

EASTERN STANDARD TIME

FRANKFORT DISTRICT — WESTBOUND

SOUTH LIMA TO FRANKFORT YARD

Car Capacity of Sidings	Miles from Lima	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	SECOND 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
	.0	South Lima.....L	DN	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
	0.2	South Lima Yard.....L		12.30	7.30	7.45	11.55		7.00	9.05
281	2.7	Adgate.....								
	6.6	Hume.....								
150	10.7	Buckland.....								
			Except Sat. & Sun.							
145	19.8	St. Marys.....	7.45AM-4.15PM							
146	28.1	Rose.....								
	29.6	Celina.....								
92	35.3	Coldwater.....								
147	39.7	Oakland.....								
	44.5	Ft. Recovery.....								
144	47.2	Hales.....								
144	55.5	Portland.....								
84	66.4	Red Key.....								
	72.2	Albany.....								
145	73.7	Ayers.....								
	76.9	De Soto.....								
147	81.9	Muncie East Yd.....								
	83.4	Muncie.....	DN							
	83.9	Muncie Yard.....			A 2.30			L12.05PM		
145	85.9	Vernon.....								
	89.2	Cammack.....								
152	94.1	Gilman.....								
	99.6	Alexandria.....								
144	105.9	Wallace.....								
	108.4	Elwood.....								
146	114.1	Hobbs.....								
	119.0	Tipton.....	DN							
147	120.0	ZA Siding.....								
	124.7	Goldsmith.....								
145	128.9	Kempton.....								
	132.6	Scircleville.....								
145	134.8	Hillisburg.....								
157	137.7	Boyleston.....								
	143.9	Frankfort.....								
	144.4	Frankfort Yard.....A	DN	7.00	1.15		5.15	3.00	11.25	2.20
	145.2	WY Tower.....	DN							
				A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.

Symbol: DN—Continuously.

EASTERN STANDARD TIME

FRANKFORT DISTRICT — EASTBOUND

FRANKFORT YARD TO SOUTH LIMA

Car Capacity of Sidings	Miles from WY Tower	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	Fast Freight	Switch Local	Switch Local	Fast Freight	Through Freight	Fast Freight	Fast Freight
				Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily
	.0	WY Tower.....	DN	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
	0.8	Frankfort Yard.....L	DN	1.05	4.40		8.00	10.00	1.30	6.30	8.00
	1.3	Frankfort.....									
157	7.5	Boyleston.....									
145	10.4	Hillisburg.....									
	12.6	Scircleville.....									
145	16.3	Kempton.....									
	20.5	Goldsmith.....									
147	25.2	ZA Siding.....									
	26.2	Tipton.....	DN								
146	31.1	Hobbs.....									
	36.8	Elwood.....									
144	39.3	Wallace.....									
	45.6	Alexandria.....									
152	51.1	Gilman.....									
	56.0	Cammack.....									
145	59.3	Vernon.....									
	61.3	Muncie Yard.....				L 7.00	A11.35				
	61.8	Muncie.....	DN								
147	63.3	Muncie East Yd.....									
	68.3	De Soto.....									
145	71.5	Ayers.....									
	73.0	Albany.....									
84	78.8	Red Key.....									
144	89.7	Portland.....									
144	98.0	Hales.....									
	100.7	Ft. Recovery.....									
147	105.5	Oakland.....									
92	109.9	Coldwater.....									
	115.6	Celina.....									
146	117.1	Rose.....									
	125.4	St. Marys.....	Except Sat. & Sun. 7.45AM-4.15PM								
150	134.5	Buckland.....									
	138.6	Hume.....									
281	142.5	Adgate.....									
	145.0	South Lima Yard...A		6.55	9.20	2.30		2.15	7.45	11.05	2.10
	145.2	South Lima.....	DN	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	A. M.

Symbol: DN—Continuously.

NEW CASTLE DISTRICT

SOUTHBOUND

NORTHBOUND

SECOND CLASS TRAINS			Car Capacity of Sidings	Miles from Ft. Wayne	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	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
A. M.	A. M.	A. M.		.0	Ft. Wayne		A. M.	P. M.	P. M.
	L 8.45			1.2	West Wayne		A 12.05PM		
	8.55			3.9	Hugo		11.45		
	9.05		47	8.3	Ferguson		11.35		
	9.15			12.1	Yoder		11.25		
	9.25			15.6	Ossian		11.15		
	9.35		18	19.0	Kingsland	Except Sun. 10.00AM-6.00PM	11.05		
	10.45 ⁹²			25.4	Bluffton	Except Sun. 7.45AM-4.45PM	10.45 ⁹³		
	11.01			31.5	Poneto		8.25		
	11.11			36.3	Keystone		8.15		
	11.40		45	39.3	Montpelier	Exc. Sat. & Sun. 7.00AM-4.00PM	8.05		
	12.20PM		23	47.4	Hartford City	Exc. Sat. & Sun. 8.00AM-5.00PM	7.45		
	12.50			55.0	Eaton		7.30		
	1.05			57.4	Shideler		7.22		
	1.35			60.3	Royerton		7.17		
	1.45			64.4	Whiteley		7.10		
					Muncie East Yard				
L 11.30	A 2.20	L 6.00		65.7	Muncie	DN	A 11.55	L 7.00	A 5.20
11.45 ¹⁰²		6.15		71.6	Cowan		11.45 ⁹⁵		5.00
11.50		6.20		73.5	Oakville		11.35		4.55
11.55		6.25		75.7	Springport		11.30		4.50
12.05PM		6.30		78.6	Mt. Summit	Exc. Sat. & Sun. 7.30AM-4.30PM	11.25		4.40
12.15		6.35		80.8	Rhein		11.18		4.35
12.17		6.37		81.4	Foley		11.15		4.28
12.40		A 6.45		84.0	New Castle	Except Sun. 7.00AM-11.00PM	L 11.00		4.20
12.55				91.1	New Lisbon				3.50
1.20				97.2	Cambridge City	Exc. Sat. & Sun. 7.00AM-4.00PM			3.30
1.25				99.0	Milton				3.15
1.45				103.7	Beesons				3.05
A 2.05				109.0	Connersville	Exc. Sat. & Sun. 8.00AM-5.00PM			L 2.50
P. M.	P. M.	A. M.					A. M.	A. M.	P. M.

No. 95 is superior to No. 94, Muncie to Connersville.
 No. 101 is superior to No. 102, Muncie to New Castle.
 Symbol: DN—Continuously.

