



**NICKEL PLATE AWARDED  
GOLD E. H. HARRIMAN MEDAL  
FOR OUTSTANDING  
SAFETY PERFORMANCES  
1957 AND 1961**



# NICKEL PLATE ROAD

THE NEW YORK, CHICAGO AND ST. LOUIS  
RAILROAD COMPANY

LAKE ERIE AND WESTERN DISTRICT

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**SANDUSKY, NEW CASTLE  
AND  
INDIANAPOLIS DIVISIONS**

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## **TIME TABLE No. 50**

**Takes Effect Sunday, April 28, 1963**

1:01 A. M. Eastern Standard Time

12:01 A. M. Central Standard Time

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For the Information and Government of Em-  
ployees only.

The Company reserves the right to vary the  
running of trains as circumstances may require.

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### **OFFICERS**

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**V. E. COE, General Superintendent**  
**G. W. MATHEWS, Assistant General Superintendent**  
**D. M. BENDER, Superintendent Transportation**

**E. D. WALSH, Superintendent**  
**F. J. McGUIRK, Assistant Superintendent**  
**W. G. KAUFFMAN, Train Master**  
**H. S. WHEELER, Train Master Road Foreman of Engines**  
**W. T. ARNOLD, Assistant Train Master**  
**F. W. RIEPENHOFF, Road Foreman of Engines**  
**R. E. LYONS, Road Foreman of Engines**  
**E. J. FOLLIN, Chief Train Dispatcher**  
**R. H. KIESER, Master Mechanic**  
**M. B. ALLEN, Division Engineer**





# SANDUSKY DIVISION—EASTBOUND

## SOUTH LIMA YARD TO SANDUSKY

Car Capacity of Sidings	Miles from Peoria	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	SECOND CLASS TRAINS								
					64	90	68	66	98	60			
					Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Switch Local			
					Daily	Daily	Daily	Daily	Daily	Daily Except Sunday			
	324.8	0.2	South Lima Yard L		3.10AM	10.00AM	2.35PM	4.15PM	11.45PM	7.00AM			
	325.0	1.5	South Lima	DN									
	326.5	1.4	Lima MO Tower	DN									
120	327.9	7.7	Morris B										
131	335.6	6.1	Beaver Dam B										
56	341.7	4.4	Bluffton B										
139	346.1	2.7	Mt. Cory B										
	348.8	6.9	Rawson B										
150	355.7	2.0	Evans B										
	357.7	3.3	Findlay	DN									
145	361.0	5.7	Welders B										
	366.7	0.2	Arcadia										
101	366.9	4.0	DA B		4.50AM	11.20AM	4.00PM	6.30PM	1.20AM	10.15			
	370.9	0.9	FS							10.25			
	371.8	10.0	Fostoria B Wilson Yard							10.50			
	381.8	2.3	Kansas B							11.30			
	384.1	8.4	Burgoon	DN						11.55			
	392.5	10.5	Fremont B	Exc. Sat. & Sun. 7:00A-4:00P						1.30PM			
	403.0	6.7	Vickery B	Exc. Sat. & Sun. 7:00A-4:00P						1.50			
	409.7	4.4	Castalia							2.10			
	414.1	1.2	Bay Junction										
	415.3		Sandusky A	Exc. Sat. & Sun. 7:00A-4:00P						2.30PM			
					Daily	Daily	Daily	Daily	Daily	Daily Except Sunday			
					64	90	68	66	98	60			

No. 61 is superior to No. 60 Sandusky to FS.

Symbols: B—Telephone Booth; DN—Continuously.

# SANDUSKY DIVISION—WESTBOUND

## SOUTH LIMA TO FRANKFORT YARD

Car Capacity of Sidings	Miles from Sandusky	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	THIRD CLASS TRAINS									
					67	63	53	47	57	65	49			
					Through Freight	Through Freight	Switch Local	Fast Freight	Switch Local	Through Freight	Fast Freight			
					Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily			
	90.3	0.2	South Lima.....L	DN										
	90.5	2.5	South Lima Yard.L		12.30AM	7.30AM	7.45AM	11.55AM		7.00PM	9.05PM			
281	93.0	3.9	Adgate.....B											
	96.9	4.1	Hume.....B											
150	101.0	9.1	Buckland.....B											
145	110.1	8.3	St. Marys.....B	Exc. Sat. & Sun. 7:00A-4:00P										
146	118.4	1.5	Rose.....B											
47	119.9	5.7	Celina.....B											
92	125.6	4.4	Coldwater.....B											
147	130.0	4.8	Oakland.....B											
31	134.8	2.7	Ft. Recovery.....B											
144	137.5	8.3	Hales.....B											
144	145.8	10.9	Portland.....B	DN										
84	156.7	5.8	Red Key.....B											
28	162.5	1.5	Albany.....B											
145	164.0	3.2	Ayers.....B											
	167.2	5.0	De Soto.....B											
147	172.2	1.5	Muncie East Yd...B											
	173.7	0.5	Muncie.....B	DN										
	174.2	2.0	Muncie Yard....B				A 2.30PM		L 12.05PM					
145	176.2	3.3	Vernon.....B											
59	179.5	4.9	Cammack.....B											
152	184.4	5.5	Gilman.....B											
53	189.9	6.3	Alexandria.....B											
144	196.2	2.5	Wallace.....B											
	198.7	5.7	Elwood.....B											
146	204.4	4.9	Hobbs.....B											
	209.3	1.0	Tipton.....B	DN										
147	210.3	4.7	ZA Siding.....B											
	215.0	4.2	Goldsmith.....B											
145	219.2	3.7	Kempton.....B											
	222.9	2.2	Scircleville.....B											
145	225.1	2.9	Hillisburg.....B											
157	228.0	6.2	Boyleston.....B											
	234.2	0.5	Frankfort.....											
	234.7	0.8	Frankfort Yard...A	DN	7.00AM	1.15PM		5.15PM	3.00PM	11.25PM	2.20AM			
	235.5		WY Tower.....	DN										
					Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily			
					<b>67</b>	<b>63</b>	<b>53</b>	<b>47</b>	<b>57</b>	<b>65</b>	<b>49</b>			

Symbols: B—Telephone Booth; DN—Continuously;



EASTERN STANDARD TIME

# SANDUSKY DIVISION—EASTBOUND

## FRANKFORT YARD TO SOUTH LIMA

Car Capacity of Sidings	Miles from Peoria	Distance between Stations*	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	SECOND CLASS TRAINS									
					70	90	54	58	68	72	98	64		
					Through Freight Daily	Fast Freight Daily	Switch Local Daily Except Sunday	Switch Local Daily	Fast Freight Daily	Through Freight Daily	Fast Freight Daily	Fast Freight Daily		
.....	179.8	0.8	WY Tower.....	DN										
.....	180.6	0.5	Frankfort Yard...L	DN	1.05AM	4.40AM		8.00AM	10.00AM	1.30PM	6.30PM	8.00PM		
.....	181.1	6.2	Frankfort.....											
157	187.3	2.9	Boyleston.....B											
145	190.2	2.2	Hillsburg.....B											
.....	192.4	3.7	Sciroleville.....B											
145	196.1	4.2	Kempton.....B											
.....	200.3	4.7	Goldsmith.....											
147	205.0	1.0	ZA Siding.....B											
.....	206.0	4.9	Tipton.....	DN										
146	210.9	5.7	Hobbs.....B											
.....	216.6	2.5	Elwood.....B											
144	219.1	6.3	Wallace.....B											
53	225.4	5.5	Alexandria.....B											
152	230.9	4.9	Gilman.....B											
59	235.8	3.3	Cammack.....B											
145	239.1	2.0	Vernon.....B											
.....	241.1	0.5	Muncie Yard...B											
.....	241.6	1.5	Muncie.....	DN										
147	243.1	5.0	Muncie East Yd...B											
.....	248.1	3.2	De Soto.....B											
145	251.3	1.5	Ayers.....B											
28	252.8	5.8	Albany.....B											
84	258.6	10.9	Red Key.....B											
144	269.5	8.3	Portland.....B	DN										
144	277.8	2.7	Hales.....B											
31	280.5	4.8	Ft. Recovery....B											
147	285.3	4.4	Oakland.....B											
92	289.7	5.7	Coldwater.....B											
47	295.4	1.5	Cellna.....B											
146	296.9	8.3	Rose.....B											
145	305.2	9.1	St. Marys.....B	Exc. Sat. & Sun. 7:00A-4:00P										
150	314.3	4.1	Buckland.....B											
.....	318.4	3.9	Hume.....B											
281	322.3	2.5	Adgate.....B											
.....	324.8	0.2	South Lima Yard.A		6.55AM	9.20AM	2.30PM		2.15PM	7.45PM	11.05PM	2.10AM		
.....	325.0		South Lima.....	DN										
					Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily		
					<b>70</b>	<b>90</b>	<b>54</b>	<b>58</b>	<b>68</b>	<b>72</b>	<b>98</b>	<b>64</b>		

Symbols: B—Telephone Booth; DN—Continuously.

# NEW CASTLE DIVISION

## SOUTHBOUND

## NORTHBOUND

SECOND CLASS TRAINS			Car Capacity of Sidings	Miles from Ft. Wayne	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	Miles from Connersville	SECOND CLASS TRAINS		
95	93	101							102	92	94
Switch Local Daily Except Sunday	Switch Local Daily Except Sunday	Switch Local Daily Except Sunday							Switch Local Daily Except Sunday	Switch Local Daily Except Sunday	Switch Local Daily Except Sunday
				0	1.2	Ft. Wayne		109.0			
	L 8.45AM			1.2	2.7	West Wayne		107.8	A 12.05PM		
	8.55			3.9	4.4	Hugo		105.1	11.45		
	9.05		47	8.3	3.8	Ferguson B		100.7	11.35		
	9.15			12.1	3.5	Yoder B		96.9	11.25		
	9.25			15.6	3.4	Ossian		93.4	11.15		
	9.35		18	19.0	6.4	Kingsland	Except Sun. 10:00A-6:00P	90.0	11.05		
	10.45 <sup>92</sup>			25.4	6.1	Bluffton B	Except Sun. 7:45A-4:45P	83.6	10.45 <sup>93</sup>		
	11.01			31.5	4.8	Poneto		77.5	8.25		
	11.11			36.3	3.0	Keystone		72.7	8.15		
	11.40		45	39.3	8.1	Montpellier B	Exc. Sat. & Sun. 7:00A-4:00P	69.7	8.05		
	12.20PM		23	47.4	7.6	Hartford City	Exc. Sat. & Sun. 8:00A-5:00P	61.6	7.45		
	12.50			55.0	2.4	Eaton B		54.0	7.30		
	1.05			57.4	2.9	Shideler B		51.6	7.22		
	1.35			60.3	4.1	Royerton		48.7	7.17		
	1.45			64.4	1.3	Whiteley B		44.6	7.10		
						Muncie East Yard B					
L 11.30AM	A 2.20PM	L 6.00AM		65.7	5.9	Muncie	DN	43.3	A 11.55AM	L 7.00AM	A 5.20PM
11.45 <sup>102</sup>		6.15		71.6	1.9	Cowan		37.4	11.45 <sup>95</sup>		5.00
11.50		6.20		73.5	2.2	Oakville		35.5	11.35		4.55
11.55		6.25		75.7	2.9	Springport B		33.3	11.30		4.50
12.05PM		6.30		78.6	2.2	Mt. Summit	Exc. Sat. & Sun. 7:30A-4:30P	30.4	11.25		4.40
12.15		6.35		80.8	0.6	Rhein		28.2	11.18		4.35
12.17		6.37		81.4	2.6	Foley		27.6	11.15		4.28
12.40		A 6.45AM		84.0	7.1	New Castle B	Except Sun. 7:00A-11:00P	25.0	L 11.00AM		4.20
12.55				91.1	6.1	New Lisbon		17.9			3.50
1.20				97.2	1.8	Cambridge City	Exc. Sat. & Sun. 7:00A-4:00P	11.8			3.30
1.25				99.0	4.7	Milton		10.0			3.15
1.45				103.7	5.3	Beesons B		5.3			3.05
A 2.05PM				109.0		Connersville B	Exc. Sat. & Sun. 8:00A-5:00P	0			L 2.50PM
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday							Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
95	93	101							102	92	94

No. 95 is superior to No. 94, Muncie to Connersville.  
 No. 101 is superior to No. 102, Muncie to New Castle.  
 Symbols: B—Telephone Booth; DN—Continuously.





# INDIANAPOLIS DIVISION

**SOUTHBOUND**

**NORTHBOUND**

SECOND CLASS TRAINS					Car Capacity of Sidings	Miles from Indianapolis	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	SECOND CLASS TRAINS			
83	87	85	81	86						84	80	82	
Through Freight	Fast Freight	Switch Local	Through Freight	Fast Freight	Switch Local	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight
Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	L 3.30PM		L 5.00AM			158.2	8.7	Michigan City Yard..	5:30A-9:30P	A11.50AM		A10.30PM	
	4.00		5.40			149.5	3.2	Belfast.....B		11.25		9.50	
	4.08		6.55		68	146.3	6.7	LaPorte.....B		11.15		9.35	
	4.20		7.25		35	139.6	2.3	Stillwell.....B	DN	11.00		9.15	
	4.25		7.30		55	137.3	0.4	Dillon.....B					
	4.35		7.55		41	136.9	6.2	Kingsbury.....B	Exc. Sat & Sun. 7:00A-4:00P	10.55		9.05	
	4.55		8.50		72	125.0	5.7	Walkerton.....B		10.42		8.45	
	5.30		10.00 <sup>86</sup>		71	118.3	6.7	Tyner.....B	DN	10.20		8.00	
	5.45		10.20		71	110.1	8.2	Plymouth.....B	DN	10.00 <sup>81</sup>		7.00	
	6.00 <sup>80</sup>		10.35		70	104.0	6.1	Argos.....B	Exc. Sat. & Sun. 7:00A-4:00P	9.40		6.15	
	6.15		10.55		58	97.7	6.3	Tiosa.....B		9.28		6.00 <sup>87</sup>	
	6.30		11.15		48	89.0	8.7	Rochester.....B		9.15		5.05	
	A 6.45PM		A11.30AM		43	81.9	7.1	Macy.....B		9.00		4.50	
	L11.40PM	L 7.15PM			43	74.3	7.6	Denver.....B	DN	L 8.40AM		L 4.30PM	
	12.10AM	7.38			50	66.3	8.0	Peru Yard.....B	DN Exc. Sat. & Sun. 7:00A-4:00P	A 8.00AM		A11.30PM	
	12.19	7.43			50	63.0	3.3	Peru Yard.....B		7.33		11.00	
	12.30	7.47			61.0	61.0	2.0	Bunker Hill.....B		7.28		10.45	
	12.40	7.57			68	55.7	5.3	Miami.....B		7.25		10.40	
	1.00	8.00			64	54.4	1.3	Bennetts.....B		7.15		10.20	
	1.20	8.20			64	52.2	2.2	Kirby.....B	DN	7.13		10.10	
	1.40	8.35			46	46.3	5.9	Kokomo.....B		7.06		10.00	
	2.00	9.10 <sup>82</sup>	L11.30AM		53	39.7	6.6	Marshall.....B		6.55		9.40	
	2.15	9.20	11.40		62	34.5	5.2	Sharpville.....B		6.20	A10.45AM		9.10 <sup>87</sup>
	2.22	9.26	11.47		31.6	31.6	2.9	Tipton.....B	DN	6.06	10.25		8.52
	2.29	9.32	11.55		68	28.6	3.0	Atlanta.....B	Exc. Sat. & Sun. 7:00A-4:00P	6.01	10.15		8.46
	2.47	9.50	1.00PM		78	22.2	1.5	Arcadia.....B		5.55	10.05		8.40
	3.03	10.06	1.20		84	16.2	4.9	Cicero.....B		5.40	9.30		8.23
	3.13	10.15	1.30		84	12.2	6.0	Davin.....B	Exc. Sat. & Sun. 7:00A-4:00P	5.28	8.10		8.03
	3.25	10.25	1.40		64	7.4	4.0	Noblesville.....B	Exc. Sat. & Sun. 7:00A-4:00P	5.20	7.55		7.53
	A 3.50AM	A10.40PM	A 2.00PM		4.7	4.7	4.8	Fishers.....B	Exc. Sat. & Sun. 7:00A-4:00P	5.10	7.40		7.43
							2.7	Castleton.....B		L 5.00AM	L 7.30AM		L 7.30PM
							4.7	Malott Park.....B	{4:00A-12:00N {3:00P-11:00P DN				
	Daily	Daily	Daily Except Sunday	Daily				Indianapolis Yard...					
	83	87	85	81				Indianapolis.....		Daily	Daily Except Sunday	Daily	Daily
										86	84	80	82

Symbols: B—Telephone Booth; DN—Continuously.



