THE BALTIMORE AND OHIO RAILROAD COMPANY

WESTERN LINES

"SAFETY ABOVE EVERYTHING"

INDIANAPOLIS DIVISION

TIME TABLE NO. 14

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

Sunday, April 28, 1929

M. V. HYNES,
Superintendent

F. B. MITCHELL,
General Superintendent

R. B. MANN,
Superintendent Transportation

H. B. VOORHEES,
General Manager

C. W. VAN HORN,
General Superintendent Transportation

I am anxious that Baltimore and Ohio employes should at all times be cautious in their relations with the Public and with each other, and that they should make every reasonable effort to operate the trains safely and on time.

I would like also to have their considerate and helpful co-operation towards improving the operation of the property in such ways as may be possible—Not however because they feel obliged to do so, but just because they want to do so,

Daniel Willard

RELIEF DEPARTMENT.

COMPANY'S SURGEONS—GENERAL.

DR. E. V. MILHOLLAND, Medical and Surgical Director, Baltimore, Md.

DR. R. D. SYKES, Assistant to Medical and Surgical Director, Baltimore, Md.

DR. PAGE EDMUNDS, Consulting and General Surgeon, University Hospital, Baltimore, Md.

DR. ROBERT T. MILLER, JR., Consulting Surgeon, 9 E. Chase St., Baltimore, Md.

DR. HARRY E. MOCK, Consulting Surgeon, 122 S. Michigan Ave., Chicago, Ill.

DR. WALTER R. GRIESS, Consulting Surgeon, 19 W. 7th Street, Cincinnati, Ohio.

DR. HENRY A. BECKER, Consulting Surgeon, 629 Guardian Building, Cleveland, Ohio.

DR. PAUL R. SIEBER, Consulting Surgeon, Mercy Hospital, Pittsburgh, Pa.

COMPANY'S SURGEONS—LOCAL.

Hamilton, O.—	DR. MALCOLM BRONSON, (Oculist).
" "	DR. MERLE FLENNER.
" "	DR. MARK MILLIKIN.
Oxford, O.—	DR. CHARLES O. MUNNS.
College Corner, O.—	DR. WM. H. HAWLEY.
Liberty, Ind.—	DR. FRANKLIN T. DUBOIS.
Connersville, Ind.—	DR. JOHN S. LEFFEL.
Rushville, Ind.—	DR. J. E. WALTHER.
Morristown, Ind.—	DR. VICTOR F. TREMOR.
Fountaintown, Ind.—	DR. EPHRAIM B. MILLER.
New Palestine, Ind.—	DR. WILLIAM H. LARRABEE.
Indianapolis, Ind.—	DR. JOHN W. SLUSS.
" "	DR. KARL R. RUDDELL.
" "	DR. W. F. HUGHES, (Oculist).
" "	DR. THOMAS J. DUGAN.
" "	DR. JOHN W. BRIGGS.
" "	DR. GUY W. RUBUSH.
North Salem, Ind.—	DR. OSCAR H. WISEHEART.
Roachdale, Ind.—	DR. CLEMENT C. COLLINS.
Russellville, Ind.—	DR. DAVID E. REED.
Marshall, Ind.—	DR. BRADFORD WARREN.
Montezuma, Ind.—	DR. J. E. REEDER, (Acting).
Dana, Ind.—	DR. OTIS M. KEYES.
Chrisman, Ill.—	DR. EARL G. CONN.
Hume, Ill.—	DR. LOUIS M. GREENBERG.
Newman, Ill.—	DR. HUGH I. CONN.
Tuscola, Ill.	DR. JOHN O. CLETCHER.
Hammond, Ill.—	DR. JOHN H. MCNUTT.
Decatur, Ill.—	DR. VERN E. CANNON.
Mt. Auburn, Ill.—	DR. RAYMOND E. HOLDEN.
Springfield, Ill.—	DR. DON DEAL.
" "	DR. JOHN F. DEAL, (Oculist).
" "	DR. GEORGE W. STABEN.
Rockville, Ind.—	DR. JOS. R. BLOOMER.
Brazil, Ind.—	DR. C. C. SOURWINE.

HOSPITALS

Hamilton, O.—Mercy Hospital.
Connersville, Ind.—Fayette Memorial.
Indianapolis, Ind.—St. Vincent Hospital.
" " **Methodist Hospital.**
Tuscola, Ill.—Sarah Jarman Hospital.
Decatur, Ill.—Macon County Hospital.
" " **St. Mary's Hospital.**
Springfield, Ill.—St. John's Hospital.
" " **Springfield, Hospital and Training School.**

LOCATION OF FIRST AID EMERGENCY CASES

Hamilton, Connersville, State St. Yard Office, Moorefield, Montezuma, Decatur, Shops.

EXAMINING POINTS.

Examining office days and hours:—
SPRINGFIELD, ILL.—Saturday 8:00 A. M. to 11:00 A. M.,
INDIANAPOLIS, IND.—(220 Virginia Ave.)
Mondays and Thursdays 9:00 A. M. to 12 Noon.

MEDICAL EXAMINERS TERRITORIES

(Reports of disabilities and death should be forwarded to the respective Medical Examiners.)
Hamilton, O. to Springfield, Ill., exclusive of Hamilton. { Dr. C. A. Lloyd, Indianapolis, Ind.

Rules Governing Services of COMPANY'S SURGEONS.

1. All telegraphic calls for surgeons will have precedence over all other business, except train orders.

2. In all cases of injuries to passengers or employees requiring surgical aid, the Surgeon of the Company who can reach the point the quickest will be immediately called by the officer in charge and the case put in his exclusive control. If impossible to secure immediate attendance of Company's Surgeon other surgical aid should be promptly secured to attend until the arrival of the Company's Surgeon.

Upon arrival of the Company's Surgeon he shall assume charge of the situation, making proper arrangements with the surgeon already in attendance for continuance or discontinuance of services.

3. When a number of persons are injured the services of competent surgeons in the vicinity should at once be secured and every attention given the wounded. Company's Surgeon will be immediately notified, giving number of persons injured and what will probably be required for their relief.

4. The Company will not be responsible for the employment of other surgeons than those above named, and no obligation of any kind, beyond the services required while awaiting the arrival of the Company's Surgeon, or subsequently arranged for by him, will be assumed by the Company.

5. The officer in charge will arrange to have the injured persons removed from the scene of the accident as promptly as possible, providing an ambulance or other conveyance, and sending a man, or men, with the injured persons when necessary, any expense incurred to be billed direct to the Company, or paid by the person in charge, who will present a statement of the same and receive voucher.

6. No important surgical operation should be performed previous to the arrival of the Company's Surgeon, except such as may be required for the immediate safety of the patient.

7. While Company's Surgeons will be assigned to duty within prescribed limits, they will be expected to go out of such limits when required.

8. Employees will be expected, whenever able, to visit the Company's Surgeon's office for treatment, except where their residence is remote therefrom.

9. When an injured employee selects a surgeon other than the one appointed, the Company will be relieved of any obligation to pay for his service, and such surgeon will look to such employe for his compensation.

W. J. DUDLEY, *Supt.*

1. SUPERIORITY OF TRAINS.

On single track Westward and Northward trains are superior to Eastward and Southward trains of the same class.

EXCEPTIONS TO No. 1.

No. 79 is superior to No. 78.

2. LOCATION OF STANDARD CLOCKS.

Telegraph Office	Hamilton,
Telegraph Office	Connersville,
Telegraph Office	State St. Yard Office.
Dispatchers Office	Indianapolis,
Union Depot	Indianapolis,
Telegraph Office	Moorefield,
Engine Dispatchers Office	Moorefield,
Telegraph Office	Montezuma,
Telegraph Office	Tuscola,
Round House Office	Decatur,
Telegraph Office	Decatur,
Telegraph Office	Shops,
Union Depot	Springfield.

LOCATION OF WATCH INSPECTORS.

Bentel Bros.,	Hamilton, O.
W. P. Herrmann,	Connersville, Ind.
Southam Watch Co.,	Indianapolis, Ind.
Arthur Powell,	Montezuma, Ind.
Wm. Burnett,	Decatur, Ill.
W. C. Hall,	Springfield, Ill.

3. REGISTER AND BULLETIN BOARD STATIONS.

Registers.

Hamilton,	Indianapolis,	Decatur,	Springfield,
Connersville,	Moorefield,	Boody,	Brazil.
State St. Yard Office,	Montezuma,	Shops,	

Bulletin Boards.

