRANDVIEW— MARBLE CLIFF:</b> Cols. & Sou. Ohio Electric Co. Northwest Blvd. Tracks and Connections thereto							X	X	X	X	
Bridge 4.17, Marble Cliff No. 1 Track						30	30	30	30	30	
No. 2 Track						30	30	30	30	30	
<b>HILLIARD:</b> Farm Bureau Elevator							X	X	X	X	
<b>PLAIN CITY:</b> Team Track Mile Post-24—Custom Farm							X	X	X	X	
<b>MILFORD CENTRE:</b> Ohio Grain							X	X	X	X	
<b>URBANA:</b> Freight House Track and Lead from No. 1 Station Track Camp Car Track Howard Paper Co. Transfer Track, American Aggregates, to Conrail W. B. Marvin Mfg. W. H. Marvin Oakland St. Warehouse No. 3 Track								X	X	X	
<b>ST. PARIS:</b> Grimes Concrete							X	X	X	X	
<b>PIQUA:</b> Roosevelt Avenue switch to South Yard Inland Homes Corp. North Yard Lead F. S. Royster Guano Co. Horn Track							X	X	X	X	
<b>BRADFORD</b> East end Yard C, Tracks 5 and 6 West end Yard C, all Tracks S. & L. Track								X	X	X	
<b>GREENVILLE SECONDARY</b>											
<b>GREENVILLE</b> Inland Steel Container Co. American Aggregates NOTE—Cars over 40 feet in length, coupled, restricted.							X	X	X	X	
<b>MAIN LINE COLUMBUS TO INDIANAPOLIS High St. &amp; Glen</b>											
<b>HIGH STREET— MIAMI CROSSING:</b> American Vitrified Products Co. Bridge 0.40, Spring St. Bridge 0.49, over Scioto River							X	X	X	X	
<b>WESTINGHOUSE MFG. CO.:</b> East of East Alton Lead, storage. Interchange and horn tracks Tracks 7 to 13 Tracks 13 and 12								X	X	X	
<b>HULTGREN:</b> East of East Alton							X	X	X	X	
<b>TEXAS CO.:</b> East of East Alton Shell Oil Co.							X	X	X		
<b>ALTON:</b> People Development Co.							X	X	X	X	

## 1160-A1 Cont'd. COLUMBUS DIVISION

Between	Column	MODEL OF ENGINES					SPECIAL LOADS				
		1	2	3	4	5	L	M	I	J	
<b>MAIN LINE COLUMBUS TO INDIANAPOLIS High St. &amp; Glen Cont'd.</b>											
<b>LONDON:</b> Elevator Track							X	X	X	X	
<b>SOUTH CHARLESTON:</b> Vulcan Corp. North Transfer Track							X	X	X	X	
<b>KENIA:</b> Hooven & Allison Co. U. S. Industries							X	X	X	X	
<b>BRIDGE 4.62:</b> East of Alpha							50	50	50	40	30
<b>BRIDGE 10.23:</b> East of Clement							50	50	50	50	40
<b>BRIDGE 13.75:</b> East of Dutoit Street							50	30	30	30	20
<b>SPRINGFIELD:</b> D.T.&I. Transfer Ross Tracks International Harvester Steel Products Duplex Mill Hopkes Mfg. (in Building)							X	X	X	X	X
<b>JAYTON:</b> Bull Pen Industries: Mega City Warehouses Fenton Foundry Hewitt Bros. Co. Dayton Whse. DP&L Industrial Dayton Power & Light Co. (Longworth St. Steam Plant) South Track Farm Bureau Tracks & all tracks north of Yates Point Secondary between Findley St. & First St. bridge including Freight House Lead Dayton Depot: Tracks 3, 5 & 6, Models GP38, *GP38-2, SD45, SD45-2, SDP45, U23B only All other Industries between Miami City Jct. & Wolf Creek									X	X	X
<b>HOOKVILLE:</b> Weaver Track Clarence Hubler Coal & Lumber Co.							X	X	X	X	X

1160-A1 COLUMBUS DIVISION												Note	
Between	COLUMN	MODEL OF ENGINES					SPECIAL LOADS						
		1	2	3	4	5	L	M	I	J			
<b>MAIN LINE DAYTON TO CINCINNATI Dayton &amp; CP-Oklahoma</b>													
<b>DAYTON:</b>													
M.J. Gibbons .....		X	X	X	X		X	X	X				
Lewis & Michael .....		X	X	X	X		X	X	X				
Cooper St. Yard .....			X	X	X		X	X	X				
Ohio Rake .....													
Syrup Track .....													
<b>SAND CUT:</b>													
Crume Brick .....			X	X	X		X	X	X				
<b>MORaine:</b>													
Moraine Box .....			X	X	X		X	X	X				
Frigidare Coal Track .....													
<b>FRANKLIN LEAD</b>													
Hole Track .....													
Stone Container .....				X	X		X	X	X				
Maxwell Paper .....													
<b>MIDDLETOWN:</b>													
Inland Container .....													
Diamond National Mill No. 2 .....			X	X	X		X	X	X				
City Track .....													
<b>HUGHES:</b>													
Butler Farm Burea, from point 8-ft. west of trestle .....	X	X	X	X	X		X	X	X				
<b>SHARONVILLE:</b>												2	
Atlas Cement .....													
Note 2: Single Six axle unit OK; 2 or more prohibited.													
<b>IVORYDALE:</b>													
All Industrial Tracks .....				X	X								
<b>BELLEFONTAINE BRANCH Bellefontaine &amp; CP-Fountain CP-Glen Echo &amp; Cold Springs</b>												(No 1160-A1 Restrictions)	
<b>LAWRENCEBURG RUNNING</b>												1	
CP-Lawrenceburg Jct. & Lawrenceburg .....													
<b>TOWN YARD:</b>													
Scale Only .....	X	X	X	X	X								
<b>SEAGRAMS:</b>													
Food and Feed Trk. Scale Only .....	X	X	X	X	X								
<b>URBANA SECONDARY (No 1160-A1 Restrictions)</b>													
<b>MECHANICSBURG RUNNING</b>												1	
<b>LAWRENCE BR. (No. 1160-A1 Restrictions)</b>													

(Continued on next page)

Note 1: Six-axle diesel electric engines having a gross weight weight in excess of 347,000 pounds restricted.

1160A1 Cont'd. COLUMBUS DIVISION												Note	
Between	COLUMN	MODEL OF ENGINES					SPECIAL LOADS						
		1	2	3	4	5	L	M	I	J			
<b>OASIS BRANCH &amp; SECONDARY</b>													
<b>NORWOOD HEIGHTS:</b>													
All station and industrial tracks between Mile Post 11 and 14 .....							X	X	X	X			
<b>READING:</b>													
All station and industrial tracks between Mile Post 14 and 20 .....							X	X	X	X			
Co-operative Mill over Track Scales .....	X	X	X	X	X		X	X	X	X			
<b>EGGLESTON AVENUE</b>												1	
Eggleston Ave. Tracks—All Industries .....			X	X	X	X	X	X	X	X	X	X	
Front St. & Conn. ....													
Cinti. Term'l. Warehse. ....							X	X	X	X	X	X	
Smith St.—All Industries .....													
N&W Railway .....													
<b>BLUE ASH LEBANON &amp; MASON SECONDARY TRACKS</b>												1	
Between Lebanon and McCullough .....										X	X	X	
Between McCullough and East Norwood .....										X	X	X	
Between East Norwood and Avondale .....									10	X	X	X	
<b>LEBANON:</b>													
East End Coal Co. trestle .....													
Lewis & Drake Co. trestle .....				T	T	T	T	T	T	T	T	T	
<b>BRIDGE 26.83:</b>													
South of Lebanon .....			15	15	15	10	X	X	X				
<b>BRIDGES 35.26 and 41.61:</b>													
South of Mason .....									10	X	X	X	
Between Mile Post 49 and Lebanon .....										X	X	X	
<b>YELLOW SPRINGS RUNNING</b>												1	
<b>YELLOW SPRINGS:</b>													
Coal tippie .....	T	T	T	T	T		X	X	X	X			
H. L. Hackett Co. ....										X	X	X	X
Dewine Milling Co. ....										X	X	X	X
Morris Bean and Co. ....													
<b>BRIDGE 10.29:</b>													
East of Yellow Springs .....				10	10	10	X	X	X				
<b>EMERY CHAPEL:</b>													
Wickes Lumber Co. ....							X	X	X	X			
Miller Coal and Feed Co. ....							X	X	X	X			
<b>SPRINGFIELD:</b>													
Intag track .....													
Wagner Pole track .....													
Wagner track .....													
Fulmer track .....										X	X	X	X
Carson track .....													
All other Industrial tracks .....													
Allen Tool Co. ....				M	M		X	X	X	X	X	X	
Pure Oil Co. ....							X	X	X	X	X	X	
McKenzie Lumber Co. ....							X	X	X	X	X	X	
Hackett track .....			X	X	X	X	X	X	X	X	X	X	
Shuey track .....			X	X	X	X	X	X	X	X	X	X	
Tuttle Elevator track .....							X	X	X	X	X	X	
<b>CLEMENT, HEMPSTEAD &amp; KETTERING RNING. TRACKS</b>												1	

Note 1: Six-axle diesel electric engines restricted.

(Continued on next page)

## 1160-A1 Cont'd. COLUMBUS DIVISION

Between	COLUMN	MODEL OF ENGINES					SPECIAL LOADS				Note
		1	2	3	4	5	L	M	I	J	
<b>MT. VERNON SECONDARY TRACK</b> Columbus & GA											
<b>HOWARD INDUSTRIAL TRACK:</b> Between 2000 feet south of Howard and Millwood Sand Co. ....											
Siding .....											
<b>MT. VERNON:</b> Horn track beyond B.&O. R.R. Crossing .....											
Essez Glass Co. track .....											
Jervis B. Webb .....											
Pittsburgh Plate Glass Co. inside gates .....											
House track .....											
Team track .....											
Yard track No. 8, beyond clearance point .....											
Middle track .....											
Coach track, beyond clearance point .....											
Engine Service Track .....											
Ladder track, south Yard, five turnouts .....											
Lamb Glass Co. loading and unloading tracks .....											
<b>CENTERBURG:</b> Elevator track .....											
<b>SUNBURY:</b> Farmers' Co-op Co. ....											
Nestle Milk Co. ....											
Trestle, Burrer Elevator .....											
<b>GALENA:</b> Galena Shale, Title & Brick Co. ....											
<b>WESTERVILLE:</b> West team track .....											
Kilgore Mfg. Co. ....											
<b>LINDEN:</b> Linden Lumber Co. ....											
Three C Lumber & Supply Co. ....											
<b>TRINWAY SECONDARY TRACK</b> Trinway & Zanesville											1
Between R Y and Zanesville .....											
<b>BRIDGE 1.21:</b> West of RY .....											
<b>BRIDGE 1.49:</b> East of Dresden .....											
<b>ZANESVILLE SECONDARY TRACK</b> Zanesville & New Lexington											1
Between Zanesville and Fair Oaks .....											
Between Fair Oaks and Spangler .....											
Between Spangler and Mile Post 30 .....											
Between Mile Post 30 and New Lexington .....											
<b>ZANESVILLE:</b> All Yard tracks No. 2 thru No. 10 .....											
Zanesville Yard, all tracks except siding, and Freight House, all tracks .....											
<b>BRIDGE 16.80:</b> West of Zanesville .....											
<b>PUTNAM:</b> Sand unloading and No. 2 and No. 3 pit tracks .....											
NOTE 1: Six-axle diesel electric engines restricted.											

(Continued on next page)

## 1160-A1 Cont'd. COLUMBUS DIVISION

Between	COLUMN	MODEL OF ENGINES					SPECIAL LOADS				Note
		1	2	3	4	5	L	M	I	J	
<b>ZANESVILLE SEC.</b>											
<b>SPANGLER:</b> Zanesville Terminal R.R. (Note 2) .....											
Wye, to end of track at Brockway .....											4
<b>SOUTH ZANESVILLE:</b> Dura Corp. and House tracks .....											4
<b>BRIDGE 19.82:</b> West of South Zanesville .....											
<b>BRIDGE 22.61:</b> East of Fultonham Spur .....											
<b>FULTONHAM:</b> Tracks leading to Pittsburgh Plate Glass Co. ....											
<b>BRIDGE 22.79:</b> West of Fultonham Spur .....											
<b>ROSEVILLE:</b> Ransbottom Pottery No. 1 track .....											
Ransbottom Pottery, No. 2 and No. 3 tracks, Brush Pottery, Melick Pottery, Nelson McCoy Pottery, Freight House and Rosehill Mine tracks .....											4
<b>CROOKSVILLE:</b> All Industrial tracks .....											4
<b>BRIDGE 29.81:</b> West of Crooksville .....											
<b>BRIDGE 32.58:</b> West of McLuney .....											
NOTE 2: Model SW7 & SW9 engines are permitted on the Zanesville Terminal Railroad. NOTE 4: Model GP7 & GP9 are permitted on Industrial Tracks.											
<b>WESTERN BRANCH</b> Toledo & Columbus/Bannon											
<b>FINDLAY:</b> Differential Car Co., South Plant, over bridge .....											
<b>MARYSVILLE:</b> West Brewery Track .....											
<b>MOXAHALA SECONDARY</b> Columbus/Bannon & Corning											
<b>BRICE:</b> Industrial Track .....											
<b>BREMEN:</b> All Industrial tracks (Note 4) .....											4
<b>BRIDGE 49.66:</b> South of Bremen .....											
<b>LUDOWICI, N. of NEW LEX.:</b> Ludowici Tile Co. track .....											
<b>BRIDGE 39.30:</b> North of New Lexington .....											
<b>NEW LEXINGTON:</b> Pure Oil Co. track On Main track between New Lexington and Bremen .....											
Pure Oil Co. track .....											
All other Industrial tracks (Note 4) .....											
Wye Track .....											
JT Mine tracks, beyond 800 ft. south of main track switch .....											4
NOTE 4: Model GP7 & GP9 are permitted on Industrial Tracks.											
<b>KANAWHA SECONDARY</b> Corning & Gauley Bridge											3
<b>NITRO:</b> General Chemical, over pit .....											
NOTE 3: All six-axle engines prohibited South of Canneton/152.3.											
<b>SWISS RUNNING TRACK</b> Gauley Bridge & Swiss											3
NOTE 3: All six-axle engines prohibited.											

1160-A1 Cont'd. COLUMBUS DIVISION											Note
Between	COLUMN	MODEL OF ENGINES					SPECIAL LOADS				
		1	2	3	4	5	L	M	I	J	
<b>ROXANNA SECONDARY</b>											
<b>SPRING VALLEY:</b>											
Canning Factory Track											
Coal Track											
<b>MIDDLETOWN SECONDARY</b>											
Between Middletown and Hageman											
<b>BRIDGES 9.05, 9.79 and 10.03:</b>											
West of Hageman											
<b>MIDDLETOWN INDUSTRIAL</b>											
<b>BRIDGES 3.28 and 4.77:</b>											
West of Monroe											
<b>RIVERFRONT RUNNING</b>											
Cinti.—E. of Woods St., Bridge											
0.39. (Mill St.) Ditch Track—											
SD40's only											1
<b>EDISON SECONDARY</b>											1
<b>HEBRON SECONDARY</b>											1
NOTE 1: Six-axle diesel electric engines restricted.											
<b>RICHWOOD SECONDARY</b>											
<b>RICHWOOD:</b>											
Gill Track											
<b>CAREY SECONDARY</b>											
<b>PATTERSON:</b>											
Elevator Track											
<b>CAREY:</b>											
National Lime & Stone											
Freight House Track											
Carey to ACY Transfer (Note 5)											5
<b>McVITTYS:</b>											
Herzog Lime											
East Track, beyond 100-ft. south											
of road crossing											
West Track, south of road crossing											
NOTE 5: Model GP7 and GP9 are permitted Carey to ACY Transfer.											
<b>CROOKSVILLE RUNNING</b>											1
<b>FULTONHAM RUNNING</b>											1
<b>EAST COLUMBUS INDUSTRIAL</b>											1
<b>DELAWARE RUNNING TRACK</b>											1
<b>BELLE RUNNING</b>											1
<b>HITOP SECONDARY TRACK</b>											1
<b>Z &amp; W INDUSTRIAL TRACK</b>											1
NOTE 1: Six-axle diesel electric engines restricted.											

