3&20

THE CHESAPEAKE AND OHIO RAILWAY COMPANY

CHICAGO DIVISION

TIME TABLE No.

132

To Take Effect 5:00 A. M. (Central Time)
6:00 A. M. (Eastern Time)

Sunday, August 22, 1943.

Book of Rules, Dated October 18, 1931, Governs the Rights of Trains

DESTROY ALL TIME TABLES OF PREVIOUS DATE

Read the Instructions

For information of employes only—not intended for the information of the public, and not an advertisement of the time of trains. The right is reserved to vary time of trains without notice.

Trains run on Central (90th Meridian) Standard Time (West of Cheviot)

Trains run on Eastern (75th Meridian) Standard Time (East of Cheviot)

C. J. GEYER,
General Manager.

O. H. CARPER,
Superintendent Freight Transportation.

I. D. IRWIN,
Superintendent Passenger Transportation.

G. J. DERBYSHIRE,
General Superintendent.

CHICAGO DIVISION

MIAMI SUB-DIVISION

WESTWARD

TIME TABLE No. 132.
In Effect Sunday, Aug. 22, 1943.

Calls	Hours Open	Distance from Cincinnati	STATIONS.	SECOND CLASS. 17 Daily Ex. Sun.	THIRD CLASS. 93 Daily	97 Daily	95 Daily	91 Daily	89 Daily
				L AM	L AM	L PM	L PM	L PM	L PM
----	----------	.0	CINCINNATI	9 00	----------	----------	----------	----------	----------
			0.8						
----	----------	.8	C. & O. Junction	9 02	----------	----------	----------	----------	----------
			0.4						
BI	Continuous	1.2	Brighton	f 9 05	----------	----------	----------	----------	----------
			3.7						
YD	Continuous	4.9	Wt Cheviot (Eastern Time)	9 19	----------	----------	----------	----------	----------
YD	Continuous	4.9	Wt Cheviot (Central Time)	8 19	2 40	1 30	3 30	4 25[18]	9 30
			2.0						
----	----------	6.9	Mulligan	8 25	2 48	1 37	3 38	4 35	9 40
			2.6						
----	----------	9.5	Dent	8 30	2 55	1 43	3 45 [62]	4 42	9 50[92]
			4.6						
MO	Continuous	14.1	Miami	f 8 37	3 12 [96]	1 53 [52]	4 03 [18]	4 52	10 02
			4.6						
FD	Continuous	18.7	Fernald	f 8 44	3 20	2 01	4 14	5 00	10 10
			3.3						
S	7.00 a. m. to 4.00 p. m.	22.0	Shandon	f 8 49	3 27	2 07	4 20	5 07	10 17
			3.5						
NA	Continuous	25.5	Okeana	f 8 55 [98]	3 33	2 13	4 26	5 13	10 23
			4.5						
----	----------	30.0	Newkirk	9 03	3 54	2 28	4 45	5 33	10 43
			2.6						
PO	Continuous	32.6	Peoria	f 9 08	4 01	2 34 [62]	4 51	5 40	10 50
			5.9						
BA	7.00 a. m. to 4.00 p. m	38.5	Bath	f 9 16 [51]	4 09	2 44	5 00	5 50	10 58[64]
			6.0						
CG	Continuous	44.5	Cottage Grove	f 9 25	4 22 [94]	2 54	5 09	6 00	11 07
			5.9						
K	7.00 a. m. to 4.00 p. m.	50.4	Kitchell	f 9 33	4 35	3 05 [18]	5 17	6 10	11 15
			4.0						
B	Continuous	54.4	Wy Boston	f 9 40	4 52 [90]	3 20	5 30	6 25	11 30
			5.4						
----	----------	59.8	Dirks	9 48	5 05	3 31	5 41	6 38	11 42
			2.7						
RI	Continuous	62.5	Richmond	s10 00	5 12	3 36	6 00	6 50	12 05
			0.7						
----	----------	63.2	Mt. Auburn	10 02	5 14	3 38	6 02	6 52	12 07
			3.8						
----	----------	67.0	Wayne	10 08	5 26	3 49	6 15	7 05	12 20
			6.4						
W	Continuous	73.4	Williamsburg	f10 18	5 37	4 01	6 27	7 17	12 31
			5.7						
ON	Continuous	79.1	W Economy	f10 29	5 48	4 15	6 39	7 35[92]	12 43
			6.9						
DR	Continuous	86.0	y Losantville	f10 43	6 02	4 27	6 51	7 48	1 00[96]
			3.9						
SN	7.00 a. m. to 4.00 p. m.	89.9	Blountsville	f10 49	6 09	4 34	6 59	7 54	1 09
			2.1						
----	----------	92.0	Henry	10 53	6 13	4 38	7 07 [92]	7 57	1 13
			4.2						
MF	Continuous	96.2	MEDFORD	f10 59	6 26 [98]	4 44	7 14	8 04	1 20
				A AM	A AM	A PM	A PM	A PM	A AM
				17 Daily Ex. Sun.	93 Daily	97 Daily	95 Daily	91 Daily	89 Daily

