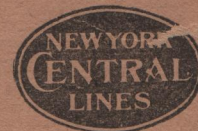


UNITED STATES RAILROAD ADMINISTRATION
W. G. McAdoo, Director General of Railroads

Cleveland, Cincinnati, Chicago & St. Louis Railroad

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Chicago-White Wa Division

TIME-TABLE

No. 94

Effective 12.01 A. M., Sunday,
November 10, 1918

D. F. SCHAFF,
SUPERINTENDENT.

SPECIAL INSTRUCTIONS

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.
C. H. & D.	Storrs.....	Interlocking.
C. L. & A. (Int. Elec.)....	Valley Junction.....	Interlocking.
I. & C. (Int. Elec.).....	Connersville.....	None.
L. E. & W.	Beeson.....	None.
T. H. I. & E. (Int. Elec.)..	0.7 mile west of Milton.....	None.
T. H. I. & E. (Int. Elec.)..	Cambridge City.....	None.
B. & O.	0.3 mile east of Lawrenceburg.....	Interlocking.
P. C. C. & St. L.	Vine.....	Interlocking.
P. C. C. & St. L.	Franklin.....	Semaphore.
I. C. & S. (Int. Elec.).....	Franklin.....	None.
Indpls. Sou.	0.5 mile east of Morgantown.....	None.
Belt.	1.4 miles east of Shops.....	Interlocking.
Belt.	K. D.	Target.
T. H. I. & E. (Int. Elec.)..	Brant.....	Interlocking.
Cent. Ind.	Lebanon.....	Target.
T. H. I. & E. (Int. Elec.)..	Lebanon.....	None.
Vandalia.	Colfax.....	Interlocking.
C. L. & W.	Clark's Hill.....	Interlocking.
Wabash.	Lafayette Yard.....	Interlocking.
C. L. & L.	Lafayette Yard.....	Interlocking.
E. I.	Swainston.....	Interlocking.
	Sheff.....	Interlocking.
	Sheff.....	Interlocking.
	St. Anne.....	Interlocking.
	0.4 mile west of Kankakee.....	Interlocking.
	0.8 mile west of Kankakee.....	Target.
	Essex.....	Interlocking.
	Coster.....	Semaphore.
	Gardner.....	Interlocking.
	Mazon.....	Interlocking.
	Seneca.....	None.

INTERMEDIATE STATIONS.

NAME.	LOCATION.	USE.
Se.	1.8 miles west of Storrs.....	Flag station.
	0.8 mile west of Delhi.....	Flag station.
	0.6 mile east of St. Paul.....	Quarry track.
	0.9 mile east of Dix.....	Loading track.
Switch.....	0.5 mile east of Aroma Park.....	Loading track.

RAILROAD CROSSINGS NOT AT GRADE.

NAME.	LOCATION.	POSITION.
C. N. O. & T. P.	0.6 mile east of Storrs.....	Above grade.
C. I. & W.	0.4 mile west of Connersville.....	Above grade.
P. C. C. & St. L.	Cambridge City.....	Above grade.
C. L. & A. (Int. Elec.)....	0.8 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.
Indpls. & Frankfort.....	0.3 mile west of Lebanon.....	Above grade.
Chicago Sou.	1.8 miles east of Donovan.....	Above grade.

SURGEONS.

NAME.	RESIDENCE	DISTRICT.
N. E. JOES.		
Acting Consulting Surgeon.	Indianapolis.	
J. C. Evans.	Cincinnati.....	Cincinnati to North Bend.
Owen C. Fisk.	Riverside.....	Cincinnati to North Bend.
O. J. Woods.	Cleves.....	North Bend to Lawrenceburg Jct.
B. H. Scott.	Harrison.....	Valley Jct. to New Trenton.
E. L. Patterson.	Brookville.....	New Trenton to Laurel.
Irvin E. Booher.	Conner-ville.....	Laurel to Beeson.
H. B. Boyd.	Cambridge City.....	Beeson to Hagerstown.
H. H. Sutton.	Aurora.....	Aurora to Lawrenceburg.
E. J. Emmert.	Lawrenceburg.....	Lawrenceburg to Guilford.
John C. Elliott.	Guilford.....	Guilford to Sunman.
Christian Neuforth.	Sunman.....	Sunman to Greensburg.
C. C. Morrison.	Greensburg.....	Greensburg to Shelbyville.
A. M. Kirkpatrick.	Columbus.....	Columbus to Greensburg.
Samuel Kennedy.	Shelbyville.....	Shelbyville to Indianapolis.
R. W. Payne.	Franklin.....	Fairland to Martinsville.
O. K. McKittrick.	Indianapolis.....	Indianapolis to Lebanon.
Herma A. Beck.	Lebanon.....	Lebanon to Lafayette.
J. H. Schuck.	Colfax.....	Lafayette to Templeton.
Geo. F. Beasley.	Lafayette.....	Templeton to Gravel Hill.
D. E. Mavitt.	Fowler.....	Gravel Hill to Sheldon.
Byron B. Thorpe.	Earl Park.....	Sheldon to Kankakee.
H. W. Wood.	Sheldon.....	Kankakee to Seneca.
E. G. Wilson.	Kankakee.....	
C. W. TANGEMAN, Oculist..	Cincinnati.....	All divisions.
H. F. TANGEMAN, Asst "		
C. F. NELSON, " "	Cleveland.	
T. C. HOOD, " "	Indianapolis.	

- The superior direction of trains is east.
- Double track between Transfer and Greensburg, between Clifty and Vine, and between Beech Grove and Augusta.
- Central Union Depot time-table governs between Cincinnati and Transfer.
- B. & O. time-table governs between Lawrenceburg Jct., and Dearborn.
- Michigan division time-table governs between Greensburg and C. H. & G. Jct.
- L. E. & W. time-table governs between Lafayette and Templeton.
- Cincinnati, Riverside, Valley Jct., Brookville, Connersville, Beeson, Hagerstown, Lawrenceburg, Aurora, Greensburg, Columbus, Fairland, Franklin, Martinsville, Beech Grove, Indianapolis, Augusta, Lebanon, Lafayette Yard, Lafayette, Templeton, Sheff, Sheldon, Kankakee and Seneca are stations.
- White Water division trains only will be registered at Valley Jct.
- Nos. 124 and 129 only will be registered at Brookville. Branch trains and Nos. 470 and 53 only will be registered at Fairland.
- Nos. 470 and 471 only will be registered at Franklin.
- 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 Templeton.
- No. 69 only will be registered at Sheff.
- Nos. 57 and 58 only will be registered at Sheldon.
- 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.

- Conductors of first class trains are relieved from examining register at intermediate register stations.

- 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.

- Standard clocks are located at Cincinnati, Riverside, Greensburg, Shops, Indianapolis, Lafayette Yard and Kankakee.

- Bulletin books are located at Cincinnati, Riverside roundhouse, Riverside, Connersville, Lawrenceburg, Manford, Greensburg, Fairland, Shops, Indianapolis, Moorefield, Moorefield roundhouse, Lafayette Yard and Kankakee.

- 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.

- Except as prescribed by paragraph 14 (above) the manual block system will be used between Storrs and Beech Grove, between KD and Lafayette Yard and between Templeton and Court St. Rule 317 will apply on single track and Rule 318 on double track.

- Rules 551 to 554 inclusive, governing the movement of trains with reference to other trains in the same direction on single track by means of block signals, and Rules D-551 to D-554 inclusive, governing the movement of trains with the current of traffic on double track by means of block signals will be used between Storrs and Beech Grove, between KD and Lafayette Yard and between Templeton and Court St.

- 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.

(Continued on page 3.)

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 caution signal, or may instruct signalman at Brant to display a caution 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 St., 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.

18. 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.

19. Trains and engines between Court St., and the Illinois Central Jct., 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.

20. Trains and engines, in either direction, must approach cross-over near west end of Ice House, and cross-overs and switches between Ice House and yard office at Hill, prepared to stop, and be governed by hand signals from switch tender in charge of switches. Switch tender 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. This will not excuse trainmen and yardmen from properly protecting movement of their trains or cuts, or for delaying passenger trains.

21. In taking siding at Fairland, Briar, Whitestown, Lebanon, Templeton and Donovan, trains will pull in at first switch. Otherwise Rule 741 remains in force.

22. On the Lawrenceburg and Aurora branch, yard limits extend from Lawrenceburg Jct., to the end of the branch track at Aurora.

23. Manford pusher engine will run extra between Manford and Brow without train orders, displaying proper 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, as well as the train which it helped.

24. 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 proper signals. Signalmen must not permit a train to enter a block until pusher engine is clear of it, as well as the train which it helped.

25. 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 Avenue; all trains and engines must move between these points prepared to stop if track is obstructed.

26. Michigan division second class and inferior trains southbound must approach the yard limit board north of Greensburg and run from that point prepared to stop if track is obstructed and expecting to find opposing trains using the track. This will not excuse trainmen or yardmen from exercising necessary caution when turning trains or engines on wye or when using Michigan division track for any purpose.

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 Junction on eastward track.

50 miles per hour between Guilford and Sunman on westward track;

15 miles per hour entering or leaving westward track at Greensburg;

35 miles per hour entering or leaving eastward track at Clifty and Vine;

35 miles per hour entering or leaving eastward track at Beech Grove;

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);

45 miles per hour entering or leaving westward track at Augusta;

40 miles per hour through Zionsville;

20 miles per hour between the depot at Thorntown and first street crossing east of Sugar Creek bridge.