# SPECIAL INSTRUCTIONS

**EASTBOUND TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, UNLESS OTHERWISE SPECIFIED.**

**NORTHBOUND TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION, UNLESS OTHERWISE SPECIFIED.**

**MANUAL BLOCK SYSTEM RULES ARE NOT IN EFFECT.**

**AUTOMATIC BLOCK SYSTEM RULES ARE IN EFFECT ONLY BETWEEN DA AND MO TOWER, LIMA, AND BETWEEN ERIE JCT., SOUTH LIMA AND FRANKFORT. SIGNS WILL DESIGNATE BEGINNING AND ENDING AUTOMATIC BLOCK SYSTEM TERRITORY.**

**BETWEEN DA AND FS, TRAINS ARE OPERATED UNDER NKP DISTRICT SUPERVISION AND NKP DISTRICT TIME TABLE GOVERNS.**

**BETWEEN EAST WAYNE AND WEST WAYNE, TRAINS ARE OPERATED UNDER NKP DISTRICT SUPERVISION AND NKP DISTRICT TIME TABLE GOVERNS.**

**Lima:** Between Erie Junction and MO Tower, trains or engines are operated under B. & O. Supervision and B. & O. Operating Rules and Time Table Instructions will govern.

**Frankfort:** Between the home signal located 265 feet east of PRR crossing and the home signals located 3500 feet east of Mile Post 234, all trains and engines will move on signal indication as per Rules 261 to 264, inclusive.

**Ft. Wayne:** Trains or engines run via N. Y. C. between NKP District Crossing and P.R.R. (Ft. Wayne Division) Crossing.

**New Castle:** Between Foley and Broad, trains or engines will move on signals under P.R.R. Operating Rules and Supervision.

**Rushville:** Main track from the junction switch about two thousand feet north of B&O crossing to the north end of NYC No. 8 siding, about 250 feet south of PRR crossing will be used jointly by NKP and NYC trains. NYC trains moving within these limits will run as extra trains and will not require Clearance Form A or train orders. Trains will run expecting to find trains switching or occupying track within these limits. The normal position of switch at north end of joint track indicates proceed for NYC.

**Connersville:** Between Central Avenue and B. & O. Connection, trains or engines will run expecting to find B. & O. yard engine making delivery.

**Indianapolis:** Between Massachusetts Avenue and Washington Street, trains or engines will move on signal indication under N.Y.C. Operating Rules and Supervision.

Between Washington Street and Union Station trains or engines will move on signal indication under I. U. Ry. Operating Rules and Supervision.

## REGULATIONS IN YARDS.

### 1. GENERAL.

#### YARD LIMITS.

##### Sandusky Division

Sandusky	Fostoria	Findlay
Lima	Muncie	Tipton
Frankfort		

##### New Castle Division

West Wayne	Bluffton	Hartford City
Muncie	New Castle	

##### Indianapolis Division

Michigan City	Peru	Kokomo
Tipton	Noblesville	Indianapolis

### 2. FOSTORIA.

(a) All movements over Union and Main Streets must be flagged over street crossing by member of crew.

(b) Before moving over Wood St., stop must be made to clear crossing. Trainmen will insert switch key in controller box located in southwest quadrant of crossing and turn key one-half turn to the right which will cause traffic light to indicate stop (red) to highway traffic. Movement must not enter crossing until after traffic light has been in stop position a sufficient length of time to warn highway traffic. After movement is completed, traffic light must be restored to normal operation by turning key one-half turn to left and remove. Traffic light must not be held in stop position unnecessarily.

(c) All trains and engines will communicate with Signalman at F Tower to determine location of trains or engines between L.E. & W. District, C.&O., and N.Y.C. Crossings and L.E.&W. District and B.&O. Crossing.

### 3. SOUTH LIMA YARD.

(a) Eastbound trains or engines may use Adgate extension when PROCEED indication is displayed on dwarf signal located at east end Adgate siding. When dwarf signal at east end Adgate siding displays STOP, the dispatcher must be immediately contacted for instructions.

(b) Westbound trains or engines desiring to use Adgate extension must receive permission from train dispatcher.

(c)—(1) When Color Light type dwarf signals at clearance point of east lead switch, east end South Lima Yard, and Color Light type dwarf signals located at crossover west end South Lima Yard, display "Flashing Red," and switches are properly lined and route is clear, yard engines and engines may pass signals displaying such "Flashing Red" aspect to make switching moves, but no train or engine may depart from South Lima Yard except when proper signal is displayed.

(2) Sirens which are located on instrument housing opposite clearance point East Yard lead and opposite westward home signal B&O Belt Interlocking, when sounded indicates dispatcher desires to make a road train movement.

(3) Engines making switching movements past these signals will clear the main track on sounding of the siren. Engines having work to do on the main track beyond the hearing range of the siren will secure time from dispatcher to perform such work.

### 4. FRANKFORT.

(a) Ordinance prohibits the sounding of whistle or the sounding of other engine signals for any street or alley crossing.

(b) Road engines will receive instructions from Yardmaster designating track to be used between the Engine Track and west end of Yard.

(c) An indicator located west of east switch of eastward yard track No. 1, Frankfort Yard, governs eastbound L.E.&W. District trains only. Indicator will display one lunar white light when eastward home signal located 265 feet east of P.R.R. Crossing displays aspect and indications in accordance with Rules 290, 285 or 281. L.E.&W. District trains, when ready to leave the eastward yard, will not depart or block the ladder track until indicator light is displayed or home signal displays a proceed indication.

(d) Movements of all trains or engines in Frankfort Yard between the clearance point of the east switch of the westward yard located 330 feet west of the P. R. R. Crossing, and the clearance point of the CL District or the L. E. & W. District main tracks east of the P. R. R. Crossings will be governed by hand signals from the switchtender located at the P. R. R. Crossing.

Eastbound trains or engines will not proceed beyond the clearance point of the east switch of the westward yard until they have received a proceed signal with Yellow Flag by Day or Yellow Light by Night from the switchtender and the switches are properly lined and the route is clear and proper signal is displayed on the P.R.R. Crossing semaphore.

Westbound trains or engines will not proceed beyond the clearance point of the CL District or L. E. & W. District main tracks until they have received a proceed signal with a Green Flag by Day or Green Light by Night from the switchtender and the switches are properly lined and the route is clear and proper signal is displayed on the P. R. R. Crossing semaphore.

### 5. WEST WAYNE.

Trains or engines must stop and member of crew protect traffic before crossing Taylor Street, Engle Road and Sand Point Road. At Engle Road and Sand Point Road traffic must be protected from west side of crossing.

### 6. MUNCIE

(1) Movements on New Castle Division Connecting track are under supervision of yardmaster and authority must be obtained before occupying this track. Movements on this track must be made at yard speed.



## SPECIAL INSTRUCTIONS—Continued.

### MUNCIE (Continued)

- (a) Movements on Joint Track are under C&O Operating Rules and Supervision and authority must be obtained from C&O Operator before occupying this track.
  - (b) When proper signal is displayed at Muncie or Muncie East Yard, New Castle Division trains and engines may proceed on Sandusky Division Main Track without running orders or Clearance Form A.
- (2) All movements over Walnut and Madison Streets, on Belt Track, and over Jefferson Street on old Main Track, New Castle Division, must be protected by a member of crew on crossing.

### 7. NEW CASTLE

All movements over 14th St. (near "J" Avenue) must be flagged over street crossing by member of crew.

Flasher protection is provided at Thornburg Street between the hours of 6:00 A.M. and 10:00 P.M. daily except Sunday. At other times movements over this crossing must be protected by a member of crew on crossing.

### 8. RUSHVILLE.

11th Street. Trains or engines must stop and member of crew protect traffic before crossing street.

3rd Street. Crossing watchman on duty 7:00 A.M. to 3:00 P.M. daily except Saturday and Sunday, during period school is in session. When crossing watchman is not on duty trains and engines must stop and a member of crew protect traffic before crossing or making switching movements over this street.

### 9. MICHIGAN CITY.

- (1) Ordinance prohibits the use of whistle within the city limits, except when necessary to prevent accident, or when calling for signals, and bell must be ringing at all times when engine is moving.
- (2) All movements on South Harbor Track over Sixth and "E" Streets must be flagged over crossings by member of crew.
- (3) Unless otherwise instructed main track switches at south end of yard will be left as last used. Trains and engines will approach the yard expecting to find these switches lined for the yard.

### 10. PERU.

- (1) Movements on C. & O. main track between North Wye and Woolen Mill Spur will be made on signal indication under C. & O. Operating Rules and Supervision.
- (2) Unless otherwise instructed main track switches at north and south end of yard will be left as last used. Trains and engines will approach the yard expecting to find these switches lined for the yard.
- (3) Washington Avenue. Trains or engines must stop and member of crew protect traffic before crossing street.

### 11. KOKOMO.

(a) Engine whistle signal for highway crossings should be sounded only in case of emergency.

(b) Due to close clearance between Main Track and Elm Street Storage Track, Elm Street to Monroe Street, employees are prohibited from riding on side of cars between these two tracks when cars are occupying Elm Street Storage.

### 12. CICERO.

Ordinance provides for one short blast of engine whistle for all highway crossings, except at Park St. and Brenton St. where Rule 14-L will apply.

### 13. INDIANAPOLIS.

(a) Engine whistle signal for street crossings protected by flasher signals, bells, watchman, flagman, or gates, within the corporate limits of the city, is prohibited.

(b) Outbound trains, as soon as the engine is coupled on the train, must pull down just to clear the insulated joints south of 38th Street, as these joints are very close to the street, and in starting the train the movement to the street should be slow to give the flashers time to stop the traffic on 38th Street.

In order to keep the flashers from working, the main track switch must be closed after backing the engine in on train.

Inbound trains will pull in the yard with train intact, pulling the entire train over the insulated joints south of 38th Street, closing main track switch as soon as the caboose clears.

(c) All southbound trains or engines will stop at north entrance to Yard, call Yardmaster and be governed by his instructions as to movement through the Yard.

### 14. GENERAL INSTRUCTIONS.

(a) All engines with or without cars, using sand in stopping, or engines stopped on sanded rail, must be moved off of same promptly. Cars detached from engine must not be left standing on sanded rail. This to insure proper operation of all signals, including electric highway signals.

(b) When an emergency application of train brakes occurs on multiple unit diesel operated trains in either forward or reverse movement, a forward movement must be made before any attempt is made to back up train in order to have swivel butt drawbars of diesel units in alignment.

(c) When necessary to back up or shove trains or cuts of cars with diesel units in multiple operation, all units shall be isolated ex-

cept the two adjacent to the train or cars. This is to avoid the possibility of jack-knifing and causing derailments.

(d) Diesel engines may be operated through water not exceeding depth of 4 inches above top of rail, proceeding at a speed not exceeding 3 miles per hour.

(e) When necessary to use the tracks of a foreign road at Junction points, permission must first be obtained from the agent or operator of such road, and the movement must be protected by flag.

(f) In switching or handling cars or trains, where the view is obstructed, signals must be continuous and distinct, or the engine brought to a stop.

(g) When switching or moving on repair tracks, the engine bell must be ringing.

(h) When the switching of repair tracks is completed, the switches must, in all cases, be lined for the ladder, and such will be the normal position of switches connecting repair tracks to the ladder.

(i) Cars must not be run over live rails on scale track except when actual weighing operations are being performed. Engines must not be operated over live rails on scale track at any time, except in case of emergency.

(j) Helper engines assisting in the handling of trains or cuts of cars will not start movement of trains or engines until receiving proper signal or they are instructed to do so.

(k) Operators must not open a main track switch until train has come to stop, except at points where proper signals are provided to control the approach and movement of the trains.

(l) When relief train leaves terminal with derrick boom leading, a stop should be made at a convenient point as soon as steam has been gotten up on the derrick and boom swung around to trailing position.

(m) When operating snow plow or Jordan spreader it will be necessary to close wings at all overhead structures, through bridges, coal docks, water tanks, steel masts, switch stands, dwarf signals, spring switch indicators, highway crossing gates, station platform at Fostoria, and other structures which are visible.

(n) When proceed signal has been given to start a freight train, and after the entire train is in motion, a final proceed signal shall be given from rear end at the first point at which it will be visible from head end from either side of the train.

Enginemen, and trainmen on engine shall be on the lookout for such signals and be governed accordingly.

(o) LE&W District trains with corresponding schedules included in NKP District time table under same train numbers and extra trains moving from FS or DA, will maintain their authorized identity, displaying classification signals, as required by the rules.

(p) The speed of passenger trains will be reduced at points where orders are to be received so as to make it possible for members of the train crew to receive the orders.

(q) La Porte. Trains or engines, moving on old main over Pulaski Street, must stop and a member of crew protect traffic before crossing street.

(r) Plymouth. The hours between which train order and block station is open, Depot 7:00 A. M. to 4:00 P. M., daily except Saturday and Sunday, Interlocking Tower continuous.

(s) New Castle. The hours between which train order and block station is open, Depot 8:00 A. M. to 5:00 P. M., daily except Saturday and Sunday, Interlocking Tower Broad 7:00 A. M. to 11:00 P. M., daily except Sunday.

(t) Findlay. Train order and block station NYC Interlocking Tower continuous.

(u) New Bremen. Trains or engines must stop at Lock Two Road and a member of crew protect traffic before crossing road.

#### (v) Electric Highway Crossing Signals.

(1) All installations will be covered by bulletin indicating starting sections, crossing circuits, crossing indicators, location of markers, manual control devices, etc.

(2) A crossing indicator is a flashing white light mounted on instrument housing adjacent to crossing, to indicate crossing signals are in operation.

(3) Where required, entrance to a crossing circuit is indicated by markers. Markers may consist of a painted post or painted rail joint.

(a) A YELLOW marker indicates entrance to an approach starting section.

(b) A RED marker indicates entrance to a second starting section, or where special circuits are provided account switching operations.

(c) A WHITE marker indicates entrance to a circuit over crossing where no approach starting section is provided.

(4) Where first and second starting sections are provided, a movement stopping or delayed on the first starting section will cancel automatic operation. Occupancy of second starting section will restore automatic operation.

(5) Operation of manual control devices for canceling automatic operation is restricted to the track occupied and when practicable, such controls must be restored to automatic operation before a movement is made over the crossing.



## SPECIAL INSTRUCTIONS—Continued.

(6) Trains or engines having stopped, including compliance with a signal displaying a stop or stop and proceed indication, performing switching or been otherwise delayed within the limits of a starting section, must not proceed over a crossing without first protecting such a move by a trainman at the crossing, unless crossing protection has been operating a sufficient length of time to warn highway traffic.

(7) To avoid unnecessary operation of electric highway signals:

- (a) Engines or cars must not occupy circuits unnecessarily.
- (b) When circuits are occupied by standing engine or car, available cut out device must be used to avoid unnecessary delay to highway traffic.

(8) Trainman manual control device for canceling automatic operation may be either of two types:

- (a) Insert switch key in control box and turn clockwise as far as possible. To restore automatic operation remove switch key.
- (b) Insert switch key in control box and turn clockwise as far as possible and remove. To restore automatic control push button marked "lower gates" or "re-start".

(9) At the following locations special precautions must be taken with respect to the operation of electric highway signals:

Location	Crossing	Track	Remarks
South Lima	Adgate Road	Main	Note 1
South Lima	Adgate Road	Adgate Siding	Note 1
Mt. Cory	Main Street	Main	Note 1
Mt. Cory	Main Street	Siding	Note 1
Elwood	13th Street	Main	Note 3
Walkerton	8th St. (State Rd. 23)		Note 2
Michigan City	U. S. Route 12	Main & Sidings	Note 4

**Note 1**—If the home signals display stop indication the track circuits will not actuate the automatic crossing protection, therefore trains and engines receiving permission to pass the stop signal must foul the home signal and wait a sufficient time for the gates to lower.

**Note 2** — Northbound train or engine holding main track or moving out of siding after meeting southbound train or engine must not proceed over crossing without first protecting such move by man on ground unless crossing signals are operating.

**Note 3** — Westbound trains or engines having stopped or been otherwise delayed in a starting section, must not exceed a speed of 15 miles per hour through the second starting section.

**Note 4** — Northward and southward color light type crossing indicators bearing "X" markers govern movement on all tracks over the highway crossing. Indicators are located between No. 3 and No. 4 tracks and on west side of main track, 20 feet from each side of highway.

Crossing indicators will display a Stop (RED) aspect when the approach starting sections are occupied.

When gates have descended, and after the expiration of a 20 second time interval, crossing indicators will display a proceed (Yellow) aspect. Movement may then be made over the highway crossing.

Movements over the crossing must clear the yellow insulated joints on the opposite side of crossing, in direction of movement, before reverse movement is made.

Movements, receiving a Stop indication on the crossing indicator, will stop with leading wheels opposite the indicator and will not proceed until crossing is properly protected.

Trainmen manual control devices for cancelling and restoring automatic operation of the crossing signals are located on south side of instrument housing in the northwest quadrant of crossing.

(w) **Movement of Locomotives and/or Diesel Units in Trains.**

When, for any reason, it is found necessary to remove side rods from a locomotive, the corresponding rods on opposite side must also be removed.

