NORFOLK AND WESTERN RAILWAY CO.

LAKE REGION

MUNCIE DIVISION

TIMETABLE No. 1

EFFECTIVE

SUNDAY, JANUARY 15, 1967

1:01 A. M. Eastern Standard Time
12:01 A. M. Central Standard Time

St. Louis-San Francisco Ry. Co.
JAN 11 19
GEN'L SU

For Information of Employees Only

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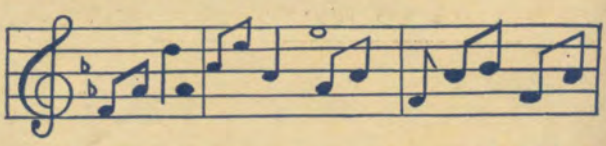
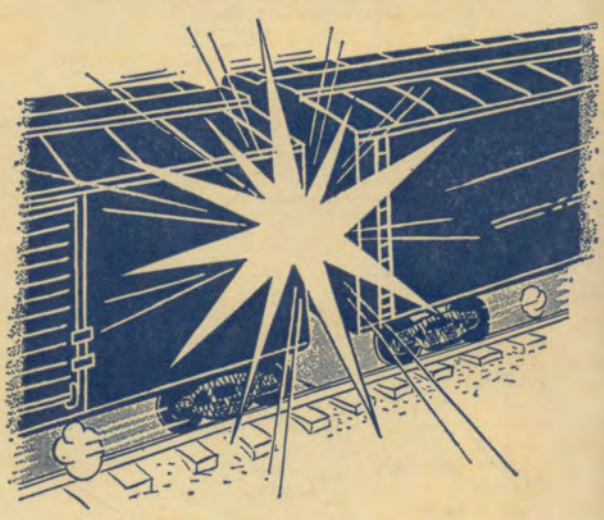


..(COMPETITORS'). EARS !



Make No Coupling
in excess of

4 M.P.H.

Rough Handling Hurts

Our Reputation

Drives Business from the Rails

CAREFUL SWITCHING Means Job Security

And the job you save may be your own!

EASTERN STANDARD TIME
FRANKFORT DISTRICT
SOUTH LIMA TO WY TOWER—WESTWARD

Miles from Sandusky		STATIONS		T. O. Stations	Interlockings	R. R. Crossings	Passing Sidings Capacity in Feet
90.3		South Lima		DN			
90.5		South Lima Yard			X-A	BO Belt	
93.0		Adgate					
96.9		Hume					
101.0		Buckland					6908
110.1		St. Marys		D	X-A	NYC	6837
118.4		Rose					6854
119.9		Celina			X-A	NYC	
125.6		Coldwater					4322
130.0		Oakland					6907
134.8		Ft. Recovery					
137.5		Hales					6787
145.8		Portland			X-A	PRR	6790
156.7		Red Key			X-A	PRR	4282
162.5		Albany					
164.0		Ayers					6800
167.2		DeSoto					
172.2	A	Muncie East Yard			X	PRR	6891
173.7	B	Muncie	TC	DN	X-A	N&W	
174.2	S	Muncie Yard					
176.2		Vernon					6824
179.5		Commack					
184.4		Gilman					7144
189.9		Alexandria			X-A	NYC	
192.2		Wallace					6761
198.7		Elwood			X	PRR	
204.4		Hobbs					6864
209.3		Tipton		DN	X	N&W	
210.3		ZA Siding					6997
215.0		Goldsmith					
219.2		Kempton					6849
222.9		Scircleville					
225.1		Hillisburg					6849
228.0		Boyleston					7390
234.2		Frankfort			X①	CIL-PRR	
234.7		Frankfort Yard		DN			
235.5		WY Tower		DN	X		
		MINSTER BRANCH WESTWARD					
.0		St. Marys		D			
*6.7		New Bremen					
*9.5		Minster					

*Miles from St. Marys.

Note: ①PRR—Lower arm Vertical
CIL—Vertical

EASTERN STANDARD TIME
NEW CASTLE DISTRICT
FT. WAYNE TO CONNERSVILLE—SOUTHWARD

Miles from Ft. Wayne		STATIONS	T. O. Stations	Interlockings	R. R. Crossings	Passing Sidings Capacity in Feet
.0		Ft. Wayne	DN	X	N&W	Yard
1.2		West Wayne	....	X①	PRR	.....
3.9		Hugo	DN	X	N&W	.....
8.3		Ferguson	....	.....	.....	2308
12.1		Yoder	....	.....	.....	.....
15.6		Ossian	....	.....	.....	.....
19.0		Kingsland	D	X&XA	EL	840
25.4		Bluffton	D	X②	N&W	.....
31.5		Poneto	....	.....	.....	.....
36.3		Keystone	....	.....	.....	.....
39.3	N	Montpelier	D	.....	.....	2014
47.3	B	Hartford City	D	.....	.....	1095
55.0	S	Eaton	....	.....	.....	.....
57.4		Shidler	....	.....	.....	.....
60.3		Royerton	....	.....	.....	.....
64.4		Whitely	....	.....	.....	.....
		Muncie East Yard	....	X-R	N&W-C&O	Yard
65.7		Muncie	DN	X③	PRR-NYC	.....
71.6		Cowan	....	.....	.....	.....
73.5		Oakville	....	.....	.....	.....
75.7		Springport	....	.....	.....	.....
78.6		Mt. Summit	D	.....	.....	.....
80.8		Rhein	....	.....	.....	.....
81.4	A	Foley	....	X-R	PRR	.....
	B					
	S	Broad	2-S	X&XA	PRR	.....
84.0		New Castle	D	.....	.....	.....
91.1		New Lisbon	....	.....	.....	.....
97.2	N	Cambridge City	D	.....	.....	.....
	B					
99.0	S	Milton	....	.....	.....	.....
103.7		Beesons	....	.....	.....	.....
109.0		Connersville	D	.....	.....	.....
		RUSHVILLE BRANCH SOUTHWARD				
.0		New Castle	D	.....	.....	.....
*7.7	N	Spiceland	....	.....	.....	.....
	B					
*10.1	S	Dunreith	....	X-A	PRR	.....
*14.2		Mays	....	.....	.....	.....
*17.2		Sexton	....	.....	.....	.....
*23.9		Rushville	D	X-A④	B&O-PRR	.....

*Miles from New Castle

Note: ① PRR (GR&I Div.)—Gate over PRR

② N&W (Marion Dist.)—Target and Gate—Vertical—Gate over Marion Dist.

