

LIGHTHOUSE for the IRON HORSE



"I am Mr. Signal... the guardian of the track ahead. I am your protector and the guardian of your **SAFETY**. No one can cheat on my indications without serious consequences.

The indications I display are positive instructions for the **SAFE** movement of trains. These instructions, when thoroughly understood and strictly complied with at all times, will guide you safely through the years.

DO NOT try to anticipate the signals I display!

ALWAYS remember that there is **NO** job so important that you cannot take the time to do that job **SAFELY**."

"ON THE B&O,
the **SAFE WAY**
is the **RIGHT WAY!**"



THE BALTIMORE & OHIO RAILROAD COMPANY
WESTERN REGION

SAFETY ABOVE EVERYTHING



INDIANAPOLIS DIVISION

52

TIME-TABLE No. 52

EFFECTIVE 12:01 A. M., CENTRAL
STANDARD TIME

SUNDAY, NOVEMBER 28, 1954

R. C. DIAMOND,
Superintendent

INDIANAPOLIS DIVISION

SUPERINTENDENT
R. C. Diamond

TRAIN MASTER
W. O. Reynolds

ASSISTANT TRAIN MASTER
P. E. Washam

CHIEF TRAIN DISPATCHERS
H. D. Phillips W. C. Cotton E. O. Howard

TRAIN DISPATCHERS
J. V. Cummins S. G. Miller
G. H. Jerome O. A. Richter
W. B. Pinkston H. A. Douglas
B. D. Burns

ROAD FOREMAN OF ENGINES
C. R. Scheid

MASTER MECHANIC
W. O. Sines

DIVISION ENGINEER
J. H. Babbitt

DIVISION CLAIM AGENT
A. S. Morgan

GENERAL SAFETY SUPERVISOR
H. D. Hedges
Cincinnati, Ohio

SAFETY SUPERVISOR
R. J. Talkington
North Vernon, Ind.

THE BALTIMORE AND OHIO RAILROAD COMPANY

Relief Department

I. C. WHITE, Superintendent.

MEDICAL AND SURGICAL SERVICE.

COMPANY'S SURGEONS.

Hamilton, O.— { Dr. Azel Ames, Jr.
Dr. Neil Millikin.
Dr. Clyde G. Chamberlin, Oculist.

Oxford, O.— Dr. William A. McClellan.

Liberty, Ind.— Dr. W. B. McWilliams.

Connersville, Ind.— { Dr. Virgil J. Fruth.
Dr. Charles L. Entner.

Rushville, Ind.— Dr. Frank H. Green.

Morristown, Ind.— Dr. Vernon C. Patten.

Fountaintown, Ind.— Dr. William H. Larrabee.

New Palestine, Ind.— Dr. William H. Larrabee.

Indianapolis, Ind.— { Dr. John W. Sluss.
Dr. David Sluss.
Dr. Karl R. Ruddell.
Dr. Thomas J. Dugan.
Dr. John J. Briggs.
Dr. Harry D. Aldrich, Oculist.

North Salem, Ind.— Dr. Oscar H. Wiseheart.

Montezuma, Ind.— Dr. W. D. Britton.

Dana, Ind.— Dr. L. A. Schleissner.

Hume, Ill.— Dr. Hugh I. Conn.

Newman, Ill.— Dr. John O. Cletcher.

Tuscola, Ill.— { Dr. Dwight A. Pence.
Dr. J. J. Hopkins.
Dr. William F. Hubble, Oculist.
Dr. Clarence E. McClelland,
Oculist and Aurist.

Decatur, Ill.— { Dr. David Lewis.
Dr. John F. Deal, Oculist.

Springfield, Ill.— Dr. Jos. R. Bloomer.

Rockville, Ind.— Dr. Robert M. Maurer.

Brazil, Ind.— Dr. Robert M. Maurer.

HOSPITALS

Hamilton, Ohio—Mercy.

Connersville, Ind.—Fayette Memorial.

Indianapolis, Ind.—St. Vincent,
Methodist.

Tuscola, Ill.—Sarah Jarman.

Decatur, Ill.—Macon County,
St. Mary's.

Springfield, Ill.—St. John's,
Memorial Hospital.

EXAMINING POINTS

Indianapolis, Ind.—Friday, 8:00 A. M. to 11:00 A. M.
Division Office Building, Room 406.

Springfield, Ill.—GM & O Freight House, second floor, second
and fourth Fridays, 8:30 A.M. to 11:00 A.M.

MEDICAL EXAMINERS' TERRITORY

Hamilton, O. to Springfield, Ill., exclusive — Dr. C. E. Healy,
Rooms 5 and 6, Railway Express Building, York and
McLean Sts., Cincinnati, Ohio.

Springfield, Ill.—Dr. J. J. Kazak.

Reports of disabilities and death should be forwarded to the
Medical Examiner.

INSTRUCTIONS COVERING SERVICES OF COMPANY'S SURGEONS

1. When passengers or employees need surgical aid call the company's surgeon who can reach them quickest. Put the case in his exclusive control. If the company's surgeon is not available immediately then secure a local surgeon to attend until the company's surgeon arrives.
2. Notify the company's surgeon of the number of persons injured and the probable relief needed. When a number of persons are injured secure the services of competent local surgeons, and give every attention to the injured.
3. The company will not be responsible for the employment of surgeons other than these, except as authorized by the company's surgeon.
4. The officer in charge will provide a proper conveyance to remove the injured persons promptly, having someone accompany them when necessary. Such expense will be billed direct to the company, or paid by the person in charge and bill submitted to the company.
5. No major surgical operation shall be performed before arrival of the company's surgeon unless required for the safety of the patient.
6. Company's surgeons will be expected to go outside of their assigned limits whenever required.
7. Employees will, when able, visit the company's surgeon for treatment.
8. The company will not be responsible when an injured employee selects other than a company's surgeon.

