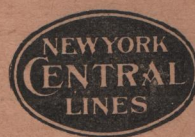


Cleveland, Cincinnati, Chicago & St. Louis Railway



Chicago-White Water Division

TIME-TABLE

No. 113

Effective 8.00 A. M., Sunday,
April 25, 1926

D. F. SCHAFF,
SUPERINTENDENT.

Wm. B. Burford, Printer, Indianapolis.

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SAFETY FIRST.

"Safety First" at all times and in all places, is the most important rule of conduct, of each and every employe, whatever his position. The safety of every movement, or action, in its effect upon himself and others and upon property, must be the first consideration of every trainman, yardman, stationman, shopman, sectionman, and all other classes of employes. Trains and engines must be operated accordingly, under all circumstances; the maintenance of schedule time must be subordinated to the observance of signal indications and obedience thereto, whatever the weather, or other, conditions may be.

RAILROAD CROSSINGS AT GRADE

NAME.	LOCATION.	SIGNALS.
Oklahoma.....	0.2 mile east of Storrs.....	Target.
Baltimore & Ohio.....	Storrs.....	Interlocking.
C. L. & A. (Int. Elec.)....	0.8 mile east of Valley Jct. (Horse-shoe track).....	None.
C. L. & A. (Int. Elec.)....	Valley Junction.....	Interlocking.
I. & C. (Int. Elec.).....	Connersville.....	None.
N. Y. C. & St. L.....	Beeson.....	None.
T. H. I. & E. (Int. Elec.)..	Cambridge City.....	None.
Baltimore & Ohio.....	0.3 mile east of Lawrenceburg....	Interlocking.
Baltimore & Ohio.....	0.5 mile west of Lawrenceburg....	Interlocking.
C. L. & A. (Int. Elec.)....	Lawrenceburg (3rd st.).....	None.
C. C. C. & St. L.....	Greensburg.....	Interlocking.
(Michigan Div.).....	Vine.....	Interlocking.
Pennsylvania System.....	Franklin.....	Target.
Pennsylvania System.....	Franklin.....	None.
I. C. & S. (Int. Elec.)....	0.5 mile east of Morgantown.....	None.
Illinois Central.....	1.4 miles east of Shops.....	Interlocking.
Indianapolis Union Ry.....	K. D.....	Target.
Indianapolis Union Ry.....	Brant.....	Interlocking.
T. H. I. & E. (Int. Elec.)..	Lebanon.....	Target.
Central Indiana.....	Lebanon.....	None.
T. H. I. & E. (Int. Elec.)..	Colfax.....	Interlocking.
Pennsylvania System.....	Clark's Hill.....	Interlocking.
N. Y. C. & St. L.....	Lafayette Yard.....	Interlocking.
Wabash.....	Lafayette Yard.....	Interlocking.
C. I. & L.....	Swanington.....	Interlocking.
C. A. & S.....	Sheff.....	Interlocking.
New York Central.....	Sheldon.....	Interlocking.
T. P. & W.....	St. Anne.....	Interlocking.
C. & E. I.....	0.4 mile west of Kankakee.....	Interlocking.
Illinois Central.....	0.8 mile west of Kankakee.....	Target.
New York Central.....	Esser.....	Interlocking.
Wabash.....	Coster.....	Semaphore.
E. J. & E.....	Gardner.....	Interlocking.
Chicago & Alton.....	Mazon.....	Interlocking.
A. T. & S. F.....	Seneca.....	None.
C. O. & P. (Int. Elec.)....		

INTERMEDIATE STATIONS.

NAME.	LOCATION.	USE.
Round House.....	0.4 mile west of Sedamsville.....	Flag station.
Arden.....	0.8 mile west of Delhi.....	Flag station.
Mead.....	0.6 mile east of St. Paul.....	Quarry track.
Gallaudet.....	3.5 mile east of Beech Grove.....	Loading track.

RAILROAD CROSSINGS NOT AT GRADE.

NAME.	LOCATION.	POSITION.
Southern Ry. System.....	0.6 mile east of Storrs.....	Above grade.
C. I. & W.....	0.4 mile west of Connersville.....	Above grade.
Pennsylvania System.....	Cambridge City.....	Above grade.
C. L. & A. (Int. Elec.)....	0.3 mile west of Lawrenceburg Jct.	Above grade.
I. & C. (Int. Elec.).....	2.5 miles east of Vine.....	Above grade.
I. & C. (Int. Elec.).....	0.5 mile east of Fairland.....	Above grade.
I. & C. (Int. Elec.).....	1.2 miles east of Shops.....	Below grade.
Pennsylvania System.....	0.3 mile west of Lebanon.....	Above grade.
C. M. & St. P.....	1.8 miles east of Donovan.....	Above grade.

SURGEONS

NAME.	RESIDENCE	DISTRICT.
L. A. ENSMINGER, Chief Surgeon..	Indianapolis.	
J. C. Evans.....	Cincinnati.....	Cincinnati to North Bend.
E. M. Keefe, Asst Surgeon.....	Cincinnati.....	Cincinnati to North Bend.
Owen C. Fisk, ".....	Riverside.....	Cincinnati to North Bend.
O. J. Wood.....	Cleves.....	North Bend to Lawrenceburg Jct.
Irvin E. Booher.....	Harrison.....	Valley Jct. to New Trenton.
Edward M. Glaser.....	Brookville.....	New Trenton to Laurel.
Lebanon.....	Connersville.....	Laurel to Beeson.
H. B. Boyd.....	Cambridge City.....	Milton to Hagerstown.
G. F. Smith.....	Lawrenceburg.....	Elizabethtown to Guilford.
John C. Elliott.....	Guilford.....	Guilford to Code.
Christian Neufarth.....	Sunman.....	Code to New Point.
Charles R. Bird.....		
Wm. E. Thomas.....	Greensburg.....	New Point to Waldron.
A. M. Kirkpatrick.....	Columbus.....	Columbus to Greensburg.
Samuel Kennedy.....	Shelbyville.....	Waldron to London.
R. W. Payne.....	Franklin.....	Fairland to Martinsville.
J. C. Rhea.....	Beech Grove.....	Beech Grove.
A. A. Thomas, Asst. Surgeon..		
N. E. Jobes, ".....	Indianapolis...	London to Zionsville.
J. J. Briggs, ".....		
Herma A. Beck.....	Lebanon.....	Whitestown to Thorntown.
J. H. Schuck.....	Colfax.....	Thorntown to Rex.
Geo. F. Beasley.....	Lafayette.....	Rex to Templeton.
A. C. Arnett, Asst Surgeon...	Lafayette.....	Rex to Templeton.
D. E. Mavity.....	Fowler.....	Templeton to Raub.
H. W. Wood.....	Sheldon.....	Raub to Donovan.
Gilbert H. Ayling.....	St. Anne.....	Donovan to Court St.
Edwin S. Hamilton.....	Kankakee.....	Kankakee and Bonfield.
B. J. LARKIN, Consulting and Local Oculist	Indianapolis.	
WILLIAM F. HUGHES, Oculist	Indianapolis.	
DONALD A. BARTLEY, Oculist	Indianapolis.	
H. F. TANGEMAN, Oculist...	Cincinnati.	
C. W. GEIGER, Oculist.....	Kankakee.	
J. H. ROTH, Oculist.....	Kankakee.	

1. The superior direction of trains is east.
2. Double track between Transfer and Greensburg, between Clifty and Vine, between Dix and Whitestown, and between Templeton and Swanington.
3. Central Union Depot time-table governs between Cincinnati and Transfer.
4. Michigan division time-table governs between Greensburg and C. H. & G. Jet.
5. N.Y.C. & St. L. time-table governs between Lafayette and Templeton.
6. Cincinnati, Riverside, Valley Jet., Harrison, Connersville, Hagerstown, Lawrenceburg Jet., Lawrenceburg, Aurora, Greensburg, Columbus, Fairland, Franklin, Martinsville, Dix, Indianapolis, Whitestown, Lebanon, Lafayette Yard, Lafayette, Swanington, Sheldon, Kankakee and Seneca are register stations.
7. White Water division trains only will be registered at Valley Jet.
 - Nos. 124 and 129 only will be registered at Harrison.
 - Branch trains only will be registered at Lawrenceburg Jet.
 - Branch trains and Nos. 470 and 53 only will be registered at Fairland.
 - Nos. 470 and 471 only will be registered at Franklin.
 - West bound trains only will be registered at Dix.
 - Nos. 53 and 54 only will be registered at Lebanon.
 - First and second class trains only will be registered at Lafayette.
 - Eastbound trains only will be registered at Whites-town and Swanington.
 - Nos. 57 and 58 only will be registered at Sheldon.
8. Enginemen are relieved from examining register at intermediate register stations, except when they act as pilot, or have no conductor, but this does not relieve them from knowing whether all trains due, which are superior or of the same class, have arrived or left, before leaving such station.
9. Conductors of first class trains are relieved from examining register at intermediate register stations.
10. Nothing in these instructions will relieve conductors and enginemen from observing whether trains met, of the same or superior class, are displaying signals for a following section, or from observing whether such trains have been met.
11. Standard clocks are located at Cincinnati, Riverside, Greensburg, Shops, Indianapolis, Lafayette Yard and Kankakee.
12. Bulletin books are located at Cincinnati, Round House, Riverside, Hagerstown, Lawrenceburg, Manford, Greensburg, Fairland, Shops, Indianapolis, Lafayette Yard, Sheff freight house and Kankakee.
13. The automatic block system will be used for movements with the current of traffic, and the manual block system will be used for movements against the current of traffic between Storrs and Sedamsville. The automatic block system will be used for movements with the current of traffic between Beech Grove and Davidson street, Indianapolis.
14. Except as prescribed by paragraph 13 (above) the manual block system will be used between Storrs and Beech

Grove, between KD and Lafayette Yard, and between Templeton and Court Street.

Rules S-251 to S-254, inclusive, will govern on single track, and D-251 to D-254 on double track.

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

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

15. The movement of trains and engines between KD and Brant will be supervised by the signalman at KD, whose instructions must be obeyed by the signalman at Brant.

Trains and engines may run against the current of traffic between KD and Brant when authorized to do so by special Clearance Card Form Z, which will be signed by the signalman and delivered to the engineman and conductor, and when so authorized must move prepared to stop if track is obstructed. The signalman at Brant must not issue this card except upon authority of the signalman at KD, who must not authorize a movement against the current of traffic until he has secured control of the block.

When it is not practicable to obtain a clear block for a train or engine, the signalman at KD may display a Permissive Signal, or may instruct signalman at Brant to display a Permissive Signal, to indicate to trainmen that block is occupied by a train or engine which will move in the same direction as their own, or by yard engine, and that they may proceed prepared to stop if track is obstructed.

Trains and engines must secure permission by telephone from the signalman at Brant before entering block at Michigan street, and vice versa, must report to him when they clear the block at that point.

Trains and engines under all conditions must run at reduced speed prepared to stop if track is obstructed.

Trainmen and yardmen will not be excused by reason of these regulations for blocking the current of traffic when it is possible to avoid doing so or from protecting their trains or engines in accordance with rules. Otherwise the manual block system and train rules remain in force.

16. On portions of the road where no other form of block system is used, under the operation of Rule 91, it will be the duty of operators and signalmen at open stations and interlocking stations, to display the train order signal or the home signal (as the case may be) at stop, until ten minutes after the departure of a train carrying passengers, and until five minutes after the departure of any other train. They must not deliver, and trainmen must not accept any form of Clearance Card, for a train that may be thus stopped until the respective time limit has expired.

17. Between Transfer and Storrs, and between Beech Grove and KD, trains and engines irrespective of class, will run with the current of traffic, protecting against following movements, and prepared to stop if track is obstructed. Care must be exercised not to delay passenger trains by other trains or engines. Flagman must ride on the rear of last car.