(Continued on next page)

1160-A1 Cont'd. SOUTHWEST DIVISION											Note
Between	COLUMN	MODEL OF ENGINES					SPECIAL LOADS				
		1	2	3	4	5	L	M	I	J	
<b>COLUMBUS TO INDIANAPOLIS</b>											
<b>Glen and Thorne</b>											
<b>RICHMOND:</b>											
YARD G:											
All Tracks											
ENGINEHOUSE:											
Sand House, All Tracks											
Oil House Track											
<b>WEST OF 19TH STREET:</b>											
Kemper Bros., 15th Street											
Riverdale Tracks											
12th Street Yard, all Tracks											
Glazer Scrap											
Wayne Lumber Co.											
Mather Bros. Coal Co.											
McGuire Lawnmower											
Vortex											
Hoie Track											
Ralston Tracks, All Tracks											
Miller Bros.											
C.&O. Connection											
Davis Track											
Richmond Whse:											
13th, 14th, 15th Streets											
Palladium Track											
Richmond Depot:											
Tracks B* * C*, Models GP 38,											
GP38-2, SD45, SD45-2, SDP45,											
U23B only											*
<b>EAST HAVEN:</b>											
E.G. Hill Track											
Joe Hill Track											
Johns-Manville Tracks A, B, and D											
<b>MILE POST 123 (East of):</b>											
National Automatic Tool											
<b>CENTERVILLE:</b>											
Elevator Track											
Station Track											
Wayne County Farm Bureau											
<b>CAMBRIDGE CITY:</b>											
Casket Company											
Light Plant											
Berth Foundry											
Runaround Track—Mile Post 136											
Mal-Gra & Paul											
Yard Tracks Nos. 3 and 5											
American Casket Company											
<b>STRAUGHN:</b>											
Canning Factory											
Elevator—North & South Sides											
<b>LEWISVILLE:</b>											
Elevator Track											
<b>DUNREITH:</b>											
Freight House Track, beyond 500 ft. of derail											
<b>KNIGHTSTOWN:</b>											
House Track											
Cook Coal Company											
<b>CHARLOTTESVILLE:</b>											
Elevator Track, beyond road crossing											
Tuloma Gas											
<b>GREENFIELD:</b>											
Virginia Sweet Foods											
News Mill											
Conklin Lbr. Co., No. side											
Stock Pen											
New Yard Track											
Black and Gordon											
Oil Track											
Conklin Lbr. Co., So. side											
Farm Bureau											
Greenfield Ice and Fuel											
Broadway Lbr. Co.											
<b>GEM:</b>											
Elevator Track											
<b>CUMBERLAND:</b>											
Onion Track											
Straight Track											

(Continued on next page)

1160-A1 Cont'd. SOUTHWEST DIVISION											
Between	Column	MODEL OF ENGINES					SPECIAL LOADS				Note
		1	2	3	4	5	L	M	I	J	
<b>MAIN LINE</b>											
<b>CLEVELAND TO INDIANAPOLIS</b>											
Bellevue/Bellefontain/BS & Indianapolis											
<b>DEGRAF:</b>											
Canning Factory .....				X	X			X	X	X	
<b>UNION CITY:</b>											
Saw Mill track .....				X	X			X	X	X	
<b>WINCHESTER:</b>											
South Spur, Anchor Hocking .....			X	X	X			X	X	X	
East Spur, Anchor Hocking .....			X	X	X			X	X	X	
No. 2 Connection .....			X	X	X			X	X	X	
<b>MUNCIE:</b>											
Wire Mill .....											
Broderick Co. ....			X	X	X			X	X	X	
Chevrolet .....			X	X	X			X	X	X	
Acme .....			X	X	X			X	X	X	
Muncie Belt .....			X	X	X			X	X	X	
<b>HART:</b>											
Warner Gear .....		X	X	X	X			X	X	X	
<b>YORKTOWN:</b>											
Elevator Track, east of Station .....						X		X	X	X	
Station and House Track .....	X	X	X	X	X			X	X	X	
<b>DALEVILLE:</b>											
Plant Food .....			X	X	X			X	X	X	
<b>PENDELTON:</b>											
Inside Refractory .....			X	X	X			X	X	X	
Flour Mill .....	X	X	X	X	X			X	X	X	
Old Main .....			X	X	X			X	X	X	
<b>SUNMAN SECONDARY</b>											
<b>BATESVILLE:</b>											
Industrial Lead: Note 1 Applies .....											1
<b>MT. COMFORT SECONDARY</b>											
<b>HONEY CREEK SECONDARY</b>											
<b>HONEY CREEK:</b>											
Elevator track .....						X	X	X	X	X	
<b>INDIAN CREEK SECONDARY</b>											
<b>FRANKTON:</b>											
Canning Factory track .....						X	X	X	X	X	
<b>WESTFIELD SECONDARY</b>											
<b>ANDERSON-EMPORIA SEC.</b>											
<b>NEW CASTLE RRNG.</b>											
<b>SHELBYVILLE SECONDARY</b>											
<b>SHELBYVILLE:</b>											
Depres Mfg. Co., South Side .....			X	X							
NOTE 1: Six-axle diesel electric engines restricted.											

1160-A1 Cont'd. SOUTHWEST DIVISION											
Between	COLUMN	MODEL OF ENGINES					SPECIAL LOADS				Note
		1	2	3	4	5	L	M	I	J	
<b>INDIANAPOLIS CITY AREA</b>											
<b>INDIANAPOLIS TERMINAL:</b>											
AMTRAK Depot —											
*Tracks 2, 3, 4 & 7: Models GP-38 & GP-38-2 only .....											
Tracks 1, 2, 3, 4 & 7: Models SD45, SD45-2 & SDP45 only .....											
Wye connection, Hawthorne Yard, between Sherman Drive and Belt Ry., Hamilton Jct. ....											
Wye connection between Pine and Belt Ry., Panhandle Jct. ....											
On B.&O. and Belt Ry. tracks between Pine and Hamilton Jct. ....											
Old Chicago Main, Heavy Curves .....											
Rolling Mill Track .....											
Delaware St. Freight House, Curves .....											
<b>HAWTHORNE YARD DISTRICT:</b>											
J.B. Neu .....											
Ford Motor Co. tracks .....											
Geiger & Peters .....											
<b>IRVINGTON AND LASALLE STREET DISTRICT:</b>											
LaSalle St. Yard except No. 3 and No. 4 and running track .....											
Great A.&P. Co. ....											
Hamilton Warehouse .....											
Central State Env. Co. ....											
P. R. Mallory .....											
Cornelius Printing Co. ....											
Crucible Steel Corp. ....											
Penniana Bldg. ....											
<b>SOUTH STREET DISTRICT:</b>											
Indpl. Blue Print .....											
D. A. Lube .....											
Schuster Coal Co. ....											
Paper Mfg. Co. and Oliver Corp. track .....											
Daylite Coal Co. ....											
Paper Mfg. Co. ....											
Merchandise Warehouse .....											
Vancamp .....											
American Can .....											
Indus Corp. ....											
Frito Lay .....											
Eli Lilly & Co. ....											
<b>WEST ST. TRANSFER YD. AND CAVEN DISTRICT:</b>											
Link Belt Co. ....											
Farm Bureau .....											
Associated Service Co. ....											
Board of Sanitary Commissioners .....											
West St. Yard Track, No. 10, East End .....											
West St. Yard No. 11 through No. 20 .....											
Starch Works Runner No. 11 to Gar .....											
Haltron Searce Lumber Co. ....											
Indianapolis Power & Light Co. ....											
Eli Lilly & Co. ....											
West St. Yd. tracks, No. 1 through No. 9 .....											
West St. Yd. tracks No. 10, West End .....											
Starch Works Runner No. 11, West End .....											
Bridge 0.66 .....											
Bridge 2.72 .....											
Bridge 3.37 .....											
Allison Plant No. 5 .....											
Brown Refractory Co. ....											
Rutgers Pkg. ....											
J. & L. Steel .....											
Reilly Tar & Chemical Corp. ....											
Chrysler Indpls. Foundry .....											
Allison Plant No. 8 .....											
National Starch Co. — Switch 115 .....											
Corn hopper on Corn Track .....											
Scale-Feed Track .....											

1160-A1 Cont'd. SOUTHWEST DIVISION											
Between	COLUMN	MODEL OF ENGINES					SPECIAL LOADS				Note
		1	2	3	4	5	L	M	I	J	
<b>MAIN LINE INDIANAPOLIS TO ST. LOUIS Avon/CP-AN &amp; E. St. Louis via Terre Haute &amp; Effingham</b>											
<b>GREENCASTLE:</b>											
Beyond 200-ft. south of first Quarry .....											
Yard Switch on empty track, and .....											
beyond Quarry office on Old Main, .....											
or Load Track .....	X	X	X	X	X			X	X	X	
<b>TERRE HAUTE:</b>											
Quaker Maid Co. track .....				X	X						
X. L. Shop, all tracks .....				X	X						
Public Service Co. .....				X	X						
Turner Bros., No. 1, No. 2 and No. 3 .....											
tracks .....				X	X						
No. 26 shop lead .....				X	X						
Pillsbury track .....				X	X						
<b>MACKSVILLE:</b>											
South Branch .....						X	X	X	X		
<b>VANDALIA:</b>											
City Light Co. unload pit .....	X	X	X	X	X						
<b>ST. JACOB:</b>											
Elevator track scales .....	X	X	X	X	X	X	X	X	X	X	
<b>COLLINSVILLE DISTRICT:</b>											
All industry and yard tracks .....					X						
<b>EAST ST. LOUIS (ROSE LAKE DISTRICT):</b>											
American Smelter Co. track .....					X						
General Chemical Co. track .....					X						
Kokotovich track .....					X						
Car repair tracks .....					X						
Connection with Stock Yards and .....											
Southern Ry. .....					X						
All tracks west of Missouri Avenue .....					X						
Lower Yard, all tracks except No. 16 .....					X						
& 17 .....					X						
Wiggins Ferry connection .....											
<b>WILLOW-ST. LOUIS:</b>											
Merchants Bridge route .....						X	X	X	X		
<b>EAST ST. LOUIS-ST. LOUIS:</b>											
Eads Bridge Route .....						X	X	X	X		
Merchants Bridge route .....						X	X	X	X		
<b>MAIN LINE TERRE HAUTE TO LENOX Via Mattoon</b>											
<b>HILLSBORD:</b>											
Eagle Pitcher .....				X	X			X	X	X	
All yard tracks except Old Pass: .....											1
Note 1 applies .....											
<b>TAYLOR SPRINGS:</b>											
American Zinc .....				X	X			X	X	X	
<b>MIDLAND RUNNING</b> 1											
<b>PARIS:</b>											
South Foley track .....	X	X	X	X	X						
NOTE 1: Six-axle diesel electric engines restricted.											

(Continued on next page)

1160-A1 Cont'd. SOUTHWEST DIVISION											
Between	COLUMN	MODEL OF ENGINES					SPECIAL LOADS				Note
		1	2	3	4	5	L	M	I	J	
<b>I &amp; F BRANCH FRANKFORT SECONDARY Indianapolis &amp; Logansport</b>											
<b>HERR:</b>											
Elevator track .....											
<b>LEBANON:</b>											
Connection tracks between crossing .....											
frogs on Wye and Gadsden Sec. ....					5	5					
Gadsden Sec. Team tracks Nos. 1 and 2 .....					5						
All train and engine movements .....											
Gadsden Sec. tracks .....					5	X					
<b>REAGAN:</b>											
Elevator track .....					E						
<b>FRANKFORT:</b>											
N & W, North Wye .....											
N & W, South Wye .....											
Inside Neal track .....						X					
Turning Wye .....											
Storage tracks .....											
<b>CAMDEN:</b>											
Camden Elevator, west of track .....											
Oil track from a point 100 feet north .....											
of Main St. to south end of track .....											
<b>LAFAYETTE, FOWLER &amp; SHELDON SECONDARIES</b>											
<b>SHELDON:</b>											
Under unloading shed at elevator .....	X	X	X	X	X	X		X	X	X	
<b>GADSDEN SECONDARY</b> 1											
<b>SPEEDWAY RUNNING</b> 1											
<b>PETERSBURG SECONDARY Indianapolis/Kraft &amp; Evansville</b> 1											
<b>BRIDGE 17.44:</b>											
0.7 Miles South of Mooresville .....	30	30	30	30	30			X	X	X	
<b>BRICK (North of):</b>											
Brooklyn Brick Co. ....						X					
<b>BRICK (South of):</b>											
Martinsville Brick Co. ....						X					
Adams Clay Co. ....						X					
<b>BRIDGES 26.41:</b>											
2.7 Miles South of Centerton .....	30	30	20	30	30			X	X	X	
<b>MARTINSVILLE:</b>											
Old Big 4 Short Wye .....						X					
Poston Brick Plant loading track .....											
beyond truck crossing .....		X	X	X	X						
<b>BRIDGE 32.50:</b>											
1.8 Miles South of Martinsville .....	30	30	30	30	30			X	X	X	
<b>BRIDGE 33.30:</b>											
2.7 Miles South of Martinsville .....			30	30	30			X	X	X	
<b>PARAGON:</b>											
Potter Oil Co. ....						X					
<b>SPENCER:</b>											
Standard Oil .....						X					
<b>BRIDGE 72.13:</b>											
0.2 Mile North of Worthington .....	30	30	30	30	30			X	X	X	
<b>PETERSBURG:</b>											
MP-124, IP&L No. 2-A Track .....	X	X	X	X	X			X	X	X	
<b>TAYLOR:</b>											
Whirlpool Corp., Steel Track .....		X	X	X	X			X	X	X	
<b>DUFF RUNNING</b> 1											
<b>WASHINGTON:</b>											
Beyond Walnut St., on east track .....		X	X	X	X			X	X	X	
<b>BICKNELL SECONDARY</b> 1											
<b>WORTHINGTON SECONDARY</b> 1											
NOTE 1: Six-axle diesel electric engines restricted.											

(Continued on next page)



## 1160-A1 Cont'd. SOUTHWEST DIVISION

Between	COLUMN	MODEL OF ENGINES					SPECIAL LOADS				Note
		1	2	3	4	5	L	M	I	J	
<b>LOUISVILLE &amp; KENTUCKY ST. SECONDARIES</b>											
<b>Indianapolis &amp; Louisville</b>											
<b>LOUISVILLE:</b>											
Early and Daniels Elevator					X	X					
Arbegust (Bend) Track			X	X	X						
Arbegust Industrial Tracks			X	X	X						
Packaging Service			X	X	X						
Louisville Tin and Stove			X	X	X						
A&P Tea Co.			X	X	X						
Celanese Lead			X	X	X						
Porter Paint			X	X	X						
Fruechicht Elevator			X	X	X						
Merchants Ice and Coal											
Bridge 108.11-Louisville Draw Span			15	15	15						
Bridge 108.11-North of Draw Span			20	30	30						
<b>JEFFERSONVILLE:</b>											
American Car & Foundry-To Gate			X	X	X						
American Car & Foundry-Inside Gate			X	X	X						
Colgate Palmolive Co.-All Tracks			X	X	X						
Philadelphia Quartz Co.-All Tracks			X	X	X						
Team Tracks			X	X	X						
Pfau Chemical Co.			X	X	X						
Leas To R.A.	X	X	X	X	X						
Kitchen Kompact 129-229			X	X	X						
Dutch Lane Yard Wye			X	X	X						
Dutch Lane Yard-All Tracks			X	X	X						
Dutch Lane Yard-GSA Depot			X	X	X						
Dutch Lane Yark-Jeff Boat Load			X	X	X						
Jeff Yard-House			X	X	X						
Watson Running Track			X	X	X						
Hooker Co. Lead			X	X	X						
<b>NEW ALBANY:</b>											
All Industrial Tracks			X	X	X						
<b>SELLERSBURG—SPEED:</b>											
Team Track			X	X	X						
US Track-Koppers			X	X	X						
No. 2 Track-Speed Yard			X	X	X						
<b>SCOTTSBURG:</b>											
Business Track			X	X	X						
Smith Cabinet			X	X	X						
Elevator Track			X	X	X						
<b>BRIDGE 76.22:</b>											
1.2 Miles S. of Austin	40	40	50		50	40	35				
<b>AUSTIN:</b>											
Morgan Packing			X	X	X						
American Can			X	X	X						
AC-South Track	X	X	X	X	X						
<b>CROTHERSVILLE:</b>											
Siding					X						
House Track					X						
North of Farm Bureau	X	X	X	X	X						
Crothers, Feed and Grain			X	X	X						
<b>SEYMOUR:</b>											
Northward Siding					X						
Vincennes Track					X						
Pocket Track					X						
House Track					X						
Smith Cabinet					X						
Stave Mill					X						
Lead to Freeman Field					X						
Industrial Track at Freeman Field					X						

(Continued on next page)

## 1160-A1 Cont'd. SOUTHWEST Division

Between	COLUMN	MODEL OF ENGINES					SPECIAL LOADS				Note
		1	2	3	4	5	L	M	I	J	
<b>Louisville &amp; Indianapolis (Cont'd)</b>											
<b>BRIDGE 55.77:</b>											
South of Cols	40	50	50		50			40	35		
<b>COLUMBUS:</b>											
South Yard. All Tracks Except No. 3				X	X						
<b>BRIDGE 40.19:</b>											
South of Cols	40	50	50		50			35	20		
<b>EDINBURG:</b>											
All Industrial Tracks				X	X						
<b>ATTERBURY:</b>											
Wyes Camp Lead & All Tracks	10	10	10	10	10	X	X	X	X		
<b>FRANKLIN:</b>											
Arvin Lead				X	X						
Masonic Home Track				X	X						
Wye Track				X	X						
Fairland Industrial Trk. (B/4)				X	X						
<b>BRIDGE 18.68:</b>											
1.7 Miles North of Franklin		20	50	50				45	30		
<b>GREENWOOD (South of):</b>											
Stockely's Canning Co. Curves off					X						
Loading Platform					X						
<b>SOUTHPORT:</b>											
Lumber Co.					X						
<b>DALE:</b>											
Northeast Wye	10	10	10	10	10						
Other Wye tracks	10	10	10	10	10						
<b>SOUTH COLUMBUS RRNG.</b>											
										1	
<b>COLUMBUS-S. COLUMBUS:</b>											
				D		X	X	X	X		
<b>BRIDGE 0.75:</b>											
1.3 Miles South of Cols	10	10	10	10	10	X	X	X	X		
<b>NORTH COLUMBUS RRNG.</b>											
										1	
<b>CAIRO SECONDARY</b>											
<b>LYONS &amp; CAIRO</b>											
										2	
<b>HUTSONVILLE:</b>											
CIPS Turbine Track		X	X	X	X		X	X	X		
CIPS Transformer Track	X	X	X	X	X		X	X	X		
<b>HUTSONVILLE:</b>											
Elevator Track		X	X	X	X		X	X	X		
<b>LAWRENCEVILLE:</b>											
House Track "C", south of Jefferson St.		X	X	X	X		X	X	X		
<b>CARMI:</b>											
Browns Feed	X	X	X	X	X		X	X	X		
<b>ELDORADO:</b>											
Mill Track, beyond 600-ft.	X	X	X	X	X		X	X	X		
NOTE 2: Diesel electric engines having a gross weight in excess of 275,000 pounds restricted between Lyons Yd. & Cairo.											
NOTE 1: Six-axle diesel electric engines restricted.											
<b>DANVILLE SECONDARY</b>											
<b>Schneider &amp; Danville</b>											
<b>PEKIN SECONDARY</b>											
<b>CLERMONT &amp; WYTON</b>											
<b>Wyton &amp; Pekin</b>											
										3	
NOTE 3: Six-axle electric engines restricted between Wyton and Pekin.											

**MAXIMUM FOUR-AXLE CAR WEIGHTS  
IN THOUSANDS (000's) OF POUNDS**

1160-A2. Maximum four-axle allowable car weights, unless otherwise restricted, are as listed herein. Cars in excess weight of maximums listed must not be handled without authority of Division Superintendent.