S. M. ENGLISH, M. D.,
Medical and Surgical Director

SPECIAL INSTRUCTIONS

1. SUPERIORITY OF TRAINS

On single track on Hamilton and Decatur Sub-Divisions, Westward trains are superior to Eastward trains and on Brazil Sub-Division, Southward trains are superior to Northward trains, of the same class.

2. LOCATION OF WATCH INSPECTORS

Hamilton —Messner Jewelers.
Clay Jewelers.
Connersville—Alfred J. Oedy
Indianapolis—Southam Watch Co.
Montezuma—Arthur Powell.
Tuscola —John Gates, Jeweler.
Decatur —H. N. Coffey.
Springfield —Collins & Co.

3. STANDARD CLOCKS, BULLETIN BOARDS, AND TRAIN REGISTERS

(Located as indicated by "X")

	Standard Clock	Bulletin Board	Train Register
Hamilton:			
Train Order Station.....	X	X	X
Engine House.....	X	X	
South Hamilton Chief Caller's Office.....	X	X	
Connersville Train Order Station..	X	X	
State Street:			
Yard Office.....		X	X
Train Order Station.....	X		
Moorefield:			
Train Order Station.....	X	X	X
Chief Caller's Office.....	X	X	
Montezuma Train Order Station...	X	X	X-a
Tuscola.....	X	X	X-a
Decatur Train Order Station.....	X	X	X
Boody.....			X
Ridgely:			
WR Tower.....	X	X	
Engine House.....	X	X	
Yard Office.....	X	X	X

a—For trains originating or terminating only.

Last sentence of Rule 2 is amended to read as follows:
These employees must have their watches inspected annually, during the month of May, and cleaned every twenty-four months.

4. CLEARANCE CARD FORM A

Trains starting at Union Station, Indianapolis, will get Clearance Card IU form in lieu of Clearance Card Form A at State Street. Rule 111 modified.

Trains will leave Boody and Brazil without getting Clearance Card Form A. Rule 111 modified.

Connersville—During the hours of open train Order Station Nos. 88 and 89 will get Clearance Card Form A.

State Street—During the hours of open Train Order Station, eastward Second, Third Class and Extra trains will get Clearance Card Form A.

Decatur—When B&O Train Order Station is closed trains will get Clearance Card Form A at Wabash Train Order Station.

At the following Train Order Stations trains and engines will be governed by Clearance Card Form A in lieu of fixed signal:

Hamilton
Moorefield
Decatur
WR Tower
Rule 221 modified.

5. SPEED RESTRICTIONS

	Class or Service		
	Passenger and express trains	Passenger and express trains handled by freight engines and fast freight trains	Slow freight, local, pick-up and work trains
LIMITS			
HAMILTON SUB-DIVISION			
Between Hamilton and Hurricane....	55	50	40
Between Hurricane and Indianapolis.. (Except)	65	50	40
Through interlockings and over Railroad crossings at grade.....		35	35
Hamilton to West end Bridge No. 2....	15	15	15
West end Bridge No. 2 to Belt Jct.....	30	20	20
Belt Jct. to M.P. 30.....	45	35	35
Through Liberty.....	45	35	35
Curve Pole 56-29 to 56-37.....	45	45	45
East switch Brownsville to Pole 60-21..	45	35	35
M.P. 71 to M.P. 73.....	45	35	35
Rushville—City Limits.....	15	15	15

SPEED RESTRICTIONS—Indianapolis City Limits

Arlington Ave. to Emerson Ave.....	40	40	40
State St. to Belmont Ave.....	15	15	15
Belmont Ave. to City Limits.....	40	40	40
Decatur Sub-Division	50	40	40
(Except)			
Through interlockings and over railroad crossings at grade.....		35	35
Pole 198-0 to 230-10.....	45	35	35
Pole 269-39 to 270-31.....	45	35	35
Through Newman.....	15	15	15
Over Bridge 257, between Keys and New Track, all class Engines.....	25	25	25
East Springfield, between westbound home signal, Avenue interlocking and C & IM Joint Track.....	10	10	10
Brazil Sub-Division	20	20	20

(Except where otherwise indicated)

Trains handling steam cranes, locomotive cranes, pile-drivers, ditchers and similar equipment will not exceed 30 miles per hour.

Trains, the makeup of which includes dead engines, will not exceed twenty-five (25) miles per hour, except that diesel engines may be handled at such speeds as are provided for in proper shippers' endorsement on bill of lading.

Engines with broken or bent crank pins, main or side rods, moved without side rods; also engines with excessive flat spots on driving tires, bent axles, and where excessive weight is placed on drivers due to engine being jacked up for a broken axle or having truck removed..... 15 miles per hour.

Entering and leaving sidings and through sidings and crossovers..... 10
All Diesel Electric Switching Locomotives will not exceed 40 miles per hour
Diesel Switching Locomotive, single unit of Road Diesel Locomotive, either freight or passenger, when operated light or single Budd car unit will not exceed 30 miles per hour.

SPECIAL INSTRUCTIONS—Continued.

MAXIMUM SPEED OF LIGHT ENGINES

	Sub-Division					
	Hamilton		Decatur		Brazil	
	For-ward	Back-ward	For-ward	Back-ward	For-ward	Back-ward
Diesel Engines	50	40	40	30	20	15
Steam (Except noted)	35	25	30	20	20	15
Class Q-3	35	25	25	15	—	—
Class E-27	35	25	30	20	20	15

Where the maximum speed of a division or sub-division is 25 miles or less, the same speed will apply to light engines in forward motion.