In the event of engine truck or trailer truck being destroyed and/or removed; driving wheel blocked up on account of broken wheel or tire, or for other reasons, in such a manner as to alter the weight distribution of an engine; or when the side rod or side rods and/or main rods have been removed, altering the effect of the counter-balance weights, particular care must be exercised in handling the locomotive to avoid damage to track, culverts, bridges, etc. In all cases where the weight distribution of the locomotive has been altered, authority must be obtained from the Superintendent before movement of the locomotive. Care must be taken that the rim of the raised wheel does not contact with the rail; and that speed restrictions are closely observed.

The movement of steam locomotives and/or diesel units in trains must be accompanied by a way bill, except when being moved to the maintaining terminal after failure on the line.

The Mechanical Department at the originating point must notify the Chief Train Dispatcher, General Yard Master and Superintendent in writing, of any desired movement of dead locomotives and/or diesel units specifying speed restrictions, if any, that are to be observed. This information must be written conspicuously on the face of the waybill. The Yardmaster at all terminals, after consultation with the Mechanical Department, must advise the Chief Train Dispatcher of the restrictions required and secure the Chief Train Dispatcher's authority as to the train in which the locomotive and/or diesel unit is to be moved, and then must notify the Conductor and Engineer of the restriction. The Chief Train Dispatcher must notify the connecting Division of the movement and restrictions required. Also, the Chief Train Dispatcher must notify the Conductor and Engineer of the train handling the dead locomotive and/or diesel unit of the restrictions required in the movement.

Unless specifically tagged and billed to be handled at the rear of train, all locomotives and/or diesel units moving dead in train shall be placed near the head end and within 10 cars of the hauling locomotive. There must be at least one car between the hauling locomotive and the first dead locomotive or diesel unit, and there must be at least one car between any two following dead locomotives or units. A maximum of four dead locomotives or units shall be handled in any one train.

Automatic braking operations on trains handling dead locomotives require a minimum of 15 pound brake pipe reduction be completed to insure full release of brakes on the dead locomotives.

Diesel locomotives are equipped with three-way bleed valves, one over each truck, to cut out and bleed air brakes. If brakes are found sticking no attempt will be made to haul locomotive with brakes operative. Air brakes must be cut out and bled and locomotive handled to next terminal in that condition.

(x) **Lubrication and Care of Journal Boxes.**

When a journal is found overheated enroute, train must be stopped and examination made, packing must be adjusted or box replaced if this will overcome the trouble. If cause of heating cannot be corrected in this manner or car cannot be moved to next terminal through use of cooling compound and without undue delay to train car should be set out.

When cars with hot journals are set out where car inspectors do not take immediate charge precaution must be taken to know that journal is left in condition to avoid damage to car by fire.

Hyatt Roller Bearing application on our new sleepers, new coaches, new DL&W sleepers and coaches are now equipped with heat indicators. This device is a cylindrical metal cartridge containing a liquid and sealed with a fusible plug which melts instantly when temperature inside the bearing housing exceeds 250° Fahrenheit.

One heat indicator emits an extremely pungent and penetrating odor which can be described as an odor between rotten cabbage and a skunk odor. The other heat indicator emits a dense white smoke for several minutes.

Timken Roller Bearings on Business Cars 1, 2 and 4, ten aluminum box cars and the 500 Railway Express Refrigerator Cars Series 6100-6599 are equipped with heat indicator in the drain plug which is a somewhat different application than on the other cars. This heat indicator contains a stench bomb only.

When the resultant odor or smoke is detected, the train should be stopped at once and the overheated bearing located. At times it is possible to get a false indication of either odor or smoke due to leaking cartridge, when this has been detected, other indicators should be examined as both of them should go off with the same degree of overheating. The box with the discharged heat indicator should be felt for running heat, and if same does not exceed that of the other boxes on the car it is safe to assume that the car can be handled to the next terminal where same should be looked at by car inspector, and car either forwarded to destination or cut out of train. If the box is abnormally hot and both heat indicators are discharged, in the case of car equipped with two heat indicators and one heat indicator discharged in the car equipped with only one heat indicator, cars should not be brought forward at excessive speed and should be set off as further damage may result to the bearing assembly, and in extreme cases the journal will eventually fail.

Chief Train Dispatcher should be notified immediately of any cars that are set out or cars that have trouble enroute so that arrangements can be made to have car inspectors drain car during cold weather and take other necessary precautions to protect cars against freezing and other damage.

**15. PERSONAL INJURY ACCIDENTS.**

(1) It is desired that all statements to the railroad in reference to personal injury accidents shall be as full as possible and all facts stated, whether favorable or unfavorable to the railroad, the injured person or any of the railroad's employees.



## SPECIAL INSTRUCTIONS—Continued.

(2) Employees who witness or have any knowledge of an accident must not give information concerning the same to any person other than an officer or a claim agent of this Company unless required by law to do so, and persons, other than officers or claim agents of this Company, who seek information concerning any accident should be referred to the Chief Claim Agent of this Company; provided, however, that this rule shall not prevent employees from furnishing, voluntarily, to a person in interest, information as to the facts incident to the injury or death of any employe.

### 16. MAXIMUM PERMISSIBLE WEIGHT LIMIT OF CARS.

Between Sandusky and Frankfort.....	251,000 lbs.
Between St. Marys and Minster.....	210,000 lbs.
Between Ft. Wayne and Rushville.....	220,000 lbs.
*Between New Castle and Connersville.....	172,000 lbs.
Between Indianapolis and Michigan City.....	220,000 lbs.

Except between New Castle and Connersville, the above weights do not apply to jumbo tank cars loaded to 20,000 gallons or more capacity.

\* Cars weighing between 172,000 and 210,000 lbs. gross can be moved if light cars precede and follow each heavy car, subject to speed restrictions applicable to the hauling engine over bridges.

Where maximum gross weight of car and lading of 210,000 and 220,000 pounds is allowed, maximum gross weight of car and lading of 250,000 pounds for cars with six (6) axles is allowable, and where 251,000 pounds is allowed maximum gross weight of car and lading of 300,000 pounds for cars with six (6) axles is allowable.

### 17. STANDARD CLOCKS, BULLETIN BOARDS AND TRAIN REGISTER BOOKS.

Location	Office	Standard Clock	Bulletin Board	Register Book
Sandusky.....	Depot.....	X	X	X
Bellevue Yard.....	Telegraph.....	X	X	
Bellevue.....	Depot.....	X	X	
Fostoria.....	Blair.....	X	X	
.....	Wilson Yard.....			X
South Lima.....	Telegraph.....	X	X	X
Muncie.....	Telegraph.....	X	X	X
.....	Yard.....		X	
.....	Engine House.....	X	X	
Tipton.....	Telegraph.....	X		
Frankfort.....	Dispatchers'.....	X	X	
.....	Yard.....	X	X	X
East Wayne.....	Telegraph.....	X	X	X
Muncie.....	Telegraph.....	X	X	X
.....	Yard.....		X	
.....	Engine House.....	X	X	
New Castle.....	Telegraph.....	X	X	X
Connersville.....	Telegraph.....			X
Rushville.....	Telegraph.....			X
Indianapolis.....	UN Telegraph.....	X		
Indianapolis Yard.....	Telegraph.....	X	X	X
.....	Engine House.....		X	
Tipton.....	Telegraph.....	X		X
Kokomo.....	Telegraph.....	X		
Peru Yard.....	Telegraph.....	X	X	X
Michigan City.....	Telegraph.....	X	X	X

X Indicates location

### 18. REGISTERING AND CLEARING OF TRAINS.

#### Second Class and Inferior Trains.

##### Sandusky Division

Register at South Lima and Frankfort Yard.

Trains starting and terminating Muncie, will register and receive Clearance Form A at Telegraph Office.

Trains operating between Fostoria and Sandusky will register at Sandusky and Fostoria (Wilson Yard).

##### New Castle Division.

Register at East Wayne, Muncie, New Castle, Connersville and Rushville.

Receive Clearance Form A at Bluffton, Muncie and New Castle.

##### Indianapolis Division.

Register at Michigan City, Peru Yard, Tipton and Indianapolis Yard.

Receive Clearance Form A at Tipton.

### 19. SPEED RESTRICTIONS.

Locations and Conditions	Miles Per Hour	
	Pass. Trains	Freight Trains
<b>(a) SANDUSKY DIVISION.</b>		
Sandusky to Fremont.....	40	35
Fremont to Fostoria.....	25	25
Arcadia to Frankfort.....	65	60
St. Marys to Minster.....	25	25
Trains handling scale test cars X-1000, X-55355 and X-56130 handle on rear of train only.....		30
Trains handling steam shovel, locomotive crane, pile driver, Jordan spreader or similar equipment on own wheels, load or heavy end must be toward engine....		30
Trains handling high hopper cars of coal or other heavy commodities loaded to cubic capacity (top of car or above):		
Between Sandusky and Fostoria.....		25
Between DA and Frankfort yard.....		50
Trains handling large sized loaded covered hoppers 180,000 to 200,000 lbs. capacity:		
Curves.....		25
Trains handling short ore hoppers:		
Loaded.....		30
Empty.....		35
Engines, running light with or without caboose.....		50
Steam switch engines without engine truck handled in trains.....		20
Engines with side or main rods down or disconnected..	20	20
Large derricks:		
Between Fostoria and Frankfort		
Tangent track.....		40
Curves.....		30
Except on curves restricted to less than 30 miles per hour for freight trains—freight train speed restriction to apply.		
All other territory		
Tangent track.....		25
Curves.....		20
Except on curves restricted to less than 20 miles per hour for freight trains—freight train speed restriction to apply.		
Snow Plows:		
Not operating flangers.....		35
Operating flangers.....		25
Passing Passenger trains on double track.....		4
Passing station platforms.....		6
Solid Trains of tank cars loaded with petroleum or petroleum products.....		50
Weidlers: Turnouts, and Thru Siding.....	35	35
Findlay: Between Westbound Home Signal, N.Y.C. Interlocking, and Eastbound Home Signal West of Mile Post 58....	20	20
Evans: Turnouts, and Thru Siding.....	35	35
Mt. Cory: Turnouts, and Thru Siding.....	35	35
Beaver Dam: Turnouts, and Thru Siding.....	35	35
Morris: Turnouts, and Thru Siding.....	35	35
First Curve West, Mile post 88.....	40	40



## SPECIAL INSTRUCTIONS—Continued.

### SPEED RESTRICTIONS—Continued.

Locations and Conditions	Miles Per Hour		
	Passenger Trains	Freight Trains	
Lima: City Limits .....	35	35	
So. Lima Yard: Eastbound trains entering Lead Ladder at West end.....	12	12	
Adgate: Turnout West end and Thru Siding.....	35	35	
Buckland: Turnouts, and Thru Siding.....	35	35	
St. Marys: Turnouts, and Thru Siding.....	35	35	
	Between Passenger Station and Canal Bridge.....	20	20
	Second Curve West at Mile Post 113.....	50	50
Rose: Turnouts, and Thru Siding.....	35	35	
Celina: First Curve East of Mile Post 119.....	50	50	
	N.Y.C. Crossing.....	30	30
Coldwater: City Limits.....	25	25	
Oakland: Turnouts, and Thru Siding.....	35	35	
Hales: Turnouts, and Thru Siding.....	35	35	
Portland: Turnouts, and Thru Siding.....	35	35	
	P.R.R. Crossing.....	25	25
	Reverse Curve.....	45	45
Red Key: Turnouts, and Thru Siding.....	35	35	
	Between Home Signals of P.R.R. Crossing.....	30	30
Albany: City Limits between 7:59 A. M. and 5:01 P. M. daily, except Saturday and Sunday.....	30	30	
	Turnouts, and Thru Siding.....	35	35
Ayers: Turnouts, and Thru Siding.....	35	35	
Muncie East Yd.: Turnouts, and Thru Siding.....	35	35	
Muncie: Between Ohio St. and Kilgore Ave.....	30	30	
Gilman: Turnouts, and Thru Siding.....	35	35	
Alexandria: Engines between State Road No. 9 and West End Siding.....	40	40	
Wallace: Turnouts, and Thru Siding.....	35	35	
Elwood: City Limits.....	30	30	
Hobbs: Turnouts, and Thru Siding.....	35	35	
Tipton: Thru East and West Wyes.....	10	10	
ZA Siding: Turnouts, and Thru Siding.....	35	35	
Kempton: Turnouts, and Thru Siding.....	35	35	
Hillisburg: Turnouts, and Thru Siding.....	35	35	
Boyleston: Turnouts, and Thru Siding.....	35	35	
Through all other sidings.....	15	15	
Outlying tracks.....	6	6	
Other main track turnouts and crossovers.....	15	15	
Other turnouts and crossovers.....	10	10	
Speed restrictions apply to entire train, except where otherwise specified. Speed must be further reduced when, in the judgment of enginemen, conditions require it.			
Speed restrictions apply to engines over following Bridges:			
Bridge 41 3/4 Mile east of Erlin (AP, ARS, ERS).....	35	35	
Bridge 47 West of Erlin (AP, ARS, ERS).....	35	35	
Bridge 54 1/2 Fremont (entire train).....	35	25	
Bridge 1021 South of St. Marys on Minster Branch (ARS, ERS).....	25	25	
100 ton and 160 ton derricks over following bridges:			
Bridge 41 3/4 miles east of Erlin			
Bridge 47 west of Erlin			
Bridge 54 1/2 Fremont			
Bridge 1021 south of St. Marys on Minster Branch.....		25	
250 Ton Derrick not allowed between W&LE District Transfer Fremont and Sandusky, or on Minster Branch, with the following further restrictions: Fostoria: Close Observation passing old LE&W District Station Platform.....			
		5	
Loaded flat cars Nos. 2900 and 2901 over following bridges:			
Bridge 41 3/4 mile east of Erlin			
Bridge 47 west of Erlin			
Bridge 54 1/2 Fremont			
Bridge 1021 south of St. Marys on Minster Branch.....		25	

### SPEED RESTRICTIONS—Continued.

Locations and Conditions	Miles Per Hour	
	Passenger Trains	Freight Trains
NKP Flat cars Nos. 2902 and 2903, when loaded to capacity, are not allowed south of Goodyear Plant on Minster Branch. Elsewhere they are subject to speed restrictions over bridges as applied to hauling engine, except as follows:		
Bridge 41 3/4 mile east of Erlin		
47 west of Erlin		
54 1/2 Fremont.....		20
Bridge 1020 South of St. Marys.....		25
<b>(b) NEW CASTLE DIVISION.</b>		
Ft. Wayne to New Castle.....	40	40
New Castle to Connersville.....	30	30
New Castle to Rushville.....	30	30
Trains handling scale test cars X-1000, X-55355 and X-56130, handle on rear of train only.....		30
Trains handling steam shovel, locomotive crane, pile driver, Jordan spreader or similar equipment on own wheels, load or heavy end must be toward engine.....		20
Trains handling high hopper cars of coal or other heavy commodities loaded to cubic capacity (top of car or above).....		25
Trains handling large sized loaded covered hoppers 180,000 to 200,000 lbs. capacity:		
Curves.....		25
New Castle to Connersville not allowed		
Trains handling short ore hoppers:		
Loaded.....		30
Empty.....		35
Engines with side or main rods down or disconnected..		20
Ft. Wayne: From south end of Storage track to Taylor Street.....	25	25
Montpelier: Between a point 365 feet north of Windsor Street and 365 feet south of Monroe Street.....	10	10
New Castle (Connersville Br.): Between station and south yard limit board.....	20	20
Connersville: Corporation Limits.....	15	15
Mays: Main Street.....	10	10
Large Derricks:		
Tangent track.....		30
Curves.....		20
Except on curves restricted to less than 20 miles per hour for freight trains—freight train speed restriction to apply.		
Snow Plows:		
Not operating flangers.....		35
Operating flangers.....		25
Passing station platforms.....		6
Through all other sidings.....	15	15
Outlying tracks.....	6	6
Other main track turnouts and crossovers.....	15	15
Other turnouts and crossovers.....	10	10
Speed restrictions apply to entire train, except where otherwise specified. Speed must be further reduced when, in the judgment of enginemen, conditions require it.		
Speed restrictions apply to engines over following Bridges:		
Bridge 1841 3/4 mile south of Waynedale		
1820 Ossian		
1792 North of Bluffton		
1783 3 mile north of Poneto		
1782 1/2 mile north of Poneto		
1772 Keystone		
1764 1/2 mile north of Montpelier		
1692 2 mile south of Muncie		
1651 3 1/2 mile north of New Lisbon		
1872 Dunreith		
1879 Mays		
(FS, ARS, ERS).....	30	30
Bridge 1635 North of Cambridge City		
1628 1/2 mile north of Cambridge City		
(AP, ES, AS, ASM, BS, LS, ARS, ERS, FS)	30	30
Bridge 1633 1 1/4 mile north of Cambridge City		
(FS, ARS, ERS).....	30	30
Bridge 1632 North of Cambridge City		
(FS, ARS, ERS).....	20	20
Bridge 1625 3/4 mile north of Milton		
(AP, ES, AS, ASM, BS, LS, ARS, ERS, FS)	20	20
Bridge 1611 Beesons		
(ARS, ERS).....	30	30