**COLUMBUS DIVISION**

<u>Line Designation/Between</u>	<u>000's of Pounds</u>	<u>Note</u>
<b>MAIN LINE—CLEVELAND TO INDIANAPOLIS:</b>		
Berea/12.5 & Bellefontaine/BS/140.9	315	
<b>MAIN LINE—PITTSBURGH TO COLUMBUS:</b>		
Newcomerstown/108.1 & Columbus/191.0	263	
<b>MAIN LINE—COLUMBUS TO CHICAGO:</b>		
Columbus/0.0 & CP-Meekers/94.9	263	
<b>MAIN LINE—BURT TO COLUMBUS:</b>		
CP-Burt/80.3 & Columbus/137.7, excluding Delaware		
Old Main	315	
Via Delaware Old Main	263	
<b>MAIN LINE—COLUMBUS TO INDIANAPOLIS:</b>		
Columbus, London, Xenia and/or Springfield, Dayton, New Paris & Glen	263	
<b>MAIN LINE—DAYTON TO CINCINNATI:</b>		
Dayton, CP-Carlisle & Cincinnati	315	
<b>MAIN LINE—CINCINNATI TO INDIANAPOLIS:</b>		
Cincinnati to CP-22/Lawrenceburg Jct.	263	
<b>BELLEFONTAINE BRANCH:</b>	263	
<b>BELLE RNNG.:</b>	220	
<b>BLUE ASH SEC.:</b>	220	
<b>BROKEN ARO MINE TRACK.:</b>	263	
<b>CAMP CHASE INDUSTRIAL:</b>	263	
<b>CAREY SEC.:</b>	263	
<b>CARLISLE SEC.:</b>	263	
<b>CLEMENT RNNG.:</b>	263	
<b>CROOKSVILLE RNNG.:</b>	220	
<b>DELAWARE RNNG.:</b>	205	
<b>E. COLUMBUS RNNG.:</b>	220	
<b>EDISON SEC.:</b>	220	
<b>FRANKLIN (OHIO) INDUSTRIAL:</b>	220	
<b>FULTONHAM INDUSTRIAL:</b>	220	

(Continued on next page)

1160-A2. Cont'd. Maximum 4-axle Car Weight.

**COLUMBUS DIVISION (Cont'd.)**

<u>Line Designation/Between</u>	<u>000's of Pounds</u>	<u>Note</u>
<b>GREENVILLE SEC.:</b>	263	
<b>HARROD SEC.:</b>	263	
<b>HEBRON SEC.:</b>	263	
<b>HEMPSTEAD RNNG.:</b>	220	
<b>HITOP SEC.:</b>	220	
<b>HOWARD INDUSTRIAL:</b>	210	
<b>KANAWHA SEC.:</b>		
Corning/0.0 & Geno/157.2	263	1-2
Geno/157.2 & Gaul/162.9	250	2
<b>KETTERING RNNG.:</b>	220	
<b>LAWRENCEBURG RNNG.:</b>	263	
<b>LAWRENCEBURG BRANCH:</b>	263	
<b>LEBANON SEC.:</b>	220	
<b>MASON SEC.:</b>	220	
<b>MECHANICSBURG SEC.:</b>	263	
<b>MIDDLETOWN SEC.:</b>	220	
<b>MILL CONNECTION RNNG.:</b>	263	
<b>MT. VERNON SEC.:</b>	263	
<b>MOXHALA SEC.:</b>	263	1-2
<b>NEIL TRACK INDUSTRIAL:</b>	263	
<b>OASIS BRANCH:</b>	263	
<b>OASIS SEC.:</b>	263	
<b>OKLAHOMA RNNG.:</b>	263	
<b>PETERS CREEK INDUSTRIAL:</b>	220	
<b>RICHWOOD SEC.:</b>	220	
<b>RIVERFRONT RNNG.:</b>	220	
<b>ROXANNA SEC.:</b>	263	
<b>SWISS RNNG.:</b>	220	
<b>TRINWAY SEC.:</b>	263	
<b>URBANA SEC.:</b>	263	
<b>WESTERN BRANCH:</b>	263	1-2
<b>YELLOW SPRINGS RNNG.:</b>	220	
<b>Z &amp; W INDUSTRIAL:</b>	220	
<b>ZANESVILLE SEC. &amp; YARD RNNG.:</b>	263	
<b>ZANESVILLE TERMINAL RR.:</b>	263	

NOTE 1: Loaded ESMX Series Tank Cars (two 4-axle trucks) may be handled between Columbus & Charleston when preceded & followed by at least 2 empty cars.

NOTE 2: Six (6) axle tank cars prohibited South of Columbus.

(Continued on next page)

## 1160-A2. Cont'd. Maximum 4-axle Car Weight.

## SOUTHWEST DIVISION

Line Designation/Between	000's of Pounds	Note
<b>MAIN LINE—CLEVELAND TO INDIANAPOLIS:</b>		
Bellefontaine/BS/140.9 & Indianapolis/283.8 .....	315	
<b>MAIN LINE—COLUMBUS TO CHICAGO:</b>		
CP-Meekers/94.9 & CP-Union City/103.8 .....	263	
<b>MAIN LINE—COLUMBUS TO INDIANAPOLIS:</b>		
Glen/117.2 & Indianapolis/187.9 .....	263	
<b>MAIN LINE—INDIANAPOLIS TO ST. LOUIS:</b>		
Indianapolis via IJ, MY, CP-AN, Terre Haute, Effingham & Eads .....	315	
<b>MAIN LINE—TERRE HAUTE TO LENOX</b>		
CP-Ringo, Mattoon, Lenox & E. St. Louis .....	315	
<b>ANDERSON-EMPORIA SEC.:</b> .....	263	
<b>CARLISLE BRANCH:</b> .....	263	
<b>ARLINGTON AVE. SEC.:</b> .....	263	
<b>A.W. &amp; W. SEC.:</b> .....	263	
<b>'B' RNNG.:</b> .....	263	
<b>BEECH GROVE BRANCH</b> .....	263	
<b>BELT EAST SIDE, NORTHEAST &amp; NORTHWEST RNNG.:</b> .....		
	263	
<b>BICKNELL SEC.:</b> .....	220	
<b>CAIRO SECONDARY:</b>		
Danville/0.0 & Midland/37.1 .....	220	
Midland/37.1 & MP 101, N. of Lawrenceville ..	263	
MP 101, N. of Lawrenceville & Karnak/234.7 ..	220	.....1
Karnak/234.7 & Cairo/260.4 .....	205	
<b>CONNERSVILLE RNNG.:</b> .....	200	
<b>DANVILLE SECONDARY:</b> .....	263	
<b>DOW SEC.:</b> .....	263	
<b>DUFF RNNG.:</b> .....	205	
<b>DUTCH LANE RNNG.:</b> .....	220	
<b>FOWLER SEC.:</b> .....	263	
<b>FRANKFORT SEC.:</b> .....	263	
<b>FRANKLIN (INDIANA) LEAD INDUSTRIAL:</b> .....	205	
<b>GADSDEN SEC.:</b> .....	195	
<b>GREENSBURG INDUSTRIAL:</b> .....	263	
<b>HONEY CREEK SEC.:</b> .....	263	
<b>I. &amp; F. BRANCH:</b> .....	263	
<b>INDIAN CREEK SEC.:</b> .....	263	
<b>INDIANAPOLIS BELT SEC.:</b> .....	263	
<b>IU NOS. 1 &amp; 2 SEC.:</b> .....	315	
<b>KENTUCKY STREET SEC.:</b> .....	263	
<b>LAFAYETTE SEC.:</b> .....	263	
<b>LIMEDALE SEC.:</b> .....	315	
<b>LOUISVILLE SEC.:</b> .....	263	.....2
<b>LYNNVILLE SEC.:</b> .....	263	
<b>MT. COMFORT SEC.:</b> .....	263	
<b>NEW ALBANY RNNG.:</b> .....	220	
<b>NEW CASTLE RNNG.:</b> .....	263	
<b>NEWMAN RNNG.:</b> .....	263	
<b>NORTH COLUMBUS RNNG.:</b> .....	220	
<b>'O' SEC.:</b> .....	263	

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## 1160-A2. Cont'd. Maximum 4-axle Car Weight.

## SOUTHWEST DIVISION Cont'd.

Line Designation/Between	000's of Pounds	Note
<b>PEKIN SEC.:</b> .....	263	
<b>PETERSBURG SEC.:</b>		
Kraft/3.0 & Petersburg/127.3 .....	220	
Petersburg/127.3 & Straight Line Jct./ Evansville/163.9 .....	263	
<b>ROUND BARN RNNG.:</b> .....	263	
<b>SALINE VALLEY LEAD RNNG.:</b> .....	205	
<b>SHELBYVILLE SEC.:</b> .....	220	
<b>SHELDON SEC.:</b> .....	263	
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<b>INDUSTRIAL:</b> .....	263	
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<b>WATSON RNNG.:</b> .....	220	
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NOTE 1: AMAX Unit Coal Trains may be handled between Keensburg & Public Service Indiana (PSI) Generating Plant/Mt. Carmel Sec. with maximum individual car weights not to exceed 263,000 pounds.

NOTE 2: LOUISVILLE SEC.—LIMEDALE SEC. via Columbus, IN., and Indianapolis: A maximum car weight of 315,000 pounds can be handled between Jeffersonville and Limesdale subject to the following restrictions: Must not exceed 20 miles per hour between Mile Post 105 and Mile Post 107 between Boyd and Jeffersonville. Prohibited on Bridge 0.66s on lead to West Street Yard, Indianapolis.

**1160-A3. 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 to 170,000	40'-0'	Same as Col. 2 Engines
170,000 to 220,000	42'-0'	Same as Col. 5 Engines
220,000 to 263,000	48'-0'	Same as Col. 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 couples cars - Column J Special Loads"  
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 the General Manager.

**1160-A4. ALL DIVISIONS: AMTRAK SDP40F UNITS**

AMTRAK SDP40F Units, Nos. 540-649 inclusive, have had pilots trimmed to clearance lines in effect and may be accepted for movement.

AMTRAK road number series of SDP40F Units, Nos. 500-539 inclusive, have not had pilots trimmed and must not be operated.

**1160-A5. AMFLEET SERVICE & COMPATIBLE CONVENTIONAL EQUIPMENT:**

Amtrak passenger cars, Amfleet series 20000-22999 are equipped with non-conventional diaphragms and must not be coupled to equipment with conventional diaphragms.

Certain pieces of Amtrak equipment have been modified to permit them to be coupled to either Amfleet or conventional equipment. These cars include:

Power Cars - series 685-696.

Baggage Cars - 1000, 1086, 1091, 1093, 1191, 1200 & 1399.

Baggage Dormitory Cars - 1450 - 1455.

Sleeping Cars - 2900 - 2999.

Lounge Cars - 3632, 3634, 3644.

Track Inspection Car - 10,000.

Buffer Cars - 10,600 - 10,609.

Amfleet equipment should not be coupled to Amtrak conventional equipment except to the above-mentioned modified equipment.

NOTE: Conrail Office Cars, Nos. 1, 2, 3 & 4, & Conrail Inspection Car No. 10 & Conrail Sleeper No. 11 have been modified for operation with Amfleet equipment.

**OTHER EQUIPMENT RESTRICTIONS**

**1160-B1.** All cars 75 feet or more in length are Restricted at the following location:

NOTE X— Prohibited.

Column 1— Restrictions to these cars when coupled to cabooses, type N-5.

Column 2— Restrictions to these cars when coupled to conventional type freight cars or to engines equipped with coupler stops.

Column 3— Restrictions to these types of cars when not coupled to other cars or engines.

**COLUMBUS DIVISION**

Location:	Length of Cars Column	75 & 85 FEET			87 & 89 FEET		
		1	2	3	1	2	3
<b>MAIN LINE PITTSBURGH TO COLUMBUS</b>							
Coshocton							
Clow Co. Tracks			X			X	
Freight House Tracks			X			X	
Texaco Track			X			X	
Mile Post 128 (East of)							
Universal Cyclops Steel Company— East of Airstrip		X	X		X	X	
Trinway							
Freight House Track			X			X	
Newark							
Home Billman			X			X	
Holophane Glass		X	X		X	X	
Heisey Glass			X			X	
Cree-Becker			X			X	
Dixie Coal			X			X	
Burke Golf Co.			X			X	
Incline of North Track			X			X	
No. 1 & 2 Freight House Tracks			X			X	
Columbus—Yard A							
Anderson Sand & Gravel			X			X	
<b>MAIN LINE COLUMBUS TO CHICAGO</b>							
High Street—Olentangy							
Neil Track		X	X		X	X	
Grandview-Marble Cliff							
City of Columbus—Filtration Track			X			X	
American Aggregate Co.			X			X	
Columbus & Southern Electric Co.			X			X	
Northwest Blvd. Track & Connection thereto			X			X	
Hausman Steel Track		X	X		X	X	
Hilliard							
Farm Bureau Elevator			X			X	
Plain City							
Team Track			X			X	
Mile Post 24							
Custom Farm Service		X	X		X	X	
Milford Centre							
Ohio Grain Co.		X	X		X	X	
Hagenbaugh							
American Oil Co.		X	X		X	X	

(Continued on next page)

## 1160-B1 Cont'd. COLUMBUS DIVISION

Location:	Length of Cars Column	75 & 85 FEET			87 & 89 FEET		
		1	2	3	1	2	3
<b>MAIN LINE COLUMBUS TO CHICAGO (Cont'd.) Urbana</b>							
Freight Station Track & Lead from No. 1 Station Track			X			X	
Camp Car Track			X			X	
Howard Paper Co.		X	X		X	X	
Oakland St. Warehouse		X	X		X	X	
#3 Yard Track		X	X		X	X	
W. B. Marvin Mfg. & W. H. Marvin Co.		X	X		X	X	
St. Paris							
Grimes Concrete		X	X		X	X	
Piqua							
Roosevelt Ave. Track to South Yard			X			X	
Horn Track		X	X		X	X	
Inland Homes Corp.			X			X	
Bradford							
All Industrial & Yard Tracks— Excluding Running Tracks			X			X	
Greenville							
Inland Steel Container Co.			X			X	
American Aggregates		X	X	X	X	X	X
<b>MAIN LINE DAYTON TO CINCINNATI</b>							
Dyna Corporation—All Tracks			X			X	
Advance Foundry			X			X	
Hewitt Soap Co.			X			X	
Mega-City Track			X			X	
Fenton Foundry			X			X	
Dayton Scale			X			X	
P. A. Kelly			X			X	
Geo. Behm & Son Co.			X			X	
May & Co.			X			X	
Dayton Warehouse Inc.			X			X	
Industrial Chemical Co.		X	X	X	X	X	X
Hull Paper Co.		X	X	X	X	X	X
Lewis & Michael Warehouse		X	X	X	X	X	X
All other Industrial Tracks between Dayton Depot & Water Street Station—Wolf Creek			X			X	X
Franklin, OH—Union Camp Corp.		X	X	X	X	X	X
Dayton, OH—Cooper St. No. 7		X	X	X	X	X	X
Dayton, OH—Liberal Market		X	X	X	X	X	X
Sand Cut, OH—D.P. & L.		X	X	X	X	X	X
Moraine, OH—Frigidaire No. 6		X	X	X	X	X	X
Middletown, OH—City Track North of State Route #4		X	X	X	X	X	X
Evendale-Ivorydale							
Paper Service Co.-MP 251		X	X	X	X	X	X
Ivorydale Yard-Big Four Connection Tracks to B&O RR		X	X	X	X	X	X
Ivorydale - All Industries		X	X	X	X	X	X

(Continued on next page)

## 1160-B1 Cont'd. COLUMBUS DIVISION

Location:	Length of Cars Column	75 & 85 FEET			87 & 89 FEET		
		1	2	3	1	2	3
<b>MAIN LINE COLUMBUS TO INDIANAPOLIS High Street—East Alton</b>							
American Vitrified Products Co.			X				X
Ludlow Alley North Street Track		X	X	X	X	X	X
Columbus Forge & Iron			X				X
Giesey Tracks 1 & 2			X				X
Westinghouse Mfg. Co.							
West of M.I. Lead, Storage & Interchange Tracks 7, 8, 9, 10, 12, 13 & Horn Tracks		X	X			X	X
Fisher Road Industrial Park							
Overmyer Warehouse		X	X			X	X
Hultgren							
Shell Oil Co.			X				X
East Alton							
Peoples Development Lead Track		X	X			X	X
West Jefferson							
Elevator Track		X	X			X	X
London							
Steel Co. of Ohio			X				X
McCord Corp.			X				X
Speasmaker Track			X				X
Elevator Track			X				X
Williams Co.			X				X
Cedarville							
House Track at Main St.		X	X			X	X
Paper Mill			X				X
Xenia							
Hooven & Allison—West of Queen St.		X	X			X	X
Eavey Track			X				X
McNamee Coal Co.			X				X
Brookville							
Weaver Track		X	X			X	X
Huber Coal & Lumber Co.		X	X			X	X
<b>YELLOW SPRINGS RUNNING TRACK Yellow Springs</b>							
H. L. Hackett Co.		X	X			X	X
Dewine Milling Co.			X				X
Morris Bean Co.			X				X

(Continued on next page)

## 1160-B1 Cont'd. COLUMBUS DIVISION

Location:	Column	Length of Cars			75 & 85 FEET			87 & 89 FEET		
		1	2	3	1	2	3	1	2	3
<b>OASIS BRANCH &amp; SECONDARY TRACK</b>										
Including Front, Water & Eggleston Ave. Tracks										
Fulton Yard—West End Track No. 17, 18 & 19		X	X		X	X				
Eggleston Ave. Track										
All Industrial Tracks		X	X	X	X	X	X			
Front St. Track										
Curve at Smith St. & All Industrial Tracks		X	X		X	X				
Water Street Connection										
All Industrial Tracks		X	X		X	X				
West End of Terminal Warehouse		X	X	X	X	X	X			
Norwood Heights										
All Team & Industrial Tracks between MP 11 & 14			X			X				
Reading										
All Station & Industrial Tracks between MP 14 & 20			X			X				
Co-Op Mills Tracks		X	X		X	X				
Sharonville										
Lead Track to Ford Motor Co.			X			X				
Government Depot Tracks		X	X		X	X				
Hamilton										
Wing Track		X	X		X	X				
Engine Track		X	X		X	X				
Crawford Steel		X	X		X	X				
Connections to B.&O.			X			X				
Herring Hall Marvin Co.		X	X		X	X				
Mosler Safe Co.—All Tracks, Wright Bennett Hamilton Foundry All Tracks		X	X	X	X	X	X			
<b>LEBANON-MASON &amp; BLUE ASH SECONDARY TRACK</b>										
Lebanon										
Dave Steel Co.			X			X				
Hazelwood—Blue Ash Industrial Track										
Jewel Tea & South Track Ohio Valley Warehouse		X	X		X	X				
General Foods—South Track		X	X		X	X				
Norwood										
GMAD into Rail Loading Site										
Avondale										
All Industries										