SPEED RESTRICTIONS

Speed of Relief Trains	Sub-Divisions	
	Hamilton Decatur	Brazil
Engine in forward motion.....	35	20
Engine in backward motion.....	20	15
With crane ahead of engine.....	20	15

Maximum speed of excursion or other special trains made up of open platform equipment, and passenger trains handling equipment with freight car trucks will be ten (10) miles per hour less than the maximum speed of other passenger trains.

Trains handling scale test cars will not exceed thirty-five (35) miles per hour. As these cars are not equipped with airbrakes, they will be spaced three (3) cars ahead of caboose, and trains must have 85% operative brakes.

6. TRAIN ORDERS

Rule 222 will apply in delivering train orders at the following Train Order Stations:

Hamilton Sub-Division	Decatur Sub-Division
Cottage Grove	Roachdale
Rushville	Hillsdale
	West Dana
	Chrisman Tower
	Metcalfe
	TY Tower

7. EXTRA TRAINS

8. OPERATING TRAINS BY SIGNAL INDICATION

9. SPACING TRAINS

Rules 505 to 519 inclusive, are in effect between Hamilton and Davidson St., Indianapolis.

On the Hamilton Sub-Division signal circuits are arranged for westward traffic as superior movement. When eastward trains or engines occupy the main track to the east end of siding and arrive at meeting point before westward opposing train has entered the route, a member of the crew must immediately operate the push button located at the east end of all siding tracks, with the exception of Rushville and Connersville, in order to clear opposing absolute block signal for the opposing westward train.

10. FIXED SIGNALS

11. HAND SIGNALS AND FLAGGING

Third Class Trains on the Brazil Sub-Division are relieved from protecting the rear of their train between Brazil Junction and Brazil. When more than one train operates in this territory at the same time they will be instructed to protect against each other in accordance with Rule 99.

Unless weather conditions make it necessary to do so, flag protection will not be provided in passing sidings, except those listed below where flag protection will be provided at all times:

Hamilton Sub-Division	Decatur Sub-Division
Liberty	Montezuma
Lyonsville	Mt. Auburn
Salters	
Rushville	

Rules 14(da) and 14(ea) are in effect.
Indianapolis-LaSalle St.—Rule 13(a) governs.
Rule 59 must be complied with at all times.

12. JOINT OR SPECIAL USE OF TRACKS

Indianapolis Union Railway tracks are used between Davidson Street and West Street and Belt R.R. tracks between LaSalle Street and Moorefield. Indianapolis Union Railway rules and time table govern.

B & O and NYC tracks are used as joint double track between West Street, Indianapolis and Moorefield. NYC rules and time table govern.

Wabash tracks are used between Decatur and Boody. Wabash rules and time table govern.

Eastward trains arriving at Decatur, enroute from Wabash tracks, may enter B & O tracks and proceed at restricted speed to east crossover, located between No. 1 and Main Track, without knowledge of overdue or opposing trains. Rule 6 modified.

Boody—Eastward trains will secure permission before fouling Wabash tracks, and Westward trains will report clear to Wabash Train Dispatcher.

C & I M double track will be used between Avenue and WR Tower. C & I M rules and time table govern.

St. Louis Division and Springfield joint time table governs between Avenue and Springfield.

13. OPERATION OF AIR BRAKES

Rule 8, Air Brake Rules, Form 1118-D-Rev.-2, has been modified to permit the dead-man pedal on Diesel road switchers to be cut out during the period the engine is used in yard service and on local trains. The Mechanical Department will handle the cutting out and cutting in of this device.

14. SPRING SWITCHES

14-A. DUAL CONTROL SWITCHES

15. RAILROAD CROSSINGS AND DRAWBRIDGES

Station	Railroad	Position of signal indicating clear route for Indianapolis Division Trains
Cottage Grove...	C & O.....	Interlocking
Rushville.....	Penna.....	Semi-automatic signals and Gate.
Rushville.....	NKP-NYC.....	Semi-automatic interlocking.
Moorefield.....	Belt R.R.....	Interlocking
Roachdale.....	CI&L.....	Interlocking
Hillsdale.....	C&EI.....	Interlocking
West Dana.....	CM St.P&P.....	Interlocking
Chrisman Tower	NYC.....	Interlocking
Metcalfe.....	NKP.....	Automatic interlocking
TY Tower.....	IC.....	Interlocking
	C&EI.....	
Hammond.....	Wabash.....	Vertical
Decatur.....	IC and Penna...	Interlocking
East Springfield..		
East of New Track.....	I TRR.....	Stop Sign
McCreery Street..	I TRR.....	
	Peabody Coal Co.....	
Avenue.....	IC.....	Interlocking
Rosedale.....	St. Louis Division	Gate and Target
Coal Bluff.....	Penna.....	
	NYC.....	Interlocking

SPECIAL INSTRUCTIONS—Continued.

26. TELEPHONES

Conductors of trains meeting with accident or unusual delay will call nearest open office or Train Order Station by telephone or if conditions warrant, call Train Dispatcher's Office, Indianapolis, ME1rose 2-3371, 8:00 A.M. to 5:00 P.M., except Saturdays, Sundays and Holidays. During night hours and Saturdays, Sundays and Holidays, call ME1rose 2-3123. In using public telephone instruct Operator to reverse charges.

