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THE PENNSYLVANIA RAILROAD

WESTERN REGION

SOUTHWESTERN DIVISION

INDIANAPOLIS DIVISION

Time-Table No. 10

In effect 12.01 A. M., Sunday, April 25, 1948

FOR THE GOVERNMENT OF EMPLOYEES ONLY

CENTRAL STANDARD TIME

W. W. PATCHELL,
General Manager.

BOYD WILSON,
Sup't Passenger Transportation.

C. E. ADAMS,
General Superintendent.

T. E. BOYLE,
Sup't Freight Transportation.

L. A. EVANS,
Superintendent.

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MAIN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Louisville and Thorne	Siding Assigned direction Car Capacity 45 ft. cars		
						West	East	Both
				LOUISVILLE (L. & N. R. R.)				
				I. C. R. R. JCT. (Kentucky St.)	1.7			
X	X	X		CLAGG	2.0			
X	X	X		JEFFERSONVILLE	4.0			
				BOYD	6.3			
				SELLERSBURG	11.6			
		X		SPEED	12.5			148
				MEMPHIS	17.8			
				CANEY	19.5	45	35	
				HENRYVILLE	21.9			
				UNDERWOOD	26.4			44
				VIENNA	29.4			
		X		SCOTTSBURG	32.0			146
				AUSTIN	37.1			74
		X		CROTHERSVILLE	40.6			124
				CHESTNUT RIDGE	46.9			
		X		SEYMOUR	52.2	96	109	
				REED	57.3			95
				JONESVILLE	59.3			
				WAYNE	63.5			
				WALESBORO	65.8			
		X		GARDEN	68.1			99
			X	COLUMBUS	70.1			29
			X	BROOK	73.1			96
				TAYLORSVILLE	76.6			
				EDINBURG	80.6			
		X		ATTERBURY	82.6			135
				AMITY	86.0			
		X		ELVIN	90.2			68
		X		FRANKLIN	90.8			4
				LAND	95.8			92
		X		WHITELAND	95.8			
				GREENWOOD	100.5			163
X	X	X		SOUTHPORT	104.0			
X	X	X		DALE	109.5			176
				I. U. RY. INTERLOCKING	110.6			
X	X	X		DIVISION POST (Cols. Div.)	0.3			
X	X	X		THORNE	0.0			
X	X	X		PINE	4.6			
				I. U. RY. INTERLOCKING	6.1			
				INDIANAPOLIS (I. U. RY.)	111.1			
X	X	X		WEST ST. (I. U. RY.)	111.6			
X	X	X		WOODS	112.7			
X	X	X		KRAFT	114.1			
				DAVIS	118.0	103		
				DIVISION POST (St. Louis Div.)	118.9			
				BURR	130.3			106
				HERR	135.7			
		X		LEBANON	142.7			149
				PIKE	148.3			
				REAGAN	152.8			
		X		CLINTON	159.2		135	146
				FRANKFORT	159.5			
			X	ELLIS	165.5			96
				MORAN	166.7			
				SEDALIA	168.7			
				RAY	171.4			
				CUTLER	173.0			
		X		BRINGHURST	176.4			219
				FLORA	177.8			
				CAMDEN	182.1			
X	X	X	X	FLAX	184.0			94
				CLYMERS	190.0		96	
				LONG CLIFF	194.2			
				DIVISION POST (Logan Div.)	194.7			
X	X	X		VAN	195.3			
				LOGANSPOUT	196.5			

NOTE—X indicates in service.

Block Stations open continuously, except:

Speed	Closed	Daily except Sunday, 7.15 P. M. to 11.15 A. M. Sunday.
Crothersville	Closed	Daily except Sunday, 4.01 P. M. to 8.01 A. M. Sunday.
Franklin	Closed	Daily 4.30 P. M. to 8.30 A. M.
Greenwood	Closed	Daily except Sunday, 4.00 P. M. to 11.59 P. M. Sunday, 8.00 A. M. to 11.59 P. M.

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
Garden	Columbus
Brook	Columbus
Elvin	Atterbury
Ellis	Clinton
Flax	Bringhurst.

Employees in Charge of Sidings of
Assigned Direction as Follows:

Siding	Employee in charge	NOTE
Caney—Eastward	Signalman Scottsburg	\
Caney—Westward	Signalman Scottsburg	
Seymour—Eastward	Signalman Seymour	
Seymour—Westward	Signalman Seymour	
Davis—Westward	Signalman Davis	
Clinton—Eastward	Signalman Clinton	
Clymers—Eastward	Signalman Clymers	

NOTE—Train order offices other than block stations are open as follows:

Louisville (L. & N. R. R.)—D } Continuously for
Indianapolis (I. U. Ry.)—UN } passenger trains only.

NEW ALBANY BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Clags	Sidings Assigned direction Car Capacity 45 ft. cars		
						West	East	Both
		X	X	ADE STATE	3.9			53
					4.5			
				NEW ALBANY (Sou. Ry.)	4.6			

NOTE—X indicates in service.

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
State	Ade

MADISON BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Madison	Sidings Assigned direction Car Capacity 45 ft. cars		
						West	East	Both
			X	MADISON				
			X	NORTH MADISON	2.2			
			X	WIRT	6.4			
			X	JEFF	7.9			98
			X	DUPONT	13.3			
			X	GRAYFORD	19.2			
			X	VERNON	22.3			
			X	NORTH VERNON	23.9			
			X	WREN	24.5			24
			X	SCIPIO	30.9			
			X	ELIZABETHTOWN	37.4			
			X	HAW	44.2			
			X	COLUMBUS	45.0			

NOTE—X indicates in service.

The direction from Columbus to Madison is eastward.

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
Haw	Columbus
Wren	Columbus
Jeff	Columbus
North Madison	Columbus

VINCENNES BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Indianapolis	Sidings Assigned direction Car Capacity 45 ft. cars		
						West	East	Both
X	X	X		KRAFT.....	3.0			
				MAYWOOD.....	5.7			
			X	CAMBY.....	11.3			63
				MOORESVILLE.....	16.7			
				BROOKLYN.....	21.5			
			X	BRICK.....	22.3			
				CENTERTON.....	23.7			
			X	ELK.....	29.5			86
				MARTINSVILLE.....	30.6			
				PARAGON.....	38.4			
				WHITAKER.....	41.0			
			X	SILEX.....	43.1			112
X				GOSPORT JCT.....	44.1			
				GOSPORT.....	45.0			
				ROMONA.....	49.7			105
				SPENCER.....	53.8			65
			X	RUDD.....	57.5			93
				FREEDOM.....	62.8			
				WORTHINGTON.....	72.3			
			X	MINICH.....	72.4			
				NELSON.....	72.9			71
X	X	X		SWITZ CITY.....	79.8			78
			X	LYONS.....	83.2			
X				BUSHROD.....	84.9			132
				BEE HUNTER.....	86.2			
				MARCO.....	88.1			
			X	SANDBORN.....	91.7			66
				WESTPHALIA.....	94.8			
				EDWARDSPORT.....	98.5			
X			X	HOWARD.....	100.0			
				SHASTA.....	101.1			
			X	BICKNELL.....	102.9			
				KIRK.....	105.5			

NOTE—X indicates in service.

The direction from Kirk to Kraft is eastward.

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
Camby	Kraft
Brick	Kraft
Elk	Kraft
Silex	Kraft

Block-Limit Station

Controlled by

Rudd	Switz City
Minich	Switz City
Bushrod	Switz City
Sandborn	Switz City
Howard	Switz City
Kirk	Switz City

CRAWFORDSVILLE BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Clinton	Sidings Assigned direction Car Capacity 45 ft. cars		
						West	East	Both
				DIVISION POST (St. Louis Div.).....	1.2			
			X	FORT.....	1.1			96
			X	CLINTON.....				

NOTE—X indicates in service.

The direction from Clinton to Fort is eastward.

Block-Limit stations controlled by open block station:

Block-Limit Station	Controlled by
Fort	Clinton

CLAGG-ADE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Clagg
X	X	X		CLAGG..... ADE.....	3.9

NOTE—X indicates in service.

COLUMBUS-DUBLIN JCT. SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Columbus
		X		COLUMBUS..... CLIFFORD..... ST. LOUIS CROSSING..... FLAT ROCK..... LEWIS CREEK..... FENNS..... VINE..... SHELBYVILLE..... RAYS CROSSING..... MANILLA..... HOMER..... RUSHVILLE..... GINGS..... FALMOUTH..... BENTONVILLE.....	6.4 9.2 12.4 15.1 19.2 23.8 24.0 29.0 33.0 35.2 42.2 48.4 52.7 57.3
X	X			DUBLIN JCT. (Cols. Div.).....	62.1

NOTE—X indicates in service.

WAR-CAMP SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from War
		X	X	WAR..... CAMP.....	3.9

NOTE—X indicates in service.

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
War	Atterbury
Camp	Atterbury

BUSHROD-LINTON SUMMIT SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Bushrod
			X	BUSHROD..... SPONSER..... LINTON..... MAUMEE No. 26..... LINTON SUMMIT.....	2.5 2.5 8.5 14.3

NOTE—X indicates in service.

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
Bushrod	Switz City

KIRK-MANN SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Kirk
			X	KIRK..... BRUCEVILLE..... VINCENNES..... MANN.....	3.8 11.5 12.3
X					

NOTE—X indicates in service.

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
Kirk	Switz City

VAN JCT.-KRAFT SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Van Jct.
X	X	X		VAN JCT. (Belt Ry.)..... KRAFT.....	1.4

NOTE—X indicates in service.

THORNE-KITLEY AVE. SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Thorne
X	X	X		THORNE..... KITLEY AVE.....	1.5

NOTE—X indicates in service.

STATIONS	FIRST CLASS			
	◇ 155	◇ 33	§ 27	I.C. 703
	DAILY	DAILY	DAILY	DAILY
Leave	A. M.	A. M.	A. M.	A. M.
LOUISVILLE (L.&N.R.R.)				
I. C. R. R. JCT. (Ky. St.)				7.16
CLAGG				7.22
JEFFERSONVILLE				
BOYD				
SELLERSBURG				
SPEED				
CANEY				
HENRYVILLE				
UNDERWOOD				
SCOTTSBURG				
AUSTIN				
CROTHERSVILLE				
SEYMOUR				
REED				
JONESVILLE				
GARDEN				
COLUMBUS				
BROOK				
EDINBURG				
ATTERBURY				
ELVIN				
FRANKLIN				
LAND				
WHITELAND				
GREENWOOD				
SOUTHPORT				
DALE				
I.U.RY. INTERLOCKING				
THORNE	12.22	2.57	5.57	
PINE				
INDIANAPOLIS (I.U.Ry.)	\$ 12.35	\$ 3.10	\$ 6.10	
		# 3.17	6.30	
WOODS				
KRAFT				
DAVIS		3.29	6.52	
BURR				
LEBANON				
REAGAN				
CLINTON				
FRANKFORT				
ELLIS				
SEDALIA				
RAY				
CUTLER				
BRINGHURST				
FLORA				
CAMDEN				
FLAX				
CLYMERS				
VAN.....(Logan Div.)				
LOGANSPOET				
Arrive	A. M.	A. M.	A. M.	A. M.
	155	33	27	I.C. 703

FIRST CLASS					
◇ 31	◇ 65	315	§ 67	03	
DAILY	DAILY	DAILY	DAILY	DAILY	
A. M.	A. M.	A. M.	A. M.	A. M.	
		\$ 8.30			
		8.36			
		\$ 8.40			
		8.43			
		8.49			
		8.55			
		\$ 9.08			
		F 9.14			
		9.19			
		\$ 9.31			
		9.46			
		\$ 9.50			
		9.53			
		10.02			
		10.05			
		10.13			
		\$ 10.16			
		10.27			
		10.35			
		10.39			
8.36	9.12		10.54	11.24	
\$ 8.50	\$ 9.25	\$ 10.40	\$ 11.07	W 11.37	
# 9.00	# 9.30	10.50	# 11.15	# 11.43	
9.12	9.42	11.05	11.30	11.55	
		11.16			
		11.27			
		11.42			
		\$ 11.47			
		11.55			
		12.05			
		\$ 12.08			
		F 12.15			
		12.18			
		12.24			
		12.35			
		\$ 12.38			
A. M.	A. M.	P. M.	A. M.	A. M.	
31	65	315	67	3	

STATIONS	FIRST CLASS		
	* 319	◇ 11	□ 309
	DAILY	DAILY	
Leave	P. M.	P. M.	P. M.
LOUISVILLE (L.&N.R.R.)	\$ 2.00		5.00
I. C. R. R. JCT. (Ky. St.)			
CLAGG	2.05		5.06
JEFFERSONVILLE	\$ 2.11		
BOYD	2.14		5.12
SELLERSBURG			
SPEED	2.20		5.18
CANEY	2.26		5.24
HENRYVILLE			
UNDERWOOD			
SCOTTSBURG	\$ 2.40		5.35
AUSTIN			
CROTHERSVILLE	2.49		5.42
SEYMOUR	\$ 3.02		5.54
REED			
JONESVILLE			
GARDEN	3.17		
COLUMBUS	\$ 3.21		6.12
BROOK	3.25		
EDINBURG	F 3.35		
ATTERBURY	3.39		6.24
ELVIN	3.46		
FRANKLIN	\$ 3.50		
LAND			
WHITELAND			
GREENWOOD	4.01		6.48
SOUTHPORT			
DALE	4.12		6.58
I.U.RY. INTERLOCKING	4.16		7.01
THORNE		4.42	
PINE			
INDIANAPOLIS (I.U.Ry.)	\$ 4.18	\$ 4.55	\$ 7.03
	4.30	5.20	7.05
WOODS			
KRAFT			
DAVIS	4.47	5.37	7.22
BURR	4.58		7.33
LEBANON	A 5.10		7.44
REAGAN			
CLINTON	5.24		8.04
FRANKFORT	\$ 5.29		
ELLIS	5.35		
SEDALIA			
RAY			
CUTLER			
BRINGHURST	5.48		8.23
FLORA	F 5.51		
CAMDEN	F 5.56		
FLAX	5.59		
CLYMERS	6.07		8.37
VAN (Logan Div.)	6.17		8.46
LOGANSPORT	\$ 6.20		
Arrive	P. M.	P. M.	P. M.
	319	11	309

FIRST CLASS				
327	13	I.C. 733	† 93	◇ 307
DAILY	DAILY	DAILY	DAILY EX. SUN & MON	DAILY
P. M.	P. M.	P. M.	P. M.	P. M.
\$ 8.00				\$ 11.30
		10.20		
8.06		10.25	Will Not Run	11.36
\$ 8.12			June 1	\$ 11.42
8.16			July 6	11.46
			Sept. 7	
8.22			Nov. 25, 26	
8.28			Dec. 25 1948	
\$ 8.43			Jan. 1 1949	12.12
8.51				
\$ 9.05				\$ 12.37
9.22				12.52
\$ 9.27				\$ 1.00
9.31				1.04
9.40				1.14
9.43				1.17
9.50				1.25
9.52				
10.03				1.38
10.12				1.47
10.14				1.49
	9.42		11.15	
\$ 10.20	\$ 9.55		E 11.30	\$ 1.50
	10.20		12.01	2.00
	10.37		12.18	2.17
				2.28
				2.40
				3.00
				\$ 3.07
				3.14
				3.29
				3.39
				3.48
				4.15
P. M.	P. M.	P. M.	A. M.	A. M.
327	13	I.C. 733	93	307