(Continued on next page)

## COLUMBUS DIVISION

Location:	Column	Length of Cars			75 & 85 FEET			87 & 89 FEET		
		1	2	3	1	2	3	1	2	3
<b>1160-B1 Cont'd.</b>										
<b>CLEMENT-HEMPSTEAD &amp; KETTERING RNNG.</b>										
Dayton										
Connection to Dayton Union Terminal (Curve)		X	X		X	X				
Dayton Power & Light-Longworth St. Substation		X	X		X	X				
Penn Iron & Coke Co.		X	X	X	X	X	X			
Wye Track at Hempstead (Conn. to Clem Hemp Track)		X	X		X	X				
Copco Track—Washington St. Yard										
<b>MT. VERNON SECONDARY TRACK</b>										
Howard Industrial Track										
Millwood Sand Co. Tracks			X			X				
Siding			X			X				
Gambier										
Farmers Co-Op			X			X				
Mt. Vernon										
Horn Track—beyond B.&O. Crossing			X			X				
Jervis B. Webb Co.			X			X				
Pittsburgh Plate Glass Co.—Inside Gates			X			X				
Dubinsky Bros.			X			X				
House Track			X			X				
Team Track			X			X				
Yard Track No. 3			X			X				
Middle Track			X			X				
Coach Track			X			X				
Ash Track			X			X				
Engine Service Track			X			X				
Ladder Track—South Yard—5 turnouts			X			X				
Chattanooga Glass—Loading & Unloading Tracks			X			X				
Bangs										
Ohio Fuel Gas			X			X				
Centerburg										
Elevator Track			X			X				
Sunbury										
Farmers Co-Op			X			X				
Nestles Co.			X			X				
Galena										
Galena Shale, Title & Brick Co.			X			X				
Westerville										
West Team Track			X			X				
Kilgore Mfg. Co.			X			X				
Linden										
Linden Lumber Co.			X			X				
Solvent Track			X			X				
Three C Lumber & Supply Co.		X	X		X	X				
Joyce Iron & Metal Co.		X	X		X	X				
Hanna Paint Co.		X	X		X	X				
American Zinc Oxide		X	X		X	X				
Federal Chemical		X	X		X	X				

(Continued on next page)

## COLUMBUS DIVISION

1160-B1 Cont'd.	Length of Cars	75 & 85 FEET			87 & 89 FEET		
		Column	1	2	3	1	2
Location:	Column						
Grogan Yard (Old Sandusky Branch)							
Industrial Track South of 11th Ave.		X	X		X	X	
Columbus Auto Parts		X	X		X	X	
Stoner Lumber Co.		X	X		X	X	
<b>TRINWAY &amp; ZANESVILLE SECONDARY TRACK</b>							
All Yard Tracks No. 2 thru No. 10			X			X	
Putnam							
Zanesville Stoneware		X	X		X	X	
Weller Pottery		X	X		X	X	
Spangler							
Zanesville Terminal R.R.—Wye to Brockway Glass Plant 12, Ridge Ave.		X	X		X	X	
South Zanesville							
Dura Tile		X	X		X	X	
House Tracks		X	X		X	X	
Fultonham Industrial Track							
Tracks Leading to Pittsburgh Plate Glass at Fultonham			X			X	
Roseville							
Ransbottom Pottery Tracks		X	X		X	X	
Brush Pottery, Melick Pottery		X	X		X	X	
Nelson McCoy Pottery		X	X		X	X	
Freight House Tracks		X	X		X	X	
Crooksville							
All Industrial Tracks		X	X		X	X	
New Lexington							
All Industrial Tracks			X			X	
Western Branch							
Mile Post 40 (East of)—Ludowici Tile Co.			X			X	
Bremen							
All Industrial Tracks			X			X	

## 1160-B1 Cont'd. SOUTHWEST DIVISION

1160-B1 Cont'd.	Length of Cars	75 & 85 FEET			87 & 89 FEET		
		Column	1	2	3	1	2
Location:	Column						
<b>MAIN LINE COLUMBUS TO INDIANAPOLIS</b>							
Richmond Yards							
Yard D—Tracks 12 & 13			X			X	
Yard F—Tracks 6, 7, 8, 9 & 10 & West End No. 11			X			X	
Enginehouse—Sand House, All Tracks, Circle & Oil House Track			X			X	
Richmond—West of 19th St.							
Kemper Bros—15th St.		X	X		X	X	
Riverdale			X			X	
12th St. Yard—All Tracks			X			X	
F.&N. Lawnmower			X			X	
Coach Tracks 3, 4 & 5			X			X	
Wayne County Lumber Co.			X			X	
Mather Bros. Coal Co.			X			X	
McGuire Lawnmower			X			X	
Vortex Tracks			X			X	
Hole Track		X	X		X	X	
Freight House—All Tracks			X			X	
Davis Track			X			X	
Richmond Warehouse, 13th, 14th & 15th Streets			X			X	
Palladium Track			X			X	
Easthaven							
Hospital Track—beyond 400 feet from Derail			X			X	
E. G. Hill Track			X			X	
Joe Hill Track			X			X	
Johns-Manville A, B & D			X			X	
Mile Post 124 (East of)							
National Automotive Tool			X			X	
Centerville							
Elevator Track			X			X	
Station Track			X			X	
Wayne County Farm Bureau			X			X	
Cambridge City							
Casket Co.			X			X	
Light Plant			X			X	
Bertch Foundry			X			X	
Runaround Track MP-136			X			X	
Mal-Gra & Paul			X			X	
Yard Tracks 3 & 5			X			X	
American Casket Co.			X			X	
Converto Mfg. Co.			X			X	
Straughn							
Canning Factory			X			X	
Lewisville							
Elevator Track			X			X	
Dunreith							
Freight House Track, beyond 500 ft. of Derail			X			X	
Knightstown							
House Track			X			X	
Cook Coal Co.			X			X	
Charlottesville							
Elevator Track—beyond road crossing & Tuloma Gas			X			X	
Greenfield							
News Mill			X			X	
Conklin Lumber Co.—North Side			X			X	
Stock Pen			X			X	
New Yard Track			X			X	
Black & Gordon			X			X	
Oil Trade			X			X	
Conkin Lubrication Co.—South Side			X			X	
Farm Bureau			X			X	
Greenfield Ice & Fuel			X			X	
Broadway Lumber Co.			X			X	

(Continued on next page)

## SOUTHWEST DIVISION

1160-B1 Cont'd.	Length of Cars Column	75 & 85 FEET			87 & 89 FEET		
		1	2	3	1	2	3
<b>INDIANAPOLIS TERMINAL AREA</b>							
Hawthorne Yard							
Curve East of Ford Storage Yard		X			X		
Ford Motor Co.		X	X		X	X	
Kitley Ave. Team Track		X					
Plywood of Indiana		X	X		X	X	
Dura Container		X	X		X	X	
Georgia Pacific		X	X		X	X	
Crossover from Inbound to 100 Yard at East End		X	10		X	10	
Lead W.E. 414 to 416 Track		10			10		
West End 207 Track		10					
Irvington & LaSalle St.							
E. H. Hamilton Whse.		X	X		X	X	
E. End Scale Track—"Pine"		X			X		
Pittman Rice (W. Switch)		X			X		
Central Engineering		X			X		
P. R. Mallory		X			X		
4,8,9,10,11, E. E. Pine Yard		X			X		
Lead to Samson Crucible Steel		X			X		
Pittsburgh Plate Glass		X	X		X	X	
Board of School Comm.		X	X		X	X	
National Biscuit Co.		X	X		X	X	
West Inside Sw. @ Produce Yd.		X	X		X	X	
South St.							
Old Coal Track		X	X		X	X	
Eli Lilly (N. Switch)		X	X		X	X	
Circle Alarm		X	X		X	X	
Stokley-Van Camp		X	X		X	X	
American Can		X	X		X	X	
Daylight Coal		X			X		
Caven							
Eli Lilly (E. Switch)		X	X		X	X	
Burroughs & Part		X	X		X	X	
Southerland Lumber		X			X		
Team Track—Craven Yard		X	X		X	X	
No. 6 Caven		X	X		X	X	
No. 3,4,5 Lead Switch Caven		X	X		X	X	
Reid Holcomb		X	X		X	X	
West St.							
Starch Works Branch		X	X		X	X	
Indianapolis Power & Light		X	X		X	X	
Inbound House Track at Sagalowsky Switch		X			X		
Lead Switch to all Tracks W.E. West St. Yard		X			X		
Chevrolet Plant		X	X		X	X	
Transfer Yard							
Engine Fuel Track		X	X		X	X	
Federal Foundry		X	X		X	X	
<b>PARK FLETCHER</b>		X	X		X	X	
<b>I &amp; F BRANCH</b>							
Sinclair Oil (Wye to Craws. Sec.)		X			X		
N. & W. Conn. (East Leg)		X	X		X	X	
Inside Neal		X	X		X	X	
Essex Wire Corp.		X	X		X	X	
<b>SHELBYVILLE SECONDARY</b>							
Shelbyville, Ind.—Wye		X	X		X	X	
<b>SOUTH COLUMBUS RNING.</b>							
Lead to Jos. Kroots New Scrap Yd.		X	X		X	X	
Jos. Kroot Scrap Yard		X	X		X	X	
Farm Service Bureau		X	X		X	X	

(Continued on next page)

## 1160-B1 Cont'd. SOUTHWEST DIVISION

1160-B1 Cont'd.	Length of Cars Column	75 & 85 FEET			87 & 89 FEET		
		1	2	3	1	2	3
<b>INDIANAPOLIS-LOUISVILLE</b>							
Louisville, Ky.:							
K.&I.T.—Lead Interchange Track		X	X		X	X	
Lead to Dutch Lane Running Track		X	X		X	X	
<b>PETERSBURG SECONDARY</b>							
Gosport, Ind.—Wye Tracks		X	X		X	X	
<b>BICKNELL SECONDARY</b>							
Switz City—Wye Tracks		X	X		X	X	
<b>HONEY CREEK SECONDARY</b>							
Honey Creek							
Elevator Track			X			X	
Middletown							
Station Track			X			X	
<b>ANDERSON-DELCO INDUSTRIAL</b>							
Anderson							
East & West of Leg of Wye			X			X	
Philadelphia Quartz			X			X	
Michigan Warehouse			X			X	
<b>INDIAN CREEK SECONDARY</b>							
Frankton							
Canning Factory Track, House Track & Farmers Grain			X			X	



**1160-B5. WRECK DERRICK RESTRICTIONS**

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

**COLUMBUS DIVISION**

Location	Between	And	Bridge	Note
Main Line— Pgh.—Cols.	Div. Post (Pittsburgh Div.)	Newark	143.20 (s)	East Bound Siding Prohibit
Main Line— Cols.-Indpls.	Columbus	Xenia *230 ton included	54.05(s) *	No. 41 Siding Prohibit
Bellefontaine Br. North Route (Former EL RR)	Glen Echo	Cold Springs	EL Ry. Nos. 366.96 & 369.46	4
Harrod Secondary	Marion, O.	Harrod	2.24 2.55 23.90 25.73	2 2 2 2
Richwood Secondary	Marion, O.	Richwood	310.53	4
Moxahala Secondary	New Lexington	Bremen	49.66	1

**SOUTHWEST DIVISION**

Location	Between	And	Bridge	Note
Vincennes Old Main	Kentucky Ave.	Maywood	All	Prohibit
Petersburg Secondary	Kraft	Rincon Jct.	All	3-4-5

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 Instruction 1160-A1. The derricks, however, must be separated from the engine by at least two cars, which may not be loaded.

**NOTES:**

- (1) Not exceeding 15 miles per hour.
- (2) Not exceeding 10 miles per hour.
- (3) Must be separated from engine or other heavy load by at least one car of maximum 50 ton capacity which may be loaded or empty.
- (4) Maximum speed 20 miles per hour.
- (5) Must not be used for lifting or wrecking while standing on a bridge unless further clearance is obtained from office of Division Engineer.

**1160-B6. WRECK DERRICK RESTRICTIONS:**

All wreck derricks are prohibited on the following tracks account Bridge and Track Restrictions:

Bicknell Secondary	Hebron Secondary
Blue Ash Secondary	Howard Industrial
Camp Atterbury Industrial	Robinson-Ransbottom Sdg.
Carey Secondary	Roseville Spur
Clay Track Siding	Trinway Secondary
East Columbus Industrial	Vincennes Old Main/Indpls.-
Edison Secondary	Maywood
Fultonham Spur	Zanesville Secondary
Mt. Vernon Secondary	Zanesville Terminal R.R.
	Z & W Industrial

**1160-C1. ENGINE AND CAR RESTRICTIONS:**

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

Dayton Union Station Tracks  
Springfield City Track  
Between New Lexington and Hobson, O.  
Crooksville Running Track  
Hitop Secondary  
Bridge 284 1/2 New Castle, Ind.  
Bridge 11, State St., Tilton, Ill.  
Tunnel Hill, Ill.

**1160-C2. NITRO, W. VA.**

Cars over 60 feet in length must not be operated on Old Goodrich Gulf Track at Nitro, W. Va., due to curvature of track.

**1160-C3. ENGINES AND CARS MUST NOT BE OPERATED AS SHOWN BELOW:**

Care must be used in operating on industrial sidings with sharp curvature, which may not be shown below.

Cars equipped with ride control or freight type trucks, loaded or empty, must not be used as rear car in passenger trains.

**1160-C4. SOUTH COLUMBUS, (OHIO), EQUIPMENT RESTRICTIONS**

All cars 60 feet or more in length are prohibited on all Industrial Tracks of the Martin Brower Company, formerly S.M. Flickinger Co., leading off No. 2 Northward Track at South Columbus.

**1160-C5. WHEEL CAR RESTRICTIONS:**

Wheel cars must not be operated as the rear car on passenger and/or mail trains.

**1160-C6. ENCLOSED MULTI-LEVEL AUTO RACK CARS WITH RADIAL ROTATING END DOORS:**

Train Service and Other Employees are prohibited from riding on the side ladder of enclosed multi-level auto rack cars equipped with radial rotating end doors that are stenciled: "Extreme Width 10 Feet 8 Inches." Care must be exercised while switching this equipment in yards, terminals, industries, industrial sidings and platforms to avoid personal injury.

**1160-C7. CARS OVER 50'6"-NO. 6 TURNOUTS:**

Cars over 50'6" in length must not be operated through No. 6 turnouts in diverging route, when coupled to other cars.

Locomotives, Bldrs. Model Nos. RS32, GP20, GP30, GP35, U25b, U28b and GP40, when coupled together, cannot negotiate a No. 6 frog, or curvature similar to that in lead of No. 6 turnout, and cannot be operated over tracks as shown below:

Sidney	Citizens Ice & Coal	No. 6 Turnout	
Muncie	House Spur, Tracks 1, 2, and 3, Team Tracks Owens Glass, north	No. 6 Turnout No. 6 Turnout	
Columbus, OH.	Grave Vault No. 1 Jeffery North Berry Bros. Neil Track Capitol City Summers (South) Summers (North) Neil Switch	No. 6 Turnout No. 6 Turnout No. 6 Turnout No. 5 Turnout No. 5 Turnout No. 5 Turnout No. 5 Turnout No. 6 Turnout	
Springfield	Ross No. 1 Ihrig Coal	No. 6 Turnout No. 6 Turnout	
Dayton	Copper St. Yard No. 7 Liberal Markets	No. 6 Turnout No. 6 Turnout	
Sand Cut	DP&L, North Side, A&C Tracks, North End, South Side, West End Old Hill & Tipple Lead	No. 6 Turnouts No. 6 Turnouts	
Moraine	Frigidaire No. 6	No. 6 Turnout	
Franklin, OH.	Union Camp Corp.	No. 6 Turnout	
Middletown, OH.	SOKG Paper Co. Trk. #20 Diamond National Mill #1 Molded Pkgs. Plant	No. 6 Turnout No. 6 Turnout	
Cincinnati, OH.	Diem-Wing Paper Co. Post-Times Star	No. 6 Turnout No. 4 Turnout	
Avondale, OH.	J.J. Hackett Co.	No. 6 Turnout	Curve
South Columbus	Industrial Lead		Curves
East Columbus	Albers Warehouse		Curves
Institute	Carbide & Carbon Goodrich Gulf	No. 6 Turnout No. 6 Turnout	
Charleston	Fidelity Storage Chriss & Shaver First and second industrial tracks south of Elk River Bridge Kyle Furniture, leading from storage track	No. 6 Turnout	Curve Curve Curves
North Bend	Davison Fuel Co.	No. 6 Turnout	
Lawrenceburg	Peoples Coal Lotus Warehouse	No. 6 Turnout No. 6 Turnout	
Shelbyville	Hilligoss New Track David J. Joseph Co.	No. 6 Turnout No. 6 Turnout No. 6 Turnout	
Vine	Wye Track		Curve
Connersville	D&M Co. Roots Co. Rex Old Plant	No. 6 Turnout	Curve Curve
Franklin, IND.	Wye Track		Curve
Greensburg	Phillips Feed American Tobacco	No. 6 Turnout No. 6 Turnout	
New Castle	Wye Track	No. 6 Turnout	
Terre Haute	Commercial Solvents Prox Foundry Merchant Distilling		Curve Curve Curve
Petersburg	Ralston Purina	No. 6 Turnout	
Taylor	Whirlpool Steel Track	No. 6 Turnout	
Cairo	Burkhart Co.		Curve

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## TRAIN DISPATCHERS

**1201-Ala.**  
**Locations of Train Dispatchers—**  
**Train Dispatchers in charge as follows:**

### COLUMBUS DIVISION

#### COLUMBUS—(Columbus Division)

2100 Stella Court,  
Columbus, Ohio 43215

**MAIN LINE:** Alton to Glen via Xenia or Springfield, Dayton,  
New Paris and Glen.  
Dayton to CP-Gano  
Uhrich to First Street, Newark  
High Street to CP-Meekers  
High Street to Alton  
Berea to BS  
Burt to Columbus

**BRANCHES:** Bellefontaine and Western.

**SECONDARY TRACKS:** Carey, Carlisle, Edison, Greenville, Harrod,  
Hebron, Mt. Vernon Moxahala, Richwood, Roxanna,  
Tates Point, Trinway Urbana and Zanesville.