CHICAGO DIVISION

MIAMI SUB-DIVISION

WESTWARD

Distance from Cincinnati	TIME TABLE No. 132. In Effect Sunday, Aug. 22, 1943. STATIONS.	FOURTH CLASS. 67 Daily	FOURTH CLASS. 69 Daily	FIFTH CLASS. 51 Daily Ex. Sun.	FIFTH CLASS. 53 Daily Ex. Sun.
		L AM	L PM	L AM	L AM
.0	CINCINNATI	----------	----------	----------	----------
	0.8				
.8	C. & O. Junction	----------	----------	----------	----------
	0.4				
1.2	Brighton	----------	----------	----------	----------
	3.7				
4.9	Wt Cheviot (Eastern Time)	----------	----------	----------	----------
4.9	Wt Cheviot (Central Time)	9 05	6 30	7 00 94 90	----------
	2.0				
6.9	Mulligan	9 12	6 37	7 07	----------
	2.6				
9.5	Dent	9 25 98	6 44	7 13	----------
	4.6				
14.1	Miami	9 36	6 54	7 30	----------
	4.6				
18.7	Fernald	9 43	7 01	7 48	----------
	3.3				
22.0	Shandon	9 50	7 07	8 00	----------
	3.5				
25.5	Okeana	9 56	7 13	8 15	----------
	4.5				
30.0	Newkirk	10 15	7 35	8 40 98	----------
	2.6				
32.6	Peoria	10 21	7 42	8 55	----------
	5.9				
38.5	Bath	10 29	7 50	9 16 17	----------
	6.0				
44.5	Cottage Grove	10 37	7 58	9 50	----------
	5.9				
50.4	Kitchell	10 45	8 07	10 05	----------
	4.0				
54.4	Wy Boston	11 00	8 30 92	10 20	----------
	5.4				
59.8	Dirks	11 13	8 42	10 35	----------
	2.7				
62.5	Richmond	11 20 52	8 50	10 50	7 10
	0.7				
63.2	Mt. Auburn	11 22	8 52	----------	7 12
	3.8				
67.0	Wayne	11 35	9 03	----------	7 29 98
	6.4				
73.4	Williamsburg	11 46	9 18 64	----------	7 50
	5.7				
79.1	W Economy	11 58	9 31	----------	8 15
	6.9				
86.0	y Losantville	12 10 54	9 45	----------	8 40
	3.9				
89.9	Blountsville	12 18	9 52	----------	8 55
	2.1				
92.0	Henry	12 27 62	9 56	----------	9 00
	4.2				
96.2	MEDFORD	12 36	10 03	----------	9 10
		A PM	A PM	A AM	A AM
		67 Daily	69 Daily	51 Daily Ex. Sun.	53 Daily Ex. Sun.

No. 51 has right over No. 52 Cheviot to Richmond.

CHICAGO DIVISION

MIAMI SUB-DIVISION

EASTWARD

TIME TABLE No. 132.
In Effect Sunday, Aug. 22, 1943.

Side Track Capacity in Cars. (41 ft.)	Distance from Peru	STATIONS.	SECOND CLASS. 18 Daily Ex. Sun.	THIRD CLASS. 96 Daily	94 Daily	90 Daily	98 Daily	92 Daily
			A PM	A AM	A AM	A AM	A AM	A PM
Yard	160.0	CINCINNATI	5 40	----------	----------	----------	----------	----------
		0.8						
	159.2	C. & O. Junction	5 38	----------	----------	----------	----------	----------
		0.4						
	158.8	Brighton	f 5 36	----------	----------	----------	----------	----------
		3.7						
	155.1	Wt Cheviot (Eastern Time)	5 25	----------	----------	----------	----------	----------
	155.1	Wt Cheviot (Central Time)	4 25 91	4 30	7 00 51	7 00 51	10 30	11 00
		2.0						
p 60 o 41	153.1	Mulligan	4 17	3 33	5 35	6 20	9 32	10 00
		2.6						
p 73	150.5	Dent	4 12	3 25	5 27	6 13	9 25 67	9 50 89
		4.6						
p 93 o 8	145.9	Miami	f 4 03 95	3 12 93	5 12	5 59	9 12	9 34
		4.6						
p 63 o 25	141.3	Fernald	f 3 55	3 05	5 04	5 51	9 06	9 27
		3.3						
p 104 o 10	138.0	Shandon	f 3 50	2 59	4 58	5 45	9 01	9 21
		3.5						
p 39 o 8	134.5	Okeana	f 3 44	2 53	4 52	5 39	8 55 17	9 15
		4.5						
p 86 o 5	130.0	Newkirk	3 35	2 44	4 43	5 30	8 40 51	9 05
		2.6						
p 102 o 18	127.4	Peoria	f 3 31	2 39	4 38	5 25	8 35	9 01
		5.9						
p 79 o 24	121.5	Bath	f 3 23	2 31	4 30	5 16	8 26	8 53
		6.0						
p 74 o 63	115.5	Cottage Grove	f 3 14	2 23	4 22 93	5 08	8 18	8 45
		5.9						
p 83 o 37	109.6	Kitchell	f 3 05 97	2 15	4 14	4 59	8 10	8 36
		4.0						
p 115 o 68	105.6	Wy Boston	f 2 57	2 07	4 07	4 52 93	8 02	8 30 69
		5.4						
p 85	100.2	Dirks	2 46	1 55	3 52	4 39	7 46	8 15
		2.7						
o 38	97.5	Richmond	s 2 40	1 49	3 45	4 32	7 40	8 10
		0.7						
p 31 o 59	96.8	Mt. Auburn	2 34	1 47	3 29	4 30	7 38	8 08
		3.8						
p 97	93.0	Wayne	2 28	1 39	3 22	4 22	7 29 53	7 58
		6.4						
p 100 o 12	86.6	Williamsburg	f 2 18	1 30	3 11	4 11	7 17	7 47
		5.7						
p 104 o 28	80.9	W Economy	f 2 08	1 18	3 00	4 00	7 05	7 35 91
		6.9						
p 95 o 22	74.0	y Losantville	f 1 52	1 00 89	2 42	3 41	6 46	7 17
		3.9						
o 30	70.1	Blountsville	f 1 46	12 52	2 35	3 34	6 39	7 11
		2.1						
p 99	68.0	Henry	1 42	12 49	2 32	3 30	6 35	7 07 95
		4.2						
p 89 o 21	63.8	MEDFORD	f 1 36	12 42	2 25	3 22	6 26 93	7 00
			L PM	L AM	L AM	L AM	L AM	L PM
			18 Daily Ex. Sun.	96 Daily	94 Daily	90 Daily	98 Daily	92 Daily