STATIONS	FIRST CLASS			
	306	916	6	
	A. M.	A. M.	A. M.	
LOUISVILLE (L.&N.R.R.)	\$ 6.10			
I. C. R. R. JCT. (Ky. St.)				
OLAGG	5.55			
JEFFERSONVILLE	\$ 5.47			
BOYD	5.37			
SELLERSBURG				
SPEED				
CANEY				
HENRYVILLE				
UNDERWOOD				
SCOTTSBURG	5.12			
AUSTIN				
CROTHERSVILLE				
SEYMOUR	\$ 4.53			
REED				
JONESVILLE				
GARDEN				
COLUMBUS	4.29			
BROOK				
EDINBURG				
ATTERBURY	4.14			
ELVIN				
FRANKLIN				
LAND				
WHITELAND				
GREENWOOD	3.54			
SOUTHPORT				
DALE	3.44			
I.U.R.Y. INTERLOCKING	3.41			
THORNE		5.18	6.58	
PINE				
INDIANAPOLIS (I.U.Ry.)	\$ 3.40 \$ 3.25	\$ 5.05 \$ 4.35	\$ 6.45 \$ 6.00	
WOODS				
KRAFT				
DAVIS	3.08	4.20	5.45	
BURR	2.57			
LEBANON	2.40			
REAGAN				
CLINTON	2.15			
FRANKFORT	\$ 2.12			
ELLIS	2.01			
SEDALIA				
RAY				
CUTLER				
BRINGHURST	1.49			
FLORA				
CAMDEN				
FLAX	1.40			
OLYMERS	1.35			
VAN.....(Logan Div.)	1.25			
LOGANSPOET				
Leave	A. M. DAILY	A. M. DAILY	A. M. DAILY	
	⊗ 306	≈ 916	§ 6	

FIRST CLASS			
I.C. 712	326	308	
A. M.	P. M.	P. M.	
	\$ 12.20	\$ 1.55	
8.08			
8.03	12.12	1.48	
	\$ 12.07		
	12.02	1.40	
	11.55	1.34	
	11.48	1.27	
	\$ 11.36	1.16	
	\$ 11.26		
	11.19	1.08	Will Run
	\$ 11.05	12.58	
			Apr. 26.29
	10.45		May 2.5.8
	\$ 10.40	12.37	11.14.17.20.
	10.34		23.26.29
			June 1.4.7.
	10.26	12.21	10.13.16.19.
	10.20		22.25.28
	\$ 10.16	12.13	July 1.4.7.
			10.13.16.19.
			22.25.28.31
	9.57	12.02	Aug. 3.6.9.
			12.15.18.21.
	9.46	11.53	24.27.30
	9.42	11.49	Sept. 2.5.8.
			11.14.17.20.
			23.26.29
	\$ 9.40	11.48	Oct. 2.5.8.
		\$ 11.45	11.14.17.20.
			23.26.29
			Nov. 1.4.7.
			10.13.16.19.
			22.25.28
		11.30	Dec. 1.4.7.
			10.13.16.19.
			22.25.28.31
			1948
		10.45	
		10.29	
		10.15	
		10.08	
A. M. DAILY	A. M. DAILY	A. M.	
I.C. 712	326	◇ 308	

STATIONS	FIRST CLASS			
	4	316	66	30
	P. M.	P. M.	P. M.	P. M.
LOUISVILLE (L. & N. R. R.)		\$ 4.45		
I. C. R. R. JCT. (Ky. St.)				
CLAGG		4.40		
JEFFERSONVILLE		\$ 4.37		
BOYD		4.32		
SELLERSBURG				
SPEED		4.26		
CANEY		4.20		
HENRYVILLE				
UNDERWOOD				
SCOTTSBURG		\$ 4.09		
AUSTIN		F 4.01		
CROTHERSVILLE		3.55		
SEYMOUR		\$ 3.45		
REED				
JONESVILLE				
GARDEN		3.26		
COLUMBUS		\$ 3.21		
BROOK		3.08		
EDINBURG		2.58		
ATTERBURY		2.52		
ELVIN		2.44		
FRANKLIN		\$ 2.42		
LAND				
WHITELAND				
GREENWOOD		2.30		
SOUTHPORT				
DALE		2.20		
I. U. RY. INTERLOCKING		2.16		
THORNE	2.03		2.43	5.08
PINE				
INDIANAPOLIS (I. U. Ry.)	# 1.50 X 1.45	\$ 2.15 \$ 2.05	\$ 2.30 \$ 2.20	\$ 4.50 \$ 4.40
WOODS				
KRAFT				
DAVIS	1.32	1.50	2.07	4.28
BURR		1.39		
LEBANON		\$ 1.28		
REAGAN				
CLINTON		1.12		
FRANKFORT		\$ 1.10		
ELLIS		1.04		
SEDALIA				
RAY				
CUTLER				
BRINGHURST		12.46		
FLORA		\$ 12.42		
CAMDEN		\$ 12.37		
FLAX		12.29		
CLYMERS		12.25		
VAN (Logan Div.)		12.15		
LOGANSPORT		\$ 12.10		
Leave	P. M. DAILY ◇ 4	P. M. DAILY 316	P. M. DAILY \$ 66	P. M. DAILY ◇ 30

FIRST CLASS				
64	320	26	I.C. 732	32
P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 7.50			
			9.17	
	7.42		9.13	
\$	7.37			
	7.31			
	7.26			
	7.20			
	\$ 7.06			
	7.00			
	6.54			
\$	6.42			
	6.22			
	\$ 6.12			
	6.05			
F	5.57			
	5.52			
	5.45			
	5.43			
	5.29			
	5.19			
	5.16			
5.24		10.33		11.13
# 5.11	\$ 5.15	10.20		11.00
\$ 5.07	\$ 5.00	\$ 10.00		\$ 10.50
4.55	4.45	9.45		10.35
	4.34			
	4.23			
	4.07			
\$	4.05			
	3.59			
	3.48			
	F 3.45			
	F 3.39			
	3.37			
	3.31			
	3.23			
\$	3.20			
P. M. DAILY	P. M. DAILY	P. M. DAILY	P. M. DAILY	P. M. DAILY
◇ 64	□ 320	\$ 26	I.C. 732	◇ 32

WESTWARD

STATIONS	FIRST CLASS			
	Leave	SOU. 762		
		DAILY A. M.		
ADE.....		8.26		
STATE.....		S 8.29		
NEW ALBANY.....				
(Southern Ry.)				
	Arrive	A. M.		
		SOU. 762		

EASTWARD

STATIONS	FIRST CLASS			
	Arrive	SOU. 783		
		P. M.		
ADE.....		5.00		
STATE.....		S 4.58		
NEW ALBANY.....				
(Southern Ry.)				
	Leave	P. M.		
		DAILY SOU. 783		

TICKET OFFICES OPEN FOR SALE OF TICKETS

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
All trains		Louisville.....	All trains	
315	327	Jeffersonville.....		
All trains		Scottsburg.....	All trains	
315	316	Austin.....		
315	326	Seymour.....		
All trains		Columbus.....	All trains	
315	319	Edinburg.....		
326	316	Franklin.....		
All trains		Indianapolis.....	All trains	
316	319	Lebanon.....		
315	319	Frankfort.....		
315	320	Flora.....		
315	320	Camden.....		

TRAINS WAIT FOR CONNECTION

JUNCTION	TRAIN	DUE	MINS. WAIT	CONNECTION FROM	DUE
Indianapolis.....	No. 306	3.40 A. M.	20	No. 33.....	3.10 A. M.
	No. 326	9.40 A. M.	20	No. 65.....	9.25 A. M.
	No. 30	4.50 P. M.	20	No. 319.....	4.18 P. M.
	No. 64	5.07 P. M.	20	No. 319.....	4.18 P. M.
	No. 32	11.00 P. M.	20	No. 327.....	10.20 P. M.

When passengers are reported.

U. S. MAIL WORK

STATIONS	Westward				Eastward			
	315	319			306	316		
Sellersburg	CD					N		
Speed	CD	CD				CD		
Memphis	CD	CD				CD		
Henryville	CD					N		
Underwood	CD	CD				CD		
Scottsburg					N			
Austin	CD							
Crothersville	CD					CD		
Jonesville	CD	CD				CD		
Columbus					N			
Taylorville	CD	CD				CD		
Whiteland	CD	CD				CD		
Greenwood	N	CD				CD		
Southport	CD	CD				CD		

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

E—Train stops, mail received or delivered, or both.

I—Stop on signal to receive or deliver U. S. Parcel Post Mail.

J—Regular stop, daily except Sunday to exchange mail.

K—Reduce speed to 10 miles per hour to deliver mail.

L—Reduce speed to 5 miles per hour to exchange mail.

M—Reduce speed to 20 miles per hour to exchange mail.

N—Reduce speed to 40 miles per hour to exchange mail.

NOTE—Letters and characters as used on this page have no reference to their application as provided for in special instructions ★1201 or 1202.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

STATIONS	SL-31 (1)	PH-9 (1)	VL-7 (1)	CL-1 (5)	SW-1 (1)	PH-11 (1)	IS-1 (1)	CI-3 (1)	
Leave	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
JEFFERSONVILLE									
COLUMBUS									
NORTH MADISON									
BENTONVILLE									
THORNE									
Hawthorne Yard } Arr.		4.00	3.00	4.00	4.00	4.45		10.00	
(INDIANAPOLIS) } Lv.	12.00	4.20	3.20	4.15	4.35	5.05		10.20	
KRAFT		6.45			5.20	6.50	8.20		
DAVIS	1.00	7.30			6.30	8.00	9.30		
FRANKFORT									
LOGANSPT (VAN.)									
SPENCER									
BUSHROD									
BICKNELL									
VINCENNES									
Arrive	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	

(1) Daily.

(2) Daily except Sunday.

(3) Tuesday, Thursday, Saturday.

(4) Daily except Wednesday.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

STATIONS	IL-3 (1)	BIC-1 (3)	XD-2 (1)	CO-5 (2)	SD-2 (1)	THC-1 (3)	IL-1 (1)	LC-11 (1)	IS-3 (1)	IS-15 (2)	IS-17 (5)	IS-5 (5)	IS-19 (2)	IS-7 (2)	IS-13 (2)	IS-11 (2)	IS-101 (2)	IS-9 (2)
JEFFERSONVILLE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
SPEED	9.00						6.00	9.30								2.20		
AUSTIN																		
COLUMBUS	11.45						7.15					8.00	9.00	4.00		4.00		
NORTH MADISON														12.01		7.00		
BENTONVILLE													1.00					
THORNE																		
DALE	2.00						9.00	2.15				2.30						
Hawthorne Yard { Arr.	2.45							3.00				3.00						
(INDIANAPOLIS) { Lv.				12.45					11.30	6.30	5.30							
KRAFT		11.00																
DAVIS				2.15			9.45				7.00							5.00
FRANKFORT			10.00	4.15	5.15	7.30	11.15										3.00	9.00
LOGANSPT (VAN.)		5.00	11.30	7.30	7.00	9.30	12.15			1.30	1.00				12.30	4.30	7.00	
SPENCER																		
BUSHROD																		
BICKNELL									7.30									
VINCENNES																		
Arrive	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Tuesday, Thursday, Saturday.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

STATIONS	XD-6 (1)	PH-10 (3)	VL-2 (1)	CL-4 (1)	SW-8 (1)	VL-8 (1)	SW-30 (1)	SL-32 (2)	CL-2 (4)
JEFFERSONVILLE	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.
COLUMBUS									
NORTH MADISON									
BENTONVILLE									
THORNE	1.00	5.35	11.45	3.30	9.45	12.01	1.30		8.00
Hawthorne Yard { Lv.	12.40	5.15	11.25	3.10	9.25	11.40	1.10		7.40
(INDIANAPOLIS) { Arr.		4.15	11.00		7.45	10.45	11.30	2.30	
KRAFT									
DAVIS		3.15	10.15		7.00	10.00	10.45	12.30	
FRANKFORT									
LOGANSPT (VAN.)									
SPENCER									
BUSHROD									
BICKNELL									
VINCENNES									
Leave	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Monday, Wednesday, Friday.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

STATIONS	IL-2 (1)	CO-6 (1)	IL-4 (1)	IS-22 (1)	SD-1 (1)	IS-4 (1)	BIC-1 (2)	XD-1 (1)	IS-16 (3)	IS-18 (4)	IS-6 (4)	IS-2 (2)	IS-8 (2)	IS-12 (2)	IS-20 (2)	IS-14 (2)	IS-10 (2)
Arrive	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	A. M.
JEFFERSONVILLE	6.30		3.00	8.30										7.00			
AUSTIN											5.00			4.00			
COLUMBUS				6.00									8.00	12.01	5.00		
NORTH MADISON															1.00		
BENTONVILLE																	
THORNE																	
DALE	3.45		10.30	4.00							10.30						
Hawthorne Yard { Lv.			9.30	3.00							10.00						
(INDIANAPOLIS) { Arr.		3.30	12.01						1.30	3.00							
KRAFT							7.30										
DAVIS	2.30	2.45								2.00							
FRANKFORT	1.15				4.00			4.30									
LOGANSPT (VAN.)	12.15	12.30			2.00			2.30		7.30							
SPENCER						7.00			6.30							1.00	
BUSHROD												1.45				9.00	
BICKNELL						4.00	11.30					12.30				8.30	
VINCENNES																6.30	
Leave	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

(5) Tuesday, Thursday, Saturday.

(4) Monday, Wednesday, Friday.

(3) Daily except Monday.

(2) Daily except Sunday.

(1) Daily.

SPECIAL INSTRUCTIONS

Note—Five-point star symbol (★) indicates Special Instructions of System application.

★ 1001. A rule referred to by number, unless otherwise specified, is a rule in the "Operating, Signal And Interlocking Rules."

STANDARD TIME

★ 1101. Central Standard Time applies on this Division.

★ 1102. Referring to Rule 2, drivers of track cars must use reliable watches.

LETTERS AND CHARACTERS

★ 1201. The following letters and characters in schedules indicate:

- S—Regular stop.
- F—Stop on signal to receive or discharge passengers.
- A—Stop on signal to receive passengers.
- B—Stop on signal to discharge passengers.
- C—Regular stop to receive passengers.
- D—Regular stop to discharge passengers.
- E—Regular stop for express, mail or newspapers.
- G—Regular stop, Saturday only.
- H—Regular stop, Saturday only, to receive passengers.
- J—Regular stop, Saturday only, to discharge passengers.
- K—Regular stop, Sunday only.
- L—Stop on signal, Sunday only, to receive or discharge passengers.
- M—Regular stop daily except Saturday and Sunday.
- N—Regular stop daily except Sunday.
- No baggage service.
- ⊕—No baggage service Sunday.
- †—Passenger train—schedule assigned to rail motor cars.
- *—Passenger train—schedule assigned to handle passenger freight equipment.
- ◇—Passenger train—No train baggageman.
- #—Indicates train that will not be operated on specified dates or holidays shown on schedule pages.