12 miles per hour in first district and 25 miles per hour in second district at Lafayette. (Districts are defined by limit boards);

35 miles per hour entering or leaving joint track at Templeton;

30 miles per hour over C. & E. I. crossing at St. Anne;

45 miles per hour over Kankakee river bridge at Aroma Park;

30 miles per hour for passenger trains between Langham and Seneca;

20 miles per hour for freight trains between Langham and Seneca;

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;

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 prudence require.

28. Passenger trains must not exceed 65 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. Railway, and must run slower wherever regulations or prudence require.

29. Road engines running light in any service, and without more than five cars, in other than passenger service, must not exceed 30 miles per hour and must run slower wherever regulations or prudence require.

30. Engines running backward, in any service, must not exceed 20 miles per hour, on any portion of the road. On the White Water division, and the branches of the Chicago division, or the K. & S. Railway, they must not exceed 15 miles per hour. They must run slower wherever regulations or prudence require.

31. Trains handling loaded self-clearing high hopper coal cars must not exceed 30 miles per hour at any point and must run slower wherever regulations or prudence require.

32. Work trains, or other trains, must not run with engine pushing cars, except when absolutely necessary and then must move, with caution, prepared to stop short of any obstruction.

33. On portions of the road where the manual block system or the automatic block system, respectively, are not used, a work train or other train carrying workmen must be handled under Rule 91 the same as a train carrying passengers, except in a case where a work train is working in a block and it is necessary for another train to drive it in or vice versa, where a work train needs to follow another train into a block so that the work train may commence work. Such cases should be covered by suitable train orders.

34. Trains and engines, regardless of class, must reduce speed for each switch at night where the switch light is not burning and enginemen must know before passing over it that the switch is in proper position. Trainmen must relight switch lamps when found not burning at switches where they stop and in any case must report conditions to the Superintendent from first stop.

(Continued on page 18.)

CINCINNATI TO INDIANAPOLIS—WEST

Miles from Cincinnati.	STATIONS	FIRST CLASS															
		15		19		27		33		35		29					
		CHICAGO EXPRESS		WHITE CITY SPECIAL		EXPRESS		INDEP'L-S-ST LOUIS SPECIAL		CHICAGO NIGHT SPECIAL		SUNDAY SPECIAL					
		Daily		Daily		Daily		Daily		Daily		Sunday Only					
	CINCINNATI...DN	AM		NOON		PM		PM		PM		AM					
.....	Transfer.....	9.00	..	12.00	..	3.00	..	8.00	..	11.00	..	7.15	..				
1.2	Storrs.....DN	9.06	..	12.06	PM	3.06	..	8.07	..	11.07	..	7.22	..				
3.3	Sedamsville.....DN	9.09	..	12.09	..	3.09	..	8.10	..	11.10	..	7.25	..				
4.2	Riverside.....DN	9.10	..	12.10	..	3.10	..	8.12	..	11.12	..	7.27	..				
4.5	South Side.....											f 7.28	..				
6.5	Anderson's Ferry...											f 7.31	..				
7.9	Trautman.....D	9.15	..	12.14	..	3.15	..	8.17	..	11.17	..	f 7.34	..				
8.6	St. Joseph.....																
9.9	Crescent.....																
10.7	Delhi.....											s 7.40	..				
11.1	Sayler Park.....											s 7.42	..				
12.0	Fernbank.....DN	9.20	..	12.19	..	3.20	..	8.22	..	11.23	..	s 7.45	..				
12.9	Addyston.....											s 7.48	..				
13.7	Sekitan.....																
14.3	Griffith.....DN	9.23	..	12.22	..	3.23	..	8.25	..	11.26	..	7.50	..				
15.3	North Bend.....											s 7.52	..				
16.1	Cleves.....											s 7.55	..				
17.7	Valley Jct.....DN	9.27	..	12.26	..	3.27	..	8.30	..	11.31	..	f 7.58	..				
19.5	Elizabethtown.....											f 8.02	..				
22.3	LAWRENCEBURG JCT...DN	s 9.35	..	12.31	..	s 3.35	..	8.36	..	11.37	..	s 8.10	..				
27.9	Guilford.....					f 3.44	..					s 8.18	..				
30.4	Manford.....DN	9.47 ⁵¹	..	12.40	..	3.48	..	8.45	..	11.47	..	8.22	..				
31.4	Bonnell.....					f 3.50	..					f 8.24	..				
35.7	Code.....D	9.56	..	12.49	..	3.58	..	8.53	..	11.57	..	8.35	..				
36.8	Weisburg.....					s 4.00	..					s 8.38	..				
39.9	Sunman.....					s 4.10	..					s 8.50	..				
40.6	Brow.....DN	10.04	..	12.57	..	4.11	..	9.02	..	12.07 ^{AM}	..	8.51	..				
42.0	Spades.....					s 4.13	..					s 8.53	..				
45.3	Morris.....					s 4.20	..					s 9.02	..				
46.9	Hyde.....DN	10.11	..	1.04	..	4.23	..	9.10	..	12.15	..	9.05	..				
47.8	Batesville.....	s10.13	..			s 4.25	..	s 9.12	..			s 9.08	..				
54.0	New Point.....D	10.21	..	1.12	..	s 4.35	..	9.20	..	12.24	..	s 9.18	..				
58.5	McCoy.....DN	10.26	..	1.17	..	4.42	..	9.25	..	12.29	..	f 9.25	..				
62.8	GREENSBURG...DN	s10.38	..	s 1.27 ⁹³⁻⁵²	..	s 4.55	..	s 9.35	..	s 12.40 ⁹⁸⁻⁹⁹	..	s 9.38	..				
67.1	Day.....DN	10.45	..	1.33	..	5.04 ¹⁴	..	9.42	..	12.47 ⁶²	..	9.45	..				
67.8	Adams.....					f 5.05	..					f 9.46	..				
72.7	St. Paul.....DN	10.51	..	1.39	..	s 5.13	..	9.48	..	12.53	..	s 9.54	..				
75.3	Waldron.....					s 5.17	..					s 9.58	..				
77.3	Clifty.....DN	10.56 ⁹²⁻⁵²	..	1.44	..	5.22	..	9.53	..	12.58	..	10.01	..				
78.1	Prescott.....																
82.6	Vine.....DN	11.03 ⁶⁴	..	1.50	..	5.28	..	10.00	..	1.05	..	10.07	..				
82.8	SHELBYVILLE....	s11.04	..	s 1.51	..	s 5.30	..	s10.02	..	s 1.07	..	s10.08	..				
89.3	Fairland.....DN	11.16	..	2.02 ⁸⁰	..	s 5.40	..	10.12 ⁶⁸	..	1.17	..	s10.20 ⁹²	..				
93.3	London.....																
94.8	Brookfield.....																
95.2	Briar.....DN	11.23	..	2.09	..	5.48	..	10.19	..	1.24	..	10.29 ⁶⁴	..				
96.6	Acton.....					s 5.50	..					s10.31	..				
101.1	Dix.....DN	11.31	..	2.16	..	5.57	..	10.26 ⁹⁸	..	1.32	..	10.40	..				
104.6	Beech Grove.....DN	11.36	..	2.20	..	s 6.02	..	10.30 ⁶²	..	1.36	..	s10.45	..				
106.6	Belt Crossing.....																
108.3	Shops.....DN	11.44	..	2.28	..	6.11	..	10.39	..	1.45	..	10.54	..				
109.6	INDIANAPOLIS.DN	11.50	..	2.35	..	6.20	..	10.45	..	1.55	..	11.00	..				
		AM		PM		PM		PM		AM		AM					

1

[illegible]