## SPECIAL INSTRUCTIONS—Continued.

### SPEED RESTRICTIONS—Continued.

Locations and Conditions	Miles Per Hour	
	Pagr. Trains	Freight Trains
All other engines heavier than those specified above not allowed.		
100 ton Derrick, General Restrictions govern with the following further restrictions: Bridge 1628 1/2 mile north of Cambridge City 1625 3/4 mile north of Milton.....		20
160 ton Derrick, General Restrictions govern with the following further restrictions: Not allowed to operate between New Castle and Connersville. Bridge 1841 South of Waynedale 1820 Ossian 1792 North of Bluffton 1783 3 mile north of Poneto 1782 1/2 mile north of Poneto 1772 Keystone 1764 1/2 mile north of Montpelier 1692 2 mile south of Muncie 1879 Mays 1872 Dunreith.....		20
250 ton Derrick, General Restrictions govern with the following further restrictions: Not allowed to operate except between Bridge 1739 south of Hartford City and Bridge 1692 south of Muncie. Bridge 1739 South of Hartford City Not allowed 1723 Eaton..... 1692 South of Muncie Not allowed		20
N K P Container cars numbered 76000 to 76144 inclusive, and 76150 to 76164 inclusive, when loaded to capacity cannot be handled between New Castle and Connersville.		
N K P Flat cars numbers 2900 and 2901 loaded to capacity are prohibited between New Castle and Connersville, but may be handled between Ft. Wayne and Rushville with the following restrictions over Bridges: Bridge 1841 3/4 mile south of Waynedale 1820 Ossian 1792 North of Bluffton 1783 3 mile north of Poneto 1782 1/2 mile north of Poneto 1872 Dunreith 1879 Mays.....		20
Bridge 1772 Keystone 1764 1/2 mile north of Montpelier 1692 2 mile south of Muncie.....		30
NKP Flat cars Nos 2902 and 2903 when loaded to capacity, are not allowed to operate on New Castle Division.		
<b>(c) INDIANAPOLIS DIVISION.</b>		
Between:		
Indianapolis and Bunker Hill.....	49	40
Bunker Hill and Peru.....	45	30
Peru and Michigan City.....	49	40
Trains handling scale test cars X-1000, X-55355 and X-56130 handle on rear of train only.....		30
Trains handling steam shovel, locomotive crane, pile driver, Jordan spreader or similar equipment on own wheels, load or heavy end must be toward engine. . .		30
Trains handling high hopper cars of coal or other heavy commodities loaded to cubic capacity (top of car or above): Between Peru Yard and Michigan City Yard.....		35
Trains handling large sized loaded covered hoppers 180,000 to 200,000 lbs. capacity: Curves .....		25
Trains handling short ore hoppers: Loaded..... Empty.....		30 35
Engines with side or main rods down or disconnected..	20	20
Large Derricks: Tangent track..... Curves.....		30 20
Except on curves restricted to less than 20 miles per hour for freight trains—freight train speed restriction to apply.		

### SPEED RESTRICTIONS—Continued.

Locations and Conditions	Miles Per Hour	
	Pagr. Trains	Freight Trains
Snow Plows: Not operating flangers..... Operating flangers..... Passing Passenger trains on double track..... Passing station platforms.....		35 25 4 6
Michigan City: Over Roeske Ave. and street crossings north of CSS & SB crossing.....	6	6
La Porte: Between northward home signal NYC interlocking and south end of first curve south of Mile Post 147..... Southbound trains and engines on Laporte Branch track approaching Lincoln Way crossing.....	20 8	20 8
Plymouth: Adams and Washington street between 4:30 P. M. and 6:00 P. M..... Curve north end Siding.....	10 45	10 .....
Rochester: Between 8th and 12th streets .....	30	30
Peru: Within corporate limits .....	25	25
Curve on Wab. Crossing .....	15	15
Kokomo: Buckeye Street .....	10	10
Boulevard Street.....	20	20
Hoffer St.....	20	20
Wheeler St.....	20	20
Jefferson St.....	12	12
Monroe St.....	8	8
Jackson St.....		
Northward.....	5	5
Southward.....	12	12
Cloverleaf—LE&W Wye .....	10	10
Tipton: Thru East and West Wyes.....	10	10
Atlanta: Within corporate limits.....	20	20
Arcadia: Within corporate limits.....	20	20
Cicero: Engines within corporate limits.....	20	20
Davin: All side tracks.....		20
Except from third road crossing east of Main track connection to a point 1800 feet east over fill.....		10
Turnouts.....		15
Noblesville: Two curves north of White River Bridge Eighth Street.....	40 6	..... 6
Indianapolis: Main track approaching 13th, 15th, 16th, 17th, 19th, 20th and 30th streets..... No. 1 siding approaching 15th and 16th streets..... No. 4 track approaching 17th, 19th and 20th streets..... Between Water Works track and Orchard Ave. ....	20 10 10 30	20 10 10 30
Through all other sidings.....	15	15
Outlying tracks.....	6	6
Other main track turnouts and crossovers.....	15	15
Other turnouts and crossovers.....	10	10
Speed restrictions apply to entire train, except where otherwise specified. Speed must be further reduced when, in the judgment of enginemen, conditions require it.		
Speed restrictions apply to engines over following bridges:		
Bridge 1328 1/2 mile north of Cassville 1399 1/2 mile south of Denver 1528 1 3/4 mile north of Tyner 1532 1 1/2 mile south of Walkerton 1534 1 1/4 mile south of Walkerton 1566 1 1/2 mile south of Michigan City (AP, ES, AS, ASM, BS, LS, FS, ARS, ERS)		40 40
100 ton Derrick, General Restrictions govern.		
160 ton Derrick, General Restrictions govern with the following further restrictions: Bridge 1528 1 3/4 mile north of Tyner 1532 1 1/2 mile south of Walkerton		20







## SPECIAL INSTRUCTIONS—Continued.

### Indianapolis Division.

Noblesville..... Doughnut Corp. tracks Nos. 1 and 2 and that portion of Elevator track No. 3 that serves the above Corp.  
 Plymouth..... Rauh tracks Nos. 1 and 2.  
 Marshall..... Chrysler Corp. tracks Nos. 1 and 2.

(e) Employes are warned of close side clearances at the following locations and must not ride on side of cars, engines or other equipment while passing these structures:

### Sandusky Division.

Fremont..... Sugar House No. 3 track.  
 Freight House platform.  
 Kansas..... Elevator track  
 Weidlers..... Findlay Lumber Co. platform  
 Findlay..... Cooper Rubber Co. Building.  
 Sugar Co. tracks.  
 Bluffton..... Freight House platform.  
 Lima..... Freight House platform.  
 So. Lima Yard..... Store House platforms and canopies Nos. 1 and 2 tracks.  
 Petro Chemical Co. tracks Nos. 1, 2 and 7.  
 St. Marys..... Spoke Works track.  
 Auglaize Box Board coal track.  
 Auglaize Box Board No. 4 track.  
 Hannifin Mfg. Co. Bldg.  
 Coldwater..... Freight House platform.  
 Nos. 4, 5, 6 and 7 Avco. Mfg. Co. tracks.  
 Ft. Recovery..... St. Clair Mills track.  
 Portland..... Naas Corporation track.  
 Muncie..... Freight House platform.  
 Alexandria..... Johns Manville Co. track No. 1.  
 Tipton..... Freight House platform.

### New Castle Division.

Connersville..... Fence along House track.  
 MP 6021..... Perfect Circle Corporation platform.  
 New Castle..... Nos. 1 and 2 House tracks.  
 Mt. Summit..... Canning Factory.  
 Muncie..... Hinde and Dauch Paper Co. track No. 1.  
 Kuhner Packing Co. No. 1 track.  
 Hartford City..... Unloading platform No. 2 track.  
 Hartford City Paper Co. track.  
 Ft. Wayne Paper Co. tracks Nos. 1 and 3.  
 Ft. Wayne..... General Electric Co. tracks.

### Indianapolis Division.

Indianapolis..... Nos. 1, 2 and 3 Ford Motor Co. tracks.  
 Noblesville..... Nos. 1 and 2 Doughnut Corp. tracks.  
 Freight House platform.  
 Water Works track.  
 Nos. 1, 2 and 3 Elevator tracks.  
 Sanitary Track No. 1.  
 Sharpsville..... Elevator Track  
 Marshall..... Diesel facility track.  
 Chrysler Corp. tracks Nos. 1 and 2  
 Kokomo..... Freight House platform.  
 Chrysler loading track.  
 Midwest track No. 2.  
 Haynes Stellite Co. track.  
 Plymouth..... Rauh tracks Nos. 1 and 2.  
 LaPorte..... Indiana Moulding & Frame Co. (New Bldg.)  
 Michigan City..... Freight House platform.

### 22. SPECIAL INSTRUCTIONS GOVERNING OPERATION OF BLOCK SYSTEM ON NEW CASTLE AND INDIANAPOLIS DIVISIONS, AND ON THE SANDUSKY DIVISION BETWEEN SANDUSKY AND FS.

Operators will block passenger trains a block station apart, and freight trains five minutes apart.

Should fog or storm prevent a clear view for one-half mile, operator will block all freight trains fifteen minutes apart unless otherwise directed by train dispatcher.

A passenger train will be permitted to follow a freight train in block under stop signal, when authorized by train order and clearance Form A.

A freight train will be permitted to follow a freight train in block when authorized by Clearance Form A.

Clearance Form A will show trains ahead in block. If block is occupied, trains will proceed prepared to stop short of train ahead.

### 23. RAILROAD GRADE CROSSINGS AND JUNCTIONS.

#### Sandusky Division

LOCATION	ROAD	SIGNALS	Proceed on L. E. & W. Dist. when Target or Gate in following position:
Sandusky.....	P. R. R.....	Remotely Controlled Interlocking.....	.....
Sandusky.....	N. Y. C.....	Remotely Controlled Interlocking.....	.....
Fremont.....	N. Y. C.....	Target.....	Horizontal.....
Burgoon.....	P. R. R.....	Interlocking.....	.....
Fostoria.....	{ C. & O. - N. Y. C..... B. & O.....	Remotely Controlled Interlocking.....	.....
FS.....	N. K. P. District.....	Remotely Controlled Interlocking.....	.....
DA.....	N. K. P. District.....	Remotely Controlled Interlocking.....	.....
Findlay.....	N. Y. C.....	Interlocking.....	.....
Bluffton.....	A. C. & Y.....	Automatic Interlocking.....	.....
Morris.....	D. T. & I.....	Automatic Interlocking.....	.....
Lima.....	P. R. R.....	Interlocking.....	.....
South Lima.....	Erie.....	Interlocking.....	.....
South Lima Yard.....	B. & O. Belt.....	Semi-Interlocking.....	.....
South Lima (Petro Lead).....	B. & O. Belt.....	None.....	.....
St. Marys.....	N. Y. C.....	Interlocking.....	.....
Celina.....	N. Y. C.....	Automatic Interlocking.....	.....
Portland.....	P. R. R.....	Interlocking.....	.....
Red Key.....	P. R. R.....	Automatic Interlocking.....	.....
Muncie.....	P. R. R.....	Interlocking.....	.....
Muncie.....	New Castle Division.....	Signals.....	.....
Alexandria.....	N. Y. C.....	Automatic Interlocking.....	.....
Elwood.....	P. R. R.....	Interlocking.....	.....
Tipton.....	Indianapolis Division.....	Interlocking.....	.....
Frankfort.....	C. I. & L.....	Semaphore.....	Vertical.....
Frankfort.....	P. R. R.....	Semaphore.....	Lower arm vertical.....
WY Tower.....	C. L. District.....	Interlocking.....	.....



## SPECIAL INSTRUCTIONS—Continued.

### RAILROAD GRADE CROSSINGS AND JUNCTIONS.—Continued

LOCATION	ROAD	SIGNALS	Proceed on L. E. & W. Dist. when Target or Gate in following position:
<b>New Castle Division.</b>			
Ft. Wayne.....	N. K. P. District.....	Interlocking.....	.....
Ft. Wayne.....	P. R. R. (G. R. & I. Div.)..	Gate.....	Gate over P. R. R. (G. R. & I. Div.)...
Ft. Wayne.....	P. R. R.....	Interlocking.....	.....
Hugo.....	Wabash.....	Interlocking.....	.....
Kingsland.....	Erie.....	Interlocking.....	.....
Bluffton.....	C. L. District.....	Target and Gate.....	Vertical—Gate over C. L. District.....
Muncie.....	C. & O.....	Dwarf Signals.....	.....
Muncie.....	P. R. R.....	Target.....	Vertical.....
Muncie.....	Sandusky Division.....	Semaphore.....	.....
Muncie.....	N. Y. C.....	Semaphore.....	.....
Foley.....	P. R. R.....	Remotely Controlled Interlocking.....	.....
Broad.....	P. R. R.....	Interlocking.....	.....
Dunreith.....	P. R. R.....	Interlocking.....	.....
Rushville.....	B. & O.....	Semi-Automatic Interlocking.....	.....
Rushville.....	P. R. R.....	None.....	.....
<b>Indianapolis Division.</b>			
Michigan City.....	C. S. S. & S. B. (Int. Elec.)..	None.....	.....
Belfast.....	C. & O.....	Gate.....	Gate over C. & O.....
Laporte.....	N. Y. C.....	Remotely Controlled Interlocking.....	.....
Stillwell.....	G. T. W.....	Interlocking.....	.....
Dillon.....	Wabash.....	Automatic Interlocking.....	.....
Walkerton.....	N. Y. C.....	Interlocking.....	.....
	B. & O.....		
Plymouth.....	P. R. R.....	Interlocking.....	.....
Argos.....	N. K. P. District.....	Dwarf Signals.....	.....
Rochester.....	Erie.....	Automatic Interlocking.....	.....
Denver.....	P. R. R.....	Target and Gate.....	Horizontal—Gate over P. R. R.....
Peru.....	Wabash.....	Automatic Interlocking.....	.....
Peru.....	C. & O.....	Interlocking.....	.....
Bunker Hill.....	P. R. R.....	Automatic Interlocking.....	.....
Kokomo.....	P. R. R.....	Target.....	Vertical.....
	C. L. District.....		
Marshall.....	Kokomo Belt.....	Target.....	{ Vertical..... Diagonal—Proceed on Belt.....
Tipton.....	Sandusky Division.....	Interlocking.....	.....
Noblesville.....	C. I.....	Target and Gate.....	Vertical—Gate over C. I.....
Belt Junction.....	I. U. Ry.....	None.....	.....
Massachusetts Ave.....	N. Y. C. and C. I. & L.....	Interlocking.....	.....

Position of target at night is indicated by two red lights.

Red lights at night indicate position of gates.

All trains or engines must come to a full STOP before crossing any railroad at grade, except when protected by interlocking, not less than 200 feet nor more than 800 feet from such crossing, (except in Indiana, where stop will be made not less than 40 feet nor more than 500 feet), and will not proceed over such crossing until proper signal is displayed and route is clear.

When stop is made for a railroad crossing which is not protected by signals, and route is clear, before proceeding, signal 14(b) must be sounded.

#### Sandusky Division.

All trains and engines will approach the home signals at Sandusky (P.R.R.-N.Y.C.), Burgoon, Fostoria (C.&O.-N.Y.C.) and B.&O., South Lima Yard (B.&O. Belt), interlockings, under full control, prepared to STOP and will not proceed unless home signals indicate proceed. Speed of engines between home signals must not exceed 20 miles per hour.

#### Sandusky. P.R.R.-N.Y.C. Interlocking.

Trains or engines arriving at home signal indicating "Stop", and if no crossline trains, engines or cars are closely approaching or occupying the interlocking limits, trainmen will immediately communicate with the NYC Train Dispatcher. If authorized to pass home signal, trainmen will unlock box stenciled NKP located at PRR crossing for NKP westbound movement and at NYC crossing for NKP eastbound movement, and be governed by the instructions contained therein, which are as follows:

Observe light type indicator; when lighted, crossline home signals are indicating "Stop". When not lighted crossline home signals may be displaying an indication to proceed, and no action should be taken until crossline movement has been completed, or it is known that a crossline movement is not occupying or closely approaching the interlocking limits.

When indicator is lighted, trainmen will comply with paragraph (a).

When indicator is not lighted, trainmen will comply with paragraph (b).

(a) Open NKP switch stenciled "Release". If home signal does not display "Proceed" indication within five (5) minutes after switch is opened, engine must then occupy track section between home signal and crossline tracks before closing switch, without fouling crossline tracks for a period of five (5) minutes. If indicator light has remained lighted, and if no crossline movement is occupying or closely approaching the crossing, lighted ten (10) minute red fuses must be placed on each side of crossing along all crossline tracks. "Release" switch must then be closed and box locked, after which train or engine may proceed at restricted speed.

(b) No action should be taken until crossline movement has been completed or until route is released to NKP.