③ PRR—Target—Vertical

④ PRR—None

EASTERN STANDARD TIME
DELPHOS DISTRICT
TOLEDO TO DELPHOS YARD—WESTWARD

Miles from Toledo		STATIONS			T. O. Stations	Interlockings	R. R. Crossings	Passing Sidings Capacity in Feet
1.3	ABS	Toledo Sumner St. Yard	DT	TC	D	.....	NYC	Yard
3.3	ABS	Walbridge Jct.	DT	TC	....	.....	.....	.....
5.3	ABS	Gould	DT	TC	DN	X	TT	.....
8.6	ABS	Wanick Jct.	DT	TC	....	.....	.....	.....
11.0	ABS	Delmont Jct.	DT	TC	....	X-R	N&W	.....
14.6		Waterville			D	.....	.....	2780
24.5		Grand Rapids			....	.....	.....	2160
29.3		McClure			....	.....	.....	.....
32.9		Grelton			....	.....	.....	2856
35.0		Malinta			DN	X	DT&I	.....
42.2	NBS	Holgate			....	X-A	B&O	2930
45.9	NBS	New Bavaria			D	.....	.....	.....
47.9	NBS	Pleasant Bend			....	.....	.....	.....
50.7	NBS	North Creek			....	.....	.....	.....
54.9	NBS	Continental			DN	X	N&W	2910
58.3	NBS	Dupont			....	.....	.....	.....
60.8	NBS	Cloverdale			....	.....	.....	.....
63.8	NBS	Mintanna			....	.....	.....	.....
66.1	NBS	Douglas			....	.....	.....	.....
68.8	NBS	Ft. Jennings			D	.....	.....	2979
72.7	NBS	Delphos Yard			DN	.....	.....	Yard

EASTERN STANDARD TIME

MARION DISTRICT

DELPHOS YARD TO WY TOWER—WESTWARD

Miles from Toledo		STATIONS	T. O. Stations	Interlockings	R. R. Crossings	Passing Sidings Capacity in Feet
72.7		Delphos Yard	DN	.....	.....	Yard
73.8		Delphos	....	X	PRR	.....
74.7		Nowlan	....	.....	.....	.....
81.2		Venedocia	....	.....	.....	2826
89.7		Ohio City	DN	X	EL-CN	3245
95.8		Schumm	....	.....	.....	2920
99.5		Willshire	....	.....	.....	3085
108.2		Decatur	2-S	X	PRR	2828
113.1		Peterson	....	.....	.....	3115
117.8		Craigville	....	.....	.....	3121
123.4		Bluffton	D	X①	N&W	3287
129.4		Liberty Center	....	.....	.....	2988
133.4		Buckeye	....	.....	.....	3097
137.2		Warren	D	.....	.....	2122
143.9	N	Van Buren	D	.....	.....	5686
151.6	B	Davis	....	.....	.....	2661
153.5	S	Marion	DN	X②	C&O-PRR-NYC	.....
156.3		Kiley	....	.....	.....	2700
158.4		West Marion Belt	....	.....	.....	.....
164.2		Swayzee	D	.....	.....	.....
165.9		Sims	....	.....	.....	2952
171.9		Greentown	....	.....	.....	2649
181.1		Kokomo	DN	X③	N&W-PRR	2844
182.4		Shambaugh	....	.....	.....	2970
190.4		Russiaville	D	.....	.....	.....
194.6		Forest	....	.....	.....	3005
199.0		Michigantown	D	.....	.....	2309
206.2		Frankfort	....	X④	CIL-PRR	.....
206.7		Frankfort Yard	DN	.....	.....	Yard
207.5		WY Tower	DN	X	N&W	.....

Note: 1 New Castle District—Horizontal—Gate over New Castle Dist.

② NYC—Target—Vertical
a. Diagonal—governs between N&W Main and NYC House Track
b. Horizontal—governs between NYC Main and NYC House Track.

③ PRR—Gate—Gate over PRR.
IMC District—Target—Diagonal.

④ PRR—Semaphore—Top arm Vertical, at night green light.
CIL—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.

CENTRAL STANDARD TIME
INDIANAPOLIS DISTRICT
INDIANAPOLIS TO PERU YARD—NORTHWARD

Miles from Indianapolis		STATIONS	T. O. Stations	Interlockings	R. R. Crossings	Passing Sidings Capacity in Feet
.0	A B S	Indianapolis TC	....	X	IU-CIL-NYC	.....
4.7		Indianapolis Yard	2-S	.....	.....	.....
7.4		Malott Park	....	.....	.....	3018
12.2		Castleton	D	.....	.....	.....
16.2		Fishers	....	.....	.....	3950
22.2		Noblesville	D	X①	CI	3680
27.1		Davin	....	.....	.....	.....
28.6	N	Cicero	....	.....	.....	3220
31.6	B	Arcadia	D	.....	.....	.....
34.5	S	Atlanta	....	.....	.....	.....
39.7		Tipton	DN	X	N&W	2490
46.3		Sharpsville	....	.....	.....	2165
52.2		Marshall	....	②	KO Belt	3010
54.4		Kokomo	DN	X③	N&W-PRR	.....
55.7		Kirby	....	.....	.....	3225
61.0		Bennetts	....	.....	.....	.....
63.0		Miami	....	.....	.....	.....
66.3		Bunker Hill	D	X-A	.....	2335
74.3		Peru Yard	2-S	X-A	N&W-C&O	.....

Note: ① CI RR—Target and Gate—Vertical—Gate over CI RR.
② KO Belt—Target—Vertical—Diagonal, Proceed on Belt
③ PRR and Marion District—Target—Vertical

MUNCIE DIVISION
ARRANGED FREIGHT TRAIN SERVICE—WESTWARD
THE TIME SHOWN CONVEYS NO TIME TABLE AUTHORITY
Eastern Standard Time

STATIONS		BS-1 Daily	2/BS-1 Daily	CS 7 Daily	BS-3 Daily	TF 43 Daily	DS-1 Daily
TOLEDO	Lv					10.00AM	
LIMA	Lv	9.50PM	10.50PM	6.30AM	5.30PM		
	Ar						
DELPHOS	Lv					8.30PM	
BLUFFTON	Lv						
PERU	Lv						4.00AM
KOKOMO	Lv						
MUNCIE	Ar						
	Lv			9.30AM			
TIPTON	Lv			11.00AM			8.30AM
INDIANAPOLIS	Ar						10.00AM
FRANKFORT	Ar	2.00AM	3.00AM	11.59AM	9.30PM	1.00AM	
	Lv	2.30AM	3.30AM	1.01PM	10.30PM		