**RUNNING TRACKS:** Armco "A" and "B", Belle, Delaware,  
Mechanicsburg and Yellow Springs.

#### CINCINNATI—(Columbus Division)

Building #23  
3133 Sharon Road  
Sharonville, Ohio 45241

**MAIN LINE:** CP-Gano to Cincinnati

**BRANCHES:** Lawrenceburg & Oasis

**SECONDARY TRACKS:** Oasis

**RUNNING TRACKS:** Lawrenceburg, Mill Connection, Oklahoma,  
Riverfront & Valley Jct.

#### CHARLESTON—(Columbus Division)

600 Broad Street,  
Charleston, W. Va. 25301

**SECONDARY TRACKS:** Hitop & Kanawha.

**RUNNING TRACKS:** Swiss.

### SOUTHWEST DIVISION

#### INDIANAPOLIS—(Southwest Division)

31 E. Georgia Street,  
Indianapolis, Indiana 46204

**MAIN LINE:** Glen to IU (Indpls.)  
BS to IU (Indpls.)  
CP-Meekers to CP-Union City  
IU (Indpls.) to Eads/'Q' Tower via MY, Terre Haute &  
Effingham.  
Terre Haute to Bridge Jct./'Q' Tower via Mattoon &  
Lenox.

**BRANCHES:** Beech Grove, Carlisle & I & F

**SECONDARY TRACKS:** Anderson-Emporia, Arlington Ave., AW&W, Bicknell, Cairo,  
Danville, Dow, Fowler, Frankfort, Gadsden, Honey Creek,  
Indian Creek, Kentucky St., Lafayette, Limesdale, Louisville,  
Lynnville, Mt. Comfort, 'O' Track, Pekin, Petersburg, Shelby-  
ville, Sheldon, Sunman, Westfield, Worthington, & Zionsville.  
IU No. 1 and No. 2; Indpls. Belt No. 1 and No. 2.

**RUNNING TRACKS:** 'B' Track, Connersville, Danville, Duff, Dutch Lane,  
Lebanon, New Albany, New Castle, Newman, North Colum-  
bus, Round Barn, Saline Valley Lead, South Columbus,  
Speedway, Vigo & Watson.  
Belt Northwest, Belt East Side & Belt Northwest.

**1201-A2. Train Dispatchers will be in charge of movements on other than their own Divisions as outlined below and unless otherwise noted, Train Orders will be issued for movements in these territories over the signature of the Superintendent of the Division of the Train Dispatcher in charge:**

**Columbus Division Dispatchers (Columbus, O.):**

M.L. Pgh. to Cols.-Pittsburgh Divn. from Uhrich/91.9 to Divn. Post, MP 109.0.  
M.L. Cleve. to Indpls.-Cleveland Divn. from "Berea" to Divn. Post, MP 13.2.  
Western Br.-Toledo Divn. from Stanley to Divn. Post, MP 8.8

**Southwest Division Dispatchers (Indianapolis, Ind.):**

Conrail and Illinois Central Gulf Joint Railroad—(Main Line-Terre Haute to Lenox)—  
East Alton to East St. Louis.  
I & F Branch—Ft. Wayne Divn. from Divn. Post, MP 109.1 to Van.  
M.L. Cleve. to Indpls.—Cols. Divn. from Divn. Post, MP 141.0 to BS.  
Michigan Br. (Dow Sec.)—Ft. Wayne Divn. from Divn. Post, MP 135.5 to Kent/Grant.

**1201-B1. Train Order Delivery**

A train must not leave its initial station without reporting for train orders, except:

**COLUMBUS, OHIO:** Eastward trains relaying from Yard "A", or Yard "B" or on B&O. Main Tracks east of US Tower, will report to Operator at Alum Creek for orders.

**COLUMBUS, OHIO BUCKEYE YARD:** Conductor on crews reporting at General Service Building, Buckeye Yard, for relay trains must report to Operator Buckeye, for train orders and/or other instructions.

**INDIANAPOLIS, INDIANA—AVON YARD:** Conductors on outbound Westward crews reporting at Avon Yard must report to the Operator at MY for train orders and/or other instructions.

**SHARONVILLE, OHIO:** Conductors on outbound Westward trains originating at Sharon Yard must report to Operator at West Sharon (Phone 2436) for Train Orders and/or other instructions.

**201-B2. Train Order Signals.**

**BEREA:** Signal on north side of the tower will display indication for eastward trains from the Cleveland Division and trains west of the Lake Front to both the Cleveland Division and the Columbus Division.

Signal located on a mast opposite the tower on the south side next to Kunkle Track will display indication for all Columbus Division eastward trains and both Columbus Division and Cleveland Division westward trains from Cleveland Union Terminal and Short Line Junction.

**RIDGEWAY:** Signal at Ridgeway for southward movement on Western Branch will also apply to westward trains operating between Stanley and Bellefontaine.

**ANSONIA:** Train Order Signal on westside of Block Station will indicate train orders for Northward/Westward trains from the Carlisle Branch via the Southwest Quadrant Connection Track to the Cleveland-Indianapolis Main Line.

**WEST SHARON:** Train Order Signal governing both Eastward and Westward train movements, located on the North Side of Single Main Southside runaround track and equipped with Train order delivery Staff, positioned opposite West Sharon Block Station and Train Order Office/247.6, controlled by Operator at West Sharon, in service.

In the event Train Order Signal is displayed and Train Order Delivery Staff does not contain Train Orders, trains will be governed as follows:

1. **EASTWARD TRAINS**—Do not pass Sharon Avenue/246.6 until Train Orders and/or Form A (CT 1250) is received.
2. **WESTWARD TRAINS**—Do not pass Evendale Remote Interlocking/248.6 until Train Orders and/or Form A(CT-1250) is received.

**1201.B3. Train Order Delivery Signal.**

**Re. par. 3, Rule 201:** Train Order Signal will be indicated by Yellow Flag or Yellow Light by day and/or Yellow Light by night.

**1204-A1. Train Orders.**

Speed orders addressed to trains in their initial direction of movement are in effect in both directions if train makes reverse movement and/or turns in tour of duty.

**1217a-A1. Train Orders and Forms, A, K and M**

**Transmitted/Received Via Radio/Telephone:**

Form 19 Train Orders and Forms A, K, M received and/or transmitted via radio and/or telephone, after being fulfilled, must be forwarded, on a weekly basis, to the Supervisor Operating Rules of the Division on which they were received.

Train and Engine Crews will turn forms in with their timeslips and Bulletin Board Attendants will forward the previous weeks accumulation every Monday.

M. of W. and C. & S. Employees will submit to their Supervisor/Foreman who will forward every Monday.

Block Operators will forward on Monday from every office except temporary block stations where they will be submitted daily with their time slips.

### SIGNAL RULES

#### 1250-A1. Movement of Trains by Block Signal System Rules.

Applies in all Columns:

X—Indicates Rules in effect.

- COLUMN 1— Movement of Trains in the same direction by Block Signals.  
**Rules 251 and 253.**
- COLUMN 2— Traffic Control System  
**Rules 261 to 265 inclusive.**
- COLUMN 3— Movement of trains on Secondary Tracks.  
**Rules 271, 272 and 273.**
- COLUMN 4— Manual Block Signal System.  
**Rules 305 to 342 inclusive.**
- COLUMN 5— **Manual Block Signal System.**  
**Rules 305 to 342 inclusive.**  
For movements against the current of traffic.
- COLUMN 6— Automatic Block Signal System  
**Rules 501 to 515 inclusive.**
- COLUMN 7— Cab Signal System  
**Rules 550 to 561 inclusive.**

#### BLOCK SIGNAL SYSTEM RULES FOR THE MOVEMENTS OF TRAINS, AS OUTLINED ABOVE, ARE LISTED AS FOLLOWS:

Columbus Divn. ....Pages 193, 194 & 195  
Southwest Divn. ....Pages 196, 197 & 198

NOTE: The following code at the top of each page of Special Instruction 1250-A1 is for Column Identification Aid:

Col:

- 1 (251) .....Rules 251 & 253.  
2 (TCS/261).....Rules 261-265 inclusive.  
3 (271) .....Rules 271, 272, 273.  
4 (MBS) .....Rules 305-342, inclusive (Manual Block).  
5 (MBSact) .....Rules 305-342, inclusive (Manual Block)-  
against current of traffic).  
6 (ABS) .....Rules 501 to 515 inclusive (Automatic Block).  
7 (CS).....Rules 550 to 561 inclusive (Cab Signals).

### 1250-A1. Cont'd. COLUMBUS DIVISION

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)							Note
			1	2	3	4	5	6	7	
(See Column Description Code Bottom of Page 192)			(251)	(TCS/261)	(271)	(MBS)	(MBSact)	(ABS)	(CS)	

#### MAIN LINE PITTSBURGH TO COLUMBUS

Town/108.2	First St., Newark/157.5	No. 1 & No. 2	X					X	X	X

#### MAIN LINE COLUMBUS TO INDIANAPOLIS

End ABS Sign- High St. Block Sta.	CP-Water St./0.4	No. 1	X					X	X
High St. Int./0.0	CP-Water St./ 0.4	No. 2		X					X
CP-Water St./0.4	Alton/8.2	No. 1 & No. 2		X				X	X
Alton/8.2	CP-Lon- don/25.0	No. 1 & No. 2	X					X	X
CP-London/25.0	Wayne Ave. Jct./15.4	Single via Xenia		X				X	X
CP-London/163.5	Cold Springs/ 188.2	Single		X					X
Cold Springs/ 188.2	Tates Point/ 204.6	No. 1 and No. 2	X					X	X
Tates Point/204.6	Wayne Ave. Jct. (Dayton)/ 206.9	Single		X					X
Miami City Jct. (Dayton)/16.6	CP-New Paris/ 51.7	Single		X				X	X
New Paris/113.8	Glen/117.2	No. 1 & No. 2	X					X	X

#### MAIN LINE DAYTON TO CINCINNATI

Miami City Jct./208.6	CP-Gano/244.2	No. 1 & No. 2		X					X
CP-Gano/244.2	CP-Hill/246.1	No. 2		X					X
CP-Gano/244.2	Even- dale/248.6	Single		X					X
Evendale/248.6	Ivorydale Jct./255.0	No. 1 & No. 2	X					X	X

#### LAWRENCEBURG BRANCH

Woods St./0.5	CP-22/Law- renceburg Jct./ 22.5	Single		X					X

#### OASIS BRANCH

CP-Rendcomb Jct./7.0 /	CP-Mill/16.4	Single		X					X

#### OASIS SECONDARY

Rendcomb Jct./7.0	Oasis/0.0	No. 2	X		X		X	X
Cliff/5.2	Oasis/0.0	No. 1	X		X		X	X

NOTE—Referring to Rule 271, extra trains, except passenger extras, may proceed on fixed signal indication in lieu of verbal permission at the following locations:

Oasis-Eastward  
Rendcomb Jct.-Westward

(Columbus Division Continued on Next Page)

1250-A1. Cont'd. COLUMBUS DIVISION			RULES IN EFFECT (See Column Description)							Note
BETWEEN	AND	TRACK	1	2	3	4	5	6	7	
<i>(See Column Description Code Bottom of Page 192)</i>			(251)	(TCS/261)	(271)	(MBS)	(MBSact)	(ABS)	(CS)	
<b>WESTERN BRANCH</b>										
Stanley/4.0	Hayes/82.3	Single		X				X		
Hayes/82.3	CP-Darby/123.7	Single			X					
CP-Darby/123.7	Mounds/126.3	Single		X				X		
Mounds/126.3	CP-Camp/ 131.5	Single				X				
CP-Camp/131.5	Scioto/132.1	Single		X				X		
Scioto/132.1	Frankfort St./ 133.3	No. 1 & No. 2		X				X		
Frankfort St./ 133.3	Bannon/137.6	No. 1 & No. 2	X				X	X		
<b>MOXAHALA SECONDARY</b>										
Bann/137.7	Corn/197.5	Single			X	X				
<b>KANAWHA SECONDARY</b>										
Corn/0.0	End/Begin Block/56.1 Hobson	Single			X	X				
Kanauga/66.6	Max/138.9	Single			X	X				
Dick/140.4	Gaul/162.9	Single			X	X				
<b>TRINWAY SECONDARY</b>										
RY/0.8	End Block/14.1	Single			X	X				
<b>ZANESVILLE SECONDARY</b>										
End BLock/16.5	New Lex- ington/38.3	Single			X	X				
<b>MT. VERNON SECONDARY</b>										
GA/89.9	Joyce Ave./ 142.1	Single			X	X				
Joyce Ave./142.1	Neilston/143.9	No. 1 & No. 2	X		X	X	X			
<b>CAREY SECONDARY</b>										
End Block- N. Carey/48.8	Kenton/74.1	Single			X	X				
NOTE—Referring to Rule 271, extra trains, except passenger extras, may proceed on fixed signal indication in lieu of verbal permission at the following locations: Lind—Northward and Southward Joyce Ave.—Southward No. 2 Trk. Kanauga—Southward Charleston—Northward and Southward Marion AC—Westward to Richwood Sec. Carey—Northward & Southward										

1250-A1. Cont'd. COLUMBUS DIVISION			RULES IN EFFECT (See Column Description)							Note
BETWEEN	AND	TRACK	1	2	3	4	5	6	7	
<i>(See Column Description Code Bottom of Page 192)</i>			(251)	(TCS/261)	(271)	(MBS)	(MBSact)	(ABS)	(CS)	
<b>MAIN LINE COLUMBUS TO CHICAGO</b>										
CP-Front/0.3	Olentangy/1.0	No. 1 & No. 2		X				X		
Olentangy/1.0	Buckeye/7.8	No. 1 & No. 2		X				X	X	
Buckeye/7.8	CP-Rice/48.0	No. 1 & No. 2	X					X	X	X
CP-Rice/48.0	CP-West Rice/50.0	No. 1 & No. 2		X				X	X	
CP-West Rice/50.0	Bradford/83.0	No. 1 & No. 2	X					X	X	X
Bradford/83.0	CP-Meekers/ 94.9	No. 1 & No. 2	X					X	X	
<b>MAIN LINE CLEVELAND TO INDIANAPOLIS</b>										
Berea/12.5	CP-Burt/80.3	No. 1 & No. 2		X				X		
CP-Burt/80.3	BS/140.9	No. 1 & No. 2	X					X	X	
<b>MAIN LINE BURT TO COLUMBUS</b>										
CP-Burt/80.3	CP-136/136.8 (Fifth Ave.)	Single		X				X		
CP-111/111.1 (Paget)	CP-117/117.1 (Jones)	Single (via Delaware)		X				X		
CP-136/136.8 (Fifth Ave.)	Columbus (4th St.)	No. 1 & No. 2	X					X	X	
<b>BELLEFONTAINE BRANCH</b>										
BS/98.4	CP-Glen Echo/123.8	Single		X				X		
CP-Glen Echo/123.8	CP-Fountain/ 130.6	South Route Single		X				X		
CP-Glen Echo/123.8	Cold Springs/132.6	North Route Single		X				X		
<b>URBANA SECONDARY</b>										
Urbana/47.7	CP-Glen Echo/55.8	Single			X	X				
<b>RICHWOOD SECONDARY</b>										
Marion AC/0.0	West Rich- wood/14.4	Single			X	X				
<b>CARLISLE SECONDARY</b>										
CP-Meekers/ 154.0	CP-Carlisle Jct./203.9	Single			X	X				

(Continued on next page)

## 1250-A1. Cont'd. SOUTHWEST DIVISION

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)							Note
			1	2	3	4	5	6	7	
<i>(See Column Description Code Bottom of Page 192)</i>			(#51)	(TSC/261)	(271)	(MBS)	(MBSact)	(ABS)	(CS)	
<b>MAIN LINE CLEVELAND TO INDIANAPOLIS</b>										
BS/140.9	Ansonia/189.7	No. 1 & No. 2	X				X	X		
Ansonia/189.7	CP-Union City/189.7	No. 1 & No. 2		X				X		
CP-Union City/189.7	Gridley/245.7	No. 1 & No. 2	X				X	X		
Gridley/245.7	IU Int./283.7	No. 1 & No. 2		X				X		
<b>MAIN LINE COLUMBUS TO INDIANAPOLIS</b>										
Glen/117.2	12th Street Richmond/ 119.5	No. 1 & No. 2	X				X	X	X	
Newman/119.8	Thorne/180.8	No. 1	X				X	X	X	
Thorne/180.8	IU Int./187.6	Single		X				X	X	
<b>MAIN LINE COLUMBUS TO CHICAGO</b>										
CP-Meekers/94.9	Union City/ 103.8	Single		X				X		
<b>CARLISLE BRANCH</b>										
Ansonia/151.3	CP-Meekers/ 154.0	Single		X				X		
<b>SUNMAN SECONDARY</b>										
Sunman/39.7	CP-103.7	Single			X	X				
<b>BEECH GROVE BRANCH</b>										
CP-103/103.7	Belt Crossing/ 106.9	No. 1 & No. 2		X				X		
Belt Crossing/ 106.9	IU Int./109.3	No. 2	X				X	X		
<b>LAFAYETTE SECONDARY</b>										
CP-Lebanon/ 138.4	Altamont/ 170.2	Single			X	X				
<b>FOWLER SECONDARY</b>										
Templeton/192.6	Sheff/211.2	Single			X	X				
<b>SHELDON SECONDARY</b>										
Sheff/211.2	West Sheldon/219.4	Single			X	X				

