



CONRAIL®



The Conrail Train Tour

International Development Research Council
Indianapolis World Congress
Tuesday, May 13, 1997

Trip Guide



Welcome Aboard...

...the Conrail IDRC World Congress Train Tour! Our trip today is starting from Indianapolis Union Station, and will travel over approximately 95 miles of rail lines in central Indiana. For your convenience, a map of our route has been included in this information package. The lines we will be inspecting today traverse through an excellent cross section of urban, suburban and rural areas in central Indiana. From this inspection train, you will be able to see various industrial properties first hand, and get a flavor of some of the commercial and residential developments along the railroad.

The lines we will be covering are all owned by Conrail and are primarily rail freight only. Amtrak does provide passenger service over two of Conrail's lines west of Indianapolis, as part of its route between Chicago and Indianapolis. Conrail's Indianapolis Division operates the lines we will be traveling over. It is headquartered in downtown Indianapolis only a few blocks from Union Station. The Indianapolis Division is one of five operating units on Conrail's system and is responsible for lines in Indiana, Illinois, Ohio and West Virginia.

Contents of this Booklet:

1. Safety Instructions
2. About Conrail
3. Conrail's Office Car Equipment
4. Trip Itinerary
5. Conrail Customer Development

Safety First...

All of the employees at Conrail firmly believe in being safe above all else. We want all of our guests to have a trip that is both enjoyable and safe. During this trip please comply with the following guidelines:

- In case of an emergency, medical or otherwise, please notify the nearest Conrail employee. Most Conrail employees on the train will be wearing blue Conrail identification badges.
- Please do not exit the train when it is stopped, unless directed to do so by a Conrail employee.
- Be careful when crossing between the cars, especially when the train is moving; do not straddle the floor plates between the cars.
- Please do not open any doors or windows on the train; do not lean out of any doors or windows.
- If you are standing or walking while the train is in motion, protect yourself against sudden movements or stops; make sure that you have a secure handhold at all times.
- Do not enter the locomotives.
- For those of you that go to the upper level of the dome car, please exercise caution when using the steps to the upper level.
- Smoking is not allowed on the train.

About Conrail

With corporate offices located in Philadelphia, Pennsylvania, Conrail operates a rail system of over 11,000 miles in 12 Northeastern and Midwestern states, the District of Columbia, and the Province of Quebec, reaching from Boston in the east to St. Louis in the west. Since its formation in 1976, Conrail has invested over \$9 billion in capital improvements to the property and equipment inherited from six bankrupt rail carriers, and has transformed itself into one of the most modern and efficient railroads in the country.

Conrail handles a very balanced mix of freight traffic and is able to respond to a wide variety of freight transportation needs from thousands of customers. Conrail is one of the largest intermodal rail carriers in the world, handling both trailers and containers for domestic and international firms. Conrail is deeply involved in supporting the automotive industry, transporting on a JIT basis auto parts to assembly plants and finished cars and trucks to market. Numerous electric generating stations depend upon timely deliveries of coal by Conrail to meet the demands of their customers. And finally, Conrail plays a major role in the plastic, chemical, food, metals, and building products industries; providing a means for all of these industries to reach the northeastern United States market.

Conrail's Office Car Equipment

Our trip today will be on Conrail's executive office cars. The roster of equipment for this trip is (subject to change):

4020 Passenger Locomotive
4021 Passenger Locomotive
10 Observation Car
11 Sleeper
8 Sleeper
4 Business Car
55 Dome Coach
27 Coach
12 Conference Car
9 Theater Car

At the end of this booklet is additional information on this equipment.