Location	Pole No.	Connected With
Hamilton:		
Yard Office.....		Train Dispatcher and Hamilton Train Order Station
General Yardmaster's Office.....		
Passenger Depot.....		
Front Street.....	25-39	
Anderson Shafers.....	26-26	
Belt Jct.....	26-42	
Signal E-27-49.....	27-38	
McGonigle:		
South passing siding—East End ..	32-35	Train Dispatcher
—West End ..	33-12	
Oxford:		
Passing siding—West End	39-17	Train Dispatcher
Donald:		
Passing siding—East End	42-18	Train Dispatcher
College Corner:	44-38	
Cottage Grove:		
Passing siding—East End	47-28	Cottage Grove Train Order Station and Train Dispatcher.
—West End	48-03	
Liberty:		
Passing siding—West End	53-04	Train Dispatcher
Bridge 18	57-08	
Brownsville:.....	59-07	
Lyonsville:		
Passing siding—East End.....	62-41	Train Dispatcher
—West End	63-28	
Signal E-66-13	66-11	
Connersville:		
Passing siding—East End	66-38	Connersville Train Order Station and Train Dispatcher
Register room	67-28	
Salters:		
Passing siding—East End	68-26	Train Dispatcher
—West End.....	69-17	
Signal E-73-11	73-09	
Hurricane:		
Passing siding—East End	75-23	Train Dispatcher
—West End.....	76-08	
Glenwood:		
Waiting room.....		
Mauzy:		
Passing siding—East End	78-34	Train Dispatcher
—West End	79-20	
Rushville:		
	83-40	Train Dispatcher
	85-14	
	87-27	
Arlington:		
Waiting room.....		Train Dispatcher
Passing siding—West End	92-30	
Morristown:		
Waiting room.....		
Fountaintown:		
	103-29	
New Palestine:		
Waiting room.....		
Julietta:		
Passing siding—East End	112-24	State Street Train Order Station and Yard
—West End	113-18	
Irvington:		
Passing siding—West End	119-34	
State Street: Yard Office.....		Train Dispatcher and Yard I. U. Tower
State Street	122-40	
I. U.	123-28	

Location	Pole No.	Connected With
Moorefield:		
Holmes Ave.		Moorefield Train Order Station
Speedway:		
East Switch	128-35	Train Dispatcher
Mitchellville:		
Booth—East End passing siding ..	132-10	Train Dispatcher
Tilden:		
Booth—West End passing siding ..	140-02	
McCray:		
Booth—East End passing siding ..	167-19	Train Dispatcher
Milligan:		
Booth—North side main track ...	172-19	Train Dispatcher
Bethany:		
Telephone Box		
East End passing siding	178-14	
Brazil Jct.:	190-10	Montezuma Yard Office
Montezuma:		
East End passing siding	191-16	
Register Room		Hillsdale Operator
West Dana:		
Booth—East End passing siding ..	200-01	Train Dispatcher
Car Inspectors Shanty		
Chrisman:		
Telephone Box East End	208-10	
Newman:		
Freight House.....		
Murdock:		
Car Inspectors shanty.....	228-26	Murdock Train Order Station
Office of Bell & Zoller Coal Mining Co...		
Tuscola:		
East End passing siding	240-19	TY Tower Agent's Office Tuscola
Register Room		
Ficklin:	242-35	
	243-25	
	244-11	
	244-18	
	245-00	
Atwood:		
Freight House		Train Dispatcher
La Place:		
Freight House		
Antioch:		
Telephone Box, East End passing siding	271-31	
Decatur:		
Eldorado Street.....	276-16	Decatur Train Order Station and Yard
Boody—Phone Booth		Wabash Train Dispatcher
Mt. Auburn:		
Freight House.....		Train Dispatcher
Buckhart:		
Telephone Box.....	307-06	
Bridge 257.....	315-24	WR Tower
Springfield—New Track.....	317-18	
Tool House	317-35	
Ridgely:		
Yardmaster's Office		Train Dispatcher

27. UNCLASSIFIED

Hamilton Sub-Division—Time of Trains at Moorefield is for information only.

Decatur Sub-Division—Time of Trains at Ridgely is for information only.

HOLIDAYS: New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day, Christmas Day.

When an employee is injured on duty he must, if physically able, report the injury to his foreman or other supervising officer before he leaves the company premises. This must be done even though the injury is slight.

The supervisor should arrange prompt first aid for the injured; then, as soon as possible, place him under the care of a Company's Surgeon. He should also report the injury promptly on the prescribed forms however minor it may appear.

In case of fatal accident on line of road trains will not be held awaiting Coroner. Bodies will be moved to the nearest station or some other place where information can be given the Coroner and trains should proceed without further delay.

28. ADDITIONAL REGULAR AND FLAG STOPS

29. EXPLANATION OF LETTERS

SPEED TABLE

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 45 sec.	80.0	1 min. 4 sec.	56.0	1 min. 30 sec.	40.0	2 min. 50 sec.	21.0
0 " 46 "	78.0	1 " 5 "	55.0	1 " 32 "	39.0	3 " 0 "	20.0
0 " 47 "	77.0	1 " 6 "	54.0	1 " 34 "	38.0	3 " 10 "	18.0
0 " 48 "	75.0	1 " 7 "	53.0	1 " 36 "	37.0	3 " 15 "	18.0
0 " 49 "	73.0	1 " 8 "	52.0	1 " 38 "	36.0	3 " 20 "	18.0
0 " 50 "	72.0	1 " 9 "	52.0	1 " 40 "	36.0	3 " 30 "	17.0
0 " 51 "	70.0	1 " 10 "	51.0	1 " 42 "	35.0	3 " 45 "	16.0
0 " 52 "	69.0	1 " 11 "	50.0	1 " 45 "	34.0	4 " 0 "	15.0
0 " 53 "	67.0	1 " 12 "	50.0	1 " 50 "	32.0	4 " 17 "	14.0
0 " 54 "	66.0	1 " 13 "	49.0	1 " 55 "	31.0	4 " 36 "	13.0
0 " 55 "	65.0	1 " 14 "	48.0	2 " 0 "	30.0	5 " 0 "	12.0
0 " 56 "	64.0	1 " 15 "	48.0	2 " 5 "	28.0	5 " 27 "	11.0
0 " 57 "	63.0	1 " 16 "	47.0	2 " 10 "	27.0	6 " 0 "	10.0
0 " 58 "	62.0	1 " 18 "	46.0	2 " 15 "	26.0	6 " 40 "	9.0
0 " 59 "	61.0	1 " 20 "	45.0	2 " 20 "	25.0	7 " 30 "	8.0
1 " 0 "	60.0	1 " 22 "	43.0	2 " 24 "	25.0	8 " 34 "	7.0
1 " 1 "	59.0	1 " 24 "	42.0	2 " 30 "	24.0	10 " 0 "	6.0
1 " 2 "	58.0	1 " 26 "	41.0	2 " 40 "	22.0	12 " 0 "	5.0
1 " 3 "	57.0	1 " 28 "	40.0				