EASTERN STANDARD TIME

NEW CASTLE DISTRICT

SOUTHBOUND

RUSHVILLE BRANCH

NORTHBOUND

SECOND CLASS TRAINS				Miles from New Castle	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	SECOND CLASS TRAINS			
	101						102			
	Switch Local	Daily Except Sunday					Switch Local	Daily Except Sunday		
	A. M.					Except Sun.		A. M.		
.....	L 7.00	.....	.0	New Castle.....	7.00AM-11.00PM	.....	A 10.30	.....	.....	.....
.....	7.25	.....	7.7	Spiceland.....	.....	.....	9.55	.....	.....	.....
.....	7.30	.....	10.1	Dunreith.....	.....	.....	9.40	.....	.....	.....
.....	7.45	.....	14.2	Mays.....	.....	.....	9.30	.....	.....	.....
.....	7.55	.....	17.2	Sexton.....	.....	.....	9.20	.....	.....	.....
.....	A 8.25	.....	23.9	Rushville.....	8.00AM-5.00PM	.....	L 9.00	.....	.....	.....
	A. M.					Exc. Sat. & Sun.		A. M.		

No. 101 is superior to No. 102, New Castle to Rushville.

EASTERN STANDARD TIME

FRANKFORT DISTRICT

WESTBOUND

MINSTER BRANCH

EASTBOUND

SECOND CLASS TRAINS				Miles from St. Marys	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	SECOND CLASS TRAINS			
	55						56			
	Switch Local	Daily Except Sunday					Switch Local	Daily Except Sunday		
	A. M.					Exc. Sat. & Sun.		P. M.		
.....	L 10.30	.....	.0	St. Marys.....	7.45AM-4.15PM	.....	A 12.30PM	.....	.....	.....
.....	10.55	.....	6.7	New Bremen.....	.....	.....	11.45	.....	.....	.....
.....	A 11.10	.....	9.5	Minster.....	8.00AM-5.00PM	.....	L 11.30	.....	.....	.....
	A. M.					Exc. Sat. & Sun.		A. M.		

No. 55 is superior to No. 56, St. Marys to Minster.
Symbol: DN—Continuously.

**EASTERN STANDARD TIME
MARION DISTRICT**

WESTBOUND

EASTBOUND

SECOND CLASS TRAINS			Capacity of Sidings in Cars	Distance from Delphos	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	SECOND CLASS TRAINS		
43	95	41					40	96	98
Fast Freight	Fast Freight	Through Freight					Through Freight	Fast Freight	Fast Freight
Daily	Daily	Daily Except Sunday					Daily Except Sunday	Daily	Daily
P. M.	A. M.	A. M.		.0	Delphos Yard.....	DN	P. M.	P. M.	P. M.
L 3.00	L 10.25	L 8.00		1.1	Delphos.....		A 1.00	A 1.55	A 11.45
				2.0	Nowlan.....				
3.20	10.41	8.25	55	8.5	Venedocia.....		12.45	1.36	11.15
3.33	10.53	8.45	63	17.0	Ohio City.....	DN	12.35	1.25	10.55
3.42	11.02	8.55	56	23.1	Schumm.....		12.25	1.14	10.38
3.50	11.07	9.10	59	26.8	Willshire.....		12.20	1.08	10.27
						Except Mon.			
4.01	11.19	9.20	54	35.5	Decatur.....	7.45AM-11.45PM Mon.-DN	12.10PM	12.55	10.10
4.10	11.25	9.50	60	40.4	Peterson.....		11.50	12.47	9.50
4.18	11.40 ⁴⁰	10.00	60	45.1	Craigville.....		11.40 ⁹⁵	12.40	9.40
						Except Sun.			
4.28	11.50	11.20 ⁴⁰	64	50.7	Bluffton.....	7.45AM-4.45PM	11.20 ⁴¹	12.30	9.20
4.37	12.01PM	11.30	57	56.7	Liberty Center.....		10.45	12.20	9.00
4.45	12.13 ⁹⁶	11.45	60	60.7	Buckeye.....		10.40	12.13 ⁹⁵	8.50
						Exc. Sat. & Sun.			
4.51	12.25 ⁴¹	12.06 ⁹⁶ 12.25 ⁹⁵	39	64.5	Warren.....	8.59AM-5.59PM	10.35	12.06 ⁴¹	8.43
						Exc. Sat. & Sun.			
5.01	12.37	12.55	114	71.2	Van Buren.....	8.59AM-5.59PM	10.15	11.53	8.33
5.10	12.47	1.05	51	78.9	Davis.....		10.05	11.31	8.15
5.15	12.51	1.20		80.8	Marion.....	DN	10.00	11.24	8.10
5.20	12.58	1.30	51	83.6	Kiley.....		9.55	11.19	7.59
5.25	1.02	1.35		84.7	West Marion Belt.....		9.50	11.16	7.56
						Exc. Sat. & Sun.			
5.35	1.11	1.45		91.5	Swayzee.....	8.45AM-5.45PM	9.30	11.07	7.47
5.40	1.15	1.50	57	93.2	Sims.....		9.25	11.04	7.44
5.50	1.24	2.00	50	99.2	Greentown.....		9.00	10.49	7.34
6.02	1.39	2.25	54	108.4	Kokomo.....	DN	8.45	10.34	7.19
6.25	1.44	2.35	57	109.7	Shambaugh.....		8.15	10.27	7.12
						Exc. Sat. & Sun.			
6.40	1.58	2.50		117.7	Russiaville.....	7.45AM-4.45PM	7.45	10.15	7.00
6.53 ⁹⁸	2.05	3.00	58	121.9	Forest.....		7.31	10.08	6.53 ⁴³
						Exc. Sat. & Sun.			
7.05	2.13	3.10	43	126.3	Michigantown.....	7.45AM-4.45PM	7.20	10.00	6.45
		3.20		133.5	Frankfort.....		7.05		
A 7.25	A 2.30	A 3.25		134.0	Frankfort Yard.....	DN	L 7.00	L 9.45	L 6.30
				134.8	WY Tower.....	DN			
P. M.	P. M.	P. M.					A. M.	A. M.	P. M.

Symbol: DN—Continuously.