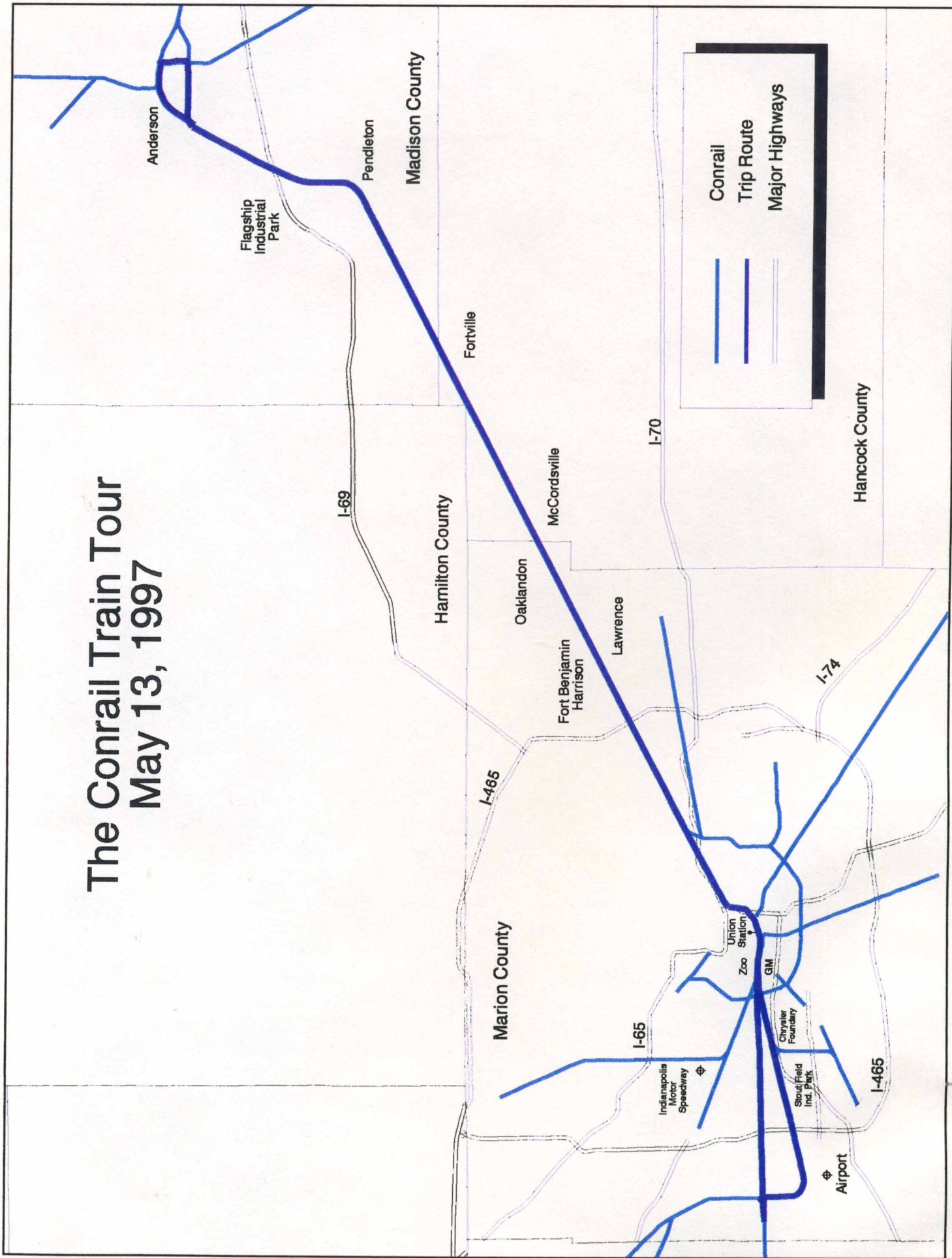
Trip Itinerary

Our inspection trip today will start by going west of Indianapolis, travel through the southwestern area of the city, then progress northeast of Indianapolis to Anderson, Indiana. From Anderson, we will return directly to Indianapolis. We will operate over the following lines of Conrail:

St. Louis Line
Crawfordsville Branch
Indianapolis Line
Dow Secondary

Following is a description of today's tour, including many of the rail-served industries, industrial parks and sites along the route. Railroads use *mileposts* (or *MP*) as a means to reference specific locations along the right of ways. You can look for these mileposts along the right of way. Typically they are a sign with a white background and black number. For the St. Louis and Crawfordsville lines, the number represents the number of miles from IU Tower (downtown Indianapolis). For the Indianapolis Line, the milepost numbers represents the number of miles from Cleveland, Ohio.

The Conrail Train Tour May 13, 1997



Indianapolis Union Station

We begin our trip in the heart of Indianapolis, at the Amtrak station located within the Indianapolis Union Station complex. Rail service to Indianapolis began in 1847 with the Indianapolis-Madison Railway, and within a few years several other railroads began service to the city. Four of these railroads joined their efforts and built a single "union" railroad depot, the first in the nation, which opened in 1853.

This structure was replaced in 1888 with a granite and brick building, which is now the Grand Hall. Union Station grew again in 1918 when the tracks were elevated creating a two story train shed. The location of these tracks can still be seen in the floor of the upper level retail section.

By the 1970's, with the decrease of rail passenger traffic, Union Station had fallen into decline. Purchased by the City, and with the help of local developers, Union Station reopened in 1986 with retail and dining establishments, and a hotel. However, as the location of the Amtrak station and a bus terminal, and with Conrail's main line running around it, Union Station still retains strong connections to its transportation heritage.

Saint Louis Line

Proceeding west from Union Station we will be traveling on the St. Louis Line, a continuation of the Conrail main lines which provide rail freight service from the eastern seaboard to Saint Louis. From Indianapolis, the St. Louis Line roughly parallels I-70, going through Terre Haute, Indiana and Effingham, Illinois, and then on to St. Louis. The St. Louis area is a major freight railroad gateway point for shipments to and from the Midwest, East, North, South and West.

MP 0.66 Indianapolis Power & Light Company
Perry K. Steam Generating Plant
South & West Streets, Indianapolis
112 employees at this location
HQ: Indianapolis, Indiana

Producer of steam for 271 commercial and industrial customers within the downtown heating & cooling district, and is the second largest steam system in the US. IP&L is an investor-owned utility with 2,100 employees serving 410,000 customers in the metropolitan area.

Just after passing the Perry K. steam plant we will cross the White River at the White River State Park, and the Indianapolis Zoo (located on the north side).