Open NKP switch stenciled "Release". If indicator light does not light, or does not remain lighted, trainmen must place a lighted ten (10) minute red fusee in the center of each crossline crossing. Train or engine will then occupy track section between home signal and crossline tracks before closing switch, without fouling crossline tracks for a period of five (5) minutes. Just before the fusee is consumed a lighted ten (10) minute red fusee must be placed on each side of the crossings along all crossline tracks. When fusees in crossings are completely consumed, and if no crossline movement is occupying or closely approaching the interlocking, "Release" switch must then be closed and box locked, after which train or engine may proceed at restricted speed.

Rule 663 is modified accordingly.

#### Fostoria. C.&O., N.Y.C. and B.&O. Interlockings.

Trains or engines arriving at home signal indicating STOP, and no train of another railroad occupying track section between home signals, will immediately communicate with signalman F tower. If authorized to pass STOP signal, switches within home signal limits must be examined, power operated switches securely spiked and other switches properly adjusted for the route to be used.



## SPECIAL INSTRUCTIONS--Continued.

Engines or cars must then occupy track section between home signals for a period of five (5) minutes without fouling track of crossline road, after which ten (10) minute lighted red fuses must be placed on each side of crossing along crossline track. The movement may then be made at restricted speed.

Rule 663 is modified accordingly.

### DA. NKP District Interlocking.

L. E. & W. District westbound trains or engines arriving at home signal indicating STOP will be governed by Special Instructions, Ft. Wayne Division Time Table, and must not proceed on L. E. & W. District until authorized by train dispatcher South Lima.

### Bluffton. A. C. & Y. Interlocking.

Trains or engines arriving at home signal indicating "Stop" and no A. C. & Y. trains, engines or cars occupying track section between A. C. & Y. home signals, Train Dispatcher at South Lima will be contacted. If authorized to operate emergency time release, and if no A. C. & Y. train is seen to be approaching crossing, trainman will unlock box stenciled "NKP" located in southwest quadrant of crossing and be governed by instructions, which are as follows:

(a) Observe light type indicator. When lighted, A. C. & Y. signals are displaying "STOP" indication.

(b) Operate emergency time release by turning knob to right as far as possible without forcing, hold for one (1) second, release knob, allowing time release to return to normal position, wait for three (3) minutes. NKP home signal should then indicate proceed.

(c) If signal fails to display proceed indication after complying with Article (b), and if dispatcher has authorized movement to pass stop signal, switch points at east end of siding must be examined and known to fit properly and lined for route to be used. Track section between home signal and A. C. & Y. crossing must be occupied without fouling A. C. & Y. track for a period of five minutes, if indicator has remained lighted during entire period, movement may proceed at restricted speed.

(d) If indicator light fails to light after complying with the provisions of Article (c), A. C. & Y. track must not be fouled until trainman has placed a lighted 5-minute red fuse in center of crossing; just before it is consumed a lighted 10-minute red fuse must be placed on each side of crossing along A. C. & Y. track. After fuse in center of crossing is completely consumed, and it is ascertained that no A. C. & Y. movements are on or closely approaching the crossing, movement may proceed at restricted speed.

(e) Be sure and lock emergency relief box before leaving.

Rule 663 is modified accordingly.

### Morris. D.T.&I. Interlocking.

Approximately eight (8) minutes after a train or engine occupies the approach clearing section and home signal clears, the proceed indication will automatically change to "Stop", and can be cleared again only by action of the train dispatcher at South Lima.

Train or engines arriving at home signal indicating "Stop", and if no crossline trains, engines or cars are closely approaching or occupying the interlocking limits trainman will immediately communicate with the train dispatcher at South Lima.

If authorized by train dispatcher to pass "Stop" signal, and after it is ascertained that crossline home signals indicate "Stop", movement may be made over the crossing as follows:

Trainman must place a lighted five (5) minute red fuse in center of crossing and immediately have movement occupy track section between home signal and crossline crossing without fouling the crossline track. Trainmen must then place a lighted ten (10) minute red fuse on each side of crossing along crossline tracks. When fuse in center of crossing is completely consumed, and no crossline movements are on or closely approaching the crossing, train or engine may proceed at restricted speed after complying with rules covering dual control switch mechanisms.

Rule 663 is modified accordingly.

### South Lima Yard. B. & O. Belt Crossing.

Signals will govern movements on the NKP main track and yard lead at the crossover and turnouts used by the B. & O. Belt in crossing over NKP tracks.

NKP trains or engines arriving at the crossing and finding home signals indicating STOP and no B. & O. or NKP train or engine approaching or occupying the track between home signals will be governed by the following instructions:

- (1) Examine all switches to determine if they are in proper position.
- (2) If switches are in proper position and no trains are approaching or occupying the track between home signals, movement over the crossing may be made under flag protection, after it has been ascertained that B. & O. home signals indicate STOP.

Rule 663 is modified accordingly.

### St. Marys. N.Y.C. Interlocking.

NKP trains or engines arriving at a home signal indicating STOP and no N. Y. C. trains or engines occupying the track section between home signals, crews, if authorized by train dispatcher at South Lima to pass STOP signal, will be governed by the following instructions:

Open Knife Switch in Control Box and proceed over crossing under hand signal. Enginemen must not accept a signal other than STOP except from a member of their own crew. After head end of train or engine has passed over crossing, close Knife Switch, and lock Control Box.

"Flashing Red" aspect will be in effect on the following signals at N. Y. C. interlocking.

Eastward and Westward home signals.

Eastward dwarf signal at Chain Works Track.

When signal displays "Flashing Red" and switches are properly lined and route is clear, engines may pass signal to make switching movements or to return to train left outside N. Y. C. interlocking but must not depart from N. Y. C. interlocking, until proper signal is displayed or unless authorized by train dispatcher South Lima.

Rule 663 is modified accordingly.

### Celina. N.Y.C. Interlocking.

NKP trains or engines arriving at home signal indicating STOP and no N.Y.C. trains or engines occupying the track section between N.Y.C. home signals, crews, if authorized by train dispatcher at South Lima to pass STOP signal, will be governed by the following instructions:

(1) A member of the crew must go to the crossing and insert switch key in NKP controller located on west side of instrument house, turn key clockwise, turn back, and remove.

(2) If signal does not clear within three minutes and train dispatcher has authorized movement past STOP signal, movement over crossing must be made under flag protection after it has been ascertained that N.Y.C. signals indicate STOP.

Movement from old D.T.C. main will be governed by dwarf signal.

"Flashing Red" aspect will be in effect on the following signals at N.Y.C. interlocking:

Eastward and Westward home signals.

Westward dwarf signal on old D.T.C. main.

When signal displays "Flashing Red" and switches are properly lined and route is clear, engines may pass signal to make switching movements or to return to train left outside N.Y.C. interlocking but must not depart from N.Y.C. interlocking, until proper signal is displayed or unless authorized by train dispatcher South Lima.

Rule 663 is modified accordingly.

### Red Key. P.R.R. Interlocking.

Trains or engines arriving at home signal indicating STOP, and if there are no P.R.R. trains, engines or cars occupying track section between P.R.R. home signals, train dispatcher at South Lima, will be immediately contacted. If authorized to operate emergency key controller, and if no P.R.R. train is seen to be approaching the crossing, trainmen will unlock box stenciled NKP and be governed by instructions contained therein, which are as follows:

(a) Indicator light and emergency key controller in box stenciled NKP, located in the southeast quadrant of crossing. Observe light type indicator; when lighted, P.R.R. home signals are displaying stop indication.

(b) Operate emergency key controller by inserting switch key, turn key clockwise, hold for one (1) second, turn key counter clockwise and remove; the use of the key controller operates a timing relay which should clear NKP signal after five (5) minutes of operation.

(c) If home signal fails to display an indication to proceed within five (5) minutes after operating key controller, and if train dispatcher has authorized movement past STOP signal, siding switch must be examined, and if properly lined must be securely spiked. Train or engine must then occupy track section between home signal and P.R.R. crossing without fouling P.R.R. tracks for a period of five (5) minutes, and if indicator lamp has remained lighted during the entire period, train or engine may proceed at restricted speed.



## SPECIAL INSTRUCTIONS--Continued.

(d) If indicator lamp fails to light after complying with the provisions of Article (c), P.R.R. tracks must not be fouled until after a ten (10) minute red fusee has been placed on each side of crossing along P.R.R. tracks, and it is ascertained that no P.R.R. movements are on or closely approaching the crossing, after which train or engine may proceed at restricted speed.

(e) Trainmen will be governed by instructions from train dispatcher with respect to leaving switch spiked. Spike maul, spikes and claw bar for emergency use are located in box adjacent to siding switch.

(f) Be sure to lock box before leaving.

Rule 663 is modified accordingly.

### Muncie. New Castle Division.

All home signals governing movement on or onto the New Castle Division are under control of train dispatcher, South Lima. In addition, movement from the Sandusky Division main track to the New Castle Division main track over the N. Y. C. is controlled by the N. Y. C. watchman.

A train or engine must not pass a stop signal at New Castle Division unless authorized by train dispatcher and may then proceed at restricted speed. For southward movement, trains or engines in addition must receive hand signal from the watchman at N. Y. C. crossing, yellow flag by day and yellow light by night before proceeding over N. Y. C. crossing.

### Alexandria. N.Y.C. Interlocking.

Trains or engines arriving at a home signal indicating STOP and no N.Y.C. trains or engines occupying the track section between N.Y.C. home signals, crews will secure permission from train dispatcher, South Lima, and if authorized will be governed by the following instructions:

A member of the crew must go to the crossing and insert switch key in NKP controller located on west side of instrument house, turn key clockwise, turn back, and remove.

If signal does not clear within three minutes and train dispatcher has authorized movement past STOP signal, movement over crossing must be made under flag protection after it has been ascertained that N.Y.C. signals indicate STOP.

Movement over crossing on siding will be governed by dwarf signals. Derails on siding are operated by low switch stand located at crossing. These derails must be kept in derailing position except when this track is actually in use, over crossing.

Rule 663 is modified accordingly.

### New Castle Division.

All trains and engines will approach the home signals at Fort Wayne (P.R.R.), Hugo, Kingsland, Dunreith, Foley and New Castle interlockings, under full control, prepared to STOP and will not proceed unless home signals indicate PROCEED. Speed of engines between home signals must not exceed 20 miles per hour.

L. E. & W District main track switch connecting with P. R. R. main track at New Castle is interlocked, and at Foley, remotely controlled, both operated by towerman at Broad.

### Muncie. Sandusky Division and N. Y. C. Crossing.

All home signals governing movement on or onto the Sandusky Division are under control of train dispatcher, South Lima. In addition, movement from the Sandusky Division main track to the New Castle Division main track over N. Y. C. is controlled by the N. Y.C. watchman.

A train or engine must not pass a stop signal governing to or from Sandusky Division unless authorized by train dispatcher at South Lima, and, in addition must receive a hand signal from the watchman at the N. Y. C. crossing, yellow flag by day and yellow light by night and may then proceed at restricted speed.

Movements to Sandusky Division through turnout must have complete route established and dwarf signal displaying a proceed aspect before northward home signal governing movement over N. Y. C. crossing may display proceed aspect.

Electric switch lock on switch of turnout leading to New Castle Division main track:

Operation will be in accordance with Article 26, Item (1), (2), (3), (4), (5) and (7), page 23, Special Instructions Current Time Table.

Electric switch lock on hand throw lever of switch of turnout to New Castle Division old main.

After securing release of electric switch lock and switch has been reversed, padlock must be replaced in hasp of electric switch lock before signal can display proceed aspect for movement through turnout.

Electric switch locks on switches of both turnouts are under control of train dispatcher South Lima.

Electric switch lock on N. Y. C. connection track is under control of N. Y. C. crossing watchman.

### Rushville. B. & O. Interlocking.

Movements on NKP are governed by color light type dwarf home signals controlled by trainmen, by means of push buttons located in metal boxes attached to a concrete post located adjacent to northward and southward dwarf home signals. For emergency operation, and when it is desired to perform switching within the interlocking limits, dwarf home signals are controlled by means of push buttons located in a metal box attached to east side of instrument case located in southwest quadrant of crossing. Two push buttons are located in each box, marked TAKE and CANCEL.

(a) Trains and engines will stop clear of dwarf home signals and after switches are properly lined for route to be used, trainmen will open metal box attached to concrete post and press push button marked TAKE. After one minute, home signal should display a PROCEED indication for movement on NKP, providing, no B. & O. movements are approaching or occupying the interlocking limits.

(b) If home signal fails to display PROCEED indication after complying with Article (a) trainmen must proceed to crossing on foot and ascertain whether or not a B. & O. movement is occupying the interlocking limits or approaching the crossing. If no B. & O. movement is occupying the interlocking limits or seen to be approaching the crossing, trainmen will unlock box located on side of instrument case and observe the indicator lights. Red indicator light indicates that the B. & O. home signals are displaying a STOP indication; Green indicator light indicates that the B. & O. home signals are displaying a PROCEED indication. If no indicator light is displayed it must be assumed that the B. & O. home signals are displaying a PROCEED indication.

(c) If the Red indicator light is lighted, trainmen will press push button marked TAKE, if signal then fails to display PROCEED indication within five minutes, engines or cars must occupy track section between home signals and crossing without fouling crossing, and if Red indicator light has remained lighted during the entire period, movement may be made over the crossing at restricted speed. The home signal failure must be reported to the B. & O. train dispatcher.

(d) If the Green indicator light is lighted or no indication is displayed trainmen will communicate with B. & O. train dispatcher relative to location of B. & O. trains, before using TAKE button. If authorized by B. & O. dispatcher, trainmen will press button marked TAKE, home signal should display PROCEED indication within five minutes. If home signal fails to display a PROCEED indication or the Red indicator light fails to light, movement must not be made over the crossing until after engine or cars have occupied the track section between home signals and crossing one minute without fouling the crossing, after which lighted fusees must be properly placed; the movement then may proceed at restricted speed. The home signal failure must be reported to B. & O. train dispatcher.

(e) When it is desired to perform switching within the interlocking limits, trainmen will so advise B. & O. train dispatcher, and if authorized by him, trainmen will push TAKE button at the crossing and leave door of control box open. NKP home signals should then operate automatically. If home signals fail to display a PROCEED indication, Articles (c) and (d) must be complied with.

(f) If home signals display PROCEED indication after using TAKE button as outlined in Articles (a), (b), (c), (d), or (e), and movement is not made, trainmen must press CANCEL button at location where TAKE button was used to obtain PROCEED indication on home signal. This will restore interlocking normal for B. & O. use.



## SPECIAL INSTRUCTIONS—Continued.

Trains or engines must not pass a home signal indicating STOP without complying with the instructions outlined in Articles (a), (b), (c), (d), and (e).

Doors on Pushbutton boxes must be kept closed and locked when not in use.

Instructions for operating pushbuttons are located inside the door of pushbutton boxes at the dwarf home signals and in the telephone box at the crossing.

Rule 663 is modified accordingly.

### Indianapolis Division.

All trains and engines will approach the home signals at LaPorte, Dillon, Walkerton, Plymouth, Rochester, Peru (Wabash) and Tipton interlockings, under full control, prepared to STOP and will not proceed unless home signals indicate PROCEED. Speed of engines between home signals must not exceed 20 miles per hour.

### Belfast. C. & O. Crossing.

It will not be necessary for trains to STOP for C&O Crossing Belfast, if crossing gate is in clear position for NKP trains. Trains may pass over crossing at reduced speed. All trains must approach crossing under control, prepared to STOP and not proceed until the crossing is seen to be clear, and the gate properly set. Gate to set normally against the C & O Ry. when crossing is not being used. There are no STOP boards at this crossing.

### LaPorte. N.Y.C. Interlocking.

An indicator located at north end of passing siding will display one flashing lunar white light when northward home signal displays proceed indication.

When no light is displayed on indicator, through trains which cannot clear between Lincoln Way crossing and northward home signal will remain south of indicator.

Trains or engines arriving at home signal indicating "Stop", trainmen will immediately communicate with NYC signalman at "JD" Tower and be governed by his instructions. If authorized to pass "Stop" signal, trainman must proceed to crossing on foot and ascertain whether or not a crossline train is within or closely approaching the interlocking limits. If no crossline trains, engines, or cars are seen to be on or approaching the crossing, trainman will unlock box stenciled "NKP" and be governed by the instructions contained therein, which are as follows:

(a) Observe light type indicator; when lighted, crossline home signals are indicating "Stop". When not lighted, crossline home signals may be displaying an indication to proceed, and no action should be taken until crossline movement has been completed, or it is known that a crossline movement is not occupying or closely approaching the interlocking limits.

(b) When authorized to pass "Stop" signal, and indicator is lighted; trainman will operate key controller by inserting switch key, turn clockwise, hold for one (1) second, turn key counter-clockwise and remove. NKP home signal should immediately display an indication to proceed.

In the event that home signal still fails to indicate proceed, and if indicator remains lighted after key controller is operated, trainman must place a lighted ten (10) minute red fusee on each side of crossing along crossline tracks, after which train or engine may proceed at restricted speed.