18. Trains and engines, in either direction, must approach cross-overs and switches between ice house and yard office at Hill, prepared to stop, and be governed by hand signals

(Continued on page 20)

CINCINNATI TO INDIANAPOLIS—WEST

Miles from Cincinnati.	STATIONS	FIRST CLASS															
		1		15		19		27		33		43		31		35	
		CHICAGO MAIL & EXPRESS		CHICAGO LIMITED		WHITE CITY SPECIAL		EXPRESS		INDIANAPOLIS LIMITED		CHICAGO NIGHT EXPRESS		ROYAL PALM		CHICAGO NIGHT SPECIAL	
		Daily		Daily		Daily		Daily		Daily		Daily Ex. Sunday		Daily		Daily	
		AM		AM		NOON		PM		PM		PM		PM		PM	
.....	CINCINNATI.....DN	7.30	..	9.00	..	12.00	..	3.00	..	6.00	..	8.30	..	9.45	..	11.55	..
1.2	Transfer.....																
1.8	Storrs.....DN	7.37	..	9.06	..	12.06	PM	3.06	..	6.06	..	8.36	..	9.51	..	12.01	AM
3.3	Sedamsville.....DN	7.40	..	9.09	..	12.09	..	3.09	..	6.09	..	8.39	..	9.54	..	12.04	..
4.2	Riverside.....DN	7.43	..	9.10	..	12.10	..	3.10	..	6.11	..	8.41	..	9.56	..	12.05	..
4.5	South Side.....																
6.4	Anderson's Ferry... f	7.48	..														
7.9	Trautman.....D f	7.51	..	9.15	..	12.14	..	3.15	..	6.15	..	8.46	..	10.01	..	12.10	..
8.6	St. Joseph.....																
9.9	Crescent.....																
10.7	Delhi.....	s 7.56	..														
11.1	Sayler Park.....	s 7.58	..														
12.0	Fernbank.....DN	s 8.02	..	9.20	..	12.19	..	3.20	..	6.20	..	8.51	..	10.06	..	12.15	..
13.2	Addyston.....	s 8.04	..														
13.6	Sekitan.....																
14.3	Griffith.....D	8.06	..	9.23	..	12.22	..	3.23	..	6.23	..	8.54	..	10.09	..	12.18	..
15.3	North Bend.....	s 8.08	..														
16.1	Cleves.....	s 8.11	..														
17.7	Valley Jct.....DN	s 8.15 ⁵¹	..	9.27	..	12.26	..	3.27	..	6.27	..	8.58	..	10.12 ⁹⁹	..	12.23	..
19.6	Elizabethtown.....	f 8.19	..														
22.3	LAWRENCEBURG JCT. DN	s 8.30	..	9.32	..	12.31	..	s 3.35	..	6.32	..	9.04	..	10.17	..	12.28	..
27.9	Guilford.....	s 8.40	..					f 3.44	..								
30.4	Manford.....DN	8.44	..	9.41 ⁵¹	..	12.40	..	3.48	..	6.41	..	9.14	..	10.26	..	12.37	..
31.4	Bonnell.....	s 8.46	..					f 3.50	..								
35.7	Code.....D	8.56	..	9.51	..	12.48	..	3.58	..	6.48	..	9.23	..	10.35	..	12.45	..
36.8	Weisburg.....	s 8.59	..					f 4.00	..								
39.9	Sunman.....	s 9.08	..					s 4.10	..								
40.6	Brow.....DN	9.09	..	10.02	..	12.57	..	4.11	..	6.56	..	9.33	..	10.44	..	12.54	..
41.8	Spades.....	s 9.12	..					s 4.13	..								
45.3	Morris.....	s 9.20	..					s 4.20	..								
46.9	Hyde.....DN	9.23	..	10.09	..	1.04 ⁵¹	..	4.23	..	7.03	..	9.40	..	10.51	..	1.01	..
47.9	Batesville.....	s 9.26	..	s 10.11	..			s 4.25	..			s 9.42	..				
54.0	New Point.....D	s 9.37	..	10.20	..	1.12	..	s 4.35	..	7.11	..	9.51	..	10.59	..	1.09	..
58.6	McCoy.....DN	f 9.45	..	10.25	..	1.17	..	4.42	..	7.16	..	9.56	..	11.04	..	1.14	..
62.8	GREENSBURG. DN	s 10.00	..	s 10.35	..	s 1.26	..	s 4.57 ¹⁴	..	s 7.25 ¹⁸	..	s 10.05	..	s 11.12	..	s 1.23	..
67.2	Day.....DN	10.10	..	10.45	..	1.33 ⁵²	..	5.04	..	7.31	..	10.14	..	11.21 ⁶⁸	..	1.31	..
67.8	Adams.....	f 10.11	..					f 5.05	..								
72.7	St. Paul.....DN	s 10.19	..	10.51 ⁹²	..	1.39	..	f 5.12	..	7.37	..	10.20	..	11.27	..	1.37	..
75.3	Waldron.....	s 10.24	..					f 5.16	..								
77.3	Clifty.....DN	10.28 ⁹²	..	10.56	..	1.44 ⁹³	..	5.20 ⁸⁰	..	7.42	..	10.25 ⁶⁸	..	11.33 ⁹⁸	..	1.42 ⁹⁹	..
78.1	Prescott.....																
82.6	Vine.....DN	10.36	..	11.03	..	1.50	..	5.26	..	7.48	..	10.32	..	11.40	..	1.48	..
82.8	SHELBYVILLE.	s 10.43	..	s 11.04	..	s 1.51	..	s 5.29	..	s 7.49	..	s 10.33	..	s 11.41	..		..
89.3	Fairland.....DN	s 10.54	..	11.15 ⁵²	..	2.01	..	s 5.40	..	7.58	..	10.42 ⁹⁸	..	11.50	..	1.57	..
93.3	London.....																
94.8	Brookfield.....																
95.6	Dix.....DN	11.03	..	11.23	..	2.09	..	5.48	..	8.06	..	10.50	..	11.58	..	2.04	..
96.6	Acton.....	s 11.05	..					f 5.50	..								
103.7	Beech Grove.....DN	s 11.19	..	11.34	..	2.19	..	6.00	..	8.15	..	11.01	..	12.08 AM	..	2.14	..
106.9	Belt Crossing.....																
108.4	Shops.....DN	11.26	..														
109.7	INDIANAPOLIS. DN	11.40	..	11.50	..	2.35	..	6.20	..	8.30	..	11.20	..	12.25	..	2.30	..
		AM		AM		PM		PM		PM		PM		AM		AM	

5

Miles from
Cincinnati

CINCINNATI TO INDIANAPOLIS—WEST

Miles from Cincinnati.	STATIONS	THIRD CLASS							FOURTH CLASS	
		75	67	93	99	65	69	189	51	
		MICHIGAN FREIGHT	THROUGH FREIGHT	KD1 FREIGHT	THROUGH FREIGHT	LOUISVILLE FREIGHT	LOUISVILLE FREIGHT	VALLEY LOCAL	LOCAL FREIGHT	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	
.....	CINCINNATI.....DN			AM 8.00	PM 7.00					
1.2	Transfer.....									
1.8	Storrs.....DN									
3.3	Sedamsville.....DN	AM	AM					AM	AM	
4.2	Riverside.....DN	12.10	1.40	10.45	9.35			5.45	6.30	
4.5	South Side.....									
6.4	Anderson's Ferry.....									
7.9	Trautman.....D	12.30	1.59	10.56	9.45			f 5.55	f 6.40	
8.6	St. Joseph.....									
9.9	Crescent.....									
10.7	Delhi.....							f 6.00	f 6.55	
11.1	Sayler Park.....									
12.0	Fernbank.....DN	12.45	2.14	11.05	9.55			f 6.04	f 7.00	
13.2	Addyston.....							f 6.06	f 7.03	
13.6	Sekitan.....								f 7.05	
14.3	Griffith.....D	12.55	2.30	11.09	10.00			6.10	f 7.08	
15.3	North Bend.....							f 6.12	f 7.13	
16.1	Cleves.....							f 6.15	f 7.30	
17.7	Valley Jct.....DN	1.10	2.45	11.16	10.12 ³¹			6.30	s 8.15 ¹	
19.6	Elizabethtown.....							AM	f 8.31	
22.3	LAWRENCEBURG JCT. DN	1.25	3.00	11.25	10.29				s 8.55	
27.9	Guilford.....								f 9.15	
30.4	Manford.....DN	2.05	3.40	11.45	10.50				9.41 ¹⁵	
31.4	Bonnell.....								f 9.57	
35.7	Code.....D	2.40	4.15	12.02 PM	11.10				10.10	
36.8	Weisburg.....								f10.15	
39.9	Sunman.....								s10.35	
40.6	Brow.....DN	3.10	4.40	12.16	11.30				10.37	
41.8	Spades.....								f10.47	
45.3	Morris.....								f11.00	
46.9	Hyde.....DN	3.40	5.00	12.26 ⁶¹	11.45				12.26 ^{93PM 19}	
47.9	Batesville.....								s 1.15	
54.0	New Point.....D	3.58	5.18	12.38	12.01 AM				s 1.45	
58.6	McCoy.....DN	4.10	5.30	12.48	12.12	AM	PM	AM	f 2.00	
62.8	GREENSBURG.....DN	4.30	6.17 ⁴⁶	1.07 ¹⁰	12.40 ⁹⁸	2.20	2.00 ⁵²	6.40	2.15	
67.2	Day.....DN	AM	6.30	1.17 ⁵²	12.55	2.30	2.25 ⁶⁴	6.50	PM	
67.8	Adams.....							f 6.55		
72.7	St. Paul.....DN		6.45	1.27	1.10	2.42	2.40	s 7.15		
75.3	Waldron.....							s 7.25		
77.3	Clifty.....DN		6.57	1.44 ¹⁹	1.42 ³⁵	2.52	2.50	7.35		
78.1	Prescott.....							f 7.37		
82.6	Vine.....DN		7.10	2.03	1.58	3.02	3.01	8.15 ^{36 92}		
82.8	SHELBYVILLE.....							s 9.56		
89.3	Fairland.....DN		7.35	2.16	2.14	3.28 ^{30 34}	3.25	10.20	PM 12.30 ¹⁰	
93.3	London.....							AM	f12.40	
94.8	Brookfield.....									
95.6	Dix.....DN		7.57 ⁹⁶	2.26	2.27	4.00	3.45 ¹⁶		12.45	
96.6	Acton.....								f12.50	
103.7	Beech Grove.....DN		8.30	3.30	3.25	4.30	5.00		1.35	
106.9	Belt Crossing.....									
108.4	Shops.....DN		9.30	4.30	5.30	5.00	6.00		2.10	
109.7	INDIANAPOLIS DN		AM	PM	AM	AM	PM		PM	