- MP 1** Two tracks branch away from the St. Louis Line at this point. To the north is the Zionsville Secondary track, which travels past the Indianapolis Motor Speedway (home to the Indianapolis 500), and provides rail service to industries on the west side of the city and continues on to Park 100, a major industrial park on the northwest side of Indianapolis. To the south is the Crawfordsville Branch, which will be our return route back into Indianapolis.
- MP 1.6** The rail crossing at this point is the Indianapolis Belt, a rail beltway which circles approximately two-thirds of the city. This track was part of the original railroad "union" which built Union Station. Today most rail junctions such as this one are controlled remotely from a centralized dispatching center (in this case, located at Conrail's division headquarters in Indianapolis). Conrail refers to such remote controlled junctions as *Control Points (or "CP's")*. In this case, this is CP 1.
- MP 5.6** We are passing under I-465, the interstate highway belt which circles Indianapolis. I-465 is an integral part of the excellent highway network which has helped to make Indianapolis a major transportation hub.
- MP 8** The train will stop here and back up onto the Crawfordsville Branch for the trip south and east returning to downtown Indianapolis. Just west of this point is Big Four Yard, located in Avon. Big Four is one of the major freight classification yards on the Conrail system.

Crawfordsville Branch

As we back up on to the Crawfordsville Branch, we will be crossing over Rockville Road.

Beyond the rear of the train the Crawfordsville Branch continues northwest through Pittsboro, the site of the Qualitech Steel mini mill currently under construction. Qualitech will produce high quality steel bar and rod. The line then goes on to Crawfordsville which is the location of a Nucor Steel mini mill. This Nucor facility was the first thin slab continuous casting light sheet steel mini mill in the United States. From Crawfordsville rail freight service continues north to Lafayette, Indiana, the site of the SIA (Subaru Isuzu Automotive) plant which produces sport utility vehicles and other automobiles. Approximately one mile north of where we enter the Crawfordsville Branch, at the city of Clermont, is the connection to the Franfort Branch. This rail line continues north into central Indiana, passing through the cities of Lebanon and Frankfort.

MP 10 Cablec Polymers Company
7950 Rockville Road, Indianapolis
75 employees at this location
HQ: West Nyack, New York

Manufacturer of polymeric insulation coating pellets.

Monarch Beverage Company
7910 Rockville Road, Indianapolis
300 employees at this location
HQ: Indianapolis, Indiana

Distribution center for beer and ale, serving central Indiana.

MP 9 Proceeding south, we will cross over the St. Louis Line.

MP 8.5 Quemetco
7870 W. Morris Street, Indianapolis
250 employees at this location
HQ: Dallas, Texas

Environmentally-secure lead smelter for used batteries. Recycles lead and plastic battery cases.

MP 7.7 Heritage Environmental Services, Inc.
7901 W. Morris Street, Indianapolis
300 employees at this location
HQ: Indianapolis, Indiana

Performs hazardous material spill remediation and processes used chemicals for recycling and/or disposal.

MP 7 After crossing Washington Street (US Route 40), the rail line turns east toward downtown. On our south side is Indianapolis International Airport.

MP 5 Park Fletcher, a technology oriented industrial park, is located to the south side of the rail line.

MP 4

On our south side is the Stout Field Industrial Park. Formerly a military airfield, it still contains the base for units of the Indiana National Guard. This industrial park has numerous rail users and was an early example of the potential reuse of former military bases.

Rykoff Sexton Inc.
1800 Churchman Avenue, Indianapolis
315 employees at this location
HQ: Lisle, Illinois

Distribution center for wholesale grocery items.

Inland Container Corp.
4030 Vincennes Road, Indianapolis
300 employees at this location
HQ: Indianapolis, Indiana

Manufacturer of corrugated shipping containers, container board, sealing tapes, and shrink wrap equipment.

Monsey Products Company
4351 W. Morris Street, Indianapolis
30 employees at this location
HQ: Kimberton, Pennsylvania

Manufacturer of asphalt coatings and sealers.

MP 3.6

The Petersburg Secondary Track connects at this point, continuing south to the connection with the Indiana Southern Railroad, a regional carrier which provides rail service to southwestern Indiana. Conrail served customers in this vicinity include:

Chrysler Corporation Foundry
1100 S. Tibbs Avenue, Indianapolis
1200 employees at this location
HQ: Auburn Hills, Michigan

Foundry operation which casts engine blocks for automobiles.

Reilly Industries (on Petersburg Secondary)
1500 S. Tibbs Avenue, Indianapolis
500 employees at this location
HQ: Indianapolis IN

Manufacturer of the specialty chemical pyridine.

Roll & Hold (on Petersburg Secondary)
2515 S. Holt Road, Indianapolis
20 employees at this location
HQ: Homewood, Illinois

Steel service center; processes and distributes coil steel to local industries.

Hill & Griffith (on Petersburg Secondary)
3637 Farnsworth Street, Indianapolis
40 employees at this location
HQ: Cincinnati, Ohio

Manufacturer of cores and sand shapes for foundry and die casting, release agents, foundry core pastes, and core binders.

Hoosier Wood Preservers, Inc. (on Petersburg Secondary)
3605 Farnsworth Street, Indianapolis
15 employees at this location
HQ: Indianapolis, Indiana

Performs treating, kiln drying, and distribution of softwood lumber.

