

H.C. EKSTROM

SECURITY IS EARNED BY
SAFE WORK HABITS

ALERTNESS NEUTRALIZES
HAZARDS

FORESIGHT ASSURES FREEDOM
FROM DANGER

EFFICIENCY AND SAFETY
ARE RELATED

TRUST IS THE REWARD FOR
WORKING SAFELY

YOUR MOST VALUABLE
INSURANCE IS SAFETY



PENN CENTRAL
TRANSPORTATION COMPANY

* * *

SOUTHERN REGION

* * *

CINCINNATI DIVISION
COLUMBUS DIVISION
SOUTHWEST DIVISION

* * *

TIMETABLE No. 5

* * *

In effect { 11:01 A.M. Eastern Standard Time,
 { 12:01 A.M. Central Standard Time.
 Sunday, November 14, 1971

* * *

FOR THE GOVERNMENT OF EMPLOYEES ONLY

SOUTHERN REGION

KNOW YOUR TIMETABLE

TIMETABLE—The authority for the movement of regular trains subject to the Rules. It contains classified schedules with **SPECIAL INSTRUCTIONS** relating to the movement of trains and engines.

Special Instructions relative to the Rules For Conducting Transportation are numbered in the current Timetable as follows:

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

Special Instructions referring to Rules 1 through 829 have the "key figure" 1000 added to the Rule.

EXAMPLES:

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

There is a gap between Rule 152 and Rule 200 in the Rules for Conducting Transportation. Certain of the missing numbers are therefore, assigned to the following operations and given **SPECIAL INSTRUCTION NUMBERS** as shown below:

| | | |
|------|-----------------------------------|------|
| 154— | Psgr. Train Operation..... | 1154 |
| 155— | Freight Train Operation..... | 1155 |
| 156— | Freight & Psgr. Operation..... | 1156 |
| 157— | Speeds—Maximum & Various..... | 1157 |
| 160— | Engine & Equip. Restrictions..... | 1160 |

This numbering scheme provides a ready reference to Rules made effective by **TIMETABLE SPECIAL INSTRUCTIONS**.

(Sou. Regn. G.O. No. 514 Eff. 9-1-72)

(Detach this page and paste inside front cover of your Timetable for guide in locating Special Instructions.)



PENN CENTRAL TRANSPORTATION COMPANY

* * *

SOUTHERN REGION

* * *

CINCINNATI DIVISION
COLUMBUS DIVISION
SOUTHWEST DIVISION

* * *

TIMETABLE No. 5

* * *

FOR THE GOVERNMENT OF EMPLOYEES ONLY

(Paste over bottom of Title Page—page one—Timetable No. 5)

J. E. MARTIN
General Manager

C. G. YUND
Superintendent—
Operations

Division Superintendents: Divisions:

J. M. LeGATES
L. A. BAGGERLY
K. F. KALSOW

CINCINNATI
COLUMBUS
SOUTHWEST

(Southern Region G.O. No. 511, eff. 6-1-72)

INDEX

| | |
|--|-------|
| List of Stations, Block Stations, Block Limit Stations, Interlockings, Distances, Sidings, etc. | 5-39 |
| Schedule Pages | 40-44 |
| Ticket Offices Open for Sale of Tickets | 45 |

SPECIAL INSTRUCTIONS

A

| | |
|-------------------------------|-----|
| Air Brakes | 120 |
| Automatic Block Signal System | 209 |
| Automatic Interlocking | 211 |

B

| | |
|---|-------|
| Bulletin Boards and Books, Train Register, and Standard Clocks | 61-63 |
|---|-------|

C

| | |
|--------------------|---------|
| Cab Signal System | 209-210 |
| Clearing of Trains | 67-68 |

D

| | |
|-----------------------------|-------|
| Diesel Equipment | 120 |
| Distances | 5-39 |
| Dragging Equipment Detector | 65-66 |

E

| | |
|--|------------------|
| Employees Permitted to Ride on Engines | 46 |
| Employees Register | 61-63 |
| Engine Whistle or Horn Signals | 58 |
| Engine and Special Load Restrictions | 154-174, 188-189 |
| Equipment Restrictions (All Divisions) | 175-185 |

F

| | |
|---|---------|
| Facing Hand-Operated Switches Connected with Manual Block Signal | 205 |
| Freight and Passenger Train Operation (All Divisions) | 125 |
| Freight Train Operation (All Divisions) | 120-125 |
| Fuses and Torpedoes | 59 |

G

| | |
|----------------|--------|
| General Orders | 61-223 |
| General Rules | 46 |

H

| | |
|---|---------|
| Hand-Operated Switches where Trains and Engines Must not Clear | 206-208 |
| Highway Crossing Protection | 77-103 |
| Hospitals | 54-57 |
| Hot Box Detector | 64 |

I

| | |
|--------------------------------|---------|
| Interlocking | 210-211 |
| Intermediate Train Brake Tests | 125 |

L

| | |
|------------------------|----|
| Letters and Characters | 58 |
|------------------------|----|

M

Maps—

| | |
|--|---------|
| Cincinnati Division | 220 |
| Columbus Division | 221 |
| Southwest Division | 222 |
| Maximum Speeds (General—All Divisions) | 134-139 |

Maximum Speeds—

Cincinnati Division

| | |
|--|---------|
| Passenger Trains and Freight Trains | 127-128 |
| Wreck Trains and Work Trains | 135 |
| Curves, Bridges, Etc. | 141-142 |
| Turnouts | 140 |
| Secondary Tracks, Running Tracks and Sidings | 151 |

Columbus Division

| | |
|--|---------|
| Passenger Trains and Freight Trains | 129-130 |
| Wreck Trains and Work Trains | 136 |
| Turnouts | 140 |
| Curves, Bridges, Etc. | 143-145 |
| Secondary Tracks, Running Tracks and Sidings | 151 |

Southwest Division

| | |
|---|--------------|
| Passenger Trains and Freight Trains | 131-133 |
| Wreck Trains and Work Trains | 137-138 |
| Turnouts | 140 |
| Curves, Bridges, Etc. | 145-148 |
| Secondary Tracks, Running Tracks and Sidings | 152-153 |
| Maximum Speeds Engines (All Divisions) | 134-149, 150 |
| Medical Officers, Surgeons and Oculists | 47-54 |
| Movement of Trains | 67 |
| Movement of Trains by Timetable and Train Order Only | 68 |
| Movement Against Current of Traffic Without Train Orders | 112 |

N

| | |
|---|---------|
| Non-Interlocked Railroad Crossings at Grade | 72-76 |
| Normal Position of Switches and Crossovers | 104-105 |

O

| | |
|---|-----|
| Operating Rules | 58 |
| Operating of Pusher Engines—State of Ohio | 125 |
| Operators in Charge of Main Track Hand-Operated Switches | 106 |
| Operating Against Current of Traffic | 134 |

P

| | |
|---------------------------|--------|
| Passenger Train Operation | 119 |
| Public Crossings at Grade | 77-103 |

Q

Qualifications..... 217

R

Running Tracks..... 116-118

S

| | |
|---|-------------------|
| Safety Calendar..... | 218-219 |
| Secondary Tracks of Assigned Direction..... | 113 |
| Secondary Tracks of No Assigned Direction..... | 113-115 |
| Semi-Automatic Switches..... | 107 |
| Signal Rules..... | 192 |
| Cincinnati Division..... | 193-194 |
| Columbus Division..... | 195 |
| Southwest Division..... | 196-197 |
| Signal Aspects not in Conformity with Typical Aspects (All Divisions)..... | 197-204 |
| Special Instructions..... | 46-219 |
| Speed Table..... | 126 |
| Speeds of Engines, Special Equipment and Certain Trains..... | 135, 139-149, 150 |
| Spring Switches Located..... | 106-107 |
| Standard Clocks..... | 61-63 |
| Standard Time..... | 58 |
| Superiority of Trains..... | 60 |
| Switch Tenders other than PC Employees, Etc..... | 105 |
| Switch Tenders in Charge of Yard Switches..... | 105 |

T

| | |
|--|---------|
| Take Siding Signal..... | 202-204 |
| Telephone-Radio..... | 212-213 |
| Testing Sections—Other than Terminals..... | 209 |
| Torpedo Placing Machine..... | 59 |
| Track Assignments | |
| Single Track..... | 108-109 |
| Two or More Tracks..... | 110-111 |
| Train Dispatchers..... | 190-191 |
| Train Order Signals..... | 192 |

U

| | |
|-------------------------------|----|
| Uniforms..... | 46 |
| Use of Signals (General)..... | 59 |

W

| | |
|------------------------|---------|
| Wrecking Derricks..... | 185-187 |
|------------------------|---------|

Y

| | |
|------------------|-------|
| Yard Limits..... | 68-71 |
|------------------|-------|

NOTE—Applies on Pages 5 to 39 inclusive:

Rule 221-A in effect at all Train Order offices unless otherwise indicated:

- B** Indicates **Rule 221-B** in effect.
- C** Indicates **Rule 221-C** in effect.
- K** Indicates controlled by.
- O** Indicates automatic interlocking.
- P** Indicates in service part-time.
- R** Indicates remote controlled from.
- S** Indicates control station at other than dispatcher's office.
- X** Indicates in service continuously.
- ★ Indicates Road Radio channel 1.
- ◆ Indicates Road Radio channel 2.

Holidays: New Years, Memorial, Independence, Labor, Thanksgiving, Christmas Days.

MAIN LINE—PITTSBURGH TO COLUMBUS

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block-Limit Station | STATIONS | Distance from Pittsburgh | Capacity of Sidings based on 50 ft. Cars | | | Note |
|--------------|----------------------|------------------------------------|---------------------|---|--------------------------|--|------|------|------|
| | | | | | | East | West | Both | |
| X | X | X★ | | PITTSBURGH (Cen. Reg.)..... | 0.0 | | | | |
| | | | | UHRICH (B.&O. Crossing)..... | 91.9 | | | | |
| | | | | DIVISION POST (Cols. Div.- | | | | | |
| | | | | Sou. Reg.)..... | 92.3 | | | | |
| | | | | GNADENHUTTEN..... | 97.0 | | | | |
| | | | | PORT WASHINGTON..... | 101.6 | | | | |
| | | | | NEWCOMERSTOWN..... | 108.1 | | | | |
| | | | | TOWN (Dover Sec. Crossing)..... | 108.2 | | | | |
| X | X | X★ | | EAST TUSCA..... | 109.8 | | | | |
| X | | | | WEST TUSCA..... | 111.8 | 187 | | | |
| X | | | | WEST LAFAYETTE..... | 115.6 | | | | |
| X | X | X★ | | MORGAN RUN (N.&W. Crossing)..... | 118.1 | | 318 | | |
| X | | | | WALLY R-Morgan Run..... | 121.8 | | | | |
| | | | | COSHOCOTON..... | 122.2 | | | | |
| | | | | CLOW R-Morgan Run..... | 124.5 | | | | 1-3 |
| | | | | TYNDALL..... | 127.0 | | | | |
| | | | | ARO R-Bricker..... | 134.1 | | | | 2-3 |
| | | | | TRINWAY..... | 136.0 | 243 | | | |
| X | X | X★ | | FRAZEYSBURG..... | 141.7 | | | | |
| X | | | | BRICKER..... | 142.8 | 193 | 194 | | |
| | | | | BLACK RUN R-Bricker..... | 144.8 | | | | |
| | | | | HANOVER..... | 149.6 | | | | |
| | | | | LICKING..... | 155.1 | 139 | 184 | | |
| | | | | LAKE ERIE CROSSING (B.&O.)..... | 157.4 | | | | |
| | | | | FIRST STREET..... | 157.5 | | | | |
| | | | | NEWARK..... | 157.8 | | | | |
| X | X | X★ | | ND CABIN..... | 158.0 | | | | |
| | | | | HEATH (East. Br. Crossing)..... | 161.9 | 76 | | | |
| | | | | OUTVILLE..... | 169.2 | | 77 | | |
| X | X | X★ | | SUMMIT..... | 177.4 | 76 | 140 | | |
| X | X | X | | PORT COLUMBUS R-E Cols. | 184.0 | | | | |
| X | X | X | | EAST COLUMBUS | | | | | |
| | | | | (E. Cols. Br. Crossing)..... | 186.1 | | 75 | | |
| X | X | X★ | | ALUM CREEK..... | 187.7 | | | | |
| | | | | CLEVELAND AVE..... | 190.2 | | | | |
| | | | | U. S. TOWER..... | 190.4 | | | | |
| | | | | NEILSTON..... | 190.5 | | | | |
| | | | | COLUMBUS | | | | | |
| | | | | (Union Depot Co.)..... | 190.7 | | | | |
| | | | | The direction from Pittsburgh to Columbus is westward. | | | | | |

NOTE

- 1. CLOW in service for eastward movements on No. 1 track only.
- 2. ARO in service for westward movements on No. 2 track only.
- 3. Remote Block Station—not a Train Order office.

MAIN LINE—COLUMBUS TO INDIANAPOLIS

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block-Limit Station | STATIONS | Distance from Columbus | Capacity of Sidings based on 50 ft. Cars | Note |
|--------------|----------------------|------------------------------------|---------------------|--|------------------------|--|------|
| | | | | | East | West | Both |
| | | | | COLUMBUS (Columbus Union Depot) | 0.0 | | |
| X | X | X | * | HIGH STREET (M. L. Cols. to New Paris) | 0.1 | | |
| X | X | * | | WATER STREET R-High St. | 0.4 | | |
| X | X | | | SCIOTO (C.O. & Western Branch Crossing) | 0.9 | | |
| X | X | | | B.&O. CROSSING (B.&O. Crossing) | 1.9 | | |
| X | | | | MIAMI CROSSING (Camp Chase Sec. Trk. Conn.) | 3.4 | | |
| X | | | | EAST ALTON R-Buckeye | 6.7 | | |
| X | | | | NORTH ALTON (via Buckeye Yd. Leads) | 7.2 | | |
| X | | | | ALTON R-Buckeye | 8.2 | 136 | 118 |
| X | | | | WEST ALTON | 9.5 | | |
| X | | | | DIVISION POST (Cinn. Div.) | 9.6 | | |
| X | | | | WEST JEFFERSON | 14.8 | | |
| X | | | | LONDON (Camp Chase Sec. Trk. Conn.) | 25.0 | 108 | |
| X | X | X | | FLORENCE | 31.2 | | |
| X | X | X | | SO. CHARLESTON (D.T.&I. Crossing) | 36.3 | | 225 |
| X | | | | CHUCK R-Reading Rd. | 38.8 | | |
| X | | | | SELMA | 40.8 | | |
| X | | | | CEDARVILLE | 46.8 | | |
| X | X | X | * | WILBERFORCE | 50.4 | | |
| X | | | | XENIA (C.&X. Br. Conn.) | 54.7 | | |
| | | | | (Distance from Xenia) | ↓ | | |
| | | X | | SHAWNEE R-Xenia | 1.5 | | |
| | | | | TREBEIN | 2.9 | | |
| | | | | ALPHA | 5.3 | | |
| | | | | ZIMMERMAN | 8.0 | | |
| X | | X | | CLEMENT | 12.3 | | |
| X | | | | DUTOIT ST. R-DE | 14.6 | | |
| | | | | (Distance from Cleveland) | ↓ | | |
| X | | | | LONDON R-Reading Rd. | 163.5 | | 104 |
| X | | | | DIVISION POST (Cinn. Div.) | 163.6 | | |
| X | | | | WEST LONDON | 165.6 | | |
| X | | | | PLATTSBURG | 172.3 | | |
| X | | | | CP-175 S-Cold Springs | 175.4 | | 100 |
| X | | | | CP-176 S-Cold Springs | 176.5 | | |
| X | | | | CP-181 S-Cold Springs (D.T.&I. Crossing) | 181.1 | | |
| X | | | | CP-182 S-Cold Springs | 182.2 | | |
| X | | | | SPRINGFIELD | 182.9 | | |
| X | | | | CP-183 S-Cold Springs | 183.0 | | |
| X | | | | CP-183.5 S-Cold Springs | 183.5 | | |
| X | | | | CP-184 S-Cold Springs | 184.8 | | |
| X | X | XC | * | COLD SPRINGS (Bell. Br.) | 188.2 | 81 | 64 |
| X | | | | WEST COLD SPRINGS | 189.3 | | 3 |
| X | | | | ENON | 190.6 | | 3 |
| X | | | | FAIRBORN | 196.7 | 80 | 3 |
| X | | | | WRIGHT No. 2 | 201.9 | | 3 |
| X | X | XC | * | TATES POINT (B.&O. Crossing) | 204.6 | | 3 |
| X | | | | DAYTON YARD | 205.7 | | |
| X | | | | CP-206 S-Tates Point | 206.7 | | |
| | | | | (Distance from Xenia) | ↓ | | |
| X | | | | WAYNE AVENUE JCT. R-DE | 15.4 | | |
| X | X | | | DAYTON (D.U.) | 16.0 | | |
| X | | | | (M. L. Dayton Cinn. Conn.) | 16.0 | | |
| X | | | | MIAMI CITY JCT. R | | | |
| X | | | | WOLF CREEK | 17.7 | | |
| X | | | | STILLWATER | 20.6 | | |
| X | | | | TROTWOOD | 22.2 | | |
| X | | | | E. BROOKVILLE | 28.1 | | |
| X | | | | BROOKVILLE | 28.9 | | 74 |
| X | | | | DODSON | 31.3 | | |
| X | | | | EAST MANCHESTER | 40.7 | | |
| X | | | | WEST MANCHESTER (North Br. Crossing) | 41.7 | | 83 |
| X | | | | ELDORADO | 44.3 | | |
| X | | X | | NEW PARIS (M. L. Bradford to New Paris) R-Glen | 51.7 | | 4 |

(Continued on Next Page)

MAIN LINE—COLUMBUS TO INDIANAPOLIS—Continued

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block-Limit Station | STATIONS | Distance from * | Capacity of Sidings based on 50 ft. Cars | Note |
|--------------|----------------------|------------------------------------|---------------------|---|-----------------|--|------|
| | | | | | East | West | Both |
| | | | | (Distance from Xenia)* | ↓ | | |
| X | | X | | NEW PARIS (M. L. Bradford to New Paris) R-Glen | 51.7 | | 4 |
| | | | | (Distance from Columbus)* (via ↓ Bradford) | | | |
| X | | X | | NEW PARIS—R-Glen | 113.8 | | 191 |
| X | X | X | * | STATE LINE (Ohio—Ind.) | 115.4 | | |
| X | X | X | * | GLEN (Richmond Branch) | 117.4 | | |
| X | X | X | * | RICHMOND | 119.6 | | |
| X | | | | NEWMAN (Richmond Branch), (Newman Sec. Trk. to Fert Wayne Branch) | 119.8 | | |
| X | | | | HILLS | 122.1 | | |
| X | | | | CENTERVILLE | 125.6 | | 1-2 |
| X | | X | | JAX R-Newman | 126.9 | | |
| X | | | | GERMANTOWN | 133.1 | | |
| X | | | | CAMBRIDGE CITY | 134.9 | | |
| X | | | | EAST DUBLIN | 137.0 | | |
| X | | | | DUBLIN | 137.3 | 139 | |
| X | | | | DUBLIN JCT. R-Dunreith | 138.4 | | |
| X | | | | WEST DUBLIN | 138.7 | | |
| X | | | | STRAUGHN | 141.3 | | |
| X | P | P | * | LEWISVILLE | 144.6 | | |
| X | | | | DUNREITH (N.&W. Crossing) | 148.9 | | |
| X | | | | KNIGHTSTOWN | 153.9 | | |
| X | | | | CHARLOTTESVILLE | 158.7 | | |
| X | | | | RILEY | 164.8 | | |
| X | | | | WEST RILEY R-Thorne | 166.3 | 135 | 135 |
| X | | | | GREENFIELD | 167.2 | | |
| X | | | | PHILADELPHIA | 170.9 | | |
| X | | | | GEM | 174.1 | | |
| X | | | | CUMBERLAND | 176.8 | | |
| X | X | X | * | DIVISION POST (Southwest Div.) | 180.5 | | |
| X | | | | THORNE | 180.8 | | |
| X | | | | PINE | 185.3 | | |
| X | X | X | ♦ | I. U. RY INTERLOCKING | 186.8 | | |
| X | | | | INDIANAPOLIS (I. U. RY.) | 186.9 | | |

The direction from Columbus to Indianapolis (via Xenia and via Springfield), is westward.

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

| Station | Hours in Service |
|----------|--|
| Dunreith | 9:00 A.M. to 5:00 P.M. daily except Saturday, Sunday and Holidays. |

NOTE—Train order office other than block stations in service as follows: Dayton (D. U. Railway)—DE; continuously.

NOTE

1. JAX in service for eastward movements on No. 1 track only.
2. Remote Block Station only.
3. PC Mile Posts shown apply to No. 1 eastward track only. No. 2 westward track is measured and marked by EL RY. M.P. from Salamanca, N.Y. as follows:

| | |
|-------------------|-------|
| COLD SPRINGS | 369.6 |
| WEST COLD SPRINGS | 370.4 |
| ENON | 372.0 |
| FAIRBORN | 378.1 |
| WRIGHT No. 2 | 383.3 |
| TATES POINT | 386.1 |

4. Not a Train Order Office.

MAIN LINE—CLEVELAND TO INDIANAPOLIS

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block-Limit Station | STATIONS | Distance from Cleveland | Capacity of Sidings based on 50 ft. Cars | | | Note |
|--------------|----------------------|------------------------------------|---------------------|---|-------------------------|--|------|------|------|
| | | | | | | East | West | Both | |
| X | X | X★ | | CLEVELAND (Lake Region) RE (M. L. Buffalo to Chicago) | 12.5 | | | | |
| | | | | DIVISION POST (Cols. Div.-Sou. Reg.) | 13.2 | | | | |
| | | | | WESTVIEW | 15.7 | | | | |
| | | | | COLUMBIA | 18.1 | | | | |
| | | | | NORTH EATON | 20.7 | | | | |
| | | | | FARM | 22.9 | | | | |
| X | X | XC★ | | GRAFTON (B.&O. Crossing) | 25.4 | | | | |
| | | | | LAGRANGE | 29.5 | | | | |
| | | | | WELLINGTON | 36.5 | | | | |
| X | | | | CP-37 S-Hiles (N.&W. Crossing) | 37.0 | | 84 | | |
| | | | | ROCHESTER | 42.0 | | | | |
| X | X | XC★ | | HILES (A.C.&Y. Crossing) | 46.9 | | | | |
| | | | | NEW LONDON | 47.5 | | | | |
| X | | | | CP-54 S-Hiles (B.&O. Crossing) | 54.5 | | | | |
| | | | | GREENWICH | 54.9 | | | | |
| | | | | SHILOH | 61.2 | | | | |
| X | X | XC★ | | SHELBY (B.&O. Crossing) | 67.2 | 71 | | | |
| X | X | XC★ | | CRESTLINE (M. L. Pgh. to Chicago Crossing) | 75.7 | | | | |
| | | | | GALION YARD | 78.9 | | 104 | | |
| | | | | GALION | 79.8 | | | | |
| | | | | (Dist. fr. Salamanca, N.Y. E.L. RY.) | ↓ | | | | |
| X | X | XC★ | | BURT (E.-L.) (M. L. Burt to Cols.) | 284.0 | | | | 2 |
| | | | | BX SIDING | 284.4 | | | | |
| X | P | PC | | MARTEL (Thurston Sec. Trk. Crossing) | 291.2 | | 119 | | |
| | | | | WEST MARTEL R-Martel | 292.5 | | 79 | | |
| X | | | | CALEDONIA | 293.3 | | 110 | | |
| | | | | SCIOTO | 301.7 | | 75 | | |
| X | X | XC★ | | Q SIDING | 305.3 | | | | |
| | | | | MARION AC (N.&W.-C.&O.-E.L. Crsg.) | 305.0 | | 82 | | 2 |
| | | | | (Dist. fr. Cleve., O., P. C. R.R.) | ↓ | | | | |
| X | X | XC★ | | BURT (E.-L.) (M. L. Burt to Cols.) | 80.3 | | | | 2 |
| | | | | BX SIDING | 80.7 | | | | |
| X | P | PC | | MARTEL (Thurston Sec. Crsg.) | 87.7 | | 121 | | |
| X | | | | WEST MARTEL R-Martel | 89.0 | | | | |
| | | | | CALEDONIA | 91.8 | | | | |
| | | | | SCIOTO | 97.0 | | 55 | | |
| X | X | XC★ | | Q SIDING | 99.8 | | | | |
| | | | | MARION AC (N.&W.-C.&O.-E.L. Crsg.) | 101.5 | 67 | | | 2 |
| | | | | NEW BLOOMINGTON | 110.7 | | | | |
| | | | | LARUE | 114.5 | | 84 | | |
| | | | | MT. VICTORY | 122.2 | | | | |
| X | X | XC★ | | RIDGEWAY (Western Br. Crsg.) | 124.7 | 110 | 84 | | |
| | | | | RUSHSVLVANIA | 131.8 | | | | |
| | | | | TURNER | 137.8 | | | | |
| | | | | BN YARD | 139.4 | | | | 3 |
| | | | | SANDUSKY AVE. | 140.6 | | | | |
| X | | | | BELLEFONTAINE | 140.8 | | | | |
| | | | | BS R-BN (Blftn. Branch) | 140.9 | | | | |
| | | | | DIVISION POST (Southwest Div.) | 141.0 | | | | |
| | | | | DEGRAFF | 150.4 | | | | |
| X | X | XC★ | | MORGAN (D.T.&I. Crossing) | 153.5 | | | | |
| | | | | PEMBERTON | 156.8 | | | | |
| | | | | SIDNEY | 163.7 | | | | |
| | | | | SPAFFORD | 166.2 | | | | |
| | | | | HARDIN | 168.2 | | | | |
| | | | | HOUSTON | 173.4 | | | | |
| | | | | RUSSIA | 177.4 | | | | |
| | | | | VERSAILES | 181.5 | | | | |
| | | | | DAWN | 186.4 | | | | |
| X | X | XC★ | | ANSONIA (Northern Br. Crossing) | 189.7 | 147 | | | |
| | | | | WEST ANSONIA R-Ansonia | 191.2 | | | | |
| | | | | ELROY | 193.4 | | | | |
| X | | | | EAST UNION CITY R-Ansonia | 197.7 | | | | |
| | | | | STATE LINE (Ohio-Ind.) | 198.6 | | | | |
| X | | | | UNION CITY R-Ansonia (M. L. Cols. to Chicago Crossing) | 198.8 | | 84 | | |
| | | | | HARRISVILLE | 202.7 | | | | |

(Continued on Next Page)

MAIN LINE—CLEVELAND TO INDIANAPOLIS—Continued

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block-Limit Station | STATIONS | Distance from Cleveland | Capacity of Sidings based on 50 ft. Cars | | | Note |
|--------------|----------------------|------------------------------------|---------------------|--|-------------------------|--|------|------|------|
| | | | | | | East | West | Both | |
| XO | | | | WINCHESTER (Ft. Wayne Branch Crossing) | 207.9 | | | | |
| | | | | FARMLAND | 215.8 | | | | |
| | | | | PARKER CITY | 219.9 | | | | |
| | | | | SELMA | 223.3 | | | | |
| | | | | REDA | 226.4 | | | | |
| X | X | XC★ | | VANCE (Muncie Yd. Run. Trk. Crossing) | 228.5 | | | | |
| X | X | | | N.&W. CROSSING (N.&W. Crsg.) | 229.5 | | | | |
| | | | | MUNCIE | 229.6 | | | | |
| | | | | HART | 232.7 | 98 | 96 | | |
| | | | | YORKTOWN | 235.3 | 46 | | | |
| | | | | DALEVILLE | 240.0 | | | | |
| | | | | CHESTERFIELD | 242.3 | | | | |
| X | X | XC★ | | GRIDLEY (Rich. Br. Crossing) | 245.7 | | | | |
| X | X | XC | | ANDERSON (Mich. Br. Crossing) | 246.7 | | | 36 | |
| | | | | CP-247 S-Gridley (Mich. Br.) | 247.4 | | | | |
| X | X | | | C.I.R.R. CROSSING | 247.8 | | | | |
| X | X | | | CP-TAFT S-Gridley | 248.3 | | | | |
| | | | | | 250.9 | | | | |
| X | X | XC | | GRIDLEY (Rich. Br. Crossing) | 245.7 | | | | |
| X | | | | CP-MARTIN S-Gridley | 247.2 | | | | |
| X | | | | S. ANDERSON YARD | 247.9 | | | 103 | |
| | | | | CP-TAFT S-Gridley | 250.9 | | | | |
| | | | | PENDLETON | 255.4 | | | | |
| | | | | RALEIGH | 257.3 | | | | |
| | | | | DAVID | 262.3 | | 92 | | |
| | | | | FORTVILLE | 263.1 | | | | |
| | | | | McCORDSVILLE | 268.0 | | | | |
| | | | | OAKLANDON | 269.8 | | | | |
| | | | | POST | 272.7 | | | | |
| X | X | XC♦ | | BELT JUNCTION | 279.1 | | | | |
| X | P | P♦ | | DX (I. U. RY. Crossing) | 280.1 | | | | |
| | | | | MASS. AVE. | 281.9 | | | | |
| X | X | X♦★ | | WASHINGTON ST. I. U. INTERLOCKING (M. L. Cols.-Indpls. Conn.) | 283.1 | | | | |
| | | | | INDIANAPOLIS | 283.7 | | | | |
| | | | | | 283.8 | | | | |
| | | | | The direction from Cleveland to Indianapolis is westward. | | | | | |

NOTE

- Controlled Siding.
- Operated by E.L. R.R., Marion, Ohio. Movement of trains and engines will be governed by Rules and Timetables of their respective companies.
- No Train Order Signal in service.

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

| Station | Hours in Service |
|--------------------|--|
| Martel | 8.01 A.M. to 4.01 P.M. except Saturday and Sunday. |
| Massachusetts Ave. | 8.00 A.M. to 12.00 Midnight Daily except holidays. |

MAIN LINE-DAVIS TO LENOX-(GREENCASTLE BRANCH)

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block-Limit Station | STATIONS | Distance from Indianapolis | Capacity of Sidings based on 50 ft. Cars | | | Note |
|--------------|----------------------|------------------------------------|---------------------|--|----------------------------|--|------|------|------|
| | | | | | | East | West | Both | |
| X | X | X♦♦ | X | I. U. RY. INTERLOCKING INDIANAPOLIS KENTUCKY AVE. WEST ST. | I. U. R. | 0.0 0.3 0.4 | | | |
| X | X | X♦ | X♦ | WEST ST. WOODS (Belt Ry. Crossing) | I & F Br. | 0.4 1.6 | | | |
| X | X | X♦ | X♦ | KRAFT (Petersburg Sec. Trk. Conn.) | | 3.0 | | | |
| X | X | X♦ | | DAVIS | | 6.9 | | | |
| | | | | (Dist. fr. Indpls. via former PRR) | | ↓ | | | |
| X | X | X♦ | | DAVIS | | 6.9 | | | |
| X | | | | BRIDGEPORT | | 8.8 | | | |
| X | | | | PLAINFIELD | | 13.5 | | | |
| X | | | | EAST GIBSON | | 14.9 | | | |
| X | | | | WEST GIBSON | | 16.0 | | | |
| X | | | | CLAYTON | | 20.1 | | | |
| X | | | | SUMMIT | | 20.3 | | 135 | |
| X | | | | WEST SUMMIT | | 22.0 | | | |
| X | | | | AMO | | 24.9 | | | |
| X | | | | COATESVILLE | | 27.9 | | | |
| X | | | | EAST MARION | | 28.0 | | 135 | |
| X | | | | MARION | | 29.0 | | | |
| X | | | | WEST MARION | | 30.0 | | 135 | |
| X | | | | FILLMORE | | 32.5 | | | |
| X | | | | EAST ALMEDA | | 35.9 | | | |
| X | | | | ALMEDA | | 37.2 | | | |
| X | | | | GREENCASTLE | | 38.9 | | | |
| X | X | X♦ | | LIMEDALE (L.&N. Crossing) | | 40.3 | | 121 | |
| X | | | | WEST LIMEDALE | | 41.4 | | | |
| X | | | | HAMRICK | | 43.5 | | | |
| X | | | | REELSVILLE | | 47.3 | | | |
| X | | | | HARMONY | | 53.2 | | | |
| X | | | | KNIGHTSVILLE | | 55.0 | 190 | 200 | 2 |
| X | | | | BRAZIL | | 57.0 | | | |
| X | | | | SEELYVILLE | | 64.5 | | | 3 |
| X | | | | PRAIRIE | | 68.6 | | | |
| X | | | | CHASE | | 70.1 | | | |
| X | | | | FRUITRIDGE AVENUE | | 70.4 | | | |
| X | | | | EAST YARD | | 70.5 | | | |
| X | X | X♦ | | PRESTON (Milw. Crossing) | | 72.6 | | | |
| | | | | (Dist. fr. Indpls. via former NYC.) | | ↓ | | | |
| X | X | X♦ | | PRESTON (Milw. Crossing) (Greencastle Br. Conn.) | | 68.6 | | 75 | 4 |
| X | | | | DUANE YARD | | 69.2 | | | |
| X | X | X♦ | | HALEY L.&N. Crossing | | 70.5 | | | |
| X | | | | TERRE HAUTE | | 71.6 | | | |
| X | | | | CP-RINGO | | 72.0 | | | |
| X | | | | CP-76 | | 76.3 | | 295 | 1 |
| X | | | | CP-79 | | 79.9 | | | |
| X | | | | STATE LINE (Ill.—Ind.) | | 80.0 | | | |
| X | | | | CP-83 (VERMILION) | | 83.9 | | | |
| X | | | | CP-84 | | 84.9 | | 95 | |
| X | | | | CP-90 | | 90.1 | | | |
| X | | | | PARIS | | 90.6 | | 85 | |
| X | X | X♦ | | MIDLAND (Peoria Sec. & Cairo Branch Crossings) | | 91.2 | | | |
| X | | | | CP-92 | | 92.4 | | | |
| X | | | | CP-93 | | 93.2 | | | |
| X | | | | CP-98 | | 98.6 | | | |
| X | | | | DUDLEY | | 99.3 | | 140 | |
| X | | | | CP-100 | | 100.1 | | | |
| X | | | | CP-103 | | 103.6 | | | |
| X | | | | KANSAS | | 104.0 | | 72 | |
| X | | | | CP-104 | | 104.4 | | | |
| X | | | | CP-107 | | 107.9 | | | |
| X | | | | ASHMORE | | 108.8 | | 158 | |
| X | | | | CP-109 | | 109.9 | | | |
| X | | | | CP-116 | | 116.5 | | | |
| X | X | | | CHARLESTON (N. & W. Crossing) | | 117.6 | | 79 | |
| X | | | | CP-118 | | 118.4 | | | |
| X | | | | LOXA | | 122.3 | | | |
| X | | | | CP-125 | | 125.3 | | | |
| X | | | | MATTOON YARD | | 126.4 | | 167 | 1 |

(Continued on Next Page)

MAIN LINE-DAVIS TO LENOX—Continued

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block-Limit Station | STATIONS | Distance from * | Capacity of Sidings based on 50 ft. Cars | | | Note |
|--------------|----------------------|------------------------------------|---------------------|--|-----------------|--|------|------|------|
| | | | | | | East | West | Both | |
| | | | | (Dist. fr. Indpls. via former NYC) | ↓ | | | | |
| X | | | | MATTOON YARD | 126.4 | | | 167 | 1 |
| X | | | | CP-127 | 127.8 | | | | |
| X | | | | MATTOON | 128.6 | | | | |
| X | | | | CP-129 (I. C. Crossing) | 129.3 | | | | |
| X | | | | CP-134 | 134.0 | | | | |
| X | | | | GAYS | 134.8 | | | 149 | |
| X | | | | CP-135 | 135.7 | | | | |
| X | | | | CP-138 | 138.9 | | | | |
| X | | | | CP-140 (WINDSOR) | 140.6 | | | 84 | |
| X | | | | CP-141 | 141.6 | | | | |
| X | | | | CP-146 | 146.0 | | | | |
| X | | | | CP-147 (MIDDLESWORTH) | 147.0 | | | 84 | |
| X | | | | CP-151 (SHELBYVILLE) | 151.0 | | | 149 | |
| X | | | | CP-153 | 153.0 | | | | |
| X | | | | CP-159 | 159.6 | | | | |
| X | | | | TOWER HILL | 160.5 | | | | |
| X | | | | CP-160 (B.&O. Crossing) | 160.7 | | | 80 | |
| X | | | | CP-161 | 161.8 | | | | |
| X | | | | CP-165 | 165.9 | | | | |
| X | X | X♦ | | PANA TOWER (I.C. Crossing) (C.&E.I. Connection) | 167.0 | | | 200 | 1 |
| X | | | | CP-169 | 169.3 | | | | |
| X | | | | ROSAMOND | 171.4 | | | | |
| X | | | | CP-174 | 174.9 | | | | |
| X | | | | OHLMAN | 175.4 | | | 211 | 1 |
| X | | | | CP-177 | 177.0 | | | | |
| X | | | | NOKOMIS | 180.1 | | | | |
| X | | | | WITT | 184.8 | | | | |
| X | | | | IRVING | 189.3 | | | | |
| X | | | | CP-191 | 191.9 | | | 369 | 1 |
| X | | | | CP-194 (HILLSBORO) | 194.0 | | | | |
| XO | | | | HILLSBORO | 194.2 | | | | |
| XO | | | | BUTLER | 199.2 | | | | |
| XO | | | | LITCHFIELD (I.C.—N.&W.—BN Crossings) | 207.0 | | | | |
| X | | | | CP-196 | 196.3 | | | | |
| X | | | | TAYLOR SPRINGS | 196.4 | | | | |
| X | | | | CP-209 | 209.4 | | | | |
| X | | | | JOAN | 210.0 | | | 202 | 1 |
| X | | | | CP-211 | 211.4 | | | | |
| X | | | | LIVINGSTON | 215.0 | | | | |
| X | | | | CP-225 | 225.7 | | | | |
| X | | | | CP-227 (GARD) | 227.9 | | | 211 | 1 |
| X | | | | CP-235 S-Lenox (C.&E.I. Conn.) | 235.7 | | | | |
| X | X | X♦ | | WORCESTER YARD | 237.0 | | | | |
| X | X | X♦ | | LENOX (C.&E.I.—A.&S. Conns.) | 237.7 | | | | |
| X | X | X♦ | | LENOX | 237.7 | | | | |
| X | X | X♦ | | WR (Granite City) | 243.3 | | | | |
| X | X | X♦ | | VENICE JCT. | 245.9 | | | | |
| X | | | | BN (Sou. Crossing & Conn.) | 246.8 | | | | |
| X | | | | BROOKLYN (PCYd.) | 247.0 | | | | |
| X | | | | BRIDGE | 248.0 | | | | |
| X | X | | | BRIDGE JCT. | 248.1 | | | | |
| X | | | | Q TOWER | 248.9 | | | | |
| X | | | | EAST ST. LOUIS YARD | 249.1 | | | | |
| X | X | X♦ | | WR (Granite City) | 243.3 | | | | |
| X | X | X♦ | | STATE LINE (Ill.—Mo.) | 243.3 | | | | |
| X | X | X♦ | | ST. LOUIS | 252.2 | | | | |
| | | | | The direction from Davis (Indpls.) to Lenox (St. Louis) is westward. | | | | | |

NOTE

1. Controlled Siding.
2. Siding under both is controlled siding.
3. Distance between MP 64 and MP 66 is 6,540 feet.
4. Preston in charge of Duane Siding. Proceed signal at Preston or Haley is authority to use siding. Movements entering or clearing at intermediate points must report to Operator Preston.

MAIN LINE—DAYTON TO CINCINNATI

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block-Limit Station | STATIONS | Distance from Cleveland | Capacity of Sidings based on 50 ft. Cars | | | Note |
|--------------|----------------------|------------------------------------|---------------------|---|-------------------------|--|------|------|------|
| | | | | | | East | West | Both | |
| | | | | DAYTON (Dayton Union Ry. Co.) (M. L. Cols. to Indpls.) | | | | | |
| | | | | MIAMI CITY JCT. | 208.6 | 98 | | | |
| | | | | SAND CUT | 210.6 | | | | |
| | | | | MORAIN | 211.8 | | | | |
| | | | | WEST CARROLLTON | 215.3 | | | | |
| X | | | | CP-216 | 216.7 | | | | |
| | | | | MIAMISBURG | 217.9 | | | | |
| X | | | | HUTCHINGS STATION | 220.7 | | | | |
| | | | | CP-CARLISLE JCT. | 223.0 | | | | |
| | | | | FRANKLIN | 223.2 | | | | |
| X | X | XC★ | | MIDDLETOWN | 228.5 | | 87 | | |
| X | X | XC★ | | M&C JCT. (Armco Crossing) | 229.5 | | | | |
| X | X | XC★ | | CP-ARMCO (R-M&C Jct.) | 230.6 | | | | |
| | | | | CP-KYLES | 235.8 | | | | |
| | | | | HUGHES | 237.6 | | | | |
| X | | | | MAUDS | 239.9 | 14 | | | |
| | | | | CP-GANO | 244.2 | | | | |
| | | | | HILL | 246.3 | | | | |
| | | | | WEST SHARON | 247.6 | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| X | | | XC★ | WEST SHARON YARD | 247.6 | | | | |
| | | | | EVANDALE TRACKS | 248.6 | | | | |
| X | X | X | | EVANDALE | 248.6 | | | | |
| X | X | X | | IVORYDALE (B.&O. R.R.) | 255.0 | | | | |
| X | X | X | | IVORYDALE JCT. (B.&O. R.R.) | 255.0 | | | | |
| | | | | CINCINNATI (CUT) | 259.8 | | | | |
| | | | | | | | | | |
| | | | | | | | | | |

NOTE

1. Westward trains and engines must receive permission to proceed from Operator West Sharon.

MAIN LINE—CINCINNATI TO KANKAKEE

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block-Limit Station | STATIONS | Distance from Cincinnati | Capacity of Sidings based on 50 ft. Cars | | | Note |
|--------------|----------------------|------------------------------------|---------------------|--|--------------------------|--|------|------|------|
| | | | | | | East | West | Both | |
| | | | | (Distance from Cincinnati) | ↓ | | | | |
| | | | | CINCINNATI (C.U.T.) | 0.0 | | | | |
| | | | | | | | | | |
| | | | | STORRS JCT. (Oklahoma Runn. Trk.) (Cinn. Div.) | 2.5 | | | | |
| X | | | | CP-2 | 2.9 | | | | |
| X | | | | CP-4 | 4.5 | | | | |
| | | | | | | | | | |
| | | | | DIVISION POST (Southwest Div.) | 5.0 | | | | |
| | | | | DELHI | 10.6 | | | | |
| | | | | FERNBANK | 12.0 | | | | |
| | | | | ADDYSTON | 13.2 | | | | |
| | | | | NORTH BEND | 15.3 | | | | |
| | | | | CLEVELAND | 16.1 | | | | |
| | | | | CP-17 | 17.6 | | | | |
| | | | | VALLEY JCT. (Whitewater Running Track) | 17.7 | | | | |
| | | | | ELIZABETHTOWN | 19.5 | | | | |
| | | | | STATE LINE (Ohio—Ind.) | 20.5 | | | | |
| X | | | | CP-22 (L.&A. Running Track) | 22.3 | 61 | | | |
| | | | | GUILFORD | 27.9 | | | | |
| | | | | ROSS | 30.4 | | | | |
| | | | | WEISBURG | 36.8 | | | | |
| X | | | | CP-39 | 39.7 | | | | |
| | | | | SUNMAN | 39.9 | | | | |
| | | | | MORRIS | 45.3 | | | | |
| | | | | HYDE | 46.2 | | | | |
| | | | | BATESVILLE | 47.8 | | | | |
| | | | | NEW POINT | 54.0 | | | | |
| X | | | | CP-60 | 60.2 | | | | |
| | | | | CP-61 | 61.7 | | | | |
| X | | | | GREENSBURG | 62.8 | | | | |
| X | | | | CP-63 (Westport Sec. Trk.) | 63.0 | | | 325 | 1 |
| X | | | | CP-64 | 64.2 | | | | |
| | | | | CP-66 | 66.1 | | | | |
| | | | | ADAMS | 67.8 | | | | |
| | | | | ST. PAUL | 72.7 | | | 45 | |
| | | | | WALDRON | 75.3 | | | | |
| X | | | | CP-77 | 77.3 | | | 466 | 1 |
| X | | | | CP-82 (Vine) (Shelbyville Sec. Trk. Crossing) | 82.6 | | | | |
| | | | | SHELBYVILLE | 82.8 | | | | |
| | | | | CP-84 | 84.7 | | | | |
| | | | | CP-89 | 89.4 | | | | |
| | | | | ACTON | 96.6 | | | | |
| | | | | | | | | | |
| | | | | | | | | | |

(Continued on Next Page)

MAIN LINE—CINCINNATI TO KANKAKEE—Continued

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block-Limit Station | STATIONS | Distance from Cincinnati | Capacity of Sidings based on 50 ft. Cars | | | Note |
|--------------|----------------------|------------------------------------|---------------------|---|--------------------------|--|------|------|------|
| | | | | | | East | West | Both | |
| X | X | XC★ | | CP-103 S-Belt Crossing | 103.7 | | | | |
| | | | | BELT CROSSING | | | | | |
| | | | | (I. U. Ry. Crossing) | 106.9 | | | | |
| | | | | COLLEGE AVENUE | 108.9 | | | | |
| X | X | X★ | | I. U. INTERLOCKING | | | | | |
| | | | | INDIANAPOLIS | 109.3 | | | | |
| | | | | (Distance from Indianapolis) | ↓ | | | | |
| | | X | | KENTUCKY AVE | 0.3 | | | | |
| | | | | WEST STREET | 0.4 | | | | |
| X | X | XC★ | | IJ (M. L. Indpls. to St. Louis) | 1.1 | | | | |
| X | X | | | CP-111 S-IJ (I. U. Ry. Crossing) | 1.8 | | | | |
| | | | | BRANT (P.&E. R.R.) | 3.5 | | | | |
| | | | | (Distance from Cincinnati) | ↓ | | | | |
| | | | | | | | | | |
| | | | | 30TH STREET | 115.2 | | | | |
| | | | | AUGUSTA | 120.4 | | | | |
| | | | | ROCK ISLAND | 122.8 | | | | |
| | | | | ZIONSVILLE | 125.2 | | | | |
| | | | | WHITESTOWN | 130.6 | | | | |
| | | | | LEBANON (C. I. Crossing) | 138.3 | | | | |
| X | X | | | CP-139 (L.&F. Br.) | 139.4 | | | | |
| | | | | CP-143 (Hazzelrigg) | 143.4 | | | | |
| XO | | | | THORNTOWN | 147.5 | | | | |
| | | | | COLFAX (Crawfordsville Branch Crossing) | 153.2 | | | | |
| X | X | | | CP-155 | 155.7 | | | | |
| X | X | | | CP-158 (Clarks Hill) (N.&W. Crossing) | 158.2 | | | | |
| | | | | STOCKWELL | 161.7 | | | | |
| | | | | NORTH CRANE | 165.9 | | | | |
| X | X | XC★ | | EAST ALTAMONT S-Altamont | 169.3 | | | | |
| | | | | ALTAMONT | 170.2 | | | | |
| | | | | (Dist. fr. Sandusky—N.&W. Ry.) | ↓ | | | | |
| X | X | XC★ | | ALTAMONT | | | | | |
| X | X | XC★ | | LAFAYETTE JCT. (N.&W. Crossing) | 254.8 | | | | |
| | | | | (Monon Crossing) | | | | | |
| | | | | LAFAYETTE | 257.5 | | | | |
| | | | | SUMMIT | 258.5 | | | | |
| | | | | BALLS | 260.3 | | | | |
| | | | | MONTMORENCI | 263.0 | | | | |
| X | X | XC★ | | OTTERBEIN | 267.4 | | | | |
| | | | | TEMPLETON | 271.0 | | | | |
| | | | | | 277.1 | | | | |
| | | | | (Distance from Cincinnati) | ↓ | | | | |
| X | X | XC★ | | TEMPLETON | 192.6 | | | | |
| | | | | ATKINSON | 190.7 | | | | |
| | | | | SWANINGTON | 196.6 | | | | |
| | | | | POWELL | 202.2 | | | | |
| | | | | EARL PARK | 208.9 | | | | |
| X | X | XC★ | | SHEFF | | | | | |
| | | | | (Danville Br. Crossing) | 211.2 | | | | |
| | | | | RAUB | 213.9 | | | | |
| XO | | | | STATE LINE (Ind.—Ill.) | 216.3 | | | | |
| | | | | SHELDON (T.P.&W. Crossing) | 219.0 | | | | |
| | | | | IROQUOIS | 223.1 | | | | |
| | | | | DONOVAN | 227.2 | | | | |
| XO | | | | BEAVERVILLE | 232.6 | | | | |
| | | | | ST. ANNE (C.&E.I. Crossing) | 238.3 | | | | |
| | | | | AROMA PARK | 244.5 | | | | |
| | | | | | | | | | |
| | | | | DIVISION POST | | | | | |
| | | | | (Ft. Wayne Div.—West. Reg.) | 244.9 | | | | |
| | | | | COURT ST. | 248.2 | | | | |
| X | X | | | END BLOCK—BEGIN BLOCK | 249.1 | | | | |
| | | | | KX (I. C. Crossing) | 249.4 | | | | |
| | | | | WEST K&S SWITCH | | | | | |
| | | X★ | | KANKAKEE (West Yd.) | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |

NOTE

1. Controlled Siding.
2. CP-158 interlocking signals governing movement over N.&W. R.R. crossing at grade are controlled automatically. Interlocking signals governing other movements are controlled by Train Dispatcher.

MAIN LINE—COLUMBUS TO CHICAGO BRADFORD TO NEW PARIS

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block-Limit Station | STATIONS | Distance from Columbus | Capacity of Sidings based on 50 ft. Cars | | | Note |
|--------------|----------------------|------------------------------------|---------------------|---|------------------------|--|------|------|------|
| | | | | | | East | West | Both | |
| | | | | FOURTH STREET COLUMBUS (U. D. Co.) | 0.2 0.0 | | | | |
| X | X | X★ | | HIGH STREET (M. L. Cols. to Indpls.) | 0.1 | | | | |
| | | | | FRONT STREET | 0.3 | | | | |
| X | X | | | DENNISON AVENUE | 0.5 | | | | |
| | | | | OLENTANGY—(C.&O. Crossing) | 1.0 | | | | |
| | | | | GRANDVIEW AVENUE | 2.4 | | | | |
| X | X | X★ | | MARBLE CLIFF | 4.1 | | | | |
| X | X | X★ | | MOUNDS (West Branch Crossing) | 6.0 | | | | |
| | | | | BUCKEYE (West Branch Conn.) | 7.8 | | | | |
| | | | | HILLIARD | 10.1 | | | | |
| | | | | DIVISION POST (Cincinnati Div.) | 11.0 | | | | |
| | | | | HAYDEN | 12.6 | | | | |
| | | | | PLAIN CITY | 17.5 | 77 | | | |
| | | | | UNIONVILLE | 21.8 | | | | |
| | | | | MILFORD CENTRE | 28.0 | | | | |
| | | | | HAGENBAUGH | 42.1 | 139 | | | |
| X | X | X★ | | URBANA (Eric Crossing) | 46.8 | | | | |
| X | | | | RICE | 48.0 | | 190 | | |
| | | | | WEST RICE | 49.9 | | | | |
| | | | | GARRETT | 57.0 | | | | |
| | | | | ST. PARIS | 57.9 | 176 | | | |
| | | | | CONOVER | 63.5 | | | | |
| | | | | FLETCHER | 66.1 | | | | |
| X | X | X★ | | PIQUA CROSSING (B.&O. R.R.) | 72.2 | | | | |
| | | | | PIQUA | 73.0 | | | | |
| | | | | COVINGTON | 79.3 | | | | |
| X | X | X★ | | EAST BRADFORD R-Bradford | 81.2 | | | | |
| | | | | BRADFORD | 83.1 | 160 | 100 | | |
| | | | | DIVISION POST (Ft. Wayne Div. & West Regn.) | 83.4 | | | | |
| X | X | X★ | | BRADFORD | 83.1 | | | | |
| X | X | X★ | | GETTYSBURG | 87.0 | | | | |
| X | X | X★ | | E. GREENVILLE R-Greenville | 92.6 | | | | |
| X | X | X★ | | GREENVILLE (B.&O. Crossing) | 94.5 | | | 185 | |
| X | X | X★ | | C. N. CROSSING (No. Br. Crsg.) R-Ansonia | 96.6 | | | | |
| X | X | X★ | | HEWITT (Springfield Branch Crossing) | 102.7 | | | | |
| | | | | NEW MADISON | 104.8 | | | | |
| X | X | X★ | | EAST NEW PARIS R-Glen | 111.7 | | | 191 | |
| X | X | X★ | | NEW PARIS (M. L. Cols. to Indpls.) | 113.8 | | | | |
| | | | | The direction from Columbus to New Paris is westward. | | | | | |

NOTE

1. West Rice in service for westward movement No. 2 and No. 3 tracks.

CARLISLE BRANCH (CINCINNATI DIVISION)

| | (Distance from Xenia) | ▼ | No. | So. | Both |
|---|--|-------|-----|-----|------|
| X | WEST MANCHESTER R-Glen (M. L. Cols.-Indpls. Conn.) | 42.2 | | | |
| | (Distance from Jackson) | ▼ | | | |
| | MANN (Northern Br. Conn.) | 174.0 | | | |
| | LEWISBURG | 179.8 | | | 45 |
| | WEST ALEXANDRIA | 187.0 | | | |
| | INGOMAR | 189.7 | | | |
| | FARMERSVILLE | 194.2 | | | |
| | GERMANTOWN | 199.6 | | | |
| | WIGGINS | 201.2 | | | |
| X | CARLISLE (B.&O. Crossing) | 203.6 | | | |
| X | R-B.&O. Dayton | 203.9 | | | |
| | CP-CARLISLE JCT. (M. L. Dayton-Cinti. Conn.) | 203.9 | | | |
| | The direction from West Manchester to CP-Carlisle Jct. is southward. | | | | |

BELLEFONTAINE BRANCH—BELLEFONTAINE RUNNING TRACK (CINCINNATI DIVISION)

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block-Limit Station | STATIONS | Distance from Sandusky | Capacity of Sidings based on 50 ft. Cars | | | Note |
|--------------|----------------------|------------------------------------|---------------------|--|------------------------|--|------|------|------|
| | | | | | | East | West | Both | |
| | | | | BELLECENTER (Cols. Div.) (Cols. Div.) | 86.3 | | | | |
| | | | | HUNTSVILLE | 91.7 | | | | |
| | | | | OAKS | 98.0 | | | | |
| | | | | BELLEFONTAINE | 98.3 | | | | |
| X | | | | BS R-BN (Cleve-Indpls. M. L.) | 98.4 | | | | |
| | | | | CP-100 S-BN (JEWELLS) | 100.4 | | | 200 | |
| | | | | DIVISION POST (Cinn. Div.) | 100.5 | | | | |
| | | | | WEST LIBERTY | 105.9 | | | | |
| | | | | LIPPINCOTTS | 110.1 | | | | |
| | | | | URBANA | 116.1 | | | | |
| | | | | CP-121 S-Glen Echo | 121.7 | | | | |
| X | X | XC | | GLEN ECHO | 123.8 | | | 203 | |
| | | | | CP-128 S-Cold Springs | 128.3 | | | | |
| X | | | | CP-WARDER S-Cold Springs | 129.0 | | | | |
| X | | | | CP-130 S-Cold Springs | 130.0 | | | | |
| | | | | SPRINGFIELD | 130.4 | | | | |
| X | | | | CP-183 (M. L. Cols.-Indpls.) | 130.6 | | | | |
| | | | | (Dist. fr. Salamanca, N.Y.-EL) | ▼ | | | | |
| X | X | XC★ | | GLEN ECHO | 360.8 | | | 1 | |
| X | X | X | | MAITLAND (D.T.&I.) | 366.1 | | | 38 | |
| | | | | SUGAR GROVE | | | | | |
| | | | | DURBIN | | | | | |
| X | X | XC★ | | R-Cold Springs | 368.9 | | | 2 | |
| | | | | COLD SPRINGS | 369.6 | | | 61 | |
| | | | | The direction from Belle Center to Springfield and Cold Springs is westward. | | | | | |

NOTE

1. Operated by E.L. R.R. Movement of Trains and Engines will be governed by the Rules and Timetables of their respective railroads.
2. Remote Block Station signal located West End of siding. When trains are to meet or pass at Durbin. First train arriving will report to Operator at Cold Springs when in clear on siding or stopped on main track and will obtain Block from Operator at Cold Springs before proceeding. When signal indicates stop, crews will report to Operator at Cold Springs for instructions.

C & X BRANCH—(CINCINNATI DIVISION)

| | | | | | | | | |
|---|---|----|--|--|-------|-----|-----|-----|
| | | | | (Distance from Columbus) | ▼ | | | |
| X | X | X★ | | XENIA (M. L. Cols. to Indpls.) | 54.7 | | | |
| X | P | P | | GREENE (B.&O. Crossing) | 55.0 | 87 | 114 | |
| X | | | | WEST GREENE R-Greene | 56.1 | | | |
| | | | | SPRING VALLEY | 61.4 | | | |
| | | | | ROXANNA | 63.3 | | | 106 |
| | | | | WAYNESVILLE | 68.9 | | | |
| | | | | OREGONIA | 74.5 | | | 114 |
| | | | | MORROW | 83.2 | | | 109 |
| | | | | SOUTH LEBANON | 88.0 | | | |
| | | | | MIDDLETOWN JCT. | 89.2 | | | |
| | | | | KINGS MILLS | 90.2 | | | |
| X | | | | FOSTER R-Loveland | 92.4 | 115 | | |
| X | X | X | | LOVELAND (B.&O. Crossing) | 96.7 | | | |
| | | | | DONNELLY | 101.4 | | | |
| | | | | MIAMIVILLE | 102.2 | | | |
| | | | | CAMP DENNISON | 103.7 | | | |
| | | | | MILFORD | 105.6 | | | |
| | | | | TERRACE PARK | 106.4 | | | |
| X | | | | EAST CLARE R-Clare | 108.6 | | | |
| | | | | PLAINVILLE | 109.9 | | | |
| X | X | X★ | | CLARE (N.&W. Crossing) | 111.0 | | | |
| X | | | | RED BANK—R-Clare | 112.2 | | | |
| X | | | | RENDOMB JCT.—R-Clare (Undercliff Yard Cincinnati) | 113.1 | | | |
| | | | | The direction from Xenia to Cincinnati is westward. | | | | |
| Interlocking and Block Stations in service part-time as follows: | | | | | | | | |
| Station | | | | Hours in Service | | | | |
| Greene | | | | 6.30 A.M. to 10.30 P.M. daily. | | | | |

NEWMAN SECONDARY TRACK
FORT WAYNE BRANCH
RIDGEVILLE SECONDARY TRACK
(CINCINNATI DIVISION)

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block-Limit Station | STATIONS | Distance from Richmond | Capacity of Sidings based on 50 ft. Cars | | | Note |
|--------------|----------------------|------------------------------------|---------------------|---|----------------------------------|--|------|------|------|
| | | | | | | East | West | Both | |
| | | | | RICHMOND (M. L. Cols. to Indpls.) | | | | | |
| X | X | X★ | | NEWMAN | Newman Sec. Trk. | 0.3 | | | |
| XO | | | | FOUNTAIN CITY | | 8.8 | | | |
| XO | | X | | LYNN (Springfield Br. Crsgg.) WINCHESTER (M. L. Cleve.-Indpls Crsgg.) R-Newman | | 15.3 | | | |
| XO | | | | WINCHESTER (M. L. Cleve.-Indpls. Crossing) | Ft. Wayne Br. | 24.5 | | | 22 1 |
| X | | | | RIDGEVILLE (M.L. Cols.-Chgo. Crossing) R-Ft. Wayne | | 24.5 | | | |
| | | X | | RIDGEVILLE—R-Newman (M. L. Cols. to Chicago Crossing) | | 33.0 | | | 60 |
| XO | | | | PORTLAND (N.&W. Crossing) | Ridgeville Secondary Track | 43.2 | 58 | 46 | |
| | | | | BRIANT | | 50.3 | | | 46 |
| | | | | GENEVA | | 54.2 | | | 55 |
| | | | | BERNE | | 58.8 | | | 44 |
| | | | | MONROE | | 64.8 | | | 44 |
| | | | | DIVISION POST (Ft. Wayne Div.- Wester Reg.) | 69.5 | | | | |
| | | | | BEGIN BLOCK-END OF BLOCK | 69.5 | | | | |
| X | X | | | END OF BLOCK-BEGIN BLOCK | 69.5 | | | | |
| | | | | ERIE (EL and N.&W. Decatur Yd. Crossing) | 70.4 | | | | |
| | | | | DECATUR | 70.7 | | | 60 | |
| | | | | END OF BLOCK-BEGIN BLOCK | 72.8 | | | | |
| | | | | BEGIN BLOCK-END OF BLOCK | 72.8 | | | | |
| | | | | HOAGLAND (Ft. Wayne Sec. Trk.) | 79.6 | | | 46 | |
| X | X | X★ | | ADAMS (M. L. Pittsburgh to Chgo) FORT WAYNE | 86.6 | | | | |
| | | | | The direction from Richmond to Adams is westward. | | | | | |

1. Remote Block Station for eastward movement only.
2. Remote Block Station for westward movement only.

| | | (Distance from Columbus) | (via ∇ C. & X. Br.) | | | |
|---|---|--|----------------------------|--|--|---|
| X | | RENDOMB JCT. R-Clare | 113.1 | | | |
| | | CLIFF | 114.7 | | | |
| | | PENN R-Cliff | 116.4 | | | 1 |
| | X | OASIS | 119.7 | | | |
| | | The direction from Oasis to Rendcomb Jet. is eastward. | | | | |

OKLAHOMA RUNNING TRACK
(CINCINNATI DIVISION)

| | | | | | | | |
|---|-----|---|-------------------|--|--|--|---|
| | X ♦ | (Distance from Cincinnati) WEST SHARON (M. L. Dayton to Cincinnati) IVORYDALE JCT. (B.&O.) CJ (B.&O.) | ↓ | | | | 1 |
| X | | WOODS STREET OKLAHOMA R-Dispr. at Indpls. STORRS JCT. (M. L. Cinn. to Kank.) | 0.5 1.6 2.5 | | | | |
| | | The direction from Woods to Storrs Jet. is westward. | | | | | |

NOTE—1. Train Order Office only.

SPRINGFIELD BRANCH (CINCINNATI DIVISION)

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block-Limit Station | STATIONS | Distance from Springfield | Capacity of Sidings based on 50 ft. Cars | | | Note |
|--------------|----------------------|------------------------------------|---------------------|--|---------------------------|--|------|------|------|
| | | | | | | East | West | Both | |
| | | | | SPRINGFIELD (M. L. Cols. to Indpls.) | | | | | |
| X | X | XC★ | | COLD SPRINGS (E. L. Crossing) | 5.9 | | | | |
| | | | | DONNELLSVILLE | 9.1 | | | | |
| | | | | NEW CARLISLE | 13.6 | | | | |
| | | | | BROWN | 15.6 | | | | |
| X | | | | GRAYSON | 21.1 | | | | |
| | | | | B.&O. CROSSING | | | | | |
| | | | | R-B.&O. Dispatcher | 25.1 | | | | |
| | | | | TROY | 25.3 | | | | |
| | | | | KESSLER | 31.2 | | | | |
| | | | | LUDLOW FALLS | 34.6 | | | | |
| | | | | LAURA | 38.6 | | | | |
| | | | | PITTSBURG | 42.7 | | | | |
| | | | | ARCANUM (B.&O. Crossing) | 46.3 | | | 42 | |
| XO | | | | SAVONA (North Br. Crossing) | 52.0 | | | | |
| | | | | HEWITT (M. L. Bradford to New Paris Crossing) | 53.2 | | | | |
| | | | | GLEN KARN | 60.4 | | | | |
| | | | | STATE LINE (Ohio—Indiana) | 61.6 | | | | |
| | | | | CRETE | 64.9 | | | | |
| XO | | | | LYNN (Fl. Wayne Br. Crossing) | 69.6 | | | | |
| | | | | CARLOS CITY | 74.5 | | | | |
| | | | | MODOC | 80.0 | | | | |
| X | | | | LOSANTVILLE | 83.5 | | | | |
| | | | | C.&O. CROSSING (C.&O. Crossing) | | | | | |
| | | | | R-C.&O. Dispr. | 83.8 | | | | |
| | | | | MOORELAND | 87.6 | | | | |
| | | | | EPILEPTIC VILLAGE | 93.6 | | | | |
| | | | | NEW CASTLE | 95.8 | | | | |
| XO | | | | KENNARD | 104.1 | | | | |
| | | | | SHIRLEY (Anderson-Greensburg Sec. Trk. Crossing) | 107.3 | | | 45 | |
| | | | | WILKINSON | 109.0 | | | | |
| | | | | WILLOW BRANCH | 113.1 | | | | |
| | | | | MAXWELL | 117.7 | | | | |
| | | | | MOHAWK | 121.5 | | | | |
| | | | | MT. COMFORT | 125.6 | | | | |
| | | | | HUNTER | 131.2 | | | | |
| | | | | DIVISION POST (Southwest Div.) | 131.2 | | | | |
| X | X | XC♦ | | EASTSIDE (I.U. Crossing) | 135.8 | | | | |
| | | | | DX (I. U. Crossing) | | | | | |
| | | | | (M. L. Cleve. to Indpls.) | 136.4 | | | | |
| | | | | The direction from Cold Springs to DX is westward. | | | | | |

NOTE

All stations listed under column headed Block Stations and Train Order Offices are Train Order Offices only.

LEBANON SECONDARY TRACK (CINCINNATI DIVISION)

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block-Limit Station | STATIONS | Distance from Dayton | Capacity of Sidings based on 50 ft. Cars | | | Note |
|--------------|----------------------|------------------------------------|---------------------|---------------------------------------|----------------------|--|------|------|------|
| | | | | | | East | West | Both | |
| | | | | LEBANON | 26.6 | | | | |
| | | | | HAGEMAN (Middletown Sec. Crossing) | 31.4 | | | | |
| | | | | MASON | 34.7 | | | | |
| | | | | END OF TRACK | 36.5 | | | | |

BLUE ASH SECONDARY TRACK (CINCINNATI DIVISION)

| | | | | | | | | | |
|---|---|--|--|----------------------------------|------|--|--|--|--|
| | | | | END OF TRACK | 39.5 | | | | |
| | | | | HAZELWOOD | 44.0 | | | | |
| | | | | BLUE ASH | 44.4 | | | | |
| | | | | ROSSMOYNE | 45.7 | | | | |
| | | | | DEER PARK | 46.9 | | | | |
| | | | | SILVERTON | 47.4 | | | | |
| | | | | KENNEDY HEIGHTS | 48.6 | | | | |
| | | | | PLEASANT RIDGE | 49.3 | | | | |
| | | | | McCULLOUGH | 49.8 | | | | |
| X | X | | | EAST NORWOOD (B.&O. Crossing) | 50.6 | | | | |
| | | | | IDLEWILD (N.&W. Crossing) | 52.3 | | | | |
| | | | | AVONDALE | 53.8 | | | | |
| | | | | END OF TRACK | 54.1 | | | | |

The direction from Lebanon, (Lebanon Secondary Track), to End of Track, MP 54.1, (Blue Ash Secondary Track), is westward.

MIDDLETOWN SECONDARY TRACK (CINCINNATI DIVISION)

| | | | | | | | | | |
|--|--|--|--|--|------|--|--|--|---|
| | | | | (Distance from Middletown) | ▼ | | | | |
| | | | | MIDDLETOWN JUNCTION (C.&X. Br. Conn.) | 14.4 | | | | |
| | | | | HAGEMAN (Lebanon Sec. Crossing) | 11.8 | | | | |
| | | | | END OF SECONDARY TRACK | 7.0 | | | | 1 |

The direction from Middletown Jct. to End of Secondary Track is westward.

NOTE

1. Westward trains must call Yardmaster for instructions from MP 7.

SPRINGFIELD SECONDARY TRACK (CINCINNATI DIVISION)

| | | | | | | | | | |
|--|--|--|--|-----------------------|------|--|--|--|--|
| | | | | (Distance from Xenia) | ▼ | | | | |
| | | | | GOES | 6.0 | | | | |
| | | | | YELLOW SPRINGS | 10.0 | | | | |
| | | | | SPRINGFIELD | 19.3 | | | | |

The direction from Goes to Springfield is eastward.

NORTHERN BRANCH (CINCINNATI DIVISION)

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block-Limit Station | STATIONS | Distance from Jackson | Capacity of Sidings based on 50 ft. Cars | | | Note |
|--------------|----------------------|------------------------------------|---------------------|--|-----------------------|--|-------|------|------|
| | | | | | | North | South | Both | |
| | | X | | JACKSON (Mich. Div.-North. Reg.) | 0.0 | | | | |
| | | | | OD | 1.2 | | | | |
| | | | | DIVISION POST (Cincinnati Div.-South. Reg.) | 1.9 | | | | |
| | | | | ACKERSON LAKE | 5.7 | | | | |
| | | | | CEMENT CITY | 13.5 | | | | |
| | | | | ADDISON JCT. | 18.8 | | | | |
| | | | | MANITOU BEACH | 20.8 | | | | |
| | | | | ROLLIN | 24.9 | | | | |
| | | | | CLAY | 25.9 | | | | |
| | | | | HUDSON | 29.9 | | | | |
| | | | | PRATTVILLE | 35.7 | | | | |
| | | | | WALDRON | 39.5 | | | | |
| | | | | STATE LINE (Mich.-Ohio) | 41.1 | | | | |
| X | P | PC | | ALVORDTON (N.&W. Crossing) | 43.9 | | | | 1 |
| | | | | WEST UNITY | 49.0 | | | | |
| XO | | | | N.&W. CROSSING (N.&W. Crossing) | 49.5 | | | | |
| | | | | PULASKI | 55.9 | | | | |
| X | | | | DV R-Toledo (M. L. Buff to Chicago Crossing) | 58.7 | | | | |
| | | | | BRYAN | 59.5 | | | | |
| | | | | NEY | 66.0 | | | | |
| X | | | | SHERWOOD R-AKRON (B.&O. Crossing) | 73.1 | | | | |
| XO | | | | CECIL (N.&W. Crossing) | 78.8 | | | | |
| | | | | NORTH PAULDING | 80.8 | | | 60 | |
| | | | | PAULDING | 84.9 | | | | |
| XO | | | | LATTY (N.&W. Crossing) | 88.5 | | | | |
| | | | | HAVILAND | 93.1 | | | | |
| | | | | SCOTT | 95.1 | | | | |
| | | | | CAVETT | 98.1 | | | | |
| | | | | VAN WERT YARD | 102.2 | | | | |
| | | | | VAN WERT | 103.2 | | | | |
| X | X | XC | | ESTRY (M. L. Pgh. to Chicago Crossing) | 103.3 | | | | |
| X | X | X | | OHIO CITY (N.&W.—E.-L. Crossing) | 110.6 | | | | |
| | | | | ROCKFORD | 116.3 | | | | |
| | | | | TAMA | 120.6 | | | | |
| | | | | CELINA | 126.9 | | | 80 | |
| XO | | | | N.&W. CROSSING | 127.3 | | | | |
| | | | | COLDWATER | 132.4 | | | | |
| | | | | ST. HENRY | 137.0 | | | | |
| | | | | GILBERTS | 141.5 | | | | |
| | | | | NEW WESTON | 142.5 | | | | |
| | | | | ROSSBURG | 146.5 | | | | |
| X | X | XC* | | ANSONIA (M. L. Cleve. to Indpls. Crossing) | 151.3 | | | 82 | |
| XO | | | | MEEKERS (M. L. Cols. to Chicago Crossing) | 154.1 | | | | |
| | | | | GREENVILLE | 159.3 | | | | |
| X | | | | C.N. R-Ansonia (M.L. Bradford to New Paris Crossing) | 161.2 | | | | |
| | | | | FT. JEFFERSON | 164.7 | | | | |
| | | | | SAVONA (Springfield Br. Crossing) | 167.5 | | | | |
| X | | | | WEST MANCHESTER (M. L. Cols. to Indpls. Crossing) | 173.9 | | | | |
| | | | | R-Glen | 174.0 | | | | |
| | | | | MANN (Carlisle Branch Conn.) | 174.0 | | | | |

The direction from Jackson to Mann is southward.

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

| Station | Hours in Service |
|-----------|--|
| Alvordton | 1.00 P.M. until 10.00 P.M. Daily except Saturday and Sunday. |

NOTE

All stations listed under column headed Block Stations and Train Order Offices are Train Order Offices only.

TRINWAY SECONDARY TRACK ZANESVILLE SECONDARY TRACK MORROW SECONDARY TRACK (COLUMBUS DIVISION)

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block-Limit Station | STATIONS | Distance from Trinway | Capacity of Sidings based on 50 ft. Cars | | | Note |
|--------------|----------------------|------------------------------------|---------------------|--|-----------------------|--|------|------|------|
| | | | | | | East | West | Both | |
| | | | | TRINWAY (M. L. Pgh. to Cols. RY—K-N. Lexington) | 0.3 | | | | |
| | | X | | DRESDEN | 0.8 | | 30 | | 1 |
| | | | | ELLIS | 2.1 | | | | |
| | | | | GILBERT | 8.5 | | | | |
| | | | | END OF BLOCK-BEGIN BLOCK | 10.4 | | | | |
| | | | | END OF BLOCK-BEGIN BLOCK | 14.1 | | | | |
| | | | | ZANESVILLE (B.&O.) | 14.1 | | | | |
| | | | | END OF BLOCK-BEGIN BLOCK | 16.5 | | | | |
| | | | | END OF BLOCK-BEGIN BLOCK | 16.5 | | | | |
| | | | | PUTNAM | 17.2 | | | 70 | |
| | | | | FAIR OAKS | 18.1 | | | | |
| | | | | SPANGLER | 18.7 | | | | |
| | | X | | AK—K-N. Lexington | 18.7 | | | | |
| | | | | SO. ZANESVILLE | 19.4 | | | | |
| | | | | DARLINGTON | 21.2 | | | | |
| | | | | FULTONHAM SPUR | 22.6 | | | | |
| | | X | | FS—K-N. Lexington | 22.7 | | | | |
| | | | | ROSEVILLE | 26.9 | | | 40 | |
| | | | | CROOKSVILLE (Crooksville Running Track Crossing) | 29.7 | | | | |
| | | | | CS—K-N. Lexington | 29.7 | | | | |
| | | | | GOSTON | 34.8 | | | | |
| | | X | | NA—K-N. Lexington | 35.1 | | | | |
| | | | | WILBREN | 36.1 | | | | |
| | | X | | NEW LEXINGTON (W. Br.) | 38.3 | 23 | 50 | | |
| | | | | (Distance from Toledo)* | ↓ | | | | |
| | | X | | NEW LEXINGTON | 185.0 | | | | |
| | | | | JUNCTION CITY (B.&O. Crossing) | 180.9 | | | | |
| | | X | | JU—K-Bremen | 180.6 | | | | |
| | | | | BREMEN | 173.8 | | | | |
| | | | | (Distance from Trinway) | ↓ | | | | |
| | | X | | BREMEN (West. Br.) | 49.9 | | | 20 | |
| | | | | NORTH HERNE | 54.0 | | | | |
| | | X | | WR—K-Bremen | 58.7 | | | | |
| | | | | LANCASTER (C.&O. Crossing) | 59.7 | | | | |
| | | | | DEL MOUNT | 64.6 | | | | |
| | | | | AMANDA | 68.8 | | | | |
| | | | | STOUTSVILLE | 74.2 | | | | |
| | | X | | SV—K-Bremen | 74.2 | | | | |
| | | X | | CIRCLEVILLE (N.&W. Crossing) | 81.1 | | | | |
| | | X | | WILLIAMSPORT | 90.1 | | | 14 | |
| | | | | ATLANTA | 94.1 | | | 14 | |
| | | | | NEW HOLLAND | 97.7 | | | 12 | |
| | | X | | G—K-Circleville | 107.2 | | | | |
| | | X | | WASHINGTON C. H. (DT & I—B.&O. Crossing) | 107.7 | 20 | 38 | | |
| | | | | JUNCTION-B.&O. R.R. | 109.0 | | | | |
| | | | | JASPER MILLS | 112.2 | | | | |
| | | | | SABINA | 118.7 | | | | |
| | | | | MELVIN | 123.2 | | | | |
| | | | | JUNCTION-PC | 128.3 | | | | |
| | | X | | GS—K-Circleville | 129.5 | | | 23 | |
| | | X | | CLARKSVILLE | 138.7 | | | 26 | |
| | | | | MS—K-Circleville | 148.6 | | | 16 | 2 |
| | | | | MORROW (C.&X. Br.) | 148.9 | | | | |

The direction from Morrow to Trinway is eastward.

*The direction from Bremen to New Lexington (Western Br.), is southward.

NOTE

1. Block-Limit Station for westward trains only.
2. Block-Limit Station for eastward trains only.

**MT. VERNON SECONDARY TRACK
(COLUMBUS DIVISION)**

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block-Limit Station | STATIONS | Distance from Hudson | Capacity of Sidings based on 50 ft. Cars | | | Note |
|--------------|----------------------|------------------------------------|---------------------|--|----------------------|--|-------|------|------|
| | | | | | | North | South | Both | |
| X | X | X★ | | ORRVILLE (Central Reg.) | 37.2 | 110 | | | |
| | | | | DIVISION POST (Cols. Div.-South Reg.) | 39.1 | | | | |
| | | | | END OF TRACK | 54.6 | | | | |
| | | | X | HOLMESVILLE | 55.3 | | | | |
| | | | | KN—K-Orrville | 55.7 | | | | 91 |
| | | | | MILLERSBURG | 60.9 | | | | |
| | | | | KILLBUCK | 66.7 | | | | |
| | | | | GLENMONT | 72.8 | | | | 97 |
| | | | | BADDOW PASS | 77.1 | | | | |
| | | | X | BH—K-Orrville | 80.9 | | | | |
| | | | | BRINK HAVEN | 81.0 | | | | |
| | | | | DANVILLE | 85.3 | | | | 60 |
| | | | | HOWARD | 89.9 | | | | |
| | | | X | GA—K-Orrville | 90.0 | | | | |
| | | | | GAMBIER | 94.3 | | | | |
| | | | X | BG—K-Orrville | 99.5 | | | | |
| | | | | MT. VERNON | 100.0 | 95 | 55 | | |
| X | X | | | B.&O. R.R. (B.&O. Crossing) | 100.1 | | | | |
| | | | | BANGS | 104.7 | | | | 32 |
| X | O | | | CENTERBURG | 113.3 | | | | |
| | | | | CENTERAC (Thurston Secondary Track Crossing) | 113.9 | | | | |
| | | | X | CO—K-Orrville | 119.1 | | | | |
| | | | | SUNBURY | 123.2 | | | | |
| | | | | GALENA | 125.0 | | | | |
| | | | X | WESTERVILLE | 132.1 | | | | 1 |
| | | | | LIND R-Joyce Ave. | 138.7 | | | | |
| | | | | LINDEN | 140.5 | 130 | | | |
| X | X | X★ | | PENNORCROSSING R-Joyce Ave. | 142.0 | | | | |
| | | | | JOYCE AVENUE (N.&W. Crossing) | 142.1 | | | | |
| | | | | COLUMBUS | 144.3 | | | | |
| | | | | The direction from Orrville to Joyce Avenue is southward. | | | | | |

NOTE

1. Remote Block Station only.

**SANDUSKY SECONDARY TRACK
(COLUMBUS DIVISION)**

| | | (Distance from Sandusky) | ↓ | | |
|----|---|--|------|----|--|
| YO | | CLYDE (N.&W.—Norwalk Br. Crossing) | 17.0 | | |
| X | P | GREEN SPRINGS JCT. (N.&W. Crossing) | 22.7 | | |
| X | X | B.&O. CROSSING (Carrothers Br. Crossing) | 32.4 | | |
| | | TIFFIN | 34.0 | 26 | |
| | | BERWICK (Thurston Br. Crossing) | 42.7 | | |
| | | EASTERN BRANCH CONN. | 42.8 | | |
| | | The direction from Clyde to Eastern Branch Conn. is westward. | | | |

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

| Station | Hours in service |
|--------------------|---|
| Green Springs Jct. | 9.00 A.M. to 5.00 P.M. Daily except Sat. and Sun. and Holidays. |

**THURSTON SECONDARY TRACK
(COLUMBUS DIVISION)**

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block-Limit Station | STATIONS | Distance from Toledo | Capacity of Sidings based on 50 ft. Cars | | | Note |
|--------------|----------------------|---------------------------------------|---------------------|---|-------------------------|--|-------|------|------|
| | | | | | | North | South | Both | |
| | | | | BERWICK (Sandusky Running Trk. Crossing) | 46.2 | | | | |
| | | | | MCUTCHEENVILLE | 49.3 | | | | |
| XO | | | | A.C. & Y. CROSSING | 54.0 | | | | |
| | | | | SYCAMORE | 54.9 | | | 85 | |
| | | | | SPORE | 63.8 | | | 85 | |
| X | X | XC★ | | COLSAN (M. L. Pgh. to Chicago—N. & W. Crossing) | 69.3 | | | | 1 |
| | | | | BUCYRUS YARD | 69.6 | | | | |
| X | P | PC | | MARTEL (E.-L. & M.L. Cleveland to Indpls. Crossing) | 79.3 | | | | 1 |
| X | | | | EDISON R-Columbus | 87.2 | | | 88 | |
| XO | | | | CENTERAC (Mt. Vernon Sec. Crossing) | 107.9 | | | | |
| | | | | JOHNSTOWN | 118.4 | | | 56 | |
| X | X | XC★ | | HEATH (B. & O. and M. L. Pgh. to Columbus Crossing) | 133.3 | | | | 1 |
| | | PC★ | | THURSTON (West. Br. Conn.) | 147.7 | | | | 1 |
| | | | | The direction from Berwick to Thurston is southward. | | | | | |

NOTE

1. Train Order Offices only.

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

| Station | Hours in service |
|----------|--|
| Martel | 8.01 A.M. to 4.01 P.M. Daily except Saturday and Sunday. |
| Thurston | 7 A.M. to 3.00 P.M. Daily except Sat., Sun., and Holidays. |

**ST. MARYS SECONDARY TRACK
(COLUMBUS DIVISION)**

| | | (Distance from Columbus)..... | Y | No. | So. | Both |
|----|--|--|------|-----|-----|------|
| | | BELLEFONTAINE | | | | |
| | | (M. L. Cleve. to Indpls.) | 54.1 | | | |
| | | OAKS | 54.5 | | | |
| | | LEWISTOWN | 62.0 | | | |
| | | RUSSELLS POINT | 65.3 | | | |
| | | LAKEVIEW | 67.1 | | | |
| | | SANTA FE | 70.9 | | | |
| | | GUTMAN | 74.0 | | | |
| XO | | SLATER (D.T.&I. Crossing) | 75.6 | | | |
| X | | WAPAKONETA (B.&O. Crossing) | | | | |
| | | R-B.&O. Dispatcher Dayton | 82.7 | | | |
| | | MOULTON | 88.2 | | | |
| XO | | N.&W. CROSSING | | | | |
| | | (N.&W. Crossing) | 92.2 | | | |
| | | ST. MARYS | 93.4 | | | |
| | | The direction from Bellefontaine to St. Marys is northward. | | | | |

WESTERN BRANCH (COLUMBUS DIVISION)

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block-Limit Station | STATIONS | Distance from Toledo | Capacity of Siding based on 50 ft. Cars | | | Note |
|--------------|----------------------|------------------------------------|---------------------|--|---------------------------------|---|-------|------|-------------|
| | | | | | | North | South | Both | |
| X | X | XC | ♦ | STANLEY HICKOX (WOODS SWITCH) STANLEY YARD WILLIS DAY INDUSTRIAL PARK B&R MILL | 4.0 4.7 4.6 6.5 7.7 | | | | Toledo Div. |
| | | | | DIVISION POST (Cols. Div.-Southern Reg.) | 8.8 | | | | |
| X | | | | CP 8 | 8.8 | | | | |
| X | | | | CP 13 | 13.1 | | | | |
| | | | | DUNBRIDGE | 14.6 | | | 150 | |
| | | | | CP 14 | 14.6 | | | | |
| | | | | SUGAR RIDGE | 16.8 | | | | |
| | | | | BOWLING GREEN | 20.7 | | | 80 | |
| | | | | PORTAGE | 24.0 | | | | |
| | | | | TROMBLEY | 29.1 | | | | |
| | | | | CYGNET | 30.0 | | | | |
| X | | | | CP 32 (GALATEA) | 32.3 | | | 154 | |
| X | | | | CP 34 (B.&O. Crossing) | 34.2 | | | | |
| XO | | | | MORTIMER (N.&W. Crossing) | 38.9 | | | | |
| X | | | | CP 43 (N.&W. Crossing) | 43.3 | | | 97 | |
| | | | | FINDLAY | 44.1 | | | | |
| X | | | | CP 46 | 46.4 | | | | |
| | | | | HANCOCK | | | | 176 | |
| X | | | | CP 48 | 48.2 | | | | |
| XO | | | | A.C.&Y. CROSSING | 53.6 | | | | |
| | | | | ARLINGTON | 54.0 | | | | |
| | | | | WILLIAMSTOWN | 58.1 | | | | |
| X | X | XC | ★ | DUNKIRK (M. L. Pgh. to Chicago Crossing) | 61.2 | | | 176 | |
| X | | | | CP 63 S-Dunkirk | 63.1 | | | | |
| | | | | BLANCHARD | 65.2 | | | | |
| | | | | CP 70 S-Sands | 70.4 | | | | |
| | | | | KENTON (Eastern Br.) | 72.2 | | | | |
| X | | | | CP 73 S-Sands (E.L. Crossing) | 73.2 | | | | |
| X | X | XC | ★ | CP 78 S-Ridgeway | 78.5 | | | | |
| | | | | RIDGEWAY (M. L. Cleve. to Indpls. Crossing) | 81.5 | | | 211 | 2 |
| X | | X | | HAYES S-Ridgeway | 82.3 | | | 65 | 1-4 |
| | | | | HORTON | 85.5 | | | | |
| | | | | WEST MANSFIELD | 89.6 | | | | |
| | | | | RAYMONDS | 95.9 | | | | |
| XO | | | | PEORIA (E.-L. Crossing) | 97.5 | | | | |
| | | XC | ★ | MARYSVILLE | 104.2 | | | | |
| | | | | SCOTTS LAWN | 108.0 | | | 207 | |
| | | | | KILE | 117.0 | | | 86 | |
| | | | | AMLIN | 119.5 | | | | |
| X | | X | | CP-DARBY-R-BUCKEYE | 123.7 | | | | 1-3 |
| X | X | XC | ★ | HIGHWAY | 124.9 | | | 143 | |
| | | | | MOUNDS (M. L. Cols. to Chicago) | 126.3 | | | | |
| | | | | STONINGTON | 127.4 | | | | |
| X | X | | | WEST COLUMBUS | 130.6 | | | | |
| X | X | ★ | | GN TOWER (B.&O. Crossing) | 131.1 | | | | |
| | | | | SCIOTO (M. L. Cols. to Indpls. Crossing) | 132.1 | | | | |
| X | X | XC | ♦ | FRANKFORT STREET (C.&O. Crossing) | 133.3 | | | | |
| | | | | SOUTH COLUMBUS | 134.9 | | | | |
| X | X | ♦ | | BANNON (N.&W. Crossing) | 137.6 | | | | |
| | | | | BUCHSIEB | 138.5 | | | | |
| | | | | TRURO | 141.2 | | | 88 | |
| | | | | BRICE | 144.2 | | | | |
| | | | | BASIL | 157.2 | | | | |
| | | | | BALTIMORE | 157.8 | | | | |
| | | PC | ♦ | THURSTON (Thurston Sec. Trk. Conn.) | 160.8 | 148 | 123 | | |
| X | | | | LARRY R-Thurston | 162.2 | | | | |
| | | | | PLEASANTVILLE | 163.5 | | | | |
| | | | | RUSHVILLE | 169.3 | | | | |

(Continued on Next Page)

WESTERN BRANCH—Continued (COLUMBUS DIVISION)

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block-Limit Station | STATIONS | Distance from Toledo | Capacity of Siding based on 50 ft. Cars | | | Note |
|--------------|----------------------|------------------------------------|---------------------|---|----------------------|---|-------|------|------|
| | | | | | | North | South | Both | |
| | | XC | ♦ | BREMEN (Morrow Sec. Trk. Conn.) | 173.8 | | | 85 | |
| | | | X | JU—K-BREMEN | 180.6 | | | | |
| | | | | JUNCTION CITY (B.&O. Crossing) | 180.9 | | | | |
| | | XC | ♦ | NEW LEXINGTON (Zanesville Sec. Trk. Conn.) | 185.0 | | | 80 | |
| | | | X | J. T. R-New Lexington | 186.4 | | | | |
| | | | | J. T. MINE | 186.5 | | | | |
| | | | | CLAYBANK | 189.8 | | | 136 | |
| | | PC | ♦ | CORNING | 197.5 | | | 125 | 1 |

The direction from Stanley Tower to Corning is southward.

NOTE

1. Remote Block Station—not a Train Order Office.
2. Controlled Siding.
3. Remote Block Station in service northward movement only.
4. Remote Block Station in service southward movement only.

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

| Station | Hours in service |
|----------|---|
| Corning | 7.00 A.M. to 3.00 P.M. Daily except Sat., Sun., and Holidays. |
| Thurston | 7.00 A.M. to 3.00 P.M. Daily except Sat., Sun., and Holidays. |

EASTERN BRANCH (COLUMBUS DIVISION)

| | | | | (Distance from Toledo) | | | | | |
|----|---|----|---|--|------|--|--|-----|---|
| X | X | X | | STANLEY | 4.0 | | | | |
| | | | | MO LINE | 6.6 | | | | |
| | | | | SO | 7.7 | | | | |
| | | | | DIVISION POST (Cols. Div. Sou. Reg.) | 8.5 | | | | |
| | | | | BEGIN BLOCK-END OF BLOCK | 8.5 | | | | |
| | | | | BEGIN BLOCK-END OF BLOCK | 8.5 | | | | |
| | | | | STONY RIDGE | 9.9 | | | | |
| | | | X | LUCKEY K-STANLEY | 14.3 | | | 86 | |
| | | | | PEMBERVILLE | 17.3 | | | | |
| | | | | WAYNE | 24.7 | | | | |
| | | | | FOSTORIA | 35.4 | | | | |
| X | X | X | ★ | F TOWER (C.&O.-N.&W.-B.&O. Crossing) | 35.9 | | | | 2 |
| | | | | LANDGRAF | 39.8 | | | 90 | |
| | | | | NEW RIEGEL | 44.2 | | | | |
| | | | X | BERWICK K-CAREY | 46.2 | | | | 1 |
| | | | | (Distance from Sandusky) | | | | | |
| | | | | ADRIAN | 45.3 | | | | |
| XO | | | | C.&O. R.R. CROSSING (C.&O.-A.C.&Y. Crossing) | 48.5 | | | | |
| | | | P | CAREY | 49.7 | | | 110 | |
| | | | | WHARTON | 57.3 | | | | |
| X | X | XC | ★ | FOREST (M. L. Pgh. to Chicago Crossing) | 62.2 | | | | |
| | | | | PATTERSON | 63.9 | | | | |
| | | | | McVITTYS | 65.5 | | | 50 | |
| | | | | GRANTS | 68.4 | | | | |
| | | | P | KENTON (Western Br.) (Conn. Sands Ind. Track) | 74.1 | | | | |
| X | X | X | ★ | SANDS (E. L. Crossing) | 76.9 | | | | |

The direction from Stanley to Kenton is southward.

NOTE

1. Controlled from Forest when Carey is not in service.
2. No Train Order Signal in service.

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

| Station | Hours in service |
|---------|---|
| Carey | 7.00 A.M. to 3.00 P.M. Daily except Sat., Sun., and Holidays. |
| Kenton | 7.00 A.M. to 3.00 P.M. Daily except Sat., Sun., and Holidays. |

SOUTHERN BRANCH KANAWHA SECONDARY TRACK SWISS RUNNING TRACK (COLUMBUS DIVISION)

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block-Limit Station | STATIONS | Distance from Corning | Capacity of Sidings based on 50 ft. Cars | | | Note |
|--------------|----------------------|------------------------------------|---------------------|------------------------------------|-----------------------|--|-------|------|------|
| | | | | | | North | South | Both | |
| | | PC | | CORNING (Western Br.) | 0.0 | | | 125 | |
| | | | | GLOUSTER | 8.0 | | | | |
| | | | | TRIMBLE | 9.3 | | | | |
| | | | | CHAUNCEY | 16.9 | | | 80 | |
| X | O | | | ARMITAGE (C.&O. Crossing) | 21.4 | | | 125 | |
| | | | | ATHENS | 22.1 | | | | |
| X | X | XC | | GROSVENOR (B.&O. Crossing) | 23.2 | | | | |
| | | | | ALBANY | 32.6 | | | 98 | |
| | | | | MEIGS | 51.1 | | | | |
| | | | | HOBSON | 55.4 | | | | 1 |
| | | X | | HOBSON JUNCTION | 57.1 | | | | |
| | | X | | CHESHIRE | 58.3 | | | | |
| | | | | KANAUGA | 66.6 | | | | |
| | | X | | KANAUGA | 66.6 | | | 70 | |
| | | | | STATE LINE (Ohio—W.Va.) | 68.3 | | | | |
| | | | | POINT PLEASANT | 69.1 | | | | |
| | | | | ARBUCKLE | 83.4 | | | 110 | |
| | | X | | BUCK K—Charleston | 84.4 | | | | |
| | | | | ROBERTSBURG | 87.4 | | | | |
| | | | | BUFFALO | 90.7 | | | | |
| | | X | | RUM K—Charleston | 95.7 | | | 105 | |
| | | | | SHIPPERS CAR LINE | 98.9 | | | | |
| | | | | RED HOUSE | 100.0 | | | | |
| | | | | McGILL | 100.8 | | | | |
| | | | | COURTNEY | 101.6 | | | 80 | |
| | | | | BANCROFT | 103.7 | | | | |
| | | X | | NITRO K—Charleston | 111.3 | | | 125 | |
| | | | | SATTES | 113.7 | | | | |
| | | | | INSTITUTE | 116.0 | | | | |
| | | | | FERGUSON | 117.6 | | | | |
| | | | | DUNBAR | 119.1 | | | 71 | |
| | | X | | EAR K—Charleston | 119.9 | | | | |
| | | | | SHORR | 122.4 | | | | |
| | | | | WEST CHARLESTON | 123.4 | | | | |
| | | | | BRIDGE JUNCTION | 124.0 | | | | |
| | | | | BIGLEY AVE. JCT. | 125.4 | | | | |
| | | | | ELK RIVER BRIDGE | 126.6 | | | | |
| | | XC | | CHARLESTON | 126.2 | | | | |
| | | | | MORRIS STREET JCT. | 126.4 | | | | |
| | | | | STUART | 127.6 | | | | |
| | | | | PORT AMHERST (PC Crossing) | 131.1 | | | | |
| | | X | | LEVI K—Charleston | 133.5 | | | 119 | |
| | | | | BELLE | 134.6 | | | | |
| | | X | | MAX K—Charleston | 136.9 | | | 2 | |
| | | | | DICKINSON YD. TRACKS | | | | | |
| | | X | | DICK K—Charleston | 140.4 | | | 3 | |
| | | | | SHREWSBURY | 141.9 | | | | |
| | | | | CEDAR GROVE (K.C. & N.W. Crossing) | 144.2 | | | | |
| | | X | | MID K—Charleston | 146.7 | | | 111 | |
| | | | | HUGHSTON | 148.2 | | | | |
| | | | | CANNELTON | 152.3 | | | | |
| | | X | | SMIT K—Charleston | 153.1 | | | 71 | |
| | | | | HAREWOOD | 155.0 | | | | |
| | | | | BOOMER | 155.5 | | | | |
| | | X | | GENO K—Charleston | 157.0 | | | 57 | |
| | | | | ALLOY | 157.2 | | | | |
| | | X | | GAUL K—Charleston | 162.9 | | | 4 | |
| | | | | GAULEY BRIDGE | 162.9 | | | | |
| | | | | GAULEY BRIDGE | 162.9 | | | | |
| | | | | BEECH GLEN | 170.7 | | | | |
| | | | | SWISS | 172.6 | | | | |

The direction from Corning to Swiss is southward.

NOTES

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

Interlocking and Block Station in service part-time:

| Station | Hours in Service |
|---------|--|
| Corning | 7:00 A.M. to 3:00 P.M. daily except Saturday, Sunday and Holidays. |

(Detach this page and paste over page 28)
(Sou. Regn. G.O. No. 519 12-15-72)

Z & W SECONDARY TRACK (COLUMBUS DIVISION)

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block-Limit Station | STATIONS | Distance from Columbus | Capacity of Sidings based on 50 ft. Cars | | | Note |
|--------------|----------------------|------------------------------------|---------------------|---|------------------------|--|-------|------|------|
| | | | | | | North | South | Both | |
| | | PC | | THURSTON | 28.8 | | | | |
| | | | | NEW SALEM | 32.5 | | | | |
| | | | | THORNVILLE | 37.9 | | | | |
| | | | | WALSER (B.&O. Crossing) | 40.8 | | | | |
| | | | | GLENFORD | 43.9 | | | | |
| | | | | GLASS ROCK | 45.7 | | | | |
| | | | | FULTONHAM | 56.2 | | | | |
| | | | | PITTSBURGH PLATE GLASS CROSSING—via PC | 57.5 | | | | |
| | | | | ZANESVILLE | 67.9 | | | | |
| | | | | The direction from Thurston to Zanesville is southward. | | | | | |

HITOP SECONDARY TRACK (COLUMBUS DIVISION)

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block-Limit Station | STATIONS | Distance from Charleston | Capacity of Sidings based on 50 ft. Cars | | | Note |
|--------------|----------------------|------------------------------------|---------------------|--|--------------------------|--|-------|------|------|
| | | | | | | North | South | Both | |
| | | | | CHARLESTON (via B.&O.) | 0.0 | | | | |
| | | | | BLUE CREEK (B.&O. Crossing) | 13.4 | | | 16 | |
| | | | | QUICK | 21.6 | | | 18 | |
| | | | | COAL RIDGE | 22.0 | | | | |
| | | | | SANDERSON | 25.0 | | | 44 | |
| | | | | MORRIS FORK | 26.4 | | | | |
| | | | | KENDALIA | 30.3 | | | | |
| | | | | HITOP | 34.4 | | | | |
| | | | | The direction from Blue Creek to Hitop is southward. | | | | | |

LOUISVILLE BRANCH (SOUTHWEST DIVISION)

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block-Limit Station | STATIONS | Distance from Indianapolis | Capacity of Sidings based on 50 ft. Cars | | | Note |
|--------------|----------------------|------------------------------------|---------------------|---|----------------------------|--|-------|------|------|
| | | | | | | North | South | Both | |
| X | X | X ♦ ★ | | I. U. RY. INTERLOCKING I. U. INDIANAPOLIS / RY. | 0.0 | | | | |
| X | X | X ★ | | DALE (I. U. RY. Crossing) | 1.7 | | | 159 | |
| | | | | SOUTHPORT | 7.1 | | | | |
| | | | | GREENWOOD | 10.7 | | | 92 | |
| | | | | WHITELAND | 15.3 | | | | |
| | | | | LAND | 15.5 | | | | |
| | | | | FRANKLIN (Fairland Rngg. Trk. Crossing) | 20.3 | | | | |
| | | | X | ELVIN K-Columbus | 21.4 | | 61 | | 1 |
| | | | | AMITY | 25.1 | | | | |
| | | | | ATTERBURY | 28.5 | | 50 | | |
| | | | | EDINBURG | 30.6 | | | | |
| | | | | TAYLORSVILLE | 34.5 | | | | |
| | | | X | BROOK K-Columbus | 37.9 | | 86 | | 1 |
| | | P ★ | | COLUMBUS (Columbus-Madison & Shelby Sec. Tracks) | 41.0 | | | | |
| | | | X | GARDEN K-Columbus | 42.5 | | 89 | | 1 |
| | | | | REED | 53.9 | | | | |
| X | X | | | C. M. ST. P.&P. CROSSING | 58.4 | | | | |
| | | P ★ | | B.&O. R.R. CROSSING | 58.9 | | | | |
| | | | | SEYMOUR | 59.0 | | | 98 | |
| | | | | CROTHERSVILLE | 70.5 | | 16 | | |
| | | | | AUSTIN | 74.5 | | 66 | | |
| | | P | | SCOTTSBURG | 79.3 | | 134 | | |
| | | | | VIENNA | 81.7 | | | | |
| | | | | UNDERWOOD | 84.8 | | | | |
| | | | | HENRYVILLE | 89.3 | | | | |
| | | | | CANEY | 91.7 | | | | |
| | | | | SPEED | 98.3 | | 134 | | |
| | | | | SELLERSBURG | 99.6 | | | | |
| X | X | X ★ | | BOYD (B.&O. Crossing) | 104.9 | | | | |
| X | X | X ♦ | | JEFFERSONVILLE | 107.2 | | | | |
| | | | | CLAGG | 109.1 | | | | |
| | | | | BROADWAY ST. | 110.1 | | | | |
| | | | | ELEVENTH ST. | 110.5 | | | | |
| | | | | I. C. R.R. JCT. (Kentucky St.) | 110.6 | | | | |
| | | | | LOUISVILLE (L.&N. R.R.) | 111.2 | | | | |
| | | | | The direction from Indianapolis to Louisville is southward. | | | | | |

NOTE

1. Controlled by Dale when Columbus is not in service.

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

| Station | Hours in Service |
|------------|---|
| Columbus | 11.01 P.M. to 7.01 A.M. Daily except Sunday. 7.01 A.M. to 11.01 P.M. Daily except Sat., Sun., and Holidays. |
| Seymour | 7.59 A.M. to 3.59 P.M. Daily except Sat., Sun., and Holidays. 3.59 P.M. to 11.59 P.M. Daily except Holidays. |
| Scottsburg | 7.00 A.M. to 4.00 P.M. Daily except Sat., Sun., and Holidays. |

I & F BRANCH (SOUTHWEST DIVISION)

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block-Limit Station | STATIONS | Distance from Indianapolis | Capacity of Sidings based on 50 ft. Cars | | | Note |
|--------------|----------------------|------------------------------------|---------------------|---|----------------------------|--|-------|------|------|
| | | | | | | North | South | Both | |
| X | X | X♦★ | | I. U. RY. INTERLOCKING | I. U. RY. | | | | |
| | | X | | INDIANAPOLIS | | 0.0 | | | |
| | | | | KENTUCKY AVE. | | 0.3 | | | |
| | | | | WEST ST. | 0.4 | | | | |
| | | | | WEST ST. | 0.4 | | | | |
| X | X | X★ | | WOODS (I. U. RY. Crossing) | 1.6 | | | | |
| X | X | X★ | | KRAFT (Petersburg Sec. Trk. Conn.) | 3.0 | | | | |
| X | X | X★ | | DAVIS (M. L. Davis to Lenox-Greencastle Br.) | 6.9 | | | | |
| X | | | | SOUTH HUNT | 8.6 | | | | |
| X | | | | (M.L. Indpls. to St. Louis) | 9.5 | | | | |
| X | | | | NORTH HUNT | 12.6 | | | | |
| X | | | | CLERMONT (P.&E.) | 17.9 | | | 150 | |
| X | | | | SOUTH BURR | 19.6 | | | | |
| X | | | | NORTH BURR | 24.6 | | | | |
| X | | | | HERR | 30.6 | | | | |
| X | | | | SOUTH LEBANON | 31.6 | | | 162 | 1 |
| X | | X | | LEBANON (M.L. Cinn. to KKK Conn.) | 41.8 | | | | |
| | | P★ | | REAGAN | 48.1 | | 122 | 131 | |
| | | | | FRANK (Mon. Crossing) (Crd. Sec.) | 48.1 | | | | |
| | | | | (Distance from Terre Haute) | 78.3 | | 122 | 131 | |
| | | P★ | | FRANK (N.&W. Crossing) | 78.6 | | | | |
| | | | | FRANKFORT | 87.9 | | | | |
| | | | | SEDALIA | 92.2 | | | | |
| | | P | | CUTLER | 95.6 | | | 104 | 3 |
| | | | | BRINGHURST | 97.0 | | | | |
| | | | | FLORA | 101.3 | | | | |
| | | | | CAMDEN | 101.3 | | | | |
| | | | | DIVISION POST (Ft. Wayne Div.- West. Reg.) | 109.1 | | | | |
| O | | X | | CLYMERS (N.&W. Crossing) | 109.2 | | | 150 | 2 |
| | | | | LONG CLIFF | 113.3 | | | | |
| X | X | X★ | | VAN | 114.4 | | | | |
| | | | | LOGANSPOUT | 115.6 | | | | |
| | | | | The direction from Indianapolis to Logansport is northward. | | | | | |

NOTE

1. Remote Block Station for northward trains.
2. Remote Block Station for southward trains controlled by Van.
3. No fixed signals displayed. During hours office is in service, trains and engines must approach prepared to stop and not pass unless hand signal to proceed is received.