1202.

- §—No train baggageman between Thorne and Indianapolis.
- ≈—No train baggageman between Indianapolis and Davis.
- No train baggageman between Van and Indianapolis.
- ⊗—No train baggageman between Louisville and Indianapolis.
- W—Stop on signal to receive passengers for St. Louis and beyond.
- X—Stop on signal to discharge passengers from St. Louis and beyond.
- #—Train may leave in advance of Time-Table schedule leaving time when station work is completed but not earlier than the Time-Table schedule arriving time.

COLOR SIGNALS

★ 1301. At the end of two main tracks where switch is not interlocked nor spring switch is in service, when the switch is set for trains to move in normal direction, switch lamp will display white disc (green light at night). When the switch is set against train movement in normal direction, switch lamp will display red disc (red light at night).

★ 1302. A yellow flag or light placed to the right of track indicates the approach to a portion of track covered by a slow order and is located a sufficient distance ahead of the obstruction to permit the speed of train to be reduced from maximum authorized speed to the speed required.

The end of the restricted territory will be indicated by a green flag or light.

NOTE—The requirements of Special Instruction ★1302 will be considered as having been complied with when Western Region standard slow and resume boards are used instead of yellow and green flags. Yellow and green lights will be used.

HAND, FLAG AND LAMP SIGNALS

1401. An oil lamp must be used for the red light prescribed by Rule 35, Night Signals—to be used by flagman.

ENGINE WHISTLE SIGNALS

1501.

Track	From	To	Eastward	Westward
A	Kitley Ave.	Thorne	— — — — — o	— o — — — — — o
B	Thorne	Kitley Ave.	— o — — — — — o	— — — — — o

COMMUNICATING SIGNALS

★ 1601. When communicating signal is inoperative and cannot be put in working condition without detention, train may proceed after conductor and engineman have an understanding as to how train is to be operated.

TRAIN SIGNALS

1702. Trains of foreign railroads may display train signals as required by the operating rules of their respective railroads, when on this division.

USE OF SIGNALS

Fusees And Torpedoes

★ 1801. When a pusher engine is assisting a train, coupled behind the cabin car, and the flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fusees should be met by dropping them off between the cabin car and pusher engine on the track the train is using, and not between that track and an adjoining track.

1802. On account of fire hazard lighted fusees must not be displayed on bridges or trestles unless necessary to prevent an accident.

1803. Minimum number of fusees and torpedoes which must be carried as part of equipment in services indicated:

	Fusees	Torpedoes
Passenger Service	8	16
Freight Service	12	24
Engines in Road Service	3	6
Engine in Shifting Service	2	4
Track Cars	3	6

Switch Stands Not Equipped With Lighted Switch Lamps

1804. Switch stands at the following locations either not equipped with switch lamps or equipped with switch lamps not lighted:

Location	Main, Secondary track or siding	Switch
Madison Branch	Main and Sidings	All switches
Vincennes Branch	Sidings	All switches
Clagg-Ade	Secondary	All switches
Columbus-Dublin Jet.	Secondary	All switches
War-Camp	Secondary	All switches
Bushrod-Linton Summit	Secondary	All switches.

SUPERIORITY OF TRAINS

★ 1901. Eastward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

GENERAL ORDERS, BULLETIN BOARDS, EMPLOYEES' REGISTERS, STANDARD CLOCKS

★ 2001. Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of Employees' Registers and Standard Clocks on this Division, also locations on this Division where General Orders of other Divisions will be posted and delivered.

Bulletin Board	Employees' Register	Standard Clock	Location	Other Divisions
X	X	X	Louisville— Telegraph Office, Union Station	Logansport I. U. Ry. Logansport I. U. Ry.
X	X	X	Assistant Trainmaster's Office	
X			L. & N. R. R. Oak Street—Yard Office	
X			South Yards—Yard Office	
X			South Yards—Enginehouse	
X			Tenth Street—Enginehouse	
X			I. C. R. R. Train Master's Office	
X			Oak Street—Telegraph Office	
X			Seventh Street—Station Master's Office	
X			K. & I. T. R. R. General Yard Master's Office	
X	X	X	Jeffersonville—Yard Office	I. U. Ry.
X	X	X	Columbus— Yard Office Block Station	I. U. Ry.

Bulletin Board	Employee Register	Standard Clocks	Location	Other Divisions
X	X	X	Indianapolis— Hawthorne Yard Crew Dispatcher's Office	Logansport Columbus St. Louis Cincinnati I. U. Ry. C. M. St. P. & P. R. R. I. U. Ry. I. U. Ry.
X	X	X	Yard Office, 300 Yard Enginehouse—Foreman's Office Union Station—"UN" Telegraph Office Union Station Concourse—Yard Master's Office	Logansport Columbus St. Louis Cincinnati I. U. Ry. I. U. Ry. I. U. Ry. I. U. Ry.
X	X	X	Pine—Block Station South Street—Yard Office West Street—Yard Office Transfer Yard—Yard Office	I. U. Ry. C. M. St. P. & P. R. R.
X	X	X	Spencer—Freight Station	I. U. Ry. C. M. St. P. & P. R. R.
X	X	X	Bicknell—Engine House	I. U. Ry. C. M. St. P. & P. R. R.
X			Central Indiana R. R. Lebanon—Engine House Office	
X			Southern R. R. New Albany—Yard Office Youngstown—Yard Office Huntingburg—Yard Office Milltown—Yard Office Princeton—Yard Office	
X			I. C. R. R. Fulton—Passenger Station Paducah—Passenger Station Paducah—Enginehouse	
X			C. M. St. P. & P. R. R. Latta—Yard Office Latta—Enginehouse	

Note—X Indicates in Service.

2002. Standard Clocks At Other Points:
Train Dispatcher's Office.

★ **2003.** At points where there is no designated employee on duty to witness signatures as required by **Rule 75b**, conductor or engineman must witness the signatures of all members of his crew.

GENERAL ORDER ZONES

★ **2101.** General Order Zones on this Division are as follows:

Zone A—

Between:

Boyd and Dale.

Madison Branch.

Columbus and Dublin Jet.

War and Camp.

Davis and Division Post, Logansport Division, 3210 feet east of Van.

Division Post, St. Louis Division, 289 feet east of Fort and Clinton.

Zone B—

Between:

Division Post, Columbus Division, 1885 feet east of Thorne and I. U. Ry. Interlocking.

Thorne and Kitley Ave.

Dale and I. U. Ry. Interlocking.

West Street, I. U. Ry., and Division Post, St. Louis Division, 4786 feet west of Davis.

Van Jct. (Belt Ry.) and Kraft.

Kraft and Maywood.

Zone C—

Between:

Maywood and Kirk.

Bushrod and Linton Summit.

Kirk and Mann.

Zone D—

Between:

I. C. R. R. Jct., Kentucky St. and Clagg.

Louisville and Boyd.

Clagg and Ade.

New Albany Branch.

Qualification of Conductor Or Engineman

2102. A conductor or an engineman who has not made a trip, either in service or a special trip in such manner as to keep posted on the physical characteristics of his own division, or a part of it, or over connecting divisions used in interdivisional service within a period of six months, must not be used on such portions of the road until he has made one or more trips. In such cases it will be necessary to go over the portion of the division involved, be examined and qualified by the proper division officer.

When a conductor or engineman makes a trip (not in service) for the purpose of retaining his qualifications he must notify the Superintendent in writing, giving necessary details, and have conductor or engineman witness his certification.

Conductors or enginemen extending their qualifications by making trips (not in service) must be reexamined after the expiration of one year.

TRACK ASSIGNMENTS

2201.

Single Track

Track	Between	And
Main Line	I. C. R. R. Jct., Kentucky St.	Clagg
	Clagg	I. U. Ry. Interlocking
	Davis	Division Post (St. Louis Div.)
	Davis	Clymers
New Albany Branch	Ade	State
Madison Branch	Madison	Columbus
Vincennes Branch	Kraft	Kirk
Crawfordsville Branch	Division Post (St. Louis Div.)	Clinton

2202.

Two or More Tracks

Current of traffic is as follows:

Between:	Main Line	No. 2 Track	No. 1 Track	No. 3 Track
Division Post (Cols. Div.) and I. U. Ry. Interlocking	Westward	Eastward		
West St., I. U. Ry. and Davis	Westward	Eastward		
Clymers and Division Post (Logan. Div.)	Westward	Eastward		
Davis and Kraft				Eastward Freight

NOTE—Tracks are numbered from south to north

2203. Secondary Tracks of Assigned Direction

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission from	Note
A	Kraft	Van Jct. (Belt Ry.)	Eastward	Kraft	Kraft	1
B	Van Jct. (Belt Ry.)	Kraft	Westward	Kraft	Kraft	1
A	Kitley Ave.	Thorne	Eastward	Thorne	Thorne	2-3
B	Thorne	Kitley Ave.	Westward	Thorne	Thorne	2-3

Signalmen must keep a record for secondary tracks under their jurisdiction and record thereon all movements, showing engine number, direction, place, and time track is occupied or cleared.

NOTE 1. Eastward movements made on signal indication at Kraft, westward movements made on signal indication at Van Jct. (Belt Ry.). Permission must be obtained from Kraft to use this track at any point between Kraft and Van Jct. (Belt Ry.)

NOTE 2. 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.

NOTE 3. Referring to Rule 105b—Rule 99 will apply.

2204. Secondary Tracks of No Assigned Direction

Track	Between	And	Controlled by	Note
Ade (W)	Clagg	Ade	Ade	
Dublin Jct (W)	Columbus	Dublin Jct.	Columbus	1
Camp (W)	War	Camp	Atterbury	
Bushrod (W)	Bushrod	Linton Summit	Switz City	2
Kirk (W)	Kirk	Mann	Switz City	3

(E) (W) Indicates time-table direction, from point first named.

Signalman must keep a record for secondary tracks under their jurisdiction and record thereon all movements, showing engine number, direction, place, and time track is occupied or cleared.

NOTE 1. All train and engine movements prohibited west of Bentonville.

NOTE 2. Referring to Rule 105b—Rule 99 will apply between Bushrod and Linton.

NOTE 3. Referring to Rule 105b—Rule 99 will apply.

MOVEMENT OF TRACK CARS

2301. Track cars will be governed as specified by Rule 80 on portions of the division as follows:

All main tracks, secondary tracks of assigned direction, and sidings except main tracks between Pine and I. U. Ry. Interlocking, West Street, I. U. Ry. and Woods.

★ **2304.** Signalmen will not admit a one-man track car to a block which is occupied by an approaching train, nor permit any train to enter a block which is occupied by a one-man track car without instructions from the Superintendent.

Movement of Detector Cars, Burro Cranes, etc.

★ **2305.** Unless otherwise provided, Rules and Special Instructions applying to movement of track cars will apply to detector cars (device for detecting defective rails), burro cranes or cars of similar type or construction, except that detector cars will display markers in accordance with Rules 19 and 19a and will not be required to conform to speed for track cars.

Detector cars will be designated as Detector car extra, burro cranes as Burro crane extra and other cars in a like manner.

When detector cars are testing rail in manual block system territory, Rule 316 will apply to following movements.

MOVEMENT OF TRAINS

2401. Location of Train Dispatchers—
Indianapolis.

Movements on main tracks will be in charge of Train Dispatchers of this Division, except;

Between—

Thorne and Division Post located 1885 feet east thereof;

Davis and Division Post located 4786 feet west thereof;

Fort and Division Post located 289 feet east thereof; where movements will be in charge of Train Dispatcher of connecting Division and orders issued over signature of the Superintendent of that Division.

★ **2402. Rule S-83:** Except on portions of the railroad where Rule 261 is in effect, the information as to the arrival or departure of superior trains will be furnished on form CT 1246 or by message, by the signalman at initial stations, junctions or where trains pass from one of two or more tracks to single track or by train orders if furnished to trains before arrival at the points mentioned.

Engineman Pilot

★ **2404.** Enginemen, when acting as pilots, will operate the engine of train to which assigned, unless otherwise instructed.

2406. 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 signalman at Clagg.

2407. Eastward trains will take coal at Kraft when "Coal" sign is displayed at Davis.

2409. Signalmen in charge of main track hand-operated switches when block station is open: Rules 33a and 104a will apply:

Location	Switches
Crothersville	Switch at West end siding.
Atterbury	Switch at East end siding.
Greenwood	Switch at East end siding.
Dale	Switch at East and West end southeast Wye.
Pine	Crossover switches between LaSalle St. Yard and Wye tracks. NOTE—Trains and engines approaching switches on main track with the current of traffic will be governed by fixed signal indication. Trains and engines may occupy crossovers without observing Rule 152.
Burr	Switch at West end siding.
Lebanon	Switches at West end Milk Track and West end siding.
Clinton	Switches at Block Station.
Bringhurst	Crossover switches at Block Station.

If necessary to change any route for which proceed indication has been given to an approaching train or engine, switch must not be changed nor proceed indication given for any conflicting movement until train or engine for which proceed indication was first given, has stopped.

Hand Operated Switches Equipped With Electric Locks

2411. The following switches are equipped with electric lock; permission to unlock must be obtained from signalman:

Location	Switch	Controlled by
Clagg	No. 1 track to Hirsch Brothers	Clagg
Clagg	No 1 track to Public Warehouse	Clagg
Clagg	No. 2 track to Ohio Valley Grocery Co.	Clagg
Clagg	No. 2 track to International Harvester Co.	Clagg
Clagg	No. 2 track to Porter Paint Co.	Clagg
Clagg	No. 2 track to Lamppin Transfer Co.	Clagg
Clagg	No. 2 track to Dover track	Clagg
Clagg	No. 2 track to Hill track	Clagg
Clagg	No. 1 track to Clagg-Ade track	Clagg

YARDS AND YARD INSTRUCTIONS

2417. Yards indicated by yard limit boards located at:

Louisville.....	Broadway Street to I. C. R. R., Jct. (Kentucky Street).
New Albany.....	State to Ade.
Boyd.....	Boyd to 2536 feet west of Mile Post 104.
Seymour.....	550 feet west of Mile Post 61 to 1750 feet west of Mile Post 58.
Columbus.....	250 feet west of Mile Post 44 to 245 feet east of Mile Post 40.
Columbus.....	Columbus to 1000 feet east of Mile Post 1 (Madison Branch).
North Madison.....	Mile Post 42 to Madison.
Indianapolis.....	I. U. Ry. Interlocking to 1734 feet east of Mile Post 4 east of Dale.
Davis.....	Davis to 2640 feet west of Mile Post 8.
Frankfort.....	825 feet west of Mile Post 46 to 2988 feet west of Mile Post 80.
Frankfort.....	Clinton to 1008 feet east of Mile Post 77 (Crawfordsville Branch).
Kraft.....	Kraft to 2443 feet west of Mile Post 6 west of Maywood.
Martinsville.....	1250 feet west of Mile Post 28 to 2100 feet west of Mile Post 31.
Spencer.....	1175 feet west of Mile Post 53 to Mile Post 56.
Worthington.....	Mile Post 72 to Mile Post 75.
Bushrod.....	2640 feet west of Mile Post 83 to 2640 feet west of Mile Post 86.
Bicknell.....	Howard to Kirk.