(Southwest Division Continued on next page)

## 1250-A1. Cont'd. SOUTHWEST DIVISION

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)							Note
			1	2	3	4	5	6	7	
<i>(See Column Description Code Bottom of Page 192)</i>			(#51)	(TSC/261)	(271)	(MBS)	(MBSact)	(ABS)	(CS)	
<b>MAIN LINE INDIANAPOLIS TO ST. LOUIS</b>										
Kentucky Ave./ 0.3	MY/9.4	No. 1 & No. 2		X				X		
MY/9.4	CP-AN/12.5	Single		X				X		
CP-AN/12.5	CP-Macks- ville/75.3	No. 1 & No. 2		X				X		
CP-Mack- ille/75.3	CP-East Casey/107.4	Single		X				X		
CP-East Casey/107.4	CP-West Casey/109.5	No. 1 & No. 2		X				X		
CP-West Casey/109.5	CP-Avena/ 162.1	No. 1 & No. 2	X				X	X		
CP-Avena/162.1	CP-Browns- town/163.9	No. 1 & No. 2		X				X		
CP-Browns- town/163.9	CP-E. Smith- boro/184.6	Single		X				X		
CP-E. Smith- boro/184.6	Smithboro/ 186.4	No. 1 & No. 2		X				X		
Smithboro/186.4	CP-Exermont/ 232.5	No. 1 & No. 2	X				X	X		
CP-Exermont/ 232.5	HN/232.5	Single		X				X		
HN/234.0	Willows/237.0	No. 2		X				X		
HN/234.0	Eads/238.5	No. 1	X				X	X		
Willows/237.0	Eads/238.5	No. 2	X				X	X		
Eads/238.5	Q Tower/238.6	Single								1
<b>MAIN LINE TERRE HAUTE TO LENOX</b>										
CP-Ringo/68.6	CP-235/235.7	Single		X				X		
CP-235/235.7	Lenox/237.7	No. 1 & No. 2		X				X		
<b>LIMEDALE SECONDARY</b>										
Davis/6.9	Chase/70.1	Single			X	X				
<b>PEKIN SECONDARY</b>										
Cler/9.1	Danville/85.1	Single			X	X				
Danville/85.1	Wyton/86.0	No. 1 & No. 2			X	X				
Wyton/86.0	Pekin/202.5	Single			X	X				
<b>DANVILLE SECONDARY</b>										
Suma/32.9	Danville/109.3	Single			X	X				
<b>CAIRO SECONDARY</b>										
Lyons/5.3	Cairo/260.4	Single			X	X				
NOTE 1: 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										

(Southwest Division Continued on next page)

1250-A1. Cont'd. SOUTHWEST DIVISION										
BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)							Note
			1	2	3	4	5	6	7	
(See Column Description Code Bottom of Page 192)			(951)	(TCS/261)	(271)	(MBS)	(MBSect)	(ABS)	(CS)	
<b>I &amp; F BRANCH</b>										
Kentucky Ave./0.3	Woods/1.6	No.1	X				X	X		
Kentucky Ave./0.3	Woods/1.6	No. 2		X				X		
Woods/1.6	Davis/6.9	No. 1 & No. 2	X				X	X		
Davis/6.9	CP-Lebanon/31.6	Single		X				X		
<b>FRANKFORT SECONDARY</b>										
CP-Lebanon/31.6	Clymers/109.2	Single			X	X				
<b>LOUISVILLE SECONDARY</b>										
IU Int./0.0	Dale/1.7	Single	X					X		
Dale/1.7	Boyd/104.9	Single			X	X				
Boyd/104.9	Ore/107.5	Single		X				X		
<b>KENTUCKY STREET SECONDARY</b>										
Mark/110.0	Kentucky St./110.6	Single			X	X				
<b>PETERSBURG SECONDARY</b>										
Kraft/3.0	Ashby/128.4	Single			X	X				
South Ashby/129.3	Taylor/163.6	Single			X	X				
<b>BICKNELL SECONDARY</b>										
Rincon Jct./74.2	Bicknell/102.9	Single			X	X				
<b>ZIONSVILLE SECONDARY</b>										
IJ/1.1	CP-KD/1.8	Single		X				X		
<b>MT. COMFORT SECONDARY</b>										
Maxwell/117.7	East Side Jct./135.8	Single			X	X				
<b>DOW SECONDARY</b>										
Grant/133.4	Tipp/162.6	Single			X	X				
Dow/162.6	CP-Martin/166.6	Single		X				X		
<b>INDIAN CREEK SECONDARY</b>										
Dow/124.8	Frankton/132.6	Single			X	X				
<b>HONEY CREEK SECONDARY</b>										
West Cast/104.1	Gridley/121.1	Single			X	X				
<b>WESTFIELD SECONDARY</b>										
Lincoln St./1.1	West Westfield/26.0	Single			X	X				
NOTE—Referring to Rule 271, at the following locations, extra trains, except passenger extra, may proceed on fixed signal indications in lieu of verbal permission: Kraft—Southward Dale—Southward Boyd—Northward										

**1264-A1. Hand-operated Switches where trains or engines must not clear. (Does not apply to MW equipment.)**

At the following locations, trains or engines are prohibited from clearing main track:

COLUMBUS DIVISION		
Station Name & MP Location	Track/Switch MP Location	Industrial Identification
<b>CLEVELAND—INDIANAPOLIS</b>		
Berea/12.5	No. 1/13.4	Packing Plant Track
Olmstead Falls/15.7	No. 1/15.8	Team Track
North Eaton/20.7	No. 1/20.4	Team Track
	No. 2/20.8	84 Lumber Track
Grafton/25.4	No. 2/24.8	E. End Back Track
	No. 2/26.5	W. End Westward Siding
LaGrange/29.5	No. 1/29.4	Mill Track
Wellington/36.5	No. 1/36.4	Birdseed Mill Track
	No. 1/36.6	N & W Transfer Track
	No. 2/36.8	Back Track
Greenwich/54.9	No. 1/54.9	Mill Track
Shiloh/61.2	No. 1/61.2	House Track
CP-Burt/80.3	No. 2/79.2	Industrial Track
	No. 2/79.7	Industrial Track
<b>BURT—COLUMBUS</b>		
CP-Burt/80.3	Single/82.7	Ohio Edison
Sims Station/87.2	Single/87.2	Farm Bureau Fertilizer
Edison/92.8	Single/94.9	McWood Oil & Gas Co.
Cardington/97.4	Single/97.4	Mill Track
Lewis Center/122.1	Single/122.0	Elevator Track
Worthington/130.1	Single/129.7	Potter Lumber Track
<b>COLUMBUS—INDIANAPOLIS</b>		
East Alton/6.7	No. 2/4.0	Scotts Mfg. Co. Track
(via Xenia) London/25.0	Single/25.6	Purex Track
Selma/40.8	Single/40.8	International Miner
Cedarville/46.8	Single/44.3	Custom Farm Bureau
	Single/46.6	Stock Pen Track
	Single/47.0	Morris Bean
Trebein/3.9	Single/4.8	Dayton Power & Light
Alpha/5.3	Single/5.5	Sunoco
Zimmerman/8.0	Single/8.0	Daytona Mills
(via Springfield) London/163.5	Single/163.9	Shaw Elevator
Plattsburg/172.3	Single/173.3	House Track
CP-Carney/181.1	Single/180.9	Kastel Steel
(Dayton to Glen) Wolf Creek/17.7	Single/17.9	Dayton Tire and Rubber
Miami City Jct./16.6	Single/16.8	Peter Kuntz Lumber Co.
	Single/17.2	Glen City Lumber
<b>BELLEFONTAINE BRANCH</b>		
BS Bellefontaine/98.4	Single/98.0	Water Works Track
West Liberty/105.9	Single/108.0	Monsanto
CP-Maitland/129.1 (North Route)	Single/128.5	84 Lumber
CP-Weber/130.0 (South Route)	East Wye/130.1	Warehouse Track

(Continued on next page)



## 1264-A1.—Continued

## COLUMBUS DIVISION

Station Name & MP Location	Track/Switch MP Location	Industrial Identification
<b>DAYTON—CINCINNATI</b>		
Homestead Ave./209.5	No. 1/209.4	Standard Register Co.
	No. 2/209.6	B. & O. Transfer
Sand Cut/210.6	No. 2/210.1	Moraine Products
	No. 2/210.3	Dayton Power & Light
	No. 1/210.0	Specialty Paper Co.
	No. 1/210.1	New Moraine Product
Hutching Station/220.7	No. 1/219.3	U.S. Atomic Energy
	No. 1/220.7	Dayton Power & Light
Kyles/235.8	No. 2/233.6	National Cash Register
Hughes/237.6	No. 2/237.6	Butler County Farm Bureau
	No. 1/240.0	House Track
Mauds/239.9	No. 1/239.7	House Track
	Single/246.2	Queen City Corp.
<b>OASIS BRANCH</b>		
Reading Rd./15.5	Single/15.7	Milacron
	Single/15.2	Koehl
	Single/14.5	West End Old Siding
	Single/14.4	Nutone Switch
	Single/14.2	Merrill Lynch
Amber/13.7	Single/13.6	Proctor and Gamble
	Single/13.4	Owens—Illinois
	Single/13.4	Gibson Card
	Single/12.9	Leggett Grocery
	Single/12.9	Ohio Pulp
	Single/12.7	Calvert Chemical
	Single/12.6	Ashland Oil
	Single/12.5	Deeks Switch
	Single/12.3	Amerada Glass
	Single/12.3	U.S. Plywood
Oakley/10.6	Single/9.0	Witt Cornis
	Single/8.5	Madisonville Team
<b>WESTERN BRANCH</b>		
Sugar Ridge/16.6	Single/16.6	Elevator Track
Bowling Green/20.7	Single/21.7	N. End Farm Bureau Track
	Single/21.9	S. End Farm Bureau Track
Cygnets/30.0	Single/29.8	Farm Bureau Track
Findlay/44.1	Single/40.2	Jeffco Track
	Single/41.7	Davidson Chemical Track
	Single/42.6	Differential Track
	Single/43.2	N & W Transfer Track
	Single/43.6	Cooper Brewery Track
	Single/45.0	Quarry Track
	Single/46.2	Hantek Track
	Single/47.7	Haneor Track
Arlington/54.0	Single/54.1	Elevator Track
Dunkirk/61.2	Single/60.0	Custom Farm Service Track
Blanchard/65.2	Single/65.1	Elevator Track
Kenton/72.2	Single/71.4	Sohio Bulk Track
	Single/74.8	Morton's Bldg. Inc. Track

(Continued on next page)

## 1264-A1.—Cont'd. SOUTHWEST DIVISION

Station Name & MP Location	Track/Switch MP Location	Industrial Identification
<b>CLEVELAND—INDIANAPOLIS</b>		
Gridley/245.7	No. 2/246.2	Cook Block and Brick
Delco/246.9	No. 2/247.0	Peterson Lumber Co.
	CP-Anderson/247.6	House Track
CP-Anderson/247.6	No. 2/247.9	House Track
	No. 2/248.4	Long Siding
	No. 2/248.9	Guide Lamp & Coal
	No. 2/249.3	Guide Lamp & Scrap
CP-Martin/247.2	No. 1/246.5	Delco Remy No. 19
CP-Taft/250.9	No. 2/249.5	Guide Bldg. No. 54
	No. 1/251.6	Carter Jones Lumber
Raleigh/257.3	No. 2/257.6	Pendleton Reformatory Raleigh Lead
David/262.3	No. 1/262.9	Sawmill Track
Oaklandon/269.8	No. 1/271.1	Indps. Power & Light
CP-Post/273.5	No. 2/272.8	Fort Harrison Lead
	No. 1/276.1	Industrial Lead
	No. 1/277.2	Paper Art Co.
	No. 2/277.5	Indps. Power & Light
DX/280.1	No. 2/279.7	Clark Co.
	No. 2/280.1	Brightwood Lumber Co.
	No. 2/280.3	Capital Machine
	No. 2/280.4	Linde Track
	No. 2/281.6	US Box
Mass. Ave./281.9	No. 2/281.8	Gem Coal
	No. 2/282.3	Westbound Runner
<b>COLUMBUS—CHICAGO</b>		
Woodington/96.5	Single/96.4	Woodington Switch
<b>INDIANAPOLIS—LOUISVILLE</b>		
Boyd/104.9	Single/105.0	Penzoil
<b>I &amp; F BRANCH</b>		
Herr/24.6	Single/24.6	Elevator Track

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## 1264-A1.—Cont'd. SOUTHWEST DIVISION

Station Name & MP Location	Track/Switch MP Location	Industrial Identification
<b>INDIANAPOLIS—ST. LOUIS</b>		
Danville/19.3	No. 1/19.6	Industrial Lead
Reno/27.8	No. 1/27.8	Commercial Track
Fillmore/32.6	No. 1/32.5	House Track
Lena/48.7	No. 2/48.8	House Track
Cobb/59.0	No. 2/58.9	Industrial Lead
	No. 1/59.1	Industrial Lead
CP-Preston/68.6	No. 1/68.3	Visking Co.
Haley/70.5	No. 2/70.6	Doxee Foods
CP-Ringo/72.0	No. 1/72.2	MAB Paints
Hagerstown/176.0	Single/176.1	Grain Co.
Mulberry Grove/182.1	Single/180.4	Lutz Sand Co.
<b>TERRE HAUTE—LENOX</b>		
Sanford/79.9	Single/79.8	Sanford Stub
Vermilion/83.9	Single/83.6	Englum Grain & Standard Oil
Paris/90.6	Single/90.2	House Track
	Single/90.4	CIPS
Ashmore/108.8	Single/110.4	Arco Chemical
Charlestown/117.6	Single/118.7	Moore West
Mattoon/128.6	Single/129.0	Kent Lumber Co. & Standard Oil
	Single/130.9	CIPS
Gays/134.8	Single/136.2	Custom Farm Service
Rosamond/171.4	Single/171.5	Elevator Track
Nokomis/180.1	Single/179.7	Industrial Track
	Single/180.3	Industrial Track
Irving/189.3	Single/188.9	Cyanamid Track
	Single/189.0	Commercial Track
Taylor Springs/196.4	Single/195.9	Illinois Power Co.

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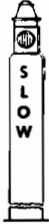
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## FIXED SIGNALS

1280-A to 1297-A1. Signal aspects not in conformity with the typical aspects, in service:

## Slow Sign:

Aspects	Indication	Name
 <p>Note—Y—Yellow</p>	<p>Slow-Approach crossing prepared to stop. Trains and engines exceeding one-half maximum authorized speed must at once reduce to that speed</p>	<p>Slow Sign</p>

## COLUMBUS DIVISION

Location:  
Zanesville Secondary Track—Crooksville.


## SOUTHWEST DIVISION

Franklin:  
Southward, 4870 feet north of Franklin Indus. Crssng.  
Northward, 4648 feet south of Franklin Indus. Crssng.  
Frankfort:  
Southward, 5173 feet north of N. & W. R. R.  
Northward, 5280 feet south of L. & N. R. R.  
Eads:  
Westward, 755 feet east of B. & O. R. R.

Used in lieu of approach at the following locations:

Cairo Junction.  
Southward, 1195 feet north of southward Home Signal.  
Northward, 1400 feet south of northward Home Signal.

## Stop Sign:

Non-Interlocking Crossing at Grade		
Aspects	Indication	Name
 <p>—Red</p>	<p>Stop</p>	<p>Stop Sign</p>

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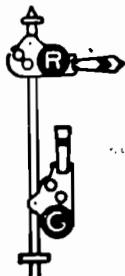
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## 1280-A to 1297-A1. Continued

## COLUMBUS AND SOUTHWEST DIVISION

The following Signal Aspects, Signal Indications, and Signal Rules are in effect on portions of the Columbus and Southwest Divisions:



Proceed; slow speed within interlocking limits.

Slow  
Clear



Take (or leave) siding at the next switch.

**TAKE SIDING SIGNAL:**

Aspect—Flashing lunar light and letter S above.

Indication—Proceed at restricted speed and take siding at location indicated in Timetable.

At following locations:

**SOUTHWEST DIVISION**

**CP-KD-West of IJ (Zionsville Secondary):** Westward Conrail trains will line movement for first facing point switch. B & O trains will line movement for second facing point switch.

**AUTOMATIC BLOCK SIGNAL SYSTEM**

**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:

**COLUMBUS DIVISION**

Station/MP Signal Location	Track/Direction	Authority Must Be Obtained From Operator At:
<b>PITTSBURGH—COLUMBUS</b>		
Trinway/135.9	No. 2/Wwd.	Morgan Run
Newark—B. & O. Lake Erie Crssng./157.3	No. 2/Wwd.	Bricker
Newark—B. & O. Lake Erie Crssng./157.4	No. 1/Ewd.	ND Cabin
<b>CLEVELAND—INDIANAPOLIS</b>		
Barnhart St./99.5	No. 2/Wwd.	Marion AC
West Marion/102.4	No. 1/Ewd.	Marion AC
Turner/137.8	No. 2/Wwd.	BN Yard
<b>BURT—COLUMBUS</b>		
CP-130— (Worthington)/130.1	Single/Ewd. & Wwd.	Cols. Dispr. After OK of N&W Dispr., Portsmouth, OH.
<b>COLUMBUS—CHICAGO</b>		
West Hilliard/10.2	No. 1/Ewd.	Buckeye
Sunset/74.9	No. 1/Ewd.	Bradford
<b>WESTERN BRANCH</b>		
CP-34/Galetea (B & O Xng.)/34.1	Single/Nwd. & Swd.	Cols. Train Dispr. after OK E&O Dispr., Akron, OH.
<b>SOUTHWEST DIVISION</b>		
<b>CLEVELAND—INDIANAPOLIS</b>		
Reda/226.1	No. 2/Wwd.	Vance
CP-West Law/275.0	No. 1/Ewd. & No. 2/Ewd.	Train Dispatcher
<b>COLUMBUS—INDIANAPOLIS</b>		
Pine/185.3	Single/Ewd. & Wwd.	Thorne; IU When Thorne Not In Service
Cruse St./186.7	Single/Ewd.	Thorne; IU When Thorne Not In Service
<b>INDIANAPOLIS—LOUISVILLE</b>		
McCarty St./0.6	Single/Nwd.	IU
<b>DOW SECONDARY</b>		
Dow/162.6	Single/Swd.	Gridley
<b>INDIANAPOLIS—ST. LOUIS</b>		
West Hag/176.8	Single/Ewd.	Smithboro
East Green/188.7	No. 2/Wwd.	Smithboro
West Green/191.1	No. 1/Ewd.	Smithboro

**CAB SIGNALS**

**1550-A1.** In the application of **Rule 550**, engines dispatched from points in cab signal territory to points where tests circuits are not provided must have cab signal equipment cut in for the entire trip.