Round House,	Hamilton,
Hamilton,	
Connersville,	
State St. Yard Office,	
Union Depot,	Indianapolis,
Round House,	Moorefield,
Telegraph Office,	Moorefield,
Montezuma,	
Round House Office,	Decatur,
Telegraph Office,	Decatur,
Telegraph Office,	Shops,
Round House Office,	Shops,
Union Depot,	Springfield.

4. FORM A AND C.

In accordance with Rule 83-B Form A part (a) line 5 will be issued by the operator properly authorized by the train dispatcher, for the information of the Engineman at Hamilton, Indianapolis, State Street Yard Office, Moorefield, Montezuma, Decatur and Boody. The locomotive engineer is relieved from personally examining the train register at these points but the Conductor will examine the register.

At Connersville, Decatur and Shops, Form A part (a) line 5 will be issued by the operator, properly authorized by the dispatcher, for the information of the Conductor and the Engineman.

At Connersville, State St. Yard Office, Moorefield and Decatur conductor and Engineman of first class trains are relieved from examining the register but the conductor will throw off Form C at these points, properly filled out to the operator who will copy it in the register book and then file.

Rule 706-A is modified to provide, that Conductors and Engineers will carry with them a supply of Form "A" with carbon paper, and where telephone booths or boxes are not now provided with the forms, Form "A" will be made and copy mailed to Superintendent.

5. SPEED RESTRICTIONS.

LIMITS	CLASS OF SERVICE: Passenger and Express Trains.	Passenger Trains handled by Freight Engines and Fast Freight Trains	Slow Freight Local, Pickup and Work Trains.
Hamilton Sub-Div. except as noted below.	55	40	35
Decatur " " " " " "	45	35	25
Brazil " " " " " "	30	20	20
Maximum speed of excursion or other special trains made up of open platform equipment, and passenger trains handling equipment with freight car trucks will be 10 miles per hour less than the maximum speed of other passenger trains			
Entering or leaving sidings and through crossovers	10	10	10
Through interlocking plants	45	35	30
Engines running backwards on tangents	20	20	20
Engines running backwards on curves	15	15	15
Light engines with or without caboose 30 miles per hour.			
When other than passenger trains are run on first-class schedules the train orders will specify the maximum speed.			
In manual block territory, where side or middle order is to be received	20	20	20
Over railroad crossings at grade		25	15
Hamilton—West End Bridge, No. 2	15	15	15
West End Bridge, No. 2 to Hamilton Belt Junction	30	20	20
Hamilton Belt Junction to McGonigle	45	35	30
Oxford	15	15	15
College Corner	15	15	15
Liberty	20	20	20
Liberty to Hurricane	45	35	30
Indianapolis, City Limits to State St.	30	30	30
" State St., to Liberty St.	25	25	25
" Liberty St., to Senate Ave.	15	15	15
" Senate Ave., to Belmont Ave.	25	25	25
" Belmont Ave., to City Limits	30	30	30
Over Bridge 108, east of Tilden	10	10	10
Over Bridge 116, west of North Salem	10	10	10
Over Bridge 144, Guion Water Tank	10	10	10
Newman	15	15	15
Camargo	10	6	6
Tuscola	8	6	6
Atwood	10	10	10
Decatur	10	6	6
Boody to Springfield	40	25	20
Bridge 254, between Derry Farm and Keys	10	10	10
Bridge 257, between Keys and East Springfield	10	10	10
Over Illinois Traction Crossing at Belt Tower, East Springfield	30	30	30
Between west switch New Track East Springfield to C. & A. Junction		10	10
Over Bridge 324 between Mecca Junction and Mecca	10	10	10
When 2-E-41 class engines are double-headed they will be separated over bridges 108, 116 and 144.			
When 2-E-44 class engines are double-headed they will be separated over bridges 108, 116 and 144. No double-heading permitted over bridge No. 324 on the Brazil Sub-Division.			

Speed of Relief Trains	Sub-Divisions: Hamilton	Decatur	Brazil
Engine in forward motion	35	25	20
Engine in backward motion	20	20	15
With crane ahead of engine	20	20	15

6. BRAKEMEN, FLAGMEN AND FLAGGING.

7. EXPLOSIVES.

Cars loaded with inflamable articles, acids, dynamite, powder, and other explosives, and oil tanks, loaded or empty, will be handled in accordance with Bureau of Explosives Pamphlet No. 9, and supplements thereto.

8. EXTRA TRAINS.

9. FIXED SIGNALS.

Rules 362 and 363 are modified to permit passenger trains to pass a stop signal to do platform work, at stations at which they stop, except that no train will pass a stop signal far enough to run by the clearance of the passing siding switch where an opposing train would enter siding, or pass clearance at end of double track, where an opposing train would enter double track without first receiving hand signal from operator. Before leaving, conductor and engineman will receive Form A, part A, line 3.

In automatic territory, where the semaphore is used as a train order signal, such signal will indicate "clear" when there are no orders and "stop" when trains are to be stopped for train orders. When an operator receives the signal "31" or "19" followed by the direction, he will immediately display the "stop signal" for the direction indicated and reply "stop displayed" adding the direction; and until the orders have been delivered or annulled the signal will not be restored to "proceed." Rules 91A and 221-A, conflicting are modified accordingly.

Connection with I. U. Ry., at Davidson Street, Indianapolis, is governed by a one-armed dwarf signal.

Connection with the P. & E., B. & O., joint tracks at Moorefield, the movement of eastward trains is govered by a two-arm semaphore, the lower arm governing the movement of B. &. O. trains.

RAILROAD CROSSINGS.

STATIONS	CROSSINGS	Position of signal indicating clear route for Indianapolis Div. Trains.
Cottage Grove	C. & O.	Interlocking
Rushville	P.C.C. & St. L.	Diagonal
	C.C.C. & St. L.	Diagonal
	N.Y.C. & St. L.	Rule 20 to be observed
Moorefield	I. U.	Horizontal
		Rule 20 to be observed
Roachdale	C. I. & L.	Governed by Gate
		Rule 20 to be observed
Hillsdale	C. & E. I.	Interlocking
West Dana	C. M. & St. P.	Interlocking
Chrisman	C.C.C. & St. L.	Interlocking
Metcalf	N.Y.C. & St. L.	Rule 20 to be observed
Hume	K. & S.	Rule 20 to be observed
Tuscola	I. C.	Interlocking
Tuscola	C. & E. I.	Interlocking
Hammond	Wabash	Perpendicular
		Rule 20 to be observed
Decatur	I. C.	Governed by Gate
		Rule 20 to be observed
Bet. Keys and East Springfield	I. T. S.	Interlocking
	I. T. S.	Rule 20 to be observed
Springfield	Springfield Sub-Div.	Interlocking
Springfield	I. C.	Interlocking
Springfield	Wabash	Semaphore
Bet. E. Grand Ave. and C.&A. Junct.	Wabash	Interlocking
	C. & I. M.	Interlocking
C. & A. Junction	C. & A.	Interlocking
Rosedale	P.C.C. & St. L.	Governed by Gate
		Rule 20 to be observed
Coal Bluff	C.C.C. & St. L.	Interlocked
Brazil	T.H.,I. & E.T.	Trainmen flag cros'g.

10. SPACING TRAINS.

Rules 501 to 515 inclusive will govern between Hamilton and Davidson Street, Indianapolis.

Rule 109 to 109-C inclusive will govern on the Decatur and Brazil Sub-Divisions.

11. HELPER SWITCH AND YARD ENGINES.

Helper engines may return ahead of second-class trains.

All second and third class and extra trains on the Decatur Sub-Division will approach Bridge 162 and Bridge 167 under control and handle their trains between these points at such speed that it will not be possible to strike any other train or engine working in this territory.

THE ENTIRE RESPONSIBILITY FOR ACCIDENT IN SUCH CASES RESTS WITH THE APPROACHING TRAIN.

When passenger trains are passing through yards or stations, engines engaged in switching on next parallel track will stop.

12. TELEPHONES.

13. AIR BRAKES, HAND BRAKES, TESTING, ETC.

Instructions governing the operation of air brakes, train air signal equipment, electric head lights and electric lighting of passenger cars will be found in Form 1118-D Revised, which will govern.

When helper engine is used on rear end of freight trains, the air brakes must be coupled up to helper engine and operated from leading engine. If necessary to cut helper engine off without stopping train, the angle cock will be closed on rear end of the last car or caboose, the uncoupling lever raised and signal given to helper engine to stop helping. When the helper engine drops back far enough to pull the hose apart the brakes on helper engine will set and stop the engine, so that the helper engine will not collide with the train should there be an air hose burst just after cutting off.