Oscillating Head And Rear Lights

2419. When a train equipped with an oscillating red light on either engine or rear car is disabled or stopped suddenly by an emergency application of the air brakes or other causes, the oscillating red light or lights will be turned on immediately. Trains approaching from either direction must stop clear of train displaying oscillating red light or lights until it is ascertained that it is safe to proceed.

Non-interlocked Railroad Crossing At Grade

2427. Movements of trains or engines on tracks of this division over non-interlocked railroad crossings at grade will be governed as follows:

Location	Signals, Etc., Governing Movements Over Crossings		Requirements
	Type	Indication or Position	
Seymour— B. & O. R. R.	Target.	Diagonal.	Stop before crossing.
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.
Franklin— C. C. C. & St. L. R. R.	Target and Gate.	Diagonal and Gate Clear.	Approach crossing not exceeding 10 miles per hour prepared to stop.
Frankfort— C. I. & L. R. R.	Target and Gate.	Horizontal and Gate Clear.	Stop before crossing.
N. Y. C. & St. L. R. R.	Semaphore.	Vertical.	Stop before crossing.
West of Minich— C. C. C. & St. L. R. R.	None.	None.	Stop. It must be known that crossing is clear before using.
Sponsler— C. M. St. P. & P. R. R.	Gate.	Gate Clear.	Stop before crossing. Normal position of gate is against trains on this division.
West of Linton— C. I. & L. R. R.	None.	None.	Stop. It must be known that crossing is clear before using.
Vincennes— B. & O. R. R.	Target.	Diagonal.	Stop before crossing.
Elizabethtown— C. M. St. P. & P. R. R.	None.	None.	Stop before crossing.
North Vernon— B. & O. R. R.	Target.	Vertical.	Stop before crossing.
C. C. C. & St. L. R. R.	Target.	Vertical.	Stop before crossing.
Rushville— B. & O. R. R.	Gate.	Gate Clear	Stop before crossing.
N. Y. C. & St. L. R. R.	None.	None.	Stop. It must be known that crossing is clear before using.
Jeffersonville— B. & O. R. R.	None.	None.	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 tar- get and gate is against trains on this division.
K. & I. T. R. R.	Position Light.	Restricting.	Signal aspects govern after stopping.

Automatic Highway Crossing Signals

★ **2450.** Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with **Rules 14 (I)** and **30**. They operate when trains approach crossings with or against the current of traffic on main tracks only.

Trains approaching a highway crossing on a siding or yard track, adjacent to tracks crossing a highway protected by automatic highway crossing signals, will run carefully sounding the warning as prescribed by **Rules 14 (I)** and **30**.

When a train passes entirely over a highway crossing protected by automatic highway crossing signals, it must not move in opposite direction over the crossing until protection is provided as prescribed by **Rule 103a**.

To avoid unnecessary operation of the automatic highway crossing signals, switches must not be left open, nor cars left standing on the main track longer than necessary within operating limits of such signals.

When shifting movements are made in the vicinity of a highway crossing protected by automatic highway crossing signals, or when a train is stopped, thereby operating the signals unnecessarily, every effort must be made by trainmen to avoid delay to highway traffic. When it is safe for vehicles or pedestrians to cross the track, the trainman will say "All right" and beckon to cross.

At the following locations a device is provided to cut out the operation of the automatic highway crossing signals by trainmen:

Track	Crossing	Location	Control Device located	Movements
Main	McClain St. Owen St.	Scottsburg	On Block Signal Mast	Eastward and Westward
Main and siding Main	Madison St. King St. Adams St.	Franklin	On Block Signal Mast	Eastward and Westward
No. 0 and No. 1	Holt Road	Indianapolis	In box on signal case, south side of No. 0 track, west of Holt Road	Eastward and Westward
No. 2	Holt Road	Indianapolis	In box on post, north side No. 1 track, east of Holt Road	Eastward and Westward
No. 1	State Route 25	Clymers	In box on post, south side of No. 1 Track, west of State Route 25	Eastward and Westward
No. 2 and siding	State Route 25	Clymers	In box on signal case, north side of No. 2 Track, west of State Route 25	Eastward and Westward
Main	Harrison St. Pike St. Morgan St. Washington St. Jackson St.	Martinsville	In box on North side of Freight Station	Eastward and Westward

When such device is used, no movement may be made over the crossing by their train until protection is provided as prescribed by **Rule 103a**, or the automatic operation of these signals has been restored.

Employees should observe the operation of automatic highway crossing signals and report promptly to the Superintendent any failures to operate properly.

★ **2451.** Electric light indicators are in service on or adjacent to instrument cases of flashing light signals and crossing bells protecting highway crossings.

Indicator light will be displayed when train is operating the flashing light signals or crossing bells. Absence of indicator light indicates normal source of power has failed and that signals or bells will be entirely dependent upon storage battery.

If indicator light is not displayed as train approaches crossing, prompt report must be made to Superintendent.

Manual Highway Crossing Signals

2453. Manually controlled highway crossing signals are located at and controlled from the following points:

Location	Controlled by
INDIANAPOLIS:	
Terrace Ave.....	Crossing Watchman, Madison Ave.
Palmer St.....	
Madison Ave.....	
Minnesota St.....	
Caven St.....	
Arlington Ave.....	Crossing Watchman at Ritter Ave.
Audubon Road.....	
Ritter Ave.....	
Downey Ave.....	
Butler Ave.....	
Emerson Ave.....	
State St.....	Crossing Watchman, State St.
Oriental Ave.....	Crossing Watchman, Southeastern Ave.
Southeastern Ave.....	
Leota St.....	
Harding St.....	Signalman Woods.
Belmont Ave.....	Signalman Woods. Crossing Watchman, Belmont Ave. Signalman Kraft
FRANKFORT:	
Walnut St.....	Signalman Clinton.
Washington St.....	Watchman C. I. & L. Crossing.
NEW ALBANY:	
Sixth St.....	Crossing Watchman, Third St.
Fifth St.....	
Fourth St.....	
Third St.....	
Bank St.....	
Pearl St.....	
State St.....	

Auto-Manual Highway Crossing Signals

2454. At the following locations devices are provided to cut out the automatic operation of the automatic highway crossing signals by crossing watchman, agents, or signalmen, as required for shifting train movements on the main tracks. This equipment is also provided with devices to operate the required highway crossing signals manually for train movements on sidings.

Location	Controlled by	Crossings
AUSTIN	Agent.....	Main St. Morgan St.
CROTHERSVILLE	Signalman.....	Main St. Howard St. Dixon St.
SEYMOUR	Crossing Watchman.....	Laurel St. Brown St. South St. Bruce St. Tipton St.
EDINBURG	Agent.....	Ward St. Perry St. Campbell St. Thompson St. Main Cross St. Centre Cross St.
INDIANAPOLIS	Crossing Watchman.....	Southern Ave. Raymond St.
BRINGHURST	Signalman.....	Main St.
MOORESVILLE	Agent.....	Main St. High St.

Protection For Public Highway Crossings At Grade

2455. Trains or engines must stop before passing over the following public highway crossings at grade, during the hours there is no crossing watchman on duty and, unless otherwise provided, a member of the crew must protect the crossing in advance of each movement over the crossing.

Track	Crossing	Location	No crossing watchman on Duty Between the Hours of	Note
Old Line	Missouri Avenue Indiana Avenue Spring Street Tenth Street	Jeffersonville	Continuously	
Ordinance Spur	State Route 62	Jeffersonville	Continuously	1
Old Madison Line	Sixth Street Jackson Street Third Street Second Street LaFayette Street	Columbus	Continuously	
Madison Branch	Second Street	Columbus	Continuously	
Dublin Jct.	Seventh Street Main Street Third Street South Street	Rushville	Continuously	
Dublin Jct.	Second Street	Rushville	4.00 P. M. and 8.00 A. M. Sunday continuously	
Caven	River Avenue Harding Street	Indianapolis	Continuously	
Starch Works	Kentucky Avenue Morris Street	Indianapolis	Continuously	
Vincennes Branch	Main Street Washington Street	Spencer	Continuously	
Vincennes Branch	Main Street Washington Street	Bicknell	Continuously	
Kirk	Nicholas Street Main Street	Vincennes	Continuously	
Bushrod	State Route 67	Bushrod	Continuously	1

NOTE 1—In addition, at night and when weather conditions obscure vision, place lighted fusee on each side of track before moving over crossing.

2456. Trains or engines must stop before passing over the following public highway crossings at grade and a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location
Arbegust Street	15th St. to 28th St., inclusive	Louisville
Vincennes Branch Midwest Rock Products Co.	State Route 67	1 Mile West of Spencer Freight Station
Vincennes Branch Shasta Coal Corp.	State Route 67	West of Howard

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 103a.

In addition, at night and when weather conditions obscure vision, trains and engines using Midwest Rock Products Co. track west of Spencer and Shasta Coal Corp. track west of Howard will place lighted fusee on each side of track before moving over these crossings.

Rail Motor Cars

★ 2475. Rail motor cars must not use sand in automatic block system territory, except to avoid accidents. When these cars are used as trailers or are being towed, they must be placed only at end of train. If handled by passenger train, it should not consist of more than 15 cars. If handled by freight train, it should not consist of more than 35 cars.

Four-Wheel Cabin Cars

★ 2476. Four-wheel cabin cars must not be allowed to stand in an automatic block unless the block is occupied by other cars or engine. Necessary care must be used at all interlockings and such cabin cars must not be permitted to stand alone between the signals of a block or interlocking station without permission of signalman.

MOVEMENT BY TRAIN ORDERS

2501. Train orders will be issued covering the meeting of First-Class trains on single track at scheduled meeting points, except where **Rules 261, 262 and 263** are in effect.

2502. Trains must not leave their initial station; and first class trains must not leave Indianapolis, without reporting for orders.

2503. At Indianapolis, and Louisville, enginemen of passenger trains are relieved from reporting for orders. Conductor will personally deliver a copy of each order to the engineman, who will compare with the conductor by reading the order aloud. When there are no orders or messages the conductor will personally notify the engineman before the train departs.

★ 2505. While train order signal (**Rule 294, Fig. B**) is displayed in the direction of an approaching train or trains, it must not be passed by any such train on any track except as provided in **Rule 221a**.

★ 2506. Referring to **Rule 221a**, message form C. T. 1250 will be used.

MOVEMENT OF TRAINS IN THE SAME DIRECTION BY BLOCK SIGNALS

★ 2601. **Rules 251, 253 and 254** in effect:

	Track	Between	And
Main Line	No. 1 and No. 2	Division Post (Cols. Div.)	I. U. Ry. Interlocking
	No. 1 and No. 2	West St., I. U. Ry.	Davis
	No. 0	Davis	Kraft
	No. 1 and No. 2	Clymers	Division Post (Logan Div.)
	Single	Dale	I. U. Ry. Interlocking

On two or more tracks signal indication or permission of the signalman will be authority for a train to proceed as an extra.

When a train is to run as a Passenger Extra it will be notified by the signalman, except:

At Indianapolis Union Station, by Operator, UN Office.

OPPOSING AND FOLLOWING MOVEMENT OF TRAINS BY BLOCK SIGNALS

★ 2602. **Rules 261, 262, 263 and 264** in effect:

	Track	Between	And
Main Line	Single	Clagg	Boyd

Signal indication or permission of the Signalman will be authority for a train to proceed as an extra.

When a train is to run as a Passenger Extra it will be notified by the signalman, except:

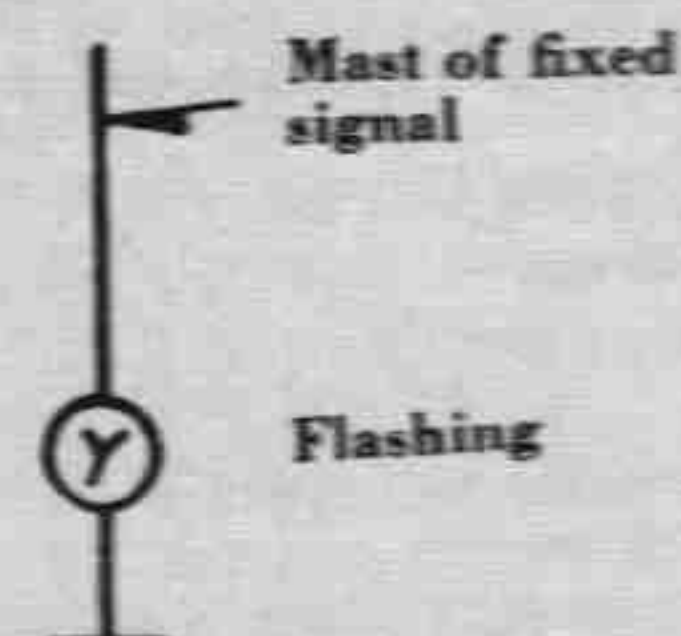
At Louisville Passenger Station, by Operator, D Office.

At Indianapolis Union Station, by Operator, UN Office.

FIXED SIGNALS

2701. Signal aspect not in conformity with typical aspect, in service.

Thorne—Eastward Home Signal, Track A.



NOTE—To apply to trains governed by fixed signal under which located.

INDICATION—Orders.

NAME: Train Order.

CAB SIGNALS

2751. Cab Signal **Rules 295 to 298**, inclusive, are in effect as follows:

For movements with current of traffic.

	Track	Between	And
Main Line	No. 1 and No. 2	Division Post (Cols. Div.)	I. U. Ry. Interlocking

★ 2753. Required departure tests of engines and trains must be made before entering territory in which the use of cab signals is prescribed.

At Indianapolis on engines operating through to Columbus Division, engineman taking charge of an equipped engine will be relieved from making the required departure test.

★ 2754. Departure test of cab signals on engines equipped for forward and backward running will be made from both ends.

When two or more electric engines are coupled in multiple, departure test will be made from front end of leading unit and trailing end of rear unit, noting that all cab signals and warning whistles are operative.

When two or more engines are coupled and it becomes necessary enroute to operate one of the engines from an end from which departure test of cab signals has not been made, the engine must be considered as not equipped.

MANUAL BLOCK SYSTEM

2801. Rules 305 to 373, inclusive, are in effect as follows, except that Rules 316, 317 and S-318 will apply only on portions of the Division as specified:

	Track	Between	And
Main Line	Single	I. C. R. R. Jct., (Kentucky St.)	Clagg
	Single	Boyd	Dale
	Single	Davis	Clymers
New Albany Branch	Single	Ade	State
Madison Branch	Single	Madison	Columbus
Vincennes Branch	Single	Kraft	Kirk
Crawfordsville Branch	Single	Fort	Clinton
Secondary Track	Camp	War	Camp

2802. Rule 316 will apply:

Between—
War and Camp.

2803. Rule 317 will apply:

Between—
I. C. R. R. Jct., (Kentucky St.) and Clagg;
Boyd and Dale;
Davis and Clymers;
Ade and State;
Madison and Columbus;
Kraft and Kirk;
Fort and Clinton.

Two or more tracks—movement against current of traffic except where Rule 261 is in effect.