CINCINNATI TO INDIANAPOLIS—WEST

Miles from Cincinnati.	STATIONS	THIRD CLASS						FOURTH CLASS	
		93	99	65	69	67	189	51	177
		ED1 FREIGHT	THROUGH FREIGHT	LOUISVILLE FREIGHT	THROUGH FREIGHT	THROUGH FREIGHT	VALLEY LOCAL	LOCAL FREIGHT	MUNCIE FREIGHT
		Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
	CINCINNATIDN	AM 8.00	PM 7.00						
1.2	Transfer.....								
1.9	Storrs.....DN								
3.3	Sedamsville.....DN				AM	AM	AM	AM	PM
4.2	Riverside.....DN	10.45	9.35		12.15	12.40	5.15	6.45	9.45
4.5	South Side.....								
6.5	Anderson's Ferry.....								
7.9	Trautman.....D	10.59	9.45		12.28	12.52	f 5.25	f 6.55	9.55
8.6	St. Joseph.....								
9.9	Crescent.....								
10.7	Delhi.....						f 5.30	f 7.10	
11.1	Sayler Park.....								
12.0	Fernbank.....DN	11.08	9.55		12.38	1.02	f 5.35	f 7.15	10.05
12.9	Addyston.....						f 5.38	f 7.18	
13.7	Sekitan.....							f 7.20	
14.3	Griffith.....DN	11.13	10.00		12.43	1.50	5.40	f 7.23	10.10
15.3	North Bend.....						f 5.42	f 7.28	
16.1	Cleves.....						f 5.45	f 7.40	
17.7	Valley Jct.....DN	11.20	10.10		12.52	2.00	6.00	s 8.12	10.20
19.5	Elizabethtown.....						AM	f 8.20	PM
22.3	LAWRENCEBURG JCT. DN	11.30	10.25		1.02	2.15		s 8.50	
27.9	Guilford.....							f 9.15	
30.4	Manford.....DN	11.50	10.50		1.30	2.45		9.47 ¹⁵	
31.4	Bonnell.....							f 9.57	
35.7	Code.....D	12.10 PM	11.10		1.59	3.15		10.10	
36.8	Weisburg.....							f 10.15	
39.9	Sunman.....							s 10.35	
40.6	Brow.....DN	12.27	11.30		2.35	3.45		10.37	
42.0	Spades.....							f 10.47	
45.3	Morris.....							f 11.00	
46.9	Hyde.....DN	12.40	11.45		2.53	4.05		11.55	
47.8	Batesville.....								
54.0	New Point.....D	12.55	12.01 AM		3.12	4.25		s 12.01 PM	
58.5	McCoy.....DN	1.04	12.12	AM	3.27	4.40		s 12.30	
62.8	GREENSBURG.....DN	1.27 ¹⁹⁻⁵²	12.40 ³⁵⁻⁹⁸	1.45	4.00	5.40	AM 6.40	f 12.45	
67.1	Day.....DN	1.50	1.08 ⁶²	1.58 ⁶²	4.30	6.09 ⁴⁶	6.50	1.00	
67.8	Adams.....						f 6.55	PM	
72.7	St. Paul.....DN	2.10	1.20	2.10	5.00	6.41	s 7.15		
75.3	Waldron.....						s 7.25		
77.3	Clifty.....DN	2.20	1.30	2.20	5.28	6.50	7.35	471	
78.1	Prescott.....						f 7.37		
82.6	Vine.....DN	2.37 ⁸⁰	1.45	2.32	5.47 ⁴⁶	7.07	8.16 ³⁶	FRANKLIN FREIGHT	
82.8	SHELBYVILLE.....						9.24 ¹	Daily Ex. Sunday	
89.3	Fairland.....DN	2.52	2.07	2.50	6.27	7.30 ⁴⁷⁰	9.55	11.59 AM	
93.3	London.....						AM	f 12.10 PM	
94.8	Brookfield.....								
95.2	Briar.....DN	3.05	2.27	3.06	7.05 ⁴⁷⁰	7.57 ³⁶		12.24 ¹⁰	
96.6	Acton.....							f 12.35	
101.1	Dix.....DN	3.39 ¹⁶	2.50	3.22	7.49 ³⁶	8.30		12.50	
104.6	Beech Grove.....DN	5.00	3.25	3.40	8.15	9.00 ⁹²		1.05 ⁸⁰	
106.6	Belt Crossing.....								
108.3	Shops.....DN	5.25	4.30	4.40	9.00	10.30		1.30	
109.6	INDIANAPOLIS.....DN	PM	AM	AM	AM	AM		PM	

INDIANAPOLIS TO CINCINNATI—EAST

7

Miles from Chicago.	STATIONS	FIRST CLASS											
		46		10		16		18					
		CINCINNATI NIGHT SPECIAL		QUEEN CITY LIMITED		CINCINNATI EXPRESS		QUEEN CITY SPECIAL					
		Daily		Daily		Daily		Daily					
		AM		NOON		PM		PM					
195.8	INDIANAPOLIS DN	5.00		12.00		3.10		6.15					
197.1	Shops..... DN	5.07		12.05	PM	3.16		6.21					
198.8	Belt Crossing.....												
200.8	Beech Grove..... DN	5.16		12.13		3.24		6.29					
204.3	Dix..... DN	5.22		12.18		3.30 ⁹³		6.34					
208.8	Acton.....												
210.2	Briar..... DN	5.29		12.24 ⁴⁷¹		3.37		6.40					
210.6	Brookfield.....												
212.1	London.....												
216.1	Fairland..... DN	5.36		12.30		3.44		6.46					
222.6	SHELBYVILLE..... s	5.46		12.39	s	3.55		6.55	s				
222.8	Vine..... DN	5.47 ⁶⁹		12.40		3.56		6.56					
227.3	Prescott.....												
228.1	Clifty..... DN	5.57		12.47		4.06		7.05					
230.1	Waldron.....												
232.7	St. Paul..... DN	6.03		12.52		4.12		7.11					
237.6	Adams.....												
238.3	Day..... DN	6.09 ⁶⁷		12.58 ⁶²		4.19		7.18					
242.6	GREENSBURG DN s	6.20		1.07	s	4.32		7.28	s				
246.9	McCoy..... DN	6.31		1.14		4.42 ⁸⁰		7.38					
251.4	New Point..... D	6.36		1.19		4.48		7.43					
257.6	Batesville.....					s 4.57							
258.5	Hyde..... DN	6.45		1.27		4.59		7.51					
260.1	Morris.....												
263.4	Spades.....												
264.8	Brow..... DN	6.53		1.34		5.07		7.58					
265.5	Sunman.....												
268.6	Weisburg.....												
269.7	Code..... D	6.58		1.40		5.13		8.04					
274.0	Bonnell.....												
275.0	Manford..... DN	7.05		1.47		5.20		8.11					
277.5	Guilford.....												
283.1	LAWRENCEBURG JCT. DN	7.15		1.56		s 5.32		8.20					
285.9	Elizabethtown.....												
287.7	Valley Jct..... DN	7.21		2.01		5.40		8.26					
289.3	Cleves.....												
290.1	North Bend.....												
291.1	Griffith..... DN	7.26		2.06		5.45		8.31					
291.7	Sekitan.....												
292.5	Addyston.....												
293.4	Fernbank..... DN	7.30		2.09		5.49		8.34					
294.3	Sayler Park.....												
294.7	Delhi.....												
295.0	Crescent.....												
296.5	St. Joseph.....												
297.5	Trautman..... D	7.36		2.14		5.55		8.40					
298.9	Anderson's Ferry....												
300.9	South Side.....												
301.2	Riverside..... DN	7.42		2.19		6.01		8.46					
302.1	Sedamsville..... DN	7.44		2.20		6.03		8.48					
303.5	Storrs..... DN	7.47		2.23		6.06		8.51					
304.2	Transfer.....												
305.4	CINCINNATI DN	7.55	AM	2.30	PM	6.15	PM	9.00	PM				

INDIANAPOLIS TO CINCINNATI—EAST

Miles from Chicago.	STATIONS	SECOND CLASS									
		124	230	122	36	126	14	130			
		COMMUTER	COMMUTER	COMMUTER	EXPRESS	COMMUTER	ACCOMMODATION	COMMUTER			
		Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Sunday Only			
195.8	INDIANAPOLIS..DN				AM 7.30		PM 3.30				
197.1	Shops.....DN				7.36		3.36				
198.8	Belt Crossing.....										
200.8	Beech Grove.....DN				s 7.44		f 3.44				
204.3	Dix.....DN				7.49 ⁶⁹		3.50 ⁹³				
208.8	Acton.....				s 7.55		s 3.55				
210.2	Briar.....DN				7.57 ⁶⁷		3.57				
210.6	Brookfield.....										
212.1	London.....										
216.1	Fairland.....DN				s 8.05		s 4.16				
222.6	SHELBYVILLE				s 8.15		s 4.29				
222.8	Vine.....DN				8.16 ⁵³		4.30				
227.3	Prescott.....										
228.1	Clifty.....DN				8.25		4.38				
230.1	Waldron.....				s 8.29		s 4.42				
232.7	St. Paul.....DN				s 8.35		s 4.47				
237.6	Adams.....				f 8.41		f 4.55				
238.3	Day.....DN				8.43		5.04 ²⁷				
242.6	GREENSBURG..DN				s 8.50 ¹		s 5.15				
246.9	McCoy.....DN				9.04		f 5.23				
251.4	New Point.....D				s 9.14		s 5.32				
257.6	Batesville.....				s 9.25		s 5.43				
258.5	Hyde.....DN				9.27 ⁵⁰		5.45				
260.1	Morris.....				s 9.31		s 5.49				
263.4	Spades.....				s 9.38		s 5.56				
264.8	Brow.....DN				9.40		5.58				
265.5	Sunman.....				s 9.42		s 6.01				
268.6	Weisburg.....				s 9.49		s 6.09				
269.7	Code.....D				9.51		6.11				
274.0	Bonnell.....				f 9.58		s 6.17				
275.0	Manford.....DN				10.00		6.19				
277.5	Guilford.....		AM		f 10.04		s 6.23				
283.1	LAWRENCEBURG JCT..DN		6.24		s 10.15		s 6.32 ⁸⁰				
285.9	Elizabethtown.....	AM	f 6.30	AM		PM	f 6.37	AM			
287.7	Valley Jct.....DN	5.50	s 6.34	8.12	10.22	4.37	f 6.40	10.00			
289.3	Cleves.....	s 5.53	s 6.38	s 8.17		s 4.43	s 6.45	s 10.03			
290.1	North Bend.....	s 5.55	s 6.42	f 8.19		f 4.47	f 6.48	f 10.05			
291.1	Griffith.....DN	5.57	f 6.45	8.21	10.27	4.49	6.50	10.07			
291.7	Sekitan.....	f 5.58	f 6.47								
292.5	Addyston.....	s 6.00	f 6.50	f 8.23		s 4.54	f 6.53	f 10.10			
293.4	Fernbank.....DN	s 6.02	s 6.53	f 8.26	10.31	s 4.57	f 6.56	f 10.12			
294.3	Sayler Park.....	f 6.05	f 6.58	f 8.30		f 5.00	f 7.00	f 10.15			
294.7	Delhi.....	s 6.07	s 7.00	f 8.33		s 5.03	f 7.02	f 10.17			
295.0	Crescent.....	f 6.09	f 7.03								
296.5	St. Joseph.....	f 6.11	f 7.06								
297.5	Trautman.....D	s 6.13	f 7.09	8.40	10.37	5.10	7.08	10.22			
298.9	Anderson's Ferry...		f 7.12								
300.9	South Side.....		f 7.16								
301.2	Riverside.....DN	6.20	7.17	8.46	10.43	5.16	7.14	10.27			
302.1	Sedamsville.....DN	6.22	7.19	8.48	10.45	5.18	7.17	10.29			
303.5	Storrs.....DN	6.27	7.22	8.51	10.48	5.21	7.21	10.32			
304.2	Transfer.....										
305.4	CINCINNATI...DN	6.35	7.35	9.00	10.55	5.30	7.30	10.40			
		AM	AM	AM	AM	PM	PM	AM			