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

| Station | Hours in Service |
|------------|--|
| Frank | Daily, except Holidays. |
| Bringhurst | 2.00 P.M. to 10.00 P.M. Daily except Holidays. |

MICHIGAN BRANCH ANDERSON-GREENSBURG SECONDARY TRACK WESTPORT SECONDARY TRACK (SOUTHWEST DIVISION)

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block-Limit Station | STATIONS | Distance from St. Joseph | Capacity of Sidings based on 50 ft. Cars | Note |
|--------------|----------------------|------------------------------------|---------------------|--|--------------------------|--|------|
| | | | | | North | South | Both |
| | | | | ELKHART GOSHEN (Chgo. Div.-West. Reg.) | 55.5 | | |
| | | | | DIVISION POST (Southwest Div.-Sou. Reg.) | 57.5 | | |
| | | | | YOST | 57.5 | | |
| XO | | | | NEW PARIS JCT. (N.W. Crossing) | 61.3 | | |
| X | | | | NEW PARIS MILFORD JCT. (B.&O. Crossing) R-B.&O. Dispr. | 62.0 | | |
| | | | | MILFORD | 66.3 | | |
| | | | | LEESBURG | 67.5 | | 148 |
| X | X | XC* | | WARSAW (M. L. Pgh. to Chgo. Crossing) | 73.0 | | |
| XO | | | | CLAYPOOL (N.W. Crossing) | 79.7 | 23 | |
| | | | | SILVER LAKE | 87.5 | 52 | |
| | | | | NORTH MANCHESTER (Columbia City Sec. Trk Crsg.) | 91.4 | | |
| X | | | | BOLIVAR (E.L. Crossing) R-E.L. Dispr. | 99.0 | | |
| | | | | URBANA | 101.6 | 61 | |
| | | | | SPEICHER | 106.1 | | |
| | | | | WABASH (Wab. Yd. Crossing) | 109.1 | 160 | |
| | | | | TREATY | 113.4 | | |
| X | X | XC* | | LA FONTAINE | 119.1 | | |
| X | X | XC* | | MARION | 123.6 | 60 | |
| | | | | KENT (M. L. Cols. to Chgo. Crossing) | 132.7 | | |
| | | | | SOLDIERS HOME | 133.4 | 56 | |
| | | | | JONESBORO | 135.5 | | |
| | | | | FAIRMOUNT | 138.3 | | |
| | | | | SUMMITVILLE | 142.8 | | |
| X | | | | ALEXANDRIA (N.W. Crossing R-N.W. Dispr.) | 148.1 | | |
| | | | | LINWOOD | 153.5 | 20 | |
| X | | | | DOW (Rich. Br. Crossing) R-Deleo | 158.6 | | |
| X | | | | CP-247 (M. L. Cleve to Indpls. Crossing) S-Gridley | 162.6 | | |
| | | | | ANDERSON | 165.4 | | |
| | | | | PEARL ST. | 165.5 | | |
| | | | | C.I. CROSSING | 165.7 | | |
| | | | | ANDERSON BELT CROSSING | 165.8 | | |
| X | | | | CP-MARTIN S-Gridley | 166.3 | | |
| | | | | SOUTH ANDERSON YARD | 166.6 | | |
| | | | | EMPORIA | 167.7 | | |
| XO | | | | MARKLEVILLE | 172.7 | | |
| | | | | SHIRLEY (Spfld. Br. Crsg.) | 174.8 | | |
| | | | | KNIGHTSTOWN | 181.0 | | |
| | | | | CARTHAGE | 188.2 | | |
| | | | | | 193.1 | | |
| | | | | KERN | 203.5 | | |
| | | | | RUSHVILLE (B.&O. Crossing) (Shelby Br. Crossing) | 204.5 | | |
| | | | | MILROY | 212.1 | | |
| | | | | SANDUSKY | 217.6 | | |
| | | | | GREENSBURG | 223.5 | | |
| X | | | | CP-63 (M. L. Cinn. to Kkk. Crsg.) | 223.6 | | |
| | | | | CRAIG | 225.0 | | |
| | | | | LETTIS | 232.4 | | |
| | | | | WESTPORT | 236.5 | | |

The direction from Goshen to Westport is southward.

NOTE

1. N.&W. Kern-Rushville Main Track will be used jointly by N.&W. and PC trains. PC trains moving within these limits will run as extra trains and will not require clearance Form "A" or Train Orders.

All stations listed under column headed Block Stations and Train Order Offices are Train Order Offices only.

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

| Station | Hours in Service |
|---------|--|
| Wabash | 7.00 A.M. to 4.00 P.M. Daily except Sat., Sun. and Holidays. |

PETERSBURG SECONDARY TRACK DUFF RUNNING TRACK A. W. & W. SECONDARY TRACK LYNNVILLE SECONDARY TRACK (SOUTHWEST DIVISION)

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block-Limit Station | STATIONS | Distance from Indianapolis | Capacity of Sidings based on 50 ft. Cars | Note |
|--------------|----------------------|------------------------------------|---------------------|--|----------------------------|--|------|
| | | | | | North | South | Both |
| X | X | X | | KRAFT (L.&F. Br.) | 3.0 | | |
| | | | | MAYWOOD | 5.7 | | |
| | | | | CAMBY K-Kraft | 11.8 | | 56 |
| | | | | MOORESVILLE | 16.7 | | |
| | | | | BROOKLYN | 21.5 | | |
| | | | | CAMPBELLS | 27.3 | | |
| | | | | ELK K-Kraft | 29.5 | | 77 |
| | | | | MARTINSVILLE | 30.6 | | |
| | | | | PARAGON | 38.4 | | |
| | | | | WHITAKER | 41.0 | | |
| | | | | SILEX K-Kraft | 42.1 | | 208 |
| XO | | | | GOSPORT JCT. (Monon Crossing) | 44.1 | | |
| | | | | ROMONA | 49.7 | | |
| | | | | SPENCER | 53.8 | | 58 |
| | | | | RUDD | 57.5 | | |
| | | | | FREEDOM | 62.8 | | |
| | | | | MINICH K-Kraft | 72.2 | | 180 |
| | | | | WORTHINGTON | 72.3 | | |
| | | | | WORTHINGTON JCT. (Clay City Sec. Track Conn.) | 72.5 | | |
| | | | | RINCON JCT. (Vincennes Secondary Conn.) | 73.8 | | |
| | | | | (Distance from Terre Haute) | ✓ | | |
| | | | | RINCON JCT. | 41.2 | | |
| | | | | SOUTH RINCON K-Ashby | 42.0 | | |
| | | | | NEWBERRY | 55.8 | | |
| | | | | ELNORA (Milw. Crossing) | 61.2 | | |
| XO | | | | NORTH PLAIN | 67.5 | | |
| | | | | PLAIN K-Ashby | 67.8 | | 154 |
| | | | | SOUTH PLAIN | 68.4 | | |
| | | | | CAPEHART | 72.4 | | |
| | | | | GRAHAM | 74.3 | | |
| | | | | DUFF K-Ashby | 77.6 | | |
| | | | | DUFF K-ASHBY | 77.6 | | |
| | | | | WASHINGTON | 79.9 | | |
| XO | | | | CHAPPELL (B. & O. Crossing) | 78.8 | | |
| | | | | THOMAS | 82.6 | | 51 |
| | | | | PETERSBURG | 94.3 | | 2 |
| | | | | ASHBY | 95.4 | | |
| | | | | ASHBY | 95.4 | | |
| | | | | SOUTH ASHBY | 96.3 | | |
| | | | | SOUTH ASHBY | 96.3 | | |
| X | X | X | | OAKLAND CITY (Sou. Crossing) | 106.2 | | 3 |
| | | | | OAK K-Ashby | 106.8 | | |
| | | | | OAK K-Ashby | 106.8 | | |
| | | | | JACKSON ST. A.W.&W. | 107.1 | | |
| | | | | GRAY JCT. | 107.2 | | |
| | | | | GUDGEL | 108.9 | | 51 |
| | | | | MACKEY | 113.8 | | |
| | | | | BUCKSKIN K-Ashby | 115.2 | | 1 |
| | | | | BUCKSKIN K-Ashby | 115.2 | | |
| | | | | SHAWNEE | 115.8 | | |
| | | | | LYNNVILLE | 120.0 | | |
| | | | | WHITE | 115.8 | | |
| | | | | ELBERFIELD | 119.9 | | |
| | | | | DITNEY | 121.4 | | |
| | | | | DAYLIGHT | 125.1 | | |
| | | | | TAYLOR | 130.6 | | |
| | | | | STRAIGHT LINE JCT. | 130.9 | | |
| | | | | EVANSVILLE (C.&E.I.) | | | |

The direction from Kraft to Evansville is southward.

NOTE

- Switch must be lined by hand for main track movement.
- Petersburg-southward trains and engines must receive permission from Operator at Ashby before passing North Wye switch.
- Oakland City train order office only. Signal indications displayed, are for interlocking movements only and do not convey condition of Manual Block.

VINCENNES SECONDARY TRACK (SOUTHWEST DIVISION)

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block-Limit Station | STATIONS | Distance from Indianapolis | Capacity of Sidings based on 50 ft. Cars | | | Note |
|--------------|----------------------|------------------------------------|---------------------|---|----------------------------|--|-------|------|------|
| | | | | | | North | South | Both | |
| | | | | RINCON JCT. (Petersburg Sec. Track Conn.) | 73.8 | | | | 1 |
| XO | | | | SWITZ CITY (I.C. Crossing) | 79.8 | | | | |
| | | | | LYONS | 83.2 | | | | |
| XO | | | | BUSHROD | 84.9 | | | 119 | |
| | | | | BEE HUNTER (C.M.&ST.P.P. Crossing) | 86.2 | | | | |
| | | | X | SANDBORN K-Kraft | 91.7 | | | | |
| | | | | WESTPHALIA | 94.8 | | | | |
| | | | X | EDWARDSPORT | 98.5 | | | | |
| | | | | HOWARD K-Kraft | 100.0 | | | | |
| | | | X | BICKNELL | 102.9 | | | | |
| | | | | KIRK K-Kraft | 105.5 | | | | |
| X | | | | BRUCEVILLE | 109.3 | | | | |
| XO | | | | B.&O. CROSSING | 116.9 | | | | |
| | | | | C.&E.I. CROSSING | 117.0 | | | | |
| | | | | VINCENNES | 117.8 | | | | |
| | | | | The direction from Rincon Jct. to Vincennes is southward. | | | | | |

NOTE

1. Before entering Minich Siding at Rincon Jct. trains and engines must have authority from Operator at Kraft.

CLAY CITY SECONDARY TRACK (SOUTHWEST DIVISION)

| | | | | (Distance from Terre Haute) | ↓ | | | | |
|---|---|--|--|--|------|--|--|----|--|
| | | | | RILEY | 10.3 | | | | |
| | | | | CORY | 15.5 | | | | |
| | | | | EEL | 22.0 | | | | |
| X | X | | | CLAY CITY (Monon Crossing) | 25.7 | | | | |
| | | | | LANCASTER | 27.6 | | | 59 | |
| | | | | COAL CITY | 31.0 | | | | |
| | | | | MANCOURT | 32.0 | | | 42 | |
| | | | | WORTHINGTON | 39.8 | | | 64 | |
| | | | | WORTHINGTON JCT. (Petersburg Sec. Track) | 40.0 | | | | |
| | | | | The direction from Riley to Worthington Jct. is southward. | | | | | |

COLUMBUS-MADISON SECONDARY TRACK (SOUTHWEST DIVISION)

| | | | | (Distance from Columbus Ind.) | ↓ | | | | |
|--|--|--|---|--|------|--|--|----|---|
| | | | | COLUMBUS (Lou. Br.) | 0.0 | | | | |
| | | | | HAW K-Columbus | 2.0 | | | | 1 |
| | | | | ELIZABETH TOWN | 8.0 | | | | |
| | | | | SCIPIO | 14.5 | | | | |
| | | | | NORTH VERNON (B.&O. Crossing) | 21.5 | | | | |
| | | | X | WREN K-Columbus | 21.6 | | | 21 | 1 |
| | | | | VERNON | 23.1 | | | | |
| | | | | DUPONT | 32.0 | | | | |
| | | | | JEFF | 36.9 | | | | |
| | | | | NORTH MADISON | 43.0 | | | | |
| | | | | MADISON | 45.2 | | | | |
| | | | | The direction from Columbus to Madison is southward. | | | | | |

NOTE

1. Controlled by Dale when Columbus is not in service.

MUNCIE YARD RUNNING TRACK (SOUTHWEST DIVISION)

| | | | | (Distance from Vance) | ↓ | | | | |
|---|---|---|--|--|------|--|--|--|--|
| | | | | VANCE (M. L. Cleve. to Indpls.) | 0.0 | | | | |
| X | X | X | | MUNCIE (N.&W. Crossing) | 1.0 | | | | |
| | | | | DREW (C.&O. Crossing) R-Peru | 3.0 | | | | |
| X | | | | ANTHONY | 6.1 | | | | |
| | | | | MATTHEWS | 14.7 | | | | |
| | | | | The direction from Vance to Matthews is northward. | | | | | |

L & A RUNNING TRACK (SOUTHWEST DIVISION)

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block-Limit Station | STATIONS | Distance from Cincinnati | Capacity of Sidings based on 50 ft. Cars | | | Note |
|--------------|----------------------|------------------------------------|---------------------|----------------------------------|--------------------------|--|------|------|------|
| | | | | | | East | West | Both | |
| | | | | CP-22 (M. L. Cinn. to Kkk.) | 22.3 | | | | |
| X | X | | | DEARBORN (B.&O. Crossing) | 24.7 | | | | |
| | | | | LAWRENCEBURG (B.&O. Crossing) | 25.6 | | | | 1 |
| | | | | AURORA | 28.9 | | | | |

The direction from CP-22 to Aurora is westward.

NOTE

1. Lawrenceburg is Train Order Office only in service 7.00 A.M. to 3.00 P.M. daily except Saturday, Sunday and Holidays.

WHITEWATER RUNNING TRACK

| | | | | (Distance from Cincinnati) | ↓ | | | | |
|--|--|--|--|--------------------------------------|------|--|--|----|---|
| | | | | VALLEY JCT. (M. L. Cinn. to Kkk.) | 17.7 | | | | |
| | | | | SHAPER | 21.2 | | | | |
| | | | | HARRISON | 25.4 | | | | |
| | | | | CEDAR GROVE | 36.7 | | | | |
| | | | | BROOKVILLE | 43.5 | | | 17 | |
| | | | | METAMORA | 51.9 | | | | |
| | | | | LAUREL | 57.7 | | | | |
| | | | | CONNERSVILLE | 68.5 | | | | 1 |
| | | | | BEESON (N.&W. Conn.) | 74.1 | | | | |

The direction from Valley Jct. to Beeson is westward.

NOTE

1. Connersville is Train Order Office only in service 8.00 A.M. to 5.00 P.M. daily except Saturday, Sunday and Holidays.

VAN JCT.-KRAFT RUNNING TRACK

| | | | | (Distance from Van Jct.) | ↓ | | | | |
|---|---|---|---|--------------------------|-----|--|--|--|--|
| | | | | VAN JCT. (Belt Ry.) | 0.0 | | | | |
| X | X | X | X | KRAFT (I.&F. Br.) | 1.4 | | | | |

The direction from Van Jct. to Kraft is westward.

THORNE-KITLEY AVE. SECONDARY TRACK

| | | | | (Distance from Thorne) | ↓ | | | | |
|---|---|---|---|---------------------------------|-----|--|--|--|--|
| | | | | THORNE (M. L. Cols. to Indpls.) | 0.0 | | | | |
| X | X | X | X | KITLEY AVE. | 1.9 | | | | |
| | | | | HAWTHORNE YARDS | 2.0 | | | | |

The direction from Thorne to Hawthorne Yds. is westward.

C H & G RUNNING TRACK

| | | | | (Distance from Cincinnati) | ↓ | | | | |
|--|--|--|--|----------------------------|------|--|--|--|--|
| | | | | CRAIG (Westport Sec.) | 64.2 | | | | |
| | | | | BURNEY | 70.7 | | | | |
| | | | | HOPE | 77.4 | | | | |
| | | | | COLUMBUS (Lou. Br.) | 88.6 | | | | |

The direction from Craig to Columbus is westward.

NOTE

Track temporarily out of service between MP 78 and MP 86.5.

SHELBYVILLE SECONDARY TRACK

| | | | | (Distance from Columbus) | ↓ | | | | |
|---|--|--|--|---|------|--|--|--|--|
| | | | | COLUMBUS (Lou. Br.) | 0.0 | | | | |
| | | | | CLIFFORD | 6.4 | | | | |
| | | | | ST. LOUIS CROSSING | 9.2 | | | | |
| | | | | FLAT ROCK | 12.4 | | | | |
| | | | | LEWIS CREEK | 15.1 | | | | |
| | | | | PENNS. | 19.2 | | | | |
| | | | | CP 82 (M. L. Cinn. to Kkk.) | 23.8 | | | | |
| X | | | | SHELBYVILLE | 24.0 | | | | |
| | | | | RAYS CROSSING | 29.0 | | | | |
| | | | | MANILLA | 33.0 | | | | |
| | | | | HOMER | 35.2 | | | | |
| | | | | RUSHVILLE (B.&O.-N.&W.-Anderson-Greensburg Secondary Track) | 42.2 | | | | |
| | | | | NORTH RUSHVILLE | 44.1 | | | | |

The direction from Columbus to Rushville is northward.

DANVILLE AND CAIRO BRANCH (SOUTHWEST DIVISION)

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block-Limit Station | STATIONS | Distance from Indiana Harbor | Capacity of Sidings based on 50 ft. Cars | | | Note |
|--------------|----------------------|------------------------------------|---------------------|--|------------------------------|--|-------|------|------|
| | | | | | | North | South | Both | |
| | | | | 89th St. CHICAGO (Western Reg.) (Chicago Div.) | | | | | |
| X | | | | INDIANA HARBOR R-HC | | | | | |
| X | | | | GIBSON R-Gib E End | 3.8 | | | | |
| X | X | XC | | OSBORN (N.&W. Crossing) | 4.8 | | | | |
| | | | | DIVISION POST (Sou. Reg.) (Southwest Div.) | 6.3 | | | | |
| X | X | XC | ★ | HIGHLAND (E.L.-C.&O. Crossings) | 7.2 | | | | 1 |
| X | | | | HAYS (G.T.W. Crossing) R-GTW Dispatcher | 9.2 | | | | |
| | | | | HARTSDALE | 10.3 | | | 175 | 3 |
| | | | | ST. JOHN YARD | 12.4 | | | 91 | |
| XO | | | | ST. JOHN (Monon Crossing) | 14.6 | | | | |
| | | | | COOK | 19.8 | | | | |
| | | | | NORTH HAYDEN | 25.8 | | | | |
| XO | P | PC | ★ | BELSHAW | 28.2 | | | | |
| | | | | SCHNEIDER (Kkk. Br. Crossing) | 32.9 | | | 217 | |
| | | | | LAKE VILLAGE | 36.3 | | | | |
| | | | | ENOS | 44.8 | | | | |
| | | | | MOROCCO | 49.6 | | | 220 | |
| XO | | | | ADE | 55.0 | | | | |
| X | X | XC | ★ | KENTLAND (Effner Br. Crossing) | 61.9 | | | | 2 |
| | | | | SHEFF (M. L. Cinn. to Kkk. Crossing) | 66.3 | | | 120 | |
| | | | | YORK SWITCH | 67.9 | | | | |
| | | | | FREE | 72.0 | | | | |
| XO | | | | DUNN | 75.8 | | | | |
| | | | | HANDY (N.&W. Crossing) | 80.4 | | | 158 | |
| | | | | TAB | 86.3 | | | | |
| | | | | STEWART (C.&E.I. Crossing) | 90.1 | | | | |
| | | | | SLOAN | 94.6 | | | 194 | |
| | | | | STATE LINE (Ind.—Ill.) | 100.6 | | | | |
| X | X | XC | ★ | DANVILLE (JACKSON ST.) | 109.3 | | | | |
| | | | | WYTON (P.&E. Conn.) | 110.2 | | | | 2 |
| | | | | (Distance from Danville) | ↓ | | | | |
| | | | | DANVILLE (Cairo Br.) | 0.0 | | | | |
| X | X | XC | ★ | WYTON (P.&E. Conn.) | No. 1 & No. 2 Rnng. Trks. | 1.0 | | | |
| | | | | TILTON | | 2.8 | | | |
| | | | | LYONS | | 5.3 | | | |
| XO | | | ★ | LYONS | | 5.3 | | | |
| | | | | WESTVILLE (C.&E.I. Crossing) | 7.2 | | | | |
| | | | | GEORGETOWN | 11.4 | | | | |
| XO | | | | VERMILION GROVE | 15.1 | | | | |
| | | | | RIDGEFARM (N.&W. Crossing) | 16.8 | | | | |
| | | | | WOOD YARD | 19.1 | | | | |
| XO | | | | CHRISMAN (B.&O. Crossing) | 23.9 | | | 176 | |
| | | | | HORACE | 29.6 | | | | |
| X | X | XC | ★ | HARRIS | 32.8 | | | | |
| | | | | MIDLAND (M. L. Davis to Lenox and Peoria Sec. Trk. Crossings) | 37.1 | | | 103 | |
| | | | | OLIVER | 45.5 | | | | |
| | | | | MARSHALL | 52.7 | | | | |
| | | | | ERNST | 58.2 | | | 98 | |
| | | | | WEST UNION | 65.1 | | | | |
| | | | | DOCK | 70.5 | | | 130 | |
| | | | | CIPS | 71.0 | | | | |
| | | | | HUTSONVILLE | 72.4 | | | | |
| XO | | | | TRIMBLE | 76.3 | | | | |
| | | | | ROBINSON (I.C. Crossing) | 81.2 | | | | |
| | | | | FLATROCK | 89.1 | | | | |
| | | | | PINKSTAFF | 96.5 | | | | |
| X | X | XC | ★ | LAWRENCEVILLE (B.&O. Crossing) | 102.0 | 60 | 87 | | |
| | | | | ST. FRANCISVILLE | 111.4 | | | 35 | |
| | | | | ALLENDAL | 116.9 | | | | |
| | | | | PATTON | 120.7 | | | | |
| X | X | X | ★ | MT. CARMEL (Sou. Crossing) | 126.3 | | | | |
| | | | | E.M.&N. JCT. (Evansville Sec. Trk.) | 127.4 | | | | |
| | | | | (Continued on Next Page) | | | | | |

DANVILLE & CAIRO BRANCH—Continued (SOUTHWEST DIVISION)

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block-Limit Station | STATIONS | Distance from Danville | Capacity of Sidings based on 50 ft. Cars | | | Note |
|--------------|----------------------|------------------------------------|---------------------|---|------------------------|--|-------|------|------|
| | | | | | | North | South | Both | |
| XO | | | | KEENSBURG | 132.6 | | | | |
| | | | | GRAYVILLE (I.C. Crossing) | 141.6 | | | 63 | |
| | | | | WARREN | 147.6 | | | | |
| X | X | XC | ★ | CROSSVILLE | 150.4 | | | 187 | |
| XO | | | | CARMI (L.&N. Conn.) | 156.0 | | | | |
| XO | | | | NORRIS CITY (B.&O. Crossing) | 169.8 | | | | |
| | | | | ELDORADO (L.&N. Crossing) | 182.9 | | | | |
| | | | | ELDORADO (I.C. Conn.) | 183.3 | | | | |
| | | | | HARRISBURG | 188.7 | | | | |
| | | | | LEDFORD | 194.2 | | | | |
| | | | | CARRIER MILLS | 197.4 | | | | |
| | | | | STONEFORT | 203.9 | | | | |
| | | | | NEW BURNSIDE | 208.4 | | | | |
| | | | | TUNNEL HILL | 214.6 | | | 37 | |
| | | | | VIENNA | 224.2 | | | | |
| XO | | | | FORMAN (B.N. Crossing) | 229.8 | | | | |
| | | | | BELKNAP | 231.9 | | | | |
| | | | | KARNAK (C.&E.I. Crossing) | 234.7 | | | | |
| | | | | GRAND CHAIN | 238.6 | | | | |
| | | | | OLMSTEAD | 244.8 | | | | |
| | | | | MOUND CITY (I.C. Conn.) | 252.7 | | | | |
| | | | | CAIRO (I.C.-M.P.-G.M. & O. Crossings) | 260.4 | | | | |
| | | | | The direction from Osborn to Cairo is southward. | | | | | |

NOTE

All stations listed under column headed Block Stations and Train Order Offices are Train Order Offices only.

1. Not a Block Station for southward movements.
2. Train Order Office only.
3. Siding extends from Hartsdale to MP-12.

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

| Station | Hours in Service |
|------------|---|
| Schneider | 7:00 A.M. to 4:00 P.M. Daily, except Saturday, Sunday and Holidays. |
| Harrisburg | Daily except 11:00 P.M. Sunday to 7:00 A.M. Monday and Holidays. |

EVANSVILLE SECONDARY TRACK HARWOOD RUNNING TRACK (SOUTHWEST DIVISION)

| (Distance from Danville) | | | | | ↓ | | | |
|--------------------------|---|---|---|--|-------|----------------------------------|--|----|
| X | X | X | ★ | MT. CARMEL (Sou. Crossing) (Cairo Br.) | 128.3 | | | 1 |
| | | | | E.M.&N. JCT. | 127.4 | Evansville Secondary Track | | |
| | | | | JOHNSON | 136.3 | | | |
| | | | | NISBET | 147.0 | | | |
| | | | | HARWOOD SIDING | 157.3 | | | 50 |
| XO | | | | HARWOOD (I.C. Crossing) | 157.7 | Harwood Running Track | | |
| | | | | C.&E.I. (Crossings) | 159.2 | | | |
| | | | | EIGHTH AVE. (L.&N. Conn.) | 160.0 | | | |
| | | | | HOWELL (Evansville) L.&N. | 161.6 | | | |
| | | | | The direction from Mt. Carmel to Evansville is southward. | | | | |

NOTE

1. Train Order Office only.

CRAWFORDSVILLE SECONDARY TRACK (SOUTHWEST DIVISION)

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block-Limit Station | STATIONS | Distance from East Yard | Capacity of Sidings based on 50 ft. Cars | | | Note |
|--------------|----------------------|------------------------------------|---------------------|---|-------------------------|--|-------|------|------|
| | | | | | | North | South | Both | |
| X | X | X | ★ | EAST YARD (Chestnut St.) | | | | | 1 |
| X | X | X | | UNION | | | | | |
| X | X | X | | DEWEY JCT. (R Danville) C.&E.I. | 4.3 | | | | |
| | | | | OTTER CREEK | 5.8 | | | | |
| | | | | OTTER CREEK JCT. | 5.8 | | | | |
| | | | | ROSEDALE | 12.2 | | | | |
| | | | | ROCKVILLE | 22.9 | | | | |
| | | | | GUION | 32.3 | | | | |
| | | | | WAVELAND | 37.2 | | | | |
| | | | | BROWNS VALLEY | 40.4 | | | | |
| X | X | X | ★ | NEW MARKET | 45.6 | | | | |
| | | | | AMES (Monon—P.&E. Crossings) | 52.0 | | | | |
| | | | | CRAWFORDSVILLE | 52.5 | | | | |
| | | | | MIDWAY | 56.6 | | | | |
| | | | | DARLINGTON | 60.1 | | | | |
| XO | | | | COLFAX (M. L. Cinn. to Kkk. Crossing) | 68.6 | | | | |
| | | | | MANSON | 73.7 | | | | |
| | | | P★ | FRANK (I.&F. Br.) | 78.2 | | | | |
| | | | | The direction from East Yard to Frank is northward. | | | | | |

NOTE

1. C.&E.I. Dispatcher must authorize movements to enter at hand throw switch at Chestnut St.
2. Track out of service between MP 32.7 and MP 37.

PEORIA SECONDARY TRACK ALLENTOWN SECONDARY TRACK (SOUTHWEST DIVISION)

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block-Limit Station | STATIONS | Distance from Terre Haute | Capacity of Sidings based on 50 ft. Cars | | | Note |
|--------------|----------------------|------------------------------------|---------------------|---|---------------------------|--|-------|------|------|
| | | | | | | North | South | Both | |
| X | | | | FARRINGTON (M. L. Indpls. to St. L.) R-Union | 7.9 | | | | |
| | | | | BARTELS | 8.9 | | | | |
| | | | | PARIS | 20.3 | | | | 52 |
| X | | | | CAIRO JUNCTION (Cairo Br. Crossing) R-Midland | 21.0 | | | | |
| X | X | ★ | | MIDLAND (M. L. Davis to Lenox Crossing) | 21.3 | | | | |
| | | | | REDMON | 30.0 | | | | 45 |
| | | | | BORTON | 34.1 | | | | |
| | | | | ISABEL | 34.8 | | | | |
| XO | | | | OAKLAND (N.&W. Crossing) | 38.6 | | | | |
| | | | | HINDSBORO | 45.0 | | | | 40 |
| | | | | KEMP | 48.0 | | | | |
| | | | | FILSON | 50.5 | | | | |
| X | P | | | ARCOLA (I. C. Crossing) | 54.5 | | | | |
| | | | | CHESTERVILLE | 59.1 | | | | 20 |
| XO | | P | | ARTHUR (C.&E.I. Crossing) | 63.6 | | | | |
| | | | | FAIRBANKS | 66.6 | | | | |
| | | | | WILLIAMSBURG | 69.0 | | | | |
| | | | | LOVINGTON (N.&W. Crossing) | 72.1 | | | | 18 |
| | | | | ULLRICH | 75.2 | | | | |
| | | | | LAKE CITY | 77.5 | | | | |
| | | | P | PRAIRIE HALL | 81.0 | | | | |
| | | | | HERVEY CITY | 84.7 | | | | 45 |

(Continued on Next Page)

PEORIA SECONDARY TRACK—Continued ALLENTOWN SECONDARY TRACK—Continued (SOUTHWEST DIVISION)

| Interlocking | Interlocking Station | Block Station & Train Order Office | Block-Limit Station | STATIONS | Distance from Terre Haute | Capacity of Sidings based on 50 ft. Cars | | | Note |
|--------------|----------------------|------------------------------------|---------------------|--|---------------------------|--|------|------|------|
| | | | | | | East | West | Both | |
| | | P | | HERVEY CITY | 84.7 | | | | |
| | | | | MT. ZION | 86.3 | | | | |
| | | | | TURPIN | 88.9 | | | | |
| | | | | SUFFERN | 91.8 | | | | |
| X | | | | DECATUR JCT. (I.C. R.R.) | 92.2 | | | | |
| | | | | R-Decatur | 94.4 | | | | |
| X | | P | | DECATUR | 107.5 | | | | |
| | | | | MAROA | 107.5 | | | | |
| | | P | | MAROA | 112.3 | | | | |
| | | | | ROWELL | 115.8 | | | | 13 |
| XO | | | | KENNEY (I.C. Crossing) | 120.1 | | | | |
| | | | | MIDLAND CITY (I.C. Crossg.) | 122.7 | | | | |
| | | | | TABOR | 126.8 | | | | 13 |
| X | | | | WAYNESVILLE | 132.9 | | | | |
| | | | | ATLANTA (G.M.&O. Crossing) | 136.0 | | | | |
| | | | | R-G.M.&O. Dispatcher | 140.6 | | | | 18 |
| | | | | MT. JOY | 142.1 | | | | |
| | | | | ARMINGTON | 147.1 | | | | 18 |
| | | | | HITTLE | 150.8 | | | | |
| | | | | MINIER (G.M.&O. Crossing) | 154.3 | | | | |
| XO | | | | TAZEWELL | 155.1 | | | | |
| | | | | DOWNING (P.&E. Crossing) | 158.3 | | | | |
| | | X | | MACKINAW | 158.3 | | | | |
| | | | | ALLENTOWN R-NF | 158.3 | | | | |
| | | X | | ALLENTOWN (I.T. Conn.) R-NF | 162.7 | | | | 2 |
| | | | | SOUTH MORTON | 163.4 | | | | |
| | | | | MORTON (A.T.S.F. Crossing) | 164.9 | | | | 23 |
| X | | X | | NORTH MORTON | 167.8 | | | | |
| | | | | FARMDALE JCT. R-NF | 167.8 | | | | 3 |
| X | | | | FARMDALE JCT. | 167.8 | | | | |
| X | | | | P.&P.U. JCT. | 172.1 | | | | |
| | | | | R-NF N.&W. | 172.1 | | | | |
| X | | X | | P.&P.U. JCT. R-NF | 172.1 | | | | |
| | | | | NF (Washington St.) | 172.6 | | | | |
| | | | | (East Peoria) | 176.3 | | | | |
| | | | | PEORIA | | | | | |
| | | | | The direction from Farrington to Farmdale Jct. is northward. | | | | | |

NOTE

1. Track temporarily out of service between Bartels & M.P. 19.2.
2. Block Station only controlled by NF.
3. Block Station only remote controlled by NF.

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

| Station | Hours in Service |
|-------------|--|
| Arcola | 9.00 A.M. to 6.00 P.M. Daily except Sunday. |
| Hervey City | 8.01 A.M. to 4.01 P.M. Daily except Sunday. 4.01 P.M. to 12.01 A.M. Daily except Saturday. |
| Maroa | 7.15 A.M. to 11.30 A.M.; 12.30 P.M. to 4.15 P.M. Daily except Saturday and Sunday, and Holidays. |

PITTSBURGH TO ST. LOUIS—WESTWARD

| STATIONS | FIRST CLASS | |
|------------------------|------------------|---------------------|
| | 31 Daily | 11 Daily Mail |
| | Leave P.M. | P.M. |
| PITTSBURGH (Cen. Reg.) | 8:10-32 | 2:15 |
| UHRICH | 12:54 | 4:45 |
| TOWN | 1:07 | 5:00 |
| MORGAN RUN | 1:16 | 5:11 |
| COSHOCTON | | |
| BRICKER | 1:39 | 5:39 |
| NEWARK | C.&N. 1:57 | 6:04 |
| EAST COLUMBUS | Div. 2:29 | 6:35 |
| COLUMBUS (U. D. Co.) | S 2:39 # 2:54 | 6:45 7:15 |
| HIGH STREET | 2:56 | 7:20 |
| ALTON | 3:20 | 7:35 |
| LONDON | 3:39 | 8:00 |
| SOUTH CHARLESTON | 3:53 | 8:15 |
| XENIA | 4:17 | 8:50 |
| DUTOIT STREET | 4:32 | 9:02 |
| SPRINGFIELD | SouRgn 4:36 | SoRgn 9:07 |
| COLD SPRINGS | G.O. 5:17 | GO 5:22 |
| TATES POINT | 10-30-72 | 3-1-73 |
| WAYNE AVE. JCT. | 4:36 | 9:07 |
| DAYTON (D.U.) | S 4:41 | 9:10 |
| MIAMI CITY JCT. | 4:46 | 9:12 |
| WOLF CREEK | 5:01 | 9:15 |
| WEST MANCHESTER | 5:15 | 9:45 |
| NEW PARIS | 5:23 | 9:55 |
| GLEN | 5:27 | 10:09 |
| RICHMOND | S 5:30 # 5:33 | |
| NEWMAN | 5:36 | 10:15 |
| DUNREITH | 6:14 | 10:45 |
| THORNE | 6:56 | 11:30 |
| PINE | 7:03 | 11:33 |
| INDIANAPOLIS | S 7:09 # 7:19 | 11:40 12:15 |
| MY | 7:34 | 12:50 |
| AN | 7:38 | 12:55 |
| GREENCASTLE | 8:04 | 1:35 |
| PRESTON | 8:28 | 2:00 |
| HALEY | 8:31 | 2:05 |
| TERRE HAUTE | S 8:34 | 2:10 |
| CP-RINGO (EST) | 8:36 | 2:15 |
| CP-RINGO (CST) | 7:36 | 1:15 |
| MARSHALL | 8:07 | 1:40 |
| EAST CASEY | S 8:33 | 2:25 |
| EFFINGHAM | 8:54 | 3:10 |
| BROWNSTOWN | 9:20 | 3:40 |
| EAST SMITHBORO | 10:08 | 4:30 |
| HN | | 4:40 |
| ROSE LAKE | 10:13 | via Rose Lake Yd. |
| WILLOWS | | |
| EAST ST. LOUIS (EADS) | 10:17 | |
| ST. LOUIS (TRRA) | 8:10-35 | |
| Arrive | A.M. | A.M. |
| | Col. 1 Pg. 40 | Col. 3 Pg. 40 |

ST. LOUIS TO PITTSBURGH—EASTWARD

| STATIONS | FIRST CLASS | |
|------------------------|------------------|---------------------|
| | 30 Daily | 10 Daily Mail |
| | Leave P.M. | A.M. |
| ST. LOUIS | S 3:45 | |
| EAST ST. LOUIS (EADS) | 4:00 | via Rose Lake Yd. |
| WILLOWS | 4:03 | 2:00 |
| ROSE LAKE | | 2:10 |
| HN | 4:08 | 3:00 |
| EAST SMITHBORO | 4:53 | |
| BROWNSTOWN | 5:08 | 3:30 |
| EFFINGHAM | S 5:30 | 4:00 |
| EAST CASEY | 5:58 | 4:45 |
| MARSHALL | | |
| CP-RINGO (CST) | 6:32 | 5:07 |
| CP-RINGO (EST) | 7:32 | 6:07 |
| TERRE HAUTE | S 7:36 | 6:09 |
| HALEY | 7:38 | 6:12 |
| PRESTON | 7:40 | 6:17 |
| GREENCASTLE | 8:10 | 6:55 |
| AN | 8:36 | 7:50 |
| MY | 8:39 | 7:55 |
| INDIANAPOLIS | S 8:54 # 9:04 | 8:30 9:30 |
| PINE | 9:11 | 9:35 |
| THORNE | 9:21 | 9:45 |
| DUNREITH | 10:01 | 10:23 |
| NEWMAN | 10:38 | 10:59 |
| RICHMOND | | Col. 3 Pg. 41 |
| GLENN | 10:49 | 11:04 |
| NEW PARIS | 10:55 | 11:09 |
| WEST MANCHESTER | 11:06 | 11:19 |
| WOLF CREEK | 11:26 | 11:45 |
| MIAMI CITY JCT. | 11:29 | 11:48 |
| DAYTON (D.U.) | S 11:34 | 11:50 |
| WAYNE AVE. JCT. | 11:38 | 11:53 |
| DUTOIT STREET | 11:45 | 11:58 |
| XENIA | 11:59 | 12:20 |
| SOUTH CHARLESTON | 12:18 | 12:40 |
| TATES POINT | SouRgn 11:45 | SoRgn 11:58 |
| COLD SPRINGS | G.O. 5:17 | GO 5:22 |
| SPRINGFIELD | 10-29-72 | 3-1-73 |
| LONDON | 12:30 | 1:05 |
| ALTON | 12:47 | 1:35 |
| HIGH STREET | 1:11 | 1:55 |
| COLUMBUS (U.D. Co.) | S 1:12 # 1:27 | 2:25 2:55 |
| EAST COLUMBUS | C.&N. 1:36 | 3:08 |
| NEWARK | Div. 2:02 | 3:41 |
| BRICKER | 2:18 | 4:09 |
| COSHOCTON | Col. 1 2:39 | 4:35 |
| MORGAN RUN | 2:48 | 4:45 |
| TOWN | 3:03 | 5:05 |
| UHRICH | | |
| PITTSBURGH (Cen. Reg.) | S 4:57 | 8:15 |
| Arrive | A.M. Pg. 41 | P.M. |

CINCINNATI & LOUISVILLE TO CHICAGO WESTWARD & NORTHWARD

| STATIONS | FIRST CLASS | | |
|-----------------------------|-------------|-------------|--|
| | WESTWARD | NORTHWARD | |
| | 51 Daily | 53 Daily | |
| Leave | A.M. | P.M. | |
| WOODS STREET (C.&O. Ry.) | 7.10 | | |
| CP-OKLAHOMA | 7.14 | | |
| CINCINNATI | S 7.15 | SouRgn | |
| AMTRAK DEPOT | # 7.25 | GO 519 | |
| STORRS JCT. | 7.27 | 12-15-72 | |
| RIVERSIDE | | | |
| CP 4 | 7.29 | | |
| BATESVILLE | 8.13 | Col. 3 | |
| GREENSBURG | 8.29 | Pg. 42 | |
| SHELBYVILLE | 8.55 | | |
| CP 103 | 9.23 | | |
| BELT CROSSING | 9.28 | | |
| LOUISVILLE (L.&N. R.R.) | | \$12.01 | |
| ELEVENTH ST. | | | |
| CLAGG | SouRgn | 12.15 | |
| BOYD | GO 519 | 12.19 | |
| SPEED | 12-15-72 | | |
| SCOTTSBURG | | 12.55 | |
| SEYMOUR | | 1.17 | |
| GARDEN | Col. 1 | 1.46 | |
| COLUMBUS | Pg. 42 | 1.48 | |
| BROOK | | 1.50 | |
| ELVIN | | 2.08 | |
| FRANKLIN | | | |
| DALE | | 2.40 | |
| INDIANAPOLIS | S 9.45 | S 2.45 | |
| | # 9.55 | # 2.55 | |
| DAVIS | 10.05 | 3.05 | |
| LEBANON | 10.25 | 3.30 | |
| ALTAMONT | 10.55 | | |
| LAFAYETTE | 11.05 | | |
| TEMPLETON | 11.25 | | |
| FOWLER (EST) | 11.45 | | |
| SHEFF (CST) | 10.55 | | |
| KANKAKEE | D12.40 | | |
| KANKAKEE JCT. (I.C.) | 12.42 | | |
| FRANK | | 3.50 | |
| FRANKFORT | | | |
| BRINGHURST | | 4.15 | |
| CLYMERS | | 4.45 | |
| VAN (EST) | (West Reg.) | S 4.55 | |
| CHICAGO (CST) | ICGRR | S 7.30 | |
| Arrive | P.M. | P.M. | |

(Paste this sticker over page 42)

(Southern Regn. Gen'l Order No. 517 eff. 10-29-72)

CHICAGO TO LOUISVILLE & CINCINNATI EASTWARD & SOUTHWARD

| STATIONS | FIRST CLASS | | |
|-----------------------------|-------------|-------------|--|
| | EASTWARD | SOUTHWARD | |
| | 50 Daily | 52 Daily | |
| Leave | P.M. | A.M. | |
| CHICAGO (CST) | S 2.10 | S 8.30 | |
| VAN (EST) | via | \$12.05 | |
| CLYMERS | I.C.R.R. | 12.25 | |
| BRINGHURST | | 12.47 | |
| FRANKFORT | | | |
| FRANK | | 1.10 | |
| KANKAKEE JCT. | 3.28 | | |
| KANKAKEE | C 3.30 | | |
| SHEFF (CST) | 4.20 | | |
| FOWLER (EST) | 5.30 | | |
| TEMPLETON | 5.45 | | |
| LAFAYETTE | S 6.05 | | |
| ALTAMONT | 6.10 | | |
| LEBANON | 7.15 | 1.30 | |
| DAVIS | 8.08 | 2.00 | |
| INDIANAPOLIS | S 8.20 | S 2.20 | |
| | # 8.30 | # 2.30 | |
| DALE | | 2.40 | |
| FRANKLIN | SouRgn | | |
| ELVIN | GO 519 | 3.05 | |
| BROOK | 12-15-72 | 3.30 | |
| COLUMBUS | | 3.32 | |
| GARDEN | | 3.35 | |
| SEYMOUR | | 4.05 | |
| SCOTTSBURG | | 4.35 | |
| SPEED | | | |
| BOYD | Col. 1 | 5.10 | |
| CLAGG | Pg. 43 | 5.15 | |
| ELEVENTH ST. | | 5.40 | |
| LOUISVILLE (L.&N. R.R.) | | S 6.00 | |
| BELT CROSSING | 8.37 | | |
| CP 103 | 8.42 | SouRgn | |
| SHELBYVILLE | 9.08 | GO 519 | |
| GREENSBURG | 9.30 | 12-15-72 | |
| BATESVILLE | | | |
| CP 4 | 10.43 | | |
| RIVERSIDE | | | |
| STORRS JCT. | | Col. 3 | |
| CINCINNATI | S10.55 | Pg. 43 | |
| AMTRAK DEPOT | #11.05 | | |
| CP-OKLAHOMA | 11.06 | | |
| WOODS STREET (C.&O. Ry.) | 11.10 | | |
| Arrive | P.M. | P.M. | |

(Paste this sticker over page 43)

(Southern Regn. Gen'l Order No. 517 eff. 10-29-72)

CLEVELAND-INDIANAPOLIS

| STATIONS MAIN LINE | FIRST CLASS | | | |
|------------------------|-------------------------|------|-------------------------|-----|
| | WESTWARD | | EASTWARD | |
| | Paste over No. 55 | | Paste over No. 56 | |
| | Col. 1 Pg. 44 | ave | Col. 3 Pg. 44 | ave |
| CLEVELAND (Lake Reg.) | SoRegn G.O. No. | | SoRegn G.O. No. | |
| BE | 506 | | 506 | |
| GRAFTON | Eg. | | Eg. | |
| WELLINGTON | 3-1-72 | | 3-1-72 | |
| HILES | | | | |
| SHELBY | | | | |
| CRESTLINE | | | | |
| GALION | | | | |
| BURT | | | | |
| MARION | | | | |
| RIDGEWAY | | | | |
| BELLEFONTAINE | | | | |
| BELLEFONTAINE | | | | |
| SIDNEY | | | | |
| VERSAILLES | | | | |
| ANSONIA | | | | |
| UNION CITY | | | | |
| WINCHESTER | | | | |
| MUNCIE | | | | |
| GRIDLEY | | | | |
| ANDERSON | | | | |
| SO. ANDERSON YD. | | | | |
| FORTVILLE | | | | |
| DX. | | | | |
| INDIANAPOLIS I. U. Ry. | | | | |
| | | rive | | ave |

OFFICES OPEN FOR SALE OF TICKETS
(CINCINNATI DIVISION)

| Station | Monday to Friday | Saturday | Sunday and Holidays |
|------------|---|----------------------------|----------------------------|
| Cincinnati | 7.00 A.M. to 12.15 A.M. | 7.00 A.M. to 12.15 A.M. | 7.00 A.M. to 12.15 A.M. |
| Dayton | 6.00 A.M. to 7.00 P.M. | 6.00 A.M. to 7.00 P.M. | 6.00 A.M. to 7.00 P.M. |
| Richmond | 10.00 A.M. to 2.00 P.M. 3.00 P.M. to 6.30 P.M. | Closed | Closed |

(COLUMBUS DIVISION)

| Station | Monday to Friday | Saturday | Sunday and Holidays |
|----------------|-------------------------|----------------------------|----------------------------|
| Columbus, Ohio | 6.30 A.M. to 10.30 P.M. | 6.30 A.M. to 10.30 P.M. | 6.30 A.M. to 10.30 P.M. |

(SOUTHWEST DIVISION)

| Station | Monday to Friday | Saturday | Sunday and Holidays |
|----------------|---|---|---|
| Chicago (I.C.) | 5.15 A.M. to 12.30 A.M. (CST) | 5.15 A.M. to 12.30 A.M. | 5.15 A.M. to 12.30 A.M. |
| Indianapolis | 8.00 A.M. to 5.00 P.M. | 8.00 A.M. to 5.00 P.M. | 8.00 A.M. to 5.00 P.M. |
| Lafayette | 11.00 A.M. to 3.30 P.M. 4.30 P.M. to 8.00 P.M. | 11.00 A.M. to 3.30 P.M. 4.30 P.M. to 8.00 P.M. | 11.00 A.M. to 3.30 P.M. 4.30 P.M. to 8.00 P.M. |
| Louisville | Continuously Except 5.00 A.M. to 7.00 A.M. | Continuously Except 5.00 A.M. to 7.00 A.M. | Continuously Except 5.00 A.M. to 7.00 A.M. |
| Terre Haute | 8.00 A.M. to 3.45 P.M. | Closed | Closed |
| Efingham | Continuously | Continuously | Continuously |
| St. Louis | 7.30 A.M. to 6.30 P.M. | 7.30 A.M. to 6.30 P.M. | 7.30 A.M. to 6.30 P.M. |

Discontinued
H-72 Genl. Order
503

SPECIAL INSTRUCTIONS

GENERAL RULES

100C—A. Employees are required to have dates of their last Book of Rules, Timetable, Physical and Air Brake Examination listed in the proper place on the Qualified For Service page of their Timetable.

Uniforms

100J-1A. Designated uniformed employes must wear the standard uniform November 1 to April 30, inclusive.

The uniform designated for summer use only may be worn May 1 to October 31, inclusive.

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

A black four-in-hand or black clip-on bow tie of dacron-wool material with square ends, 4½ inches long and 1¼ inches wide may be worn.

Passenger trainmen in suburban commuter service and on Race trains may perform their duties without uniform coats and vests during the period May 1 to October 31, inclusive, or at any time when outside temperature exceeds 80 degrees. They must wear a clean, plain white broadcloth shirt with long or short elbow-length sleeves (trainmen who have objectionable markings on the forearm, tattoos, etc., must not wear short elbow-length sleeves), black belt, black hose and black shoes.

Paraphernalia must be carried in such manner as to assure a neat appearance at all times.

Employees Permitted to Ride on Engines, etc.

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

Staff Officers and their Assistants.

Chief Dispatchers.

Asst. Chief Dispatchers.

Movement Directors.

Asst. Movement Directors.

Asst. Supervisors Train Operations.

Train Dispatchers.

Yardmasters and Assistants, in their districts.

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

Supervisors of Track, Assistants and Foremen in their districts.

Air-Brake Inspector.

Rules Examiners.

Supervisor of Structures and Assistants.

Railroad Police Officers in discharge of their duties.

Transportation Supervisors.

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

Other persons must hold proper transportation issued by the Superintendent.

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

Personal Injuries.

100R—A1. Injuries to persons or employes must be reported immediately to the Superintendent and a full report made to the head of the department within twenty-four hours.

100R-A2. MEDICAL OFFICERS AND SURGEONS

| Location | Name and Address | Telephone No. |
|--------------------|--|-------------------------------------|
| Anderson | Dr. Charles E. Armington (Surgeon) Office, 655 Citizens Bank Bldg. 11th and Meridian Streets Residence, 823 W. 7th Street | 644-4868 644-3567 |
| | Dr. R. R. Reed (Surgeon) Office, 1415 Rabble Avenue Residence | 644-1271 642-4247 |
| | Dr. C. R. Austin (Surgeon) Office, 1415 Rabble Avenue Residence | 644-1271 643-3043 |
| Belle | Dr. J. H. Gray (Surgeon) | 949-2271 |
| Bellefontaine | Dr. Blair Webster (Surgeon) Office, 130 N. Main Street Residence | 592-4001 592-1900 |
| | Dr. George J. Gensemer (Surgeon) Office, 834 N. Main Street Residence | 592-8841 592-8842 |
| Bowling Green | Dr. Andrew Klepner 1018 Reverse Drive Office, Phone: 353-2504 | 353-2504 |
| Bryan | Dr. R. K. Ameter (Surgeon) Office, Cameron Hospital Residence | 636-1131 636-2148 |
| Cairo | Charles L. Yarbrough, M.D. 890 Commercial Avenue Residence | 734-0157 734-3097 |
| Carey | Dr. Harlow K. VanBuren (Surgeon) Office, 119 E. Finley Street Residence | 396-2781 396-2736 |
| Carmi | Dr. R. C. Brown (Surgeon) Office, 203 S. Church Street | 382-4181 |
| Charleston, W. Va. | John Bergman (Medical Officer) Office, 712 Stockton Street Residence | 343-4653 346-4730 |
| | Dr. R. L. Anderson (Surgeon) Office, 1208 Kanawha Boulevard | 343-7559 |
| | Dr. LeRoy B. Mathews (Surgeon) Office, 1121 Quarrier Street | 342-0251 |
| Chicago | Dr. J. F. Curry (Surgeon) Office, 7141 Jeffrey Avenue 151 E. Randolph Street | WA 2-4811, Ext. 499 HY 3-6096 |
| Cincinnati | Dr. Charles N. Manley Office, 3338 Erie Avenue (By appointment only) | 321-2044 |
| | Dr. R. G. Carothers (Surgeon) Office, 409 Broadway Residence | 621-4483 321-2125 |
| | Dr. C. O. Carothers (Surgeon) Office, 409 Broadway Residence | 621-4483 871-2378 |
| | Dr. T. W. Barker (Surgeon) Office, 640 Delhi Avenue Residence | 921-2186 471-1607 |
| | Dr. E. J. Devins (Surgeon) Office, 4237 Vine Street Residence | 281-5465 761-9542 |
| | Dr. Donald J. Lyle (Oculist) Office, 411 Oak Street Residence | 281-2473 961-4925 |

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

| Location | Name and Address | Telephone No. |
|----------------|--|--|
| Clarksville | *Dr. Alan Willner (Medical Officer, Surgeon) 630 Eastern Boulevard Residence *Examinations by Appointment only | Butler 3-3573 Whitehall 3-3733 |
| Cleveland | Dr. L. J. Blair (Surgeon) Office, 7405 Detroit Avenue Residence Dr. Myron Volk (Oculist) Office, 18599 Lake Shore Boulevard | 961-5758 226-2427 531-8500 |
| Columbus, Ohio | Dr. H. J. Shaver 4877 Trabue Rd. Zip Code 43228 Daily except Saturday and Sundays— 8:00 A.M. to 5:00 P.M. Emergency calls outside of these hours taken care of by arrangement through Crew Dispatchers Dr. Gilman D. Kirk (Surgeon) Office, 283 E. State Street Residence, 2296 E. Broad Street Dr. Ray E. Ebert (Surgeon) Office, 327 E. State Street Residence, 2011 N. Starr Avenue Dr. William Nick (Surgeon) Office, 410 W. 10th Avenue Dr. G. J. Heer (Surgeon) Office, 475 East Town Street Dr. R. C. Obetz (Surgeon) Office, 327 East State Street Residence Dr. J. T. Read (Surgeon) Office, 327 East State Street Residence Dr. R. H. Magnuson (Oculist) Office, 150 E. Broad Street Residence | 878-7708 Tele Central Ext. 602 221-4541 252-2611 224-8539 448-8815 293-4758 221-7805 224-3285 488-6116 224-3285 488-2828 224-7482 488-0948 |
| Columbus, Ind. | Dr. Hallack S. Knotts (Surgeon) Office, 1813 25th Street Residence, 2740 Washington Street Dr. W. S. Fisher (Surgeon) Office, 422 Ninth Street Residence | 372-6747 372-7160 376-3387 376-3960 |
| Coshocton | Dr. G. W. Stelzner (Medical Officer) Office, 118 N. Seventh Street Office Hours: By appointment, except for Return-to-work Examinations | 622-0246 |
| Danville, Ill. | Dr. J. W. Moore (Surgeon) Office, 715 W. Fairchild Street Residence | 446-1060 442-2370 |
| Dayton | Dr. John R. Brown (Medical Officer) Office, 111 W. 1st St. Monday, Tuesday, Thursday and Friday—1:30 P.M. to 4:30 P.M. Dr. Walter A. Reiling (Surgeon) Office, 1061—66 Reibold Building Residence, 569 Kenwood Avenue Dr. Robert C. Austin (Surgeon) Office, 920 Fidelity Building Residence Dr. N. C. Perkins (Surgeon) Office, 920 Fidelity Building Residence | 461-3880 BA 8-3482 CA 4-5846 223-9129 293-3766 223-9129 275-3515 |

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

| Location | Name and Address | Telephone No. |
|------------------|--|---|
| Decatur | *Dr. Arthur F. Goodyear (Medical Officer, Surgeon) Office, 142 Prairie Avenue Residence If no answer, call | 442-2742 442-2737 423-3603 |
| Dennison | Dr. R. E. Wolf (Surgeon) Office, 212 N. Main St., Uhrichsville, O. Residence, 120 N. 9th St., Uhrichsville, O. Dr. Robert Hines (Medical Officer) Office, 538 W. Third St., Uhrichsville, O. Office Hours: By appointment only. Dr. A. A. Greenlee (Medical Officer) Office, 108 North 2nd Street | Walnut 2-0851 Walnut 2-2975 Walnut 2-4051 Walnut 2-5221 Walnut 2-2871 |
| East St. Louis | *Dr. V. P. Siegel (Medical Officer, Surgeon) Office, Suite No. 4, 6600 W. Main St. (Belleville, Ill.) Monday, Tuesday, Wednesday and Friday—8:30 A.M. to 11:00 A.M. 12:00 Noon to 3:00 P.M. Thursday 12:00 Noon to 3:00 P.M. Saturday 8:30 A.M. to 11:00 A.M. Dr. J. U. Compton (Asst. Surgeon) (Same as Dr. Siegel) | 398-1800 398-1800 |
| Elkhart | The Simpson Medical Group Dr. D. R. South, Jr. Dr. G. R. Bloom Dr. B. E. Kintner Dr. D. D. Swihart Simpson and Superior Street Oculists are also located at the Simpson medical group Dr. Galen R. Miller (Surgeon) Office, 403 Ninth Street Residence | JA 3-4206 JA 4-0313 JA 4-0322 |
| Galion | Dr. Clarence Adams (Surgeon) Office, 108 S. Market Street Residence | 468-3941 468-3921 |
| Goshen | Dr. F. S. Martin (Surgeon) Office, 127 E. Lincoln Avenue Residence | KE 3-2979 KE 3-4750 |
| Greensburg | Dr. R. P. Acher Office, 222 E. Washington St. Residence | 663-7561 662-4061 |
| Greenville, Ill. | *Dr. Boyd E. McCracken (Medical Officer and Surgeon) Office, 100 Locust Street Residence | 664-1380 664-0951 or 664-1230 |
| Hamilton | Dr. William F. Hume (Surgeon) Office, Rm. 506, First Nat'l Bank Bldg Residence, 235 Buckeye Street | TW 3-4471 TW 2-3300 |
| Harrisburg | Dr. B. E. Montgomery (Surgeon) Office, 37 South Main Street Residence Dr. D. A. Lehman (Oculist) Office, 209 N. Vine Street Residence | CL 3-7131 CL 3-7223 253-7906 253-6920 |

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

| Location | Name and Address | Telephone No. |
|----------------|--|--|
| Hillsboro | Dr. C. W. Draper (Surgeon) Office, 832 School Street Residence | KE 2-5567 KE 2-3848 |
| Indianapolis | Dr. W. H. Norman (Surgeon) Office, Hume Mansur Bldg. Residence | 634-2443 255-4037 |
| | *Dr. H. B. Hamilton (Division Medical Officer) Office, 901 S. Emerson Avenue Monday through Friday, 8.00 A.M. to 11.00 A.M.; 12.30 P.M. to 3.00 P.M. | 635-9331 |
| | Dr. P. F. Benedict (Surgeon) Office, 3939 Meadows Drive Residence, 2652 Cold Spring Lane If no answer, call | 547-5446 926-0907 632-2031 |
| | Dr. Max D. Bartley (Oculist) Office, 803 Hume Mansur Building Residence, 5640 N. Pennsylvania Street | 638-8022 255-7863 |
| | Dr. Wm. J. Fitzgerald (Surgeon) Office, 1105 Prospect Street Residence | 631-8730 636-8202 |
| | Dr. James M. Lawrence (Oculist) Office, 3500 Lafayette Rd. Residence | 293-2413 291-2363 |
| | Dr. W. Burleigh Matthew (Oculist) Office, 518 Hume Mansur Building Residence | 632-6451 251-4359 |
| Jackson | Dr. T. L. Hackett 519 N. East Ave. Jackson, Mich. | ST 2-5271 |
| | Dr. W. A. Wickham (Company Medical Officer) 2029 4th St. Jackson, Mich. | 787-0333 |
| | R. J. Koba (Oculist) Office, 720 W. Franklin | ST 2-9441 |
| Jeffersonville | Dr. J. T. Carney (Surgeon) Office, 344 Spring Street Residence | BU 2-1212 WH 4-8240 |
| Kankakee | Dr. E. S. Hamilton (Surgeon) Office, 147-151 N. Schuyler Avenue Residence | Wells 2-6431 Wells 2-1833 |
| | Dr. James W. Hamilton Office, 70 Meadowview Center Residence | Wells 9-2011 932-9672 |
| Kenton | Dr. Jack C. Lindsey (Surgeon) Office, 405 N. Main Street Residence | 673-0788 675-9262 |
| Kokomo | Dr. John H. Alward (Surgeon) Office, 321 W. Walnut Street Residence, 401 W. Walnut Street | 457-5303 452-1446 452-2228 452-0108 |
| Lafayette | Dr. Richard B. Hughes (Surgeon) Office, 1000 N. 14th Street | 742-2800 |
| | Dr. E. L. Van Buskirk (Oculist) Office, 2600 Greenbush Street Residence | 447-4171 743-2208 |

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

| Location | Name and Address | Telephone No. |
|--------------|--|--|
| Lancaster | Dr. William D. Monger (Medical Officer and Surgeon) Office and Residence, 414 East Main Street | Olive 4-3333 |
| Lawrenceburg | Dr. F. A. Streck (Surgeon) Office, 326 Walnut Street Residence | 537-2110 |
| Litchfield | Dr. C. H. Sihler (Surgeon) Office, 318 North Madison Street Residence | 324-2129 324-2737 |
| Logansport | Dr. Earl W. Bailey (Surgeon) Office, 212-214 Fifth Street Residence, 2522 North Street | 753-4469 753-4498 |
| | Dr. Max Pfuette (Medical Officer) Office, 408 North Street Residence, 919 Wheatland Avenue Office Hours: 10.00 A.M. to 12.00 Noon 1.00 P.M. to 4.30 A.M. Daily except Sunday and Holidays Wednesday 10.00 A.M. to 12.00 Noon | 753-3023 753-2517 |
| | Dr. M. S. Adamaki (Oculist) Office, 408 North Street Residence, 614 Seventeenth Street | 753-4448 753-4230 |
| | Dr. John T. Bate (Surgeon) Office, 301 West Ormsby Avenue Residence, 2524 Glenmary Boulevard | Mc 6-8749 GL 1-8274 |
| | Dr. J. K. Hutcherson (Oculist) 410 West Chestnut Street Residence | JU 4-7205 TW 6-4123 |
| Louisville | Dr. Elmer B. Hacker (Surgeon) Office, 522 West Ormsby Avenue Residence | 634-3656 587-1946 |
| | Dr. Chas. L. Bloch (Oculist) Office, 409 Medical Towers Residence | 584-3624 893-5203 |
| | Dr. R. W. Lavengood (Surgeon) Office, Glass Block Building Residence, 515 West 5th Street If no answer, call | North 2-6500 North 2-2337 North 2-8711 |
| Marion, Ind. | Dr. Joseph Davis (Surgeon) Office, 131 North Washington Street Residence, 127 North Washington Street | North 2-6641 North 2-2446 |
| | Dr. Henry H. Alderfer (Medical Officer) Office, 131 North Washington Street Residence, 806 West First Street Hours by appointment | North 2-6641 North 2-8311 |
| | Dr. M. S. Davis (Surgeon) Office, 131 North Washington Street | North 4-0511 |
| | Dr. Jay L. Plymale (Surgeon) Office, 445 Delaware Avenue Residence | 383-1163 383-2401 |
| Marion, Ohio | Dr. Jay L. Plymale (Surgeon) Office, 445 Delaware Avenue Residence | 383-1163 383-2401 |
| Marysville | Dr. Fred Callaway (Surgeon) Office, 104 West 4th Street Residence | 642-1821 642-4691 |
| Mattoon | Dr. E. N. Zinschlag (Surgeon) Office, 213-215 South 17th Street Residence | 235-5471 234-4567 |
| | Dr. J. R. Mallory (Surgeon) Office, 213-215 South 17th Street Residence | 235-5471 235-3111 |
| | Dr. G. O. Pfeiffer (Oculist) Office, 213-215 South 17th Street Residence | 235-5471 234-7911 |
| | Dr. R. A. Dougherty (Oculist) Office, 213-215 South 17th Street Residence | 235-5471 234-7911 |
| Middleport | Dr. Joseph J. Davis (Surgeon) Office, 306 N. Second Street Middleport, Ohio | 992-5140 |

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

| Location | Name and Address | Telephone No. |
|---------------|---|--|
| Middletown | Dr. Edwin L. Helfman (Surgeon) Office, 1623 Central Avenue Residence | 422-5511 423-6343 |
| Mt. Carmel | Dr. E. Lowenstein (Surgeon) Office, 1123 Chestnut Street | 262-4312 |
| | Dr. R. L. Fuller (Surgeon) Office, 1123 Chestnut Street Residence | 262-4412 262-8383 |
| Mt. Vernon | Dr. John C. Drake (Surgeon) Office, 51 Public Square Residence, East High Street Ext. | Express 2-6981 Express 2-4601 |
| | Dr. R. H. Hoecker (Medical Officer) Office, 5 East High Street Residence, 607 East Vine Street By appointment only | Express 2-5851 Express 2-5852 |
| Muncie | Dr. L. J. Lawson (Medical Officer) 110 N. Cherry St. Muncie, Ind. | 284-7703 |
| New Castle | Dr. James S. McElroy (Surgeon) Clinic, 107 N. 16th Street Residence, 1213 Audubon Road | 529-0780 529-1009 |
| New Lexington | Dr. C. B. McDougal, Jr., (Surgeon) Office, 319 High Street Residence | 342-1475 342-1207 |
| Newark | Dr. John W. Houser (Medical Officer) Office, 375 Granville Street Residence, 1272 W. Main St. | 344-3775 344-3726 |
| | Dr. R. B. Siegert (Surgeon) Office, 217 South Locust Street Residence | 562-2143 562-4125 |
| Pana | Dr. F. W. Siegert (Surgeon) Office, 217 South Locust Street Residence | 562-2413 562-4125 |
| | Medical Center Clinic of Paris 592 Shaw Avenue | 465-0514 |
| Paris | Dr. M. H. Omstead (Surgeon) Office, 110 South 6th Street Residence | 354-8426 354-6326 |
| Peoria | Dr. Albert Novotny (Surgeon) Office, 1101 Main Street | 673-4335 |
| Piqua | Dr. Wm. W. Weis (Surgeon) Office, 633 North Wayne Street Residence, 333 West Greene Street | 773-3521 773-0323 |
| Pittsboro | Dr. Malcolm O. Seamahorn (Surgeon) Office, Corner of Main and Meridian Streets Residence If no answer, call | 852-4771 892-3535 892-3365 926-3466 |
| Portland | Dr. J. S. Fitzpatrick (Medical Officer) | |
| Rushville | Dr. F. H. Green, Jr. (Surgeon) Office, 134 East 2nd Street Residence | 932-4181 932-3344 |
| St. Louis | Dr. J. T. Vandover (Medical Officer, Surgeon) Office, 1615 S. Grand Blvd. Residence | PR 6-1600 VI 3-9534 |

Piedmont
Dr. Pedro C. Rodriguez MD
1651 Capri Lane
Richmond Ind 47374
Phone 962-3726

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

| Location | Name and Address | Telephone No. |
|-----------------------|--|---|
| St. Louis (cont'd) | Dr. William H. Bailey (Oculist) Office, 634 North Grand Avenue Residence, 9157 East Milton, Overland, Mo. | Jefferson 3-5162 Winfield 6-2644 |
| St. Paris | Dr. Joe A. Fergus (Surgeon) Office, 113 S. Springfield St., St. Paris Residence, R.R. No. 1, St. Paris | JE 3-3281 JU 3-1632 |
| Sharonville | Dr. Gaston B. Hannah (Surgeon) Office, Sharon and Willow Avenues, Glendale, Cincinnati, Ohio Residence | 771-7213 771-7566 |
| | Dr. Thomas U. Todd (Surgeon) Office, Sharon and Willow Avenues, Glendale, Cincinnati, Ohio Residence | 771-7213 771-5965 |
| Shelbyville, Ind. | Dr. R. F. Whitecomb (Surgeon) Office, 120 West Jackson Street Residence | EX 84619 EX 87228 |
| Sheldon | Dr. N. O. Hungness (Surgeon) Office, 100 South 1st Street Residence | 429-3051 429-3763 |
| Sidney | Dr. H. E. Crimm (Surgeon) Office, Ohio Building Residence | 482-9111 492-4870 |
| Springfield | Dr. C. W. Hallinger (Surgeon) Office, 609 First National Bank Bldg. Residence | 325-2421 399-6806 |
| | Dr. Carl H. Reuter (Oculist) Office, First National Bank Building Residence | 323-7671 323-7964 |
| Terre Haute | *Dr. Will Kunkler (Medical Officer, Assistant Surgeon) Office, 212 Merchants Bank Building Residence, 1119 South Center Street If no answer, call By Appointment Only | 232-3426 232-3861 232-8624 |
| | Dr. Arnold Kunkler (Surgeon) Office, 312 Merchants Bank Building Residence, 1700 North 7th Street If no answer, call | 232-2160 235-9738 232-8624 |
| | Dr. Noel S. McBride (Oculist) Office, 407 Merchants National Bank Bldg. Residence, Allendale, R.R. 2 | 232-4141 232-2464 |
| | Dr. James W. McEwen Office, 670 Cherry Street Residence | 232-2024 232-6580 |
| Toledo | Dr. G. N. Bates (Surgeon) Office, 316 Michigan Avenue, 9th Floor Residence | 243-1105 536-5011 |
| | Dr. Frank E. Foss (Surgeon) Office, 316 Michigan Avenue, 9th Floor | 243-1105 |
| | Dr. N. G. Mathieson (Oculist) Office, Medical Building, Michigan Street | 243-6560 |
| Union City | Dr. B. D. Wagoner (Surgeon) Office, Lenner and Columbia Streets Residence | 964-5090 964-5094 |

MEDICAL OFFICERS AND SURGEONS—Continued

100R-A2 Cont'd.

| Location | Name and Address | Telephone No. |
|-------------------|---|-------------------------------|
| Van Wert | Dr. H. D. Underwood (Surgeon) Office, Medical Arts Building, Fox Road Residence | 238-1155 238-3345 |
| | Dr. Floyd A. McCommon (Surgeon) Office, Medical Arts Building, Fox Road Residence | 238-2013 238-3671 |
| Vincennes | Dr. Paul B. Arbogast (Medical Officer, and Surgeon) Office, 915 Main St., Vincennes, Ind. | 882-3177 |
| Warsaw | Dr. J. R. Baum (Surgeon) Office, 212 South Indiana Street Residence | 267-8212 267-5411 |
| Washington | Dr. H. B. Lindsay (Surgeon) Office, 511 East Main Street Residence | 254-3224 254-0546 |
| Wellington | Dr. Harry E. Hartman (Surgeon) Office, 136 South Main Street | 647-4236 |
| Winchester | Dr. P. W. Sparks (Surgeon) Office, 212 South Main Street Residence | 47731 22091 |
| Wood River | Dr. Thos. J. Kelly (Surgeon) Office, 19 East Lorena Street Disp. | CL 4-9731 CL 4-4831 |
| Worthington, Ind. | Dr. G. E. Moses (Surgeon) Office, 300 East Main Street Residence | 875-4691 875-3161 |
| Xenia | Dr. S. C. Ellis (Medical Officer) Office, 290 Rogers Street 1.30 P.M. to 4.30 P.M. Daily except Sunday and Thursday | Drake 2-7691 |
| | Dr. John L. Wolff (Surgeon) Office, Wilson Drive, Xenia, Ohio | Drake 2-1602 |
| Zanesville | Dr. W. B. Devine (Medical Officer) Office, 1017 Convers Street Office Hours: 10.00 A.M. to 12.00 Noon Daily | Gladstone 3-0375 |
| | Dr. Donald A. Urban (Surgeon) Office, 534 Market Street Office Hours: 10.00 A.M. to 12.00 Noon Daily Residence, 3003 Dresden Road | Gladstone 3-4445 2-3281 |
| | Dr. W. L. Cruise (Surgeon) Office, 803 Market Street Residence | 452-1011 452-1654 |
| | Dr. Robert S. Martin (Surgeon) Office, 2315 Maple Ave. Residence | 453-2380 452-2536 |
| | Dr. Louis P. Cassady (Surgeon) Office, 19 Shawnee Avenue Residence, East Fultonham | 452-2757 849-2326 |
| | Dr. Robert S. Martin (Oculist) Office, 601 Market Street | 453-2380 |

*Available to employees for periodic or other physical examinations, or to secure completed Form MD40 (Return to Duty Form) during their office hours or by appointment.

100R-A3. LOCATION OF HOSPITALS

| Location | Name and Address | Telephone No. |
|---------------|---|---------------|
| Anderson | St. John Hospital 2015 Jackson Street | 649-2511 |
| | Community Hospital 1515 North Madison Avenue | 642-8011 |
| Batesville | Margaret Mary Hospital | 934-2323 |
| Bellefontaine | Mary Rutan 205 Palmer Road | 592-4015 |

100R-A3 Cont'd. HOSPITALS—Continued

| Location | Name and Address | Telephone No. |
|----------------|--|---------------|
| Brazil | Clay County 1206 East National Avenue | 2375 |
| Cairo | St. Mary Hospital 202 Cedar Street | 734-2400 |
| Carmi | Carmi Township Hospital Plum Street | 382-4171 |
| Charleston | McMillan Hospital Corner Morris and Lee Streets | 342-3156 |
| Cincinnati | Industrial Health Service 3801 Hauck Rd. | 563-1505 |
| | Bethesda Hospital Reading Road and Oak | 961-0966 |
| | Good Samaritan Hospital Clifton and Dixmyth Avenue | UN 1-1400 |
| Cleveland | Euclid-Glenville Hospital 191 East 185th Street | 531-9000 |
| | Lutheran Hospital 2609 Franklin Boulevard | 771-4200 |
| Connersville | Fayette Memorial Hospital | 825-2131 |
| Columbus, Ind. | Bartholemew County Hospital East 17th Street | 379-4441 |
| Columbus, Ohio | University Hospital 410 West 10th Avenue On Service of: Dr. W. V. Nick | 422-6446 |
| | Grant Hospital 309 East State Street On Service of: Dr. G. Kirk, or Dr. R. Ebert | 228-5131 |
| | Mt. Carmel Hospital 793 West State Street On Service of: Dr. G. Kirk | 221-6431 |
| | Coshocton County Memorial 1460 Orange Street | MA 2-6411 |
| Danville, Ill. | Lakeview Hospital 812 North Logan Avenue | 446-7200 |
| | St. Elizabeth Hospital 690 Sager Street | 442-6300 |
| Dayton | Miami Valley Hospital 1 Wyoming Avenue | 223-6192 |
| | St. Elizabeth Hospital 49 Hopeland Avenue | 222-0411 |
| | Kettering Hospital 3535 Southern Boulevard | 298-4331 |
| Decatur | Adams County Memorial Hospital Corner Mercer and Grant Streets | 791 |
| | Decatur and Macon County North Edward Street | 4134 |
| Dennison | Twin City North First Street | Walnut 2-2800 |
| East St. Louis | St. Mary Hospital 129 North 8th Street | BR 4-1900 |
| Effingham | St. Anthony (Emergency) 812 St. Anthony Avenue | 342-2121 |
| Elwood | Mercy Hospital 1131 South A Street | 2-2101 |
| Frankfort | Clinton County South Jackson Street | 654-4451 |
| Galion | Galion Community | 468-4841 |

100R-A3 Cont'd. HOSPITALS—Continued

| Location | Name and Address | Telephone No. |
|----------------|--|----------------|
| Granite City | St. Elizabeth Hospital 2100 Madison | TR 6-2020 |
| Greencastle | Putnam County Hospital Greenwood Avenue | 653-5121 |
| Greensburg | Decatur Co. Memorial Hospital 720 North Lincoln | 663-4331 |
| Hamilton | Mercy Hospital 116 Dayton Street | 4-7431 |
| Harrisburg | Doctors Hospital 17 Country Club Court | 253-7671 |
| Hartford City | Blackford Co. Hospital East VanCleve Street | 471 |
| Highland | St. Joseph Ninth Street | 654-2171 |
| Hillsboro | Hillsboro Hospital 532 6111 532 2212 | |
| Indianapolis | Community Hospital 1500 North Ritter Avenue | 353-5457 |
| | St. Vincent Hospital 120 West Fall Creek Parkway, North Drive | 926-3301 |
| | Methodist Hospital 1604 North Capitol Avenue | 924-6411 |
| | St. Francis Beech Grove | 787-3311 |
| Jackson | Foote Memorial Hospital | 783-2771 |
| Jeffersonville | Clark County Memorial Hospital 210 Sparks Avenue | 282-6631 |
| Lafayette | St. Elizabeth Hospital 1501 Hartford | 742-0221 |
| | Lafayette Home Hospital 2400 South Street | 447-6811 |
| Lancaster | Lancaster—Fairfield County Joint Hospital 401 North Ewing Street | OL 3-7521 |
| Lawrenceburg | Dearborn County Hospital Ludlow Hill | 1010 |
| | Litchfield 706 South State Street | 324-2191 |
| Logansport | St. Joseph Hospital 26th and High Streets | 753-4145 |
| | Memorial Hospital North Michigan Avenue | 753-7514 |
| Louisville | St. Joseph Infirmary 735 Eastern Parkway | 637-6561 |
| | Kentucky Baptist 810 Barrett Avenue | JU 3-4841 |
| Marion, Ind. | Marion General Hospital Wabash Avenue | 662-1441 |
| Marion, Ohio | Marion General Hospital McKinley Park Drive | 383-6731 |
| Mattoon | Mattoon Memorial Hospital 2101 Champaign Avenue | 234-8881 |
| Middletown | Middletown Hospital 105 McKnight Drive | 422-5411 |
| Mt. Carmel | Wabash General Hospital College Drive | 262-4121 |
| Mt. Vernon | Mercy Hospital 117 East High Street | Express 2-6015 |
| Muncie | Ball Memorial Hospital 2401 University Avenue | 284-3371 |

100R-A3 Cont'd. HOSPITALS—Continued

| Location | Name and Address | Telephone No. |
|-------------------|--|----------------------|
| Newark | Licking County Memorial Hospital 1320 West Main Street | 344-0331 |
| New Castle | Henry County Hospital 1000 North 16th Street | JA 9-0230 |
| Pana | Huber Memorial Hospital | 562-2131 |
| Paris | Paris Hospital 302 East Crawford | 5-4141 |
| | Paris Clinic 502 Shaw Ave. | 5-0514 |
| Peoria | John C. Proctor 2nd and Fisher Streets | 4-4121 |
| Petersburg | Daviess County Hospital 1314 Grand Avenue, Washington, Ind. | 254-2760 |
| Piqua | Memorial Hospital Park and Nicklin Avenues | 773-2260 |
| Pittsboro | Hendricks County Hospital Danville, Ind. | 745-4452 |
| Pomeroy | Meigs General Hospital Butternut and 2nd Streets | 992-2445 992-2432 |
| | Jay County Hospital West Arch Street | 38 |
| Richmond | Reid Memorial Hospital On Chester Pike, one-half mile north of Passenger Station | 962-4545 |
| St. Louis | Deaconess Hospital 6150 Oakland Avenue | MI 5-8510 |
| | Bethesda General Hospital 2655 Vista Avenue | MO 4-9055 |
| | Missouri Pacific 1755 South Grand Avenue | Prospect 1-0500 |
| Shelbyville, Ind. | W. S. Major Hospital 150 West Washington | 398-6661 |
| Springfield | Community Hospital 2615 East High Street | 323-5531 |
| Terre Haute | St. Anthony Hospital 1021 South 6th Street | 232-0221 |
| | Union Hospital 1606 North 7th Street | 232-0361 |
| Toledo | St. Vincents Hospital | 241-8161 |
| Union City | Union City Memorial Hospital 900 North Columbia Street | 964-3161 |
| Vandalia | Fayette County Hospital Seventh and Taylor Streets | 283-1231 |
| Washington | Daviess County Hospital 1314 Grand Avenue | 254-2760 |
| Winchester | Randolph County Hospital Greenville Avenue | 2-5531 |
| Wood River | Wood River Twp. Hospital Edwardsville Road | 254-3821 |
| Worthington | Greene County Hospital Linton, Ind. | 847-4421 |
| Xenia | Greene Memorial Hospital Wilson Drive | 2-3511 |
| Zanesville | Bethesda 2951 Maple Ave. | 452-4535 |

Moore-Lawson Surgical Clinic 284-7703

OPERATING RULES

STANDARD TIME

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

West of CP Ringo. South of Ashby.
West of Sheff. The Danville Branch.

TIMETABLES

1004-A. All First Class trains on pages 40 to 44 are passenger carrying trains unless otherwise indicated.

Letters and Characters

1004-A1. The following letters and characters in schedules indicate:

- s—Regular stop.
- F—Stop on signal to receive or discharge passengers.
- c—Regular stop to receive passengers.
- D—Regular stop to discharge passengers.
- E—Regular stop for express, mail or newspapers.
- ◆—Baggageman between Columbus and Indianapolis.
- Train baggageman between Columbus and Indianapolis.
- *—Train may leave at scheduled arriving time when station work is completed.

ENGINE WHISTLE OR HORN SIGNALS

1014-A1. (Columbus Div.). Except in emergency, engineers will not sound engine whistle between Olentangy and Bridge 4.17 west of West 5th Ave.

1014-A2. (Columbus Div.). Referring to Rule 14(1):

Engineers will sound Engine Whistle Signal Rule 14 (1) approaching the first public grade crossing and need not be sounded at other crossings while passing through Coshocton.

1014-A3. (Southwest.). Indianapolis:

Whistling for public crossings in the city limits is restricted at crossings where flashers, gate, bell, flagmen or crossing watchmen are located.

Within the city limits of Indianapolis, (as those limits existed prior to Unigov Act of January 1, 1970), crossing whistle signal 14(1) will be sounded at the following crossings, or when otherwise required in emergency:

| | |
|--------------------------------|-----------|
| Cleveland to Indpls. Main Line | Mile Post |
| North Street | 282.5 |

| | |
|--------------------------------------|-------|
| Main Line Cinti-Kankakee, west of IJ | |
| Richland Ave. | 111.3 |
| Belmont Ave. | 111.7 |
| Guion Road | 116.8 |

| | |
|--------------------|-------|
| Springfield Branch | |
| Franklin Road | 131.8 |
| Bosart Ave. | 135.2 |
| Drexel Ave. | 135.3 |
| Station Street | 135.9 |
| Avondale Place | 136.0 |
| Gale Street | 136.1 |
| Olney Street | 136.2 |
| Adams St. | 136.3 |

| | | |
|-----------------------------------|-------------|----------------|
| Old Chicago Main Industrial Track | | |
| Wabash Street | 14th Street | Roache Street |
| 11th Street | 16th Street | 27th Street |
| 12th Street | 24th Street | 29th Street |
| 13th Street | 25th Street | Harding Street |
| | | West Street |

Danville, Ill.:

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

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

| | |
|-------------|----------------------------|
| Winter Ave. | MP 107.2 (Danville Branch) |
| Avenue A | MP 1.5 (Cairo Branch) |
| Ross Lane | MP 3.8 (Cairo Branch) |

USE OF SIGNALS

Fusees and Torpedoes

1035-A1. On account of fire hazard lighted fusees must not be displayed on open deck bridges or trestles unless necessary to prevent an accident.

1035-B. Minimum number of fusees and torpedoes which must be carried as part of equipment in services indicated:

| | Fusees | Torpedoes |
|--------------------------------|--------|-----------|
| Passenger Service | 10 | 10 |
| Freight Service | 12 | 12 |
| Engines | 3 | 6 |
| Engines in Helper Service | 6 | 6 |
| Track Cars | 4 | 8 |
| Crossing Watchmen | 3 | 0 |
| Detector Cars and Burro Cranes | 6 | 12 |

NOTE—Additional fusees and torpedoes must be carried when necessitated by weather conditions. In event that the supply becomes depleted during a trip, proper advance information must be given in order that the supply may be replenished at convenient points.

1037-A2. (Cincinnati Div.). CINCINNATI—all movements thru Storrs Junction and to and from Cincinnati Union Terminal limits approximately 1000 feet east of connecting switch on the Southwest Connection will be governed by Baltimore and Ohio Rules, General Orders and Instructions.

Train Order Signals at Storrs Jct. govern B & O trains only.

Eastward trains entering C.U.T. Co. tracks, in addition to signal received from Switch Tender, will be governed by indication on fixed eastbound signal 208 located on the Southwest Connection 279 ft. from point of switch.

End of Automatic Block sign is located 2151 ft. west of westward automatic signal 11 on Southwest Connection. Indication displayed by automatic signal 11 will govern only to end of block sign.

Trains and engines will approach and move at Restricted Speed thru crossover and to and from C.U.T. limits approximately 1,000 feet east of the connecting switch on the Southwest Connection and must not foul crossover or other tracks, nor proceed until proper signal is received from Switch Tender and be governed by flag or lights as follows:

Green signal for all main track movements.
Yellow signal for all crossover movements.
B & O Rule 13A modified accordingly.

Storrs Jet. trains and engines must not pass these points or foul the switches until signaled by Switch Tender.

TORPEDO-PLACING MACHINE

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

SUPERIORITY OF TRAINS

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

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

Louisville and I. & F. Branches

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

Western Branch
Southern Branch
Northern Branch
Eastern Branch

Carlisle Branch
Cairo Branch
Michigan Branch
Danville Branch

GENERAL ORDERS—BULLETIN ORDERS

Bulletin Board—Employees Register Train Register—Standard Clocks

1075-A1. Location of Bulletin boards where applicable General Orders and Bulletin Orders are posted and General Orders are delivered. Location of Employee's Register, Train Registers and Standard Clocks of this region.

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

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

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

Bulletin Orders issued and in effect during the period of one calendar month will expire at 12.01 A.M. on the first day of each month, all of which must be removed from Bulletin Board.

Effective at 12.01 A.M. on the first day of each month, a new Bulletin Order will be issued repeating all Bulletin Order paragraphs continuing in effect.

Employees Register (CT 876 R-3), revised to include the last Bulletin Order in effect and signature as required by Rule 74 on Employees Register will suffice for Bulletin Orders, as required by Rule 75(c). Signature in Bulletin Book for Bulletin Orders discontinued.

NOTE—X indicates in service.

CINCINNATI DIVISION

| Bulletin Board and Bulletin Book | Employees Register | Train Register | Standard Clock | Location | Other Regions, Divisions, and Railroads | Note |
|----------------------------------|--------------------|----------------|----------------|---|---|------|
| | | | | X—Indicates in service | | |
| X | X | | X | Xenia—Agents Office | B.&O. R.R. | |
| X | X | | X | Dayton—Yard Office, Findlay St. | B.&O. R.R. | |
| X | X | | X | Piqua—Bradford Block Station | B.&O. R.R. | |
| X | X | | X | Richmond—Engine House | B.&O. R.R. | |
| X | X | | X | Station Master's Office | B.&O. R.R. | |
| X | X | | X | Yard Office | Col. Div. | |
| X | X | | X | Cincinnati—Oasin | Col. Div. | |
| X | X | | X | Undercliff—East End of Yard | B.&O. R.R. | |
| X | X | | X | Undercliff—Yard Office | | |
| X | X | | X | McCullough—Yard Office | B.&O. R.R. | |
| X | X | | X | Union Terminal, Crew Dispatcher's Office* | Col. Div. | |
| X | X | | X | Riverside | Southwest Div. | |
| X | X | | X | Ivorydale—Yard Office | | |
| X | X | | | Anderson—Locker Room, Engine track | | |
| X | X | | | Kokomo—Locker Room, Engine track | | |
| X | X | | X | Springfield—Enginehouse | D.T.&I. R.R. | |
| X | X | | X | Yard Office | Col. Div. | |
| X | X | | X | Moraine—Locker Room | Col. Div. | |
| X | X | | X | Middletown—Enginehouse | Col. Div. | |
| X | X | | X | Yardman's Room | | |
| X | X | | X | Yard Office—Reed Yard | | |
| X | X | | X | Sharonville—Enginehouse | Col. Div. | |
| X | X | | X | Yard Office—Light Hump | Col. Div. | |
| X | X | | X | No. 11 Shanty | Southwest Div. | |
| X | X | | X | Van Wert—Enginehouse | | |
| X | X | | X | Yard Office | | |
| X | X | X | X | Ansonia Block Station | Southwest Div. | |

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

1075-A1 Cont'd. COLUMBUS DIVISION

| Bulletin Board and Bulletin Book | Employer's Register | Train Register | Standard Clock | Location | Other Regions, Divisions, and Railroads | Note |
|-------------------------------------|------------------------|-------------------|-------------------|---|--|------|
| X | X | | | Coshocton—Trainmen's Room | | |
| X | X | | | Newark—Passenger Station | C.&N. Div., B.&O. R.R. | |
| X | X | | | Putnam—Zanesville Engine House | C.&N. Div., B.&O. R.R. Central Reg. | |
| X | X | | X | Lancaster—Freight Station | B.&O. R.R. | |
| X | X | | | Circleville—Freight Station | B.&O. R.R. | |
| X | X | | | Mt. Vernon—Yard Office | Central Reg. | |
| X | X | | X | Columbus— Union Depot, 1st floor | Central Reg. B.&O. R.R. B.&O. R.R. | |
| X | X | | | Yard Office, Grandview Buckeye Yard— | | |
| X | X | | X | Hump Office | | |
| X | X | | X | General Service Bldg. | West. Reg. B.&O. R.R. Lake Reg. | |
| X | X | | X | Buckeye—Northend Locker Bldg. | | |
| X | X | | X | South Columbus Yard Office | | |
| X | X | | X | BN Yard—Yard Office | Lake Region | |
| X | X | | X | Bellefontaine—Enginehouse | Lake Region | |
| X | X | | X | YMCA | Lake Region | |
| X | X | | X | Galion—Yard Office | | |
| X | X | | X | Enginehouse | | |
| X | X | | X | Carey—Freight Station | | |
| X | X | | X | Thurston—Block Station | | |
| X | X | | X | Bucyrus—Yard Office | | |
| X | X | | X | Corning—Block Station | | |
| X | X | | X | Fultonham—Yard Office | | |
| X | X | | X | Hobson—Block Station | | |
| X | X | | X | Kanauga—Block Station | C.&O. | |
| X | X | | X | Nitro—Block Station | | |
| X | X | | X | Institute—Block Station | | |
| X | X | | X | Charleston—Yard Office | | |
| X | X | | X | Dickinson—Enginehouse | | |
| X | X | | X | Yard Office | | |
| X | X | | X | Findlay—Old Passenger Station | | |
| X | X | | X | Kenton—Yard Office | | |
| X | X | | | Marysville | | |
| X | X | | | Truro | | |

SOUTHWEST DIVISION

| | | | | | | |
|---|---|--|---|---|--|--|
| X | X | | X | Ansonia—Block Station Enginehouse | Cin. Div. | |
| X | X | | X | Muncie—Depot | | |
| X | X | | X | South Anderson—Yard Office Enginehouse | | |
| X | X | | X | Connersville—Station | | |
| X | X | | X | Lawrenceburg—Yard Office | | |
| X | X | | X | Greensburg—Enginehouse Station | | |
| X | X | | X | Indianapolis— Union Station | PC-GM&O Joint B. I.U. RY. T.R.R.A. Western Reg. I.U. RY. I.U. RY. | |
| X | X | | X | Westside—Yardmen's Room | | |
| X | X | | X | Middle Hill—Yard Office | | |
| X | X | | X | Big Four Yard— | I.U. RY. Western Reg. N.&W. B.&O. P.&E. | |
| X | X | | X | Crew Dispatcher's Office | | |
| X | X | | X | Hump Yard Office | | |
| X | X | | X | Hawthorne Yard— Yard Office | Western Reg. I.U. RY. | |
| X | X | | X | Enginehouse—Foreman's Office | | |
| X | X | | X | Arlington Ave.—400 Yard | I.U. RY. | |
| X | X | | X | Transfer Yard—Yard Office | I.U. RY. | |
| X | X | | X | Caven—Yard Office | I.U. RY. | |
| X | X | | X | Beech Grove—Yard Office | I.U. RY. | |

SOUTHWEST DIVISION—Con't.

1075-A1 Cont'd.

| Bulletin Board and Bulletin Book | Employer's Register | Train Register | Standard Clock | Location | Other Regions, Divisions, and Railroads | Note |
|-------------------------------------|------------------------|-------------------|-------------------|---|--|------|
| X | X | | X | Lafayette—Yard Office | N.&W. RY. | |
| X | X | | X | Templeton—Interlocking Station | N.&W. RY. | |
| X | X | | X | Warsaw—Station | | |
| X | X | | X | Wabash—Station | | |
| X | X | | X | Bicknell—Engine House and Yard Office | I.U. RY. C.M. St. P.& P. R.R. | |
| X | X | | X | Louisville— Telegraph Office, Union Station | I.U. RY. L.&N. I.U. RY. K.I.T. L.&N. | |
| X | X | | X | Crew Dispatcher's Office | | |
| X | X | | X | Jeffersonville—Yard Office | I.U. RY. K.I.T. L.&N. | |
| X | X | | X | Columbus, Ind.— Enginehouse Block Station | | |
| X | X | | X | Ashby—Yard Office | | |
| X | X | | X | Enginehouse | | |
| X | X | | X | Taylor—Station | | |
| X | X | | X | Gibson—Enginehouse | I.H.B. Western Reg. | |
| X | X | | X | East End Yard Office | | |
| X | X | | X | Lyons—Enginehouse | Western Reg. I.H.B. Chgo. Div. | |
| X | X | | X | Yard Office | | |
| X | X | | X | Midland—Yard Office | | |
| X | X | | X | Mattoon—Yard Office | | |
| X | X | | X | Hillsboro—Yard Office | | |
| X | X | | X | Mt. Carmel—Yard Office | | |
| X | X | | X | Harrisburg—Enginehouse | | |
| X | X | | X | Yard Office | | |
| X | X | | X | Cairo—Yard Office | | |
| X | X | | X | P.&P.U. Ry. Co. East Peoria—Enginehouse | | |
| X | X | | X | Decatur—Yard Office | I.C. | |
| X | X | | X | Terre Haute— 25th St. East Yard | | |
| X | X | | X | East Yard Office | Joint PC— G.M.&O. T.R.R.A. Ind. Div. N.&W. I.C. P.&P.U. C.&E.I. I.U. RY. | |
| X | X | | X | East Yard Enginehouse | | |
| X | X | | X | Rose Lake— Yard Office | Joint PC— GM&O T.R.R.A. Joint PC— GM&O T.R.R.A. Ind. Div. I.U. RY. | |
| X | X | | X | Crew Dispatchers Office | | |
| X | X | | X | T.R.R.A. of St. Louis Union Station—UD Telegraph Office | Joint PC— GM&O Ind. Div. I.U. RY. | |

HOT BOX DETECTOR AND RECORDER LOCATIONS

1076-A1

CINCINNATI DIVISION

| Detector Location | Mile Post | Track Number | Direction | Recorder Location |
|-------------------|-----------|--------------|-----------|-------------------|
| Garrett | 54.8 | 1 | E & W | Urbana |
| Covington | 80.5 | 1 | E & W | Bradford |
| Knightstown, Ind. | 152.9 | 2 | E & W | Thorne |
| Middletown, O. | 231.0 | 1 | E & W | MC Jet. |

COLUMBUS DIVISION

| Detector Location | Mile Post | Track Number | Direction | Recorder Location |
|-------------------------------|-----------|--------------|-----------|--------------------|
| Gnadenhutten | 96.8 | 1 | E & W | Uhrich |
| Port Washington | 102.5 | 2 | E & W | Town |
| West of Tyndall, (Conesville) | 129.5 | 1 | E & W | Morgan Run |
| East of Aro, (Adams Mill) | 132.1 | 2 | E & W | Bricker |
| Heath | 165.9 | 2 | E & W | Heath |
| LaGrange | 32.3 | 1 | E & W | Hiles |
| LaGrange | 32.3 | 2 | E & W | Hiles |
| Shelby | 67.0 | 1 | E & W | Shelby |
| Shelby | 67.0 | 2 | E & W | Shelby |
| Ashley | 104.0 | S | E & W | Dispatchers Office |
| N. Trombley | 28.0 | S | N & S | Dispatchers Office |
| Peoria | 97.0 | S | N & S | Dispatchers Office |
| E. Turner | 135.0 | 2 | E & W | Bellefontaine |

SOUTHWEST DIVISION

| Detector Location | Mile Post | Track Number | Direction | Recorder Location |
|--------------------------|-----------|--------------|-----------|-------------------|
| Bellefontaine, O. | 142.0 | 1 | E & W | BN Yard |
| Russia, O. | 177.0 | 2 | E & W | Ansonia |
| East of David, (Ingalls) | 260.0 | 1 | E & W | Gridley |
| E. Alameda, Ind. | 35.0 | S | E & W | Limedale |
| W. Martinsville, Ill. | 103.5 | S | E & W | Union |
| Mulberry Grove, Ill. | 180.4 | S | E & W | Smithboro |
| St. Jacobs, Ill. | 214.6 | 1 | E & W | Smithboro |
| Gard, Ill. | 223.0 | S | E & W | Pana |
| Greencastle, Ind. | 39.0 | 1 & 2 | E & W | Greencastle |

DRAGGING EQUIPMENT DETECTOR AND RECORDER LOCATIONS

1078-A1.