2804. Rule S-318 will apply:

Between—
I. C. R. R. Jct. (Kentucky St.) and Broadway St. (Louisville);
Ade and State;
Boyd and Mile Post 103;
Mile Post 61 and Mile Post 57 (Seymour);
Mile Post 44 and Mile Post 39 (Columbus);
Mile Post 2 and Columbus (Madison Branch);
Madison and Mile Post 42;
Mile Post 4 and Dale;
Davis and Mile Post 9;
Mile Post 46 and Mile Post 81 (Frankfort);
Mile Post 76 and Clinton (Crawfordsville Branch);
Kraft and Mile Post 7 (Vincennes Branch);
Mile Post 27 and Mile Post 32 (Martinsville);
Mile Post 52 and Mile Post 56 (Spencer);
Mile Post 72 and Mile Post 75 (Worthington);
Mile Post 82 and Mile Post 87 (Bushrod);
Howard and Kirk.

AUTOMATIC BLOCK SYSTEM

2901. Rules 501 to 512, inclusive, are in effect on portions of the Division as follows:

For movements with current of traffic and on single track.

	Track	Between	And
Main Line	Single	Clagg	Boyd
	Single	Dale	I. U. Ry. Interlocking
	No. 1 and No. 2	West St., I. U. Ry.	Davis
	No. 0	Kraft	Davis
	No. 1 and No. 2	Clymers	Van

2915. Rules 501 to 518, inclusive, are in effect on portions of the Division as follows:

For movements with current of traffic.

	Track	Between	And
Main Line	No. 1 and No. 2	Division Post (Cols. Div.)	I. U. Ry. Interlocking

2916. Rule 515—following exceptions authorized:

Between—
Thorne and I. U. Ry. Interlocking.

2917. In the application of Rule 515 the Superintendent may authorize a train to move in cab signal territory by the use of Form C.T. 1400-B or the following form of message:
C & E extra 452 West at A.

You are authorized to operate without cab signals from A to B complying with Rule 516.

INTERLOCKING

3002. Emergency Signals—Whistle or Horn in service as follows:

CLAGG—East side of Motor-House on Draw Span.

3003. Trains and engines must approach home signals governing movements into Clagg Interlocking, at the following points, prepared to stop and be governed by the indication displayed thereon:

K. & I. T. Ry. Jct., Portland Ave.
I. C. R. R. Jct., Main St.
Broadway St.
Eleventh St.

3004. At Railroad crossings protected by Automatic Interlocking, employees will be governed as follows:

Gosport Jct.:

When a train is stopped by the home signal and there is no train approaching on the C. I. & L. R. R., or should no other cause for detaining train be known, the Conductor will, after a thorough understanding with the Engineman, arrange for manual operation of the signal by operating P. R. R. push button in telephone house located east of crossing, and after signal displays proceed indication train may proceed over crossing. If signal does not display proceed indication three minutes forty seconds after push button has been operated, Conductor will report to the Superintendent and be governed by instructions. If means of communication have failed and should no cause for not proceeding over crossing be known, Conductor will reach understanding with Engineman, provide full protection against trains of the C. I. & L. R. R., after which train may pass stop signal and proceed over crossing.

A reverse movement, or forward movement after making a reverse movement, must not be made over crossing until P. R. R. push button, in telephone house located east of crossing, is operated and proceed signal displayed for the movement to be made.

Eastward train to enter siding, will pass home signal displaying proceed indication and stop west of switch, remove padlock, step on treadle, and operate switch. After train has cleared on siding, restore switch normal and replace padlock.

Westward train to enter siding at west switch will pass westward home signal displaying proceed indication and stop west of switch, remove padlock, step on treadle and operate switch. After train has cleared on siding, restore switch normal and replace padlock.

To move from siding to main track: When no train is approaching on P. R. R. or C. I. & L. R. R., remove padlock, step on treadle and operate switch. When train is approaching on P. R. R. or C. I. & L. R. R. wait until movement is completed. When train on P. R. R. or C. I. & L. R. R. has approached interlocking and stopped, remove padlock and operate P. R. R. push button. After three minutes forty seconds, step on treadle and operate switch.

To return to train on main track, operate P. R. R. push button, remove padlock, step on treadle and operate switch.

Cars must not be left standing between home signals.

Track cars must stop at home signal, motor stopped and car pushed over crossing under stop signal after it is known there are no trains approaching on the C. I. & L. R. R.

Instructions for manual operation of signals and electric lock are posted in telephone house east of crossing.

Bee Hunter:

When a train is stopped by the home signal and there is no train approaching on the C. M. St. P. & P. R. R., or should no other cause for detaining the train be known, the Conductor will, after a thorough understanding with the Engineman, arrange for manual operation of the signal by operating P. R. R. time release marked (PENN), located in box on northwest corner of relay house at crossing. If after the expiration of two minutes the signal does not display proceed indication, the train may then proceed over the crossing under stop signal with flag protection, and make a report to the Superintendent.

Eastward trains having cars for delivery to the C. M. St. P. & P. R. R., or if for any other reason it becomes necessary to uncouple the train, stop must be made sufficient distance back of home signal to allow for train to clear the Interlocking while such movements are made and also to permit engine to clear Interlocking when re-coupling to train.

After eastward movement is made, westward movement back to train is made by using push button marked (PENN), located in same box with time release. After westward movement is made back to train, time release must be operated to display proceed indication.

Track cars must stop at home signal, motor stopped and car pushed over the crossing under stop signal after it is known there are no movements approaching on the C. M. St. P. & P. R. R.

Cars must not be left standing between home signals.

Instructions for manual operation of signals are posted in time release box.

Shasta:

When a train is stopped by the home signal and there is no train on the Shasta R. R. within home signal limits, or should no other cause for detaining the train be known, the conductor will, after a thorough understanding with the engineman, and employe in charge of Shasta R. R. train, if one is stopped at home signal, arrange for checking to see that derails on the Shasta R. R. are in derailing posi-

tion. If derails are not in derailing position place them in derailing position by pushing PUSH BUTTON located in telephone shelter box on west end of relay case in north-east angle of crossing and operating time RELEASE located in this box. After the expiration of one and one half minutes the REVERSE electric lock on the derail operating lever, located on west side of Shasta R. R. just north of P. R. R. tracks, can be operated and derail operating lever moved to a position placing the derails on the Shasta R. R. rails with lever fully down in slot of NORMAL electric lock. Signals should then display proceed indication for the P. R. R. Electric locks are marked with an N for NORMAL and an R for REVERSE on the ties supporting them. If after the above procedure, the signals do not display proceed indication for P. R. R., make sure that derails are left in derailing position and proceed over the crossing under stop signal with flag protection, reporting failure to Superintendent.

Track cars must stop, motor stopped and car pushed over the crossing after it is known there are no movements approaching on the Shasta R. R.

Cars must not be left standing between home signals.

Instructions for operating signals and derails are posted in box with push button and time release.

Vincennes:

Trains and engines will stop clear of home signal governing movements over C. & E. I. R. R. crossing and after it is known that crossing is clear, a member of the crew will operate signal by pushing button in box located on back of home signal. If signal does not change to proceed indication and no train or engine is approaching on the C. & E. I. R. R. track, the Conductor will, after a thorough understanding with the Engineman, arrange for manual operation of the signal by operating P. R. R. time release marked (P. R. R.) located in telephone box on south side of track opposite crossing, by pushing button marked (P. R. R.) and holding the button two (2) seconds. If after the expiration of two (2) minutes the signal does not display proceed indication, the train may then proceed over the crossing under stop signal with flag protection, and make a report to the Superintendent.

Cars must not be left standing between home signals.

Instructions for manual operation of signals are posted in time release box.

Track cars must stop at home signal, motor stopped and car pushed over the crossing under stop signal after it is known there are no movements approaching on the C. & E. I. R. R.

SPEEDS

★3101.

SPEED TABLE

Time per Mile Min. Sec.		Miles per Hour	Time per Mile Min. Sec.		Miles per Hour	Time per Mile Min. Sec.		Miles per Hour	Time per Mile Min. Sec.		Miles per Hour
0	36	100	0	48	75	1	12	50	2	24	25
0	38	95	0	51	70	1	20	45	3	00	20
0	40	90	0	55	65	1	30	40	4	00	15
0	42	85	1	00	60	1	43	35	6	00	10
0	45	80	1	05	55	2	00	30	12	00	5

3102. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED
PASSENGER TRAINS AND FREIGHT TRAINS

MAIN LINE	Single Track		No. 2 Track		No. 1 Track		No. 0 Track	
	Pgr.	Ft.	Pgr.	Ft.	Pgr.	Ft.	Pgr.	Ft.
Miles per Hour								
BETWEEN:								
I. C. R. R. Jct. Kentucky St. and Clagg	15	15						
Louisville (L. & N. R. R.) and Broadway Street	30	30						
Broadway Street and West end Ohio River Bridge			30	30	30	30		
West End Ohio River Bridge and West End Clagg Interlocking			70	50	70	50		
West End Clagg Interlocking and Boyd	70	50						
Boyd and Mile Post 103	55	45						
Mile Post 103 and Mile Post 61	70	50						
Mile Post 61 and Mile Post 57	55	45						
Mile Post 57 and Mile Post 44	70	50						
Mile Post 44 and Mile Post 39	55	45						
Mile Post 39 and Mile Post 4	70	50						
Mile Post 4 and Dale	55	45						
Dale and I. U. Ry. Interlocking	40	30						
Division Post (Cols. Div.) and I. U. Ry. Interlocking			70	50	70	50		
West Street I. U. Ry. and Davis			70	50	70	50		
Kraft and Davis							20	20
Davis and Division Post (St. Louis Div.)	70	50						
Davis and Mile Post 9	55	45						
Mile Post 9 and Mile Post 46	70	50						
Mile Post 46 and Mile Post 81	55	45						
Mile Post 81 and Clymers	70	50						
Clymers and Division Post (Logan. Div.)			70	50	70	50		
New Albany Branch								
Between: Ade and State	20	20						
Madison Branch								
Between: Madison and North Madison	12	12						
North Madison and Jeff	30	30						
Jeff and Columbus	35	35						
Vincennes Branch								
Between: Kraft and Kirk	35	35						
Crawfordsville Branch								
Between: Division Post (St. Louis Div.) and Clinton	30	30						

Passenger trains with freight cars not equipped for passenger service must not exceed maximum speed for freight trains, unless otherwise instructed.

WRECK TRAINS

	Boom Trailing	Boom Forward
	Miles Per Hour	
Main Line		*
Between:		
Clagg and I. U. Ry. Interlocking.....	35	25
West St., I. U. Ry., and Division Post (Logan. Div.).....	35	25
Davis and Division Post (St. Louis Div.)...	50	40
Division Post (Cols. Div.) and I. U. Ry. Intg..	35	25
New Albany Branch		
Between:		
Ade and State.....	20	15
Madison Branch		
Between:		
North Madison and Columbus.....	25	15
Vincennes Branch		
Between:		
Kraft and Kirk.....	25	15
Crawfordsville Branch		
Between:		
Division Post (St. Louis Div.) and Clinton..	30	20

SECONDARY TRACKS

War-Camp		
Between:		
War and Camp.....	20	15
Bushrod-Linton Summit		
Between:		
Bushrod and Sponsler.....	15	10
Sponsler and Linton Summit.....	20	15
Kirk-Mann		
Between:		
Kirk and Mann.....	20	15

Speed restrictions for H-10 Engines over Bridges apply to 150-ton Derricks.

WORK TRAINS

	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
Main Line			
Between:			
Clagg and I. U. Ry. Interlocking..	30	20	20
West St., I. U. Ry. and Division Post (Logan. Div.).....	30	20	20
Davis and Division Post (St. Louis Div.).....	30	20	20
Division Post (Cols. Div.) and I. U. Ry. Interlocking.....	30	20	20
Madison Branch			
Between:			
North Madison and Columbus.....	30	20	20
Vincennes Branch			
Between:			
Kraft and Kirk.....	30	20	20
Crawfordsville Branch			
Between:			
Division Post (St. Louis Div.) and Clinton.....	20	15	15

Work trains without crane may operate at speed authorized for freight trains, unless otherwise instructed.

VARIOUS

MAIN LINE	Miles per Hour
Circus Trains.....	30
Revenue Trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Special Instructions ★ 3601.	
—on straight track.....	30
—on curves.....	20
Freight trains that consist entirely of mineral freight or have a mineral freight fillout of more than 50 cars in a solid block.....	40
Freight trains handling Test Weight Cars other than empty compartment Test Weight Cars of the non-truck 4-wheel type.....	30
The movement of empty compartment Test Weight Cars of non-truck 4-wheel type.....	25
Note—When handling such trains, Conductors must know that enginemen have been so advised.	
Snow Plows in service.....	25
Snow Flangers in service.....	20
Passing station platforms and trains on adjacent tracks.	10
NOTE—When operating over territory other than Main Line, shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.	
Operating against current of traffic, except where Rule 261 is in effect—Passenger Trains.....	50
—Freight Trains.....	40
Trains consisting of 50 per cent or more P. R. R. cars of MP-54 and MBM-62 types or Long Island Rail Road cars of P-54 type.....	65
NOTE—For purpose of identification, P. R. R. suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms.	
Long Island Rail Road suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet.	
When handling such cars, conductors must know that enginemen have been properly advised.	
Passenger train assisted by engine on rear and air brake controlled by leading engine.....	30
Pushing Cars—Passenger Trains.....	30
—Freight Trains.....	20
NOTE—Trains handling Foamite car or cars must be operated in accordance with freight train speeds.	
Track Cars—unless otherwise restricted.....	20
—when hauling track cars or trailers.....	10
—hand cars operated under Rule 80.....	8
—through crossovers and turnouts, and over highway and railroad crossings.....	5

3103. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED, TURNOUTS

ENTIRE DIVISION	Miles per Hour
Non-interlocked turnouts—diverging movements, except class HH-1, I, J, K, M, Q, S and T engines over No. 8 crossovers and turnouts.....	15
	Miles per Hour
	Forward Backward
Class HH-1, I, J, K, M, Q, S and T engines through No. 8 crossovers or turnouts must not exceed speeds indicated:	10 5

This will apply at the following locations:

Main Line:

LOUISVILLE:

Kentucky Public Elevator Co.
 Agate Clay Co.
 Great A. & P. Tea Co.
 Agate Salt Co.
 Agate Sewerpipe Co.
 Peters & Burghard Stone Co.
 Maple Street Yard Lead.
 Louisville Tin and Stove Co.
 General Baking Co.
 Porter Paint Co.
 Lamppin Transfer and Storage Co.
 Louisville Public Warehouse.
 Switch to K. & I. Ry.
 No. 1 Track to Enginehouse.
 No. 2 Track to Dover Track.

SEYMOUR:

West end Eastward Siding.

FRANKLIN:

East end House Track.

DALE:

Southwest Wye.
 Caven St. Belt Transfer, both ends of Crossover.
 Gieger Peters Turnout.