CENTRAL STANDARD TIME
INDIANAPOLIS DISTRICT

SOUTHBOUND

NORTHBOUND

SECOND CLASS TRAINS				Car Capacity of Sidings	Miles from Peru	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	SECOND CLASS TRAINS		
83	87	85	86					84	82	
Through Freight	Fast Freight	Switch Local	Fast Freight					Switch Local	Through Freight	
Daily	Daily	Daily Except Sunday	Daily					Daily Except Sunday	Daily	
L 11.40	L 7.15	A. M.		.0	Peru Yard.....	10.00PM-2.00PM Exc. Sat. & Sun.	A 8.00	A. M.	A 11.30	
12.10AM	7.38		50	8.0	Bunker Hill.....	7.00AM-4.00PM	7.33		11.00	
12.19	7.43			11.3	Miami.....		7.28		10.45	
12.30	7.47			13.3	Bennetts.....		7.25		10.40	
12.40	7.57		68	18.6	Kirby.....		7.15		10.20	
1.00	8.00			19.9	Kokomo.....	DN	7.13		10.10	
1.20	8.20		64	22.1	Marshall.....		7.06		10.00	
1.40	8.35		46	28.0	Sharpsville.....		6.55		9.40	
2.00	9.10 ⁸²	L 11.30	53	34.6	Tipton.....	DN	6.20	A 10.45	9.10 ⁸⁷	
2.15	9.20	11.40	62	39.8	Atlanta.....		6.06	10.25	8.52	
2.22	9.26	11.47		42.7	Arcadia.....	Exc. Sat. & Sun. 7.00AM-4.00PM	6.01	10.15	8.46	
2.29	9.32	11.55	68	45.7	Cicero.....		5.55	10.05	8.40	
				47.2	Davin.....					
2.47	9.50	1.00PM	78	52.1	Noblesville.....	Exc. Sat. & Sun. 8.30AM-5.30PM	5.40	9.30	8.23	
3.03	10.06	1.20	84	58.1	Fishers.....		5.28	8.10	8.03	
3.13	10.15	1.30		62.1	Castleton.....	Exc. Sat. & Sun. 7.00AM-4.00PM	5.20	7.55	7.53	
3.25	10.25	1.40	64	66.9	Malott Park.....		5.10	7.40	7.43	
A 3.50	A 10.40	A 2.00		69.6	Indianapolis Yard....	4.00AM-12.00N 3.00PM-11.00PM	L 5.00	L 7.30	L 7.30	
A. M.	P. M.	P. M.		74.3	Indianapolis.....		A. M.	A. M.	P. M.	

Symbol: DN—Continuously.

CENTRAL STANDARD TIME
ALTAMONT DISTRICT

WESTBOUND

EASTBOUND

SECOND CLASS TRAINS			Car Capacity of Sidings	Miles from Frankfort	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	SECOND CLASS TRAINS		
65	63						68	62	66
Through Freight	Through Freight						Fast Freight	Fast Freight	Fast Freight
Daily	Daily						Daily	Daily	Daily
A. M.	P. M.			.0	Frankfort.....		A. M.	P. M.	A. M.
L 6.00	L 7.00			.5	Frankfort Yard.....	DN	A 8.15	A 5.00	A 2.30
				1.3	WY Tower.....	DN			
6.16	7.18	100	9.1	9.1	Mulberry.....	Exc. Sat. & Sun. 7.00AM-4.00PM	7.56	4.42	1.55
6.26	7.28		15.1	15.1	Dayton.....		7.47	4.33	1.40
A 6.36	A 7.38	106	20.6	20.6	Altamont.....	DN	L 7.37	L 4.23	L 1.30
A. M.	P. M.						A. M.	P. M.	A. M.

Symbol: DN—Continuously.

SPECIAL INSTRUCTIONS

NKP RULES FOR THE GOVERNMENT OF THE OPERATING DEPARTMENT, IN EFFECT DECEMBER 5, 1943, WILL GOVERN.

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 MC Jct. and Wanick Jct.; between Erie Jct., South Lima and Frankfort. Signs will designate beginning and ending automatic block system territory.

Between East Wayne and West Wayne, trains are operated under Ft. Wayne Div. supervision and Ft. Wayne Div. time table governs.

Double track between Walbridge Jct. and Wanick Jct. will be known as WW Double.

Decatur Division trains, with corresponding schedules included in Muncie Division time table under same train numbers, moving from Altamont, will maintain their authorized identity, displaying classification signals as required by the rules.

OPERATION OF BLOCK SYSTEM ON DELPHOS AND MARION DISTRICTS BETWEEN WANICK JCT. AND FRANKFORT AND ON NEW CASTLE, INDIANAPOLIS AND ALTAMONT DISTRICTS.

Operators will block passenger trains a block station apart, and freight trains 5 minutes apart.

Should fog or storm prevent a clear view for one-half mile, operator will block all freight trains 15 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.

SPECIAL INSTRUCTIONS GOVERNING OPERATION OF WW DOUBLE.

(a) Main tracks between Walbridge Jct. and Wanick Jct. will be operated as double track. The northerly main track will be known as main track No. 1 and the southerly main track will be known as main track No. 2.

(b) A train or engine must not pass a stop signal except when authorized in writing by signalman on C. T. C. permissive card Form No. 439, and after complying with dual control and/or interlocking rules, may then proceed at restricted speed.

(c) When a train or engine is stopped by a stop signal and means of communication have failed, it must comply with Rule 509 after which a report must be made to the signalman at Gould and wire report made to the Superintendent.

(d) Trains or engines receiving medium speed aspect must not exceed a speed of 20 miles per hour thru territory restricted to medium speed.

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

MC Jct. and Wanick Jct.

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

Ft. Wayne: Trains or engines run via N. Y. C. between N&W (Ft. Wayne Division) 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 N&W 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

	Frankfort District	
Lima	Muncie	Tipton
Frankfort		
	New Castle District	
West Wayne	Bluffton	Hartford City
Muncie	New Castle	
	Indianapolis District	
Tipton	Peru	Kokomo
	Noblesville	Indianapolis
	Delphos District	
Toledo		Delphos
	Marion District	
Bluffton		Marion
Kokomo		Frankfort

2. TOLEDO YARD AND SWITCHING DISTRICT.

(a) All movements on main track approaching highway crossing at Emerald Ave. will stop short of crossing and then proceed.

All train and engine movements between the home signal Broadway Tower and the Junction switch, Field Avenue, must proceed expecting to find the track occupied.

(b) Gould. Train order signal is two position upper quadrant signal displaying clear and stop aspects. All train orders, messages and Clearance Form A will be delivered under stop signal.

(c) Train and enginemen operating on the Toledo Terminal and C&O tracks, must provide themselves with a copy of the current Toledo Terminal and C&O timetables and will be governed by their rules and instructions while on their tracks.

3. DELPHOS YARD.

Unless otherwise instructed main track switches at east and west 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.

4. MARION YARD.

(a) Between PRR crossing and Third street, caboose day time marker nearest NYC main track will be taken down account close clearance between N&W and NYC main tracks.

(b) Engines using the West Marion Belt, including wye tracks at West Marion Belt to PRR connection at Beckers, will operate under control expecting to find it occupied and will not exceed a speed of 10 miles per hour when the track is seen to be clear.

5. KOKOMO YARD.

(a) Engine whistle signal for highway crossings should be sounded only in cases 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.

6. FRANKFORT YARD.

(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) Movements of all trains and engines between clearance point of east switch of westward yard located 330 feet west of PRR crossing and clearance point of Muncie Division main tracks east of PRR crossing will be governed by hand signals from switch tender located at PRR crossing.

Eastbound trains and engines will not proceed beyond clearance point of east switch of westward yard until they have received a proceed signal with yellow flag by day or yellow light by night from switchtender and switches are properly lined, route is clear and proper signal is displayed on PRR crossing semaphore.

Westbound trains and engines will not proceed beyond clearance point of Muncie Division main tracks until they have received a proceed signal with a green flag by day or green light by night from switchtender and switches are properly lined, route is clear and proper signal is displayed on PRR crossing semaphore.