INDIANAPOLIS TO CINCINNATI—EAST

7

Miles from Chicago.	STATIONS	FIRST CLASS															
		30		34		46		36		10		16		14		18	
		ROYAL PALM		NIGHT EXPRESS		CINCINNATI NIGHT SPECIAL		EXPRESS		QUEEN CITY LIMITED		CINCINNATI LIMITED		CINCINNATI MAIL & EXPRESS		QUEEN CITY SPECIAL	
		Daily		Daily Ex. Monday		Daily		Daily		Daily		Daily		Daily		Daily	
		AM		AM		AM		AM		NOON		PM		PM		PM	
193.6	INDIANAPOLIS DN	2.55		3.05		5.05		7.30		12.00		3.20		3.30		6.15	
194.9	Shops..... DN							s 7.36						3.36			
196.4	Belt Crossing.....																
199.6	Beech Grove..... DN	3.11		3.22		5.19		7.45 ⁴⁷⁰		12.14 ^{64 PM}		3.35 ⁸⁰		f 3.46 ⁸⁰		6.29	
206.7	Acton.....							f 7.55						s 3.56			
207.7	Dix..... DN	3.21		3.32		5.29		7.57 ⁶⁷		12.23		3.45 ⁶⁹		3.58		6.39	
208.5	Brookfield.....																
210.0	London.....																
214.0	Fairland..... DN	3.28 ⁶⁵		3.39 ⁶⁵		5.36		s 8.05		12.30 ⁴⁷¹		3.52		s 4.08		6.46	
220.5	SHELBYVILLE.....			s 3.50				s 8.15		s 12.39		s 4.02		s 4.20		s 6.55	
220.7	Vine..... DN	3.37		3.51		5.45		8.16 ⁵³		12.40		4.03		4.21		6.56	
225.2	Prescott.....																
226.0	Clifty..... DN	3.46		4.01		5.55		8.25		12.47		4.13		4.31		7.05	
228.0	Waldron.....							f 8.29						s 4.35			
230.6	St. Paul..... DN	3.52		4.07		6.01		f 8.35		12.52		4.19		s 4.41		7.11	
235.5	Adams.....							f 8.41						f 4.49			
236.1	Day..... DN	3.58		4.14		6.07		8.42		12.58 ⁵²		4.25		4.50		7.17	
240.5	GREENSBURG DN	s 4.08		s 4.26		s 6.17 ⁶⁷		s 8.50		s 1.07 ⁹³		s 4.37		s 4.57 ²⁷		s 7.25 ³³	
244.7	McCoy..... DN	4.17		4.36		6.27		9.04		1.14		4.46		f 5.16		7.36 ⁸⁰	
249.3	New Point..... D	4.23		4.42		6.32		s 9.14		1.19		4.52		s 5.23		7.42	
255.4	Batesville.....			s 4.52				s 9.25				s 5.01		s 5.36			
256.4	Hyde..... DN	4.31		4.54		6.40		9.27 ⁵⁰		1.26		5.03		5.38		7.50	
258.0	Morris.....							s 9.31						s 5.42			
261.5	Spades.....							s 9.38						s 5.49			
262.7	Brow..... DN	4.38		5.01		6.47		9.40		1.32		5.11		5.51		7.57	
263.4	Sunman.....			5.02				s 9.42						s 5.53			
266.5	Weisburg.....							f 9.49						s 6.00			
267.6	Code..... D	4.44		5.07		6.52		9.50		1.38		5.16		6.01		8.03	
271.9	Bonnell.....							f 9.57						s 6.08			
272.9	Manford..... DN	4.51		5.14		6.59		9.59		1.45		5.22		6.09		8.10	
275.4	Guilford.....							f 10.04						s 6.14			
281.0	LAWRENCEBURG JCT. DN	5.01		s 5.24		7.09		s 10.15		1.54		5.32		s 6.29		8.20	
283.7	Elizabethtown.....													f 6.36			
285.6	Valley Jct..... DN	5.08		5.31		7.15		10.22		1.59		5.39		f 6.41		8.26	
287.2	Cleves.....													s 6.46			
288.0	North Bend.....													f 6.50			
289.0	Griffith..... D	5.13		5.36		7.20		10.27		2.04		5.44		6.52		8.31	
289.7	Sekitan.....																
290.1	Addyston.....													f 6.54			
291.3	Fernbank..... DN	5.18		5.39		7.24		10.30		2.07 ⁵⁰		5.48		f 6.57		8.34	
292.2	Sayler Park.....													f 7.00			
292.6	Delhi.....													f 7.02			
293.4	Crescent.....																
294.7	St. Joseph.....																
295.4	Trautman..... D	5.26		5.45		7.30		10.35		2.12		5.55		7.07		8.40	
296.9	Anderson's Ferry.....																
298.8	South Side.....																
299.1	Riverside..... DN	5.34		5.52		7.36		10.41		2.17		6.01		7.14		8.46	
300.0	Sedamsville..... DN	5.36		5.54		7.38		10.43		2.18		6.03		7.17		8.48	
301.5	Storrs..... DN	5.40		5.57		7.41		10.46		2.21		6.06		7.20		8.51	
302.1	Transfer.....																
303.3	CINCINNATI DN	6.00		6.15		7.50		10.55		2.30		6.15		7.30		9.00	
		AM		AM		AM		AM		PM		PM		PM		PM	

INDIANAPOLIS TO CINCINNATI—EAST

Miles from Chicago.	STATIONS	SECOND CLASS											
		124	230	122	126								
		COMMUTER	COMMUTER	COMMUTER	COMMUTER								
		Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday								
193.6	INDIANAPOLIS..DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
194.9	Shops.....DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
196.4	Belt Crossing.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
199.6	Beech Grove.....DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
206.7	Acton.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
207.7	Dix.....DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
208.5	Brookfield.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
210.0	London.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
214.0	Fairland.....DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
220.5	SHELBYVILLE	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
220.7	Vine.....DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
225.2	Prescott.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
226.0	Clifty.....DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
228.0	Waldron.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
230.6	St. Paul.....DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
235.5	Adams.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
236.1	Day.....DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
240.5	GREENSBURG..DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
244.7	McCoy.....DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
249.3	New Point.....D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
255.4	Batesville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
256.4	Hyde.....DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
258.0	Morris.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
261.5	Spades.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
262.7	Brow.....DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
263.4	Sunman.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
266.5	Weisburg.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
267.6	Code.....D	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
271.9	Bonnell.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
272.9	Manford.....DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
275.4	Guilford.....	.....	AM	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
281.0	LAWRENCEBURG JCT..DN	.....	5.32	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
283.7	Elizabethtown.....	AM	s 5.37	AM	PM	.....	.....	.....	.....	.....	.....	.....	.....
285.6	Valley Jct.....DN	4.50	s 5.40	6.52	3.44	.....	.....	.....	.....	.....	.....	.....	.....
287.2	Cleves.....	s 4.53	s 5.44	s 6.56	s 3.47	.....	.....	.....	.....	.....	.....	.....	.....
288.0	North Bend.....	s 4.55	s 5.48	f 6.59	f 3.50	.....	.....	.....	.....	.....	.....	.....	.....
289.0	Griffith.....D	4.56	f 5.50	7.00	3.51	.....	.....	.....	.....	.....	.....	.....	.....
289.7	Sekitan.....	f 4.57	f 5.52	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
290.1	Addyston.....	s 4.59	f 5.54	f 7.03	s 3.53	.....	.....	.....	.....	.....	.....	.....	.....
291.3	Fernbank.....DN	s 5.01	s 5.56	f 7.06	s 3.55	.....	.....	.....	.....	.....	.....	.....	.....
292.2	Sayler Park.....	s 5.04	s 6.01	s 7.09	s 3.57	.....	.....	.....	.....	.....	.....	.....	.....
292.6	Delhi.....	s 5.06	s 6.04	s 7.11	s 3.59	.....	.....	.....	.....	.....	.....	.....	.....
293.4	Crescent.....	f 5.08	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
294.7	St. Joseph.....	f 5.10	f 6.08	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
295.4	Trautman.....D	s 5.12	f 6.10	7.16	4.05	.....	.....	.....	.....	.....	.....	.....	.....
296.9	Anderson's Ferry.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
298.8	South Side.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
299.1	Riverside.....DN	5.19	f 6.17	7.21	4.11	.....	.....	.....	.....	.....	.....	.....	.....
300.0	Sedamsville.....DN	5.21	6.20	7.23	4.13	.....	.....	.....	.....	.....	.....	.....	.....
301.5	Storrs.....DN	5.26	6.25	7.26	4.16	.....	.....	.....	.....	.....	.....	.....	.....
302.1	Transfer.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
303.3	CINCINNATI...DN	5.35	6.35	7.35	4.25	.....	.....	.....	.....	.....	.....	.....	.....
		AM	AM	AM	PM								

INDIANAPOLIS TO CINCINNATI—EAST

9

Miles from Chicago	STATIONS	THIRD CLASS						FOURTH CLASS	
		74	92	64	80	68	98	470	52
		CINCINNATI FREIGHT	KD2 FREIGHT	LOUISVILLE FREIGHT	THROUGH FREIGHT	LOUISVILLE FREIGHT	MERCHANDISE SPECIAL	FRANKLIN FREIGHT	LOCAL FREIGHT
		Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday
193.6	INDIANAPOLIS..DN	.....	AM	AM	PM	PM	PM	AM	.....
194.9	Shops.....DN	.....	8.00	11.30	2.45	8.00	9.00	7.15	.....
196.4	Belt Crossing.....	.....	.....	.....	.....	.....	.....	.....	.....
199.6	Beech Grove.....DN	.....	9.00	12.14 ¹⁰	3.35 ¹⁶	9.00	10.00	7.45 ³⁶	.....
206.7	Acton.....	.....	.....	.....	.....	.....	.....	f 8.00	.....
207.7	Dix.....DN	.....	9.25	12.58	4.15	9.32	10.22	8.05	.....
208.5	Brookfield.....	.....	.....	.....	.....	.....	.....	.....	.....
210.0	London.....	.....	.....	.....	.....	.....	.....	f 8.10	AM
214.0	Fairland.....DN	.....	9.38	1.15	4.32	9.44	10.42 ⁴³	8.30	11.15 ¹⁵
220.5	SHELBYVILLE.....	.....	.....	.....	.....	.....	.....	AM	s11.27
220.7	Vine.....DN	.....	9.55 ⁵³	1.40	5.00	10.02	11.05	50	11.28
225.2	Prescott.....	.....	.....	.....	.....	.....	.....	LOCAL FREIGHT	f11.38
226.0	Clifty.....DN	.....	10.28 ¹	1.58	5.20 ²⁷	10.25 ⁴³	11.33 ³¹	Daily Ex. Sunday	11.40
228.0	Waldron.....	.....	.....	.....	.....	.....	.....	.....	s11.50
230.6	St. Paul.....DN	.....	10.51 ¹⁵	2.09	5.32	10.50	11.48	.....	s12.25 PM
235.5	Adams.....	.....	.....	.....	.....	.....	.....	.....	f12.40
236.1	Day.....DN	AM	11.10	2.25 ⁶⁹	5.50	11.21 ³¹	12.01	AM	12.53 ¹⁰⁻⁹³
240.5	GREENSBURG..DN	6.35	11.25	2.50	6.56	11.55	12.40 ⁶⁹	7.45	2.00 ⁶⁹
244.7	McCoy.....DN	7.00	11.45	PM	7.36 ¹⁸	PM	1.15	7.57	PM
249.3	New Point.....D	7.15	11.59	.....	7.55	.....	1.25	s 8.20	.....
255.4	Batesville.....	.....	.....	.....	.....	.....	.....	s 8.35	.....
256.4	Hyde.....DN	7.40	12.18 PM	.....	8.13	.....	1.40	9.27 ³⁶	.....
258.0	Morris.....	.....	.....	.....	.....	.....	.....	f 9.41	.....
261.5	Spades.....	.....	.....	.....	.....	.....	.....	f 9.50	.....
262.7	Brow.....DN	8.00	12.32	.....	8.32	.....	1.54	9.55	.....
263.4	Sunman.....	.....	.....	.....	.....	.....	.....	s10.10	.....
266.5	Weisburg.....	.....	.....	.....	.....	.....	.....	s10.35	.....
267.6	Code.....D	8.20	12.45	.....	8.48	.....	2.12	10.40	.....
271.9	Bonnell.....	.....	.....	.....	.....	.....	.....	f10.50	188
272.9	Manford.....DN	8.40	1.00	.....	9.00	.....	2.25	11.00	VALLEY LOCAL
275.4	Guilford.....	.....	.....	.....	.....	.....	.....	f11.10	Daily Ex. Sunday
281.0	LAWRENCEBURG JCT..DN	9.05	1.22	.....	9.20	.....	2.50	s12.05 PM	.....
283.7	Elizabethtown.....	.....	.....	.....	.....	.....	.....	f12.17	PM
285.6	Valley Jct.....DN	9.20	1.32 ⁵⁰	.....	9.35	.....	3.05	s 1.32 ⁹²	1.10
287.2	Cleves.....	.....	.....	.....	.....	.....	.....	f 1.37	f 1.13
288.0	North Bend.....	.....	.....	.....	.....	.....	.....	f 1.42	f 1.16
289.0	Griffith.....D	9.35	1.40	.....	9.45	.....	3.15	f 1.49	1.20
289.7	Sekitan.....	.....	.....	.....	.....	.....	.....	f 1.55	.....
290.1	Addyston.....	.....	.....	.....	.....	.....	.....	f 1.57	f 1.23
291.3	Fernbank.....DN	9.45	1.48	.....	9.52	.....	3.21	f 2.07 ¹⁰	f 1.26
292.2	Sayler Park.....	.....	.....	.....	.....	.....	.....	.....	.....
292.6	Delhi.....	.....	.....	.....	.....	.....	.....	f 2.15	f 1.30
293.4	Crescent.....	.....	.....	.....	.....	.....	.....	.....	.....
294.7	St. Joseph.....	.....	.....	.....	.....	.....	.....	.....	.....
295.4	Trautman.....D	10.00	1.57	.....	10.04	.....	3.33	f 2.25	f 1.38
296.9	Anderson's Ferry...	.....	.....	.....	.....	.....	.....	.....	.....
298.8	South Side.....	.....	.....	.....	.....	.....	.....	.....	.....
299.1	Riverside.....DN	10.15	4.45	.....	10.15	.....	4.45	2.45	2.00
300.0	Sedamsville.....DN	10.20	4.48	.....	10.18	.....	4.50	PM	PM
301.5	Storrs.....DN	10.25	4.55	.....	10.25	.....	5.00	.....	.....
302.1	Transfer.....	10.40	5.00	.....	11.30	.....	5.15	.....	.....
303.3	CINCINNATI..DN	AM	PM	.....	PM	.....	AM	.....	.....