FRANKFORT:

N. Y. C. & St. L. North Wye.

3104. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED, CURVES, BRIDGES, ETC

MAIN LINE	Miles per Hour
Bridge 108.11 Louisville Draw Span.....	15
Curve east end of Ohio River Bridge.....	20
Curve west end Clagg Interlocking.....	45
First curve west of Mile Post 42, one mile east of Columbus.....	50
Curve west of Bridge 41.35, Columbus.....	20
Between Mile Post 31 and a point 1000 feet east of Mile Post 30.....	30
Franklin.....	45
Belt Railroad crossing, Dale.....	15
Between West St., I. U. Ry. and Woods.....	50
Passing Kraft Coal Dock on No. 1 and No. 2 Tracks..	25
Curve Mile Post 8 west of Davis.....	65
First curve east of Frankfort from Bridge 47.37 to west end.....	45
First curve west of Frankfort.....	45
Mile Post 80, one mile west of Frankfort.....	55
East of Mile Post 81, two miles west of Frankfort....	55
First curve west of Mile Post 85, west of Ellis.....	65
First curve east of Mile Post 86, east of Moran.....	65
East of Mile Post 88 at Sedalia.....	65
West of Mile Post 89, one mile west of Sedalia.....	65
East of Mile Post 93, one mile west of Cutler.....	65
East of Mile Post 94, two miles west of Cutler.....	65
East of Mile Post 99, two miles west of Flora.....	65
West of Mile Post 102, one mile west of Camden.....	65
West of Mile Post 113, west of Longcliff.....	50
New Albany Branch:	
Ade Block Station.....	10
Madison Branch:	
North Vernon, Walnut Street crossing.....	5
Vincennes Branch:	
Mile Post 31, one-half mile west of Martinsville.....	25
Between C. I. & L. R. R. crossing and west end of First curve west of Gosport station.....	20
From Mile Post 49 to Romona.....	30
Second curve west of Freedom.....	30
Mile Post 69 to Mile Post 73 between Gaskill and Minich.....	25
C. M. St. P. & P. R. R. Crossing Bee Hunter.....	20
Shasta R. R. Crossing Shasta.....	20
SECONDARY TRACKS:	
Columbus-Dublin Jct.	
Between Columbus and Mile Post 2.....	15
Bridge 44.79—2.6 miles west of Rushville.....	10
War-Camp	
All movements beyond Camp into and including all tracks Camp Atterbury.....	10

3105. MAXIMUM SPEEDS, UNLESS OTHERWISE RESTRICTED ENGINES

Class Steam Engines	Miles per Hour		
	Backward	Forward— Light	Forward— with train
A.....	15	15	15
B.....	20	20	20
C.....	20	20	20
CC-2.....	20	20	20
D.....	—	—	—
E.....	40	50	70
G.....	35	50	70
H.....	35	40	50
HH-1.....	30	40	40
I.....	25	40	50
J.....	25	40	50
K.....	35	50	70
L.....	25	40	50
M.....	35	50	60
N-1.....	25	40	50
N-2.....	25	40	50
Q.....	25	40	50
S-1.....	35	50	70
S-2.....	10	50	70
T.....	25	50	70
Note:			
Rail Motor Cars	60	60	60

Class Diesel Engines	Miles per Hour	
	Forward— Light	Forward— with Train
AS-6.....	40	40
BS-6.....	40	40
ES-6.....	40	40
AS-10.....	40	40
BS-10.....	40	40
ES-10.....	40	40
AF-3.....	40	50
BF-3.....	40	50
EF-4.....	40	50
FF-3.....	40	50
AP-3.....	50	70
BP-1.....	50	70
BP-3.....	50	70
EP-3.....	50	70
Note: Second letter of class of Diesel indicates service assigned as follows:		
S—Switching		
F—Freight		
P—Passenger		

LOCATION	CLASS OF ENGINES																	Engines with Tender Capacity of Over 15,000 Gals. with 6 Wheel Trucks.
	B	CC2 C	E H6	G	H	I	J Q	K	L	M	N2	HH1 N1 S1	S2	T	BP1	AP3 BP3 EP3	EF4 FF3	
BRIDGE 55.77: 1.9 Miles East of Reed	20	20	50	70	50	40	40	70	50	60	50	40	50	40	70	70	50	40
GARDEN (East of): Pure Oil Co.		X		X		X	X	X	X	X	5	X	X	X	X	X	X	X
COLUMBUS: South Yard, Tracks 1, 2 and 4						X	X	X	X	X	X	X	X	X	X	X	X	X
No. 1 Freight House		R	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dunlap Lumber Co.		R				X	X	X	X	X	X	X	X	X	X	X	X	X
W. W. Mooney Lower Track		R				X	X	X	X	X	X	X	X	X	X	X	X	X
Columbus Gaslite Co.						X	X	X	X	X	X	X	X	X	X	X	X	X
State Highway Com.						X	X	X	X	X	X	X	X	X	X	X	X	X
Combs Coal Co.		R				X	X	X	X	X	X	X	X	X	X	X	X	X
Wadley Coal Co.		R				X	X	X	X	X	X	X	X	X	X	X	X	X
Jos. Kroat Junk Yard		R				X	X	X	X	X	X	X	X	X	X	X	X	X
Haw Creek Leather Co.		R				X	X	X	X	X	X	X	X	X	X	X	X	X
Sinclair Refining Co.						X	X	X	X	X	X	X	X	X	X	X	X	X
Indian Refining Co.						X	X	X	X	X	X	X	X	X	X	X	X	X
Farm Service Bureau		R				X	X	X	X	X	X	X	X	X	X	X	X	X
Yaney Coal Co.						X	X	X	X	X	X	X	X	X	X	X	X	X
Fehring Storage Co.						X	X	X	X	X	X	X	X	X	X	X	X	X
Serv-Ice & Coal Co.						X	X	X	X	X	X	X	X	X	X	X	X	X
Black Cat Coal Co.						X	X	X	X	X	X	X	X	X	X	X	X	X
Taylor Brothers						X	X	X	X	X	X	X	X	X	X	X	X	X
Rice Coal Co.						X	X	X	X	X	X	X	X	X	X	X	X	X
Old Ben Thomas Co.						X	X	X	X	X	X	X	X	X	X	X	X	X
Columbus Milling Co.		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
W. W. Mooney Upper Track		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Columbus Water Wks.		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Mid Continent Petroleum Corp.		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Columbus Fuel & Ice		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
G. W. Robertson Lumber Co.		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
BRIDGE 40.19: 0.8 Mile West of Cois.	20	20	50	70	50	40	25	60	50	50	50	30	40	25	60	70	50	40
EDINBURG: South Track Webb Veneer Plant		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Morgan Canning Co.						X	X	X	X	X	X	X	X	X	X	X	X	X
ATTERBURY: Wyes between Atterbury and War.		10	10	10	10	X	X	10	X	10	10	X	X	X	10	10	10	10
FRANKLIN: Franklin Grain Co.						X	X	X	X	X	X	X	X	X	X	X	X	X
Masonic Home Track						X	X	X	X	X	X	X	X	X	X	X	X	X
Noblitt Sparks						X	X	X	X	X	X	X	X	X	X	X	X	X
BRIDGE 18.68: 1.7 Miles West of Franklin	20	20	50	70	50	40	30	70	50	60	50	40	50	30	70	70	50	40
GREENWOOD (East of): Stokley's Canning Co. Curves off Loading Platform						X	X	X	X	X	X	X	X	X	X	X	X	X
SOUTHPORT: Lumber Co.						X	X	X	X	X	X	X	X	X	X	X	X	X
SOUTHPORT (1.5 Mile West of): Edgewood Coal Co.						X	X	X	X	X	X	X	X	X	X	X	X	X
DALE: Northeast Wye		2	X	X	X	X	A			A		A	A	A	10	10	10	
Pure Oil Co.						B5 10	B5 10	B5 10		B5 10		B5 10	B5 10	B5 10	10	10	10	
Other Wye Tracks																		X
INDIANAPOLIS: Wye connection, Haw- thorne Yard, between Sherman Drive and Belt Ry., Hamilton Jet	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15

LOCATION	CLASS OF ENGINES																	Engines with Tender Capacity of Over 15,000 Gals. with 6 Wheel Trucks.
	CC2		E H6	G	H	I	J Q	K	L	M	N2	HH1		T	BP1	AP3 BP3 EP3	EP4 FP3	
	B	C										N1	S2					
Wye connection between Pine and Belt Ry., Panhandle Jct. On B. & O. and Belt Ry. Tracks between Pine and Hamilton Jct.	5	5	5	5	5	X	X	5	X	X	5	X	X	X	X	X	X	X
	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
SOUTH STREET DISTRICT:																		
Miller Coal & Hdw. Co.						X	X	X	X	X	X	X	X	X	X	X	X	X
Midwest Soap Co.						X	X	X	X	X	X	X	X	X	X	X	X	X
Troy Oil Co.						X	X	X	X	X	X	X	X	X	X	X	X	X
Schuster Coal Co.						X	X	X	X	X	X	X	X	X	X	X	X	X
Webb Track						X	X	X	X	X	X	X	X	X	X	X	X	X
Board of Park Com.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Daylite Coal Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Gaseteria, Inc.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Geiger & Peters	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Chapman Price Stl. Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Janitz Construction and Supply Co.	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	X	X	X
Deubener	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Vancamp	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
American Can	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Campbell Oil Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Indianapolis Ice & Fuel Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
F. M. Bachman	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Everybody Oil Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Red Dot Foods Inc.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Rome Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
H. Lieber Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Indianapolis Drop Forging Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Bennett Coal	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Gregg & Sons	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
F. Dietz Ballweg Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Old Coal Track	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Eli Lilly & Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Vonnegut Hardware	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
South Street Team Track						X	X	X	X	X	X	X	X	X	X	X	X	X
IRVINGTON AND LASALLE STREET DISTRICT:																		
LaSalle St. Yard, except No. 3 and No. 4 and running track.						X	X	X		X	X	X	X	X	X	X	X	X
Coach Yard						X	X	X	X	X	X	X	X	X	X	X	X	X
Capitol Ice Refrig. Co.						X	X	X	X	X	X	X	X	X	X	X	X	X
Rural St. Team Track						X	X	X	X	X	X	X	X	X	X	X	X	X
Great A. & P. Co.						X	X	X	X	X	X	X	X	X	X	X	X	X
F. M. Dell Co.						X	X	X	X	X	X	X	X	X	X	X	X	X
Produce Yard Tracks, 11, 14 and 15						X	X	X	X	X	X	X	X	X	X	X	X	X
Produce Yard Tracks, 1, 2, 3, 6 and 7	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Pittman Rice Coal Co.						X	X	X	X	X	X	X	X	X	X	X	X	X
Fansley Coal Co.						X	X	X	X	X	X	X	X	X	X	X	X	X
West Baking Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Spickelmier Fuel Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Central States Env. Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Aldag Coal Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
P. R. Mallory No. 1 and No. 2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Ward Coal Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
I. J. Skinner Coal Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Cornelius Printing Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Blue Diamond Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Phelps Coal Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Pittsburgh Plate Glass	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Monument Coal Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Indiana Terminal & Refrig. Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Cruse St. Team Track	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Penn Coal Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
National Biscuit Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
WEST ST. TRANSFER YD. AND CAVEN DISTRICT:																		
Link Belt Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Federal Foundry	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Brown Hofstetter	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Adams Rogers Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES																	Engines with Tender Capacity of Over 15,000 Gals. with 6 Wheel Trucks.
	CC2		E				J					HH1				EP3		
	B	C	H6	G	H	I	Q	K	L	M	N2	N1	S1	S2	T	BP1	EF4	
Oettinger & Litzelman Farm Bureau	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Associated Service Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Harrah Coal Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Bradley Warehouse	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Cross Coal Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
R.S. Foster Lumber Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Allied Bituminous Products Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Jackson-Rowe Oil Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Ind. Concrete Prod. Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Smith Agricultural Chemical Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Board of Sanitary Commissioners	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Royster Guano Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
West St. Yard Track, No. 10, East End	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
West St. Yard, No. 11 through No. 20	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Starch Works Runner No. 11 to Gar	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Diamond Chain Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Wabnitz & Deter Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
M. Sagalowski	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Seacree Lumber Co.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Kentucky Ave. Wye						X	X	X	X	X	X	X	X	X	X	X	X	X
Indianapolis Power & Light Co.						X	X	X	X	X	X	X	X	X	X	X	X	X
Curtiss Wright						X	X	X	X	X	X	X	X	X	X	X	X	X
Sinclair Oil Co.						X	X	X	X	X	X	X	X	X	X	X	X	X
Standard Material Co.						X	X	X	X	X	X	X	X	X	X	X	X	X
West St. Yd. Tracks, No. 1 through No. 9						X	X	X	X	X	X	X	X	X	X	X	X	X
West St. Yd. Track No. 10, West End						X	X	X	X	X	X	X	X	X	X	X	X	X
Starch Works Runner No. 11, West End						X	X	X	X	X	X	X	X	X	X	X	X	X
Consolidated Rubber Products Co.						X	X	X	X	X	X	X	X	X	X	X	X	X
Bridge 0.66	15	X	15	X	15	X	X	X	X	X	X	X	X	X	X	15	15	15
Bridge 2.72	15	X	15	X	15	X	X	X	15	X	15	X	X	X	X	15	15	15
Bridge 3.37	15	X	15	X	15	X	X	X	15	X	15	X	X	X	X	15	15	15
EAGLE CREEK:																		
National Ice & Fuel Co.						X	X	X	X	X	X	X	X	X	X	X	X	X
Philfuel Co.						X	X	X	X	X	X	X	X	X	X	X	X	X
International Prtg. Co.						X	X	X	X	X	X	X	X	X	X	X	X	X
Republic Creog. Co.		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
HERR:																		
Elevator Track						X				X		X	X	X	X	X	X	X
LEBANON:																		
C. I. Ry. Connection tracks between crossing frogs on C. I. Ry. Wye and C. I. Ry.	5	X	5	5	5	X	X	5	X	X	5	X	X	X	X	X	X	X
C. I. Ry. Enginehouse Tracks	5	R	5	5	5	R	R	5	R	R	R	R	R	R	R	X	X	X
C. I. Ry. Team Tracks Nos. 1 and 2	5	5	5	5	5	R	R	5	R	R	R	R	R	R	R	X	X	X
All train and engine movements C. I. Ry. Tracks	5	5	5	5	5	X	X	5	X	X	X	X	X	X	X	X	X	X
REAGAN:																		
Storage Track west of a point 400 feet west of switch to elevator track		R	R	R	R	R	R	R	R	R	R	R	R	R	R	X	X	X
FRANKFORT:																		
N. Y. C. & St. L. Ry. North Wye						X	X	X	X	X	X	X	X	X	X	X	X	X
N. Y. C. & St. L. Ry. South Wye						X	X		X	X	X	X	X	X	X	X	X	X
Inside Neal Track						X	X	X	X	X	X	X	X	X	X	X	X	X
Turning Wye						X	X		X	X		X	X	X	X	X	X	X
Storage Tracks						R		R	R		R		R		R	X	X	X
CUTLER:																		
Standard Oil						X	X	X	X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES																		Engines with Tender Capacity of Over 15,000 Gals. with 6 Wheel Trucks.
	CC2		E	G	H	I	J	K	L	M	N2	HH1		S2	T	BP1	AP3 BP3 EP3	EF4 FF3	
	B	C	H6				Q					S1							
FLORA: Rider Furniture Co.....							X	X	X	X	X	X	X	X	X	X	X	X	X
CAMDEN: Camden Elevator, north side of track.....							X	X	X	X	X	X	X	X	X	X	X	X	X
Oil Track from a point 100 feet west of Main St. to east end of track.....							X	X	X	X	X	X	X	X	X	X	X	X	X
VAN (East of): State Hospital.....							X	X	X	X	X	X	X	X	X	X	X	X	X
Indiana Rendering Co.....							R	R	R	R	R	R	R	R	R	R	X	X	X
NEW ALBANY BRANCH: Class K except K-2 engines and cars heavier than 210,000 pounds gross weight prohibited.							R	R	R	R	R	R	R		R	X	X	X	X
NEW ALBANY: All Industrial Tracks.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Interchange tracks with C. I. & L., Southern and B. & O. Railroads.....		R	X	X	R	X	X	X	X	X	X	X	X	X	X	X	X	X	X
MADISON BRANCH: Class K except K-2 engines and cars heavier than 210,000 pounds gross weight prohibited.		X					X	X	X	X	X	X	X	X	X				X
BRIDGE 33.51: 1.5 Mile West of Middlefork.....	10	X	15	15	10	X	X	X	X	X	X	X	X	X	X	25	25	25	X
BRIDGE 23.33: 0.5 Mile East of Vernon	10	X	15	15	10	X	X	X	X	X	X	X	X	X	X	25	25	25	X
BRIDGE 23.19: 0.4 Mile East of Vernon		X	30	35	10	X	X	X	X	X	X	X	X	X	X	30	35	35	X
BRIDGE 13.44: 0.7 Mile West of Scipio	15	X	10	15	X	X	X	X	X	X	X	X	X	X	X	10	20	20	X
BRIDGE 0.75: 1.3 Miles East of Coles	15	X	10	20	10	X	X	X	X	X	X	X	X	X	X	15	35	35	X
VINCENNES BRANCH: Class K except K-2 engines and cars heavier than 210,000 pounds gross weight prohibited.		X					X	X			X		X	X	X				X
CAMBY: Old Main Storage.....		R	R	E	R	R	R	R	R	R	R	R	R	R	R	R	R	R	X
MOORESVILLE: Farm Bureau.....		X	5	X	5	X	X	X	X	X	5	X	X	X	X	X	X	X	X
BRIDGE 17.44: 0.7 Miles West of Mooreville.....		X	35	35	35	X	X	X	35	X	30	X	X	X	X	25	35	35	X
BROOKLYN: Tile Plant.....		X		X		X	X	X	X	X	5	X	X	X	X	X	X	X	X
BRICK (East of): Brooklyn Brick Co.....		X		X		X	X	X	X	X	5	X	X	X	X	X	X	X	X
BRICK (West of): Martinsville Brick Co.....		X		X		X	X	X	X	X	X	X	X	X	X	X	X	X	X
Adams Clay Co.....		X		X		X	X	X	X	X	5	X	X	X	X	X	X	X	X
BRIDGE 26.41: 2.7 Miles West of Centerton.....		X	35	35	35	X	X	X	35	X	30	X	X	X	X	30	35	35	X