Air will be cut into helper engine used on rear of passenger trains and trains stopped to cut helper off.

14. WATER AND FUEL.

Rule 115 is modified to the extent, that it will not be necessary to detach engines to take water or fuel, unless in judgment of Engineman it is necessary.

15. OPERATING TRAINS BY SIGNAL INDICATION.

16. JOINT OR SPECIAL USE OF TRACKS

Indianapolis Union Railway tracks are used between Davidson Street and West Street, Indianapolis.

B. & O.—C. C. C. & St. L. tracks are used as joint double tracks between West St., Indianapolis and Moorefield.

Springfield joint time table is effective between East Grand Avenue and First Street.

Wabash time table is effective between Decatur and Boody.

C. & A. Railroad and B. & O. Railroad yard engines use the track jointly between East Grand Avenue and C. & A. Junction.

B. & O.—Monon first-class trains turn on the Pennsylvania Company's "Y" and back into Indianapolis Union Station.

17. MAIL.

18. TRAIN ORDER STATIONS—IRREGULAR HOURS.

Oxford, O.	7:00 A. M. to 11:00 P. M.
College Corner	7:40 A. M. to 4:40 P. M.
Liberty	7:15 A. M. to 11:15 P. M.
*Brownsville	8:00 A. M. to 5:00 P. M.
*Glenwood	8:00 A. M. to 5:00 P. M.
*Arlington	8:00 A. M. to 5:00 P. M.
*Morristown	8:00 A. M. to 5:00 P. M.
*New Palestine	8:00 A. M. to 5:00 P. M.
*North Salem	7:00 A. M. to 4:00 P. M.
*Russellville	7:40 A. M. to 4:40 P. M.
*Milligan	7:45 A. M. to 4:45 P. M. 8:00 P M. to 4:00 A. M.
*Marshall	7:30 A. M. to 4:30 P. M.
*Bloomingdale	7:00 A. M. to 4:00 P. M.
*Dana	6:50 A. M. to 3:50 P. M.
*Chrisman	8:00 A. M. to 5:00 P. M.
*Metcalf	8:00 A. M. to 5:00 P. M.
*Hume	8:00 A. M. to 1:00 A. M.
*Newman	8:00 A. M. to 12:00 M. N.
*Murdock	8:00 A. M. to 5:00 P. M.
*Camargo	8:00 A. M. to 5:00 P. M.
Tuscola	8:00 A. M. to 12:00 M. N.
*Garrett	8:00 A. M. to 5:00 P. M.
*Atwood	8:00 A. M. to 5:00 P. M.
*Pierson	8:00 A. M. to 5:00 P. M.
*Hammond	7:30 A. M. to 4:30 P. M.
*LaPlace	7:00 A. M. to 4:00 P. M.
*Osbernville	8:00 A. M. to 5:00 P. M.
*Mt. Auburn	8:00 A. M. to 5:00 P. M.
*Roby	7:25 A. M. to 4:25 P. M.
*Mecca	7:30 A. M. to 11:30 P. M.
*Coal Bluff	8:00 A. M. to 12:00 M. N.
*Brazil	7:00 A. M. to 4:00 P. M.

*Daily except Sunday.

19. MAXIMUM WEIGHT LIMITS, CARS.

Hamilton to Indianapolis	220,000 lbs.
Indianapolis to Springfield	210,000 lbs.
Brazil Jct. to Brazil	160,000 lbs.

For operation of engines.

See booklet Form 1594, Special (No. 6), Effective October 1, 1928. Instructions governing operation of Engines and Cars so far as strength of bridges is concerned.

20. RESTRICTIONS AT RAILROAD CROSSINGS AND DRAWBRIDGES.

In the State of Ohio at railroad crossings and drawbridges not equipped with approved interlocking, trains or engines will stop not less than 200 feet nor more than 800 feet from crossing and in the State of Indiana not less than 40 feet nor more than 500 feet from the crossing and in the State of Illinois within 800 feet from crossing, and will not proceed until the route is clear.

21. WHISTLE SIGNALS.

Approaching highway crossings at grades, after the warning whistle is given at the designated post when the view from or to the highway is obstructed,or the engineman or other employees on the engine can see a pedestrian or vehicle approaching the crossing, warning whistle should be followed by short blasts given at intervals until the engine has reached the crossing.

Whenever a train or engine is approaching a crossing at the time another train in the same or opposite direction is standing upon, passing over, or has just passed over the crossing, the engineman of the approaching train or engine shall sound short blasts of the whistle at intervals until the engine has passed over the crossing.

When trains are running against the current of traffic, the engineman will sound the crossing whistle signal at the designated post governing trains running with the current of traffic, followed by short blasts of the whistle at intervals until the crossing is reached, even though the highway may be protected.

22. MARKERS.

23. TRAIN ORDERS.

To secure uniformity of train orders, following form of order has been adopted to notify certain trains to take siding in making a meeting point.:

"No.....Engine..... take siding and meet No.....Engine.....at....."

Between Indianapolis and Hamilton as provided by Rule 211, train order form 19 may be used to restrict the superiority of trains except that Form 31 will be used when an order is issued at the point where superiority is restricted and also in territory where Rules 301 to 377 inclusive are effective, when superiority is restricted at an advance or intermediate siding within the block by order issued at the telegraph office at the entrance to the block.

On single track where Rules 301 to 377, inclusive, are effective, to admit a train that is not carrying passengers into a block within which a work extra is working and is not clear of the block, a copy of the work extra's working order must be addressed and delivered to such trains at the entrance of the block and they must be admitted under permissive indication on Form "A".

Rule 317 is hereby modified to the extent that train order Form "T" will be used for the following movement only.

On single track, whether manual block rules are in effect or not, when a "middle order," so called, is addressed to the operator at the intermediate train order office, there will be a train order signal displayed, at that office in every case and Rule 208 govern until the order has been delivered by the operator to trains affected until all have arrived from one direction. The operator is not relieved from such delivery, even though the time of a "wait order" has elapsed, unless the order addressed to the operator has been annulled by the Train Dispatcher

At an interlocking station where the home interlocking signal is also used as a block signal, a red flag or red light displayed at the interlocking station indicates there are train orders.

The engineman will acknowledge the display of the train order indication by two short blasts of the engine whistle.

The operator, after ascertaining train order signal is properly displayed, will then cause signal to display arm in 45 degree position, or a lunar light, which will be an approach indication AND THE TRAIN MAY PROCEED TO THE INTERLOCKING STATION ONLY, unless otherwise directed by Form "A".

The operator will not deliver the Form "A" to a train carrying passengers until the block is clear, unless he has a train order authorizing it to proceed, AND THEN ONLY AFTER THE PASSENGER TRAIN HAS BEEN BROUGHT TO A STOP.

The Form "A" will not be delivered to a train, other than one carrying passengers, until the spacing time has elapsed.

24. SWITCHING OVER HIGHWAYS AT GRADE.

In the movement of engines with or without cars while switching over highway grade crossings within yards limits, also commercial and station sidings, mine, industrial, or passing sidings; unless there is a crossing watchman at his post, or the gates are down, a member of the crew will protect highway traffic at crossing by preceding each movement over the crossing and see that all highway traffic has been stopped before signaling the engineman to proceed.

The same protection will be given whenever a light engine is making a movement either forward or backward over highway crossings at grade (except when running from one station to another as a straight-away movement); also whenever a train or engine takes a siding and obscures the view from the highway of an approaching train.

When necessary to cut a train at a highway grade crossing, the ends of the cut, where practicable, shall be not less than fifty feet from the center line of the crossing and a member of the crew will remain at the crossing to protect highway traffic as indicated above, until the cars have again been coupled.

If necessary to cut a train at more than two highway crossings and there are not sufficient members of the crew available to protect highway traffic at each crossing, the ends of the cuts at the crossings which cannot be protected should, where practicable be left standing not less than one hundred and fifty feet from center line of the crossing. A member of the crew should station himself in position to insure that all highway traffic has been stopped before signaling the engineman to make the movement.

When a car or cars are set off or placed on any track they must be left standing not less than one hundred and fifty feet from the center line of a highway crossing when the space permits.

25. INTERLOCKING.

Rule 684 is revised to read: When necessary to disconnect a switch, derail or movable frog, they shall first be spiked, and signal maintainer must give to the Operator "Out of Service" form in duplicate, specifying the part or parts affected. This form must be signed by each operator on duty, and one copy filed by the signal maintainer.