MP 2.5 Crossing through Transfer Yard, this is an industrial serving yard which primarily functions as the support yard for GM Truck & Bus. To the north of the yard is the warehousing facility for GM.

MP 2.0 General Motors Corporation, Metal Fabricating Division
Indianapolis Metals Center
340 S. White River Parkway West Drive, Indianapolis
3000 employees at this location
HQ: Detroit, Michigan

GM's Metal Fabricating Division operates this stamping plant, which produces light duty truck sheet metal stampings. The Conrail line passes through the GM complex. GM uses an enclosed overhead conveyor to move parts from either side of the Conrail property.

After passing the GM plant we will again join the St. Louis main line and proceed east around Indianapolis Union Station.

Indianapolis Line

As we progress east from Indianapolis, we will be on the Conrail Indianapolis Line, an integral part of the Conrail east-west freight system. The Indianapolis Line is a two track main line which begins at IU Tower, immediately east of Union Station, and continues east into Ohio (#1 Main is the north track, #2 Main is the south track).

The small 3 story brick building just east of Union Station is IU Tower. Although most of the rail operations on Conrail, and much of those across the country, are controlled by computerized traffic control systems similar to the air traffic control system, some congested areas have the additional assistance of control "towers" to aid in the efficient and safe movement of freight and passenger trains. These towers control the signals and track switches in the vicinity of the tower location. Once commonly located along all the rail lines in the country, control towers have been largely eliminated as centralized traffic control systems were established. IU Tower is one of the few remaining operational control towers on Conrail and the only one on the Indianapolis Division.

As we proceed east from Union Station, we will see several rail connections to the south side. The first of these, immediately south of IU Tower, is the Louisville Line which provides service to the south and connects with the Louisville & Indiana Railroad, a regional carrier providing rail service between Indianapolis and Louisville, Kentucky. Next is the Shelbyville Secondary track which serves rail customers on the southeast side of Indianapolis and on into Shelbyville, Indiana. Just off the connection to the Shelbyville Secondary is the Pine Yard Track, which continues east serving rail customers on the near east side of Indianapolis.

As we travel northeast from downtown part of the route will be along Massachusetts Avenue. At one time both the Nickel Plate Railroad and the Monon Railroad operated in this area and served the city, and in some places the vacant right of way for these rail lines can still be seen.

MP 279 The northeastern end of the Indianapolis Belt crosses at this point. This was also the location of the former Brightwood Yard. Until the late 1950's, when Big Four Yard was constructed (just west of Indianapolis in Avon), Brightwood Yard was the major rail classification yard serving the city.

MP 278.9 Hausman Corporation
2899 Arlington Avenue, Indianapolis
25 employees at this location
HQ: Carmel, Indiana

Produces and distributes steel rod fabrications, and concrete products, for use in the construction industry.

MP 277.2 Indianapolis Power & Light Company
3600 N. Arlington Street, Indianapolis
264 employees at this location
HQ: Indianapolis, Indiana

The Arlington Street Service Center houses IP&L's metering operations, engineering, overhead line crews, and linemen training operations. This is also a distribution center for transformers and other materials used in electric transmission.

MP 274.8 This is a location of a dragging equipment and hot journal detector. Conrail has equipped all of its mainlines with these type of defect detectors at routine intervals. These automatic, computerized detectors ensure the safe movement of trains across the Conrail system. All Conrail detectors will broadcast an automated radio message after the train passes over the device, either to announce a defect (which will require the train to stop for a visual inspection) or an "all clear" message.

MP 273 We are now passing through the city of Lawrence. On the north side is Fort Benjamin Harrison, the home of the U.S. Army Finance Center. Portions of this military base have been released for non-military redevelopment.

MP 272.4 H & H Steel Processing, Inc.
9950 E. 56th Street, Lawrence
50 employees at this location
HQ: Cincinnati, Ohio

Steel processor performing slitting, blanking, and cut to length for local steel users.

MP 271 Indianapolis Power & Light Company
Sunnyside Road, Lawrence

The Sunnyside Sub-station is a part of IP&L's 345kV transmission system which loops Marion County with interconnects to other utilities. This sub-station also includes 13kV distribution facilities that serve the area around Fort Harrison, Geist, and Oaklandon. As with most sub-stations, there are no employees permanently stationed at this location. However, it is not uncommon to have rail service to a larger sub-station to facilitate the periodic placement and removal of transformers and other equipment.

MP 270 Oaklandon

MP 268 McCordsville

MP 263 Fortville

MP 262.8 Vinings Industries
Fortville
11 employees at this location
HQ: Atlanta, Georgia

Producer of sodium silicate solution, used in the manufacture of paints, glues, and other industrial applications.

MP 255 Pendleton

MP 253 At this point we cross under I-69. On both sides of the rail line is the Flagship Industrial Park, operated by the Anderson Corporation for Economic Development (*and, some rail-served sites are still available!*).

MP 252.8 Nova Steel Processing, Inc.
Anderson
17 employees at this location
HQ: Tipp City, Ohio

One of the newest additions to the Flagship Industrial Park, this company performs steel slitting operations and supplies several stamping facilities in central Indiana.