LOCATION	CLASS OF ENGINES																	Engines with Tender Capacity of Over 15,000 Gals. with 6 Wheel Trucks.
	B	CC2	E H6	G	H	I	J Q	K	L	M	N2	HH1 N1	S2	T	BP1	AP3 BP3 EP3	EF4 FF3	
MARTINSVILLE: Old Big 4 Short Wye... Branch Milling Co.... Poston Brick Plant loading track beyond truck crossing.....		X		X		X	X	X	X	X	5	X	X	X	X	X	X	X
BRIDGE 32.50: 1.8 Miles West of Martinsville.....		X	35	35	35	X	X	X	35	X	30	X	X	X	25	35	35	X
BRIDGE 33.30: 2.7 Miles West of Martinsville.....		X	35	35	35	X	X	X	35	X	30	X	X	X	25	35	35	X
PARAGON: Potter Oil Co.....		X		X		X	X	X	X	X	X	X	X	X	X	X	X	X
BRIDGE 39.17: 0.73 Mile West of Paragon.....		X	35	35	35	X	X	X	35	X	35	X	X	X	35	35	35	X
ROMONA: Ingalls Quarry. North Track..... Middle Track..... South Track.....		X				X	X	X	X	X		X	X	X	X	X	X	X
BRIDGE 50.87: 1.2 Miles West of Romona.....		X	35	35	35	X	X	X	35	X	35	X	X	X	35	35	35	X
BRIDGE 52.01: 1.7 Mile East of Spencer		X	35	35	35	X	X	X	35	X	35	X	X	X	35	35	35	X
SPENCER: Midwest Rock Prod. Co. Tracks. East of Public Crossing..... East of Ladder Switches..... Logs of Wye Tracks...		X	X	X		X	X	X	X	X	5	X	X	X	X	X	X	X
BRIDGE 66.31: 3.4 Miles West of Freedom.....		X	30	35	30	X	X	X	30	X	20	X	X	X	25	35	35	X
BRIDGE 72.13: 0.2 Mile East of Worthington.....		X	35	35	35	X	X	X	35	X	30	X	X	X	25	35	35	X
BUSHROD: West Wye..... Grab-All Track West of a point 25 car lengths west of Bridge.....		A	A	A		X	X	X	X	X	5	X	X	X	X	X	X	X
CRAWFORDSVILLE BRANCH: Class K except K-2 engines and cars heavier than 210,000 pounds gross weight prohibited.		X	X	X		X	X	X	X	X		X	X	X				X
CLAGG-ADE: Class K except K-2 engines and cars heavier than 210,000 pounds gross weight prohibited.		R				R	R	R	R	R	R	R	R	R	X	X	X	X
COLUMBUS-DUBLIN JCT.: Class K except K-2 engines and cars heavier than 210,000 pounds gross weight prohibited.		X				X	X	X	X	X	X	X	X	X				X

LOCATION	CLASS OF ENGINES																		Engines with Tender Capacity of Over 15,000 Gals. with 6 Wheel Trucks.
	B	CC2 C	E H6	G	H	I	J Q	K	L	M	N2	HH1 N1 S1	S2	T	BP1	AP3 BP3 EP3	EF4 FF3		
BRIDGE 12.64: 0.2 Mile West of Flat Rock.....		X	10	15	10	X	X	X	X	X	X	X	X	X	20	20	20	X	
BRIDGE 15.31: 0.2 Mile West of Lewis Creek.....		X	20	20	20	X	X	X	X	X	X	X	X	X	20	20	20	X	
SHELBYVILLE: Deprez Mfg. Co., East Side.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
BRIDGE 44.79: 2.06 Miles West of Rushville.....		X	10	10	10	X	X	X	X	X	X	X	X	X	20	20	20	X	
ATTERBURY-CAMP: War and Camp..... All movements beyond Camp into and in- cluding all tracks Camp Atterbury Curve, Loop Track.....						X	X			15		X	X	X				X	
		10	10	10	10	X	X	10	10	10	10	X	X	X	10	10	10	10	
						X	X			A		X	X	X				10	
BUSHROD- LINTON SUMMIT:.....		X				X	X	X		X		X	X	X				X	
LINTON: Indian Oil Co.....		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
KIRK-MANN: Class K except K-2 engines and cars heavier than 210,000 pounds gross weight prohibited.						R	R			R		R	R	R	X	X	X	X	
VINCENNES: Team Track West of Main St..... Central Fiber..... Dumas Track..... Scale Track.....		X				X	X	X	X	X	5	X	X	X	X	X	X	X	
		X				X	X	X	X	X	5	X	X	X	X	X	X	X	
		X				X	X	X	X	X	5	X	X	X	X	X	X	X	
		X				X	X	X	X	X	5	X	X	X	X	X	X	X	

3109. Operation of Class BP-1 engines over Hawthorne Hump prohibited.

OTHER EQUIPMENT RESTRICTIONS

All Branches

3115. 250 Ton Wreck Derrick prohibited.

Steam Suburban Cars

★ 3116. The following classes of passenger cars must not be hauled between heavier steel cars or between heavier steel cars and the engine:

Coaches	Combined Passenger and Baggage	Passenger—Baggage and Mail
P-54 MP-54 MP-54c	PB-54 MPB-54 MPB-54b MPB-54c	MPBM-54 MBM-62

NOTE—For purpose of identification, P. R. R. suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms.

Long Island Rail Road Suburban Cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet.

Reading Company passenger train equipment cars, all types, are subject to the same restrictions as provided for P. R. R. MP-54 types.

Cabin Cars In Passenger Train

★ 3117. Cabin cars, other than all-steel construction equipped with four-wheel trucks, must not be moved in passenger, mail, express or Main trains.

Cars Utilizing Compressed Inflammable Gas

★ 3118. Cars utilizing acetylene, butane, propane or other compressed inflammable gas for cooking, lighting, or other purposes, must not be accepted for movement unless the pintsch or acetylene gases have been drained from the permanent containers on cars so equipped, or unless the portable containers with other types of gases have been removed.

Cars Seventy Feet Or More In Length

★ 3119. Cars having a stenciled length of load space of seventy feet or more, or passenger-carrying cars of P70 car length or greater, must not be coupled to cabin cars of the 2-axle type nor to cabin cars having 4-wheel trucks if the latter have couplers of the riveted yoke type.

Passenger—Mail—Express—Main Trains

★ 3120. The following restrictions must be observed with reference to physical conditions of foreign railroad cars received for movement over our lines:

(a) Passenger equipment cars of all-wood construction must not be operated in passenger, mail, express or Main trains nor accepted from foreign railroads for movement in such trains.

(b) Cars having steel underframe with wood superstructure or having steel underframe with composite superstructure and wood sheathing must not be used for transporting passengers.

(c) Baggage or kitchen cars with steel underframe and wood superstructure assigned in Main movement, may be moved in Main trains or exclusive express trains to any point on line except when required to operate through East and North River Tunnels, New York Division.

(d) Passenger refrigerator cars with steel underframe and wood or composite superstructure, without lights or heating stoves, will be accepted for movement through East and North River Tunnels, New York Division.

(e) Passenger equipment cars with trucks having wood side and end members, with or without plates bolted thereto, must not be operated in passenger, mail, express or Main trains nor accepted from foreign railroads for movement in such trains.

(f) Cars with cast iron wheels must not be operated in passenger trains. Mail, express or Main trains having such cars must be operated at freight train speed.

Cars offered for movement in violation of clearances or any of these physical restrictions must not be accepted for movement over our lines.

Passenger Car Buffer Plates

★ 3121. Passenger train cars having continuous buffer plates must not be coupled to freight cars having coupler release levers with a center projecting arm.

Folding Steps

★ 3122. Folding steps which operate in conjunction with vestibule trap doors on passenger cars are not within the established clearance limits, unless in fully closed position or fully open position. Vestibule traps of cars equipped with folding steps must not be opened or closed while cars are in motion.

Dead Or Disabled Engines

★ 3123. Dead engines of a design having two or three pairs of drivers and no trucks, may be moved only at speeds not exceeding 20 miles per hour. Dead engines of a design having four pairs of drivers and no trucks shall be restricted to speeds not exceeding 25 miles per hour.

Two or more such dead engines in the same train shall be separated by one or more cars.

When necessary to clear the main track, engines with any main or side rods disconnected may be moved to a terminal at not exceeding the following speeds:

Class of Engines	Miles per Hour
C1	8
HH1	
I1s	
I1sa	
J1	
J1a	
N1s	15
N2sa	
All others.....	

If engines with any main or side rods disconnected while on the main track, have interference between crossheads or guide and front crank pin, on account of front wheels getting out of register, engineman must notify the Superintendent and receive instructions for further movement.

When it is necessary to move a light engine with any main or side rods disconnected, from a terminal to another point, the Master Mechanic or Road Foreman of Engines will notify the Superintendent the speed permitted before the engine is dispatched and the latter will then issue the necessary instructions.

When necessary to tow a diesel engine designed for road service, the reverser drum must be locked in neutral position. All isolation switches must be placed in "start" position. If necessary to keep power units idling, the fuel pumps and control switches must be in closed position.

The following instructions for shipment of Diesel engines dead in trains are intended to cover several types of Diesel engines and may not apply in every detail to all such engines.

1. The reversing lever on the master controller stand must be moved to the "Off" position and the handle locked in position or removed. Reversers shall be centered and locked in position. Isolation switches shall be placed in "Start" position. Motor cut out switches and battery switch shall be opened. The high capacity starting fuse shall be removed. The transition lever must be moved to the "Off" position before the control push button is pulled out.

2. On all "A" units:

- Place the dead engine cock on control valve in "DEAD" position.
- Close double heading cock (handle vertical).
- Place Independent Brake Valve handle in "Release" position and remove handle.
- Place Automatic Brake Valve Handle in "Running" position and remove handle.
- When so equipped, the safety control cock on brake valve must be in "OUT" position (handle up).
- Place the Rotair Valve handle on "Pass" position on all leading units, and on all trailing units place the handle in "Lap" or "Pass Lap" position.
- The safety valve on Control Valve must be set to limit brake cylinder pressure to 30 pounds.
- The brake pipe branch pipe cut-out cock must be open.
- The Shifter Lever on Brake Valve must be in "AU" position.

3. On all "B" units:

- Place the dead engine cock on Control Valve in "DEAD" position.
- When so equipped, the controlled emergency cock on Control Valve must be placed in Passenger, "P" position.
- The cut-out cock to NS-1 Reducing Valve must be closed.

- (d) Either remove or secure the Hostler's brake valve handle in "Release" position.
 - (e) Open cut-out cock in the Independent Application and Release pipe under Hostler's brake valve.
 - (f) The brake pipe branch pipe cut-out cock must be open.
 - (g) The safety valve on Control Valve must be set to limit brake cylinder pressure to 30 pounds.
 - (h) If "B" unit is not part of a locomotive and hauled singly, remove the pipe plugs from the dual connections and open the cut-out cocks of the "Independent Application and release," "Actuating" and "Straight Air" pipes at one end of unit to assure an atmospheric vent for these pipes.
4. Make certain all cocks are open on connecting hoses between all units on dead engines.
 5. Brake cylinder piston travel must not be increased as this would result in rough handling of dead engines.
 6. Water must be drained from the cooling and the heating systems when danger of freezing exists.
 7. Place engine as far away from engine hauling train as is feasible, preferably next to the cabin. A new engine must not be moved at a speed greater than 25 miles per hour for at least the first 150 miles, after which speed may be increased as conditions justify. Cover exhaust stacks and close louvres to exclude dirt and water.

Roller Bearing Equipment

★ 3124. Engines and cars equipped with roller bearing journals must not be operated through water, except in emergency when authorized by the Superintendent and then, only as specified below:

(a) Steam and electric engines and cars, other than MU cars and rail motor cars, may be run through water when its depth does not exceed 7 inches (measured from top of rail) at a speed not exceeding 2 miles per hour.

(b) MU cars, rail motor cars and diesel engines may be run through water when its depth does not exceed 2 inches (measured from top of rail), at a speed not exceeding 2 miles per hour.