CINCINNATI DIVISION

| Detector Location | Mile Post | Track Number | Direction | Recorder Location |
|------------------------|-----------|--------------|-----------|--|
| West Jefferson | 14.8 | 2 | E | Buckeye Block Station |
| West of West Jefferson | 19.1 | 1 | W | Dispra. Office, Cin. |
| Florence | 29.4 | S | E | Dispra. Office, Cin. |
| Florence | 31.4 | S | W | So. Charleston Block Station |
| Seima | 41.6 | S | E | So. Charleston Block Station |
| Wilberforce | 50.8 | S | W | Xenia Block Station |
| Trebein | 3.9 | S | E | Xenia Block Station |
| West of Eldorado | 46.7 | S | W | Glen Block Station |
| Milford Centre | 23.2 | 2 | W | Block Signal at MP 27.7 (E) Light |
| Milford Centre | 33.2 | 1 | E | Block Signal at MP 28.0 (E) Light |
| Fletcher | 67.6 | 2 | W | Piqua Crossing Block Station |
| Piqua | 76.6 | 1 | E | Piqua Crossing Block Station |
| Hewitt | 100.0 | S | W | Hewitt Home Signal (E) light |
| East New Paris | 108.8 | S | E & W | Hewitt Home Signal (E) light for east and Glen Block Sta. for West |
| Centerville | 124.0 | 1 | E | Newman Block Station |
| Lewisville | 144.5 | 2 | W | Signal 1459 (E) light |
| Knightstown | 152.9 | 1 | E | Dunreith Home Signal (E) light |
| Charlottesville | 160.8 | 2 | W | Thorne Block Station |
| Greenfield | 169.8 | 1 | E | Thorne Block Station |
| Cumberland | 176.8 | 2 | W | Thorne Block Station and (E) light signal 1787 |
| Donnelly | 100.0 | S | E | Loveland Block Station |
| Camp Denison | 104.0 | S | W | Clare Block Station |
| Greensfork | 77.4 | S | E | Newman Block Station |
| Armeo | 231.6 | 1 | E | M & C Block Station |

COLUMBUS DIVISION

| Detector Location | Mile Post | Track Number | Direction | Recorder Location |
|-------------------|-----------|--------------|-----------|--------------------------|
| Gnadenhutten | 96.2 | 1 | E & W | Uhrich Block Station |
| Port Washington | 103.9 | 2 | E & W | Town Block Station |
| West Lafayette | 113.6 | 2 | E & W | Morgan Run Block Station |
| West Lafayette | 116.6 | 1 | E & W | Town Block Station |
| Cohocton | 123.2 | 1 | E & W | Morgan Run Block Station |
| Cohocton | 123.2 | 2 | W | Signal 1271 (E) Light |
| West of Tyndall | 130.0 | 2 | W | Signal 1341 (E) Light |
| Aro | 134.0 | 1 | E | Signal 1298 (E) Light |
| Frazesburg | 138.3 | 2 | E & W | Bricker Block Station |
| Frazesburg | 140.6 | 1 | E | Signal 1304 (E) Light |
| Hanover | 148.6 | 1 | E & W | Bricker Block Station |
| Hanover | 150.2 | 2 | W | Signal 1553 (E) Light |
| LaGrange | 32.3 | 1 | E & W | Hiles Block Station |
| LaGrange | 32.3 | 2 | E & W | Hiles Block Station |
| Ashley | 104.0 | S | E & W | Dispra. Office, Col. |
| North of Trombley | 28.0 | S | N & S | Dispra. Office, Col. |

SOUTHWEST DIVISION

1078-A1—Cont'd.

| Detector Location | Mile Post | Track Number | Direction | Recorder Location |
|-------------------|-----------|--------------|-----------|-----------------------|
| Plainfield | 12.8 | S | E | Limedale, Bk. Sta. |
| Fillmore | 32.5 | S | W | Limedale Bk. Sta. |
| Brasil | 61.1 | S | E | Union Bk. Sta. |
| Farrington | 80.5 | S | E | Union Bk. Sta. |
| Dupont | 104.2 | S | W | Union Bk. Sta. |
| Vevay Park | 112.2 | 1 | E | Union Bk. Sta. |
| Teutopolis | 135.6 | 2 | W | Effingham Bk. Sta. |
| St. Elmo | 158.5 | 2 | W | Smithboro Bk. Sta. |
| Vandalia | 168.0 | S | W | Smithboro Bk. Sta. |
| Hagarstown | 176.8 | S | E | Smithboro Bk. Sta. |
| Mulberry Grove | 181.5 | S | W | Smithboro Bk. Sta. |
| Greenville | 190.1 | 1 | E | Smithboro Bk. Sta. |
| Pocahontas | 197.4 | 2 | W | Signal 2031 (E) Light |
| Perron | 205.3 | 1 | E | Signal 1992 (E) Light |
| Highland | 211.1 | 2 | W | Signal 2145 (E) Light |
| St. Jacob | 213.6 | 1 | E | Smithboro Bk. Sta. |
| Collinsville | 228.3 | 2 | W | HN Bk. Sta. |
| Bellefontaine | 142.0 | 1 | E & W | BN Yard (Opr.) |
| Herr | 24.6 | S | N & S | Woods Bk. Sta. |

MOVEMENT OF TRAINS

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

CINCINNATI DIVISION

| Stations | Authority |
|-------------------|--|
| Cincinnati | Cincinnati Union Terminal must receive verbal clearance from Operator at West Sharon before departing. Tele Central phone 8-436 from Car desk or engine dispatcher's office. |
| Riverside Yard .. | Originating trains must receive verbal clearance from Operator at West Sharon before departing. Tele Central phone 436 from Riverside. |
| Springfield | All trains originating must receive verbal clearance from Cold Springs. |
| Jackson | Southward trains originating must receive verbal clearance from the operator at XN and be governed by signal indication at OD. |

COLUMBUS DIVISION

| | |
|--------------------|---|
| Buckeye Yard ... | Trains originating must receive verbal clearance from Operator Buckeye, dial phone 660. |
| Bellefontaine | Trains originating at Bellefontaine must receive verbal clearance from operator at BN. |
| Swiss | Northward trains must not leave without verbal clearance from operator at DB Tower or Dickinson Yard when DB is closed. |

SOUTHWEST DIVISION

| | |
|--------------|--|
| Ashby | Trains starting must receive clearance Form A. |
| Taylor | Trains starting must receive clearance Form A. |

1083-A2. (Southwest Division) At the following stations a proceed signal displayed will indicate that all trains superior have arrived or left:

McCarty Street, Indianapolis—for southward trains.
 Lebanon—for northward trains.
 Boyd—for northward trains.
 Clymers—for southward trains.

MOVEMENT OF TRAINS BY TIMETABLE AND TRAIN ORDER ONLY

1091-A1. Movement of Trains on Main Tracks by Timetable and Train Order Only Where No Form of Block Signal System is in use.

Movement of passenger trains will be made under MBS Rules.

CINCINNATI DIVISION

| Track | Between | And | Note |
|--------------------|-----------------|---------------|------|
| Northern Branch | OD | Mann | |
| Springfield Branch | Cold Springs | DX | |
| Carlisle Branch | West Manchester | Carlisle Jet. | |

SOUTHWEST DIVISION

| Track | Between | And | Note |
|----------------------------------|----------|--------|-------|
| Michigan Branch | Yost | Dow | |
| Main Line Cincinnati to Kankakee | CP 111 | CP 139 | |
| Danville Branch | Highland | Wyton | |
| Cairo Branch | Lyons | Cairo | 1-2-3 |

NOTES:

- (1) Midland—Northward trains doing work must receive permission from Operator before departing.
- (2) Lyons—Southward trains must receive permission from Operator at Wyton before departing from south end of yard.
- (3) Stonefort—Northward trains and engines must receive permission from Operator at Harrisburg before proceeding.

Yard Limits

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

CINCINNATI DIVISION

| Track | Between | And | Note |
|----------------------------|---------------------------------------|---|------|
| C & X Branch | Xenia | 930 feet west of West Greene | |
| Richmond Branch | Newman | 1520 feet west of Mile Post 76 | |
| | 3700 feet west of Mile Post 120 | 2600 feet west of Mile Post 126 (Anderson) | |
| | 4800 feet west of Mile Post 135 | 2600 feet west of Mile Post 139 (Elwood) | |
| | Mile Post 156 | 1050 feet west of Mile Post 161 (Kokomo) | |
| Newman Sec. | Newman | 1600 feet west of Mile Post 2 | |
| Ft. Wayne Branch | 3700 feet west of Mile Post 23 | 3200 feet west of Mile Post 25 (Winchester) | |
| | 500 feet west of Mile Post 32 | Mile Post 33 (Ridgeville) | |
| Ridgeville Secondary Track | Mile Post 33 | 500 feet west of Mile Post 34 (Ridgeville) | |
| | 4800 feet west of Mile Post 41 | 2600 feet west of Mile Post 44 (Portland) | |
| Northern Branch | Jackson Mile Post 0.0 | Mile Post 1.9 | |
| | Bryan Mile Post 56.8 | Mile Post 61.0 | |
| | North Paulding Mile Post 79.8 | Mile Post 81.8 | |
| | Van Wert Mile Post 100.2 | Mile Post 104.4 | |
| | Ansonia Mile Post 150.6 | Mile Post 152.7 | |
| Springfield Branch | 1056 feet west of Mile Post 65 (Lynn) | 1056 feet west of Mile Post 70 | |

1093-A1 Cont'd. COLUMBUS DIVISION

| Track | Between | And | Note |
|----------------------------|--------------------------------------|---|------|
| Trinway Secondary | Ry | Mile Post 4 | |
| Zanesville Secondary Track | 2640 feet west of Mile Post 16 | 663 feet east of Mile Post 20 (Zanesville) | |
| | NA | New Lexington | |
| Morrow Secondary Track | Mile Post 55 | 3400 feet west of Lancaster | |
| | Two miles east of Circleville | One mile west of Circleville | |
| Mt. Vernon Secondary Track | 2355 feet south of Mile Post 98 | 2330 feet south of Mile Post 101 (Mt. Vernon) | |
| | 1500 feet south of Mile Post 138 | Pennor Crossing (Columbus) | |
| Western Branch | Marysville Mile Post 103 | Scottslawn Mile Post 109.8 | |
| | Mile Post 121.5 | West Columbus Mile Post 130.6 | |
| | Bannon Mile Post 137.6 | Truro Mile Post 142.1 | 1 |
| | Basill Mile Post 156.9 | Thurston Mile Post 162.2 | |
| | MP 184, north of New Lexington | MP 2.4 Southern Branch south of Corning | |
| Eastern Branch | Stanley Mile Post 4.0 | Mile Post 8.6 9.5 | |
| | Lucky 800 feet north of Mile Post 13 | 2473 feet south of Mile Post 14 | |
| | Postoria Mile Post 33.4 | Mile Post 37.7 | |
| | Carey Mile Post 47.5 | Mile Post 52.2 | |
| | Kenton Mile Post 73.2 | Mile Post 76.8 | |
| Southern Branch | Hobson Mile Post 55.7 | Hobson Jet. Mile Post 57.1 | |
| | Nitro Mile Post 109.5 | Institute Mile Post 117.8 | |
| | Shorr Mile Post 122.4 | Stuart Mile Post 127.8 | |
| | Belle Mile Post 134.4 | Dickinson Mile Post 140.8 | |
| | Cannelton Mile Post 149.0 | Mile Post 152.0 | |
| | Alloy Mile Post 154.5 | Mile Post 157.3 | |
| | Glen Ferris Mile Post 161.2 | Gauley Bridge Mile Post 163.6 | |

NOTE

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

SOUTHWEST DIVISION

| Track | Between | And | Note |
|-------------------------|--------------------------------|------------------------------|------|
| Main Line Cinn. to KKK. | CP 111 | Mile Post 117 | 3 |
| | CP 139 | Mile Post 137 | 3 |
| | Sheff, east of Mile Post 210.5 | Sheff, west of Mile Post 212 | |
| | Aroma Park Mile Post 244.6 | Kankakee | 1 |
| Michigan Branch | Warsaw Mile Post 76.0 | Mile Post 80.4 | 3 |
| | Wabash Mile Post 112.0 | Mile Post 114.3 | 3 |
| | Marion Mile Post 130.8 | Mile Post 135.6 | 3 |
| | North of Dow Mile Post 161.2 | Dow Mile Post 162.6 | 3 |

1093-A1—SOUTHWEST DIVISION—Continued

| Track | Between | And | Note |
|-------------------------------------|--|---|------|
| Anderson-Greensburg Secondary Track | South Anderson Mile Post 166.7 | Mile Post 168.0 | |
| | Kern Mile Post 203.0 | Rushville Mile Post 205.1 | |
| Westpost Secondary Track | Greensburg Mile Post 222.4 | Craig Mile Post 225.1 | 2 |
| Springfield Branch | Hunter | DX | |
| Louisville Branch | Louisville, Broadway St. | L. C. R. R. Jct. Kentucky St. | |
| | Boyd | 2536 feet north of Mile Post 104 | |
| | Austin Mile Post 73 | Mile Post 75 | |
| | Seymour 550 feet north of Mile Post 61 | 1750 feet north of Mile Post 58 | |
| | Columbus 300 feet south of Mile Post 44 | 2500 feet south of Mile Post 37 | |
| | Edinburg Mile Post 32 | Mile Post 28 | |
| | Franklin 3000 feet south of Mile Post 21 | 3000 feet south of Mile Post 19 | |
| | Indianapolis, I. U. Ry. Inter- locking | 1734 feet south of Mile Post 4 south of Dale | |
| I. & F. Branch | Frankfort 825 feet north of Mile Post 46 | 2988 feet north of Mile Post 80 | |
| Petersburg Secondary | Kraft | 2443 feet south of Mile Post 6 south of May- wood | |
| | Martinsville, Ind. 2640 feet south of Mile Post 26 | 2100 feet south of Mile Post 31 | |
| | Silex 500 feet north of Mile Post 42 | Gosport Jct. | |
| | Minich 1620 feet south of Mile Post 70 | South Rincon Mile Post 42.6 | |
| | Mile Post 77, north of Duff | Mile Post 78, south of Duff | |
| | Petersburg Mile Post 89.0 | Ashby Mile Post 96.2 | |
| | Mile Post 105, north of Oakland City | Mile Post 108, north of Gudgel | |
| | Taylor Mile Post 128.3 | End of Branch | |
| Vincennes Secondary | Rincon Jct. | Mile Post 75 | |
| | Bushrod 2640 feet south of Mile Post 83 | 2640 feet south of Mile Post 86 | |
| | Sandborn Mile Post 91 | Mile Post 94 | |
| | Howard | Kirk | |
| Columbus-Madison Secondary | Columbus, Ind. | 2000 feet south of Mile Post 2 | |
| | North Madison Mile Post 42 | Madison | |
| Danville Branch | Highland Mile Post 6.3 | St. John Mile Post 13.1 | 4 |
| | Schneider Mile Post 30.2 | Mile Post 34.1 | |
| | Kentland Mile Post 60.0 | Sheff Mile Post 67.9 | |
| | Danville Mile Post 108.2 | Wyton | |

1093-A1—SOUTHWEST DIVISION—Continued

| | | | |
|--------------------------|--|---------------------------------------|---|
| Cairo Branch | Lyons | Mile Post 7.3 | |
| | Midland Mile Post 35.7 | Mile Post 38.4 | |
| | Mile Post 69, north of W. Union | Mile Post 72, south of Hutsonville | |
| | Robinson Mile Post 80.2 | Mile Post 82.7 | |
| | Lawrenceville Mile Post 100.5 | Mile Post 103.0 | |
| | Mt. Carmel Mile Post 124.2 | Mile Post 129.2 | |
| | Carmel Mile Post 156.4 | Mile Post 159.4 | |
| | Harrisburg Mile Post 185.9 | Ledford Mile Post 194.2 | |
| | Stonefort Mile Post 203.0 | Mile Post 205.0 | |
| | Cairo Mile Post 251.5 | End of Branch | |
| Crawfordsville Secondary | Rockville Mile Post 21 | Mile Post 24 | |
| | Crawfordsville 1665 feet north of Mile Post 50 | 1540 feet south of Mile Post 55 | |
| | Frank | 1008 feet south of Mile Post 77 | |
| Pearia Secondary | Paris 1115 feet north of Mile Post 19 | 1022 feet north of Mile Post 22 | |
| Allentown Secondary | South Morton | North Morton | |
| Greencastle Branch | Chase | Haley | 5 |

NOTES:

- (1) Movements between Aroma Park and Kankakee will be made only with authority of Operator at Kankakee.
- (2) Movements between Greensburg and Craig will be made only with authority of Train Dispatcher.
- (3) Movements not authorized by time-table or train order must not be made without signal indication or authority of Train Dispatcher or Operator.
- (4) Northward trains and engines must receive permission from Operator at Highland to proceed beyond north siding switch at Hartsdale.
5. Chase is in charge of movements and Preston must not permit any moves until cleared with Chase. Movements clearing at intermediate points must be reported clear to operator.

(Detach this coupon and paste over corresponding Note 5 on page 71.)

(Sou. Reg'n., G. O. No. 502—12-1-71)

Non-Interlocked Railroad Crossings at Grade

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

CINCINNATI DIVISION

| Location | Signals, etc., Governing Movements Over Crossings | | Requirements | Note |
|---|---|------------------------|--|------|
| | Type | Indication or Position | | |
| Kokomo Belt: N. & W. R. R. | Target | Target Diagonal | Stop. Proceed indication— Target diagonal. Red lights diagonal by nights. Normal position of target is against movement on PC. | |
| Kokomo: N. & W. R. R. (Clover Leaf Dist.) | Gate and Stop Boards | Gate Clear | Stop. Proceed indication— Gate clear. Green light by night | |
| Kokomo: N. & W. R. R. (L. E. & W. Dist.) | Target and Stop Boards | Target Diagonal | Stop. Proceed indication— Target diagonal. Red lights diagonal by night | |
| Middletown, Ohio: B. & O. R. R. | Stop Boards | Stop | Stop. It must be known that crossing is clear before using. | |
| Hageman: | Stop Boards | Stop | Stop. It must be known that crossing is clear before using. | |
| Idlewild: N. & W. Ry. | Position Light Signal | Proceeds | Cross without stopping | 1 |
| Springfield Yard: | Target | Horizontal Vertical | PC trains proceed. DT&I trains proceed without stopping | 2 |
| Dayton: Freight house lead | Target | Horizontal Vertical | PC trains proceed. E-L trains proceed. | 3 |
| Savona: | Target | Vertical Horizontal | Northern Branch trains proceed. Springfield Branch trains proceed. | |
| Arcanum: | Gate | | When over B&O, PC trains can proceed without stopping, not exceeding 15 miles per hour. | |

NOTES:

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

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

(2) Normal position for DT&I.

(3) Normal position for E-L.

1098-A1 Cont'd.

COLUMBUS DIVISION

| Location | Signals, etc., Governing Movements Over Crossings | | Requirements | Note |
|---|---|--------------------------|---|------|
| | Type | Indication or Position | | |
| Newark: B. & O. R. R. (Eastward trains on No. 1 track and Westward trains on No. 2 track) | Target | Vertical | Cross without stopping | 1 |
| Newark: B. & O. R. R. (Eastward trains on No. 2 track and Westward trains on No. 1 track) | Position Light Signal | More favorable than stop | | |
| Zanesville: B. & O. R. R. | Target | Vertical | Stop before crossing. | |
| Junction City: B. & O. R. R. | Target | Vertical | Cross without stopping. | 3 |
| Lancaster: C. & O. R. R. | Target | Vertical | Stop before crossing. | 4 |
| Clyde: | Target | Vertical Horizontal | Lake Divn. trains proceed. Columbus Division trains proceed. | |
| Berwick: | Target | Horizontal Vertical | Sandusky Secondary Track trains proceed. Eastern Branch trains proceed without stopping, not to exceed 15 MPH. | 5 |
| Vanlue Running Track A. C. & Y. Crossing | Target | Horizontal Vertical | PC trains proceed. AC&Y trains proceed without stopping. | 6 |
| East Columbus: | Target | Horizontal | Proceed. | |
| Walser: | Target | Vertical | Proceed. PC trains will approach crossing under full control, prepared to stop, and, when target is in vertical position, may, without stopping, proceed over crossing at a speed not exceeding 15 miles per hour. | |
| Fultonham: Pittsburgh Plate Glass Company | Stop Sign | Stop Sign | Trains and engines on both railroads will stop before proceeding over these junction switches. | |
| Port Amherst | Stop Sign | Stop Sign | Trains and engines on main track proceed without stopping. All other movements approaching on industrial tracks stop and secure permission from train dispatcher before fouling crossing. | |
| Cedar Grove: KC&NW | Target | Horizontal | Proceed. PC trains will approach crossing under full control prepared to stop, and, when target is in horizontal position, may, without stopping, proceed over crossing at a speed not exceeding 15 miles per hour. | 7 |

1098-A1—COLUMBUS DIVISION—Continued

| Location | Signals, etc., Governing Movements Over Crossings | | Requirements | Note |
|---|---|------------------------|--|------|
| | Type | Indication or Position | | |
| Crooksville: Zanesville Secondary Track | Target | Vertical Proceed | Trainmen will handle target and leave it in proceed position for Zanesville Secondary Track. | 2 |
| Crooksville Running Track Crossing | Target | Horizontal Proceed | | |
| Blue Creek: B&O Crossing | Target | | PC trainmen will handle target and leave it in proceed position for B&O. | 8 |

NOTES:

- (1) Eastward trains on No. 1 track and Westward trains on No. 2 track must not exceed a speed of 15 miles per hour and be prepared to stop approaching crossing, and upon receiving proper fixed signal and target indication may proceed over crossing without stopping.
- (2) Target at Crooksville controlled by levers on ground equipped with switch lock and will be operated by trainmen. Trains and engines must approach crossing prepared to stop and upon receiving target indication may proceed over crossing without stopping.
- (3) At Junction City trains on PC tracks may proceed over B. & O. R. R. Crossing without stopping, at a speed not to exceed 15 miles per hour, when target is in vertical position.
Target controlled by crank equipped with mechanical time release.
- (4) C. & O. Railway Target Office closed continuously. Target has no normal position and will be left in position last used. Target controls located just outside former target office and are equipped with locks.
- (5) Normal position for Eastern Branch.
- (6) Normal position for AC&Y.
- (7) Normal position for PC.
- (8) Normal position for B&O.

1098-A1.

SOUTHWEST DIVISION

| | | | | |
|--|-----------------|---------------------|--|---|
| Eastside Brightwood Extension | Target | Horizontal Diagonal | PC trains proceed. Belt trains proceed. | 1 |
| Eastside Belt Extension | Target | Horizontal Diagonal | PC trains proceed. Belt trains proceed. | 2 |
| Lebanon: C. I. Crossing | Target | Vertical | PC trains proceed without stopping not exceeding 20 miles per hour. CI trains proceed. | 1 |
| | | Horizontal | | |
| Franklin: Lou. Br. & Fairland Running Track Crossing | Target and Gate | Diagonal | Louisville Branch trains proceed without stopping. Fairland Running Track trains proceed. | 3 |
| | | Horizontal | | |
| Lawrenceburg: | Gate | When over B&O | PC trains can proceed. | 4 |
| N. Manchester: Western Region Crossing | Target | Vertical | Michigan Branch—Approach crossing prepared to stop not exceeding 15 MPH and stop short unless crossing is clear and target in VERTICAL position. | 6 |

1098-A1—SOUTHWEST DIVISION—Continued

| Location N. Manchester (Continued) | Signals, etc., Governing Movements Over Crossings | | Requirements | Note |
|--|---|------------------------------|---|------|
| | Type | Indication or Position | | |
| Columbia City Secondary Track | Target | Horizontal | Columbia City Secondary Track—Stop. After ascertaining no Michigan Branch trains are approaching place target in horizontal position, place 10 minute fuses against Michigan Branch trains, wait 5 minutes and proceed providing crossing is clear. Return target to normal (vertical) after movement is clear. | |
| Wabash: Yard Track | Stop Sign | Stop | Stop. It must be known that crossing is clear before using. | |
| Marion: Freight House lead | Target | Vertical Horizontal Diagonal | N&W trains proceed. PC movements to and from freight house lead. N&W movements to PC freight house lead. | 5 |
| Anderson: Pearl Street (700 ft. south) | Target | Vertical Horizontal | PC trains proceed without stopping. CI trains proceed. | 1 |
| Pearl Street (3300 ft. south) | Target | Vertical Horizontal | Michigan Branch trains proceed without stopping. Anderson Belt trains proceed. | 6 |
| Seymour: C.M.St.P.&P. R.R. | Target and Gate | Diagonal and Gate Clear | Approach crossing not exceeding 10 miles per hour prepared to stop. | |
| Frankfort: Monon R. R. | Color Light | Stop | Stop before crossing. If signal is green proceed over crossing. If signal is red operate push button on signal mast then if signal does not display green, arrange for protection and proceed over crossing. | |
| Frankfort: N. & W. R. R. | Stop Board Color Light Signal | Stop | Stop before crossing. If signal is green proceed over crossing. | |
| Sponsler: C.M.St.P.&P. R.R. | Stop Board Gate | Stop Gate Clear | Stop before crossing. Normal position of gate is against trains on PC. | |
| North Vernon: B. & O. R. R. | Stop Board | | Stop before crossing. Proceed signal from B & O switchtender. | |
| North Vernon Secondary Track | Target | Vertical | Stop before crossing. | |
| Rushville: B. & O. R. R. | Stop Board Gate | Stop Gate Clear | Stop before crossing. | |
| N. & W. R. R. | Stop Board | Stop | Stop. It must be known that crossing is clear before using. | |
| Jeffersonville: B. & O. R. R. | Stop Board | Stop | Stop. It must be known that crossing is clear before using. | |
| New Albany: Sou. R. R. | Target and Gate | Horizontal and Gate Clear | Stop before crossing. Normal position of target and gate is against trains on PC. | |
| K. & I. T. R. R. | Position Light | Restricting | Signal aspects govern after stopping. | |
| Enosville: A.W.&W. | Stop Signs | Stop | Stop. It must be known that crossing is clear before using. | |

1098-A1—SOUTHWEST DIVISION—Continued

| Location | Signals, etc., Governing Movements Over Crossings | | Requirements | Note |
|---|---|-------------------------|---|------|
| | Type | Indication or Position | | |
| Muncie: N. & W. Ry. with Muncie Yard Running Track | Target | Target Horizontal | Stop. Proceed indication— Target horizontal. Red lights horizontal by night. Normal po- sition of target is against movement on PC. Signal will be operated by conduc- tor or engineman. | |
| Eads: B. & O. R. R. | Stop Sign | Stop | Stop. Proceed signal from switchtender with green flag by day and green light by night. | |
| Stewart: C.&E.I. Crossing | Target | Vertical | PC trains proceed without stopping, not exceeding 20 miles per hour. | 1 |
| Karnak: C.&E.I. Crossing | Gate | When over C. & E. I. | Trains and engines may proceed without stop- ping, not exceeding 20 miles per hour when crossing is clear and gate is in proper position. | 1 |
| Cairo Yard: (2 miles north) I.C. two crossings Mo. Pac. G.M.&O. | Stop Signs | Stop | Stop. It must be known that crossing is clear before using. | |
| Harwood: (1.4 miles south) C.&E.I.—two crossings | Stop Signs | Stop | Stop. It must be known that crossing is clear before using. | |
| Lovington: N. & W. R. R. | Stop Sign | Stop | Stop. It must be known that crossing is clear before using. | |
| Midland City: I. C. R. R. | Stop Sign | Stop | Stop. It must be known that crossing is clear before using. | |
| Minier: G. M. & O. R.R. | Stop Sign Gate | Stop | Proceed when gate is clear. Gate operated by trainmen. | |
| Morton: A. T. & S. F. R. R. | Stop Sign | Stop | Stop. It must be known that crossing is clear before using. | |
| Terre Haute: Industry Track C.M.St.P.&P. | Gate | | When over Milw., PC trains can proceed without stopping, not exceeding 15 miles per hour. | 1 |

NOTES:

- (1) Normal position for PC.
- (2) Normal position for Belt.
- (3) Normal position for Louisville Branch.
- (4) Normal position for B&O.
- (5) Normal position for N&W.
- (6) Normal position for Michigan Branch.

1099-A1 PROTECTION OF TRAINS

APPLICATION OF RULE 99, STATE OF ILLINOIS

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

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

1103-A1. Public Crossing at Grade.

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

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

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

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

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

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

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

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

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

CINCINNATI DIVISION

| LOCATION | CROSSING | TRACK | See Column Table | | | | | | Note |
|--|----------------|--------------------------------|-----------------------------|---|---|---|---|---|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | |
| MAIN LINE Columbus to Indianapolis | | | | | | | | | |
| | Wilberforce | State Rt. 42 | College Spur | X | | | | | |
| | Xenia | Jasper Rd. | No. 1 | | X | | | | |
| | | West St. | Main | | X | | | | |
| | | Cincinnati Ave. | Main | | X | | | | |
| | | Columbus St. | Yard | | | | | X | |
| | | Smithville Rd. | Yard | | | | | X | |
| | | U.S. 35 | Industrial | X | | | | | |
| | | Main St. | Team Track | | | | X | | |
| | | U.S. 42 | Van Wagons Track | | | | X | | |
| | | | London Lumber & Coal Co. | X | | | | | |
| Plattsburg | State Route 54 | House Track | | | | | X | | |
| Springfield | Burnett Rd. | Old Stock Track | | | | | X | | |
| | East St. | No. 7 Track | | | | | X | | |
| | Shaffer St. | Shaffer Sdg. | | | | | X | | |
| | Plum St. | Byerman Track | | | | | X | | |
| | Isabella St. | Thompson Grinder Track | | | | | X | | |
| | Bechtel St. | Thompson Grinder Track | | | | | X | | |
| | Belmont Ave. | Mechanicsburg Running Track | X | | | | | | |
| | Zischler St. | Malleable Track | | | | | X | | |
| | Main St. | Gas Track | | | | | X | | |
| | Walter St. | Old P. & E. Track | | | | | X | | |
| Fairborn | Central Ave. | Southwestern Portland | | | | | X | | |
| | | | | | | | X | | |
| Dayton | Findlay St. | Running Track | | | | | X | | |
| | | Eastward Sdg. | | | | | X | | |
| | Chapel Rd. | All Tracks | | | | | | | 1 |
| | Homestead Ave. | B. & O. Transfer | | | | | X | | |
| | | Syrup Track | | | | | X | | |

Note
1.3

CINCINNATI DIVISION—Cont'd.

1103-A1 Cont'd.

| LOCATION | CROSSING | TRACK | See Column Table | | | | | | Note |
|---|---------------------------------|--------------------|------------------|---|---|---|---|---|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | |
| Trotwood | Main St. | Main | | | | X | | | |
| | Broadway St. | Main | | | | X | | | |
| Brookville | Hay St. | Main | | | | X | | | |
| | Market St. | Main | | | | X | | | |
| | Main St. | Main | | | | X | | | |
| | Salem St. | Main | | | | X | | | |
| | West 5th St. | No. 1 | | | X | X | | | 9 |
| Richmond | West 5th St. | Yard Track | | X | X | | | | |
| | West 5th St. | No. 2 | | | | X | | | |
| | 16th St. | No. 1, 2, 3 and 4 | | | | X | | | 4 |
| | 15th St. | No. 1, 2, 3 and 4 | | | | X | | | 4 |
| | 8th St. | A, B and C | | | X | X | | | 10 |
| | 8th St. | No. 3, 4 D and E | | | | X | | | 5 |
| | 6th St. | No. 1 and 2 | | | | X | | | 5 |
| | 6th St. | Yard | | | | | | X | |
| | West Fifth St. | R.I. Sdg. | | X | | | | | |
| | Post Rd. | No. 2 | | | | X | | | |
| MAIN LINE Columbus to New Paris via Bradford | | | | | | | | | |
| Plain City | State Rt. 42 | No. 1 | | | | X | | | |
| Millford Center | Mill St. | No. 1 and 2 | | | | X | | | |
| West of Cable Mile Post 39 | Public Crossing | No. 1 and 2 | | | | X | | | |
| Hagenbaugh | Public Crossing | No. 1 and 2 | | | | X | | | |
| Urbana | Main St. | No. 1 and 2 | | | | X | | | 3 |
| | Main St. | No. 2 | | | X | | | | |
| West of St. Paris Mile Post 59 | St. Rt. 69 | No. 1 and 2 | | | | X | | | |
| Piqua | College Ave. | N. Side Ind. Trks. | X | | | | | | |
| | Roosevelt Ave. | N. Side Ind. Trks. | X | | | | | | |
| | High St. | N. Side Ind. Trks. | X | | | | | | |
| | Water St. | N. Side Ind. Trks. | X | | | | | | |
| | Downing St. | S. Side Ind. Trks. | X | | | | | | |
| | Roosevelt Ave. | S. Side Ind. Trks. | X | | | | | | |
| | Wayne St. | S. Side Ind. Trks. | X | | | | | | |
| | Main St. | S. Side Ind. Trks. | X | | | | | | |
| | Wood St. | S. Side Ind. Trks. | X | | | | | | |
| | Young St. | S. Side Ind. Trks. | X | | | | | | |
| | Garnsey St. | S. Side Ind. Trks. | X | | | | | | |
| Greenville | Harrison Ave. | Main | | | | X | | | |
| | Central Ave. | Main | | | | X | | | |
| | Switzer St. | Main | | | | X | | | |
| | Chestnut St. | Main | | | | X | | | |
| | Public Crossing Mile Post 96 | Main | | | | X | | | |
| | Riffle St. | Siding | | X | | | | | |
| | Hudson St. | Siding | | X | | | | | |
| | | | | | | | | | |
| C & X Branch | | | | | | | | | |
| Xenia | Cincinnati Ave. | Northward Sdg. | | X | | X | | | |
| | Cincinnati Ave. | Southward Sdg. | | X | | X | | | |
| Fairfax | Redbank Rd. | Ford Plant | | X | | | | | |
| Spring Valley | Rt. 725 | Main | | | | X | | | |
| Kings Mill | Grandon Rd. | Main | | | X | | | | |

CINCINNATI DIVISION—Cont'd.

1103-A1 Cont'd.

| LOCATION | CROSSING | TRACK | See Column Table | | | | | | Note |
|---|------------------|------------------------------|------------------|---|---|---|---|---|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | |
| LEBANON and BLUE ASH Cincinnati | Dana Ave. | Secondary | | | | X | | | |
| | Dana Ave. | N&W Connection | | X | X | | | | |
| Silverton | Montgomery Rd. | Secondary | | X | | | | | |
| Idlewild | Woodburn Ave. | Secondary | | X | | | | | |
| Avondale | Melish Ave. | Secondary | | X | | | | | |
| Lebanon | Broadway | Secondary | | X | | | | | |
| East of Silverton | Plainfield Rd. | Secondary | | | | | | X | 6 |
| McCullough | Highland Ave. | Old Main | | X | | | | | |
| Norwood | Smith Rd. | Court St. Second | | | | X | | | |
| | Washington St. | No. 1 | | | | X | | | |
| RICHMOND BRANCH | | | | | | | | | |
| Reading | Sunnybrook Dr. | Main | | | | X | | | |
| | Amity Rd. | Main | | | | X | | | |
| | Vorhees St. | Main | | | | X | | | |
| | Benson St. | Main | | | | X | | | |
| | Vine St. | Main | | | | X | | | |
| | Columbia St. | Main | | | | X | | | |
| | Mechanic St. | Main | | | | X | | | |
| | Main St. | Main | | | | X | X | | |
| Sharonville | Sharon Rd. | Archer-Daniel Midland Co. | | X | | | | | |
| | Mosteller Rd. | Ford Plant Lead | | X | | | | | |
| Crescentville | Kemper Rd. | Main | | | | X | | | |
| Mosler | Bobmeyer Rd. | Westward Sdg. | | X | X | X | | | |
| | | Main | | | | X | | | |
| | | New Stge. | | | | X | | | |
| Hamilton | Grand Blvd. | Main | | | | X | | | |
| | Henaley Ave. | Main | | | | X | | | |
| | Maple Ave. | Main | | | | X | | | |
| | East Ave. | Main | | | | X | | | |
| | 7th Ave. | Main | | | | X | | | |
| | High St. | Main | | | | X | | | |
| | Vine St. | Main | | | | X | | | |
| | Heaton St. | Main | | | | X | | | |
| | Main St. | Main | | | | X | | | |
| | Somer St. | Main | | | | X | | | |
| Eaton | Cherry St. | Main | | | | X | | | |
| | Meccabe St. | Main | | | | X | | | |
| | Maple St. | Main | | | | X | | | |
| | High St. | Main | | | | X | | | |
| | Barron St. | Main | | | | X | | | |
| | | | | | | X | | | |
| | | | | | | X | | | |
| | | | | | | X | | | |
| New Castle | 18th St. | Main | | | | X | | | |
| | 17th St. | Main | | | | X | | | |
| | Broad St. | Main | | | | X | | | |
| Elwood | 16th & So. A St. | Main | | | | X | | | |
| | Main St. | Main | | | | X | | | |
| | Anderson St. | Main | | | | X | | | |
| | 12th St. | Main | | | | X | | | |

CINCINNATI DIVISION—Cont'd.

1103-A1 Cont'd.

| LOCATION | CROSSING | TRACK | See Column Table | | | | | | Note |
|---|--------------------|-------------------|------------------|---|---|---|---|---|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | |
| Windfall | Independence St. | Main | | | X | | | | |
| | McClellan St. | Main | | | X | | | | |
| Kokomo | Spraker St. | Main | | | X | | | | |
| | Webster St. | Main | | | X | | | | |
| | Morgan St. | Main | | | X | | | | |
| | Courtland St. | Main | | | X | | | | |
| | Main St. | Scale | | | X | | | | |
| | | | | | | | | | |
| Middletown Yard Running Middletown | Lefferson Rd. | | | X | | | | | |
| | Gerard Ave. | | | X | | | | | |
| Ridgeville Secondary Track Geneva | Line St. | Secondary | | | X | | | | |
| | | | | | | | | | |
| Berne | Water St. | Secondary | | | X | | | | |
| | Main St. | Secondary | | | X | | | | |
| Monroe | Jackson St. | Secondary | | | X | | | | |
| | Washington St. | Secondary | | | X | | | | |
| Portland | Votaw | Secondary | | | X | | | | |
| | Meridian St. | Secondary | | | X | | | | |
| | North St. | Secondary | | | X | | | | |
| | Arch St. | Secondary | | | X | | | | |
| | Race St. | Secondary | | | X | | | | |
| | Commerce St. | Secondary | | | X | | | | |
| | High St. | Secondary | | | X | | | | |
| | Ship | Secondary | | | X | | | | |
| MAIN LINE Dayton to Cinn. | | | | | | | | | |
| Moraine | Edison Ave. | G.M. Yard Tracks | | | | | | X | |
| West Carrolton | Alexanderville Rd. | Yard Lead | | | | | X | | 2 |
| | Elm St. | Westward Sdg. | | | | | X | | |
| | | Tablet Track | | | | | X | | |
| | | Track 2 | | | | | | | 2 |
| Miamisburg | Richard St. | General Cigar | | | | | | | |
| | | Westward Sdg. | X | | | | X | | |
| | Kercher St. | Westward Sdg. | | | | | X | | |
| | | House Track | | | | | X | | |
| | | American Envelope | | | | | X | | |
| Miamisburg | Pearl St. | House Track | | | | | X | | |
| | Buckeye St. | House Track | | | | | X | | |
| | | Bodey Track | | | | | X | | |
| | Maple St. | House Track | | | | | X | | |
| | Central Ave. | House Track | | | | | X | | |
| | Park Ave. | House Track | | | | | X | | |
| | Lock St. | Team Track | | | | | X | | |
| | Mound St. | Team Track | | | | | X | | |
| | | | | | | | X | | |
| Middletown | Manchester Ave. | Westward Sdg. | | | | | X | | |
| | Wildwood Ave. | Westward Sdg. | | | | | X | | |
| | North St. | Tytus Track | | | | | X | | |

CINCINNATI DIVISION—Cont'd.

1103-A1 Cont'd.

| LOCATION | CROSSING | TRACK | See Column Table | | | | | | Note |
|---|-------------------------|---------------------------|------------------|---|---|---|---|---|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | |
| Middletown Continued | Central Ave. | Tytus Track | | | | | X | | |
| | Manchester Ave. | Tytus Track | | | | | X | | |
| | First Ave. | Tytus Track | | | | | X | | |
| | Lettersen Rd. | Tytus Track | | | | | X | | |
| Sharonville | Kemper Rd. | Auto Life Co. | | | | | X | | |
| | Sharon Ave. | Old East Bound Lead | | | | | X | | |
| | | Switch Lead | | | | | X | | |
| Lockland | Wyoming St. | Switch Lead | | | | | X | | |
| | Dunn St. | Switch Lead | | | | | X | | |
| | | Solbruck Track | | | | | X | | |
| | Davis St. | Lockland Sw. Lead | | | | | X | | |
| | Mill St. | Lockland Sw. Lead | | | | | X | | |
| | Erkenbrecker Ave. | Lockland Sw. Lead | | | | | X | | |
| Carthage | 78th Street | Lockland Sw. Lead | | | | | X | | |
| | | National Distillery Track | | | | | X | | |
| St. Bernard | Murray Rd. | Proctor & Gambel Track | | | | | X | | 11 |
| | | Ross Estate Track | | | | | X | | |
| | | Back Track | | | | | X | | |
| | Vine St. | Proctor & Gamble Track | | | | | X | | 11 |
| | | Back Track | | | | | X | | |
| | Beech St. | Middle Track | | | | | X | | |
| | | Lower Two | | | | | X | | |
| | | | | | | | | | 11 |
| Cincinnati | | | | | | | | | |
| Northern Branch Hudson | Mechanic St. | Passing Track | X | | | | | | |
| | Main St. | Transfer Track | | | | | X | | |
| West Unity | Liberty St. U.S. 127 | House Track | X | | | | | | |
| Bryan | Mulberry St. | Running Track | | | | | X | | |
| | High Street | Running Track | | | | | X | | |
| | Wilson St. | Running Track | | | | | X | | |
| Ney | S.R. 15 | Elevator Track | X | | | | | | |
| | | Team Track | | | | | X | | |
| Latty | Highway 127 | No. 1 Track | | | | | | | 7 |
| Scott | Blaine St. | Passing Track | X | | | | | | |
| Rockford | Second St. | Storage Track | X | | | | | | |
| Celina | Logan St. | Stock Track | X | | | | | | |
| Belle Center to Springfield Lippincotts | Lippincotts Rd. | Yard Track | | | | | X | | |
| | | | | | | | | | |
| Springfield | Warder St. | Team Track | | | | | X | | |
| | | Wall Track | | | | | X | | |
| Dayton-Lytie Running Track Dayton | Stewart St. | Industrial | X | | | | | | |
| | Main St. | Industrial | X | | | | | | |

CINCINNATI DIVISION—Cont'd.

1103-A1 Cont'd.

| LOCATION | CROSSING | TRACK | See Column Table | | | | | | Note |
|--|----------------|----------------|------------------|---|---|---|---|---|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | |
| Dayton-Lytle Running Track Dayton Continued | Brown St. | Industrial | X | | | | | | |
| | Alberta St. | Industrial | X | | | | | | |
| | Washington St. | Industrial | | | | | | X | |
| Clement | U.S. 35 | Industrial | | X | | | | | |
| | Woodbine Ave. | Industrial | | X | | | | | |
| Springfield Secondary Springfield | Penn State | Secondary | X | | | | | | |
| Springfield Branch New Castle | Highway 38 | Siding Track | | | | | X | | 12 |
| Arcanum | Main St. | Mill Track | | | | | X | | |
| Lynn | S.R. 36 | Industry Track | | | | | X | | |
| | Highway 27 | Siding Track | | | | | X | | |

#13 See Pg 1 G.O. 506
Add Yankee Road
Track 1 Column 4

NOTES:

- Eastward trains and engines operating with current of traffic, when moving over Bridge 169 (Miami River) at 15 miles per hour or less, must not exceed Slow Speed passing Signal 2092 west of Chapel Road.
- Movements against the current of traffic on No. 2 track must not exceed 20 miles per hour from eastward signal, 1200 feet west of Elm Street, to Elm Street. Applies to head end of train only.
When switch to Kimberly Clark Company is in reverse or open position, all engine and train movements on lead track must stop before fouling the Bellebrook Road and, or the Alexandersville-Bellebrook Road crossings and not cross these roads until automatic flashing light signals have been operating for at least 20 seconds.
- Train must be at least 250 feet east of Main St. on No. 2 track when cut out device is operated.
- Crossing watchman located in tower between 12th and 13th Street, on duty continuously.

(Continued on Next Page)

1103-A1. CINCINNATI DIVN., Cont'd.

(5) Block Operator Newman.

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

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

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

- When necessary for crews delivering cars to N&W, to use No. 1 track east of Highway No. 127, cars must be left east of flasher circuit. Circuit marker consisting of yellow marker south of track is located approximately 815 feet east of highway.
- All movements on Court Street Secondary Track or south Wye track, Hageman must approach U.S. 42 Crossing prepared to stop, and no movement permitted to obstruct any portion of the highway until it is known that highway crossing guards are operating, otherwise a member of the crew must protect the crossing in advance of each movement over the crossing.
- Richmond—West Fifth Street. When indication of eastward home signal at Newman is stop, eastward trains on No. 1 track having sufficient cars to block West Fifth Street, will stop west of relay case located south of No. 1 track, 500 feet west of West Fifth Street.
- Richmond—8th Street. Westward movements stopping east of Sign reading CC 40 feet east of 8th Street crossing must approach crossing prepared to stop unless automatic crossing protection is operating. In event automatic crossing protection is not operating, protection must be provided as prescribed by Rule 163.
- Central Ave., Smith St., West 6th St., Gilpin Yard and Spring Grove Ave., Ivorydale, Longworth St., Lockland, O., must be protected by crews moving over them.

When cars are pushed by an engine, and conditions require, a trainman must take a conspicuous position on the leading car, and when shifting over public crossings at grade not protected by a Watchman, or by manually operated gates, or manually operated flashing light signals, a member of the crew must protect the crossing. When automatic highway crossing protection is in service and it is known to be functioning properly for the movement, protection by a member of the crew is not required.

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

Dunn Street
Davis Street
Mill Street
66th Street

Baymiller, Cincinnati, Flashing Light Signals must be operating 30 seconds before fouling crossing.

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

Flashing Light Signals and Automatic Gates.

Sharonville: { Sharon Ave.
U.S. Route 25
Kemper Rd.

Carthage: 78th Street

St. Bernard: { Murray Road
Vine Street
Beech Street

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

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

- Savona—Trains and engines must approach State Routes 127 and 121 prepared to stop until assured crossing protection is activated.

1103-A1 Cont'd. COLUMBUS DIVISION

| LOCATION | CROSSING | TRACK | See Column Table | | | | | | Note |
|---|--------------------|----------------------------|------------------|---|---|---|---|---|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | |
| MAIN LINE Pittsburgh to Columbus Gnadenhutten | U.S. 36 | Stocker Sand & Gravel | X | | | | | | |
| | | Ross Clay Prod. | X | | | | | | |
| | | Belden Brick Co. | X | | | | | | |
| | | | | | | | | | |
| Newcomerstown | College St. | No. 6 | | X | | | | | |
| | | Storage | | X | | | | | |
| | River St. | West Wye | | X | | | | | |
| | Goodrich St. | West Wye | | X | | | | | |
| | State St. | East Wye | | X | | | | | |
| | | West Wye | | X | | | | | |
| West Lafayette | Kirk St. | No. 1 | | | X | X | | | |
| | Kirk St. | No. 2 | | | | X | | | |
| Coshocton | Walnut St. | No. 1 | | | X | | | | |
| | Main St. | No. 1 and No. 2 | | | X | | | | 1 |
| | Chestnut | No. 1 and No. 2 | | | X | | | | 2 |
| | Locust St. | No. 1 and No. 2 | | | X | | | | 2 |
| | J. B. Clow & Sons | No. 1 and No. 2 | | | X | | | | |
| | Carnation Milk Co. | No. 2 | | | X | | | | |
| Trinway | State Rd. 77 | No. 1 and No. 2 | | | | X | | | |
| Frasersburg | State St. | No. 2 | | | X | | | | |
| | Basin St. | No. 2 | | | X | | | | |
| | First St. | No. 2 | | | X | | | | |
| Newark | Cedar St. | Westward Sdg. | | X | X | | | | 10 |
| | Oakwood Ave. | Eastward Sdg. | | X | X | | | | 11 |
| | O'Bannon Ave. | Eastward Sdg. | | X | X | | | | 11 |
| | Main St. | No. 1 | | | X | X | | | |
| | Morris St. | No. 1 | | | X | X | | | |
| | O'Bannon Ave. | Westward Sdg. | | X | | X | | | |
| | Oakwood Ave. | Westward Sdg. | | X | | | | | |
| | Main St. | No. 2 | | | | X | | | |
| | Morris St. | No. 2 | | | | X | | | |
| | Cedar St. | No. 1 and No. 2 | | | | X | | | |
| | Oakwood Ave. | No. 2 | | | | X | | | |
| | | | | | | | | | |
| MAIN LINE Columbus to Indianapolis Columbus | <i>Ludlow St</i> | <i>No. 1 & 2</i> | | | X | | | | |
| | Kaderly Dr. | Growers Service | | X | | | | | |
| | Goodale Blvd. | Neil | | X | | | | | |
| Grandview | Goodale Blvd. | Northwest Blvd. Industrial | | X | | | | | |
| Miami Crossing | Phillippi Rd. | No. 2 | | | | X | | | |
| | Plain City Rd. | No. 1 | | | | X | | | |
| MAIN LINE Columbus to Bradford Columbus, Ohio | | | | | | | | | |
| | Fields Ave. | P.C. Industry | | X | | | | | |
| | Grandview Ave. | No. 1 and 2 | | | | X | | | 2 |
| | Trabue Rd. | No. 2 | | | | X | | | 6 |

COLUMBUS DIVISION—Cont'd.

1103-A1 Cont'd.

| LOCATION | CROSSING | TRACK | See Column Table | | | | | | Note |
|-----------------------------------|----------------------------|-----------------------|------------------|---|---|---|---|---|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | |
| Columbus, Ohio Continued | Fisher Rd. | Phillips 66 Lead | X | | | | | | |
| | Distribution Rd. | Phillips 66 Lead | X | | | | | | |
| Marble Cliff | West Fifth Ave. | No. 1 | | | X | | | | |
| | Dublin Rd. | Plant x | | X | | | | | |
| Hilliard | Main St. | No. 1 and 2 | | | X | X | | | |
| | Cemetery Rd. | No. 2 | | | X | X | | | |
| | Scioto-Darby Rd. | No. 1 | | | | X | | | |
| | Cemetery Rd. | No. 1 | | | | X | | | |
| | Relay Yard | | | X | | | | | 14 |
| Mt. Vernon Secondary Track | | | | | | | | | |
| Condit | North of Station | Secondary | | | | X | | | |
| Linden | Oakland Park Ave. | Secondary | | X | | | | | |
| Killbuck | Rt. 62 | Dresden Industrial | | X | | | | | |
| Zanesville Secondary Track | | | | | | | | | |
| Fultonham | State Rt. 93 (Avondale) | Fultonham Running | | X | | | | | |
| Lancaster | State Rt. 33 | Loroco | | X | | | | | |
| Putnam | Perashig Rd. | | | | | | | | |
| | (4025 ft. west of M.P. 17) | Siding | | | X | | | | |
| Circleville | Pickaway St. | Secondary | | X | | | | | |
| Washington Court House | Fayette St. | Secondary | | X | | | | | |
| | Main St. | Secondary | | X | | | | | |
| Wilmington | Grant St. | Secondary | | X | | | | | |
| | Sugartree St. | Secondary | | X | | | | | |
| | Walnut St. | Secondary | | X | | | | | |
| | South St. | Secondary | | X | | | | | |
| | Mulberry St. | Secondary | | X | | | | | |
| | | | | | | | | | |
| Morrow | State Rt. 3 | Secondary | | X | | | | | |
| | State Rt. 22 | Secondary | | X | | | | | |
| Cleveland-Indianapolis | | | | | | | | | |
| Grafton | Elm Street | Back Track | | | | | | X | |
| | | Eastbound Sdg. | | | | | | X | |
| La Grange | Union St. (S.R. 303) | Mill Track | | | | | | X | |
| Wellington | Main St. (S.R. 58) | Mill Track | | | | | | X | |
| | Herrick Ave. (S.R. 18) | Mill Track | | | | | | X | |
| | | Back Track | | | | | | X | |
| | | House Track | | | | | | X | |
| | Maggar Ave. | N.K.P. Transfer Track | | | | | | X | |
| | | Back Track | | | | | | X | |
| New London | Walnut St. | Old Eastward Trk. | | | | | | X | |
| | | House Track | | | | | | X | |
| | | Mill Track | | | | | | X | |

COLUMBUS DIVISION—Cont'd.

1103-A1 Cont'd.

[illegible]

COLUMBUS DIVISION—Cont'd.

1103-A1 Cont'd.

| LOCATION | CROSSING | TRACK | See Column Table | | | | | | Note |
|---|---------------------|-------------------------|------------------|---|---|---|---|---|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | |
| Clyde to Sands and Belle Center to Springfield Carey | Findlay St. | Siding | | | | | X | | |
| | South St. | Siding | | | | | X | | |
| Wharton | Cass St. | Stub Track | | | | | X | | |
| Forest | Lima St. | House Track | X | | | | | | |
| | | PC Transfer | X | | | | | | |
| | Dixon St. | PC Transfer | | | | | X | | |
| | Zimmerman St. | PC Transfer | | | | | X | | |
| Kenton | North St. | Farmers Grain Track | | | | | X | | |
| | Franklin St. | House Track | | | | | X | | |
| | | Middle Round Track | X | | | | | | |
| Belle Center | S.R. 273 | Elevator Track | X | | | | | | |
| | Main St. | Elevator Track | X | | | | | | |
| | S.R. 273 & Main St. | All Tracks | | | | | | | 9 |
| Huntsville | Napoleon St. | Main Track | | | | | | | 9 |
| Bellefontaine | West St. | Team Track | | | | | X | | |
| | | All Tracks | | | | | | | 9 |
| Corning to Swiss Dunbar | Tenth St. | House Track | | | | | X | | |
| | 42nd St. | All Tracks | | | | | | | 7 |
| Glasgow | 3rd St. | All Tracks | | | | | | | 7 |
| Charleston | Virginia St. | C.&O. Connection | | | | | X | | |
| | Indiana Ave. | Passing Track | X | | | | | | |
| | Bigley Ave. | Fidelity Storage | X | | | | | | |
| | Young St. | Grocery Wholesale Track | | | | | X | | |
| | Court St. | Runaround Track | | | | | X | | |
| | | Montgomery Ward Track | | | | | X | | |
| | Broad St. | Team Track | | | | | X | | |
| | | Industry Track | | | | | X | | |
| | | Storage Track | | | | | X | | |
| | | Industry Sdg. | | | | | X | | |
| | Brooks St. | Team Track | | | | | X | | |
| | | Industry Lead | | | | | X | | |
| | | Storage Track | | | | | X | | |
| | | Industry Sdg. | | | | | X | | |
| | Ruffner Ave. | Storage Track | | | | | X | | |
| | | Industry Lead Trk. | | | | | X | | |
| | | Industry Sdg. | | | | | X | | |
| | Elizabeth St. | Running Track | | | | | X | | |
| | Greenbriar St. | Running Track | | | | | X | | |
| | California St. | Running Track | X | | | | | | |

COLUMBUS DIVISION—Cont'd.

1103-A1 Cont'd.

| LOCATION | CROSSING | TRACK | See Column Table | | | | | | Note |
|------------------------------|----------------|-------------------|------------------|---|---|---|---|---|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | |
| Stanley Tower to Thurston | | | | | | | | | |
| Pemberville | Front St. | Industry Sdg. | | | | | | X | |
| Fostoria | Union St. | Running Track | | | | | | X | |
| | | Siding | | | | | | X | |
| | Main St. | Siding | | | | | | X | |
| | Culbertson Rd. | Siding | | | | | | X | |
| Sycamore | Sycamore St. | Industry Track | | | | | | X | |
| | S.R. 103 | Industry Track | | | | | | X | |
| Bucyrus | Rensselaer St. | Team Track | | | | | | X | |
| | | Smith Coal Track | X | | | | | | |
| | | Home Lumber Track | X | | | | | | |
| | Warren St. | Interchange Track | | | | | | X | |
| | | Team Track | | | | | | X | |
| | | Smith Coal Track | | | | | | X | |
| | Woodlawn Ave. | Scale Track | | | | | | X | |
| | | Shop Track | | | | | | X | |
| | Hopley Ave. | Yard Lead | | | | | | X | |
| All Tracks | | | | | | | | | 7 |
| Mt. Gilead | Main St. | Sdg. | | | | | | X | |
| | Marion Rd. | Sdg. | | | | | | X | |
| Marengo | Noble St. | Team Track | | | | | | X | |
| Croton | Delaware St. | Team Track | | | | | | X | |
| Granville | S.R. 37 | Team Track | X | | | | | | |
| Millersport | S.R. 204 | Industry Track | | | | | | X | |

NOTES:

- (1) Trains or engines making westward movements after operating switch 1300 feet west of Mile Post 122, must approach Main St. prepared to stop unless crossing protection is operating.
- (2) Eastward movements making station stop must stop clear of "CC" sign 70 feet west of Main St. Pushbutton on station platform east of Walnut St. must be operated before movement proceeds, movements must then approach Chestnut St. prepared to stop unless crossing protection is operating.
- (3) Grandview Avenue—Columbus, Ohio. Trains and engines stopped in the vicinity of Grandview Avenue must notify the crossing watchman who will interrupt the operation of flasher lights. Crossing watchman must again be notified and flashers operating before movement is resumed over the crossing. Employees must not be on for vehicles or pedestrians to cross tracks at this crossing while flasher lights are operating. Trains stopped west of Urlin Avenue, first crossing west of Grandview Avenue, must not move eastward over this crossing until crossing watchman has been notified that train is about to proceed. (Telephone Ring, 1 short, 1 long, 1 short.) The crossing watchman will then cause the flasher lights at this point to operate, after which the train may proceed over the crossing.
- (4) Trabue Road—West of Marble Cliff. Pushbutton to interrupt operation of Automatic Highway Crossing Protection for westward movements of No. 2 track, may also be used to interrupt the operation of the flasher lights and gates immediately after eastward movement on No. 2 track has cleared the switch points east of crossing. When eastward movement of No. 2 track has cleared the switch points east of the crossing. When eastward movement on No. 2 track has cleared the switch points after entering No. 2 track from Dump Track, push-button shall be operated to immediately interrupt the operation of the Automatic Highway Crossing Protection.
- (5) Trains stopping east of Garfield Street must not exceed 15 miles per hour until head end passes Chillicothe Street.
- (6) When northward home signal at Frankfort Street does not indicate proceed, trains or engines moving northward on either No. 1 or No. 2 track must stop 100 feet south of Whittier Street and must not proceed over Whittier Street until interlocking signal indicates proceed and must then move promptly.

(Continued on Next Page)

COLUMBUS DIVISION—Cont'd.

1103-A1 Cont'd.

(6) Continued—

Trains or engines must not call for signal at Frankfort Street interlocking until ready to make prompt movement over Whittier Street.

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

(8) Trains and engines must approach all crossings at grade between Bucyrus Yard and Heath protected by automatic crossing protection prepared to stop unless such crossing protection is seen to be operating.

(9) All crews must ascertain that automatic protection is working before crossing road crossings.

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

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

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

(15) Trains and engines must stop clear of Grandview Avenue crossing at grade until crossing protection is operating and highway is clear. If automatic protection fails to function, member of crew must protect the crossing in advance of each movement.

1103-A1 Cont'd. SOUTHWEST DIVISION

| LOCATION | CROSSING | TRACK | See Column Table | | | | | | Note |
|--|------------------|-----------------|------------------|---|---|---|---|---|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | |
| MAIN LINE Columbus to Indianapolis | Audubon Rd. | Main | | | | | | | 4 |
| | Emerson Ave. | Main | | | X | | | | |
| | State St. | Main | | | | X | | | |
| | | No. 2 Yard | | X | | | | | |
| MAIN LINE Indianapolis to St. Louis | Harding St. | Running Track | | | | | | X | |
| | | Yard Track | | X | | | | | |
| | Addison St. | Lead Track | | | | | X | | |
| | | Team Track | | | | | X | | |
| | Girls School Rd. | No. 1 & 2 Trks. | | | | | | | 1 |
| Carbon | Main St. | Belt Track | | | | | X | | |
| Terre Haute | 8th St. | Stamper Track | X | | | | | | |
| | 13th St. | Stamper Track | X | | | | | | |
| West Terre Haute | Market St. | South Branch | | X | X | | | | |
| Macksville | Highway | All except Main | X | X | X | | | | |
| Martinsville | York St. | Main | | | X | X | | | |
| Casey | Central Ave. | No. 1 and 2 | | | X | X | | | |
| Monrose | Maple St. | No. 2 | | | | X | | | |
| | State Hwy. 160 | No. 2 | | | | X | | | |
| Teutopolis | Pearl St. | No. 2 | | | | X | | | |
| | Green St. | No. 2 | | | | X | | | |
| | Race St. | No. 2 | | | | X | | | |
| Effingham | Willow St. | No. 1 | | | | X | | | |
| | Third St. | No. 1 and 2 | | | | X | X | | |
| | Fourth St. | No. 2 | | | | X | X | | |
| | Fifth St. | No. 1 and 2 | | | | X | | | |
| | Park St. | No. 1 and 2 | | | | X | | | |
| | Maple St. | No. 1, 2 and 3 | | | | X | | | |
| | Henrietta St. | No. 1 and 2 | | | | X | | | |
| | Willow St. | No. 1 and 2 | | | | | X | | |
| | Maple St. | Yard Tracks | | | | | | X | |
| | Henrietta St. | Yard Tracks | | | | | | X | 12 |
| | Wye | | X | | | | | | |
| Altamont | Main St. | No. 1 and 2 | | | | X | | | |
| | Second St. | No. 1 and 2 | | | | X | | | |
| | Third St. | No. 1 and 2 | | | | X | | | |
| St. Elmo | Main St. | No. 1 and 2 | | | | X | X | | |
| | Walnut St. | No. 1 and 2 | | | | X | X | | |
| | Elm St. | No. 1 and 2 | | | | X | X | | |
| Avena | County Rd. No. 3 | No. 1 and 2 | | | | X | | | |
| Vandalia | Fifth St. | Main | | | | | X | | |
| | Sixth St. | Main | | | | | X | | |
| | | Storage | X | X | X | | | | 13 |
| | Reiman St. | Main | | | | X | | | |
| | | Siding | | X | X | | | | |
| | Fifth St. | Storage | X | | | | | | 13 |

SOUTHWEST DIVISION—Cont'd.

1103-A1 Cont'd.

| LOCATION | CROSSING | TRACK | See Column Table | | | | | | Note |
|----------------------------------|-------------------------|-------------------------|------------------|---|---|---|---|---|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | |
| Greenville | Elm St. | No. 1 and 2 | | | X | | | | |
| | Fourth St. | No. 1 and 2 | | | X | | | | |
| | Elm St. | Siding | X | | | | | | |
| | Fourth St. | Siding | X | | | | | | |
| Smithboro | Main St. | No. 1 and 2 | | | X | | | | |
| Highland | Walnut St. | No. 1 | | | X | X | | | |
| | | Siding | X | X | X | | | | |
| | Old U.S. 40 | No. 1 and 2 | | | X | | | | |
| St. Jacob | Douglas St. | No. 1 and 2 | | | X | X | | | |
| Exermont | Black Lane | No. 1 and 2 | | | X | | | | |
| East St. Louis | Exchange Ave. | No. 1, 2 and 20 | | | X | | | | |
| | Exchange Ave. | No. 1 and 20 | | | X | | | | |
| Cleveland to Indianapolis | | | | | | | | | |
| Quincy | Main St. | House Track | | | | X | | | |
| Versailles | Steffen St. | Lippencot Track | | | | X | | | |
| | Center St. | House Track | | | | X | | | |
| | West St. | Poultry Track | | | | X | | | |
| Ansonia | Main St. | Grist Mill Track | | | | X | | | |
| | | House Track | | | | X | | | |
| Union City | Deerfield St. | Westbound Passing Track | | | | X | | | |
| | Division St. | Westbound Passing Track | | | | X | | | |
| | Sycamore St. | Westbound Passing Track | | | | X | | | |
| | State Line Rd. | Westbound Passing Track | | | | X | | | |
| Harrisville | Main St. | Elevator Track | X | | | | | | |
| Winchester | East St. | New Sdg. Track | | | | X | | | |
| | | House Track | | | | X | | | |
| | Main St. U.S. 27 | New Sdg. | | | | X | | | |
| | | Elevator Track | | | | X | | | |
| | Meridian St. | Elevator Track | | | | X | | | |
| Farmland | Plum St. | Team Track | X | | | | | | |
| | Main St. S.R. 18 and 32 | Team Track | X | | | | | | |
| | Mulberry St. | Team Track | X | | | | | | |
| Parker City | Fulton St. | Team Track | X | | | | | | |
| | Main St. | Team Track | X | | | | | | |
| | Franklin St. | Team Track | X | | | | | | |
| Selma | Albany St. | House Track | X | | | | | | |
| Muncie | Lincoln St. | Standard Oil Trk. | X | | | | | | |
| | | Belt Track | X | | | | | | |
| | Ohio Ave. | Belt Track | | | | X | | | |
| | Hackley Ave. | Yard Track | | | | X | | | |
| | Pershing Dr. | Yard Track | | | | X | | | |
| | Vine St. | Yard Track | | | | X | | | |
| | Monroe St. | Yard Track | | | | X | | | |

SOUTHWEST DIVISION—Cont'd.

1103-A1 Cont'd.

| LOCATION | CROSSING | TRACK | See Column Table | | | | | | Note |
|------------------|----------------|-------------------------|------------------|---|---|---|---|---|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | |
| Muncie Continued | Elm St. | Yard Track | X | | | | | | |
| | Jefferson St. | Yard Track | X | | | | | | |
| | Mulberry St. | Yard Track | X | | | | | | |
| | Liberty St. | Mill Track | X | | | | | | |
| | Council St. | Mill Track | X | | | | | | |
| | Perkins Ave. | Mill Track | | | | | X | | |
| Hart Yard | Proctor Rd. | Stub Track | | | | | X | | |
| | Brindle Rd. | Eastward Siding | | | | | X | | |
| Anderson | Pitt St. | Quarry Track | | | | | X | | |
| | Columbus Ave. | Westbound Passing Track | | | | | X | | |
| | Jefferson St. | Westbound Passing Track | | | | | X | | |
| | Noble St. | Westbound Passing Track | | | | | X | | |
| | Walnut St. | Westbound Passing Track | | | | | X | | |
| | Pearl St. | Westbound Passing Track | | | | | X | | |
| | Fletcher St. | Brown Coal Track | X | | | | | | |
| | Central Ave. | Farm Bureau Trk. | X | | | | | | |
| | Main St. | House Track | X | | | | | | |
| | Meridian St. | House Track | X | | | | | | |
| | Jackson St. | House Track | | | | | X | | |
| | Brown St. | House Track | | | | | X | | |
| | Fairview St. | Long Sdg. | | | | | X | | |
| | Madison Ave. | Long Sdg. | | | | | X | | |
| | Cedar St. | C. I. Transfer | | | | | X | | |
| | Selbert Rd. | No. 1 Main | | | | | | | 3 |
| Fortville | Lapel St. | Westbound Sdg. | | | | | X | | |
| | | Stock Track | | | | | X | | |
| | Noel St. | Westbound Sdg. | | | | | X | | |
| | | House Track | | | | | X | | |
| Main St. | Westbound Sdg. | | | | | | X | | |
| | | House Track | | | | | X | | |
| | Merrill St. | Westbound Sdg. | | | | | X | | |
| Indianapolis | St. Clair | Met Track | | | | | X | | |
| | | Kroger Track | | | | | X | | |
| | 9th St. | Met Track | | | | | X | | |
| | | Kroger Track | | | | | X | | |

SOUTHWEST DIVISION—Cont'd.

1103-A1 Cont'd.

| LOCATION | CROSSING | TRACK | See Column Table | | | | | | Note |
|--|---|-------------------------|------------------|---|---|---|---|---|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | |
| MAIN LINE Davis to Lenox and Greencastle Branch Greencastle | | | | | | | | | |
| | Zinc Mill Rd. | Siding | | X | | | X | | |
| | Bloomington St. | No. 1 and 2 | | | | X | | | |
| | | No. 2 | | | X | | | | |
| Limedale | Cement Rd. | Siding | | X | | X | | | |
| | | Main | | | X | X | | | |
| | | Storage | | | | | | X | |
| Brazil | Vandalia St. | No. 2 | | | X | | | | |
| | Alabama St. | No. 1 | | | X | | | | |
| | Vandalia St. | Siding | | X | | | | | |
| | Alabama St. | Siding | | X | | | | | |
| | Lambert St. | Siding | | X | | | | | |
| | Walnut St. | Siding | | X | | | | | |
| | Franklin St. | Siding | | X | | | | | |
| | Depot St. | Siding | | X | | | | | |
| | Chicago Ave. | Siding | | X | | | | | |
| Terre Haute | Leavitt St. | Siding | | X | | | | | |
| | All from First St. to 21st St. except 3rd St. | Old PRR No. 1 Track | X | | | | | | 1 |
| | 3rd St. | B. & R. Track | | | | | | X | |
| Paris | Main St. | Paris Sdg. | | X | | | | | |
| | Central St. | Paris Sdg. | | X | | | | | |
| | Sheriff St. | Paris Sdg. | | X | | | | | |
| | Jefferson St. | Paris Sdg. | | X | | | | | |
| | Court St. | Paris Sdg. | | X | | | | | |
| | Springfield St. | Paris Sdg. | | X | | | | | |
| Dudley | Grandview St. | Dudley Sdg. | | X | | | | | |
| Kansas | East St. | Kansas Sdg. | | X | | | | | |
| | Front St. S.R. 49 | Kansas Sdg. | | X | | | | | |
| | | North Elevator Track | | | | | X | | |
| | | South Elevator Track | | | | | X | | |
| | 3rd St. | Kansas Sdg. | | X | | | | | |
| | | North Elevator Track | | | | | X | | |
| | | South Elevator Track | | | | | X | | |
| Ashmore | Center St. | Eastward Sdg. | | X | | | | | |
| | | Commercial Track | | | | | X | | |
| | 1st St. | Eastward Sdg. | | X | | | | | |
| | | Commercial Track | | | | | X | | |
| | W. 2nd St. | Eastward Sdg. | | X | | | | | |
| Charleston | Division St. | Charleston Sdg. | | X | | | | | |
| | "E" St. | Charleston Sdg. | | X | | | | | |
| | S.R. 16 | Charleston Sdg. | | X | | | | | |
| Loxa | Main St. | Loxa Sdg. | | | | | X | | |
| | | Elevator Track | | | | | X | | |

SOUTHWEST DIVISION—Cont'd.

1103-A1 Cont'd.

| LOCATION | CROSSING | TRACK | See Column Table | | | | | | Note |
|-------------|---------------|-------------------|------------------|---|---|---|---|---|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | |
| fattoon | 10th St. | Yard Track 1 & 2 | | X | | | | | 10 |
| | 14th St. | Gas Track | | | | | X | | |
| | | Elevator Track | | | | | X | | |
| | 15th St. | South Auto Track | | | | | X | | |
| | 19th St. | I.C.R.R. Connect. | | | | | X | | |
| | 23th St. | Poultry Track | | | | | X | | |
| | | Long Track | | | | | X | | |
| | | Other than Main | | | | | X | | |
| | 27th St. | Long Track | | | | | X | | |
| Pays | Pine St. | Eastward Sdg. | | X | | | | | |
| | | Commercial Track | | | | | X | | |
| Windsor | Maple St. | Commercial Track | | | | | X | | |
| | Oak St. | Commercial Track | | X | | | | | |
| | Chestnut St. | Commercial Track | | X | | | | | |
| | S.R. 32 | Windsor Sdg. | | X | | X | | | |
| | S.R. 16 | Elevator Track | | X | | | | | |
| Middleworth | Main St. | Docket Track | | | | | | | X |
| Shelbyville | Vine St. | Westward Sdg. | | | X | | | | |
| | Cedar St. | Westward Sdg. | | | X | | | | |
| | | Stock Track | | X | | | | | |
| Lower Hill | Ontario St. | House Track | | X | | | | | |
| | Michigan St. | House Track | | X | | | | | |
| Pans | Popular St. | Westward Sdg. | | | | | | X | |
| | | New Team Track | | | | | | X | |
| | State St. | Old Team Track | | | | | | X | |
| | S.R. 16 | New Mine Track | | X | | | | | |
| Rosamond | Rosamond Ave. | Elevator Track | | | | | | X | |
| | Maple St. | East Team Track | | X | | | | | |
| Nokomis | Spruce St. | East Team Track | | X | | | | | |
| | Pine St. | Other than Main | | | | | | X | |
| | | House Track | | | | | | X | |
| | Cedar St. | Other than Main | | | | | | X | |
| | | Spur Track | | | | | | X | |
| | | West Team Track | | | | | | X | |
| Witt | Popular St. | Elevator Track | | | | | | X | |
| | Main St. | Elevator Track | | | | | | X | |

SOUTHWEST DIVISION—Cont'd.

1103-A1 Cont'd.

| LOCATION | CROSSING | TRACK | See Column Table | | | | | | Note |
|-------------------------------|-------------------------|-------------------------|------------------|---|---|---|---|---|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | |
| Cincinnati to Kankakee | | | | | | | | | |
| Cincinnati | Idaho St. | Yard Lead | | | | | X | | |
| Fernbank | Highway 50 | Horn Track | | | X | | | | |
| Hooven | U.S. 50 | Gulf Refining Co. Track | | | | | X | | |
| Valley Jet. | Kilby Rd. | Stub Track | | | | | X | | |
| Elizabethtown | Geist Road | Yard Track | | | | | X | | |
| Hooven | Hooven Road | Switching Track | | | | | X | | |
| Valley Jet. | Kilby Road | Yard Track | | | | | X | | |
| Morris | East St. | House Track | | | | | X | | |
| Greensburg | S. Michigan Ave. | Horn Mill Trk. | | | | | X | | |
| | Broadway St. | Mill Track | | | | | X | | |
| | Main St. | Eastward Sdg. | | | | | X | | |
| | | No. 14 Yard Track | | | | | X | | |
| St. Paul | Jackson St. | House Track | | | | | X | | |
| | Webster St. | House Track | | | | | X | | |
| | Main St. | House Track | | | | | X | | |
| Shelbyville | Broadway St. | Old Passing Track | | | | | X | | |
| | Jackson St. | Old Passing Track | | | | | X | | |
| | Franklin and Noble Sts. | Old Passing Track | | | | | X | | |
| Fairland | Washington and Walnut | No. 4 Track | | | | | X | | |
| Acton | Exchange St. | Spur Track | | | | | X | | |
| | Wallace St. | Spur Track | | | | | X | | |
| | | Elevator Track | | | | | X | | |
| Indianapolis | State St. | Dolly No. 1 Track | | | | | X | | |
| | | Dolly No. 3 Track | | | | | X | | |
| | English Ave. | Dolly No. 1 Track | | | | | X | | |
| | | Dolly No. 3 Track | | | | | X | | |
| | Fletcher Ave. | Dolly No. 1 Track | | | | | X | | |
| | | Dolly No. 4 Track | | | | | X | | |
| | Harlan Ave. | Dolly No. 1 Track | | | | | X | | |
| | | Dolly No. 4 Track | | | | | X | | |
| | Keystone Ave. | Dolly No. 1 Track | | | | | X | | |
| | | Dolly No. 4 Track | | | | | X | | |
| | Holmes Ave. | High Line Track | | | | | X | | |
| | Michigan St. | High Line Track | | | | | X | | |
| | W. 10th St. | P.&E. Main | | | | | X | | |
| Augusta | Walnut St. | Elevator Track | | | | | X | | |
| Whitestown | Barnes St. | Elevator Track | | | | | X | | |
| Lebanon | Evans St. | West Long Track | | | | | X | | |
| | Elm St. | West Long Track | | | | | X | | |
| | | Norwood Track | | | | | X | | |
| | East St. | West Long Track | | | | | X | | |
| | | Norwood Track | | | | | X | | |
| | Meridian St. | West Long Track | | | | | X | | |
| | | Norwood Track | | | | X | | | |
| | Lebanon St. | West Long Track | | | | | X | | |
| | West St. | West Long Track | | | | | X | | |
| | | House Track | | | | | | | |
| | Pearl St. | West Long Track | | | | | X | | |
| | | House Track | | | | | X | | |
| | South St. | West Long Track | | | | | X | | |
| | | C.S.&R. Track | | | | | X | | |
| | Meridian St. | Norway Track | | X | | | | | |
| | C St. | Stock Track | | | | | X | | |
| | | Canning Factory Track | | | | | X | | |
| Thorntown | Franklin St. | Elevator Track | | | | | X | | |
| | Plum St. | Elevator Track | | | | | X | | |
| Clarks Hill | White St. | Siding Track | | | | | X | | |

SOUTHWEST DIVISION—Cont'd.

1103-A1 Cont'd.

| LOCATION | CROSSING | TRACK | See Column Table | | | | | | Note |
|------------------------------------|-----------------|-------------------------|------------------|---|---|---|---|---|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | |
| Stockwell | Monroe St. | Elevator Track | | | | | X | | |
| Fowler | Washington St. | House Track | | | | | X | | |
| | | Siding Track | | | | | X | | |
| | 5th St. | Siding Track | | | | | X | | |
| Sheldon | Fourth St. | Siding Track | | | | | X | | |
| | Center St. | Siding Track | | | | | X | | |
| | Grove St. | Siding Track | | | | | X | | |
| | Depot St. | Siding Track | | | | | X | | |
| | Concord St. | Sidings | | | | | X | | |
| Donovan | 2nd St. | Siding Track | | | | | X | | |
| Beaverville | S.R. 322 | Siding Track | | | | | X | | |
| | Main St. | Siding Track | | | | | X | | |
| | | Elevator Track | | | | | X | | |
| St. Anne | Station St. | Wye Track | | | | | X | | |
| Craig to Columbus | | | | | | | | | |
| Columbus | Fourteenth St. | All Tracks | | X | | | | | |
| | Sixteenth St. | All Tracks | | X | | | | | |
| | Seventeenth St. | All Tracks | | | | | | | |
| Clay City Secondary Track | | | | | | | | | |
| Clay City | 8th St. | House Track | | | | | X | | |
| | | Elevator Track | | | | | X | | |
| Yost to Westport | | | | | | | | | |
| Marion | Lincoln St. | Thorn and McClure Track | | | | | X | | |
| | Bradford St. | Thorn and McClure Track | | | | | X | | |
| | 18th St. | Siding Track | | | | | X | | |
| | 23rd St. | Siding Track | | | | | X | | |
| Fairmont | Washington St. | Siding Track | | | | | X | | |
| Summitville | Walnut St. | Siding Track | | | | | X | | |
| | Mill St. | Siding Track | | | | | X | | |
| Alexandria | Broadway | Siding Track | | | | | X | | |
| | Washington St. | Siding Track | | | | | X | | |
| | Berry St. | Siding Track | | | | | X | | |
| Anderson | North Broadway | Siding Track | | | | X | | | |
| Carthage | 1st St. | Siding Track | | | | | X | | |
| Sandusky | S.R. 3 | Industry Track | | | | | X | | |
| | Clarksburg Rd. | Industry Track | | | | | X | | |
| Greensburg | Main St. | Wye Track | | | | | X | | |
| Rushville | Highway 52 | All Tracks | | | | X | | | |
| Valley Jet. to Connersville | | | | | | | | | |
| Metamora (West of) | Highway 52 | Main Track | | X | | | | | |
| Connersville | Fourth St. | House Track | | X | | | | | |
| | Fifth St. | House Track | | X | | | | | |
| | Sixth St. | House Track | | X | | | | | |
| | Eighteenth St. | Main Track | | X | | | | | |
| | Highway 1 | Sidings | | X | | | | | |

SOUTHWEST DIVISION—Cont'd.

1103-A1 Cont'd.

| LOCATION | CROSSING | TRACK | See Column Table | | | | | | Note |
|---|------------------------------|-----------------------|------------------|---|---|---|---|---|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | |
| I & F Branch Indianapolis | Belmont Ave. | No. 1 and No. 2 | | | X | | | | |
| | | Running Track | | X | X | | | | |
| | | X Yard Track | | X | X | | | | |
| | | Yard Leads | | | | | X | | |
| | Holt Rd. | No. 0, 1 and 2 | | | | X | | | |
| Flora | Lynhurst Dr. | No. 1 | | X | | | | | |
| | Hoop St. | Main | | X | | | | | |
| | Columbia St. | Main | | X | | | | | |
| | Main St. | Main | | X | | | | | |
| Camden | Walnut St. | Main | | X | | | | | |
| | Main St. | Main | | X | | | | | |
| | Cumberland St. | Main | | X | | | | | |
| Petersburg Secondary Indianapolis | River Ave. | Caven | X | | | | | | |
| | Harding St. | Caven | X | | | | | | |
| | Kentucky Ave. | Starch Works | X | | | | | | |
| | McCarty St. | Starch Works | X | | | | | | |
| | Morris St. | Starch Works | X | | | | | | |
| Martinsville | Morgan St. | Secondary | | X | | | | | |
| | Harrison St. | Secondary | | | X | | | | |
| | Pike St. | Secondary | | | X | | | | |
| | Morgan St. | Secondary | | | X | | | | |
| | Washington St. | Secondary | | | X | | | | |
| | Jackson St. | Secondary | | | X | | | | |
| | | | | | | | | | |
| Spencer | Main St. | Secondary | X | | | | | | 7 |
| | Washington St. | Secondary | X | | | | | | 7 |
| Worthington | Second St. | Secondary | | | X | | | | |
| Petersburg | S.R. 61 | Engine House Trk. | | | | | X | | |
| Oakland City | Harrison St. | House Track | | | | | X | | |
| | Washington St. | Transfer Track | | | | | X | | |
| Straight Line Jet. | Highway 41 | Connection to C.&E.I. | | | | | | | 2 |
| Peoria Secondary Hervy City | State Rt. 121 | Secondary | | | X | | | | |
| Morton | State Rt. 121 | Secondary | | | X | | | | |
| Crawfordsville Secondary Crawfordsville | Main St. | Secondary | | X | | | | | |
| Colfax | U.S. Highway 52 | Secondary | | | | | | | 14 |
| Ames | State Road 43 Ladoga Road | Secondary | | | | | | | 15 |

SOUTHWEST DIVISION—Cont'd.

1103-A1 Cont'd.

| LOCATION | CROSSING | TRACK | See Column Table | | | | | | Note |
|----------------------------------|-----------------------------|-----------------------|------------------|---|---|---|---|---|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | |
| Louisville Branch Dale | Troy Ave. | Siding | | X | | | | | |
| | Southern Ave. | Siding | | X | | X | | | |
| | | Main | | | X | | | | |
| | Raymond St. | Main | | | X | | | | |
| | | Siding | | X | | | | | |
| | Caven St. | No. 1 East of Main | | X | | | | | |
| | | No. 1 West of Main | | X | | | | | |
| | Terrace Ave. | No. 1 East of Main | | X | | | | | |
| | | No. 1 West of Main | | X | | | | | |
| | | | | | | | | | |
| Greenwood | Broadway St. | Main | | | X | | | | |
| | Main St. | Main | | | X | | | | |
| Franklin | Graham St. | Main | | | X | | | | |
| | Cincinnati St. | Main | | | X | | | | |
| | Adams St. | Main | | | X | | | | |
| | King | Main | | | X | | | | |
| | Madison St. | Main | | | X | | | | |
| | Jefferson St. | Main | | | X | | | | |
| | Monroe St. | Main | | | X | | | | |
| | State St. | Main | | | X | | | | |
| Camp Atterbury Industrial Track | All | | | | | | | | 6 |
| Edinburg | Naomi St. | Main | | | X | | | | |
| | Center Cross St. | Main | | | X | | | | |
| | Main Cross St. | Main | | | X | | | | |
| | Thompson St. | Main | | | X | | | | |
| | Perry St. | Main | | | X | | | | |
| | Ward St. | Main | | | X | | | | |
| | County Line Rd. | Main | | | X | | | | |
| | Naomi St. | Morgan Canning Co. | | X | | | | | |
| | | | | | | | | | |
| Columbus | Eighth St. | Main | | | X | | | | |
| Garden | State Highway 58 | Main | | | X | | | | |
| Seymour | Ninth St. | Main | | | X | | | | |
| | Tipton St. | Main | | | X | | | | |
| | South St. | Main | | | X | | | | |
| | Laurel St. | Main | | | X | | | | |
| Austin | Morgan St. | Main | | | X | | | | |
| Scottsburg | McLain St. | Main | | | X | | | | |
| | Wardell St. | Main | | | X | | | | |
| | Cherry St. | Main | | | X | | | | |
| Boyd | Naomi St. | Shea Chemical Co. | X | | | | | | |
| Jeffersonville | Missouri Ave. | Old Line | | X | | | | | |
| | Indiana Ave. | Old Line | | X | | | | | |
| | Spring St. | Old Line | | X | | | | | |
| | Tenth St. | Old Line | | X | | | | | |
| | State Rt. 562 | American Car Foundry | | X | | | | | |
| | State Rt. 62 | Ordinance Spur | | X | | | | | |
| | | | | | | | | | |
| Louisville | Beckenridge St. | Main | | | X | X | | | |
| | Garland Ave. | Main | | | X | | | | |
| | All | Protected by Watchmen | | | | | | | 5 |
| | 15th to 28th Sts. inclusive | Arbogust St. | X | | | | | | |

SOUTHWEST DIVISION—Cont'd.

1103-A1 Cont'd.

| LOCATION | CROSSING | TRACK | See Column Table | | | | | | Note |
|--------------------------|---------------------|-----------------------------|------------------|---|---|---|---|---|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | |
| Highland to Cairo | | | | | | | | | |
| Hartdale | Kennedy Ave. | Yard Lead | | | X | | | | |
| Morocco | S.R. 14 | Siding Track | | | | | X | | |
| Danville | Hazel St. | Team Track | | | | | X | | |
| | Walnut St. | Industry Track | | | | | X | | |
| | Franklin St. | Industry Track | | | | | X | | |
| | Catlin Road | Old Main | | | | | X | | |
| Georgetown | Dallas Rd. | Stock Track | X | | | | | | |
| Vermillion | Main St. Highway | House Track | | | | | X | | |
| Paris | Maple St. | Track 133 | | X | | | | | |
| | | Track 134 | | X | | | | | |
| | Elm St. | Track 133 | | X | | | | | |
| | | Track 134 | | X | | | | | |
| | | Yard Track | | X | | | | | |
| | Liberty St. | Old Wye | X | | | | | | |
| | | New Wye | X | | | | | | |
| | Washington St. | Track 12 | | | | | X | | |
| | Madison St. | Track 12 | | | | | X | | |
| | Jasper St., S.R. 16 | Other than Main | | | | | X | | |
| West Union | Main St. | Team Track | | | | | X | | |
| Hutsonville | Walnut St. | House Track | | | | | X | | |
| Flat Rock | Baltimore St. | House Track | X | | | | | | |
| Lawrenceville | Jefferson St. | "A" Track | X | | | | | | |
| | | "C" Track | X | | | | | | |
| | Collins St. | Northward Sdg. | | | | | X | | |
| Mt. Carmel | 7th St. | Ice Track | | | | | X | | |
| | | Oil Track | | | | | X | | |
| | | Yard Track | | | | | X | | |
| | | Running Track | | | | | X | | |
| Carmi | 5th St. | Wye Track | | | | | X | | |
| | | Carmi Track | | | | | X | | |
| | | New Track | | | | | X | | |
| | Stewart St. | House Track | | | | | X | | |
| | | Carmi Sdg. | | | | | X | | |
| Eldorado | S.R. 460 | Carmi Sdg. | | X | | | | | |
| | 5th St. | L.C.R.R. Wye Trk. | X | | | | | | |
| | 4th St. | Eldorado Sdg. | | | | | X | | |
| Harrisburg | S.R. 142 | Eldorado Sdg. | | X | | | | | |
| | Walnut St. | Middle Track | | | | | X | | |
| | | House Track | | | | | X | | |
| | S.R. 13 | Saline Valley Running Track | X | | | | | | |
| New Burnside | S.R. 166 | Other than Main | | | | | X | | |
| Vienna | S.R. 146 | Industry Track | | | | | X | | |
| | | House Track | | | | | X | | |

SOUTHWEST DIVISION—Cont'd.

1103-A1 Cont'd.

| LOCATION | CROSSING | TRACK | See Column Table | | | | | | Note |
|-----------------------------------|----------------|-----------------------|------------------|---|---|---|---|---|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | |
| Vincennes Secondary | | | | | | | | | |
| Bushrod | State Rt. 67 | Wye | X | | | | | | 8 |
| South of Linton | State Rt. 59 | Bushrod-Linton Summit | X | | | | | | 8 |
| Bicknell | Main St. | Secondary | X | | | | | | |
| | Washington St. | Secondary | X | | | | | | |
| Vincennes | Nicholas St. | Secondary | X | | | | | | |
| | Main St. | Secondary | X | | | | | | |
| | State St. | Secondary | X | | | | | | |
| Sandborn | State Rt. 67 | Hawthorne Mine | | X | | | | | |
| Columbus-Madison Secondary | | | | | | | | | |
| North Vernon | Walnut St. | Secondary | | | | | | X | 9 |
| Columbus | Second St. | Secondary | X | | | | | | |
| Shelbyville Secondary | | | | | | | | | |
| Rushville | Seventh St. | Secondary | X | | | | | | |
| | Main St. | Secondary | X | | | | | | |
| | Third St. | Secondary | X | | | | | | |
| | South St. | Secondary | X | | | | | | |
| | Second St. | Secondary | X | | | | | | |

NOTES

- Westward movements stopping at Girls School Rd. Crossing must stop short of End Circuit Signs, 700 ft. east of crossing to prevent unnecessary operation of crossing protection.
- Indicators are located on each side of Highway 41. Yellow indication will be displayed when flashers are operating. Trains and engines must not move over crossing until proper indication is displayed. In case of failure to receive proper indication, movement must be protected by member of crew.
- Trains switching Cashway Lumber Co. must approach crossing prepared to stop until it is known crossing protection is functioning.
- Eastward trains when making shifting movement at Irvington train track in order to return westward, member of crew must operate push button located on west end of instrument case at Audubon Road and hold depressed for five (5) seconds for crossing protection to be working for the reverse movement.
- Trains and engines in Louisville, before crossing intersecting streets, at grade, where crossing watchmen are stationed, must stop unless crossing gates are lowered or crossing watchman has stopped street traffic and not proceed until protection is provided as prescribed by Rule 103.
- Trains and engines must approach all crossings protected by automatic highway crossing protection prepared to stop until it is known that crossing protection is operating properly.
- Trains and engines may proceed at not exceeding 10 miles per hour between 9:00 P.M. and 6:00 A.M. without stopping.
- In addition at night and when weather conditions obscure vision place lighted fusee on each side of track before moving over crossing.
- Control switch located in box marked P.R.R. on west side of track on each side of Walnut Street, North Vernon, for the operation of highway traffic light signals.
Trains and engines must not move across Walnut Street until switch has been operated to cause traffic light signals to flash red. Traffic signals must be observed to be flashing red for at least five seconds before starting movement across crossing. If operating switch fails to cause traffic signals to flash red, member of train or engine crew must protect the crossing in advance of each movement over the crossing. After movement over the crossing has been completed, switch on either side of the crossing shall be operated to restore the traffic signal to normal operation.
Operation of switch on either side of crossing will start lights to flash red and either switch may be operated to restore lights to normal operation.
Any failures in the operation of the lights after following the above instructions should be reported to the Superintendent.

(Continued on Next Page)

SOUTHWEST DIVISION—Cont'd.

1103-A1 Cont'd.

NOTES

- 10 Westbound trains are not to exceed 5 miles per hour approaching 10th St.
- 11 At Terre Haute, before making a switching movement over any highway crossing protected by highway crossing signals, it must be known that such signals are operating, and when movements are completed, crossing watchman in charge must be notified.
- 12 In event protection to operate for movement on yard tracks, push button located in box in southeast quadrant of crossing must be used to operate.
- 13 2.00 P.M. to 6.00 A.M. daily, 6.00 A.M. to 2.00 P.M. Sunday. In addition, at night and when weather conditions obscure vision, place lighted fusee on each side of track before moving over crossing.
- 14 Trains and engines must approach crossing U.S. Highway 52, under control and observe if highway crossing signals are operating properly before passing over crossing. If signals are not flashing, trainmen will open metal box located on instrument case south of crossing, push button, hold same and observe lights flashing until movement over crossing is complete.
- 15 Trains and engines approach prepared to stop until it is known crossing protection is operating properly.

- 16—Push button apparatus to disrupt or start flasher-gate protection on main track located 55 feet west of road crossing, north side, for eastward and westward movements, in service.

Westward movements must stop west of a point marked in yellow on rails 70 feet east of road crossing.

Eastward movements must stop west of road crossing west of point marked on rails by yellow paint 70 feet west of crossing.

- 17—Push button apparatus to disrupt or start flasher-gate protection on siding track located 55 feet east of road crossing, south side, for eastward and westward movement, in service.

Westward movements on siding must stop east of a point marked in yellow on rail 70 feet east of road crossing.

Eastward movements must stop west of road crossing, west of point marked on rail by yellow paint 70 feet west of crossing.

- 18—Eastward movement main track.

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

(Detach this coupon and paste over blank space middle of page 102.)
(Southern Region G.O. No. 511, eff. 6-1-72)

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

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

CINCINNATI DIVISION

| Track/Crossing Name | Located at/or | Between | And | Note |
|--|---|------------------------------------|---------|------|
| Northern Br. Springfield Br. Springfield Br. | All Xngs. State Rt. 127 State Rt. 121 | Van Wert At Savona At Savona | Jackson | |

COLUMBUS DIVISION

| Track/Crossing Name | Located at/or | Between | And | Note |
|----------------------|---------------|--------------|-----|------|
| Zanesville Sec. Trk. | Athens Rd. | At Roseville | | |

SOUTHWEST DIVISION

| Track/Crossing Name | Located at/or | Between | And | Note |
|---|---|---|--|------|
| Vincennes Sec. Trk. Clay City Sec. Trk. CH&G Running Trk. CH&G Running Trk. Shelbyville Sec. Trk. | All Xngs. All Xngs. All Xngs. All Xngs. All Xngs. | Bicknell Riley Craig MP 86 N. Rushville | Vincennes. Worthington. MP 78. Columbus. Columbus. | |
| Main Line— Cinti-Kankakee | All Xngs | LJ | Lebanon | |

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

CINCINNATI DIVISION

| Switch Located at | Connecting | With | Normal Position is for Movements |
|------------------------|-----------------|------------------------|----------------------------------|
| So. Charleston | Siding | D. T. & I. Transfer | On Siding |
| | South Transfer | D. T. & I. Transfer | As last used |
| East End Siding—Briant | Siding | Greenbelt Chemical Co. | To Greenbelt Chemical Co. |
| West End B Track—Armco | A Track | B Track | A Track |
| East End Vaughn Yard | G.E. Lead | Lead to No. 2 Main | G.E. Lead |
| Sharon Yard | West Bound Main | Old No. 1 Yard Track | On West Bound Main |
| Mann | Northern Branch | Carlisle Branch | Carlisle Branch |

COLUMBUS DIVISION

| Switch Located at | Connecting | With | Normal Position is for Movements |
|-----------------------------|--------------------------|--------------------------|-------------------------------------|
| Front St. Columbus | No. 2 Secondary Track | No. 4 Track | On No. 4 Track |
| East End Auburn Track | Auburn Track | No. 1 Southward Main | On Auburn Track |
| West Columbus | No. 15 Running Track | No. 14 Yard Track | On No. 15 Track |
| B. & O. Crossing | No. 88 Track | No. 90 Track | On No. 88 Track |
| Grandview | No. 4 Track | Yard Ladder | On No. 4 Track |
| Trinway | Eastward Siding | West Leg of Wye | To Eastward Siding |
| | Drill Track | East Leg of Wye | From Eastward Siding to Drill Track |
| RY | West Leg of Wye | Trinway Secondary Track | To Trinway Secondary Track |
| Carey-AC&Y Interchange | Interchange Track | Vanlue Branch | Interchange Track |
| Stanley Yard New Way Switch | Eastern Branch | New Way Track | To Yard "S" |
| S. O. Switch | Eastern Branch | "S" & "O" Lead | To Yard "S" & "O" |
| Thurston | Thurston Secondary Track | Bucyrus Northward Siding | Bucyrus Northward Siding |
| | Eastern Branch | Z & W Running Track | Eastern Branch |
| Berwick | Sandusky Running Track | Eastern Branch | Eastern Branch |
| | Eastern Branch | Thurston Running Track | Eastern Branch |
| Zanesville: Market Street | Z & W Branch | B & O Connection | B & O Main |
| Hobson Yard All Switches | Yard Track | No. 13 Track | On No. 13 Track |
| Blue Creek | Hitop Secondary Trk. | B & O Interchange | B & O Interchange |
| Swiss | Southern Branch | N F & G | N F & G Main Track |

1104-A1. (Cont'd)

SOUTHWEST DIVISION

| Switch Located at | Connecting | With | Normal Position is for Movements |
|---|----------------------------|---------------------------|----------------------------------|
| Rushville North Switch | N & W | PC | PC |
| Craig | C H & G Running Track | Westport Secondary Track | C H & G Running Track |
| Buckskin | Lynnville Secondary Track | Petersburg Secondary | Lynnville Secondary Track |
| 450 feet south of Mile Post 110 Vincennes Secondary Track | Enoco Mine Co. Track | Vincennes Secondary Track | As last used |
| Rincon Jet. | Vincennes Secondary Track | Minich Siding | As last used |
| 2195 feet east of Mile Post 4 | O Track | West Leg Kraft Wye | West Leg Kraft Wye |
| 2397 feet south of Mile Post 3 | Petersburg Secondary Track | West Leg Kraft Wye | West Leg Kraft Wye |
| Harrisburg | North Lead | Main Track | North Lead |
| Harrisburg | South Lead | Main Track | South Lead |
| Allentown | Peoria Secondary | Allentown Secondary | To I. T. R. R. |

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

SOUTHWEST DIVISION

| Location | Switches | Note |
|------------------------------|---|------|
| Sherman Drive Hawthorn Yards | 201 lead switch, 202 lead switch, pocket switches, wye switch on outbound wye, crossover switches between westward running track and eastward running track, west switch 225 track, west switch new lead, west switch tracks, 310 yard lead switch, shop lead switch, and derails on 201 lead, eastward running track, westward running track, and crossover between eastward and westward running track. | |

1104-B3. (Columbus Div.) Switch Tenders, other than PC employes, are stationed at and have charge of hand-operated Switches as Indicated.

| Location | Switches |
|--|--|
| Fourth Street Switches: B.&O.—South Side | No. 17 switch and all switches north and east thereof including No. 19. No. L-2, No. L-4 and all switches south and west thereof. |
| Columbus Union Depot—East End | All switches including switches west of No. 2 track combination switch and north of PC westward track. |

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

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

CINCINNATI DIVISION

| Location | Switches | Note |
|----------|--|------|
| Cliff | Crossovers between secondary tracks and lead track. | |
| Oasis | Crossovers between secondary tracks; Leads to yard tracks; Eggleston Ave. L. & N. tracks; and Street connection track. | |

COLUMBUS DIVISION

| Location | Switches | Note |
|---------------|---|------|
| BN Yard | Main track switches between Home Signals. | 1 |
| Bremen | Switch at Junction PC. | |
| New Lexington | Switch at Junction PC. | |
| Carey | Crossover switches south of Block Station connecting main track to siding | |
| Kenton | Switch connecting Eastern Branch to Western Branch | |

NOTE

1. Trains and engines approaching switches with the current of traffic and receiving clear or approach signal indication on home signal will proceed on signal indication.

All other movements must receive hand signal or verbal permission from the operator before fouling switches.

SOUTHWEST DIVISION

| Location | Switches | Note |
|-------------|---|------|
| Dale | Switch at south and west end of southwest Wye. | |
| Pine | Crossover switches between LaSalle St. Yard and Wye tracks. | 1 |
| Frank | Switches at Block Station. | |
| Eads | Main track switches. | |
| Hervey City | Switch at North end of siding. Switch at junction with I. C. R. R. | |
| Chase | Crossover connecting No. 1 and No. 2 tracks and yard lead switches | |
| Bringhurst | Crossover connecting main and siding. | |

NOTE

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

1105-A1. Spring Switches

CINCINNATI DIVISION

| Location | Normal Position is for | Note |
|---|------------------------|------|
| Hagenbaugh | No. 1 Track | |
| West Rice | No. 2 Track | |
| Glen Echo— East end of siding | Main Track | |
| Sharonville— East end of departure lead | Main Track | |

1105-A1. (Cont'd)

COLUMBUS DIVISION

| Location | Normal Position is for | Note |
|---|---------------------------------|------|
| Martel— West end westward siding | No. 1 Track | |
| Turner—East end lead | No. 1 Track | |
| Columbus—Park St. | Lead for No. 6 and No. 7 Tracks | |
| Dunbridge— North end of siding | Main Track | |
| Hancock— North end of siding | Main Track | |
| Scottslawn— North end of siding | Main Track | |
| Stuart— South junction of main track and No. 1 track | Main Track | |
| Jewells— West end of siding | Main Track | |

SOUTHWEST DIVISION

| Location | Normal Position is for | Note |
|---|------------------------|------|
| South Plain—South switch | Main Track | |
| Oak Block Limit Station North wye switch | Main Track | |
| Morocco— South end of siding | Main Track | |
| Schneider—North and south ends of siding | Main Track | |
| Hartsdale—South end of siding | Main Track | |
| Handy—South end of siding | Main Track | |
| Sloan—South end of siding | Main Track | |
| Chrisman—South end of siding | Main Track | |
| Harwood—IC connection | Main Track | |

1105a-A1. Semi-Automatic Switches

Except in engine house territory and the pull-out end of classification yards, Rule 105a will not apply.

All semi-automatic switches must be properly lined by hand before being used in either direction.