MUNCIE DIVISION
ARRANGED FREIGHT TRAIN SERVICE—EASTWARD
THE TIME SHOWN CONVEYS NO TIME TABLE AUTHORITY
Eastern Standard Time

STATIONS		MB 98 Daily	MB 44 Daily	PB 12 Daily	ST 96 Daily	SD-2 Daily	
FRANKFORT	Ar	9.00PM	5.00AM	11.00AM			
	Lv	11.00PM	7.00AM	1.00PM	1.30PM		
INDIANAPOLIS	Lv					10.00PM	
TIPTON	Ar						
	Lv		7.55AM			11.30PM	
KOKOMO	Lv						
PERU	Ar					6.00AM	
MUNCIE	Ar						
	Lv						
LIMA	Lv	3.45AM	11.45AM	5.15PM			
BLUFFTON							
DELPHOS	Ar				7.30PM		
	Lv				9.30PM		
TOLEDO	Ar				1.30AM		

SPECIAL INSTRUCTIONS

1. Eastward or northward trains are superior to trains of the same class in the opposite direction, unless otherwise specified.

2. GENERAL INSTRUCTIONS

(a) On two or more tracks, trains or engines will not cross over from one main track to another without permission from the train dispatcher.

(b) 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.

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

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

(e) 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.

(f) When operating in multiple four or more diesel units equipped with swivel type couplers, caution must be exercised when applying engine or dynamic brake or in handling throttle in back-up movements, to prevent units from jack-knifing.

(g) When handling dead-in-tow, two or more diesel units equipped with swivel type couplers, a car with rigid shank couplers must be placed between each of the units having swivel type couplers.

Unless specific instructions are received from the Motive Power Department, units being handled dead-in-tow should, when practicable, be placed near the head end of the train.

(h) Derrick cars should be operated with boom end trailing whenever practical. When boom must lead, speeds will be restricted to not exceed 25 miles per hour.

(i) 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.

(j) 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.

(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) 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.

(m) RAILROAD CROSSINGS AT GRADE

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 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.

(n) STANDARD SPEED LIMIT SIGNS

A circular yellow disc placed, unless otherwise provided, to the right of the track, will be located 5000 feet in advance of the point at which speed is permanently restricted by special instructions. Speed permitted in the restricted territory will be shown with black figures and will govern speed of trains and engines moving into the restricted territory on any track.

A plain yellow circular disc will be placed at the beginning of the restricted territory. Trains and engines must not exceed the speed posted or contained in special instructions while moving through the restricted territory.

The end of the restricted territory will be indicated by a green circular disc placed, unless otherwise provided, to the right of the track at the end of the restricted speed territory. Speed is restricted to that specified by special instructions until the trailing end of the movement has passed the green proceed signal.

(o) ELECTRIC HIGHWAY CROSSING SIGNALS

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 movement is made over the crossing.

3. Signal Rules, Muncie Division, Rules in effect:

Between	And	Track	ABS	TC	TSI
Sumner St. Yard	Walbridge Jct.	Single	X	X	
Walbridge Jct.	Wanick Jct.	Double	X	X	
Wanick Jct.	Delmont Jct.	Single	X	X	
Delmont Jct.	Frankfort	Single			X
South Lima	Frankfort	Single	X	X	
Hugo	Connersville	Single			X
New Castle	Rushville	Single			X
Peru Yard	Indianapolis	Single			X

ABS Automatic Block Signal System.

TC Traffic Control.

TSI Timetable Special Instructions for Blocking Trains, Article 3(a).

For movement on Minster Branch, see Timetable Article 3(b).

3(a). OPERATION OF NON-AUTOMATIC BLOCK SYSTEM ON DELPHOS, MARION, NEW CASTLE AND INDIANAPOLIS DISTRICTS

Rules For Blocking Trains in Non-Automatic Block Signal (NBS) Territory, as Designated in The Timetable

305. Movement of trains will be by timetable and train orders supplemented by these rules.

306. Unless otherwise provided, train order signals will be used for the blocking of following movements and permitting opposing movements to enter the block under prescribed conditions. They do not supersede the superiority of trains nor dispense with the use or observance of other signals whenever or wherever they may be required.

307. At stations not provided with a train order signal, trains will not be allowed to depart or enter the block until the requirements for permitting trains into the block have been met.

308. The normal indication of train order signals at an open block station is stop.

A train order signal at an open block station displaying proceed indication to a train approaching it, without engineman having first seen it at stop indication, is a stop signal.

Enginemen of approaching trains will sound station signal Rule 14(m) and will answer as per Rule 14(g) when signal goes to proceed indication.

Where there are no train orders for trains in that direction and block is clear for an approaching train, the signal will be changed to proceed indication as soon as engineman sounds station signal Rule 14(m), that train may enter block without reducing speed.

309. Movement of opposing passenger trains will be by Form A order.

310. Opposing trains will not be permitted to enter the block unless timetable or train orders give such trains the authority to do so.

No train will be permitted to follow a train carrying passengers into a block.

A train may be permitted to follow a freight train into a block.

311. When a following movement is permitted into a block occupied by a preceding train, a permissive card will be issued by the train dispatcher to the following train.

The train dispatcher must keep a record and operator must retain a copy of each permissive card issued.

Following movements will not be permitted until ten (10) minutes after preceding train has departed.

Trains moving on a permissive card must proceed prepared to stop short of train ahead in block.

Responsibility for colliding with trains in a block will rest with following train, but this will in no way relieve crew members of preceding train from protecting as prescribed by Rule 99.

312. A train that has been met or passed at a station other than an open block station will wait ten (10) minutes after departure of a preceding train before leaving as a following movement, and must then proceed prepared to stop short of train ahead to next open block station.

313. When trains are to meet or pass at an open block station by train order, the operator at that block station must have a copy of such orders. They must be delivered to the trains affected until all have arrived from one direction.

When trains are to meet or pass at a point between two open block stations by train order, the operators of these block stations must have a copy of the order and make delivery to trains affected.

314. To open a block station, the train order signal must be set at stop indication and block stations on either side and the train dispatcher notified. Operator must ascertain and record all trains that are in the block extending each side of his station.

Train order signal will not be cleared for a train if that train had been blocked through that station with a permissive card.

To close a block station, the operator must notify the train dispatcher and next open block station in each direction and not until he has ascertained that the closing of his station will not affect the movement of trains nor the protection thereof under these rules. Upon closing the block station, the train order signals must be placed in proceed indication and all lights extinguished.