INDIANAPOLIS TO CINCINNATI—EAST

9

Miles from Chicago	STATIONS	THIRD CLASS						FOURTH CLASS	
		92	64	80	98	62	68	470	52
		KD2 FREIGHT	LOUISVILLE FREIGHT	THROUGH FREIGHT	MERCHANDISE SPECIAL	THROUGH FREIGHT	LOUISVILLE FREIGHT	FRANKLIN FREIGHT	LOCAL FREIGHT
		Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex.Sunday	Daily Ex.Sunday
195.8	INDIANAPOLIS DN	AM	AM	PM	PM	PM	PM	AM	
197.1	Shops DN	8.00	8.20	12.10	9.00	9.30	8.00	6.00	
198.8	Belt Crossing								
200.8	Beech Grove DN	9.00 ⁶⁷	9.20	1.05 ⁴⁷¹	10.00	10.30 ³³	9.00	6.30	
204.3	Dix DN	9.20	9.58 ¹	1.20	10.26 ⁸³	10 50	9.20	6.43	
208.8	Acton							f 6.51	
210.2	Briar DN	9.46 ¹	10.29 ²⁹	1.35	10.38	11 05	9.40	7.05 ⁶⁹	
210.6	Brookfield								
212.1	London							f 7.11	AM
216.1	Fairland DN	10.20 ²⁹	10.43	2.02 ¹⁹	10.50	11.20	10.12 ³³	7.30 ⁶⁷	10.05
222.6	SHELBYVILLE							AM	s10.17
222.8	Vine DN	10.35	11.03 ¹⁵	2.37 ⁹³	11.10	11.40	10.30	50	10.19
227.3	Prescott							LOCAL FREIGHT	f10.30
228.1	Clifty DN	10.56 ¹⁵⁻⁵²	11.23	2.55	11.30	12.01 AM	10.48	Daily Ex.Sunday	10.56 ¹⁵⁻⁹²
230.1	Waldron								s11.07
232.7	St. Paul DN	11.06	11.35 ⁵²	3.07	11.40	12.15	11.00		s11.35 ⁶⁴
237.6	Adams								f12.45 PM
238.3	Day DN	11.20	11.50	3.22	11.55	12.47 ³⁵⁻⁹⁹	11.18	AM	12.58 ¹⁰
242.6	GREENSBURG DN	11.40	12.10	3.55	12.40 ³⁵⁻⁹⁹	2.30 AM	11.55	7.15	1.27 ¹⁹⁻⁹³
246.9	McCoy DN	11.59	PM	4.42 ¹⁶	1.15	3.00	PM	7.27	PM
251.4	New Point D	12.10 PM		5.00	1.25	3.15		s 7.50	
257.6	Batesville							s 8.05	
258.5	Hyde DN	12.25		5.18	1.40	3.35		s 9.27 ³⁶	
260.1	Morris							f 9.41	
263.4	Spades							f 9.50	
264.8	Brow DN	12.39		5.35	1.54	3.55		9.55	
265.5	Sunman							s10.10	
268.6	Weisburg							s10.35	
269.7	Code D	12.50		5.53	2.12	4.20		10.40	
274.0	Bonnell						176	f10.50	188
275.0	Manford DN	1.04		6.07	2.25	4.35	MUNCIE FREIGHT	11.00	VALLEY LOCAL
277.5	Guilford						Daily Ex. Monday	f11.10	Daily
283.1	LAWRENCEBURG JCT. DN	1.22		6.32 ¹⁴	2.50	4.55		s12.05 PM	Ex.Sunday
285.9	Elizabethtown						AM	f12.17	PM
287.7	Valley Jct. DN	1.32		7.04	3.05	5.10	4.30	s12.40	1.20
289.3	Cleves							f12.45	f 1.25
290.1	North Bend							f12.50	f 1.29
291.1	Griffith DN	1.40		7.25	3.15	5.20	4.40	f12.55	1.31
291.7	Sekitan							f12.57	
292.5	Addyston							f 1.01	f 1.35
293.4	Fernbank DN	1.48		7.35	3.21	5.27	4.46	f 1.07	f 1.38
294.3	Sayler Park							f 1.12	f 1.42
294.7	Delhi								
295.0	Crescent								
296.5	St. Joseph								
297.5	Trautman D	1.57		7.45	3.33	5.38	4.56	f 1.20	f 1.47
298.9	Anderson's Ferry								
300.9	South Side								
301.2	Riverside DN	2.06		7.55	3.44	8.00	5.10	1.30	1.55
302.1	Sedamsville DN	2.08		8.00	3.47	AM	5.13	PM	PM
303.5	Storrs DN	2.12		8.10	3.55		5.20		
304.2	Transfer								
305.4	CINCINNATI DN	3.00 PM		9.10 PM	5.15 AM		5.35 AM		

INDIANAPOLIS TO KANKAKEE—WEST

Miles from Cincinnati.	STATIONS	FIRST CLASS								SECOND CLASS			
		15		19		35				5	3		
		CHICAGO EXPRESS		WHITE CITY SPECIAL		CHICAGO NIGHT SPECIAL				ACCOMMODATION	ACCOMMODATION		
		Daily		Daily		Daily				Daily Ex. Sunday	Daily Ex. Sunday		
.....	Hill.....D	NOON	..	PM	..	AM	..				PM	..	
109.6	INDIANAPOLIS.DN	12.00	..	2.40	..	2.05	..				4.20	..	
110.4	IJ.....												
111.4	KD.....DN	12.05	PM	2.45	..	2.11	..				4.25	..	
113.1	Brant.....DN	12.10	..	2.50	..	2.18	..				4.30	..	
120.4	Augusta.....DN	12.20	..	2.59 ⁹⁸	..	2.32	..				s 4.39 ⁶²	..	
125.5	Zionsville.....DN	12.27	..	3.05	..	2.40	..				s 4.47	..	
131.2	Whitestown.....DN	12.35	..	3.13	..	2.49	..				s 4.58	..	
138.9	LEBANON.....DN	s 12.48	..	3.25 ⁶²	..	3.02	..				s 5.14 ¹⁸	..	
144.1	Hazelrigg.....DN	12.56 ⁹⁸	..	3.32	..	3.10	..				f 5.21	..	
148.1	Thorntown.....DN	s 1.02	..	3.38	..	3.16 ⁹²	..				s 5.28	..	
153.8	Colfax.....DN	1.10 ⁶²	..	3.46	..	3.25 ⁴⁶	..				s 5.37	..	
158.8	Clark's Hill.....DN	1.16	..	3.51	..	3.33	..				s 5.46	..	
162.2	Stockwell.....D	1.20	..	3.55	..	3.37	..				s 5.52	..	
163.9	Rex.....DN	1.22 ¹⁶	..	3.57 ⁶⁹	..	3.40	..				5.55	..	
166.4	Crane.....										f 5.59	..	
171.0	Altamont.....DN	1.28	..	4.04	..	3.49	..				6.04	..	
173.8	Lafayette Yard.....DN	1.33	..	4.10	..	3.56	..			AM	6.09	..	
174.6	LAFAYETTE.....DN	s 1.40	..	s 4.17	..	s 4.06	..			6.15	s 6.16	..	
193.1	Templeton.....DN	2.07	..	4.47	..	4.36	..			s 6.45 ⁵⁷	s 6.46 ⁶⁰⁻⁶⁹	..	
197.1	Atkinson.....D	2.12	..	4.55	..	4.43	..			f 6.51	f 6.53	..	
199.4	Swanington.....DN	2.15	..	5.02	..	4.48	..			s 6.56	s 6.57	..	
202.9	FOWLER.....DN	s 2.23	..	s 5.10	..	4.53	..			s 7.05	s 7.04	..	
205.9	Gravel Hill.....												
209.4	Earl Park.....DN	s 2.35	..	s 5.22	..	5.01	..			s 7.18	s 7.16	..	
211.7	Sheff.....DN	2.39	..	5.27	..	5.05	..			f 7.23 ⁹⁸	f 7.21	..	
214.4	Raub.....D	2.42	..	5.32	..	5.09	..			s 7.28 ²	s 7.26	..	
219.5	SHELDON.....DN	s 2.50	..	s 5.42 ⁶⁰	..	5.16	..			s 7.38	s 7.35	..	
223.6	Iroquois.....D	3.04 ¹⁸	..	5.50	..	5.22	..			s 7.45	s 7.45 ⁴	..	
227.8	Donovan.....DN	3.12 ⁹⁹	..	5.57	..	5.28 ⁹⁸	..			s 7.53	s 7.52	..	
233.1	Beaverville.....D	3.18	..	6.04	..	5.36	..			s 8.02 ⁵⁸	s 8.01	..	
238.8	St. Anne.....DN	s 3.28	..	6.12	..	5.43	..			s 8.11	s 8.10	..	
245.0	Aroma Park.....DN	3.40	..	6.22	..	5.52	..			s 8.20	s 8.19	..	
248.7	Court St.....	3.45 ⁶⁰	..	6.28	..	6.00	..			8.25	8.25	..	
249.4	KANKAKEE.....DN	s 3.55	..	s 6.35	..	s 6.05	..			s 8.30	8.35	..	
		4.00	..	6.40	..	6.10	..			s 8.31		..	
305.4	CHICAGO.....	5.35	..	8.15	..	7.47	..			10.45	PM	..	
		PM		PM		AM				AM			