WESTWARD

Distance from Cincinnati	Train Order Stations	HAMILTON SUB-DIVISION		Passing Sidings Capacity 45 ft. Cars including Engine and Caboose	FIRST CLASS		SECOND CLASS		THIRD CLASS		
		TIME TABLE No. 52									
		November 28, 1954									
					90	96	88				
					DAILY	DAILY	Tues. Thurs. Sat. only				
					P.M.	P.M.	A.M.				
25.4	DN	HAMILTON									
26.9		1.5 BELT JCT.			1.45	10.00			6.45		
33.2		6.3 McGONIGLE		23	1.53	10.08			6.51		
39.5	D	3.3 OXFORD		30	2.12	10.27			7.05		
42.8		2.2 DONALD		57							
45.0	D	2.2 COLLEGE CORNER		29	2.22	10.37			7.28		
48.2	DN	3.2 COTTAGE GROVE		36	2.29	10.44			7.35		
53.0	D	4.8 LIBERTY (C&O)		39	2.32	10.47			7.40		
59.1		3.8 BROWNSVILLE			2.37	10.52			7.50		
62.9		4.4 LYONSVILLE		82	2.44	10.59			8.10		
67.3	D	1.5 CONNERSVILLE		43							
68.8		6.9 SALTERS		80	3.02	11.17			8.35		
75.7		1.3 HURRICANE		70	3.08	11.23			9.05		
77.0	D	2.0 GLENWOOD			3.13	11.28			9.10		
79.0		6.1 MAUZY		80							
85.1	DPN	7.0 RUSHVILLE (Penna) (NKP) (NYC)		31	3.27	11.42			9.25		
92.1	D	4.1 ARLINGTON		86					9.35		
96.2		2.8 GWYNNEVILLE									
99.0	D	4.6 MORRISTOWN		43	3.33	11.48			9.45		
103.6		2.4 FOUNTAINTOWN		56	3.44	11.59			10.30		
106.0		3.7 REEDVILLE			3.55	12.10			11.01		
109.7	D	3.8 NEW PALESTINE		55							
113.5		6.2 JULIETTA		95	4.05	12.20			11.31		
119.7		6.2 IRVINGTON		47	4.12	12.27			11.41		
121.7		2.0 BELT CROSSING (Belt RR)			4.20	12.35			12.01		
122.4	PN	0.7 STATE ST.			4.25	12.40			12.08		
124.5	DN	2.1 INDIANAPOLIS			4.35	12.50			12.16		
126.6	DN	2.1 MOOREFIELD			4.45	1.00			12.25		
					P.M.	A.M.			P.M.		
		Time over Sub-Division.....				3.00	3.00		5.40		
		Average speed per hour.....				32.3	32.3		17.1		

Passenger trains will not exceed 55 miles per hour between Hamilton and Hurricane, and 65 miles per hour between Hurricane and Indianapolis. Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD

Distance from Ridgely	Train Order Stations	HAMILTON SUB-DIVISION		Passing Sidings Capacity 45 ft. Cars including Engine and Caboose	FIRST CLASS		SECOND CLASS		THIRD CLASS	
		TIME TABLE No. 52								
		November 28, 1954								
					91	95	89			
					DAILY	DAILY	Mon. Wed. Fri. only			
					P.M.	P.M.	A.M.			
192.4	DN	MOOREFIELD								
194.5	DN	2.1 INDIANAPOLIS			4.00	9.35			7.30	
196.6	PN	0.7 STATE ST.								
197.3		2.0 BELT CROSSING (Belt R.R.)			5.00	10.35			8.00	
199.3		6.2 IRVINGTON		47						
205.5		3.8 JULIETTA		95	5.08	10.44			8.10	
209.3	D	3.7 NEW PALESTINE		55	5.17	10.53			8.22	
213.0		2.4 REEDVILLE								
215.4		4.4 FOUNTAINTOWN		56	5.23	10.59			8.37	
220.0	D	2.8 MORRISTOWN		43	5.32	11.07			8.57	
222.8		4.1 GWYNNEVILLE			5.39	11.14			9.10	
226.9	D	7.0 ARLINGTON		86						
233.9	DPN	6.1 RUSHVILLE (NYC) (NKP) (Penna)		31	5.49	11.24			9.25	
240.0		2.0 MAUZY		80	6.00	11.35			10.00	
242.0	D	2.0 GLENWOOD			6.12	11.48			10.15	
243.3		1.3 HURRICANE		70						
250.2		1.5 SALTERS		80	6.17	11.54			10.48	
251.7	D	4.4 CONNERSVILLE		43						
256.1		3.8 LYONSVILLE		82	6.27	12.04			11.10	
259.9		6.1 BROWNSVILLE			6.30	12.06			11.30	
266.0	D	4.8 LIBERTY		39	6.40	12.12			11.40	
270.8	DN	3.2 COTTAGE GROVE (C&O)		36						
274.0	D	2.2 COLLEGE CORNER		29	6.58	12.29			12.15	
276.2		3.3 DONALD		57	7.05	12.37			12.25	
279.5	D	6.3 OXFORD		30	7.10	12.42			12.35	
285.8		6.3 McGONIGLE		60	7.14	12.46			12.45	
292.1		1.5 BELT JCT.			7.19	12.51			12.50	
293.6	DN	1.5 HAMILTON			7.28	1.00			1.12	
					7.37	1.10			1.27	
					7.45	1.20			1.35	
					P.M.	A.M.			P.M.	
		Time over Sub-Division.....				2.45	2.45		5.35	
		Average speed per hour.....				35.2	35.2		17.4	