(d) Centralized traffic control rules in effect beyond home signals located 3,500 feet east of Mile Pole 234 and engines may pass CTC stop signal when authorized by train dispatcher.

(e) Bottom arm of PRR crossing semaphore governs movement over PRR crossing for trains or engines moving to or from Frankfort District main track.

(f) WY Tower; Top arm of block signal governs westbound Decatur Div. trains and lower arm governs westbound Altamont District trains.

(g) An indicator located west of east switch of eastward yard track No. 1, Frankfort Yard, governs eastbound Frank. 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. Frank. 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.

7. 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.

8. 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.

9. MUNCIE.

(1) Movements on New Castle District 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.

(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 District trains and engines may proceed on Frankfort District 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 District, must be protected by a member of crew on crossing.

(3) Between the hours of 6:30 A. M. and 8:30 A. M. daily all movements over crossing at 23rd Street Muncie, must be protected by man on ground.

10. 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.

11. 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.

(4) Crossing whistle will be sounded one time only for a period of not less than 5 seconds nor more than 10 seconds for each crossing in Peru from a sufficient distance to warn Motorists and Pedestrians of approach. Bell to be rung continuously from the time the whistle is blown until engine shall have passed the crossing.

12. 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.

13. 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 except 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 2 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 positions 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) Employees are prohibited from mounting the top of Hy-Cube box cars except as may be necessary in the course of repairs. These cars are identified by a white reflectorized strip painted across the top of each end of the car and stencilled **Excess Height Car**.

(l) **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.

(m) **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.

(n) **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.

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

(p) **Electric Highway Crossing Signals.**

(1) 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 of automatic highway crossing protection must not proceed over the crossing without first protecting such a move by an employe at the crossing, unless the crossing protection has been operating a sufficient length of time to warn highway traffic.

(2) When circuits are occupied by standing engine or car, available cut out device must be used to avoid unnecessary delay to highway traffic.

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.

(q) 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
Muncie	Walnut St.	Main	Note 1
Elwood	13th Street	Main	Note 2

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—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.

(r) **Movement of Restricted Equipment.** Equipment which restricts the movement of a train must not be forwarded in the train unless authorized by the Division Superintendent.

Unless otherwise provided for, the conductor must inform the engine-man when equipment is being handled which restricts the movement of the train.

Unless specifically required 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. 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.

(s) **Bad Order Cars Set Off Enroute.**

The Superintendent must be notified when bad order cars are set off on line.

When hot box cars are set off where car inspectors do not take immediate charge, precaution must be taken to see that fire will not be communicated to the car.

14. PERSONAL INJURY ACCIDENTS.

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 employes.

Employes 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 General Claim Agent of this company, provided, however, that this rule shall not prevent employes from furnishing, voluntarily, to a person in interest, information as to the facts incident to the injury or death of any employe.

15. STANDARD CLOCKS, BULLETIN BOARDS, AND TRAIN REGISTER BOOKS.

Location	Office	Standard Clock	Bulletin Board	Register Book
MC Jct.	Yard	X	X	X
Delphos	Yard	X	X	X
Marion	Depot	X	X	
South Lima	Telegraph	X	X	X
Muncie	Telegraph	X	X	X
	Yard		X	
	Engine House		X	
Frankfort	Dispatchers'	X	X	
	Yard	X	X	X
East Wayne	Telegraph	X	X	X
New Castle	Telegraph	X	X	X
Connersville	Telegraph			X
Rushville	Telegraph			X
Indianapolis Yard	Telegraph	X	X	X
	Engine House		X	
Tipton	Telegraph	X		X
Kokomo	Telegraph	X		
Peru Yard	Telegraph	X	X	X

X Indicates location.

16. REGISTERING OF TRAINS

Second Class and Inferior Trains

Delphos and Marion Districts

Register

MC Jct.
Delphos Yard
Frankfort Yard

Frankfort District

Register

S. Lima Yard—Frankfort Yard

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

New Castle District

Register

East Wayne
Muncie
New Castle
Connersville
Rushville

Indianapolis District

Register

Peru Yard
Tipton
Indianapolis

Altamont District

Register

Altamont

New Castle District Trains must receive Clearance Form A at Bluffton and New Castle.

Indianapolis District Trains must receive Clearance Form A at Tipton. Altamont District Trains must receive Clearance Form A at Altamont.

17. RESTRICTIONS ON WRECKING CRANES AND PILE DRIVERS

	250-Ton Crane	160-Ton Crane	100-Ton Crane	75-Ton Crane	
Toledo to Frankfort					
Br. 0.54—Toledo	Not allowed	Not allowed	Not allowed		30 MPH
Br. 0.62—Toledo	"	"	"		30 "
Br. 0.99—Toledo	"	"	"		30 "
Br. 58.97—Dupont	"	"	10 MPH		15 "
Br. 122.73—Bluffton	"	15 MPH	30 "		30 "
Br. 183.09—Kokomo	"	15 "	30 "		30 "
Minster Branch	Not Allowed	25 MPH	25 MPH	25 MPH	
New Castle District					
Ft. Wayne to Rushville	"	20 "	20 "	20 "	
New Castle to Connersville	"	Not Allowed	20 "	20 "	
Indianapolis District					
Indianapolis to Kirby	20 MPH	20 MPH	20 MPH	20 MPH	
Kirby to Peru	Not Allowed	20 "	20 "	20 "	
Frankfort District	(a)	(a)	(a)	(a)	

(a) 40 MPH on tangent track; 30 MPH maximum on curves, except on curves restricted to less than 30 MPH for freight trains—Freight train speed restrictions to apply.

18. MAXIMUM PERMISSIBLE WEIGHT LIMIT OF CARS

Between MC Jct. and Continental	263,000 lbs.
Between Continental and Delphos	172,000 lbs.
Between Delphos and Frankfort	230,000 lbs.
Between Lima and Frankfort	263,000 lbs.
Between St. Marys and Minster	220,000 lbs.
Between Ft. Wayne and Rushville	230,000 lbs.
Between New Castle and Connersville	172,000 lbs.
Between Peru and Indianapolis	230,000 lbs.
Between Frankfort and Altamont	263,000 lbs.

Exceptions:

Between Toledo (Erie St.) and MC Jct. and between Continental and Delphos cars of gross wt. not exceeding 210,000 lbs. may be moved if coupled at both ends to cars not exceeding 150,000 lbs. gross wt. Maximum speed not to exceed 15 MPH over bridges 0.54, 0.62 and 0.99 at Toledo and 58.97 at Dupont. Also between New Castle and Connersville with light loads preceding and following, complying with speed restrictions for engines.

All Districts:

Where maximum gross wt. of car and lading of 210,000 and 220,000 lbs. is allowed, maximum gross wt. of car and lading 250,000 lbs. for cars with 6 axles or 8 axles is allowable, and where 263,000 lbs. is allowed, maximum gross wt. of car and lading of 315,000 lbs. with 6 axles or 8 axles is allowable.