INDIANAPOLIS TO KANKAKEE—WEST

11

Miles from Cincinnati.	STATIONS	THIRD CLASS						FOURTH CLASS	
		61	99	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.....D	AM 2.00 ..	AM 7.00 ..	AM 11.00 ..	PM 6.00 ..				
109.6	INDIANAPOLIS.DN								
110.4	IJ.....								
111.4	KD.....DN	2.40 ..	7.25 ..	12.10 PM	6.20 ..	AM			
113.1	Brant.....DN	2.50 ..	7.35 ..	12.18 ..	6.25 ..	7.00			
120.4	Augusta.....DN	3.15 ..	8.00 ..	12.50 ..	6.50 ..	s 7.20			
125.5	Zionsville.....DN	3 30 ..	8.30 ..	1.20 ..	7.01 ..	s 7.40			
131.2	Whitestown.....DN	4.35 ⁴⁶⁻⁹²	8.50 ..	2.21 ¹⁶⁻⁹⁸	7.13 ..	s 8.10		AM	
138.9	LEBANON.....DN	5.00 ..	9.15 ⁵⁴	2.35 ..	7.28 ..	8.30		9.55 ²	
144.1	Hazelrigg.....DN	5.15 ..	9.45 ²	2.50 ⁶²	7.39 ..	AM		f10.10	
148.1	Thorntown.....DN	5.40 ..	9.59 ..	3.10 ..	7.47 ..			s10.40	
153.8	Colfax.....DN	6.00 ..	10.10 ..	3.25 ..	7.59 ..			s11.20	
158.8	Clark's Hill.....DN	6.15 ..	10.32 ..	3.35 ..	8.09 ..			s11.50 ⁹⁸	
162.2	Stockwell.....D							s12.15 PM	
163.9	Rex.....DN	6.35 ..	10.45 ..	3.57 ¹⁹	8.20 ..			12.20 ⁶²	
166.4	Crane.....			4.35 ¹⁸				f12.26	
171.0	Altamont.....DN	6.50 ⁵⁴	11.00 ⁹⁸	4.52 ..	8.35 ..			12.35	
173.8	Lafayette Yard...DN	7.47 ..	11.20 ⁶²	5.20 ..	8.41 ⁶⁰	AM		12.46	
174.6	LAFAYETTE.....DN	8.05 ..	11.25 ..	5.25 ..	8.50 ..	5.45		PM	
193.1	Templeton.....DN	9.25 ⁹⁸	12.25 ¹⁶⁻⁵⁶	6.46 ⁶⁰⁻³	9.30 ..	f 6.45 ⁵			
197.1	Atkinson.....D					f 6.56			
199.4	Swanington.....DN	9.55 ⁶²	12.55 ..	7.40 ..	9.42 ..	s 7.10			
202.9	FOWLER.....DN	10.10 ..	1.10 ..	7.50 ..	9.50 ..	s 7.49 ²			
205.9	Gravel Hill.....								
209.4	Earl Park.....DN	10.35 ⁵⁶	1.35 ..	8.13 ⁴	10.03 ..	s 8.15 ⁹⁸			
211.7	Sheff.....DN	11.15 ..	2 00 ..	11.00 ..	10.15 ..	s 9.04 ⁶²			
214.4	Raub.....D	11.47 ¹⁶	2.05 ..	PM	10.20 ..	f 9.17		AM	
219.5	SHELDON.....DN	12.30 PM	2.16 ..		10.30 ..	9.30		10.45	
223.6	Iroquois.....D	12.45 ..	2.30 ..		10.39 ..	AM		s11.29 ¹⁶	
227.8	Donovan.....DN	1.00 ..	3.12 ¹⁸		10.50 ..			s11.45	
233.1	Beaverville.....D	1.15 ..	3.45 ..		11 05 ..			s12.10 PM	
238.8	St. Anne.....DN	1.35 ..	4.10 ⁶⁰		11.32 ⁹²			s12.45	
245.0	Aroma Park.....DN	1.48 ..	4.35 ..		12.01 AM			s 1.15	
248.7	Court St.....	2.00 ..	5.35 ..		12.47 ⁴⁶			1.30	
249.4	KANKAKEE.....DN	PM	PM					PM	
305.4	CHICAGO.....				4.30 AM				

KANKAKEE TO INDIANAPOLIS—EAST

Miles from Chicago.	STATIONS	FIRST CLASS						SECOND CLASS					
		16	18	46				2	4				
		CINCINNATI EXPRESS	QUEEN CITY SPECIAL	CIN'TI NIGHT SPECIAL				ACCOMMODATION	ACCOMMODATION				
		Daily	Daily	Daily				Daily Ex. Sunday	Daily Ex. Sunday				
	CHICAGO.....	AM 8.55	PM 12.55	PM 11.05				AM	PM				
56.0	KANKAKEE.....DN	s 10.35	s 2.25	s 12.40 AM				6.30	7.00				
56.7	Court St.....	10.42	2.32	12.47 ⁹³				6.32	7.02				
60.4	Aroma Park.....DN	10.50	2.38	12.54				s 6.39	s 7.10				
66.6	St. Anne.....DN	f 11.01	2.46	1.04				s 6.48	s 7.18				
72.3	Beaverville.....D	f 11.11	2.53	1.12				s 6.57	s 7.27				
77.6	Donovan.....DN	f 11.20	2.59 ⁹⁹	1.19				s 7.05	s 7.36				
81.8	Iroquois.....D	f 11.29 ⁵⁹	3.04 ¹⁵	1.26				s 7.12	s 7.45 ³				
85.9	SHELDON.....DN	s 11.39	s 3.10	1.33				s 7.20	s 7.55				
91.0	Raub.....D	11.47 ⁶¹	3.18	1.40				s 7.28 ⁵	s 8.03				
93.7	Sheff.....DN	11.51	3.21	1.44				f 7.32 ⁹⁸	f 8.08				
96.0	Earl Park.....DN	s 11.57	s 3.26	1.48				s 7.37	s 8.13 ⁶⁹				
99.5	Gravel Hill.....												
102.5	FOWLER.....DN	s 12.09 PM	s 3.37	1.57				s 7.49 ⁵⁷	s 8.26				
106.0	Swanington.....DN	12.15	3.42	2.01				s 7.55	s 8.32				
108.3	Atkinson.....D	12.19	3.45	2.05				f 8.00	f 8.38				
112.3	Templeton.....DN	12.25 ⁹⁹⁻⁵⁶	3.51	2.12				s 8.10	s 8.45				
130.8	LAFAYETTE.....DN	s 1.00	s 4.22	s 2.47				s 8.45	9.15				
131.6	Lafayette Yard.....DN	1.02	4.23	2.50				8.47	PM				
134.4	Altamont.....DN	1.10	4.30	2.58				8.53					
139.0	Crane.....							f 8.59					
141.5	Rex.....DN	1.22 ¹⁵	4.39 ⁶⁹	3.08				9.03					
143.2	Stockwell.....D	s 1.27	4.41	3.11				s 9.07					
146.6	Clark's Hill.....DN	s 1.34	4.46	3.16				s 9.14					
151.6	Colfax.....DN	s 1.43 ⁶²	4.51	3.25 ⁸⁵				s 9.25					
157.3	Thorntown.....DN	s 1.52	s 4.59	3.32 ⁹²				s 9.36					
161.3	Hazelrigg.....DN	1.59	5.06	3.39				f 9.45 ⁹⁹					
166.5	LEBANON.....DN	s 2.09	s 5.14 ³	3.47				s 9.55 ⁵⁵					
174.2	Whitestown.....DN	2.21 ⁹⁸⁻⁶⁹	5.26	4.00 ⁶¹				s 10.08					
179.9	Zionsville.....DN	2.27	5.33	4.09				s 10.18					
185.0	Augusta.....DN	2.33	5.41	4.18				s 10.29					
192.3	Brant.....DN	2.40	5.50	4.30				10.37					
194.0	KD.....DN	2.45	5.55	4.37				10.41					
195.0	IJ.....												
195.8	INDIANAPOLIS.DN	2.55	6.05	4.50				10.50					
.....	Hill.....D	PM	PM	AM				AM					