315. When a block station is opened outside of assigned hours, operators must use hand signals in addition to fixed signal, to give the required indication, until all trains have passed which have not been notified that the block station is open.

316. If necessary in an emergency to stop a train for which a proceed indication has been displayed and accepted, the operator must give hand signal Rule 12(a) in addition to displaying stop indication.

317. Each block station must keep a block sheet upon which operator, while on duty, will make daily record of all trains moving toward or past his block station, showing thereon the location of block stations on each side of his block station with which he establishes blocks, time block was given or received, and time of trains entering or departing from blocks, so that he will know of all movements into the block on each side of his block station.

318. Operator will immediately report each train to enter the block to the next open block station in advance, and after the rear car displaying markers has passed beyond the train order signal and it has been restored to stop indication, he will report that train clear of the block to the next open block station in the rear.

319. In arranging with adjoining block stations to permit opposing movements, the operator at block station where train is to enter block first, must before permitting the train to proceed, send the following instruction and have acknowledgment of its receipt: "No. _____ or Extra _____ (direction) will enter block, do not permit opposing trains to enter unless they have timetable or train order authority to do so."

Operator receiving this instruction will enter upon his block sheet number of train or Extra _____ (direction) to enter block first and acknowledge to the operator sending instruction: "I understand No. _____ or Extra _____ (direction) will enter block." He will not permit opposing train to enter block unless timetable or train order gives the train authority to do so.

320. Operator must observe, as far as practicable, that the indications of train order signals correspond to the required indications.

321. If a train order signal fails to work properly, its operation must be discontinued and the signal secured so as to display stop indication until repaired.

322. Operators will be held responsible for the care of the block station, hand signal appliances, supplies, and lights in train order signal.

3(b). OPERATION ON MINSTER BRANCH

The movement of trains on Minster Branch will be governed by Train Register located at St. Marys. The first extra train registering on the Branch has right thereto without protecting. Other trains must protect against trains registered on Branch, except where arrangements are made by conductors, and when such arrangements are made, they must be in writing, and conductor and engineman each be given copy. Where such arrangements are made by telephone, they must be written out and repeated from written copy, and every precaution taken to guard against error or misunderstanding.

4. CLOCKS SHOWING STANDARD TIME, BULLETIN BOOKS AND TRAIN REGISTER BOOKS

Location	Office	Standard Clock	Bulletin Book	Register Book
Sumner St.	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.

5. REGISTERING OF TRAINS.

All Trains.

Unless otherwise provided, a train must not leave its initial station without a Clearance Card.

In Traffic Control territory, when authorized by the train dispatcher, trains may leave their initial station without a Clearance Card.

Delphos and Marion Districts

Register

Sumner St. Yard
Delphos Yard
Frankfort Yard

Frankfort District

Register

S. Lima Yard—Frankfort Yard

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

New Castle District

Register

East Wayne
Muncie
New Castle
Connersville
Rushville

Indianapolis District

Register

Peru Yard
Tipton
Indianapolis

New Castle District Trains must receive Clearance Card at Bluffton and New Castle.

Indianapolis District Trains must receive Clearance Card at Tipton.

6. REGULATIONS IN YARDS

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

FRANKFORT DISTRICT

7. SOUTH LIMA YARD

(a) 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.

(b) 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.

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

(d)(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. 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 a speed that will permit stopping within one-half the range of vision.

(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 Card.

(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.

9. 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 switchtender 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) Traffic Control Rules in effect beyond home signals located 3,500 feet east of Mile Post 234 and engines may pass TC 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 Divn. trains and lower arm governs westbound Peoria District trains.

(g) An indicator located west of east switch of eastward yard track No. 1, Frankfort Yard, governs eastbound Frankfort District trains only. Indicator will display one lunar white light when eastward home

signal located 265 feet east of PRR Crossing displays aspect and indications in accordance with Rules 290, 285 or 281. Frankfort 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.

(h) Trains or engines must approach spring switch expecting to find other trains or engines using the spring switch.

10. NEW BREMEN

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

11. COLDWATER

Trains or engines are not permitted to clear main track for other movements on the Monsanto Chemical track located about one and one-half miles west of Coldwater.

12. ELECTRIC HIGHWAY CROSSING SIGNALS

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.

13. SPEED RESTRICTIONS

Locations and Conditions	Miles Per Hour All Trains and Engines
Between—	
Lima and Frankfort	60
St. Marys and Minster	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
Trains handling Duluth, Missabe and Iron Range Railway Company short ore hoppers:	
Loaded	40
Empty	45
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.	

13. SPEED RESTRICTIONS—Continued

Locations and Conditions		Miles Per Hour All Trains and Engines
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
Turnouts and crossovers, in other than main tracks		10

Speed restrictions apply to entire train, except where otherwise specified. Speed must be further reduced when, in the judgment of enginemen, conditions require it.

14. RESTRICTIONS ON WRECKING CRANES AND PILE DRIVERS

	240-Ton Crane	160-Ton Crane	150-Ton Crane
Frankfort District	(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.

Minster Branch	Not Allowed	25 MPH	25 MPH

15. MAXIMUM PERMISSIBLE WEIGHT LIMIT OF CARS

Between Lima and Frankfort.....263,000 lbs.
Between St. Marys and Minster.....220,000 lbs.

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.

16. RESTRICTIONS ON SIDE TRACKS

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.

17. RAILROAD GRADE CROSSINGS AND JUNCTIONS

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 359 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:

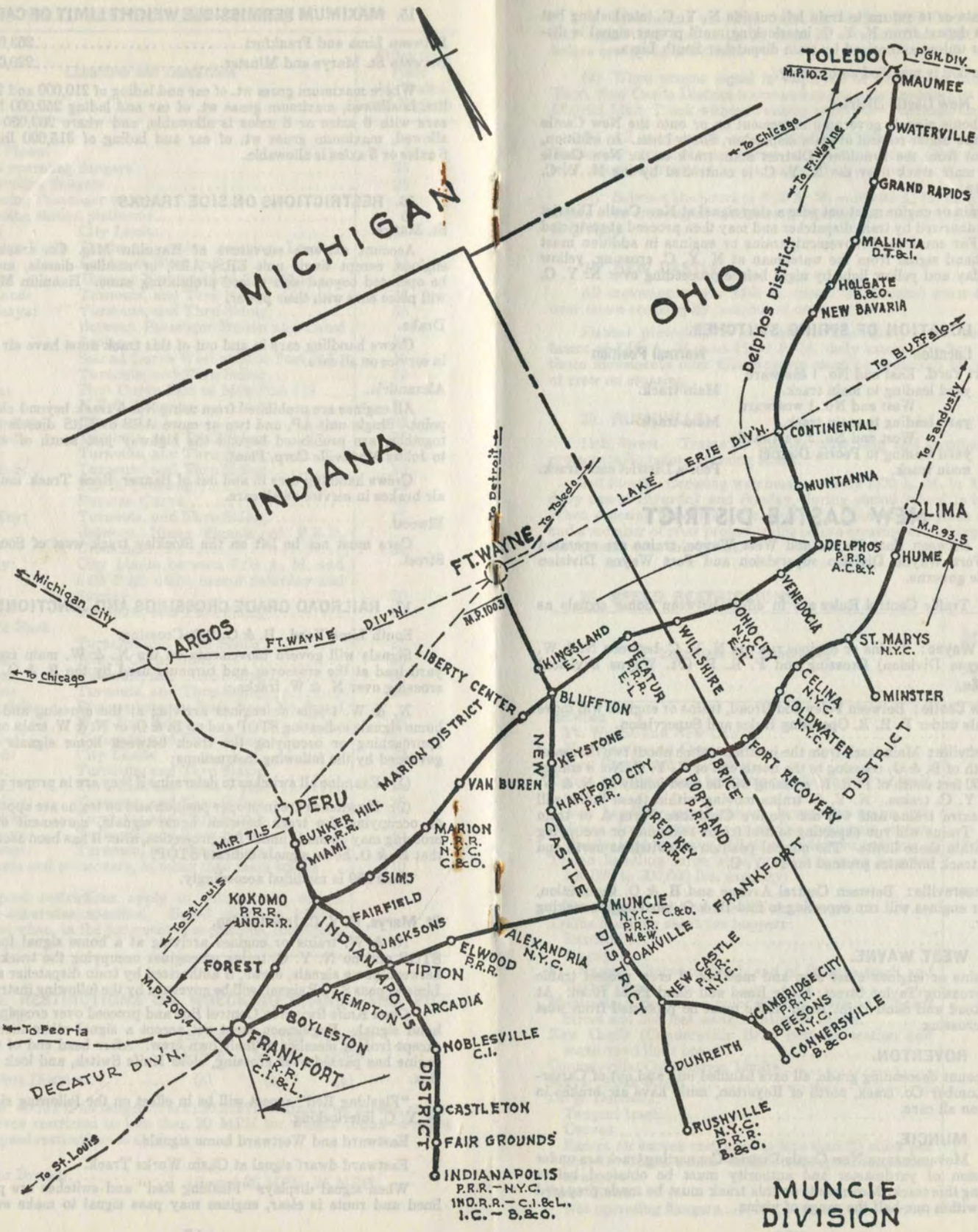
Open Knife Switch in Control Box and proceed over crossing under hand signal. Enginemen must not accept a signal other than STOP except from a member of their own crew. After head end of train or engine has passed over crossing, close Knife Switch, and lock Control Box.

"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



MUNCIE DIVISION

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 359 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.

18. 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 Peoria District main track.	Peoria District main track.

NEW CASTLE DISTRICT

19. Between East Wayne and West Wayne, trains are operated under Fort Wayne Division supervision and Fort Wayne Division timetable governs.

20. Traffic Control Rules are in effect between home signals as follows:

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 N. Y. C. No. 8 siding, about 250 feet south of P. R. R. crossing will be used jointly by N. & W. and N. Y. C. trains. N. Y. C. 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 N. Y. C.

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

21. 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.

22. ROYERTON.

Account descending grade, all cars handled into and out of Carter-Jones Lumber Co. track, north of Royerton, must have air brakes in service on all cars.

23. MUNCIE.

(a) 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 prepared to stop within one-half the range of vision.

(1) 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.

(2) 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 Card.

(b) 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.

(c) 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.

24. 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 7:00 A. M. and 11:00 P. M. daily except Sunday. At other times movements over this crossing must be protected by a member of crew on crossing.

25. 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.

26. SPEED RESTRICTIONS

Locations and Conditions	Miles Per Hour All Trains and Engines
Between	
Ft. Wayne and New Castle	40
New Castle and Connersville	30
New Castle and 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 and Connersville not allowed	
Trains handling short ore hoppers:	
Loaded	30
Empty	35
Ft. Wayne: Between south end of Storage track and Taylor Street	25
Montpelier: Between a point 365 feet north of Windsor Street and 365 feet south of Monroe Street	10
New Castle (Connersville Br.): Between station and south yard limit board	20
Connersville: Corporation Limits	15
Mays: Main Street	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

26. SPEED RESTRICTIONS—Cont'd

Locations and Conditions	Miles Per Hour All Trains and Engines
Snow Plows:—Cont'd	
Operating flangers	25
Passing station platforms	6
All trains and engines will approach home signals at Ft. Wayne (northbound 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
Speed restrictions apply to entire train, except where otherwise specified. Speed must be further reduced when, in the judgment of enginemen, conditions require it.	
Turnouts and crossovers, in other than main tracks	10

27. RESTRICTIONS ON WRECKING CRANES AND PILE DRIVERS

	240-Ton Crane	160-Ton Crane	150-Ton Crane
Between—			
Ft. Wayne and Rushville	Not Allowed	20 MPH	20 MPH
New Castle and Connersville	Not Allowed	Not Allowed	Not Allowed

28. MAXIMUM PERMISSIBLE WEIGHT LIMIT OF CARS

Between Ft. Wayne and Rushville ..... 230,000 lbs.
Between New Castle and Connersville ..... 172,000 lbs.

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.

Between New Castle and Connersville, cars of gross weight 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 restriction for engines on this territory.

29. SPEED RESTRICTIONS ON BRIDGES

Speed restrictions apply to engines over following Bridges:

	Freight
Bridge 1841 ¾ mile south of Waynedale	
1820 Ossian	
1792 North of Bluffton	
1783 3 miles north of Poneto	
1782 ½ mile north of Poneto	
1772 Keystone	
1764 ½ mile north of Montpelier	
1692 2 miles south of Muncie	30
Bridge 1632 North of Cambridge City	20
Bridge 1625 ¾ mile north of Milton	20
Engines with six wheel trucks not allowed.	

30. RESTRICTIONS ON SIDE TRACKS

Bluffton.

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

31. RAILROAD GRADE CROSSINGS AND JUNCTIONS.

N&W main track switch connection with PRR main track at New Castle is interlocked, and at Foley, remotely controlled, both operated by towerman at Broad.