CHICAGO DIVISION

MIAMI SUB-DIVISION

EASTWARD

Distance from Peru	TIME TABLE No. 132. In Effect Sunday, Aug. 22, 1943. STATIONS.	FOURTH CLASS. 62 Daily	64 Daily	FIFTH CLASS. 52 Daily Ex. Sun.	54 Daily Ex. Sun.
		A PM	A AM	A PM	A PM
160.0	CINCINNATI	----------	----------	----------	----------
	0.8				
159.2	C. & O. Junction	----------	----------	----------	----------
	0.4				
158.8	Brighton	----------	----------	----------	----------
	3.7				
155.1	Wt Cheviot (Eastern Time)	----------	----------	----------	----------
155.1	Wt Cheviot (Central Time)	4 05	1 00	2 45	----------
	2.0				
153.1	Mulligan	3 54	12 18	2 23	----------
	2.6				
150.5	Dent	3 45 95	12 10	2 15	----------
	4.6				
145.9	Miami	3 15	11 55	1 53 97	----------
	4.6				
141.3	Fernald	3 06	11 32	1 30	----------
	3.3				
138.0	Shandon	3 00	11 27	1 15	----------
	3.5				
134.5	Okeana	2 54	11 22	1 05	----------
	4.5				
130.0	Newkirk	2 44	11 13	12 52	----------
	2.6				
127.4	Peoria	2 34 97	11 08	12 45	----------
	5.9				
121.5	Bath	2 18	10 58 89	12 30	----------
	6.0				
115.5	Cottage Grove	2 09	10 43	12 15	----------
	5.9				
109.6	Kitchell	1 59	10 34	11 55	----------
	4.0				
105.6	Wy Boston	1 52	10 27	11 45	----------
	5.4				
100.2	Dirks	1 37	10 12	11 27	----------
	2.7				
97.5	Richmond	1 30 54	10 05	11 20 67	1 30 62
	0.7				
96.8	Mt. Auburn	1 28	9 39	----------	1 15
	3.8				
93.0	Wayne	1 20	9 30	----------	1 03
	6.4				
86.6	Williamsburg	1 09	9 18 69	----------	12 50
	5.7				
80.9	W Economy	12 57	9 05	----------	12 30
	6.9				
74.0	y Losantville	12 40	8 45	----------	12 10 67
	3.9				
70.1	Blountsville	12 32	8 38	----------	11 48
	2.1				
68.0	Henry	12 27 67	8 34	----------	11 37
	4.2				
63.8	MEDFORD	12 19	8 27	----------	11 30
		L PM	L PM	L AM	L AM
		62 Daily	64 Daily	52 Daily Ex. Sun.	54 Daily Ex. Sun.

No. 51 has right over No. 52 Cheviot to Richmond.

CHICAGO DIVISION

MIAMI SUB-DIVISION

WESTWARD

Calls	Hours Open	Distance from Cincinnati	TIME TABLE No. 132. In Effect Sunday, Aug. 22, 1943. STATIONS.	SECOND CLASS.	THIRD CLASS.				
				17 Daily Ex. Sun.	89 Daily	93 Daily	97 Daily	95 Daily	91 Daily
				L AM	L AM	L AM	L PM	L PM	L PM
MF	Continuous	96.2	MEDFORD	f10 59	1 20	6 26[98]	4 44	7 14	8 04
			6.0						
------	----------	102.2	M. U. Siding	11 08 [54]	1 45	6 55	4 55	7 40	8 15[64]
			0.4						
MU	Continuous	102.6	y Muncie ⑧	s11 15	--------	--------	--------	--------	----------
			2.0						
DW	Continuous	104.6	Drew	11 20	1 54[94]	7 02	5 02	7 47[64]	8 40
			3.9						
------	----------	108.5	Barker	11 25	2 02	7 08	5 07	7 53	8 46
			4.6						
G	7.00 a. m. to 4.00 p. m.	113.1	Gaston	f11 31 [62]	2 08	7 14	5 13	7 59	8 52
			4.8						
------	----------	117.9	W Janney	f11 37	2 16	7 22	5 20	8 07	9 00
			2.6						
FO	Continuous	120.5	Fowlerton	f11 40	2 20	7 26	5 23	8 11	9 04
			5.0						
------	----------	125.5	Grey	11 47	2 33[90]	7 33	5 30	8 18	9 11
			1.3						
BR	7.00 a. m. to 4.00 p. m.	126.8	Jonesboro-Gas City ⑧	f11 50	2 38	7 36	5 33	8 21	9 14
			5.1						
MA	Continuous	131.9	Marion ⑳	s11 58	2 55	7 45	5 41	8 36	9 23
			1.6						
------	----------	133.5	y Phoenix	12 08	2 59	7 49	5 45[92]	8 42	9 27
			4.0						
WS	7.00 a. m. to 4.00 p. m.	137.5	Sweetser	f12 15 [18 53]	3 10	8 02[54]	5 51	8 48	9 40
			5.7						
CO	Continuous	143.2	Converse	f12 25	3 20	8 10	6 00[64]	8 56	9 48
			3.1						
BY	7.00 a. m. to 4.00 p. m.	146.3	Amboy	f12 31	3 25	8 15	6 05	9 01	9 53
			5.9						
FA	Continuous	152.2	Santa Fe	f12 40	3 33	8 23	6 13	9 09	10 01
			7.8						
OX	Continuous	160.0	Wt PERU ⑳ ⑫	12 55 A PM	3 55 A AM	8 50 A AM	6 35 A PM	9 40 A PM	10 30 A PM
				17 Daily Ex. Sun.	89 Daily	93 Daily	97 Daily	95 Daily	91 Daily