The "Out of Service" Form must in a like manner be used when it is necessary to disconnect a detector bar, signal or circuit, signals governing over routes affected shall be secured so as to display the most restrictive indication.

26. FIRST AID EMERGENCY CASES.

First Aid Emergency cases, directions for the use of which are pasted on the inside cover, will be carried on trains and located at every important shop and station. They shall be in direct charge of conductors of freight trains, baggagemen of passenger trains, enginemen of helpers, agents at stations and master mechanics at shops who are responsible for the compliance with the General Notice in reference thereto.

27. HOURS OF SERVICE LAW.

The Hours of Service Law require that no employe in train service shall be permitted to be continuously on duty for more than sixteen consecutive hours, nor be permitted to be on duty more than sixteen hours in the aggregate in any twenty-four hour period, except in case of casualty, unavoidable accident or Act of God.

After being on duty sixteen consecutive hours, he must not be required or permitted to again resume duty without having been off duty ten consecutive hours, and, after being on duty sixteen hours in the aggregate in any twenty-four hour period, he shall not be required or permitted to again go on duty without having at least eight consecutive hours off duty.

Any employe concerned who may be ordered for duty before his legal rest period has expired must report the fact to the proper officer before going on duty.

Train and engine crews after being on duty twelve hours will notify the dispatcher, by telegraph from first open telegraph office, the time they will be on duty, fourteen hours.

28. ELECTRIC HEADLIGHTS
HEADLIGHTS WILL BE DIMMED WHEN

1. In yards where switch engines are employed.
2. Approaching stations at which stops are to be made, or where trains are receiving or discharging passengers.
3. On two or more tracks when approaching trains running in opposite directions.
4. Standing at Terminal or Division points.
5. At any point where they are liable to make difficult the proper reading of signals.

HEADLIGHTS WILL BE TURNED OUT OR CONCEALED:

1. When a train turns out to meet another and has stopped clear of the main track, or is standing to meet a train at the end of double track or at Junction.

29. BRIDGE AND TRESTLE PROTECTION.

30. TRAINS LEAVING SIDING.
IN AUTOMATIC SIGNAL TERRITORY.

In automatic signal territory, trains passing from side to main track will, as a protection against following trains, open the main track switch three minutes before fouling the main track. In order to expedite their own movement the switch should be opened immediately after the passage of any train they expect to follow.

Both switches of a crossover must be opened three minutes before a train or engine starts to make a crossover movement, and the movement must be completed before either switch is restored to normal position. This will not relieve flagman from protecting as per Rule 99.

31. INSPECTION OF PASSING TRAINS.

Rule 117, of the Rules and Regulations of the Operating Department, is Supplemented as follows:

If no indication of conditions endangering the train is seen, employees will give proceed signal to rear of passing train.

Train and enginemen on moving trains will be on the lookout for signals, when passing stations, passing sidings, water stations, points where trackmen are working and other places where employees are stationed along the track, and, when possible, will exchange signals with men on ground. When other duties permit, trainmen will be stationed at rear of both passenger and freights trains to exchange signals when passing stations and passing tracks. On trains having official, or other cars to which trainmen do not have access, on rear of train, signals will be exchanged from rear of car ahead of such car or cars.

UNCLASSIFIED.

When an accident occurs involving personal injury to, or damage to property belonging to passengers, employees or others, no information is to be given by employees concerning the accident excepting to duly authorized officers or representatives of this Company.

Employees operating motor cars must not pass an open telegraph or block station without asking the operator for information as to train movements, also movements of other motor cars in the same or opposing direction of which he is informed. They should state the direction in which they are to move and the operator to whom this information is given will notify the operator at the station in advance and proper record be made by these operators on their block sheets or train register, so that in the event a motor car is to be operated within these limits, the operator will be in position to give information as to movements of other cars within the same limits.

The information received does not relieve those acting upon it from exercising proper precaution at all times.

In the operation of such cars where there are three or more tracks, special effort will be made to confine the operation to outside tracks, When necessary to use other tracks and a train is approaching from either direction on any track the car must be stopped and the occupants stand clear of the running tracks.

When two or more motor cars are being operated within the same limits, (or when those operating motor cars do not have access to telegraph office or telephone) all such cars must be so operated that they can be stopped within the range, of vision of the person operating the car.

Where there are section gangs located between telegraph stations without means of communicating with one of such stations, the operator should inform other cars of the fact that they may look out for them.

Engines except engines in yard service will display red light at night on rear of tank when detached from train within yard limits.

The low speed signal at Cottage Grove interlocking plant will only advance a train to the tower, where the signalman will notify crew as to why low speed signal was given. If this signal is given to advance a train to the tower to receive train orders, a red flag by day and a red light by night will be displayed on a board provided for this purpose on the north side of the tower. If to enter siding or for switching or to advance a train to the next block signal, the signalman will so notify the crew.

Unless otherwise instructed trains taking siding at McGonigle or Cottage Grove will use the first switch.

When running switches are made from or to main track the conductor will handle the switch except on local freight trains where the switch may be handled by the listman.

EXPLANATION OF LETTERS.

C	Stops on signal to discharge passengers.
D	Day train order station.
N	Night train order station.
DN	Day and Night train order station.
DPN	Day and Part Night train order station.
K	Stop on signal to receive or discharge passengers, Indianapolis, Decatur and beyond.
Y	Stop to land passengers from Indianapolis and points West and pick up passengers for East of Cincinnati.
Z	Stop to land passengers from Cincinnati or beyond and pick up passengers for Indianapolis and beyond.

WESTWARD

Distance from Cincinnati	Train Order Stations	HAMILTON SUB-DIVISION TIME TABLE No. 14 April 28, 1929	Passing Siding Capacity in Cars	FIRST CLASS 48 DAILY A.M.	44 DAILY Ex. Sunday P.M.	744 Sunday Only P.M.	46 DAILY P.M.	SECOND CLASS 98 DAILY A.M.	90 DAILY NOON	96 DAILY P.M.		THIRD CLASS 80 DAILY Ex. Sunday A.M.			
85.4	DN	Toledo Div. Double track HAMILTON.		9.08	4.45	5.50	9.53	7.40	12.00	10.15	.....	6.00	.....	.....	.....
		1.5													
86.9		HAMILTON BELT JCT.		9.11	4.49	5.53	9.57	7.50	12.10	10.25	.....	6.06	.....	.....	.....
		0.7													
87.6		MIDWAY.	14	9.13	4.51	5.54	9.59	7.55	12.15	10.30	.....	6.09	.....	.....	.....
		5.6													
88.2		McGONIGLE	60	9.22	5.01	6.02	10.07	8.30	12.40	10.45	.....	F 6.25	.....	.....	.....
		2.0						45							
90.2		WOODS.		.....	.....	.....	.....	.....	.....	.....	.....	F 6.30	.....	.....	.....
		4.3													
89.5	DPN	OXFORD.	33	S 9.31	S 5.15	S 6.10	S10.16	8.55	12.53	10.58	.....	S 7.15	.....	.....	.....
		3.3													
92.8		DONALD.	60	9.37	5.21	6.15	10.22	9.05	1.05	11.05	.....	7.25	.....	.....	.....
		2.2							81						
95.0	D	COLLEGE CORNER.	30	9.40	S 5.26	F 6.19	Z10.27	9.15	1.20	11.15	.....	S 7.40	.....	.....	.....
		3.2													
98.2	DN	COTTAGE GROVE. (C&O)	39	9.46	F 5.31	6.23	10.31	9.25	1.40	11.25	.....	S 8.03	.....	.....	.....
		4.8							91			45			
103.0	DPN	LIBERTY.	41	F 9.55	S 5.40	S 6.29	S10.40	9.35	1.55	11.35	.....	S 8.40	.....	.....	.....
		6.1													
89.1	D	BROWNSVILLE.	28	10.04	F 5.50	6.39	10.49	9.50	2.12	11.50	.....	S 9.20	.....	.....	.....
		3.8				47									
92.9		LYONSVILLE.	80	10.09	F 5.55	6.45	10.55	10.09	2.22	12.01	.....	S 9.45	.....	.....	.....
		4.4		98				48		99		10.00			
97.3	DN	CONNERSVILLE.	48	S 10.18	S 6.10	S 6.55	S11.05	10.25	2.48	12.20	.....	S 10.18	.....	.....	.....
		(NYC&StL) 1.5 (CCC&St.L)		80-81				81	49	95		81-48			
98.8		SALTERS.	40	10.21	6.21	6.58	11.08	11.15	3.00	1.00	.....	10.50	.....	.....	.....
		3.8			47		99								
102.6		LONGWOOD.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.1													
105.7		HURRICANE.	75	10.32	6.33	7.08	11.18	11.50	3.47	1.30	.....	11.15	.....	.....	.....
		1.3						91							
107.0	D	GLENWOOD.		.....	S 6.39	.....	.....	12.10	3.55	1.35	.....	F11.25	.....	.....	.....
		2.0													
109.0		MAUZY.	80	10.36	6.43	7.12	11.22	12.15	4.00	1.40	.....	F11.40	.....	.....	.....
		6.1					95					91			
86.1	DN	RUSHVILLE.	33	S10.46	S 7.00	S 7.22	S11.32	12.40	4.15	1.55	.....	S11.55	.....	.....	.....
		(PCC&STL) (NYC&STL) 7.0 (CCC&STL)													
92.1	D	ARLINGTON.	80	10.56	F 7.15	7.32	11.41	12.55	4.30	2.15	.....	S12.10	.....	.....	.....
		4.1		91											
96.2		GWYNNEVILLE.	29	11.01	F 7.22	7.37	11.46	1.03	4.40	2.25	.....	F12.20	.....	.....	.....
		2.8													
99.0	D	MORRISTOWN.	45	11.05	F 7.28	7.41	11.50	1.08	4.45	2.35	.....	S12.30	.....	.....	.....
		4.6													
103.6		FOUNTAINTOWN.	60	11.10	F 7.35	7.46	11.55	1.20	4.55	2.55	.....	F12.40	.....	.....	.....
		2.4													
106.0		REEDVILLE.		.....	F 7.40	.....	.....	1.26	5.00	3.10	.....	F12.50	.....	.....	.....
		3.7													
109.7	D	NEW PALESTINE.	57	11.18	F 7.47	7.53	12.02	1.52	5.07	3.20	.....	F 1.00	.....	.....	.....
		3.8						49							
113.8		JULIETTA.	62	11.23	7.54	7.58	12.07	2.15	5.22	3.35	.....	F 1.15	.....	.....	.....
		6.2							47						
119.7		IRVINGTON.	50	11.30	8.02	8.05	12.14	2.25	5.35	4.00	.....	1.40	.....	.....	.....
		2.0										49			
121.7		BELT CROSSING.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.7 (IURy)													
122.4	DN	STATE STREET YARD OFFICE		11.35	8.06	8.09	12.18	2.45	5.45	4.45	.....	2.00	.....	.....	.....
		2.1													
124.5	DN	INDIANAPOLIS.		11.45	8.15	8.20	12.30	.....	.....	.....	.....	.....	.....	.....	.....
				A.M.	P.M.	P.M.	A.M.	P.M.	P.M.	A.M.		P.M.			
		Time over District.....		2.37	3.30	2.30	2.37	7.05	5.45	6.30		8.00			
		Average speed per hour.....		37.8	28.3	39.6	37.8	13.7	17.2	16.0		12.1			