(c) When authorized to pass "Stop" signal and indicator is not lighted when key controller is operated, the following will apply:

Trainman must place a lighted ten (10) minute red fusee in center of crossing and immediately have movement occupy track section between home signal and crossing without fouling crossline tracks. Just before fusee is consumed, trainman must then place a lighted ten (10) minute red fusee on each side of crossing along crossline tracks. When it is ascertained that no crossline movements are on or closely approaching the crossing, train or engine may proceed at restricted speed.

(d) Be sure to lock emergency box before leaving.

Rule 663 is modified accordingly.

### Stillwell. G.T.W. Interlocking.

All trains and engines will approach the Grand Trunk Western Crossing under full control prepared to STOP and not proceed unless home signal indicates PROCEED. Speed between home signals must not exceed 30 miles per hour Northbound and 20 miles per hour Southbound.

### Dillon. Wabash Interlocking.

Train or engine arriving at home signal indicating STOP and no Wabash train occupying the track section between home signals, crew will be governed by the following instructions:

- (1) Trainmen must proceed to crossing on foot and ascertain whether or not a Wabash train is at or approaching the crossing. If no Wabash train is seen to be approaching the crossing, trainmen will unlock box stenciled "N.Y.C. and St. L.", if indicator light is lighted, the NKP home signal may be cleared by turning the knob of emergency time release to the right as far as possible and holding for one second. After three and one half minutes the NKP home signal should clear.
- (2) If signal cannot be cleared by operation of emergency time release, movement over the crossing may be made only under flag protection in both directions against Wabash trains and the failure of the signal reported to the train dispatcher at once.
- (3) When a train is approaching on Wabash track, emergency time release must not be operated until Wabash train stops clear of the interlocking or has completed movement over the crossing.
- (4) A reverse movement over the interlocking, or a forward movement after making a reverse movement over the interlocking, must not be made without first complying with instructions outlined in Article (1) or (2).

Rule 663 is modified accordingly.

### Plymouth — P.R.R. Interlocking

Southward indicator light located just north of Harrison Street will display one (1) lunar white light when southward home signal PRR interlocking displays proceed indication.

When no light is displayed on indicator southbound thru trains, which cannot clear between Harrison and Madison Streets, will remain at indicator and member of crew will immediately contact signal man at PRR tower and be governed by his instructions.

Northward indicator light located just south of Slaughter House crossing will display one (1) lunar white light when northward home signal at PRR interlocking displays proceed indication.

Northbound thru trains, which cannot clear between Oak Hill Road and northward home signal, will remain at indicator and member of crew will immediately contact signalman at PRR tower and be governed by his instructions.

### Argos. NKP District Crossing.

Movement over NKP District crossing will be governed by color light type Dwarf Signals displaying aspects and indications Rule 290 and 292.

The Dwarf Signal located at clearance north end and between the Main Track and Siding will govern northbound movement from the Main Track over the crossing.

The Dwarf Signal located at clearance, north end and east of Siding, will govern northbound movement from Siding over the crossing.

The Dwarf Signal located at clearance of south crossover from the Main Track and No. 1 Track and between the Main Track and Elevator Track, and the Dwarf Signal located just south of Elevator Track Switch approximately 40 feet north of the crossing, will govern southbound movement from the Main Track over the crossing.

The Dwarf Signal located just south of Elevator Track Switch and approximately 40 feet north of the crossing, will also govern southbound movement from No. 1 Track and Elevator Track over the crossing.

L. E. & W. District trains and engines will be required to come to full STOP before proceeding over the crossing.

### Rochester. Erie Interlocking.

Approximately six (6) minutes after a train or engine enters the approach clearing circuit and clears the home signal, the proceed indication will automatically change to STOP and can be cleared again only by train or engine occupying the Re-take circuit. Re-take circuits are indicated by markers.

Trains or engines arriving at home signal indicating Stop, with retake circuit occupied, and if there are no Erie train, engine, or cars occupying track section between Erie home signals, trainman will proceed to crossing and if no Erie train is seen to be approaching the crossing, trainman will unlock box stenciled NKP located in northeast quadrant of Erie crossing and be governed by instructions contained therein, which are as follows:



## SPECIAL INSTRUCTIONS—Continued.

Observe light type indicator, if lighted, Erie home signals are displaying "Stop" indication.

When not lighted, the route is established for an Erie movement.

When indicator light is lighted, trainman will comply with Article (a).

When indicator is not lighted, trainman must comply with Article (b).

(a) Operate key controller by inserting switch key, turn clockwise, hold for one second, turn key counter-clockwise and remove. If home signal fails to display an indication to proceed within three (3) minutes after operating key controller train or engine must then occupy track section between home signal and Erie crossing without fouling Erie tracks for a period of five (5) minutes and if indicator light has remained lighted during entire period train or engine may proceed at restricted speed if no Erie movement is at or closely approaching crossing after ten minute red fuses have been placed on each side of crossing along Erie tracks.

(b) No action should be taken until Erie movement has been completed or until the route is released to NKP. If route is not released to NKP within ten (10) minutes trainman will operate key controller as outlined in Article (a).

If indicator light fails to light or fails to remain lighted trainman must place a ten minute red fuse in the center of Erie crossing. Train or engine must then occupy track section between home signal and Erie crossing without fouling Erie tracks for a period of five (5) minutes. Just before the fuse is consumed a ten minute red fuse must be placed on each side of crossing along Erie tracks. When fuse in center of crossing is completely consumed train or engine may proceed at restricted speed if no Erie movement is at or closely approaching the crossing.

(c) When it is desired to make a reverse movement through the interlocking, or a forward movement after making a reverse movement through the interlocking, movement must clear, then re-enter the retake circuit in order to secure an indication to proceed. If home signal fails to display an indication to proceed, Article (a) and Article (b) will apply.

(d) Be sure to lock box housing indicator and emergency key controller before leaving.

Rule 663 is modified accordingly.

### Peru. Wabash Interlocking.

Trains or engines arriving at home signal indicating STOP, and if no Wabash movements are using or closely approaching the crossing, trainmen will proceed as follows:

(a) Observe light type indicator, if lighted, Wabash signals are displaying STOP indication.

(b) Operate emergency time release by turning knob to the right as far as possible, hold for one (1) second, then release knob allowing time release to return to normal position. After completion of operation the NKP home signal should clear.

(c) If home signal fails to display a proceed indication after operating emergency time release, movement must not be made over the crossing until after train or engine has occupied the track section between home signal and crossing for a period of two (2) minutes without fouling the crossing, and if indicator has remained lighted during the entire period, movement may be made over the crossing if no Wabash movements are on or closely approaching the crossing.

(d) If indicator lamp fails to light after complying with the provisions of Article (c) movement must not be made over the crossing until after lighted red fuses have been placed on Wabash tracks each side of crossing, and it is ascertained that no Wabash movements are on or closely approaching the crossing.

(e) A reverse movement through the Interlocking, or a forward movement after making a reverse movement through the Interlocking, must not be made until after complying with the Articles (a) and (b). If home signal fails to clear after operation of the emergency time release, Articles (d) and (e) must also be complied with.

(f) Be sure to lock box before leaving.

Rule 663 is modified accordingly.

### Peru. C. & O. Interlocking.

Signal or engines arriving at home signal indicating STOP and if no C. & O. train, engine or car is occupying track section between home signals, signalman at CW Tower will be immediately contacted. If authorized to pass stop signal, train or engine must then occupy track section between home signal and C. & O. crossing for a period of three (3) minutes without fouling C. & O. tracks after which home signals on C. & O. must be observed and if in STOP position, train or engine may then proceed at restricted speed. If C. & O. home signals display other than STOP indication, C. & O. tracks will not be fouled until after lighted 10 minute red fuses have been placed along C. & O. tracks each side of crossing, signalman again contacted, and his instructions followed.

Rule 663 is modified accordingly.

### Bunker Hill. P.R.R. Interlocking.

Indicator lights and a time release are located in NKP telephone box at the crossing. Indicator lights are lighted only when PRR home signals are displaying STOP indication.

When a train or engine receives a STOP indication at the home signals, no train is seen to be approaching on any PRR track, and the PRR indicator lights are lighted, the NKP home signal may be cleared by turning the knob of time release to the right as far as possible and holding for one second. After six minutes the signal should clear.

If signals cannot be cleared by operation of time release, movement over the crossing may be made only under flag protection in both directions against PRR trains and the failure of the signal reported to the train dispatcher at once.

When train is approaching on PRR tracks, time release must not be operated until train stops clear of the interlocking or has completed movement over the crossing.

A reverse movement over the interlocking, or a forward movement after making a reverse movement over the interlocking, must not be made without first operating the push button circuit controller located on the home signal mast, and then only after a PROCEED aspect is displayed on the home signal.

When crews have work to be performed between the home and approach signals, crossing must be made available to PRR trains by pressing the ANNULING button located in the NKP telephone box at the crossing. After work is completed and train is ready to proceed over the crossing, the push button circuit controller on the home signal must be operated to clear NKP signal for movement over the crossing.

Rule 663 is modified accordingly.

### Marshall. Belt Crossing.

When the target at the Belt crossing is in PROCEED position for NKP, trains or engines may proceed over the crossing without stopping at a speed of 15 miles per hour.

When the target is in STOP position for NKP trains or engines, then such trains or engines must STOP for the crossing.

Trains or engines running on the Belt are not relieved from making the required STOP for the crossing.

### Noblesville. C. I. Crossing.

When the target is in PROCEED position for NKP, trains or engines may proceed over the crossing without stopping at a speed of 15 miles per hour.

When the target is in STOP position for NKP trains or engines, then such trains or engines must STOP for the crossing.

## 24. CENTRALIZED TRAFFIC CONTROL RULES ARE IN EFFECT BETWEEN HOME SIGNALS AS FOLLOWS:

DA interlocking and MO Tower, Lima.  
Erie Junction, South Lima and home signals located 3500 feet East of Mile Post 234.

(a) Controlled signals, dual control switches, electric locks, including electric switch mechanism at east end siding Red Key, controlled by train dispatcher at South Lima, except that operator-leverman controls electric switch locks at the following:

Erie Jct.....South Lima Beer track.  
Portland.....P.R.R. interchange track.  
West end South track.  
West end old passing siding.



## SPECIAL INSTRUCTIONS—Continued.

### (b) Location of controlled sidings.

Weidlers	Rose	Gilman
Evans	Oakland	Wallace
Mt. Cory	Hales	Hobbs
Beaver Dam	Portland	ZA Siding
Morris	Red Key	Kempton
Adgate	Ayers	Hillisburg
Buckland	Muncie East Yard	Boyleston
St. Marys	Vernon	

### (c) Location of electric switch locks.

Arcadia.....	Elevator track.
Casterline Spur....	Loading track.
Findlay.....	R. C. A. Corp'n track. Belt Transfer track. Nat'l Refg. Company track No. 8—East End. OA Siding—West End. Nat'l Refg. Company track No. 1—West End. Yard track No. 1—East and West Ends. Great Lakes Sugar Company track No. 1.
East of MP 1062....	J. C. Hockstettler & Sons Elevator track.
Rawson.....	Loading track. Risser track.
Bluffton.....	A. C. & Y. Interchange (East Wye). East and West Ends Siding. West switch of Crossover from Main track to West Wye A. C. & Y. Interchange track. West End Storage track. West End Team track. Bluffton Stone Company track.
MP 1083.2.....	Ohio Power Company track.
Morris.....	Republic Creosoting Company track. D. T. & I. Interchange track. West switch of Crossover from Main track to Siding. B. & O. Interchange track. West switch of Crossover from Main track to B. & O. Transfer.
South Lima.....	Beer track. East switch of Crossover from Main track to Yard track No. 1 vicinity of lead to Tank Depot. East switch of middle Crossover from Main track to Adgate Siding. West switch of middle Crossover from Main track to Adgate Siding.
Hume.....	Old Siding.
St. Marys.....	East and west ends N.Y.C. interchange track No. 2. Chain Works track. Spoke Works track. Strawboard Co. track No. 2. St. Marys Foundry Co. track. Minster Branch. North Team track. Hannifin Co. track.
Celina.....	Celina Manufacturing Company track. East and west ends siding. *Power House track. Dickman Coal Company track. New CN Interchange track. Old D. T. C. Main track. Old CN Interchange track. Celina Maid Furniture Company track.
Coldwater.....	Elevator track. East and west ends siding. House track. AVCO Manufacturing Company track.
Ft. Recovery.....	East and west ends siding. Saw Mill track.

Portland.....	East and west ends old passing siding. *Hood Canning Company track. East and west ends South track. P.R.R. Interchange track. Butter Tub track. Naas Corporation Company track.
Red Key.....	North siding.
Albany.....	East and west ends siding. *Albany Lumber Company track. Albany Paper Company track.
DeSoto.....	Loading track.
Muncie East Yd....	*Crossover leading from Main track to east end yard track No. 1.
Muncie.....	River Siding. City Ice and Coal Stge. Co. track. Swartz Paper Co. track. New Castle Division Main track-South New Castle Division Old Main track-North Strawboard track No. 1.
Vernon.....	Storage track.
Cammack.....	East and West ends Siding.
Alexandria.....	East end North Siding. Stock track. Crossover leading from Main track to North Siding. East and West ends Siding. Banner Rock No. 2 track. Canning Factory track.
Orestes.....	Loading track.
Dundee.....	Madison Construction Co. track.
Elwood.....	Belt track. East and West ends Tin Plate track. Elwood Lumber Co. track. House track. PRR Interchange track. VanCamp Co. track.
Hobbs.....	Loading track.
Tipton.....	East end East Wye track. West end Station Siding. Loading track. Oakes Mfg. Co. track. No. 1 Transfer track.
Goldsmith.....	Loading track.
Kempton.....	Loading track.
Scircleville.....	Loading track.

\* Inside crossover switch is electrically locked.

### (d) Location of Electric Derail Locks.

Celina.....	Celina Manufacturing Company track.
Muncie.....	Swartz Paper Co. track. City Ice and Cold Stge. Co. track.
Elwood.....	House track.

### (e) Location of Bolt Locked and Pipe Connected Switches.

Findlay.....	Crossover between Main Track and west end OA Siding. Crossover between Main Track and east end No. 1 Track.
Bluffton.....	Crossover from Main Track to West Wye.
Morris.....	Crossover between Main Track and siding. Crossover between Main Track and B & O Transfer.



## SPECIAL INSTRUCTIONS—Continued.

Adgate.....	Crossovers between Main Track and Siding.
St. Marys.....	Main Track switch west end of N.Y.C. Interchange Track No. 2. and East Switch of Crossover to N.Y.C.
Alexandria.....	Crossover between Main Track and North Siding.
Tipton.....	Crossover between Main Track and the west end of Station Siding.

The Main Track switch of the crossover must be placed in reverse position before inside switch may be reversed, and inside switch must be placed in normal position after having been reversed before Main Track switch can be restored to normal.

(f) A train or engine must not pass a STOP signal except when authorized by dispatcher and after complying with Dual Control Switch Mechanism, Spring Switch and/or Interlocking Rules, except at Automatic Interlockings where in addition time table instructions will govern, may then proceed at restricted speed.

### 25. DUAL CONTROL SWITCHES.

(a) Location.	Controlled By
Weidlers.....	East and West End Siding..... Train Dispatcher.
Evans.....	East and West End Siding..... Train Dispatcher.
Mt. Cory.....	East and West End Siding..... Train Dispatcher.
Beaver Dam....	East and West End Siding..... Train Dispatcher.
Morris.....	East End Siding..... Train Dispatcher.
Adgate.....	West End Siding..... Train Dispatcher.
Buckland.....	East and West End Siding..... Train Dispatcher.
St. Marys.....	East and West End Siding..... Train Dispatcher.
Rose.....	East and West End Siding..... Train Dispatcher.
Oakland.....	East and West End Siding..... Train Dispatcher.
Hales.....	East and West End Siding..... Train Dispatcher.
Portland.....	East and West End Siding..... Train Dispatcher.
Red Key.....	West End Siding..... Train Dispatcher.
Ayers.....	East and West End Siding..... Train Dispatcher.
Muncie East Yd..	East and West End Siding West End Extension track..... Train Dispatcher.
Vernon.....	East and West End Siding..... Train Dispatcher.
Gilman.....	East and West End Siding..... Train Dispatcher.
Wallace.....	East and West End Siding..... Train Dispatcher.
Hobbs.....	East and West End Siding..... Train Dispatcher.
ZA Siding.....	East and West End Siding..... Train Dispatcher.
Kempton.....	East and West End Siding..... Train Dispatcher.
Hillisburg.....	East and West End Siding..... Train Dispatcher.
Boyleston.....	East and West End Siding..... Train Dispatcher.

(b) Dual control switches are equipped with indicator lights located on relay cases adjacent thereto, except the Siding and Extension at Muncie East Yard.

When switch is set for desired movement, trains or engines authorized to pass STOP indication will, before proceeding, comply with the following instructions:

Train or engine must occupy track circuit between home signal and switch. If indicator light shows GREEN, movement may be made on main track, or if indicator light shows YELLOW, movement may be made to or from diverging route, without putting switch in hand throw.

If indicator light fails to show GREEN or YELLOW, switch must be placed in hand throw as provided in Rule 552.