CHICAGO DIVISION

MIAMI SUB-DIVISION

WESTWARD

Distance from Cincinnati	TIME TABLE No. 132. In Effect Sunday, Aug. 22, 1943. STATIONS.		FOURTH CLASS.		FIFTH CLASS.
			67 Daily	69 Daily	53 Daily Ex. Sun.
			L PM	L PM	L AM
96.2	MEDFORD		12 36	10 03	9 10
	6.0				
102.2	M. U. Siding		1 00	10 30	9 45
	0.4				
102.6	y Muncie	⑧	----------	----------	----------
	2.0				
104.6	Drew		1 14 18	10 37	9 55
	3.9				
108.5	Barker		1 24	10 44	10 02
	4.6				
113.1	Gaston		1 32	10 50	10 20 54
	4.8				
117.9	W Janney		1 40	10 59	10 35
	2.6				
120.5	Fowlerton		1 44	11 03	10 45
	5.0				
125.5	Grey		1 51	11 10	10 59 62
	1.3				
126.8	Jonesboro-Gas City	⑧	1 54	11 13	11 15
	5.1				
131.9	Marion	⑳	2 05	11 23	11 40
	1.6				
133.5	y Phoenix		2 10	11 34 96	11 55
	4.0				
137.5	Sweetser		2 21	11 45	12 15 17 18
	5.7				
143.2	Converse		2 31	11 56	12 50
	3.1				
146.3	Amboy		2 37	12 02	1 10
	5.9				
152.2	Santa Fe		2 46	12 29 94	1 30
	7.8				
160.0	Wt PERU	⑳ ⑫	3 10	1 00	1 50
			A PM	A AM	A PM
			67 Daily	69 Daily	53 Daily Ex. Sun.

CHICAGO DIVISION

MIAMI SUB-DIVISION

EASTWARD

Side Track Capacity in Cars. (41 ft.)	Distance from Peru	TIME TABLE No. 132. In Effect Sunday, Aug. 22, 1943. STATIONS.	SECOND CLASS	THIRD CLASS.				
			18 Daily Ex. Sun.	94 Daily	90 Daily	98 Daily	92 Daily	96 Daily
			A PM	A AM	A AM	A AM	A PM	A AM
p 89 o 21	63.8	MEDFORD	f 1 36	2 25	3 22	6 26 93	7 00	12 42
		6.0						
p 76 o 43	57.8	M. U. Siding	1 27	2 15	3 10	6 15	6 50	12 30
		0.4						
o 27	57.4	y Muncie ⑧	s 1 25	----------	----------	----------	----------	----------
		2.0						
p 97	55.4	Drew	1 14 67	1 54 89	3 03	5 57	6 33	12 22
		3.9						
p 87	51.5	Barker	1 09	1 48	2 57	5 51	6 27	12 16
		4.6						
p 89 o 37	46.9	Gaston	f 1 03	1 42	2 51	5 45	6 21	12 10
		4.8						
p 109 o 10	42.1	W Janney	f12 54	1 34	2 44	5 37	6 13	12 02
		2.6						
p 86 o 27	39.5	Fowlerton	f12 50	1 30	2 40	5 33	6 09	11 58
		5.0						
p 82	34.5	Grey	12 42	1 23	2 33 89	5 26	6 02	11 50
		1.3						
o 13	33.2	Jonesboro-Gas City ⑤	f12 39	1 19	2 30	5 23	5 59	11 46
		5.1						
p 15 o 54	28.1	Marion ㉚	s12 30	1 10	2 20	5 14	5 50	11 37
		1.6						
p 91 o 76	26.5	y Phoenix	12 22	12 57	2 17	5 10	5 45 97	11 34 69
		4.0						
p 78 o 16	22.5	Sweetser	f12 15 17 53	12 51	2 11	5 03	5 19	11 28
		5.7						
p 86 o 34	16.8	Converse	f12 04	12 42	2 02	4 55	5 10	11 20
		3.1						
p 85 o 9	13.7	Amboy	f11 58	12 37	1 57	4 50	5 05	11 15
		5.9						
p 99 o 46	7.8	Santa Fe	f11 49	12 29 69	1 49	4 42	4 57	11 07
		7.8						
Yard	.0	Wt PERU ⑳ ⑫	11 35 L AM	12 05 L AM	1 25 L AM	4 20 L AM	4 35 L PM	10 45 L PM
			18 Daily Ex. Sun.	94 Daily	90 Daily	98 Daily	92 Daily	96 Daily