Loaded Jumbo Tank Cars:

Between Continental and Delphos loaded Jumbo Tank Cars of gross wt. not exceeding 263,000 lbs. may be moved. Each such car must be preceded and followed by an empty car.

Speed over bridges must not exceed that of hauling engine, nor 10 MPH over bridge 58.97 at Dupont.

Between Delphos and Frankfort such cars with gross wt. not exceeding 263,000 lbs. may be moved. Speed over bridges must not exceed that of hauling engine. Except between New Castle and Connersville at all other locations such cars loaded to 20,000 gallons or more to 263,000 lbs. gross wt. may be handled at same speed as locomotive.

19 (1) SPEED RESTRICTIONS.

Locations and Conditions	Miles Per Hour	
	Psgr. Trains	Freight Trains
(a) Frankfort District		
Lima to Frankfort	65	60
St. Marys to Minster	25	25
Trains handling scale test cars 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

SPEED RESTRICTIONS—Continued.

Locations and Conditions	Miles Per Hour	
	Psgr. Trains	Freight Trains
Trains handling short ore hoppers:		
Loaded		30
Empty		35
Engines, running light with or without caboose		50
Large derricks:		
Between Lima 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		4
Passing station platforms		6
Lima:	City Limits	35
So. Lima Yard:	Eastbound trains entering Lead to Ladder at West end	12
Adgate:	Turnout West end and Thru Siding	35
Buckland:	Turnouts, and Thru Siding	35
St. Marys:	Turnouts, and Thru Siding	35
	Between Passenger Station and Canal Bridge	20
	Second Curve West at Mile Post 113	50
Rose:	Turnouts, and Thru Siding	35
Celina:	First Curve East of Mile Post 119	50
	N.Y.C. Crossing	30
Coldwater:	City Limits	25
Oakland:	Turnouts, and Thru Siding	35
Hales:	Turnouts, and Thru Siding	35
Portland:	Turnouts, and Thru Siding	35
	P.R.R. Crossing	25
	Reverse Curve	45
Red Key:	Turnouts, and Thru Siding	35
	Between Home Signals of P.R.R. Crossings	30
Albany:	City Limits between 7:59 A. M. and 5:01 P. M. daily, except Saturday and Sunday	30
Ayers:	Turnouts, and Thru Siding	35
Muncie East Yd.:	Turnouts and thru siding	35
Muncie:	Within Corp. limits	30
Vernon:	Turnouts, and Thru Siding	35
Gilman:	Turnouts, and Thru Siding	35
Alexandria:	Engines between State Road No. 9 and West End Siding	40
Wallace:	Turnouts, and Thru Siding	35
Elwood:	City Limits	30
Hobbs:	Turnouts, and Thru Siding	35
Tipton:	Thru East and West Wyes	10
ZA Siding:	Turnouts, and Thru Siding	35
Kempton:	Turnouts, and Thru Siding	35
Hillisburg:	Turnouts, and Thru Siding	35
Boyleston:	Turnouts, and Thru Siding	35
(b) New Castle District		
Ft. Wayne to New Castle		40
New Castle to Connersville		30
New Castle to Rushville		30
Trains handling scale test cars 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 large sized loaded covered hoppers 140,000 to 200,000 lbs. capacity:		
Curves		25
New Castle to Connersville not allowed		
Trains handling short ore hoppers:		
Loaded		30
Empty		35
Ft. Wayne: From south end of Storage track to Taylor Street		25

SPEED RESTRICTIONS—Continued

Locations and Conditions	Miles Per Hour	
	Psg. Trains	Freight Trains
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	
All trains and engines will approach home signals at Ft. Wayne (north bound only), Hugo, Kingsland, Foley, Broad, and Dunrieth 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	20
(c) Indianapolis District		
Between:		
Indianapolis and Bunker Hill.....	49	40
Bunker Hill and Peru.....	45	30
Trains handling scale test cars 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 short ore hoppers:		
Loaded.....	30	
Empty.....	35	
Large Derricks:		
Tangent tracks.....	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 Passenger trains.....	4	
Passing station platforms.....	6	
Peru: Within corporate limits.....	25	25
Curve on Decatur Division 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
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	20
Except from third road crossing east of Main track connection to a point 1800 feet east over fill Turnouts.....	10	15
Noblesville: Two curves north of White River Bridge.....	35	35
Eighth Street.....	6	6
Indianapolis: Main track approaching 13th, 15th, 16th, 17th, 19th, 20th and 30th streets.....	20	20
No. 1 siding approaching 15th and 16th streets.....	10	10
No. 4 track approaching 17th, 19th and 20th streets.....	10	10
Between Water Works track and Orchard Ave.....	30	30
All trains and engines will approach home signals at Peru (Decatur Division) 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	20

SPEED RESTRICTIONS—Continued

Locations and Conditions	Miles Per Hour	
	Psg. Trains	Freight Trains
(d) Delphos & Marion Districts		
Between—		
Toledo and MC Jet.....	15	15
MC Jet and Wanick Jct.....	30	30
Wanick Jct. and Frankfort.....	50	45
Frankfort and WY Tower.....	30	30
Engines running light with or without caboose.....		50
Trains handling large sized loaded covered hoppers 140,000 to 200,000 lbs. capacity:		
Curve. 2108-07.....		40
Trains handling short ore hoppers:		
Loaded.....		30
Empty.....		35
Solid trains of tank cars loaded with petroleum or petroleum products.....		50
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
Large derricks:		
Between Toledo and Frankfort.		
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 passenger trains.....		4
Passing station platforms.....		6
Trains handling scale test cars—handle on rear of train only.....		30
Walbridge Jet: Turn out.....	25	25
Wanick Jet: Turn out.....	25	25
Curve at Mile Pole 12-15.....	40	40
Grand Rapids: Curves at both ends of bridge.....	25	25
Delphos: Between Yard Office and PRR crossing.....	15	15
Delphos: Curve at Depot.....	8	8
Curve at Mile Pole 84-20.....	35	35
Curve between Mile Post 122-32 and 123-23.....	10	10
Curves between Mile Poles 123-28 and 124-01.....	25	25
Curves between Mile Poles 150 and 153.....	35	35
Marion: Limits joint track interlocking Mississinewa River Bridge.....	15	15
Between Third Street interlocking and NYC house track crossover.....	15	15
Curves between Mile Poles 154-20 and 155-20.....	20	20
Kokomo: City Limits.....	20	20
Between Indianapolis District crossing and Mile Pole 181-26.....	10	10
All trains and engines will approach home signals at Wanick Jct. (eastbound only), Holgate, Ohio City, Decatur, Marion (PRR), interlocking, 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	20
19(2) SPEED RESTRICTIONS ALL DISTRICTS		
Speed restrictions apply to entire train, except where otherwise specified. Speed must be further reduced when, in the judgment of enginemen, conditions require it.		
Through all other sidings.....	15	15
Outlying tracks.....	6	6
Other main track turnouts and crossovers.....	15	15
Other turnouts and crossovers.....	10	10
20. SPEED RESTRICTIONS ON BRIDGES.		
(a) New Castle District		
Speed restrictions apply to engines over following Bridges:		
Bridge 1841 ¾ mile south of Waynedale		
1820 Ossian		
1792 North of Bluffton		
1783 3 mile north of Poneto		
1782 ½ mile north of Poneto		
1772 Keystone		
1764 ½ mile north of Montpelier		
1692 2 miles south of Muncie.....	30	30
Bridge 1632 North of Cambridge City.....	20	20
Bridge 1625 ¾ mile north of Milton.....	20	20
Engines with six wheel trucks not allowed.		