MP 250 Conrail's main tracks split in this area, with #1 Main taking a southerly route through South Anderson Yard while #2 Main takes a northerly route, both joining again on the east side of the city. Only passenger trains were allowed to use #2 Main until after World War II. The passenger station, now a museum, is still in place at Pearl Street (about MP 247).

As we travel through Anderson turning around for the return trip to Indianapolis, we will be using a portion of the Dow Secondary track. This track, and the Marion Branch to which it connects north of Anderson, forms a major north-south rail corridor to Elkhart, Indiana. At Elkhart the line joins the Chicago Line, another major Conrail east-west main line.

MP 248 The connection to the Central Indiana and Western Railway is on our north side. This is a regional carrier providing freight service from Anderson to Lapel.

MP 246 Delco Remy America
Anderson
500 employees at this location
HQ: Anderson, Indiana

Formerly GM's Delco Plant #3, this facility is now owned and operated by Delco Remy America, a privately held company. This plant manufactures starters and alternators for use in the automobile industry.

On our return trip to Indianapolis you may notice portions of vacant rail right of way and even some buildings and structures near the main line. Although operations ceased about 1941, for many years there was an electrified interurban rail system, the Indiana Railroad, that operated from Indianapolis to Marion. In addition to rail freight service, this company provided passenger train service, trolleys, and even bus service.

As we return to Union Station and the end of our trip, we, the employees of Conrail, would like to thank all of our IDRC guests for joining us today, and we hope that you enjoyed this tour of central Indiana as part of the IDRC World Congress.

Conrail Customer Development

Conrail provides direct assistance to potential new customers looking to locate in its service area through expertise in both industrial development and logistics planning.

Dedicated professionals involved in industrial development work closely with a well developed network of state, local, utility, and real estate contacts to ensure abundant site information is both complete and accurate. Logistics re-engineering experts have both multi-discipline backgrounds and state-of-the-art computer modeling tools to assist in providing a balanced multimodal approach to support distribution and logistical analysis. Both of these skill areas work closely together to ensure potential customers the best possible sites to choose from to meet market demands and maximize profitability.

Customer Development may be contacted by phone at (215) 209-4095, or through Conrail's World Wide Web site: <http://www.conrail.com>.

Our sincere thanks and appreciation to Mr. William Shoelwer for his valuable assistance in preparing the Itinerary and Notes. Bill retired from Conrail's Indianapolis Division a few years ago, after 44 years of dedicated service to Conrail and two of its predecessors, the New York Central Railroad, and the Penn Central Railroad.

Conrail Customer Development Group

April, 1997

ST. LOUIS LINE				
WEST ↓	SIDINGS IN FEET	M. P.	STATION	NOTE
		0.0	TERMINAL DS	①
		0.0	IU	⊗⊗⊗
		0.0	IU	① ②
		0.0	INDIANAPOLIS	
		0.3	RUNNING TRACKS between IU and CP KENTUCKY AVE.	
		1.1	CP KENTUCKY AVE..... R-IU	
		1.1	CP IU.....R-IU	⊗⊗
		1.6	CP 1	R-IU..... ⊗⊗
		9.4	CP MY	⊗⊗
			BIG FOUR YARD	1.3
		12.5	ST. LOUIS LINE DS	②
		12.5	CP AN	⊗⊗
		14.8	CP GALE	⊗⊗
		19.4	DED (Danville, In.)	
		20.0	DANVILLE	
		23.9	CP 24	⊗⊗
		28.0	HBD-DED (Reno, In.)	
		39.3	CP 39	⊗⊗
		40.0	GREENCASTLE	
		46.5	HBD-DED (Fern, In.)	
	56.0	CP 56	⊗⊗	

NOTES

- NOTE 1: Movements on siding controlled by Yardmaster Big Four Yard.
- NOTE 2: CP Gale in Service No. 1 track only.
- NOTE 3: See Instruction 106-1, Page S-25, Exception Avon Yard.

RULES				
St. Louis Line	Single Track	No. 1 Track	No. 2 Track	Note
Between				
CP Kentucky Ave. and CP MY		261	261	
CP MY and CP AN	261			
CP AN and CP 56		261	261	
All Controlled Sidings	261			
Tracks are numbered South to North.				
SPEEDS				
St. Louis Line	Single Track	No. 1 Track	No. 2 Track	Note
Between	TV FRT GM	TV FRT GM	TV FRT GM	MPH
IU and CP Kentucky Ave.		15 15 15	15 15 15	
CP Kentucky Ave. and MY		40 40 40	40 40 40	
MY and CP AN	50 40 40			
Except: MP 10.3 passing fuel rack	30 30 30			
CP AN and CP 56		60 50 40	60 50 40	
Controlled Sidings				40 MPH
All other sidings Restricted Speed not exceeding 15 MPH.				
Measured Miles MP 5 and MP 6				
MP 6 and MP 7				
MP 17 and MP 18				
APPROPRIATE SETTINGS, TONES OR CLICKS				
Avon	2	05	5#	6 12.5
Greencastle	2	01	1#	5 39.4
SPECIAL INSTRUCTIONS				
MAXIMUM WEIGHT CAR AND LADING				
315,000 pounds authorized as follows:				
ENGINE WHISTLE OR HORN SIGNALS				
PUBLIC CROSSINGS AT GRADE - STATE OF INDIANA				
In the application of Rule 19, in the event the whistle and or bell become inoperative, the locomotive must stop before each crossing and proceed only after manual protection is provided at the crossing by a member of the crew unless such manual protection is known to be provided.				
See Running Track — Speeds, Page IN-67				
See Other Track — Speed, Page IN-68.				
Train Dispatchers are in charge of Main tracks and are located as follows: Indianapolis, Indiana				
NOTES				