KANKAKEE TO INDIANAPOLIS—EAST

13

Miles from Chicago.	STATIONS	THIRD CLASS			FOURTH CLASS				
		98	60	92	62	52	54	56	58
		THROUGH FREIGHT	THROUGH FREIGHT	KD2 FREIGHT	THROUGH 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 11.10		PM 6.55					
56.0	KANKAKEE.....DN		PM						AM
56.7	Court St.....	4.00 AM	3.45 ¹⁵	11.10					6.45
60.4	Aroma Park.....DN	4.15	3.55	11.19					s 7.05
66.6	St. Anne.....DN	4.35	4.10 ⁹⁹	11.32 ⁹³					s 7.35
72.3	Beaverville.....D	4.50	4.23	11.44					s 8.02 ⁵
77.6	Donovan.....DN	5.28 ³⁵	4.34	11.55					s 8.25
81.8	Iroquois.....D	5.40	4.45	12.04 AM				AM	s 8.50
85.9	SHELDON.....DN	5.55	5.42 ¹⁹	12.13				10.00	9.17
91.0	Raub.....D	6.10	5.55	12.22	AM			f 10.15	AM
93.7	Sheff.....DN	7.32 ⁵⁻²	6.00	12.28	8 00			f 10.21	
96.0	Earl Park.....DN	8.15 ⁵⁷	6.08	12.33	8.30 ⁵⁷			s 10.35 ⁶¹	
99.5	Gravel Hill.....								
102.5	FOWLER.....DN	8.49	6.20	12.46	9.25			s 11.20	
106.0	Swanington.....DN	9.05	6.27	12.53	9.55 ⁶¹			f 11.35	
108.3	Atkinson.....D		6.32					f 11.45	
112.3	Templeton.....DN	9.25 ⁶¹	6.46 ⁶⁹⁻³	1.06	10.20			s 12.25 ¹⁶⁻⁹⁹	PM
130.8	LAFAYETTE.....DN	10.05	7.45	1.40	11.10		AM	1.05	
131.6	Lafayette Yard.....DN	10.30	8.41 ⁹³	1.45	11.20 ⁹⁹		6.40	1.10	
134.4	Altamont.....DN	11.00 ⁹⁹	8.50	2.00	11.45		6.50 ⁶¹	PM	
139.0	Crane.....					f	6.57		
141.5	Rex.....DN	11.25	9.05	2.20	12.20 ⁵⁵		7.04		
143.2	Stockwell.....D					s	7.12		
146.6	Clark's Hill.....DN	11.50 ⁵⁵	9.30	2.30	12.40	s	7.24		
151.6	Colfax.....DN	12.10 PM	10.00	2.45	1.43 ¹⁵	s	8.00		
157.3	Thorntown.....DN	12.30	10.30	3.16 ³⁵	2.00 ¹⁶	s	8.25		
161.3	Hazelrigg.....DN	12.56 ¹⁵	10.45	3.55	2.50 ⁶⁹	AM	f 8.40		
166.5	LEBANON.....DN	1.25	11.30	4.10	3.25 ¹⁹	10.30	9.15 ⁹⁹		
174.2	Whitestown.....DN	2.21 ¹⁶⁻⁶⁹	11.50	4.35 ⁶¹	4.00	s 11.00	AM		
179.9	Zionsville.....DN	2.40	12.05 AM	4.55	4.15	s 11.30			
185.0	Augusta.....DN	2.59 ¹⁹	12.30	5.10	4.39 ³	f 11.45			
192.3	Brant.....DN	3.25	1.15	5.40	5.10	12.45			
194.0	KD.....DN	3.45	1.45	6.25	5.20	PM			
195.0	IJ.....								
195.8	INDIANAPOLIS.....DN								
.....	Hill.....D	5.00 PM	4.00 AM	7.15 AM	8.00 PM				

Miles from Cincinnati.	STATIONS	SECOND CLASS									
		225	203	205	201	215	237				
		THROUGH	ENGINE FOR NO. 230	ENGINE FOR NO. 228	CONNECTION FROM NO. 1	CONNECTION FROM NO. 15	CONNECTION FROM NO. 36				
		Saturday Only	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday				
22.3	LAWRENCEBURG JCT..DN	PM 1.26			AM 7.20	AM 9.35	AM 10.18				
22.8	Hardentown.....	f 1.27			f 7.21	9.36	f 10.19				
24.8	Dearborn.....	1.32	AM	AM	7.26	9.41	10.24				
25.0	Lawrenceburg.....	s 1.33	5.45	6.40	s 7.30	s 9.42	s 10.25				
28.9	AURORA.....D	PM 1.40	AM 6.00	AM 6.55	AM 7.40	AM 9.50	AM 10.35				

AURORA TO LAWRENCEBURG JCT.—EAST

(Continued on page 15)

Miles from Aurora.	STATIONS	SECOND CLASS									
		230	228	240	236	206					
		THROUGH	CONNECTION FOR NO. 1	CONNECTION FOR NO. 15	CONNECTION FOR NO. 36	CONNECTION FOR NO. 27					
		Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday					
	AURORA.....D	AM 6.02	AM 6.57	AM 9.00	AM 9.55	PM 3.10					
3.9	Lawrenceburg.....	s 6.12	s 7.07	s 9.10	s 10.04	s 3.20					
4.1	Dearborn.....	6.13	7.08	9.11	10.05	3.21					
6.1	Hardentown.....	f 6.18	f 7.15	9.18	f 10.11	f 3.28					
6.6	LAWRENCEBURG JCT..DN	AM 6.19	AM 7.17	AM 9.19	AM 10.13	PM 3.30					

GREENSBURG TO COLUMBUS—WEST

Miles from Greensburg.	STATIONS	FIRST CLASS					SECOND CLASS				
		327					301				
		PASSENGER					MIXED				
		Daily Ex. Sunday					Daily Ex. Sunday				
	GREENSBURG..DN	PM 5.20					AM 9.10				
1.4	C. H. & G. Jct.....	5.25					9.15				
3.8	Ewington.....	f 5.30					f 9.25				
7.8	Burney.....D	s 5.37 ³¹⁸					s 9.42				
11.9	Rugby.....D	s 5.45					s 9.58				
14.6	Hope.....D	s 5.52					s 10.13				
18.5	Nortonburg.....	f 6.00					f 10.25				
21.5	Lambert.....	f 6.05					f 10.35				
25.9	COLUMBUS.....D	PM 6.20					AM 11.00				

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				
	FAIRLAND.....DN	AM 9.45	PM 4.20				AM 8.45				
3.4	Boggs town.....	s 9.55	s 4.30				s 8.55				
7.0	Needham.....	s 10.05	s 4.40				s 9.05				
12.5	Franklin.....D	s 10.25	s 4.55				9.25				
17.4	Branch.....	10.35	f 5.05				AM				
19.7	Trafalgar.....	s 10.50	s 5.12								
21.8	Samaria.....	s 10.55	s 5.17								
26.5	Morgantown.....D	s 11.15	s 5.30								
29.0	Williams Crossing...	f 11.21	f 5.35								
31.9	Mahalasville.....	s 11.27	s 5.41								
34.5	Taggart.....	f 11.33	f 5.47								
38.0	MARTINSVILLE..D	AM 11.45	PM 6.00								

LAWRENCEBURG JCT. TO AURORA—WEST—Continued

15

Miles from Cincinnati.	STATIONS	SECOND CLASS							
		227	217	231	233				
		CONNECTION FROM NO. 27	CONNECTION FROM NO. 16	THROUGH AND CON. FROM NO. 14	CONNECTION FROM NO. 14.				
		Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sat. and Sun.	Saturday Only				
22.3	LAWRENCEBURG JCT..DN	PM 3.35	PM 5.33	PM 6.32	PM 6.32				
22.8	Hardentown.....	f 3.36	f 5.34	f 6.33	f 6.33				
24.8	Dearborn.....	3.41	5.39	6.38	6.38				
25.0	Lawrenceburg.....	s 3.42	s 5.40	s 6.39	s 6.39				
28.9	AURORA.....D	PM 3.55	PM 5.50	PM 6.49	PM 6.49				

AURORA TO LAWRENCEBURG JCT.—EAST—Continued

Miles from Aurora.	STATIONS	SECOND CLASS				THIRD CLASS			
		216	204			208	212	218	214
		CONNECTION FOR NOS. 16-14	ENGINE FOR NO. 233			ENGINE FROM NO. 217	ENGINE FROM NO. 231	ENGINE FROM NO. 225	ENGINE FROM NO. 233
		Daily Ex. Sunday	Saturday Only			Daily Ex. Sat. & Sun.	Daily Ex. Sat. & Sun.	Saturday Only	Saturday Only
	AURORA.....D	PM 5.05	PM 6.00			PM 5.55	PM 6.50	PM 1.41	PM 6.50
3.9	Lawrenceburg.....	s 5.15	6.12			6.10	7.00	1.51	7.00
4.1	Dearborn.....	5.16	6.13			PM	PM	PM	PM
6.1	Hardentown.....	f 5.23	6.20						
6.6	LAWRENCEBURG JCT..DN	PM 5.25	PM 6.25						

COLUMBUS TO GREENSBURG—EAST

Miles from Columbus.	STATIONS	FIRST CLASS				SECOND CLASS			
		336				318			
		PASSENGER				MIXED			
		Daily Ex. Sunday				Daily Ex. Sunday			
	COLUMBUS.....D	AM 7.40				PM 3.45			
4.4	Lambert.....	f 7.53				f 4.00			
7.4	Nortonburg.....	f 7.58				f 4.10			
11.3	Hope.....	s 8.07				s 4.40			
14.0	Rugby.....D	s 8.12				s 5.00			
18.1	Burney.....D	s 8.21				s 5.37 ³²⁷			
22.1	Ewington.....	f 8.28				f 5.50			
24.5	C. H. & G. Jct.....	8.35				6.00			
25.9	GREENSBURG..DN	AM 8.40				PM 6.30			