SPEED RESTRICTIONS—Continued

Locations and Conditions	Miles Per Hour	
	Psgr. Trains	Freight Trains
SPEED RESTRICTIONS ON BRIDGES—Cont.		
(b) Indianapolis District.		
Bridge 1328 1/2 mile north of Cassville.....	40	40
NKP Container cars numbered 76000 to 76144, inclusive and 76150 to 76164 inclusive, when loaded to capacity.		
Bridge 1328 1/2 mile north of Cassville.....		30
NKP Flat cars Nos. 2902 and 2903 when loaded to capacity, may be handled subject to speed restrictions applicable to hauling engine over bridges, with the following further restrictions:		
Bridge 1328 1/2 mile north of Cassville.....		15

Note: NKP 2902 and NKP 2903 must be preceded and followed by two light loaded cars when moved over bridges indicated next above.

(c) Delphos & Marion Districts

Applies to Engines over following Bridges:

	MPH
Toledo	0.54
	0.62
	0.99
Dupont	58.97
	Multiple Unit Diesels.....
Bluffton	122.73
Kokomo	183.09

Engines with six wheel trucks not allowed.

21. RESTRICTIONS ON SIDE TRACKS.

(a) Frankfort District

St. Marys.

Account extreme curvature of Hannifin Mfg. Co. track, road engines, except single unit ERS, ARS, or smaller diesels, must not be operated beyond sign placed prohibiting same. Hannifin Mfg. Co. will place cars with their power.

Drake.

Crews handling cars in and out of this track must have air brakes in service on all cars.

Alexandria.

All engines are prohibited from using No. 5 track beyond clearance point. Single unit AP, and two or more ARS or ERS diesels coupled together, are prohibited beyond the highway just south of entrance to Johns Mansville Corp. Plant.

Crews handling cars in and out of Banner Rock Track must have air brakes in service on all cars.

Elwood.

Cars must not be left on the Stockley track west of South "B" Street.

RESTRICTIONS ON SIDE TRACKS—Cont.

(b) New Castle District

Bluffton.

Engines are not permitted beyond N&W right of way fence line on the tracks of the Erie Stone Company.

(c) Indianapolis District

Indianapolis.

Engines handling cars in and out of Lumberman's Wholesale Supply Corporation track must have air brakes in service on all cars.

Castleton.

Employees are prohibited from operating doors and from riding on top of cars through Dundee Cement Building.

This track is not in service to N&W beyond door.

Noblesville.

All engines, except single unit ARS, ERS or smaller diesels, are prohibited from using Water Works tracks.

All engines, except single unit ARS, ERS or smaller diesels, are prohibited from using No. 3 Elevator track. Engines are prohibited over pit on Strawboard track No. 3.

Kokomo.

All engines, except single unit ARS, ERS or smaller diesels, are prohibited from using Marion & Indianapolis District connection.

Engines handling cars in and out of the Sanitary Mfg. Company track No. 1 must have air brakes in service on all cars.

Engines handling cars in and out of South Side Lbr. Co. track must have air brakes in service on all cars.

Peru.

All engines, except single unit ARS, ERS or smaller diesels, are prohibited from using Belt tracks.

(d) Delphos & Marion Districts

(1) Engines listed below must not use following tracks:

Location	Class of Engine	Track
Toledo.	Multiple Unit Diesels.....	All industrial tracks.
Delphos.	Multiple Unit Diesels.....	Ricker. Gramm No. 1. Elevator.
Bluffton.	Multiple Unit Diesels.....	Hill track No. 1, beyond Bell Fibre Coal Co.
Marion.	Multiple Unit Diesels.....	Bell Fibre West Spur. Standard Glass Co. North Belt, beyond Standard Glass Co. switch. Farm Bureau. Tile (Farm Bureau.) Bessemer. Hub and Block. Rolling Mill. Malleable Co. tracks. NYC Connection, near Fibre Box. Bursley.
Kokomo.	Multiple Unit Diesels.....	Indpls Dist. Connection. PRR Connection.
Frankfort.	Multiple Unit Diesels.....	PRR east wye.

(2) Delphos. Movement of cars 85 foot or more in length is not permitted thru PRR-N&W Interchange Track.

(3) Marion. Engines may use No. 1 track leading to Malleable Iron Works track, only to coal pit.

(4) Kokomo. Engines may use Central Mix Concrete Co. track, only to unloading pit.

(e) Kokomo

All equipment 65 feet in length or over is restricted from movement on transfer track between Indianapolis District and Marion District.

LOCATION	ROAD	SIGNALS	Proceed on Muncie Division when target, gate or semaphore is in following position
Frankfort District			
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.	Automatic Interlocking	
Red Key	P. R. R.	Automatic Interlocking	
Muncie	P. R. R.	Interlocking	
Muncie	New Castle District	Signals	
Alexandria	N. Y. C.	Automatic Interlocking	
Elwood	P. R. R.	Interlocking	
Tipton	Indianapolis District	Interlocking	
Frankfort	C. I. & L.	Semaphore	Vertical
Frankfort	P. R. R.	Semaphore	Lower arm vertical
WY Tower	Decatur Division	Interlocking	
New Castle District			
Ft. Wayne	Ft. Wayne Division	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	Ft. Wayne Division	Interlocking	
Kingsland	Erie	Interlocking	
Bluffton	Marion District	Target and Gate	Vertical—Gate over Marion District
Muncie	C. & O.	Dwarf Signals	
Muncie	P. R. R.	Target	Vertical
Muncie	Frankfort District	Semaphore	
Muncie	N. Y. C.	Semaphore	
Foley	P. R. R.	Remotely Controlled Interlocking	
Broad New Castle	P. R. R.	Interlocking	
Dunreith	P. R. R.	Interlocking	
Rushville	B. & O.	Semi-Automatic Interlocking	
Rushville	P. R. R.	None	
Indianapolis District			
Peru	Ft. Wayne Division	Automatic Interlocking	
Peru	C. & O.	Interlocking	
Bunker Hill	P. R. R.	Automatic Interlocking	
Kokomo	{ P. R. R. Marion District	{ Target	Vertical
Marshall	Kokomo Belt	{ Target	{ Vertical Diagonal—Proceed on Belt
Tipton	Frankfort District	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	
Delphos, Marion and Altamont Districts			
MC Jct.	N. Y. C.	Target	Vertical
Gould	T. T.	Interlocking	
Malinta	D. T. & I.	Interlocking	
Holgate	B. & O.	Automatic Interlocking	
Continental	Lake Erie Division	Dwarf signals	
Delphos	Penna. Co.	Interlocking	
Ohio City	E.-L. & C. N.	Interlocking	
Decatur	Penna. Co.	Interlocking	
Bluffton	New Castle District	Target and Gate	Horizontal—Gate over New Castle District
Marion	N. Y. C. Joint Track	Interlocking	
Marion	N. Y. C. crossover	Target	Vertical Diagonal—governs between N&W main and NYC house tracks.
Marion	Penna. Co.	Interlocking	Horizontal—governs between NYC main and NYC house tracks.
Marion (West Belt)	C. & O.	Dwarf Signals	
Kokomo	Penna. Co.	Gate	Gate over Penna. Co.
Kokomo	Indianapolis District	Target	Diagonal
Frankfort	Penna. Co.	Semaphore	Top arm vertical, at night green light
Frankfort	C. I. & L.	Semaphore	Vertical, at night green light Signal north of tower governs movement on tracks north of tower. Signal south of tower governs movement on tracks south of tower.
WY Tower	Decatur Division	Interlocking	
Altamont	N. Y. C.	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.