Passenger trains will not exceed 55 miles per hour between Hurricane and Hamilton, and 65 miles per hour between Indianapolis and Hurricane. Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD

Distance from Cincinnati	Train Order Stations	DECATUR SUB-DIVISION TIME TABLE No. 52 November 28, 1954	Passing Sidings Capacity 45 ft. Cars including Engine and Caboose	FIRST CLASS		SECOND CLASS		THIRD CLASS	
						98	90		84
						DAILY	DAILY		Tue. Thurs. Sat. only
					A.M.	P.M.		A.M.	
124.5	DN	INDIANAPOLIS West end 2.1 double track							
126.6	DN	MOOREFIELD (Belt R.R.)			7.00	8.30			
132.6		MITCHELLVILLE	56		7.20	8.50			
139.9		TILDEN	34		7.35	9.05			
143.7		MAPLEWOOD			7.44	9.14			
151.5	D	NORTH SALEM	33		7.59	9.29			
154.3		BARNARD			8.04	9.34			
159.8	DN	ROACHDALE (CI&L)	55		8.15	9.45			
164.5		RACCOON			8.25	9.55			
167.7		McORAY	55		8.35	10.05			
169.5	D	RUSSELLVILLE			8.38	10.08			
172.4		MILLIGAN			8.42	10.12			
176.4		GUION (Penna)	56		8.48	10.18			
178.6		BETHANY			8.53	10.23			
180.9	D	MARSHALL			8.58	10.28			
184.4	D	BLOOMINGDALE			9.04	10.34			
190.3		BRAZIL JOT.			9.13	10.43			
191.9	DPN	MONTEZUMA	42		9.17	10.47		8.15	
192.7	DN	HILLSDALE (C&EI)	70		9.19	10.49		8.20	
199.2	D	DANA (CMSt.P&P)	62		9.34	11.04		8.35	
200.8	DN	WEST DANA			9.37	11.07		8.50	
204.9		SCOTLAND			9.44	11.14		9.05	
209.0		CHRISMAN	55		9.51	11.21		9.15	
209.2	DN	CHRISMAN TOWER (NYC)							
211.5		CHERRY POINT			9.56	11.26		9.30	
214.2		GARNES			10.01	11.31		9.40	
215.9	D	METCALF (NKP)	33		10.04	11.34		9.50	
219.3		HUME			10.10	11.40		10.10	
					A.M.	P.M.		A.M.	
		Time over Sub-Division.....			3.10	3.10		1.55	
		Average speed per hour.....			29.2	29.2		14.2	

Passenger trains will not exceed 50 miles per hour.
Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD

Distance from Cincinnati	Train Order Stations	DECATUR SUB-DIVISION TIME TABLE No. 52 November 28, 1954	Passing Sidings Capacity 45 ft. Cars including Engine and Caboose	FIRST CLASS		SECOND CLASS		THIRD CLASS	
						99	91		85
						DAILY	DAILY		Mon. Wed. Fri. only
						P.M.	P.M.		A.M.
99.7		HUME	33			2.23	11.40		10.45
103.1	D	METCALF (NKP)				2.29	11.47		10.55
104.8		GARNES				2.32	11.50		11.00
107.5		CHERRY POINT				2.37	11.55		11.11
109.8	DN	CHRISMAN TOWER (NYC)							
110.0		CHRISMAN	55			2.42	11.59		11.16
114.1		SCOTLAND				2.49	12.06		11.26
118.2	DN	WEST DANA (CMSt.P&P)	62			2.57	12.14		11.41
119.8	D	DANA	70			3.00	12.17		11.51
126.3	DN	HILLSDALE (C&EI)				3.12	12.25		12.01
127.1	DPN	MONTEZUMA	42			3.14	12.30		12.10
128.7		BRAZIL JOT.				3.18	12.34		
134.6	D	BLOOMINGDALE				3.36	12.52		
138.1	D	MARSHALL				3.42	12.58		
140.4		BETHANY	56			3.47	1.03		
142.6		GUION (Penna)				3.51	1.07		
146.6		MILLIGAN				4.06	1.22		
149.5	D	RUSSELLVILLE				4.12	1.28		
151.3		McORAY	55			4.16	1.32		
154.5		RACCOON				4.22	1.38		
159.2	DN	ROACHDALE (CI&L)	55			4.34	1.50		
164.7		BARNARD				4.44	2.01		
167.5	D	NORTH SALEM	33			4.49	2.06		
175.3		MAPLEWOOD				5.02	2.19		
179.1		TILDEN	21			5.09	2.26		
186.4		MITCHELLVILLE	56			5.22	2.39		
192.4	DN	MOOREFIELD (Belt R.R.)				5.35	2.50		
194.5	DN	West end INDIANAPOLIS double track							
						P.M.	A.M.		P.M.
		Time over Sub-Division.....				3.12	3.10		1.25
		Average speed per hour.....				28.9	29.2		19.3

Passenger trains will not exceed 50 miles per hour.
Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD

Distance from Cincinnati	Train Order Stations	DECATUR SUB-DIVISION TIME TABLE No. 52 November 28, 1954	Passing Sidings Capacity 45 ft. Cars including Engine and Caboose	FIRST CLASS			SECOND CLASS			THIRD CLASS				
							98	90				84		
							DAILY	DAILY				Tues. Thurs. Sat. only		
				A.M.	P.M.				A.M.					
219.3		HUME 2.8	33		10.10	11.40			10.10					
222.1		McCOWN 3.3			10.15	11.45			10.20					
225.4	D	NEWMAN 4.8	32		10.21	11.51			10.30					
230.2	D	MURDOCK 4.8			10.29	11.59			10.50					
235.0		CAMARGO 6.4			10.37	12.07			11.05					
241.4		TUSCOLA 0.2	44		10.48	12.20			12.05					
241.6	DN	(C&E) TY TOWER (IC) 3.4												
245.0		FICKLIN 3.7			10.54	12.26			12.15					
248.7		GARRETT 2.0			11.00	12.32			12.25					
250.7	D	ATWOOD 3.5	29		11.03	12.35			12.30					
254.2		PIERSON 3.4			11.09	12.41			12.40					
257.6	D	HAMMOND 2.0 (Wabash)			11.16	12.48			12.50					
259.6		BURROWSVILLE 2.0			11.20	12.52			1.10					
261.6		LINTNER 2.6			11.23	12.55			1.14					
264.2	D	LA PLACE 4.0			11.27	12.59			1.22					
268.2		CASNER 2.7			11.33	1.05			1.34					
270.9		LONG CREEK 1.2			11.37	1.09			1.44					
272.1		ANTIOCH 5.2	83		11.39	1.11			1.54					
277.3	DPN	(IC) (Penna) DECATUR (Wabash) 8.3			12.35	2.05			A 2.05					
285.6		BOODY 3.0			12.55	2.25								
288.6		BLACKLAND 3.9			1.05	2.35								
292.5	D	OSBERNVILLE 4.5	35		1.15	2.45								
297.0	D	MT. AUBURN 4.6	36		1.23	2.53								
301.6		BOLIVIA 2.9			1.33	3.03								
304.5	D	ROBY 2.6			1.40	3.10								
307.1		BUCKHART 4.8			1.45	3.15								
311.9		DERRY FARM 2.7			1.52	3.22								
314.6		KEYS 2.8 (ITR.R.)			1.58	3.28								
317.4		NEW TRACK 0.6 (ITR.R.)	28		2.03	3.33								
318.0		AVENUE 1.0 (St. Louis Div.) (C&IM) (IC)			A 2.10	A 3.40								
319.0	DN	WR TOWER RIDGELY			2.20	3.55								
					P.M.	A.M.			P.M.					
Time over Sub-Division.....					4.00	4.00			3.55					
Average speed per hour.....					24.7	24.7			14.8					

Passenger trains will not exceed 50 miles per hour. Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD

Distance from Ridgely	Train Order Stations	DECATUR SUB-DIVISION TIME TABLE No. 52 November 28, 1954	Passing Sidings Capacity 45 ft. Cars including Engine and Caboose	FIRST CLASS			SECOND CLASS			THIRD CLASS				
							99	91				85		
							DAILY	DAILY				Mon. Wed. Fri. only		
				A.M.	P.M.				A.M.					
	DN	RIDGELY WR TOWER			10.15	7.30								
1.0		AVENUE (St. Louis Div.) 0.6 (IC) (C&IM)			10.30	7.45								
1.6		NEW TRACK 2.8 (ITR.R.)	28		10.32	7.47								
4.4		KEYS 2.7 (ITR.R.)			10.40	7.55								
7.1		DERRY FARM 4.8			10.45	8.00								
11.9		BUCKHART 2.6			10.54	8.09								
14.5	D	ROBY 2.9			10.59	8.14								
17.4		BOLIVIA 4.6			11.05	8.20								
22.0	D	MT. AUBURN 4.5	36		11.13	8.28								
26.5	D	OSBERNVILLE 3.9	35		11.20	8.35								
30.4		BLACKLAND 3.0			11.28	8.43								
33.4		BOODY 8.3 (Wabash)			11.37	8.52								
41.7	DPN	(IC) (Penna) DECATUR 5.2			12.35	9.50			7.30					
46.9		ANTIOCH 1.2	83		12.46	10.01			7.40					
48.1		LONG CREEK 2.7			12.49	10.03			7.43					
50.8		CASNER 4.0			12.55	10.08			7.48					
54.8	D	LA PLACE 2.6			1.02	10.15			7.55					
57.4		LINTNER 2.0			1.07	10.20			8.01					
59.4		BURROWSVILLE 2.0			1.10	10.23			8.06					
61.4	D	HAMMOND 3.4 (Wabash)			1.15	10.28			8.12					
64.8		PIERSON 3.5			1.22	10.35			8.22					
68.3	D	ATWOOD 2.0	29		1.28	10.42			8.32					
70.3		GARRETT 3.7			1.31	10.46			8.42					
74.0		FICKLIN 3.4			1.37	10.52			8.52					
77.4	DN	(IC) TY TOWER (C&E) 0.2												
77.6		TUSCOLA 6.4	44		1.46	11.05			9.30					
84.0		CAMARGO 4.8			1.56	11.16			9.45					
88.8	D	MURDOCK 4.8			2.04	11.24			9.55					
93.6	D	NEWMAN 3.3	32		2.12	11.32			10.21					
96.9		McCOWN 2.8			2.18	11.36			10.31					
99.7		HUME 2.8	33		2.23	11.40			10.45					
					P.M.	P.M.			A.M.					
Time Over Sub-Division.....					3.53	3.55			3.15					
Average speed per hour.....					25.6	25.5			17.8					