CHICAGO DIVISION

MIAMI SUB-DIVISION

EASTWARD

Distance from Peru	TIME TABLE No. 132. In Effect Sunday, Aug. 22, 1943. STATIONS.	FOURTH CLASS 62 Daily	FOURTH CLASS 64 Daily	FIFTH CLASS. 54 Daily Ex. Sun.
		A PM	A PM	A AM
63.8	MEDFORD	12 19	8 27	11 30
	6.0			
57.8	M. U. Siding	12 05	8 15 91	11 08 17
	0.4			
57.4	y Muncie (8)	----------	----------	----------
	2.0			
55.4	Drew	11 45	7 47 95	10 32
	3.9			
51.5	Barker	11 39	7 35	10 26
	4.6			
46.9	Gaston	11 31 17	7 29	10 20 53
	4.8			
42.1	W Janney	11 13	7 20	10 00
	2.6			
39.5	Fowlerton	11 07	7 16	9 45
	5.0			
34.5	Grey	10 59 53	7 08	9 25
	1.3			
33.2	Jonesboro-Gas City (8)	10 55	7 05	9 20
	5.1			
28.1	Marion (30)	10 45	6 55	9 00
	1.6			
26.5	y Phoenix	10 40	6 40	8 22
	4.0			
22.5	Sweetser	10 32	6 10	8 02 93
	5.7			
16.8	Converse	10 21	6 00 97	7 40
	3.1			
13.7	Amboy	10 16	5 45	7 25
	5.9			
7.8	Santa Fe	10 05	5 34	7 10
	7.8			
.0	Wt PERU (20) (12)	9 40	5 10	6 45
		L AM	L PM	L AM
		62 Daily	64 Daily	54 Daily Ex. Sun.

CHICAGO DIVISION

WABASH SUB-DIVISION

WESTWARD]

Calls	Hours Open	Distance from Peru	TIME TABLE No. 132. In Effect Sunday, Aug. 22, 1943. STATIONS.	SECOND CLASS.	THIRD CLASS.					FIFTH CLASS.
				17 Daily Ex. Sun.	91 Daily Ex. Sun.	99 Daily	93 Daily	97 Daily	95 Daily Ex. Sat.	57 Mon., Wed. Fri.
				L PM	L AM	L AM	L PM	L PM	L PM	L AM
OX	Continuous	.0	Wt PERU (20) (12)	1 10	12 40	4 00	1 35	7 50	11 00	7 25
			2.6							
CW	Continuous	2.6	C. W. Tower							
			1.0							
----	----------	3.6	Snevets	1 25	12 47	4 08	1 45	7 57	11 08	7 34
			6.0							
VR	Continuous	9.6	Hoovers	f 1 34	**1 05**[98]	4 26	**2 05**[92]	8 14	11 22	8 00
			4.5							
V	7.00 a. m. to 4.00 p. m.	14.1	Twelve Mile	f 1 40	1 15	4 36	2 16	8 22	**11 33**[90]	8 20
			5.9							
UN	Continuous	20.0	Fulton	f 1 48[92]	1 24	4 45	2 25	**8 35**[96]	11 42	8 43
			9.4							
KN	Continuous	29.4	Kewanna	f 1 59	1 38	4 58	2 38	8 50	11 55	9 10
			4.3							
----	----------	33.7	Lake Bruce	f 2 05	1 45	5 05	2 45	8 57	12 02	9 25
			8.6							
BN	Continuous	42.3	Beardstown	f 2 18	1 57	5 17	2 57	**9 12**[94]	**12 15**[98]	9 45
			7.0							
----	----------	49.3	Lena Park	f 2 27	2 07	5 26	3 07	9 23	12 25	**10 09**[18]
			3.6							
JU	Continuous	52.9	North Judson (8)	s 2 31	2 12	5 31	3 12	9 28	12 30	10 20
			4.3							
----	----------	57.2	W English Lake	f 2 43	2 30	5 50	3 28	9 43	12 45	11 05
			4.9							
CS	Continuous	62.1	y La Crosse	f 2 51	2 38	6 00	3 37	9 52	12 55	11 15
			0.9							
----	----------	63.0	Q. N. Tower							
			7.5							
DN	Continuous	70.5	Malden	f 3 07	2 52	6 14	3 53	**10 05**[90]	1 10	**12 12**[92]
			9.1							
BT	Continuous	79.6	Beatrice	f 3 20	3 05	6 27	4 08	10 19	1 23	12 30
			8.7							
MV	Continuous	88.3	Merrillville	f 3 34	3 17	6 40	4 20	**10 32**[98]	1 35	12 55
			5.0							
----	----------	93.3	Wy G. F. Siding	3 42	3 25	**6 50**[58]	4 30	10 45	1 45	1 10
			0.4							
GF	Continuous	93.7	Griffith	s 3 44						
			6.7							
HY	Continuous	100.4	H. Y. Tower							2 30
			1.7							
----	----------	102.1	Hammond (18)	3 55						
			0.7							
----	----------	102.8	Erie Junction							
			8.0							
SI	Continuous	110.8	Stony Island		4 00	10 00	6 00	11 40	2 30	
			1.2							
----	----------	112.0	I. C. Junction							
			9.2							
X	Continuous	121.2	CHICAGO (So. Water St.)						5 15	
			(Stock Yards)		6 00			2 00		
				A PM	A AM	A AM	A PM	A AM	A AM	A PM
				17 Daily Ex. Sun.	91 Daily Ex. Sun.	99 Daily	93 Daily	97 Daily	95 Daily Ex. Sat.	57 Mon., Wed. Fri.