Automatic, Semi-Automatic and Remotely Controlled Interlockings.

Trains or engines arriving at home signal indicating Stop, will be governed by instructions posted at that location. In the event instructions may have been destroyed, train dispatcher will be contacted immediately, reporting this fact and will be governed by his instructions.

Frankfort District

All trains and engines will approach the home signals at 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.

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

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

N. & W. trains or engines arriving at the crossing and finding home signals indicating STOP and no B. & O. or N. & W. 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.

N. & W. 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.

Muncie. New Castle District.

All home signals governing movement on or onto the New Castle District are under control of train dispatcher, South Lima. In addition, movement from the Frankfort District main track to the New Castle District 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 District 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.

New Castle District.

N. & W. 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. Frankfort District and N. Y. C. Crossing.

All home signals governing movement on or onto the Frankfort District are under control of train dispatcher, South Lima. In addition, movement from the Frankfort District main track to the New Castle District 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 Frankfort District 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 Frankfort District 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 District main track:

Operation will be in accordance with Article 23, Item (1), (2), (3), (4), (5), (7) and (8). Special Instructions Current Time Table.

Electric switch lock on hand throw lever of switch of turnout to New Castle District 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 turn out.

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.

Indianapolis District

Peru. C. & O. Interlocking.

Trains 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. tracks 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.

Marshall. Belt Crossing.

When the target at the Belt crossing is in PROCEED position for N. & W., 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 N. & W. 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 N. & W., 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 N. & W. trains or engines, then such trains or engines must STOP for the crossing.

Delphos & Marion Districts

Continental:

- (a) Trains and engines will stop before proceeding over crossing.
- (b) If dwarf signal indicates stop, Rule 663 will apply.

Ohio City:

Eastward and Westward interlocking home signals are also train order signals and block signals governing block for following movements.

Yellow over red aspect on home signal, block is occupied by preceding train and Clearance Form A will be delivered to trains specifying all preceding trains in block.

Bluffton:

If target, signals or gates are properly set, trains and engines may proceed over New Castle District crossing without coming to a stop at a speed of 10 miles per hour at time engine passes over crossing.

Marion:

Trains and engines must approach crossover leading to NYC freight house prepared to stop, and if target is in vertical position, movement over crossover may then be made at a speed not exceeding 15 miles per hour.

Marion (West Belt):

Trains and engines must approach C&O crossing prepared to stop. When it is desired to make movement over crossing, trainmen will be governed by the following:

(1) Observe indicator, if lighted, C. & O. home signals are displaying stop indication and electric locking on derail lever is released.

(2) Remove padlock on electric lock, reverse lever to remove derails and clear N. & W. signals.

(3) If indicator is not lighted, permission must be secured from C. & O. Train Dispatcher to use crossing. If authorized, trainman will depress push button which will cause C. & O. home signals to display stop indication. After automatic time release has operated for five (5) minutes, indicator will light, electric locking will be released and derail lever may be operated in accordance with Article 2.

(4) If dwarf signal fails to display an indication to proceed after complying with Articles 2 or 3, train or engines may pass stop signal but movement must not be made over the crossing until after train or engine has occupied the track section between dwarf 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 C. & O. movements are on or closely approaching the crossing.

(5) If indicator fails to light after complying with the provisions of Article 4 movement must not be made over the crossing until after lighted red fuses have been placed on C. & O. tracks each side of crossing, and it is ascertained that no C. & O. movements are on or closely approaching the crossing.

(6) If indicator light is not lighted, and communication with the C. & O. Train Dispatcher cannot be established, the provisions of Article 3 and Article 5 will apply.

(7) After movement over crossing is completed, derail lever must be restored to normal position, padlock replaced on electric lock, control box closed and locked.

(8) Failure of signal operation must be reported at once.

23. 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.

24. LOCATION OF SPRING SWITCHES.

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

25. 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 employees 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 fuses. 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.

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.

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.

When the red oscillating light is displayed 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.

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 fusees.

Night Signals—A white light, torpedoes and fusees.

Rules S-83 and D-83.

Where Centralized Traffic Control Rules are in effect or on two or more tracks, when authorized by the train dispatcher, trains may leave their initial station without Clearance Form A.

Rule 93.

Yard limits will be designated by yard limit boards.

Within yard limits, unless otherwise provided, main track may be used clearing the time of first class trains at the next station where time is shown, but in any case must clear the time of first class trains not less than 5 minutes.

Protection against second class, third class, extra trains and engines is not required.

Second class, third class, extra trains and engines, must move within yard limits at yard speed unless the main track is known to be clear. Where manual block or automatic block signal rules are in effect, "known to be clear" includes when track is known to be clear by signal indication.

Rules 95, 105, 201, 210 and 211.

The word "Superintendent" is to be substituted for "Chief Train Dispatcher."

Rule 97(a).

Where Centralized Traffic Control Rules are in effect or on two or more tracks, extra trains may be run without train order authority.

Rule 99.

When a train or engine, moving or standing in automatic block signal territory is protected against following movements by automatic block signals, flag protection against following movements on the same track will not be required.

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 206.

In train orders, the engine initials and number will be used.

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 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 552.

Operation Over Dual-Control Switches.

When a train or engine is stopped by a Stop signal governing movement over a dual-control switch, if no conflicting movement is evident, a member of the crew must immediately communicate with the control machine operator.

The operator must initiate code or control action from the control machine to ascertain that the switch or switches in the route are indicating properly on the control machine. If the switch or switches are indicating properly, the operator may grant permission for the train or engine to proceed by the Stop signal.