1132-A1. Engine Safety Control Feature

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

TRACK ASSIGNMENTS

1151-A1. Single Track

CINCINNATI DIVISION

| Track | Between | And | Note |
|--|--------------------|---------------------|-----------------|
| Main Line Columbus to Indianapolis | via Xenia | London | Dutoit Street |
| | | Wolf Creek | New Paris |
| | via Springfield | London | CP 183 |
| | | CP 184 | Cold Springs |
| | | Tates Point | CP-206-(Dayton) |
| Main Line Bradford to New Paris | Bradford | New Paris | |
| Carlisle Branch | West Manchester | CP-Carlisle Jct. | |
| Bellefontaine Branch | BS | Springfield | |
| | Glen Echo | Cold Springs (E.L.) | |
| Northern Branch | OD | Mann | |
| Springfield Branch | Cold Springs | DX | |
| C & X Branch | Xenia | Foster | |
| | Loveland | East Clare | |
| Richmond Branch | Rendcomb Jct. | Old River Jct. | |
| | New River Jct. | Glen | |
| | Newman | Anoka | |
| | Redbank | Valley | |
| | E. Norwood | Oakley | |
| Ft. Wayne Branch | Winchester | Ridgeville | |

COLUMBUS DIVISION

| Track | Between | And | Note |
|----------------------------|--------------------------------|--------------------------------|------|
| Main Line Burt to Cols. | Burt | CP 136 | |
| Western Branch | Stanley | Grandview | |
| | Bannon | Corning | |
| Eastern Branch | Stanley | Kenton | |
| Southern Branch | Corning | Hobson | |
| | Kanauga | North Switch Dickinson Yard | |
| | South Switch Dickinson Yard | Gauley Bridge | |

1151-A1. Single Track (Cont'd)

SOUTHWEST DIVISION

| Track | Between | And | Note |
|--|-------------------------------------|------------------------------|------|
| Main Line Cols. to Indpls. | Thorne | I.U. Ry Interlocking | |
| Main Line Indpls. to St. Louis | MY | AN | |
| | CP-Ringo (via Effingham) | East Casey | |
| | Brownstown | East Smithboro | |
| | Exermont | HN | |
| Main Line Davis to Lenox (Greencastle Br.) | Davis | East Almeda | |
| | Limedale | Prairie | |
| | Chase | Preston | |
| | CP-Ringo (via Mattoon) | CP-235 | |
| Main Line Cincinnati to Kankakee | Storrs Jct. | CP-22 | |
| | CP-39 | CP-103 | |
| | IJ— (via CP-111 & Zionsville) | Altamont | |
| | Templeton | KX—(IC Crossing) | |
| Louisville Branch | IC RR Jct., Louisville | IU Ry. Int., Indianapolis | |
| I. & F. Branch | Davis | Clymers | |
| Michigan Branch | Yost | CP-Martin | |
| Danville Branch | Highland | Wyton | |
| Cairo Branch | Lyons | Cairo | |

1151-B1. Two or More Tracks
Current of traffic or TCS as follows:

CINCINNATI DIVISION

| Main Line— Columbus to Indianapolis Between: | No. 4 Track | No. 3 Track | No. 2 Track | No. 1 Track | Note |
|--|----------------|----------------|----------------|----------------|------|
| Alton and London | | | | Westward | 1 |
| West Alton and London | | | Eastward | | 1 |
| CP-183 and CP-184 | | | Westward | Eastward | 1 |
| Cold Springs and CP-184 <i>2nd Pf.</i> | | | Westward | Eastward | 1 |
| Dutoit St. and Wayne Ave. Jct. | | | Westward | Eastward | 1 |
| Miami City Jct. and Wolf Creek | | | Westward | Eastward | 1 |
| New Paris and Richmond | | | Westward | Eastward | 1 |
| Newman and Thorne | | | Westward | Eastward | 1 |
| Main Line— Columbus to Chicago | | | | | |
| Hilliard and Rice | | | Westward | Eastward | 1 |
| Rice and West Rice | | Westward | Westward | Eastward | 1 |
| West Rice and Bradford | | | Westward | Eastward | 1 |
| Main Line— Dayton to Cincinnati | | | | | |
| Miami City Jct. and Gano | | | TCS | TCS | 1 |
| Gano and Hill | | | Westward | TCS | 1 |
| Hill and Sharon Yard | | | Westward | Eastward | 1 |
| Evandale to Ivorydale | | | Westward | Eastward | 1 |
| C & X Branch | | | | | |
| Foster and Loveland | | | Westward | Eastward | 1 |
| East Clare and Renscomb Jct. | | | Westward | Eastward | 1 |

COLUMBUS DIVISION

| Main Line— Pittsburgh to Columbus | No. 4 Track | No. 3 Track | No. 2 Track | No. 1 Track | Note |
|--|----------------|----------------|----------------|----------------|------|
| Division Post—Columbus Division and First St. Newark | | | Westward | Eastward | 1 |
| Main Line— Columbus to Indpls. | | | | | |
| High St. and Alton | | | Westward | Eastward | 1 |
| Alton and West Alton | | | Eastward | Westward | 1 |
| Main Line Columbus to Chicago | | | | | |
| Joyce Avenue and Neilston | | | Westward | Eastward | 1 |
| Front St. and Olentangy | Westward | | | | 1 |
| Olentangy and Hilliard | | | Westward | Eastward | 1 |
| Main Line— Cleveland to Indianapolis | | | | | |
| BE to Crestline | | | TCS | TCS | 1 |
| Crestline to Burt | | | Westward | Eastward | 1 |
| Burt to Marion (PC-EL JT) | | | Eastward | Westward | 3 |
| Marion to BS | | | Westward | Eastward | 1 |
| Main Line— Burt to Columbus | | | | | |
| CP 136 and Columbus | | | Westward | Eastward | 1 |
| Columbus and GN Tower | | | | Eastward | 1 |
| Western Branch | | | | | |
| GN and Frankfort St. | | | TCS | TCS | 2 |
| Frankfort St. and Bannon | | | Northward | Southward | 2 |

(Detach and paste on bottom of page 110)

(Sou. Regn. G. O. No. 506 eff. 3-1-72)

1151-B1 Cont'd. SOUTHWEST DIVISION

| Main Line— Cleveland to Indianapolis | No. 2 Track | No. 1 Track | Note | |
|--|-------------------------------|----------------|-----------|---|
| BS and Gridley | Westward | Eastward | 1 | |
| Gridley and CP-Taft | TCS | TCS | 1 | |
| CP-Taft and DX | Westward | Eastward | 1 | |
| DX and Massachusetts Ave. | Westward | TCS | | |
| Massachusetts Ave. and Washington St. | Westward | Eastward | 1 | |
| Main Line— Indianapolis to St. Louis | | | | |
| West St. and IJ | Westward | Eastward | 1 | |
| IJ and MY | TCS | TCS | 1 | |
| AN and CP-Gale | Westward | TCS | 1 | |
| CP-Gale and Preston | Westward | Eastward | 1 | |
| Preston and CP-Ringo | TCS | TCS | 1 | |
| East Casey and Brownstown | Westward | Eastward | 1 | |
| East Smithboro and Exermont | Westward | Eastward | 1 | |
| HN and Eads | Westward | Eastward | 1 | |
| Main Line— Davis to Lenox | | | | |
| East Alameda and Limesdale | Greencastle Branch | Westward | Eastward | 1 |
| Prairie and Chase | | Westward | Eastward | 1 |
| Preston and CP-Ringo | M. L. Indpls. to St. Louis | TCS | TCS | 1 |
| CP 235 and Lenox | | TCS | TCS | 1 |
| L and F. Branch | | | | |
| West St. and Davis | | Westward | Eastward | 1 |
| Main Line— Cincinnati to Kankakee | | | | |
| CP 22 and CP 39 | | TCS | TCS | 1 |
| CP 103 and Belt Crossing | | TCS | TCS | 1 |
| Belt Crossing and College Ave. | | Westward | Eastward | 1 |
| Danville Branch | | | | |
| Osborn and Highland | | Northward | Southward | 2 |

NOTE

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

Movements against the Current of Traffic without Train Order.

1151-B2. At the following locations the 3rd paragraph of Rule D-151 will not apply and movements may be made as indicated below at Reduced Speed.

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

CINCINNATI DIVISION

| Track | Between | And | Permission of Operator at | Form J Train Order to Operator at | Note |
|-------|-------------------|-------------|---------------------------|-----------------------------------|------|
| No. 1 | Hill | Sharon Yard | Dispatcher's Office | | (1) |
| No. 2 | Ivorydale Jet. NA | Evandale | Dispatcher's Office | | (1) |

COLUMBUS DIVISION

| Track | Between | And | Permission of Operator at | Form J Train Order to Operator at | Note |
|-----------|-------------------|------------------|--|-----------------------------------|------|
| No. 1 | M.P. 77 Galion Yd | Burt | Burt | Burt | (1) |
| No. 2 | M.P. 163.4 | Marion AC | AC | AC | (1) |
| No. 1 | Turner | BN | BN | BN | (1) |
| No. 2 | BS | BN | BN | BN | (1) |
| No. 1 | Bannon | Frankfort St. | Frankfort St. | Frankfort St. | (1) |
| No. 1 & 2 | 5th Ave. | 4th St. Columbus | Olentangy on signal indication | Olentangy | (1) |
| No. 1 & 2 | 4th St. Columbus | CP-138 | Olentangy on signal from switch Tender | Olentangy | (1) |

SOUTHWEST DIVISION

| Track | Between | And | Permission of Operator at | Form J Train Order to Operator at | Note |
|-------|---------|-----------|---------------------------|-----------------------------------|------|
| No. 1 | Vance | Hart Yard | Gridley | Gridley | (1) |

NOTE

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

1151-C1. Secondary Tracks of Assigned Direction

CINCINNATI DIVISION

| Track | From | To | Assigned Direction | Controlled by | Note |
|-------|---------------|--------|--------------------|------------------|------|
| No. 3 | Newman | Glen | Eastward | Newman | 1-2 |
| No. 4 | Glen | Newman | Westward | Glen | 2 |
| No. 1 | Oasis | Cliff | Eastward | Train Dispatcher | 3 |
| No. 2 | Rendcomb Jet. | Oasis | Westward | Train Dispatcher | 5 |

NOTE

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

Genl Order # 511 Note 4 + 5

SOUTHWEST DIVISION

| Track | From | To | Assigned Direction | Controlled by | Note |
|-------|-------------|-------------|--------------------|---------------|------|
| A | Kitley Ave. | Thorne | Eastward | Thorne | 1 |
| B | Thorne | Kitley Ave. | Westward | Thorne | 1 |

NOTE

- Westward movements made on signal indication at Thorne. Permission must be obtained from Thorne to use this track at any point between Thorne and Kitley Ave. and when movement has been completed it must be reported clear.

1151-D1. Secondary Tracks of No Assigned Direction

CINCINNATI DIVISION

| Track | Between | And | Controlled by | Note |
|-----------------|------------------------|-----------------|-----------------------|------|
| Springfield (E) | Goes | Springfield | Train Dispatcher | 1 |
| Lebanon (W) | Lebanon | Mile Post 36.5 | Operator Loveland | |
| Blue Ash (W) | Mile Post 39.5 | Avondale | Yardmaster McCullough | |
| Middletown (W) | Mile Post 7 | Middletown Jet. | Operator Loveland | |
| Newman (E) | Newman | Winchester | Operator Newman | 1 |
| Ridgeville (E) | End of Block (MP 69.5) | Ridgeville | Operator Newman | 1 |

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

NOTE

- Rule 271, 272, and 273 in effect.

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

COLUMBUS DIVISION

| Track | Between | And | Controlled by | Note |
|---------------------------|-------------------------------|-------------------------------|-----------------------------|------|
| No. 1 (E) | Olentangy | Fourth St. | High St. | 2, 3 |
| No. 2 (E) | Olentangy | Third St. | High St. | 2, 3 |
| Trinway (W) | RY | End of Block (Mile Post 14.1) | New Lexington | 1 |
| Zanesville (W) | End of Block (Mile Post 16.5) | New Lexington | New Lexington | 1 |
| Morrow (W) | Bremen | Circleville | Bremen | 1 |
| | Circleville | MS | Circleville | 1 |
| Mt. Vernon (N) | Joyce Ave. | Lind | Joyce Ave. | 1 |
| | Lind | End of Track-MP 64.6 | Orrville | 1 |
| Z & W (S) | Thurston | Fultonham | Operator at Thurston | 4 |
| Thurston (S) | Berwick | Thurston | Train Dispatcher | |
| Sandusky (W) | Berwick | Clyde | Train Dispatcher | |
| St. Marys (N) | Bellefontaine | St. Marys | Operator BN | |
| Camp Chase (W) | Miami Crossing | London | Train Dispatcher | |
| Hitop (S) | Blue Creek | Hitop | Train Dispatcher | |

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

NOTE

1. Rule 271, 272 and 273 in effect.
2. Signal indication at High Street and Olentangy will be authority for trains and engines to use No. 1 and No. 2 Secondary Track of No Assigned Direction between High Street and Olentangy. Permission must be obtained from High Street to use this track at any point between High Street and Olentangy.
3. Westward movements will be made on hand signal from switchtender at Fourth Street and Third Street (UD Company).
Switchtender must first secure permission from operator U. S. Tower (B & O RR), who in turn must secure use of track from train dispatcher, through operator High Street.
4. Train dispatcher Columbus in charge when Thurston is closed.

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

SOUTHWEST DIVISION

| Track | Between | And | Controlled by | Note |
|-------------------------|--------------------|--------------------|------------------|------|
| Anderson Greensburg (S) | S. Anderson | Greensburg | Train Dispatcher | 3 |
| Westport (S) | Craig | Westport | Train Dispatcher | |
| O (E) | Davis | Kraft | Kraft | |
| Vincennes (S) | Rincon Jct. | Kirk | Train Dispatcher | 1 |
| Vincennes (S) | Kirk | Vincennes | Kraft | |
| Petersburg (S) | Kraft | Ashby | Train Dispatcher | 1 |
| Petersburg (S) | South Switch Ashby | Taylor | Train Dispatcher | 1 |
| Petersburg (S) | Taylor | Straight Line Jct. | Taylor | |
| Clay City (S) | Riley | Worthington Jct. | Train Dispatcher | |
| Madison (N) | Madison | Columbus | Train Dispatcher | 1 |
| Shelbyville (N) | Columbus | Rushville | Train Dispatcher | |
| A W & W (S) | Gray Jct. | A W & W Yard | Train Dispatcher | |
| Lynnville (S) | Buckskin | Lynnville | Train Dispatcher | 2 |
| Evansville (S) | Mt. Carmel | Harwood | Train Dispatcher | |
| Crawfordsville (N) | Otter Creek Jct. | MP 32.7 | Train Dispatcher | 4 |
| Crawfordsville (N) | MP 37 Waveland | Frank | Train Dispatcher | 4 |
| Peoria (N) | Farrington | Hervey City | Train Dispatcher | 5 |
| Allentown (N) | Allentown | Farmdale Jct. | NF East Peoria | |

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

NOTE

1. Rule 271, 272 and 273 in effect.
2. Before departing Lynnville, trains and engines must receive permission from Operator at Ashby.
3. Before departing Anderson, trains and engines must communicate with Operator at Gridley.
4. Track temporarily out of service between MP 32.7 and MP 37.
5. Track temporarily out of service between Farrington and MP 19.2 (Yard limit sign Paris).
6. LT. and PC train movements must be authorized by PC Train Dispatcher.
Northward trains at Allentown must receive permission to proceed from Operator at NF East Peoria.
Southward trains at Farmdale Jct. proceed on signal indication and at Allentown must report clear to Operator at NF East Peoria.

7. Northward trains departing Paris must have clearance from operator at Chase and all other clearances between Paris and Allentown except Hervey City will handle between Hervey City and Allentown when Hervey City is open. Chase will also clear trains and engines for the Crawfordsville Secondary between Otter Creek Jct. and Waveland and Ames will clear trains between Waveland and Frank.

(Detach this coupon and affix to bottom of page 115).

(Sou. Reg'n. G. O. No. 508-12-1-71)

1151-H1. Running Tracks of No Assigned Direction

CINCINNATI DIVISION

| Track | Between | And | Controlled by | Note |
|----------------------------|------------------------------|---|-------------------------|------|
| No. 40 (E) | East End of siding at Greene | Switch leading to Main Track | Operator Xenia | |
| No. 11-A (W) | East End Yard A | Switch leading to No. 4 Secondary track East of Yard Office | Yard Master Richmond | |
| No. 5-A (W) | East end Yard A | West end Yard A | Yard Master Richmond | |
| No. 5-B (W) | East end Yard B | West end Yard C | Yard Master Richmond | |
| No. 6-C (E) | Switch east of 19th St. | Switch on ladder west of Yard Office | Yard Master Richmond | |
| No. 6-G (E) | East end Yard G | West end Yard G | Yard Master Richmond | |
| No. 418 (E) | West end Undercliff Yard | Beechmont Ave. | Yard Master Undercliff | |
| No. 2 (E) | Crossover Houston Ave. | Crossover Washington St. | Yard Master McCullough | 3 |
| Riverfront | Oasis | Switch 3 Smith St. | Operator Oasis | 1, 2 |
| Oklahoma Running Track (W) | CJ | Oklahoma | Yard Master Riverside | |
| No. 2 (W) | Wood St. | Storrs Jct. | Yard Master Riverside | |
| No. 1 (W) | Wood St. | Harriet St. | Yard Master Riverside | |
| Clement-Hempstead (W) | Clement | Hempstead | Yard Master Findley St. | |
| Dayton Lytle (W) | Dayton | Lytle | Yard Master Findley St. | |
| Mechanicsburg | Springfield Yard | Mechanicsburg | Operator Cold Springs | |

NOTE

1. Rule 112 in effect, authority must be obtained from Operator at Oasis to use this track at any point between Oasis and switch 3 Smith St., and movement must be reported clear to the Operator. Eastward movements including all I & N crews must call Operator at Oasis before passing switch 3 Smith St. and report clear of running track after passing switch 3 on Westward movement.
2. Operator at Oasis will keep station record of Running Track and record all movements, showing engine number, direction, place and time track is occupied or cleared.
3. Cars must not foul Cleany Ave. or switch at Houston Ave.

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

COLUMBUS DIVISION

| Track | Between | And | Controlled by | Note |
|-------------------|-------------------------------|---------------------------------------|------------------------|------|
| East Runner (S) | Buckeye | North Alton | North End Yardmaster | |
| West Runner (E) | Hump | Buckeye | North End Yardmaster | |
| No. 15 (N) | GN Tower | Grandview | Operator Mounds | 7 |
| No. 1 and 2 (E) | Neilston | Joyce Ave. | Operator High Street | |
| Zanesville (W) | End of Block (Mile Post 14.1) | Zanesville (B. & O.) (Mile Post 16.5) | Operator New Lexington | |
| Fultonham | Zanesville Secondary Trk. | Fultonham | Operator New Lexington | 4 |
| Bellefontaine (E) | Bellefontaine | Belle Center | BN | |
| Vanlue (W) | Carey | Vanlue | Train Dispatcher | |
| Delaware (W) | Delaware | Ostrander | Train Dispatcher | |
| Crooksville (S) | Fultonham | Crooksville | Operator at Thurston | 5 |
| No. 90 (W) | Scioto | GN | Yard Master Grandview | |
| Swiss (S) | Gauley Bridge | Swiss | Operator DB Tower | 6 |

NOTE

4. Westward movements using Fultonham spur tracks must obtain permission from Operator, New Lexington and must report their arrival at Fultonham via telephone located at the east end of Fultonham Yard (telephone no. 849-2979). Eastward movements must secure permission from Operator New Lexington before departure from Fultonham Yard.
5. Train dispatcher Columbus in charge when Thurston is closed.
6. Operator Dickinson in charge when DB tower closed.
7. Operator GN Tower must receive permission from Operator Mounds before authorizing movements on either No. 14 or No. 15 tracks.

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

SOUTHWEST DIVISION

| Track | Between | And | Controlled by | Note |
|------------------------|--------------------------|---|--------------------------|------|
| Yard Track (W) | CP 17 | CP 22 | Train Dispatcher | |
| L. & A. (W) | CP 22 | Aurora | Yard Master Lawrenceburg | |
| C. H. & G. (W) | Craig | Columbus | Train Dispatcher | 1 |
| No. A West (E) | Kraft | West End Transfer Yards | Yard Master Transfer | |
| No. A East (E) | East End Transfer Yards | Van Jet. Belt Ry. | Yard Master Transfer | |
| No. B (E) | Kraft | Van Jet. Belt Ry. | Kraft | 2 |
| 310 (E) | Sherman Dr. | Emerson Ave. | Yard Master Hawthorne | |
| Duff (S) | Duff | Washington | Train Dispatcher | |
| Whitewater (W) | Valley Jet. | Beeson | Train Dispatcher | |
| 201 (E) | Sherman Dr. | Emerson Avenue | Yardmaster Hawthorne | |
| 101 (E) | Emerson Avenue | Arlington Avenue | Yardmaster Hawthorne | |
| Harwood (S) | Harwood | Eighth Ave. | Taylor | 3 |
| Saline Valley Lead (S) | Harrisburg | Bluebird Ramp | Yard Master Harrisburg | |
| Danville (S) | Wyton | Lyons | Wyton | |
| Hillsboro (W) | Hillsboro | Litchfield | Train Dispatcher | |
| No. 42 East (W) | Prairie | Fruitridge Ave. | Chase | |
| No. 42 West (W) | Greencastle Branch | Second Street | Chase | |
| No. 20 (W) | Rose Lake | Willows | Yard Master Rose Lake | |
| No. 20 (W) | Willows | Eads | Willows | |
| No. 30 (W) | HN Westward Dwarf Signal | Crossover from No. 1 yard track to No. 2 yard track | Yard Master Rose Lake | |

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

NOTE

- Track temporarily out of service between MP 78 and MP 86.5
- Eastward movements made on signal indication at Kraft, westward movements made on signal indication at Van Jet. (Belt Ry.).
- Movements will be made with authority of operator at Taylor, who also must be notified when movement is clear.
Permission must be received from the L & N Yardmaster at Howell Yards before entering L & N main track at Eighth Ave.

PASSENGER TRAIN OPERATION

Heating, Lighting and Ventilation of Cars

1154-A1. Trainmen must, when outside temperature is less than twenty (20) degrees above zero, regularly at fifteen (15) minute intervals, open rear steam heat valve wide and fully blow line free of condensate.

1154-A2. Make-up of passenger and mail trains.

Passenger equipped cars with freight type trucks and either internal or external type snubbing, are subject to restrictions listed below and the following is a partial list of such cars:

| | |
|--------------------------------|------------------------------|
| EL 100 to 199 incl. | PC or NYC 9200 to 9499 incl. |
| EL 2111 to 2121 incl. | PRR 1800 to 2499 incl. |
| EL 10000 to 10089 incl. | PC or PRR 4800 to 4999 incl. |
| CBQ 8600, 8700, 8800 series | PC or PRR 5200 to 5399 incl. |
| Milw 1600 series | PRR 5400 to 5599 incl. |
| B&O 1850 to 1887 incl. | PRR 6800 to 6999 incl. |
| B&O 468230 | PRR 9400 to 9999 incl. |
| GN 2500 series | PC 5800 to 5974 incl. |
| CRDX or REX 1002 to 1025 incl. | PC 6000 to 6200 incl. |
| REX 3401 to 3423 incl. | PC 5000 to 5182 incl. |
| CRDX or REX 6600 to 6899 incl. | PC 6211 to 6233 incl. |
| CRDX or REX 8200 to 8299 incl. | PC 5540 to 5751 incl. |
| PC 31234 to 31238 incl. | PC 37700 to 37729 incl. |
| PC 31295 to 31296 incl. | PC 40007 to 40010 incl. |
| PC 33440 to 33508 incl. | PRR 491403 to 491404 incl. |

(a) Cannot be handled as rear car.

(b) When loaded or empty in body of train, speed is restricted to 60 MPH.

The following restrictions apply to all other box or refrigerator type cars:

(c) Cannot be handled as rear car when empty.

(d) When loaded as rear car of passenger train, speed is restricted to 60 MPH.

(e) When empty in body of passenger train, speed is restricted to 60 MPH.

1154-A3. Passenger equipped Flexi-Vans which are used as the rear car on passenger, mail, express and/or deadhead equipment trains are to be limited to loaded Vans only.

1154-A4. Mail, Express and Baggage Equipment Trains must not exceed 55 cars total and must not contain more than 40 cars of Series NYC 7200-9099.

1154-A5. Hot Journals—Roller Bearings.

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

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

Designated supply points on the Southern Region are as follows:

Bellevue, Ohio
Crew Dispatchers Office, Y.M.C.A.
Columbus, Ohio
Stationmasters Office, Columbus Union Station.
Indianapolis, Indiana
Passenger Crew Register Room, Indianapolis Union Station.

1154-A6. Form MP-217-A card, for reporting Passenger Car defects is located in a receptacle on the inside of electric lockers on all cars.

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

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

FREIGHT TRAIN OPERATION

ALL DIVISIONS

1155-A1. The number of units couples together and operated from one control must not exceed 12. Enginemen of consists with more than 20 traction motors on line must not use full power in pulling below 12 miles per hour; and must use care in applying power at speeds below 20 miles per hour.

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

No. of Motors

Front end, pulling or dynamic braking:

| | |
|--|-----|
| Trains authorized 60 miles per hour and PR trains west of Conway | 24 |
| Other | 20* |

Rear end, pushing:

| | |
|------------------------------------|----|
| Solid loaded mineral freight | 24 |
| Other | 18 |

LIGHT MOVEMENTS No Limit

Where more than the above power is attached to a train, sufficient units must be isolated so as not to exceed the above limits. Individual motor circuits on a unit must not be cut out unless that circuit is defective.

When isolating units to reduce power on line, sufficient units of classes AF-24, AF-24a, AF-25, AF-27, AF-30, AF-36, GF-25, GF-25a, GF-28a, GF-30a and GF-33a must be isolated so as not to exceed the above limits. Do not isolate the lead unit.

*Does not apply on the Southern and Western Branches between Dickinson and Stanley and between Cincinnati and Logansport on solid and loaded mineral freight trains.

1155-A2. APPLYING AND RELEASING DYNAMIC BRAKE.

There are two types of dynamic brakes. The conventional type increases its retarding force as speed is reduced to 25 miles per hour, and then fades as speed is further reduced, reaching zero as train stops. Extended range dynamic brake on all units numbered 6000-6563 (except 6300-6309) also increases as speed is reduced to 25 miles per hour, but maintains maximum braking effort down to 10 miles per hour, below which it also fades out, reading zero as the train stops.

Enginemen must apply dynamic brake with care.

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

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

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

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

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

ALL DIVISIONS—Continued

1155-A3. Coupler Stops & Alignment Control.

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

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

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

When they are in passenger or mail and express service.

When they are moving light.

"All units of Classes AF24, AF24A, AF25, AF27, AF30, EF17, EF22, EF25, EF25A, EF30A, EF36, GF25, GF25A, GF28A, GF30A, ARS18, ARS18A, ARS24, ARS24S, FRS24, ERS17 except 7000-7049 are equipped with alignment control. Individual units of certain other classes are equipped with permanent or removable coupler stops, ERS17 units 7000-7049 are equipped with removable neoprene stops, but must be considered not equipped unless stops are observed to be in place."

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

CINCINNATI DIVISION

1155-A4. Doubling Lights. Undercliff Yard, doubling lights—Yellow lights facing east and west, located on pole 900 feet east of Beechmont Ave., on Foot Bridge at Hutton St., on Signal Bridges Rendcomb Jct., all controlled by toggle switch located in box near stairway west of Beechmont Ave.

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

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

- One long flash—Stop.
- Two short flashes—Move Forward.
- Three short flashes—Move Backward.
- Four short flashes—Apply or Release Air Brakes.

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

1155-A5. Richmond Yard, doubling lights—yellow lights facing east and west, located on north side of Signal Bridge 1189-1190, controlled by a push button located on the southwest corner of the switch tenders office at 19th Street, in service.

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

- One long flash—Stop.
- Two short flashes—Move Forward.
- Three short flashes—Move Backward.
- Four short flashes—Apply or Release Air Brakes.

1155-A6. When fixed signal No. 1179 governing westward movements on No. 2 track east of Oasis displays indication less favorable than clear, Rule 281, FIG. A, train will stop to clear east switch of crossover and Conductor or Engineman will report to operator at Oasis for instructions.

CINCINNATI DIVISION—Continued

1155-A7. Doubling Lights. Sharon Yard, doubling lights—Yellow lights facing East and West located on 65 foot pole west of Richmond Branch overpass at Evendale and yellow light facing west located on 40 foot pole 100 feet west of By-Pass 50 overhead at West Sharon, in service. All lights controlled by push button located outside of Yardmasters Tower at West Sharon.

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

One long flash—Stop.

Two short flashes—Move Forward.

Three short flashes—Move Backward.

Four short flashes—Apply or Release Brakes.

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

COLUMBUS DIVISION

1155-A8. (Columbus Div.) Westward trains are prohibited from using the dynamic brake, except in case of an emergency between Neilston and B & O Crossing, west of Scioto and between Neilston and Olentangy Interlocking.

Trains must be controlled between these points by use of the automatic brake with the following exception: Solid loaded mineral freight trains may use the dynamic brake in conjunction with the automatic brake.

Engine brake cylinder pressure should be kept to a minimum if applied independently or permitted to apply with automatic service application.

Power braking is permissible, however, throttle and automatic brake should be handled in such a manner as to avoid slack action also to prevent high tractive effort on the locomotive at slow speeds which could result in drawbar or knuckle failures.

1155-A9. (Columbus Div.) Westward freight trains consisting of more than 40 cars, routed via Main Line, Pittsburgh to Indpls., when stopped between Neilston and High Street, must contact Scioto Interlocking Station to arrange for continuous movement over Scioto Interlocking.

1155-A10. (Columbus Div.) When fixed signal No. 1553 governing westward movements on No. 2 track at Licking displays an indication less favorable than approach medium, Rule 282, FIG. A, trains with more than 20 cars and less than 110 cars will stop clear of "CC" sign located 2163 feet west of Mile Post 156. Trains with more than 110 cars will stop clear of Oakwood Avenue crossing.

1155-A11. (Columbus Div.) Eastward freight trains will stop west of Main Street, at Zanesville and keep clear of street crossing unless route is clear over B. & O. R. R. Crossing into yard.

1155-A12. (Columbus Div.) Except where signal indication governs the use of No. 88 or No. 90 tracks, movements will be governed by instructions from Terminal Yard Master.

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

COLUMBUS DIVISION—Continued

1155-A13. (Columbus Div.) Trains stopped by automatic signals as shown below, will, before proceeding, communicate with operator and be governed by his instructions.

Bucyrus Interlocking: Signal No. 40691, Southward tonnage trains.

Grandview Interlocking: Signal No. 1280-S, Southward trains.

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

1155-A14. (Columbus Div.) Trains stopped by automatic signals as shown below, will, before proceeding, communicate with operator and be governed by his instructions.

Bucyrus Interlocking: Signal No. 40691, Southward tonnage trains.

Grandview Interlocking: Signal No. 1280-S, Southward trains.

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

SOUTHWEST DIVISION

1155-A15. Indianapolis: Signal 2821, Westward trains will stop east of Michigan St., and call operator at Mass. Ave., DX, or IU.

1155-A16. Columbus-Madison Sec. Track.

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

Only ERS-15AX type Diesel engine will be used to handle trains between derail located 4570 feet south of Mile Post 42 and Bridge 44.14 (Main Street, Madison). The engine must be operated at the south end of train, unless otherwise instructed by Superintendent Transportation.

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

Air brake equipment on the diesel-electric locomotive must be inspected, tested and repaired in accordance with Instructions pages 13 to 17, inclusive, Brake and Train Air Signal Instructions EC-99. The dynamic brake apparatus must be inspected and maintained in good operating condition. The Enginehouse Foreman must at all times know these Instructions are followed. The engineman must inspect and test the air brake equipment on his locomotive and know that the rail washing equipment is in operating condition, prior to departure from the engine terminal, and again after coupling to train prior to departure from the yard terminal in accordance with pages 13 to 17 inclusive, and Paragraph 10-D, page 34 of the Brake and Train Air Signal Instructions No. EC-99. A further test must be made of the effectiveness of the dynamic brake apparatus, brake pipe pressure maintaining feature and rail washing equipment prior to descending the grade.

SOUTHWEST DIVISION—Continued

1155-A16. Columbus-Madison Sec. Cont'd.

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

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

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

After assembling train to be moved North Madison to Madison and brake pipe pressure must be increased to 110 pounds and air brake tested in compliance with the Brake and Train Air Signal Instructions No. EC-99. After the air brake has been tested, the conductor must observe the brake pipe pressure on the cabin gauge and if it is 105 pounds or more will give a signal to proceed and if less than 105 pounds will give signal to apply the brakes and train will not be started until the required brake pipe pressure has been obtained. A running test of the air brakes must be made approaching the derail located 1155 feet south of North Madison Station and train stopped. While stopped at this point train air brakes must be released and handles of pressure retaining valves on all loaded cars must be placed in high pressure position, and in low pressure position on all empty cars.

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

After passing derail and while on grade:

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

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

(c) If a condition arises making the use of hand brakes necessary, the engineman will give the prescribed signal for brakes to be applied from the train. Trainmen, when practicable, will apply hand brakes. Hand brakes and conductor's valve are to be applied in accordance with Paragraphs 16-B of the Brake and Train Air Signal Instructions No. EC-99.

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

ALL DIVISIONS

1155-B1. Operation of Pusher Engines.

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

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

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

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

FREIGHT AND PASSENGER TRAIN OPERATION

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

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

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

1156-A5. (Southwest and Columbus Div.) Brake and Train Air Signal Instructions.

At Indianapolis relay freight trains between East St. Louis and Cleveland or Pittsburgh except TV-4 and SW-6 will make Train Brake Test in accordance with Instruction 14 of the Brake and Train Air Signal Instruction EC-99.

At Columbus, Ohio through Passenger and Mail Trains will make Train Brake Test in accordance with Instruction 14 of the Brake and Train Air Signal Instruction EC-99.

At Columbus, Ohio Freight Trains TV3, AST-2, IE-10, TV-4, and SW-6 will make Train Brake Test in accordance with Instruction 14 of the Brake and Train Air Signal Instruction EC-99.

1156-A6. On EP 20 or 22 Units only when speed of train drops below 27 miles per hour, the throttle must be returned to idle position before attempting to accelerate the train.

1156-A7. Locomotive in road service must have feed-valve adjusted to carry 95 pound brake pipe pressure when handling TV Trains.

1157-A. Speed Table

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

SPEEDS

PASSENGER TRAINS AND FREIGHT TRAINS

1157-C1. Maximum Speeds, unless otherwise Specified

CINCINNATI DIVISION

| | Single Track | | No. 2 Track | | No. 1 Track | |
|-----------------------------------|--------------|------|-------------|------|-------------|------|
| | Pgr. | Frt. | Pgr. | Frt. | Pgr. | Frt. |
| Miles per Hour | | | | | | |
| Main Line | | | | | | |
| Columbus to Indianapolis | | | | | | |
| Between: | | | | | | |
| West Alton and London | | | 60 | 50 | 60 | 50 |
| London and Xenia | 60 | 50 | | | | |
| Xenia and Clement | 60 | 50 | | | | |
| Clement and Dutoit St. | 40 | 30 | | | | |
| London and CP-181 | 60 | 50 | | | | |
| CP-181 and CP-183 | 60 | 45 | | | | |
| CP-183 and CP-183.5 | 15 | 15 | | | | |
| CP-183.5 and CP-184 | | | 20 | 20 | 20 | 20 |
| CP-184 and Cold Springs | 60 | 50 | | | | |
| Cold Springs and Tates Point | | | 30 | 30 | 60 | 50 |
| Tates Point and CP-206 | 60 | 50 | | | | |
| Dutoit and Wolf Creek | | | 40 | 30 | 40 | 30 |
| Wolf Creek and MP-19 | 40 | 30 | | | | |
| MP-19 and New Paris | 60 | 50 | | | | |
| New Paris and Thorne | | | 60 | 50 | 60 | 50 |
| Main Line | | | | | | |
| Columbus to Chicago | | | | | | |
| Between: | | | | | | |
| MP-11 west of Hillard and Rice | | | 50 | 50 | 50 | 50 |
| Rice and West Rice | 15 | 15 | 50 | 50 | 50 | 50 |
| West Rice and Bradford | | | 50 | 50 | 50 | 50 |
| Bradford and New Paris | 30 | 30 | | | | |
| Main Line | | | | | | |
| Dayton to Cincinnati | | | | | | |
| Between: | | | | | | |
| Miami City Jct. and CP-Gano | | | 60 | 50 | 60 | 50 |
| CP-Gano and Sharon Yard | | | 40 | 40 | 20 | 20 |
| Evendale and Ivorydale Jct. | | | 40 | 40 | 40 | 40 |
| Carlisle Branch | | | | | | |
| Between: | | | | | | |
| West Manchester and Carlisle Jct. | 30 | 30 | | | | |

1157-CI Cont'd. CINCINNATI DIVISION

| | Single Track | | No. 2 Track | | No. 1 Track | |
|--|---|------|-------------|------|-------------|------|
| | Pgr. | Frt. | Pgr. | Frt. | Pgr. | Frt. |
| | Miles per Hour | | | | | |
| Bellefontaine Branch Between: BS and Glen Echo | 50 | 50 | | | | |
| Glen Echo and Springfield | 30 | 30 | | | | |
| Glen Echo and Cold Springs (Erie Lackawanna) | 30 | 30 | | | | |
| Northern Branch Between: Jackson (OD) and Mann | 30 | 30 | | | | |
| Springfield Branch Between: Cold Springs and Division Post (Southwest Division) | 30 | 30 | | | | |
| Richmond Branch Between: Rendcomb Jct. and Valley | 15 | 15 | | | | |
| Redbank and Valley | 15 | 15 | | | | |
| Valley and MP-18 | 35 | 35 | | | | |
| MP-18 and Old River Jct. | 50 | 50 | | | | |
| Old River Jct. and New River Jct. | (Via B. & O. R.R.) | | | | | |
| New River Jct. and Glen | 50 | 50 | | | | |
| Glen and Newman | } Via Main Line Columbus to Indianapolis { | | 60 | 50 | 60 | 50 |
| Newman and Anoka | 50 | 40 | | | | |
| C & X Branch Between: Xenia and Foster | 30 | 30 | | | | |
| Foster and Loveland | | | 30 | 30 | 30 | 30 |
| Loveland and East Clare | 30 | 30 | | | | |
| East Clare and Redbank | | | 30 | 30 | 30 | 30 |
| Redbank and Rendcomb Jct. | | | 15 | 15 | 15 | 15 |
| Fort Wayne Branch Between: Winchester and Ridgeville | 35 | 35 | | | | |

1157-CI Cont'd. COLUMBUS DIVISION

| | Single Track | | No. 2 Track | | No. 1 Track | |
|---|----------------------|------|-------------|------|-------------|------|
| | Pgr. | Frt. | Pgr. | Frt. | Pgr. | Frt. |
| | Miles per Hour | | | | | |
| Main Line Pittsburgh to Columbus Between: Uhrich and First St. Newark | | | 70 | 50 | 70 | 50 |
| Newark and US Tower Cols. | Via B. & O. R.R. | | | | | |
| Main Line Columbus to Indianapolis Between: High St. and Water St. | | | 10 | 10 | 10 | 10 |
| Water St. and West Alton | | | 30 | 30 | 30 | 30 |
| Main Line Cleveland to Indianapolis Between: BE and Burt | | | 70 | 50 | 70 | 50 |
| Burt and Marion (PC-E.L. Joint R.R.) | | | 70 | 50 | 70 | 50 |
| Marion and Turner | | | 70 | 50 | 70 | 50 |
| Turner and BS | | | 50 | 35 | 50 | 35 |
| Main Line Columbus to Chicago Between: Front St. and Olentangy | No. 4 Track 30 30 | | | | | |
| | Single Track | | | | | |
| Olentangy and Mounds | | | 30 | 30 | 30 | 30 |
| Mounds and Buckeye | | | 20 | 20 | 20 | 20 |
| Buckeye and M.P. 11 (Cinn. Div.) | | | 30 | 30 | 30 | 30 |
| Main Line Burt to Columbus Between: Galion and CP-136 | 60 | 40 | | | | |
| CP-111 and CP-117 via Delaware | 30 | 30 | | | | |
| CP-136 and 4th St., Cols. | | | 25 | 25 | 25 | 25 |
| 4th St., Cols. and GN | | | 10 | 10 | 10 | 10 |
| Eastern Branch Between: Stanley and Berwick | 30 | 30 | | | | |
| Berwick and Kenton | 40 | 40 | | | | |

| 1157-C1 Cont'd. COLUMBUS DIVISION | | | | | | |
|---|------------------|------|-------------|------|-------------|------|
| | Single Track | | No. 2 Track | | No. 1 Track | |
| | Pgr. | Frt. | Pgr. | Frt. | Pgr. | Frt. |
| | Miles per Hour | | | | | |
| Western Branch Between: | | | | | | |
| Stanley and Ridgeway | 40 | 40 | | | | |
| Ridgeway and Hayes | 20 | 20 | | | | |
| Hayes and CP-Darby | 40 | 40 | | | | |
| CP-Darby and Mounds | 20 | 20 | | | | |
| CP-Darby and Buckeye—Western Lead | 20 | 20 | | | | |
| Mounds and GN | 40 | 40 | | | | |
| GN and Bannon | | | 40 | 40 | 40 | 40 |
| Bannon and Thurston | 40 | 40 | | | | |
| Thurston and Corning | 30 | 30 | | | | |
| Southern Branch Between: | | | | | | |
| Corning and southward approach signal U-231 Grosvenor | 30 | 30 | | | | |
| Southward approach signal U-231 Grosvenor and northward approach signal U-242 Grosvenor | 25 | 25 | | | | |
| Northward approach signal U-242 Grosvenor and Hobson | 30 | 30 | | | | |
| Hobson Jet. and Kanauga | Via C. & O. R.R. | | | | | |
| Kanauga and Pt. Pleasant | 25 | 25 | | | | |
| Pt. Pleasant and MP-106 | 40 | 40 | | | | |
| MP-106 and MP-108 | 35 | 35 | | | | |
| MP-108 and Shorr (MP-122.4) | 40 | 40 | | | | |
| Shorr (MP-122.4) and Stuart (MP-127.8) | 15 | 15 | | | | |
| Stuart (MP-127.8) and Dickinson | 40 | 40 | | | | |
| Dickinson and MP-160 | 30 | 30 | | | | |
| MP-160 and Gauley Bridge | 20 | 20 | | | | |

| 1157-C1 Cont'd. | | SOUTHWEST DIVISION | | | | | |
|---|--|---|------|-------------|------|-------------|------|
| | | Single Track | | No. 2 Track | | No. 1 Track | |
| | | Pgr. | Frt. | Pgr. | Frt. | Pgr. | Frt. |
| | | Miles per Hour | | | | | |
| Main Line—Columbus to Indianapolis Between: Thorne and I. U. Ry. interlocking | | 40 | 40 | | | | |
| Main Line Indianapolis to St. Louis West Street and CP-1 | | | | 40 | 40 | 40 | 40 |
| CP-1 and MY | | | | 70 | 50 | 70 | 50 |
| MY and AN | | 50 | 40 | | | | |
| AN and Preston | | | | 70 | 50 | 70 | 50 |
| Preston and Haley | | | | 50 | 40 | 50 | 40 |
| Haley and CP-Ringo | | | | 25 | 25 | 25 | 25 |
| CP-Ringo and East Casey | | 70 | 50 | | | | |
| East Casey and Brownstown | | | | 70 | 50 | 70 | 50 |
| Brownstown and East Smithboro | | 70 | 50 | | | | |
| East Smithboro and Exermont | | | | 70 | 50 | 70 | 50 |
| Exermont and HN | | 70 | 50 | | | | |
| HN and Willows | | | | 70 | 50 | 70 | 50 |
| Willows and Eads | | | | 40 | 40 | 40 | 40 |
| Main Line—Davis to Lenox— (Greencastle Branch) Between: Davis and East Alameda | | 40 | 40 | | | | |
| East Alameda and Limesdale | | | | 40 | 40 | 40 | 40 |
| Limesdale and Prairie | | 40 | 40 | | | | |
| Prairie and Chase | | | | 40 | 40 | 40 | 40 |
| Chase and Preston | | 15 | 15 | | | | |
| Preston and Haley | | } Via Main Line Indianapolis to St. Louis { | | 50 | 40 | 50 | 40 |
| Haley and CP-Ringo | | | | 25 | 25 | 25 | 25 |
| CP-Ringo and MP-88 | | 70 | 50 | | | | |
| MP-88 and MP-91.5 | | 60 | 50 | | | | |
| MP-91.5 and CP-127 | | 70 | 50 | | | | |
| CP-127 and MP-129 | | 40 | 40 | | | | |
| MP-129 and MP-149.5 | | 70 | 50 | | | | |
| MP-149.5 and CP-151 | | 50 | 40 | | | | |
| CP-151 and CP-235 | | 70 | 50 | | | | |
| CP-235 and Lenox | | | | 70 | 50 | 70 | 50 |

(Detach and paste over page 131)
(Sou. Regn. G. O. No. 506 eff. 3-1-72)

1157-C1 Cont'd. SOUTHWEST DIVISION

| | Single Track | | No. 2 Track | | No. 1 Track | |
|--|---|------|-------------|------|-------------|------|
| | Pgr. | Frt. | Pgr. | Frt. | Pgr. | Frt. |
| | Miles per Hour | | | | | |
| Main Line Cleveland and Indianapolis Between: | | | | | | |
| BS and Gridley | | | 70 | 50 | 70 | 50 |
| Gridley and CP-Taft | | | 70 | 50 | 20 | 20 |
| CP-Taft and Washington St., Indpls. | | | 70 | 50 | 70 | 50 |
| Main Line Cincinnati to Kankakee Between: | | | | | | |
| Storrs Jet. and CP-4 | 50 | 50 | | | | |
| CP-4 and MP-13 | 60 | 50 | | | | |
| MP-13 and MP-16 | 40 | 40 | | | | |
| MP-16 and CP-22 | 60 | 50 | | | | |
| CP-22 and CP-24 | 50 | 50 | | | | |
| CP-24 and CP-39 | | | 60 | 50 | 60 | 50 |
| CP-39 and Greensburg | 60 | 50 | | | | |
| Greensburg and Shelbyville | 60 | 40 | | | | |
| Shelbyville and CP-103 | 60 | 50 | | | | |
| CP-103 and Belt Crossing | | | 60 | 50 | 30 | 30 |
| Belt Crossing and College Ave. | | | 30 | 30 | 30 | 30 |
| | Via I. U. Ry. and Main Line—Indianapolis to St. Louis | | | | | |
| IJ and Brant | 20 | 20 | | | | |
| Brant and CP-139 | 40 | 40 | | | | |
| CP-139 and Altamont | 60 | 40 | | | | |
| Altamont and Templeton | Via N. & W. Ry. | | | | | |
| Templeton and Aroma Park | 60 | 40 | | | | |
| Aroma Park and Kankakee | 30 | 30 | | | | |
| I & F Branch Between: | | | | | | |
| I. U. Interlocking and Kraft | | | 35 | 35 | 35 | 35 |
| Kraft and Davis | | | 60 | 50 | 60 | 50 |
| Davis and South Hunt | 50 | 50 | | | | |
| South Hunt and Clymers | 50 | 40 | | | | |

1157-C1 Cont'd. SOUTHWEST DIVISION

| | Single Track | | No. 2 Track | | No. 1 Track | |
|---|----------------|------|-------------|------|-------------|------|
| | Pgr. | Frt. | Pgr. | Frt. | Pgr. | Frt. |
| | Miles per Hour | | | | | |
| Louisville Branch Between: | | | | | | |
| I. U. Ry. and Dale | 40 | 30 | | | | |
| Dale and Boyd | 50 | 40 | | | | |
| Boyd and MP-108 | 30 | 30 | | | | |
| MP-108 and Louisville L. & N. | 15 | 15 | | | | |
| Danville and Cairo Branches Between: | | | | | | |
| Osborn and Highland | | | 30 | 30 | 30 | 30 |
| Highland and Schneider | 30 | 30 | | | | |
| Schneider and Morocco | 40 | 40 | | | | |
| Morocco and Handy | 30 | 30 | | | | |
| Handy and Wyton | 40 | 40 | | | | |
| Lyons and MP-206.5 | 25 | 25 | | | | |
| MP-206.5 and Cairo | 20 | 20 | | | | |
| Michigan Branch Between: | | | | | | |
| Yost and MP-164 | 30 | 30 | | | | |
| MP-164 and CP-Martin | 15 | 15 | | | | |

SPECIAL MAXIMUM SPEEDS

1157-C1a. Maximum speeds unless otherwise restricted.

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

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

Trains consisting exclusively of passenger Flexi-van cars (NYC and MFVX with 4 digit numbers), passenger, mail, or express cars, are authorized to operate at passenger train speed unless otherwise restricted.

Freight Flexi-van cars (PC and NYC) may be operated at speeds not to exceed 70 MPH, unless otherwise restricted.

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

Trail Van Trains consisting of 61 cars or more, unless otherwise restricted, must not exceed maximum speed for Freight Trains.

A Trail Van train is a freight train consisting of Flexi-van equipment and/or multi-level automobile carrying cars and flat cars carrying trailers in piggy-back service, with or without passenger equipment cars, and freight cabooses.

Where maximum speed for passenger trains is 60 MPH or more, freight trains are authorized to operate at special speeds as follows:

TV Trains at 60 MPH.

(Detach this sticker and paste over corresponding 1157-C2, middle of page 134.)

(Sou. Regn. Gen'l Order No. 503 eff 1-1-72)

1157-C2. Operating against the current of traffic, except where Rule 261 is in effect unless otherwise specified.

| | MPH |
|------------------------|-----|
| Passenger Trains | 50 |
| Freight Trains | 50 |

MAINLINE*, OTHER TRAINS AND EQUIPMENT

Maximum speed unless otherwise specified.

1157-C3. Wreck Trains and Work Trains

CINCINNATI DIVISION

| | Boom Trailing | | Boom Forward | | On Curves | |
|---|------------------|------|-----------------|------|--------------|------|
| | Miles per Hour | | | | | |
| | Wreck | Work | Wreck | Work | Wreck | Work |
| Main Line—Columbus to Indianapolis | | | | | | |
| Between: | | | | | | |
| Alton and Thorne—(via Xenia) | 40 | 30 | 40 | 30 | 40 | 30 |
| London and Dayton—(via Springfield) | 40 | 40 | 30 | 30 | 30 | 30 |
| Main Line—Dayton to Cincinnati | | | | | | |
| Between: | | | | | | |
| Dayton and Ivorydale Jct. | 40 | 40 | 30 | 30 | 30 | 30 |
| C & X Branch | | | | | | |
| Between: | | | | | | |
| Xenia and Rendcomb Jct. | 30 | 30 | 20 | 20 | 20 | 20 |
| Richmond Branch | | | | | | |
| Between: | | | | | | |
| Cincinnati and Anoka | 35 | 30 | 25 | 20 | 25 | 20 |
| Ft. Wayne Branch | | | | | | |
| | 35 | 30 | 25 | 20 | 25 | 20 |
| Secondary Tracks: | | | | | | |
| Undercliff | 30 | 30 | 20 | 20 | 20 | 20 |
| Springfield | 15 | 15 | 15 | 15 | 15 | 15 |
| Lebanon and Blue Ash | 20 | 20 | 15 | 15 | 15 | 15 |
| Middletown | 15 | 15 | 15 | 15 | 15 | 15 |
| Newman | 30 | 30 | 25 | 20 | 25 | 20 |
| Ridgeville | 30 | 30 | 25 | 20 | 25 | 20 |
| Bellefontaine Branch | | | | | | |
| Between: | | | | | | |
| Bellefontaine and Springfield | 40 | 40 | 30 | 30 | 30 | 30 |
| Glen Echo and Cold Springs (Erie Lackawanna) | 30 | 30 | 20 | 20 | 20 | 20 |
| Northern Branch | | | | | | |
| Between: | | | | | | |
| Jackson (OD) and Mann | 25 | 25 | 20 | 20 | 20 | 20 |
| Carlisle Branch | | | | | | |
| Between: | | | | | | |
| W. Manchester except CP-Carlisle Jct. | 25 | 25 | 20 | 20 | 20 | 20 |
| Mechanicsburg Running Track | | | | | | |
| Between: | | | | | | |
| Mechanicsburg and Springfield | 15 | 15 | 15 | 15 | 15 | 15 |
| Springfield Branch | | | | | | |
| Between: | | | | | | |
| Cold Springs and DX | 20 | 20 | 20 | 20 | 20 | 20 |
| Main Line—Columbus to Chicago | | | | | | |
| Between: | | | | | | |
| Mounds and New Paris | 40 | 30 | 40 | 30 | 40 | 30 |

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

1157-C3. Cont'd. COLUMBUS DIVISION

| | Boom Trailing | | Boom Forward | | On Curves | |
|---|------------------|------|-----------------|------|--------------|------|
| | Miles per Hour | | | | | |
| | Week | Work | Week | Work | Week | Work |
| Main Line—Pittsburgh to Columbus Between: Division Post (Col. Div.) and First St., Newark (C. & N. Div.) | 40 | 40 | 30 | 30 | 30 | 30 |
| Main Line—Columbus to Indianapolis Water Street and Alton | 30 | 30 | 30 | 30 | 30 | 30 |
| Secondary Tracks: | | | | | | |
| Trinway | 30 | 30 | 30 | 20 | 30 | 20 |
| Mt. Vernon | 30 | 30 | 25 | 20 | 25 | 20 |
| Zanesville | 30 | 30 | 30 | 20 | 30 | 20 |
| Morrow | | | | | | |
| Between: Bremen and Lancaster | 25 | 30 | 25 | 20 | 25 | 20 |
| Lancaster and MS | 25 | 25 | 25 | 20 | 25 | 20 |
| St. Marys Secondary Track | | | | | | |
| Between: Bellefontaine and St. Marys (2) | 5 | 5 | 5 | 5 | 5 | 5 |
| Main Line—Cleveland to Indianapolis | | | | | | |
| Between: Division Post (Col. Div.) and BS | 40 | 40 | 30 | 30 | 30 | 30 |
| Main Line—Burt to Columbus | | | | | | |
| Between: Galion and Columbus | 40 | 40 | 30 | 30 | 30 | 30 |
| Sandusky Secondary Track | | | | | | |
| Between: Clyde and Berwick (1) (2) | 5 | 5 | 5 | 5 | 5 | 5 |
| Eastern Branch | | | | | | |
| Between: Stanley and Berwick | 20 | 20 | 20 | 20 | 20 | 20 |
| Berwick and Kenton | 30 | 30 | 20 | 20 | 20 | 20 |
| Western Branch | | | | | | |
| Between: Stanley and Corning | 30 | 30 | 30 | 30 | 30 | 30 |
| Southern Branch | | | | | | |
| Between: Corning and Dickinson | 30 | 30 | 30 | 30 | 30 | 30 |
| Dickinson and Gauley Bridge | 20 | 20 | 20 | 20 | 20 | 20 |
| East Columbus Industrial Track | | | | | | |
| Between: Truro and Woodland Ave. (2) | 10 | 10 | 5 | 5 | 5 | 5 |
| Hitop Secondary Track | | | | | | |
| Between: Blue Creek and Hitop | 15 | 15 | 10 | 10 | 10 | 10 |
| Vanlue Running Track | | | | | | |
| Between: Carey and Vanlue | 5 | 5 | 5 | 5 | 5 | 5 |
| Delaware Running Track | | | | | | |
| Between: Delaware and Ostrander (2) | 10 | 10 | 10 | 10 | 10 | 10 |
| Z & W Secondary Track | | | | | | |
| Between: Thurston and Fultonham (2) | 10 | 10 | 10 | 10 | 10 | 10 |
| Crooksville Running Track | | | | | | |
| Between: Fultonham and Crooksville (1) (2) | 5 | 5 | 5 | 5 | 5 | 5 |
| Thurston Secondary Track | | | | | | |
| Between: Berwick and Thurston (1) (2) | 20 | 20 | 20 | 20 | 20 | 20 |
| Swiss Running Track | | | | | | |
| Between Gauley Bridge and Swiss | 10 | 10 | 10 | 10 | 10 | 10 |

1157-C3 Cont'd. SOUTHWEST DIVISION

| | Boom Trailing | | Boom Forward | | On Curves | |
|--|------------------|------|-----------------|------|--------------|------|
| | Miles per Hour | | | | | |
| | Wreck | Work | Wreck | Work | Wreck | Work |
| Main Line—Cols. to Indpls. Between: Division Post (Cincinnati Div.) Thorne and I. U. Ry. Interlocking | 35 | 30 | 25 | 20 | 25 | 20 |
| Main Line—Indpls. to St. Louis I. U. Ry. Indpls. to CP Ringo | 40 | 40 | 30 | 30 | 30 | 30 |
| CP Ringo to Eads | 40 | 30 | 40 | 20 | 40 | 20 |
| Main Line—Cleveland to Indpls. Between: BS and I. U. Ry. Int. | 40 | 40 | 30 | 30 | 30 | 30 |
| Main Line—Davis to Lenox (Greencastle Br.) Davis to Preston | 40 | 30 | 40 | 20 | 40 | 20 |
| CP Ringo to Lenox | 40 | 40 | 30 | 30 | 30 | 30 |
| Main Line—Cincinnati to Kankakee Between: Cincinnati and Kankakee | 40 | 40 | 30 | 30 | 30 | 30 |
| Louisville Branch Between: Clagg and I. U. Ry. Interlocking | 35 | 30 | 25 | 20 | 25 | 20 |
| I & F Branch Between: West St., I. U. Ry., and Davis | 35 | 30 | 25 | 20 | 25 | 20 |
| Davis and Division Post Ft. Wayne Div. | 35 | 30 | 25 | 20 | 25 | 20 |
| Michigan Branch Between: Yost and South Anderson | 30 | 30 | 25 | 25 | 25 | 25 |
| Anderson-Greensburg Secondary Between: South Anderson and Craig Note (2) | 10 | 10 | 10 | 10 | 10 | 10 |
| Westport Secondary Between: Greensburg to Westport Note (2) | 10 | 10 | 10 | 10 | 10 | 10 |
| Whitewater Running Track Between: Valley Jct. and Beeson Note (1) (2) | 10 | 10 | 10 | 10 | 10 | 10 |
| CH & G Running Track Between: Craig and Columbus Note (2) | 5 | 5 | 5 | 5 | 5 | 5 |
| Columbus—Madison Secondary Track Between: North Madison and Columbus | 25 | 30 | 15 | 20 | 15 | 20 |
| Shelbyville Secondary Track Between: Columbus and Mile Post 23 | 20 | 20 | 15 | 15 | 15 | 15 |
| Mile Post 23 and Mile Post 24 | 15 | 15 | 10 | 10 | 10 | 10 |
| Mile Post 24 and Bentonville | 20 | 20 | 15 | 15 | 15 | 15 |
| | | | | | | |

1157-C3 Cont'd. SOUTHWEST DIVISION—Continued

| | Boom Trailing | | Boom Forward | | On Curves | |
|--|------------------|------|-----------------|------|--------------|------|
| | Miles per Hour | | | | | |
| | Wreck | Work | Wreck | Work | Wreck | Work |
| Petersburg Secondary Track Between: Kraft and Rincon Jet. | 25 | 30 | 15 | 20 | 15 | 20 |
| Rincon Jet. and Straight Line Jet. | 30 | 30 | 25 | 25 | 20 | 20 |
| Vincennes Secondary Track Between: Rincon Jet. and Mile Post 97 | 25 | 30 | 15 | 20 | 15 | 20 |
| Mile Post 97 and Vincennes | 20 | 20 | 15 | 15 | 15 | 15 |
| Clay City Secondary Between: Riley and Worthington Jet. | 30 | 30 | 25 | 25 | 20 | 20 |
| Crawfordsville Secondary Track Between: Otter Creek Jet. and Frank Note (2) | 30 | 20 | 20 | 15 | 20 | 15 |
| Danville & Cairo Branches Between: Osborn and Wyton | 30 | 30 | 20 | 20 | 20 | 20 |
| Lyons and Harrisburg | 30 | 30 | 25 | 25 | 25 | 25 |
| Harrisburg and Cairo Note (2) | 10 | 10 | 10 | 10 | 10 | 10 |
| Evansville Secondary Between: EM&N Jet. and Harwood Note (2) | 10 | 10 | 10 | 10 | 10 | 10 |
| Peoria and Allentown Secondary Track Between: Farrington and Hervey City Note (2) | 20 | 20 | 20 | 20 | 20 | 20 |
| Maroa and Farmdale Junction Note (2) | 20 | 20 | 20 | 20 | 20 | 20 |

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

NOTE

(1) Wrecking cranes shall be separated from motive power by at least one car weighing not more than 103,000-lbs.

(2) Trains with wrecking cranes of 250-ton capacity and over not permitted.

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

Indianapolis:
Old Main, Indianapolis West Side
Rolling Mill Track
Delaware St. Freight House
Duff Running Track
L & A Running Track
Harwood Running Track
Macksville South Branch

| | Miles per Hour |
|--|--|
| 1157-C4. Circus Trains (Speeds greater than 30 MPH may be authorized by the General Manager and as determined by the Bureau of Exceptional Shipment) | *30 |
| 1157-C5. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc., moving on own wheels— —on straight track —on curves | *30 *20 |
| 1157-C6. Freight trains with 30 or more cars of mineral freight Jenny Type cars: In mineral trains when loaded In other than mineral trains when loaded In any train when empty <i>unit gram</i> | 30-40 *40 *50 *50 40 |
| *NOTE—When handling such trains conductors must know that enginemen have been so advised. | |
| 1157-C7. Snow Plows in service Snow Flangers in service Passing station platforms, trains on adjacent tracks and over all grade crossings | 20 20 5 |
| 1157-C8. Passenger train assisted by an engine on rear and air brake controlled by leading engine.. | 30 |
| 1157-C9. Pushing Cars—Passenger trains —Freight trains | 30 20 |
| 1157-C10. Trains handling welded rail | 40 |
| 1157-C11. Trains handling Speno Ballast Cleaning Equipment | 30 |
| 1157-C12. Trains with scale test cars or Jordan Spreader | 25 |

TURNOUTS

1157-D1. Maximum Speed

CINCINNATI DIVISION

Main Line:

Miles
per HourHill—Spring switch in No. 1 track, east end yard
lead, reverse moves

20

COLUMBUS DIVISION

Miles
per HourMartel—Spring switch in No. 1 track, west end
westward siding, reverse movements

20

Turner—Spring switch in No. 1 track, east end
yard lead, reverse movements

20

Stanley—Facing moves through spring switches

15

SOUTHWEST DIVISION

Miles
per HourOakland City—Southward movements through
spring switch

20

Sheff Interlocking—Movements entering or leav-
ing Sheff Yard via northeast quadrant wye

10

Haley—Diverging through slip Switch to C&E.I.

10

Lenox—Diverging through slip switch

5

Hartsdale—Diverging through spring switch south
end of siding

30

Schneider—Diverging through spring switches
north and south ends of siding

30

Morocco—Diverging through spring switch south
end of siding

30

Handy—Diverging through spring switch south
end of siding

30

CURVES, BRIDGES, ETC.

1157-F1. Maximum Speeds

CINCINNATI DIVISION

Main Line: Columbus to Indianapolis

Miles
per Hour

London—Over street crossings

35

South Charleston—Curve west of Mile Post 36

50

Xenia—Curves between Mile Post 1 and Mile
Post 2

50

—Over street crossings on single track

25

Dayton—All street crossings Dutoit St. to
Wolf Creek

25

London—Over street crossings

35

CP-181—Over DT&I crossing

45

Springfield—Wye track to Bellefontaine
Branch

15

Cold Springs—Curves east of end of double
track

45

—Entering or leaving No. 1 track

45

Dayton—Between corporate line, Mile Post
205.2 west of Tates Point and
2nd St. CP-206

40

Brookville—Over street crossings

35

West Sonora—Curve at Mile Post 39

50

New Paris—First curve west of Mile Post 114

50

—Within interlocking limits

50

Glen—First curve west of Mile Post 116

55

—Within interlocking limits

50

Richmond—Station tracks A, B, C, D, E

10

—Curves east and west of Mile Post 120

10

Greenfield—Over street crossings

45

Main Lines: Columbus to Chicago and
Bradford to New Paris

Urbana—Over street crossings

25

Plain City—Over street crossings

35

Bradford—Over street crossings

30

Greenville—First curve west of Mile Post 94

25

Main Line: Dayton to Cincinnati

Dayton—Between Washington St. and west cor-
porate line, Mile Post 209.9 west of
Miami Chapel Rd.

30

Moraine—Within corporate limits

45

West Carrollton—Eastward movements on No. 2
track from 1900 ft. west of
Elm St. to Elm St.

20*

Miamisburg—Over street crossings

35

Middletown—Over street crossings: Manchester
Road to Grant Ave.

25

—All Westward trains stopping, as far
as Central Ave., after proceeding ..

10*

Mauds to Gano—Westward freight trains

45

—Curves, No. 1 Track

50

—Between MP 243 and MP 244,
No. 2 Track, curves

60

C&X Branch:

Curve east of Bridge 82.95 and through Morrow ...

15

Loveland—Within corporate limits

15

1157-F1—Continued

CINCINNATI DIVN.

Richmond Branch:

| | Miles per Hour |
|--|-------------------|
| Curve Mile Post 25 to Mile Post 26, east of Mosler. | 40 |
| Between Mile Post 28 and Mile Post 30 | 30 |
| Curves Mile Post 30 to Old River Jct. | 15 |
| Eaton—Over street crossings | 30 |
| Curve east of Mile Post 72, east of Glen | 30 |
| Between Mile Post 84, west of Greensfork and Mile Post 86, west of NS | 30 |
| Curves east of Mile Post 101 to Mile Post 101 | 40 |
| Curve Mile Post 101 to Mile Post 102 | 30 |
| Curve east of Mile Post 122, east of Delco | 40 |
| Between Gridley and Dow | 30 |
| Curve at Dow, PC Crossing | 40 |
| Elwood—Over street crossings | 30 |
| Kokomo—Over street crossings | 30 |

Fort Wayne Branch:

| | |
|--|----|
| Winchester—Over street crossings to a point 700 feet west of Mile Post 25 | 15 |
| Ridgeville—Curve Mile Post 33 | 25 |

Blue Ash Secondary Track:

| | |
|--|---|
| Over Montgomery Ave. crossing, Norwood | 5 |
|--|---|

Bellefontaine Branch:

| | |
|--|----|
| Springfield—Warder St. and Linden Ave. | 15 |
| —Wye Track to Main Line | 15 |

Northern Branch:

| | |
|--|----|
| Jackson (OD) to Yard Limit Board | 15 |
| Hudson—Over street crossings | 10 |
| Prattville—Mile Post 35.3 | 20 |
| Alvordton—Between home signals | 20 |
| Bryan—Between home signals | 20 |
| Sherwood—Between home signals | 20 |
| Paulding—First curve north of Mile Post 85 | 20 |
| Latty—Between home signals | 20 |
| Estry—Between home signals, southward | 20 |
| Ohio City—Between home signals | 20 |
| Celina—Between home signals | 20 |
| Coldwater—Over street crossings | 25 |
| Ansonia—Between southward distant signal and Northward home signal, southward trains | 20 |
| West Manchester—Between home signals | 20 |

Carlisle Branch:

| | |
|--|----|
| Germantown—Over street crossings | 20 |
| West Alexandria—Over street crossings | 20 |
| Carlisle—Between home signals (B. & O. crossing) | 20 |
| Curve north of Carlisle Jct. | 15 |

Springfield Branch:

| | |
|--|-----|
| Troy—Between home signals (B. & O. crossing) | 20* |
| Arcanum—Over B. & O. crossing | 15 |
| Hewitt—Between home signals | 20* |
| Lynn—Between home signals | 20* |
| Losantville—Within corporate limits | 15* |
| C. & O. Crossing—Between home signals | 20* |
| New Castle—Passing station | 20* |
| Shirley—Between home signals | 20* |

*Applies to head end of train only.

1157-F1—Continued

COLUMBUS DIVISION

Main Line: Pittsburgh to Columbus

| | Miles per Hour |
|---|-------------------|
| First curve east of Mile Post 94, west of Uhrichs- ville | 60 |
| Newcomerstown, College Street and Goodrich Street | 50 |
| Curve at Mile Post 122, West of Wally | 60 |
| Coshocton—All street crossings between Mile Post 122 and Mile Post 123 | 35 |
| Curves between Mile Post 125 and Mile Post 126, east of Tyndall | 50 |
| On reverse curve at Mile Post 148, east of Hanover | 50 |
| First and second curves west of Hanover | 50 |
| Newark, O'Bannon Avenue, 400 feet west of Mile Post 156 and B. & O. Crossing | 25 |
| Newark, B. & O. R. R. crossing | 15 |

Main Line: Columbus to Indianapolis

| | |
|--|----|
| High Street interlocking limits, via Water Street | 10 |
| Columbus—Between Water Street grade crossing and west end of first curve west of Scioto River Bridge | 25 |

Main Line: Cleveland to Indianapolis

| | |
|---|----|
| Over B. & O. Crossing Grafton | 40 |
| Within Interlocking Limits CP-37 | 40 |
| Westward Siding CP-37 | 5 |
| Over ACY Crossing Hiles | 40 |
| Within Interlocking Limits CP-54 | 40 |
| Within Interlocking Limits Shelby | 40 |
| Crestline—Through Transfer Track | 5 |
| Crestline Over Valley Division Crossing | 40 |
| Gallon Yard Tracks | 5 |
| Burt—Between Westward Home Signal and Erie Lackawanna Station | 10 |
| Marion—Greenwood St. to AC Interlocking | 30 |
| Middle Track at AC Interlocking (Westward Main) Eastward Trains | 10 |
| Curve No. 1 Track at West End of Eastward Siding | 60 |
| Ridgeway—Connection Track between Main Line Cleveland to Indianapolis and Western Br | 10 |
| Big Springs—Curve, Mile Post 128.8 | 55 |
| Rushsylvania—First Curve East | 55 |
| First Curve West | 55 |
| Bellefontaine—Through Main Track Crossover Mile Post 140.8 | 10 |
| Through Wye to Bellefontaine Branch Interlocking Limits BS | 10 |

(Paste this coupon over corresponding block, "Main Line: Cleveland to Indianapolis", middle of page 143.)
(Southern Regn. Gen'l. Order No. 517, eff. 11-1-72)

Main Line: Burt to Columbus

| | |
|------------------------------------|----|
| Burt—Over Erie-Lackawanna crossing | 30 |
| Delaware—Over street crossings | 15 |

Mt. Vernon Secondary Track:

| | |
|--|----|
| Between Mile Post 73 and Mile Post 80 | 25 |
| Windsor Avenue, north of Pennor Crossing | 15 |
| Pennor-Crossing within Interlocking Limits | 15 |
| Joyce Avenue, Interlocking Limits | 15 |

Trinway Secondary Track:

| | |
|-------------------------------------|----|
| Dresden, within corporate limits | 8 |
| Between Mile Post 1 and Mile Post 4 | 15 |
| Mile Post 4 and Zanesville | 10 |

| 1157-F1—Continued | Miles per Hour |
|--|-------------------|
| COLUMBUS DIVN. | |
| Zanesville Secondary Track: | |
| Zanesville, within corporate limits | 15 |
| Curves between Zanesville and Fair Oaks | 15 |
| South Zanesville, Main Street Crossing | 15 |
| Between 1500 feet east of Mile Post 22 and 4300 feet east of Mile Post 22 | 10 |
| Between Mile Post 21.5 and Mile Post 35 | 10 |
| Morrow Secondary Track: | |
| Bremen, within corporate limits | 10 |
| Between Mile Post 50 and Mile Post 58 | 15 |
| Between Mile Post 61 and Mile Post 64 | 10 |
| Between Mile Post 65.5 and Mile Post 66.5 | 10 |
| Between Mile Post 72 and Mile Post 73 | 10 |
| Between Mile Post 74 and Mile Post 75 | 20 |
| Between Mile Post 79 and Mile Post 80 | 10 |
| Circleville, Clinton St., and N. & W. R. R. Crossing | 10 |
| Between one half mile east of Mile Post 83, west of Circleville, and Mile Post 83 | 25 |
| Between Mile Post 84 and Mile Post 85 | 10 |
| Between Mile Post 93 and Mile Post 95 | 10 |
| New Holland, within corporate limits | 8 |
| Between Mile Post 101 and Mile Post 106 | 20 |
| Washington C. H., over B. & O. and D. T. & I. R. R. crossing | 20 |
| Wilmington, within corporate limits | 8 |
| Ogden (West of Mile Post 136): Over Pyles crossing | 15 |
| Between Mile Post 137 and Mile Post 139 | 20 |
| Between Mile Post 139 and Mile Post 145 | 10 |
| Morrow, within corporate limits | 15 |
| Eastern Branch: | |
| Berwick—Main track wye | 30 |
| Carey—Between Mile Post 49.3, 1,000-ft. east of C&O crossing and Mile Post 50.5 | 20 |
| Forest—Between home signals | 20* |
| Kenton—Over street crossings | 35 |
| —Under Columbus St. and Carrol St. bridges | 5 |
| —Connection to Western Branch | 10 |
| Thurston Secondary Track: | |
| Sycamore—Through interlocking, northward trains | 20 |
| —Over first street north and first street south of station | 25 |
| Colsan—Through interlocking, northward trains | 20 |
| Centerac—Through interlocking | 20 |
| Bellefontaine Running Track: | |
| Bellefontaine—Through west Wye to Southwest Division Main | 10 |

*Applies to head end of train only.

| 1157-F1—Continued | Miles per Hour |
|---|-------------------|
| COLUMBUS DIVN. | |
| Western Branch: | |
| Dunbridge Siding | 5 |
| Galatea Siding | 5 |
| Findlay—Through Siding | 5 |
| Over Street Crossing between Bell Ave. and Olive Street | 20 |
| Hancock Siding | 5 |
| Dunkirk Siding | 5 |
| Kenton—Connection to Eastern Branch | 10 |
| Over Street Crossings | 35 |
| Curve Under Big Four Bridge | 25 |
| Ridgeway—Connection Track to Main Line Cleveland to Indianapolis | 10 |
| Marysville—Over Main Street | 20 |
| Scottsblaw Siding | 5 |
| Mounds—Through Interlocking | 20 |
| Columbus—Through Auburn Track | 5 |
| Thurston—Bucyrus Siding | 5 |
| Columbus Siding | 5 |
| Bremen—Within corporate limits | 10 |
| Carter St. to Zanesville Branch connection | 15 |
| Junction City—B. & O. Crossing | 15* |
| New Lexington—Zanesville Branch Connection to Brown Street | 15 |
| Through Siding | 5 |
| Over Main Street | 25 |
| New Lexington Tunnel—approach prepared to stop expecting to find main track fouled by rocks | 5 |
| Sunnyhill Mine Tracks 1, 2, 3 and 4 Claybank | 5 |
| Southern Branch: | |
| Corning Siding | 5 |
| Rumer Siding | 5 |
| Nitro—Between 19th and 11th Streets | 15 |
| Institute—Mile Post 116 and 117 | 15 |
| Dunbar—Mile Post 119 and Mile Post 119.5 | 20 |
| Levi Siding | 5 |
| Midwest Siding | 5 |
| (Paste this coupon over corresponding blocks, "Western Branch" and "Southern Branch", top of page 145.) (Southern Regn. Gen'l. Order No. 517, eff. 11-1-72) | |
| Hitop Secondary Track: | |
| Cars handled ahead of engine | 10 |
| Z. & W. Secondary Track: | |
| Mt. Perry Route 34 Crossing between 7:30 A.M. and 8:30 A.M. and between 3:15 P.M. and 4:15 P.M. | 5 |
| SOUTHWEST DIVISION | |
| Main Line: Columbus to Indianapolis | |
| Over highway crossings at grade between Mile Post 182 West of Thorne and I. U. Ry. Inter- locking | 40 |
| Main Line: Cleveland to Indianapolis | |
| Bellefontaine—No. 1 track, curve west of Plum Valley St. | 40 |
| Union City—Over Columbia St. | 50 |
| Winchester—Over Ft. Wayne Branch crossing | 50 |
| —Between corporate limits | 30 |
| Anderson—Over street crossings | 30 |
| Lawrence—Over street crossings | 30 |
| Indianapolis—Over street crossings within corpo- rate limits | 40 |
| —Between Ohio and Washington Sts. | 15 |

*Applies to head end of train only.

| 1157-F1—Continued SOUTHWEST DIVN. | Miles per Hour |
|--|-------------------|
| Main Line: Indianapolis to St. Louis | 60 |
| Burnett—between home signals | 50 |
| Curve at MP 66 | 60 |
| Between CP-Ringo and west end Wabash River bridge | 25 |
| Curves between Mackville and Mile Post 77.3 | 60 |
| Curve 3000 feet west of Mile Post 82 | 65 |
| East Casey—End of double track | 50 |
| Effingham—Illinois Central R. R. crossing | 40 |
| Over highway crossings at grade between Vandalia Station and Mile Post 172 | 60 |
| East Smithboro—End of Double track | 50 |
| Main Line: Davis to Lenox | |
| Terre Haute—Wabash River Bridge | 25 |
| Pana—Entering or leaving C. & E. I. | 15 |
| Main Line: Cincinnati to Kankakee | |
| Storrs Jct.—Through crossovers | 15 |
| Greensburg—Over street crossings | 40* |
| Vine—Interlocking limits | 25 |
| Shelbyville—Corporate limits | 25 |
| Indianapolis—Over street crossings within corporate limits | 40 |
| Lebanon—Over hand-throw switches | 20 |
| —Over Central Indiana crossing | 20 |
| Thorntown—Over street crossings | 50 |
| Aroma Park—Curves | 40 |
| Louisville Branch: | |
| Louisville—Over 11th and Maple St. Crossings | 10 |
| Curve south end of Ohio River Bridge | 15 |
| Bridge 108.11 Louisville Draw Span | 15 |
| Curve north end Clagg Interlocking | 45 |
| Scottsburg—Over first highway crossing at grade south and north of Station | 20 |
| Seymour between a point 647 feet south of Mile Post 58 and a point 2558 feet south of Mile Post 59 | 25 |
| First curve north of Mile Post 42, one mile south of Columbus | 20 |
| Curves between Mile Post 42, south of Columbus and Bridge 40.41 north of Columbus | 20 |
| Edinburg—Between Mile Post 31 and a point 1000 feet south of Mile Post 30 | 30 |
| Franklin | 45 |
| Over highway crossings at grade between Yard Limit Board south of Mile Post 4 south of Dale and I. U. Ry. Interlocking | 40 |
| Dale—Belt Railroad crossing | 15 |

*Applies to head end of train only.

| 1157-F1—Continued SOUTHWEST DIVN. | Miles per Hour |
|--|-------------------|
| Michigan Branch: | |
| New Paris Jct.—Between Home Signals | 20* |
| Milford Jct.—Between Home Signals | 20* |
| Warsaw—Between Home Signals | 20* |
| Claypool—Within corporate limits | 15* |
| North Manchester—Within corporate limits | 25* |
| Bolivar—Between Home Signals | 20* |
| Marion—Between Home Signals | 20* |
| Kent—Southward, between Home Signals | 20* |
| Jonesboro—Reverse curves | 25 |
| Alexandria—Over N. & W. crossing | 15* |
| Anderson-Greensburg Secondary Track: | |
| Shirley—Between Home Signals | 20* |
| Mile Post 184.4 south of Shirley—Bridge 478 | 20 |
| Greensburg—Between Home Signals | 10 |
| Petersburg Secondary Track: | |
| Mile Post 31, one-half mile south of Martinsville | 25 |
| Between Monon R. R. crossing and south end of first curve south of Gosport station | 10 |
| Spencer—In city limits | 10 |
| Curves between Mile Post 69 and Mile Post 73 | 25 |
| Bridge 72.13 | 25 |
| Chappel—Between Home Signals | 20* |
| Oakland City—Between Home Signals | 20* |
| Buckskin—Between Home Signals | 20* |
| Vincennes Secondary Track: | |
| Bushrod wye | 5 |
| C. M. St. P. & P. R. R. Crossing, Bee Hunter | 20 |
| Columbus-Madison Secondary Track: | |
| Bridge 33.51 | 10 |
| Bridge 23.33 | 10 |
| Bridge 23.19 | 10 |
| North Vernon, Walnut Street crossing | 5 |
| Over U. S. 31A—S. R. 46 Highway Crossing, Columbus | 10 |
| Bridge 13.44 | 10 |
| Bridge 0.75 | 10 |
| Shelbyville Secondary Track: | |
| Between Columbus and Mile Post 2 | 15 |
| Crawfordsville Secondary Track: | |
| Otter Creek Jct., between Home Signals | 20* |
| Rockland—Over U.S. Highway 36 | 10 |
| Mile Post 28 | 10 |
| Ames, between Home Signals | 15 |
| Colfax, between Home Signals | 20 |

*Applies to head end of train only.

1157-F1—Continued

SOUTHWEST DIVN.

Miles
per Hour

Danville and Cairo Branches

| | |
|---|-----|
| Highland—Over street crossings not protected with automatic warning signals | 20 |
| Sheff—Entering or leaving south end of yard | 10 |
| Stewart—Over C.&E.I. crossing | 20* |
| Wyton—P.&E. Wye | 10 |
| Westville—Southward trains, between Home Signals | 20* |
| Midland—Between Home Signals (two crossings) | 20* |
| Mt. Carmel—Between Home Signals | 20* |
| Carmi—Interlocking | 20 |
| Midland—Between Home Signals (two crossings) | 15 |
| Tunnel, Mile Post 215 | 15 |

Peoria Secondary Track:

| | |
|--|-----|
| Cairo Jct., between Home Signals | 20* |
| Curves between Cairo Junction and WP | 20 |
| Midland, between Home Signals | 20 |
| Oakland, between Home Signals | 20 |
| Bridge 40.79 north of Oakland | 10 |
| Arcola, between Home Signals | 10* |
| Arthur, between Home Signals | 20* |
| Curve at Hervey City | 20 |
| Curve at Maroa | 15 |
| Kenny, between Home Signals | 20* |
| Atlanta, between Home Signals | 20* |
| First and second curves north of Atlanta | 20 |
| Downing, between Home Signals | 20* |
| Bridge 156.12 north of Mackinaw | 10 |

Allentown Secondary Track:

| | |
|---|-----|
| Farmdale Jct., between Home Signals | 20* |
|---|-----|

*Applies to head end of train only.

1157-G1. Maximum Speeds, unless otherwise restricted.

| Loco. No. | Class | H. P. | Fuel Cap'y. Gal. | Miles per Hour Multiple Light | With Train |
|----------------|-----------|-------|---------------------|-------------------------------------|---------------|
| 712 & 733(C) | EF-15 | 1500 | 1200 | 60 | 65 |
| 721 & 754 | EF-15 | 1500 | 1200 | 60 | 65 |
| 1302 | AF-16 | 1600 | 1200 | 60 | 70 |
| 1482—1866 | EF-15 | 1500 | 1200 | 60 | 65 |
| 2010—2014 | ERS-20 | 2000 | 1800/2600 | 60 | 70 |
| 2021—2044 | AF-20 | 2000 | 1800/2600 | 60 | 70 |
| 2050—2059 | AF-30 | 3000 | 3600 | 60 | 70 |
| 2100—2112 | EF-20 | 2000 | 2350 | 60 | 65 |
| 2189—2249 | EF-22 | 2250 | 2600 | 60 | 70 |
| 2250—2399 | EF-25 | 2500 | 2500 | 60 | 70 |
| 2400—2414 | AF-24 | 2400 | 2400 | 60 | 70 |
| 2415 | AF-24a | 2400 | 2400 | 60 | 70 |
| 2416—2459 | AF-25 | 2500 | 2000/2900 | 60 | 70 |
| 2500—2685 | GF-25 | 2500 | 2650/2900 | 60 | 70 |
| 2822—2823 | GF-28 | 2800 | 2900 | 60 | 70 |
| 2830—2889 | GF-30 | 3000 | 3250 | 60 | 70 |
| 2890—2970 | GF-33 | 3300 | 3250 | 60 | 70 |
| 3000—3274 | EF-30 | 3000 | 3600 | 60 | 70 |
| 3437—3547(C) | EF-15 | 1500 | 1200 | 60 | 65 |
| 3800—3839(C) | EF-17 | 1750 | 1700 | 60 | 65 |
| 4003 | EP-22 | 2250 | 1200 | 60 | 80 |
| 4006—4019 | EP-20 | 2000 | 1200 | 60 | 80 |
| 4020 | EP-22 | 2250 | 1200 | 60 | 80 |
| 4021—4035 | EP-20 | 2000 | 1200 | 60 | 80 |
| 4036—4095 | EP-22 | 2250 | 1200 | 60 | 80 |
| 4104—4111(C) | EP-20 | 2000 | 1200 | 60 | 80 |
| 4153 & 4156(C) | EFP-15 | 1500 | 1200 | 60 | 75 |
| 4201—4244 | EP-20 | 2000 | 1200 | 60 | 80 |
| 4246—4319 | EP-22 | 2250 | 1200 | 60 | 80 |
| 4332—4370 | EFP-15 | 1500 | 1200 | 60 | 75 |
| 5160—5174 | FRS-16S | 1600 | 800/1000 | 60 | 65 |
| 5203—5596 | ARS-16 :s | 1600 | 800/1800 | 60 | 65 |
| 5600—5959 | ERS-15 :s | 1500 | 800/1800 | 60 | 65 |
| 6000—6039 | EF-25a | 2500 | 3000 | 60 | 70 |
| 6040—6104 | EF-30a | 3000 | 4000 | 60 | 70 |
| 6105—6239 | EF-36 | 3600 | 4000 | 60 | 70 |
| 6240—6284 | EF-30a | 3000 | 4000 | 60 | 70 |
| 6300—6314 | AF-27 | 2750 | 4000 | 60 | 70 |
| 6315—6329 | DF-30a | 3000 | 4000 | 60 | 70 |
| 6330—6344 | DF-36 | 3600 | 5000 | 60 | 70 |
| 6500—6519 | GF-25a | 2500 | 3500 | 60 | 70 |
| 6520—6534 | GF-28a | 2800 | 4000 | 60 | 70 |
| 6535—6539 | GF-30a | 3000 | 4000 | 60 | 70 |
| 6540—6563 | GF-33a | 3300 | 4000 | 60 | 70 |
| 6700—6718 | GRS-22 | 2250 | 4000 | 60 | 70 |
| 6800—6805 | ARS-16a | 1600 | 1300 | 60 | 65 |
| 6809 | ARS-24s | 2400 | 1350 | 60 | 75 |
| 6811—6816 | ARS-24 | 2400 | 2000 | 60 | 65 |
| 6855—6879 | ARS-18a | 1800 | 2000 | 60 | 65 |
| 6900—6924 | ERS-17a | 1750 | 2400 | 60 | 65 |
| 6925—6959 | ERS-20a | 2000 | 4000 | 60 | 65 |
| 6966 & 6974 | BRS-16 | 1600 | 1900 | 60 | 60 |
| 6998 & 6999 | ERS-15ax | 1500 | 2400 | — | 55 |
| 7000—7539 | ERS-17 :s | 1750 | 800/1700 | 60 | 65 |
| 7600—7639 | ARS-18 | 1800 | 1800 | 60 | 65 |
| 7640—7644 | ARS-20 | 2000 | 1800 | 60 | 65 |
| 7645—7647 | ARS-18 | 1800 | 1800 | 60 | 65 |
| 7648 | ARS-20 | 2000 | 1800 | 60 | 65 |
| 7649—7674 | ARS-18 :s | 1800 | 1200/1800 | 60 | 65 |
| 7675—7939 | ERS-20 | 2000 | 2600 | 60 | 65 |
| 7950—8044 | BS-10 :m | 1000 | 650 | 45 | 60 |
| 8050—8053 | BRS-10ax | 1000 | 900 | 45 | 60 |
| 8062 & 8063 | LRS-12as | 1200 | 800 | 45 | 60 |
| 8073—8089 | BRS-12sx | 1200 | 900/1900 | 45 | 60 |
| 8094—8199 | BS-12 :m | 1200 | 1200 | — | 60 |
| 8350—8380 | BS-6 | 600 | 650 | — | 45 |
| 8381—8386 | BS-7 | 700 | 650 | — | 45 |
| 8400—8599 | ES-6 :m | 600 | 600/900 | 45 | 45 |

(Continued on next page)

1157-G1—Continued

| Loco. No. | Class | H. P. | Fuel Cap'y. Gal. | Miles per Hour Multiple Light | With Train |
|-----------|---------------|-------|---------------------|-------------------------------------|---------------|
| 8600—8627 | ES-8 | 800 | 600 | — | 45 |
| 8628—8646 | ES-9 | 900 | 900 | — | 45 |
| 8648—8834 | ES-10 ;m | 1000 | 1000 | 45 | 60 |
| 8835—9199 | ES-12 ;m | 1200 | 600/930 | 45 | 60 |
| 9200—9227 | ES-15 m | 1500 | 1500 | 45 | 60 |
| 9310—9499 | AS-6 ;m | 600 | 650 | 45 | 60 |
| 9500—9509 | ES-15 ;m | 1500 | 1100 | 45 | 45 |
| 9600—9842 | AS-10 ;m | 1000 | 635 | 45 | 60 |
| 9844—9849 | AS-10a | 1000 | 635 | — | 60 |
| 9850—9859 | AS-10 | 1000 | 635 | — | 60 |
| 9901—9946 | ARS-10 ;s ;sx | 1000 | 800/1600 | — | 60 |

(C) — B Units

| | |
|------------------------|----|
| Rail Motor Car or Cars | 65 |
| Rail Detector Cars | 50 |

Single Units — Light:

| | |
|---------------------------------|----|
| All classes except EP-20, EP-22 | 30 |
| EP-20, EP-22 | 50 |

Note—Diesel unit type designations:

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

- "P" — Passenger.
- "F" — Freight.
- "FP" — Freight-Passenger.
- "RS" — Road-Switcher.
- "S" — Yard-Switcher.

Numerals indicate engine horsepower in nearest hundreds.

Small letters indicate:

- a — Changed in original design
- m — Multiple unit equipped
- s — Steam generator equipped
- x — Not equipped with multiple unit control (Road Switcher)

Miles
per Hour

1157-G2. Diesel engines when operated from rear unit or other than leading end for direction of movement

30

SECONDARY TRACKS, RUNNING TRACKS AND SIDINGS

1157-H1. Maximum speeds, unless otherwise specified.

CINCINNATI DIVISION

| Track | Between | And | Miles per Hour |
|-----------------|---------------|-----------------|----------------------|
| No. 3 and No. 4 | Glen | Newman | 15 |
| Springfield | Goes | Springfield | 15 |
| Lebanon | Lebanon | MP 36.5 | 15 |
| Middletown | Mile Post 7 | Middletown Jct. | 15 |
| Eastward | Bradford | East Bradford | 15 |
| Westward | East Bradford | Bradford | 15 |
| Undercliff | Rendcomb Jct. | Cliff (No. 2) | 15 |
| Undercliff | Cliff | Oasis | 30 |
| Undercliff | Cliff | Oasis | 15* |
| Ridgeville | Ridgeville | End of Block | 30 |
| Oklahoma | | | |
| Running Track | Woods | Oklahoma Track | 15 |
| | Oklahoma | Storrs Jct. | 15 |
| Mechanicsburg | Springfield | | |
| Running Trk | Yard | Mechanicsburg | 10 |
| Newman | Newman | Winchester | 30 |
| Blue Ash | MP 39.5 | Avondale | 15 |

*For movements against assigned direction of traffic.

COLUMBUS DIVISION

| Track | Between | And | Miles per Hour |
|-------------------------------|-------------------------------|-------------------|----------------------|
| Trinway | RY | End of Block | 30 |
| Zanesville | Mile Post 14.1 | Mile Post 16.5 | 15 |
| Zanesville | End of Block | New Lexington | 30 |
| Fultonham | Zanesville Secondary Track | Fultonham | 15 |
| Morrow | Bremen | Circleville | 30 |
| Morrow | Circleville | Morrow | 20 |
| No. 1 and No. 2 | Fourth Street | Olentangy | 15 |
| Mt. Vernon | Pennor Crossing | MP 54.6 | 30 |
| Eastward Yard Lead, Gallon | Mile Post 80 | Mile Post 79 | 15 |
| Siding Dunbridge | | | 10 |
| Storage Track, Ridgeway | | | 5 |
| Control Siding, Ridgeway | CP-78 | Ridgeway | 30 |
| South Columbus | Industrial Lead | | 5 |
| Delaware | Delaware | Ostrander | 15 |
| Vanlue | Carey | Vanlue | 15 |
| Crooksville | Fultonham | Crooksville | 10 |
| St. Marys | Bellefontaine | St. Marys | 15 |
| Howard | Howard | Millwood Sand Co. | 10 |
| Swiss | Gauley Bridge | Swiss | 10 |
| East Columbus | Truro | Woodland Ave. | 10 |
| Sandusky | Clyde | Eastern Br. Conn. | 10 |
| Thurston | Berwick | Thurston | 30 |
| Hitop | Blue Creek | MP 27 | 10 |
| Hitop | MP 27 | Hitop | 20 |
| Camp Chase | Miami Xng | MP 147.2 | 15 |
| Camp Chase | MP 147.2 | MP 148 | 10 |
| Camp Chase | MP 148 | MP 162 | 15 |
| Camp Chase | MP 162 | London | 10 |

SOUTHWEST DIVISION

1157-H1—Continued

| Track | Between | And | Miles per Hour |
|---------------------------|-------------------------------|--------------------|----------------|
| Muncie Yard Running Track | Vance | Matthews | 10 |
| Morgan Connection Track | Morgan | DT&I Ry. | 10 |
| Old Main | Sidney | Spafford | 20 |
| East Lead, So. Anderson | Entire length | | 5 |
| A | Thorne | Kitley Ave | 20 |
| B | Thorne | Kitley Ave | 20 |
| O track | Kraft | Davis | 10 |
| South St. | Palmer St. | I. U. Ry. | 15 |
| Controlled sidings: | | | |
| Greensburg | MP 60.2 | MP 62.9 | 30 |
| | MP 62.9 | MP 63.1 | 10 |
| | MP 63.1 | MP 64.2 | 30 |
| Vine | CP 77 | Vine | 10 |
| Yard Running Track | CP-17 | CP-22 | 20 |
| Columbus-Madison | Madison | North Madison | 8 |
| Secondary | North Madison | Jeff | 20 |
| | Jeff | Columbus | 30 |
| Shelbyville | Columbus | MP 9 | 30 |
| Secondary | MP 9 | MP 10 | 10 |
| | MP 10 | MP 17 | 30 |
| | MP 17 | MP 18 | 10 |
| | MP 18 | MP 23 | 30 |
| | MP 23 | MP 24 | 15 |
| | MP 24 | MP 38 | 20 |
| | MP 38 | MP 39 | 10 |
| | MP 39 | MP 44 | 20 |
| Siding, Kent | Main Track Switches | | 5 |
| Anderson-Greensburg | S. Anderson | Greensburg | 30 |
| Westport | | | |
| Secondary | Craig | Westport | 30 |
| Petersburg | Kraft | MP 4 | 10 |
| Secondary | MP 4 | Minich | 30 |
| | Minich | South Rincon | 10 |
| | South Rincon | MP 46 | 30 |
| | MP 46 | MP 49.5 | 10 |
| | MP 49.5 | MP 55 | 30 |
| | MP 55 | MP 59 | 10 |
| | MP 59 | MP 80 | 30 |
| | MP 80 | Ashby | 10 |
| | Ashby | Straight Line Jct. | 30 |
| Clay City | Riley | MP 39.5 | 30 |
| Secondary | MP-39.5 | Worthington Jct. | 15 |
| | Clay City Interlocking Limits | | 20 |
| A. W. & W. | | | |
| Secondary | Gray Jct. | A. W. & W. | 20 |
| Lynnville | | | |
| Secondary | Buckskin | Shawnee | 20 |
| | Shawnee | MP 3 | 10 |
| | MP 3 | Lynnville | 20 |
| Duff Running Track | Duff | Washington | 10 |
| North Wye | Oak | AW&W Secondary | 10 |
| Ditney Hill Mine Lead | Entire length | | 20 |
| Vincennes | Rincon Jct. | MP 97 | 30 |
| Secondary | MP 97 | Vincennes | 20 |

1157-H1—Continued

SOUTHWEST DIVISION—(Continued)

| Track | Between | And | Miles per Hour |
|--|---------------------------|---|----------------|
| Controlled sidings: | | | |
| Knightsville | Knightsville | Brazil | 30 |
| Sanford | CP-76 | MP-78 | 10 |
| | MP-78 | CP-79 | 20 |
| Pana | Pana | CP-169 | 30 |
| Ohlman | CP-174 | CP-177 | 30 |
| Hillsboro | CP-191 | CP-196 | 30 |
| Joan | CP-209 | CP-211 | 30 |
| Gard | CP-225 | CP-227 | 30 |
| Exermtont | Exermtont | HN | 30 |
| Quarry Lead, Greencastle | Entire length | | 5 |
| Siding, Dudley | Main track switches | | 10 |
| Hillsboro | | | |
| Running Track | Hillsboro | Litchfield | 15 |
| | MP 202.7 | MP 203 | 5 |
| Eastward siding, Knightsville | Knightsville | Brazil | 5 |
| No. 42 Running Track | Prairie | Second Street | 15 |
| Eastward Siding, Casey | West Casey | Casey | 5 |
| No. 20 Running Track | Rose Lake | Eads | 15 |
| No. 30 Running Track | HN, Westward Dwarf Signal | Crossover from No. 1 Yard track to No. 2 Yard track | 15 |
| Hartsdale | | | |
| Lead and delivery Tracks east of crossover | Entire length | | 5 |
| Schneider, Northwest | | | |
| Wye Track | Entire length | | 5 |
| Danville Running Track | Wyton | Lyons | 15 |
| Hutsonville, C.I.P.S. Track | Entire length | | 10 |
| North and South sidings, Lawrenceville | Main track switches | | 5 |
| Evansville | | | |
| Secondary Track | EM&N Jct. | Harwood | 20 |
| Harwood | | | |
| Running Track | Harwood | 8th Ave. | 15 |
| Siding, Crossville | Main track switches | | 5 |
| Siding, Carmi | Main track switches | | 5 |
| Saline Valley Lead | Harrisburg | Bluebird Ramp | 15 |
| Will Scarlett | | | |
| Mine Lead | Entire length | | 20 |
| Delta Mine Lead | Entire length | | 20 |
| Olmstead, Star | | | |
| Enterprise Track | Entire length | | 5 |
| Crawfordsville | Otter Creek Jct. | Frank | 30 |
| | MP 15.9 | MP 16.5 | 5 |
| Peoria | Farrington | MP 20 | 20 |
| | MP 20 | Hervey City | 30 |
| | Maroa | Mackinaw | 25 |
| | Mackinaw | Allentown | 20 |
| Allentown | Allentown | Farmdale Jct. | 20 |

ENGINE AND SPECIAL LOAD RESTRICTIONS

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

NOTE—Letters and figures indicate:

- X—Prohibited.
- A—Backward movement prohibited.
- D—Operation of engines coupled prohibited.
- E—Restricted account light rail.
- M—Prohibited beyond markers.
- O—Prohibited except in detour or emergency service.
- T—Prohibited on trestle.