Engines dispatched from any point destined to Cab Signal Territory must make departure tests and have Cab Signal equipment cut in before departure.

**Cuttin-in Sections Located:**

Track	Between	And
No. 1	MP 86.1, W. of Bradford	Bradford

**1550-A2. Testing Sections, Other than Terminals:****Bradford—Trinway.**

**1555-A1.** Following exceptions authorized for trains and engines not equipped with cab-signals:

For D. T. & I. R. R. Freight trains:  
Between - South Charleston and Dayton.

For B. & O. R. R. local freight (1 round trip daily):  
Between - Miami City Junction and Dodson.

For N&W Trains:  
Between Glen & Newman, but must not enter an occupied block. (Authority D.O.T./F.R.A. R.S.&I. Ap-No. 385).

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:

Water St. & MP 11, W. of W. Alton (Conrail in freight service).  
CP-Front & MP 12, W. of Hilliard (Conrail in freight service).  
Morgan Run & Tyndall,  
MP 45, E. of Urbana & MP 48.3, W. of Urbana.  
MP 72, E. of Piqua & MP 74, W. of Piqua.  
MP 12, E. of Clement & Wayne Ave. Jct.  
Miami City Jct. & MP 20, W. of Wolf Creek.  
MP 117, E. of Glen & MP 125, W. of Newman.

**1555-Ala.—Buckeye—Bradford**

**Non-equipped locomotives may operate in a cab signal territory, in other than passenger service, between Buckeye Interlocking, Columbus, Ohio and Bradford, Ohio.**

(Continued on next page)

**1605-A1. INTERLOCKING LIMITS**

Interlocking Limits (Rules 605 to 670 inclusive), extended as follows:

**COLUMBUS DIVISION**

	Track	Between	And
Main Line— Cols. to Chgo.	No. 1 & 2	Bradford	East Bradford
Main Line— Cols. to Indpls.	No. 2	CP-Alton	West Alton
Belftn. Br.	Single	CP-Weber	CP-Fountain
Carlisle Sec.	Single	West Manchester	Mann
Western Br.	Western Br. Conn.	CP-Darby	Buckeye

**SOUTHWEST DIVISION**

	Track	Between	And
Main Line— Cols. to Indpls.	No. 1	Dublin Jct.	East Dublin
	No. 2	Dublin	West Dublin
	No. 1 and No. 2	Riley	West Riley
Main Line— Indpls. to St. Louis	No. 2	Salt	Effingham
I & F Branch	South Hunt Conn.	South Hunt	MY
	North Hunt Conn.	North Hunt.	MY
Louisville Sec.	Single	Ore	11th St. (L.&N. Conn.)
Kentucky St. Sec.	Single	K. & I.T. Jct.	Mark

**1638-A1. Delaware Rnng—C. & O. Crossing:**

Regardless of signal indication displayed, trains must stop short of C. & O. Crossing Int., MP 115.5, and secure verbal authority from C. & O. Train Dispatcher before fouling interlocking and movement must be reported clear.

## 1701-A PORTABLE OR MOBILE RADIOS— INVENTORY CONTROL

Portable or mobile two-way radios will be controlled by Form C&S-92.

Each employee having one of these radios in his possession must have a copy of Form C&S-92 certifying that such radio has been properly assigned to him.

A new C&S-92 form must be prepared in quadruplicate each time one of these radios is:

1. Originally issued or reissued.
2. Returned for repairs or other reason.
3. Stolen, lost, missing or existing C&S 92 is over 12 months old.

Forms must be signed both by the employe receiving the radio and by the employe giving it up. The four copies will be distributed as follows:

1. To Director Operating Rules & Practices, Philadelphia, Pa., to update record of radio assignment.
2. To employe giving up the radio—as receipt for giving up same.
3. To new holder of the radio—to certify that radio has been properly assigned to him.
4. To Division Radio Co-ordinator.

If any of the above radio become defective, its holder must turn it in to the Trainmaster's office or other designated location. Forms C & S-92 will be prepared in quadruplicate to cover such return and copies distributed as prescribed. Forms C&S-92 will also be prepared to cover any replacement radio issued.

If radio is stolen, lost or missing, report must immediately be made to the Trainmaster or other officer in charge, who in turn must report same with serial number to the Railroad Police. Forms C&S-92 must be prepared to record change in status.

Employees presently in possession of radios not reported within the past 12 months should bring same to Trainmaster's office, or other designated location, so that Forms C&S-92 can be prepared.

F. C. C. Rules & Regulations require that a frequency check be made on these radios at least once each year. Each radio unit has sticker attached indicating the date on or before which the radio is due for shop check.

An employe having a radio in his possession must present same to a Conrail Repair Shop as directed by the Trainmaster, for shop check prior to the date shown on the sticker.

When employe leaves service for any reason, or when requested by officer in charge, radio will be returned and Forms C&S-92 prepared to record same.

## 1702-A1. RADIO CHANNELS

Columbus Division: Columbus Terminal/Buckeye Yard.  
All radio transmissions within Buckeye Yard will be made on Channel 2. Trains departing Buckeye Yard will change to Channel 1 immediately upon entering Main Tracks. Trains enroute to Buckeye will change to Channel 2 immediately upon entering Yard Tracks.

## 1702-A2. Radio Stations at locations other than block stations and Train Dispatcher's Office.

### COLUMBUS DIVISION

Buckeye Yard  
Bellefontaine—Trainmaster Office  
Charleston, W. Va.—Yard Office and Train Dispatcher  
Delaware—Train Dispatcher  
Findlay—Trainmaster Office  
New Lexington—M of E/M of W Office  
Zanesville—Yard Office

Sharon—East End Office  
Sharon—West End Office  
Sharon—Engine House  
Sharon—Terminal Supt. Office.  
Ivorydale—Yard Office  
Riverside—Yard Office  
Moraine—Yard Office  
Dayton—Train Director  
Middletown—Yard Office  
Springfield—Yard Office  
London—Train Dispatcher  
McCullough—Yard Office  
McCullough—Trainmaster Office  
Vaughn—Yard Office

### SOUTHWEST DIVISION

Muncie—Freight Office  
Lawrenceburg Jct.—Train Dispatcher, Indianapolis  
Greensburg—Train Dispatcher, Indianapolis  
Shelbyville—Train Dispatcher, Indianapolis  
Indianapolis—Hill Yard Office  
Indianapolis—Transfer Yard Office  
Indianapolis—Avon Yard Engine House  
Indianapolis—Avon Yard Tower No. 1 East End Yardmaster  
Indianapolis—Avon Yard Tower No. 2 East End Trainmaster  
Indianapolis—Avon Yard Hump Building Hump Yardmaster  
Indianapolis—Hawthorne Yard Office  
Jeffersonville Yard Office & Engine House  
Buckskin—Ashby Operator  
Worthington—Ashby Operator & Worthington Yard Office  
South Anderson—Yard Office  
Lebanon—Train Dispatcher, Indianapolis  
Midland—Yard Office  
Mt. Carmel—Yard Office  
Harrisburg—Yard Office  
Harrisburg—Engine House  
Tunnel Hill—Train Dispatcher  
Hillsboro, Ill. (CP-194)—Train Dispatcher, Indianapolis  
Hillery Yard—Yard Office  
Terre Haute—East Yard Office  
Terre Haute—Engine House  
Terre Haute—Trainmasters Office  
Rose Lake—Yard Office  
Mattoon—Yard Office  
Duane—Yard Office  
Mattoon—Tr. Dispr.  
Paris—Tr. Dispr.  
Urbana, Ill.—Trainmaster Office  
Pekin—Freight Office

Indianapolis Belt Channel in service:  
Transfer, Hill Yd. & Hawthorne Yd. Also, at Woods,  
Churchman Ave. & Hamilton Jct.

**USE OF TELEPHONES**

**1721-A1. Commercial and/or SMART lines for train operations and other company business in service as follows:**

The following SMART PBX Prefix Numbers for use of Southern Region Employees:

Avon, Indiana	541
Charleston, W. Virginia	544
Cincinnati (Sharon Yd.), Ohio	522
Cincinnati (Hibben Bldg.), Ohio	529
Cleveland, Ohio	524
Collinwood, Ohio	525
Columbus (Buckeye), Ohio	545
Columbus (Stella Ct.), Ohio	546
Conway, Pennsylvania	447
Dennison, Ohio	426
East St. Louis, Illinois	533
Elkhart, Indiana	526
Ft. Wayne, Indiana	535
Indianapolis, Indiana	531
Jeffersonville, Indiana	537
Logansport, Indiana	536
Richmond, Indiana	528
Terre Haute, Indiana	538
Toledo, Ohio	534
Youngstown, Ohio	425

**COLUMBUS DIVISION****COLUMBUS TRAIN OPERATIONS:**

Ass't. Chief Dispr.	(614) 486-6862
Tr. Dispr. Cols. Term. & Panhandle	(614) 486-1272
Tr. Dispr. BeeLine	(614) 486-5627
Tr. Dispr. T. & O.C.	(614) 486-5591
Tr. Dispr. Bradford Side	(614) 486-0155
Tr. Dispr. Dayton-Cincinnati	(614) 486-4002
Stella Court Operator	(614) 488-6372
SMART	2276

**CINCINNATI TRAIN OPERATIONS:**

Asst. Chief-Train Dispr.	(513) 772-5205
SMART	2304
Arm BLS	(614) 592-3643
Bann BLS	(614) 444-3934
BN Yard Opr.	(513) 592-3776
Bradford Opr.	(513) 448-6446
Brice BLS	(614) 864-7079
Bricker Opr.	(614) 828-3027
Buck BLS South End of Siding	(304) 458-1070
Buck BLS North End of Siding	(304) 458-1055
Buckeye Opr.	(614) 876-7995
Charleston Train Dispr.	(304) 342-3206
Charleston Opr.	(304) 342-0491
Chess BLS	(513) 678-4183
Claybank	(614) 342-3079
Cold Springs Opr.	(513) 324-3061
Corn BLS	(614) 347-4323
CS BLS	(614) 982-6461
Dayton Opr.	(513) 223-3465
Dexter BLS	(614) 742-2122
Frankfort St. Opr.	(614) 444-0536
Grafton Opr.	(216) 926-2771
Hagenbaugh Opr.	(513) 789-3658
Hiles Opr.	(419) 929-0902
Hubb BLS	(614) 569-4728
Hoover BLS	(513) 246-4171
Institute Yard	(304) 772-2309
Lacy BLS	(614) 342-2881
Marg BLS	(614) 698-6008
Marion AC Opr.	(614) 382-5879
Morgan Run Opr.	(614) 622-3419

(Continued on next page)

**1721-A1. Cont'd. USE OF TELEPHONES****COLUMBUS DIVISION (Cont'd.)**

Oasis Opr.	(513) 381-6830
SMART	2287
Penn BLS	(513) 548-7419
Piqua Crssng./MP 72.0	(513) 773-8515
SMART	3149
Preble BLS	(513) 839-5714
Ridgeway Opr.	(513) 363-2941
Rum BLS	(304) 586-4126
Scottslawn Opr.	(513) 642-2817
West Sharon Opr.	(513) 772-2186
SMART	2436
Shelby Opr.	(419) 342-2206
Tates Point Opr.	(513) 254-7117
Thurston BLS	(513) 642-4680
Trim BLS	(614) 767-2800

**SOUTHWEST DIVISION****SOUTHWEST TRAIN OPERATIONS:**

Chief Dispatcher	(317) 267-4021
Asst. Chief Dispatcher	(317) 267-4966
Dispr. Desk "A"	(317) 267-4882
Dispr. Desk "B"	(317) 267-4611
Dispr. Desk "C"	(317) 267-4979
Dispr. Desk "D"	(317) 267-4964
Dispr. Desk "E"	(317) 267-4761
Dispr. Desk "F" (Belt)	(317) 267-4747

**NOTE: Dispatcher Desk "F" (Belt) Hours in Service**

7:00 A.M. to 11:00 P.M. Daily except  
Saturdays, Sundays & Holidays; All other  
hours contact Desk "C".

**MAIN LINE CLEVELAND TO INDIANAPOLIS**

Morgan Opr.	(513) 585-4252
SMART	3244
Ansonia Opr.	(513) 337-5891
SMART	3255
Vance Opr.	(317) 289-7214
SMART	4119
Gridley Opr.	(317) 642-4142
SMART	4954

**MAIN LINE COLUMBUS TO INDIANAPOLIS**

Glen Opr.	(317) 962-3841
Newman Opr.	(317) 962-7143
Dunreith Opr.	(317) 987-1212
Thorne Opr.	(317) 267-4707

**INDIANAPOLIS TERMINAL**

DX Opr.	(317) 267-4531
Thorne Opr.	(317) 267-4707
Belt Crossing Opr.	(317) 267-4742
IU Opr.	(317) 267-4975
LJ Opr.	(317) 267-4684
Woods Opr.	(317) 267-4056
Kraft Opr.	(317) 267-4815
Davis Opr.	(317) 267-4994
MY Opr.	(317) 267-4260

(Continued on next page)

## 1721-A1. Cont'd. USE OF TELEPHONES

## SOUTHWEST DIVISION Cont'd.

## MAIN LINE INDIANAPOLIS TO ST. LOUIS

MY Opr.	(317) 267-4260
Haley Opr.	(812) 232-6114
SMART	7259
Union Opr.	(812) 232-4067
SMART	7229
Effingham Opr.	(217) 342-2932
SMART	6258
Smithboro Opr.	(618) 664-3145
SMART	6419
HN Opr.	(618) 874-2425
SMART	6411
Willows Opr.	(618) 271-1215
SMART	6220
Q Tower Opr.	(618) 274-4439
SMART	6259

## MAIN LINE TERRE HAUTE TO LENOX

Midland Opr.	(217) 466-2215
SMART	4177
Pana Opr.	(217) 562-2523
SMART	7239
Lenox Opr.	(618) 931-0966
SMART	6435
Q Tower Opr.	(618) 274-4439
SMART	6259

## PEKIN SECONDARY

Woods Opr.	(317) 267-4056
MY Opr.	(317) 267-4260
Cler BLS	Block Phone
Pitts BLS	(317) 892-3363
Ames BLS	(317) 362-3905
Range BLS	(317) 798-3577
Pande BLS	(217) 446-0140
Wyton Opr.	(217) 267-4145
Delong BLS	(217) 548-2629
Glover (MP Xng)	(217) 469-2213
Randolph St. (IT Conn.)	(217) 359-0618
Rising BLS	(217) 359-1942
Farm BLS	(309) 989-3121
East Yard	(309) 346-7589
Pekin Opr.	(309) 346-0571
Train Dispr., Indpls.	(317) 267-4761

## LIMEDALE SECONDARY

Davis Opr.	(317) 267-4994
Limedale Opr.	(317) 653-3877
Train Dispr., Indpls.	(317) 267-4611

(Continued on next page)

## 1721-A1. Cont'd.

## USE OF TELEPHONES

## SOUTHWEST DIVISION Cont'd.

## PETERSBURG SECONDARY TRACK

Conrail PBX Opr., Indpls.	(317) 632-8321
Kraft Block Station	(317) 267-4815
Camby BLS	(317) 856-6564
Campbells	(317) 342-9226
Elk BLS	(317) 342-9260
Silex BLS	(812) 879-4352
Spencer BLS	(812) 829-4200
Worthington Yard Office	(812) 875-2101
Rincon Jet.	(812) 875-3905
South Rincon BLS	(812) 875-3905
Plain BLS	(812) 687-7206
Duff BLS	(812) 254-1748
Oak BLS	(812) 749-3863
Buckskin BLS	(812) 795-2294
Ashby Block Station	(812) 354-9800
SMART	4173
Elber BLS	(812) 983-4014
Taylor BLS	(812) 425-3541
SMART	4175
Train Dispr., Indpls.	(317) 267-4882

## BICKNELL SECONDARY TRACK

Switz City	(812) 659-2519
Howard BLS	(812) 735-5197
Train Dispr., Indpls.	(317) 267-4882

## DOW SECONDARY

Alex BLS	(317) 724-9275
Train Dispr., Indpls.	(317) 267-4964

## DANVILLE SECONDARY

Schneider Opr.	(219) 696-8511
Suma BLS	(219) 552-0220
Moroc BLS	(219) 285-2150
Sheff BLS	(219) 474-5063
Tab BLS	(317) 986-2093
Sloan BLS	(317) 893-4812
Camp BLS	(217) 446-1412
Wyton Opr.	(217) 267-4145

## CAIRO SECONDARY

Wyton	(217) 442-0544
Stonefort	(618) 777-2721
Cairo	(618) 734-2190
Harrisburg	(618) 253-7691
Mt. Carmel (TJ)	(618) 263-3124
Train Dispr., Indpls.	(317) 267-4882

## INDIANAPOLIS-LOUISVILLE

Dale Block Station	(317) 267-4813
Boyd Block Station	(812) 283-9395
SMART	3435
Clagg	(502) 584-3736
Train Dispr., Indpls.	(317) 267-4761

I & F BRANCH  
FRANKFORT SECONDARY

Woods Block Station	(317) 267-4056
Frank Block Station	(317) 659-2161
Van Block Station	2207
Train Dispr., Indpls.	(317) 267-4761



## SOUTHERN REGION EMPLOYEES:

PLEASE — WORK AT IT TODAY  
FOR A BETTER TOMORROW .....