CHICAGO DIVISION

WABASH SUB-DIVISION

EASTWARD

Side Track Capacity in Cars. (41 ft.)	Distance from Chicago	TIME TABLE No. 132. In Effect Sunday, Aug. 22, 1943. STATIONS.	SECOND CLASS	THIRD CLASS.					FIFTH CLASS.
			18 Daily Ex. Sun.	92 Daily	96 Daily Ex. Sun.	94 Daily Ex. Sun.	90 Daily	98 Daily	58 Tues. Thur. Sat.
			A AM	A PM	A PM	A PM	A AM	A AM	A AM
Yard	121.2	Wt PERU (20) (12)	11 20	2 40	9 15	10 20	12 05	1 40	11 55
		2.6							
	118.6	C. W. Tower							
		1.0							
p 64	117.6	Snevets	11 07	2 20	9 02	10 08	11 52	1 18	11 40
		6.0							
p 80 o 5	111.6	Hoovers	f10 58	**2 05**^{93}	8 50	9 56	11 40	**1 05**^{91}	11 25
		4.5							
p 76 o 42	107.1	Twelve Mile	f10 52	1 58	8 43	9 50	**11 33**^{95}	12 58	11 15
		5.9							
p 72 o 29	101.2	Fulton	f10 44	**1 48**^{17}	**8 35**^{97}	9 42	11 25	12 50	11 00
		9.4							
p 61 o 31	91.8	Kewanna	f**10 33**^{58}	1 30	8 21	9 30	11 12	12 37	**10 33**^{18}
		4.3							
p 99 o 10	87.5	Lake Bruce	f10 27	1 23	8 15	9 24	11 05	12 30	10 05
		8.6							
p 77 o 25	78.9	Beardstown	f10 17	1 10	8 03	**9 12**^{97}	10 53	**12 15**^{95}	9 48
		7.0							
p 76 o 4	71.9	Lena Park	f**10 09**^{57}	12 59	7 54	9 02	10 44	12 00	9 33
		3.6							
p 79 o 49	68.3	North Judson (8)	s10 05	12 53	7 50	8 58	10 39	11 55	9 25
		4.3							
p107 o 19	64.0	W English Lake	f 9 59	12 45	7 41	8 50	10 32	11 45	8 55
		4.9							
p 82 o 32	59.1	y La Crosse	f 9 53	12 27	7 25	8 32	10 20	11 25	8 30
		0.9							
	58.2	Q. N. Tower							
		7.5							
p 58 o 28	50.7	Malden	f 9 39	**12 12**^{57}	7 12	8 17	**10 05**^{97}	11 05	7 55
		9.1							
p 66 o 12	41.6	Beatrice	f 9 28	12 00	7 00	8 04	9 47	10 50	7 35
		8.7							
p 83 o 24	32.9	Merrillville	f 9 17	11 44	6 44	7 49	9 30	**10 32**^{97}	7 20
		5.0							
p 83 o185	27.9	Wy G. F. Siding	9 09	11 35	6 35	7 40	9 20	10 20	**6 50**^{99}
		0.4							
	27.5	Griffith	s 9 02						
		6.7							
	20.8	H. Y. Tower							6 30
		1.7							
	19.1	Hammond (18)	8 50						
		0.7							
	18.4	Erie Junction							
		8.0							
	10.4	Stony Island		10 00	5 50	6 40	8 00	9 00	
		1.2							
	9.2	I. C. Junction							
		9.2							
	.0	CHICAGO (So. Water St.)				6 00			
		(Stock Yards)			5 00		7 00		
			L AM	L AM	L PM	L PM	L PM	L PM	L AM
			18 Daily Ex. Sun.	92 Daily	96 Daily Ex. Sun.	94 Daily Ex. Sun.	90 Daily	98 Daily	58 Tues. Thur. Sat.

CHICAGO DIVISION
GENERAL INSTRUCTIONS

SINGLE TRACK.—Eastward trains are superior to westward trains of the same class (see Rule S-72).

A.—Standard Clocks—
Cincinnati Union Terminal, Roundhouse Register Room.
Cincinnati Union Terminal, Telegraph Office.
Cheviot, Telegraph Office. Cheviot, Roundhouse.
Richmond, Passenger Station.
Peru. Roundhouse and Yard Office.
Stony Island. Chicago.

B.—Bulletin Books and Watch Register Blanks—
Cincinnati Union Terminal, Roundhouse Register Room.
Cincinnati Union Terminal, Telegraph Office.
Cheviot, Yard Office, Telegraph Office and Roundhouse.
Richmond, Passenger Station. Muncie, Yard Office.
Peru. Yard Office and Passenger Station.
Peru. Roundhouse. Stony Island. Chicago.

C.—Yard Limits—(Designated by "Yard Limit Boards".)
Cincinnati, Cheviot, Richmond, Muncie, Peru.
(See Rule 93.)

D.—Maximum speed—Except trains will be governed by signal indication and speed limit sign restrictions.

Location and Conditions.		Passenger Trains	Freight Trains: Time	Freight Trains: Other
Between Cheviot and Griffith		55	50	40
Except where lower speeds are otherwise provided:				
Engines running backward, with or without cars and engines without leading truck	on tangents	20	20	20
	on curves	15	15	15
Trains handling C. & O. derrick cars enroute to scene of accidents	on tangents		30	30
	on curves		20	20
Trains handling other derrick cars, steam shovels, cranes, ditchers and similar pivoted machinery moving on their own wheels	on tangents		20	20
	on curves		15	15
Trains handling derricks, steam shovels, cranes, ditchers and similar pivoted machinery loaded on cars	on curves		30	30
Trains handling scale test cars			25	25
(These cars should be handled on rear of freight trains immediately ahead of caboose cars.)				
Through turn outs at ends of double track		30	25	25
Through turn outs at ends of passing sidings and all main line cross-overs		20	15	15
Between Cheviot and B. & O. Jct		20	15	15
Except:				
Engines running backward with or without cars, engines without leading truck and trains handling derrick cars, steam shovels, cranes, ditchers and similar pivoted machinery moving on their own wheels	on tangents	15	----	15
	on curves	12	----	12
Entering or leaving sidings and through crossovers		10	----	10
Through turn outs in main tracks at West switch Liberty Street and B. & O. Crossing, Eighth Street, Cincinnati		10	----	10

Trains handling dead locomotives without side rods will not exceed a maximum speed of fifteen (15) miles per hour.