INDIANAPOLIS TO KANKAKEE—WEST

Miles from Cincinnati	STATIONS	FIRST CLASS						SECOND CLASS	
		31	35	15	19	5	43	1	
		ROYAL PALM	CHICAGO NIGHT SPECIAL	CHICAGO LIMITED	WHITE CITY SPECIAL	THE SYCAMORE	CHICAGO NIGHT EXPRESS	CHICAGO MAIL & EXPRESS	
		Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	
.....	Hill.....	AM ..	AM ..	NOON ..	PM ..	PM ..	PM ..	PM ..	
109.7	INDIANAPOLIS. DN	12.40 ..	2.40 ..	12.00 ..	2.45 ..	5.00 ..	11.35 ..	12.15 ..	
110.7	IJ.....								
111.4	KD..... DN	12.46 ..	2.45 ..	12.05 PM	2.50 ..	5.05 ..	11.40 ..	12.20 ..	
113.2	Brant..... DN	12.52 ..	2.50 ..	12.09 ..	2.55 ..	5.10 ..	11.45 ..	12.25 ..	
120.5	Augusta..... DN	1.03 ..	3.00 ..	12.17 ..	3.04 ..	5.18 ..	11.55 ..	s12.35 ..	
123.2	Glenn.....								
125.2	Zionsville.....							s12.42 ..	
130.6	Whitestown..... DN	1.20 ..	3.16 ..	12.31 ⁹⁸	3.16 ..	5.30 ¹⁸	12.10 AM	s12.51 ..	
138.4	LEBANON..... DN	1.36 ³⁴	3.26 ..	12.41 ..	s 3.28 ..	s 5.42 ..	s12.25 ..	s 1.07 ..	
143.6	Hazelrigg..... DN	1.45 ³⁰	3.32 ⁹²	12.46 ..	3.35 ..	5.47 ..	12.33 ..	f 1.12 ..	
147.5	Thorntown..... DN	1.55 ..	3.37 ..	12.51 ..	s 3.40 ..	5.51 ..	s12.43 ..	s 1.23 ¹⁴	
153.3	Colfax..... DN	2.03 ..	3.46 ⁴⁶	12.57 ..	3.47 ..	5.58 ..	12.51 ..	s 1.31 ..	
158.3	Clark's Hill..... DN	2.12 ..	3.53 ..	1.03 ¹⁴⁻⁵⁵	3.53 ..	6.04 ..	1.00 ³⁴	s 1.41 ..	
161.7	Stockwell.....							s 1.45 ..	
163.4	Rex..... DN	2.23 ⁹²	3.59 ..	1.09 ..	3.59 ..	6.09 ..	1.10 ³⁰	1.55 ¹⁶⁻⁵⁵	
165.9	Crane.....							f 1.58 ..	
170.7	Altamont..... DN	2.35 ..	4.06 ..	1.16 ..	4.06 ..	6.16 ..	1.20 ..	2.03 ..	
173.8	Lafayette Yard..... DN	2.45 ..	4.11 ..	1.23 ..	4.11 ..	6.19 ⁶⁹	1.30 ..	2.08 ..	
174.1	LAFAYETTE..... DN	s 2.57 ..	s 4.19 ..	s 1.30 ..	s 4.18 ..	s 6.25 ..	s 1.50 ⁹²	s 2.20 ..	
192.6	Templeton..... DN	3.27 ..	4.47 ..	1.56 ..	4.46 ..	6.50 ..	2.25 ..	s 2.52 ..	
196.7	Atkinson.....							f 2.59 ..	
198.9	Swanington..... DN	3.39 ..	4.57 ..	2.04 ..	4.56 ..	6.59 ..	f 2.36 ⁴⁶	s 3.04 ..	
202.4	FWLER..... DN	3.46 ..	5.02 ..	2.08 ..	s 5.02 ..	7.03 ..	s 2.45 ..	s 3.16 ..	
205.7	Gravel Hill.....								
209.0	Earl Park..... DN	3.58 ..	5.10 ..	2.15 ..	s 5.13 ..	7.10 ..	s 2.59 ⁹⁴	s 3.31 ¹⁸	
211.2	Sheff..... DN	4.04 ..	5.13 ..	2.18 ..	5.17 ⁶⁰	7.18 ⁴	3.03 ..	f 3.37 ..	
214.0	Raub..... D	4.08 ..	5.16 ..	2.21 ..	5.20 ..	7.21 ..	f 3.06 ..	s 3.43 ..	
219.0	SHELDON..... DN	4.18 ..	5.23 ..	2.27 ..	s 5.28 ..	7.27 ..	s 3.19 ..	s 3.58 ..	
223.1	Iroquois..... D	4.27 ..	5.30 ..	2.32 ..	5.35 ..	7.32 ..	3.28 ..	s 4.10 ⁶⁰	
227.3	Donovan..... DN	4.36 ..	5.36 ..	2.37 ..	5.41 ..	7.37 ..	f 3.36 ..	s 4.24 ..	
232.6	Beaverville..... DN	4.46 ..	5.42 ..	2.43 ⁶⁵	5.48 ..	7.43 ..	f 3.46 ..	s 4.36 ..	
238.3	St. Anne..... DN	4.56 ..	5.48 ⁹⁸	2.52 ¹⁸	5.56 ..	7.49 ..	f 3.56 ..	s 4.51 ..	
244.5	Aroma Park..... DN	5.06 ..	5.56 ..	3.03 ..	6.04 ⁶⁵	7.55 ..	4.05 ..	s 5.02 ⁶⁵	
248.2	Court St.....	5.11 ⁹⁸	6.01 ..	3.10 ⁶⁰	6.11 ..	8.01 ..	4.15 ..	5.10 ..	
248.9	KANKAKEE..... DN	s 5.20 ..	s 6.10 ..	s 3.20 ..	s 6.15 ..	s 8.05 ..	s 4.25 ..	s 5.20 ..	
303.3	CHICAGO.....	7.05 AM	7.50 AM	4.55 PM	7.59 PM	9.40 PM	6.10 AM	7.00 PM	

Miles from Cincinnati.	STATIONS	THIRD CLASS						FOURTH CLASS	
		61	65	69	93	53	57	55	59
		THROUGH FREIGHT	THROUGH FREIGHT	THROUGH FREIGHT	KD1 FREIGHT	LOCAL FREIGHT	LOCAL FREIGHT	LOCAL FREIGHT	LOCAL FREIGHT
		Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
.....	Hill.....	2.15 ..	6.00 ..	2.00 ..	4.30 ..	6.20 ..	.....	.....	.....
109.7	INDIANAPOLIS .DN	.....	.....	.....	.....	.....	.....	.....	.....
110.7	IJ.....	.....	.....	.....	.....	.....	.....	.....	.....
111.4	KD.....DN	2.50 ..	6.40 ..	2.55 ..	5.11 ..	6.50 ..	.....	.....	.....
113.2	Brant.....DN	3.00 ..	6.50 ..	3.06 ..	5.20 ..	7.00 ..	.....	.....	.....
120.5	Augusta.....DN	3.35 ..	7.20 ..	3.35 ..	5.35 ..	s 7.25 ..	.....	.....	.....
123.2	Glenn.....	.....	.....	.....	.....	.....	.....	.....	.....
125.2	Zionsville.....	.....	.....	.....	.....	s 7.45 ..	.....	.....	.....
130.6	Whitestown.....DN	4.15 ⁴⁶⁻⁹²	8.00 ..	4.05 ..	5.55 ..	s 8.10 ..	.....	AM	.....
138.4	LEBANON.....DN	4.30 ..	8.25 ..	4.28 ..	6.10 ..	9.00 ..	.....	11.30	.....
143.6	Hazelrigg.....DN	4.40 ..	8.40 ..	4.40 ..	6.18 ..	AM	.....	f 11.50 ⁹⁸	.....
147.5	Thorntown.....DN	4.50 ..	8.55 ..	5.04 ¹⁸	6.24 ..	.....	.....	s 12.10 PM	.....
153.3	Colfax.....DN	5.02 ..	9.20 ⁵⁴	5.20 ..	6.33 ..	.....	.....	s 12.40	.....
158.3	Clark's Hill.....DN	5.12 ..	9.35 ..	5.30 ..	6.42 ..	.....	.....	s 1.03 ¹⁵⁻¹⁴	.....
161.7	Stockwell.....	.....	.....	.....	.....	.....	.....	s 1.30	.....
163.4	Rex.....DN	5.25 ⁹⁴	9.55 ..	5.40 ..	7.01 ..	.....	.....	1.55 ¹⁻¹⁶	.....
165.9	Crane.....	.....	.....	.....	.....	.....	.....	f 2.05	.....
170.7	Altamont.....DN	6.00 ..	10.15 ⁹⁸	5.55 ..	7.10 ..	.....	AM	2.20	.....
173.8	Lafayette Yard...DN	7.41 ..	10.35 ..	6.19 ⁵	7.33 ⁶⁰	.....	6.25	3.00	.....
174.1	LAFAYETTE.....DN	8.05 ..	10.40 ..	6.45 ..	7.35 ..	.....	6.30	PM	.....
192.6	Templeton.....DN	9.00 ..	11.40 ..	7.40 ⁴	8.20 ..	.....	f 7.20	.....	.....
196.7	Atkinson.....	.....	.....	.....	.....	.....	f 7.30	.....	.....
198.9	Swanington.....DN	9.35 ..	12.05 ⁵⁶ PM	8.00 ..	8.36 ..	.....	s 7.50 ⁹⁸	.....	.....
202.4	FOWLER.....DN	9.45 ..	12.15 ..	8.10 ..	8.41 ..	.....	s 8.15	.....	.....
205.7	Gravel Hill.....	.....	.....	.....	.....	.....	.....	.....	.....
209.0	Earl Park.....DN	10.01 ..	12.40 ¹⁶	8.30 ..	8.54 ..	.....	s 8.50	.....	.....
211.2	Sheff.....DN	10.15 ..	1.00 ..	9.06 ⁹³	9.06 ⁶⁰	.....	s 9.10	.....	.....
214.0	Raub.....D	10.28 ⁵⁶	1.10 ..	9.35 ..	9.15 ..	.....	f 9.20	.....	.....
219.0	SHELDON.....DN	10.40 ..	1.25 ..	9.45 ..	9.25 ..	.....	9.30	.....	AM
223.1	Iroquois.....D	10.52 ¹⁴	1.50 ..	9.55 ..	9.35 ..	.....	AM	.....	s 11.55
227.3	Donovan.....DN	11.17 ..	2.15 ..	10.05 ..	9.45 ..	.....	.....	.....	s 12.15 ¹⁶ PM
232.6	Beaverville.....DN	11.37 ..	2.43 ¹⁵	10.15 ..	9.55 ..	.....	.....	.....	s 12.35
238.3	St. Anne.....DN	12.01 ¹⁶ PM	3.36 ⁶⁰	10.25 ³⁴⁻³⁰ ⁹²	10.05 ..	.....	.....	.....	s 12.55
244.5	Aroma Park.....DN	12.30 ..	5.26 ¹⁻¹⁹ ⁴	11.59 ..	11.15 ³⁴⁻³⁰ ⁹²	.....	.....	.....	s 1.20
248.2	Court St.....	1.00 ..	7.30 PM	12.40 ..	12.30 AM	.....	.....	.....	1.40
248.9	KANKAKEE.....DN	PM	.....	AM	.....	.....	.....	.....	PM
303.3	CHICAGO.....	.....	3.00 AM	.....	5.15 AM	.....	.....	.....	.....