Passenger trains will not exceed a speed of 55 miles per hour.
Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD

Distance from Springfield	Train Order Stations	HAMILTON SUB-DIVISION. TIME TABLE No. 14 April 28, 1929	Passing Siding Capacity in Cars	FIRST CLASS 45 DAILY A.M.	49 DAILY P.M.	47 DAILY P.M.		SECOND CLASS 91 DAILY A.M.	99 DAILY P.M.	95 DAILY P.M.		THIRD CLASS 81 DAILY Ex. Sunday A.M.			
194.5	DN	INDIANAPOLIS.		6.00	1.30	5.05	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.1													
196.6	DN	STATE ST. YARD OFFICE.		6.05	1.35	5.10	.....	9.05	9.15	9.45	.....	6.25	.....	.....	.....
		0.7													
197.3		BELT CROSSING.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.0 (IURy)													
199.3		IRVINGTON.	50	6.10	1.40	5.15	.....	9.20	9.23	9.53	.....	F 6.36	.....	.....	.....
		6.2			80										
205.5		JULIETTA.	62	6.17	1.47	5.22	.....	9.35	9.35	10.05	.....	F 6.53	.....	.....	.....
		3.8				90									
209.3	D	NEW PALESTINE.	57	6.22	1.52	5.27	.....	9.45	9.42	10.12	.....	F 7.10	.....	.....	.....
		3.7			98										
213.0		REEDVILLE.		.....	.....	.....	.....	9.52	9.49	10.19	.....	F 7.20	.....	.....	.....
		2.4													
215.4		FOUNTAINTOWN.	60	6.29	1.59	5.34	.....	10.04	9.53	10.23	.....	F 7.30	.....	.....	.....
		4.6													
220.0	D	MORRISTOWN.	45	F 6.34	2.04	5.39	.....	10.25	10.02	10.32	.....	S 7.44	.....	.....	.....
		2.8													
222.8		GWYNNEVILLE.	29	6.38	2.08	5.43	.....	10.37	10.08	10.38	.....	F 8.00	.....	.....	.....
		4.1													
226.9	D	ARLINGTON.	80	6.43	2.13	5.48	.....	10.56	10.16	10.46	.....	S 8.15	.....	.....	.....
		7.0						48							
233.9	DN	RUSHVILLE.	33	S 6.55	Y 2.22	S 5.59	.....	11.20	10.31	11.01	.....	S 8.52	.....	.....	.....
		(PCC&STL) (NYC&STL) 6.1 (CCC&STL)													
240.0		MAUZY.	80	7.05	2.30	6.08	.....	11.40	10.46	11.22	.....	F 9.15	.....	.....	.....
		2.0						80		46					
242.0	D	GLENWOOD.		.....	.....	.....	.....	.....	.....	.....	.....	F 9.25	.....	.....	.....
		1.3													
243.3		HURRICANE.	75	7.09	2.34	6.12	.....	11.50	10.52	11.35	.....	9.35	.....	.....	.....
		3.1						98							
246.4		LONGWOOD.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.8													
250.2		SALTERS.	40	7.19	2.43	6.21	.....	12.08	11.08	11.51	.....	9.55	.....	.....	.....
		1.5				44			46						
251.7	DN	CONNERSVILLE.	48	S 7.27	S 2.48	S 6.26	.....	12.20	11.40	12.20	.....	S 10.00	.....	.....	.....
		(NYC&StL) 4.4 (CCC&StL)			90					96		10.25			
												80			
256.1		LYONSVILLE.	80	7.37	2.55	6.34	.....	12.45	12.01	12.33	.....	48-98 F11.15	.....	.....	.....
		3.8							96						
259.9	D	BROWNSVILLE.	28	7.42	3.00	6.39	.....	12.55	12.10	12.40	.....	S11.36	.....	.....	.....
		6.1				744									
266.0	DPN.	LIBERTY.	41	S 7.55	Y 3.08	S 6.49	.....	1.20	12.25	12.55	.....	S12.04	.....	.....	.....
		4.8													
270.8	DN	COTTAGE GROVE. (C&O)	30	8.03	3.15	6.56	.....	1.40	12.35	1.05	.....	S12.30	.....	.....	.....
		3.2			80				90						
274.0	D	COLLEGE CORNER	30	S 8.08	3.19	F 7.01	.....	1.55	12.43	1.10	.....	S12.45	.....	.....	.....
		2.2													
276.2		DONALD	60	8.12	3.22	7.06	.....	2.05	12.48	1.15	.....	1.05	.....	.....	.....
		3.3													
279.5	DPN.	OXFORD.	33	S 8.20	S 3.27	S 7.14	.....	2.20	12.55	1.22	.....	S 1.45	.....	.....	.....
		4.3													
283.8		WOODS.		.....	.....	.....	.....	.....	.....	.....	.....	F 1.55	.....	.....	.....
		2.0													
285.8		McGONIGLE.	43	8.30	3.35	7.24	.....	2.38	1.10	1.40	.....	F 2.05	.....	.....	.....
		5.6		98											
291.4		MIDWAY.	14	8.38	3.43	7.32	.....	2.53	1.22	1.50	.....	2.15	.....	.....	.....
		0.7													
292.1		HAMILTON BELT. JCT.		8.39	3.44	7.33	.....	2.56	1.25	1.53	.....	2.17	.....	.....	.....
		1.5													
293.6	DN	HAMILTON. Toledo Div. Double track		8.47	3.50	7.40	.....	3.05	1.45	2.15	.....	2.25	.....	.....	.....
				A.M.	P.M.	P.M.		P.M.	A.M.	A.M.		P.M.			
		Time over District.....		2.47	2.20	2.35		6.00	4.30	4.30		8.00			
		Average speed per hour.....		35.6	42.4	38.4		16.2	21.5	21.5		12.1			