Trains handling mixed passenger and freight car equipment, except freight cars equipped with high speed, equalized passenger trucks, steel wheels, steam heat and signal line equipment will observe the maximum freight train speed restrictions.

E.—Junctions and Crossings—

Cincinnati—
- Junction of Cheviot Sub-division and B. & O. R. R. (Target diagonal for C. & O. trains to proceed) and in addition trains will receive hand signal from B. & O. switch tender before fouling any opposing track.
- Junction of Cincinnati Division and Cincinnati Union Terminal Co. (Interlocked.)
- Junction of Cincinnati Division and C. C. C. & St. L. Railway.

E.—Junctions and Crossings—Continued.

Cincinnati—
- Junction of B. & O. R. R. (Target diagonal for C. & O. trains to proceed.)
- Crossing C. N. O. & T. P. 930 ft. west of 8th St. Viaduct, all trains and engines will come to a stop at stop board located there before occupying this crossing and proceed only on hand signal, given with yellow flag by day and yellow light by night when target on fixed signal 45 ft. west of this crossing on north side of C. & O. tracks is vertical.

Cottage Grove—Crossing of B. & O. R. R. (Interlocked.)

Losantville—Crossing of C. C. C. & St. L. R'y. (Interlocked.)

Muncie—
- Crossing of Nickel Plate R. R. Protected by stop boards and gate.

Drew—Crossing of Penna. R. R. (Interlocked.)

Marion—
- Crossing of C. C. C. & St. L. R'y 2½ miles east of Marion. (Gates.)
- Crossing of N. Y. C. & St. L. Belt R. R. 2 miles west of Marion. (Gates.)

Peru—
- Crossing of Nickel Plate R. R. (Gate.)
- Junction of Nickel Plate R. R. Eastward trains stop.
- Crossing of Nickel Plate R. R. at Main St. (Interlocked.)
- Crossing of Wabash R'y. (Interlocked.)

Hoovers—Crossing of Penna. R. R. (Interlocked.)

Kewanna—Crossing of Penna. R. R. (Interlocked.)

North Judson—
- Crossing of Erie R. R. (Interlocked.)
- Crossing of N. Y. C. R. R. (Interlocked.)

LaCrosse—
- Crossing of P. M. R'y. (Gate)
- Crossing of C. I. & L. R'y one mile west of LaCrosse. Protected by stop boards.

Griffith—
- Junction of Erie R. R. (Interlocked.)
- Crossing of G. T. R'y. (Interlocked.)
- Crossing of M. C. R. R. (Interlocked.)
- Crossing of E. J. & E. R'y. (Interlocked.)

F.—When from any cause an engine, under steam, is cut out of a train at a non-telegraph station, the train must stop at the next open telegraph office and report the circumstances to the train dispatcher. The engine cut out must not use a main track unless protected in accordance with Rule 99 (a), or by train orders.

G.—When required to take a siding, a train will enter at first switch of the passing siding.

K.—Local freight trains will stop on signal at all stations to do work.

L.—Location and length of Turntables:

Cheviot	100 feet.
Peru	100 feet.

M—Location of "Y" tracks, length of tail tracks:

Boston	200 feet.
Losantville	115 feet.
Muncie	Any
Phoenix (Joint with N. Y. C. & St. L.)	Any
La Crosse (Joint with P. M.)	20 cars.
Griffith	146 feet.

N.—(a) On two track divisions or sub-divisions, extras will not display classification signals.

(b) On single track divisions or sub-divisions, where freight trains are scheduled in both directions, extras will display classification signals in both directions.

(c) On single track divisions or sub-divisions, where freight trains are scheduled in one direction, extras will display classification signals in the direction only that freight trains are scheduled.
(See Rule 21 (a).)

O.—Location of spring switches in main tracks:

Station.	Switch.	To Track.
G. F. Siding	East	Main.
G. F. Siding	West	Main.
Merrillville	West	Main.
Peru Yard	East Crossover	Main.
Peru (Passing Siding)	East	Main.

CHICAGO DIVISION

SPECIAL INSTRUCTIONS

Flag stops—
Pit
Raymond
Witts
Webster
Benadum
Lawton
Liberty View
Seivers
Hornbeck
} f17 and 18.

Passenger Trains use Cincinnati Union Terminal, Cincinnati.

Trains will be governed by Time Table and Rules of—
Illinois Central R. R. between Chicago and I. C. Jct.
N. Y. C. & St. L. R. R. between I. C. Jct. and Erie Jct.
Erie R. R. between Erie Jct. and Griffith.
B. & O. R. R. between B. & O. Jct. and B. & O. connection 5th and Baymiller St.
C. & C. E. R. R. and T. & B. Co. between B. & O. connection 5th and Baymiller St. and K. C. Junction.

and by rules of the Cincinnati Union Terminal Company, when on its tracks, between C. T. Jct., and C. & O. Jct.