Muncie. Frankfort District and NYC 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 NYC is controlled by the NYC 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 NYC 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 NYC 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 Paragraph (1) General Instructions, in current timetable.

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 turnout.

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

Electric switch lock on NYC connection track is under control of NYC crossing watchman.

INDIANAPOLIS DISTRICT

32. Traffic Control Rules are in effect between home signals as follows:

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

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

33. 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 St., 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.

34. CICERO.

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

35. RESTRICTIONS ON WRECKING CRANES AND PILE DRIVERS

	240-Ton Crane	160-Ton Crane	150-Ton Crane
Between:			
Indianapolis and Kirby	20 MPH	20 MPH	20 MPH
Kirby and Peru	Not Allowed	20 MPH	20 MPH

36. MAXIMUM PERMISSIBLE WEIGHT LIMIT OF CARS

Between Peru and Indianapolis.....230,000 lbs.

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.

37. SPEED RESTRICTIONS ON BRIDGES

Locations and Conditions	Miles Per Hour Freight Trains
Bridge 1328½ mile north of Cassville.....	40
NKP Container cars numbered 76000 to 76144, inclusive and 76150 to 76164, inclusive, when loaded to capacity.	
Bridge 1328½ 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 1328½ 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.

38. RESTRICTIONS ON SIDE TRACKS

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 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.

39. RAILROAD GRADE CROSSINGS AND JUNCTIONS

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, operator at C. & O. yard office will be immediately contacted from telephones located in both quadrants of C. & O.-N. & W. Crossing. If authorized to pass stop signal, train or engine must then occupy track section between home signal and C. & O. crossing for a period of three (3) minutes without fouling C. & O. tracks after which home signals on C. & O. must be observed and if in STOP position, train or engine may then proceed at restricted speed. If C. & O. home signals display other than STOP indication, C. & O. tracks will not be fouled until after lighted 10 minute red fusees have been placed along C. & O. tracks each side of crossing, operator again contacted and his instructions followed.

Rule 359 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.

40. LOCATION OF SPRING SWITCHES

Indianapolis Yard. North end No. 1 yard track. Normal Position, Main Track

41. 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.

42. SPEED RESTRICTIONS

Locations and Conditions	Miles Per Hour All Trains and Engines
Between—	
Indianapolis and Bunker Hill	40
Bunker Hill and Peru	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

Locations and Conditions	Miles Per Hour All Trains and Engines
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
Curve on Decatur Division Crossing	15
Kokomo: Buckeye Street	10
Boulevard Street	20
Hoffer St.	20
Wheeler St.	20
Jefferson St.	12
Monroe St.	8
Jackson St.	.....
Northward	5
Southward	12
Wye	10
Tipton: Thru East and West Wyes	10
Atlanta: Within corporate limits	20
Arcadia: Within corporate limits	20
Cicero: Engines within corporate limits	20
Davin: All side tracks	20
Except from third road crossing east of Main track connection to a point 1800 feet east over fill	10
Turnouts	10
Noblesville: Two curves north of White River Bridge	35
Eighth Street	6
Indianapolis: Main track approaching 13th, 15th, 16th, 17th, 19th, 20th and 30th streets	20
No. 1 siding approaching 15th and 16th streets	10
No. 4 track approaching 17th, 19th and 20th streets	10
Between Water Works track and Orchard Ave.	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
Speed restrictions apply to entire train, except where otherwise specified. Speed must be further reduced when, in the judgment of enginemen, conditions require it.	
Turnouts and crossovers in other than main tracks	10

DELPHOS AND MARION DISTRICTS

43. 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.

44. MARION YARD

(a) 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.

45. 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.

46. 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) Traffic Control Rules in effect beyond home signals located 3,500 feet east of Mile Post 234 and engines may pass TC 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 Frankfort 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. Frankfort 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.

(h) Trains or engines must approach spring switch expecting to find other trains or engines using the spring switch.

47. SPEED RESTRICTIONS

Locations and Conditions	Miles Per Hour All Trains and Engines
Between—	
Sumner St. Yard and Delmont Jct.	30
Delmont Jct. and Frankfort	35
Frankfort and WY Tower	30
Engines running light with or without caboose	35
Trains handling large sized loaded covered hoppers 140,000 to 200,000 lbs. capacity:	
Curve. 2108-07	35
Trains handling short ore hoppers:	
Loaded	30
Empty	35
Solid trains of tank cars loaded with petroleum or petroleum products	35
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
Wanick Jct. Turnout	20
Curve at Mile Post 12-15	40
Grand Rapids: Curves at both ends of bridge	25
Delphos: Between Yard Office and PRR Crossing	15
Delphos: Curve at Depot	8
Curve at Mile Post 84-20	35
Curve between Mile Posts 122-32 and 123-23	10
Curves between Mile Posts 123-28 and 124-01	25
Curves between Mile Posts 150 and 153	35
Marion: Limits joint track interlocking Mississinewa River Bridge	15
Between Third Street interlocking and NYC house track crossover	15
Curves between Mile Posts 154-20 and 155-20	20
Kokomo: City Limits	20
Between Indianapolis District crossing and Mile Post 181-26	10
All trains and engines will approach home signals at 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
Speed restrictions apply to entire train except where otherwise specified. Speed must be further reduced when, in the judgment of enginemen, conditions require it.	
Turnouts and crossovers, in other than main tracks	10

48. SPEED RESTRICTIONS ON BRIDGES

Dupont 58.97	20
Multiple Unit Diesels	10
Bluffton 122.73	20
Kokomo 183.09	20
Engines with six wheel trucks not allowed.	

49. RESTRICTIONS ON WRECKING CRANES AND PILE DRIVERS

Toledo to Frankfort	240-Ton Crane	160-Ton Crane	150-Ton Crane
Br. 0.54 Toledo	N A*	N A	N A
Br. 0.62 Toledo	N A	N A	N A
Br. 0.99 Toledo	N A	N A	N A
Br. 58.97 Dupont	N A	N A	N A
Br. 122.73 Bluffton	N A	15 MPH	15 MPH
Br. 183.09 Kokomo	N A	15 MPH	15 MPH

*N A—Not Allowed

50. MAXIMUM PERMISSIBLE WEIGHT LIMIT OF CARS

Between Sumner St. Yard and Continental.....263,000 lbs.
Between Continental and Delphos.....172,000 lbs.
Between Delphos and Frankfort.....230,000 lbs.

Exceptions:

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 bridge 58.97 at Dupont.

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.