### 26. INSTRUCTIONS GOVERNING THE OPERATION OF CONTROLLED ELECTRIC SWITCH AND DERAIL LOCKS.

- (1) Obtain permission to operate the switch or derail.
- (2) Unlock switch padlock and open door of electric lock.
- (3) If electric switch lock mechanism indicates UNLOCKED by means of a miniature semaphore in the vertical position or by an indicator reading UNLOCKED, throw small lever to extreme left position. If miniature semaphore is in the horizontal position or indicator reads LOCKED, the small lever cannot be thrown until UNLOCKED.
- (4) Handle switch or derail in usual manner.

- (5) When movement through switch or derail is completed and switch or derail is restored to its normal position, the small lever in electric lock must be placed in extreme right hand position, door closed and locked, and reported accordingly.
- (6) Trains or engines desiring to head into a switch equipped with an electric lock, located outside the limits of interlocking, must occupy short track circuit in advance of switch before electric switch lock can be unlocked.
- (7) Where signals are provided to govern movement through turnout equipped with electric switch lock, the electric switch lock must be restored to normal position and door closed after switch has been reversed, before signal can be cleared.
- (8) Where hand throw derails or inside switches are equipped with electric locks the Main track switch must be placed in full reverse position before derail or inside switch can be reversed and derail or inside switch must be restored to normal position and switch lock placed in the hasp before signals can be cleared.

### 27. LOCATION AND SPECIAL INSTRUCTIONS GOVERNING SPRING SWITCHES.

Location	Normal Position
Frankfort Yard. East end No. 1 eastward yard leading to CL District main track.	CL District main track.
West end No. 1 westward yard leading to CL District main track.	CL District main track.
West end No. 2 westward yard leading to LE&W District main track.	LE&W District main track.
Indianapolis Yard. North end No. 1 yard track.	Main track.

Spring switches are equipped with electric switch lamp.

When electric switch lamp displays green, the switches are properly lined and locked and trains or engines may proceed in accordance with the rules.

When electric switch lamp displays red, the switch is not properly lined or not properly locked and switch points must be examined, known to fit properly and lined for route to be used before movement over or thru switch is made.

All trains or engines must approach spring switch expecting to find other trains or engines using the spring switch.

### 28. MODIFICATIONS AND ADDITIONS TO THE RULES. DEFINITIONS:

**Limited Speed**—A speed not exceeding 50 miles per hour.

**Restricted Speed**—Proceed prepared to stop short of train, obstruction, or switch not properly lined and to look out for broken rail, but not exceeding 15 miles per hour.

**Grade Signal**—An automatic signal equipped with a yellow disc.

**Absolute Block**—A block in which no train is permitted to enter while it is occupied by another train.

**Track Car**—A car propelled by any form of energy, and not used by employes in train or yard service.

**Line-up of Trains**—Information showing last known location of all trains or engines on line of road or called for service.

#### Rule 5.

Time of trains shown at South Lima Yard applies to main track switch, opposite coal dock, leading to yard.

Time of trains shown at Muncie Yard applies at Yard Office.

#### Rule 11.

Note.—Passenger trains, after stopping, may proceed without extinguishing red fusees. Freight trains having total tonnage in excess of 1500 tons per operative hauling unit, may pass a fusee burning red without stopping to remove it and proceed at reduced speed.

#### Rule 14 L.

Approaching public crossing at grade. Engineer will sound whistle at whistling post; whistling to be prolonged or repeated until engine has crossed crossing. Trains or engines having stopped will again sound signal before proceeding over crossing.



## SPECIAL INSTRUCTIONS—Continued.

### Rule 15.

The explosion of two torpedoes is a signal to proceed at reduced speed for a distance of 6000 feet from the point the torpedoes were exploded. If the track is then seen to be clear normal speed may be resumed.

The explosion of one torpedo will indicate the same as two but the use of two is required.

Torpedoes must not be placed near stations, road crossings or where persons are liable to be injured by them.

### Rule 17.

(1) On all moving trains, when full power headlight is not required it must be burning dim during daylight hours.

(2) Oscillating white headlight on engines so equipped will be displayed in addition to displaying of regular headlight by night or in extreme bad weather conditions when approaching and moving over highway crossings at grade except approaching passenger stations where stop is to be made.

Oscillating red headlight on engines so equipped, will be displayed immediately when sudden stop of train is made, due to emergency application of air brakes or other causes. When red oscillating headlight is displayed, the white headlight will be immediately turned off.

When any train which is equipped with rear red oscillating warning light comes to a stop on or fouling main track, or when moving under circumstances in which it may be overtaken by another train, the rear warning light must be operating. If light does not start automatically, it must be operated manually by flagman.

When stop is made with less than 15 pound reduction in train line pressure, enginemen will make further reduction to attain necessary 15 pound total reduction.

The light should, under no circumstances, be turned off until speed of train has increased sufficient to avoid possibility of being overtaken.

When the red oscillating light is displayed on either front or rear of any train, enginemen on approaching train or engine, must stop immediately and must not proceed until it has been ascertained that track is safe and clear for movement of such train.

The use of this light will not, in any way, relieve employes from compliance with Rules 99 and 102 of the Book of Rules.

When switching is to be done, cars or engines must not be coupled to the end of a car to which a warning light is attached unless it is known positively that there is ample clearance so as to avoid damage to light.

### Rule 19.

(a) Displaying of Top Deck Light will be omitted.

(b) In Centralized Traffic Control territory, so designated in Time Tables, the requirements for displaying markers as illustrated by Figures 8-A and 8-B, Pages 36 and 37 of the Book of Rules are eliminated.

(c) Fig. 10-A

Lights at AA as markers, showing green to the front, yellow to the side and rear, with a white light on the platform.

(d) (Last Paragraph)

A train not equipped to display the prescribed signals will display a red flag by day and a white light by night to indicate the rear of the train.

### Rule 35.

The following signals will be used by flagmen:

Day Signals—A red flag, torpedoes and fuses.

Night Signals—A white light, torpedoes and fuses.

### Rule 99.

When a train or engine, moving or standing in automatic block signal territory is protected against following movement by automatic block signals, protection against following movement on the same track will have been complied with when full protection is afforded against a following train or engine moving at restricted speed.

### Rule 103.

(a) Exception No. 1 does not apply to Multiple Unit Diesels in back-up movement.

(b) A train or engine having moved in one direction over a highway crossing protected by electric signals must not make reverse movement over crossing in opposite direction without first protecting such move by man on ground, unless such highway crossing signals are operating prior to and during the period the reverse movement is being made.

(c) At various locations electric highway crossing signals are actuated by movements on sidings, adjacent tracks and/or yard tracks, the control circuits for which extend but a short distance on either side of the crossing. At these locations a train, engine or car using such tracks must not proceed over the crossing until the highway crossing signals have been operating a sufficient length of time to warn highway traffic, without first protecting such move by man on ground.

### Rule 281B.

Aspect: Yellow over Green over Green.

Indication—Proceed: approaching next signal at limited speed.

Name: Approach limited.

### Rule 281C.

Aspect: Red over Green over Green.

Indication—Proceed: limited speed within interlocking limits.

Name: Limited clear.

### Rule 285.

Proceed preparing to stop at next signal.

Trains exceeding medium speed must at once reduce to that speed. Reduction to medium speed must be completed before accepting a more favorable indication on next signal in advance.

### Rule 291.

A train to take siding at a meeting point may proceed at restricted speed without stopping, when signal displays STOP and PROCEED, after engineman receives hand signal from trainmen of train holding main track and switch is lined for movement to siding in accordance with Rule 104.

### Rule 509.

When an automatic signal equipped with yellow disc indicates "Stop and Proceed", freight trains having total tonnage in excess of 1500 tons per operative hauling unit may proceed at restricted speed without stopping.

### Rule 528.

In Centralized Traffic Control territory between South Lima and Frankfort Yard, trains or engines will be cleared as regular trains or sections thereof, or extras, on Clearance Form A and will not be required to display classification signals.

### Rule 545.

When failure of the CTC system occurs, and trains or engines are authorized to proceed or pass a Stop signal which governs movement over a switch or switches equipped with dual control switch mechanism, selector lever of each switch must be locked in hand throw position before proceeding. When a train or engine has passed over all switches, unless otherwise instructed by the train dispatcher, the switches and selector levers must be restored to and left locked in normal position and dispatcher or signalman notified.

If signal involved controls movement through an automatic or remotely controlled interlocking, the special instructions applying to that interlocking must also be complied with.

### Rule 670.

At railroad crossings where automatic or remotely controlled interlockings are in service, equipment detached from the engine must not be left standing between home signal limits that will obstruct the movement of equipment of the other railroad or railroads at such crossing.

### Instructions to ENGINEMEN (Fifth Paragraph) Page 181:

They will keep a supply of red fuses on the engine ready for immediate use in case of necessity.

### Rules for Movement of Track Cars.

#### Rule 801.

Line-up of trains will be issued by authority and over the signature of the chief train dispatcher, and shall contain designation of trains, engine number, place and time last reported on train dispatchers territory, including trains called but which have not departed from terminal yards or originating point, at time line-up is issued.

Passenger extras and work extras shall be so designated in line-up.

Line-ups must be issued in the prescribed form when practicable; and without erasure, alteration or interlineation.



## SPECIAL INSTRUCTIONS—Continued.

Figures in line-ups must not be surrounded by brackets, circles or other characters.

### Rule 802.

Line-ups will be issued to operators at all open telegraph offices at stated times, which shall be designated by special notice for each operating territory, and shall contain the same information to all employes or operators receiving same.

### Rule 803.

Line-ups must be numbered consecutively each day, beginning at midnight.

### Rule 804.

Operators will prepare and complete on line-up, Form 294, information furnished by train dispatcher.

Before line-up, Form 294, is delivered, it must be signed by employe to whom delivered. Copies of all Forms 294 delivered to employes must be retained by operator. More than one line-up on a manifold pad at the same time is prohibited.

### Rule 805.

Information furnished for line-ups must be written in a book provided for that purpose at the office of the train dispatcher; and with it recorded the locations and name of employe receiving same. These records must be made at once and never from memory or memoranda.

### Rule 806.

Train dispatcher will issue train orders to all trains operated from a terminal or any originating point reading, "Be on lookout for track cars and sound whistle frequently" under following conditions:

- (a) When such train is not included in line-up; or
- (b) Is permitted to operate in advance of time shown in line-up, or in advance of time as shown in time table; or
- (c) When authorized to run against current of traffic and not so indicated in line-up.

### Rule 807.

When operator of track car obtains a line-up by communicating directly with the train dispatcher or telegraph operator, it must be repeated back to the person from whom received and the repeat approved as being correct before line-up shall be used.

Train dispatcher shall show name of the employe, to whom the line-up is furnished, in the book as provided in Rule 805. The telegraph operator shall show name of the employe, to whom the line-up is furnished, on the original copy of such line-up, as provided in Rule 804.

### Rule 808.

Line-ups sent to two or more offices must be transmitted simultaneously to as many of them as practicable.

### Rule 809.

Operators receiving line-ups must write them in manifold during transmission. If requisite number of copies cannot be made at one writing they must make others from the original copy and repeat to the train dispatcher from the new copies each time additional copies are made. They must retain a copy of each line-up. The time, repeat and signature must be in his handwriting.

## Air Brake Rules.

### Rule 300. (Standard Air Pressure)

Reducing valve for independent brake on diesels. . . 30 to 35 pounds.

### Rule 302. (Applying Brakes When Train Is To Make A Full Stop).

(a) No change will be made in position of throttle until not less than 25 seconds after exhaust from initial reduction stops blowing, then gradually reduce throttle one notch at a time as speed decreases to avoid amperage buildup. Engine brake must be held in full release position.

The automatic brake valve must not be allowed to stop in lap position until after an initial reduction of from six (6) to eight (8) pounds brake pipe pressure has been made. When brake pipe exhaust stops blowing, the second reduction may be made.

Note: Except in cases of emergency, initial reduction must not exceed eight (8) pounds brake pipe pressure as above specified.

At about the last five (5) car lengths the train is to move, the automatic brake valve must be placed in service position, the throttle reduced to idle position and the engine brake permitted to apply on sand.

(b) When required to stop with throttle closed and slack bunched, a gradual brake application with the independent brake valve must be made to keep slack bunched against the engine. When it is known that slack is bunched against the engine the automatic brake valve must not be allowed to stop in lap position until after an initial reduction of not less than six (6) pounds brake pipe pressure has been made. When brake pipe exhaust stops blowing the second reduction may be made. Keep slack bunched with the independent brake valve.

Care must be exercised to prevent overheating tires or sliding wheels on locomotives.

On trains consisting of heavy loads on head end and empties on rear, sufficient distance must be allowed to complete the braking operation using the minimum pressure indicated above.

Brakes must not be released until a total brake pipe reduction of not less than fifteen (15) pounds has been made and the automatic brake valve held in lap position not less than fifteen (15) seconds after the brake pipe exhaust stops blowing.

### Rule 303. (Applying And Releasing Brakes While Train Is In Motion).

No change will be made in position of throttle until not less than 25 seconds after exhaust from initial reduction stops blowing, then gradually reduce throttle one notch at a time as speed decreases to avoid amperage buildup. Engine brake must be held in full release position.

(a) When only one reduction is made the automatic brake valve must not be allowed to stop in lap position until after reduction of six (6) to eight (8) pounds brake pipe pressure has been made. If no further reduction is necessary to reduce speed of train, brakes must not be released for a minimum of twenty-five (25) seconds after brake pipe exhaust stops blowing.

(b) When more than one reduction is made to reduce speed, the automatic brake valve must not be allowed to stop in lap position until after an initial reduction of six (6) to eight (8) pounds brake pipe pressure has been made. After brake pipe exhaust stops blowing, a second reduction may be made.

Brakes must not be released until after automatic brake valve has been held in lap position for a minimum of fifteen (15) seconds after brake pipe exhaust stops blowing.

Brakes may then be released by placing automatic brake valve in running position.

The throttle shall not be increased and no attempt shall be made to accelerate speed of train until sufficient time has elapsed for all brakes to release.

It will not be permissible to release automatic brakes on trains consisting of heavy loads on rear end and empties on head end, before train comes to a full stop, except at such locations as may be specifically designated by the Road Foreman of Engines.

### Rule 305. (When Brakes Apply From Any Cause Other Than By Use Of Automatic Brake Valve).

When service application occurs from the train, independent brake must be held in full release and the throttle gradually reduced as the speed of the train decreases and the automatic brake valve must be left in running position until the speed of train has decreased to 15 miles per hour. At 15 miles per hour, place brake valve in service position, close throttle to idle position and then permit independent brake to apply on sand.

When the emergency application is obtained, the automatic brake valve must be held in lap position for one (1) minute before any attempt is made to recharge brake pipe to allow vent valve of "AB" brakes to close.

### Rule 307. (Third Paragraph).

When detaching engine or caboose with charged brake pipe, angle cocks must be closed and air hose parted by hand.

## SAFETY RULES

### Rule 1073 (s). The following practice is forbidden:

Using fuses, gasoline, kerosene, fuel oil, or any highly inflammable substance to start or intensify a fire.

### Rule 1074.

When cutting or dismantling rail under tension, people not actually engaged in the cutting or dismantling must stand clear of possible springing distance of rail, bars, bolts or other material which may result from the spring of the rail.

### Rule 1103.

Getting on or off engines or cars moving at an unsafe speed is prohibited. Boarding flat cars or tank cars while in motion is prohibited. Riding the stirrup of a flat car while in motion is prohibited.

### Rule 1106.

Before leaning out of cab of engine or from side of engine or car, care must be exercised to avoid side obstructions, engines or cars on adjacent tracks.

### Rule 1110.

More than one employe is forbidden to ride at the same time in the same stirrup, step or side ladder of car, engine, or caboose.