Engineers of eastward passenger trains will make running test of air passing Cheviot, reducing speed to not more than 10 miles per hour; and if necessary to know that the air is working, will stop. Freight trains Cheviot to Brighton will be handled by air brakes as per Rule 103 (c), as applied to grades of less than one and one half percent, except that retainers will be turned up in eastbound yard after brakes are tested, and turned down at Brighton or Liberty Street.

Movements between east end of Cheviot and the signals located 125 feet east of Mile Post 1 at east end of Bridge 11, will be made in accordance with Rules 271 (a) and Rules 273 (a) to 276 (a), inclusive. If the block signal cannot be changed to display an indication more favorable than "stop," authority for such movement must be obtained by telephone by member of the train or engine crew from operator at Brighton, Ohio, who will be authorized by Yard Master or Assistant Yardmaster, and movement must be made at Restricted Speed to the next signal in advance displaying a more favorable indication.

Between B. & O. Jct. and East end of Bridge No. 11, Cincinnati, the two outside tracks will be operated as Eastward and Westward main tracks. The two inside tracks between C. N. O. & T. P. Crossing and East end of Bridge No. 11 are designated as No. 1 and No. 2 from North to South and will be used as storage or passing tracks, They are equipped with hand-throw derails at the East end.
The normal position of the switch at the West end of the two main tracks at East end of Bridge No. 11 is for movements over Eastward main track.

When stopping freight trains of 40 or more cars for water or coal, the engine must be detached.

The jurisdiction of the Officers of the Cincinnati Division extend Cincinnati to Cheviot, inclusive.

Westward trains leaving Cheviot are required to have Form A.

Eastward and Westward trains leaving Medford are required to have Form A.

Eastward trains leaving Griffith are required to have Form A.

SPEED SCHEDULE

TIME PER MILE.	Miles per Hour.	TIME PER MILE.	Miles per Hour.
0 min. 55 sec	65.4	2 min. 45 sec	21.8
0 " 56 "	64.3	2 " 50 "	21.1
0 " 57 "	63.2	2 " 55 "	20.6
0 " 58 "	62.1	3 " 0 "	20.0
0 " 59 "	61.0	3 " 5 "	19.4
1 " 0 "	60.0	3 " 10 "	18.9
1 " 5 "	55.4	3 " 15 "	18.4
1 " 10 "	51.4	3 " 20 "	18.0
1 " 15 "	48.0	3 " 25 "	17.5
1 " 20 "	45.0	3 " 30 "	17.1
1 " 25 "	42.3	3 " 35 "	16.7
1 " 30 "	40.0	3 " 40 "	16.3
1 " 35 "	37.9	3 " 45 "	16.0
1 " 40 "	36.0	3 " 50 "	15.6
1 " 45 "	34.3	3 " 55 "	15.3
1 " 50 "	32.7	4 " 0 "	15.0
1 " 55 "	31.3	4 " 17 "	14.0
2 " 0 "	30.0	4 " 36 "	13.0
2 " 5 "	28.8	5 " 0 "	12.0
2 " 10 "	27.7	5 " 27 "	11.0
2 " 15 "	26.6	6 " 0 "	10.0
2 " 20 "	25.7	6 " 40 "	9.0
2 " 25 "	24.8	7 " 30 "	8.0
2 " 30 "	24.0	8 " 34 "	7.0
2 " 35 "	23.2	10 " 0 "	6.0
2 " 40 "	22.5	12 " 0 "	5.0

SURGICAL STAFF

STATION.	NAME.	OFFICE ADDRESS.	TELEPHONE No.
Cincinnati, O	H. G. Nelson, Oculist	915 Provident Bank Bldg	Parkway 2251.
	Walter R. Griess	19 W. 7th St	Cherry 4617.
	J. E. Rogers	3700 Glenmore Ave	Montana 0830.
Richmond, Ind	Chas. J. Hufnagle	516 First Nat'l Bank Bldg	Office 2040 Residence 6080
Muncie, Ind	O. E. Spurgeon	310 E. Washington St	715.
Marion, Ind	Russell W. Lavengood	908 South Washington St	Office 2424 Residence 881-W
Peru, Ind	D. W. Ferrara	Wabash Hospital	69.
	S. J. Ferrara	Wabash Hospital	69.
Fulton, Ind	F. C. Dielman	Fulton, Ind	52.
North Judson, Ind	Chas. R. Farabee	303 North Lane St	Office 16; Res. 21.
Valparaiso, Ind	G. R. Douglas	23 Lincoln Way	Valparaiso 160 and 63.
Griffith, Ind	F. A. Malmstone	Main Street	133-R.
Hammond, Ind	C. A. McVey	5231 Hohman Avenue	Off. and Res. Hammond 1024
Chicago, Ill	M. L. Mendel	1525 East 53rd St	Plaza 4610.
	A. T. G. Remmert	166 West Jackson Blvd	Wabash 6420
	A. R. Lemke	32 North State St	Dearborn 3750

H. F. Shaw—Division Freight Agent—Muncie, Ind.

E. H. TAYLOR	Superintendent Terminals	Chicago, Ill,
M. I. DUNN	Train Master	Peru, Ind.
K. H. KNOX	Assistant Train Master	Richmond, Ind.
E. G. McDOUGLE	Assistant Train Master	Peru, Ind.
C. T. MARKLI	Road Foreman of Engines	Peru, Ind.
A. W. LEIBFARTH	Road Foreman of Engines	Peru, Ind.
W. A. SWARTZ	Chief Train Dispatcher	Peru, Ind.
R. R. BURCHETT	Division Engineer	Peru, Ind.