Passenger trains will not exceed 50 miles per hour. Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

NORTHWARD

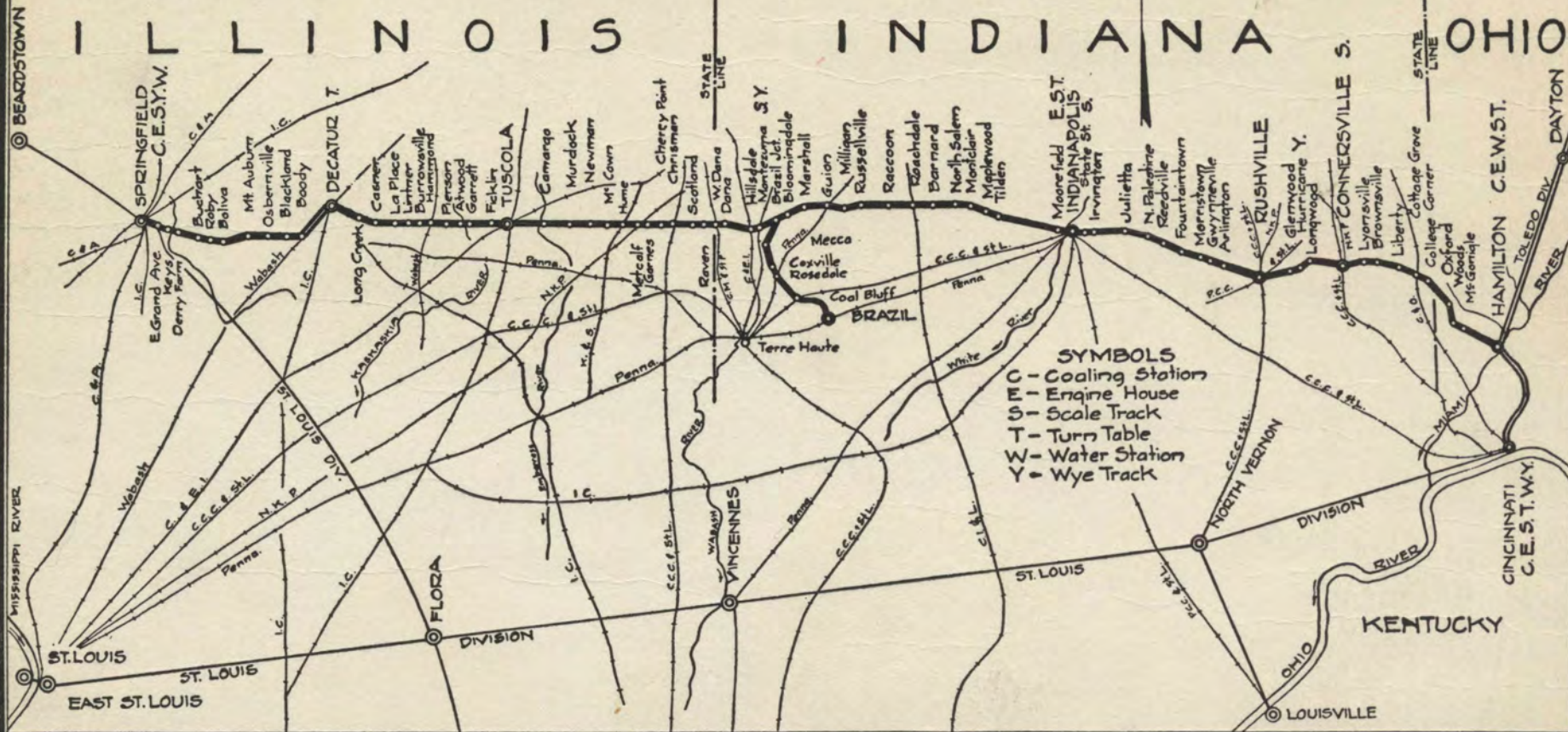
SOUTHWARD

Distance from Brazil	Train Order Stations	BRAZIL SUB-DIVISION			THIRD CLASS			Distance from Brazil Jct.	Train Order Stations	BRAZIL SUB-DIVISION			THIRD CLASS		
		TIME TABLE No. 52			70 DAILY Except Sunday					TIME TABLE No. 52			71 DAILY Except Sunday		
		November 28, 1954			P.M.					November 28, 1954			P.M.		
		BRAZIL 8.2			5.25					BRAZIL JCT. 4.5			2.45		
8.2		COAL BLUFF			5.55		4.5			MECCA			3.05		
12.6		ROSEDALE (NYC)			6.10		10.6			COXVILLE			3.30		
14.5		COXVILLE (Penna)			6.20		12.5			ROSEDALE (Penna)			3.40		
20.6		MECCA			6.45		16.9			COAL BLUFF (NYC)			3.55		
25.1		BRAZIL JCT.			A 7.05		25.1			BRAZIL			A 4.25		
					P.M.								P.M.		
		Time over Sub-Division..			1.40					Time over Sub-Division..			1.40		
		Average speed per hour...			15.06					Average speed per hour...			15.06		

Passenger trains will not exceed 20 miles per hour.
 Speed as shown in Special Instruction 5, and such other restrictions
 as may be in effect, will not be exceeded.

THE BALTIMORE AND OHIO RAILROAD INDIANAPOLIS SUB-DIVISION

SCALE IN MILES
0 5 10 20
OFFICE ENGINEER M. of W.
Cincinnati Ohio.



- SYMBOLS**
- C - Coaling Station
 - E - Engine House
 - S - Scale Track
 - T - Turn Table
 - W - Water Station
 - Y - Wye Track