Passenger trains will not exceed a speed of 55 miles per hour.
Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD

Distance from Cincinnati	Train Order Stations	DECATUR SUB-DIVISION TIME TABLE No. 14 April 28, 1929	Passing Siding Capacity in Cars	FIRST CLASS 60 DAILY A. M.	 48 DAILY NOON			SECOND CLASS 92 DAILY P. M.	 98 DAILY P. M.	 90 DAILY P. M.		THIRD CLASS 82 DAILY Ex. Sunday A. M.	 84 DAILY Ex. Sunday A. M.		
194.6	DN	INDIANAPOLIS		6.20	12.00										
		West End 2.1 double t'k													
186.6	DN	MOOREFIELD.		6.28	12.08			1.30	5.30	9.30		7.30			
		6.0 IURy													
182.6		MITCHELLVILLE.	60	6.38	12.18			1.50	5.55	9.50		F 7.45			
		7.3			83				99						
179.9		TILDEN.	32	F 6.51	12.30			2.20	6.35	10.15		F 8.10			
		3.8													
176.7		MAPLEWOOD.		F 6.57	12.36			2.29	6.45	10.24		F 8.20			
		3.4													
173.1		MONTCLAIR.		F 7.02	12.41			2.37	6.53	10.33		F 8.30			
		4.4			49										
168.7	D	NORTH SALEM.	35	S 7.09	12.48			2.41	7.10	10.50		S 8.50			
		2.8													
165.9		BARNARD.		F 7.15	12.54			2.51	7.30	11.00		F 9.05			
		5.5							91						
160.4	DN	ROACHDALE.	60	S 7.26	S 1.04			3.25	8.00	11.25		S10.30			
		4.7 (CI&L)								91		83			
155.7		RACCOON.		F 7.34	1.11			3.40	8.15	11.40		10.45			
		3.7													
152.0		McCRAY.	60	7.40	1.17			3.50	8.30	11.50		10.55			
		1.3													
150.7	D	RUSSELLVILLE.		S 7.44	1.19			3.55	8.35	11.54		S11.15			
		2.9													
147.8	DPN	MILLIGAN.	58	F 7.50	1.23			4.15	8.45	12.00		F12.02			
		4.0						99				49			
143.8		GUION.		F 7.57	1.29			4.30	8.55	12.10		F12.20			
		2.2 (PCC&StL)													
141.6		BETHANY.	60	8.02	1.33			4.45	9.05	12.20		12.30			
		2.3		83											
139.3	D	MARSHALL.		S 8.06	1.36			4.51	9.10	12.25		S12.50			
		3.5													
135.8	D	BLOOMINGDALE.	32	S 8.13	1.41			5.00	9.25	12.32		S 1.10			
		5.9							91						
129.9		BRAZIL JCT.		8.22	1.49			5.20	9.40	12.50		1.25			
		(CA&S) 1.6													
128.3	DN	MONTEZUMA.	72	S 8.26	S 1.54			6.21	10.10	1.30		1.40	7.15		
		0.8						61		93					
127.5		HILLSDALE.		F 8.30	1.59			6.28	10.15	1.35			F 7.21		
		6.6 (C&E I)													
120.9	D	DANA.	41	S 8.44	K 2.10			6.58	10.40	2.00			S 8.00		
		0.7			85-99										
120.2		ECKER BRANCH JCT.													
		0.9													
119.3	DN	WEST DANA.		8.47	2.13			7.15	10.55	2.15			F 8.25		
		1.2 (CM&StP)													
118.1		RAVEN.		8.49	2.15			7.25	11.01	2.20			F 8.30		
		2.9						91							
115.2		SCOTLAND.		F 8.55	2.19			7.35	11.10	2.26			F 8.40		
		4.1													
111.1	D	CHRISMAN.	60	S 9.03	K 2.26			7.45	11.30	2.33			S 9.03		
		0.2		84					93				60		
110.9	DN	CHRISMAN TOWER													
		2.3 (CCC&StL)													
108.6		CHERRY POINT.		9.08	2.30			7.52	11.37	2.38			F 8.25		
		2.7													
105.9		GARNES.		9.12	2.34			8.00	11.43	2.45			F 8.35		
		1.7													
104.2	D	METCALF.		S 9.16	2.38			8.10	11.47	2.50			S 8.50		
		3.4 (NYC&StL)													
100.8	DPN	HUME.	37	S 9.24	2.44			8.30	12.01	3.00			S10.15		
		(K&S)													
				A. M.	P. M.			P. M.	A. M.	A. M.		P. M.	A. M.		
		Time over District		3.04	2.44			7.00	6.31	5.30		6.10	3.00		
		Average speed per hour		30.9	34.7			13.2	14.2	16.9		10.6	9.1		

Passenger trains will not exceed a speed of 45 miles per hour.
Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD

Distance from Springfield	Train Order Stations	DECATUR SUB-DIVISION TIME TABLE No. 14 April 28, 1929	Passing Siding Capacity in Cars	FIRST CLASS 49 DAILY A. M.	 61 DAILY P. M.			SECOND CLASS 99 DAILY P. M.	 91 DAILY P. M.	 93 DAILY P. M.		THIRD CLASS 83 DAILY Ex. Sunday A. M.	 85 DAILY Ex. Sunday A. M.		
99.7	DPN.	HUME	37	10.43	5.26			1.19	5.50	11.04			11.55		
		3.4 (K&S)													
103.1	D	METCALF.		10.49	S 5.33			1.28	6.10	11.14			S12.10		
		1.7 (NYC&StL)													
104.8		GARNES.		10.51	5.36			1.33	6.20	11.19			F12.20		
		2.7													
107.5		CHERRY POINT.		10.55	5.40			1.38	6.30	11.25			F12.30		
		2.3													
109.8	DN	CHRISMAN TOWER													
		0.2 (CCC&StL)													
110.0	D	CHRISMAN.	60	K10.59	S 5.45			1.43	6.45	11.30			S12.50		
		4.1								98					
114.1		SCOTLAND.		11.05	F 5.52			1.50	7.05	11.45			F 1.05		
		2.9													
117.0		RAVEN.		11.09	5.57			1.55	7.25	11.55			F 1.18		
		1.2							92						
118.2	DN	WEST DANA.		11.11	5.59			1.58	7.40	12.01			F 1.40		
		0.9 (CM&StP)													
119.1		ECKER BRANCH JCT.													
		0.7													
119.7	D	DANA.	41	K11.14	S 6.03			2.10	7.55	12.07			S 2.10		
		6.6						48-85					99-48		
126.3		HILLSDALE.		11.24	F 6.16			2.30	8.10	12.25			F 2.40		
		0.8 (C&EI)													
127.1	DN	MONTEZUMA.	72	S11.31	S 6.21			2.55	8.50	1.30			6.30	3.00	
		1.6			92					90					
128.7		BRAZIL JCT.		11.34	6.24			3.00	8.55	1.35			6.35		
		(CA&S 5.9													
134.6	D	BLOOMINGDALE.	32	11.43	S 6.34			3.30	9.25	2.05			S 7.10		
		3.5							98						
138.1	D	MARSHALL.		11.48	S 6.40			3.40	9.40	2.15			S 7.35		
		2.3													
140.4		BETHANY.	60	11.51	6.44			3.50	9.50	2.25			8.02		
		2.2											60		
142.6		GUION.		11.54	F 6.49			3.55	10.00	2.30			F 8.30		
		4.0 (PCC&StL)													
146.6	DPN	MILLIGAN.	58	12.02	F 6.58			4.15	10.25	2.55			F 9.00		
		2.9		82				92							
149.5	D	RUSSELLVILLE.		12.06	S 7.03			4.21	10.33	3.03			S 9.25		
		1.3													
150.8		McCRAY.	60	12.08	7.06			4.25	10.38	3.08			9.35		
		3.7													
154.5		RACCOON.		12.13	F 7.11			4.33	10.48	3.18			F 9.45		
		4.7													
159.2	DN	ROACHDALE.	60	S12.22	S 7.20			5.00	11.25	4.00			S10.30		
		5.5 (CI&L)							90				82		
164.7		BARNARD.		12.30	F 7.30			5.12	11.50	4.20			F10.50		
		2.8													
167.5	D	NORTH SALEM.	35	12.35	F 7.36			5.18	12.00	4.30			S11.10		
		4.4													
171.9		MONTCLAIR.		12.41	F 7.44			5.27	12.20	4.41			F11.25		
		3.4		48											
175.3		MAPLEWOOD.		12.46	F 7.50			5.33	12.35	4.51			F11.39		
		3.8													
179.1		TILDEN.	32	12.51	F 7.56			5.39	12.45	5.01			F11.53		
		7.3													
186.4		MITCHELLVILLE.	60	1.03	8.08			5.55	1.05	5.22			F12.18		
		6.0						98					48		
192.4	DN	MOOREFIELD.		1.12	8.17			6.15	1.30	5.45			12.45		
		2.1 (IURy)													
		West end double track													
194.5	DN	INDIANAPOLIS.		1.20	8.25										
				P. M.	P. M.			P. M.	A. M.	A. M.			P. M.	P. M.	
		Time over District		2.37	2.59			4.56	7.40	6.41			6.15	3.05	
		Average speed per hour		36.2	31.8			19.4	12.1	13.9			10.4	8.9	