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

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

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

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

CINCINNATI DIVISION

| | | CLASS OF ENGINES | | | | | | SPECIAL LOADS | | | | |
|---|--------|---|---|---|---|---|---|---------------|---|---|---|--|
| | COLUMN | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J | |
| LOCATION | | BSK, BS7, BS7M, ES8, ES6M, AS6, AS6M, AS10A, GS4 EF20, EF25, AF24, AF24A, FRS16S, ARS14, ARS20, BS10, BS10M, BRS10SX, LRS12AR, BRS12, BRS12S, BRS12SX, BS12, BS12M, FS10, ES8, ES9, ES10, ES10M, ES12, ES12M, ES15M, AS10, AS10M, ARS10, ARS10S, ARS10SX EF15, EF15A, AF20, EF22, AF28, GF28, GF28, GF30, EF30, EF30, EF30, EF30, EF30, EF30, ARS10, ARS10S, ERS10, ERS10S, ERS17, ERS17S, ARS18S, ERS20, FS12M, FS12 EP20, EP22, ARS24, ARS18A, BRS16 AF16, GF28, EF24A, EF30A, EF30, AF27, AF30A, AF34, GF25A, GF28A, GF30A, GF33A, FRS24, ARS16A, ARS24S, ERS17A, ERS16AX, GRS22, ERS20A EP17E, EP18E GF33, AF36 | | | | | | | | | | |
| MAIN LINE COLUMBUS TO INDIANAPOLIS NOTE 2 | | | | | | | | | | | | |
| WEST JEFFERSON: | | | | | | | | | | | | |
| Canning Track..... | | | | | | | X | X | X | X | X | |
| Elevator Track..... | | | | | | | M | M | M | M | M | |
| LONDON: | | | | | | | | | | | | |
| Steel Co. of Ohio..... | | | | | | | | | | | | |
| McCord Corp. Spearmaker Track..... | | | | | | | X | X | X | X | X | |
| Elevator Track..... | | | | | | | | | | | | |
| The Williams Co..... | | | | | | | | | | | | |

CINCINNATI DIVISION

1160-A1 Cont'd.

| COLUMN | CLASS OF ENGINES | | | | | | SPECIAL LOADS | | | |
|---|------------------|---|---|---|----|----|---------------|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J |
| SOUTH CHARLESTON: | | | | | | | | | | |
| Vulcan Corp. | | | | | | | X | X | X | X |
| North Transfer Track | | | | | | | | | | |
| CEDARVILLE: | | | | | | | | | | |
| House Track at Main St. | | | | | M | M | M | M | M | M |
| Paper Mill | | | | | | X | X | X | X | X |
| KEENIA: | | | | | | | | | | |
| Hooven & Allison Co. | | | | | | X | X | X | X | X |
| Independent Paper Co. | | | | | | | | | | |
| Smith Coal Co. | | | | | | | | | | |
| Wilson Engineering Co. | | | | | | | | | | |
| Wye Track | | | | | | | X | X | X | X |
| Heavy Track | | | | | | | X | X | X | X |
| McVamee Coal Co. | | | | | | | | | | |
| Connections from Dayton Main to Springfield Branch | | | | | | X | | | | |
| BRIDGE 4.82: | | | | | | | | | | |
| East of Alpha | | | | | 50 | | 50 | 50 | 40 | 30 |
| BRIDGE 10.23: | | | | | | | | | | |
| East of Clement | | | | | 50 | | 50 | 50 | 50 | 40 |
| BRIDGE 13.75: | | | | | | | | | | |
| East of Dutoit Street | | | | | 50 | 30 | 30 | 30 | 30 | 20 |
| NOTE 1 | | | | | | | | | | |
| SPRINGFIELD: | | | | | | | | | | |
| D.T.&I. Transfer | | | | | | | | | | |
| Ross Tracks | | | | | | | | | | |
| International Harvester | | | | X | X | X | X | X | X | X |
| Steel Products | | | | | | | | | | |
| Duplex Mill | | | | | | | | | | |
| Hopkins Mfg. (in building) | | | | X | X | X | X | X | X | X |
| Back Creek Bridge (City Track) | | | | X | X | X | X | X | X | X |
| C&E Tracks (curves) | X | X | X | X | X | X | X | X | X | X |
| NOTE 2 | | | | | | | | | | |
| DAYTON: | | | | | | | | | | |
| Kantz-Johnson Lbr. Co. | | | | | | | X | X | X | X |
| Dyna Corp. | | | | | | | X | X | X | X |
| Engine Storage | | | | | | | X | X | X | X |
| Advance Foundry Co. | | | | | | | X | X | X | X |
| Mega City | | | | | | | X | X | X | X |
| Fenton Foundry | | | | | | | X | X | X | X |
| Dayton Scale | | | | | | | X | X | X | X |
| Mega City No. 39 Track | | | | | | | X | X | X | X |
| Hewitt Bros. Co. | | | | | | | X | X | X | X |
| P. Kelly | | | | | | | X | X | X | X |
| Virginia Coal & Coke Co. | | | | | | | X | X | X | X |
| Gen. Behm & Son Co. | | | | | | | X | X | X | X |
| May & Co. | | | | | | | X | X | X | X |
| Team Tracks, Wayne Ave. | | | | | | | X | X | X | X |
| Dayton Warehouse | | | | | | | X | X | X | X |
| Industrial Chemical Co. | | | | | | | X | X | X | X |
| Burkett Closed Body Co. | | | | | | | X | X | X | X |
| Lewis & Michael | | | | | | | X | X | X | X |
| Dicks-Pontius Co. | | | | | | | X | X | X | X |
| Lebanon Track Connection to D.U. Ry. | | | | | | | X | X | X | X |
| Pennsylvania Coal & Iron Co. at Dale Ave. | | | | | | | X | X | X | X |
| Dayton Power & Light Co. (Longworth St. Steam Plant) South Track | | | | | | | X | X | X | X |
| All other Industrial Tracks between Dayton Union Ry. and Water Station, Wolf Creek | | | | | | | X | X | X | X |
| BROOKVILLE: | | | | | | | | | | |
| Weaver Track | | | | | | | X | X | X | X |
| Clarence Hubler Coal & Lumber Co. | T | T | T | T | T | T | T | T | T | T |
| WEST MANCHESTER: | | | | | | | | | | |
| C.N. R.R. Connection | | | | | | | X | | | |
| RICHMOND: | | | | | | | | | | |
| YARD D: | | | | | | | | | | |
| Tracks 12 and 13 | | | | | | | X | X | X | X |
| YARD F: | | | | | | | | | | |
| Tracks 6, 9 and 10 | | | | | | | X | X | X | X |
| West End Track 11 | | | | | | | X | X | X | X |
| YARD E: | | | | | | | | | | |
| All Tracks | | | | | | | X | X | X | X |
| Richmond Hump | | | | | | | X | | | |
| ENGINEHOUSE: | | | | | | | | | | |
| Sand House, all Tracks | | | | | | | X | X | X | X |
| Circle Track | | | | | | | X | X | X | X |
| Oil House Track | | | | | | | X | X | X | X |
| WEST OF 19TH STREET: | | | | | | | | | | |
| Kemper Bros., 15th Street | | | | | | | X | X | X | X |
| Riverdale Track | | | | | | | X | X | X | X |
| 12th Street Yard, all Tracks | | | | | | | X | X | X | X |
| F.N. Lawnmower | | | | | | | X | X | X | X |
| Post Office Track | | | | | | | X | X | X | X |
| Wayne Lumber Co. | | | | | | | X | X | X | X |
| Mather Bros. Coal Co. | | | | | | | X | X | X | X |
| McGuire Lawnmower | | | | | | | X | X | X | X |
| Vortex | | | | | | | X | X | X | X |

CINCINNATI DIVISION

| 1160-A1 Cont'd. | CLASS OF ENGINES | | | | | | SPECIAL LOADS | | | |
|-----------------|------------------|---|---|---|---|---|---------------|---|---|---|
| | COLUMN | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I |

RICHMOND:—(Cont.)

| | | | | | | | | | | | |
|----------------------------|--|--|--|--|---|---|---|---|---|---|---|
| Hole Track | | | | | X | X | X | X | X | X | X |
| Ralston Tracks, all Tracks | | | | | X | X | X | X | X | X | X |
| Miller Bros. | | | | | X | X | | | | | |
| C.&O. Connection | | | | | X | X | | | | | |
| Davis Track | | | | | | | | | | | |
| Richmond Whse. | | | | | | | | | | | |
| 13th, 14th, 15th Streets | | | | | | | | | | | |
| Palladium Track | | | | | X | X | X | X | X | X | X |

EAST HAVEN:

| | | | | | | | | | | | |
|--|--|--|--|--|---|---|---|---|---|---|---|
| Hospital Track beyond 400 feet from derail | | | | | | | | | | | |
| E. G. Hill Track | | | | | X | X | X | X | X | X | X |
| Joe Hill Track | | | | | | | | | | | |
| Johns-Manville Tracks A, B, and D | | | | | | | | | | | |

MILE POST 124 (East of):

| | | | | | | | | | | | |
|-------------------------|--|--|--|--|---|---|---|---|---|---|---|
| National Automatic Tool | | | | | X | X | X | X | X | X | X |
|-------------------------|--|--|--|--|---|---|---|---|---|---|---|

CENTERVILLE:

| | | | | | | | | | | | |
|--------------------------|--|--|--|--|---|---|---|---|---|---|---|
| Elevator Track | | | | | X | X | X | X | X | X | X |
| Station Track | | | | | | | | | | | |
| Wayne County Farm Bureau | | | | | | | | | | | |

CAMBRIDGE CITY:

| | | | | | | | | | | | |
|-------------------------------|--|--|--|--|---|---|---|---|---|---|---|
| Casket Company | | | | | | | | | | | |
| Light Plant | | | | | | | | | | | |
| Berth Foundry | | | | | X | X | X | X | X | X | X |
| Runaround Track—Mile Post 136 | | | | | | | | | | | |
| Mal-Gra & Paul | | | | | | | | | | | |
| Yard Tracks Nos. 3 and 5 | | | | | | | | | | | |
| American Casket Company | | | | | | | | | | | |

STRAUGHN:

| | | | | | | | | | | | |
|------------------------------|--|--|--|--|---|---|---|---|---|---|---|
| Canning Factory | | | | | X | X | X | X | X | X | X |
| Elevator—North & South Sides | | | | | X | X | X | X | X | X | X |

LEWISVILLE:

| | | | | | | | | | | | |
|----------------|--|--|--|--|---|---|---|---|---|---|---|
| Elevator Track | | | | | X | X | X | X | X | X | X |
|----------------|--|--|--|--|---|---|---|---|---|---|---|

DUNREITH:

| | | | | | | | | | | | |
|--|--|--|--|--|---|---|---|---|---|---|---|
| Freight House Track, beyond 500 feet of derail | | | | | X | X | X | X | X | X | X |
|--|--|--|--|--|---|---|---|---|---|---|---|

KNIGHTSTOWN:

| | | | | | | | | | | | |
|-------------------|--|--|--|--|---|---|---|---|---|---|---|
| House Track | | | | | X | X | X | X | X | X | X |
| Cook Coal Company | | | | | | | | | | | |

CHARLOTTESVILLE:

| | | | | | | | | | | | |
|--------------------------------------|--|--|--|--|---|---|---|---|---|---|---|
| Elevator Track, beyond road crossing | | | | | X | X | X | X | X | X | X |
| Tuloma Gas | | | | | X | X | X | X | X | X | X |

GREENFIELD:

| | | | | | | | | | | | |
|----------------------------|--|--|--|--|---|---|---|---|---|---|---|
| Virginia Sweet Foods | | | | | | | | | | | |
| Newa Mill | | | | | | | | | | | |
| Conklin Lbr. Co., No. side | | | | | | | | | | | |
| Stock Pen | | | | | | | | | | | |
| New Yard Track | | | | | | | | | | | |
| Black and Gordon | | | | | X | X | X | X | X | X | X |
| Oil Track | | | | | | | | | | | |
| Conklin Lbr. Co., So. side | | | | | | | | | | | |
| Farm Bureau | | | | | | | | | | | |
| Greenfield Ice and Fuel | | | | | | | | | | | |
| Broadway Lbr. Co. | | | | | | | | | | | |

GEM:

| | | | | | | | | | | | |
|----------------|--|--|--|--|---|---|---|---|---|---|---|
| Elevator Track | | | | | X | X | X | X | X | X | X |
|----------------|--|--|--|--|---|---|---|---|---|---|---|

CUMBERLAND:

| | | | | | | | | | | | |
|----------------|--|--|--|--|---|---|---|---|---|---|---|
| Onion Track | | | | | X | X | X | X | X | X | X |
| Straight Track | | | | | X | X | X | X | X | X | X |

MAIN LINE
COLUMBUS TO CHICAGO AND
BRADFORD TO NEW PARIS
NOTE 2

| | | | | | | | | | | | |
|--------------------------------|--|--|--|--|---|---|---|---|---|---|---|
| PLAIN CITY: | | | | | X | X | X | X | X | X | X |
| Team Tracks Nos. 3, 4, 5, 6, 7 | | | | | X | X | X | X | X | X | X |
| Mile Post 24—Custom Farm | | | | | | | | | | | |

MILFORD CENTRE:

| | | | | | | | | | | | |
|------------------|--|--|--|--|---|---|---|---|---|---|---|
| Crampton Cannery | | | | | X | X | X | X | X | X | X |
| Ohio Grain | | | | | X | X | X | X | X | X | X |

URBANA:

| | | | | | | | | | | | |
|---|--|--|--|--|--|--|--|---|---|---|---|
| Freight House Track and Lead from No. 1 | | | | | | | | | | | |
| Station Track | | | | | | | | X | X | X | X |
| Ash Pit Track | | | | | | | | X | X | X | X |
| Howard Paper Co. | | | | | | | | X | X | X | X |
| American Aggregates Co. | | | | | | | | X | X | X | X |
| Transfer Track, American Aggregates, | | | | | | | | X | X | X | X |
| to PC | | | | | | | | | | | |
| W. B. Marvin Mfg. | | | | | | | | X | X | X | X |
| W. H. Marvin | | | | | | | | X | X | X | X |
| Wilson Track | | | | | | | | | | | |
| No. 3 Track | | | | | | | | | | | |

CINCINNATI DIVISION

1160-A1 Cont'd.

| COLUMN | CLASS OF ENGINES | | | | | | SPECIAL LOADS | | | |
|--------|------------------|---|---|---|---|---|---------------|---|---|---|
| | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J |

ST. PARIS:

| | | | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|--|--|
| D.T.&I. Interchange Track beyond clearance | | | | | | | | | | | |
| point between tracks at south end | | | | | | | | | | | |
| Green Belt | | | | | | | | | | | |

CONOVER:

| | | | | | | | | | | | |
|-------------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| Crossover leading to Elevator Track | | | | | | | | | | | |
|-------------------------------------|--|--|--|--|--|--|--|--|--|--|--|

PIQUA:

| | | | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|--|--|
| Crossover between tracks in Sycamore St. | | | | | | | | | | | |
| east of Wayne St. | | | | | | | | | | | |
| Malt Track | | | | | | | | | | | |
| Roosevelt Avenue switch to South Yard | | | | | | | | | | | |
| Coal and Iron Track | | | | | | | | | | | |
| Spiker Track | | | | | | | | | | | |
| Inland Homes Corp. | | | | | | | | | | | |
| North Yard Lead | | | | | | | | | | | |
| F. S. Royster Guano Co. | | | | | | | | | | | |
| Horn Track | | | | | | | | | | | |

BRADFORD:

| | | | | | | | | | | | |
|---------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| East end Yard C, Tracks 5 and 6 | | | | | | | | | | | |
| West end Yard C, all Tracks | | | | | | | | | | | |
| Lumber Track | | | | | | | | | | | |

GREENVILLE:

| | | | | | | | | | | | |
|-----------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| Inland Steel Container Co. | | | | | | | | | | | |
| Conks Track | | | | | | | | | | | |
| Heading Track | | | | | | | | | | | |
| American Aggregates | | | | | | | | | | | |
| NOTE—Cars over 40 feet in length, | | | | | | | | | | | |
| coupled, restricted. | | | | | | | | | | | |

NEW MADISON:

| | | | | | | | | | | | |
|-----------------|--|--|--|--|--|--|--|--|--|--|--|
| Bowers Coal Co. | | | | | | | | | | | |
|-----------------|--|--|--|--|--|--|--|--|--|--|--|

BRIDGE 113.38:

| | | | | | | | | | | | |
|-------------------|--|--|--|--|--|--|--|--|--|--|--|
| East of New Paris | | | | | | | | | | | |
|-------------------|--|--|--|--|--|--|--|--|--|--|--|

C & X BRANCH

NOTE 2

SPRING VALLEY:

| | | | | | | | | | | | |
|-----------------------|--|--|--|--|--|--|--|--|--|--|--|
| Canning Factory track | | | | | | | | | | | |
| Coal track | | | | | | | | | | | |

WAYNESVILLE:

| | | | | | | | | | | | |
|----------------|--|--|--|--|--|--|--|--|--|--|--|
| Elevator track | | | | | | | | | | | |
|----------------|--|--|--|--|--|--|--|--|--|--|--|

MORROW:

| | | | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|--|--|
| Bridge 82.95 | | | | | | | | | | | |
| Van Camps Storage tracks 1 and 2, sand tipple to | | | | | | | | | | | |
| scale, Barrett track, mixer to west end of track | | | | | | | | | | | |

MIDDLETOWN JCT.:

| | | | | | | | | | | | |
|---|--|--|--|--|--|--|--|--|--|--|--|
| Turnout from west end of No. 3 track to | | | | | | | | | | | |
| No. 4 track at Bridge 13.95 | | | | | | | | | | | |

OVELAND:

| | | | | | | | | | | | |
|-------------|--|--|--|--|--|--|--|--|--|--|--|
| Hill track | | | | | | | | | | | |
| B.&O. Conn. | | | | | | | | | | | |

VALLEY TO NORWOOD:

| | | | | | | | | | | | |
|--------------------------------|--|--|--|--|--|--|--|--|--|--|--|
| All team and industrial tracks | | | | | | | | | | | |
|--------------------------------|--|--|--|--|--|--|--|--|--|--|--|

MIDDLETOWN SECONDARY TRACK

NOTE 2

| | | | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|--|--|
| Between Middletown and Middletown Jct. | | | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|--|--|

BRIDGES 9.05, 9.79 AND 10.03:

| | | | | | | | | | | | |
|-----------------|--|--|--|--|--|--|--|--|--|--|--|
| East of Hageman | | | | | | | | | | | |
|-----------------|--|--|--|--|--|--|--|--|--|--|--|

BRIDGE 13.95:

| | | | | | | | | | | | |
|---|--|--|--|--|--|--|--|--|--|--|--|
| Middletown Jct. | | | | | | | | | | | |
| Engine must not make coupling on bridge | | | | | | | | | | | |

MIDDLETOWN INDUSTRIAL TRACK

| | | | | | | | | | | | |
|------------------------|--|--|--|--|--|--|--|--|--|--|--|
| BRIDGES 3.28 AND 4.77: | | | | | | | | | | | |
|------------------------|--|--|--|--|--|--|--|--|--|--|--|

| | | | | | | | | | | | |
|----------------|--|--|--|--|--|--|--|--|--|--|--|
| West of Monroe | | | | | | | | | | | |
|----------------|--|--|--|--|--|--|--|--|--|--|--|

RICHMOND BRANCH

NOTE 2

NORWOOD HEIGHTS:

| | | | | | | | | | | | |
|--|--|--|--|--|--|--|--|--|--|--|--|
| All team and industrial tracks between | | | | | | | | | | | |
| Mile Post 11 and 14 | | | | | | | | | | | |

READING:

| | | | | | | | | | | | |
|---|--|--|--|--|--|--|--|--|--|--|--|
| All station and industrial tracks between | | | | | | | | | | | |
| Mile Post 14 and 20 | | | | | | | | | | | |
| Co-operative Mill over Track Scales | | | | | | | | | | | |

(Sou. Regn. G.O. No. 512, eff. 7-1-72)

(Detach and paste over bottom of page 157)

CINCINNATI DIVISION

| CINCINNATI | | | | | | | | | | | CINCINNATI | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1160-A1 Cont'd. | | | | | | | | | | | 1160-A1 Cont'd. | | | | | | | | | | |
| CLASS OF ENGINES | | | | | | | | | | | CLASS OF ENGINES | | | | | | | | | | |
| SPECIAL LOADS | | | | | | | | | | | SPECIAL LOADS | | | | | | | | | | |
| COLUMN | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J | COLUMN | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J |
| HAMILTON: | | | | | | | | | | | UNDERCLIFF SECONDARY TRACK | | | | | | | | | | |
| Connection B.&O. R.R. | | | | | | | | | | | NOTE 2 | | | | | | | | | | |
| Hamilton Foundry | | | | | | | | | | | White Villa | | | | | | | | | | |
| Mosley Safe | | | | | | | | | | | X X X X X X X | | | | | | | | | | |
| Wright-Bennett | | | | | | | | | | | | | | | | | | | | | |
| SEVEN MILE: | | | | | | | | | | | LEBANON AND BLUE ASH | | | | | | | | | | |
| Elevator track | | | | | | | | | | | SECONDARY TRACK: | | | | | | | | | | |
| | | | | | | | | | | | NOTE 2 and 13 | | | | | | | | | | |
| CAMDEN: | | | | | | | | | | | Eggleston Ave. tracks—All Industries | | | | | | | | | | |
| House and Team tracks | | | | | | | | | | | Between end of secondary track and McCullough | | | | | | | | | | |
| | | | | | | | | | | | Between McCullough and East Norwood | | | | | | | | | | |
| EATON: | | | | | | | | | | | Between East Norwood and Cincinnati (Court St.) | | | | | | | | | | |
| Glick & Eastman tracks | | | | | | | | | | | Front St. & Conn. | | | | | | | | | | |
| | | | | | | | | | | | Smith St.—All Industries | | | | | | | | | | |
| MILE POST 88 (West of): | | | | | | | | | | | Water St. Conn.—All Industries | | | | | | | | | | |
| Wayne County Farm Bureau | | | | | | | | | | | | | | | | | | | | | |
| HAGERSTOWN: | | | | | | | | | | | LEBANON: | | | | | | | | | | |
| Elevator track | | | | | | | | | | | East End Coal Co. trestle | | | | | | | | | | |
| | | | | | | | | | | | Lewis & Drake Co. trestle | | | | | | | | | | |
| NEW CASTLE: | | | | | | | | | | | BRIDGE 26.83: | | | | | | | | | | |
| Farm Bureau track | | | | | | | | | | | West of Lebanon | | | | | | | | | | |
| Big 4 Wye | | | | | | | | | | | 15 15 15 X 10 X X X | | | | | | | | | | |
| BRIDGE 102.64: | | | | | | | | | | | BRIDGES 35.26 AND 41.61: | | | | | | | | | | |
| | | | | | | | | | | | West of Mason | | | | | | | | | | |
| BRIDGE 103.55: | | | | | | | | | | | Between Mile Post 49 and Lebanon | | | | | | | | | | |
| | | | | | | | | | | | X 10 X X X | | | | | | | | | | |
| HONEY CREEK: | | | | | | | | | | | SPRINGFIELD SECONDARY TRACK | | | | | | | | | | |
| Elevator track | | | | | | | | | | | NOTE 2 and 13 | | | | | | | | | | |
| | | | | | | | | | | | BRIDGE 8.37: | | | | | | | | | | |
| MIDDLETOWN (IND.): | | | | | | | | | | | East of Xenia | | | | | | | | | | |
| Station track | | | | | | | | | | | 20 20 20 20 X X X | | | | | | | | | | |
| ANDERSON: | | | | | | | | | | | YELLOW SPRINGS: | | | | | | | | | | |
| West leg Wye | | | | | | | | | | | Coal tipple | | | | | | | | | | |
| East leg Wye | | | | | | | | | | | T T T T T X X X X X | | | | | | | | | | |
| FRANKTON: | | | | | | | | | | | H. L. Hackett Co. | | | | | | | | | | |
| Canning Factory track | | | | | | | | | | | Dewine Milling Co. | | | | | | | | | | |
| | | | | | | | | | | | Morris Bean and Co. | | | | | | | | | | |
| BRIDGE 136.88: | | | | | | | | | | | BRIDGE 10.29: | | | | | | | | | | |
| East of Elwood | | | | | | | | | | | East of Yellow Springs | | | | | | | | | | |
| | | | | | | | | | | | 10 10 10 10 X X X | | | | | | | | | | |
| ELWOOD: | | | | | | | | | | | EMERY CHAPEL: | | | | | | | | | | |
| Heffner track and west end of House track, | | | | | | | | | | | Wickes Lumber Co. | | | | | | | | | | |
| Fraxier tracks, Pittsburgh Plate Glass Co. | | | | | | | | | | | Miller Coal and Feed Co. | | | | | | | | | | |
| No. 2, 3, and 4 tracks | | | | | | | | | | | X X X X X | | | | | | | | | | |
| Indiana Box, Sellers loading and platform tracks, | | | | | | | | | | | SPRINGFIELD: | | | | | | | | | | |
| Monticello Shovel Co. and Pittsburgh Plate | | | | | | | | | | | Intag track | | | | | | | | | | |
| Glass Co. track 1 | | | | | | | | | | | Wagner Pole track | | | | | | | | | | |
| Home Ice | | | | | | | | | | | Wagner track | | | | | | | | | | |
| | | | | | | | | | | | Fulmer track | | | | | | | | | | |
| BRIDGE 158.28: | | | | | | | | | | | Carson track | | | | | | | | | | |
| East of Kokomo | | | | | | | | | | | All other Industrial tracks | | | | | | | | | | |
| | | | | | | | | | | | Allen Tool Co. | | | | | | | | | | |
| KOKOMO: | | | | | | | | | | | Pure Oil Co. | | | | | | | | | | |
| Pittsburgh Plate Glass Co. track | | | | | | | | | | | McKenzie Lumber Co. | | | | | | | | | | |
| Over Scales in Scale track | | | | | | | | | | | Hackett track | | | | | | | | | | |
| | | | | | | | | | | | Shuey track | | | | | | | | | | |
| WALTON: | | | | | | | | | | | Tuttle Elevator track | | | | | | | | | | |
| North & South Elevator and Lumber tracks | | | | | | | | | | | | | | | | | | | | | |
| FORT WAYNE BRANCH | | | | | | | | | | | CLEMENT-HEMPSTEAD: | | | | | | | | | | |
| BRIDGE 8.10: | | | | | | | | | | | NOTE 2 and 13 | | | | | | | | | | |
| East of Fountain City | | | | | | | | | | | Industrial track | | | | | | | | | | |
| | | | | | | | | | | | X | | | | | | | | | | |
| WINCHESTER: | | | | | | | | | | | DAYTON-LYTLE: | | | | | | | | | | |
| Old Wye tracks | | | | | | | | | | | NOTE 2 and 13 | | | | | | | | | | |
| Interchange tracks | | | | | | | | | | | Industrial track | | | | | | | | | | |
| 150 ft. west of Big 4 Conn. | | | | | | | | | | | X | | | | | | | | | | |
| RIDGEVILLE SECONDARY TRACK: | | | | | | | | | | | MAIN LINE | | | | | | | | | | |
| BRIDGE 42.00: | | | | | | | | | | | DAYTON TO CINCINNATI | | | | | | | | | | |
| East of Portland | | | | | | | | | | | NOTE 1 | | | | | | | | | | |
| BRIDGE 43.02: | | | | | | | | | | | DAYTON: | | | | | | | | | | |
| East of Portland | | | | | | | | | | | M. J. Gibbons | | | | | | | | | | |
| | | | | | | | | | | | Lewis & Michael | | | | | | | | | | |
| PORTLAND: | | | | | | | | | | | Conner St. Yard | | | | | | | | | | |
| Bimmel track | | | | | | | | | | | Davies & Young | | | | | | | | | | |
| Holmes, Haynes | | | | | | | | | | | Ohio Rake | | | | | | | | | | |
| No. 4 House track | | | | | | | | | | | Syrup Track | | | | | | | | | | |
| Tile track | | | | | | | | | | | Dayton Envelope | | | | | | | | | | |
| BRIDGE 52.49: | | | | | | | | | | | | | | | | | | | | | |
| East of Geneva | | | | | | | | | | | X X X X X X X X X X | | | | | | | | | | |
| BRIDGE 53.64: | | | | | | | | | | | | | | | | | | | | | |
| East of Geneva | | | | | | | | | | | X X X X X X X X X X | | | | | | | | | | |
| BRIDGE 55.93: | | | | | | | | | | | | | | | | | | | | | |
| West of Geneva | | | | | | | | | | | X X X X X X X X X X | | | | | | | | | | |

CINCINNATI DIVISION

| 1160-A1 Cont'd. | CLASS OF ENGINES | | | | | | SPECIAL LOADS | | | |
|---|------------------|---|---|---|---|---|---------------|---|---|---|
| COLUMN | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J |
| SAND CUT: Crume Brick..... | | | X | X | X | X | | X | X | X |
| MORAIINE: Moraine Box..... Frigidaire Coal Track..... | | | X | X | X | X | | X | X | X |
| WEST MORAIINE: C&E Tracks, 50-ft beyond gate..... | X | X | X | X | X | X | | X | X | X |
| MIAMISBURG: Cigar Co., east of east end of wall..... Foundry Track, on curve..... Lime Spur..... | X | X | X | X | X | X | | X | X | X |
| FRANKLIN: Hole Track..... Stone Container..... Maxwell Paper..... | | | X | X | X | X | | X | X | X |
| MIDDLETOWN: Inland Container..... Diamond National Mill No. 2..... City Track..... | | | X | X | X | X | | X | X | X |
| HUGHES: Butler Farm Bureau, from point 8-ft west of trestle..... | X | X | X | X | X | X | | X | X | X |
| CINCINNATI TERMINAL: Lumber Yard..... Wood St. Yard, Alley Track..... | | | X | X | X | X | | X | X | X |
| BELLEFONTAINE BRANCH NOTE 1 | | | | | | | | | | |
| URBANA: American Aggregates, short crossover..... American Aggregates, storage track more than 50-ft beyond t-pple..... | X | X | X | X | X | X | | X | X | X |
| NORTHERN BRANCH NOTE 2 and 13 | | | | | | | | | | |
| JACKSON: Warren Scrap..... | | | X | X | X | X | | X | X | X |
| ROLLIN: Clay Track (1-mi. south)..... | | | X | X | X | X | | X | X | X |
| VAN WERT: Wistner Coal..... Balyeat Coal..... | | | X | X | X | X | | X | X | X |
| ROCKFORD: Local Track..... | | | X | X | X | X | | X | X | X |
| MECHANICSBURG RUNNING TRACK NOTE 2 and 13 | | | | | | | | | | |
| SPRINGFIELD BRANCH NOTE 2 and 13 | | | | | | | | | | |

CARLISLE BRANCH

NOTE 2 and 13

(Detach and paste bottom of page 160)

(Sou. Regn. G. O. No. 506 eff. 3-1-72)

COLUMBUS DIVISION

| 1160-A1 Cont'd. | CLASS OF ENGINES | | | | | | SPECIAL LOADS | | | |
|--|------------------|---|---|---|---|---|---------------|---|---|---|
| COLUMN | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J |
| MAIN LINE PITTSBURGH TO COLUMBUS NOTE 2 | | | | | | | | | | |
| MILE POST 94 (East of): Universal Sewer Pipe Co. tracks..... | | | | | | | X | X | X | X |
| MILE POST 96 (East of): Ohio Sewer Pipe Co. track..... | | | | | | | X | X | X | X |
| GNADENHUTTEN: Stocker Sand and Gravel plant..... | | | | | | | X | X | X | X |
| MILE POST 98 (West of): Ross Clay Co. track..... | | | | | | | X | X | X | X |
| MILE POST 100 (East of): Belden Brick Co., north of road crossing..... | | | | | | | X | X | X | X |
| PORT WASHINGTON: Station track beyond a point 200 ft. west of frog..... | | | | | | | X | X | X | X |
| NEWCOMERSTOWN: Goshen Brick Co. tracks..... Panhandle House track..... All connections to yard off No. 6 track..... No. 24 track connection with Ash Pit track and Ladder track, south end of yard..... West end of freight house track..... | | | | | | | X | X | X | X |
| WEST LAFAYETTE: Industrial track, 100 ft. east of highway crossing to end of track..... | | | | | | | E | | E | E |
| COSHOCKTON: Clow and freight house tracks..... Texaco Refining Co. track..... Coshockton Milling Co..... Coshockton County Farm Bureau Cooperative Ann. track..... | | | | | | | X | X | X | X |
| TRINWAY: East and west ladder tracks leading from drill track to yard..... Freight house track..... Broken Aro Mine under tippie..... | | | | | | | X | X | X | X |
| NEWARK: Home Billman Holoplane Glass Heisey Glass, Cres-Becker, Dixie Coal, Burke Golf and incline or north track..... No. 1 and No. 2 tracks Freight house..... No. 1 and No. 2 tracks Freight beyond restriction board 100 ft. west of Freight house..... | | | | | | | X | X | X | X |
| COLUMBUS: | | | | | | | | | | |
| GROGAN: Joyce Iron and Metal Co..... Hanna Paint Co..... Federal Chemical..... Farmer's Fertilizer..... American Zinc Oxide..... Industrial Tracks south of 11th Ave..... Columbus Auto Parts Co..... Connections to N.&W. Ry. at Joyce Ave. (N.&W.) Wye to No. 13 Track..... Old Wye and Middle Wye..... North West Lumber Co..... | | | X | X | X | X | X | X | X | X |
| YARD A: Anderson Sand & Gravel..... Columbus Terminal Warehouse..... Yard "A" Hump..... East end Short Yard A, Tracks 10, 12, 16 and 18..... Davidson Chemical Co..... | | | | | | | X | X | X | X |
| MAIN LINE COLUMBUS TO INDIANAPOLIS NOTE 2 | | | | | | | | | | |
| HIGH STREET— MIAMI CROSSING: American Vitrified Products Co..... Bridge 0.40, Spring St..... Columbus Bolt Works..... Bridge 0.49, over Scioto River..... C.&O. Transfer track, Scioto..... Ginsy tracks 1 and 2..... Ginsy tracks 3, 4, and 5..... | | | | | | X | X | X | X | X |

COLUMBUS DIVISION

| 1160-A1 Cont'd. | CLASS OF ENGINES | | | | | | SPECIAL LOADS | | | |
|--|------------------|---|---|---|---|---|---------------|---|---|---|
| COLUMN | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J |
| WESTINGHOUSE MFG. CO.: West of Miami Crossing—lead, storage, interchange and horn tracks..... Tracks 7 to 13..... Tracks 13 and 12..... | | | | | | | | | | |
| HULTGREN: West of Miami Crossing—Shell Oil Co..... | | | | | | | | | | |
| TEXAS CO.: West of Miami Crossing..... | | | | | | | | | | |
| ALTON: People Development Co..... | | | | | | | | | | |
| MAIN LINE COLUMBUS TO CHICAGO AND BRADFORD TO NEW PARIS NOTE 2 | | | | | | | | | | |
| COLUMBUS: UNION DEPOT: Tracks 2, 3, 5 and 7..... 20TH STREET SHOP: West end of Erection Shop..... | | | | | | | | | | |
| HIGH STREET— OLENTANGY: Stone Track..... Neil Track..... GRANDVIEW— MARBLE CLIFF: Higgs Avenue Industry..... Hump..... Filtration Tank..... American Aggregate Co..... No. 24 Track, Grandview..... Coke & Sou. Ohio Electric Co..... Northwest Blvd. Tracks and Connections thereto..... Marble Cliff Quarries Plant X (incl. Connections west of 5th Ave.)..... Bridge 4.17, Marble Cliff..... No. 1 Track..... No. 2 Track..... Marble Cliff Quarries Plant B..... Marble Cliff—Hobo Track..... | | | | | | | | | | |
| HILLIARD: Farm Bureau Elevator..... | | | | | | | | | | |
| MT. VERNON SECONDARY TRACK NOTE 2 | | | | | | | | | | |
| HOLMESVILLE: Elevator track..... | | | | | | | | | | |
| MILLERSBURG: Flexible Body Co..... Storage track, north of Middle switch..... | | | | | | | | | | |
| BRIDGE 3.61: North of Layland..... | | | | | | | | | | |
| BRIDGE 5.31: South of Layland..... | | | | | | | | | | |
| BRIDGE 8.43: South of Helmick..... | | | | | | | | | | |
| BRIDGE 11.03: South of Mile Post 11..... | | | | | | | | | | |
| BRIDGE 11.86: Ayres Mineral..... | | | | | | | | | | |

COLUMBUS DIVISION

| 1160-A1 Cont'd. | CLASS OF ENGINES | | | | | | SPECIAL LOADS | | | |
|---|------------------|---|---|---|---|---|---------------|----|----|---|
| COLUMN | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J |
| GLENMONT: Trestle on Briar Hill Stone Co. track..... | | | | | | | | | | |
| | | | | | | T | T | T | T | T |
| BRINK HAVEN: Kilbuck Sand & Gravel..... | | | | | | | | | | |
| | | | | | | | X | X | X | X |
| DANVILLE: Lybarger Mill..... | | | | | | | | | | |
| | | | | | | | X | X | X | X |
| HOWARD INDUSTRIAL TRACK: Between 2000 feet south of Howard and Millwood Sand Co..... | | | | | | | | | | |
| | | | | | | | X | X | X | X |
| | | | | | | | X | X | X | X |
| GAMBIER: Farmer's Co-op Co., beyond clearance point..... | | | | | | | | | | |
| | | | | | | | X | X | X | X |
| MT. VERNON: Horn track beyond B.&O. R.R. Crossing..... | | | | | | | | | | |
| | | | | | | | X | X | X | X |
| Essex Glass Co. track..... | | | | | | | | | | |
| | | | 5 | 5 | 5 | 5 | X | X | X | X |
| Jervis B. Webb..... | | | | | | | | | | |
| | | | | | | | X | X | X | X |
| Pittsburgh Plate Glass Co. inside gates..... | | | | | | | | | | |
| | | | | | | | X | X | X | X |
| House track..... | | | | | | | | | | |
| | | | | | | | X | X | X | X |
| Team track..... | | | | | | | | | | |
| | | | | | | | X | X | X | X |
| Yard track No. 8, beyond clearance point..... | | | | | | | | | | |
| | | | | | | | X | X | X | X |
| Middle track..... | | | | | | | | | | |
| | | | | | | | X | X | X | X |
| Coach track, beyond clearance point..... | | | | | | | | | | |
| | | | | | | | X | X | X | X |
| Ash Pit track..... | | | | | | | | | | |
| | | | | | | | | X | | X |
| Ash track..... | | | | | | | | | | |
| | | | | | | | X | X | X | X |
| Engine Service Track..... | | | | | | | | | | |
| | | | | | | | X | X | X | X |
| Ladder track, south Yard, five turnouts..... | | | | | | | | | | |
| | | | | | | | X | X | X | X |
| Lamb Glass Co. loading and unloading tracks..... | | | | | | | | | | |
| | | | | | | | X | X | X | X |
| BANGS: Ohio Fuel Gas Co..... | | | | | | | | | | |
| | | | | | | | X | X | X | X |
| CENTERBURG: Elevator track..... | | | | | | | | | | |
| | | | | | | | X | X | X | X |
| SUNBURY: Farmers' Co-op Co..... | | | | | | | | | | |
| | | | | | | | X | X | X | X |
| Nestle Milk Co..... | | | | | | | | | | |
| | | | | | | T | T | T | T | T |
| Trestle, Burrer Elevator..... | | | | | | | | | | |
| | | | | | | T | T | T | T | T |
| GALENA: Galena Shale, Tile & Brick Co..... | | | | | | | | | | |
| | | | | | | | X | X | X | X |
| WESTERVILLE: West team track..... | | | | | | | | | | |
| | | | | | | | X | X | X | X |
| Kilgore Mfg. Co..... | | | | | | | | | | |
| | | | | | | | X | X | X | X |
| LINDEN: Linden Lumber Co..... | | | | | | | | | | |
| | | | | | | | X | X | X | X |
| Linden Milling Co..... | | | | | | | | | | |
| | | | | | | | X | X | X | X |
| Linden Coal & Material Co..... | | | | | | | | | | |
| | | | | | | | X | X | X | X |
| Three C Lumber & Supply Co..... | | | | | | | | | | |
| | | | | | | | X | X | X | X |
| TRINWAY SECONDARY TRACK NOTE 2 and 13 | | | | | | | | | | |
| Between R Y and Zanesville..... | | | | | | | | | | |
| | | | | | | | | | | X |
| BRIDGE 1.21: West of R Y..... | | | | | | | | | | |
| | | | | | | | | 20 | X | X |
| BRIDGE 1.48: East of Dresden..... | | | | | | | | | | |
| | | | | | | | 20 | 20 | 20 | X |
| DRESDEN: Paper Mill and Plaster, Industrial tracks..... | | | | | | | | | | |
| | | | | | | | X | X | X | X |
| Paper Mill tracks No. 1 and No. 4..... | | | | | | | | | | |
| | | | | | | | X | X | X | X |
| beyond Main Street crossing..... | | | | | | | | | | |
| | | | X | X | X | X | X | X | X | X |
| ZANESVILLE SECONDARY TRACK NOTE 2 AND 13 | | | | | | | | | | |
| Between Zanesville and Fair Oaks..... | | | | | | | | | | |
| | | | | | | | | | | X |
| Between Fair Oaks and Spangler..... | | | | | | | | | | |
| | | | | | | | | | | X |
| Between Spangler and Mile Post 30..... | | | | | | | | | | |
| | | | | | | | X | 10 | X | X |
| Between Mile Post 30 and New Lexington..... | | | | | | | | | | |
| | | | | | | | X | 10 | X | X |
| ZANESVILLE: All Yard tracks No. 2 thru No. 10..... | | | | | | | | | | |
| | | | | | | | X | X | X | X |
| Zanesville Yard, all tracks except siding, and Freight House, all tracks..... | | | | | | | | | | |
| | | | | | | | X | X | X | X |
| Church track..... | | | | | | | | | | |
| | | | X | X | X | X | X | X | X | X |
| BRIDGE 16.80: West of Zanesville..... | | | | | | | | | | |
| | | | | | | | 20 | 15 | 10 | X |
| PUTNAM: Sand unloading and No. 2 and No. 3 pit tracks..... | | | | | | | | | | |
| | | | | | | | X | X | X | X |
| Zanesville Stoneware and Weller Pottery tracks..... | | | | | | | | | | |
| | | | X | X | X | X | X | X | X | X |
| FAIR OAKS: Battery track..... | | | | | | | | | | |
| | | | X | X | X | X | X | X | X | X |

COLUMBUS DIVISION

| 1160-A1 Cont'd. | CLASS OF ENGINES | | | | | | SPECIAL LOADS | | | |
|--|------------------|----|----|----|----|----|---------------|----|---|---|
| COLUMN | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J |
| SPANGLER: Zanesville Terminal R.R. (Note 2)..... | | X | X | X | X | X | X | X | X | X |
| Wye track..... | | X | X | X | X | X | X | X | X | X |
| Wye, to end of track at Brockway Glass..... | | | | | | | | | | |
| SOUTH ZANESVILLE: Dura Corp. and House tracks..... | | | X | X | X | X | X | X | X | X |
| BRIDGE 19.82: West of South Zanesville..... | 20 | 20 | 20 | 20 | 20 | X | 10 | X | X | X |
| BRIDGE 22.61: East of Fultonham Spur..... | 10 | 10 | 10 | 10 | 10 | X | 10 | X | X | X |
| FULTONHAM: Tracks leading to Pittsburgh Plate Glass Co..... | | | | | | | X | X | X | X |
| BRIDGE 22.79: West of Fultonham Spur..... | 20 | 20 | 20 | 20 | 20 | X | 20 | X | X | X |
| ROSEVILLE: Ransbottom Pottery, No. 1 track..... | X | X | X | X | X | X | X | X | X | X |
| Ransbottom Pottery, No. 2 and No. 3 tracks..... | | | | | | | | | | |
| Brush Pottery, Melick Pottery, Nelson McCoy Pottery, Freight House and Rosehill Mine tracks..... | | | X | X | X | X | X | X | X | X |
| CROOKSVILLE: All Industrial tracks..... | | | X | X | X | X | X | X | X | X |
| BRIDGE 29.81: West of Crooksville..... | 20 | 20 | 20 | 20 | 20 | X | 20 | X | X | X |
| BRIDGE 32.58: West of McLurey..... | 20 | 20 | 20 | 20 | 20 | X | 20 | X | X | X |
| MORROW SECONDARY TRACK NOTE 2 and 13 | | | | | | | | | | |
| Between: Bremen and Mile Post 55..... | | | | | | | X | 10 | X | X |
| Mile Post 55 and Circleville..... | | | | | | | X | 10 | X | X |
| Circleville and Washington C.H..... | | | | | | | X | X | X | X |
| Wilmington and Morrow..... | | | | | | | X | X | X | X |
| BREMEN: All Industrial tracks..... | | | | | | | X | X | X | X |
| BRIDGE 57.31: | 20 | 20 | 20 | 20 | 10 | X | X | X | X | X |
| LANCASTER: Columbus Oil and Grease, Carbon Works, C.&O. R.R., transfer, car shop yard and all other Industrial tracks..... | | | X | X | X | X | X | X | X | X |
| BRIDGE 70.78: East of Mile Post 71..... | 20 | 20 | 20 | 20 | 20 | X | X | X | X | X |
| CIRCLEVILLE: Cooper house track, Glass House track and Shell Oil Co. track..... | | | | | | | X | X | X | X |
| BRIDGE 87.89: East of Williamsport..... | | 20 | 20 | 20 | 20 | X | X | X | X | X |
| BRIDGE 90.59: West of Williamsport..... | | 10 | 10 | 10 | 10 | X | X | X | X | X |
| BRIDGE 95.27: West of Mile Post 95..... | | | 20 | 20 | 20 | 20 | X | X | X | X |
| BRIDGE 131.59: West of Mile Post 131..... | 10 | 10 | 10 | 10 | 10 | X | X | X | X | X |
| BRIDGE 135.031: West of Ogden..... | 10 | 10 | 10 | 10 | 10 | X | X | X | X | X |
| MAIN LINE CLEVELAND TO INDIANAPOLIS NOTE 1 | | | | | | | | | | |
| COLUMBIA: Elevator track, west of highway crossing..... | | X | X | X | X | X | X | X | X | X |
| SHELBY: Shelby Iron & Metal..... | | X | X | X | X | X | X | X | X | X |
| Seamless Tube scale track..... | | | | | | | | | | |
| GALION: Galton Light..... | | | | | | | | | | |
| Quality Coal..... | | | | | | | | | | |
| Freeze Works..... | | | X | X | X | X | X | X | X | X |
| National Grave Vault..... | | | | | | | | | | |
| Bryan Coal..... | | | | | | | | | | |
| Light Co..... | | | | | | | | | | |

COLUMBUS DIVISION

| 1160-A1 Cont'd. | CLASS OF ENGINES | | | | | | SPECIAL LOADS | | | |
|--|------------------|---|---|---|---|---|---------------|---|---|---|
| COLUMN | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J |
| BELLEFONTAINE: Walker Track..... | | | | | | | | | | |
| City Light & Power..... | | | | | | | | | | |
| Colton Track..... | | | X | X | X | X | | X | X | X |
| Silverstone Track..... | | | | | | | | | | |
| Johnson Track..... | | | | | | | | | | |
| Town Tracks..... | | | | | | | | | | |
| MAIN LINE BURT TO COLUMBUS NOTE 1 and 11 | | | | | | | | | | |
| CARDINGTON: Hay Barn..... | | | X | X | X | X | | X | X | X |
| Team Track..... | | | | | | | | | | |
| DELAWARE: K.&W. Rubber..... | | | X | X | X | X | | X | X | X |
| Farm Bureau..... | | | | | | | | | | |
| State Highway..... | | | | | | | | | | |
| COLUMBUS: Clark Grave Vault..... | | | | | | | | | | |
| Hill Track..... | | | | | | | | | | |
| Beech Alley..... | | | X | X | X | X | | X | X | X |
| Neil Track..... | | | | | | | | | | |
| Columbus Coated Fabric..... | | | | | | | | | | |
| Money Penny Hammond..... | | | | | | | | | | |
| Jeffrey Mig..... | | | | | | | | | | |
| Eschelman Grain, pit..... | X | X | X | X | X | X | | X | X | X |
| EAST COLUMBUS BRANCH NOTE 3 | | | | | | | | | | |
| DELAWARE RUNNING TRACK NOTE 3 and 13 | | | | | | | | | | |
| VANLUE RUNNING TRACK NOTE 4 and 13 | | | | | | | | | | |
| BELLEFONTAINE RUNNING TRACK NOTE 2 and 13 | | | | | | | | | | |
| HITOP SECONDARY TRACK NOTE 3 and 13 | | | | | | | | | | |
| ST. MARYS SECONDARY TRACK NOTE 3 and 13 | | | | | | | | | | |
| Z & W SECONDARY TRACK NOTE 3, 9 and 13 | | | | | | | | | | |
| CROOKSVILLE RUNNING TRACK NOTE 4 and 13 | | | | | | | | | | |
| CROOKSVILLE: Ceramic Supply..... | | X | X | X | X | X | | X | X | X |
| EASTERN BRANCH NOTE 12 and 14 | | | | | | | | | | |
| PATTERSON: Elevator Track..... | | X | X | X | X | X | | X | X | X |
| CAREY: National Lime & Stone..... | | | X | X | X | X | | X | X | X |
| Freight House Track..... | | | | | | | | | | |
| Carey to Vanlue (Note 17)..... | | | | | | | | | | |
| McVITTYS: Herzog Lime..... | | X | X | X | X | X | | X | X | X |
| East Track, beyond 100-ft south of road crossing..... | | | | | | | | | | |
| West Track, south of road crossing..... | | | | | | | | | | |
| KENTON: Hole Track..... | | | X | X | X | X | | X | X | X |
| Middle Track..... | | | | | | | | | | |
| Outer Round Track, east of Franklin St..... | | | | | | | | | | |
| WESTERN BRANCH NOTE 1 | | | | | | | | | | |
| FINDLAY: Differential Car Co., South Plant, over bridge..... | X | X | X | X | X | X | | X | X | X |
| MARYSVILLE: West Brewery Track..... | | X | X | X | X | X | | X | X | X |
| COLUMBUS: Delphi Hide, unloading pit..... | X | X | X | X | X | X | | X | X | X |
| BRICE: Industrial Track..... | | | X | X | X | X | | X | X | X |
| NEW LEXINGTON: Pure Oil Co. track..... | | | | X | | | | | | X |

SOUTHWEST DIVISION

1160-A1 Cont'd.

CLASS OF ENGINES

SPECIAL LOADS

COLUMN

1 2 3 4 5 6 L M I J

Indianapolis proper industrial areas listed below:

NOTE 1

INDIANAPOLIS TERMINAL:

Wye connection, Hawthorne Yard, between

Sherman Drive and Belt Ry., Hamilton Jet.

Wye connection between Pine and Belt Ry.,

Panhandle Jet.

On B.&O. and Belt Ry. tracks between

Pine and Hamilton Jet.

HAWTHORNE YARD DISTRICT:

Massey-Ferguson Corp.

Ford Motor Co. tracks.

IRVINGTON AND LASALLE

STREET DISTRICT:

LaSalle St. Yard except No. 3 and No. 4 and

running track.

Great A.&P. Co.

Pittman Rice Coal Co.

Hamilton Warehouse

Central State Env. Co.

P. R. Mallory

Ward Coal Co.

Cornelius Printing Co.

Crucible Steel Corp.

Pittsburgh Plate Glass

Indiana Terminal & Refrig. Co.

National Biscuit Co.

SOUTH STREET DISTRICT:

Midwest Soap Co.

Troy Oil Co.

Schuster Coal Co.

Paper Mfg. Co. and Oliver Corp. track.

Oliver Corp.

Daylite Coal Co.

Paper Mfg. Co.

Geiger & Peters

Arvin Warehouse

Indiana Tractor

Vancamp

American Can.

J. I. Case

Industrial Corp.

Red Dot Foods, Inc.

Rome Co.

Indianapolis Drop Forging Co.

H. A. Big Coal Co.

Eli Lilly & Co.

WEST ST. TRANSFER YD. AND

CAYEN DISTRICT:

Link Belt Co.

Federal Foundry

Brown Hofstetter

Indianapolis Warehouse

Geffering & Litzelman

Farm Bureau

Associated Service Co.

Bradley Warehouse

R. S. Foster Lumber Co.

Smith Agricultural Chemical Co.

Board of Sanitary Commissioners

Royster Guano Co.

West St. Yard track, No. 10, East End

West St. Yard, No. 11 through No. 20

Starch Works Runner No. 11 to Gar

Diamond Chain Co.

M. Sagalowski

Senace Lumber Co.

Indianapolis Power & Light Co.

Eli Lilly & Co.

Sinclair Oil Co.

Standard Material Co.

West St. Yd. tracks, No. 1 through No. 9

West St. Yd. track No. 10, West End

Starch Works Runner No. 11, West End

Bridge 0.66

Bridge 2.72

Bridge 3.37

Allison Plant No. 5

Brown Refractory Co.

Phillips Co.

International Frtg. Co.

Republic Creog. Co.

Engineering Metal Products Corp.

Cold Metal Products Co.

Reilly Tar & Chemical Corp.

New American Foundry track

Midwest Const. Co.

Titan Metals

Allison Plant No. 8

COLUMBUS DIVISION

1160-A1 Cont'd.

CLASS OF ENGINES

SPECIAL LOADS

COLUMN

1 2 3 4 5 6 L M I J

NOTE 2

NEW LEXINGTON:

On Main track between New Lexington

and Bremen

Pure Oil Co. track

All other industrial tracks (Note 17)

Wye Track

BRIDGE 39.30:

West of New Lexington

MILE POST 40 (East of):

Ludowici Tile Co. track

JUNCTION CITY:

Rush Creek Clay Co. track

BRIDGE 49.66:

East of Bremen

BREMEN:

All industrial tracks (Note 17)

THURSTON:

Old Z.&W. Main: beyond 50 ft. from clearance

points on either end of Old Z.&W. Main

NEW LEXINGTON:

JT Mine tracks, beyond 800 ft. south

of main track switch

SOUTHERN BRANCH

NOTE 1 and 10

NITRO:

General Chemical, over pit

CEDAR GROVE:

Tompkins Fuel, beyond first inside switch

on north and south ends of track

THURSTON SECONDARY TRACK

NOTE 5 and 15

JOHNSTOWN:

Johnstown Lumber

SOUTHWEST DIVISION

| 1160-A1 Cont'd. | CLASS OF ENGINES | | | | | | SPECIAL LOADS | | | |
|---|------------------|---|---|---|---|--------------------------------------|---------------|--------|--------|--------|
| COLUMN | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J |
| MAIN LINE INDIANAPOLIS TO ST. LOUIS NOTE 1 | | | | | | | | | | |
| GREENCASTLE: Beyond 200-ft south of first Quarry Yard Switch on empty track, and beyond Quarry office on Old Main, or Load Track..... | X | X | X | X | X | X | | X | X | X |
| MACKSVILLE: South Branch..... | | | | | | X | X | X | X | |
| MARTINSVILLE: Mill track..... | | | | | | X | | | | |
| CASEY: City Light and Power Co. track, beyond a point 50 feet from derail..... Battelfield tracks..... | | | | | | X X | | | | |
| TEUTONPOLIS: Curve, east end of north and south team tracks..... | | | | | | X | | | | |
| EFFINGHAM: Pevey Dairy Co. coal track..... Standard Oil Co. track..... Ice Plant track..... | | | | | | X X X | | | | |
| ALTMONT: South Wye to B.&O. R.R..... North Wye..... | | | | | | X X | | | | |
| ST. ELMO: C.&E.R. Ry. interchange tracks, curves west of east clearance points..... | | | | | | X | | | | |
| VANDALIA: Short Wye..... Ford Roofing Co. track..... City Light Co. track..... City Light Co. unload pit..... | | | | | | X X X X | | | | |
| GREENVILLE: A & C track west of house track switch..... D and Rip track..... Pet Milk Co., all tracks..... | | | | | | X X X | | | | |
| HIGHLAND: Elevator tracks..... Mill track lead south of National Highway crossing..... | | | | | | X X | | | | |
| ST. JACOB: Elevator track scales..... | X | X | X | X | X | X | X | X | X | X |
| COLLINSVILLE DISTRICT: All industry and yard tracks..... | | | | | | X | X | | | |
| CASEYVILLE: Atlas Leather Co. track..... | | | | | | X | X | | | |
| EAST ST. LOUIS (ROSE LAKE DISTRICT): American Smelter Co. track..... General Chemical Co. track..... Kokotovich track..... Car repair tracks..... Connection with Stock Yards and Southern Ry. All tracks west of Missouri Avenue..... Lower Yard, all tracks except No. 16 & 17..... Wiggins Ferry connection..... | | | | | | X X X X X X X X | | | | |
| WILLOWS-ST. LOUIS: Merchants Bridge route..... | | | | | | X | X | X | X | X |
| EAST ST. LOUIS-ST. LOUIS: Eads Bridge Route..... Merchants Bridge route..... | | | | | | X X | X X | X X | X X | X X |
| MICHIGAN BRANCH NOTE 6 | | | | | | | | | | |
| LEESBURG: Gravel Pit, under tippie..... | X | X | X | X | X | X | | X | X | X |

ANDERSON-GREENSBURG SECONDARY

Note 3 and 13

(Detach and paste bottom of page 168)

(Sou. Regn. G. O. No. 506 eff. 3-1-72)

SOUTHWEST DIVISION

| 1160-A1 Cont'd. | CLASS OF ENGINES | | | | | | SPECIAL LOADS | | | | |
|---|------------------|---|--------|--------|--------|--------|--|---|-------------|-------------|--|
| COLUMN | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J | |
| MAIN LINE DAVIS TO LENOX (GREENCASTLE BR.) NOTE 1 and 18 | | | | | | | | | | | |
| PLAINFIELD: House track, 75 feet beyond clearance point Public Service Co. side track | | | | | | | X X | | | | |
| COATESVILLE: Elevator track Team track | | | | | | | X X | | | | |
| FILLMORE: Storage track | | | | | | | X | | | | |
| GREENCASTLE: Sinclair Oil Co. track Cities Service Oil Co. track Midwest Stone Co. track American Zinc Products track North Storage Stock track | | | | | | | X X X X X X | | | | |
| LIMEDALE: Monon R.R. south Wye, 300 feet beyond clearance point at east end Lone Star Cement Co., old lead and silo, No. 1 and No. 2 tracks House track | | | | | | | X X X | | | | |
| BRAZIL-SEELYVILLE DISTRICT: North Branch Old line—Brazil to Staunton Road | | | | | | | X X | | | | |
| TERRE HAUTE: Quaker Maid Co., track X. L. Shop, all tracks Public Service Co. Turner Bros., No. 1, No. 2 and No. 3 tracks Progress Distributors, Inc., track South Interchange track with C.&E.I. Ry. Chestnut St. Yard—Crane Co. track Model Dairy Co. No. 25 shop lead Associated Door track Terre Haute Concrete Co. tippie track Drake Produce Third St. track Pillsbury track C. M. & St. P. receiving and delivering tracks Wabash Products all tracks | | | | | | | X X X X X X X X X X X X X X X X | | | | |
| HILLSBORO: Eagle Picher | | | | | | | X X X | | X X X | X X X | |
| TAYLOR SPRINGS: American Zinc | | | | | | | X X X | | X X X | X X X | |
| LITCHFIELD: IC and N&W connections | | | X X | X X | X X | X X | X X | | X X | X X | |
| HILLSBORO RUNNING TRACK NOTE 2 and 13 | | | | | | | | | | | |
| MAIN LINE CLEVELAND TO INDIANAPOLIS NOTE 1 | | | | | | | | | | | |
| DEGRAFF: Canning Factory | | | | | | | X X X | | X X X | X X X | |
| UNION CITY: Saw Mill track | | | | | | | X X X | | X X X | X X X | |
| WINCHESTER: Crossover to Goderich South Spur, Anchor Hocking East Spur, Anchor Hocking No. 2 Connection | | | | | | | X X X X | | X X X | X X X | |
| MUNCIE: Wire Mill Broderick Co. Chevrolet Acme Muncie Belt C.I. Industry Tracks C.I. Main | | | | | | | X X X X X X X | | X X X | X X X | |
| HART: Warner Gear | | | X X | X X | X X | X X | X X | | X X | X X | |
| YORKTOWN: Elevator Track, east of Station Station and House Track | | | | X X | X X | X X | X X | | X X | X X | |
| DALEVILLE: Plant Food | | | | X X | X X | X X | X X | | X X | X X | |
| PENDLETON: Inside Reformatory Flour Mill Old Main | | | | X X | X X | X X | X X | | X X | X X | |

SOUTHWEST DIVISION

| 1160-A1 Cont'd. | CLASS OF ENGINES | | | | | | SPECIAL LOADS | | | |
|--|------------------|----|----|----|----|----|---------------|---|----|----|
| COLUMN | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J |
| MAIN LINE CINCINNATI TO KANKAKEE NOTE 1 | | | | | | | | | | |
| INDIANAPOLIS: | | | | | | | | | | |
| Old Chicago Main, Heavy Curves..... | | X | X | X | X | X | | X | X | X |
| Rolling Mill Track..... | | X | X | X | X | X | | X | X | X |
| Delaware St. Freight House, Curves..... | | X | X | X | | X | | X | X | |
| SHELDON: | | | | | | | | | | |
| Under unloading shed at elevator..... | X | X | X | X | X | X | | X | X | |
| WHITEWATER RUNNING TRACK NOTE 3 and 13 | | | | | | | | | | |
| Gravel Pit track, over unloading pit..... | X | X | X | X | X | X | | X | X | X |
| L & A RUNNING TRACK LAWRENCEBURG JCT. AND LAWRENCEBURG NOTE 2 and 13 | | | | | | | | | | |
| LAWRENCEBURG AND AURORA NOTE 4 and 13 | | | | | | | | | | |
| All bridges..... | | | | X | X | X | X | | X | X |
| Cannot handle single unit coupled to car weighing in excess of 100,000 lbs..... | | | | | | | | | | |
| C H & G RUNNING TRACK NOTE 3 and 13 | | | | | | | | | | |
| LOUISVILLE BRANCH NOTE 2 LOUISVILLE AND JEFFERSONVILLE NOTES 1 AND 18 JEFFERSONVILLE AND L. U. RY. | | | | | | | | | | |
| LOUISVILLE: | | | | | | | | | | |
| Kentucky Pub Elev..... | | | X | X | X | X | | | | |
| Arbogust St. track..... | | | X | X | X | X | | | | |
| Industrial tracks—Arbogust St. track..... | | | X | X | X | X | | | | |
| Lappin Warehouse & Transfer Co..... | | | X | X | X | X | | | | |
| Louisville Tin & Stove..... | | | X | X | X | X | | | | |
| Louisville Paper Co..... | | | X | X | X | X | | | | |
| Peaslee Gaulbert Corp..... | | | X | X | X | X | | | | |
| Bridge 108.11—Louisville Draw Span..... | 15 | 15 | 15 | 15 | 15 | 15 | | | | |
| Bridge 108.11—North of Draw Span..... | 20 | 30 | 30 | 30 | 30 | 30 | | | | |
| JEFFERSONVILLE (Old Line): | | | | | | | | | | |
| American Car. & Fdy. Co.—To Gate..... | | | | X | X | X | | | | |
| Inside Plant..... | | | | X | X | X | | | | |
| Colgate-Palmolive-Peet Co. tracks 5, 6, 15, 17, 26, and 27..... | | | | X | X | X | | | | |
| Phila. Quartz Co..... | | | | X | X | X | | | | |
| Rose Coal Co..... | | | | X | X | X | | | | |
| Armour & Co. Branch..... | | | | X | X | X | | | | |
| NEW ALBANY: | | | | | | | | | | |
| All Industrial tracks..... | | | | X | X | X | | | | |
| Interchange tracks with Monon, Southern and B.&O. Railroads..... | | | | X | X | X | | | | |
| SELLERSBURG: | | | | | | | | | | |
| Team track..... | | | | | X | X | | | | |
| SPEED: | | | | | | | | | | |
| Louisville Cement Co. No. 2..... | | | | | | X | | | | |
| BRIDGE 76.22: | | | | | | | | | | |
| 1.2 Miles South of Austin..... | 40 | 40 | 50 | | 50 | 40 | | | 40 | 35 |
| AUSTIN: | | | | | | | | | | |
| American Can Co..... | | | | | | X | | | | |
| CROTHERSVILLE: | | | | | | | | | | |
| House track..... | | | | | | X | | | | |
| White Wood Prod. Co..... | | | | | | X | | | | |
| 31 Auto Parts..... | X | X | X | X | X | X | | | | |
| SEYMOUR: | | | | | | | | | | |
| Northward siding..... | | | | | | X | | | | |
| Woodstock Mills..... | | | | | X | X | | | | |
| C.M. St. P.&P. Ry. Interchange track..... | | | | | X | X | | | | |
| West Crossover, Pocket..... | | | | | X | X | | | | |
| House track..... | | | | | X | X | | | | |
| Vincennes Packing Co..... | | | | | X | X | | | | |
| Indiana Ox Fibre Co..... | | | | | X | X | | | | |
| Freeman Air Base..... | | | | | X | X | | | | |

SOUTHWEST DIVISION

| 1160-A1 Cont'd. | CLASS OF ENGINES | | | | | | SPECIAL LOADS | | | |
|---|------------------|----|----|----|----|----|---------------|---|----|----|
| COLUMN | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J |
| BRIDGE 55.77: 1.9 Miles South of Reed | 40 | 50 | 50 | | 50 | 40 | | | 40 | 35 |
| COLUMBUS: South Yard, tracks 1, 2 and 4..... No. 1 Freight House..... Dunlap Lumber Co..... Columbus Gasline Co..... Jos. Kroot Junk Yard..... Mid Continent Petroleum Corp..... | | | | | X | X | | | | |
| | | | | | X | X | | | | |
| | | | | | X | X | | | | |
| | | | | | X | X | | | | |
| | | | X | X | X | X | | | | |
| BRIDGE 40.19: 0.8 Mile North of cois..... | 40 | 50 | 50 | | 50 | 25 | | | 35 | 20 |
| EDINBURG: South track Webb Veneer Plant..... Morgan Canning Co..... | | | | X | X | X | | | | |
| | | | | X | X | X | | | | |
| ATTERBURY: Wyes..... | 10 | 10 | 10 | 10 | 10 | X | X | X | X | X |
| FRANKLIN: Franklin Grain Co..... Masonic Home track..... Noblitt Sparks..... C.C.C. & St. L. R.R. Interchange track..... | | | | | X | X | | | | |
| | | | | | X | X | | | | |
| | | | | | X | X | | | | |
| | | | | | X | X | | | | |
| BRIDGE 18.68: 1.7 Miles North of Franklin..... | | 20 | 50 | 50 | | | | | 45 | 30 |
| GREENWOOD (South of): Stokely's Canning Co. Curves off Loading Platform..... | | | | | | X | X | | | |
| SOUTHPORT: Lumber Co..... | | | | | | X | X | | | |
| SOUTHPORT (1.5 Mile West of): Edgewood Coal Co..... | | | | | | X | X | | | |
| DALE: Northeast Wye..... Other Wye tracks..... | 10 | 10 | 10 | 10 | 10 | A | | | | |
| | 10 | 10 | 10 | 10 | 10 | 10 | | | | |
| CLAGG-NEW ALBANY NOTE 3 | | | | | | X | X | X | X | X |
| COLUMBUS-MADISON NOTE 3 | | | | | D | X | X | X | X | X |
| BRIDGE No. 1: Power Plant track, Madison..... | | | | | | | X | X | X | X |
| BRIDGE 33.51: 1.5 Mile North of Middlefork..... | 10 | 10 | 10 | 10 | 10 | X | X | X | X | X |
| BRIDGE 23.33: 0.5 Mile South of Vernon..... | 10 | 10 | 10 | 10 | 10 | X | X | X | X | |
| BRIDGE 23.19: 0.4 Mile South of Vernon..... | 10 | 10 | 10 | 10 | 10 | X | X | X | X | X |
| BRIDGE 13.44: 0.7 Mile North of Scipio..... | 10 | 10 | 10 | 10 | 10 | X | X | X | X | X |
| BRIDGE 0.75: 1.3 Miles South of Cois..... | 10 | 10 | 10 | 10 | 10 | X | X | X | X | X |
| SHELBYVILLE SECONDARY NOTE 3 and 13 | | | | | | X | X | X | X | X |
| BRIDGE 12.64: 0.2 Mile North of Flat Rock..... | 5 | 5 | 5 | 5 | 5 | X | X | X | X | X |
| BRIDGE 15.31: 0.2 Mile North of Lewis Center..... | 10 | 10 | 10 | 10 | 10 | X | X | X | X | X |
| SHELBYVILLE: Depres Mfg. Co., South Side..... | | | | | X | X | X | | | |
| ATTERBURY: Industrial track..... | | | | | | | X | X | X | X |
| BRIDGE 1.27: 1.5 Miles North of War..... All movements beyond Camp into and including all tracks Camp Atterbury..... Curves, Loop track..... | 20 | 20 | 20 | 20 | 20 | X | | X | X | X |
| | 10 | 10 | 10 | 10 | 10 | X | X | X | X | X |
| | 10 | 10 | 10 | 10 | 10 | X | X | X | X | X |

CLAY CITY SECONDARY

NOTE 2 and 13

(Detach and paste bottom of page 171)

(Sou. Regn. G. O. No. 306 eff. 3-1-72)

SOUTHWEST DIVISION

| 1160-A1 Cont'd. | CLASS OF ENGINES | | | | | | SPECIAL LOADS | | | | |
|---|------------------|----|----|----|----|---|---------------|---|---|---|---|
| | COLUMN | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J |
| I & F BRANCH NOTE 2 | | | | | | | | | | | |
| HERR: Elevator track..... | | | | | | | X | | | | |
| LEBANON: C.I. Ry. Connection tracks between crossing frogs on C.I. Ry. Wye and C.I. Ry..... | | | | | 5 | 5 | X | | | | |
| C.I. Ry. Enginehouse tracks..... | | | | | 5 | 5 | X | | | | |
| C.I. Ry. Team tracks Nos. 1 and 2..... | | | | | 5 | X | X | | | | |
| All train and engine movements C.I. Ry. tracks..... | | | | | | | | | | | |
| REAGAN: Elevator track..... | | | | | E | | X | | | | |
| FRANKFORT: PC & St. L. Ry. North Wye..... | | | | | | | X | | | | |
| PC & St. L. Ry. South Wye..... | | | | | | | X | | | | |
| Inside Neal track..... | | | | | | X | X | | | | |
| Turning Wye..... | | | | | | | X | | | | |
| Storage tracks..... | | | | | | | X | | | | |
| CULTER: Standard Oil..... | | | | | | | X | | | | |
| FLORA: Rider Furniture Co..... | | | | | | | X | | | | |
| CAMDEN: Camden Elevator, west side of track..... | | | | | | | X | | | | |
| Oil track from a point 100 feet north of Main St. to south end of track..... | | | | | | | X | | | | |
| PETERSBURG SECONDARY: NOTE 3 and 13 | | | | | | | X | X | X | X | X |
| MOORESVILLE: Farm Bureau..... | | | | 5 | X | X | | | | | |
| BRIDGE 17.44: 0.7 Miles South of Mooresville..... | 25 | 25 | 25 | 30 | 30 | X | X | X | X | X | X |
| BROOKLYN: Tile Plant..... | | | | | | X | X | | | | |
| BRICK (North of): Brooklyn Brick Co..... | | | | | | X | X | | | | |
| BRICK (South of): Martinsville Brick Co..... | | | | | | X | X | | | | |
| Adams Clay Co..... | | | | | | X | X | | | | |
| BRIDGE 26.41: 2.7 Miles South of Centerton..... | 25 | 25 | 25 | 30 | 30 | X | X | X | X | X | X |
| MARTINSVILLE: Old Big 4 Short Wye..... | | | | | | X | X | | | | |
| Branch Milling Co..... | | | | | | X | X | | | | |
| Poetson Brick Plant loading track beyond track crossing..... | | X | X | X | X | X | | | | | |
| BRIDGE 32.50: 1.8 Miles South of Martinsville..... | 25 | 25 | 30 | 30 | 30 | X | X | X | X | X | X |
| BRIDGE 33.30: 2.7 Miles South of Martinsville..... | | | 25 | 30 | 30 | X | X | X | X | X | X |
| PARAGON: Potter Oil Co..... | | | | | | X | X | | | | |
| BRIDGE 39.17: 0.73 Mile South of Paragon..... | 25 | 25 | 30 | 30 | 30 | X | X | X | X | X | X |
| BRIDGE 50.87: 1.2 Miles South of Romona..... | 25 | 25 | 30 | 30 | 30 | X | X | X | X | X | X |
| SPENCER: Standard Oil..... | | | | | | X | X | | | | |
| BRIDGE 72.13: 0.2 Mile North of Worthington..... | 25 | 25 | 25 | 25 | 20 | X | X | X | X | X | X |
| DITNEY HILL: Over Scale..... | X | X | X | X | X | X | | X | X | X | X |
| TAYLOR: Whirlpool Corp., Steel Track..... | | X | X | X | X | X | | X | X | X | X |
| NOTE 2 and 13 | | | | | | | | | | | |
| WASHINGTON: Beyond Walnut St., on east track..... | | X | X | X | X | X | | X | X | X | X |
| PETERSBURG: MP-91, IP&L No. 2-A Track..... | X | X | X | X | X | X | | X | X | X | X |

SOUTHWEST DIVISION

| 1160-A1 Cont'd. | CLASS OF ENGINES | | | | | | SPECIAL LOADS | | | | |
|---|------------------|---|---|---|---|---|---------------|---|---|---|--|
| COLUMN | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J | |
| VINCENNES SECONDARY | | | | | | | | | | | |
| BUSHROD: South Wye..... | | | | | | X | X | | | | |
| KIRK-VINCENNES..... | | | | | | X | X | X | X | X | |
| BRUCEVILLE (South of): Enoco Mine Co. track..... | | | | | | X | X | X | X | X | |
| VINCENNES: Team Track South of Main St..... | | | | | | X | X | | | | |
| Central Fiber..... | | | | | | X | X | | | | |
| Dumas track..... | | | | | | X | X | | | | |
| LYNNVILLE SECONDARY TRACK | | | | | | | | | | | |
| NOTE 2 | | | | | | | | | | | |
| C H & G RUNNING TRACK | | | | | | | | | | | |
| NOTE 3 and 13 | | | | | | | | | | | |
| DUFF RUNNING TRACK | | | | | | | | | | | |
| NOTE 3 | | | | | | | | | | | |
| MUNCIE YARD RUNNING TRACK | | | | | | | | | | | |
| NOTE 3 and 13 | | | | | | | | | | | |
| Between Vance and Matthews..... | | | | | | | X | X | X | X | |
| FAIRLAND RUNNING TRACK | | | | | | | | | | | |
| NOTE 3 and 13 | | | | | | | | | | | |
| CAIRO BRANCH | | | | | | | | | | | |
| NOTE 7 and 16 | | | | | | | | | | | |
| HUTSONVILLE: CIPS Turbine Track..... | | X | X | X | X | X | | X | X | X | |
| CIPS Transformer Track..... | X | X | X | X | X | X | | X | X | X | |
| HUTSONVILLE: Elevator Track..... | | X | X | X | X | X | | X | X | X | |
| LAWRENCEVILLE: House Track "C", south of Jefferson St..... | | X | X | X | X | X | | X | X | X | |
| CARMI: Magnaco-Barium Track..... | X | X | X | X | X | X | | X | X | X | |
| ELDORADO: Mill Track, beyond 600-ft..... | X | X | X | X | X | X | | X | X | X | |
| DANVILLE BRANCH | | | | | | | | | | | |
| NOTE 1 | | | | | | | | | | | |
| EVANSVILLE SECONDARY TRACK | | | | | | | | | | | |
| NOTE 3 and 13 | | | | | | | | | | | |
| CRAWFORDSVILLE SECONDARY TRACK | | | | | | | | | | | |
| NOTE 3 and 13 | | | | | | | | | | | |
| ROCKVILLE: Old yard track North of stock track..... | | | | | | X | X | | | | |
| Storage track beyond a point 500 feet from point of switch entering track..... | | | | | | X | X | | | | |
| BROWN'S VALLEY: Elevator track..... | | | | | | X | X | | | | |
| NEW MARKET: Elevator track..... | | | | | | X | X | | | | |
| CRAWFORDSVILLE: Poston Brick Co., shale track and north track..... | | | | X | X | X | | | | | |
| South track..... | | | | X | X | X | | | | | |
| PC receiving and delivering tracks..... | | | | X | X | X | | | | | |
| Foundry track..... | | | | X | X | X | | | | | |
| O'Neal track..... | | | | X | X | X | | | | | |
| Van Camp track..... | | | | X | X | X | | | | | |
| Raybestos Co..... | | | | X | X | X | | | | | |
| Electric Light Plant track..... | | | | X | X | X | | | | | |
| New mill track..... | | | | X | X | X | | | | | |
| Coal track..... | | | | X | X | X | | | | | |
| Brewery track..... | | | | X | X | X | | | | | |
| Mill track..... | | | | X | X | X | | | | | |
| DARLINGTON: Elevator track..... | | | | | | X | X | | | | |
| COLFAX: South Wye..... | | | | | | X | | | | | |
| | | | | | | | | | | | |

SOUTHWEST DIVISION

| 1160-A1 Cont'd. | CLASS OF ENGINES | | | | | | SPECIAL LOADS | | | | |
|---|------------------|----|----|----|----|----|---------------|---|---|---|---|
| | COLUMN | 1 | 2 | 3 | 4 | 5 | 6 | L | M | I | J |
| PEORIA SECONDARY TRACK..... | | | | | | | | | | | |
| NOTE 3 and 13 | | | | | | | | | | | |
| PARIS: | | | | | | X | X | | | | |
| South Foley track..... | | X | X | X | X | X | X | | | | |
| BRIDGE 40.79: | | 10 | 10 | 10 | 10 | 10 | X | X | X | X | X |
| 2 miles north of Oakland..... | | | | | | | | | | | |
| ATLANTA: | | | | | X | X | X | | | | |
| Oil Spur..... | | | | | | | | | | | |
| MORTON: | | | | | X | X | X | | | | |
| Farmers Elevator track north of stop board..... | | | | | | | | | | | |
| BRIDGE 158.12: | | 10 | 10 | 10 | 10 | X | X | X | X | X | X |
| 1 mile north of Mackinaw..... | | | | | | | | | | | |

NOTE 1. A car having maximum weight of 315,000 pounds can be handled unless otherwise restricted.

NOTE 2. A car having maximum weight of 263,000 pounds can be handled unless otherwise restricted.

NOTE 3. A car having maximum weight of 220,000 pounds can be handled unless otherwise restricted.

NOTE 4. A car having maximum weight of 170,000 pounds can be handled unless otherwise restricted. (Cars having a maximum weight in excess of the limits shown in Notes 1, 2, 3 and 4 must not be accepted for movement over the portion of the Railroad restricted without authority of the General Superintendent.)

NOTE 5. Note 1 applies between Stanley and Berwick. Note 2 applies between Berwick and Thurston.

NOTE 6. Note 1 applies between Goshen and South Anderson. Note 3 applies between South Anderson and North Vernon.

NOTE 7. Note 1 applies between Lyons and Harrisburg. Note 2 applies between Harrisburg and Karnak. A maximum weight of 240,000 pounds can be handled between Karnak and Cairo.

NOTE 8. Cars having a gross weight of over 210,000 pounds prohibited. Class ERS12 engines are permitted on Zanesville Terminal R.R.

NOTE 9. A car having a maximum weight of 273,000 pounds may be handled when cars are separated with an idler.

NOTE 10. Note 1 applies between Hobson and DB Tower and Note 2 applies between DB Tower and Swiss.

NOTE 11. A car having a maximum weight of 263,000 pounds may be handled (old Main Line) Delaware.

NOTE 12. Note 1 applies between Berwick and Kenton and Note 4 applies between Clyde and Berwick.

NOTE 13. Six axle diesel electric engines having a gross weight in excess of 347,000 pounds restricted.

NOTE 14. Six axle diesel electric engines having a gross weight in excess of 347,000 pounds restricted between Clyde and Berwick.

NOTE 15. Six axle diesel electric engines having a gross weight in excess of 347,000 pounds restricted between Berwick and Thurston.

NOTE 16. Six axle diesel electric engines having a gross weight in excess of 347,000 pounds restricted between Harrisburg and Cairo.

NOTE 17. Class ERS-15 and ERS-17 are permitted on Industrial Tracks at Bremen and New Lexington and Carey to ACY Transfr.

NOTE 18. Maximum car weight of 315,000 pounds can be handled between Jeffersonville (Louisville Br.), and Limesdale (Greencastle Br.), but must not exceed 20 MPH between MP 105 and MP 107 between Boyd and Jeffersonville and prohibited on Bridge 0.66s lead to West St. Yard, Indianapolis.

1160-A2 Other Equipment Restrictions

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

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

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

"Two or more loaded coupled cars—Column J Special Loads"

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

MORROW SECONDARY TRACK (Mile Post 111.0 west of Washington Court House to Morrow—Bridges Nos. 131.59 and 135.03) 220,000 pounds

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

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

ZANESVILLE SECONDARY TRACK:

Mile Post 29.8 to Mile Post 38.2 15 miles per hour

WESTERN BRANCH:

Mile Post 173.9 to Bremen 15 miles per hour

MORROW SECONDARY TRACK:

Bremen to Mile Post 64.4 15 miles per hour

Mile Post 79.0 to Mile Post 108.7 15 miles per hour

SPRINGFIELD SECONDARY TRACK:

Mile Post 14.1 to Mile Post 17.8 15 miles per hour

LEBANON & BLUE ASH SECONDARY

TRACK 15 miles per hour

DAYTON-LITTLE INDUSTRIAL TRACK

..... 15 miles per hour

CLEMENT-HEMPSTEAD INDUSTRIAL

TRACK 15 miles per hour

MUNCIE YARD RUNNING TRACK

..... 15 miles per hour

OTHER EQUIPMENT RESTRICTIONS

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

NOTE X—Prohibited.

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

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

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

CINCINNATI DIVISION

| Length of Cars | | 75 & 85 FEET | | | 87 & 89 FEET | | |
|--|--------|--------------|---|---|--------------|---|---|
| Location: | Column | 1 | 2 | 3 | 1 | 2 | 3 |
| Cedarville | | | | | | | |
| House Track at Main St. | | X | X | | X | X | |
| Paper Mill | | | X | | | X | |
| Xenia | | | | | | | |
| Hooven & Allison—West of Queen St. | | X | X | | X | X | |
| Wye Track | | X | X | | X | X | |
| Eavey Track | | | X | | | X | |
| McNamee Coal Co. | | | X | | | X | |
| Connection from Dayton Main to Springfield Branch | | | X | | | X | |
| Trebein | | | | | | | |
| Farmers Exchange & Mill Track | | | X | | | X | |
| Dayton | | | | | | | |
| Kuntz-Johnson | | | X | | | X | |
| Dyna Corporation—All Tracks | | | X | | | X | |
| Engine Storage Tracks | | | X | | | X | |
| Advance Foundry | | | X | | | X | |
| Hewitt Soap Co. | | | X | | | X | |
| Mega-City Track | | | X | | | X | |
| Fenton Foundry | | | X | | | X | |
| Dayton Scale | | | X | | | X | |
| P. A. Kelley | | | X | | | X | |
| Virginia Coal & Coke | | | X | | | X | |
| Geo. Behn & Son Co. | | | X | | | X | |
| May & Co. | | | X | | | X | |
| Dayton Warehouse Inc. | | | X | | | X | |
| Industrial Chemical Co. | | X | X | X | X | X | X |
| Hull Paper Co. | | X | X | X | X | X | X |
| Burkett Closed Body Co. | | X | X | X | X | X | X |
| Lewis & Michael Warehouse | | X | X | X | X | X | X |
| All other Industrial Tracks between Dayton Union Ry. & Water Street Station—Wolf Creek | | | X | | | X | |
| Brookville | | | | | | | |
| Weaver Track | | X | X | | X | X | |
| Hubler Coal & Lumber Co. | | X | X | | X | X | |
| Urbana | | | | | | | |
| Freight Station Track & Lead from No. 1 Station Track | | | X | | | X | |
| Ash Pit Track | | | X | | | X | |
| Howard Paper Co. | | X | X | | X | X | |
| Powers Coal Track | | X | X | | X | X | |
| Wilson Track | | X | X | | X | X | |
| #3 Yard Track | | X | X | | X | X | |
| W. B. Marvin Mfg. & W. H. Marvin Co. | | X | X | | X | X | |
| St. Paris | | | | | | | |
| Greenbelt Fertilizer | | X | X | | X | X | |
| Transfer to D.T.&I. R.R. | | X | X | | X | X | |

CINCINNATI DIVISION

| 1160-B1. Cont'd. Length of Cars | | 85 FEET | | | 87 & 89 FEET | | |
|--|--------|---------|---|---|--------------|---|---|
| Location: | Column | 1 | 2 | 3 | 1 | 2 | 3 |
| Piqua | | | | | | | |
| Crossover between Tracks in Sycamore St. East of Wayne St. | | | X | | | X | |
| Malt Track | | | X | | | X | |
| Roosevelt Ave. Track to South Yard | | | X | | | X | |
| Coal & Iron Track | | | X | | | X | |
| Horn Track | | X | X | | X | X | |
| Spiker Track | | X | X | | X | X | |
| Inland Homes Corp. | | | X | | | X | |
| French Oil Machinery Co. | | | X | | | X | |
| Bradford | | | | | | | |
| All Industrial & Yard Tracks—Excluding Running Tracks | | | X | | | X | |
| Greenville | | | | | | | |
| Inland Steel Container Co. | | | X | | | X | |
| Tobacco Track | | | X | | | X | |
| American Aggregates | | X | X | X | X | X | X |
| Richmond Yards | | | | | | | |
| Yard D—Tracks 12 & 13 | | | X | | | X | |
| Yard F—Tracks 6, 7, 8, 9 & 10 & West End No. 11 | | | X | | | X | |
| Yard E—All Tracks | | | X | | | X | |
| Enginehouse—Sand House, All Tracks, Circle & Oil House Track | | | X | | | X | |
| Richmond—West of 19th St. | | | | | | | |
| Kemper Bros.—15th St. | | X | X | | X | X | |
| Riverdale | | | X | | | X | |
| 12th St. Yard—All Tracks | | | X | | | X | |
| F.&N. Lawnmower | | | X | | | X | |
| Coach Tracks 3, 4 & 5 | | | X | | | X | |
| Wayne County Lumber Co. | | | X | | | X | |
| Mather Bros. Coal Co. | | | X | | | X | |
| McGuire Lawnmower | | | X | | | X | |
| Vortex Track | | | X | | | X | |
| Hole Track | | X | X | | X | X | |
| Freight House—All Tracks | | | X | | | X | |
| Davis Track | | | X | | | X | |
| Richmond Warehouse, 13th, 14th & 15th Streets | | | X | | | X | |
| Palladium Track | | | X | | | X | |
| Easthaven | | | | | | | |
| Hospital Track—beyond 400 feet from Derail | | | X | | | X | |
| E. G. Hill Track | | | X | | | X | |
| Joe Hill Track | | | X | | | X | |
| Johns-Manville A, B & D | | | X | | | X | |
| Mile Post 124 (East of) | | | | | | | |
| National Automatic Tool Co. | | | X | | | X | |
| Centerville | | | | | | | |
| Elevator Track | | | X | | | X | |
| Station Track | | | X | | | X | |
| Waye County Farm Bureau | | | X | | | X | |
| Cambridge City | | | | | | | |
| Casket Co. | | | X | | | X | |
| Light Plant | | | X | | | X | |
| Bertch Foundry | | | X | | | X | |
| Runaround Track MP-136 | | | X | | | X | |
| Mal-Gra & Paul | | | X | | | X | |
| Yard Tracks 3 & 5 | | | X | | | X | |
| American Casket Co. | | | X | | | X | |
| Convento Mfg. Co. | | | X | | | X | |
| Straughn | | | | | | | |
| Canning Factory | | | X | | | X | |
| Lewisville | | | | | | | |
| Elevator Track | | | X | | | X | |
| Dunreith | | | | | | | |
| Freight House Track, beyond 500 ft of Derail | | | X | | | X | |

CINCINNATI DIVISION

| 1160-B1. Cont'd. | Length of Cars | 85 FEET | | | 87 & 89 FEET | | |
|---|----------------|---------|---|---|--------------|---|---|
| | | 1 | 2 | 3 | 1 | 2 | 3 |
| Location: | Column | | | | | | |
| Knightstown | | | | | | | |
| House Track | | | X | | | X | |
| Cook Coal Co. | | | X | | | X | |
| Charlotteville | | | | | | | |
| Elevator Track—beyond road crossing & Tuloma Gas | | | X | | | X | |
| Greenfield | | | | | | | |
| News Mill | | | X | | | X | |
| Conklin Lumber Co.—North Side | | | X | | | X | |
| Stock Pen | | | X | | | X | |
| New Yard Track | | | X | | | X | |
| Black & Gordon | | | X | | | X | |
| Oil Trade | | | X | | | X | |
| Conkin Lubrication Co.—South Side | | | X | | | X | |
| Farm Bureau | | | X | | | X | |
| Greenfield Ice & Fuel | | | X | | | X | |
| Broadway Lumber Co. | | | X | | | X | |
| C & X BRANCH | | | | | | | |
| Spring Valley | | | | | | | |
| Canning Factory Track | | | X | | | X | |
| Coal Track | | | X | | | X | |
| Waynesville | | | | | | | |
| Elevator Track | | | X | | | X | |
| Morrow | | | | | | | |
| Van Camps—Storage Tracks 1 & 2 & Sand Tipple, Barret Track & Mixer to West End of Track | | | X | | | X | |
| Middletown Junction | | | | | | | |
| Turnout from West End of No. 3 Track to No. 4 Track at Br 139.5 | | | X | | | X | |
| Loveland | | | | | | | |
| Hill Track | | | X | | | X | |
| B.&O. Connection | | | X | | | X | |
| RICHMOND BRANCH CINCINNATI TO ANOKA | | | | | | | |
| Norwood Heights | | | | | | | |
| All Team & Industrial Tracks between MP11 & 14 | | | X | | | X | |
| Reading | | | | | | | |
| All Station & Industrial Tracks between MP14 & 20 | | | X | | | X | |
| Co-Op Mills Tracks | | | X | X | | X | X |
| Sharonville | | | | | | | |
| Lead Track to Ford Motor Co. | | | X | | | X | |
| Government Depot Tracks | | | X | X | | X | X |
| Hamilton | | | | | | | |
| Wing Track | | | X | X | | X | X |
| Engine Track | | | X | X | | X | X |
| Crawford Steel | | | X | X | | X | X |
| Connections to B.&O. | | | X | X | | X | X |
| Herring Hall Marvin Co. | | | X | X | | X | X |
| Mosier Safe Co.—All Tracks, Wright Bernett Hamilton Foundry All Tracks | | | X | X | X | X | X |
| Seven Mile | | | | | | | |
| Elevator Track | | | X | | | X | |
| Camden | | | | | | | |
| House & Team Tracks | | | X | | | X | |
| Eaton | | | | | | | |
| Glick & Eastman Tracks | | | X | | | X | |
| Mile Post 88 (West of) | | | | | | | |
| Wayne County Farm Bureau | | | X | | | X | |

CINCINNATI DIVISION

| 1160-B1. Cont'd. | Length of Cars | 75 & 85 FEET | | | 87 & 89 FEET | | |
|---|----------------|--------------|---|---|--------------|---|---|
| | | 1 | 2 | 3 | 1 | 2 | 3 |
| Location: | Column | | | | | | |
| Honey Creek | | | | | | | |
| Elevator Track | | | X | | | X | |
| Middletown | | | | | | | |
| Station Track | | | X | | | X | |
| Anderson | | | | | | | |
| East & West Leg of Wye | | | X | | | X | |
| Philadelphia Quartz | | | X | | | X | |
| Michigan Warehouse | | | X | | | X | |
| Frankton | | | | | | | |
| Canning Factory Track, House Track & Farmers Grain | | | X | | | X | |
| Elwood | | | | | | | |
| Wickes Lumber, Heekin Can, Fettig Canning, Zimmer Oil | | | X | | | X | |
| West End House Track | | | X | | | X | |
| Frazier Tracks | | | X | | | X | |
| Pittsburgh Plate Glass No. 2, 3 & 4 Tracks | | | X | | | X | |
| Indiana Box | | | X | | | X | |
| Sellers Loading & Platform Track | | | X | | | X | |
| Continental Can No. 1, 2, 4, 5 & 6 | | | X | | | X | |
| Pittsburgh Plate Glass Co. No. 1 | | | X | X | | X | X |
| Home Ice Co. | | | X | X | | X | X |
| Kokomo | | | | | | | |
| Pittsburgh Plate Glass Co. Tracks | | | X | | | X | |
| Walton | | | | | | | |
| North & South Elevator & Lumber Tracks | | | X | | | X | |
| FORT WAYNE BRANCH | | | | | | | |
| Winchester | | | | | | | |
| Old Wye Track | | | X | | | X | |
| Interchange Tracks | | | X | | | X | |
| 150 feet West of PC Connection | | | X | | | X | |
| RIDGEVILLE SECONDARY | | | | | | | |
| Portland | | | | | | | |
| Bimmel Track | | | X | X | | X | X |
| Holmes Track | | | X | X | | X | X |
| Haynes Track | | | X | X | | X | X |
| No. 4 House Track | | | X | X | | X | X |
| UNDERCLIFF SECONDARY TRACK | | | | | | | |
| Including Front, Water & Eggleston Ave. Tracks | | | | | | | |
| White Villa | | | X | X | | X | X |
| No. 2 Piggy Back Ramp Track | | | X | X | | X | X |
| Fulton Yard—West End Track | | | X | X | | X | X |
| No. 17, 18 & 19 | | | X | X | | X | X |
| Fulton Enginehouse—Crossover from Inbound to Outbound | | | X | X | | X | X |
| Pendleton—Crossover with East & West Switches | | | X | X | | X | X |
| Eggleston Ave. Tracks | | | | | | | |
| All Industrial Tracks | | | X | X | X | X | X |
| Front St. Track | | | | | | | |
| Curve at Smith St. & All Industrial Tracks | | | X | X | | X | X |
| Water Street Connection | | | | | | | |
| All Industrial Tracks | | | X | X | | X | X |
| West End of Terminal Warehouse | | | X | X | X | X | X |
| LEBANON AND BLUE ASH SECONDARY TRACK | | | | | | | |
| Lebanon | | | | | | | |
| Dave Steel Co. | | | X | | | X | |
| Hazelwood—Blue Ash Industrial Track | | | | | | | |
| Jewel Tea & South Track Ohio Valley Warehouse | | | X | X | | X | X |
| General Foods—South Track | | | X | X | | X | X |
| East Norwood | | | | | | | |
| Weir Kilby Tracks & Chevrolet Dump Track—(West End) | | | X | X | | X | X |

CINCINNATI DIVISION

| 1160-B1. Cont'd. | Length of Cars | 75 & 85 FEET | | | 87 & 89 FEET | | |
|---|----------------|--------------|---|---|--------------|---|---|
| Location: | Column | 1 | 2 | 3 | 1 | 2 | 3 |
| Oak Street | | | | | | | |
| National Biscuit | | X | X | | X | X | |
| Hershey Chocolate | | X | X | | X | X | |
| Elsinore Warehouse | | X | X | | X | X | |
| G. A. Grey—Inside Track | | X | X | | X | X | |
| Standard Brand—Inside Switch & Perry & Derrick | | X | X | X | X | X | X |
| DAYTON-LYTLE INDUSTRIAL TRACK | | | | | | | |
| Dayton | | | | | | | |
| Connection to Dayton Union Terminal (Curve) | | X | X | | X | X | |
| Dayton Power & Light—Longworth St. Substation | | X | X | | X | X | |
| Penn Iron & Coke Co. | | X | X | X | X | X | X |
| Wye Track at Hempstead (Conn. to Clem Hemp Track) | | X | X | | X | X | |
| Copco Track—Washington St. Yard | | X | X | | X | X | |
| Schriben Sheet Metal Co. & Miami Maid Baking Co. | | X | X | | X | X | |
| MAIN LINE COLUMBUS TO INDIANAPOLIS | | | | | | | |
| West Jefferson | | | | | | | |
| Elevator Track & Canning Track | | X | X | | X | X | |
| London | | | | | | | |
| Steel Co. of Ohio | | | X | | | X | |
| McCord Corp. | | | X | | | X | |
| Speasmaker Track | | | X | | | X | |
| Elevator Track | | | X | | | X | |
| Williams Co. | | | X | | | X | |
| Interchange with PC | | | X | | | X | |
| MAIN LINE COLUMBUS TO CHICAGO | | | | | | | |
| Plain City | | | | | | | |
| Team Tracks 3, 4, 5, 6 & 7 | | | X | | | X | |
| Mile Post 24 | | | | | | | |
| Custom Farm Service | | X | X | | X | X | |
| Milford Centre | | | | | | | |
| Ohio Grain Co. | | X | X | | X | X | |
| Ingram Warehouse | | | X | | | X | |
| Hagenbaugh | | | | | | | |
| Spencer Chemical Co. | | X | X | | X | X | |
| SPRINGFIELD SECONDARY TRACK | | | | | | | |
| Yellow Springs | | | | | | | |
| H. L. Hackett Co. | | X | X | | X | X | |
| Dewine Milling Co. | | | X | | | X | |
| Morris Bean Co. | | | X | | | X | |

COLUMBUS DIVISION

| | | | | | | | |
|--|--|--|---|--|--|---|--|
| MAIN LINE PITTSBURGH TO COLUMBUS | | | | | | | |
| Mile Post 94 (West of Urichville) | | | | | | | |
| U. S. Concrete Pipe | | | X | | | X | |
| Mile Post 96 (East of) | | | | | | | |
| Larson Clay Pipe Co. Tracks | | | X | | | X | |
| Gnadenhütten | | | | | | | |
| Stocker Sand & Gravel Plant | | | X | | | X | |
| Mile Post 98 (West of) | | | | | | | |
| Ross Clay Co. | | | X | | | X | |
| Mile Post 100 (East of) | | | | | | | |
| Belden Brick Co.—North of Road Xing | | | X | | | X | |
| Newcomertown | | | | | | | |
| Goshen Brick Co. | | | X | | | X | |

COLUMBUS DIVISION

| 1160-B1. Cont'd. | Length of Cars | 75 & 85 FEET | | | 87 & 89 FEET | | |
|---|----------------|--------------|---|---|--------------|---|---|
| Location: | Column | 1 | 2 | 3 | 1 | 2 | 3 |
| Coshocton | | | | | | | |
| Clow Co. Tracks | | | X | | | X | |
| Freight House Tracks | | | X | | | X | |
| Texaco Track | | | X | | | X | |
| Mile Post 128 (East of) | | | | | | | |
| Universal Cyclops Steel Company—East of Airstrip | | X | X | | X | X | |
| Trinway | | | | | | | |
| Freight House Track | | | X | | | X | |
| Newark | | | | | | | |
| Home Billman | | | X | | | X | |
| Holophane Glass | | X | X | | X | X | |
| Heisey Glass | | | X | | | X | |
| Cree-Becker | | | X | | | X | |
| Dixie Coal | | | X | | | X | |
| Burke Golf Co. | | | X | | | X | |
| Incline or North Track | | | X | | | X | |
| No. 1 & 2 Freight House Tracks | | | X | | | X | |
| Columbus—Yard A | | | | | | | |
| Anderson Sand & Gravel | | | X | | | X | |
| Davidson Chemical Co. | | | X | | | X | |
| MAIN LINE COLUMBUS TO CHICAGO | | | | | | | |
| High Street—Olentangy | | | | | | | |
| Stone Track | | X | X | | X | X | |
| Neil Track | | X | X | | X | X | |
| Grandview—Marble Cliff | | | | | | | |
| Higgs Ave. Industry | | | X | | | X | |
| City of Columbus—Filtration Track | | | X | | | X | |
| American Aggregate Co. | | | X | | | X | |
| Columbus & Southern Electric Co. | | | X | | | X | |
| Northwest Blvd. Track & Connections thereto | | | X | | | X | |
| Hausman Steel Track | | X | X | | X | X | |
| Marble Cliff Quarries—Plant X (Inc. Conn. West of 5th Ave.) | | | X | | | X | |
| Marble Cliff Quarries—Plant B | | | X | | | X | |
| Marble Cliff Quarries—Hobo Track | | | X | | | X | |
| Hilliard | | | | | | | |
| Farm Bureau Elevator | | | X | | | X | |
| MAIN LINE COLUMBUS TO INDIANAPOLIS | | | | | | | |
| High Street—Miami Crossing | | | | | | | |
| American Vitriified Products Co. | | | X | | | X | |
| Ludlow Alley North Street Track | | X | X | X | X | X | X |
| Columbus Bolt Works | | | X | | | X | |
| C.&O. Transfer Tracks—Scioto | | | X | | | X | |
| Giesey Tracks 1 & 2 | | | X | | | X | |
| Giesey Tracks 3, 4 & 5 | | X | X | X | X | X | |
| Westinghouse Mfg. Co. | | | | | | | |
| West of M.I. Lead, Storage & Interchange Tracks 7, 8, 9, 10, 12, 13 & Horn Tracks | | X | X | | X | X | |
| Fisher Road Industrial Park | | | | | | | |
| Overmyer Warehouse | | X | X | | X | X | |

COLUMBUS DIVISION

| 1160-B1. Cont'd. | Length of Cars | 75 & 85 FEET | | | 87 & 89 FEET | | |
|--|----------------|--------------|---|---|--------------|---|---|
| Location: | Column | 1 | 2 | 3 | 1 | 2 | 3 |
| Hultgren | | | | | | | |
| Shell Oil Co. | | | X | | | X | |
| East Alton | | | | | | | |
| Peoples Development Lead Track | | X | X | | X | X | |
| MT. VERNON SECONDARY TRACK | | | | | | | |
| Holmesville | | | | | | | |
| Elevator Track | | | X | | | X | |
| Glenmont | | | | | | | |
| Briar Hill Stone Track | | | X | | | X | |
| Brinkhaven | | | | | | | |
| Killbuck Sand & Gravel | | | X | | | X | |
| Danville | | | | | | | |
| Lybarger Mill | | | X | | | X | |
| Howard Industrial Track | | | | | | | |
| Millwood Sand Co. Tracks | | | X | | | X | |
| Siding | | | X | | | X | |
| Gambier | | | | | | | |
| Farmers Co-Op | | | X | | | X | |
| Mt. Vernon | | | | | | | |
| Horn Track—beyond B.&O. Crossing | | | X | | | X | |
| Jervis B. Webb Co. | | | X | | | X | |
| Pittsburgh Plate Glass Co.—Inside Gates | | | X | | | X | |
| Dubinsky Bros. | | | X | | | X | |
| House Track | | | X | | | X | |
| Team Track | | | X | | | X | |
| Yard Track No. 3 | | | X | | | X | |
| Middle Track | | | X | | | X | |
| Coach Track | | | X | | | X | |
| Ash Track | | | X | | | X | |
| Engine Service Track | | | X | | | X | |
| Ladder Track—South Yard—5 turnouts | | | X | | | X | |
| Chattanooga Glass—Loading & Unloading Tracks | | | X | | | X | |
| Bangs | | | | | | | |
| Ohio Fuel Gas | | | X | | | X | |
| Centerburg | | | | | | | |
| Elevator Track | | | X | | | X | |
| Sunbury | | | | | | | |
| Farmers Co-Op | | | X | | | X | |
| Nestles Co. | | | X | | | X | |
| Galena | | | | | | | |
| Galena Shale, Tile & Brick Co. | | | X | | | X | |
| Westerville | | | | | | | |
| West Team Track | | | X | | | X | |
| Kilgore Mfg. Co. | | | X | | | X | |
| Linden | | | | | | | |
| Linden Lumber Co. | | | X | | | X | |
| Linden Milling Co. | | | X | | | X | |
| Linden Coal & Materials | | | X | | | X | |
| Three C Lumber & Supply Co. | | X | X | | X | X | |
| Joyce Iron & Metal Co. | | X | X | | X | X | |
| Hanna Paint Co. | | X | X | | X | X | |
| Farmers Fertilizer | | X | X | | X | X | |
| American Zinc Oxide | | X | X | | X | X | |
| Federal Chemical | | X | X | | X | X | |

COLUMBUS DIVISION

| 1160-B1. Cont'd. | Length of Cars | 75 & 85 FEET | | | 87 & 89 FEET | | |
|--|----------------|--------------|---|---|--------------|---|---|
| Location: | Column | 1 | 2 | 3 | 1 | 2 | 3 |
| Pennor Xing | | | | | | | |
| Middle Wye Track to Grogan Yard | | X | X | | X | X | |
| Grogan Yard (Old Sandusky Branch) | | | | | | | |
| Industrial Track South of 11th Ave. | | X | X | | X | X | |
| Columbus Auto Parts | | X | X | | X | X | |
| Northwest Lumber Co. | | X | X | | X | X | |
| TRINWAY SECONDARY TRACK | | | | | | | |
| Dresden | | | | | | | |
| Social Supper Club | | | X | | | X | |
| Paper Mill & Plaster Industrial tracks | | | X | | | X | |
| Paper Mill Tracks 1 & 4 beyond Main St. Crossing | | X | X | | X | X | |
| ZANESVILLE SECONDARY TRACK | | | | | | | |
| All Yard Tracks No. 2 thru No. 10 | | | X | | | X | |
| Church Track | | X | X | | X | X | |
| Putnam | | | | | | | |
| Zanesville Stoneware | | X | X | | X | X | |
| Weller Pottery | | X | X | | X | X | |
| Fair Oaks | | | | | | | |
| Battery Track | | X | X | | X | X | |
| Spangler | | | | | | | |
| Zanesville Terminal R.R.—Wye to Brockway Glass Plant 12, Ridge Ave | | X | X | | X | X | |
| South Zanesville | | | | | | | |
| Dura Tile | | X | X | | X | X | |
| House Tracks | | X | X | | X | X | |
| Fultonham Industrial Track | | | | | | | |
| Tracks Leading to Pittsburgh Plate Glass at Fultonham | | | X | | | X | |
| Roseville | | | | | | | |
| Ransbottom Pottery Tracks | | X | X | | X | X | |
| Brush Pottery, Melick Pottery | | X | X | | X | X | |
| Nelson McCoy Pottery | | X | X | | X | X | |
| Freight House Tracks | | X | X | | X | X | |
| Rosehill Mine Tracks | | X | X | | X | X | |
| Crookville | | | | | | | |
| All Industrial Tracks | | X | X | | X | X | |
| Monsanto Chemical | | X | X | | X | X | |
| New Lexington | | | | | | | |
| All Industrial Tracks | | | X | | | X | |
| Western Branch | | | | | | | |
| Mile Post 40 (East of)—Ludwick Tile Co. | | | X | | | X | |
| Junction City | | | | | | | |
| Rush Creek Clay Co. | | | X | | | X | |
| Bremen | | | | | | | |
| All Industrial Tracks | | | X | | | X | |
| MORROW SECONDARY TRACK | | | | | | | |
| Lancaster | | | | | | | |
| Columbus Oil & Grease | | X | X | | X | X | |
| Ray-O-Vac | | X | X | | X | X | |
| C.&O. Transfer | | X | X | | X | X | |
| Car Shop Yard | | X | X | | X | X | |
| All other Industrial Tracks | | X | X | | X | X | |
| Circleville | | | | | | | |
| Cooper House Track | | | X | | | X | |
| Glass House Track | | | X | | | X | |
| Shell Oil Track | | | X | | | X | |

SOUTHWEST DIVISION

| 1160-B1. Cont'd | Length of Cars | 75 & 85 FEET | | | 87 & 89 FEET | | |
|--|----------------|--------------|----|---|--------------|----|---|
| Location: | Column | 1 | 2 | 3 | 1 | 2 | 3 |
| MAIN LINE | | | | | | | |
| Hawthorne Yard District | | | | | | | |
| Curve East of Ford Storage Yard | | X | | | X | | |
| Ford Motor Co. | | X | X | | X | X | |
| Kitley Ave. Team Track | | X | | | | | |
| Plywood of Indiana | | X | X | | X | X | |
| Dura Container | | X | X | | X | X | |
| Georgia Pacific | | X | X | | X | X | |
| Crossover from Inbound to 100 Yard at East End | | X | 10 | | X | 10 | |
| Lead W.E. 414 to 416 Track | | 10 | | | 10 | | |
| West End 207 Track | | 10 | | | | | |
| Irvington & LaSalle St. Dist. | | | | | | | |
| E. H. Hamilton Whse. | | X | X | | X | X | |
| E. End Scale Track—"Pine" | | X | | | X | | |
| Pittman Rice (W. Switch) | | X | | | X | | |
| Central Engineering | | X | | | X | | |
| P. R. Mallory | | X | | | X | | |
| 4, 8, 9, 10, 11, E. E. Pine Yard | | X | | | X | | |
| Lead to Samson Crucible Steel | | X | | | X | | |
| Pittsburgh Plate Glass | | X | X | | X | X | |
| Board of School Comm. | | X | X | | X | X | |
| National Biscuit Co. | | X | X | | X | X | |
| West Inside Sw. @ Produce Yd. | | X | X | | X | X | |
| South St. District | | | | | | | |
| Old Coal Track | | X | X | | X | X | |
| Eli Lilly (N. Switch) | | X | X | | X | X | |
| Circle Alarm | | X | X | | X | X | |
| Stokely-Van Camp | | X | X | | X | X | |
| American Can | | X | X | | X | X | |
| Daylight Coal | | X | | | X | | |
| Caven District | | | | | | | |
| Eli Lilly (E. Switch) | | X | X | | X | X | |
| Burroughs & Part | | X | X | | X | X | |
| Sutherland Lumber | | X | | | X | | |
| Team Track—Caven Yard | | X | X | | X | X | |
| No. 6 Caven | | X | X | | X | X | |
| No. 3, 4, 5 Lead Switch Caven | | X | X | | X | X | |
| Reid Holcomb | | X | X | | X | X | |
| West St. District | | | | | | | |
| Starch Works Branch | | X | X | | X | X | |
| Indianapolis Power & Light | | X | X | | X | X | |
| Inbound House Track at Sagalowaky Switch | | X | | | X | | |
| Lead Switch to all Tracks W.E. West St. Yard | | X | | | X | | |
| Chevrolet Plant | | X | X | | X | X | |
| Transfer Yard District | | | | | | | |
| Engine Fuel Track | | X | X | | X | X | |
| Federal Foundry | | X | X | | X | X | |
| I & V District | | | | | | | |
| Old Coal Track (S. Kelly St.) | | X | | | X | | |
| Park Fletcher | | | | | | | |
| I & F Branch District | | | | | | | |
| Sinclair Oil (Wye to Craws. Sec.) | | X | | | X | | |
| N.K.P. Conn. (East Leg) | | X | X | | X | X | |
| Inside Neal | | X | X | | X | X | |
| Flora Bag Plant | | X | X | | X | X | |
| SHELBYVILLE SECONDARY | | | | | | | |
| Rushville, Ind.—Nickel Plate Wye | | X | X | | X | X | |
| Shelbyville, Ind.—PC Wye | | X | X | | X | X | |
| COLUMBUS—MADISON | | | | | | | |
| Lead to Jos. Kroots New Scrap Yd. | | X | X | | X | X | |
| Jos. Kroot Scrap Yard | | X | X | | X | X | |
| Farm Service Bureau | | X | X | | X | X | |
| North Vernon—North Wye Track | | X | X | | X | X | |
| Madison Main Track at Madison Freight Sta. | | X | X | | X | X | |

SOUTHWEST DIVISION

| 1160-B1. Cont'd | Length of Cars | 75 & 85 FEET | | | 87 & 89 FEET | | |
|--|----------------|--------------|---|---|--------------|---|---|
| Location: | Column | 1 | 2 | 3 | 1 | 2 | 3 |
| LOUISVILLE BRANCH | | | | | | | |
| Seymour, Ind.—Milwaukee Wye | | X | X | | X | X | |
| Louisville, Ky.: K.&I.T.—Lead Interchange Track | | X | X | | X | X | |
| Lead to Arbogast St. Br. | | X | X | | X | X | |
| COLUMBUS, IND. | | | | | | | |
| No. 1 Freight House Track | | X | X | | X | X | |
| Indiana Gas & Water | | X | X | | X | X | |
| PETERSBURG SECONDARY | | | | | | | |
| Gosport, Ind.—Wye Tracks | | X | X | | X | X | |
| VINCENNES SECONDARY | | | | | | | |
| Switz City—Wye Tracks | | X | X | | X | X | |
| PEORIA SECONDARY | | | | | | | |
| G.M.&O. Wye—Atlanta, Ill. | | X | | | X | | |

Wreck Derrick Restrictions

1160-B5. Trains with 250-ton wrecking derricks are prohibited on tracks, bridges and in territory, etc., as follows:

CINCINNATI DIVISION

| Location | Between | And | Bridge | Note |
|------------------------------------|------------|-----------------|----------|------------------------|
| Main Line | Columbus | Xenia | 54.05(s) | No. 41 Siding Prohibit |
| C.&X. Branch | Xenia | Cincinnati | 82.95 | 1 |
| Springfield Secondary Track | Goes | Springfield | 3.14 | 2 |
| | | | 10.29 | Prohibit |
| Lebanon & Blue Ash Secondary Track | Lebanon | Cincinnati | 30.42 | Prohibit |
| | | | 41.61 | 1 |
| Middletown Secondary Track | Middletown | Middletown Jet. | 9.05 | 2 |
| | | | 9.75 | 1 |
| | | | 10.03 | 1 |
| | | | 13.95 | Prohibit |
| Clement-Hempstead Industrial Track | Clement | Hempstead | All | Prohibit |
| Dayton-Lytle | Dayton | Lytle | All | Prohibit |

1160-B5—Continued COLUMBUS DIVISION

| Location | Between | And | Bridge | Note |
|-------------------------------|--------------------------------|----------------------|---------------|-------------------------------------|
| Main Line | Div. Post (Pittsburgh Div.) | Newark | 143.20 (s) | East Bound Siding Prohibit |
| Trinway Secondary Track | Trinway | End of Block | 1.49 | 2 |
| Zanesville Secondary Track | Begin Block | New Lexington | 16.80 | 1 |
| | | | 19.92 | Prohibit |
| | | | 22.61 | 3 |
| | | | 22.79 | 3 |
| | | | 25.34 | 1 |
| | | | 29.81 | 3 |
| | | | 32.58 | 1 |
| | | | 35.32 | 2 |
| | | | 36.70 | 1 |
| Western Branch | New Lexington | Bremen | 49.66 | 1 |
| Morrow Secondary Track | Bremen | MS | 50.98 | 1 |
| | | | 67.42 | 3 |
| | | | 69.85 | 1 |
| | | | 70.78 | 3 |
| | | | 82.40 | 3 |
| | | | 87.88 | 3 |
| | | | 90.56 | 2 |
| | | | 94.66 | 2 |
| | | | 95.27 | 1 |
| | | | 107.91 | Prohibit |
| | | | 131.59 | Prohibit |
| | | | 133.33 | 1 |
| | | | 135.03 | Prohibit |
| | | | 139.58 | 2 |
| | | | 143.41 | 1 |
| | | | 143.76 | 1 |
| | | | 145.23 | 1 |
| Howard Industrial Track | Howard | Millwood Sand Co. | All | Prohibit |
| Zanesville Terminal Track | Spangler | End | All | Prohibit |
| Fultonham Spur Track | Zanesville Branch | End | All | Prohibit |
| Roseville Spur Track | Roseville | End | All | Prohibit |
| Lancaster Industrial Track | Lancaster | End | All | Prohibit |
| Robinson-Ransbottom Siding | Zanesville Branch | End | All | Prohibit |
| Clay Track Siding | Zanesville Branch | End | All | Prohibit |

1160-B5—Continued SOUTHWEST DIVISION

| Location | Between | And | Bridge | Note |
|---|--------------|--------------------------------|--------|----------|
| Vincennes Secondary Track Old Main | Maywood | I. U. Railway Kentucky Ave. | | |
| Petersburg Secondary Track | Kraft | Rincon Jct. | All | 4-5-6 |
| Columbus-Madison Secondary Track | Madison | Bridge 0.75 | 0.75 | |
| Shelbyville Secondary Track | Bridge 10.20 | Rushville | 10.20 | |
| Camp Atterbury Industrial Track | | | | |
| Bushrod-Linton Summit Secondary Track | Bushrod | Linton Summit | | |
| Muncie Yard Running Yard | Vance | Matthews | All | Prohibit |
| Vincennes Secondary Track | Rincon Jct. | Vincennes | All | 4-5-6 |

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

NOTES:

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

1160-B6 Wreck Derrick Restrictions

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

Eastern Branch
Trinway Secondary Track
Zanesville Secondary Track
Morrow Secondary Track
Thurston Secondary Track
Z. & W. Secondary Track
Mt. Vernon Secondary Track
Vanlue Running Track
East Columbus Industrial Track
Dresden Industrial Track
Howard Industrial Track

1160-D3. Engine and Car Restrictions:

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

Dayton Union Station tracks
Springfield City Track
*Bridge 400-A, Front St., Columbus (No. 2 Track)
Columbus Union Depot tracks
Between New Lexington and Hobson, O.
Crooksville Running Track
Hitop Secondary
Bridge 284½, New Castle, Ind.
Bridge 11, State St., Tilton, Ill.
Tunnel Hill, Ill.