KANKAKEE TO INDIANAPOLIS—EAST

Miles from Chicago	STATIONS	FIRST CLASS								SECOND CLASS			
		16	18	4	34	30	46	14					
		CINCINNATI LIMITED	QUEEN CITY SPECIAL	THE STYCAMORE	NIGHT EXPRESS	ROYAL PALM	CINCINNATI NIGHT SPECIAL	CINCINNATI MAIL & EXPRESS					
		Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily					
		AM	PM	PM	PM	PM	PM	AM					
.....	CHICAGO	10.10	1.00	5.00	8.40	9.15	11.55	8.30					
54.4	KANKAKEE.....DN	s 11.40	s 2.30	s 6.27	s 10.10	s 10.45	s 1.25	s 10.05					
55.1	Court St.....	11.47	2.37	6.34	10.17	10.52	1.32	10.12					
58.8	Aroma Park.....DN	11.53	2.43	6.40 ⁶⁵	10.25 ⁹³	10.59 ⁹³	1.39	10.20					
65.0	St. Anne.....DN	12.01 ⁶¹ PM	2.52 ¹⁵	6.47	s 10.35 ⁶⁹	11.09 ⁶⁹	1.48	10.29					
70.7	Beaverville.....DN	12.08	2.59 ⁶⁵	6.54	10.44	11.16	1.55	10.37					
76.0	Donovan.....DN	12.15 ⁵⁹	3.05	7.00	10.52	11.23	2.01	10.45					
80.2	Iroquois.....D	12.21	3.11	7.05	11.00	11.28	2.06	10.52 ⁶¹					
84.3	SHELDON.....DN	12.27	s 3.17	7.09	s 11.09	11.33	2.11	11.03					
89.3	Raub.....D	12.34	3.25	7.15	f 11.17	11.41	2.18	11.11					
92.1	Sheff.....DN	12.37	3.28	7.18 ⁵	11.20	11.45	2.21	f 11.14					
94.3	Earl Park.....DN	12.40 ⁶⁵	3.31 ¹	7.21	s 11.25	11.48	2.24	11.19					
97.6	Gravel Hill.....												
100.9	FOWLER.....DN	12.50	s 3.40	7.28	s 11.37	11.59	2.32	11.30 ⁶⁶					
104.4	Swanington.....DN	12.55	3.45	7.32	11.42	12.05 ^{AM}	2.36 ⁴³	11.35					
106.6	Atkinson.....							f 11.39					
110.7	Templeton.....DN	1.05	3.56	7.40 ⁶⁹	11.53	12.14	2.44	11.47					
129.2	LAFAYETTE.....DN	s 1.36	s 4.26	s 8.10	s 12.30 ^{AM}	s 12.50	s 3.15	12.28 ^{PM}					
129.5	Lafayette Yard...DN	1.37	4.27	8.11	12.32	12.52	3.16	12.29					
132.6	Altamont.....DN	1.46	4.34	8.17	12.41	1.00	3.23	12.36					
137.4	Crane.....							f 12.42					
139.9	Rex.....DN	1.55 ¹⁻⁵⁵	4.43	8.26 ⁶⁰	12.51	1.10 ⁴³	3.33	12.47					
141.6	Stockwell.....							12.50					
145.0	Clark's Hill.....DN	2.01	4.49	8.32	1.00 ⁴³	1.16	3.39	s 1.03 ¹⁵⁻⁵⁵					
150.0	Colfax.....DN	2.07	4.55	8.38	1.07	1.22	3.46 ³⁵	s 1.12					
155.8	Thorntown.....DN	2.13	s 5.04 ⁶⁹	8.44	s 1.15	1.30	3.53	s 1.23 ¹					
159.7	Hazelrigg.....DN	2.19	5.10	8.49	1.22	1.45 ³¹	3.58	f 1.31					
164.9	LEBANON.....DN	2.25	s 5.18	s 8.56	s 1.36 ³¹	1.51	4.05	s 1.44					
172.7	Whitestown.....DN	2.36	5.30 ⁵	9.08	1.48	2.02	4.15 ⁹²⁻⁶¹	s 1.59					
178.1	Zionsville.....							s 2.08					
180.1	Glenn.....												
182.8	Augusta.....DN	2.47	5.42	9.21	2.00	2.16	4.27	s 2.20					
190.1	Brant.....DN	2.58	5.53	9.31	2.15	2.29	4.40	2.37					
191.9	KD.....DN	3.03	5.58	9.36	2.20	2.34	4.45	2.44					
192.6	IJ.....												
193.6	INDIANAPOLIS ..DN	3.10	6.05	9.45	2.35	2.45	4.55	3.00					
.....	Hill.....	PM	PM	PM	AM	AM	AM	PM					

Miles from Chicago.	STATIONS	THIRD CLASS				FOURTH CLASS			
		98	60	92	94	52	54	56	58
		THROUGH FREIGHT	THROUGH FREIGHT	KD2 FREIGHT	MANIFEST FREIGHT	LOCAL FREIGHT	LOCAL FREIGHT	LOCAL FREIGHT	LOCAL FREIGHT
		Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
.....	CHICAGO.....			PM 6.55 ..	PM 9.35 ..				
54.4	KANKAKEE.....DN	AM ..	PM ..						AM ..
55.1	Court St.....	5.11 ³¹	3.10 ¹⁵	11.05 ..	1.40 AM ..				6.45 ..
58.8	Aroma Park.....DN	5.22 ..	3.21 ..	11.15 ⁹³	1.52 ..				s 7.05 ..
65.0	St. Anne.....DN	5.48 ³⁵	3.36 ⁶⁵	11.27 ⁶⁹	2.06 ..				s 7.35 ..
70.7	Beaverville.....DN	6.05 ..	3.47 ..	11.37 ..	2.15 ..				s 8.02 ..
76.0	Donovan.....DN	6.20 ..	3.58 ..	11.46 ..	2.24 ..				s 8.25 ..
80.2	Iroquois.....D	6.32 ..	4.10 ¹	11.54 ..	2.33 ..			AM ..	s 8.50 ..
84.3	SHELDON.....DN	6.45 ..	4.40 ..	12.01 AM	2.41 ..			10.00 ..	9.00 ..
89.3	Raub.....D	7.00 ..	4.58 ..	12.11 ..	2.49 ..			f10.28 ⁶¹	AM ..
92.1	Sheff.....DN	7.15 ..	5.17 ¹⁹	12.16 ..	2.53 ..			f10.40 ..	
94.3	Earl Park.....DN	7.25 ..	5.35 ..	12.23 ..	2.59 ⁴³			s11.05 ..	
97.6	Gravel Hill.....								
100.9	FOWLER.....DN	7.40 ..	5.50 ..	12.35 ..	3.20 ..			s11.30 ¹⁴	
104.4	Swanington.....DN	7.50 ⁵⁷	5.58 ..	12.42 ..	3.30 ..			f12.05 ⁶⁵ PM	
106.6	Atkinson.....							f12.14 ..	
110.7	Templeton.....DN	8.30 ..	6.12 ..	1.00 ..	3.50 ..			s12.25 ..	
129.2	LAFAYETTE.....DN	9.20 ..	7.10 ..	1.50 ⁴³	4.35 ..		AM ..	1.05 ..	
129.5	Lafayette Yard.....DN	10.00 ..	7.33 ⁹³	1.55 ..	4.50 ..		8.10 ..	1.10 ..	
132.6	Altamont.....DN	10.15 ⁶⁵	7.50 ..	2.08 ..	5.08 ..		8.20 ..	PM ..	
137.4	Crane.....						f 8.27 ..		
139.9	Rex.....DN	10.40 ..	8.26 ⁴	2.23 ³¹	5.25 ⁶¹		8.35 ..		
141.6	Stockwell.....						s 8.50 ..		
145.0	Clark's Hill.....DN	11.00 ..	9.00 ..	2.35 ..	5.36 ..		s 9.05 ..		
150.0	Colfax.....DN	11.15 ..	9.30 ..	2.50 ..	5.47 ..		s 9.20 ⁶⁵		
155.8	Thorntown.....DN	11.30 ..	10.00 ..	3.10 ..	6.05 ..		s 9.55 ..		
159.7	Hazelrigg.....DN	11.50 ⁵⁵	10.20 ..	3.32 ³⁵	6.17 ..	AM ..	f10.15 ..		
164.9	LEBANON.....DN	12.05 PM	10.50 ..	3.45 ..	6.30 ..	11.30 ..	11.00 ..		
172.7	Whitestown.....DN	12.31 ¹⁵	11.10 ..	4.15 ⁴⁶⁻⁶¹	6.43 ..	s11.50 ..	AM ..		
178.1	Zionsville.....					s12.15 PM			
180.1	Glenn.....								
182.8	Augusta.....DN	1.15 ..	11.45 ..	4.55 ..	7.00 ..	f12.35 ..			
190.1	Brant.....DN	1.45 ..	12.40 AM	5.30 ..	7.15 ..	1.05 ..			
191.9	KD.....DN	2.00 ..	1.10 ..	6.25 ..	7.50 ..	1.20 ..			
192.6	IJ.....								
193.6	INDIANAPOLIS.DN								
.....	Hill.....	4.10 PM	3.30 AM	7.15 AM	9.00 AM	1.50 PM			