CRAWFORDSVILLE BRANCH				
WEST ↓	BIDINGS IN FEET	M.P.	STATION	NOTE
		0.0	TERMINAL DS	①
		0.0	IU	②③④
		0.0	IU	① ②
			AMTRAK DEPOT	
		0.7	CP IJ	⑤⑥
			R-IJ	
		1.6	CP WOOD	⑦⑧
			KRAFT	
		3.0	KRAFT	
		3.5	CP HOLT	⑨⑩
			CP SOUTH HUNT	⑪⑫
		9.5	CP NORTH HUNT	⑬⑭
			HCD (Hunt, IN)	
		12.6	CP CLERMONT	⑮⑯
		21.0	PITT	⑰
		COR	⑱	
	46.2	AMES Begin/End DCS	⑳	
	46.2	AMES	㉑	
	46.8	CRAWFORDSVILLE		

IN-30

RULES — SPEED				
Single Track Rules	Between	Single Track MPH		Note
		P&G	FRT	
261	CRAWFORDSVILLE BRANCH			
	CP IJ and CP Clermont	60	30	
DCS	Except:			
	CP IJ	42	30	
	MP 1.2-MP 2.3	40	30	
	MP 4.6-MP 5.3	40	30	
	MP 6.8-MP 7.4	40	30	
	MP 7.4-MP 8.1	49	30	
	CP South Hunt & CP North Hunt on connecting tracks.	30	30	
	CP Clermont and Ames	70	50	
	Except:			
	CP Clermont to MP 13.1	30	30	
	MP 13.1-MP 13.4	40	40	
	MP 13.5-MP 14.4	60	50	
	MP 14.4-MP 15.4	60	50	
MP 16.2-MP 17.5	60	50		
MP 17.8-MP 18.7	60	50		
MP 20.5-MP 21.6	60	50		
MP 24.7-MP 25.8	60	50		
MP 30.0-MP 31.0	35	35		
MP 35.3-MP 37.2	60	50		
MP 42.2-MP 43.2	60	50		
MP 45.2-Ames	40	40		
CSX Connection Ames	10	10		
Ames Headend	20	10		
Siding Restricted Speed not exceeding 10 MPH.				
APPROPRIATE SETTINGS, TONES OR CLICKS				
Crawfordsville 1 06 6# 4 46.8				
SPECIAL INSTRUCTIONS				
MAXIMUM WEIGHT CAR AND LADING				
Except: 273,000 Pounds authorized on Crawfordville Branch See Excepted Track Page IN 68 Industrial Tracks Stout Field.				
ENGINE WHISTLE OR HORN SIGNALS				
PUBLIC CROSSINGS AT GRADE - STATE OF INDIANA				
In the application of Rule 19, in the event the whistle and or bell become inoperative, the locomotive must stop before each crossing and proceed only after manual protection is provided at the crossing by a member of the crew unless such manual protection is known to be provided.				
See Delayed Trains Approaching Automatic Interlockings, Page S-30.				
Train Dispatchers are in charge of Main tracks and are located as follows: Indianapolis, Indiana				
NOTES				

IN-31

INDIANAPOLIS LINE				
WEST ↓	SIDINGS IN FEET	M.P.	STATION	NOTE
2 1 (Down)			NO. 2 TRACK	
			245.7 GRIDLEY	
			245.7 CP 245	⊗⊙
			247.6 CP 248	⊗⊙
			248.3 CEDAR STREET	
			250.9 CP 250	⊗⊙
			NO. 1 TRACK	
			245.7 GRIDLEY	
			245.7 CP 245	⊗⊙
			247.2 ANDERSON	
			247.2 CP 247	⊗⊙
			247.9 S. ANDERSON YARD	
	CS 4750		248.6 CP 249	⊗⊙
			250.9 PENDLETON IN	
			250.9 CP 250	⊗⊙
			250.9 CP 250	⊗⊙
			257.2 HBD-HWD-DED (Pendleton, In.)	
			260.3 CP 260	⊗⊙
			263.1 FORTVILLE	
			267.1 DED (McCordsville, In.)	
			273.8 CP 273	⊗⊙
			274.7 LAWRENCE	
			274.8 HBD-DED (Lawrence, In.)	
			275.0 CP 275	⊗⊙
	4750		277.8 BRIGHTWOOD	
			279.1 BELT JCT	
Indple Belt			280.1 CP 280	⊗⊙
			283.1 WASHINGTON ST	
2 1			283.7 IU	⊗⊙⊙
			283.7 IU	⊗⊙
			283.8 AMTRAK DEPOT	

NOTES

NOTE 4: CP Track No. 1 and No. 2 Eastbound only.