Passenger trains will not exceed a speed of 45 miles per hour.
Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD

Distance from Cincinnati	Train Order Stations	DECATUR SUB-DIVISION TIME TABLE No. 14 April 28, 1929	Passing Siding Capacity in Cars	FIRST CLASS 60 DAILY A.M.	FIRST CLASS 48 DAILY P.M.	SECOND CLASS 92 DAILY P.M.	SECOND CLASS 98 DAILY A.M.	SECOND CLASS 90 DAILY A.M.	THIRD CLASS 84 DAILY Ex. Sunday A.M.	THIRD CLASS 86 DAILY Ex. Sunday P.M.
319.3	DPN	HUME.	37	9.24	2.44	8.30	12.01	3.00	S10.15	
		2.8 (K&S)								
322.1		McCOWN.		9.29	2.49	8.40	12.08	3.08	F10.39	
		3.3							49	
325.4	DPN	NEWMAN.	33	S 9.35	S 2.55	8.55	12.24	3.20	F11.05	
		4.8							85	
330.2	D	MURDOCK.		F 9.44	3.03	9.08	12.34	3.29	F11.20	
		4.8								
335.0	D	CAMARGO.		F 9.53	3.10	9.20	12.44	3.38	F11.35	
		6.4		85						
341.4	DPN	TUSCOLA.	47	S10.10	S 3.21	9.40	1.05	3.55	S12.05	
	(C&EI)	3.6 (IC)		49						
345.0		FICKLIN.		F10.17	3.27	9.56	1.14	4.04	F12.23	
		3.7				93			99	
348.7	D	GARRETT.		F10.23	3.32	10.06	1.24	4.14	F12.40	
		2.0								
350.7	D	ATWOOD.	33	S10.28	3.35	10.12	1.29	4.19	F12.50	
		3.5			91					
354.2	D	PIERSON.		F10.35	3.44	10.28	1.45	4.34	F 1.02	
		3.4								
357.6	D	HAMMOND.		S10.43	3.50	10.38	1.54	4.43	S 1.12	
		2.0 (Wabash)								
359.6		BURROWSVILLE.		F10.47	3.54	10.44	1.59	4.48	F 1.18	
		2.0								
361.6		LINTNER.		F10.51	3.57	10.49	2.03	4.52	F 1.25	
		2.6			61					
364.2	D	LA PLACE.		F10.56	4.01	10.58	2.09	4.57	F 1.35	
		4.0								
368.2		CASNER.		F11.03	4.07	11.10	2.18	5.05	F 1.47	
		2.7								
370.9		LONG CREEK.		F11.09	4.11	11.18	2.25	5.10	F 1.55	
		6.4								
377.3	DN	DECATUR	25	S11.20	S 4.25	11.40	3.05	5.40	2.15	1.00
		(IC) (PCC&StL) 8.3 (Wabash)		99					91	
385.6	DN	BOODY.			4.40		3.35	6.05	S 1.25	
		3.0								
388.6		BLACKLAND.			4.47		3.45	6.15	F 1.40	
		3.9								
392.5	D	OSBERNVILLE.	38		4.54		3.56	6.25	S 2.00	
		4.5								
397.0	D	MT. AUBURN.	39		F 5.03		4.07	6.37	S 2.20	
		4.6								
401.6		BOLIVIA.			5.11		4.19	6.49	F 2.40	
		2.9								
404.5	D	ROBY.	28		F 5.16		4.29	6.56	S 2.50	
		2.6								
407.1		BUCKHART.			5.23		4.36	7.03	F 3.00	
		4.8								
411.9		DERRY FARM.			5.31		4.50	7.13	F 3.20	
		2.7								
414.6		KEYS.			5.36		4.57	7.20	F 3.30	
		3.2 (ITS)								
418.0		EAST SPRINGFIELD.			5.44		5.15	7.35	F 3.50	
		0.1								
417.9		EAST GRAND AVE.			5.45					
		(St. Louis Div.) (C&IM) (IC)								
	DN	SHOPS.					5.30	7.40	4.00	
418.0		EAST GRAND AVE.			5.45					
		(St. Louis Div.) 1.0 (C&IM) (IC)								
419.0	DN	SPRINGFIELD.			5.50					
		(Wabash)								
				A.M.	P.M.	P. M.	A. M.	A. M.	P. M.	P. M.
		Time over District		1.56	3.06	3.10	5.29	4.40	4.00	3.00
		Average speed per hour		30.8	32.2	18.3	18.0	21.1	14.5	13.5

Passenger trains will not exceed a speed of 45 miles per hour.
Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

EASTWARD

Distance from Springfield	Train Order Stations	DECATUR SUB-DIVISION TIME TABLE No. 14 April 28, 1929	Passing Siding Capacity in Cars	FIRST CLASS 49 DAILY A.M.	FIRST CLASS 61 DAILY P.M.	SECOND CLASS 99 DAILY A.M.	SECOND CLASS 91 DAILY P.M.	SECOND CLASS 93 DAILY P.M.	THIRD CLASS 85 DAILY Ex. Sunday A.M.	THIRD CLASS 87 DAILY Ex. Sunday A.M.
	DN	SPRINGFIELD.		7.45						
		1.0 (Wabash)								
1.0		EAST GRAND AVE.		7.50						
		(St. Louis Div.) (IC)-(C&IM)								
	DN	SHOPS.				9.00		5.55		9.30
		EAST GRAND AVENUE		7.50						
		(St. Louis Div.) 0.2 (IC)-(C&IM)								
1.8		EAST SPRINGFIELD.								
		3.2 (ITS)								
4.4		KEYS.		7.59		9.15		6.10		F 9.45
		2.7								
7.1		DERRY FARM		8.04		9.22		6.18		F 9.55
		4.8								
11.9		BUCKHART.		8.12		9.33		6.29		F10.10
		2.6								
14.5	D	ROBY.	28	F 8.16		9.39		6.37		S10.25
		2.9								
17.4		BOLIVIA.		8.21		9.45		6.44		F10.40
		4.6								
22.0	D	MT. AUBURN.	39	F 8.29		9.55		6.56		S11.00
		4.5								
26.5	D	OSBERNVILLE.	38	8.37		10.05		7.08		F11.19
		3.9								
30.4		BLACKLAND.		8.43		10.14		7.18		F11.40
		3.0								
33.4	DN	BOODY.		8.50		10.24		7.30		S11.55
		8.3								
41.7	DN	DECATUR	25	S 9.10	3.30	11.20	2.15	8.30	7.00	12.30
		(IC)(PCC&StL) 6.4 (Wabash)				60	84			
48.1		LONG CREEK.		9.19	F 3.39	11.31	2.30	8.45	F 7.13	
		2.7								
50.8		CASNER.		9.23	F 3.44	11.37	2.36	8.52	F 7.23	
		4.0								
54.8	D	LA PLACE.		9.29	F 3.51	11.45	2.45	9.02	F 7.35	
		2.6								
57.4		LINTNER.		9.33	F 3.57	11.50	2.51	9.10	F 7.43	
		2.0			48					
59.4		BURROWSVILLE.		9.36	F 4.03	11.54	2.55	9.14	F 7.50	
		2.0								
61.4	D	HAMMOND.		9.40	S 4.08	11.59	3.00	9.20	S 8.00	
		3.4 (Wabash)								
64.8	D	PIERSON.		9.46	F 4.16	12.06	3.12	9.29	F 8.15	
		3.5								
68.3	D	ATWOOD.	33	9.54	S 4.24	12.12	3.35	9.42	F 8.35	
		2.0					48			
70.3	D	GARRETT.		9.57	F 4.28	12.16	3.45	9.47	F 8.45	
		3.7								
74.0		FICKLIN.		10.02	F 4.34	12.23	3.54	9.56	F 9.00	
		3.6				84		92		
77.6	DPN	TUSCOLA.	47	S10.10	S 4.43	12.31	4.25	10.10	S 9.30	
	(C&EI)	6.4 (IC)		60						
84.0	D	CAMARGO.		10.19	F 4.55	12.43	4.40	10.25	F 9.53	
		4.8							60	
88.8	D	MURDOCK.		10.26	F 5.04	12.52	4.50	10.35	F10.10	
		4.8							10.34	
93.6	DPN	NEWMAN.	33	S10.34	S 5.14	1.01	5.14	10.45	S11.05	
		3.3		85	91		61		49-84	
96.9		McCOWN.		10.39	F 5.20	1.13	5.36	10.56	F11.20	
		2.8		84						
99.7	DPN	HUME.	37	10.43	S 5.26	1.19	5.50	11.04	S11.55	
		(K&S)								
				A. M.	P. M.	P.M.	P.M.	P.M.	A.M.	P.M.
		Time over District		2.58	1.56	4.19	3.35	5.09	4.55	3.00
		Average speed per hour		33.6	30.0	23.1	16.2	19.2	11.9	13.5