51. RESTRICTIONS ON SIDE TRACKS

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

Location	Class of Engine	Track
Delphos.	Multiple Unit Diesels.....	Ricker. Gramm No. 1.
Bluffton.	Multiple Unit Diesels.....	Elevator.
Marion.	Multiple Unit Diesels.....	Hill track No. 1, beyond Bell Fibre Coal Co. 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.

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

52. RAILROAD GRADE CROSSINGS AND JUNCTIONS

Continental:

(a) Trains and engines will stop before proceeding over crossing.

(b) If dwarf signal indicates stop, Rule 359 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 Article 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 fusees 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.

53. 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 Peoria District main track.	Peoria District main track.

54. PART TIME—HOURS IN SERVICE—TRAIN ORDER OFFICES

Frankfort District

Stations	Offices Open
St. Marys	7:00 AM to 4:00 PM—Except Saturday and Sunday
Minster (Minster Br.)	8:00 AM to 5:00 PM—Except Saturday and Sunday

New Castle District

Stations	Offices Open
Kingsland	10:00 AM to 6:00 PM—Except Sunday
Bluffton	7:15 AM to 4:15 PM—Except Sunday
Montpelier	7:00 AM to 4:00 PM—Except Saturday and Sunday
Hartford City	8:00 AM to 5:00 PM—Except Saturday and Sunday
Mt. Summit	7:30 AM to 4:30 PM—Except Saturday and Sunday
Broad Interlocking	7:00 AM to 11:00 PM—Except Sunday
New Castle	8:00 AM to 5:00 PM—Except Saturday and Sunday
Cambridge City	7:00 AM to 4:00 PM—Except Saturday and Sunday
Connersville	8:00 AM to 5:00 PM—Except Saturday and Sunday
Rushville (Rushville Br.)	8:00 AM to 5:00 PM—Except Saturday and Sunday

Indianapolis District

Stations	Offices Open
Indianapolis Yard	6:00 AM to 2:00 PM—Daily 6:00 PM to 2:00 AM—Daily
Castleton	7:15 AM to 4:15 PM—Except Saturday and Sunday
Noblesville	7:00 AM to 4:00 PM—Except Saturday and Sunday
Arcadia	7:00 AM to 4:00 PM—Except Saturday and Sunday
Bunker Hill	7:00 AM to 4:00 PM—Except Saturday and Sunday
Peru Yard	10:00 PM to 2:00 PM—Daily

Delphos District

Stations	Offices Open
Waterville	7:30 AM to 4:30 PM—Except Saturday and Sunday
New Bavaria	8:00 AM to 5:00 PM—Except Saturday and Sunday
Ft. Jennings	7:45 AM to 4:45 PM—Except Saturday and Sunday

54. PART TIME—HOURS IN SERVICE—TRAIN ORDER OFFICES—Cont'd

Marion District

Stations	Offices Open
Decatur	7:15 AM to 11:15 PM—Daily Except Monday—Monday Continuous
Bluffton	7:15 AM to 4:15 PM—Except Sunday
Warren	8:59 AM to 5:59 PM—Except Saturday and Sunday
Van Buren	8:59 AM to 5:59 PM—Except Saturday and Sunday
Swayzee	8:45 AM to 5:45 PM—Except Saturday and Sunday
Russiaville	7:45 AM to 4:45 PM—Except Saturday and Sunday
Michigantown	7:15 AM to 4:15 PM—Except Saturday and Sunday

SURGEONS

Frankfort, New Castle, Indianapolis, Delphos and Marion 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	722 National Bank Bldg.	225-3731	175 S. Cable Rd.	225-8601
	Dr. William E. Noble	Emergency Rm. Mem. Hosp.	224-0321	2516 Elmview Dr.	991-3606
*St. Marys	Dr. Wm. V. Barton	107 N. Wayne St.	394-5159	107 N. Wayne St.	394-5159
Celina	Dr. James J. Otis	111 N. Walnut St.	586-2377	3150 Maple Dr.	586-2253
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.	288-2303	3824 Riverside Ave.	288-1263
	Dr. Lawrence J. Lawson	321 University	282-9255	1504 Riley Rd.	284-6205
Alexandria	Dr. George Overpeck	313 No. Harrison St.	724-4455	401 Lincoln Ave.	724-3769
**‡Tipton	Dr. B. A. Burkhardt	Tipton Clinic	675-2136	328 N. West St.	675-2464
	Dr. W. A. Kurtz	Tipton Clinic	675-2136	R. R. # 1	675-4529
**‡Frankfort	Dr. Paul VanKirk	1252 S. Jackson St.	659-2632	701 E. Clinton St.	654-6762
	Dr. R. A. Hedgecock	259 E. Clinton St.	654-5922	857 E. Clinton St.	659-3677
	Dr. M. W. Erdel, Oculist	2 E. White St.	654-5223	354 So. Clay St.	659-2698
**‡Peru	Dr. D. W. Ferrara	18 W. 5th St.	473-7200	43 Ridgeview	473-4747
	Dr. S. J. Ferrara	16 W. 5th St.	473-7200	100 Stroupe Hill	473-4202
**Kokomo	Dr. Copeland Bowers	Kokomo Clinic	457-1169	1530 W. Taylor	459-5693

‡Where stretchers are located. *Where medical cases are located. #Ambulance service.

SURGEONS—Continued

Frankfort, New Castle, Indianapolis, Delphos and Marion Districts
Regional Medical Director, J. W. Edmonds, M. D.
426 Terminal Tower, Cleveland, Ohio