RULES				
Indianapolis Line Between	Single Track	No. 1 Track	No. 2 Track	Note
CP 245 and IU		261	261	
All Controlled Sidings	261			
Tracks are numbered South to North.				
SPEEDS				
Indianapolis Line Between	Single Track TV FRT/GM	No. 1 Track TV FRT/GM	No. 2 Track TV FRT/GM	Note
	MPH			
CP 245 and MP 269		60 50 40	60 50 40	6
Except CP 245 and MP 249.2		30 30 30	30 30 30	
MP 269 and IU		40 40 40	40 40 40	
Except: MP 281.9 to MP 283.1		25 25 25	25 25 25	
MP 283.1 to IU		15 15 15	15 15 15	
All Controlled Sidings		30 30 30	30 30 30	6
All other sidings Restricted Speed not exceeding 15 MPH.				
Against current of traffic unless otherwise restricted. 50 50 40 50 50 40				
Measured Mile MP 260 and MP 261.				
APPROPRIATE SETTINGS, TONES OR CLICKS				
Anderson	1	03	3#	3 245.7
Post	1	06	5#	6 273.6
Indianapolis	1	02	2#	4 280.1
SPECIAL INSTRUCTIONS				
MAXIMUM WEIGHT CAR AND LADING				
315,000 pounds authorized as follows: Indianapolis Line				
ENGINE WHISTLE OR HORN SIGNALS				
PUBLIC CROSSINGS AT GRADE - STATE OF INDIANA				
In the application of Rule 19, in the event the whistle and or bell become inoperative, the locomotive must stop before each crossing and proceed only after manual protection is provided at the crossing by a member of the crew unless such manual protection is known to be provided.				
INDIANAPOLIS LINE CP 189				
Westbound signal has blue reflectionized Disc on left side of signal mast indicating siding is between Disc and number one Track. No equipment is to be left on siding east of Main Street, Ansonia.				
Train Dispatchers are in charge of Main tracks and are located as follows: Indianapolis, Indiana				
NOTES				
NOTE 6: S. Anderson Yard CS..... 15 MPH.				

DOW SECONDARY				
SOUTH ↓	SIDINGS IN FEET	M. P.	STATION	NOTE
			INDIANAPOLIS LINE DS	□
		133.4	CP 133	⊗⊙
		135.3	DED (Marion, In.)	
		138.6	BORO	⊙
		148.2	HCD (Summitville, In.)	
		154.1	ALEXANDRIA	⊙
		154.7	ALEX	⊙
		162.6	DOW Begin/End DCS	⊙
		165.4	CP 246	⊗⊙
		166.6	CP 247	⊗⊙
		166.7	SOUTH ANDERSON YARD	

RULES — SPEED			
Single Track	Between	Single Track	Note
Rules		MPH	
	DOW SECONDARY TRACK		
	CP 133 and DOW	45	
	Except:		
	CP 133 to MP 135.5	30	
DCS	MP 137.8 to MP 138.6	30	
	MP 153.8 to MP 154.1	30	
261	Dow & CP 247	20	
Measured Mile MP 158 and MP 159			
SPECIAL INSTRUCTIONS			
MAXIMUM WEIGHT CAR AND LADING			
273,000 pounds authorized on Dow Secondary.			
ENGINE WHISTLE OR HORN SIGNALS			
PUBLIC CROSSINGS AT GRADE - STATE OF INDIANA			
In the application of Rule 19, in the event the whistle and or bell become inoperative, the locomotive must stop before each crossing and proceed only after manual protection is provided at the crossing by a member of the crew unless such manual protection is known to be provided. See Excepted Track, Page IN-68.			
Indian Creek I.T., Anderson, IN			
See Delayed Trains approaching Automatic Interlocking, Page S-30.			
Train Dispatchers are in charge of Main tracks and are located as follows: Indianapolis, Indiana			
NOTES			

Conrail Business Car Roster

(Corrected to January 1, 1991)

CAR NO.	TYPE	BUILDER/YEAR	PRIOR OWNER/NAME/NUMBER
1	Office car (HW)*	Pullman 1920	Pullman Shannon, 1816; SOU 3102, 10, 3 (to CR 1982)
2	Office car (HW)*	Pullman 1930	NYC 5; PC 5, 6, 5
3	Office car (HW)*	Pullman 1928	MC 1; NYC 10; PC 2
4	Office car (HW)*	Pullman 1927	Pullman; SOU Tennessean, 4 (to CR 1983)
8	8-bedroom sleeper (HW)	Pullman 1917	Pullman Penvir, Windsor Castle; SOU 2458, 1041; CR 24 (to CR 1983)
9	Theater car (LW)	P-S 1954	CN 428; VIA 428; CR 23
10	Inspection car (HW)*	Pullman 1925	Pullman Queen Elizabeth, Hudson River; NYC Kalama-zoo River, Victoria Park, 30; PC 30, 76; CR 76
11	10-5 sleeper (LW)	P-S 1954	Erie Spirit of Youngstown; EL same
12	Conference car (LW)	Budd 1952	PRR Baron de Kalb; PC 7138
20	Test car (LW)	P-S 1940	Pullman Chicopee Falls; NYC 10597, 10648, X-23417; PC 23417
21	Track geometry car (HW)*	Pullman 1924	ATSF 32, 55 (to CR 1983)
22	Rail analyzer car (LW)	P-S 1939	Pullman American Milemaster; SP 400, 9500; EMD ET-800 (to CR 1985)
23	Support car (HW)	?	NYC; PC; CR (baggage car)
27	Coach (LW)	Budd 1947	NYC 2949; PC 2949; AMTK 5667
55	Dome coach (LW)	Budd 1954	ATSF 552; Auto-Train 514; CSS 552 (to CR 1988)
100	Office car (HW)* <u>Boston</u>	Pullman 1911	N&W Pocahontas, NS Pocahontas (to CR 1988)