If the control machine operator cannot obtain proper indication for the switch or switches in the desired route, movement must not be authorized until they have been placed on hand operation. Before authorizing the dual-control switch or switches to be placed on hand operation, the control machine operator must place the lever controlling the switch or switches in the proper position and initiate code or control action for each switch in the desired route.

When authority is received to place a dual-control switch on hand operation, the following procedure must be followed:

Selector lever must be taken out of "motor" (or Power) position and placed in "hand" position and locked, if lock is provided.

Hand throw lever must be operated until switch points are seen to move with the movement of the hand throw lever.

Switch must then be lined and locked for the route to be used.

Selector lever must be left in "hand" position until entire train or engine has cleared the switch.

Unless otherwise instructed by the control machine operator, switches must be restored to "motor" (or Power) after the movement is completed.

If the switch or switches in the desired route cannot be properly lined by hand, they must be spiked before a movement is made over them.

Switches in the route to be used must be observed to ascertain that they are properly lined.

When a dual-control switch is on hand operation, it is a hand-operated switch and Rule 104, Book of Rules, applies.

Rules 629 and 663.

A train or engine must not pass an interlocking signal indicating "Stop" until a member of the crew has been fully informed of the situation. Movement may then be made on yellow hand signal or permission from the signalman, at restricted speed.

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.

Bracket Mast Signal.

Where two signals are located on a bracket post to display indications for two tracks, the right hand signal governs the track to the right and the left hand signal governs the track to the left.

Where one or more tracks intervene between a signal and the track the signal governs, a dummy mast for each such track will be placed on the same side of the signal as the track or tracks are from the track governed.

SPEED SCHEDULE

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
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 " 0 "	60.0	2 " 0 "	30.0
0 " 53 "	67.9	1 " 5 "	55.4	2 " 24 "	25.0
0 " 54 "	66.7	1 " 10 "	51.4	3 " 0 "	20.0
0 " 55 "	65.4	1 " 15 "	48.0	4 " 0 "	15.0
0 " 56 "	64.3	1 " 20 "	45.0		

SURGEONS

Frankfort, Newcastle, Indianapolis, Delphos, Marion, & Altamont Districts
Regional Medical Director, J. W. Edmonds, M.D.
426 Terminal Tower, Cleveland, Ohio

STATIONS	SURGEONS	Office	Telephone	Residence	Telephone
**Lima.....	{ DR. ROBERT O. PAGE, Oculist..... DR. WILLIAM E. NOBLE.....	722 National Bk. Bldg. 1702 Allentown Road	225-3731 224-6876	175 S. Cable Rd. 2516 Elmview Dr.	225-8601 991-3606
*St. Marys.....	DR. WM. V. BARTON.....	107 N. Wayne St.	5159	107 N. Wayne St.	5159
Celina.....	{ DR. L. M. OTIS..... DR. JAMES J. OTIS.....	111 N. Walnut St. 111 N. Walnut St.	2377 2377	R. R. #4 Lakeland Beach	2236 2253
Portland.....	DR. JAMES S. FITZPATRICK.....	603 W. Arch St.	726-8168	420 N. Pleasant St.	726-4931
**Muncie.....	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..... DR. W. A. KURTZ.....	Tipton Clinic Tipton Clinic	OS 52136 OS 52136	328 N. West St. R. R. #1	OS 52464 OS 54529
**Frankfort.....	{ DR. PAUL VAN KIRK..... DR. R. A. HEDGCOCK..... DR. M. W. ERDEL, Oculist.....	1252 S. Jackson St. 259 E. Clinton St. 2 E. White St.	659-2632 654-5922 654-5223	701 E. Clinton St. 857 E. Clinton St. 658 E. Armstrong St.	654-6762 659-3677 659-2698
**Lafayette.....	{ DR. E. T. STAHL..... DR. E. L. VANBUSKIRK, Oculist.... DR. R. L. MATHER, Oculist.....	2600 Greenbush St. 2600 Greenbush St. 300 Main St.	GI 74171 GI 74171 SH 22461	324 Park Lane, W. Lafayette, Ind. 1301 Ravinia Rd., W. Lafayette, Ind. 321 Leslie Ave., W. Lafayette, Ind.	RI 32339 RI 32208 RI 33688
**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, Oculist... DR. RAYMOND J. BERGHOFF..... DR. JOHN NILL..... DR. JOHN E. KRUEGER.....	604 W. Berry St. 306 E. Jefferson 204 E. Suttentfield St. 5717 S. Anthony Blvd.	A-6334 A-8443 H-4288 456-2221	Covington Rd. 2009 Forest Park 440 W. Fleming	K-6446 A-1757 H-8400
New Castle.....	DR. W. C. HEILMAN.....	1319 Church St. The Clinic	JA 90780	1111 Audubon Rd.	JA 97609
**Toledo, Ohio.....	{ DR. OTTO K. MUHME..... DR. E. J. McCORMICK..... DR. G. N. BATES.....	415 Summit St. 510-514 Ohio Bldg. 510-514 Ohio Bldg.	CH 3-3159 CH 3-1105 CH 3-1105	127 University Dr. 3715 Sulphus Spgs. 3438 Rushland	WA 0014 JE 6-1505 LA 8126
Continental, Ohio.....	DR. ALEXANDER KAKIS.....	Fifth St.	941	Fifth St.	941
**Delphos, Ohio.....	{ DR. HOWARD ILLIG..... DR. JAMES C. BELT..... DR. WALTER W. WOLERY.....	105 West 2nd St. 154 W. 3rd St. 154 W. 3rd St.	692-5756 695-4051 695-4051	331 East 3rd St. 627 East 3rd St. 234 East 3rd St.	692-5566 692-5611 692-5621
Decatur, Ind.....	DR. G. J. KOHNE.....	134 S. 3rd St.	3-2617	304 W. Adams St.	3-2996
**Marion, Ind.....	DR. R. W. LAVENGOOD.....	225 Glass Block Bldg.	NO 2-6500	Charles Rd.	NO 2-2337

♣Where stretchers are located.

*Where medical cases are located.

*Ambulance Service.

AMBULANCE SERVICE

Lima.....	Lima Ambulance Service 125 W. North St.....	.244-4075
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
Lafayette.....	Soller-Baker 103 S. 4th St.....	Tel. SH 26254

Toledo, Ohio.....	{Clegg Ambulance Service 522 E. Broadway.....	TA 2481
	{Birkenkamp Funeral Home 1003 Broadway.....	CH 3-2183
	{Bunting Ambulance Service 2354 Whitney Ave.....	CH 6-5152

Delphos, Ohio.....	{Harter & Sons Funeral Home 209 W. 3rd St.....	.692-8055
	{Kolkmeier Funeral Home 228 N. Franklin St.....	.692-7010

Marion, Ind.....	{Diggs Funeral Service 504 W. 3rd St.....	.2-2503
	{Raven Funeral Service 911 S. Washington St.....	.1480

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