STATIONS	SURGEONS	Office	Telephone	Residence	Telephone
**Noblesville	Dr. Roy W. Shanks	1507 Logan St.	773-3983	R. R. #5	773-1802
**‡Indianapolis	Dr. A. P. Warman	1363 E. 38th St.	924-2684	1363 E. 38th St.	924-2684
**‡Ft. Wayne	Dr. Carroll O'Rourke, Oculist	604 W. Berry St.	742-6334	9211 Covington Rd.	456-1446
	Dr. J. R. Berghoff	3702 Rupp Dr.	748-7817	3736 Plymouth Rd.	748-2803
	Dr. John Nill	5715 S. Anthony Blvd.	456-2221	5316 S. Wayne Ave.	744-8400
	Dr. John E. Krueger	5717 S. Anthony Blvd.	456-2221	4418 Bradwood Ter.	748-8196
New Castle	Dr. W. C. Heilman	1007 N. 16th St.	529-0780	1111 Audubon Rd.	529-7609
**‡Toledo	Dr. Otto K. Muhme	127 University Dr.	382-0014	127 University Dr.	382-0014
	Dr. Soo N. Bates	316 Michigan St.	243-1105	2102 Shenandoah	536-5011
	Dr. N. G. Mathieson, Oculist	316 Michigan St.	243-6560	26855 W. River Dr.	874-4600
	Dr. J. G. Kramer	3318 Glenzman Rd.	385-5711	3318 Glenzman Rd.	385-5711
	Dr. Chas. R. Marlowe	1833 Broadway	244-3059	1833 Broadway	244-3059
**‡Delphos	Dr. Howard Illig	105 W. 2nd St.	692-5756	331 E. 3rd St.	692-5566
	Dr. James C. Belt	113 N. Main St.	692-5611	501 E. 3rd St.	695-1596
	Dr. W. W. Wolery	154 W. 3rd St.	695-4051	234 E. 3rd St.	692-5621
Decatur	Dr. G. J. Kohne	134 S. 3rd St.	724-2617	304 W. Adams St.	724-2996
**Marion	Dr. R. W. Lavengood	225 Glass Block Bldg.	662-6500	Charles Rd.	662-2337

‡Where stretchers are located. *Where medical cases are located. #Ambulance service.

Ambulance Service

Stations	Service	Address	Telephone
Lima	Lima Ambulance Service	125 W. North St.	224-4075
St. Marys	Yoder and Long	314 W. High St.	394-3133
Portland	Baird Funeral Home	211 N. Meridian St.	726-7171
Muncie	City Police Department		288-4441
Tipton	Youngs Funeral Home	216 W. Jefferson St.	675-4780
	Leatherman and Morris Funeral Home	314 N. Main St.	675-2425
Frankfort	Goodwin Bros.	200 S. Main St.	654-5533
	Hartman Funeral Home	608 N. Main St.	659-3356
Ft. Wayne	Mungovan and Sons	2114 S. Calhoun St.	744-2114
Peru	Eikenberry Funeral Home	84 W. Main St.	473-5545
Kokomo	Peacock Funeral Home	414 W. Jefferson St.	457-8191
Noblesville	Evans, Godley and Trout	54 S. 10th St.	773-4510
Indianapolis	Flanner Buchannan Funeral Home	25 W. Fall Creek Blvd.	925-9871
Toledo	Clegg Ambulance Service	522 E. Broadway	691-2481
	Birkenkamp Funeral Home	1003 Broadway	243-2183
	Bunting Ambulance Service	3864 Upton Ave.	475-4606
Delphos	Harter and Sons Funeral Home	209 W. 3rd St.	692-8055
	Kolkmeyer Funeral Home	228 N. Franklin St.	692-7010
Marion	Diggs Funeral Home	504 W. 3rd St.	662-2503
	Raven Funeral Home	911 S. Washington St.	664-6271

R. F. DUNLAP,
Vice President—Operations,
ROANOKE, VA.

C. G. HAMMOND, JR.,
General Manager,
Lake Region,
CLEVELAND, OHIO

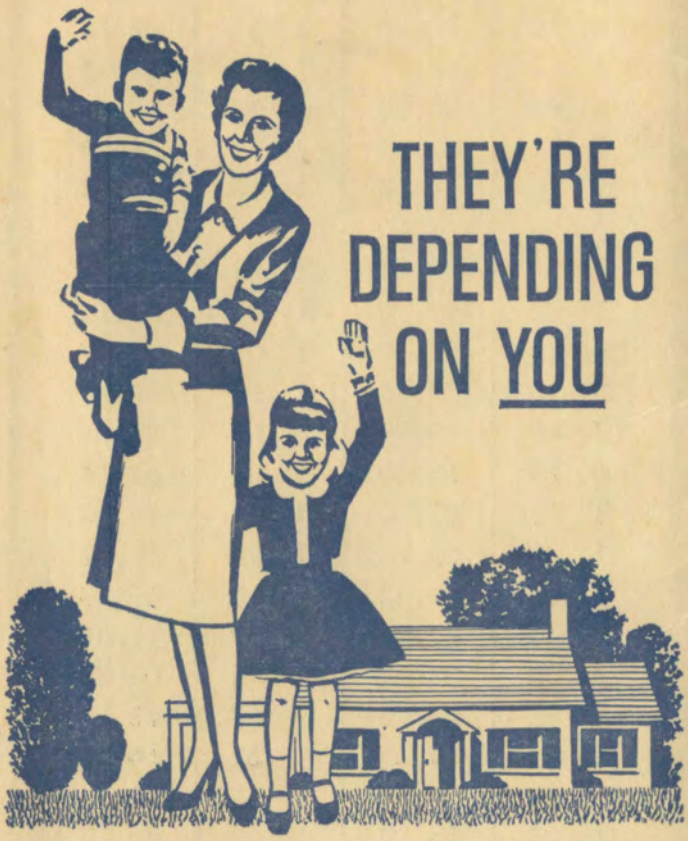
W. T. ROSS,
General Manager Transportation,
ROANOKE, VA.

R. E. KIESER,
Superintendent,
MUNCIE, IND.

L. ATKINSON, JR.,
Manager Transportation,
Lake Region,
CLEVELAND, OHIO

SPEED TABLE

TIME Going 1 Mile Min.	Sec.	MILES Per Hour	TIME Going 1 Mile Min.	Sec.	MILES Per Hour
5	00	12.00	1	14	48.65
4	00	15.00	1	13	49.31
3	00	20.00	1	12	50.00
2	50	21.18	1	11	50.70
2	40	22.50	1	10	51.43
2	30	24.00	1	09	52.17
2	24	25.00	1	08	52.94
2	20	25.72	1	07	53.73
2	15	26.67	1	06	54.55
2	10	27.69	1	05	55.38
2	05	28.80	1	04	56.25
2	00	30.00	1	03	57.14
1	55	31.30	1	02	58.06
1	50	32.73	1	01	59.02
1	45	34.29	1	00	60.00
1	42	35.29		59	61.02
1	40	36.00		58	62.07
1	38	36.73		57	63.14
1	36	37.50		56	64.29
1	34	38.29		55	65.45
1	32	39.13		54	66.66
1	30	40.00		53	67.92
1	28	40.91		52	69.23
1	26	41.86		51	70.59
1	24	42.86		50	72.00
1	22	43.90		49	73.47
1	20	45.00		48	75.00
1	18	46.15		47	76.59
1	16	47.37		46	78.26
1	15	48.00		45	80.00



THEY'RE DEPENDING ON YOU

SO ARE WE...

PLAY IT SAFE!