Instructions For Preparation And Handling Of Freight Trains On Grades, etc.

3125.

No locomotive shall be used to handle a train between derail located 1155 feet east of North Madison station and Bridge 44.14 (Main Street, Madison) unless it is equipped with special cylinder brake equipment with pressure relief valve operated from engine cab in operative condition, type M-3-A feed valve and double top compressor governor set to maintain reservoir pressure at 100 and 130 pounds. The locomotive must be headed west and operated at the east end of train. Movement of light engines is prohibited. Movement of trains exceeding 15 cars in length or 500 gross tons exclusive of engine and tender is prohibited.

The air brake equipment on the locomotive must be inspected, tested and repaired in accordance with paragraphs 21 and 22 of Brake and Train Air Signal Instructions No. 99-C-1. The special cylinder brake equipment must be maintained free of leaks and before being dispatched for movement between North Madison and Madison must be tested in accordance with prescribed instructions. The Enginehouse Foreman must at all times know these instructions are properly followed. The engineman must also inspect and test the air brake equipment on his locomotive prior to departure from engine terminal, and on his locomotive and train prior to departure from yard terminal in accordance with Paragraphs 21, 22 and 6 of Brake and Train Air Signal Instructions No. 99-C-1, and further test the effectiveness of the cylinder brake equipment by reversing

the locomotive with throttle valve closed approaching North Madison, and manipulating the relief valve, to insure that sufficient pressure can be built up to retard the speed of the train.

The air brake equipment on all cars dispatched for movement from North Madison to Madison must be inspected, tested and repaired, in accordance with Brake and Train Air Signal Instructions No. 99-C-1. The enginemen and conductor moving trains from North Madison to Madison must know that the air brake equipment on locomotives and cars is in a serviceable condition to safely handle the train.

After assembling train to be moved from North Madison to Madison and complying with the provisions of Brake and Train Air Signal Instructions No. 99-C-1, the brake pipe must be 95 to 110 pounds and a running test of the air brakes made approaching the derail located 1155 feet east of the North Madison station. While stopped at that 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 the handles of pressure retaining valves of empty cars placed in release position, unless the train consists of all empty cars, in which case handles of pressure retaining valves must be placed in low pressure position, and thereafter brakes operated so that brake cylinder pressure on the cars does not exceed 60 pounds. After train has moved east of the derail, reverse lever must be placed in full forward motion and relief valve opened. The relief valve must be adjusted to avoid building up pressure high enough to stop the rotation of the drivers and still maintain maximum retarding effect. Train Air brakes must be manipulated to avoid speed in excess of 12 miles per hour at any point on the grade and a minimum running time of 5 minutes from the derail located 1155 feet east of North Madison station to Bridge 44.14 (Main Street, Madison) must be observed. All trains must be controlled by air brakes and locomotive cylinder brake. If after leaving North Madison a condition arises which makes the use of hand brakes necessary, the engineman will give the usual call for brakes and the trainmen, where practicable, will apply hand brakes in accordance with Paragraphs 15 and 15A of Brake and Train Air Signal Instructions No. 99-C-1.

USE OF TELEPHONES

★ 3501. Employees using telephones in connection with train movements must satisfy themselves that they are in communication with the proper persons and must not consider conversation finished until the persons taking part are assured that they have heard all of the conversation and that it is understood.

Persons using telephones must yield the line promptly for train movements.

If telephones fail, trainmen will use any means of communication to avoid delay.

When used for block operations, transmitting train orders or making any arrangement pertaining to the movement of their trains, the conductor, engineman or driver must personally receive all orders on the telephone and make all verbal arrangements pertaining to the movement of his train, but neither is relieved of any responsibility as prescribed by Rule 106.

Verbal arrangements and instructions in regard to trains being clear of, or desiring to occupy certain tracks, etc., must be repeated by the person receiving the information.

3502. Train and engine service employees using telephone in connection with the movement of their train will identify themselves to the signalman by giving their names, occupation, identification and location of train involved. Operators and signalmen, when answering telephone will identify themselves by name and station.

3503. Trains doing work on sidings or to be met or passed by another train or trains must place a man within hearing

distance of the telephone bell in order that instructions may be given if desired.

Employees authorized to use telephones, will see that shelter boxes are properly closed after using them.

3504. Enginemen, Conductors and Drivers of track cars required to copy train orders at block-limit stations or other outlying points will preserve such copies, endorse on the face of them their name and occupation, and turn them in with their time cards at end of trip or day. The Yard Master, Crew Dispatcher or other person receiving these orders will forward them daily to Division Operator, Indianapolis Division, Union Station, Indianapolis, Indiana.

GENERAL INSTRUCTIONS

Machinery Of Rotary Or Swinging Type

★ **3601.** Machinery of rotary or swinging type such as cranes derricks, steam shovels, etc., whether loaded on cars or moving on own wheels, must not be moved in revenue trains unless form CT-310 covering the specific movement is attached, one to each side of the car on which it is loaded or one to each side of the machine when moving on own wheels, and form CT-310-A is attached to the billing.

When such shipments are set off for repairs that may affect the requirements of the A.A.R. Loading Rules, they must not again be moved except upon authority of the Superintendent, and not until proper inspection has been made and billing endorsed by agent or yardmaster "Re-inspected at....." and loaded as per A.A.R. Loading Rules." Conductors when setting off such shipments for repairs must notify the proper officer that it is rotary type machinery.

In all movements of such rotary or swinging type machinery on own wheels in revenue trains the boom end must trail, except that when necessary the Superintendent may authorize movement with boom end forward, in which event the authority will include any additional speed restrictions that may be required.

When cranes are shipped on their own wheels, all coal must be removed from the coal bunkers, and all water removed from the boilers and reservoirs. When boom is detached the light end of crane should trail. Where trucks are secured to body with keyed or nutted center pin, key or nut should be removed from pin on trailing end. All locking pins and hold-downs must be in a secured position.

When pivoted machinery, equipped with swinging booms of which a part may swing or extend outward, is moved from one service point to another in work trains, boom anchors and cables must be in place and locking devices fastened. When such equipment is moved during the progress of work on or about main tracks, stops must be in use to prevent fouling adjacent tracks, and crane operator must be in cab.

Boom must be securely anchored, with center lock in place, and crane operator must be in cab while train movements are being made on adjacent tracks.

Heavy Machinery Over Tracks At Grade Crossing

★ **3602.** To provide against possible accident to railroad property, and insure the safe passage of heavy machinery or implements at grade crossings, special provision should be made to protect such movement over the tracks.

Agents and foremen should keep closely in touch with such matters and give the Supervisor-Track advance information to enable him to make proper arrangements with the owners or those in charge of the equipment to insure full protection is afforded while tracks are to be crossed.

3605. Trainmen must not pass over container cars while cars are in motion.

Cars Left Standing

3606. A sufficient number of hand brakes must be applied on cars or cuts of cars left standing on any track to make them secure. When necessary and practicable, car wheels must be blocked.

Overhead Clearance

★ **3610.** Employees are warned of close overhead clearance at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures:

Bridge	Location
107.84.....	Jeffersonville.
40.19.....	West of Columbus.
0.66.....	Kingan & Co., Hole Track.
9.24.....	West of Davis.
12.82.....	West of Davis.
34.15.....	West of Lebanon.
91.82.....	West of Ray.
92.04.....	West of Ray.
2.46.....	Arlington Ave., Hawthorne Yard.
2.72.....	West End Caven Yard.
3.00.....	East of Arlington Ave., Hawthorne Yard.
3.41.....	B. & O. Ry., East of Arlington Ave., Hawthorne Yards.

MADISON BRANCH

44.14.....	West of Madison.
2.97.....	East of Haw.
0.75.....	West of Haw.

VINCENNES BRANCH

17.44.....	West of Mooresville.
26.41.....	West of Centerton.
32.50.....	West of Martinsville.
33.30.....	West of Martinsville.
44.15.....	West of Silex.
45.58.....	West of Gosport.
64.65.....	West of Freedom.
72.13.....	East of Worthington.
83.75.....	West of Lyons.
1.16.....	Knox County Coal Co., Industrial.

Spectacles With Colored Glass

★ **3615.** The use of spectacles with colored glass by employees whose duties require them to distinguish the position or color of signals is prohibited.

Observation of Trains For Defects

3620. Referring to Rule 77, a train must be stopped when it is observed with any of the following defects or other indications of conditions endangering the train:

Hot Journal
Sliding Wheels
Broken Wheels
Defective Truck
Dragging Brake Connection
Lading Shifted Over Side Or End Of Car
Swinging Car Door

PERSONAL INJURIES

★ **3701.** Emergency calls for surgeons will have preference over other business, except train orders and power emergency calls.

Employees injured on company property or while on company business, will be treated by the nearest physician named in the following, without cost. If hospital attention is necessary, they should be sent, if practicable, to one of the hospitals named in the following.

Passengers or others injured on company property will receive first attention by the Medical Examiner or Company Surgeon, without cost; at points where it is impossible to obtain their services, the company will be responsible for the cost of reasonable surgical attention by an outside surgeon for the first services rendered, subsequent attention will be determined by direction of proper official.

3702. Medical Examiners and Company Surgeons		
Location	Name and Address	Telephone Number
Indianapolis....	Dr. Irvin Black Office, 764 S. Emerson Ave. Monday— 12.00 Noon to 4.30 P. M. Tuesday, Wednesday and Thursday— 8.30 A. M. to 12.00 Noon 1.30 P. M. to 4.30 P. M. Dr. Daniel J. McCarthy, Office, 507 Hume-Mansur Bldg.....	Riley 9331
	Residence, 3055 N. Meridian St., Apartment 16.....	Lincoln 3618
	Dr. W. B. Matthew, Oculist, Office, 520 Hume-Mansur Bldg. Residence, 153 S. 8th St., Beech Grove.....	Talbot 5321 Market 6451 Garfield 6437
Louisville.....	Dr. J. A. O. Brennan, Office and Residence, 631 S. 5th Street.....	Jackson 7425
	Dr. John E. Bate, Asst., Office, 301 West Ormsby Ave. Residence, 2524 Glenmary Blvd.....	Magnolia 8478 Highland 3443
	Dr. C. W. Kelly, Jr., (Oculist), Office, 518 Francis Bldg..... Residence, Besten Apts.....	Jackson 1436 Highland 5714
Jeffersonville....	Dr. Irvin Black, Office, Passenger Station, Second Thursday in month, 9.00 A. M. to 12.00 Noon Fourth Thursday in month, 9.00 A. M. to 12.00 Noon Dr. W. Marshal Varble, Office, Best Bldg., 461 Spring St.....	2 749
	Residence, 301 E. Riverside..	
	Dr. Dale L. Carlberg, Office, 444 Spring Street..... Residence, 514 Graham St....	1635 1170
Columbus.....	Dr. Irvin Black. Office, Freight Station, Fourth Tuesday in month, 12.00 Noon to 1.30 P. M. Dr. Lyman Overshiner, Office, 437½ Washington St.. Residence, 1715 Franklin St..	788 502
Shelbyville.....	Dr. Samuel Kennedy, Office, 131 E. Franklin St.... Res., 136 E. Washington St..	271 768
Logansport.....	Dr. L. W. Blackwood, Office, 412 E. Melbourne Ave. Res. Barnes Hotel Monday and Wednesday— 8.00 A. M. to 11.30 A. M. 1.00 P. M. to 3.00 P. M. Friday— 8.00 A. M. to 11.30 A. M. 1.00 P. M. to 4.30 P. M. Saturday— 8.00 A. M. to 12.00 Noon Dr. W. A. Holloway, Office, 201 S. Third St..... Residence, 200 Eel River Ave.	37 4191 3486 3537 3005

Location	Name and Address	Telephone Number
Vincennes.....	Dr. Ralph B. Cochran, Office, 418½ Main St..... Residence.....	46-W 46-R
	Dr. Paul B. Arbogast, Office, 915 Main Residence	98 1460
Bicknell.....	Dr. Irvin Black, Office, Freight Station. First Tuesday in month. 10.00 A. M. to 12.01 P. M.	
Sandborn.....	Dr. E. N. Johnson, Office, No. 1 Anderson St.... Res., No. 1 Anderson St.....	25 45 ring 2
Martinsville....	Dr. H. R. Willan, Office, 109 S. Jefferson..... Res., 111 S. Jefferson St.....	703 59

3703. Locations of Hospitals

Location	Name and Address	Telephone Number
Indianapolis....	St. Vincent Hospital, Fall Creek Blvd. and Capitol Ave.....	Talbot 3301
	Methodist Hospital, 1604 N. Capitol Ave.....	Talbot 1541
Logansport.....	Cass County Hospital, North Michigan Ave..... St. Joseph Hospital, 26th and High Streets.....	566 61
Louisville.....	Methodist Deaconess Hos- pital, 509 South 8th St.....	Jackson 8317

3704. First-Aid Boxes and Stretchers:

First-Aid Boxes, location of:
 Passenger, baggage, mail and cabin cars.
 Passenger and freight stations and yard offices.
 Enginehouses and M. of E. shops.
 Wreck trains.
 Power plants and substations.
 Car inspectors' offices.
 M. W. cabins, tool houses and camp cars.
 Block and interlocking stations.
 Track cars.
 Stretchers:
 Combined cars, baggage cars and on each passenger
 train.
 Yard offices.
 Enginehouses and M. of E. shops.
 Wreck trains.

3705. Employees Injured On Duty

Personal injuries must be immediately reported to the head of the department and, if medical service is rendered, the name of the attending physician included.

INDIANAPOLIS DIVISION

Indianapolis, Indiana, April 2, 1948.

GENERAL ORDER No. 1001

Effective 12.01 A. M., Sunday, April 25, 1948

Applies in all Zones

- (a) Time-Table No. 10 in effect. It contains the necessary instructions issued in general orders up to and including No. 906, all of which must be removed from bulletin boards. Each employe must examine Time-Table No. 10 to see that his copy is complete with all schedule pages properly lined up and note changes in schedules and Special Instructions. Employes must turn in Time-Table No. 9 to bulletin board attendant, after Time-Table No. 10 takes effect.

Applies in Zone A

- (b) MAIN LINE
MAXIMUM SPEED
DAVIS—CLINTON

Class J engines must not exceed a speed of 35 miles per hour. Special Instruction 3102, changed.

- (c) MAXIMUM SPEED
CLYMERS—VAN

Class J engines must not exceed a speed of 35 miles per hour. Special Instruction 3102, changed.

This General Order is printed in Time-Table No. 10 and will not be issued in sticker form.

L. A. EVANS,
Superintendent.

Occupation.....

Name.....

Home Division.....

QUALIFIED FOR SERVICE

PART OF ZONE QUALIFIED FOR

ZONE

DIVISION

UNCLE SAM'S ARTERIES...

to keep them up to
the nation's needs,
railroads should be
permitted to earn a
return of
not less
than

6%



Association of
AMERICAN RAILROADS

SERVICE TO SELL

And that is the only thing we have to sell. Then let's go all out and sell it. With your help we can provide good, safe, dependable, courteous service to our patrons—both passenger and freight—which will assure us our full share of all traffic available.

Increased business means prosperous employment. Will you help?