**S**ECURITY IS EARNED BY  
SAFE WORK HABITS

**A**LERTNESS NEUTRALIZES  
HAZARDS

**F**ORESIGHT ASSURES FREEDOM  
FROM DANGER

**E**FFICIENCY AND SAFETY  
ARE RELATED

**T**RUST IS THE REWARD FOR  
WORKING SAFELY

**Y**OUR MOST VALUABLE  
INSURANCE IS SAFETY

..... FOR YOURSELF  
..... FOR YOUR FAMILY  
..... FOR CONRAIL

**H. E. RING,**  
**GENERAL MANAGER**

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**Applies In All Divisions (cont'd.)****(c) BRAKE AND TRAIN AIR SIGNAL INSTRUCTIONS—EC99 (Cont'd.)**

**Brake and Train Air Signal Instructions EC—99, effective March, 1969, revised in part as follows (Cont'd.):**

Revision of April 1, 1975—  
Instruction 2-c, page 15, changed.  
Instruction 18-g, page 56, changed.

Revision of October 30, 1977—  
Paragraph 5, Instruction 3-b, page 17, changed.  
Paragraph 13, Instruction 3-b, page 17, abolished.

**(d) HAZARDOUS MATERIALS REGULATIONS CT-225**

**Hazardous Materials Regulations CT-225, effective January 1, 1977, supplemented as follows:**

Supplement No. 1 of April 1, 1977, revised in part CT-225, Hazardous Materials Regulations.

Supplement No. 2 of August 15, 1979, revises in part CT-225, Hazardous Materials Regulations.

**(e) SAFETY RULES. TRAIN, LOCOMOTIVE AND OTHER TRANSPORTATION EMPLOYEES S7A**

**Safety Rules S7A, issued July 1, 1978, in effect.**

**(f) SPECIAL INSTRUCTIONS GOVERNING OPERATION OF SIGNALS AND INTERLOCKINGS CT-405**

**Special Instructions Governing Operation of Signals and Interlockings CT 405, effective November 1, 1968, revised in part as follows:**

Revision of April 1, 1977—  
Instruction A, pages 14 and 15, changed.

**(g) STANDARD TIME THE UNIFORM ACT OF 1966**

Effective 2:00A.M., Sunday, April 27, 1980, Standard Time, *except as noted below*, 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.

(Continued on next page)

**Applies In All Divisions (cont'd.)****(g) STANDARD TIME THE UNIFORM ACT OF 1966 (Cont'd.):****EXCEPTION:**

The Eastern Time Zone of Indiana which is comprised of the entire State of Indiana other than the following eleven (11) counties: six (6) in Northwest Indiana—Lake, Porter, LaPorte, Starke, Jasper and Newton Counties; five (5) in Southwest Indiana—Gibson, Posey, Vanderburgh, Warrick and Spencer Counties. *Therefore, clocks in the Eastern Time Zone of Indiana will not be changed.* All others must comply with paragraph 2 on page 222.

For the purpose of train operations, the boundary lines between Eastern Standard Time and Central Standard Time will be:

**GLEN—Main Line—Columbus to Indianapolis.**

**CP-UNION CITY—Main Lines—Cleveland to Indianapolis & Columbus to Chicago.**

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 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 enroute will be governed as follows:

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.

Special Instruction 1001-A1 changed; page 57 revised.

(Continued on next page)

(Page 4 of 4 pages, Sou. Regn. G.O. No. 101)

████████████████████

**Applies In Southwest Division**

- (h) **MAIN LINE—TERRE HAUTE TO LENOX  
PANA TOWER—HILLSBORO**

**Train Inspection:**

All MP Trains will make train inspection on MP Tracks at Pana.

- (i) **CAIRO SECONDARY  
CROSSVILLE**

**Temporarily Out of Service:**

Siding at Crossville out of service between South End Switch and MP 151 north of South End of Siding.

- (j) **WATSON RUNNING TRACK  
BOYD—WATSON**

**Temporarily Out Of Service:**

Watson Running Track between Boyd/0.0 and Watson-Industrial Chemical Lead/3.9, temporarily out of service.

████████████████████

**Applies In All Divisions**

This General Order consists of 4 pages, Nos. 221 through 224, and is printed in Timetable No. 1 and will not be issued under separate cover except hard copies will be provided for Bulletin Board posting only.

**H. E. Ring  
General Manager  
Southern Region  
Consolidated Rail Corporation**

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1165-A. HAZARDOUS MATERIALS CHART

SOUTHERN REGION							
POSITION IN TRAIN OF PLACARDED CARS CONTAINING HAZARDOUS MATERIALS							
		Cars placarded Explosive 'A'	Cars placarded Poison Gas	Cars placarded Radioactive	Loaded tanks cars placarded Corrosive-Poison-Chlorine-Organic Peroxide-Oxidizer-Oxygen-Flammable-Flammable Solid-Non/Flammable Gas-Flammable Gas-Flammable Solid W	Cars placarded Combustible	Empty tank cars placarded Corrosive-Poison-Chlorine-Organic Peroxide-Oxidizer-Oxygen-Flammable-Flammable Solid-Non/Flammable Gas-Flammable Gas-Flammable Solid W, Poison Gas
CODE — "x" indicates applicable restriction.  (1), (2), (3), (4) — Note applies as indicated.							
<b>RESTRICTIONS</b>							
Must not be nearer than the sixth car from the engine or occupied caboose		X	X		X		
When train length does not permit, must be placed near the middle of train but not nearer than the second car from the engine or occupied caboose		X	X		X		
<b>M U S T N O T B E N E X T T O</b>	Engine	X	X	X	X		X
	Loaded flat car (1)	X	X		(2) X		
	Open top car (3)	X	X		X		
	Car with automatic refrigeration or heating apparatus in operation, or a car with open flame apparatus in service, or with an internal combustion engine in operation	X	X		X		
	Car containing lighted heaters, stoves or lantern	X	X		X		
	Occupied car	(4) X	(4) X		X		
	Occupied caboose	(4) X	(4) X	X	X		X
	Explosives 'A'		X	X	X		X
	Poison Gas	X	X	X	X		X
	Radioactive	X	X		X		X
Undeveloped film			X				
Any loaded placarded car (other than combustible)	X	X	X				

\*\*\*NOTE: CARS WITH SAME PLACARDS MAY BE PLACED NEXT TO EACH OTHER.

- (1) A flat car equipped with permanently attached ends of rigid construction is considered to be an open top car.
- (2) A loaded flat car, other than a specially equipped car in trailer-on-flat-car or container-on-flat-car service or a flat car loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flat car, and of a type generally accepted for handling in interchange between railroads. This exception for cars in trailer-on-flat-car service does not apply to loaded flatbed trucks, loaded flatbed trailers, or loaded trucks or trailers without securely closed doors.
- (3) An open top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.
- (4) A rail car placarded "EXPLOSIVES 'A' or POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES 'A' placards."

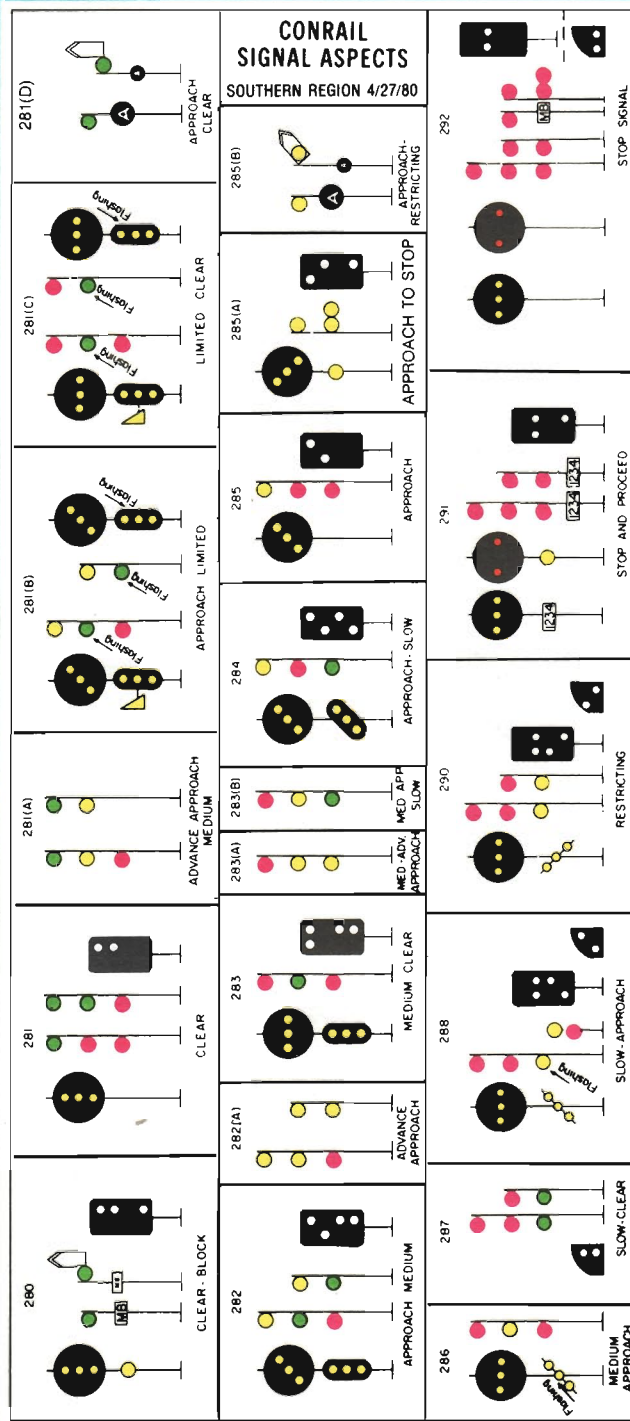
(Continued on next page)

1165-A (Cont'd.)

## PLACARD Examples referred to in CT-225



Employees whose duties are prescribed by **HAZARDOUS MATERIALS REGULATIONS - C.T. 225**, must obtain a copy from their supervisor.



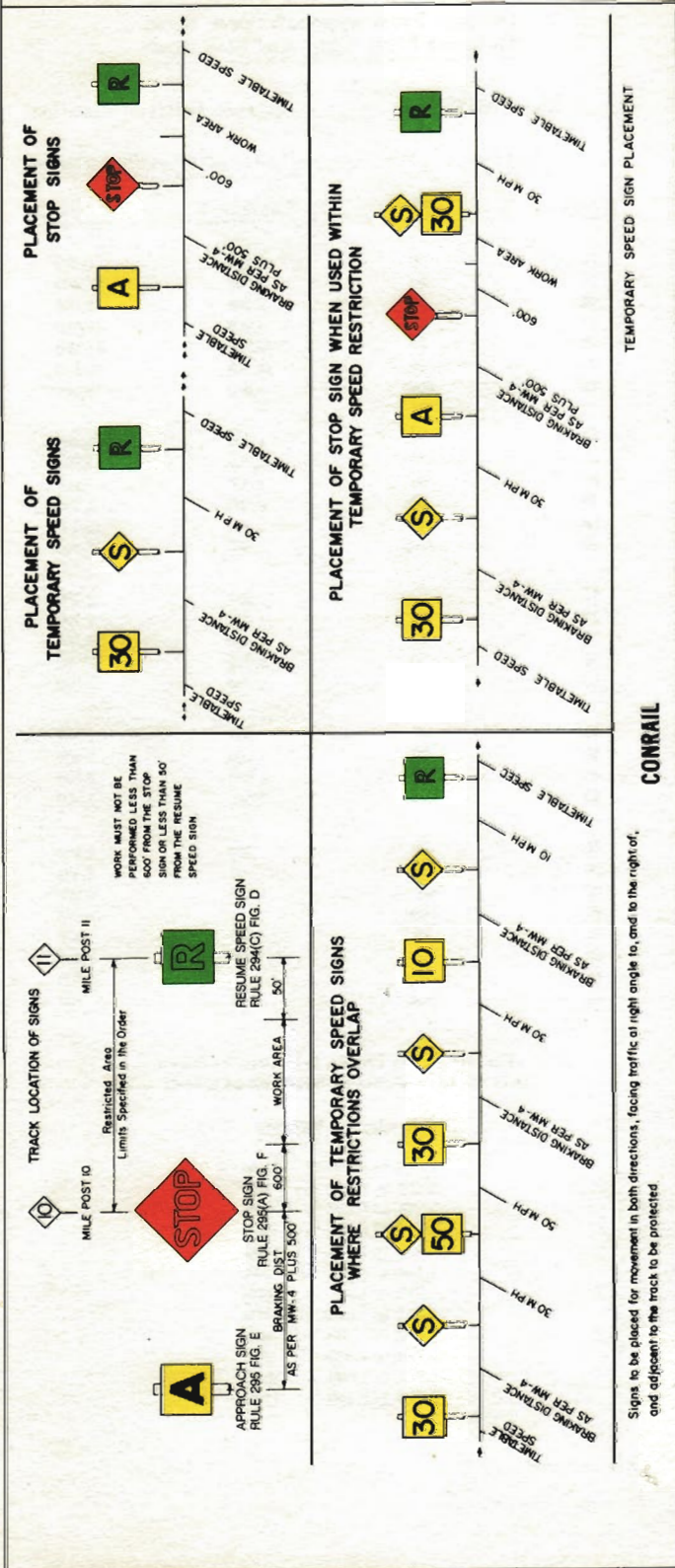


1280-A1



- RULE 208** INDICATION—Proceed; for passenger trains, manual block is clear; for all other trains, manual block is clear outside yard limits.  
NAME: Clear-block.
- RULE 281** INDICATION—Proceed.  
NAME: Clear.
- RULE 281(A)** INDICATION—Proceed approaching second signal at Medium speed.  
NAME: Advance Approach Medium.
- RULE 281(B)** INDICATION—Proceed approaching next signal at Limited Speed which must not be exceeded until receiving a more favorable indication.
- RULE 281(C)** INDICATION—Proceed; Limited Speed within interlocking limits and through turnouts.
- RULE 281(D)** INDICATION—Proceed.  
NAME: Approach Clear.
- RULE 282** INDICATION—Proceed approaching next signal at Medium Speed which must not be exceeded until receiving a more favorable indication.  
NAME: Approach Medium.
- RULE 282(A)** INDICATION—Proceed at Limited Speed prepared to stop at second signal. Reduction to Limited Speed must commence before engine passes Advance Approach Signal.  
NAME: Advance Approach.
- RULE 283** INDICATION—Proceed; Medium Speed within interlocking limits and through turnouts.  
NAME: Medium Clear.
- RULE 283(A)** INDICATION—Proceed prepared to stop at second signal; Medium Speed within interlocking limits and through turnouts.  
NAME: Medium Advance Approach.
- RULE 283(B)** INDICATION—Proceed at Medium speed approaching next signal at Slow speed.  
NAME: Medium-approach slow.
- RULE 284** INDICATION—Proceed not exceeding Medium Speed approaching next signal at Slow Speed. Reduction to Medium Speed must commence before engine passes Approach Slow signal.  
NAME: Approach Slow.
- RULE 285** INDICATION—Proceed not exceeding Medium Speed prepared to stop at next signal. Reduction to Medium Speed must commence before engine passes Approach signal.  
NAME: Approach.
- RULE 285(A)** INDICATION—Proceed not exceeding Medium Speed prepared to stop at hand-operated switches and at next signal. Reduction to Medium Speed must commence before engine passes Approach to Stop Signal.  
NAME: Approach to Stop.
- RULE 285(B)** INDICATION—Proceed not exceeding Medium Speed prepared to stop at next signal. Reduction to Medium Speed must commence before engine passes Approach Restricting signal.  
NAME: Approach Restricting.
- RULE 286** INDICATION—Proceed not exceeding Medium Speed prepared to stop at next signal. Trains governed by Approach Limited Signal must commence reduction to Medium Speed before passing Medium Approach Signal.  
NAME: Medium Approach.
- RULE 287** INDICATION—Proceed; Slow Speed within interlocking limits and through turnouts.  
NAME: Slow Clear.
- RULE 288** INDICATION—Proceed; Slow Speed within interlocking limits and through turnouts; then proceed not exceeding Medium Speed prepared to stop at next signal.  
NAME: Slow Approach.
- RULE 290** INDICATION—Proceed at Restricted speed.  
NAME: Restricting.
- RULE 291** INDICATION—Stop; then Proceed at Restricted speed.  
NAME: Stop and proceed.
- RULE 292** INDICATION—Stop.  
NAME: Stop Signal.

## 1829-A1. STOP SIGN &amp; TEMPORARY SPEED SIGNS





1829-A1.

**SPEED SIGNS DISTANCES**

Distance From Approach Speed Signs  
To Speed Limit Signs And Stop Signs

Speed-MPH		Distance between signs-feet	
<u>Reduced</u>		<u>(Level or ascending grades)</u>	
<u>From</u>	<u>To</u>	<u>Passenger</u>	<u>Freight</u>
70	60	1,100	3,200
70	50	2,000	6,000
70	40	2,700	8,200
70	30	3,300	10,000
70	20	3,700	11,200
70	10	4,000	12,000
70	Stop	4,500	12,500
60	50	1,000	3,200
60	40	1,700	5,800
60	30	2,300	7,900
60	20	2,700	9,400
60	10	3,000	10,300
60	Stop	3,500	10,800
50	40	800	2,700
50	30	1,400	4,700
50	20	1,800	6,200
50	10	2,200	7,100
50	Stop	2,700	7,600
40	30	600	2,100
40	20	1,100	3,500
40	10	1,500	4,500
40	Stop	2,000	5,000
30	20	500	1,500
30	10	900	2,400
30	Stop	1,400	2,900
25	Stop		2,150
20	10	400	900
20	Stop	900	1,400
15	Stop		1,000
10	Stop	500	700

**For descending grades, the distances shown  
in the table should be increased as follows**

<u>Grades</u>	<u>Increase</u>
Level to 0.10%	None
0.11% to 0.36%	10%
0.37% to 0.66%	20%
0.67% to 0.92%	30%
0.93% to 1.14%	40%
1.15% to 1.33%	50%
1.34% to 1.50%	60%
1.51% to 1.64%	70%
1.65% to 1.78%	80%
1.79% to 1.90%	90%
1.91% to 2.00%	100%
2.01% to 2.10%	110%