### Rule 1111.

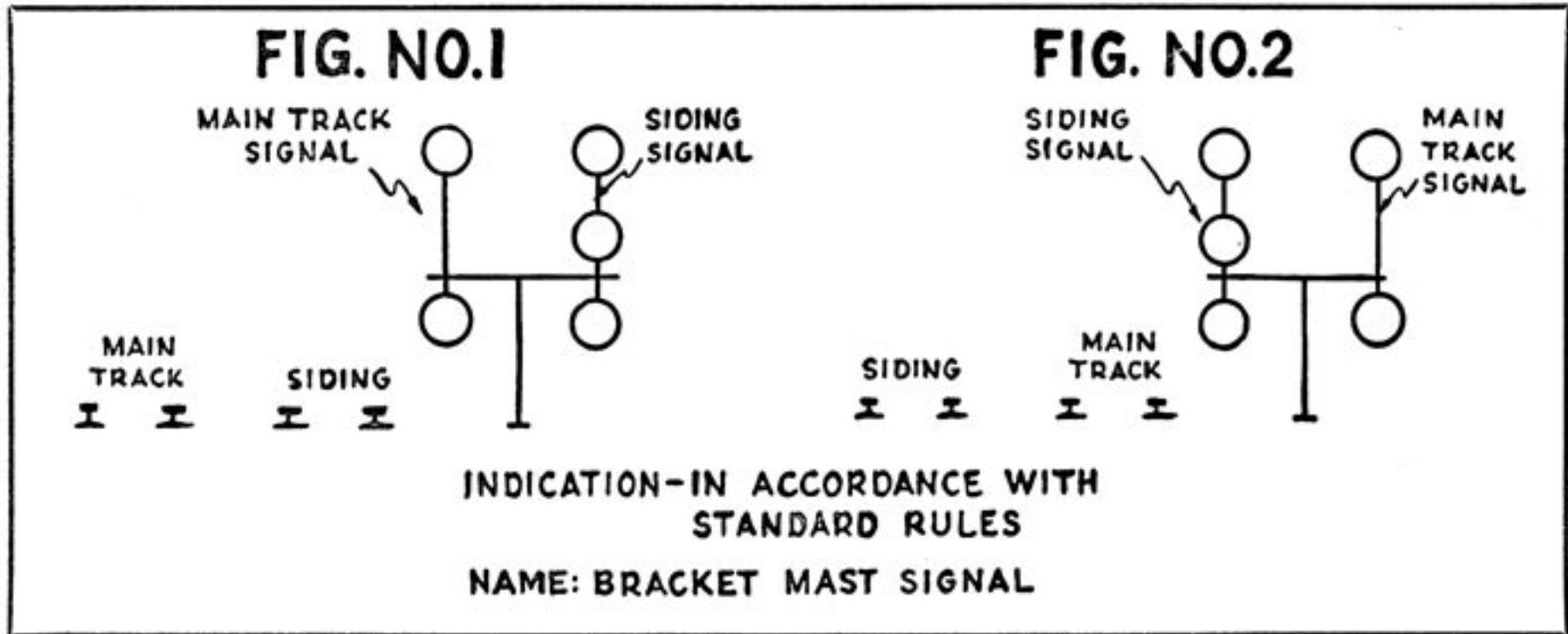
Stepping in front of moving engines, or cars, to adjust coupler, knuckle, lock pin, or angle cock, is prohibited.

### Rule 1111 (a).

Using foot or hand to adjust coupler, knuckle, lock pin, or angle cock from any position when engines or cars are about to come together is prohibited.



**BRACKET MAST SIGNAL**



**29. LOCATION AND TYPE OF APPROACH SIGNALS IN NON-AUTOMATIC BLOCK SIGNAL TERRITORY.**

	<b>Sandusky Division</b>	
<b>LOCATION</b>	<b>Eastward</b>	<b>Westward</b>
Sandusky (P. R. R.).....	Inoperative.....	None
Sandusky (N. Y. C.).....	Inoperative.....	None
Burgoon.....	Inoperative.....	Inoperative
Postoria.....	None.....	None

	<b>New Castle Division.</b>	
<b>LOCATION</b>	<b>Northward</b>	<b>Southward</b>
Fort Wayne.....	Inoperative.....	None
Hugo.....	Inoperative.....	Inoperative
Kingsland.....	Inoperative.....	Inoperative
Foley.....	None.....	Inoperative
Broad.....	Inoperative.....	None
Dunreith.....	Inoperative.....	Inoperative
Rushville (B. & O.).....	None.....	None

	<b>Indianapolis Division</b>	
<b>LOCATION</b>	<b>Northward</b>	<b>Southward</b>
LaPorte.....	Inoperative.....	Inoperative
Stillwell.....	Operative.....	Inoperative
Dillon.....	Inoperative.....	Inoperative
Walkerton.....	Inoperative.....	Inoperative
Plymouth.....	Inoperative.....	Inoperative
Rochester.....	Inoperative.....	Inoperative
Peru (Wabash).....	Inoperative.....	Inoperative
Peru (C. & O.).....	#Operative.....	#Operative
Bunker Hill.....	#Operative.....	#Operative
Tipton.....	Inoperative.....	Inoperative
Indianapolis (Mass. Ave.).....		None

# Indicates three aspect signal and track occupancy actuates signal.

**SPEED SCHEDULE**

<b>Time Per Mile</b>	<b>Miles Per Hour</b>	<b>Time Per Mile</b>	<b>Miles Per Hour</b>	<b>Time Per Mile</b>	<b>Miles Per Hour</b>
0 Min. 48 Sec.....	75.0	0 Min. 57 Sec.....	63.2	1 Min. 25 Sec.....	42.3
0 " 50 ".....	72.0	0 " 58 ".....	62.1	1 " 30 ".....	40.0
0 " 51 ".....	70.6	0 " 59 ".....	61.0	1 " 43 ".....	35.0
0 " 52 ".....	69.2	1 " 00 ".....	60.0	2 " 00 ".....	30.0
0 " 53 ".....	67.9	1 " 5 ".....	55.4	2 " 24 ".....	25.0
0 " 54 ".....	66.7	1 " 10 ".....	51.4	3 " 00 ".....	20.0
0 " 55 ".....	65.4	1 " 15 ".....	48.0	4 " 00 ".....	15.0
0 " 56 ".....	64.3	1 " 20 ".....	45.0		



# AUTOMATIC BLOCK SIGNALS

## SANDUSKY DIVISION

Westward	Eastward	Westward	Eastward	Westward	Eastward	Westward	Eastward
Home		East End South Lima Yard		Home		Home	
Begin C. T. C.		Home Home Home		East End Hales		West End Gilman	
	DA	Home Home		Home	Home	Home	
Remotely Controlled Interlocking		Home		Home		1188.3	1188.2
	°Home	West End South Lima Yard		West End Hales		Home	
1051.1	End C. T. C.	★Home		1140.5	1140.4	Alexandria Interlocking	
Home	1051.2	B & O Belt Interlocking		Home	Home	Home	
East End Welders		★Home		★Home		Alexandria	
Home		East End Adgate		Portland Interlocking		Home Home	
Home		†Home		★Home		East End Wallace	
West End Welders		Home Home		Home		Home	
Home		1093.1	1093.2	East End Portland		Home	
Home		Home		Home	Home	West End Wallace	
Home		West End Adgate		Home		Home	
Findlay Interlocking		Home		West End Portland		Home	
Home		1096.5	1096.6	Home	Home	Elwood Interlocking	
Findlay		1099.3	1099.4	1149.9	1150.0	Home	
Home		Home		1152.5-G	1152.6	1200.7	1200.8
Home		East End Buckland		1155.1-G	1155.2-G	Home	
East End Evans		Home		Home		Home	
Home Home		Home		Red Key Interlocking		East End Hobbs	
Home		West End Buckland		East End Red Key		Home	
West End Evans		Home		Home	Home	West End Hobbs	
Home		1104.3	1104.2	Home		Home	
1063.1	1063.0	1107.1	1107.0	West End Red Key		1206.9	1206.8
1067.1	1067.0	Home		Home	Home	Home	
Home		St. Marys Interlocking		1159.5	1159.4	Home	
East End Mt. Cory		Home		1161.7	1161.6	Tipton Interlocking	
Home		Home		Home		Home	
Home		Home		East End Ayers		Home	
West End Mt. Cory		Home		Home	Home	East End ZA Siding	
Home		Home		Home		Home	
Home		East End St. Marys		West End Ayers		Home	
AU Tower Interlocking		Home		Home	Home	West End ZA Siding	
Home Home		Home		1167.5	1167.4	Home	
Bluffton		West End St. Marys		1169.1	1169.2	1212.9	1213.0
Home		Home		Home		1215.9	1216.0
Home		1113.3	1113.4	East End Muncle East Yd.		Home	
1077.7	1077.6	1115.7	1115.6	Home Home	Home	East End Kempton	
Home		Home		Home		Home	
East End Beaver Dam		East End Rose		West End Muncle East Yd.		Home	
Home		Home		Home	Home	West End Kempton	
Home		Home		★Home ★Home		Home	
West End Beaver Dam		West End Rose		P. R. R. Interlocking		1221.7	1221.6
Home		Home		★Home		Home	
1082.9	1083.0	Home		Home	Home	East End Hillisburg	
1085.9	1085.8	Home		Home	Home	Home	
Home		Celina Interlocking		New Castle Division		Home	
Morris Interlocking		Home		Home	Home	West End Hillisburg	
East End Morris		Home		Muncle Yard		Home	
Home		Home		Home	Home	Home	
Home		1127.1	1127.2	Home	Home	East End Boyleston	
★Home ★Home		Home		East End Vernon		Home	
End C. T. C.		East End Oakland		Home	Home	Home	
MO Tower Interlocking		Home		West End Vernon		Home	
Home		Home		Home	Home	1231.5	1231.4-G
Home		West End Oakland		1179.1	1179.2	Home	
Begin C. T. C.		Home		1182.3	1182.2	Home	
Home		1132.5	1132.6-G	Home		End C. T. C. Begin C. T. C.	
South Lima (Erie Jct.)		1134.5	1134.6-G	East End Gilman		Home	
★Home				Home	Home	Frankfort	
End C. T. C.							
Home							

G Indicates Grade Signal.

★ Indicates signal governing through interlocking. When signal indicates stop, trains or engines, after complying with Rule 663 and/or time table special instructions may proceed at restricted speed.

† Indicates signal governing westward movement through siding.

• Indicates signal governing through interlocking. When signal indicates stop, trains or engines will comply with instructions contained in Ft. Wayne Division Time Table.



# SANDUSKY, NEW CASTLE and INDIANAPOLIS DIVISION SURGEONS

J. W. HOUK, M. D.  
Medical Director  
426 Terminal Tower, Cleveland, Ohio

STATIONS	SURGEONS	OFFICE	TELEPHONE	RESIDENCE	TELEPHONE
Sandusky.....	DR. H. B. FREDERICK.....	116 W. Madison St.	MA 59717	So. Columbus Ave.	MA 60728
Fremont.....	DR. J. L. CURTIN.....	1523 McPherson Bl.	FE 2-7563	1523 McPherson Bl.	FE 2-7563
#Fostoria.....	{ DR. G. H. W. BRUGGEMANN.....	220 W. Tiffin St.	HE 5-2721	602 N. Main St.	HE 5-3403
	{ DR. W. G. HARTNETT.....	149 W. Tiffin St.	HE 5-5644	541 N. Union St.	HE 5-6265
	{ DR. E. T. SHEERAN.....	304 N. Main St.	HE 5-7116	852 N. Main St.	HE 5-2575
Findlay.....	DR. FRANK M. WISELEY.....	521 W. Sandusky St.	GA 28561	903 S. Main St.	GA 26828
Bluffton, Ohio.....	DR. BOYD W. TRAVIS.....	122 N. Jackson St.	2261	141 W. Kibler St.	2211
#*Lima.....	{ DR. ROBERT O. PAGE, Oculist.....	722 National Bk. Bldg.	225-3731	175 S. Cable Rd.	225-8601
	{ DR. WILLIAM E. NOBLE.....	1702 Allentown Road	225-8706	2516 Elmview Dr.	991-3606
#St. Marys.....	DR. WM. V. BARTON.....	107 N. Wayne St.	5159	107 N. Wayne St.	5159
Celina.....	{ DR. L. M. OTIS.....	111 N. Walnut St.	2377	R. R. #4	2236
	{ DR. JAMES J. OTIS.....	111 N. Walnut St.	2377	Lakeland Beach	2253
Portland.....	DR. JAMES S. FITZPATRICK.....	603 W. Arch St.	726-8168	420 N. Pleasant St.	726-4931
#*Muncie.....	{ Dr. F. W. McDOWELL.....	926 W. Main St.	AT 25937	1721 N. Tillotson	AT 23484
	{ DR. RALPH O. BUTZ.....	1525 W. Jackson St.	AT 82303	3824 Riverside Ave.	AT 81263
Alexandria.....	DR. GEORGE OVERPECK.....	313 N. Harrison St.	724-4455	401 Lincoln Ave.	724-3769
#*Tipton.....	{ DR. B. A. BURKHARDT.....	Tipton Clinic	OS 52136	328 N. West St.	OS 52464
	{ DR. W. A. KURTZ.....	Tipton Clinic	OS 52136	R. R. #1	OS 54529
#*Frankfort.....	{ DR. PAUL VAN KIRK.....	1252 S. Jackson St.	659-2632	701 E. Clinton St.	654-6762
	{ DR. R. A. HEDGCOCK.....	259 E. Clinton St.	654-5922	857 E. Clinton St.	659-3677
	{ DR. M. W. ERDEL, Oculist.....	2 E. White St.	654-5223	658 E. Armstrong St.	659-2698
#*Michigan City.....	{ DR. P. J. PILECKI.....	Doctors Hospital 125-133 E. 5th St.	TR 25541	105 Avalon Ct.	TR 47348
# Argos.....	DR. JAMES N. HAMPTON.....	121 E. Walnut St.	892-6110	210 N. Maple St.	892-5580
#*Peru.....	DR. D. W. FERRARA.....	18 W. 5th St.	GR-37200	43 Ridgeview	GR-34747
#*Kokomo.....	DR. COPELAND BOWERS.....	Kokomo Clinic	GL 71169	1530 W. Taylor	GL 95693
#Noblesville.....	DR. RAY W. SHANKS.....	104 S. 10th St.	PR 33983	R. R. No. 5 Noblesville, Ind.	PR 31802
#*Indianapolis.....	DR. A. P. WARMAN.....	1363 E. 38th St.	WA 4-2684	1361 E. 38th St.	WA 5-2767
#*Fort Wayne.....	{ DR. CARROLL O'ROURKE.....	604 W. Berry St. Oculist	A-6334	Covington Rd.	K-6446
	{ DR. RAYMOND J. BERGHOFF.....	306 E. Jefferson	A-8443	2009 Forest Park	A-1757
	{ DR. JOHN NILL.....	204 E. Suttentfield St.	H-4288	440 W. Fleming	H-8400
Bluffton, Ind.....					
New Castle.....	DR. W. C. HEILMAN.....	1319 Church St. The Clinic	JA 90780	1111 Audubon Rd.	JA 97609

# Where stretchers are located.

\* Where medical cases are located.

# Ambulance Service

## AMBULANCE SERVICE

Lima.....	Siferd & Son 712 So. Main St. ....	Tel. CA 42010
St. Marys.....	Yoder and Long 314 West High St. ....	Tel. 3133
Portland.....	Baird Funeral Home 211 North Meridian St. ....	Tel. 726-7171
Muncie.....	City Police Department .....	Tel. AT 84441
Tipton .....	{ Youngs Funeral Home 216 W. Jefferson .....	Tel. OS 54780
	{ Leatherman and Morris Funeral Home 314 N. Main St. ....	Tel. OS 52425
Frankfort.....	{ Goodwin Bros., 200 S. Main.....	Tel. 654-5533
	{ Hartman Funeral Home 608 N. Main St. ....	Tel. 659-3356
Fort Wayne.....	Mungovan and Sons .....	Tel. H-2114
Michigan City.....	J. M. Root 312 East Seventh St. ....	Tel. TR 4-6209
LaPorte.....	Haverstock Funeral Home 602 Maple Ave. ....	Tel. 962-3333
Argos.....	Unbaugh Funeral Home 216 So. Michigan St. ....	Tel. 892-6121
Peru.....	Eickenberry Funeral Home 84 West Main St. ....	Tel. GR-35545
Kokomo.....	Peacock Funeral Home, 414 W. Jefferson St. ....	Tel. GL 9-5171
Noblesville.....	Evans, Godby and Trout 54 South 10th St. ....	Tel. PR 34510
Indianapolis.....	Flanner Buchannan Funeral Home 25 West Fall Creek Blvd. ....	Tel. WA 5-9871



# NICKEL PLATE ROAD

THE NEW YORK, CHICAGO AND ST. LOUIS  
RAILROAD COMPANY

LAKE ERIE AND WESTERN DISTRICT

---

**SANDUSKY, NEW CASTLE  
AND  
INDIANAPOLIS DIVISIONS**

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## **TIME TABLE No. 50**

**Takes Effect Sunday, April 28, 1963**

1:01 A. M. Eastern Standard Time

12:01 A. M. Central Standard Time

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For the information and Government of Employees only.

The Company reserves the right to vary the running of trains as circumstances may require.

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### **OFFICERS**

---

V. E. COE, General Superintendent  
G. W. MATHEWS, Assistant General Superintendent  
D. M. BENDER, Superintendent Transportation  
E. D. WALSH, Superintendent  
F. J. McGUIRK, Assistant Superintendent  
W. G. KAUFFMAN, Train Master  
H. S. WHEELER, Train Master Road Foreman of Engines  
W. T. ARNOLD, Assistant Train Master  
F. W. RIEPENHOFF, Road Foreman of Engines  
R. E. LYONS, Road Foreman of Engines  
E. J. FOLLIN, Chief Train Dispatcher  
R. H. KIESER, Master Mechanic  
M. B. ALLEN, Division Engineer

# **SAFETY FIRST**

**SAFETY ALWAYS  
PAYS  
ALL WAYS**

## **NICKEL PLATE ROAD**

**TEAMWORK  
KEEPS FREIGHT  
ON RAILS**