*High cube box cars and other cars 16 feet 2 inches or higher from top of rail must not be operated under Bridge 400, N. High St., Columbus on No. 2 track.

(*These restrictions apply only on Main Line—Burt to Columbus)

1160-D4. Engines and cars must not be operated as shown below:

Flat cars equipped with friction or solid type bearings must not operate in a Trail-Van train.

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

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

1160-D5. Cars over 50'6" in length must not be operated through No. 6 turnouts in diverging route, when coupled to other cars.

Locomotives, Class AF-20, EF-20, EF-22, EF-25, GF-25, GF-28 and EF-30, when coupled together, cannot negotiate a No. 6 frog, or curvature similar to that in lead of No. 6 turnout, and cannot be operated over tracks as shown below:

| | | | |
|-------------|--|---|------------------|
| Gallon | North Electric | No. 6 Turnout | |
| Sidney | Citizens Ice & Coal | No. 6 Turnout | |
| Muncie | House Spur, Tracks 1, 2, and 3. Team Tracks Owens Glass, north | No. 6 Turnout No. 6 Turnout | |
| St. James | Farm Bureau | No. 6 Turnout | |
| Columbus | Grave Vault No. 1 Jeffery North Berry Bros. Neil Track Short Forge Capitol City Summers (South) Summers (North) Kenney Coffee Idco Co. Neil Switch | No. 6 Turnout No. 6 Turnout No. 6 Turnout No. 5 Turnout No. 5 Turnout No. 5 Turnout No. 5 Turnout No. 5 Turnout No. 6 Turnout | Curves Curves |
| Springfield | Ross No. 1 Ihrig Coal | No. 6 Turnout No. 6 Turnout | |
| Dayton | Copper St. Yard No. 7 Liberal Markets | No. 6 Turnout No. 6 Turnout | |
| Sand Cut | DP&L, North Side, A&C Tracks, North End, South Side, West End Old Hill & Tipple Lead | No. 6 Turnouts No. 6 Turnouts | |

1160-D5—Continued

| | | | |
|----------------|---|---|--------------------------|
| Moraine | Frigidaire No. 6 | No. 6 Turnout | |
| Middletown | Wrenn Paper Diamond National No. 4 | No. 4 Turnout No. 6 Turnout | |
| Van Wert | Meyers Coal Balycat No. 3 | No. 6 Turnout | Curve |
| Greenville | No. 1 Milk | No. 6 Turnout | |
| South Columbus | Industrial Lead | | Curves |
| East Columbus | Albers Warehouse | | Curves |
| Institute | 2nd crossover south of station, leading from main track to old siding Carbide & Carbon Goodrich Gulf | No. 6 Turnout No. 6 Turnout No. 6 Turnout | |
| Charleston | Fidelity Storage Chriss & Shaver First and second industrial tracks south of Elk River Bridge Kyle Furniture, leading from storage track | No. 6 Turnout | Curve Curve Curves |
| North Bend | Raymond City Coal | No. 6 Turnout | |
| Lawrenceburg | Peoples Coal Quaker Oats | No. 6 Turnout No. 6 Turnout | |
| Shelbyville | Hilligoss New Track David J. Joseph Co. | No. 6 Turnout No. 6 Turnout No. 6 Turnout | |
| Vine | Wye Track | | Curve |
| Connersville | D&M Co. Roots Co. Rex Old Plant | No. 6 Turnout | Curve Curve |
| Columbus | New Team Track | No. 6 Turnout | |
| Franklin | Interchange Track | | Curve |
| Warsaw | Koth Furniture | | Curve |
| Marion | Superior Paper Farm Bureau | | Curve Curve |
| Alexandria | Anderson Enterprise N&W Wye | No. 6 Turnout No. 6 Turnout | |
| Greensburg | Phillips Feed American Tobacco | No. 6 Turnout No. 6 Turnout | |
| Troy | East End Interchange Gum Products | No. 6 Turnout No. 6 Turnout | |
| New Castle | Wye Track | No. 6 Turnout | |
| Terre Haute | Commercial Solvents Prox Foundry Merchant Distilling | | Curve Curve Curve |
| Petersburg | Ralston Purina | No. 6 Turnout | |
| Taylor | Whirlpool Steel Track | No. 6 Turnout | |
| Cairo | Burkhart Co. | | Curve |

1160-D6. (Southwest Divn.) Engine and Car Restrictions

Trains handling loaded or empty 100 ton capacity hoppers or covered hoppers with high center of gravity must not exceed 10 miles per hour between Mile Post 46 and Mile Post 49.5, Mile Post 55 and Mile Post 59 and between Mile Post 80 and Ashby on the Petersburg Secondary Track.

1160-D7. (Southwest Divn.)**Engine and Special Load Restrictions**

A maximum weight of 315,000 pounds can be handled on the Louisville Branch and the Greencastle Branch between Jeffersonville and Limesdale subject to the following restrictions:

Must not exceed 20 miles per hour between Mile Post 105 and Mile Post 107 between Boyd and Jeffersonville.
Prohibited on Bridge 0.66s on lead to West Street Yard, Indianapolis.

TRAIN DISPATCHERS

1201-A1. Location of Train Dispatchers—
Train Dispatchers in charge as follows:

Cincinnati—(Cincinnati Division)

Main Line: London to Cincinnati
Buckeye to New Paris
Alton to Thorne

Branches:

Bellefontaine (BS to
Cold Springs)
Northern
Springfield
Richmond
C & X
Ft. Wayne
Carlisle

Secondary Tracks:

Springfield Undercliff
Middletown Fort Wayne
Newman Ridgeville

Running Tracks:

Mechanicsburg

Columbus—(Columbus Division)

Main Line: Uhrich to First St. Newark
High Street to Buckeye
High Street to Alton
BE to Burt
Marion to BS
Burt to GN

Branches:

Western
Eastern
Southern (Corning to
Hobson)

Secondary Tracks:

Mt. Vernon Zanesville
Trinway Morrow
St. Marys Sandusky
Z & W Thurston
Camp Chase

Running Tracks:

Bellefontaine Crooksville
Vanlue Delaware

Charleston— Branches:

Southern (Hobson to
Gauley Bridge)

Secondary Tracks:

Hitop

Running Tracks:

Swiss

Indianapolis—(Southwest Division)

Main Line: Thorne to IU (Indpls).
BS to IU (Indpls).
IU (Indpls) to Eads
via MY, Terre Haute
and Effingham
Davis to Bridge Jct.
via Greencastle Br.,
Mattoon and Lenox

Branches:

Michigan
Louisville
I & F
Danville
Cairo

Secondary Tracks:

Westport A W & W
Vincennes Lynville
Madison Anderson-
O Track Greensburg
Shelbyville Clay City
Petersburg Peoria
Evansville Allentown
Crawfordsville

Running Tracks:

CH&G Whitewater
Fairland Duff
Hillsboro
Harwood

1201-A2. Train Dispatchers will be in charge of movements on other than their Divisions at following locations.

Columbus Division Dispatchers:

M. L. Pgh. to St. L.—Uhrich (Pgh. Div.) and Division Post (Cols. Div.)

Southwest Division Dispatchers:

I & F Branch—Van (Ft. Wayne) and Division Post (Ft. Wayne)

Danville Branch—Osborne (IHB) and Division Post (Southwest Division)

1201-A3 Forms of Train Orders

Form S-A Train Orders must specify which train will take siding.

1201-B1. A train must not leave its initial station without reporting for train orders, except:

At Dayton, conductors of all trains using tracks adjacent to station platform must call "DE" Office on telephone and ask for train orders, or instructions. If there are any the conductor must go to "DE" Office immediately to receive them and will personally deliver a copy to the engineman. When there are none, the conductor will personally notify the engineman.

Trains using other than the station platform tracks through Dayton will proceed on signal indication without reporting for train orders.

At Columbus, conductors of PC westward trains departing Columbus Union Depot will report via telephone located in yellow telephone box at west end of No. 3 station platform to operator at High Street for information as to whether or not train orders, messages, etc., are to be delivered at this point. The conductor will so inform engineman and also acknowledge same to operator at High Street. This arrangement does not in any way relieve the conductor, engineman or operator from full compliance with **Rule 221-A**.

At Louisville, conductors and enginemen are relieved from reporting for train orders. The conductor will arrange to contact operator Clagg, telephone 584-3736 from station masters office for instructions.

At St. Louis, enginemen of eastward passenger trains are relieved from reporting for train orders. Conductors will personally deliver a copy of each train order to the enginemen who will compare with the conductor by reading aloud the train order. When there are no train orders or messages, the conductor will personally notify the engineman before the train departs.

Between I. C. R. R. Jct. (Kentucky Street) and Clagg, passenger trains will operate as passenger extras and without train orders. Trains having work between these points will clear such trains on information obtained from operator at Clagg.

COLUMBUS UNION STATION. Train Ready Indicators located in U. S. Tower, for eastward Passenger Trains, with Push Buttons located east end of No. 1 platform for No. 1 and No. 2 tracks, and east end of No. 3 platform for No. 3 and No. 4 tracks. Conductor will notify Operator-Train Director, U. S. Tower, when his train is ready to depart by use of the Push Button for the track involved.

RICHMOND. Conductor or engineman of eastward trains originating at Richmond will report to operator at Glen to receive and sign for train orders.

(Detach this coupon and paste over blank space bottom of page 191.)

(Southern Region General Order No. 510, eff. 5-1-72)

1201-B2. Train Order Signals.

For delivery of train orders at Burt and Martel to trains operating via EL-PC joint territory, or "19" orders restricting the superiority of train addressed at that point, red light or red flag will be displayed in addition to STOP indication of the fixed signal, which must remain at "STOP" until order is delivered.

Train order signal at BE will govern movement as follows:

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

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

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

1204-A1. Train Orders.

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

SIGNAL RULES**1250-A1. Movement of Trains by Block Signal System Rules.**

Applies in Columns 1, 2, 3, 6, 7 and 8.

X—Indicates Rules in effect except as otherwise indicated.

Applies in Columns 4 and 5.

A—Indicates Rules 305 to 316 inclusive, and Rules 319 to 342 inclusive in effect.

P—Indicates Rules 305 to 312 inclusive, and Rules 317 to 342 including Rule 326A in effect.

Applies in Columns 9 and 10.

C—Indicates Cab Signal Rules in effect.

COLUMN 1—Movement of Trains in the same direction by Block Signals.

Rules 251, 253 and 254.

COLUMN 2—Opposing and following movement of trains by Block Signals.

Rules 261, 262, 263 and 264.

COLUMN 3—Movement of trains on Secondary Tracks.

Rules 271, 272 and 273.

COLUMN 4—Manual Block Signal System.

Rules 305 to 342 inclusive.

COLUMN 5—Manual Block Signal System.

Rules 305 to 342 inclusive.

For movements against the current of traffic.

COLUMN 6—Traffic Control System.

Rules 450 to 462 inclusive.

COLUMN 7—Automatic Block Signal System.

Rules 501 to 514 inclusive.

COLUMN 8—Automatic Block Signal System.

Rules 501 to 514 inclusive.

For movement against the current of traffic.

COLUMN 9—Cab Signal with the Current of Traffic and on Single Track.

Rules 550 to 562 inclusive.

COLUMN 10—Cab Signal against the Current of Traffic.

Rules 550 to 562 inclusive.

1250-A1. Cont'd. (CINCINNATI DIVISION)

| BETWEEN | AND | TRACK | RULES IN EFFECT (See Column Description) | | | | | | | | | | Note |
|-------------------------|----------------------------------|---|---|---|---|---|---|---|---|---|---|----|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | |
| | | MAIN LINE Columbus to Indianapolis | | | | | | | | | | | |
| M.P. 9.6, west of Alton | London | No. 1 and No. 2 | X | | | | A | | X | | C | | |
| London | Dutoit St. | Single via Xenia | | X | | | | | X | | C | | |
| London | CP 183.5 | Single | | | | | | X | | | | | |
| CP 183.5 | CP 184 | No. 1 and No. 2 | X | | | | A | | X | | | | |
| CP 184 | Cold Springs | Single | | | | | | X | | | | | |
| Cold Springs | Tates Point | No. 1 and No. 2 | X | | | | A | | X | | | | |
| Tates Point | Second Street Dayton (CP 206) | Single | | | | | | | X | | | | |
| Dutoit St. | Wayne Ave. Jct. | No. 2 | | X | | | | | X | X | C | C | |
| Dutoit St. | Wayne Ave. Jct. | No. 1 | | X | | | | | X | X | C | | |
| Miami City Jct. | Wolf Creek | No. 1 and No. 2 | X | | | | | | X | X | C | C | |
| Wolf Creek | New Paris | Single | | X | | | | | X | | C | | |
| New Paris | 12th Street Richmond | No. 1 and No. 2 | X | | | | A | | X | | C | | |
| Newman | Thorne | No. 1 and No. 2 | X | | | | A | | X | | C | | |
| | | MAIN LINE Columbus to New Paris | | | | | | | | | | | |
| Mile Post 11.0 | Rice | No. 1 and No. 2 | X | | | | A | | X | | C | | |
| Rice | West Rice | No. 1, 2 and 3 | X | | | | A | | X | | C | | |
| West Rice | Bradford | No. 1 and No. 2 | X | | | | A | | X | | C | | |
| Bradford | New Paris | Single | | X | | | | | X | | C | | |
| | | C & X Branch | | | | | | | | | | | |
| Xenia | West Greene | Single | | X | | | | | X | | | | |
| West Greene | Foster | Single | | | | | | | X | | | | |
| Foster | Loveland | No. 1 and No. 2 | | | | | A | | X | | | | |
| Loveland | East Clare | Single | | X | | | | | X | | | | |
| East Clare | Red Bank | No. 1 and No. 2 | | X | | | | | X | | | | |
| Red Bank | Rendcomb Jct. | No. 1 and No. 2 | | X | | | | | X | X | | | |
| | | MAIN LINE Dayton to Cincinnati | | | | | | | | | | | |
| Miami City Jct. | M & C Jct. | No. 1 and No. 2 | | | | | | | X | | | | |
| M & C Jct. | Hill | No. 1 Track | | | | | | | X | | | | |
| M & C Jct. | Gano | No. 2 Track | | | | | | | X | | | | |
| Gano | West Sharon | No. 2 Track | X | | | | A | | X | | | | |
| Hill | West Sharon | No. 1 Track | X | | | | A | | X | | | | |
| Evendale | Ivorydale Jct. | No. 1 and No. 2 | X | | | | A | | X | | | | |

1250-A1. Cont'd. (CINCINNATI DIVISION)

| BETWEEN | AND | TRACK | RULES IN EFFECT (See Column Description) | | | | | | | | | | Note |
|---------------------------|---------------------------|-----------------------------|---|---|---|---|---|---|---|---|---|----|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | |
| | | Richmond Branch | | | | | | | | | | | |
| Red Bank | Valley | Single | X | | | | | | X | | | | |
| Rendcomb Jct. | Old River | Single | X | | | | | | X | | | | |
| New River | Glen | Single | X | | | | | | X | | | | |
| Newman | Anoka | Single | | | P | | | | | | | | |
| | | Bellefontaine Branch | | | | | | | | | | | |
| BS | CP 183 | Single | | | | | | X | | | | | |
| | | Fort Wayne Branch | | | | | | | | | | | |
| Winchester | Ridgeville | Single | X | | | | | | X | | | | |
| | | Newman Secondary | | | | | | | | | | | |
| Newman | Winchester | Single | | X | P | | | | | | | | |
| | | Ridgeville Secondary | | | | | | | | | | | |
| Ridgeville | End of Block (MP 69.5) | Single | | X | P | | | | | | | | |
| | | Fort Wayne Secondary | | | | | | | | | | | |
| End of Block (MP 72.8) | Adams | Single | | X | A | | | | | | | | |
| | | Undercliff Secondary | | | | | | | | | | | |
| Rendcomb Jct. | Cliff | No. 2 | | X | | P | | | X | | | | |
| Cliff | Oasis | No. 1 and No. 2 | | X | | P | | | X | | | | |

NOTE—Referring to Rule 271, extra trains, except passenger extras, may proceed on fixed signal indication in lieu of verbal permission at the following locations:

Springfield—Westward
 Ridgeville—Westward
 Adams—Eastward
 Newman—Westward
 Winchester—Eastward
 Oasis—Eastward
~~Penn—Eastward and Westward~~
~~Cliff—Eastward and Westward~~

1250-A1. Cont'd. (COLUMBUS DIVISION)

| BETWEEN | AND | TRACK | RULES IN EFFECT (See Column Description) | | | | | | | | | | Note |
|--------------------------------|--------------------------------|--|---|---|---|---|---|---|---|---|---|----|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | |
| | | MAIN LINE Pittsburgh to Columbus | | | | | | | | | | | |
| Uhrich | First St., Newark | No. 1 and No. 2 | X | | | P | | | X | | C | | |
| | | MAIN LINE Columbus to Indianapolis | | | | | | | | | | | |
| High St. | Water St. | No. 1 and No. 2 | | X | | | | | X | X | | | |
| Water St. | Alton | No. 1 and No. 2 | | X | | | | | X | X | C | C | |
| Alton | West Alton | No. 1 and No. 2 | X | | | A | | | X | | C | | |
| | | MAIN LINE Columbus to Chicago | | | | | | | | | | | |
| Front St. | Olentangy | No. 4 | | X | | | | | X | X | C | C | |
| Olentangy | Mounds | No. 1 | X | | | A | | | X | | C | | |
| Olentangy | Mounds | No. 2 | | X | | | | | X | X | C | C | |
| Mounds | Buckeye | No. 1 and No. 2 | | X | | | | | X | X | C | C | |
| Buckeye | M. P. 11 | No. 1 and No. 2 | X | | | A | | | X | | C | | |
| | | MAIN LINE Cleveland to Indianapolis | | | | | | | | | | | |
| BE | Crestline | No. 1 and No. 2 | | | | | | X | | | | | |
| Crestline | BS | No. 1 and No. 2 | X | | | P | | | X | | | | |
| | | MAIN LINE Burt to Columbus | | | | | | | | | | | |
| Burt | CP 136 | Single | | | | | | | X | | | | |
| CP 111 | CP 117 | Single Via Delaware | | | | | | | X | | | | |
| CP 136 | 4th St. | No. 1 and No. 2 | X | | | P | | | X | | | | |
| CP 138 | GN Tower | No. 1 and No. 2 | | | | | | | X | | | | |
| | | Western Branch | | | | | | | | | | | |
| Stanley | Hayes | Single | | | | | | | X | | | | |
| Hayes | CP Darby | Single | | | | P | | | | | | | |
| CP Darby | Mounds | Single | | | | | | | X | | | | |
| CP Darby | Buckeye | Western Lead | | | | | | | | X | | | |
| Mounds | Grandview | Single | | | | P | | | | | | | |
| GN | Frankfort St. | No. 1 and No. 2 | | | | | | | X | | | | |
| Frankfort St. | Bannon | No. 1 and No. 2 | | | | | | | P | X | | | |
| Bannon | Corning | Single | | | | P | | | | | | | |
| | | Eastern Branch | | | | | | | | | | | |
| Stanley | Kenton | Single | | | | P | | | | | | | |
| | | Southern Branch | | | | | | | | | | | |
| Corning | Hobson | Single | | | | P | | | | | | | |
| Kanauga | North Switch Dickinson Yard | Single | | | | P | | | | | | | |
| South Switch Dickinson Yard | Gauley Bridge | Single | | | | P | | | | | | | |
| | | Trinway Secondary | | | | | | | | | | | |
| RY | End of Block (M.P. 14.1) | Single | | | | X | P | | | | | | |
| | | Zanesville Secondary | | | | | | | | | | | |
| End of Block (M.P. 16.5) | New Lexington | Single | | | | X | A | | | | | | |
| | | Morrow Secondary | | | | | | | | | | | |
| Bremen | MS | Single | | | | X | A | | | | | | |
| | | Mt. Vernon Secondary | | | | | | | | | | | |
| End of Track MP 54.6 | BG | Single | | | | X | P | | | | | | |
| BG | Lind | Single | | | | X | A | | | | | | |
| Lind | Pennor Crossing | Single | | | | X | P | | | | | | |

NOTE—Referring to Rule 271, extra trains, except passenger extras, may proceed on fixed signal indication in lieu of verbal permission at the following locations:

Lind—Northward and Southward

1250-A1. Cont'd. (SOUTHWEST DIVISION)

| BETWEEN | AND | TRACK | RULES IN EFFECT (See Column Description) | | | | | | | | | | Note |
|-----------------------|---------------------------|--|---|---|---|---|---|---|---|---|---|----|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | |
| Thorne | I. U. Ry. Interlocking | MAIN LINE Columbus to Indianapolis | | | | | | | | | | | |
| | | Single | X | | | | | | X | | C | | |
| BS | Gridley | MAIN LINE Cleveland to Indianapolis | | | | | | | | | | | |
| Gridley | CP Taft | No. 1 and No. 2 | X | | | | A | | X | | | | |
| CP Taft | DX | No. 1 and No. 2 | X | | | | A | | X | | | | |
| DX | Washington St. | No. 2 | X | | | | A | | X | | | | |
| DX | Mass. Ave. | No. 1 | | | | | | | X | | | | |
| Mass. Ave. | Washington St. | No. 1 | X | | | | A | | X | | | | |
| West Street | IJ | MAIN LINE Indianapolis to St. Louis | | | | | | | | | | | |
| IJ | MY | No. 1 and No. 2 | X | | | | A | | X | | | | |
| MY | AN | Single | | | | | | | X | | | | |
| AN | CP Gale | No. 1 | | | | | | | X | | | | |
| AN | CP Gale | No. 2 | X | | | | A | | X | | | | |
| CP Gale | Preston | No. 1 and No. 2 | X | | | | A | | X | | | | |
| Preston | CP Ringo | No. 1 and No. 2 | | | | | | | X | | | | |
| CP Ringo | East Casey | Single | | X | | | | | X | | | | |
| East Casey | West Casey | No. 1 and No. 2 | X | | | | | | X | X | | | |
| West Casey | Avena | No. 1 and No. 2 | X | | | | A | | X | | | | |
| Avena | Brownstown | No. 1 and No. 2 | X | | | | | | X | X | | | |
| Brownstown | East Smithboro | Single | | X | | | | | X | | | | |
| East Smithboro | Smithboro | No. 1 and No. 2 | X | | | | | | X | X | | | |
| Smithboro | Exermont | No. 1 and No. 2 | X | | | | A | | X | | | | |
| Exermont | HN | Single | | X | | | | | X | | | | |
| HN | Willows | No. 2 | | X | | | | | X | X | | | |
| HN | Eads | No. 1 | X | | | | A | | X | | | | |
| Willows | Eads | No. 2 | X | | | | A | | X | | | | |
| Davis | Bridgeport | MAIN LINE Davis to Lenox | | | | | | | | | | | |
| Bridgeport | East Alameda | Single | | X | | | | | X | | | | |
| East Alameda | Limedale | No. 1 and No. 2 | X | | | | | | X | X | | | |
| Limedale | Prairie | Single | | X | | | | | X | | | | |
| Prairie | Chase | No. 1 and No. 2 | X | | | | A | | X | | | | |
| Chase | Preston | Single | | | | | P | | | | | | |
| CP Ringo | CP 235 | Single | | | | | | | X | | | | |
| CP 235 | Lenox | No. 1 and No. 2 | | | | | | | X | | | | |
| Storrs Jet. | CP 22 | MAIN LINE Cincinnati to Kankakee | | | | | | | | | | | |
| CP 22 | CP 39 | No. 1 and No. 2 | | | | | | | X | | | | |
| CP 39 | CP 103 | Single | | | | | | | X | | | | |
| CP 103 | Belt Crossing | No. 1 and No. 2 | | | | | | | X | | | | |
| Belt Crossing | South College Ave. | No. 1 and No. 2 | X | | | | A | | X | | | | |
| IJ | CP 111 | Single | | | | | | | X | | | | |
| CP 139 | Altamont | Single | | | | | | | X | | | | |
| Templeton | Kankakee | Single | | | | | P | | | | | | |
| West St. I. U. Ry. | Woods | I & F Branch No. 1 | X | | | | A | | X | | | | |
| West St. I. U. Ry. | Woods | No. 2 | | X | | | | | X | X | | | |
| Woods | Davis | No. 1 and No. 2 | X | | | | A | | X | | | | |
| Davis | Lebanon | Single | | X | | | | | X | | | | |
| Lebanon | Clymers | Single | | | | | P | | | | | | |

1250-A1. Cont'd. (SOUTHWEST DIVISION)

| BETWEEN | AND | TRACK | RULES IN EFFECT (See Column Description) | | | | | | | | | | Note |
|-------------------------------|--------------------------|--|---|---|---|---|---|---|---|---|---|----|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | |
| I.C.R.R. Jet. Kentucky St. | Clagg | Louisville Branch Single | | | | | P | | | | | | |
| Clagg | Boyd | Single | | X | | | | | X | | | | |
| Boyd | Dale | Single | | | | | P | | | | | | |
| Dale | I.U. Ry. Interlocking | Single | X | | | | | | X | | | | |
| Rincon Jet. | Kirk | Vincennes Secondary Single | | | | X | P | | | | | | |
| Madison | Columbus | Madison- Columbus Secondary Single | | | | X | P | | | | | | |
| Dow | CP Martin | Michigan Branch Single | | | | | | | X | | | | |
| Kraft | Ashby | Petersburg Secondary Single | | | | X | P | | | | | | |
| South End Ashby Yard | Straight Line Jet. | Single | | | | X | P | | | | | | |
| Allentown | Farmdale Jet. | Allentown Secondary Single | | | | X | P | | | | | | |
| Osborn | Highland | Danville Branch No. 1 and No. 2 | X | | | | A | | X | | | | |

NOTE—Referring to Rule 271, at the following locations, extra trains, except passenger extra, may proceed on fixed signal indications in lieu of verbal permission:

Farmdale Jct.
Kraft

NOTE—On that portion of single track between the end of two main tracks 50 feet east of B.&O. Railroad crossing at Eads and junction with T.R.R.A. at east limit of Q. Tower interlocking, train and engine movements will be governed by fixed signal indications.

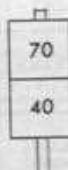
FIXED SIGNALS

1280-A to 1296-A1. Signal aspects not in conformity with the typical aspects, in service:

1280-A to 1296-A1 Continued

TEMPORARY SPEED SIGN

Where two sets of speed numerals are shown the higher speed numerals apply to passenger, mail, express and deadhead equipment trains and the lower speed numerals apply to freight trains.



| Aspects | Indication | Name |
|---------------|---|-----------|
| | Slow—Approach crossing prepared to stop. Trains and engines exceeding one-half maximum authorized speed must at once reduce to that speed | Slow Sign |
| Note—Y—Yellow | | |

COLUMBUS DIVISION

Location:

Western Branch—Junction City.
Zanesville Secondary Track—Crooksville.
Morrow Secondary Track—Lancaster.

SOUTHWEST DIVISION

Seymour.

Southward, 4698 feet north of C. M. St. P. & P. R. R.

Franklin.

Southward, 4870 feet north of PC crossing.
Northward, 4648 feet south of PC crossing.

Frankfort.

Southward, 5173 feet north of N. & W. R. R.
Northward, 5280 feet south of Monon R. R.

West of Linton.

Northward, 5280 feet south of Monon R. R.
Southward, 5280 feet north of Monon R. R.

North Vernon.

Southward, 2122 feet north of B. & O. R. R.
Northward, 1958 feet south of B. & O. R. R.

Eads.

Westward, 755 feet east of B. & O. R. R.

Lovington.

Southward, 2500 feet north of N. & W. R. R.
Northward, 2500 feet south of N. & W. R. R.

Midland City.

Southward, 1400 feet north of I. C. R. R.
Northward, 1100 feet south of I. C. R. A.

Minier.

Southward, 1700 feet north of G. M. & O. R. R.
Northward, 2119 feet south of G. M. & O. R. R.

Morton.

Southward, 2000 feet north of A. T. & S. F. R. R.
Northward, 2000 feet south of A. T. & S. F. R. R.

1280-A to 1296-A1 Continued

Used in lieu of approach signal at the following locations:

Cairo junction.

Southward, 1195 feet north of southward Home Signal.
Northward, 1400 feet south of northward Home Signal.

Midland.

Southward, 2029 feet north of southward Home Signal.
Northward, 1403 feet south of northward Home Signal.

Hervey City.

Northward, 1791 feet south of northward Home Signal.

Moroa.

Southward, 1400 feet north of end of Block.

Farmdale Jct.

Northward, 3905 feet south of northward Home Signal.

Non-Interlocked Crossings at Grade

| Aspects | Indication | Name |
|---------|------------|-----------|
| | Stop | Stop Sign |

CINCINNATI DIVISION

At the following locations, signals listed also act as approach signals. When governed by Rule 285 Manual Block is Clear and train will proceed in accordance with signal indication:

| Location | Signal |
|----------|----------------------|
| Delco | Eastward Home Signal |

SOUTHWEST DIVISION

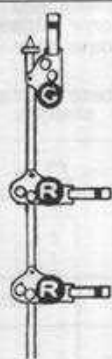



At the following locations, signals listed also act as approach signals. When governed by Rule 280 and 288 Manual Block is Clear and trains will proceed in accordance with signal indication:

| Location | Signal |
|----------|-------------------------------|
| Seymour | Northward Manual Block Signal |

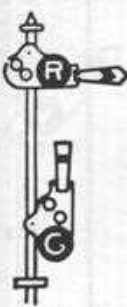

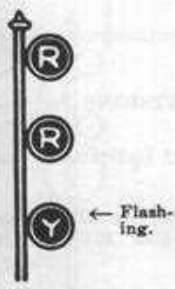
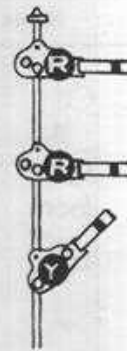
(Detach this coupon and paste over corresponding instruction for Seymour at bottom of page 199.)




(Sou. Reg'n. Gen'l Order No. 503 eff 1-1-72)

1280 to 1297-A1. The following Signal Aspects, Signal Indications, and Signal Rules are in effect on portions of the Cincinnati, Columbus and Southwest Divisions:

| Aspects | Indication | Name |
|--|--|-----------------|
|  | Proceed | Clear |
|  | Proceed; Medium speed within interlocking limits. | Medium Clear |
|  | Proceed prepared to stop at next signal. Train exceeding Medium speed must at once reduce to that speed. | Approach |
|  | Proceed at Medium speed prepared to stop at next signal. | Medium Approach |

1280 to 1297-A1 Continued

| Aspects | Indication | Name |
|--|--|---------------|
|  | Proceed; slow speed within interlocking limits. | Slow Clear |
|  | Proceed; slow speed within interlocking limits. | Slow Clear |
|  | Proceed preparing to stop at next signal; Slow speed within interlocking limits. | Slow Approach |
|  | Proceed at restricted speed. | Restricting |


| 1280 to 1297-A1 Continued | | |
|--|---|---------------|
| Aspects | Indication | Name |
|  | Stop | Stop |
|  | Take (or leave) siding at the next switch. | |
|  | Proceed approaching next signal at slow speed. Trains exceeding medium speed must at once reduce to that speed. (Bottom unit lit only when this aspect displayed.) | Approach Slow |


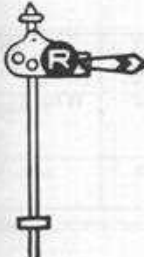


CINCINNATI AND COLUMBUS DIVISIONS

The following Special Signal Aspects, Signal Indications and Signal Rules are in effect on Erie Railroad:

No. 1 main track between Burt and Marion, Signal Indication **Rules 281, 285, 291, 296, 297, and 298** are in effect.

Erie main track between Cold Springs and Tates Point, Signal Indications **Rules 281, 285, 290 and 291** are in effect.




| Aspects | Indication | Name |
|---|------------|-------|
|  | Proceed. | Clear |

| 1280 to 1297-A1 Continued | | |
|---|---|-----------------------|
| Aspects | Indication | Name |
|  | Prepare to stop at next signal. Train exceeding medium speed must at once reduce to that speed. | Approach |
|  | Stop then proceed at restricted speed. | Stop and Proceed |
|  | Proceed governed by color light signal indication. | Telephone train order |
|  | Stop and report to Operator AC Tower for instructions. | Telephone train order |

1280 to 1297-A1 Continued

CINCINNATI DIVISION

The following special dwarf signal aspects and indications are in service at West Sharonville.

| Aspect | Indication | Name |
|---|---|-------------|
|  | Stop | Stop |
|  | Proceed at restricted speed. | Restricting |
|  | Freight Trains—Proceed at restricted speed with permission of Yardmaster. Passenger Trains—Stop. | Lunar White |

TAKE SIDING SIGNAL

Aspect—Flashing lunar light and letter S above.

Indication—Proceed at restricted speed and take siding at location indicated in Timetable.

At following locations:

Columbus Division

Hiles—Signal 441W. Taking siding at first facing point switch equipped with electric lock.

Dowling (CP 13)—Southbound home signal. Take siding at first facing point spring switch.

North Findlay (CP 43)—Northbound home signal. Take siding at first facing point electric lock switch.

Hancock (CP 46)—Southbound home signal. Take siding at first facing point spring switch.

Southwest Division

CP 111 (Cincinnati to Kankakee):

When displayed, westward PC Trains will line movement for first facing point switch. B&O trains will line movement for second facing point switch and eastward PC trains will line route for movement to the I.U. Railway.

Westward PC trains on I.U. Railway will line wye switches for movement from I.U. Railway to PC Railroad.

CP 82 (Cincinnati to Kankakee):

When displayed on Eastward Signal indicates take siding in old passing track.

When displayed on Westward Signal indicates take siding at first facing point switch.

Facing Hand-operated Switches connected with Manual Block Signal

1331-A1. Train orders must be used to advance a train or engine at the following Manual Block Signals when they cannot be cleared.

CINCINNATI DIVISION

| Block Station | Block Signal Governing Movement | | Facing Switches Connected to Signal Between |
|---------------|---------------------------------|--------|---|
| | Direction | Track | |
| Newman | Westward | Single | Block Station and East End Parry Switch |
| Newman | Westward | Single | Block Station and H. J. Eavey Co. Switch |
| Delco | Westward | Single | Block Station and Dow Block and Interlocking Station |
| Dow | Eastward | Single | Block Station and Delco Block and Interlocking Station |
| Dow | Westward | Single | Block Station and Elwood Block and Interlocking Station |
| Elwood | Eastward | Single | Block Station and Dow Block and Interlocking Station |
| Elwood | Westward | Single | Block Station and East end West Storage Track Switch |

COLUMBUS DIVISION

| Block Station | Block Signal Governing Movement | | Facing Switches Connected to Signal Between |
|---------------|---------------------------------|--------|---|
| | Direction | Track | |
| Lind | Southward | Single | Lind and Pennor Crossing |
| Joyce Ave. | Northward | Single | Pennor Crossing and Lind |

SOUTHWEST DIVISION

| Block Station | Block Signal Governing Movement | | Facing Switches Connected to Signal Between |
|---------------|---------------------------------|--------|--|
| | Direction | Track | |
| Seymour | Northward | Single | Block Station and C. M. St. P. & P. R. R. Crossing |
| Columbus | Northward | Single | Block Station and North Crossover |
| Columbus | Northward | Single | Block Station and Garden |

NOTE—A train or engine receiving train order to pass a Manual Block Signal which cannot be cleared where facing hand-operated switches are connected with the signal, must be advised of the condition of the block ahead, and train or engines must approach such switches prepared to stop short of switches not properly lined.

COLUMBUS DIVISION—BREMEN

1327-A1. Trains routed from the Morrow Secondary Track to the Western Branch at Bremen must be stopped at Bremen before asking for the Block Indication and Permission to enter the Main Track of the Western Branch at Bremen.

(Detach and paste bottom of page 203)

(Sou. Regn. G. O. No. 506 eff. 3-1-72)

1502-A1. Hand-operated Switches where trains or engines must not clear. (Does not apply to MW equipment.)

At the following locations, trains or engines are prohibited from clearing main track:

CINCINNATI DIVISION

| Location | Track |
|---------------------------------|--|
| Lippincotts | Elevator track |
| Urbana | Stock track |
| London | Tanner Lumber Company track |
| London | Purex track |
| London | Stock track |
| Selma | International Mineral track |
| East of Cedarville | Custom Farm Bureau, 1650 Feet West Mile Post 44 |
| Cedarville | Stock Pen track |
| Cedarville | Morris Bean track |
| Trebein | Dayton Power & Light Company |
| West of Dayton | Union Storage Co., 434 Feet East Mile Post 18 |
| West of Dayton | Dayton Tire & Rubber Co., Rosedale Avenue Warehouse |
| London | House track |
| London | Shaw Elevator track |
| Plattsburg | House track |
| Carney | Old Stock track |
| No. 2 Track—Moraine | American Cigar Co., 100 Feet West Mile Post 209 |
| No. 2 Track—Moraine | B&O Transfer track, 2100 Feet West Mile Post 209 |
| No. 2 Track—Moraine | Keller Coal Co., 3000 Feet West Mile Post 209 |
| No. 2 Track—Moraine | Moraine Products, 450 Feet West Mile Post 210 |
| No. 2 Track—Moraine | Dayton Power & Light, 2350 Feet West Mile Post 210 |
| No. 2 Track—Moraine | Air Reduction Corp., 2000 Feet West Mile Post 213 |
| No. 1 Track—Moraine | Speciality Paper Co., 100 Feet West Mile Post 210 |
| No. 1 Track—Moraine | New Moraine Products, 675 Feet West Mile Post 210 |
| No. 1 Track—Moraine | Old C&LE track, 500 Feet West Mile Post 213 |
| West of, No. 1 Track—Miamisburg | U.S. Atomic Energy, 1750 Feet West Mile Post 219 |
| Hutchings Station No. 1 Track | Dayton Power & Light, 1700 Feet West Mile Post 220 |
| Hutchings Station No. 1 Track | Dayton Power & Light, 1650 Feet East Mile Post 221 |
| West of Middletown No. 2 Track | National Cash Register, 3150 Feet West Mile Post 233 |
| No. 2 Track—Hughes | Butler County Farm Bureau |
| No. 1 Track—Mauds | House track, 100 Feet East Mile Post 240 |
| No. 1 Track—Mauds | House track, 1300 Feet East Mile Post 240 |
| Reading | House track—International Minerals & Chemical Co. |
| East of Reading | Procter & Gamble Co., 3707 Feet West Mile Post 13 |
| East of Reading | Service Security Inc., 2430 Feet West Mile Post 13 |
| Collinsville | Opekasit Incorporated |
| Gettysburg | Elevator track |
| Greenville | Coal Company track |
| East of Ridgeville | Stone Station Elevator, 2640 Feet East Mile Post 30 |

1502-A1—Continued

COLUMBUS DIVISION

| Location | Track |
|-------------------------|--|
| Columbus | 2133 feet west of MP 5, Hultgren, (Shell Oil), No. 2 5003 feet west of MP 3, Scotts Mfg. Co., No. 2 2733 feet west of MP 3, Eureka Team Track, No. 2 |
| Berea | Lumber track, No. 1 track |
| Westview | Mile Post 13.4 Packing Plant No. 1 track Mile Post 15.8 Team track No. 1 track |
| Columbia | Mile Post 18.1 Elevator track No. 1 track |
| North Eaton | Mile Post 20.5 Team track No. 1 track Mile Post 20.8 84 Lumber Co. No. 2 track |
| Grafton | Mile Post 22.9 State Farm track No. 1 track Mile Post 24.8 East end of Back track No. 2 track Mile Post 26.5 No. 2 track |
| Lagrange | Mill track No. 1 track |
| Wellington | Mill track No. 1 track |
| Wellington | N&W transfer No. 1 track |
| Greenwich | B&O transfer Mile Post 54.7 No. 1 track House track Mile Post 54.8 No. 1 track |
| Shelby | Coal track, No. 1 track |
| Crestline | Weaver track No. 1 |
| Shiloh | House track Mile Post 60.9 No. 1 track |
| Rochester | Team track |
| Lime City | B&R Mill track and Stock track |
| Sugar Ridge | Team track |
| Bowling Green | Farm Bureau track and Long Siding |
| Portage | Team track |
| Trombley | Mill track |
| Cygnat | West track and Elevator track |
| Findlay | Davison Chemical track |
| Mortimer | Extension track and Connection track |
| Arlington | Elevator track Connection track, A.C.&Y. |
| Dunkirk | Custom Farm Service track |
| Blanchard | Elevator track |
| Kenton | Sohio Bulk track and Team track Erie connection track and Storage track |
| MP 74 | Morton's Bldg. Inc. |
| Edison (two miles west) | McWood Oil & Gas Company track |
| St. James | Farm Bureau track |
| Sims Station | Farm Bureau Fertilizer track |
| Cardington | Old siding |
| Delaware | State Highway Garage track |
| Worthington | Potter track |

1502-A1—Continued

SOUTHWEST DIVISION

| Location | Track |
|------------------------------------|-----------------------------------|
| Anderson | Cook Cement Block track |
| | Guide Lamp coal track |
| Delhi, Mile Post 9.8 | Foundry track |
| Elizabethtown Mile Post 19.6 | Alton Box track |
| Mile Post 21.2 (East of CP 22) | Miller block switch |
| Mile Post 21.5 (East of CP 22) | East End of Yard track |
| Ross | Eastward and westward spur tracks |
| Weisburg | Elevator track |
| Sunman | Elevator track |
| Morris | Spur track |
| Greensburg | Hornings Mill track |
| Adams | Elevator track |
| Mile Post 99.5 (East of CP 103) | Public Service of Indiana track |
| Mile Post 102.6 East of CP 103 | Indianapolis Power & Light track |
| Thorntown | Team track and Elevator track |
| North Crane | Elevator track |
| Dow | Warehouse track |
| Indianapolis | Capital Paper |
| West of MY | Avon Elevator |
| 704 feet west of Mile Post 183 | West of Thorne |
| Herr | Herr Elevator |
| Hamrick | Standard Materials |
| Seelyville | U.S. Baking Co. |
| Prairie | No. 84 Lumber Co. |
| Terre Haute | Smith Alsop track |
| CP 79 (M.L. Davis to Lenox) | Commercial track |
| Charleston | Moore Lbr. track |
| | Andrews track |
| Mattoon | Neimeyer track |
| | Elevator track |
| MP 130.9 (M.L. Davis to Lenox) | C.I.P.S. track |
| Gays | Custom Farm track |
| MP 136.15 (M.L. Davis to Lenox) | Custom Farm Service track |
| Witt | Elevator track |
| Irving | Cyanamid track |
| | Commercial track |
| Taylor Springs | Illinois Power track |

AUTOMATIC BLOCK SIGNAL SYSTEM

1509-A1. In the application of Rule 509, when Stop Indication (Rule 292, FIG. A) is displayed on a signal at the following locations, the authority to pass it must be obtained through the operator listed below:

CINCINNATI DIVISION

| Location | Track | Authority must be obtained from Operator at: |
|---|--------|--|
| 650 feet east of M. P. 75 | No. 1 | Bradford |
| Glen: East end of interlocking limits (Richmond Branch) | Single | Glen |
| 4910 feet west of M. P. 157 | No. 2 | Dunreith (Thorne when Dunreith is closed.) |
| New River: West end of interlocking limits | Single | Hamilton |
| Old River: East end of interlocking limits | Single | Hamilton |
| Delta Avenue: one half mile east of Mile Post 116, east of Penn | No. 1 | Cliff |
| East Norwood: West end of interlocking limits | Single | Clare |
| Milford Centre: 20 feet west of M. P. 28 | No. 1 | Urbana |
| Milford Centre: 1240 feet east of M. P. 28 | No. 2 | Mounds |

COLUMBUS DIVISION

| Location | Track | Authority must be obtained from Operator at: |
|--------------------------------------|--------|---|
| 4500 feet west of M. P. 135 | No. 2 | Bricker |
| Newark: B. & O. R. R. Crossing | No. 1 | ND Cabin |
| | No. 2 | Bricker |
| Front Street | No. 4 | High Street |
| Grandview Ave. | No. 2 | Mounds |
| Marble Cliff | No. 2 | Mounds |
| 747 feet west of M. P. 10 | No. 1 | Buckeye |
| Galatea (CP 34) B&O Crossing | Single | Columbus (Train Dispatcher) who in turn must obtain authority from B&O Dispatcher, Akron, Ohio. |
| Turner | No. 2 | BN Yard |

CAB SIGNALS

1550-A1. In the application of Rule 550, engines dispatched from points in cab signal territory to points where tests circuits are not provided must have cab signal equipment cut in for the entire trip.

Engines dispatched from any points destined to Cab Signal Territory must make departure tests and have Cab Signal equipment cut in before departure.

Cutting-in Sections Located:

| Track | Between | And |
|-------|--|----------|
| No. 1 | 750 feet west of Mile Post 86 (Chicago Div.) | Bradford |

1550-A2. Testing Sections, Other than Terminals

Bradford—Xenia—Trinway.

1555-A1. Following exceptions authorized for trains and engines not equipped with cab-signals:

For D. T. & I. R. R. Freight trains:

Between—South Charleston and Dayton.

For B. & O. R. R. local freight (1 round trip daily):

Between—Miami City Junction and Dodson.

For Non-equipped engines moving light to or from shops.

For Non-equipped wire, work and wreck trains and ballast cleaners to or from work.

For switching and transfer service, not to exceed speed of 20 miles per hour.

Between—Water St. and MP 11 west of West Alton.

(PC Engines in Freight Service)

Front St. and MP 12 west of Hilliard.

(PC Engines in Freight Service)

Dennison and Port.

Morgan Run and Tyndall.

Mile Post 45 east of Urbana and 1320 feet west of Mile Post 48 west of Urbana.

Mile Post 72 east of Piqua and Mile Post 74 west of Piqua.

Mile Post 12 east of Clement and Wayne Avenue Junction.

Miami City Junction and Mile Post 20 west of Wolf Creek.

Mile Post 117 east of Glen and Mile Post 126, west of Newman.

1605-A1. INTERLOCKING LIMITS

Interlocking limits extend as follows:

COLUMBUS DIVISION

| | Track | Between | And |
|-----------|-------|---------|------------|
| Main Line | | | |
| | No. 2 | Alton | West Alton |

CINCINNATI DIVISION

| | | | |
|-----------|---------------------------------|---------------------|------------------------|
| Main Line | No. 1 | Dublin Jct. | East Dublin |
| | No. 2 | Dublin | West Dublin |
| | No. 1 and No. 2 | Riley | West Riley |
| | Ridgeville— Connecting track | Chicago Division | Cincinnati Division |
| | No. 1 and No. 2 | Bradford | East Bradford |

1637-A1. Interlocked Railroad Crossings at Grade

In the application of rule 637, cars or engines must not be cut away from other cars or engines and allowed to stand within interlocked limits of interlocked railroad crossing at grade, without permission of Operator or Train Dispatcher. Operator or Train Dispatcher must secure all affected levers with blocking devices before giving this permission.

1663-A1. (Cincinnati Div.) Winchester Automatic Interlocking.

If after complying with instructions governing manual operation of the Automatic Interlocking a proceed aspect is not displayed, the Conductor, Engineman or Driver T.C. will contact the Operator at Newman for information to indicate the condition of the block only.

After obtaining information for the condition of the block only, movement over the crossing may then be made governed by instructions posted in box at the crossing.

1663-A2. (Cincinnati Div.) Cast Automatic Interlocking.

If signal fails to display a proceed indication after operating emergency pushbutton, notify Operator at Newman and be governed by his instructions.

In the application of Rule 637 track cars and equipment of a type which may not shunt track circuit will be governed as follows:

Drivers of track cars must obtain permission from the Operator at Newman to use the controls for track cars.

Pushbutton and indication lights used in authorizing the use of the interlocking are in boxes on stub masts located adjacent to PC westward home signal and N.&W. westward home signal at Mile Post 101.9 and adjacent to PC eastward home signal and N.&W. eastward home signal at Mile Post 104.1. Boxes for use by PC employees are stencilled PC. Track Car and boxes for the use of N.&W. employees are stencilled N.&W. Track Car.

If red light is lighted push the button stencilled EN-TRANCE. Red light should go out and green light must light to authorize the driver of a track car to use the interlocking.

When a track car clears the interlocking the driver must report clear to the Operator at Newman and if authorized, will push the button marked EXIT which will restore the interlocking to automatic operation.

A track car must not accept CAST Automatic Interlocking home signal indications to move through the interlocking.

USE OF TELEPHONES

1701-A1. Commercial telephones to be used for train operations and other company business installed at the following locations:

Petersburg Secondary Track

Penn Central Indianapolis PBX-317 632-8321
Kraft Block Stations 317 267-5689
Camby Block Limit Station-317 856-6564
Mooresville Agent-317 831-3875
Campbells-317 342-9226
Elk Block Limit Station-317 342-9260
Martinsville Agent-317 342-3175
Silex Block Limit Station-812 879-2352
Spencer Agent-812 829-2133
Minich Block Limit Station-812 875-3031
Worthington Agent-812 875-3031
Rincon Junction-812 875-7131
South Rincon Block Limit Station-812 875-7131
Plain Block Limit Station-812 687-4795
Duff Block Limit Station-812 254-1748
Oak Block Limit Station-812 749-3863
Buckskin Block Limit Station-Hook up to Dispr.
Ashby Block Station-812 354-9800 or Tele Central 4173
Taylor Block Station-812 425-3541 or Tele Central 4175
Train Dispr., Indpls.-317 267-5814

Vincennes Secondary Track

Switz City-812 659-2519
Bushrod-812 659-2519
Bee Hunter-812 659-2519
Sandborn Agent-812 694-7321
Sandborn Block Limit Station-812 694-7460
Howard Block Limit Station-812 725-4101
Bicknell Agent-812 40
Bicknell Transportation Clerk-812 92X
Bicknell Scale House-812 92X
Bicknell Enginehouse-812 92W
Vincennes Agent-812 882-2088
Train Dispr., Indpls.-317 267-5814

Michigan Branch

New Paris Agent-Opr.-219 831-2532
Leesburg Agent-Opr.-219 453-4131
North Manchester Agent-Opr.-219 563-1912
Alexandria Agent-Opr.-317 724-2666
Train Dispr., Indpls.-317 267-5915

Peoria-Allentown-Crawfordsville Sec. Trks.

Vigo-812 232-3965
Preston-812 466-5680
Union-812 232-4067
Hervey City-217 864-3447
Midland-217 466-2215
Maroa-217 794-3334
Decatur (TM)-217 422-8519
Decatur (IC OPR)-217 422-0277
East Peoria (NF)-309 699-0013
Dispatcher-Indianapolis-317 267-5663
Rockville (Agt)-812 569-3284
Ames-317 362-2905
Frank-317 659-2161

Danville-Cairo Br's-Harwood Running Tk.

Highland-219 383-6874
Schneider-219 696-8511
Kentland-219 474-5063
Sheff-219 235-3682
Wyton-217 442-0544
Stonefort-618 777-3184
Cairo-618 734-4163
Harrisburg-618 253-7692
TJ (Mt. Carmel)-618 263-3124
Harwood & 8th Ave. (Phone Box)-812 424-1636
Train Dispr., Indpls.-317 267-5663

1704-A1. Radio Stations at locations other than block stations and Train Dispatcher's Office.

CINCINNATI DIVISION

Sharon—East End Yard Office
Sharon—West End Yard Office
Sharon—Engine House
Ivorydale—Yard Office
Riverside—Yard Office
Moraine—Yard Office
Dayton—Train Director
London—Train Dispr.

COLUMBUS DIVISION

Buckeye Yard
Galion—Trainmaster Office
Bellefontaine—Trainmaster Office
Charleston, W. Va.—Yard Office and Train Dispatcher
Delaware—Train Dispr.

SOUTHWEST DIVISION

Muncie—Freight Office
CP-22—Train Dispatcher, Indianapolis
CP-63—Train Dispatcher, Indianapolis
CP-83—Train Dispatcher, Indianapolis
Indianapolis—Hill Yard Office
Indianapolis—West Side Yard Office
Indianapolis—Big Four Yard Engine House
Indianapolis—Big Four Yard East End Yardmaster
Indianapolis—Hawthorne Yard Office
Indianapolis—Sherman Dr. Switch Tender
Buckskin—Ashby Operator
Worthington—Ashby Operator
South Anderson—Yard Office
CP-158—Train Dispatcher, Indianapolis
Midland—Yard Office
Mt. Carmel—Yard Office
Harrisburg—Yard Office
Harrisburg—Engine House
Tunnel Hill—Harrisburg Operator
Hillsboro, Ill. (CP-194)—Train Dispatcher, Indianapolis
Lyons Yard—Yard Office
Decatur—Yard Office
Terre Haute—East Yard Office
Terre Haute—Engine House
Terre Haute—Trainmasters Office
Rose Lake—Yard Office
East St. Louis—Lower Yard Office
Mattoon—Yard Office
Duane—Yard Office
Mattoon—Tr. Dispr.
Paris—Tr. Dispr.

1829-A1. Protection Of Trains In Timetable and Train Order Only or MBS Territory Where Work On or About The Tracks Obstructs The Normal Movement Of Traffic.

Tracks Obstruct The Normal Movement Of Trains:
Work on or about the track may be performed under traffic in Timetable and Train Order Only or MBS Territory by the use of Train Order or Bulletin Order.

The limits of the restricted area will also be indicated by a Stop Sign, **Fig. F-1**, located in the center of the track and a Resume Sign, **Fig. C-1**, located to the right of and adjacent to the track to which it refers.

The approach to the Restricted area will be indicated by an Approach Speed Sign, Fig. E-1, located to the right of and adjacent to the track to which it refers.

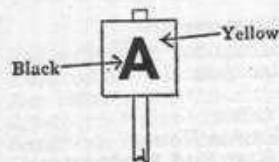
Movement through the restricted area will be governed by instructions of the MW Foreman or his representative.

RESTRICTED AREA

The restricted area must be prescribed by Form 19 Train Order or Bulletin Order and will be used to protect a train moving on a track where the MW work is being performed. The following order will be used:

Single (or No. _____) track obstructed for maintenance between _____ and _____ from _____ A.M. to _____ P.M.
Approach the Stop Sign prepared to Stop and Stop.

SIGNS



1829-A2. Protection of Trains On Adjacent Track.

On two or more tracks where TCS, ABS or MBS rules are in effect and where M. of W. equipment having exclusive use of one track will foul an adjacent track, such restricted area will be designated by Train Order or Bulletin Order and protected by Approach Speed, Stop and Resume Speed signs on that adjacent track. Trains operating on that track must be governed by those signs and approach the work area prepared to stop and must not pass without a hand signal to proceed with a yellow flag or light, or when notified by radio that the track is clear from M. of W. employee on the ground.

1829-B—In the application of Rules 829 to 829h, inclusive, Form M CT-264R-2 (Rev. 3-71) may be used to provide for exclusive use when track is obstructed for maintenance.

EMPLOYEE QUALIFICATION

| | | | |
|---------------|-----------------------|-----------------|--------------------------|
| Home Div..... | Name..... | Occupation..... | Date Promoted..... |
| DIVISION | QUALIFIED FOR SERVICE | DATE QUALIFIED | DATE OF LAST EXAMINATION |
| | PORTION | | TIMETABLE |
| | | | AIR BRAKE |
| | | | BOOK OF RULES |
| | | | PHYSICAL |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

ALL DIVISIONS

—SAFETY CALENDAR—

Train, Locomotive and Other Transportation Employees

A Safe day is a Pay day

Accident prevention starts by knowing, understanding and obeying the Safety Rule, let it be your guide each and every day.

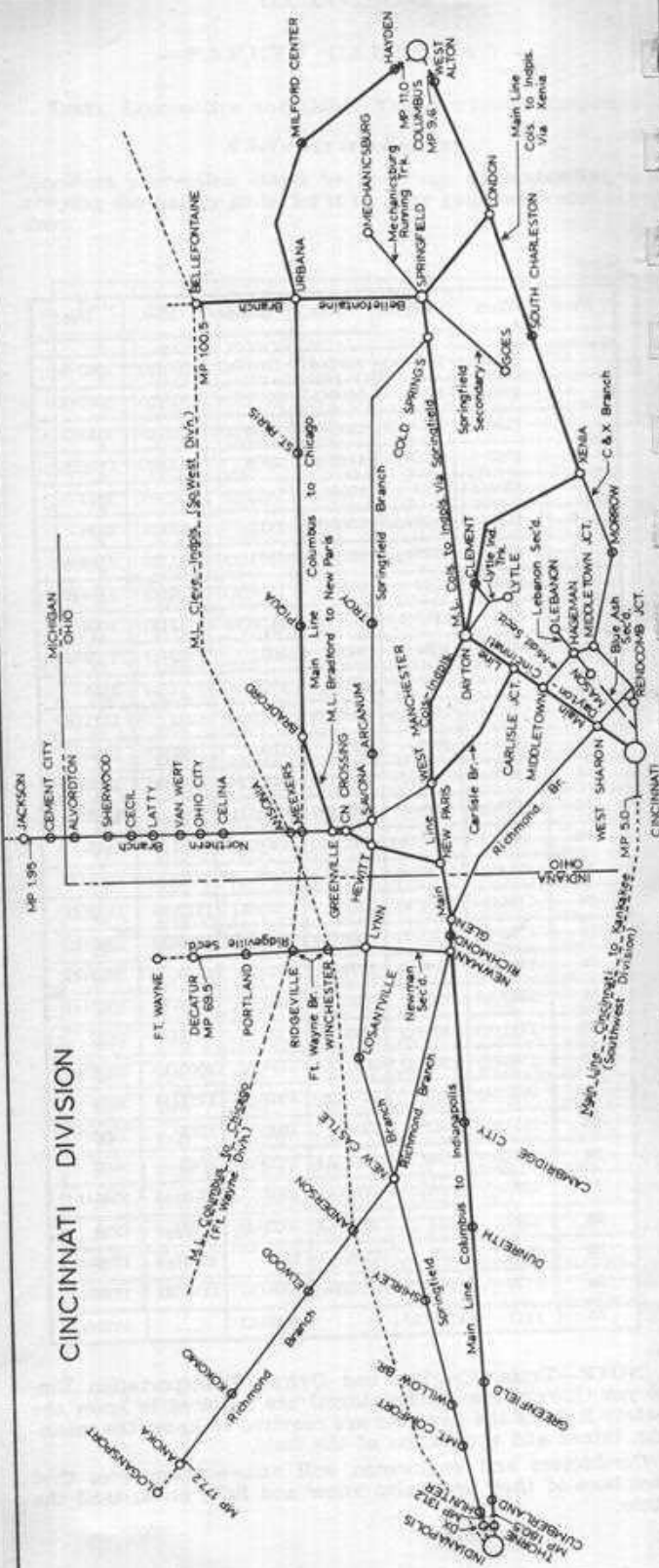
| Date | January | February | March | April | May | June |
|------|---------|----------|---------|---------|---------|---------|
| 1 | 1000(a) | 1000(b) | 1011(a) | 1101 | 1001(e) | 1001(d) |
| 2 | 1000(b) | 1000(a) | 1001(d) | 1100(a) | 1010(b) | 1109 |
| 3 | 1105(l) | 1175(j) | 1176(h) | 1000(b) | 1123(e) | 1012 |
| 4 | 1013(c) | 1010(a) | 1050 | 1152(b) | 1216(e) | 1176(f) |
| 5 | 1175(e) | 1208 | 1154(b) | 1103(m) | 1051(b) | 1112(a) |
| 6 | 1111(a) | 1002(c) | 1003(a) | 1051(g) | 1201(a) | 1011(b) |
| 7 | 1010(c) | 1152(d) | 1118 | 1111(l) | 1052(k) | 1125 |
| 8 | 1105(c) | 1121 | 1222 | 1176(i) | 1102(a) | 1105(a) |
| 9 | 1005 | 1213 | 1218 | 1156(a) | 1175(d) | 1010(c) |
| 10 | 1175(a) | 1204(a) | 1117(e) | 1110 | 1002(b) | 1152(b) |
| 11 | 1156(e) | 1021 | 1103(d) | 1052(g) | 1176(a) | 1128(e) |
| 12 | 1014(g) | 1114(a) | 1221(b) | 1125 | 1111(a) | 1175(e) |
| 13 | 1206 | 1109 | 1124 | 1100(l) | 1017 | 1011(f) |
| 14 | 1150(a) | 1014(a) | 1175(k) | 1175(d) | 1152(a) | 1051(d) |
| 15 | 1103(h) | 1126(b) | 1207 | 1004 | 1013(a) | 1176(b) |
| 16 | 1006 | 1201(d) | 1152(f) | 1155(e) | 1127 | 1111(d) |
| 17 | 1155(d) | 1012 | 1153(a) | 1201(c) | 1014(e) | 1006 |
| 18 | 1052(d) | 1122(b) | 1008(c) | 1150(c) | 1105(e) | 1115 |
| 19 | 1105(e) | 1111(g) | 1052(e) | 1119(a) | 1024(b) | 1018(a) |
| 20 | 1109 | 1107 | 1018(c) | 1105(a) | 1175(m) | 1003(d) |
| 21 | 1201(e) | 1151 | 1100(d) | 1175(e) | 1052(b) | 1021 |
| 22 | 1014(c) | 1115 | 1216(f) | 1016 | 1019 | 1156(c) |
| 23 | 1202(a) | 1176(e) | 1176(k) | 1205(e) | 1153(a) | 1009 |
| 24 | 1102(c) | 1015 | 1203(a) | 1214 | 1010(a) | 1052(e) |
| 25 | 1007 | 1200 | 1223 | 1020(h) | 1119(a) | 1206 |
| 26 | 1127 | 1202(d) | 1106 | 1176(e) | 1154(a) | 1017 |
| 27 | 1123(a) | 1114(b) | 1110 | 1226 | 1015 | 1207 |
| 28 | 1103(l) | 1013(a) | 1024(a) | 1102(a) | 1004 | 1105(b) |
| 29 | 1216(d) | 1217 | 1052(j) | 1224 | 1176(h) | 1214 |
| 30 | 1219 | | 1105(d) | 1211(b) | 1203(a) | 1156(a) |
| 31 | 1214 | | 1006 | | 1107 | |

| Date | July | August | Sept. | October | Nov. | Dec. |
|------|---------|---------|---------|---------|---------|---------|
| 1 | 1003(a) | 1000(a) | 1002(d) | 1001(a) | 1000(a) | 1000(b) |
| 2 | 1001(a) | 1004 | 1000(b) | 1003(b) | 1000(b) | 1001(a) |
| 3 | 1100(a) | 1003(d) | 1111(a) | 1155(d) | 1175(g) | 1153(b) |
| 4 | 1050 | 1175(j) | 1152(e) | 1009 | 1150(b) | 1111(f) |
| 5 | 1204(a) | 1017 | 1008(c) | 1175(l) | 1152(e) | 1017 |
| 6 | 1176(c) | 1128(m) | 1100(b) | 1115 | 1052(e) | 1004 |
| 7 | 1002(d) | 1105(g) | 1018(c) | 1102(c) | 1111(b) | 1154(a) |
| 8 | 1106 | 1127 | 1019 | 1155(a) | 1150(e) | 1114(c) |
| 9 | 1025 | 1112(b) | 1176(k) | 1126(b) | 1112(a) | 1006 |
| 10 | 1122(b) | 1052(l) | 1006 | 1021 | 1175(e) | 1102(a) |
| 11 | 1014(a) | 1156(e) | 1219 | 1103(m) | 1112(b) | 1151 |
| 12 | 1102(c) | 1100(g) | 1002(f) | 1202(a) | 1025 | 1111(c) |
| 13 | 1200 | 1012 | 1007 | 1109 | 1105(f) | 1156(c) |
| 14 | 1150(c) | 1152(d) | 1100(k) | 1211(a) | 1155(a) | 1020(a) |
| 15 | 1175(g) | 1205(d) | 1221(b) | 1152(f) | 1111(d) | 1152(a) |
| 16 | 1000(b) | 1111(b) | 1013(a) | 1206 | 1051(e) | 1103(c) |
| 17 | 1014(g) | 1176(e) | 1207 | 1016 | 1105(b) | 1003(d) |
| 18 | 1154(b) | 1216(a) | 1106 | 1153(b) | 1112(e) | 1100(f) |
| 19 | 1103(c) | 1010(d) | 1000(a) | 1111(j) | 1010(b) | 1052(k) |
| 20 | 1007 | 1119(c) | 1175(k) | 1014(e) | 1210 | 1014(f) |
| 21 | 1013(b) | 1223 | 1005 | 1203(b) | 1013(b) | 1051(e) |
| 22 | 1211(b) | 1155(c) | 1216(b) | 1121 | 1205(d) | 1115 |
| 23 | 1105(d) | 1203(c) | 1051(e) | 1176(l) | 1002(b) | 1014(a) |
| 24 | 1022(a) | 1115 | 1176(m) | 1052(j) | 1152(c) | 1053 |
| 25 | 1111(c) | 1015 | 1214 | 1020(a) | 1215 | 1216(b) |
| 26 | 1152(c) | 1176(i) | 1011(a) | 1122(c) | 1012 | 1007 |
| 27 | 1216(f) | 1105(e) | 1116(a) | 1207 | 1202(a) | 1201(b) |
| 28 | 1222 | 1121 | 1022(a) | 1052(d) | 1225(c) | 1220 |
| 29 | 1050 | 1109 | 1114(a) | 1113 | 1205(a) | 1216(a) |
| 30 | 1127 | 1202(d) | 1150(b) | 1008(b) | 1176(d) | 1018(a) |
| 31 | 1217 | 1117(a) | | 1128(d) | | 1022(a) |

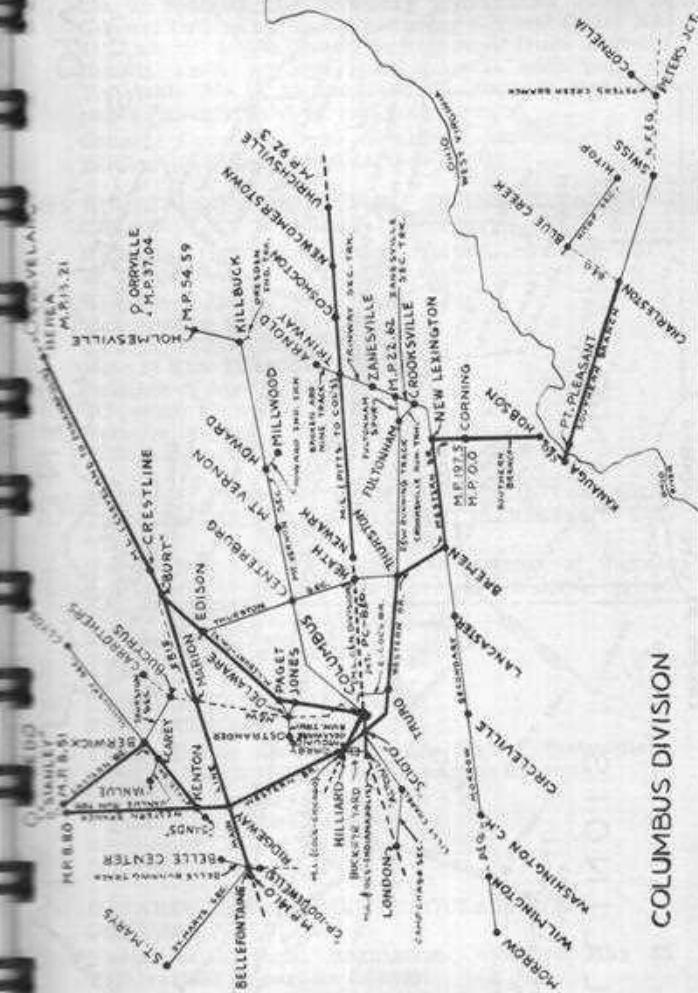
NOTE—Train, Engine and Other Transportation Employees (Except Station Employees) are required to know the Safety Rule of the day, and are required to know the meaning, intent and application of the Rule.

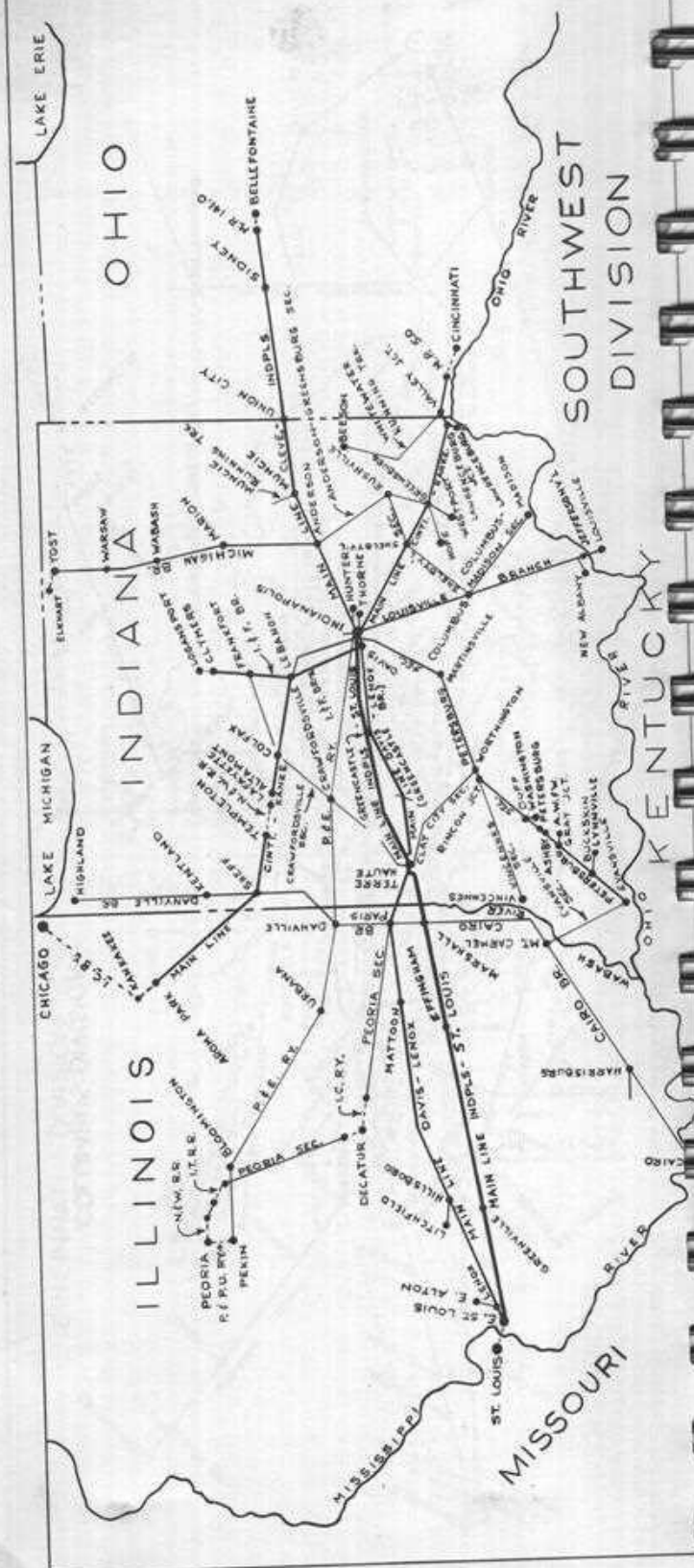
Conductors and enginemen will assure themselves that members of their crew also know and fully understand the Rule.

CINCINNATI DIVISION



COLUMBUS DIVISION





**PENN CENTRAL TRANSPORTATION CO.
SOUTHERN REGION**

Indianapolis, Indiana, November 4, 1971

GENERAL ORDER No. 501

Effective { 1.01 A.M., E.S.T. } Sunday, November 14, 1971
{ 12.01 A.M., C.S.T. }

Applies in All Divisions

- (a) Timetable No. 5 in effect. This Timetable is a joint Cincinnati, Columbus, and Southwest Division Timetable. It contains the necessary instructions issued in General Orders up to and including General Order No. 419, all of which must be removed from Bulletin Boards. Each employee must examine each page of Timetable No. 5 to see that his copy is complete, pages properly lined up, and note changes. General Orders will be numbered consecutively regardless of division in which they apply.
- (b) **RULES FOR CONDUCTING TRANSPORTATION—C.T. 400**
Rules for Conducting Transportation, effective April 28, 1968, revised in part as follows:
Revision of January 1, 1971—
Signature on Page iii.
Revision of March 22, 1971—
Note to Rule 513 annulled.
Revision of April 1, 1971—
TC permit Form, CT. 264-R2.
Revision of June 1, 1971—
Rule Q changed.
- (c) **SPECIAL INSTRUCTIONS GOVERNING OPERATION OF SIGNALS AND INTERLOCKINGS—C.T. 405**
Special Instructions Governing Operation of Signals and Interlockings, effective November 1, 1968, revised in part as follows:
Revision of January 1, 1971.
Signature on Page 1.
- (d) **BRAKE AND TRAIN SIGNAL INSTRUCTIONS—EC-99**
EC-99—Brake and Train Air Signal Instructions, effective March 1969, revised in part as follows:
Revision of January 1, 1971—
Signature on Notice Page.
Revision of October 31, 1971—
Section 10f, par. (4), page 35.
- (e) **HAZARDOUS MATERIALS REGULATIONS—GENERAL NOTICE 225-F.**
Hazardous Material Regulations, effective May 15, 1969, revised in part as follows:
Revision of December 30, 1969—
Regulation 174.532 paragraph (m), page 69 and Regulation 174.566 paragraph (a) item (1), pages 83 and 84, changed.
Revisions of January 1, 1971—
Paragraph H, page 10, delete reference to Form C.T. 572.
Paragraph 1, page 11, subparagraph 2 and 3, changed.
Paragraph J, page 11, changed.
Regulation 174.506, page 56 and 57, changed.
Regulation 174.533, paragraph (c), page 69, changed.

(Continued on next page)

(Page 2 of 8 pages, Sou. Regn. G.O. No. 501)

Applies in all Divisions (cont'd.)

Regulation 174.565, paragraph (a) and (b), page 83, deleted.
 Regulation 171.15 and 171.16, page 16A, added.
 Revision of May 1, 1971—
 Regulation 171.6, page 14A, added.
 Revision of June 28, 1971—
 Paragraph (d), Section 174.549, page 72, cancelled.

Applies In Cincinnati Division.**(f) CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS**

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

1. MAIN LINE—COLUMBUS TO INDIANAPOLIS

| Between | Single | No. 1 Track | No. 2 Track |
|-----------------------------|--------|-------------|-------------|
| MP 13 and MP 14 | | | 30 |
| EL-MP 369.5 and EL-MP 369.8 | 10 | | |
| MP 133.6 and MP 133.7 | | | 30 |
| MP 153.5 and MP 154 | | 30 | |
| MP 165.5 and MP 166 | | | 30 |
| MP 167.5 and MP 168 | | | 30 |

2. MAIN LINE—COLUMBUS TO CHICAGO

| Between | No. 1 Track |
|-----------------|-------------|
| MP 59 and MP 57 | 30 |
| MP 75 and MP 74 | 30 |
| MP 82 and MP 80 | 30 |

3. MAIN LINE—DAYTON TO CINCINNATI

| Between | No. 1 Track | No. 2 Track |
|-----------------------|-------------|-------------|
| MP 212 and MP 212.2 | 20 | 20 |
| MP 214.5 and MP 214.6 | 20 | 20 |
| MP 222.5 and MP 222.6 | 20 | 20 |

4. BELLEFONTAINE BRANCH

| Between | Single |
|-----------------------|--------|
| MP 99.2 and MP 100 | 25 |
| MP 115.8 and MP 116.6 | 25 |
| MP 129 and MP 130.2 | 10 |

5. CARLISLE BRANCH

| Between | Single |
|-------------------|--------|
| MP 180 and MP 183 | 20 |

6. C&X BRANCH

| Between | Single |
|---------------------------------------|--------|
| Westward Siding Greene | 5 |
| Eastward Siding & No. 40 track Greene | 10 |
| MP 72 and MP 76 | 20 |
| MP 98.5 and MP 100 | 10 |
| MP 104.5 and MP 106.5 | 10 |

7. RICHMOND BRANCH

| Between | Single |
|---------------------------|--------|
| MP 9.5 and MP 10 | 10 |
| MP 46.5 and MP 47 | 30 |
| MP 52.4 and MP 54 | 30 |
| MP 68.2 and MP 69 | 30 |
| MP 81 and MP 84 | 30 |
| MP 104 and MP 109.4 | 30 |
| Delco Interlocking limits | 10 |
| MP 129.5 and MP 134 | 30 |
| MP 138 and MP 147.2 | 30 |

(Continued on next page)

(Page 3 of 8 pages, Sou. Regn. G.O. No. 501)

Applies to Cincinnati Division (cont'd.)**8. NEWMAN SECONDARY TRACK**

| Between | Single |
|---------------------|--------|
| MP 0.5 and MP 1 | 10 |
| MP 1 and MP 7 | 25 |
| MP 11.5 and MP 12.5 | 10 |
| MP 16 and MP 24.5 | 10 |

9. FORT WAYNE BRANCH

| Between | Single | Siding & Other Tracks |
|-----------------------------|--------|-----------------------|
| MP 31.5 and Ridgeville | 10 | |
| Southwest Wye at Ridgeville | | 10 |

10. RIDGEVILLE SECONDARY TRACK

| Between | Single |
|----------------------|--------|
| Ridgeville and MP 41 | 10 |
| MP 48.2 and MP 57 | 10 |
| MP 59 and MP 60 | 10 |
| MP 61 and MP 61.3 | 10 |

11. NORTHERN BRANCH

| Between | Single |
|-----------------------|--------|
| MP 14 and MP 17 | 10 |
| MP 24.9 and MP 28 | 10 |
| MP 39.5 and MP 41 | 10 |
| MP 68.1 and MP 70.6 | 10 |
| MP 106.5 and MP 107 | 10 |
| MP 117.8 and MP 126.5 | 10 |

12. UNDERCLIFF SECONDARY TRACK

| Between | No. 1 Track | No. 2 Track |
|------------------|-------------|-------------|
| MP 114 and Oasis | 10 | 10 |

Applies In Columbus Division**(g) CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS**

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

1. MAIN LINE—PITTSBURGH TO COLUMBUS

| Between | No. 1 Track | No. 2 Track |
|---------------------|-------------|-------------|
| Town and Morgan Run | | 60 |
| MP 135 and MP 136 | 50 | |
| MP 152 and MP 155.4 | 50 | |

2. MAIN LINE—COLUMBUS TO INDIANAPOLIS

| Between | Siding & Other Tracks |
|--|-----------------------|
| Alton and West Alton (Westward Siding) | 5 |

3. MAIN LINE—COLUMBUS TO CHICAGO

| Between | No. 1 Track |
|--------------------------------|-------------|
| Over Bridge at 17 Marble Cliff | 30 |

(Continued on next page)

(Page 4 of 8 pages, Sou. Regn. G.O. No. 501)

Applies in Columbus Division (cont'd)

4. MAIN LINE—CLEVELAND TO INDIANAPOLIS

| Between | No. 1 Track | No. 2 Track |
|-----------------------------------|----------------|----------------|
| MP 15.4 over Bridge 15.42 | 30 | 30 |
| Over B&O Crossing Gratton | 30 | 25 |
| MP 37 and MP 37.1 | 25 | 25 |
| Within Interlocking Limits CP-51 | 30 | 30 |
| Over AC&Y Crssng Hiles | 30 | 30 |
| Shelby within Interlocking Limits | 40 | 40 |
| Over PC Crssng Crestline | 25 | 25 |
| MP 61.2 and MP 61.5 (Eastward) | 30 | 30 |
| MP 62.2 and MP 61.9 (Eastward) | 30 | 30 |
| MP 100 and AC (Westward) | 40 | 40 |
| EL MP 303 and MP 304 | | |
| (EL RR Westward) | 30 | |
| EL MP 304.8 and AC | | |
| (EL RR Westward) | 10 | |

5. MAIN LINE—BURT TO COLUMBUS

| Between | Single Track |
|---------------------|-----------------|
| MP 100 and MP 100.5 | 30 |

6. WESTERN BRANCH

| Between | Single Track | No. 1 Track | No. 2 Track | Siding & Other |
|---|-----------------|----------------|----------------|-------------------|
| Dunbridge Siding | | | | 5 |
| MP 31.6 and MP 32 | 10 | | | |
| MP 33.5 and MP 34 | 30 | | | |
| Over B&O Crossing | 30 | | | |
| Findlay Siding | | | | 5 |
| Hancock Siding | | | | 5 |
| Dunkirk Siding | | | | 10 |
| Over Bridge 68.7 | 25 | | | |
| MP 69.5 and MP 70 | 25 | | | |
| CP-73 Erie Crossing | 25 | | | |
| MP 76 and MP 78 | 25 | | | |
| North Siding Ridgeway | | | | 45 |
| On Connection Track between Western Br. & Main Line— | | | | |
| Cleve to Indpls | 25 | | | |
| MP 81 and MP 82 | 25 | | | |
| MP 94 and MP 95 | 25 | | | |
| Scottslawn Siding | | | | 5 |
| MP 108.9 and MP 109.1 | 10 | | | |
| MP 113 and MP 121 | 30 | | | |
| West Columbus No. 15 Runng Trk | | | | 10 |
| West Columbus No. 14 Track | | | | 5 |
| MP 134.9 and MP 136.3 | | 10 | 10 | |
| MP 140.5 and MP 141.3 | 10 | | | |
| MP 149 and MP 157 | 30 | | | |
| Bucyrus Siding Thurston | | | | 5 |
| Columbus Siding Thurston | | | | 5 |
| MP 161 and MP 161.1 | 10 | | | |
| MP 163.1 and MP 163.7 | 10 | | | |
| MP 165.2 and MP 166.3 | 10 | | | |
| MP 169 and MP 170 | 10 | | | |
| MP 174.6 and MP 175.0 | 30 | | | |
| MP 176.8 and MP 176.2 | 10 | | | |
| Over B&O Crossing | | | | |
| Junction City | 15 | | | |
| MP 180.2 and MP 180.4 | 30 | | | |
| Sunny Hill Mine Tracks— | | | | |
| 1, 2, 3 and 4 at Claybank | | | | 5 |

7. SOUTHERN BRANCH

| Between | Single Track | Siding & Other |
|---------------------------|-----------------|-------------------|
| MP 13 and MP 14 | 10 | |
| MP 27.1 and MP 31.2 | 30 | |
| MP 34.7 and MP 35.1 | 10 | |
| MP 43 and MP 49 | 10 | |
| MP 50 and MP 51 | 10 | |
| Hobson Yd. (No. 13 Track) | | 5 |
| MP 75.2 and MP 75.3 | 10 | |
| MP 75.2 and MP 75.3 | 10 | |
| MP 87.2 and MP 88.1 | 10 | |
| MP 93 and MP 95 | 25 | |
| Rumer Siding | | 5 |
| MP 100.2 and MP 100.4 | 40 | |
| MP 107 and MP 108 | 10 | |
| MP 109 and MP 110.5 | 10 | |
| MP 130 and MP 134 | 10 | |
| MP 136 and MP 138 | 10 | |

(Continued on next page)

(Page 5 of 8 pages, Sou. Regn. G.O. No. 501)

Applies in Columbus Division (cont'd.)

8. EASTERN BRANCH

| Between | Single Track |
|----------------------------|-----------------|
| SA (Stanley) and SO Switch | 5 |
| MP 10 and MP 14 | 20 |
| MP 19 and "F" Tower | |
| Fostoria | 10 |
| "F" Tower Fostoria | |
| and Berwick | 10 |
| MP 59.5 and MP 60 | 10 |
| MP 69.5 and MP 73 | 25 |

9. TRINWAY SECONDARY TRACK

| Between | Single Track |
|---------------------|-----------------|
| MP 10.5 and MP 13.5 | 5 |

10. ZANESVILLE SECONDARY TRACK

| Between | Single Track |
|--|-----------------|
| Curves between Putnam and Fair Oaks | 10 |
| MP 27.8 and MP 28.3 | 5 |
| MP 34.4 and MP 34.8 | 5 |
| MP 34.8 and MP 38 | 10 |

11. MORROW SECONDARY TRACK

| Between | Single Track |
|-------------------|-----------------|
| Bremen and MP 55 | 15 |
| MP 58 and MP 80 | 15 |
| MP 61.9 and MP 64 | 10 |
| MP 73 and MP 74 | 5 |
| MP 76 and MP 77 | 5 |
| MP 80 and MP 139 | 15 |
| MP 139 and MP 145 | 10 |

12. MT. VERNON SECONDARY TRACK

| Between | Single Track |
|-----------------------|-----------------|
| End of Track— | |
| MP 54.6 and MP 58 | 10 |
| MP 111.5 and MP 117.5 | 10 |

13. THURSTON SECONDARY TRACK

| Between | Single Track |
|-----------------------|-----------------|
| MP 46.1 and MP 46.3 | 5 |
| MP 144.9 and MP 145.9 | 10 |

14. ST. MARYS SECONDARY TRACK

| Between | Single Track |
|---------------------|-----------------|
| MP 54.6 and MP 63.7 | 10 |
| MP 63.7 and MP 68 | 5 |
| MP 68 and MP 72.6 | 10 |
| MP 72.6 and MP 73 | 5 |
| MP 81 and MP 83 | 5 |
| MP 88 and MP 91 | 10 |
| MP 91.5 and MP 93 | 5 |

15. FULTONHAM RUNNING TRACK

| Between | Single Track |
|--|-----------------|
| Zanesville Sec. Track Conn. & Fultonham (Runng) Track | 10 |

16. CAMP CHASE SECONDARY TRACK

| Between | Single Track |
|---------------------|-----------------|
| MP 147.2 and MP 148 | 10 |
| MP 162 and London | 10 |

(Continued on next page)

(Page 6 of 8 pages, Sou. Regn. G.O. No. 501)

Applies In Southwest Division

(h) CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

1. MAIN LINE—INDIANAPOLIS TO ST. LOUIS

| Between | Single Track | No. 1 Track | No. 2 Track | Siding & Other |
|----------------------------------|--------------|-------------|---------------|----------------|
| MP 0.4 and MP 2.0 | | | 10 | |
| MP 0.4 and MP 1.5 | | | 10 | |
| MP 1.5 and MP 5.0 | | | 30 | |
| MP 5.0 and MP 8.0 | | | 30 | |
| MP 38.8 and MP 39.2 | | 30 | 30 | |
| MP 107.9 and MP 108.2 | | 30 | | |
| MP 118 and MP 119 | | | 40 | |
| MP 118 and MP 120 | | | 40 | |
| IC Crossing Lebanon | | 30 | 30 | |
| MP 171.5 and MP 172.5 | | | 30 | |
| MP 189.5 and MP 191 | | | 50 | |
| Exermont and NH | 20 | | | 20 |
| A&S Wye | | | | 10 |

2. MAIN LINE—CLEVELAND TO INDIANAPOLIS

| Between | No. 1 Track | No. 2 Track |
|----------------------------------|-------------|---------------|
| MP 146.1 and MP 147 | | 30 |
| MP 149.8 and MP 150 | | 40 |
| MP 161.5 and MP 162.4 | | 30 |
| MP 171.5 and MP 172.5 | | 30 |
| MP 176 and MP 178 | | 30 |
| MP 182.2 and MP 182.5 | | 30 |
| West Ansonia Interlocking Limits | | 40 |
| MP 191.4 and MP 191.5 | | 40 |
| MP 191.4 and MP 192.3 | | 30 |
| MP 195 and MP 196.6 | | 30 |
| MP 205.8 and MP 206.5 | | 30 |
| MP 208.5 and MP 208.6 | | 30 |
| MP 223.2 and MP 223.7 | | 30 |

3. MAIN LINE—DAVIS TO LENOX

| Between | Single Track | Siding & Other |
|-------------------|--------------|----------------|
| MP 72 and MP 72.3 | 10 | |
| CP 76 and MP 78 | | 10 |
| Ashmore | | 10 |
| Mattoon | | 10 |
| CP 129 and MP 138 | 30 | |
| Shelbyville | | 10 |
| Tower Hill | | 10 |
| Hillsboro | | 10 |

4. MAIN LINE—CINCINNATI TO KANKAKEE

| Between | Single Track | No. 1 Track | No. 2 Track | Siding & Other |
|--------------------------|--------------|-------------|-------------|----------------|
| MP 28 and CP 39 | | | 30 | |
| MP 45 and MP 49 | | | | 10 |
| CP 77 and CP 82 | | | | |
| MP 94.8 and MP 99 | | 30 | | |
| MP 105 and MP 107 | | | 10 | |
| Belt Crossing and MP 108 | | | | 10 |
| MP 148.5 and MP 151.5 | | 40 | | |
| MP 161 and MP 168.6 | | 40 | | |
| MP 201.0 and MP 202.5 | | 40 | | |
| MP 207.5 and MP 211.0 | | 40 | | |
| MP 218.0 and MP 219.5 | | 50 | | |
| MP 241.0 and MP 243.8 | | 50 | | |

5. LOUISVILLE BRANCH

| Between | Single Track |
|---------------------|--------------|
| MP 12.6 and MP 14 | 30 |
| MP 15.5 and MP 17.5 | 30 |
| MP 19.3 and MP 21 | 30 |
| MP 40.8 and MP 41.2 | 10 |
| MP 52 and MP 55 | 30 |
| MP 80 and MP 81.1 | 30 |
| MP 84 and MP 90 | 30 |

(Continued on next page)

(Page 7 of 8 pages, Sou. Regn. G. O. No. 501)

Southwest Division (cont'd.)

6. I & F BRANCH

| Between | Single Track | No. 1 Track | No. 2 Track | Siding & Other |
|--|--------------|-------------|---------------|----------------|
| Woods and Kraft "B" Running Track | | | | 10 |
| Woods Interlocking | | | 10 | |
| MP 1.4 and MP 6 | | | 25 | |
| Lebanon | | | | 5 |
| MP 41 and MP 48 | | | 30 | |
| Frankfort (X Siding) | | | | 5 |
| South Burr and North Burr (Passing Siding) | | | | 5 |
| MP 82 and MP 94 | | | 30 | |
| MP 100 and MP 104 | | | 30 | |

7. MICHIGAN BRANCH

| Between | Single Track | Siding & Other |
|--|---------------|----------------|
| Leesburg | | 10 |
| MP 89 and MP 98 | 25 | |
| Speicher | | 10 |
| MP 113.5 and MP 113.6 | | |
| MP 113.5 and MP 113.6 (Wabash River Bridge) | 15 | |
| MP 131 and MP 134 | 10 | |
| MP 148 and MP 152.4 | 10 | |

8. PETERSBURG SECONDARY TRACK
KRAFT—RINCON JCT.

| Between | Single Track |
|--------------------------------|---------------|
| MP 2 and MP 5 | 30 |
| MP 5 and MP 8 | 30 |
| MP 11.4 and MP 11.6 | 30 |
| MP 12 and MP 14 | 10 |

9. PETERSBURG SECONDARY TRACK
RINCON JCT.—EVANSVILLE

| Between | Single Track |
|---------------------|--------------|
| MP 42 and MP 46 | 10 |
| MP 71 and MP 80 | 10 |
| MP 96.4 and MP 98.4 | 10 |
| MP 101 and MP 115 | 10 |
| MP 117 and MP 121 | 10 |
| MP 124 and MP 127 | 10 |

10. CAIRO BRANCH

| Between | Single Track |
|------------------------------|---------------|
| MP 16.8 and MP 17.3 | 10 |
| MP 19 and MP 19.5 | 10 |
| MP 67 and MP 68.3 | 10 |
| MP 116.5 and MP 125 | 10 |
| MP 144 and MP 146 | 30 |
| MP 158 and MP 160 | 10 |
| MP 178 and MP 184 | 15 |
| MP 186.2 and MP 188.7 | 10 |
| MP 191 and MP 195 | 20 |
| MP 195 and MP 196 | 10 |
| MP 196 and MP 206.5 | 20 |
| MP 206.5 and MP 217 | 10 |
| MP 217 and MP 251 | 15 |
| MP 251 and Cairo | 10 |

11. DANVILLE BRANCH

| Between | Single Track |
|---------------------|--------------|
| MP 15 and MP 17 | 10 |
| MP 62.2 and MP 63 | 10 |
| MP 65.6 and MP 66.1 | 10 |
| MP 104 and MP 107 | 25 |

12. COLUMBUS—MADISON SECONDARY TRACK

| Between | Single Track |
|--------------------------|---------------|
| MP 8 and MP 9 | 10 |
| MP 33.1 and MP 33.2 | 5 |
| MP 37 and MP 42 | 10 |

(Continued on next page)

(Page 8 of 8 pages, Sou. Regn. G.O. No. 501)

Southwest Division (cont'd.)**13. CLAY CITY SECONDARY TRACK**

| Between | Single Track |
|--|-----------------|
| MP 10.0 and MP 25.7 | 15 |
| MP 25.7 and MP 32.0 (Interlocking Limits) | 20 |
| MP 32.0 and MP 35.0 | 15 |

14. A W & W SECONDARY TRACK

| Between | Single Track |
|-----------------------|-----------------|
| MP 106.8 and MP 107.1 | 10 |

15. CRAWFORDSVILLE SECONDARY TRACK

Secondary Track temporarily out of service between Colfax and Fort

16. PEORIA—ALLENTOWN SECONDARY TRACK

| Between | Single Track |
|---------------------|-----------------|
| MP 73.7 and MP 73.8 | 5 |

17. EVANSVILLE SECONDARY TRACK

| Between | Single Track |
|-------------------|-----------------|
| MP 129 and MP 130 | 10 |

18. LYNNVILLE SECONDARY TRACK

| Between | Single Track |
|-----------------|-----------------|
| MP 0.0 and MP 6 | 5 |

This General Order is printed in Timetable No. 5 and will not be issued in sticker form.