Miles from Cincinnati.	STATIONS	SECOND CLASS										THIRD CLASS	
		123		125		129						189	
		COMMUTER		COMMUTER		COMMUTER						LOCAL FREIGHT	
		Daily Ex. Sunday		Daily Ex. Sunday		Daily Ex. Sunday						Daily Ex. Sunday	
		AM	PM	PM								AM	
.....	CINCINNATI . . . DN	7.40	..	4.00	..	5.30	..						
17.7	Valley Jct. DN	s 8.25	..	s 4.45	..	s 6.12	..					s 7.00	..
19.8	White Water Park..	8.30	..	4.50	..	f 6.17	..					7.10	..
21.1	Fort Gass.	f 8.32	..	f 4.52	..	f 6.20	..						..
22.5	Simonson.	8.35	..	4.54	..	f 6.22	..					7.20	..
23.9	Landon					f 6.24	..						..
25.4	HARRISON D	s 8.43	..	s 5.01	..	6.30	..					s 7.35	..
28.7	Longnecker.	f 8.51	..	f 5.09	..	PM	..					f 7.50	..
32.2	New Trenton. . . . D	s 8.59	..	s 5.17	..		..					f 8.02	..
33.8	Ashby.	f 9.03	..	f 5.20	..		..					f 8.08	..
36.6	Cedar Grove. . . . D	s 9.11	..	s 5.28	..		..					f 8.24	..
39.3	Moundhaven	f 9.16	..	f 5.33	..		..						..
41.4	Magnesia Springs... f	9.18	..	f 5.36	..		..						..
43.5	BROOKVILLE . . . D	s 9.33	..	s 5.44	..		..					s 9.00	..
47.0	Yellow Bank.	f 9.41	..	f 5.52	..		..					f 9.15	..
51.9	Metamora. D	s 9.51	..	s 6.02	..		..					s 9.35	..
52.7	Leonard.	9.53	..	6.04	..		..					9.40	..
54.1	Valley View.	f 9.55	..	f 6.06	..		..					f 9.45	..
57.7	Laurel. D	s 10.05	¹⁸⁸ ..	s 6.16	..		..					s 10.05	¹⁸⁸ ..
61.0	Bide-a-Wee.	f 10.13	..	f 6.24	..		..					f 10.20	..
61.8	Alpine.	s 10.15	..	s 6.26	..		..					f 10.25	..
63.9	Nulltown.	s 10.20	..	s 6.31	..		..					f 10.35	..
68.5	CONNERSVILLE . D	10.30	..	6.40	..		..					s 11.45	..
71.6	Huber.	AM	..	PM	..		..					f 11.55	..
74.1	Beeson. D		..		..		..					s 12.05	PM
78.8	Milton.		..		..		..					s 12.25	..
80.9	Cambridge City. . . D		..		..		..					s 12.40	..
87.7	HAGERSTOWN . . D		..		..		..					1.05	PM

HAGERSTOWN TO VALLEY JCT.—EAST

15

Miles from Hagerstown.	STATIONS	SECOND CLASS								FOURTH CLASS	
		124	122	126						188	
		COMMUTER	COMMUTER	COMMUTER						LOCAL FREIGHT	
		Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday						Daily Ex. Sunday	
	HAGERSTOWN ..D									AM 6.30	..
6.8	Cambridge City...									s 6.55	..
8.9	Milton.....									s 7.05	..
13.6	Beeson.....D									s 7.23	..
16.1	Huber.....		AM	PM						f 7.30	..
19.2	CONNERSVILLE ..D		5.00	1.45						s 9.00	..
23.8	Nulltown.....		s 5.09	s 1.54						f 9.20	..
25.9	Alpine.....		s 5.13	s 1.58						f 9.30	..
26.7	Bide-a-Wee.....		f 5.14	f 1.59						f 9.35	..
30.0	Laurel.....D		s 5.22	s 2.07						s 10.05	189 123
33.6	Valley View.....		f 5.29	f 2.14						f 10.20	..
35.0	Leonard.....		5.31	2.16						10.25	..
35.8	Metamora.....D		s 5.33	s 2.18						s 10.30	..
40.8	Yellow Bank.....		f 5.43	f 2.28						f 10.42	..
44.2	BROOKVILLE ...D		s 5.52	s 2.38						s 11.40	..
46.3	Magnesia Springs ..		f 5.58	f 2.44						..	..
48.4	Moundhaven.....		f 6.02	f 2.49						f 11.48	..
51.1	Cedar Grove.....D		s 6.08	s 2.57						f 11.58	..
53.9	Ashby.....		f 6.16	f 3.06						f 12.07	PM
55.6	New Trenton.....D		s 6.19	s 3.11						f 12.13	..
59.0	Longnecker.....	AM	f 6.27	f 3.20						f 12.23	..
62.3	HARRISON.....D	4.35	s 6.36	s 3.29						s 12.50	..
63.8	Landon.....	f 4.38	..	..						..	..
65.2	Simonson.....	f 4.41	6.41	3.33						12.57	..
66.6	Fort Gass.....	f 4.43	f 6.44	f 3.36						..	..
67.9	White Water Park..	f 4.45	6.47	3.39						1.05	..
70.0	Valley Jct.....DN	s 4.50	s 6.52	s 3.44						1.10	..
87.7	CINCINNATI ...DN	5.35	7.35	4.25						PM	..

LAWRENCEBURG JCT. TO AURORA—WEST

(Continued on page 17)

Miles from Cincinnati.	STATIONS	SECOND CLASS							
		203	205	201	237				
		ENGINE FOR NO. 230	ENGINE FOR NO. 228	CONNECTION FROM NO. 1	CONNECTION FROM NO. 36				
		Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday				
22.3	LAWRENCEBURG JCT..DN			AM 8.30	AM 10.18				
22.8	Hardentown.....			f 8.31	f 10.19				
24.8	Dearborn.....	AM	AM	8.39	10.24				
25.0	Lawrenceburg.....	4.55	7.45	s 8.40	s 10.25				
28.9	AURORA.....D	5.15 ²³⁰ AM	8.02 ²²⁸ AM	8.55 AM	10.35 AM				

AURORA TO LAWRENCEBURG JCT.—EAST

(Continued on page 17)

Miles from Aurora.	STATIONS	SECOND CLASS							
		230	228	236	206				
		THROUGH	CONNECTION FOR NO. 1	CONNECTION FOR NO. 36	CONNECTION FOR NO. 27				
		Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday				
.....	AURORA.....D	AM 5.15 ²⁰³	AM 8.02 ²⁰⁵	AM 9.45	PM 3.05				
3.9	Lawrenceburg.....	s 5.25	s 8.18	s 10.01	s 3.21				
4.1	Dearborn.....	5.26	8.19	10.02	3.22				
6.1	Hardentown.....	f 5.31	f 8.27	f 10.10	f 3.30				
6.6	LAWRENCEBURG JCT..DN	5.32 AM	8.28 AM	10.11 AM	3.31 PM				

GREENSBURG TO COLUMBUS—WEST

Miles from Greensburg.	STATIONS	FIRST CLASS				SECOND CLASS			
		301	327			329			
		PASSENGER	PASSENGER			FREIGHT			
		Daily Ex. Sunday	Daily Ex. Sunday			Daily Ex. Sunday			
.....	GREENSBURG..DN	AM 10.00	PM 5.20			AM 10.30			
1.5	C. H. & G. Jct.	10.05	5.25			10.35			
4.1	Ewington.....	f 10.10	f 5.30			f 10.47			
8.0	Burney.....D	s 10.17	s 5.37			s 10.58			
12.1	Rugby.....D	s 10.26	s 5.45			s 11.07			
15.7	Hope.....D	s 10.32	s 5.52			s 11.25			
18.7	Nortonburg.....	f 10.40	f 6.00			f 11.35			
21.6	Lambert.....	f 10.45	f 6.05			f 11.45			
25.9	COLUMBUS.....D	11.00 AM	6.15 PM			12.00 ³¹⁰ NOON			

Miles from Cincinnati.	STATIONS	SECOND CLASS											
		227	231	233	225								
		CONNECTION FROM NO. 27	THROUGH	CONNECTION FROM NO. 14	THROUGH								
		Daily Ex. Sunday	Daily Ex. Sat. and Sun.	Daily Ex. Sunday	Saturday Only								
		PM	PM	PM	PM								
22.3	LAWRENCEBURG JCT..DN	3.35 ..	5.42 ..	6.30 ..	12.24 ..								
22.8	Hardentown..... f	3.36 ..	f 5.43 ..	f 6.31 ..	f 12.25 ..								
24.8	Dearborn.....	3.41 ..	5.48 ..	6.36 ..	12.30 ..								
25.0	Lawrenceburg..... s	3.42 ..	s 5.49 ..	s 6.37 ..	s 12.31 ..								
28.9	AURORA.....D	3.55 ..	PM ..	6.47 ²⁰⁸ PM	12.41 ²¹² PM								

AURORA TO LAWRENCEBURG JCT.—EAST—Continued

Miles from Aurora.	STATIONS	SECOND CLASS				THIRD CLASS							
		216				208	212						
		CONNECTION FOR NO. 14				ENGINE FROM NO. 233	ENGINE FROM NO. 225						
		Daily Ex. Sunday				Daily Ex. Sunday	Saturday Only						
		PM				PM	PM						
.....	AURORA.....D	6.00 ..				6.47 ²³³ PM	12.41 ²²⁵ PM						
3.9	Lawrenceburg..... s	6.15 ..				7.00 ..	12.55 ..						
4.1	Dearborn.....	6.16 ..				PM	PM						
6.1	Hardentown..... f	6.25 ..											
6.6	LAWRENCEBURG JCT..DN	6.26 ..											

COLUMBUS TO GREENSBURG—EAST

Miles from Columbus.	STATIONS	FIRST CLASS						SECOND CLASS					
		336	310					314					
		PASSENGER	PASSENGER					MIXED					
		Daily Ex. Sunday	Daily Ex. Sunday					Daily Ex. Sunday					
		AM	NOON					PM					
.....	COLUMBUS.....D	7.40 ..	12.00 ³²⁹					3.00 ..					
4.3	Lambert..... f	7.53 ..	f 12.13 PM					f 3.10 ..					
7.2	Nortonburg..... f	7.58 ..	f 12.18 ..					f 3.20 ..					
11.2	Hope.....D	s 8.07 ..	s 12.27 ..					s 3.45 ..					
13.8	Rugby.....D	s 8.12 ..	s 12.32 ..					s 4.00 ..					
17.9	Burney.....D	s 8.21 ..	s 12.41 ..					s 4.25 ..					
21.8	Ewington..... f	8.28 ..	f 12.48 ..					f 4.40 ..					
24.4	C. H. & G. Jct.....	8.35 ..	12.55 ..					4.50 ..					
25.9	GREENSBURG..DN	8.40 ..	1.00 ..					4.57 ..					