Passenger trains will not exceed a speed of 45 miles per hour.
Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

NORTHWARD

Distance from Brasil	Train Order Stations	BRAZIL SUB-DIVISION TIME TABLE No. 14 April 28, 1929	Passing Siding Capacity in Cars	THIRD CLASS 78 DAILY Ex. Sunday A. M.		
	D	BRAZIL. (THI&ETCo)		11.00	.....	.....
		4.8				
4.8		McCLELLAND.	43	11.20	.....	.....
		3.4				
8.2	DPN.	COAL BLUFF. (CCC&StL)		11.45	.....	.....
		4.4				
12.6		ROSEDALE.	65	12.05	.....	.....
		(PCC&StL) 1.9				
14.5		COXVILLE.	18	12.20	.....	.....
		6.1				
20.6	D	MECCA.		12.55	.....	.....
		1.6				
22.2		MECCA JCT.		.....	.....	.....
		2.9				
25.1		BRAZIL JCT.		2.15	.....	.....
				P. M.		
		Time over District.....		3.15		
		Average speed per hour....		7.7		

SOUTHWARD

Distance from Brasil Jct.	Train Order Stations	BRAZIL SUB-DIVISION TIME TABLE No. 14 April 28, 1929	Passing Siding Capacity in Cars	THIRD CLASS 79 DAILY Ex. Sunday A. M.		
		BRAZIL JCT.		5.45	.....	.....
		2.9				
2.9		MECCA JCT.		.....	.....	.....
		1.6				
4.5	D	MECCA.		7.00	.....	.....
		6.1				
10.6		COXVILLE.	18	7.20	.....	.....
		1.9 (PCC&StL)				
12.5		ROSEDALE.	65	7.40	.....	.....
		4.4				
16.9	DPN.	COAL BLUFF. (CCC&StL)		8.01	.....	.....
		3.4				
20.3		McCLELLAND.	43	8.20	.....	.....
		4.8				
25.1	D	BRAZIL. (THI&ETCo)		8.45	.....	.....
				A. M.		
		Time over District.....		3.00		
		Average speed per hour...		8.3		

Passenger trains will not exceed a speed of 30 miles per hour.
Speed as shown in Special Rule No. 5, and such other restrictions as may be in effect, will not be exceeded.

DIVISIONAL STAFF

SUPERINTENDENT
M. V. HYNES

TRAIN MASTERS

Hamilton Sub-Division
F. M. CONNER

Indianapolis Terminal
H. R. PURKHISER

Decatur & Brazil Sub-Divisions
E. I. PARTLOW

Chief Train Dispatcher and Division Operator
C. V. CODER

DISPATCHERS

E. C. SAPPENFIELD
D. C. HOUCK
L. R. THOMAS

H. E. STEPHENSON
W. S. SHOTWELL
J. V. CUMMINS

L. B. MEECE
H. M. CLARK
P. R. STEPHENSON

Division Engineer
H. F. PASSEL

Ass't. Division Engineer
L. F. RYBOLT

Master Mechanic
C. G.SLAGLE

Road Foreman of Engines
D. J. WELSH

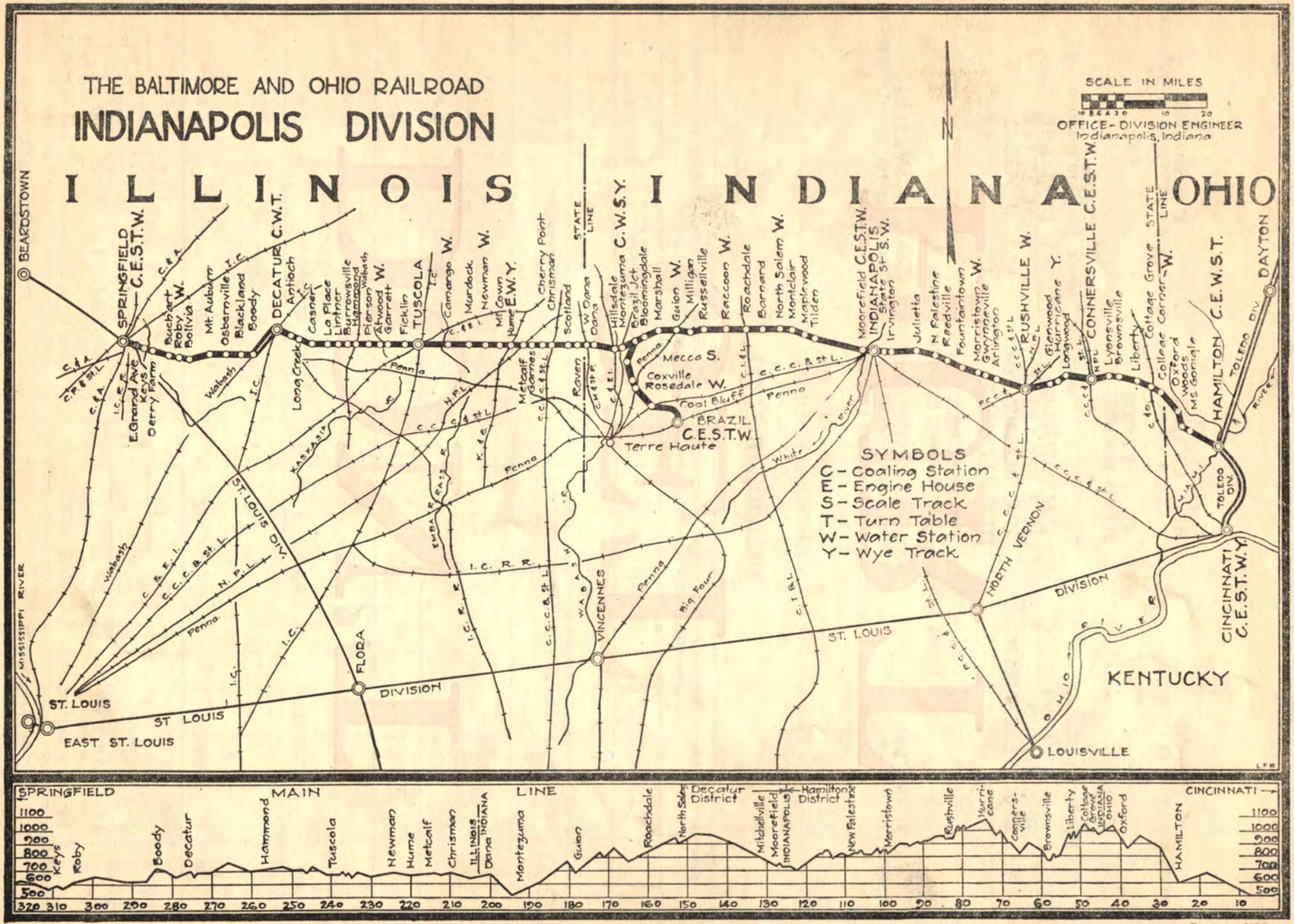
Claim Agent
H. O. GRAHAM
A. M. MACE

Ass't. Road Foreman of Engines
J. R. HORNE

DON'T GET HURT

THE BALTIMORE AND OHIO RAILROAD

INDIANAPOLIS DIVISION



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