J. E. MARTIN
General Manager.

PENN CENTRAL TRANSPORTATION CO.
SOUTHERN REGION

Indianapolis, Indiana, November 19, 1971

GENERAL ORDER NO. 502

Effective 12.01 A.M., Wednesday, December 1, 1971

Applies In All Divisions

- (a) PROTECTION OF TRAINS IN TIMETABLE AND TRAIN ORDER ONLY OR MBS TERRITORY WHERE WORK ON OR ABOUT THE TRACK OBSTRUCTS THE NORMAL MOVEMENT OF TRAFFIC.

The following instructions are added to and made a part of Special Instruction 1829-A1, bottom of page 214, Timetable No. 5:

The Stop Sign, Fig. F-1, at the entrance to the restricted area may be removed, in clear view of the Engineman, for the passage of a train only by an MW employe and only after:

1. The Train has stopped.
2. Instructions including speed have been given to the Engineman by the MW employe governing the movement through the restricted area.

Normal speed may be resumed after rear of the train has passed the Resume Speed Sign Fig. C-1, located at the end of the restricted area.

Block Signal System and Interlocking Rules remain in effect through the Restricted Area.

Sticker coupon attached to sticker form of this General Order must be detached and affixed to bottom of page 214, Special Instruction 1829-A1, as indicated thereon.

- (b) TIMETABLE AUTHORITY
Arrival time of No. 55 at Indianapolis corrected to read 5.15 A.M. instead of 5.15 P.M.
Employees must correct column 1, page 44, in ink.

Applies In Cincinnati Division

- (c) MAIN LINE—DAYTON TO CINCINNATI
MORAINES—WEST CARROLLTON
That part of General Order No. 501, Paragraph (f), Item 3, line 2, referring to a temporary speed restriction of 20 MPH on No. 1 and No. 2 tracks between MP 214.5 and MP 214.6, annulled.
- (d) MAIN LINE—COLUMBUS TO INDIANAPOLIS
(via Xenia)
LONDON, OHIO
Facing hand operated switch for eastward movement on single track located 2600 feet east of MP 24 leading to Purex Company changed from pipe connected derail to independent hand operated derail.

(Continued on next page)

Applies In Cincinnati Division (cont'd.)

(e) SIGNAL RULES

C&X BRANCH

ROXANNA—MORROW

Following Automatic Block Signals out of service:
Signal No. 675 located 3960 feet west of MP 67. Signal No. 719 located 4700 feet west of MP 71. Signal No. 777 located 3500 feet west of MP 77. Signal No. 821 located 528 feet west of MP 82 governing westward movement on single track and Signal No. 676 located 3960 feet west of MP 67. Signal No. 718 located 4700 feet west of MP 71. Signal No. 778 located 3500 feet west of MP 77. Signal No. 820 located 528 feet west of MP 82 governing eastward movement on single track.

(f) CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

1. MAIN LINE—COLUMBUS TO INDIANAPOLIS

| Between | Single Track | No. 2 Track |
|-----------------|--------------|-------------|
| MP 33 and MP 33 | 20 | 20 |
| MP 33 and MP 33 | 20 | 20 |
| MP 33 and MP 33 | 20 | 20 |
| MP 33 and MP 33 | 20 | 20 |

2. NORTHERN BRANCH

| Between | Single Track |
|-----------------|--------------|
| MP 78 and MP 80 | 10 |

3. MECHANICSBURG RUNNING TRACK

| Between | Single Track |
|-------------------|--------------|
| MP 151 and MP 150 | 5 |

Applies In Columbus Division

(g) MAIN LINE—PITTSBURGH TO COLUMBUS
ARO—TRINWAY

That part of General Order No. 501, paragraph (g), Item 1, line 2 referring to a speed of 50 MPH on No. 1 track between MP 135 and MP 136, annulled.

(h) MAIN LINE—BURT TO COLUMBUS
COLUMBUS—GN

No. 2 track between a point 700 feet east of Olentangy and GN out of service.

No. 2 track between Fourth St. Columbus and 700 feet east of Olentangy, changed to Hamilton Parker Industrial Lead.

Special Instructions 1151-B1, Page 110 and 1250-A1, Page 195, changed.

(i) ENTIRE DIVISION
OFFICE OPEN FOR SALE OF TICKETS

Columbus, Ohio hours changed to read 5.30 A.M. to 9.30 P.M. daily. Employees must correct Page 45, in ink.

(Continued on next page)

Applies In Columbus Division (cont'd.)

(j) WESTERN BRANCH
CYGNET—CP 32 (GALATEA)

That part of General Order No. 501, Paragraph (g), Item 6, Line 2, referring to a speed of 10 MPH between MP 31.6 and MP 32, annulled.

(k) WESTERN BRANCH
WEST MANSFIELD—RAYMONDS

That part of General Order No. 501, Paragraph (g), Item 6, Line 17, referring to speed of 25 MPH between MP 94 and MP 95, annulled.

(l) WESTERN BRANCH
SCOTTS LAWN—KILE

That part of General Order No. 501, Paragraph (g), Item 6, Line 19, referring to a speed of 10 MPH between MP 108.9 and MP 109.1, annulled.

(m) WESTERN BRANCH
STONINGTON—GN

That part of General Order No. 501, Paragraph (g), Item 6, Line 21, referring to a speed of 10 MPH on No. 15 Running Track West Columbus, annulled.

(n) MAXIMUM SPEEDS,
UNLESS OTHERWISE SPECIFIED

MAXIMUM SPEED (MPH) changed as follows:

No. 15 Running Track (West Columbus) 5

Employees must correct Special Instructions 1157-H1, Page 151, in ink.

(o) Z & W SECONDARY TRACK
THURSTON—GLASS ROCK

Z & W Secondary Track between Thurston, MP 28.8, and MP 45.5, north of Glass Rock, temporarily out of service.

Special Instruction 1157-H1, changed.

(p) CROOKSVILLE RUNNING TRACK
FULTONHAM—CROOKSVILLE

Crooksville Running Track temporarily out of service between MP 57.7 and MP 64.4.

Special Instruction 1157-H1, changed.

(q) MT. VERNON SECONDARY TRACK—
THURSTON SECONDARY TRACK
CENTERAC

All trains and engines must approach automatic crossing at Centerac prepared to stop and stop short of crossing unless it is known that crossing is clear account rusty rail.

(r) TRACK ASSIGNMENTS—
TWO OR MORE TRACKS
MAIN LINE—COLUMBUS TO CHICAGO

Reference to No. 1 Eastward and No. 2 Westward tracks in service between Front Street and Olentangy as Main Tracks, with current of traffic, in error.

Employees must cross out reference thereto, Special Instruction 1151-B1, page 110, in ink.

(Continued on next page)

Applies In Columbus Division (cont'd.)

- (s) **WESTERN BRANCH
GRANDVIEW
SIGNAL RULES**
Reference to Signal No. 1280-S, withdrawn.
Employees must delete reference thereto, Special Instruction 1155-A18, page 123, in ink.

- (t) **CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS
PERMANENT SPEED RESTRICTION (MPH) in effect as follows:**

1. MORROW SECONDARY TRACK

| Between | Single Track |
|-----------------|--------------|
| MP 79 and MP 80 | 15 |

Special Instruction 1157-F1, page 144, changed.

- (u) **WESTERN BRANCH
CP-DARBY—BUCKEYE
SIGNAL RULES**
TCS Rules 450 to 462 inclusive, in effect on Western Lead between CP-Darby and Buckeye.
Employees must add letter "X" in column 6, Special Instruction 1250-A1, page 195, and delete "X" in column 7, in ink.

- (v) **CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS
TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:**

1. WESTERN BRANCH

| Between | Single Track |
|--|--------------|
| MP 16 and MP 16.8 | 25 |
| Over Transfer Switch connecting Eastern Branch with Western Branch at Kenton | 10 |

2. EASTERN BRANCH

| Between | Single Track |
|-----------------|--------------|
| MP 55 and MP 56 | 25 |

3. ST. MARYS SECONDARY TRACK

| Between | Single Track |
|---|--------------|
| MP 88 and MP 91.5 | 10 |
| MP 91.5 and MP 93.4 | 5 |
| (G. O. No. 501, par. (g), Item 14, Lines 6 and 7, corrected). | |

Special Instruction 1157-F1, changed.

Applies In Southwest Division

- (w) **FREIGHT TRAINS HANDLING FLAMMABLE
COMPRESSED GASES—
STATE OF ILLINOIS**

- (1) **MAIN LINE—INDIANAPOLIS TO ST. LOUIS**
Westward trains must not exceed 25 MPH through Collinsville.

(Continued on next page)

Applies In Southwest Division (cont'd.)

(2) MAIN LINE—DAVIS TO LENOX

Eastward trains must make run-by inspection of train between CP-196 and CP-194 at Hillsboro, and between CP-127 and CP-125 at Mattoon. Westward trains must make run-by inspection of train at MP 133 west of CP 129, and not exceed 25 MPH between MP 214 and MP 215.

Special Instruction 1155-A17, added.

- (x) **MOVEMENT OF TRAINS—CLEARANCE—
CINCINNATI TO SOUTHWEST DIVISION—
VIA MAIN LINE—CINCINNATI TO KANKAKEE**

Trains enroute to the Southwest Divn. from Cincinnati (C.U.T., Sharon or Riverside), must receive clearance from Operator at Belt Crossing, Indianapolis—Tele Central 752-5659 or Indiana Bell 1-317-267-5659 or from Train Dispatcher at Indianapolis—Tele Central 752-5813 or 5917 or Indiana Bell 1-317-267-5813 or 5917.

NOTE: All clearances must be obtained through the Operator at Belt Crossing by use of Tele Central wires. Obtaining releases direct from the train dispatcher and use of Indiana Bell Toll lines must be restricted to emergencies only.

Special Instruction 1083-A1, page 67, changed.

- (y) **PUBLIC CROSSING AT GRADE—
PROTECTION AT AUTOMATIC
PROTECTED CROSSINGS**

Account rusty rail, trains and engines must approach all crossings listed below protected by automatic flasher protection, prepared to stop and provide protection over crossing unless they know automatic protection is operating:

| Track/Crossing Name | Located at/or | Between | And | Note |
|---------------------|---------------|---------|---------|------|
| Peoria Sec. Trk. | All Xngs | Rowell | Downing | |

Above listing must be added to Southwest Divn. of Special Instruction 1103-A2, page 103, in ink.

- (z) **SECONDARY TRACKS OF
NO ASSIGNED DIRECTION**

Peoria Secondary Track of No Assigned Direction between Maroa and Allentown, controlled by Train Dispatcher, added to Special Instruction 1151-D1.

Notes 1 and 6 added under Note Column to apply on the Allentown Secondary Track.

Above notations must be made on page 115, in ink.

Note 7 added to bottom of page 115 governing releasing of trains to the Peoria Secondary Track and Crawfordsville Secondary Track.

Sticker coupon attached to sticker form of this General Order must be detached and affixed to page 115, as indicated thereon.

Add numeral "7" in Note Column behind Peoria and Crawfordsville Secondary Tracks.

(Continued on next page)

Applies In Southwest Division (cont'd.)

(aa) RUNNING TRACKS OF NO ASSIGNED DIRECTION
DANVILLE AND CAIRO BRANCHES

Reference to No. 1 and No. 2 Running Tracks between Wyton and Lyons is corrected to read: "Danville Running Track."

Employees must correct page 36, in ink.

(ab) PEORIA SECONDARY TRACK
ARTHUR-HERVEY CITY-MAROA

Block Station and Train Order Office hours in service changed as follows:

ARTHUR—Closed continuously as Block Station and Train Order Office. Remains in service as Automatic Interlocking. Delete letter "P" under Block Station and Train Order column, page 38, in ink.

HERVEY CITY—Hours in service as part-time Block Station and Train Order Office corrected to read: 9.00 A.M. to 5.00 P.M. Daily, page 39, in ink.

MAROA—Closed continuously as Block Station and Train Order Office. Delete letter "P" under Block Station and Train Order Office, page 39, in ink.

Employees must make above corrections, pages 38 and 39, in ink.

(ac) TRAIN DISPATCHERS

Train Dispatchers in charge as follows:

Add—Indianapolis—

Main Line—Cincinnati to Kankakee.

Special Instruction 1250-A1, page 190, changed.

(ad) HAND OPERATED SWITCH WHERE TRAINS
OR ENGINES MUST NOT CLEAR

| Location | Track |
|--------------------------------|---------------------------------|
| Terre Haute (West of Haley) | Foundry and Paper Storage track |
| | Gulf Oil Products track |
| | Recipe Foods track |
| Vermilion | Commercial track |
| Hagerstown | Elevator track |
| Mulberry Grove MP 180.5 | Lutz Spur |

Special Instruction 1502-A1, page 208, changed.

(ae) MAXIMUM SPEEDS,
PERMANENT SPEED RESTRICTIONS

MAXIMUM SPEED (MPH) changed as follows:

1. MAIN LINE—CINCINNATI TO KANKAKEE
BRANT—CP-139

| Between | Single Psg. | Track Frt |
|------------------|----------------|--------------|
| Brant and CP-139 | 30 | 30 |

Special Instructions 1157-C1, page 132, changed.

(Continued on next page)

Applies In Southwest Division (cont'd.)

(af) MAIN LINE—CINCINNATI TO KANKAKEE
CP-22—CP-39

Maximum Speeds, unless otherwise specified.

Reference to speed of 50 MPH on Single Track between CP-22 and CP-24 on page 132 is in error and must be crossed out in ink.

Listing of speed between CP-24 and CP-39 is corrected to read between: CP-22 and CP-39 with 60 MPH Psg. and 50 MPH Frt. on both No. 1 and No. 2 tracks. Special Instruction 1157-C1, page 132, changed and must be corrected accordingly, in ink.

(ag) CURVES, BRIDGES, ETC.

MAXIMUM SPEEDS

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

1. MAIN LINE—INDIANAPOLIS TO ST. LOUIS

| Between | No. 1 Track |
|-------------------|----------------|
| MP 0.4 and MP 2.5 | 30 |
| MP 2.5 and MP 5.0 | 30 |

2. MAIN LINE—CLEVELAND TO INDIANAPOLIS

| Between | No. 1 Track | No. 2 Track | Siding & Other Tracks |
|----------------------------------|----------------|----------------|-----------------------------|
| MP 143.5 and MP 145 | 30 | | |
| MP 153.4 and MP 228.0 | 30 | 30 | |
| Ansonia Siding | | | 5 |
| Union City Siding | | | 5 |
| MP 203 and MP 205 | 30 | | |
| MP 212 and MP 213 | 30 | | |
| MP 248 and MP 248.5 | 10 | | |
| MP 263.3 and MP 263.5 | 30 | 30 | |
| MP 263.5 and MP 263.5 | 30 | 30 | |
| MP 263.5 and MP 263.5 | 30 | 30 | |
| MP 263.5 and MP 263.5 | 30 | 30 | |
| MP 271 and MP 271.3 | 30 | | |

3. MAIN LINE—DAVIS TO LENOX

| Between | Siding & Other Tracks |
|---|-----------------------------|
| CP 191 and MP 197 (Controlled Sdg.) | 10 |
| MP 199 and MP 202 (Hillsboro Running Track) | 5 |

4. MAIN LINE—CINCINNATI TO KANKAKEE

| Between | Single Track | No. 1 Track | No. 2 Track |
|---------------------------|-----------------|----------------|----------------|
| MP 9.9 and MP 16 | 30 | | |
| MP 20 and CP 22 | 30 | | |
| Interlocking Limits CP 22 | 30 | | |
| CP 22 and MP 25 | 30 | | |
| MP 28 and MP 32 | 30 | | |
| MP 28.6 and MP 32 | 30 | | |
| MP 30.4 and MP 32.1 | 10 | | |
| MP 66 and MP 68 | 30 | | |
| MP 94.8 and CP 103 | 30 | | |
| MP 148.5 and Altamont | 30 | | |
| MP 192.6 and MP 244.9 | 30 | | |

5. LOUISVILLE BRANCH

| Between | Single Psg. | Track Freight |
|----------------------------|----------------|------------------|
| MP 90 and MP 95 | 30 | 30 |
| MP 27 and MP 97 | 30 | 30 |
| MP 27 and MP 40.8 | 40 | 30 |
| MP 62 and MP 65 | 30 | 30 |
| MP 65 and MP 67 | 30 | 30 |
| MP 61 and MP 62.5 | 30 | 30 |

(Continued on next page)

Applies In Southwest Division (cont'd.)

(ag) CURVES, BRIDGES, ETC. (cont'd)
TEMPORARY SPEEDS IN EFFECT

6. I & F BRANCH

| Between | Single Track | No. 2 Track |
|------------------------------|--------------|---------------|
| MP 1.4 and MP 6 | | 30 |
| MP 4.4 and MP 4.6 | | 30 |
| MP 4.6 and MP 4.8 | | 30 |
| MP 78 and MP 79.2 | | 10 |
| MP 82.3 and MP 94 | | 10 |

7. MICHIGAN BRANCH

| Between | Single Track |
|------------------------------|---------------|
| MP 59 and MP 71 | 10 |
| MP 89 and MP 97 | 10 |
| MP 114 and MP 122 | 10 |
| MP 152.4 and MP 162.5 | 30 |

8. PETERSBURG SECONDARY TRACK
KRAFT—RINCON JCT.

| Between | Single Track |
|--------------------------------------|--------------|
| MP 32.5 and MP 32.6 (Over Bridge) | 10 |

9. PETERSBURG SECONDARY TRACK
RINCON JCT.—EVANSVILLE

| Between | Single Track |
|---------------------|--------------|
| MP 42 and MP 59 | 10 |
| MP 67.4 and MP 80 | 10 |
| MP 101 and MP 127.8 | 10 |

10. CAIRO BRANCH

| Between | Single Track |
|-------------------|--------------|
| MP 15 and MP 23.5 | 10 |

11. COLUMBUS—MADISON SECONDARY TRACK

| Between | Single Track |
|--------------------------------|--------------|
| MP 14.5 and MP 15.5 | 5 |
| MP 16.5 and MP 17.5 | 5 |
| MP 27 and MP 27.2 | 10 |

12. VINCENNES SECONDARY TRACK

| Between | Single Track |
|------------------|--------------|
| MP 87 and MP 103 | 10 |

Special Instruction 1157-F1, changed.

(ah) MAIN LINE—INDIANAPOLIS TO ST. LOUIS
INDIANAPOLIS—MY

That part of General Order No. 501, Paragraph (h), Item 1, Line 2, referring to temporary speed of 10 MPH, on No. 1 Track, between MP 0.4 and MP 1.5, annulled.

That part of General Order No. 501, Paragraph (h), Item 1, Line 3, referring to temporary speed of 30 MPH, on No. 1 Track, between MP 1.5 and MP 5.0, annulled.

(Continued on next page)

Applies In Southwest Division (cont'd.)

(ai) MAIN LINE—CLEVELAND TO INDIANAPOLIS
WEST ANSONIA—ELROY

That part of General Order No. 501, Paragraph (h), Item 2, Line 8, referring to temporary speed of 40 MPH, on No. 1 Track, between MP 191.4 and MP 191.5, annulled.

That part of General Order No. 501, Paragraph (h), Item 2, Line 9, referring to temporary speed of 30 MPH, on No. 2 Track, between MP 191.4 and MP 192.3, annulled.

(aj) MAIN LINE—CLEVELAND TO INDIANAPOLIS
HARRISVILLE—WINCHESTER

That part of General Order No. 501, Paragraph (h), Item 2, Line 11, referring to temporary speed of 30 MPH, on No. 2 Track, between MP 205.8 and MP 206.5, annulled.

(ak) MAIN LINE—CLEVELAND TO INDIANAPOLIS
WINCHESTER—FARMLAND

That part of General Order No. 501, Paragraph (h), Item 2, Line 12, referring to temporary speed of 30 MPH, on No. 1 Track, between MP 208.5 and MP 208.6, annulled.

(al) MAIN LINE—DAVIS TO LENOX
EAST YARD—PRESTON

That part of General Order No. 501, Paragraph (h), Item 3, Line 1, referring to temporary speed of 10 MPH, on Single Track, between MP 72 and MP 72.3, annulled.

(am) HILLSBORO RUNNING TRACK

That part of General Order No. 501, Paragraph (h), Item 3, Line 8, referring to temporary speed of 10 MPH, on Hillsboro Running Track, annulled.

(an) MAIN LINE—CINCINNATI TO KANKAKEE
GUILFORD—CP-39

That part of General Order No. 501, Paragraph (h), Item 4, Line 1, referring to temporary speed of 30 MPH, on No. 2 Track, between MP 28 and CP 39, annulled.

(ao) MAIN LINE—CINCINNATI TO KANKAKEE
CP 89—CP 103

That part of General Order No. 501, Paragraph (h), Item 4, Line 4, referring to temporary speed of 30 MPH, on Single Track, between MP 94.8 and MP 99, annulled.

(ap) MAIN LINE—CINCINNATI TO KANKAKEE
THORNTOWN—COLFAX

That part of General Order No. 501, Paragraph (h), Item 4, Line 7, referring to temporary speed of 40 MPH on Single Track between MP 148.5 and MP 151.5, annulled.

(Continued on next page)

Applies In Southwest Division (cont'd.)

- (aq) MAIN LINE—CINCINNATI TO KANKAKEE
CP 158—ALTAMONT
That part of General Order No. 501, Paragraph (h), Item 4, Line 8, referring to temporary speed of 40 MPH on Single Track, between MP 161 and MP 168.6, annulled.
- (ar) MAIN LINE—CINCINNATI TO KANKAKEE
SWANINGTON—EARL PARK
That part of General Order No. 501, Paragraph (h), Item 4, Line 9, referring to temporary speed of 40 MPH on Single Track between MP 201 and MP 202.5, annulled.
- (as) MAIN LINE—CINCINNATI TO KANKAKEE
FOWLER—SHEFF
That part of General Order No. 501, Paragraph (h), Item 4, Line 10, referring to temporary speed of 40 MPH on Single Track between MP 207.5 and MP 211, annulled.
- (at) MAIN LINE—CINCINNATI TO KANKAKEE
RAUB—IROQUOIS
That part of General Order No. 501, Paragraph (h), Item 4, Line 11, referring to temporary speed of 50 MPH on Single Track between MP 218 and MP 219.5, annulled.
- (au) MAIN LINE—CINCINNATI TO KANKAKEE
ST. ANNE—AROMA PARK
That part of General Order No. 501, Paragraph (h), Item 4, Line 12, referring to temporary speed of 50 MPH on Single Track between MP 241 and MP 243.8, annulled.
- (av) LOUISVILLE BRANCH
GREENWOOD—WHITELAND
That part of General Order No. 501, Paragraph (h), Item 5, Line 1, referring to temporary speed of 30 MPH on Single Track between MP 12.6 and MP 14, annulled.
- (aw) LOUISVILLE BRANCH
LAND—FRANKLIN
That part of General Order No. 501, Paragraph (h), Item 5, Line 2, referring to temporary speed of 30 MPH on Single Track between MP 15.5 and MP 17.5, annulled.
- (ax) LOUISVILLE BRANCH
LAND—ELVIN
That part of General Order No. 501, Paragraph (h), Item 5, Line 3, referring to temporary speed of 30 MPH on Single Track between MP 19.3 and MP 21, annulled.
- (ay) LOUISVILLE BRANCH
BROOK—GARDEN
That part of General Order No. 501, Paragraph (h), Item 5, Line 4, referring to temporary speed of 10 MPH on Single Track between MP 40.8 and MP 41.2, annulled.

(Continued on next page)

Applies In Southwest Division (cont'd.)

- (az) LOUISVILLE BRANCH
GARDEN—SEYMOUR
That part of General Order No. 501, Paragraph (h), Item 5, Line 5, referring to temporary speed of 30 MPH on Single Track between MP 52 and MP 55, annulled.
- (ba) LOUISVILLE BRANCH
SCOTTSBURG—VIENNA
That part of General Order No. 501, Paragraph (h), Item 5, Line 6, referring to temporary speed of 30 MPH on Single Track between MP 80 and MP 81.1, annulled.
- (bb) LOUISVILLE BRANCH
VIENNA—CANEY
That part of General Order No. 501, Paragraph (h), Item 5, Line 7, referring to temporary speed of 30 MPH on Single Track between MP 84 and MP 90, annulled.
- (bc) I & F BRANCH
INDIANAPOLIS—DAVIS
That part of General Order No. 501, Paragraph (h), Item 6, Line 3, referring to temporary speed of 25 MPH, on No. 2 Track, between MP 1.4 and MP 6, annulled.
- (bd) I & F BRANCH
LEBANON—FRANK
That part of General Order No. 501, Paragraph (h), Item 6, Line 5, referring to temporary speed of 30 MPH, on Single Track, between MP 41 and MP 48, annulled.
- (be) I & F BRANCH
FRANKFORT—BRINGHURST
That part of General Order No. 501, Paragraph (h), Item 6, Line 8, referring to temporary speed of 30 MPH on Single Track between MP 82.3 and MP 94, annulled.
- (bf) MICHIGAN BRANCH
CLAYPOOL—NORTH MANCHESTER
That part of General Order No. 501, Paragraph (h), Item 7, Line 2, referring to temporary speed of 25 MPH on Single Track between MP 89 and MP 98, annulled.
Special Instructions 1157-F1, changed.
- (bg) MICHIGAN BRANCH
SPEICHER
Bell Telephone in service at both ends of siding at Speicher.
Area Code 219: Telephone No. 774-8112.
Special Instruction 1701-A1, page 212, changed.
- (bh) MICHIGAN BRANCH
FAIRMOUNT—ALEXANDRIA
That part of General Order No. 501, Paragraph (h), Item 7, Line 7, referring to temporary speed of 10 MPH, on Single Track, between MP 148 and MP 152.4, annulled.

(Continued on next page)

Applies In Southwest Division (cont'd.)

**(bi) DANVILLE BRANCH
ST. JOHN—COOK**

That part of General Order No. 501, Paragraph (h), Item 11, Line 1, referring to temporary speed of 10 MPH, on Single Track, between MP 15 and MP 17, annulled.

**(bj) CAIRO BRANCH
RIDGEFARM—CHRISMAN**

That part of General Order No. 501, Paragraph (h), Item 10, Line 1, referring to temporary speed of 10 MPH, on Single Track, between MP 16.8 and MP 17.3, annulled.

That part of General Order No. 501, Paragraph (h), Item 10, Line 2, referring to temporary speed of 10 MPH, on Single Track, between MP 19 and MP 19.5, annulled.

**(bk) CLAY CITY SECONDARY TRACK
RILEY—WORTHINGTON**

In the application of Rule 110, Trains and Engines must protect against following movements between Riley and Worthington Jct.

Special Instructions 1110-A1, added.

**(bl) PETERSBURG SECONDARY TRACK
RINCON JCT.—NEWBERRY**

That part of General Order No. 501, Paragraph (h), Item 9, Line 1, referring to temporary speed of 10 MPH, on Single Track, between MP 42 and MP 46, annulled.

**(bm) PETERSBURG SECONDARY TRACK
PLAIN—THOMAS**

That part of General Order No. 501, Paragraph (h), Item 9, Line 2, referring to temporary speed of 10 MPH, on Single Track, between MP 71 and MP 80, annulled.

**(bn) PETERSBURG SECONDARY TRACK
SOUTH ASHBY—BUCKSKIN**

That part of General Order No. 501, Paragraph (h), Item 9, Line 4, referring to temporary speed of 10 MPH, on Single Track, between MP 101 and MP 115, annulled.

**(bo) PETERSBURG SECONDARY TRACK
BUCKSKIN—TAYLOR**

That part of General Order No. 501, Paragraph (h), Item 9, Line 5, referring to temporary speed of 10 MPH, on Single Track, between MP 117 and MP 121, annulled.

That part of General Order No. 501, Paragraph (h), Item 9, Line 6, referring to temporary speed of 10 MPH, on Single Track, between MP 124 and MP 127, annulled.

**(bp) PETERSBURG SECONDARY TRACK
CAMBY—MOORESVILLE**

That part of General Order No. 501, paragraph (h), Item 8, Line 4, referring to temporary speed of 10 MPH between MP 12 and MP 14, annulled.

(Continued on next page)

Applies In Southwest Division (cont'd.)

**(bq) DANVILLE BRANCH
HIGHLAND—ST. JOHN**

Yard Limits corrected to read between: MP 7.2 and MP 13.1.

Special Instruction 1093-A-1, page 70, must be corrected in ink.

**(br) GREENCASTLE BRANCH
CHASE—PRESTON**

Yard Limits corrected to read between: Chase and Preston.

Special Instruction 1093-A1, page 71, must be corrected in ink.

Note 5, applicable between Chase and Preston changed. Sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding Note 5 on page 71.

**(bs) MAIN LINE—DAVIS TO LENOX
GREENCASTLE BRANCH
EAST ALMEDA**

Line 2 listing of "East Alemoa" is corrected to read "East Almeda" in Main Line—Davis to Lenox header, Special Instruction 1157-C1, page 131.

Employees must correct in ink.

J. E. MARTIN
General Manager.

PENN CENTRAL TRANSPORTATION CO.

SOUTHERN REGION

Indianapolis, Indiana, December 24, 1971

GENERAL ORDER NO. 503

Effective 12:01 A.M., Friday, December 31, 1971

Applies In All Divisions

(a) HAZARDOUS MATERIALS REGULATIONS GENERAL NOTICE 225-F

Section 171.15 paragraph (a) (3) is amended, paragraph (a) (4) is redesignated (a) (5), and a new paragraph (a) (4) is added.

Section 174.588 paragraph (c) (1), page 91, is amended.

Sticker coupons attached to sticker form of this General Order must be detached and pasted over corresponding Sections 171.15, page 16A and 174.588 (c) (1), page 91.

NOTE 2 of Section 174.588 (c) (1), page 91, cancelled. Employees will cross out in ink.

Effective 12:01 A.M., Saturday, January 1, 1972

Applies In All Divisions

(b) SPECIAL MAXIMUM SPEEDS

Operating against the current of traffic, except where Rule 261 is in effect, unless otherwise specified:

| | MPH |
|------------------------|-----|
| Passenger Trains | 50 |
| Freight Trains | 50 |

Special Instruction 1157-C2, page 134, changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding Special Instruction middle of page 134.

(c) TIMETABLE AUTHORITY

Schedule of No. 56 changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding schedule of No. 56, column 3, page 44.

(d) TIMETABLE AUTHORITY OFFICES OPEN FOR SALE OF TICKETS

Listing of Offices Open For Sale Of Tickets, page 45, is discontinued.

Employees will cross out current listing, page 45, in ink, and write over page notation: "Discontinued 1-1-72, Gen'l Order No. 503".

(Continued on Next Page)

(Page 2 of 10 pages, Sou. Regn. G.O. No. 503)

Applies In Cincinnati Division

(e) MAIN LINE—BRADFORD TO NEW PARIS GREENVILLE

Facing hand operated switch for Westward movement on single track located 3000 feet west of MP 93 leading to Swift & Co., out of service.

(f) RICHMOND BRANCH SULPHUR SPRINGS

Facing hand operated switch (switch 1) for Westward movement on single track located 1760 feet West of MP 107, leading to passing siding Sulphur Springs, out of service.

Sulphur Springs passing siding out of service between switch 1 and 5100 feet west of switch 1.

(g) SIGNAL RULES C&X BRANCH WEST GREENE—ROXANNA

Following Automatic Block Signals out of service: Signal No. 586 located 3600 feet west of MP 58 and Signal No. 620, located 4800 feet west of MP 61, governing Eastward movement on single track, and Signal No. 587 located 3600 feet west of MP 58 and Signal No. 619 located 4800 feet west of MP 61, governing Westward movement on single track.

(h) NORTHERN BRANCH JACKSON

Yard Limit sign located at MP 1.9 south of Jackson, Michigan relocated at MP 4.1.

Yard limits extended on Northern Branch between Jackson MP 0.0 and MP 4.1.

Employees must correct Special Instruction 1093-A1, page 68, in ink.

(i) MAIN LINE—COLUMBUS TO INDIANAPOLIS GERMANTOWN—CAMBRIDGE CITY

That part of General Order No. 501, paragraph (f), item 1, line 3 referring to a temporary speed restriction of 30 MPH on No. 2 track between MP 133.6 and MP 133.7, annulled.

(j) MAIN LINE—COLUMBUS TO INDIANAPOLIS DUNREITH—CHARLOTTSVILLE

That part of General Order No. 501, paragraph (f), item 1, line 4, referring to a temporary speed restriction of 30 MPH on No. 1 track between MP 153.4 and MP 154, annulled.

(k) MAIN LINE—COLUMBUS TO CHICAGO GARRETT—CONOVER

That part of General Order No. 501, paragraph (f), item 2, line 1, referring to a temporary speed restriction of 30 MPH on No. 1 track between MP 57 and MP 59, annulled.

(l) CURVES, BRIDGES, ETC.

MAXIMUM SPEEDS
TEMPORARY SPEED RESTRICTIONS (MPH)
in effect as follows:

1. MAIN LINE—COLUMBUS TO INDIANAPOLIS

| Between | No. 1 Track | No. 2 Track |
|-------------------------------|-------------|--------------|
| MP 12 and MP 15 | 30 | 30 |
| Bridge 154.64 (East of Char- | | |
| lottesville) | 30 | Siding and |
| Newman and Glen (No. 3 and | | Other Tracks |
| No. 4 Secondary Tracks) | 10 | |

2. MAIN LINE—BRADFORD TO NEW PARIS

| Between | Single |
|-----------------------|--------|
| MP 65 and MP 97 | 10 |

(Continued on Next Page)

Applies In Columbus Division**(m) MAIN LINE—BURT TO COLUMBUS
CP-138—GN**

Home signal governing westward movements on No. 2 track at CP-138, located 1825 feet west of MP 138, out of service.

Home signal governing westward movements on No. 2 track at Olentangy, located 3980 feet west of MP 138, out of service.

Low home signal governing eastward movements on No. 2 track from Neil Track, located 160 feet east of MP 139, out of service.

Home signal governing westward movements on No. 2 track at GN, located 3120 feet west of MP 139, out of service.

Home signal governing eastward movements on No. 2 track at GN, located 4420 feet west of MP 139, out of service.

Home signal governing eastward movements on No. 2 track at Olentangy, located 800 feet west of MP 139, out of service.

Electric locked switch trailing point for westward movements on former No. 2 track leading from former No. 2 track to Hamilton Parker Industrial track located 2925 feet west of MP 138 changed to hand thrown switch not electrically locked.

Trailing point crossover for westward movements on No. 2 track in Olentangy Interlocking located 920 feet east of MP 139, out of service.

Facing point crossover for westward movements on No. 2 track in Olentangy Interlocking leading from No. 2 track to Neil Track, located 400 feet east of MP 139, out of service.

Facing point electric locked crossover for westward movements on No. 2 track, located 900 feet west of MP 139, out of service.

Facing point crossover for westward movements on No. 2 track in GN Interlocking, located 3120 feet west of M.P. 139, out of service.

**(n) MAIN LINE—COLUMBUS TO INDIANAPOLIS
WATER STREET—ALTON**

Maximum Speed unless otherwise specified
Wreck Trains and Work Trains.

Maximum speed of Wreck Trains between Water Street and Alton as follows:

Boom Trailing30 MPH
Boom Forward30 MPH
On Curves30 MPH

Employees must correct Columns 1, 3 and 5 of Special Instruction 1157-C3, Page 136, in ink.

**(o) MAIN LINE—CLEVELAND TO INDIANAPOLIS
MAXIMUM SPEEDS
CURVES, BRIDGES, ETC.**

Trains and Engines must not exceed a speed of 10 MPH through Wye to Bellefontaine Branch. Employees must correct Special Instruction 1157-F1, Page 143, in ink.

(Continued on Next Page)

Applies In Columbus Divn. (cont'd).**(p) MAIN LINE CLEVELAND TO INDIANAPOLIS
GRAFTON**

That part of General Order 501, Paragraph (g), Item 4, Line 2 referring to a speed of 30 MPH on No. 1 track and 25 MPH on No. 2 track over B&O Crossing at Grafton, annulled.

Special Instruction 1157-F1, changed.

**(q) WESTERN BRANCH
BLANCHARD—CP-70**

That part of General Order 501, Paragraph (g), Item 6, Line 8 referring to a speed of 25 MPH over Bridge 66.7, annulled. Special Instruction 1157-F1, changed.

**(r) WESTERN BRANCH
J.T. MINE—CLAYBANK**

That part of General Order 501, Paragraph (g), Item 6, Line 36, referring to a speed of 10 MPH between MP 188.6 and MP 189.4, annulled.

Special Instruction 1157-F1, changed.

**(s) SOUTHERN BRANCH
BELLE—SHREWSBURY**

Trains arriving and departing Dickinson Yard with loaded H 43 type hoppers must not exceed a speed of 10 MPH through Dickinson Yard.

**(t) CAMP CHASE SECONDARY TRACK
MIAMI CROSSING—LONDON**

Camp Chase Secondary Track between Miami Crossing and London changed to Camp Chase Industrial Track. Special Instruction 1151-D1 changed. Employees will delete reference to Camp Chase Secondary Track on Page 114, Special Instruction 1157-H1, Page 151 changed as follows:

| Track | Between | And | Miles Per Hour |
|------------|----------------|----------|-------------------|
| Camp Chase | Miami Crossing | MP 147.2 | 15 |
| Camp Chase | MP 148 | MP 162 | 15 |

Employees must correct Special Instruction 1157-H1, Page 151, in ink.

**(u) MAIN LINE CLEVELAND TO INDIANAPOLIS
CP-37**

That part of General Order 501, Paragraph (g), Item 4, Line 4 referring to a speed of 30 MPH within interlocking limits CP-37, annulled.

**(v) WESTERN BRANCH
BLANCHARD—CP-70**

That part of General Order 501, Paragraph (g), Item 6, Line 9 referring to a speed of 25 MPH between MP 69.5 and MP 70, annulled.

**(w) SOUTHERN BRANCH
TRIMBLE—CHAUNCEY**

That part of General Order 501, Paragraph (g), Item 7, Line 1 referring to a speed of 10 MPH between MP 13 and MP 14, annulled.

(Continued on Next Page)

Applies In Columbus Divn. (cont'd).

(x) MAIN LINE COLUMBUS TO CHICAGO
MARBLE CLIFF—MOUNDS

That part of General Order 501, Paragraph (g), Item 3 referring to a speed of 20 MPH on No. 1 track over Bridge 4.17, annulled.

(y) CURVES, BRIDGES, ETC.

MAXIMUM SPEEDS

TEMPORARY SPEED RESTRICTION (MPH) in effect as follows:

1. MAIN LINE CLEVELAND TO INDIANAPOLIS

| Between | No. 1 Track | No. 2 Track |
|----------------------------|-------------|-------------|
| Over B&O Crossing Grafton | 40 | 40 |
| Within Interlocking Limits | | |
| CP-37 | | 25 |

2. MAIN LINE BURT TO COLUMBUS

| Between | Single | Siding & Other Tracks |
|---|--------|-----------------------|
| MP 90.4 and MP 120 | 40 | |
| MP 125.5 and CP-136 | 40 | |
| Weber Road and 17th Avenue on Clintonville Lead | | 5 |

3. MAIN LINE COLUMBUS TO CHICAGO

| Between | No. 1 Track | No. 2 Track |
|-------------------------------|-------------|-------------|
| Over Bridge 4.17 Marble Cliff | 20 | 20 |

4. SOUTHERN BRANCH

| Between | Single | Sidings and Other Tracks |
|----------------------------------|--------|--------------------------|
| Over Bridge 38.8 south of Albany | 10 | |
| MP 41.8 and MP 42.4 | 5 | |
| MP 54 and Hobson | 10 | |
| MP 122 and MP 130 | 10 | |
| Levi Siding | | 5 |
| MP 152 and MP 154 | 10 | |

5. WESTERN BRANCH

| Between | Single |
|---------------------------------------|--------|
| MP 14 and MP 16.6 | 25 |
| MP 69.5 and MP 70.5 | 10 |
| MP 88 and MP 92 | 25 |
| Special Instruction 1157-F1, changed. | |

(z) WESTERN BRANCH
CP-13—SUGAR RIDGE

That part of General Order 502, Paragraph (v), Item 1, Line 1 referring to a speed of 25 MPH between MP 16 and MP 16.6, annulled.

(aa) SOUTHERN BRANCH
ELK RIVER BRIDGE

Elk River Bridge automatic interlocking out of service. Employees must delete symbol XO column one, opposite Elk River Bridge, page 28, in ink.

(ab) WESTERN BRANCH
THURSTON

Independent hand operated derails at both ends of Engine Storage Track at Thurston, in service.

(Continued on Next Page)

Applies In Columbus Divn. (cont'd).

(ac) ENTIRE DIVISION
BUCKEYE YARD

Independent hand operated derails on north and south leads to Diesel Facilities at Buckeye Yard, in service. Derail on north lead located 200 feet south of switch leading from west runner to North Lead. Derail on south lead located 150 feet north of switch leading from west runner to South Lead. Derails to be left in protective position after each and every move. Derails equipped with standard switch lock.

(ad) THURSTON SECONDARY TRACK—
SANDUSKY SECONDARY TRACK
BERWICK

Non-Interlocked Railroad crossing At Grade.

Reference to "Eastern Branch" at Berwick, column 4, is corrected to read "Thurston Secondary" and Note 5 corrected to read "Thurston Secondary".

Employees must correct pages 73 and 74, in ink.

Applies In Southwest Division

(ae) MAIN LINE—INDIANAPOLIS TO ST. LOUIS
CARBON

Trailing point hand operated crossover connecting No. 1 and No. 2 Main Tracks located 1380 feet east of MP 53, at Carbon, in service.

(af) MAIN LINE—INDIANAPOLIS TO ST. LOUIS
PRESTON—DUANE YARD

Walkway on North Side No. 2 Track on Bridge 69.14 Duane Yard removed.

(ag) MAIN LINE—INDIANAPOLIS TO ST. LOUIS
HN (A.&S. Crossing)

Westward Home Signals at HN Interlocking protecting movement on single main track and on Exermont Siding relocated east 700 feet, in service.

Dwarf signal governing westward movement on yard ladder west end Exermont yard located 1273 feet east of MP 234, in service.

East limit of HN Interlocking extended east accordingly to include above signals.

Trailing switch for westward movement from No. 1 (yard ladder) track and facing point crossover for westward movement from siding to single track 979 feet east of MP 234 and facing point switch for westward movement from single track to A.&S. Connection track 763 feet east of MP 234, all changed to interlocked switches and made a part of HN Interlocking.

Dwarf Signal in Southeast Quadrant at HN Interlocking located 322 feet south of Penn Central main and A.&S. Connection switch protecting southward movement over B&O Railroad via A.&S. Connection out of service. HN Interlocking Limits extended south accordingly and movement over B&O Crossing via A.&S. Connection will be controlled by westward home signals at HN.

(Continued on Next Page)

Applies In Southwest Division (cont'd)

Unless otherwise restricted maximum speed on single track between Exermont and HN is restored to normal speed of 70 MPH for passenger and 50 MPH for freight and maximum speed on A.&S. Wye is 15 MPH. Paragraph (h) of General Order 501, Item 1, Lines 12 and 13 are annulled.

**(ah) MAIN LINE—DAVIS TO LENOX
DUDLEY**

Automatic Crossing Flasher Protection at Grandview Street, Dudley Siding, changed from column 2 to column 5.

Employees must delete symbol "X" from column 2 and insert symbol "X" in column 5, page 94, in ink and be governed accordingly.

**(ai) MAIN LINE—CINCINNATI TO KANKAKEE
STOCKWELL**

West End Stockwell Elevator Track spiked and temporarily out of service.

**(aj) LOUISVILLE BRANCH
BROOK—COLUMBUS**

Columbus Block Station and Train Order Office and Manual Block Signals governing Southward and Northward movement at Columbus at MP 41, out of service.

Single Main Track between 150 feet south of Bridge 40.41, north of Columbus, and Bridge 41.35, south of Columbus, is redesignated as Industrial Track with restricted speed to apply. Manual Block Signal System rules withdrawn.

Brook Block-Limit Station temporarily designated Brook Block Station and Train Order Office with hours in service as a Block Station and Train Order Office to be the same hours as Columbus was in service and at all other times to be a Block-Limit Station controlled by Dale, with hours listed on page 30 of Timetable No. 5, unless otherwise advised by train order.

During hours Brook is in service, it will control Block-Limit Stations at Elvin and Garden on the Louisville Branch and Haw and Wren on the Columbus-Madison Secondary Track and when Brook is closed these Block-Limit Stations along with Brook, will be controlled by Dale. Pages 30 and 34 must be corrected accordingly in ink.

New Single Main Track between 150 feet south of Bridge 40.41, north of Columbus and Bridge 41.35, south of Columbus located west of former main track with greatest distance to the west being 800 feet. Manual Block Signal System Rules, excluding Rule 316, and maximum speed of 20 MPH, in effect.

Manual Block Signals governing southward and northward movement both located 530 feet north of MP 38 at Brook, in service and will govern when operator is on duty at Brook. Otherwise, Brook will be a Block-Limit Station controlled by Dale.

(Continued on Next Page)

(Applies In Southwest Division (cont'd))

**(ak) LOUISVILLE BRANCH
SEYMOUR**

Fixed Signals. At Seymour Northward Manual Block Signal also acts as approach signals. When governed by Rule 280 or 288 Manual Block is Clear and trains will proceed in accordance with signal indication.

Special Instructions 1280-A to 1296-A1 page 199, changed and sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding Special Instruction for Seymour at bottom of page 199.

**(al) I & F BRANCH
DAVIS—SOUTH HUNT**

Maximum Speeds Unless Otherwise Specified.

Maximum speed for freight trains on single track between Davis and South Hunt is changed to 40 MPH.

Employees must correct Special Instruction 1157-C1, page 132, in ink.

**(am) CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS**

PERMANENT SPEED RESTRICTIONS (MPH) in effect as follows:

1. DANVILLE BRANCH

Between

**Single
Track**

Schneider and Wyton30

Employees must correct Special Instruction 1157-C1, page 133, in ink.

**(an) MAIN LINE—CLEVELAND TO INDIANAPOLIS
VERSAILLES—DAWN**

That part of General Order No. 501, Paragraph (h), Item 2, Line 6, referring to temporary speed of 30 MPH on No. 2 Track between MP 182.2 and MP 182.5, annulled.

**(ao) MAIN LINE—CLEVELAND TO INDIANAPOLIS
PARKER CITY—REDA**

That part of General Order No. 501, Paragraph (h), Item 2, Line 13, referring to temporary speed of 30 MPH on No. 1 Track between MP 223.2 and MP 223.7, annulled.

**(ap) MAIN LINE—CLEVELAND TO INDIANAPOLIS
FORTVILLE—McCORDSVILLE**

That part of General Order No. 502, Paragraph (ag), Item 2, Line 9, referring to temporary speed of 40 MPH on No. 1 Track between MP 263.3 and MP 263.5, annulled.

**(aq) MAIN LINE—DAVIS TO LENOX
MATTOON—WINDSOR**

That part of General Order No. 501, Paragraph (h), Item 3, Line 5, referring to temporary speed of 30 MPH on Single Track between CP 129 and CP 138, annulled.

(Continued on Next Page)

Applies In Southwest Divn. (cont'd)

(ar) MAIN LINE—DAVIS TO LENOX
IRVING—HILLSBORO

That part of General Order No. 502, Paragraph (ag), Item 3, Line 1, referring to temporary speed of 10 MPH on Controlled Siding between CP 191 and MP 197, annulled.

(as) MAIN LINE—CINCINNATI TO KANKAKEE
GUILFORD—ROSS

That part of General Order No. 502, Paragraph (ag), Item 4, Line 5, referring to temporary speed of 30 MPH on No. 2 Track between MP 28 and MP 32, annulled.

(at) I & F BRANCH
WOODS—KRAFT "B" RUNNING TRACK

That part of General Order No. 501, Paragraph (h), Item 6, Line 1, referring to temporary speed of 10 MPH on "B" Running Track between Woods and Kraft, annulled.

(au) LOUISVILLE BRANCH
SEYMOUR—CROTHERSVILLE

That part of General Order No. 502, Paragraph (ag), Item 5, Line 6, referring to temporary speed of 30 MPH on Single Track for both Psgr. and Frt. between MP 61 and MP 62.5, annulled.

(av) PEORIA—ALLEN TOWN SECONDARY TRACK
LOVINGTON—ULLRICH

That part of General Order No. 501, Paragraph (h), Item 16, Line 1, referring to temporary speed of 5 MPH on Single Track Between MP 73.7 and MP 73.8, annulled.

(aw) CURVES, BRIDGES, ETC.
MAXIMUM SPEEDSTEMPORARY SPEED RESTRICTIONS (MPH)
in effect as follows:

1. MAIN LINE—CLEVELAND TO INDIANAPOLIS

| Between | No. 1 Track | No. 2 Track |
|---------------------|----------------|----------------|
| MP 109 and MP 109.5 | 30 | 30 |

2. MAIN LINE—DAVIS TO LENOX

| Between | Single Track No. 1 | Controlled Siding |
|------------------------------------|--------------------------|----------------------|
| CP 151 and CP 235; Psgr. and TV | 60 | |
| CP 191 and MP 194 | 10 | |
| CP 235 and MP 237.7 | 40 | |

3. MAIN LINE—CINCINNATI TO KANKAKEE

| Between | Single | No. 2 Track |
|---------------------|--------|----------------|
| MP 28 and MP 30.4 | 30 | |
| MP 32.1 and MP 39.7 | 30 | |
| MP 61 and MP 63 | 30 | |

4. LOUISVILLE BRANCH

| Between | Single Track Psgr. | Single Track Freight |
|-------------------|--------------------------|----------------------------|
| MP 41.2 and MP 52 | 40 | 30 |
| MP 61 and MP 67 | 40 | 30 |
| MP 67 and MP 105 | 30 | 30 |

(Continued on Next Page)

Applies In Southwest Divn. (cont'd)

5. I & F BRANCH

| Between | Single | No. 1 Track | Siding & Other |
|--------------------------------------|--------|----------------|-------------------|
| Woods and Kraft "A" Running Track | | | 5 |
| Woods and Kraft "B" Running Track | | | 5 |
| MP 6.4 and MP 1.6 | | 10 | |
| MP 30.5 and MP 100 | | 20 | |

6. MICHIGAN BRANCH

| Between | Single |
|-------------------|--------|
| MP 97 and MP 100 | 10 |
| MP 104 and MP 144 | 10 |

7. DANVILLE BRANCH

| Between | Single |
|-------------------|--------|
| MP 57 and MP 59.5 | 10 |

8. COLUMBUS—MADISON SECONDARY TRACK

| Between | Single |
|---------------------|--------|
| MP 29.3 and MP 29.5 | 5 |

(ax) CAIRO BRANCH
CROSSVILLE

Siding at Crossville temporarily out of service between South End Switch and one mile north of South End of Siding.

J. E. MARTIN
General Manager

**PENN CENTRAL TRANSPORTATION CO.
SOUTHERN REGION**

Indianapolis, Indiana, January 14, 1972

GENERAL ORDER NO. 504

Effective 12:01 A.M., Sunday, January 23, 1972

Applies In All Divisions

(a) TIMETABLE AUTHORITY

Schedule of No. 31 changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding schedule as indicated thereon.

(b) TIMETABLE AUTHORITY

Schedule of No. 53 changed with train to operate via Logansport and Chicago Union Station instead of Kankakee and IC Ry.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding schedule as indicated thereon.

Effective 12:01 A.M., Monday, January 24, 1972

Applies In All Divisions

(c) TIMETABLE AUTHORITY

Schedule of No. 52 changed with train to operate via Chicago Union Station and Logansport instead of IC Ry. and Kankakee. (First train on new schedule will depart Chicago at 9:00 P.M. C.S.T., January 23rd but will not enter the Southern Region until 12:55 A.M. E.S.T., January 24th at Clymers).

Sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding schedule as indicated thereon.

J. E. MARTIN
General manager.

**PENN CENTRAL TRANSPORTATION CO.
SOUTHERN REGION**

Indianapolis, Indiana, January 24, 1972

GENERAL ORDER NO. 505

Effective 12:01 A.M., Tuesday, February 1, 1972

Applies In All Divisions

**(a) MEDICAL OFFICERS AND SURGEONS
MARION, OHIO**

Add Company Surgeon as indicated:

Dr. D. M. Murphy (Surgeon)
399 East Church Street,
Marion, Ohio
Telephone: 382-1133

Special Instruction 100R-A2, page 51, changed.

**(b) SPECIAL MAXIMUM SPEEDS
OTHER TRAINS AND EQUIPMENT**

Maximum Speed Unless Otherwise Specified:

Freight trains with 30 or more cars of
mineral freight*30 MPH
Unit grain trains*40 MPH

*NOTE—When handling such trains conductors must know that enginemen have been so advised.

Special Instruction 1157-C6, page 139, must be changed in ink.

Applies In Cincinnati Division

**(c) MAIN LINE—COLUMBUS TO INDIANAPOLIS
COLD SPRINGS—TATES POINT**

Line 4 of Special Instruction 1151-B1, top of page 110, changed to read between "Cold Springs and Tates Point" instead of between "Cold Springs and CB-206."

Employees must change Special Instruction 1151-B1, top of page 110, in ink.

**(d) NORTHERN BRANCH
BRYAN—JACKSON**

Public Crossings at Grade—Protection at Automatic Protected Crossings.

Special Instruction 1103-A2 listing all crossings between Van Wert and Jackson, changed to read between Bryan and Jackson.

Employees must change Special Instruction 1103-A2, page 103, in ink.

**(e) MAIN LINE—COLUMBUS TO INDIANAPOLIS
THORNE—CUMBERLAND**

Trailing hand operated switch for eastward movement on No. 1 track located 2112 feet west of MP 180 leading to Standard Grocery, changed from pipe connected derail to hand operated derail.

(Continued on Next Page)

Applies In Cincinnati Divn. (cont'd)

(f) ENTIRE DIVISION

BRADFORD

MIDDLETOWN

VAN WERT

Hand operated derails located at clearance points listed below:

Bradford—East and West end of Engine Storage track

Middletown—Reed Yard—South end of Engine Storage track

Murphy Yard—North end of Engine Storage track

Van Wert—South end of Enginehouse Lead

(g) OTHER EQUIPMENT RESTRICTIONS

MAIN LINE—COLUMBUS TO INDIANAPOLIS

RICHMOND YARDS

Under listing for Yard E, delete "X" under column 2 for 85 foot cars and "X" under column 2 for 87 and 89 foot cars. Restrictions removed.

Employees must change Special Instruction 1160-B1, page 177, in ink.

(h) MAIN LINE—COLUMBUS TO INDIANAPOLIS
BROOKVILLE—EAST MANCHESTER

That part of General Order No. 502, paragraph (f), item 1, line 1, referring to a speed of 30 MPH between MP 33 and MP 35, annulled.

(i) MAIN LINE COLUMBUS TO INDIANAPOLIS
RILEY—PHILADELPHIA

That part of General Order No. 501, paragraph (f), item 1, line 5, referring to a speed of 30 MPH on No. 2 track between MP 166.5 and MP 167.5, annulled.

That part of General Order No. 501, paragraph (f), item 1, line 6, referring to a speed of 30 MPH on No. 1 track between MP 167.5 and MP 166, annulled.

(j) NORTHERN BRANCH

CECIL—HAVILAND

That part of General Order No. 502, paragraph (f), item 2, line 1, referring to a speed of 10 MPH between MP 78 and MP 90, annulled.

(k) CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS

PERMANENT SPEED RESTRICTIONS (MPH) in effect as follows:

(1) MAIN LINE—BRADFORD TO NEW PARIS

| Between | Siding & Other Tracks |
|-------------------------|--------------------------|
| Siding Greenville | 10 |
| Siding New Paris | 10 |

Special instruction 1157-H1, page 151, changed.

(2) RICHMOND BRANCH

| Between | Single | Siding & Other Tracks |
|---|--------|--------------------------|
| MP 75 and MP 177.3 (Newman to Anoka) | 30 | |
| Siding Sulphur Springs | | 5 |

Special instructions 1157-F1, page 142 and 1157-H1, page 151, changed.

(3) MAIN LINE—COLUMBUS TO INDIANAPOLIS
(VIA SPRINGFIELD)

| Between | Single |
|-----------------------|--------|
| Curve at MP 181 | 50 |

Special instruction 1157-F1, page 141, changed.

(Continued on Next Page)

Applies In Cincinnati Divn. (cont'd)

(l) CURVES, BRIDGES, ETC.

MAXIMUM SPEEDS

TEMPORARY SPEED RESTRICTIONS (MPH)
in effect as follows:

(1) MAIN LINE—COLUMBUS TO INDIANAPOLIS

| Between | Single |
|---|---------------|
| MP 33 and MP 35 (west of Dodson) | 50 |

(2) MAIN LINE—COLUMBUS TO CHICAGO

| Between | No. 1 Track | No. 2 Track |
|-------------------------|----------------|----------------|
| MP 21.4 and MP 22 | 30 | |
| MP 39 and MP 40 | | 30 |

Applies In Columbus Division

(m) CURVES, BRIDGES, ETC.

MAXIMUM SPEEDS

TEMPORARY SPEED RESTRICTIONS (MPH)
in effect as follows:

1. MAIN LINE PITTSBURGH TO COLUMBUS

| Between | No. 2 Track |
|-------------------------|----------------|
| MP 150 and MP 155 | 40 |

2. MAIN LINE CLEVELAND TO INDIANAPOLIS

| Between | No. 1 Track | No. 2 Track |
|---|----------------|----------------|
| Over B&O Crossing Graton | 20 | |
| MP 62 and MP 65 | 30 | |
| MP 65.5 and MP 67 | 30 | |
| At MP 70.4 East of Crestline | 30 | |
| MP 86 and MP 87 | 30 | |
| Within Interlocking Limits BS | 25 | |

3. MAIN LINE BURT TO COLUMBUS

| Between | Single | No. 1 Track | No. 2 Track |
|---|--------|----------------|----------------|
| Burt and MP 133 | 30 | | |
| CP-136 and Fourth St. Columbus | | 10 | 10 |

4. WESTERN BRANCH

| Between | Single | Siding and other Tracks |
|--|---------------|----------------------------|
| MP 33 and MP 35 | 25 | |
| MP 64 and MP 62.5 | 25 | |
| North Siding Ridgeway | | 10 |
| MP 167.5 and MP 167.7 | 10 | |
| MP 189 and MP 189.2 | 10 | |

5. SOUTHERN BRANCH

| Between | Single |
|-------------------------|--------|
| MP 9.2 and MP 9.5 | 10 |

6. EASTERN BRANCH

| Between | Single |
|-----------------------|--------|
| MP 15 and MP 19 | 25 |

7. BELLE RUNNING TRACK BELLEFONTAINE
BRANCH

| Between | Single |
|--------------------------|--------|
| MP 97.5 and MP 100 | 10 |

(Continued on Next Page)

Applies In Cincinnati Divn. (cont'd)

(n) CURVES, BRIDGES, ETC.

MAXIMUM SPEEDS

PERMANENT SPEED RESTRICTIONS (MPH)
in effect as follows:

1. MAIN LINE CLEVELAND TO INDIANAPOLIS

| Between | Sidings and Other tracks |
|--|-----------------------------|
| Westward Siding CP 37 | 5 |
| Through Transfer Track Crestline | 5 |
| All Yard Tracks, Galion | 5 |

Special Instruction 1157-F1, page 143, changed.
Employees will add these locations in ink.

(o) MAIN LINE COLUMBUS TO INDIANAPOLIS

WATER STREET—SCIOTO
PUBLIC CROSSING AT GRADE

Automatic crossing protection in service at Ludlow
Street as follows:

| Location | Crossing | Track | Col. 1 2 3 4 5 6 |
|----------|---------------|------------------|---------------------|
| Columbus | Ludlow Street | No. 1 & No. 2 | X |

Employees must add this location to Special Instruc-
tion 1103-A1, page 84 and place X under column 3.

(p) MAIN LINE CLEVELAND TO INDIANAPOLIS
GRAFTON

That part of General Order 503, Paragraph (y), Item
1, Line 1, referring to a speed of 40 MPH on No. 1 and
No. 2 track over B. & O. Crossing Grafton, annulled.

(q) MAIN LINE CLEVELAND TO INDIANAPOLIS
WEST MARTEL—CALEDONIA

That part of General Order 501, Paragraph (g), Item
4, Line 8 referring to a speed of 30 MPH on No. 2
track (Eastward) between MP 91.2 and MP 91.5, an-
nulled.

(r) MAIN LINE CLEVELAND TO INDIANAPOLIS
CALEDONIA—Q SIDING

That part of General Order 501, Paragraph (g), Item
4, Line 9 referring to a speed of 30 MPH on No. 2
Track between MP 96.6 and MP 97.2, annulled.

(s) MAIN LINE BURT TO COLUMBUS
BURT—LEWIS CENTER

That part of General Order 503, Paragraph (y), Item
2, Line 1, referring to a speed of 40 MPH between
MP 80.4 and MP 120, annulled.

(t) MAIN LINE BURT TO COLUMBUS
CP-117—CP-129

That part of General Order 501, Paragraph (g), Item
5, Line 1, referring to a speed of 30 MPH between
MP 122 and MP 125.5, annulled.

(u) WESTERN BRANCH
CP 34—MORTIMER

That part of General Order 501, Paragraph (g), Item
6, Line 3, referring to a speed of 25 MPH between
MP 38.5 and N&W crossing Mortimer, annulled.

(Continued on Next Page)

Applies In Columbus Divn. (cont'd)

(v) WESTERN BRANCH
RIDGEWAY

That part of General Order 501, Paragraph (g), Item
6, Line 12, referring to a speed of 5 MPH, North Sid-
ing Ridgeway, annulled.

(w) WESTERN BRANCH
WEST COLUMBUS
PUBLIC CROSSING AT GRADE

Automatic Highway Crossing Protection for Grand-
view Avenue located at West Columbus, out of service.
Special Instruction 1103-A1, changed. Employees will
delete reference to crossing on Page 87.

(x) SOUTHERN BRANCH
ALBANY—MEIGS

That part of General Order 503, Paragraph (y), Item
4, Line 1, referring to a speed of 10 MPH over Bridge
38.8 South of Albany, annulled.

(y) SOUTHERN BRANCH
ALBANY—MEIGS

That part of General Order 503, Paragraph (y), Item
4, Line 3, referring to a speed of 5 MPH between MP
41.8 and MP 42.4, annulled.

(z) SOUTHERN BRANCH
MEIGS—HOBSON

That part of General Order 503, Paragraph (y), Item
4, Line 4, referring to a speed of 10 MPH between
MP 54 and Hobson, annulled.

(aa) SOUTHERN BRANCH
HOBSON YARD

That part of General Order 501, Paragraph (g), Item
7, Line 6, referring to a speed of 5 MPH Hobson Yard
No. 13 track, annulled.

(ab) SOUTHERN BRANCH
NITRO, W. VA.

Other Equipment Restrictions.

Cars over 60 feet in length must not be operated on
Georgia Pacific Industrial Track at Nitro, W. Va., due
to curvature of track.

Special Instruction 1160-D3a, page 188, added.

(ac) SANDUSKY SECONDARY TRACK
GREEN SPRINGS JUNCTION

Interlocking and Block Station in service part time as
follows: Green Springs Junction Hours in service
changed to read—Operator called as needed. Employees
will correct Page 24 in ink.

(ad) MT. VERNON SECONDARY TRACK
JOYCE AVENUE—NEILSTON

No. 1 track formerly designated as running track of
no assigned direction re-designated as yard track in
charge of G.Y.M. at Grandview.

Employees will correct Special Instruction 1151-H1,
Page 117, in ink.

(ae) HITOP SECONDARY TRACK
MORRIS FORK—HITOP

Hitop Secondary track temporarily out of service be-
tween Mile Post 28.4 and Hitop.

(Continued on Next Page)

Applies In Southwest Division

(af) CURVES, BRIDGES, ETC.
MAXIMUM SPEEDSTEMPORARY SPEED RESTRICTIONS (MPH)
in effect as follows:1. MAIN LINE—COLUMBUS TO INDIANAPOLIS
THORNE AND I. U. INTERLOCKING

| Between | Single | No. 1 Track | No. 2 Track |
|-------------------|--------|----------------|----------------|
| Thorne | | | |
| Interlocking | | 10 | 10 |
| Pine Interlocking | | | |
| and MP 185.7 | 10 | | |

2. MAIN LINE—CLEVELAND TO INDIANAPOLIS

| Between | No. 1 Track | No. 2 Track |
|-----------------------|----------------|----------------|
| MP 168.2 and MP 169 | 40 | |
| MP 180 and MP 181 | 30 | |
| MP 190 and MP 191.5 | 40 | |
| MP 198 and MP 199 | 30 | 30 |
| MP 216.7 and MP 220.0 | 30 | 30 |
| Through Corporate | | |
| Limits Muncie | 30 | 30 |
| MP 235.7 and MP 236.1 | 30 | 40 |
| MP 254 and MP 254.1 | 40 | |
| MP 257 and MP 257.2 | 30 | |
| MP 257 and MP 258.2 | 30 | |
| MP 260 and MP 261 | 30 | |
| MP 262 and MP 263.5 | 30 | |
| MP 262 and MP 263.5 | 30 | 30 |

3. MAIN LINE—INDIANAPOLIS TO ST. LOUIS

| Between | Single | No. 1 Track | No. 2 Track |
|-------------------|--------|----------------|----------------|
| MP 2.5 and MP 5 | | 10 | |
| MP 2 and MP 5.1 | | 30 | |
| MP 52.8 and MP 53 | | 40 | |
| MP 73.5 and | | | |
| MP 76.5 | 40 | | |
| MP 80.5 and | | | |
| MP 80 | 30 | | |
| MP 180.4 and | | | |
| MP 180.5 | 30 | | |
| BN Crossing at | | | |
| Smithboro | | 30 | 30 |

4. MAIN LINE—DAVIS TO LENOX
(GREENCASTLE BR.)

| Between | Single |
|-------------------|--------|
| MP 40 and MP 47.3 | 10 |
| MP 52 and MP 68.5 | 25 |
| MP 215 and | |
| MP 234 | 30 |

5. MAIN LINE—CINCINNATI TO KANKAKEE

| Between | Single | No. 1 Track |
|-------------------|--------|----------------|
| MP 33.6 and MP 34 | | 30 |
| MP 33 and MP 33.8 | | 30 |
| MP 61 and MP 63.2 | | 30 |

(Continued on Next Page)

Applies In Southwest Divn. (cont'd)

(af) cont'd

6. LOUISVILLE BRANCH

| Between | Siding & Other |
|-------------------|-------------------|
| Dale Siding | 5 |
| Seymour Siding | 5 |
| Scottsburg Siding | 5 |

7. MICHIGAN BRANCH

| Between | Single |
|--------------|--------|
| MP 113.6 and | |
| MP 116.5 | 10 |

8. ANDERSON GREENSBURG SECONDARY
TRACK

| Between | Single |
|--------------|--------|
| MP 171.5 and | |
| MP 172 | 5 |

9. PETERSBURG SECONDARY TRACK
SOUTH RINCON TO ASHBY

| Between | Single |
|---------------|--------|
| MP 104.2 | |
| (Over Bridge) | 5 |

10. VINCENNES SECONDARY TRACK

| Between | Single |
|-------------------|--------|
| MP 78 and MP 83.6 | 10 |

11. COLUMBUS—MADISON SECONDARY TRACK

| Between | Single |
|-------------|--------|
| MP 19.2 and | |
| MP 19.4 | 5 |
| MP 28.6 and | |
| MP 28.7 | 5 |

12. WHITE WATER RUNNING TRACK

| Between | Single |
|-------------------|--------|
| MP 21 and MP 22 | 5 |
| MP 33.3 and | |
| MP 33.7 | 5 |
| MP 50 and MP 50.7 | 5 |

13. L & A RUNNING TRACK

| Between | Single |
|---------------------|--------|
| MP 26.2 and MP 26.3 | 5 |

14. DANVILLE BRANCH

| Between | Single |
|--------------------|--------|
| MP 30.5 and | |
| MP 33.2 | 10 |
| MP 109.5 and Logan | |
| Ave. Danville | 10 |

15. CAIRO BRANCH

| Between | Single |
|----------------------|--------|
| MP 130 and MP 132.10 | |
| MP 135.5 and | |
| MP 139 | 10 |
| MP 167.8 and | |
| MP 168.1 | 10 |
| MP 173 and | |
| MP 173.5 | 10 |

(Continued on Next Page)

Applies In Southwest Divn. (cont'd)

(af) cont'd

16. EVANSVILLE SECONDARY TRACK

| <u>Between</u> | <u>Single</u> |
|------------------------------|---------------|
| MP 126.3 and MP 129 | 10 |
| MP 130 and MP 157.3 | 10 |

17. ALLENTOWN SECONDARY TRACK

| <u>Between</u> | <u>Single</u> |
|--------------------------------|---------------|
| MP 162.5 and MP 167.8 | 10 |

(ag) MAIN LINE—INDIANAPOLIS TO ST. LOUIS
CP 1—MY

That part of General Order No. 502, Paragraph (ag), Item 1, Line 2, referring to temporary speed of 30 MPH on No. 1 Track between MP 2.5 and MP 5, annulled.

(ah) MAIN LINE—INDIANAPOLIS TO ST. LOUIS
CP—GALE

Note 7 is added under Note Column on page 8, to apply to CP-GALE as follows:

CP-GALE in service No. 1 Track only—
Eastward as Control Point controlled from MY.
Westward as Manual Block Station controlled from MY.

Note 7 to be inserted in ink under Note 6, middle of page 9. Pages 8 and 9 changed.

(ai) MAIN LINE—CLEVELAND TO INDIANAPOLIS
MUNCIE

CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS

Employees will insert the name "Muncie" directly under the name "Winchester", Special Instruction 1157-F1, bottom of page 145, and the 30 MPH speed restriction "Between corporate limits" will apply in Muncie. Insertion of "Muncie", bottom of page 145, Special Instruction 1157-F1, must be made in ink.

(aj) MAIN LINE—DAVIS TO LENOX
LIMEDALE

West End Limedale Siding West of Cement Crossing temporarily out of service.

(ak) MAIN LINE—CINCINNATI TO KANKAKEE
STOCKWELL

That part of General Order No. 503, Paragraph (ai), reading West End Stockwell Elevator Track spiked and temporarily out of service, is annulled.

(al) MAIN LINE—CINCINNATI TO KANKAKEE
CP 60—CP 64

That part of General Order No. 503, Paragraph (aw), Item 3, Line 3, referring to temporary speed of 30 MPH on Single Track between MP 61 and MP 63, annulled.

(am) LOUISVILLE BRANCH
COLUMBUS

Facing point switch for Southward Movement to Columbus—Madison Secondary Track located 650 feet South of MP 41, in service.

(Continued on Next Page)

Applies In Southwest Divn. (cont'd)

(an) LOUISVILLE BRANCH
COLUMBUS

New Industrial Track (Old Main), at Columbus from 8th Street South temporarily out of service.

(ao) ENGINE AND SPECIAL LOAD RESTRICTIONS
PETERSBURG SECONDARY TRACK
KRAFT—RINCON JCT.
RINCON JCT.—STRAIGHT LINE JCT.

Referring to Special Instruction 1160-A1:

Notes 3 and 13 apply between Kraft and Rincon Jct.
Notes 2 and 13 apply between Rincon Jct. and Straight Line Jct.

Employees must correct page 172, in ink.

(ap) ENGINE AND SPECIAL LOAD RESTRICTIONS
VINCENNES SECONDARY TRACK
RINCON JCT.—VINCENNES

Referring to Special Instruction 1160-A1:

Notes 3 and 13 apply between Rincon Jct. and Vincennes.

Employees must correct page 173, in ink.

Effective 11:59 A.M., Tuesday, February 1, 1972

Applies in Columbus Division

(aq) WESTERN BRANCH
MORROW SECONDARY TRACK

BREMEN—JUNCTION CITY
BREMEN—CIRCLEVILLE

Bremen Block Station and Train Order Office, located at Mile Post 173.8 on Western Branch and Mile Post 49.9 on Morrow Secondary Track, out of service. Station Pages 23 and 27 changed. Employees will correct in ink.

Manual Block Signals governing northward and southward movements on Western Branch located at Mile Post 173.8 (Bremen), out of service.

Manual Block Signals governing Eastward and Westward movement on Morrow Secondary Track located at Mile Post 49.9 (Bremen), out of service.

Home Signal protecting southward movement on Western Branch over Junction switch at Bremen, located 180 feet north of junction switch, out of service.

Station Page 27 changed. Employees will correct in ink.

Block Limit Stations WR located at Mile Post 58.7 and SV located at Mile Post 74.2 governing Eastward and Westward movements on Morrow Secondary Track formerly controlled by Operator Bremen now controlled by operator at New Lexington. Employees will correct Page 23 in ink.

End Block Sign governing Eastward movements on Morrow Secondary Track located 250 feet west of Junction switch connecting Western Branch with Morrow Secondary Track, in service.

(Continued on Next Page)

Applies In Columbus Divn. (cont'd)

(aq) cont'd

Begin Block Sign governing westward movements on Morrow Secondary Track located 250 feet west of Junction switch connecting Western Branch with Morrow Secondary Track, in service.

Special Instructions 1104-C1 changed. Employees will delete reference to switch located at Bremen on Page 106.

NORMAL POSITION OF SWITCHES AND CROSS-OVER AT SPECIFIED LOCATIONS, add as follows:

| Switch located at | Connecting | With | Normal Position for movement on |
|-------------------------|----------------|------------------------------|---------------------------------|
| Bremen Jct. MP 173.8 | Western Branch | Morrow Secondary Track | Western Branch |

Employees will add this location to Special Instruction 1104-A1, Page 104.

Secondary Track of no Assigned Direction—

Morrow Secondary Track between Bremen and Circleville formerly controlled by Operator Bremen now controlled by Operator New Lexington.

Employees will correct Special Instruction 1151-D1, Page 114, in ink.

Bell Telephone located at Junction of Western Branch and Morrow Secondary Track, in service.

J. E. MARTIN
General Manager.

**PENN CENTRAL TRANSPORTATION CO.
SOUTHERN REGION**

Indianapolis, Indiana, February 21, 1972

GENERAL ORDER NO. 506

Effective 12:01 A.M., Wednesday, March 1, 1972

Applies In All Divisions

(a) MEDICAL OFFICERS AND SURGEONS

Kenton, Ohio:

Office telephone number of Dr. Jack C. Lindsey changed to: 673-0738.

Employees must change Special Instruction 100R-A2, page 50, in ink.

Pana, Illinois:

Office telephone number of Dr. R. B. Siegert changed to: 562-2143.

Employees must change Special Instruction 100R-A2, page 52, in ink.

**(b) LOCATION OF HOSPITALS
HILLSBORO, ILLINOIS**

Telephone number of Hillsboro Hospital, Hillsboro, Illinois changed to: 532-6111.

Employees must change Special Instruction 100R-A3, page 56, in ink.

Applies In Cincinnati Division

**(c) MAIN LINE—COLUMBUS TO INDIANAPOLIS
via Springfield—**

**PUBLIC CROSSING AT GRADE—
FAIRBORN**

Method of Operation in effect as follows:

| Location | Crossing | Track | See Column Table | | | | | | Note |
|----------|--------------|-------|------------------|---|---|---|---|---|------|
| | | | 1 | 2 | 3 | 4 | 5 | 6 | |
| Fairborn | Central Ave. | 1 | | | X | | | | 13 |
| | Xenia Ave. | 1 | | | X | | | | 13 |

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

Special Instruction 1103-A1, Page 77, Changed, Employees must add Note 13 to blank space on Page 82.

**(d) ENTIRE DIVISION
XENIA—SPRINGFIELD—MORAINE**

Hand operated derrails located at clearance points listed below:

Xenia-East end of Engine storage track
Springfield-West end of Enginehouse lead
Moraine-East end of Enginehouse lead

(Continued on next page)

Applies In Cincinnati Division (cont'd)

(e) RICHMOND BRANCH
NEWMAN-ANOKA

Refer to paragraph (k), General Order No. 505—

Employees must change Special Instruction 1157-C1, page 128, in ink, to show maximum speed of 30 MPH for both passenger and freight between Newman and Anoka.

(f) BLOCK STATION, TRAIN ORDER OFFICE AND
BLOCK-LIMIT STATION IN SERVICE PART-TIME
RICHMOND BRANCH—
KOKOMO

Block Station and train order office at Kokomo in service part-time. Block-Limit station at Kokomo controlled by Operator at Elwood in service part-time.

| Station | Hours In Service |
|---|--|
| Kokomo Block Station and Train Order Office | 5:00 p.m. to 1:00 a.m. daily except Sat., Sun., & Holidays |
| Kokomo Block-Limit Station Controlled by Elwood | Continuously except hours that block station in service |

Employees must change page 18 by inserting letter "P" in columns headed Block Station & Train Order Office and Block-Limit Station and insert Letter K-Elwood under station name Kokomo.

(g) INTERLOCKED RAILROAD CROSSINGS AT GRADE
SPRINGFIELD BRANCH C&O CROSSING

In the application of Rule 638 member of crew must obtain verbal authority from C&O Dispatcher for movement through interlocking at C&O Crossing, MP83.8, and Dispatcher must be notified when movement is completed.

Special Instruction 1638-A1, added.

(h) CARLISLE BRANCH
WEST MANCHESTER-CP CARLISLE JCT

Engine and Special Load Restrictions.

Notes 2 and 13, Special Instruction 1160-A1, (as outlined on page 174), will apply on the Carlisle Branch between West Manchester and CP-Carlisle Jct.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over blank space bottom of page 160.

(i) PUBLIC CROSSINGS AT GRADE-PROTECTION AT
AUTOMATIC PROTECTED CROSSINGS
BLUE ASH SECONDARY TRACK
BLUE ASH-AVONDALE

Account rusty rail, trains and engines must approach crossings at Smith Road, Washington Street, Fredonia and Blair Ave., prepared to stop and provide protection over crossings as required by Rule 103, unless they know automatic protection is operating.

Special Instruction 1103-A2, Page 103, changed.

(Continued on next page)

Applies In Columbus Division

(j) CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

1. MAIN LINE-CLEVELAND TO INDIANAPOLIS

| Between | No. 1 Track | No. 2 Track |
|---------------------|-------------|-------------|
| Within Interlocking | | |
| Limits CP-54 | 30 | 30 |
| Burt and MP 89.8 | | 30 |

2. MORROW SECONDARY TRACK

| Between | Single Track |
|-----------------|--------------|
| MP 58 and MP 60 | 15 |
| MP 60 and MP 73 | 10 |
| MP 73 and MP 77 | 5 |
| MP 77 and MP 80 | 10 |

3. SOUTHERN BRANCH

| Between | Single Track |
|-------------------|--------------|
| MP 120 and MP 122 | 10 |
| MP 122 and MP 130 | 10 |

Special Instruction 1157-F1, changed.

(k) MAIN LINE-COLUMBUS TO CHICAGO
NEILSTON-JOYCE AVENUE

Manual Block Signal System Rules 305 to 315 inclusive, and 317 to 342 inclusive, for movements with and against the current of traffic on No. 1 and No. 2 tracks between Neilston and Joyce Avenue, in service.

Timetable stations "Neilston" with MP location 0.4, and "Joyce Avenue" with MP location of 2.2 established and must be entered above Fourth Street, top of page 16, in ink.

Employees must add between "Joyce Avenue and Neilston" and "No. 1 and No. 2" Tracks under header **MAIN LINE Columbus to Chicago**, page 195, Special Instruction 1250-A1, and also indicate letter "P" in columns 4 and 5.

Joyce Avenue in service as Interlocking, Interlocking Station and Block Station and Train Order Office. Employees must enter "X" in columns 1, 2 and 3 before Joyce Avenue to indicate these stations in service continuously, and add star to indicate radio in service, page 16, in ink.

Current of traffic as follows:

| Between | No. 2 Track | No. 1 Track |
|---------------------------|-------------|-------------|
| Neilston and Joyce Avenue | Westward | Eastward |

Sticker coupon attached to sticker form of this General Order must be detached and pasted over bottom of page 110, Special Instruction 1151-B1.

Maximum speed for both psgr. and freight on No. 1 and No. 2 tracks is 15 MPH. Special Instruction 1157-C1, page 129, changed.

Eastward movements at Neilston must obtain verbal block indication from Operator at High Street.

Train Dispatcher at Columbus in charge.

(Continued on next page)

Applies In Columbus Div. (Cont'd)

Westward movements at Neilston must approach End Block signs prepared to stop and stop unless hand signal to proceed is received from B&O RR switchtender.

Employes must delete reference to No. 1 and No. 2 tracks, Special Instruction 1157-H1, page 117, in ink.

Paragraph (ad), General Order No. 505, annulled. Employes must cross out in ink.

Special Instruction 1151-B1 page 110; 1151-H1 page 117; 1157-C1 page 129; 1201-A1 page 190 and 1250-A1 page 195, changed.

**(l) MORROW SECONDARY TRACK
NORTH BERNE—CIRCLEVILLE**

Those parts of General Order 501, Paragraph (g), Item 11, Lines 2, 3, 4 and 5 referring to a speed of 15 MPH between MP 58 and MP 80, 10 MPH between MP 61.9 and MP 64, 5 MPH between MP 73 and MP 74 and 5 MPH between MP 76 and MP 77, are annulled.

**(m) WESTERN BRANCH
CP-46**

Spring switch located at North End of Hancock Siding (CP-46), connecting siding with Western Branch Main Track, changed to interlocked switch, controlled by Train Dispatcher Columbus, in service.

Special Instruction 1105-A1, Page 107, changed. Employes will delete reference to spring switch north end of siding at Hancock.

**(n) WESTERN BRANCH—
MORROW SECONDARY TRACK
BREMEN**

Trains routed from the Morrow Secondary Track to the Western Branch at Bremen must be stopped at Bremen before asking for the Block Indication and Permission to enter the Main Track of the Western Branch at Bremen.

Special Instruction 1327-A1 added.

Sticker coupon attached to sticker form of this General Order must be detached and pasted at bottom of page 205.

**(o) WESTERN BRANCH
JU BLOCK—LIMIT STATION**

JU Block—Limit Station governing northward and southward movement on the Western Branch, MP 180.6, out of service.

Employes must delete references thereto, pages 23 and 27, in ink.

**(p) SOUTHERN BRANCH
BUFFALO—Shippers Car Line**

Rumer Siding from a point 800 feet south of North switch and a point 2500 feet north of south switch, out of service.

(Continued on next page)

Applies In Columbus Div. (Cont'd)

**(q) SOUTHERN BRANCH
INSTITUTE**

Institute Part-time Block Station and Train Order Office, MP 116.0, out of service.

Manual Block Signals governing northward and southward movement, located at MP 116.0, out of service.

Employes must delete reference to Block Station and Train Order Office in column 3 and hours previously in service at bottom of page 28, in ink.

**(r) SOUTHERN BRANCH
DICKINSON YARD**

No. 3 Scale Track Dickinson Yard, between south switch and a point 500 feet north of south switch temporarily out of service.

**(s) SOUTHERN BRANCH AND SWISS RUNNING TRACK
DICKINSON YARD—SWISS**

All Engines equipped with three (3) axles per truck are prohibited from operating on all tracks between Dickinson Yard and Swiss. Special Instruction 1160-A3 added to bottom of page 175.

Applies In Southwest Division

**(t) MAXIMUM SPEEDS, unless otherwise specified.
MAXIMUM SPEED (MPH) in effect as follows:**

1. MAIN LINE—INDIANAPOLIS TO ST. LOUIS

| Between | No. 1 Track Psg. Frt. | No. 2 Track Psg. Frt. |
|-----------------------|--------------------------|--------------------------|
| Willows and Eads..... | 40 40 | 40 40 |

**2. MAIN LINE—DAVIS TO LENOX
(GREENCASTLE BR.)**

| Between | Single Track Psg. Frt. | No. 2 Track Psg. Frt. | No. 1 Track Psg. Frt. |
|------------------------------|---------------------------|--------------------------|--------------------------|
| Limedale and Prairie..... | 40 40 | | |
| Prairie and Chase..... | 40 40 | 40 40 | 40 40 |

Special Instruction 1157-C1, page 131, changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding Special Instruction 1157-C1, page 131.

**(u) CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS**

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

1. MAIN LINE—INDIANAPOLIS TO ST. LOUIS

| Between | Single | No. 2 Track |
|------------------------|--------|----------------|
| MP 30 and MP 32..... | 30 | 40 |
| MP 34 and MP 36..... | 30 | 30 |
| MP 38 and MP 40..... | 30 | 25 |
| MP 42 and MP 44..... | 30 | 30 |
| MP 46 and MP 48..... | 30 | 30 |
| MP 50 and MP 52..... | 30 | 30 |
| MP 54 and MP 56..... | 30 | 30 |
| MP 58 and MP 60..... | 30 | 30 |
| MP 62 and MP 64..... | 30 | 30 |
| MP 66 and MP 68..... | 30 | 30 |
| MP 70 and MP 72..... | 30 | 30 |
| MP 74 and MP 76..... | 30 | 30 |
| MP 78 and MP 80..... | 30 | 30 |
| MP 82 and MP 84..... | 30 | 30 |
| MP 86 and MP 88..... | 30 | 30 |
| MP 90 and MP 92..... | 30 | 30 |
| MP 94 and MP 96..... | 30 | 30 |
| MP 98 and MP 100..... | 30 | 30 |
| MP 102 and MP 104..... | 30 | 30 |

Applies In Southwest Div. (Cont'd)**(u) TEMPORARY SPEED RESTRICTIONS (cont'd)****2. MAIN LINE—CLEVELAND TO INDIANAPOLIS**

| Between | No. 1 Track | No. 2 Track |
|------------------------------|----------------|----------------|
| MP 108 and MP 161 | | 30 |
| MP 215.8 and MP 216.1 | | 30 |
| MP 224 and MP 225 | | 30 |

3. MAIN LINE—DAVIS TO LENOX

| Between | Single |
|-------------------|--------|
| MP 49 and MP 68.5 | 25 |

4. MAIN LINE—CINCINNATI TO KANKAKEE

| Between | No. 1 Track | Siding & Other Tracks |
|---------------------|----------------|-----------------------------|
| MP 24.1 and MP 24.3 | 10 | |
| MP 81 and CP 82 | | 10 |

5. I & F BRANCH

| Between | Single |
|------------------------------|---------------|
| MP 35 and MP 36 | 30 |
| MP 52.2 and MP 60 | 30 |
| MP 88 and MP 94 | 30 |

6. MICHIGAN BRANCH

| Between | Single |
|-------------------|--------|
| MP 126 and MP 130 | 10 |

7. ANDERSON-GREENSBURG SECONDARY TRACK

| Between | Single |
|-------------------|--------|
| MP 188 and MP 190 | 10 |

**8. PETERSBURG SECONDARY TRACK
KRAFT TO RINCON JCT.**

| Between | Single |
|-------------------|--------|
| MP 17.4 and MP 19 | 10 |

9. VINCENNES SECONDARY TRACK

| Between | Single |
|-------------------|--------|
| MP 83.6 and MP 87 | 10 |
| MP 103 and MP 118 | 10 |

10. COLUMBUS-MADISON SECONDARY TRACK

| Between | Single |
|----------------------------|---------------|
| MP 36 and MP 45 | 10 |

11. PEORIA-AlLENTOWN SECONDARY TRACK

Secondary Track temporarily out of service between Colfax and MP 77.4

**(v) MAIN LINE—CLEVELAND TO INDIANAPOLIS
PEMBERTON-SIDNEY**

That part of General Order No. 503, paragraph (aw), Item 1, Line 1, referring to temporary speed of 30 MPH on No. 1 track between MP 159 and MP 160, annulled.

(Continued on next page)

Applies In Southwest Division (cont'd)**(w) MAIN LINE—CINCINNATI TO KANKAKEE
CP 77—CP 82**

Controlled siding between CP 77 and CP 82, out of service. New siding in service between MP 81 and CP 82. Switch at MP 81 is electrically locked hand operated.

Employees must delete note (1), on page 14, and change capacity of siding based on 50 ft. cars from 466 to 150 cars, in ink.

(x) MAIN LINE—CINCINNATI TO KANKAKEE HYDE

Siding at MP 46.2 (Hyde) has been removed and out of service. Employees must delete reference on page 14, in ink.

**(y) I & F BRANCH
FRANKFORT-BRINGHURST**

That part of General Order No. 502, paragraph (ag), Item 6, Line 5, referring to temporary speed of 10 MPH on single track between MP 82.3 and MP 94, annulled.

**(z) PETERSBURG SECONDARY TRACK
SOUTH RINCON TO ASHBY**

That part of General Order No. 505, paragraph (af), Item 9, Line 1, referring to temporary speed of 5 MPH on single track at MP 104.2 (Over Bridge), annulled.

**(aa) COLUMBUS-MADISON SECONDARY TRACK
VERNON-DUPONT**

That part of General Order No. 502, paragraph (ag), Item 11, Line 3, referring to temporary speed of 10 MPH on Single Track between MP 27 and MP 27.2, annulled.

That part of General Order No. 505, paragraph (af), Item 11, Line 2, referring to temporary speed of 5 MPH on single track between MP 28.6 and MP 28.7, annulled.

That part of General Order No. 503, paragraph (aw), Item 8, Line 1, referring to temporary speed of 5 MPH on single track between MP 29.3 and MP 29.5, annulled.

**(ab) COLUMBUS-MADISON SECONDARY TRACK
DUPONT-JEFF**

That part of General Order No. 501, paragraph (h), Item 12, Line 2, referring to temporary speed of 5 MPH on single track between MP 33.1 and MP 33.2, annulled.

**(ac) COLUMBUS-MADISON SECONDARY TRACK
JEFF-NORTH MADISON**

That part of General Order No. 501, paragraph (h), Item 12, Line 3, referring to temporary speed of 10 MPH on single track between MP 37 and MP 42, annulled.

**(ad) PEORIA-AlLENTOWN SECONDARY TRACK
COLFAX—FRANK**

That part of General Order No. 501, paragraph (h), Item 15, referring to Secondary Track temporarily out of service between Colfax and Fort, annulled.

(Continued on next page)

(Page 8 of 9 pages, Sou. Regn. G. O. No. 506)

Applies In Southwest Div. (Cont'd)

**(ae) MICHIGAN BRANCH
SUMMITVILLE-DOW**

That part of General Order No. 502, paragraph (ag), Item 7, Line 4, referring to temporary speed of 30 MPH on single track between MP 152.4 and MP 162.5, annulled.

**(af) ANDERSON-GREENSBURG SECONDARY
SOUTH ANDERSON-GREENSBURG**

Engine and Special Load Restrictions.

Notes 3 and 13, Special Instruction 1160-A1, (as outlined on page 174), will apply on the Anderson-Greensburg Secondary Track between South Anderson and Greensburg.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over blank space bottom of page 168.

**(ag) CLAY CITY SECONDARY
RILEY-WORTHINGTON JCT**

Engine and Special Load Restrictions.

Notes 2 and 13, Special Instruction 1160-A1, (as outlined on page 174), will apply on the Clay City Secondary Track between Riley and Worthington Jct.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over blank space bottom of page 171.

**(ah) LOUISVILLE BRANCH
FAIRLAND RUNNING TRACK
FRANKLIN**

Non-Interlocked Railroad Crossing At Grade.

Crossing gate over Fairland Running Track at Franklin for movement over the Louisville Branch, out of service.

Crossing target remains in service and employees will continue to be governed by Special Instruction 1098-A1, page 74.

Reference to "gate", column 2, Special Instruction 1098-A1, page 74, must be crossed out in ink.

Effective 12.02 A.M., Wednesday, March 1, 1972

Applies In All Divisions

(ai) TIMETABLE AUTHORITY

Schedules of No. 55 and No. 56 between Indianapolis and Cleveland, withdrawn.

Blank sticker coupons attached to sticker form of this General Order must be detached and pasted over schedules of Nos. 55 and 56, columns 1 and 3, page 44.

Schedule of No. 11 changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding schedule of No. 11, column 3, page 40.

(Continued on next page)

(Page 9 of 9 pages, Sou. Regn. G. O. No. 506)

Applies In All Divisions (Cont'd)

No. 91 is renumbered to No. 19 and schedule changed.

No. 92 is renumbered to No. 18 and schedule changed.

Sticker coupons attached to sticker form of this General Order must be detached and schedule of No. 19 pasted over schedule of former No. 91, column 4, page 42, and schedule of No. 18 pasted over schedule of former No. 92, column 4, page 43.

J. E. MARTIN
General Manager

PENN CENTRAL TRANSPORTATION CO.

SOUTHERN REGION

Indianapolis, Indiana, February 29, 1972

GENERAL ORDER NO. 507

Effective 12.01 A.M., Monday, March 6, 1972

Applies In All Divisions

(a) TIMETABLE AUTHORITY

Schedules of No. 50 and No. 51 changed and trains will now operate in and out of Chicago Union Station instead of the Illinois Central Station, Chicago.

Sticker coupons attached to sticker form of this General Order must be detached and pasted over corresponding schedules as follows:

No. 50 over column 1, page 43.

No. 51 over column 1, page 42.

(b) TIMETABLE AUTHORITY

Schedule of No. 52 changed as follows:

BRINGHURST 1.15 A.M.

FRANK 2.20 A.M.

Schedule of No. 53 changed as follows:

FRANK 5.10 A.M.

BRINGHURST 6.10 A.M.

Employees must correct schedule of No. 52, column 3, page 43, and schedule of No. 53, column 3, page 42, in ink.

J. E. MARTIN
General Manager.

**PENN CENTRAL TRANSPORTATION CO.
SOUTHERN REGION**

Indianapolis, Indiana, March 24, 1972

GENERAL ORDER NO. 508

Effective 12:01 A.M., Saturday, April 1, 1972

Applies In All Divisions

(a) **TIMETABLE AUTHORITY**

Schedule of No. 11 changed as follows:

| | |
|---------------------|------------|
| EAST COLUMBUS | 3.55 P.M. |
| GREENCASTLE | 9.45 P.M. |
| PRESTON | 10.11 P.M. |

Employees must correct schedule of No. 11, column 3, page 40, in ink.

(b) **MEDICAL OFFICERS AND SURGEONS**

Services of Dr. F. Blair Webster (Surgeon) at Bellefontaine, Ohio are terminated.

Employees will delete reference thereto, page 47, in ink. Special Instruction 100R-A2, page 47, changed.

Applies In Cincinnati Division

(c) **ENTIRE DIVISION
RICHMOND**

Hand operated derails located at clearance points listed below:

Richmond—East End of tracks No. 1, 2, 3, in E yard
West End of Wreck Train track
West End of Enginehouse crossover

(d) **PUBLIC CROSSINGS AT GRADE
MAIN LINE—DAYTON TO CINCINNATI
MIDDLETOWN**

| Location | Crossing | Track | See Column Table 1 2 3 4 5 6 | Note |
|------------|------------|-------|---------------------------------|------|
| Middletown | Yankee Rd. | 1 | x | 13 |

Special Instruction 1103-A1, page 80 changed, and employees must change Note 13 (issued in General Order No. 506) in ink, by adding Yankee Rd.

(e) **CURVES, BRIDGES, ETC.**

MAXIMUM SPEEDS

**MAIN LINE—DAYTON TO CINCINNATI
WEST CARROLLTON**

Speed restriction of 20 MPH at West Carrollton for Eastward movements on No. 2 track from 1200 feet west of Elm St. to Elm St., annulled.

Special Instruction 1157-F1, page 141, changed.

(f) **MAIN LINE—DAYTON TO CINCINNATI
HUTCHINGS STATION—CP-CARLISLE JCT.**

That part of General Order No. 501, paragraph (f), Item 3, Line 3, referring to a temporary speed restriction of 20 MPH on No. 1 and No. 2 tracks between MP 222.5 and MP 222.8, annulled.

(Continued on next page)

(Page 2 of 8 pages, Sou. Regn. G. O. No. 508)

Applies In Cincinnati Division (cont'd)

(g) **MAIN LINE—BRADFORD TO NEW PARIS
BRADFORD—GETTYSBURG**

That part of General Order No. 503, paragraph (1), item 2, line 1, referring to a temporary speed restriction of 10 MPH between MP 85 and MP 87, annulled.

(h) **CURVES, BRIDGES, ETC.
MAXIMUM SPEED**

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

1. MAIN LINE—COLUMBUS TO INDIANAPOLIS

| Between | Single Track | No. 1 Track | No. 2 Track |
|--|-----------------|----------------|----------------|
| MP 17.3 and MP 17.8 (west of Miami City Jct.) | | | 10 |
| Over crossing diamond at West Manchester | | | |
| CP 183.5 and CP 184 (via Springfield) | | | 10 |
| MP 184 and MP 184.3 (via Springfield) | | | 10 |
| EL-MP 369.6 and EL-MP 369.8 (Cold Springs) | | | 10 |

2. MAIN LINE—COLUMBUS TO CHICAGO

| Between | No. 1 Track | No. 2 Track |
|-------------------|----------------|----------------|
| MP 13 and MP 14 | 20 | |
| MP 17 and MP 18 | 20 | |
| MP 23 and MP 25.4 | 30 | |
| MP 25 and MP 27 | | 20 |
| MP 33 and MP 33.6 | 30 | |
| MP 57 and MP 58.4 | 30 | |
| MP 73.6 and MP 74 | | 30 |
| MP 79 and MP 80 | | 30 |

3. MAIN LINE—BRADFORD TO NEW PARIS

| Between | Single Track |
|---------------------------|-----------------|
| MP 83.1 and MP 87 | 10 |
| MP 93.3 and MP 94 | 10 |
| East New Paris and MP 111 | 10 |

4. MAIN LINE—DAYTON TO CINCINNATI

| Between | No. 1 Track | No. 2 Track |
|--------------------------------|----------------|----------------|
| MP 225.4 and MP 226 | 10 | 10 |

5. BELLEFONTAINE BRANCH

| Between | Single Track |
|---------------------------|-----------------|
| MP 97.5 and MP 100 | 10 |
| MP 100.4 and MP 102 | 30 |
| MP 105.6 and MP 106 | 30 |
| MP 121.5 and Glen Echo | 30 |
| EL-MP 363 and EL-MP 369.6 | 10 |

6. C&X BRANCH

| Between | Single Track |
|---------------------|-----------------|
| MP 100 and MP 101 | 10 |
| MP 102 and MP 102.6 | 10 |

7. NORTHERN BRANCH

| Between | Single Track |
|-------------------|-----------------|
| Latty and MP 90 | 10 |
| MP 159 and MP 161 | 10 |

(Continued on next page)

Applies In Cincinnati Division (cont'd)

8. RIDGEVILLE SECONDARY TRACK

| Between | Single Track |
|-----------------|--------------|
| MP 47 and MP 69 | 10 |

Special Instruction 1157-F1 and 1157-H1, changed.

Applies In Columbus Division

**(i) CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS**

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

1. MAIN LINE—PITTSBURGH TO COLUMBUS

| Between | No. 1 Track |
|------------------|-------------|
| MP 151 and 155.4 | 40 |

2. MAIN LINE—CLEVELAND TO INDIANAPOLIS

| Between | No. 2 Track |
|-------------------|-------------|
| Burt and MP 81 | 10 |
| MP 81 and MP 89.8 | 30 |

3. WESTERN BRANCH

| Between | Single Track |
|--------------------------------|---------------|
| MP 113 and MP 121 | 20 |
| MP 121 and MP 125 | 10 |
| MP 125 and MP 127 | 10 |
| MP 181 and MP 182 | 10 |
| MP 182 and MP 187.7 | 20 |

4. SOUTHERN BRANCH

| Between | Single Track |
|------------------------------|---------------|
| Corning and MP 2.2 | 10 |
| MP 2.2 and MP 2.5 | 10 |
| MP 2.5 and MP 2.8 | 10 |
| MP 88.1 and MP 89 | 25 |
| MP 93 and MP 95 | 10 |
| MP 98 and MP 99 | 10 |

5. TRINWAY SECONDARY TRACK

| Between | Single Track |
|------------------|--------------|
| MP 8.2 and MP 10 | 5 |

Special Instruction 1157-F1, changed.

**(j) MAIN LINE—PITTSBURGH TO COLUMBUS
COLUMBUS**

Eastward trains originating at Alum Creek (Yards A & B) and Eastward trains relaying on Main Tracks between US Tower and Alum Creek must report to Operator at US Tower for orders.

These instructions are added to and become a part of Special Instruction 1201-B1, page 191.

**(k) MAIN LINE—PITTSBURGH TO COLUMBUS
HANOVER—LAKE ERIE CROSSING (B&O)**

That part of General Order No. 501, par (g), Item 1, Line 3, referring to temporary speed of 50 MPH on No. 1 track between MP 152 and MP 155.4 annulled.