FAIRLAND TO MARTINSVILLE—WEST

Miles from Fairland.	STATIONS	SECOND CLASS				THIRD CLASS			
		401	419			471			
		MIXED	MIXED			FRANKLIN FREIGHT			
		Daily Ex. Sunday	Daily Ex. Sunday			Daily Ex. Sunday			
		AM	PM			AM			
.....	FAIRLAND.....DN	8.30	4.10			8.55			
3.4	Boggestown.....s	8.42	4.20			9.07			
7.0	Needham.....s	8.54	4.30			9.20			
12.5	Franklin.....D	9.15	4.45			9.40			
17.4	Branch.....	9.28	4.55			AM			
19.7	Trafalgar.....s	9.43	5.02						
21.8	Samaria.....f	9.50	5.07						
26.4	Morgantown.....D	10.12	5.20						
29.4	Williams Crossing...f	10.20	5.25						
31.8	Mahalasville.....s	10.28	5.30						
34.5	Taggart.....f	10.36	5.36						
38.0	MARTINSVILLE .D	10.50	5.45						
		AM	PM						

KANKAKEE & SENECA RAILWAY

KANKAKEE TO SENECA—WEST

Miles from Kankakee.	STATIONS	FIRST CLASS							
		543	515						
		MIXED	MIXED						
		Daily Ex. Sunday	Daily Ex. Sunday						
		AM	PM						
.....	KANKAKEE.....DN	8.00	3.30 ⁵³⁴						
10.6	Bonfield.....D	9.00 ⁵¹⁴	4.00						
13.8	Frielings.....f	9.15	4.15						
17.9	Essex.....D	9.30	4.30						
22.9	Coster.....D	10.10	4.50						
23.9	Gardner.....D	10.20	4.55						
27.9	Booth.....f	10.30	5.00						
29.7	Uma.....								
30.8	Mazon.....D	10.55	5.07						
35.3	Wauponsee.....s	11.05	5.17						
37.9	Langham.....f	11.12	5.23						
41.9	Draw Bridge (I. & M. Canal)								
42.5	SENECA.....D	11.30	6.00						
		AM	PM						

MARTINSVILLE TO FAIRLAND—EAST

19

Miles from Martinsville.	STATIONS	SECOND CLASS				FOURTH CLASS			
		436	414			470			
		MIXED	MIXED			FRANKLIN FREIGHT			
		Daily Ex. Sunday	Daily Ex. Sunday			Daily Ex. Sunday			
		AM	PM						
.....	MARTINSVILLE .D	6.00	1.30						
3.5	Taggart.....	f 6.10	f 1.40						
6.2	Mahalasville.....	s 6.16	s 1.46						
8.6	Williams Crossing..	f 6.22	f 1.52						
11.6	Morgantown.....D	s 6.28	s 2.00						
16.2	Samaria.....	f 6.43	f 2.14						
18.3	Trafalgar.....	s 6.55	s 2.35						
20.6	Branch.....	f 7.01	f 2.45						
25.5	Franklin.....D	s 7.15	s 3.00			AM			
31.0	Needham.....	s 7.27	s 3.15			10.45			
35.6	Boggs town.....	s 7.36	s 3.30			s11.10			
38.0	FAIRLAND.....DN	7.50	4.00			s11.25			
		AM	PM			11.40			
						AM			

KANKAKEE & SENECA RAILWAY

SENECA TO KANKAKEE—EAST

Miles from Seneca.	STATIONS	FIRST CLASS		SECOND CLASS	
		514		534	
		MIXED		MIXED	
		Daily Ex. Sunday		Daily Ex. Sunday	
		AM		PM	
.....	SENECA.....D	7.15		12.15	
0.6	Draw Bridge (I. & M. Canal)				
4.6	Langham.....	f 7.25		f12.27	
7.2	Wauponsee.....	s 7.32		s12.35	
11.7	Mazon.....D	s 7.42		s12.55	
12.8	Uma.....				
14.6	Booth.....	f 7.48		f 1.05	
18.6	Gardner.....D	s 7.56		s 1.20	
19.6	Coster.....	s 8.15		s 1.55	
24.6	Essex.....D	s 8.35		s 2.20	
28.7	Frielings.....	f 8.50		f 2.35	
31.9	Bonfield.....D	s 9.00 ⁵⁴³		s 2.50	
42.5	KANKAKEE.....DN	10.00		3.30 ⁵¹⁵	
		AM		PM	

from switch tenders in charge of switches. Switch tenders will use green flag by day and green light by night for main track movements, and white flag by day and white light by night, for cross-over movements. Trains and engines, in either direction, must approach the cross-over and switch leading to Beech Grove Shops, prepared to stop if track is obstructed. This will not excuse trainmen and yardmen from properly protecting movement of their trains or cuts, or for delaying passenger trains.

19. Trains and engines, must expect to find the Beech Grove employes' train, receiving or discharging passengers or about to stop for this purpose, on either track, at points between Beech Grove and Delaware street Indianapolis, and when so found must come to a stop and then proceed with caution at slow speed after giving warning signals. This employes' train makes regular stops at Beech Grove, Sherman Drive, ice house at Hill, Keystone ave., State street and Leota street, and irregular stops in the vicinity of East, New Jersey or Delaware streets.

20. At Lafayette, westbound trains and engines must stop before fouling the cross-over at Chestnut street; eastbound trains and engines must stop before fouling the cross-over west of Wabash ave.; all trains and engines must move between these points prepared to stop if track is obstructed.

21. Trains must secure permission by telephone from the signalman at Kankakee before entering the block at Court St., and vice versa, must report to him when they clear the block at that point.

22. A yard engine receiving the block to move from Court Street to an intermediate point between Court Street and Aroma Park, must report their arrival at destination, and must not move to another point in either direction without obtaining permission from the block signalman at Kankakee. After report of arrival of yard engine at destination is received, the block signalman at Kankakee may permit an eastbound train, and the block signalman at Aroma Park may permit a westbound train to enter the block under Manual Block Rules. Otherwise Rule 93 remains in force.

23. Trains and engines between Court Street and the Illinois Central Jet. at Kankakee, must move at reduced speed prepared to stop if track is obstructed. Other trains and engines must keep clear of first and second class trains between these points.

24. Manford pusher engine will run extra between Manford and Brow without train orders, displaying prescribed signals. After helping westbound trains to the summit of grade west of Weisburg, it will return to Code on the westward track against all except first and second class trains. Signalmen must not permit a train to enter a block until pusher engine is clear of it.

25. The limits of Lafayette pusher engine are between Lafayette Yard and Altamont; it will help any eastbound train within its limits, and will return to Lafayette Yard against all except first and second class trains, running extra and displaying prescribed signals. Signalmen must not permit a train to enter a block until pusher engine is clear of it.

26. A pusher or helper engine must not couple on to either head or rear end of train it is to help until such train has stopped, and must not cut off from a train it is helping when pusher engine is to continue in the same direction, except at a block station where the block rules must be complied with. Pusher engines may cut off at the summit of grade, or elsewhere, without bringing the train it has helped to a stop, when the movement of pusher engine is to be in the reverse direction.

27. Trains and engines must not exceed:
30 miles per hour between Storrs and Round House;
50 miles per hour between Riverside and Cleves;
60 miles per hour between Boundary Line tank east of Sunman and Bridge No. 147 west of Lawrenceburg Jet., on eastward track;
50 miles per hour between Sunman and Guilford on westward track;
15 miles per hour entering or leaving westward track at Greensburg;
30 miles per hour entering or leaving eastward track at Clifty, Vine and Whitestown;
20 miles per hour through Shelbyville;
30 miles per hour entering or leaving westward track at Dix, Templeton and Swanington;
10 miles per hour in first district, 15 miles per hour in second district and 20 miles per hour in third district at Indianapolis, (districts are defined by limit boards);
20 miles per hour between the depot at Thorntown and first street crossing east of Sugar Creek bridge;
45 miles per hour through Colfax;
12 miles per hour in first district and 25 miles per hour in second district at Lafayette, (districts are defined by limit boards);
30 miles per hour entering or leaving joint track at Templeton;
40 miles per hour through Sheldon;
25 miles per hour over C. & E. I. crossing at St. Anne;
40 miles per hour over Kankakee river bridge at Aroma Park;
15 miles per hour over Court St. at Kankakee;
30 miles per hour for passenger trains between Langham and Seneca;
20 miles per hour for freight trains between Langham and Seneca;
20 miles per hour between Beeson and Hagerstown;
30 miles per hour on first curve east of Cedar Grove;
12 miles per hour through cross-overs and entering or leaving sidings;
40 miles per hour with express trains handling freight equipment;
30 miles per hour with troop trains handling freight equipment, or passenger equipment equipped with cast iron wheels;
30 miles per hour around curves, and 40 miles per hour on straight track between Cincinnati and Kankakee and 15 miles per hour on White Water division, and the branches of the Chicago division, and on the K. & S. Ry., with steam derricks, and must run slower wherever regulations or safety requires;
20 miles per hour when handling dead engines with side rods down;
25 miles per hour with loaded self clearing high hopper coal cars on the White Water division, on the branches of the Chicago division and on the K. & S. Ry.

28. Passenger trains must not exceed 75 miles per hour, manifest trains 92, 93 and 94 must not exceed 50 miles per hour, and other trains must not exceed 40 miles per hour at any point on the Chicago division, and passenger trains must not exceed 40 miles per hour and other trains 30 miles per hour at any point on the White Water division, and the branches of the Chicago division, or the K. & S. Ry., and must run slower wherever regulations or safety requires.

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Passenger trains must not exceed 50 miles per hour when handled with freight engines.

29. Engines running backward on the White Water division, and the branches of the Chicago division, or the K. & S. Ry., must not exceed 15 miles per hour. They must run slower wherever regulations or safety requires.

30. In operation under steam or when being towed, the speed of 8 wheel (0-8-0) switch engines must not exceed 20 miles per hour at any time. They must run slower wherever regulations or safety requires.

31. When rules require the headlight to be displayed, electric headlights on engines will be dimmed:

- (a) In yards where switch engines are employed.
- (b) At meeting points.
- (c) Approaching stations at which stops are to be made, or where trains are receiving or discharging passengers.
- (d) When standing.
- (e) On two or more tracks when approaching trains running in the opposite direction.
- (f) Approaching stations where "19 Train Orders" are to be received.
- (g) Passing both the engine and caboose of freight trains approached on double track or passed on siding.

32. First and second class trains, moving against the current of traffic within yard limits, must move prepared to stop unless the main track is seen or known to be clear.

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

34. While on the main tracks of the Indianapolis or Cincinnati Terminal divisions, the brakeman or flagman must ride on the rear of last car on all trains or cuts.

35. In taking siding at Fairland, Whitestown, Lebanon, and Donovan, trains will pull in at first switch. Otherwise Rule 747 remains in force.

36. Employees must know that switch rails are in proper position and in good order before and after using a switch.

37. On the Lawrenceburg and Aurora branch, yard limits extend from Lawrenceburg Jct., to Aurora.

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

39. At Oklahoma crossing Cincinnati, target vertical for C. C. C. & St. L.; diagonal for Oklahoma; horizontal, stop. Pennsylvania System crossing Franklin, target diagonal (indicated at night by two red lights) for Pennsylvania trains; horizontal (indicated at night by two red lights) for Big Four trains; normal position of the target is for Pennsylvania System trains, to be operated by C. C. C. & St. L. trainmen. I. U. Ry. crossing KD, target horizontal for C. C. C. & St. L.; diagonal for Indianapolis Union Ry.; Central Indiana crossing Lebanon, target vertical for C. C. C. & St. L.; horizontal for Central Indiana; normal position for C. C. C. & St. L., to be operated by Central Indiana trainmen. N. Y. C. crossing Kankakee, target diagonal for K. & S., horizontal for N. Y. C., to be operated by trainmen of either road and left in position

used. E. J. & E. crossing Coster, semaphore operated by E. J. & E. trainmen.

40. At Glenn, telephones are located at both ends of the siding and are connected with the block stations at Augusta and Whitestown. A train going to this siding for an opposing superior train must clear the time of such train at the block station in advance, as required by the rules, the same as if the meeting point was at that block station, and the block signalman must not permit the superior train to leave his block station until the inferior train is clear of the block. A train going to this siding ahead of a superior train must clear the time of such superior train, as required by the rules, at the block station in the rear. Block signalmen will be governed by paragraph 14 in the Special Instructions of the time-table when a train is making a movement of this kind. A train after having reported clear of the block must comply with rule 365 of the Book of Rules, and secure permission by telephone from the block signalman at block station in advance before again entering the block.