MARTINSVILLE TO FAIRLAND—EAST

Miles from Martinsville.	STATIONS	SECOND CLASS				FOURTH CLASS			
		436	414			470			
		MIXED	MIXED			FRANKLIN FREIGHT			
		Daily Ex. Sunday	Daily Ex. Sunday			Daily Ex. Sunday			
	MARTINSVILLE..D	AM 6.00	PM 2.00						
3.5	Taggart.....	f 6.10	f 2.10						
6.1	Mahalasville.....	s 6.16	s 2.16						
9.0	Williams Crossing...	f 6.22	f 2.22						
11.5	Morgantown.....D	s 6.28	s 2.29						
16.2	Samaria.....	s 6.43	s 2.49						
18.3	Trafalgar.....	s 6.55	s 3.03						
20.6	Branch.....	f 7.01	f 3.10						
25.5	Franklin.....D	s 7.15	s 3.25			AM 10.45			
31.0	Needham.....	s 7.27	s 3.37			s 11.10			
34.6	Boggstown.....	s 7.36	s 3.47			s 11.25			
38.0	FAIRLAND.....DN	AM 7.50	PM 4.05			AM 11.40			

VALLEY JCT. TO HAGERSTOWN—WEST

Miles from Cincinnati.	STATIONS	SECOND CLASS								THIRD CLASS	FOURTH CLASS
		123	125	129	139					177	189
		COMMUTER	COMMUTER	COMMUTER	COMMUTER					MUNCIE FREIGHT	LOCAL FREIGHT
		Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Sunday Only					Daily Ex. Sunday	Daily Ex. Sunday
		AM	PM	PM	PM					PM	AM
.....	CINCINNATI...DN	7.50	3.50	6.20	6.30						
17.7	Valley Jct.DN	s 8.30	s 4.37 ¹²⁶	s 7.10	s 7.10					10.20	s 6.00
19.7	White Water Park..	8.35	4.42	f 7.15	7.14					10.28	6.05
21.1	Fort Cass.....f	8.37	f 4.45	f 7.18	f 7.16						
22.5	Simonson.....	8.40	4.48	f 7.20	7.19					10.38	6.13
23.9	Landon.....			f 7.23							
25.4	HARRISON.....D	s 8.48	s 4.57	s 7.27	s 7.25					10.50	s 6.40
28.8	Longnecker.....f	8.56	f 5.05	f 7.34	f 7.32					11.05	f 6.50
31.9	New Trenton.....D	s 9.04	s 5.13	s 7.42	s 7.39					11.17	f 7.02
33.6	Ashby.....f	9.08	f 5.16	f 7.45	f 7.42					11.23	f 7.32 ¹²²
36.7	Cedar Grove.....D	s 9.16	s 5.23	s 7.53	s 7.49					11.35	f 7.42
37.8	Oakwood Country Club...	f 9.18	f 5.25	f 7.55	f 7.51						f 7.45
39.9	Moundhaven	f 9.21	f 5.28	f 7.57	f 7.54						f 7.50
41.6	Magnesia Springs...	f 9.23	f 5.30	f 8.00	f 7.57						
43.6	BROOKVILLE...D	s 9.38	s 5.38	8.05	s 8.08					11.59	s 8.30
46.9	Yellow Bank.....f	9.46	f 5.45	PM	f 8.17					12.14 ^{AM}	f 8.50
51.9	Metamora.....D	s 9.56	s 5.54		s 8.27					12.33	s 9.10
52.6	Leonard.....	9.58	5.56		8.29					12.37	9.25
54.1	Valley View.....f	10.00	f 5.58		f 8.31						f 9.30
57.7	Laurel.....D	s 10.10 ¹⁸⁸	s 6.08		s 8.40					12.53	s 9.55 ¹⁸⁸
61.0	Bide-a-Wee.....f	10.18	f 6.16		f 8.49						f 10.04
61.8	Alpine.....	s 10.20	s 6.18		s 8.51					1.10	f 10.09
63.9	Nulltown.....	s 10.25 ¹⁸⁹	s 6.24		s 8.57					1.30 ¹⁷⁶	f 10.25 ¹²³
68.5	CONNERSVILLE.D	10.35	6.35		9.10					2.00	s 11.25
71.4	Huber.....	AM	PM		PM					2.10	f 11.35
74.1	Beeson.....D									2.35	s 11.45
78.8	Milton.....									AM	s 12.05 ^{PM}
81.0	Cambridge City...D										s 12.20
87.7	HAGERSTOWN...D										12.45 ^{PM}

KANKAKEE & SENECA RAILWAY

KANKAKEE TO SENECA—WEST

Miles from Kankakee.	STATIONS	FIRST CLASS			SECOND CLASS		
		543	515		599		
		MIXED	MIXED		FREIGHT		
		Daily Ex. Sunday	Daily Ex. Sunday		Sunday Only		
		AM	PM		AM		
.....	KANKAKEE...DN	7.00	4.00		7.00		
10.6	Bonfield.....D	s 7.30	s 4.30		7.25		
13.8	Frielings.....f	7.45	f 4.45		7.35		
17.9	Essex.....D	s 8.45 ⁵¹⁶	s 5.00		7.50		
22.7	Coster.....D	s 9.00	s 5.20		8.30		
23.8	Gardner.....D	s 9.10	s 5.25		8.40		
27.8	Booth.....f	9.20	f 5.30				
29.6	Uma.....						
30.8	Mazon.....D	s 9.35	s 5.37		9.10		
35.3	Wauponsee.....D	s 9.45	s 5.47		9.20		
37.9	Langham.....f	9.55	f 5.53		9.30		
41.9	Draw Bridge (I. & M. Canal)						
42.5	SENECA.....D	10.15	6.30		9.50		
		AM	PM		AM		

HAGERSTOWN TO VALLEY JCT.—EAST

17

Miles from Hagerstown.	STATIONS	SECOND CLASS								THIRD CLASS	FOURTH CLASS
		124	122	126	130					176	188
		COMMUTER	COMMUTER	COMMUTER	COMMUTER					MUNCIE FREIGHT	LOCAL FREIGHT
		Daily Ex.Sunday	Daily Ex.Sunday	Daily Ex.Sunday	Sunday Only					Daily Ex.Sunday	Daily Ex.Sunday
	HAGERSTOWN ...D										AM
6.7	Cambridge City...D										6.30
8.9	Milton.....										s 6.55
13.6	Beeson.....D									PM	s 7.05
16.3	Huber.....									11.50	s 7.23
19.2	CONNERSVILLE ...D		AM 6.15	PM 2.45	AM 8.00					11.55	f 7.30
										12.45 AM	s 9.00
23.8	Nulltown.....		s 6.24	s 2.54	f 8.10					1.30 ¹⁷⁷	f 9.20
25.9	Alpine.....		s 6.28	s 2.58	s 8.15					1.35	f 9.30
26.7	Bide-a-Wee.....		f 6.29	f 2.59	f 8.16						f 9.35
30.0	Laurel.....D		s 6.37	s 3.07	s 8.24					1.50	s 9.55 ¹⁸⁰
33.6	Valley View.....		f 6.44	f 3.14	f 8.32						f 10.20 ¹²³
35.1	Leonard.....		6.46	3.16	8.34					2.00	10.25
35.8	Metamora.....D		s 6.48	s 3.18	s 8.36					2.03	s 10.30
40.8	Yellow Bank.....	AM	f 6.58	f 3.28	f 8.46					2.18	f 10.42
44.1	BROOKVILLE ...D	5.00	s 7.08	s 3.38	s 8.56					2.55	s 11.50
46.1	Magnesia Springs..	f 5.03	f 7.13	f 3.41	f 8.59						
47.8	Moundhaven.....	f 5.07	f 7.17	f 3.45	f 9.04						f 11.58
49.9	Oakwood Country Club..	f 5.09	f 7.20	f 3.51	f 9.08						f 12.03 PM
51.0	Cedar Grove.....D	s 5.12	s 7.24	s 3.54	s 9.12					3.15	f 12.08
54.1	Ashby.....	f 5.18	f 7.32 ¹⁸⁹	f 4.01	f 9.19					3.25	f 12.19
55.8	New Trenton.....D	s 5.21	s 7.36	s 4.05	s 9.24					3.30	f 12.27
58.9	Longnecker.....	f 5.28	f 7.44	f 4.13	f 9.32					3.37	f 12.38
62.3	HARRISOND	s 5.35	s 7.54	s 4.23	s 9.42					3.55	s 1.00
63.8	Landon.....	f 5.38									
65.2	Simonson.....	f 5.41	8.00	4.28	9.48					4.00	1.07
66.6	Fort Cass.....	f 5.43	f 8.03	f 4.30	f 9.51						
68.0	White Water Park..	f 5.45	8.06	4.32	9.54					4.10	1.15
70.0	Valley Jct.....DN	s 5.50	s 8.11	s 4.37 ¹²⁵	s 10.00					4.30	1.20
87.7	CINCINNATI ...DN	6.35	9.00	5.30	10.40					AM	PM

KANKAKEE & SENECA RAILWAY

SENECA TO KANKAKEE—EAST

Miles from Seneca.	STATIONS	FIRST CLASS			SECOND CLASS	THIRD CLASS		
		516			534	598		
		MIXED			MIXED	FREIGHT		
		Daily Ex.Sunday			Daily Ex.Sunday	Sunday Only		
	SENECAD	AM 7.00			AM 11.15	AM 10.30		
0.6	Draw Bridge (I. & M. Canal)							
4.6	Langham.....	f 7.10			f 11.27	10.50		
7.2	Wauponsee.....D	s 7.17			s 11.35	10.58		
11.7	Mazon.....D	s 7.27			s 11.55	11.15		
12.9	Uma.....							
14.7	Booth.....	f 7.33			f 12.05 PM			
18.7	Gardner.....D	s 7.41			s 12.20	11.40		
19.8	Coster.....D	s 8.10			s 12.40	12.10 PM		
24.6	Essex.....D	s 8.45 ⁵⁴³			s 1.05	12.25		
28.7	Frielings.....	f 9.00			f 1.15	12.35		
31.9	Bonfield.....D	s 9.15			s 1.30	12.45		
42.5	KANKAKEEDN	10.00			2.30	1.30		
		AM			PM	PM		

35. When caution-signal is displayed on a distant signal it indicates, not only that trains must proceed with caution to the home signal, but that switches between distant and home signals may be open or out of order, and trains and engines must be governed accordingly, notwithstanding the home signal may be seen to be clear.