(Continued on next page)

Applies In Columbus Division (cont'd)

**(l) MAIN LINE—CLEVELAND TO INDIANAPOLIS
BE—WESTVIEW**

That part of General Order No. 501, par. (g), Item 4, Line 1, referring to temporary speed of 30 MPH on No. 1 and No. 2 tracks at MP 15.4 over Bridge 15.42 annulled.

**(m) MAIN LINE—CLEVELAND TO INDIANAPOLIS
BX SIDING—MARTEL**

That part of General Order No. 505, par. (m), Item 2, Line 6, referring to temporary speed of 30 MPH on No. 2 track between MP 86 and MP 87, annulled.

**(n) MAIN LINE—CLEVELAND TO INDIANAPOLIS
BURT—CALEDONIA**

That part of General Order No. 506, par. (j), Item 1, Line 3, referring to temporary speed of 30 MPH on No. 2 track between Burt and MP 89.8, annulled.

**(o) MAIN LINE—COLUMBUS TO CHICAGO
HIGH STREET—FRONT STREET**

Operator at High Street in charge of main track switch connecting No. 2 Secondary Track with No. 4 Main Track at Front Street, Columbus.

Special Instructions 1104-A1, page 104 and 1104-C1, page 106, changed.

**(p) WESTERN BRANCH
SCOTTS LAWN—CP DARBY**

That part of General Order No. 501, par. (g), Item 6, Line 20, referring to temporary speed of 30 MPH between MP 113 and MP 121, annulled.

**(q) WESTERN BRANCH
THURSTON**

Block Station and Train Order Office in Service Part-time as Follows:

| Station | Hours in Service |
|----------|---|
| Thurston | 8:00 A.M. to 10:00 P.M. Daily except Saturday, Sunday and Holidays. |

Employees must correct page 27, in ink.

**(r) WESTERN BRANCH
JT MINE—CLAYBANK**

That part of General Order No. 505, par. (m), Item 4, Line 4, referring to temporary speed of 10 MPH between MP 187.3 and MP 187.7, annulled.

**(s) SOUTHERN BRANCH
ALBANY—MEIGS**

That part of General Order No. 501, par. (g), Item 7, Line 5, referring to temporary speed of 10 MPH between MP 50 and MP 51, annulled.

(Continued on next page)

Applies In Columbus Division (cont'd)**(t) SOUTHERN BRANCH
ARBUCKLE—ROBERTSBURG**

Block-Limit Station designated BUCK, controlled by Operator at Nitro, located 2000 feet south of MP 84, in service. Rule 293 applies.

ABL Sign governing Northward movement to Buck Block-Limit Station located 400 feet south of MP 85, in service.

ABL Sign governing Southward movement to Buck Block-Limit Station located 2800 feet south of MP 83, in service.

Page 28 changed.

**(u) SOUTHERN BRANCH
BUFFALO—RUMER**

That part of General Order No. 501, par. (g), Item 7, Line 10, referring to temporary speed of 25 MPH between MP 93 and MP 95, annulled.

**(v) SOUTHERN BRANCH
HUGHESTON—HAREWOOD**

That part of General Order No. 503, par. (y), Item 4, Line 6, referring to temporary speed of 10 MPH between MP 152 and MP 154, annulled.

Applies In Southwest Division**(w) CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS**

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

1. MAIN LINE—INDIANAPOLIS TO ST. LOUIS

| Between | No. 1 Track | No. 2 Track |
|-----------------------------|----------------|----------------|
| Over E&E Crossing St. Elmo | 40 | 30 |
| Over A&S Crossing HN | 40 | |
| Within Willows Interlocking | | 10 |

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

| Between | No. 1 Track | No. 2 Track |
|-----------------------|----------------|----------------|
| MP 200.4 and MP 190 | 30 | 30 |
| MP 207.6 and MP 200 | 30 | 30 |
| MP 229.6 and MP 243 | 30 | 30 |
| MP 271.3 and MP 272.8 | 30 | 30 |
| MP 280 and MP 285 | 30 | 30 |

3. LOUISVILLE BRANCH

| Between | Single |
|------------------|--------|
| MP 67 and MP 69 | 10 |
| MP 69 and MP 105 | 30 |

4. I&F BRANCH

| Between | No. 2 Track | Siding & Other Tracks |
|--------------------------|----------------|-----------------------------|
| Wagon Woods Interlocking | 10 | |
| Wagon Woods Interlocking | 10 | |
| "O" Secondary Track | | 5 |

(Continued on next page)

Applies In Southwest Division (cont'd)**5. MICHIGAN BRANCH**

| Between | Single |
|---------------------|--------|
| MP 164 and MP 166.6 | 10 |

**6. PETERSBURG SECONDARY TRACK
KRAFT TO RINCON JCT.**

| Between | Single |
|---------------|--------|
| MP 8 and MP 8 | 30 |

7. CAIRO BRANCH

| Between | Single |
|-----------------------|--------|
| MP 131 and MP 140 | 10 |
| MP 170.5 and MP 173.5 | 10 |
| MP 174.7 and MP 175.3 | 10 |
| MP 195 and MP 205 | 10 |
| MP 205 and MP 206.5 | 20 |

**(x) MAIN LINE—DAVIS TO LENOX
SUMMIT—WEST SUMMIT**

Siding at Summit from MP 21 to West End temporarily out of service.

Facing point interlocked switch for eastward movement at West Summit out of service.

**(y) MAIN LINE—DAVIS TO LENOX
AMO**

Amo Elevator Track temporarily out of service west of road crossing.

(z) CRAWFORDSVILLE SECONDARY TRACK

Secondary Track temporarily out of service between Colfax and MP 77.4

**(aa) LOUISVILLE BRANCH
SEYMOUR—JEFFERSONVILLE**

That part of General Order No. 503, Paragraph (aw), Item 4, Line 3, referring to temporary speed of 30 MPH on single track for both Passenger and Freight, between MP 67 and MP 105, annulled.

**(ab) I&F BRANCH
REAGAN—FRANK**

That part of General Order No. 506, Paragraph (u), Item 5, Line 1, referring to temporary speed of 30 MPH on single track between MP 35 and MP 36, annulled.

**(ac) DANVILLE BRANCH
STATE LINE—DANVILLE**

That part of General Order No. 501, Paragraph (h), Item 11, Line 4, referring to temporary speed of 25 MPH on single track between MP 104 and MP 107, annulled.

(Continued on next page)

Applies In Southwest Division (cont'd)

**(ad) CAIRO BRANCH
LEDFORD—CARRIER MILLS**

That part of General Order No. 501, Paragraph (h), Item 10, Line 10, referring to temporary speed of 10 MPH on single track between MP 195 and MP 196, annulled.

**(ae) CAIRO BRANCH
LEDFORD—NEW BURNSIDE**

That part of General Order No. 501, Paragraph (h), Item 10, Line 11, referring to temporary speed of 20 MPH on single track between MP 196 and MP 206.5, annulled.

**(af) CAIRO BRANCH
MT. CARMEL—KEENSBURG**

That part of General Order No. 505, Paragraph (af), Item 15, Line 1, referring to temporary speed of 10 MPH on single track between MP 130 and MP 132, annulled.

**(ag) CAIRO BRANCH
KEENSBURG—GRAYVILLE**

That part of General Order No. 505, Paragraph (af), Item 15, Line 2, referring to temporary speed of 10 MPH on single track between MP 135.5 and MP 139, annulled.

**(ah) CAIRO BRANCH
NORRIS CITY—ELDORADO**

That part of General Order No. 505, Paragraph (af), Item 15, Line 7, referring to temporary speed of 10 MPH on single track between MP 173 and MP 173.5, annulled.

**(ai) PEORIA—ALLENTOWN SECONDARY TRACK
COLFAX—FRANK**

That part of General Order No. 506, Paragraph (u), Item 11, referring to Secondary Track temporarily out of service between Colfax and MP 77.4, annulled.

That part of General Order No. 506, Paragraph (ad) withdrawn. Employees must delete reference to Paragraph (ad) in ink.

**(aj) CRAWFORDSVILLE SECONDARY TRACK
COLFAX—FRANK**

That part of General Order No. 501, Paragraph (h), Item 15, referring to Secondary Track temporarily out of service between Colfax and Fort, annulled.

**(ak) CLAY CITY SECONDARY TRACK
CLAY CITY (Monon L&N Crossing)**

Clay City Interlocking and Interlocking Station, located at MP 25.7, out of service.

Non-Interlocked Railroad Crossing at Grade with the Monon L&N Railroad with restrictions governing as outlined below, in service.

(Continued on next page)

Applies In Southwest Division (cont'd)

Interlocking Home Signal at Clay City, located 675 feet south of Monon L&N Crossing and Approach Signal located 200 feet south of MP 27, governing northward movement on the Clay City Secondary Track, out of service.

Interlocking Home Signal at Clay City, located 500 feet north of Monon L&N Crossing and Approach Signal located 1750 feet north of MP 25, governing southward movement on the Clay City Secondary Track, out of service.

Stop Sign equipped with Red Light, located 50 feet south of Monon L&N Crossing governing northward movement and Stop Sign equipped with Red Light, located 50 feet north of Monon L&N Crossing governing southward movement, in service.

Reflectorized Approach Signs located one mile south and north of crossing, reading "ONE MILE TO RAILROAD CROSSING", in service.

Movement of trains and engines over non-interlocked crossing will be governed as follows:

| Location | Type | Indication | Requirements |
|-------------------------------------|---------------|------------|---|
| Clay City, Monon L&N Crossing | Stop Signs | Stop | Stop. It must be known that crossing is clear before using. |

Employees must delete letter "X" in columns 1 and 2 listed before Clay City, page 34, in ink.

Special Instruction 1098-A1, page 74, changed.

**(al) LOUISVILLE BRANCH
FRANKLIN**

Non-Interlocked Railroad Crossing at Grade. Requirements for Louisville Branch trains over Fairland Running track Non-Interlocked Railroad Crossing at Grade expanded to include: approach crossing not exceeding 10 MPH prepared to stop.

Special Instruction 1098-A1, page 74, changed.

J. E. MARTIN
General Manager

**PENN CENTRAL TRANSPORTATION CO.
SOUTHERN REGION**

Indianapolis, Indiana, April 21, 1972

GENERAL ORDER NO. 510

Effective 12:01 A.M., Sunday, April 30, 1972

Applies In All Divisions

(a) TIMETABLE AUTHORITY

Schedule of No. 30 changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding schedule of No. 30, column 1, page 41.

**(b) GENERAL RULES—RULES FOR
CONDUCTING TRANSPORTATION—C.T. 400**

The revision of second paragraph of **Rule E**, General Rules, Penn Central Rules For Conducting Transportation, effective April 7, 1972, is reissued in this General Order due to misprint in General Order No. 509.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over that portion of **Rule E** appearing on bottom of page 2, General Rules, Penn Central Rules For Conducting Transportation, C.T. 400.

Effective 2:00 A.M., Sunday, April 30, 1972.

Applies In All Divisions

**(c) STANDARD TIME
THE UNIFORM TIME ACT OF 1966**

Effective 2:00 A.M., Sunday, April 30, 1972 Standard Time is advanced one hour.

Standard clocks will be advanced one hour at 2:00 A.M., the time changed to 3:00 A.M., Standard Time.

Employees advancing standard clocks must, as soon as the change has been made, compare time with the train dispatcher.

Offices where standard clocks are located, not open at 2:00 A.M., must advance clocks one hour at time office is opened and compare time with the train dispatcher or block operator.

Employees who are required by **Rule 2**, to use reliable watches, and are on duty at 2:00 A.M., must adjust their watches to show 3:00 A.M. instead of 2:00 A.M., and as soon thereafter as possible without incurring delay to train movements, compare their watches with a standard clock or secure time from a block operator.

At the moment the change in time is effective, trains en route will be governed as follows:

1. Where Automatic Block Signal System Rules or Traffic Control System Rules are in effect, trains will proceed under the rules.
2. Where Automatic Block Signal System Rules or Traffic Control System Rules are not in effect, schedules of trains will be annulled prior to 2:00 A.M., and all trains will be governed by Train Orders.

(Continued on next page)

(Page 2 of 8 pages, Sou. Regn. G.O. No. 510)

Effective 12:01 A.M., Monday, May 1, 1972.

Applies In All Divisions

(d) TIMETABLE AUTHORITY

Schedule of No. 31 changed. (First train operating on new schedule will depart Pittsburgh at 10:46 P.M., April 30 and enter Southern Region passing Uhrich at 1:12 A.M., May 1).

Sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding schedule of No. 31, column 1, page 40.

(e) MEDICAL OFFICERS AND SURGEONS

Add the following to Medical Officers and Surgeons:

Dr. Pedro C. Rodriguez, M.D.,
1651 Capri Lane,
Richmond, Indiana 47374
Phone: 962-3726

Delete the following from Medical Officers and Surgeons:

Dr. Roger M. Reed, M.D., ✓
Anderson, Indiana ✓
Dr. C. E. Austin, M.D., ✓
Anderson, Indiana ✓
Dr. N. C. Perkins, M.D., ✓
Dayton, Ohio ✓
Dr. Hector Curiel, M.D., ✓
Richmond, Indiana ✓
Dr. F. A. McCammon, M.D., ✓
Van Wert, Ohio ✓

Special Instruction 100R-A2 changed. Employees must correct pages 47, 48, 52 and 54, in ink.

(f) LOCATION OF HOSPITALS

Add the following hospital:

The Moore-Lawson Surgical Clinic,
110 North Cherry Street,
Muncie, Indiana 47305
Phone: 284-7703

Special Instruction 100R-A3, page 56, changed.

Applies In Cincinnati Division

**(g) MAIN LINE—COLUMBUS TO INDIANAPOLIS
RICHMOND BRANCH
GLEN—RICHMOND**

Conductor or engineman of eastward trains originating at Richmond must report to operator at Glen to receive and sign for train orders.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over blank space bottom of page 191.

Special Instruction 1201-B1 changed.

(Continued on next page)

Applies In Cincinnati Division (cont'd)**(h) RICHMOND BRANCH
KOKOMO**

Non-Interlocked Crossing at Grade.

N&W Railroad Employees in charge of gate and target governing movement over Non-Interlocked Railroad Crossing at Grade with the N&W Railroad at Kokomo, withdrawn.

Member of crew of train involved will be responsible for operation of target and gate governing movement over Non-Interlocked Railroad Crossing at Grade (N&W Railroad), located at MP 159.1 and MP 159.4.

Member of crew must know that crossing is clear and no train approaching on the N&W Railroad and manually line target and gate in compliance with Special Instruction 1098-A1, page 72, before movement over crossings.

Target and gate may be left as last used.

Special Instruction 1098-A1, page 72, changed.

**(i) MAIN LINE—COLUMBUS TO INDIANAPOLIS
STRAUGHN—LEWISVILLE**

Following automatic signals out of service:

Signal 1425, located one-half mile west of MP 142, governing westward movement on No. 2 track.

Signal 1426, located one-half mile west of MP 142, governing eastward movement on No. 1 track.

**(j) UNDERCLIFF SECONDARY TRACK
CLIFF—PENN—OASIS**

Penn Block Station, remote controlled from Cliff, out of service.

Westward home signal located 1526 feet west of MP 116, governing westward movement on No. 2 track, changed to automatic signal and numbered 1163, in service.

Eastward home signal located 2882 feet east of MP 117, governing eastward movement on No. 1 track, changed to automatic signal and numbered 1164, in service.

Following signals out of service:

Dwarf signal located 1526 feet west of MP 116 governing westward movement on No. 1 track.

Dwarf signal located 2882 feet east of MP 117 governing eastward movement on No. 2 track.

Signal 1154 located one-half mile west of MP 115 governing eastward movement on No. 1 track.

Signal 1155 located one-half mile west of MP 115 governing westward movement on No. 2 track.

Page 19 changed.

**(k) RICHMOND BRANCH
KOKOMO**

Block Station and Train Order Office and Block-Limit Station in service part-time as follows:

| Station | Hours In Service |
|---|---|
| Kokomo Block Station and Train Order Office | 3:30 P.M. to 12 Mid-night, daily except Sat., Sun., and Holidays. |
| Kokomo Block-Limit Station | Continuously, except hours Block Station in service. |

Page 18 changed.

(Continued on next page)

Applies In Columbus Division**(l) CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS**

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

1. WESTERN BRANCH

| Between | Single Track |
|--------------------------------------|--------------|
| MP 38 and MP 39 | 10 |
| MP 41 and MP 41.1 | 10 |
| MP 57 and MP 61 | 25 |
| MP 61 and MP 62.5 | 10 |
| MP 67 and MP 69.5 | 25 |
| MP 70.5 and MP 73.3 | 25 |
| Over Erie Lackawanna Crossing Peoria | 25 |
| At MP 103 | 25 |
| MP 104.8 and MP 105.5 | 10 |
| MP 163.1 and MP 168.5 | 10 |
| MP 168 and MP 171.9 | 10 |
| MP 174.6 and MP 176.2 | 10 |
| MP 176.2 and MP 179.2 | 25 |

2. SOUTHERN BRANCH

| Between | Single Track |
|-----------------|--------------|
| MP 32 and MP 32 | 10 |

Special Instruction 1157-F1 changed.

**(m) MAIN LINE—PITTSBURGH TO COLUMBUS
COLUMBUS, OHIO**

Paragraph (j) of General Order 508 referring to eastward trains originating at Alum Creek, and eastward trains relaying on Main tracks between U.S. Tower and Alum Creek, reporting to Operator U.S. Tower for orders, annulled.

**(n) MAIN LINE—PITTSBURGH TO COLUMBUS
HOT BOX DETECTOR AND RECORDER
LOCATIONS, HEATH, OHIO**

Hot Box Detector located at Heath, Ohio Mile Post 165.9 should read No 2 track instead of No. 1 track. Employees will correct Special Instruction 1078-A1, page 64, in ink.

**(o) MAIN LINE—CLEVELAND TO INDIANAPOLIS
Q SIDING—MARION**

That part of General Order 501, Paragraph (g), Item 4, Line 10, referring to a speed of 10 MPH on No. 2 track between MP 100 and AC (Eastward), annulled.

**(p) WESTERN BRANCH
MORTIMER—CP-43**

That part of General Order 505, Paragraph (m), Item 4, Line 1, referring to a speed of 25 MPH between MP 38 and MP 39, annulled.

**(q) WESTERN BRANCH
ARLINGTON—CP-63**

That part of General Order 505, Paragraph (m), Item 4, Line 2, referring to a speed of 25 MPH between MP 57 and MP 62.5, annulled.

(Continued on next page)

Applies In Columbus Division (cont'd)**(r) WESTERN BRANCH
KENTON, OHIO**

That part of General Order 502, Paragraph (v), Item 1, Line 2, referring to a speed of 10 MPH over transfer switch connecting Eastern Branch with Western Branch at Kenton, annulled.

**(s) WESTERN BRANCH
LARRY—RUSHVILLE**

That part of General Order 501, Paragraph (g), Item 6, Line 29, referring to a speed of 10 MPH between MP 163.1 and MP 163.7, annulled.

**(t) WESTERN BRANCH
PLEASANTVILLE—RUSHVILLE**

That part of General Order 508, Paragraph (i), Item 3, Line 2, referring to a speed of 10 MPH between MP 164 and MP 165, annulled.

**(u) WESTERN BRANCH
PLEASANTVILLE—RUSHVILLE**

That part of General Order 501, Paragraph (g), Item 6, Line 30, referring to a speed of 10 MPH between MP 165.5 and MP 166.5, annulled.

**(v) WESTERN BRANCH
PLEASANTVILLE—BREMEN**

That part of General Order 501, Paragraph (g), Item 6, Line 31, referring to a speed of 10 MPH between MP 168 and MP 170, annulled.

**(w) WESTERN BRANCH
BREMEN—JUNCTION CITY**

That part of General Order 508, Paragraph (i), Item 3, Line 3, referring to a speed of 10 MPH between MP 171.4 and MP 171.9, annulled.

**(x) WESTERN BRANCH
BREMEN—JUNCTION CITY**

That part of General Order 501, Paragraph (g), Item 6, Line 32, referring to a speed of 25 MPH between MP 174.6 and MP 179.2, annulled.

**(y) WESTERN BRANCH
BREMEN—JUNCTION CITY**

That part of General Order 501, Paragraph (g), Item 6, Line 33, referring to a speed of 10 MPH between MP 175.8 and MP 176.2, annulled.

**(z) EASTERN BRANCH
SO—STONEY RIDGE**

Yard Limit Board presently located at Mile Post 8.5 relocated 1 mile south and in service at Mile Post 9.5. Special Instruction 1093-A1, Page 69, changed.

**(aa) SOUTHERN BRANCH
GROVENOR—ALBANY**

That part of General Order 501, Paragraph (g), Item 7, Line 2, referring to a speed of 10 MPH between Mile Post 27.1 and Mile Post 31.2, annulled.

(Continued on next page)

Applies In Southwest Division**(ab) CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS**

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

1. MAIN LINE—INDIANAPOLIS TO ST. LOUIS

| Between | No. 2 Track |
|-------------------------------------|-------------|
| MP 57 and MP 58, PSGR and TV only | 40 |
| MP 61 and MP 65.8, PSGR and TV only | 40 |

2. MAIN LINE—DAVIS TO LENOX

| Between | Single Track |
|---------------------|--------------|
| MP 81.1 and MP 82.1 | 30 |

3. MAIN LINE—CLEVELAND TO INDIANAPOLIS

| Between | No. 1 Track |
|-------------------|-------------|
| MP 163 and MP 164 | 30 |

4. LOUISVILLE BRANCH

| Between | PSGR Single | FRT Single |
|-------------------|-------------|------------|
| MP 5 and MP 8 | 40 | 30 |
| MP 19.5 and MP 21 | 30 | 30 |
| MP 21 and MP 24 | 30 | 30 |
| MP 24 and MP 27 | 30 | 30 |

5. I&F BRANCH

| Between | No. 2 Track | Single Track |
|--------------------------------|---------------|---------------|
| Within Kraft Interlocking | 30 | 30 |
| MP 10 and MP 10.1 | 30 | 30 |
| MP 12 and MP 12.6 | 30 | 10 |
| MP 14.1 and MP 14.6 | 30 | 30 |
| MP 17.3 and MP 17.8 | 30 | 30 |
| MP 20.4 and MP 20.9 | 30 | 30 |
| MP 21 and MP 21.6 | 30 | 30 |
| MP 22.3 and MP 28.3 | 30 | 30 |
| MP 26.5 and MP 27 | 30 | 30 |
| MP 27 and MP 28.2 | 10 | 10 |
| MP 28.6 and MP 30.1 | 30 | 30 |
| MP 30.1 and MP 30.6 | 30 | 30 |

6. DANVILLE BRANCH

| Between | Single Track |
|---------------------|--------------|
| MP 13.5 and MP 15.3 | 10 |
| MP 25.7 and MP 26.5 | 10 |

7. CAIRO BRANCH

| Between | Single Track |
|---------------------|--------------|
| MP 129.4 and MP 131 | 10 |

Special Instruction 1157-F1 changed.

**(ac) MAIN LINE—COLUMBUS TO INDIANAPOLIS
THORNE AND I.U. INTERLOCKING**

That part of General Order No. 505, Paragraph (af), Item 1, Line 1, referring to temporary speed of 10 MPH on No. 1 and No. 2 Tracks in Thorne Interlocking, annulled.

**(ad) MAIN LINE—INDIANAPOLIS TO ST. LOUIS
NASH**

Facing point hand operated crossover connecting No. 1 Eastward and No. 2 Westward Main Tracks, located 2,000 feet west of MP 20, in service.

(Continued on next page)

Applies In Southwest Division (cont'd)

- (ae) MAIN LINE—INDIANAPOLIS TO ST. LOUIS
RENO—FILLMORE
That part of General Order No. 506, Paragraph (u), Item 1, Line 1, referring to temporary speed of 40 MPH on No. 2 Track between MP 30 and MP 32, annulled.
- (af) MAIN LINE—INDIANAPOLIS TO ST. LOUIS
FILLMORE—GREENCASTLE
That part of General Order No. 506, Paragraph (u), Item 1, Line 2, referring to temporary speed of 30 MPH on No. 2 Track between MP 34 and MP 34.3, annulled.
- (ag) MAIN LINE—INDIANAPOLIS TO ST. LOUIS
GREENCASTLE—LENA
That part of General Order No. 506, Paragraph (u), Item 1, Line 3, referring to temporary speed of 25 MPH on No. 2 Track between MP 41.4 and MP 42.3, annulled.
- (ah) MAIN LINE—INDIANAPOLIS TO ST. LOUIS
BRIDGE 171.71 EAST OF VANDALIA
Handrailing located on North Side of Bridge 171.71 East of Vandalia removed and out of service.
- (ai) MAIN LINE—CLEVELAND TO INDIANAPOLIS
PEMBERTON—SIDNEY
That part of General Order No. 503, Paragraph (aw), Item 1, Line 1, referring to temporary speed of 30 MPH on No. 2 Track between MP 159 and MP 160, annulled.
- (aj) LOUISVILLE BRANCH
LAND—AMITY
That part of General Order No. 502, Paragraph (ag), Item 5, Line 1, referring to temporary speed of 50 MPH for Passenger and 30 MPH for Freight between MP 20 and MP 25, annulled.
- (ak) LOUISVILLE BRANCH
ELVIN—ATTERSBURG
That part of General Order No. 502, Paragraph (ag), Item 5, Line 2, referring to temporary speed of 30 MPH for both Passenger and Freight between MP 25 and MP 27, annulled.
- (al) I&F BRANCH
WEST ST.—WOODS
That part of General Order No. 503, Paragraph (aw), Item 5, Line 3, referring to temporary speed of 10 MPH on No. 1 Track between MP 0.4 and MP 1.6, annulled.
- (am) I&F BRANCH
WOODS INTERLOCKING
That part of General Order No. 508, Paragraph (w), Item 4, Line 1, referring to temporary speed of 10 MPH on No. 2 Track within Woods Interlocking, annulled.
- (an) I&F BRANCH
KRAFT INTERLOCKING
That part of General Order No. 508, Paragraph (w), Item 4, Line 2, referring to temporary speed of 10 MPH on No. 2 Track within Kraft Interlocking, annulled.

(Continued on next page)

Applies In Southwest Division (cont'd)

- (ao) I&F BRANCH
LEBANON—FRANK
That part of General Order No. 502, Paragraph (ag), Item 6, Line 2, referring to temporary speed of 30 MPH between MP 41 and MP 45, annulled.
- (ap) I&F BRANCH
REAGAN—FRANK
That part of General Order No. 502, Paragraph (ag), Item 6, Line 3, referring to temporary speed of 10 MPH on Single Track between MP 45 and MP 48, annulled.
- (aq) I&F BRANCH
FRANKFORT—CUTLER
That part of General Order No. 506, Paragraph (u), Item 5, Line 2, referring to temporary speed of 10 MPH on Single Track between MP 82.3 and MP 88, annulled.
- (ar) I&F BRANCH
SEDALIA—BRINGHURST
That part of General Order No. 506, Paragraph (u), Item 5, Line 3, referring to temporary speed of 30 MPH on Single Track between MP 88 and MP 94, annulled.
- (as) I&F BRANCH
BRINGHURST—CAMDEN
That part of General Order No. 503, Paragraph (aw), Item 5, Line 4, referring to temporary speed of 30 MPH on Single Track between MP 96.5 and MP 100, annulled.
- (at) I&F BRANCH
FLORA—CLYMERS
That part of General Order No. 501, Paragraph (h), Item 6, Line 9, referring to temporary speed of 30 MPH on Single Track between MP 100 and MP 104, annulled.
- (au) MICHIGAN BRANCH
LA FONTAINE
Walkways removed and out of service from Bridge at MP 123.7 at La Fontaine.

Effective 12:01 P.M., Monday, May 1, 1972

Applies In All Divisions

- (av) TIMETABLE AUTHORITY
Schedule of No. 53 changed. (First train operating on new schedule will depart Louisville at 8:30 P.M., May 1 and arrive Indianapolis at 12:05 A.M., May 2).
Sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding schedule of No. 53, column 3, page 42.

J. E. MARTIN
General Manager

**PENN CENTRAL TRANSPORTATION CO.
SOUTHERN REGION**

Indianapolis, Indiana, May 26, 1972

GENERAL ORDER NO. 511

Effective 12.01 A.M., Thursday, June 1, 1972

Applies In All Divisions

(a) TIMETABLE AUTHORITY

J. M. LeGATES appointed Division Superintendent of the Cincinnati Division.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over bottom of title page, (first page), of Timetable No. 5.

(b) TIMETABLE AUTHORITY

Schedule of No. 53 changed as follows:

DAVIS 12:20 A.M.

LEBANON 12:55 A.M.

FRANK 1:20 A.M.

BRINGHURST 1:55 A.M. (Meet No. 52)

Schedule of No. 52 changed as follows:

BRINGHURST 1:55 A.M. (Meet No. 53)

Employees must change pages 42 and 43, in ink.

(Applies In Cincinnati Division)

**(c) MAIN LINE—DAYTON TO CINCINNATI
M&C JCT.**

Block Station, Train Order Office and Interlocking Station, at M&C Jct. located at MP 229.5, out of service.

Interlocking switches, signals and other functions controlled by Operator at M&C Jct., changed to Controlled Point (CP) designated **CP-HALL** remote controlled by Operator at Reading Rd., in service.

Station name M&C Jct. changed to **CP-HALL**.

Home Signal governing westward movement on No. 1 and No. 2 tracks located at MP 229.5, relocated 305 feet West, in service.

Facing interlocked switch for Eastward movement on No. 2 track, leading to City track, changed to hand-operated switch with pipe connected derail and equipped with electric-lock, in service.

Electric-lock controlled by Operator Reading Rd.

Page 14 and Special Instruction 1250-A1, page 193, changed.

**(d) MAIN LINE—DAYTON TO CINCINNATI
CP—ARMCO**

CP-ARMCO located at MP 230.6, remote controlled from M&C Jct., changed to read, Remote Controlled from Reading Rd.

Employees must change page 14 in ink.

**(e) UNDERCLIFF SECONDARY TRACK
OASIS**

Dwarf signals governing Northward and Southward movement over Eastern Avenue on Eggleston Industrial Track connected with municipal traffic lights for crossing protection, out of service.

(Continued on next page)

(Page 2 of 17 pages, Sou. Regn. G.O. No. 511)

Applies In Cincinnati Division (cont'd)

Movements on Eggleston Industrial Track may be made with verbal permission of Operator at Oasis.

Control Box for operation of municipal traffic lights for crossing protection is located on North and South side of Eastern Avenue, member of crew must operate control switch to actuate crossing protection before moving over crossing, when movement is completed control switch must be operated to interrupt protection.

Special Instruction 1103-A1 changed, note 14 added.

Note 14—After operating control switch, member of crew must provide flag protection for movement over Eastern Avenue.

**(f) UNDERCLIFF SECONDARY TRACK
CLIFF**

Cliff Block Station and Train Order Office, located at MP 114.7, out of service. Members of crews are responsible for handling of crossover switches from secondary tracks and lead track.

Special Instruction 1104-C1, page 106, changed.

Employees must change page 19, by deleting symbol X at Cliff under column headed Block Station and Train Order Office.

Westbound Home Signal, located at MP 114.5, changed to automatic block signal and numbered 1147, in service.

Eastbound Home Signal, located at MP 114.7, changed to automatic block signal and numbered 1148, in service.

Begin Block sign, governing movements against current of traffic on No. 1 secondary track between Cliff and Oasis, located on mast of Signal 1148, in service, on left hand side of track.

Special Instruction 1250-A1, page 194, changed, reference to No. 2 track between Rendcomb Jct. and Cliff changed to read Rendcomb Jct. and Oasis, No. 1 and No. 2 tracks between Cliff and Oasis changed to read No. 1 track only.

Delete reference to Penn and Cliff under note on page 194, employees must make corrections in ink.

Special Instruction 1151-C1, page 113 changed, employees must add numeral 4 in Note column for No. 1 secondary track and numeral 5 in Note column for No. 2 secondary track.

Note 4—Movement against current of traffic will be made on verbal permission and verbal condition of Block from Operator at Oasis. Permission must be obtained from Operator at Oasis to use this track at any point between Oasis and Cliff, when movement is completed it must be reported clear unless switch involved is controlled by an operator.

Note 5—Permission must be obtained from Operator at Clare to use this track at any point between Rendcomb Jct. and Oasis, when movement is completed it must be reported clear unless switch involved is controlled by an operator.

**UNDERCLIFF SECONDARY TRACK
CLIFF—OASIS**

Following Automatic Signals out of service:

Signal No. 1171, located at MP 117.1, and signal No. 1189, located at MP 118.9, governing Westward movement on No. 2 secondary track.

(Continued on next page)

Applies In Cincinnati Division (cont'd)

Signal No. 1172, located at MP 117.1 and Signal No. 1183, located at MP 118.9, governing Eastward movement on No. 1 secondary track.

When fixed signal No. 1179, governing Westward movement on No. 2 track east of Oasis displays indication less favorable than Approach, Rule 285, Fig. A, train will stop to clear east switch of crossover and Conductor or Engineman will report to operator at Oasis for instructions.

Special Instruction 1155-A6, page 121, changed.

(h) **MAIN LINE—COLUMBUS TO INDIANAPOLIS
JAX—GERMANTOWN**

That part of General Order No. 502, paragraph (f), item 1, line 2, referring to a temporary speed restriction of 30 MPH on No. 2 track between MP 129.5 and MP 134.5, annulled.

(i) **MAIN LINE—COLUMBUS TO INDIANAPOLIS
BROOKVILLE—EAST MANCHESTER**

That part of General Order No. 505, paragraph (1), item 1, line 1, referring to a temporary speed restriction of 50 MPH between MP 33 and MP 35, annulled.

(j) **MAIN LINE—COLUMBUS TO INDIANAPOLIS
WEST MANCHESTER**

That part of General Order No. 508, paragraph (h), item 1, line 2, referring to a temporary speed restriction of 20 MPH over crossing diamond at West Manchester, annulled.

(k) **MAIN LINE—DAYTON TO CINCINNATI
FRANKLIN—MIDDLETOWN**

That part of General Order No. 508, paragraph (h), item 4, line 1, referring to a temporary speed restriction of 10 MPH on No. 1 and No. 2 tracks between MP 225.4 and MP 226, annulled.

(l) **CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS**

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

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

| Between | No. 1 Track | No. 2 Track |
|-------------------------|----------------|----------------|
| MP 19 and MP 22 | 30 | |
| MP 20 and MP 21 | | 30 |
| MP 131.5 and MP 134.5 | | 30 |
| MP 169 and MP 174.1 | | 30 |
| EL-MP 382 and EL-MP 383 | | 10 |
| Thorne and MP 180 | 50 | |

2. **MAIN LINE—DAYTON TO CINCINNATI**

| Between | No. 1 Track | No. 2 Track |
|-----------------------|----------------|----------------|
| MP 209 and MP 210 | 10 | 10 |
| MP 218.6 and MP 219.4 | 10 | |
| MP 222.5 and MP 223 | 20 | |
| MP 225.4 and MP 226 | | 30 |
| MP 252 and MP 254 | 10 | |

(Continued on next page)

Applies In Cincinnati Division (cont'd)**TEMPORARY SPEED RESTRICTIONS (cont'd)**3. **NORTHERN BRANCH**

| Between | Single Track |
|---------------------|-----------------|
| MP 120 and MP 126.5 | 5 |
| MP 147 and MP 151 | 10 |

4. **MAIN LINE—COLUMBUS TO CHICAGO**

| Between | No. 1 Track | No. 2 Track |
|-------------------|----------------|----------------|
| MP 12.6 and MP 13 | 30 | |
| MP 25 and MP 25.5 | 20 | |
| MP 25 and MP 28 | | 20 |
| MP 27.6 and MP 30 | 30 | |
| MP 37 and MP 39.2 | | 10 |
| MP 37 and MP 38.2 | 30 | |
| MP 47.7 and MP 48 | 30 | |
| MP 48 and MP 49 | | 30 |
| MP 52 and MP 55 | 30 | |
| MP 66 and MP 68.2 | 20 | |
| MP 70 and MP 72 | | 30 |
| MP 73.7 and MP 74 | 30 | |
| MP 79 and MP 80 | 30 | 30 |
| At MP 78.2 | 30 | |

5. **MAIN LINE—BRADFORD TO NEW PARIS**

| Between | Single Track |
|---------------------|-----------------|
| MP 93.3 and MP 94.6 | 10 |
| MP 104 and MP 105 | 10 |
| MP 109 and MP 110 | 10 |

6. **BELLEFONTAINE BRANCH**

| Between | Single Track |
|-----------------------|-----------------|
| MP 116 and MP 116.7 | 10 |
| MP 128.5 and MP 130.2 | 10 |

7. **RICHMOND BRANCH**

| Between | Single Track |
|---------------------|-----------------|
| MP 42 and MP 44 | 30 |
| Over Bridge 48.55 | 30 |
| MP 68.3 and MP 69.4 | 30 |
| MP 82 and MP 86 | 10 |
| MP 96.5 and MP 97.5 | 10 |
| MP 103 and MP 109.3 | 10 |
| MP 136.8 and MP 139 | 10 |
| MP 151 and MP 153 | 10 |
| MP 168 and MP 168.6 | 5 |

8. **RIDGEVILLE SECONDARY TRACK**

| Between | Single Track |
|---------------------|-----------------|
| MP 64.6 and MP 64.7 | 5 |

Special Instruction 1157-F1, changed.

(m) **MAXIMUM SPEEDS (MPH) Unless otherwise specified.
MAXIMUM SPEEDS (MPH) Changed as follows:**

1. **NEWMAN SECONDARY TRACK**

| Between | Single Track |
|------------------|-----------------|
| MP 0.5 and MP 1 | 10 |
| MP 1 and MP 7 | 25 |
| MP 7 and MP 24.5 | 10 |

2. **FT. WAYNE BRANCH**

| Between | Single Track |
|-------------------|-----------------|
| MP 24.5 and MP 33 | 10 |

(Continued on next page)

Applies In Cincinnati Division (cont'd)

3. RIDGEVILLE SECONDARY TRACK

| <u>Between</u> | <u>Single Track</u> |
|-------------------------|---------------------|
| MP 33 and MP 69.5 | 10 |

4. FT. WAYNE SECONDARY TRACK

| <u>Between</u> | <u>Single Track</u> |
|------------------------------|---------------------|
| End of Block and Adams | 10 |

Special Instructions 1157-C1, 1157-F1, and 1157-H1, changed.

(n) BELLEFONTAINE BRANCH.

That part of General Order No. 501, paragraph (f), item 4, line 3, referring to a temporary speed restriction of 10 MPH between MP 129 and MP 130.2 on single track is annulled.

Applies In Columbus Division

**(o) CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS**

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

1. MAIN LINE—PITTSBURGH TO COLUMBUS

| <u>Between</u> | <u>No. 1 Track</u> | <u>No. 2 Track</u> |
|------------------------------------|--------------------|--------------------|
| Over N&W Crossing Morgan Run | 30 | 30 |

2. MAIN LINE—CLEVELAND TO INDIANAPOLIS

| <u>Between</u> | <u>No. 1 Track</u> | <u>No. 2 Track</u> |
|------------------------------------|--------------------|--------------------|
| Over B&O Crossing at Grafton | 25 | 25 |
| MP 49.9 and MP 52.7 | 30 | |
| Crestline and MP 77 | 25 | 25 |

3. WESTERN BRANCH

| <u>Between</u> | <u>Single Track</u> |
|--------------------------------------|---------------------|
| Over Bridge 189 South of MP 18 | 10 |
| MP 186 and MP 190 | 10 |

4. SOUTHERN BRANCH

| <u>Between</u> | <u>Single Track</u> |
|------------------------------------|---------------------|
| MP 12 and MP 17 | 10 |
| MP 22.8 and MP 23 | 10 |
| MP 25 and MP 32.1 | 10 |
| MP 36 and MP 37 | 10 |
| Over Bridge No. 380 at MP 38 | 10 |
| MP 43 and MP 54 | 10 |
| MP 67 and MP 68 | 10 |
| MP 80 and MP 81 | 25 |
| MP 83 and MP 83.2 | 5 |
| MP 100.2 and MP 100.4 | 5 |
| MP 110.5 and MP 116 | 25 |
| MP 128 and MP 129.5 | 10 |
| MP 131.1 and MP 131.2 | 10 |
| MP 136.6 and MP 136.8 | 10 |
| MP 141 and MP 146.9 | 10 |
| MP 146.9 and MP 147.5 | 5 |
| MP 147.5 and MP 157 | 10 |
| MP 160 and MP 163 | 10 |

(Continued on next page)

Applies In Columbus Division (cont'd)

TEMPORARY SPEED RESTRICTIONS (cont'd)

5. SWISS RUNNING TRACK

| <u>Between</u> | <u>Single Track</u> |
|---------------------------|---------------------|
| MP 163 and MP 172.6 | 10 |

**(p) CAMP CHASE SECONDARY TRACK
LILLY CHAPEL**

Requirements of column 5, page 77, Special Instruction 1103-A1, will apply to Passing Track, Knoxville Road Crossing, Lilly Chapel.

Employees must add X in column 5, page 87, Special Instruction 1103-A1, behind reference to Lilly Chapel and delete X in column 2.

Special Instruction 1103-A1, page 87, changed. ✓

**(q) SOUTHERN BRANCH
CORNING—HOBSON**

Location of Train Dispatchers.

Train Dispatchers at Charleston in charge of the Southern Branch between Corning and Hobson.

Special Instruction 1201-A1, page 190, changed.

**(r) MAIN LINE—PITTSBURGH TO COLUMBUS
ALUM CREEK—U.S. TOWER
YARD "B", COLUMBUS**

Trains and engines must not exceed 5 MPH on Nos. 73, 75 and 77 Yard Tracks between Sunbury Road and 20th Street, Yard "B".

Above listings are permanent restrictions added to Special Instruction 1157-H1, page 151.

**(s) MAIN LINE—CLEVELAND TO INDIANAPOLIS
GRAFTON**

That part of General Order 505, Paragraph (m), Item 2, Line 1, referring to a speed of 40 MPH on No. 1 track and 25 MPH on No. 2 track, over B&O Crossing, Grafton, annulled.

**(t) MAIN LINE—CLEVELAND TO INDIANAPOLIS
SHILOH—SHELBY**

That part of General Order 505, Paragraph (m), Item 2, Line 3, referring to a speed of 30 MPH on No. 1 track between MP 63.8 and MP 64, annulled.

**(u) WESTERN BRANCH
THURSTON—LARRY**

That part of General Order 501, Paragraph (g), Item 6, Line 28, referring to a speed of 10 MPH between MP 161 and MP 161.1, annulled.

**(v) WESTERN BRANCH
NEW LEXINGTON—CLAYBANK**

That part of General Order 508, Paragraph (i), Item 3, Line 5, referring to a speed of 10 MPH between MP 186 and MP 187.7, annulled.

**(w) WESTERN BRANCH
J.T. MINE—CLAYBANK**

That part of General Order 505, Paragraph (m), Item 4, Line 5, referring to a speed of 10 MPH between MP 189 and MP 189.3, annulled.

(Continued on next page)

Applies In Southwest Division (cont'd)
TEMPORARY SPEED RESTRICTIONS (cont'd)

7. LOUISVILLE BRANCH

| Between | PSGR Single | FRT Single |
|-----------------|----------------|---------------|
| MP 21 and MP 24 | 50 | 30 |
| MP 56 and MP 61 | 50 | 30 |

8. LOUISVILLE BRANCH

| Between | Single Track | Siding & Other Track |
|-----------------|-----------------|----------------------------|
| MP 32 and MP 34 | 10 | |
| Brook Siding | | 5 |
| MP 52 and MP 56 | 10 | |

9. MICHIGAN BRANCH

| Between | Single Track |
|-----------------------|-----------------|
| MP 113.5 and MP 113.6 | 10 |
| MP 131 and MP 133 | 10 |

**10. PETERSBURG SECONDARY TRACK
KRAFT TO RINCON JCT.**

| Between | Single Track |
|----------------------|-----------------|
| MP 3 and MP 10 | 10 |
| MP 11.4 and MP 14 | 10 |
| MP 26.4, Over Bridge | 10 |
| MP 57 and MP 59 | 10 |
| MP 66 and MP 69 | 10 |

11. COLUMBUS—MADISON SECONDARY TRACK

| Between | Single Track |
|------------------|-----------------|
| MP 0 and MP 9.5 | 5 |
| MP 9.5 and MP 13 | 10 |
| MP 13 and MP 21 | 5 |
| MP 21 and MP 29 | 10 |
| MP 29 and MP 30 | 5 |
| MP 30 and MP 35 | 10 |
| MP 35 and MP 43 | 5 |

12. CLAY CITY SECONDARY TRACK

| Between | Single Track |
|-----------------|-----------------|
| MP 32 and MP 35 | 10 |

13. DANVILLE BRANCH

| Between | Single Track | Siding & Other Track |
|---------------------|-----------------|----------------------------|
| MP 54.7 and MP 55.7 | 10 | |
| MP 57 and MP 58 | 10 | |
| MP 75.8 and MP 76.5 | 10 | |
| Hartsdale Wye | | 5 |

14. CAIRO BRANCH

| Between | Single Track |
|---------------------|-----------------|
| MP 23.5 and MP 24 | 10 |
| MP 144.3 and MP 151 | 10 |

**(ak) MAIN LINE—INDIANAPOLIS TO ST. LOUIS
ADEN—WEST ADEN**

Highway Crossing protection, gates and flasher lights located 607 feet East of MP 99, Martinsville State Route 6, in service.

(Continued on next page)

Applies In Southwest Division (cont'd)

✓ Employees must add Location of Martinsville, Crossing of State Route 6, and Tracks Main and Siding; inserting symbol "X" in Columns 3 and 4 for the Main Track with Notes 16 and 18 added. Employees must insert symbol "X" in Column 4 for the Siding with Note 17 added.

Special Instruction 1103-A1, pages 91 and 102, changed. Employees must add reference above to page 91 in ink. Sticker coupon attached to sticker form of this General Order must be detached and pasted over blank space provided on page 102.

**(al) LOUISVILLE BRANCH
BROOK—COLUMBUS**

Columbus Train Order Office located 2300 feet South of MP 38, in service part-time as follows:

11:01 P.M. to 7:01 A.M., Daily except Sunday.

7:01 A.M. to 11:01 P.M., Daily except Saturday, Sunday, and Holidays.

Train Order Signal Rule 200, Figure "B", located on mast on west side of main track opposite train order office and train order delivery staff located adjacent thereto, in service.

During the hours train order office is in service, all trains must approach Columbus prepared to receive train orders and not proceed until train orders are received or it is known that train order signal is not displayed.

Brook remains in service as a Block Station, remote-controlled from Columbus during hours Columbus is in service and as a Block-Limit Station controlled from Dale when Columbus is not in service.

Manual Block Signals governing southward and northward movement at Brook, located 530 feet north of MP 38, remain in service during hours Brook is in service as a block station, controlled from Columbus.

Elvin and Garden Block-Limit Stations controlled by Columbus when Columbus is in service and controlled by Dale when Columbus is not in service.

Page 30, changed.

**(am) SHERMAN DRIVE
HAWTHORNE YARDS**

Switch Tender position at Sherman Drive, Hawthorne Yards are abolished.

Trains and Engines before entering Hawthorne Yard via Sherman Drive must obtain permission from either Operator at Belt Crossing, Operator at Pine or Yardmaster, Hawthorne Yard.

Trains and Engines will be responsible for handling switches for their own movement.

Trains and Engines departing Hawthorne Yard must obtain permission from Operator Belt Crossing if using Belt, from Operator Hamilton Jct. if crossing over Belt to Pine.

Derrails located on Track 201, westbound main, and eastbound main west of Sherman Drive removed and out of service.

Special Instruction 1104-B2 withdrawn. Employees must delete reference thereto, page 105, in ink.

(Continued on next page)

Applies In Columbus Division (cont'd)

- (x) SOUTHERN BRANCH
GROSVENOR—ALBANY
✓ That part of General Order 510, Paragraph (l), Item 2, Line 1, referring to a speed of 10 MPH between MP 27.1 and MP 32, annulled.
- (y) SOUTHERN BRANCH
ALBANY—MEIGS
✓ That part of General Order 501, Paragraph (g), Item 7, Line 4, referring to a speed of 10 MPH between MP 45 and MP 46, annulled.
- (z) SOUTHERN BRANCH
ALBANY—MEIGS
✓ That part of General Order 508, Paragraph (l), Item 4, Line 2, referring to a speed of 10 MPH between MP 48 and MP 51, annulled.
- (aa) SOUTHERN BRANCH
KANAUGA—ARBUCKLE
✓ That part of General Order 508, Paragraph (i), Item 4, Line 3, referring to a speed of 10 MPH between MP 67.2 and MP 69.8, annulled.
- (ab) SOUTHERN BRANCH
POINT PLEASANT—ARBUCKLE
✓ That part of General Order 501, Paragraph (g), Item 7, Line 8, referring to a speed of 10 MPH between MP 83 and MP 83.2, annulled.
- (ac) SOUTHERN BRANCH
RED HOUSE—MCGILL
✓ That part of General Order 501, Paragraph (g), Item 7, Line 12, referring to a speed of 10 MPH between MP 100.2 and MP 100.4, annulled.
- (ad) SOUTHERN BRANCH
STUART—PORT AMHERST
✓ That part of General Order 503, Paragraph (y), Item 4, Line 4, referring to a speed of 10 MPH between MP 128 and MP 130, annulled.
- (ae) SOUTHERN BRANCH
STUART—BELLE
✓ That part of General Order 501, Paragraph (g), Item 7, Line 15, referring to a speed of 10 MPH between MP 130 and MP 134, annulled.
- (af) SOUTHERN BRANCH
LEVI—DICKINSON YARD
✓ That part of General Order 501, Paragraph (g), Item 7, Line 16, referring to a speed of 10 MPH between MP 136 and MP 138, annulled.
- (ag) SOUTHERN BRANCH
DICKINSON YARD—DB TOWER ALLOY
✓ That part of General Order 506, Paragraph (j), Item 3, Line 2, referring to a speed of 10 MPH between MP 141 and MP 156, annulled.

(Continued on next page)

Applies In Southwest Division

- (ah) CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS
PERMANENT SPEED RESTRICTIONS (MPH) in effect as follows:
1. MAIN LINE—INDIANAPOLIS TO ST. LOUIS
- | Between | Single Track |
|-------------------|--------------|
| MP 92.3 and MP 93 | 60 |
- ✓ Employees must correct Special Instruction 1157-F1, page 146, in ink.
- (ai) EVANSVILLE SECONDARY TRACK
JOHNSON—HARWOOD SIDING
Evansville Secondary Track out of service between MP 132 and MP 154.5.
- (aj) CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS
TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:
1. MAIN LINE—COLUMBUS TO INDIANAPOLIS
THORNE AND I.U. INTERLOCKING
- | Between | No. 1 Track | No. 2 Track |
|-----------------------|-------------|-------------|
| MP 185.3 and MP 186.6 | 30 | 30 |
2. MAIN LINE—INDIANAPOLIS TO ST. LOUIS
- | Between | No. 1 Track |
|-----------------------|-------------|
| MP 224 and MP 224.6 | 40 |
| MP 227.4 and MP 227.5 | 40 |
3. MAIN LINE—CLEVELAND TO INDIANAPOLIS
- | Between | No. 1 Track | No. 2 Track |
|---------------------|-------------|-------------|
| MP 178 and MP 181 | 30 | 30 |
| MP 260 and MP 263.5 | 30 | 30 |
4. MAIN LINE—DAVIS TO LENOX
- | Between | Single Track | Siding & Other Track |
|----------------------------|--------------|----------------------|
| MP 40.3 and MP 41.4 | 25 | |
| MP 46 and MP 47.3 | 25 | |
| MP 104 and MP 104.7 | 40 | |
| MP 117 and MP 118.5 | 40 | |
| MP 196.3 and MP 201 | 30 | |
| Commercial Track at Pana | | 5 |
| Commercial Track at Ohlman | | 5 |
| All Yard Tracks at Nokomis | | 5 |
5. MAIN LINE—CINCINNATI TO KANKAKEE
- | Between | No. 1 Track | No. 2 Track | Single |
|---------------------|-------------|-------------|--------|
| MP 16 and MP 20 | | | 40 |
| MP 32.1 and MP 33.3 | | | 10 |
| MP 33.3 and MP 34 | | | 10 |
6. I&F BRANCH
- | Between | Single Track | Siding & Other Track |
|---------------------|--------------|----------------------|
| MP 14.9 and MP 15 | 30 | |
| MP 19 and MP 22 | 30 | |
| MP 29.4 and MP 35.6 | 30 | |
| MP 98.2 and MP 100 | 30 | |
| MP 100 and MP 107 | 10 | |
| Bringham Siding | | 5 |

(Continued on next page)

Applies In Southwest Division (cont'd)

- (an) I&F BRANCH
BRINGHURST
Block Station and Train Order Office in service part-time as follows:
3:00 P.M. to 7:00 A.M. Daily. Page 31 changed.
- (ao) L&A RUNNING TRACK
LAWRENCEBURG
Lawrenceburg Train Order Office closed continuously. Delete letter "P" under Block Station and Train Order Office, page 35, in ink.
- (ap) MAIN LINE—DAVIS TO LENOX
TOWER HILL
Siding at Tower Hill out of service 600 feet West End.
- (aq) MAIN LINE—DAVIS TO LENOX
REELSVILLE
Handrail and walkway removed from Bridge at MP 47.2 at Reelsville.
- (ar) LOUISVILLE BRANCH
COLUMBUS
Trains are not to block walkway leading from Columbus Train Order Office to Main Track with cars.
- (as) COLUMBUS—MADISON SECONDARY TRACK
ELIZABETHTOWN—NORTH VERNON
✓ That part of General Order No. 501, Paragraph (h), Item 12, Line 1, referring to temporary speed of 10 MPH on Single Track between MP 8 and MP 8.3, annulled.
✓ That part of General Order No. 502, Paragraph (ag), Item 11, Line 1, referring to temporary speed of 5 MPH on Single Track between MP 14.5 and MP 15.5, annulled.
✓ That part of General Order No. 502, Paragraph (ag), Item 11, Line 2, referring to temporary speed of 5 MPH on Single Track between MP 16.5 and MP 17.5, annulled.
- (at) COLUMBUS—MADISON SECONDARY TRACK
VERNON—MADISON
✓ That part of General Order No. 506, Paragraph (u), Item 10, Line 1, referring to temporary speed of 10 MPH on Single Track between MP 26 and MP 45, annulled.
- (au) PETERSBURG SECONDARY TRACK
KRAFT—RINCON JCT:
✓ That part of General Order No. 501, Paragraph (h), Item 8, Line 1, referring to temporary speed of 10 MPH on Single Track between MP 3 and MP 5, annulled.
✓ That part of General Order No. 501, Paragraph (h), Item 8, Line 2, referring to temporary speed of 10 MPH on Single Track between MP 5 and MP 6, annulled.
✓ That part of General Order No. 501, Paragraph (h), Item 8, Line 3, referring to temporary speed of 10 MPH on Single Track between MP 11.4 and MP 11.8, annulled.
✓ That part of General Order No. 508, Paragraph (w), Item 6, Line 1, referring to temporary speed of 10 MPH on Single Track between MP 6 and MP 8, annulled.

(Continued on next page)

Applies In Southwest Division (cont'd)

- (av) MICHIGAN BRANCH
WABASH—TREATY
✓ That part of General Order No. 501, Paragraph (h), Item 7, Line 4, referring to temporary speed of 15 MPH on Single Track between MP 113.5 and MP 113.6, annulled.
- (aw) MICHIGAN BRANCH
LA FONTAINE—SOLDIERS HOME
✓ That part of General Order No. 501, Paragraph (h), Item 7, Line 5, referring to temporary speed of 10 MPH on Single Track between MP 131 and MP 134, annulled.
- (ax) MICHIGAN BRANCH
KENT—SUMMITVILLE
✓ That part of General Order No. 503, Paragraph (aw), Item 6, Line 2, referring to temporary speed of 10 MPH on Single Track between MP 134 and MP 144, annulled.
- (ay) MICHIGAN BRANCH
FAIRMONT—ALEXANDRIA
✓ That part of General Order No. 502, Paragraph (ag), Item 7, Line 3, referring to temporary speed of 10 MPH on Single Track between MP 144 and MP 152.4, annulled.
- (az) LOUISVILLE BRANCH
GARDEN—C.M.ST.P&P CROSSING
✓ That part of General Order No. 502, Paragraph (ag), Item 5, Line 4, referring to temporary speed of 30 MPH on Single Track for Both Passenger and Freight between MP 52 and MP 55, annulled.
- (ba) LOUISVILLE BRANCH
REED—CROTHERSVILLE
✓ That part of General Order No. 502, Paragraph (ag), Item 7, Line 4, referring to temporary speed of 50 MPH for Passenger and 30 MPH for Freight on Single Track between MP 55 and MP 61, annulled.
- (bb) LOUISVILLE BRANCH
FRANKLIN—AMITY
✓ That part of General Order No. 510, Paragraph (ab), Item 4, Line 3, referring to temporary speed of 50 MPH for Passenger and 40 MPH for Freight on Single Track between MP 21 and MP 24, annulled.
- (bc) MAIN LINE—CLEVELAND TO INDIANAPOLIS
DEGRAFF—PEMBERTON
✓ That part of General Order No. 502, Paragraph (ag), Item 2, Line 2, referring to temporary speed of 30 MPH on No. 1 and No. 2 Track between MP 153.4 and MP 153.6, annulled.
- (bd) MAIN LINE—CLEVELAND TO INDIANAPOLIS
PEMBERTON—SPAFFORD
✓ That part of General Order No. 506, Paragraph (u), Item 2, Line 1, referring to temporary speed of 30 MPH on No. 2 Track between MP 163 and MP 164, annulled.

(Continued on next page)

Applies In Southwest Division (cont'd)

**(be) MAIN LINE—CLEVELAND TO INDIANAPOLIS
HOUSTON—VERSAILLES**

That part of General Order No. 501, Paragraph (h), Item 2, Line 4, referring to temporary speed of 30 MPH on No. 2 Track between MP 174 and MP 180, annulled.

**(bf) MAIN LINE—CLEVELAND TO INDIANAPOLIS
SPAFFORD—HOUSTON**

That part of General Order No. 505, Paragraph (af), Item 2, Line 1, referring to temporary speed of 40 MPH on No. 2 Track between MP 168.2 and MP 169, annulled.

**(bg) MAIN LINE—CLEVELAND TO INDIANAPOLIS
DAWN—WEST ANSONIA**

That part of General Order No. 508, Paragraph (w), Item 2, Line 1, referring to temporary speed of 40 MPH on No. 2 Track between MP 188.4 and MP 190, annulled.

**(bh) MAIN LINE—CLEVELAND TO INDIANAPOLIS
FARMLAND—SELMA**

That part of General Order No. 505, Paragraph (af), Item 2, Line 5, referring to temporary speed of 30 MPH on No. 2 Track between MP 219.7 and MP 220.3, annulled.

**(bi) MAIN LINE—CLEVELAND TO INDIANAPOLIS
KEDA—VANCE**

That part of General Order No. 508, Paragraph (w), Item 2, Line 2, referring to temporary speed of 30 MPH on No. 1 and No. 2 Track between MP 227.3 and MP 227.5, annulled.

**(bj) MAIN LINE—CLEVELAND TO INDIANAPOLIS
HART—DALEVILLE**

That part of General Order No. 505, Paragraph (af), Item 2, Line 7, referring to temporary speed of 30 MPH on No. 1 and 40 MPH on No. 2 Track between MP 235.7 and MP 236.1, annulled.

**(bk) MAIN LINE—CLEVELAND TO INDIANAPOLIS
DALEVILLE—GRIDLEY**

That part of General Order No. 508, Paragraph (w), Item 2, Line 3, referring to temporary speed of 30 MPH on No. 2 Track between MP 242 and MP 243, annulled.

**(bl) MAIN LINE—CLEVELAND TO INDIANAPOLIS
CP TAFT—RALEIGH**

That part of General Order No. 505, Paragraph (af), Item 2, Line 8, referring to temporary speed of 40 MPH on No. 1 Track between MP 254 and MP 254.1, annulled.

That part of General Order No. 505, Paragraph (af), Item 2, Line 9, referring to temporary speed of 30 MPH on No. 1 Track between MP 257 and MP 257.2, annulled.

**(bm) MAIN LINE—CLEVELAND TO INDIANAPOLIS
RALEIGH—McCORDSVILLE**

That part of General Order No. 505, Paragraph (af), Item 2, Line 11, referring to temporary speed of 30 MPH on No. 1 Track between MP 260 and MP 261, annulled.

(Continued on next page)

Applies In Southwest Division (cont'd)

That part of General Order No. 505, Paragraph (af), Item 2, Line 12, referring to temporary speed of 30 MPH on No. 1 Track between MP 262 and MP 263.5, annulled.

That part of General Order No. 505, Paragraph (af), Item 2, Line 13, referring to temporary speed of 30 MPH on No. 2 Track between MP 263 and MP 263.5, annulled.

That part of General Order No. 508, Paragraph (w), Item 2, Line 5, referring to temporary speed of 30 MPH on No. 2 Track between MP 260 and MP 261, annulled.

**(bn) I&F BRANCH
CLERMONT—SOUTH BURR**

That part of General Order No. 510, Paragraph (ab), Item 5, Line 4, referring to temporary speed of 30 MPH on Single Track between MP 14.1 and MP 15, annulled.

**(bo) I&F BRANCH
HERR—SOUTH LEBANON**

That part of General Order No. 510, Paragraph (ab), Item 5, Line 6, referring to temporary speed of 30 MPH on Single Track between MP 29.4 and MP 30, annulled.

**(bp) I&F BRANCH
FLORA—DIVISION POST**

That part of General Order No. 510, Paragraph (ab), Item 5, Line 12, referring to temporary speed of 10 MPH on Single Track between MP 101 and MP 107, annulled.

**(bq) MAIN LINE CINCINNATI TO KANKAKEE
CP 39—SUNMAN**

That part of General Order No. 505, Paragraph (af), Item 5, Line 2, referring to temporary speed of 30 MPH on Single Track between CP 39 and MP 39.8, annulled.

**(br) MAIN LINE—INDIANAPOLIS TO ST. LOUIS
KENTUCKY—MY**

That part of General Order No. 501, Paragraph (h), Item 1, Line 1, referring to temporary speed of 10 MPH on No. 2 Track between MP 0.4 and MP 2, annulled.

That part of General Order No. 502, Paragraph (ag), Item 1, Line 1, referring to temporary speed of 10 MPH on No. 1 Track between MP 0.4 and MP 2.5, annulled.

That part of General Order No. 505, Paragraph (af), Item 3, Line 1, referring to temporary speed of 10 MPH on No. 1 Track between MP 2.5 and MP 5, annulled.

That part of General Order No. 505, Paragraph (af), Item 3, Line 2, referring to temporary speed of 30 MPH on No. 2 Track between MP 3 and MP 9.4, annulled.

**(bs) MAIN LINE—INDIANAPOLIS TO ST. LOUIS
CP 1—MY**

That part of General Order No. 501, Paragraph (h), Item 1, Line 4, referring to temporary speed of 30 MPH on No. 1 Track between MP 6.5 and MP 9, annulled.

**(bt) MAIN LINE—INDIANAPOLIS TO ST. LOUIS
MARTINSVILLE—EAST CASEY**

That part of General Order No. 506, Paragraph (u), Item 1, Line 6, referring to temporary speed of 40 MPH on Single Track between MP 103 and MP 104, annulled.

(Continued on next page)

Applies In Southwest Division (cont'd)

**(bu) MAIN LINE—INDIANAPOLIS TO ST. LOUIS
ST. ELMO**

That part of General Order No. 508, Paragraph (w), Item 1, Line 1, referring to temporary speed of 40 MPH on No. 1 and No. 2 Track over C&E crossing at St. Elmo, annulled.

**(bv) MAIN LINE—INDIANAPOLIS TO ST. LOUIS
BROWNSTOWN—WEST VANDALIA**

That part of General Order No. 501, Paragraph (h), Item 1, Line 10, referring to temporary speed of 30 MPH on Single Track between MP 171.5 and MP 172.5, annulled.

**(bw) MAIN LINE—INDIANAPOLIS TO ST. LOUIS
HAGARSTOWN—MULBERRY GROVE**

That part of General Order No. 505, Paragraph (af), Item 3, Line 6, referring to temporary speed of 30 MPH on Single Track between MP 180.4 and MP 180.5, annulled.

**(bx) L & F BRANCH
CLERMONT—SOUTH BURR**

That part of General Order No. 510, Paragraph (ab), Item 5, Line 5, referring to temporary speed of 10 MPH on Single Track between MP 17.3 and MP 17.6, annulled.

**(by) MAIN LINE—INDIANAPOLIS TO ST. LOUIS
EFFINGHAM**

That part of General Order No. 501, Paragraph (h), Item 1, Line 9, referring to temporary speed of 30 MPH on No. 1 and No. 2 Track over IC Crossing Effingham, annulled.

**(bz) MAIN LINE—INDIANAPOLIS TO ST. LOUIS
MACKSVILLE—EAST MARSHALL**

That part of General Order No. 505, Paragraph (af), Item 3, Line 5, referring to temporary speed of 30 MPH on Single Track between MP 80.5 and MP 83, annulled.

**(ca) MAIN LINE—DAVIS TO LENOX
HAMRICK—REELSVILLE**

That part of General Order No. 505, Paragraph (af), Item 4, Line 1, referring to temporary speed of 10 MPH on Single Track between MP 46 and MP 47.3, annulled.

**(cb) I & F BRANCH
FLORA—CAMDEN**

That part of General Order No. 510, Paragraph (ab), Item 5, Line 11, referring to temporary speed of 30 MPH on Single Track between MP 98.2 and MP 101, annulled.

**(cc) I & F BRANCH
LEBANON—FRANK**

That part of General Order No. 510, Paragraph (ab), Item 5, Line 7, referring to temporary speed of 30 MPH on Single Track between MP 41 and MP 48, annulled.

(Continued on next page)

Applies In Southwest Division (cont'd)

**(cd) DANVILLE BRANCH
ADE—KENTLAND**

That part of General Order No. 503, Paragraph (aw), Item 7, Line 1, referring to temporary speed of 10 MPH on Single Track between MP 57 and MP 59.5, annulled.

**(ce) CAIRO BRANCH
GRAYVILLE—CROSSVILLE**

That part of General Order No. 501, Paragraph (h), Item 10, Line 5, referring to temporary speed of 10 MPH on Single Track between MP 143 and MP 149, annulled.

**(cf) WHITE WATER RUNNING TRACK
BROOKVILLE—LAUREL**

That part of General Order No. 505, paragraph (af), Item 12, Line 3, referring to temporary speed of 5 MPH on Single Track between MP 50 and MP 52, annulled.

**(cg) WHITE WATER RUNNING TRACK
CEDAR GROVE—BROOKVILLE**

That part of General Order No. 505, Paragraph (af), Item 12, Line 2, referring to temporary speed of 5 MPH on Single Track between MP 38.3 and MP 38.7, annulled.

**(ch) CLAY CITY SECONDARY TRACK
CORY—LANCASTER**

That part of General Order No. 501, Paragraph (h), Item 13, Line 1, referring to temporary speed of 15 MPH on Single Track between MP 18.2 and MP 26, annulled.

**(ci) CLAY CITY SECONDARY TRACK
CLAY CITY—LANCASTER**

That part of General Order No. 501, Paragraph (h), Item 13, Line 2, referring to temporary speed of 20 MPH on Single Track between MP 25.7 and MP 25.8, annulled.

**(cj) CLAY CITY SECONDARY TRACK
COAL CITY—WORTHINGTON**

That part of General Order No. 501, Paragraph (h), Item 13, Line 3, referring to temporary speed of 15 MPH on Single Track between MP 32 and MP 35, annulled.

**(ck) MAIN LINE—CLEVELAND TO INDIANAPOLIS
McCORDSVILLE—POST**

That part of General Order No. 502, Paragraph (ag), Item 2, Line 10, referring to temporary speed of 30 MPH on No. 1 Track between MP 268 and MP 269, annulled.

That part of General Order No. 502, Paragraph (ag), Item 2, Line 11, referring to temporary speed of 30 MPH on No. 2 Track between MP 269 and MP 269.6, annulled.

That part of General Order No. 502, Paragraph (ag), Item 2, Line 12, referring to temporary speed of 30 MPH on No. 1 Track between MP 271 and MP 272, annulled.

**(cl) MAIN LINE—COLUMBUS TO INDIANAPOLIS
THORNE AND LU. INTERLOCKING**

That part of General Order No. 505, Paragraph (af), Item 1, Line 2, referring to temporary speed of 10 MPH on No. 1 and No. 2 Track between Pine Interlocking and MP 185.7, annulled.

(Continued on next page)

(Page 17 of 17 pages, Sou. Regn. G.O. No. 511)

Applies In Southwest Division (cont'd)

(cm) MAIN LINE—CLEVELAND TO INDIANAPOLIS
RALEIGH—McCORDSVILLE

That part of General Order No. 502, Paragraph (ag),
Item 2, Line 8, referring to temporary speed of 30 MPH
on No. 1 and No. 2 Track between MP 261 and MP 262,
annulled.

J. E. Martin
General Manager

PENN CENTRAL TRANSPORTATION CO.
SOUTHERN REGION

Indianapolis, Indiana, June 23, 1972

GENERAL ORDER NO. 512

Effective 12:01 A.M., Saturday, July 1, 1972

Applies In All Divisions

- (a) **HAZARDOUS MATERIALS REGULATIONS**
GENERAL NOTICE 225-F
General Rule I. FIRES, ACCIDENTS, LEAKAGES of
General Notice 225-F, Hazardous Materials Regulations,
changed.
Sticker page attached to sticker form of this General
Order must be detached and pasted over corresponding
page 11 of General Notice 225-F.
- (b) **PASSENGER AND MAIL TRAINS—**
EQUIPMENT RESTRICTIONS
Wheel cars must not be operated as the rear car on
passenger and/or mail trains.
Special Instruction 1160-D8, added.

Applies In Cincinnati Division

- (c) **MAIN LINE—COLUMBUS TO CHICAGO**
PLAIN CITY
Eastward siding at Plain City out of service but may
be used for 1500 feet on West end and 1000 feet on
East end.
- (d) **NEWMAN SECONDARY TRACK**
WINCHESTER
Signal No. 233 governing Westward approach to Win-
chester Automatic Interlocking relocated 1910 feet West
and renumbered No. 237, in service.
- (e) **SPRINGFIELD BRANCH**
HEWITT—GLEN KARN
Bridge No. 56.21 West of Hewitt, out of service.
- (f) **CURVES, BRIDGES, ETC.**
MAXIMUM SPEEDS
TEMPORARY SPEED RESTRICTIONS (MPH) in effect
as follows:

| 1. MAIN LINE—COLUMBUS TO INDIANAPOLIS | | Single | No. 1 | No. 2 |
|---------------------------------------|-------|--------|-------|-------|
| Between | Track | Track | Track | Track |
| EL-MP 380 and EL-MP 380.5 | | | | |
| (via Springfield) | | | | 10 |
| MP 43.5 and MP 44.5 | | | | |
| (East of New Paris) | | 30 | | |
| MP 123.5 and MP 127.5 | | | 30 | |
| MP 128 and MP 134.5 | | | | 30 |
| MP 141 and MP 145 | | | 30 | |
| MP 144 and MP 151.5 | | | | 40 |
| MP 158.1 and MP 159.5 | | | 30 | |
| 2. MAIN LINE—DAYTON TO CINCINNATI | | | | No. 2 |
| Between | | | | Track |
| MP 243.5 and MP 244.3 | | | | 10 |

(Continued on next page)

Applies In Cincinnati Division (cont'd)

(f) TEMPORARY SPEED RESTRICTIONS
in effect (cont'd)

3. MAIN LINE—COLUMBUS TO CHICAGO

| Between | No. 1 Track | No. 2 Track |
|------------------|----------------|----------------|
| MP 9.4 and MP 11 | | 10 |
| MP 21 and MP 22 | 20 | |
| MP 52 and MP 55 | 20 | |
| MP 79 and MP 80 | 20 | |

4. RICHMOND BRANCH

| Between | Single Track |
|-------------------|-----------------|
| MP 81 and MP 92 | 10 |
| MP 128 and MP 133 | 10 |
| MP 145 and MP 149 | 10 |

5. BELLEFONTAINE BRANCH

| Between | Single Track |
|---------------------------|-----------------|
| MP 100 and MP 102 | 10 |
| EL-MP 360.8 and EL-MP 362 | 10 |

6. NORTHERN BRANCH

| Between | Single Track |
|-----------------|-----------------|
| MP 65 and MP 72 | 10 |

7. SPRINGFIELD BRANCH

| Between | Single Track |
|---------------------|-----------------|
| Over Bridge 37.73 | 5 |
| MP 31.2 and MP 31.4 | 10 |

8. MIDDLETOWN SECONDARY TRACK

| Between | Single Track |
|--------------------------|-----------------|
| Middletown Jct. and MP 7 | 10 |
| MP 10 and MP 14 | 5 |

9. C & X BRANCH

| Between | Single Track |
|-------------------------|-----------------|
| East Clare and MP 106.5 | 10 |

Special Instructions 1157-F1, changed.

(g) CURVES, BRIDGES, ETC.

MAXIMUM SPEEDS
TEMPORARY SPEED RESTRICTIONS (MPH) at the
following locations annulled:

1. MAIN LINE COLUMBUS TO INDIANAPOLIS

| Between | No. 2 Track |
|---------------------------------|----------------|
| MP 169 and MP 174.1* (G.O. 511) | 30 |

2. MAIN LINE—COLUMBUS TO CHICAGO

| Between | No. 1 Track |
|-----------------------------|----------------|
| MP 79 and MP 80* (G.O. 511) | 30 |

3. BELLEFONTAINE BRANCH

| Between | Single Track |
|-----------------------------------|-----------------|
| MP 128.5 and MP 130.2* (G.O. 511) | 10 |

4. C & X BRANCH

| Between | Single Track |
|---------------------------------|-----------------|
| MP 102 and MP 102.6* (G.O. 508) | 10 |

* Indicates General Order or Bulletin Order restriction
was in effect.

Special Instructions 1157-F1, changed.

(Continued on next page)

Applies In Cincinnati Division (cont'd)

(h) MIDDLETOWN SECONDARY TRACK

MIDDLETOWN—MIDDLETOWN JCT.

Engine and Special Load Restrictions.

Reference to Bridge 14.95, Special Instruction 1160-A1,
page 157, changed to Bridge 13.95.References to Bridges 3.28 and 4.77, East of Oakland,
changed to locate on the Middletown Industrial Track,
West of Monroe.A car having a maximum weight of 263,000 pounds can
be handled unless otherwise restricted, on the Middle-
town Secondary Track between Middletown and Mid-
dletown Jct. NOTE 2, page 174, applies.Applicable gross weight on Bridge 13.95, west of Mid-
dletown Jct., is reduced from 263,000 pound cars to
220,000 pound cars. "X" added in Special Load Column
'L', Special Instruction 1160-A1, page 157.Sticker coupon attached to sticker form of this General
Order must be detached and pasted over corresponding
instructions for the Middletown Secondary Track (and
the Richmond Branch), bottom of page 157.

Special Instruction 1160-A1, page 157, changed.

Applies In Columbus Division

(i) MAXIMUM SPEEDS, unless otherwise specified.
MAXIMUM SPEED (MPH) changed as follows:

1. WESTERN BRANCH

| Between | Single Track | No. 1 Track | No. 2 Track |
|--------------------|-----------------|----------------|----------------|
| Mounds and GN | 20 | 20 | |
| GN and Bannon | 20 | 20 | 20 |
| Bannon and Corning | 30 | 30 | |

Special Instruction 1157-C1, page 130, changed; employes
will correct, in ink.Restrictions listed in Special Instruction 1157-F1, page
145, under heading of Columbus—three entries between
GN Tower and Bannon—annulled and employes must
delete, in ink.

(j) CURVES, BRIDGES, ETC.

MAXIMUM SPEEDS

TEMPORARY SPEED RESTRICTIONS (MPH) in ef-
fect as follows:

1. MAIN LINE—CLEVELAND TO INDIANAPOLIS

| Between | No. 1 Track | No. 2 Track |
|------------------|----------------|----------------|
| MP 67 and MP 70 | 25 | |
| Burt and MP 82.5 | | 30 |

2. WESTERN BRANCH

| Between | Single Track | Siding & Other Tracks |
|------------------------------------|-----------------|-----------------------------|
| MP 71 and MP 73.3 | 25 | |
| MP 88 and MP 93 | 25 | |
| MP 96 and MP 98 | 25 | |
| MP 144.5 and MP 145.5 | 10 | |
| Over Bridge 154.26 south of MP 154 | 10 | |
| New Lexington Siding | | 5 |

(Continued on next page)

Applies In Columbus Division (cont'd)**(j) TEMPORARY SPEED RESTRICTIONS in effect (cont'd)****3. EASTERN BRANCH**

| Between | Single Track |
|-------------------|--------------|
| Berwick and Carey | 25 |

4. SOUTHERN BRANCH

| Between | Single Track | Siding & Other Tracks |
|--------------------|--------------|-----------------------|
| Corning Siding | | 5 |
| MP 2.2 and MP 22.8 | 25 | |
| MP 43 and MP 52 | 10 | |

5. TRINWAY SECONDARY TRACK

| Between | Single Track |
|---------------|--------------|
| MP 4 and MP 5 | 5 |

Special Instructions 1157-F1 and 1157-H1, changed.

(k) CURVES, BRIDGES, ETC.

TEMPORARY SPEEDS
TEMPORARY SPEED RESTRICTIONS (MPH) at the following locations annulled:

1. MAIN LINE—CLEVELAND TO INDIANAPOLIS

| Between | No. 1 Track | No. 2 Track |
|--------------------------------|-------------|-------------|
| Over B.&O. Crossing at Grafton | 25 | 25 |
| *(G.O. 511) | | 10 |
| Burt and MP 81* (G.O. 508) | | 30 |
| MP 81 and MP 89.8* (G.O. 508) | | |

2. WESTERN BRANCH

| Between | Single Track |
|-----------------------------------|--------------|
| MP 67 and MP 69.5* (G.O. 510) | 25 |
| MP 69.5 and MP 70.5* (G.O. 503) | 10 |
| MP 70.5 and MP 73.3* (G.O. 510) | 25 |
| MP 88 and MP 92* (G.O. 503) | 25 |
| Erie Lackawanna Crossing | |
| Peoria* (G.O. 510) | 25 |
| MP 149 and MP 157* (G.O. 501) | 30 |
| MP 176.2 and MP 179.2* (G.O. 510) | 25 |
| MP 181 and MP 182* (G.O. 508) | 10 |

3. SOUTHERN BRANCH

| Between | Single Track |
|-----------------------------|--------------|
| MP 12 and MP 17* (G.O. 511) | 10 |
| MP 43 and MP 54* (G.O. 511) | 10 |

*Indicates General Order or Bulletin Order restriction was in effect.

Special Instruction 1157-F1, changed.

**(l) WESTERN BRANCH
SOUTHERN BRANCH
SWISS RUNNING TRACK****Engine and Special Load Restrictions.**

A car having a maximum weight of 263,000 pounds can be handled unless otherwise restricted, on the Southern Branch between Corning and DB Tower-Alloy except ESMX Series tank cars (two four-axle trucks), which may be operated on the Western and Southern Branches between Columbus and Charleston.

(Continued on next page)

Applies In Columbus Division (cont'd)**(m) ENGINE AND SPECIAL LOAD RESTRICTIONS (cont'd)**

Allowances of NOTE 1, page 174, withdrawn and restrictions of NOTE 2 added on the Southern Branch between Corning and DB Tower-Alloy.

Employees will change reference of "NOTE 1" to read "NOTE 2" under SOUTHERN BRANCH heading, page 166, in ink.

A car having maximum weight of 243,000 pounds can be handled unless otherwise restricted, on the Southern Branch, between DB Tower-Alloy and Gauley Bridge; NOTE 19 so reading, added to Special Instruction 1160-A1, page 174.

Allowances of NOTE 1, page 174, withdrawn and restrictions of NOTE 19 as outlined above, added on the Southern Branch between DB Tower-Alloy and Gauley Bridge.

Employees will add reference to "NOTE 19" under SOUTHERN BRANCH heading, page 166, in ink.

A car having a maximum weight of 220,000 pounds can be handled unless otherwise restricted, on the Swiss Running Track, between Gauley Bridge and Swiss.

Special Instruction 1160-A1, page 166, expanded to include: SWISS RUNNING TRACK; NOTE 3, page 174, applies.

NOTE 10, page 174, changed to read: ESMX Series tank cars (two four-axle trucks), may be operated on the Western and Southern Branches between Columbus and Charleston.

Employees will add reference to "NOTE 10" under WESTERN BRANCH heading at bottom of page 165. Special Instruction 1160-A1, pages 165, 166 and 174, changed.

Applies In Southwest Division**(m) MAIN LINE—DAVIS TO LENOX
LOXA—CP-125****Hot Box Detector and Recorder Location.**

Hot Box Detector located 3,126 feet east of MP 123, (MP location of 122.4), protecting eastward and westward movement on single track, with recorder located at Midland Block and Interlocking Station, in service.

Special Instruction 1076-A1, page 64, changed.

**(n) MAIN LINE—DAVIS TO LENOX
LOXA—CP-125****Dragging Equipment Detector and Recorder Location.**

Dragging Equipment Detector located 3,114 feet east of MP 123, (MP location of 122.4), protecting eastward and westward movement on single track, with recorder located at Midland Block and Interlocking Station, in service.

Special Instruction 1078-A1, page 66, changed.

(Continued on next page)

Applies In Southwest Division (cont'd)

(o) CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS

TEMPORARY SPEED RESTRICTIONS (MPH) in effect as follows:

1. MAIN LINE—INDIANAPOLIS TO ST. LOUIS

| Between | No. 1 Track | No. 2 Track |
|-------------------|----------------|----------------|
| MP 196 and MP 197 | | 40 |
| MP 231 and MP 232 | 40 | |

2. MAIN LINE—DAVIS TO LENOX

| Between | Single Track | Siding & Other Tracks |
|-------------------|-----------------|-----------------------------|
| MP 137 and MP 142 | 40 | |
| Gays Siding | | 10 |

3. MAIN LINE—CINCINNATI TO KANKAKEE

| Between | Single Track | No. 1 Track | No. 2 Track |
|-----------------------|-----------------|----------------|----------------|
| MP 24.1 and MP 24.3 | | 30 | 10 |
| MP 30.4 and MP 34 | | | 30 |
| MP 34 and MP 39.7 | | 30 | |
| MP 139.4 and Altamont | | 30 | |
| MP 192.6 and MP 206.3 | | 10 | |
| MP 206.3 and MP 211 | | 30 | |
| MP 211 and MP 244.9 | | | 30 |

4. I&F BRANCH

| Between | Single Track |
|-------------------|-----------------|
| MP 27 and MP 35.6 | 30 |

5. MICHIGAN BRANCH

| Between | Single Track |
|-----------------------|-----------------|
| MP 89 and MP 96 | 10 |
| MP 126 and MP 129.4 | 10 |
| MP 162.5 and MP 166.6 | 10 |

6. CAIRO BRANCH

| Between | Single Track |
|---------------------|-----------------|
| MP 63 and MP 65.6 | 10 |
| MP 173.5 and MP 184 | 15 |

Special Instruction 1157-F1, changed.

(p) CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS

TEMPORARY SPEED RESTRICTIONS (MPH) at the following locations annulled:

1. MAIN LINE—INDIANAPOLIS TO ST. LOUIS

| Between | Single Track | No. 1 Track | No. 2 Track |
|--|-----------------|----------------|----------------|
| MP 73.5 and MP 76.5 *(G.O. 505) | 40 | | |
| MP 107.9 and MP 108.2 *(G.O. 501) | | 30 | |
| MP 118 and MP 120 *(G.O. 501) | | 40 | |
| MP 118 and MP 119 *(G.O. 501) | | | 40 |
| Over BN Crossing Smithboro *(G.O. 505) | | 30 | 30 |

2. MAIN LINE—DAVIS TO LENOX

| Between | Single Track |
|---------------------------------|-----------------|
| MP 81.1 and MP 82.1 *(G.O. 510) | 30 |

(Continued on next page)

Applies In Southwest Division (cont'd)

TEMPORARY SPEEDS ANNULLED (cont'd)

3. MAIN LINE—CINCINNATI TO KANKAKEE

| Between | Single Track | No. 1 Track | No. 2 Track |
|-----------------------------------|-----------------|----------------|----------------|
| MP 24.1 and MP 24.3 *(G.O. 506) | | 10 | |
| MP 30.4 and MP 32.1 *(G.O. 502) | | | 10 |
| MP 32.1 and MP 39.7 *(G.O. 503) | | | 30 |
| MP 32.1 and MP 33.3 *(G.O. 511) | | 10 | |
| MP 33.3 and MP 34 *(G.O. 511) | | | 10 |
| MP 148.5 and Altamont *(G.O. 502) | | 30 | |
| MP 192.6 and MP 244.9 *(G.O. 502) | | 30 | |

4. I&F BRANCH

| Between | Single Track |
|---------------------------------|-----------------|
| MP 10 and MP 10.1 *(G.O. 510) | 30 |
| MP 12 and MP 12.6 *(G.O. 510) | 10 |
| MP 14.9 and MP 15 *(G.O. 511) | 30 |
| MP 29.4 and MP 35.6 *(G.O. 511) | 30 |
| MP 100 and MP 107 *(G.O. 511) | 10 |

5. LOUISVILLE BRANCH

| Between | PSGR Single | FRT Single |
|-----------------------------|----------------|---------------|
| MP 55 and MP 61 *(G.O. 502) | 50 | 30 |

6. MICHIGAN BRANCH

| Between | Single Track |
|---------------------------------|-----------------|
| MP 89 and MP 97 *(G.O. 502) | 10 |
| MP 97 and MP 100 *(G.O. 503) | 10 |
| MP 126 and MP 130 *(G.O. 506) | 10 |
| MP 164 and MP 166.6 *(G.O. 508) | 10 |

7. CAIRO BRANCH

| Between | Single Track |
|-------------------------------|-----------------|
| MP 178 and MP 184 *(G.O. 501) | 15 |

*Indicates General Order or Bulletin Order restriction was in effect.

Special Instruction 1157-F1, changed.

(q) MAIN LINE—DAVIS TO LENOX
GAYS

Commercial Track at Gays temporarily out of service 200 feet at East End.

(r) CRAWFORDSVILLE SECONDARY TRACK
ROCKVILLE-GUION

Secondary Track out of service between MP 23.3 and MP 32.7

Employees will change NOTE 2, page 38, in ink.

(s) LOUISVILLE BRANCH
SCOTTSBURG

Block Station and Train Order Office in service part-time as follows:

| Station | Hours In Service: |
|------------|--|
| Scottsburg | Continuously except 7:00 A.M. to 3:00 P.M. Sat., Sun. and Holidays. |

Employees must correct page 30, in ink.

(Continued on next page)

Applies In Southwest Division (cont'd)

- (t) **I & F BRANCH
CRAWFORDSVILLE SECONDARY TRACK
FRANK—FRANKFORT**

Non-Interlocked Railroad Crossings at Grade.

PC—L&N (MONON) CROSSING:

Statutory stop over the Penn Central—Louisville and Nashville (Monon) Non-Interlocked Railroad Crossing at Grade, located at MP 48.1, Frank, (distance from Indianapolis), withdrawn and crossing placed in charge of PC Operator at Frank Block Station.

Color light fixed signal located in northeast quadrant of crossing, changed from manual push button operation to control of the Operator at Frank, equipped to display colors red and green, in service. Rule 10 applies.

Stop board governing northward movement over PC-L&N Crossing, located 505 feet south of crossing, out of service.

Stop board governing southward movement over PC-L&N Crossing, located 511 feet north of crossing, out of service.

Trains and engines must approach PC-L&N Crossing prepared to stop and stop short of crossing unless green color light fixed signal and hand signal to proceed is received from PC Operator.

Red color light fixed signal and/or lack of hand signal to proceed indicates: STOP.

Maximum speed over PC-L&N Crossing, unless otherwise restricted, is 15 MPH.

PC—N&W CROSSING:

Statutory stop over the Penn Central—Norfolk and Western Non-Interlocked Railroad Crossing at Grade, located at MP 78.3, Frank, (distance from Terre Haute), withdrawn and crossing placed in charge of N&W Switchtender at Frankfort.

Color light fixed signal located in northeast quadrant of crossing, remains under control of N&W Switchtender, equipped to display colors red and green, in service. Rule 10 applies.

Stop board governing northward movement over PC-N&W Crossing, located 365 feet south of crossing, out of service.

Stop board governing southward movement over PC-N&W Crossing, located 302 feet north of crossing, out of service.

Trains and engines must approach PC-N&W Crossing prepared to stop and stop short of crossing unless green color light fixed signal and hand signal to proceed is received from N&W Switchtender.

Red color light fixed signal and/or lack of hand signal to proceed indicates: STOP.

Maximum speed over PC-N&W Crossing, unless otherwise restricted, is 15 MPH.

(Continued on next page)

Applies in Southwest Division (cont'd)

- (t) **NON-INTERLOCKED RAILROAD CROSSING
AT GRADE (cont'd)**

Northward trains receiving stop signal at Frank or at PC-L&N Crossing must stop south of Walnut Street and Southward trains receiving stop signal at PC-N&W Crossing must stop north of Morrison Street.

Special Instruction 1098-A1, page 75, changed.

- (u) **I & F BRANCH
FRANK**

Frank Block Station and Train Order office in service continuously.

Employees must change page 31, in ink.

J. E. MARTIN
General Manager.

**PENN CENTRAL TRANSPORTATION CO.
SOUTHERN REGION**

Indianapolis, Indiana, July 24, 1972

GENERAL ORDER NO. 513

Effective 12.01 A.M., Tuesday, August 1, 1972

Applies In All Divisions

(a) TIMETABLE FILLER

A blank filler to be affixed to the inside of the rear cover of Southern Region Timetable No. 5 to provide additional space to hold General Orders, is issued as a part of this General Order.

Every employee required to maintain a current Timetable will be responsible to provide himself with a copy and affix it to the rear of the Timetable as directed thereon. The filler is distributed with the General Order and/or is available at all regular Timetable and General Order distribution points.

Blank pages are to be used to hold additional General Orders only and not for any other purpose.

Applies In Columbus Division

**(b) MAIN LINE—COLUMBUS TO CHICAGO
OLENTANGY—MOUNDS**

**WESTERN BRANCH
MOUNDS—GN TOWER**

Mounds Interlocking Station, Block Station and Train Order Office, located at MP 6 on the Main Line—Columbus to Chicago, out of service.

Mounds Interlocking Station and Train Order Office, located MP 126.3 on the Western Branch, out of service.

Mounds Interlocking Station on the Main Line—Columbus to Chicago, and Mounds Interlocking Station and Block Station on the Western Branch, remote controlled from Buckeye, (located MP 7.8 on the Main Line—Columbus to Chicago), in service.

Note 1 and Note 4, page 27, will apply for movement on the Western Branch.

Pages 16 and 26 changed and must be corrected, in ink.

Olentangy Interlocking and Interlocking Station, located at MP 1 on the Main Line—Columbus to Chicago, expanded to function also as a Block Station and Train Order Office, in service.

Train Order Signal Rule 200, Fig. C, and Rule 221(A) in effect at Olentangy.

Page 16 changed and must be corrected, in ink.

Signal Rules 261 through 264 inclusive, for opposing and following movement of trains by Block Signals on No. 1 Track between Olentangy and Mounds, in service.

ABS Rules 501 through 514 inclusive, and Cab Signal Rules 550 through 562 inclusive, for westward movement on No. 1 Track between Olentangy and Mounds, in service.

(Continued on next page)

(Page 2 of 7 pages, Sou. Regn. G.O. No. 513)

Applies In Columbus Division (cont'd)

(b) OLENTANGY—MOUNDS (Cont'd)

Special Instruction 1250-A1, page 195, changed.

Dwarf signal governing Eastward movement on No. 2 track at Mounds, out of service.

Home signal governing Eastward movement on No. 1 track at Mounds, out of service.

Home signals governing Eastward movement on No. 1 and No. 2 tracks at Mounds, located 237 feet west of MP 6, on Bracket Post to the right of and adjacent to No. 1 track, in service.

Facing point interlocked crossover for eastward movement leading from No. 1 track to No. 2 track at Mounds, located 384 feet west of MP 6, out of service.

Home signals governing eastward and westward movement on No. 2 track, located 1227 feet west of MP 2, Grandview Avenue, out of service.

Home signals governing eastward and westward movement on No. 2 track, located 615 feet west of MP 4, Marble Cliff, out of service.

Special Instruction 1509-A1, Page 209, changed.

Fixed signal No. 34 governing eastward movement on No. 1 track located 2500 feet west of MP 3, out of service.

Fixed signals No. 40 governing eastward movement and No. 41 governing westward movement on No. 1 track, located 615 feet west of MP 4, in service.

Fixed signal No. 40 governing eastward movement and No. 41 governing westward movement on No. 2 track, located 615 feet west of MP 4, in service.

Dwarf signal governing eastward movement on Mounds Siding, located 393 feet west of MP 6, relocated to 200 feet west of MP 6, in service.

Trailing point hand operated switch for eastward movement on No. 1 track equipped with electric lock, not controlled by Operator, located 2636 feet west of MP 4 leading from No. 1 track to Marble Cliff Storage Track, in service.

Trailing point hand operated switch for Eastward movement on No. 1 track equipped with electric lock, not controlled by Operator, located 2000 feet west of MP 4 leading from No. 1 track to Marble Cliff Quarries Hobo Track, in service.

Facing point hand operated crossover for Eastward movement leading from No. 1 track to Grandview Yard track, located 1964 feet west of MP 2 formerly equipped with center throw locking device, changed to electric lock at West end of crossover, not controlled by Operator, in service.

The following switches and crossovers equipped with electric locks, formerly controlled by Operator Mounds, changed to electric locks not controlled by Operator, in service:

(Continued on next page)

Applies In Columbus Division (cont'd)**(b) OLENTANGY—MOUNDS (cont'd)**

| Switch/Crossover | Track(s) | Location |
|-------------------------|----------|---------------------|
| West End Plant B | 2 | 633 ft. W. of MP 5 |
| East End Plant B | 2 | 2194 ft. W. of MP 4 |
| Crossover Marble Cliff | 1 & 2 | 2000 ft. W. of MP 4 |
| Plant X | 2 | 195 ft. W. of MP 4 |
| Crossover Grandview | 1 & 2 | 2271 ft. W. of MP 2 |
| West End Olentangy Sdg. | 2 | 1642 ft. W. of MP 2 |

Facing point Hand Operated switch for westward movement on No. 2 track leading from No. 2 track to East End Olentangy Siding, located 125 feet west of MP 1 formerly equipped with electric lock controlled by Operator Olentangy, changed to electric lock not controlled by Operator.

Manual Block Signal governing southward movement on the Western Branch, formerly located 360 feet north of the Main Line—Columbus to Chicago Crossing, relocated 358 feet south of Main Line—Columbus to Chicago Crossing, in service.

No. 15 Running Track of No Assigned Direction, formerly controlled by the operator at Mounds, changed to control of the operator of Frankfort Street.

Special Instruction 1151-H1, page 117, and Note 7, changed.

Home Signal governing southward movement on the Western Branch at Mounds, located 360 feet north of the Main Line—Columbus to Chicago Crossing, in service.

**(c) CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS**

TEMPORARY SPEED RESTRICTIONS (MPH)
in effect as follows:

1. MAIN LINE—CLEVELAND TO INDIANAPOLIS

| Between | No. 1 Track | No. 2 Track |
|-----------------------------------|----------------|----------------|
| Within Interlocking Limits CP-37 | 40 | 40 |
| Within Interlocking Limits Shelby | 25 | 30 |
| MP 70 and Crestline | 25 | |
| E.L. MP 285 and E.L. MP 286.5 | 25 | |
| E.L. MP 303 and AC | 25 | |

2. MAIN LINE BURT TO COLUMBUS

| Between | Single Track |
|---------------------|-----------------|
| MP 125.5 and MP 125 | 40 |
| MP 135 and CP-136 | 25 |

3. WESTERN BRANCH

| Between | Single Track | Siding & Other Tracks |
|-------------------------|-----------------|-----------------------------|
| MP 10 and MP 10.7 | 10 | |
| Over B&O Crossing CP-34 | 25 | |
| Galates Siding | | 5 |
| MP 74.5 and MP 79 | 25 | |
| MP 168 and MP 172.5 | 10 | |
| MP 191.5 and MP 192.5 | 10 | |

(Continued on next page)

Applies In Columbus Division (cont'd)**(c) TEMPORARY SPEED RESTRICTIONS (MPH)
in effect (cont'd)****4. SOUTHERN BRANCH**

| Between | Single Track | Siding & Other Tracks |
|-----------------------|-----------------|-----------------------------|
| MP 98 and MP 100.4 | 10 | |
| MP 107 and MP 110.5 | 10 | |
| MP 129.3 and MP 129.5 | 10 | |
| Midwest Siding | | 5 |
| MP 160 and MP 161 | 10 | |

Special Instruction 1157-F1 and 1157-H1, changed.

**(d) CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS**

TEMPORARY SPEED RESTRICTIONS (MPH)
at the following locations annulled:

1. MAIN LINE PITTSBURGH TO COLUMBUS

| Between | No. 1 Track | No. 2 Track |
|--|----------------|----------------|
| Over N&W Crossing Morgan Run *(G.O. 511) | 30 | 30 |

2. MAIN LINE—CLEVELAND TO INDIANAPOLIS

| Between | No. 1 Track | No. 2 Track |
|---|----------------|----------------|
| MP 37 and MP 37.1 *(G.O. 501) | 25 | |
| Within Int. Limits CP-37 *(G.O. 503) | | 25 |
| MP 49.9 and MP 52.7 *(G.O. 511) | 30 | |
| Within Int. Limits CP-54 *(G.O. 506) | 30 | 30 |
| E.L. MP 303 and E.L. MP 304 *(G.O. 501) | 30 | |
| E.L. MP 304.8 and AC *(G.O. 501) | 10 | |

3. MAIN LINE—BURT TO COLUMBUS

| Between | Single Track |
|---------------------------------|-----------------|
| MP 125.5 and CP-136 *(G.O. 503) | 40 |

4. WESTERN BRANCH

| Between | Single Track |
|-----------------------------------|-----------------|
| MP 71 and MP 73.3 *(G.O. 512) | 25 |
| MP 76 and MP 78 *(G.O. 501) | 25 |
| MP 140.5 and MP 141.3 *(G.O. 501) | 10 |
| MP 168 and MP 171.9 *(G.O. 510) | 10 |

5. SOUTHERN BRANCH

| Between | Single Track |
|---|-----------------|
| MP 2.2 and MP 22.8 *(G.O. 512) | 25 |
| MP 9.2 and MP 9.5 *(G.O. 505) | 10 |
| Over Bridge No. 380 at MP 38 *(G.O. 511) | 10 |
| MP 43 and MP 52 *(G.O. 512) | 10 |
| MP 98 and MP 99 *(G.O. 508) | 10 |
| MP 100.2 and MP 100.4 *(G.O. 511) | 5 |
| MP 107 and MP 108 *(G.O. 501) | 10 |
| MP 109 and MP 110.5 *(G.O. 501) | 10 |
| MP 128 and MP 129.5 *(G.O. 511) | 10 |
| MP 160 and MP 163 *(G.O. 511) | 10 |

*Indicates General Order or Bulletin Order restriction was in effect.

Special Instruction 1157-F1 changed.

**(e) WESTERN BRANCH
BRICE**

Spur track out of service at Brice, Ohio from a point 100 feet north of cement unloading platform to end of track.

(Continued on next page)

Applies In Columbus Division (cont'd)

(f) **WESTERN BRANCH
THURSTON**

Bucyrus siding at Thurston, out of service.

(g) **SOUTHERN BRANCH
GAULEY BRIDGE**

Gauley Bridge House Track, out of service.

Applies In Southwest Division

(h) **CURVES, BRIDGES, ETC.**

MAXIMUM SPEED RESTRICTIONS (MPH)
in effect as follows:

1. MAIN LINE—INDIANAPOLIS TO ST. LOUIS

| <u>Between</u> | <u>No. 1 Track</u> | <u>No. 2 Track</u> |
|-----------------------------|------------------------|------------------------|
| MP 152.5 and MP 153 | 30 | |
| MP 193 and MP 200 | | 40 |
| MP 227.4 and MP 227.5 | 30 | |

2. MAIN LINE—DAVIS TO LENOX

| <u>Between</u> | <u>Single Track</u> |
|-------------------------|-------------------------|
| MP 89 and MP 91 | 30 |
| MP 117 and MP 120 | 40 |
| MP 128 and MP 129 | 30 |
| MP 229 and MP 234 | 30 |

3. MAIN LINE—CINCINNATI TO KANKAKEE

| <u>Between</u> | <u>Single Track</u> |
|-----------------------------|-------------------------|
| MP 192.6 and MP 201.5 | 30 |
| MP 201.5 and MP 203 | 10 |
| MP 203 and MP 206.3 | 30 |
| MP 206.3 and MP 211 | 10 |

**4. PETERSBURG SECONDARY TRACK
KRAFT TO RINCON JCT.**

| <u>Between</u> | <u>Single Track</u> |
|-------------------------|-------------------------|
| MP 19 and MP 22.5 | 10 |

5. DANVILLE BRANCH

| <u>Between</u> | <u>Single Track</u> |
|---------------------------|-------------------------|
| MP 22.5 and MP 23.1 | 10 |
| MP 26.5 and MP 28 | 10 |
| MP 50.8 and MP 51.6 | 10 |
| MP 63 and MP 65.6 | 10 |

6. CAIRO BRANCH

| <u>Between</u> | <u>Single Track</u> |
|-----------------------|-------------------------|
| MP 85 and MP 89 | 10 |

(i) **CURVES, BRIDGES, ETC.
MAXIMUM SPEEDS**

TEMPORARY SPEED RESTRICTIONS (MPH)
at the following locations **annulled**:

(Continued on next page)