41. At the end of double track at Whitestown the hand throw switch showing green when set for the westward main and red when set for the eastward main, will be handled by the block signalman. Trains must approach this switch at reduced speed and trainmen must know it is properly set for their movement before passing over it. The block signal at Whitestown will govern eastward and westward main track movements with the current of traffic. A westbound train moving with the current of traffic must not pass the clearance point at end of double track unless signal is in a proceed position, or wig-wag given as authorized by paragraph 36 of the Special Instructions in time-table. Trains moving against the current of traffic will be governed by hand signals. A westbound train moving against the current of traffic must not pass the clearance point at end of double track until hand signal is received. Trains moving against the current of traffic in either direction must not leave Whitestown without Clearance Card Form A.

42. At the end of double track at Templeton, the hand throw switch showing green when set for the eastward main and red when set for the westward main, will be handled by the block signalman. Trains must approach this switch at a speed not exceeding thirty (30) miles per hour and know that it is properly set for their movement before passing over it. A Harrington semaphore, located on the south side of eastward main west of the station, governs eastbound and westbound movements on the eastward main, and a Harrington semaphore, located on the north side of westward main west of the station, governs eastbound and westbound movements on the westward main.

43. Trains will stop on signal as follows:

- No. 1 at Mill Creek yard office, Round House, Riverside and Shops to receive or discharge company employees or supplies; at Arden to let off Government employees, and at Sekitan and London to receive or discharge fragile Parcel Post matter.
- No. 19 at Fairland to discharge revenue passengers from or via Cincinnati for F. F. & M. branch.
- No. 27 at McCoy to discharge passengers from Cincinnati.
- No. 43 at Lawrenceburg Jct. to receive passengers holding tickets for time-table stops or points beyond Indianapolis; at Iroquois to discharge passengers from or via Indianapolis; at Iroquois and Aroma Park to receive passengers from or via Kankakee.

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No. 31 at Lawrenceburg Jct. to receive sleeping car passengers for points beyond Indianapolis.

No. 35 at Shelbyville to discharge revenue passengers from points south of Cincinnati; on Tuesday at Cleves and on Friday at Saylor Park to discharge revenue passengers from Cincinnati.

No. 125 at Mill Creek to receive employees of Car Department for time-table stops.

Nos. 129 and 124 at Mill Creek yard office, Storrs, Round House and Riverside to receive or discharge company employees or supplies.

Nos. 225, 231, 129, 124, 230 and 122 at Arden, to receive or discharge passengers.

No. 225 at Mill Creek yard office to receive company employees.

Nos. 231 and 230 at Mill Creek yard office and Round House to receive or discharge company employees.

No. 30 at Lawrenceburg Jct. to discharge sleeping car passengers from Chicago.

No. 34 at Aroma Park, Beaverville, Donovan and Iroquois to discharge passengers from points west of Aroma Park or to receive passengers for time-table stops east of Templeton; at Sunman to discharge passengers from Indianapolis, and at Valley Jct. to discharge passengers for White Water division points.

No. 46 at Shelbyville to discharge revenue passengers from St. Louis division and sleeping car passengers from Chicago.

No. 36 at Riverside to receive or discharge company employees or supplies; at Adams to discharge fragile Parcel Post matter when the conductor is advised by the mail clerk, when the train does not stop for passengers.

No. 16 at Lawrenceburg Jct. to discharge revenue passengers from or via Indianapolis.

No. 14 at Shops, Riverside and Round House to receive or discharge company employees or supplies; at London to receive or discharge fragile Parcel Post matter.

No. 122 at Griffith and Trautman to discharge passengers from White Water division, and at Sedamsville to unload milk.

No. 126 at Griffith and Trautman to discharge passengers from White Water division; at Riverside

to receive or discharge company employees or supplies; at Trautman to receive or discharge fragile Parcel Post matter.

44. No. 31 on Sunday night, in addition to stops shown on time table, will stop at Batesville and Sheldon; flag stops at Lawrenceburg Jct., Lebanon, Thortown, Fowler, Earl Park and Raub; at Iroquois, Donovan, Beaverville, St. Anne and Aroma Park to receive passengers for Chicago and beyond; at St. Anne to receive passengers for Kankakee.

45. No. 30 on Sunday night, in addition to stops shown on time-table, will stop at Sheldon, Earl Park, Fowler, Shelbyville and Batesville; flag stops at Raub, Thortown, Lebanon and Lawrenceburg Jct.; at Aroma Park, St. Anne, Beaverville, Donovan and Iroquois to discharge passengers from Kankakee, or to receive passengers for time-table stops east of Templeton; at Sunman to receive company employees, and at Valley Jct., to discharge passengers for White Water division points.

46. Trains will stop as follows:

Nos. 1 and 14 at the plant of the Indiana Condensed Milk Company, Lebanon, to load milk or unload empty milk cans, and at Montmorenci and Otterbein to receive or discharge passengers.

Nos. 36 and 27 on Sunday at Adams.

47. Trains will reduce speed to discharge mail as follows: No. 35 at Lebanon, Fowler and Sheldon to 15 miles per hour;

No. 46 at Sheldon to 15 miles per hour.

48. Freight trains will carry passengers as follows, and must stop coach (or caboose) at platform for them:

No. 188 between Hagerstown and Connersville and will make time-table stops to discharge passengers from points west of Connersville;

No. 189 between Connersville and Hagerstown;

No. 318 on C. H. & G. branch;

Nos. 401, 419, 414, 436 and 470 on F. F. & M. branch;

Nos. 514, 515, 543 and 534 on K. & S. Ry.;

All White Water division passenger trains will stop on signal at Magnesia Springs, to receive or discharge passengers for or from time-table stops between Cincinnati and Harrison, and for or from Connersville. Agent at Brookville will notify conductors when eastbound trains are to stop.

D. F. SCHAFF,
Superintendent.

G. E. HOWELL,
Trainmaster—East

K. F. EMMANUEL,
Asst. Trainmaster—East

J. A. NICHOLS,
Trainmaster—West

C. F. WIEGELE,
Trainmaster—Chicago Terminal

E. G. ALEXANDER,
Chief Dispatcher

R. A. STEWART,
Night Chief Dispatcher

S. V. BEVINGTON,
Superintendent Cincinnati Terminal Division

F. H. REYNOLDS,
Trainmaster Cincinnati Terminal Division

B. C. BYERS,
Superintendent Indianapolis Terminal Division

WM. DAVIS,
Trainmaster Indianapolis Terminal Division

SPEED TABLE

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

Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.
0 min. 36 sec.	100.00	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	3 min. 18 sec.	18.18
0 " 37 "	97.30	1 " 31 "	39.56	2 " 25 "	24.83	3 " 19 "	18.09
0 " 38 "	94.74	1 " 32 "	39.13	2 " 26 "	24.66	3 " 20 "	18.00
0 " 39 "	92.31	1 " 33 "	38.71	2 " 27 "	24.49	3 " 21 "	17.91
0 " 40 "	90.00	1 " 34 "	38.30	2 " 28 "	24.32	3 " 22 "	17.82
0 " 41 "	87.80	1 " 35 "	37.89	2 " 29 "	24.16	3 " 23 "	17.73
0 " 42 "	85.71	1 " 36 "	37.50	2 " 30 "	24.00	3 " 24 "	17.65
0 " 43 "	83.72	1 " 37 "	37.11	2 " 31 "	23.84	3 " 25 "	17.56
0 " 44 "	81.82	1 " 38 "	36.73	2 " 32 "	23.68	3 " 26 "	17.48
0 " 45 "	80.00	1 " 39 "	36.36	2 " 33 "	23.53	3 " 27 "	17.39
0 " 46 "	78.26	1 " 40 "	36.00	2 " 34 "	23.38	3 " 28 "	17.31
0 " 47 "	76.60	1 " 41 "	35.64	2 " 35 "	23.23	3 " 29 "	17.22
0 " 48 "	75.00	1 " 42 "	35.29	2 " 36 "	23.08	3 " 30 "	17.14
0 " 49 "	73.47	1 " 43 "	34.95	2 " 37 "	22.93	3 " 31 "	17.06
0 " 50 "	72.00	1 " 44 "	34.62	2 " 38 "	22.78	3 " 32 "	16.98
0 " 51 "	70.59	1 " 45 "	34.29	2 " 39 "	22.64	3 " 33 "	16.90
0 " 52 "	69.23	1 " 46 "	33.96	2 " 40 "	22.50	3 " 34 "	16.82
0 " 53 "	67.92	1 " 47 "	33.64	2 " 41 "	22.36	3 " 35 "	16.74
0 " 54 "	66.67	1 " 48 "	33.33	2 " 42 "	22.22	3 " 36 "	16.67
0 " 55 "	65.45	1 " 49 "	33.03	2 " 43 "	22.08	3 " 37 "	16.59
0 " 56 "	64.29	1 " 50 "	32.73	2 " 44 "	21.95	3 " 38 "	16.51
0 " 57 "	63.16	1 " 51 "	32.43	2 " 45 "	21.82	3 " 39 "	16.44
0 " 58 "	62.07	1 " 52 "	32.14	2 " 46 "	21.69	3 " 40 "	16.36
0 " 59 "	61.02	1 " 53 "	31.86	2 " 47 "	21.56	3 " 41 "	16.29
1 " 0 "	60.00	1 " 54 "	31.58	2 " 48 "	21.43	3 " 42 "	16.22
1 " 1 "	59.02	1 " 55 "	31.30	2 " 49 "	21.30	3 " 43 "	16.14
1 " 2 "	58.06	1 " 56 "	31.03	2 " 50 "	21.18	3 " 44 "	16.07
1 " 3 "	57.14	1 " 57 "	30.77	2 " 51 "	21.05	3 " 45 "	16.00
1 " 4 "	56.25	1 " 58 "	30.51	2 " 52 "	20.93	3 " 46 "	15.94
1 " 5 "	55.38	1 " 59 "	30.25	2 " 53 "	20.81	3 " 47 "	15.88
1 " 6 "	54.55	2 " 0 "	30.00	2 " 54 "	20.69	3 " 48 "	15.79
1 " 7 "	53.73	2 " 1 "	29.75	2 " 55 "	20.57	3 " 49 "	15.72
1 " 8 "	52.94	2 " 2 "	29.51	2 " 56 "	20.45	3 " 50 "	15.65
1 " 9 "	52.17	2 " 3 "	29.27	2 " 57 "	20.34	3 " 51 "	15.58
1 " 10 "	51.43	2 " 4 "	29.03	2 " 58 "	20.22	3 " 52 "	15.52
1 " 11 "	50.70	2 " 5 "	28.80	2 " 59 "	20.11	3 " 53 "	15.45
1 " 12 "	50.00	2 " 6 "	28.57	3 " 0 "	20.00	3 " 54 "	15.38
1 " 13 "	49.31	2 " 7 "	28.35	3 " 1 "	19.89	3 " 55 "	15.32
1 " 14 "	48.65	2 " 8 "	28.12	3 " 2 "	19.78	3 " 56 "	15.25
1 " 15 "	48.00	2 " 9 "	27.91	3 " 3 "	19.67	3 " 57 "	15.19
1 " 16 "	47.37	2 " 10 "	27.69	3 " 4 "	19.57	3 " 58 "	15.13
1 " 17 "	46.75	2 " 11 "	27.48	3 " 5 "	19.46	3 " 59 "	15.06
1 " 18 "	46.15	2 " 12 "	27.27	3 " 6 "	19.35	4 " 0 "	15.00
1 " 19 "	45.57	2 " 13 "	27.07	3 " 7 "	19.25	4 " 17 "	14.00
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 36 "	13.00
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	5 " 0 "	12.00
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	5 " 27 "	11.00
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	6 " 0 "	10.00
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	6 " 40 "	9.00
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	7 " 30 "	8.00
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	8 " 34 "	7.00
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	10 " 0 "	6.00
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	12 " 0 "	5.00
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27		

LAKE MICHIGAN

CHICAGO

KANKAKEE

LAFAYETTE

INDIANAPOLIS

CINCINNATI

CHICAGO
DIVISION