36. The whistle signal prescribed in Rule 14 (m) must be sounded approaching all curves by all engines, except on regular passenger trains and except in city or town limits or suburban districts.

The whistle signal prescribed in Rule 14(1) must be sounded approaching all curves by all engines running against the current of traffic as warning signal to section men.

37. Trainmen must, as far as practicable, protect the use of crossings while trains are cut, selecting the most important when they cannot protect all.

38. Trains will stop on signal as follows:

Nos. 1 and 29 at Mill Creek yard office, Round House, Riverside and Shops to receive or discharge company employees or supplies.

No. 1 at Sekitan and London to receive or discharge fragile Parcel Post matter.

No. 15 at Valley Jet. to receive passengers from White Water division for time-table stops west of Lawrenceburg Jct.; and on Sunday at Raub, Iroquois, Donovan, Beaverville and Aroma Park to receive or discharge passengers.

No. 19 at Fairland to discharge passengers for F. F. & M. branch.

No. 27 at McCoy to discharge passengers from Cincinnati.

No. 125 at Mill Creek on Saturday only to receive company employees.

No. 129 at Arden, to receive or discharge passengers; and at Mill Creek yard office, Storrs, Round House and Riverside to receive or discharge company employees or supplies.

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

Nos. 225 and 230 at Mill Creek yard office to receive or discharge company employees.

No. 231 at Mill Creek yard office and Riverside roundhouse to receive company employees.

No. 36 at Shops and Riverside to receive or discharge company employees or supplies.

No. 16 at Aroma Park, Raub and Swanington to discharge passengers from or via Kankakee, or to receive passengers for or via Lafayette; at Sheff to receive passengers from points on N. Y. C. R. R., and on Sunday at Aroma Park and Raub to receive or discharge passengers.

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. 18 at Lawrenceburg Jct. to discharge passengers holding tickets for Lawrenceburg or Aurora, from Indianapolis or points beyond.

No. 124 at Arden, to receive or discharge passengers; and at Riverside, Round House, Storrs and Mill Creek yard office, to receive or discharge company employees or supplies.

Nos. 122 and 130 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; and at Riverside to receive or discharge company employees or supplies.

39. Trains will stop as follows:

Nos. 2, 3, 4 and 5 at Montmorenci and Otterbein to receive or discharge passengers.

Nos. 2 and 3 at the plant of the Indiana Condensed Milk Company, Lebanon, to load milk or unload empty milk cans.

40. 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;

Nos. 301 and 318 on C. H. & G. branch.

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

Nos. 516, 515, 513 and 534 on K. & S. Railway.

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. Agent at Brookville will notify Conductors when East bound trains are to stop.

41. No. 46 will reduce speed to fifteen (15) miles per hour at Batesville to discharge mail.

Nos. 35 and 46 will reduce speed to fifteen (15) miles per hour at Sheldon to discharge mail.

Nos. 1, 29 and 27 will reduce speed passing yardmaster's office at Hill, to receive company mail.

42. At Oklahoma crossing, Cincinnati, target vertical for C. C. C. & St. L.; diagonal for Oklahoma; horizontal, stop. P. C. C. & St. L. crossing, Franklin, semaphore normal position against C. C. C. & St. L., to be operated by C. C. C. & St. L. trainmen. Belt crossing, KD, target horizontal for C. C. C. & St. L. Central Indiana crossing, Lebanon, target vertical for C. C. C. & St. L.; normal position for C. C. C. & St. L., to be operated by Central Indiana trainmen. N. Y. C. R. R. crossing, Kankakee, target diagonal for K. & S., 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.

43. The indication of signal aspect as per figures 21 and 22, page 159 of Book of Rules is modified to read as follows: Proceed with caution and at low speed via desired route, prepared to stop short of any obstruction and expecting to find the track occupied or unsafe.

44. The indication of signal aspect, as per figure 30, page 160 of the Book of Rules, is modified to read as follows:

Distant Switch Signal: Indication—Proceed, switch closed, (or) Distant Interlocking or Block Signal: Indication—Proceed, next signal clear or at caution.

45. Rule No. 11 of the Book of Rules is modified as follows: A burning fusee on or near the track must be regarded as a stop signal. After stopping, trains or engines may proceed, prepared to stop short of any obstruction, to next block signal; providing that the fusee must be extinguished before being passed and another lighted and dropped in the rear.

46. Firemen must not handle engines unless the engineman is on the engine, except in case of engineman disabled, or other extreme emergency.

47. When a passenger train has started from any station (terminal or intermediate) trainmen must not, under any circumstances, attempt to stop the train to permit or encourage any passenger or person to get aboard. On the contrary they must take action to prevent such persons or passengers from trying to get aboard moving trains, not using force, but by warning, advising and telling them to keep off.

G. E. HOWELL,
Trainmaster-East.

D. F. SCHAFF,
Superintendent.

G. W. SEARS,
Trainmaster-West.

E. G. ALEXANDER,
Chief Dispatcher.

F. L. ELLIOTT,
Night Chief Dispatcher.

J. J. HACKETT,
Acting Superintendent Cincinnati Terminal Division.

F. N. REYNOLDS,
Superintendent Indianapolis Terminal Division.

SPEED TABLE

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

Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.	Time per Mile.	Miles per Hour.
0 min. 36 sec.	100.00	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	3 min. 18 sec.	18.18
0 " 37 "	97.30	1 " 31 "	39.56	2 " 25 "	24.83	3 " 19 "	18.09
0 " 38 "	94.74	1 " 32 "	39.13	2 " 26 "	24.66	3 " 20 "	18.00
0 " 39 "	92.31	1 " 33 "	38.71	2 " 27 "	24.49	3 " 21 "	17.91
0 " 40 "	90.00	1 " 34 "	38.30	2 " 28 "	24.32	3 " 22 "	17.82
0 " 41 "	87.80	1 " 35 "	37.89	2 " 29 "	24.16	3 " 23 "	17.73
0 " 42 "	85.71	1 " 36 "	37.50	2 " 30 "	24.00	3 " 24 "	17.65
0 " 43 "	83.72	1 " 37 "	37.11	2 " 31 "	23.84	3 " 25 "	17.56
0 " 44 "	81.82	1 " 38 "	36.73	2 " 32 "	23.68	3 " 26 "	17.48
0 " 45 "	80.00	1 " 39 "	36.36	2 " 33 "	23.53	3 " 27 "	17.39
0 " 46 "	78.26	1 " 40 "	36.00	2 " 34 "	23.38	3 " 28 "	17.31
0 " 47 "	76.60	1 " 41 "	35.64	2 " 35 "	23.23	3 " 29 "	17.22
0 " 48 "	75.00	1 " 42 "	35.29	2 " 36 "	23.08	3 " 30 "	17.14
0 " 49 "	73.47	1 " 43 "	34.95	2 " 37 "	22.93	3 " 31 "	17.06
0 " 50 "	72.00	1 " 44 "	34.62	2 " 38 "	22.78	3 " 32 "	16.98
0 " 51 "	70.59	1 " 45 "	34.29	2 " 39 "	22.64	3 " 33 "	16.90
0 " 52 "	69.23	1 " 46 "	33.96	2 " 40 "	22.50	3 " 34 "	16.82
0 " 53 "	67.92	1 " 47 "	33.64	2 " 41 "	22.36	3 " 35 "	16.74
0 " 54 "	66.67	1 " 48 "	33.33	2 " 42 "	22.22	3 " 36 "	16.67
0 " 55 "	65.45	1 " 49 "	33.03	2 " 43 "	22.08	3 " 37 "	16.59
0 " 56 "	64.29	1 " 50 "	32.73	2 " 44 "	21.95	3 " 38 "	16.51
0 " 57 "	63.16	1 " 51 "	32.43	2 " 45 "	21.82	3 " 39 "	16.44
0 " 58 "	62.07	1 " 52 "	32.14	2 " 46 "	21.69	3 " 40 "	16.36
0 " 59 "	61.02	1 " 53 "	31.86	2 " 47 "	21.56	3 " 41 "	16.29
1 " 0 "	60.00	1 " 54 "	31.58	2 " 48 "	21.43	3 " 42 "	16.22
1 " 1 "	59.02	1 " 55 "	31.30	2 " 49 "	21.30	3 " 43 "	16.14
1 " 2 "	58.06	1 " 56 "	31.03	2 " 50 "	21.18	3 " 44 "	16.07
1 " 3 "	57.14	1 " 57 "	30.77	2 " 51 "	21.05	3 " 45 "	16.00
1 " 4 "	56.25	1 " 58 "	30.51	2 " 52 "	20.93	3 " 46 "	15.93
1 " 5 "	55.38	1 " 59 "	30.25	2 " 53 "	20.81	3 " 47 "	15.86
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		