CARRIER ABBREVIATIONS

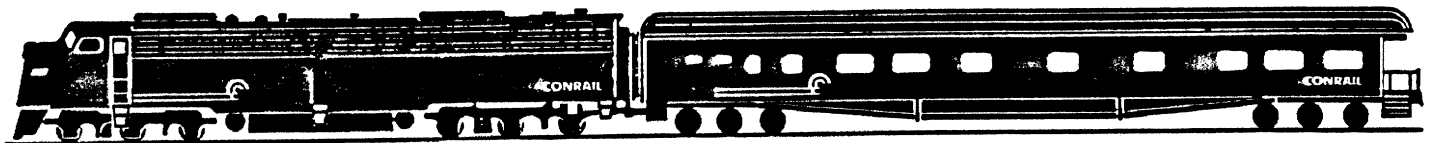
AMTK - Amtrak
 ATSF - Atchison, Topeka & Santa Fe Ry.
 BGO - Baltimore & Ohio RR
 CN - Canadian National Rys.
 CSS - Chicago, South Shore & South Bend RR
 CR - Consolidated Rail Corp.
 EL - Erie Lackawanna Ry.
 EMD - Electro-Motive Division
 MC - Michigan Central RR
 N&W - Norfolk & Western Ry.
 NS - Norfolk Southern Corp.
 NYC - New York Central System
 PC - Penn Central Transportation Co.
 PRR - Pennsylvania RR
 SCL - Seaboard Coast Line RR
 SOU - Southern Ry. System
 SP - Southern Pacific Co.
 VIA - VIA Rail Canada

BUILDER ABBREVIATIONS

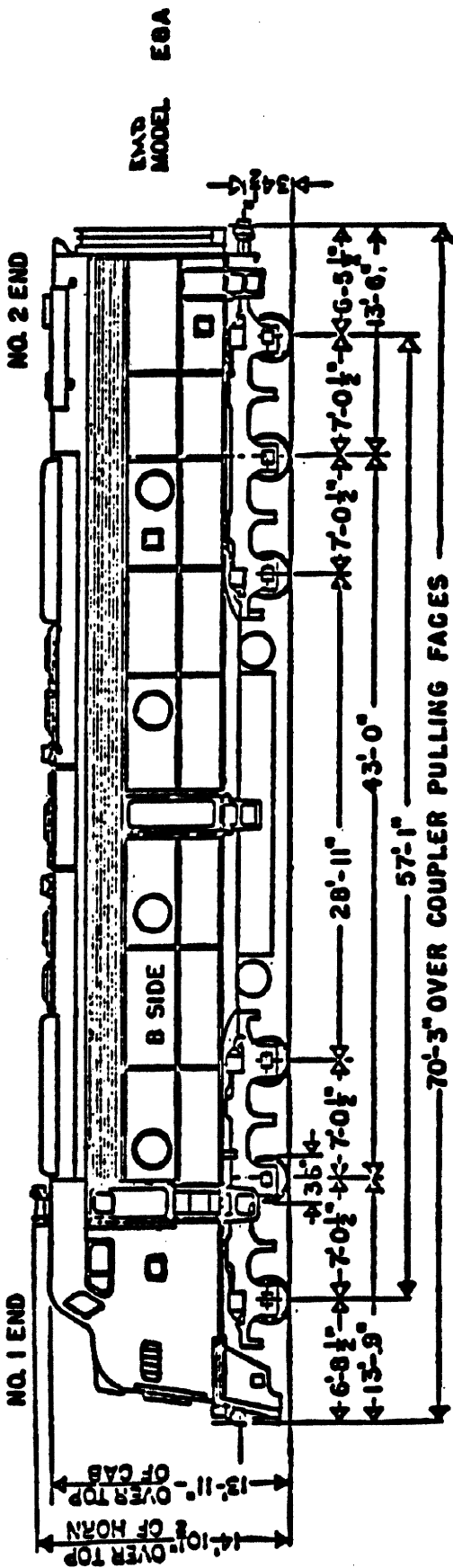
Budd - Budd Co.
 Canadian - Canadian Car & Foundry Co.
 Pullman - Pullman Car Works/Pullman Car & Mfg. Co.
 P-S - Pullman-Standard Car Mfg. Co.

NOTE: This equipment maintained at Altoona, PA

* - Open-platform car
 HW - Heavyweight car
 LW - Lightweight car



LOCOMOTIVE DESIGNED FOR
21° CURVE



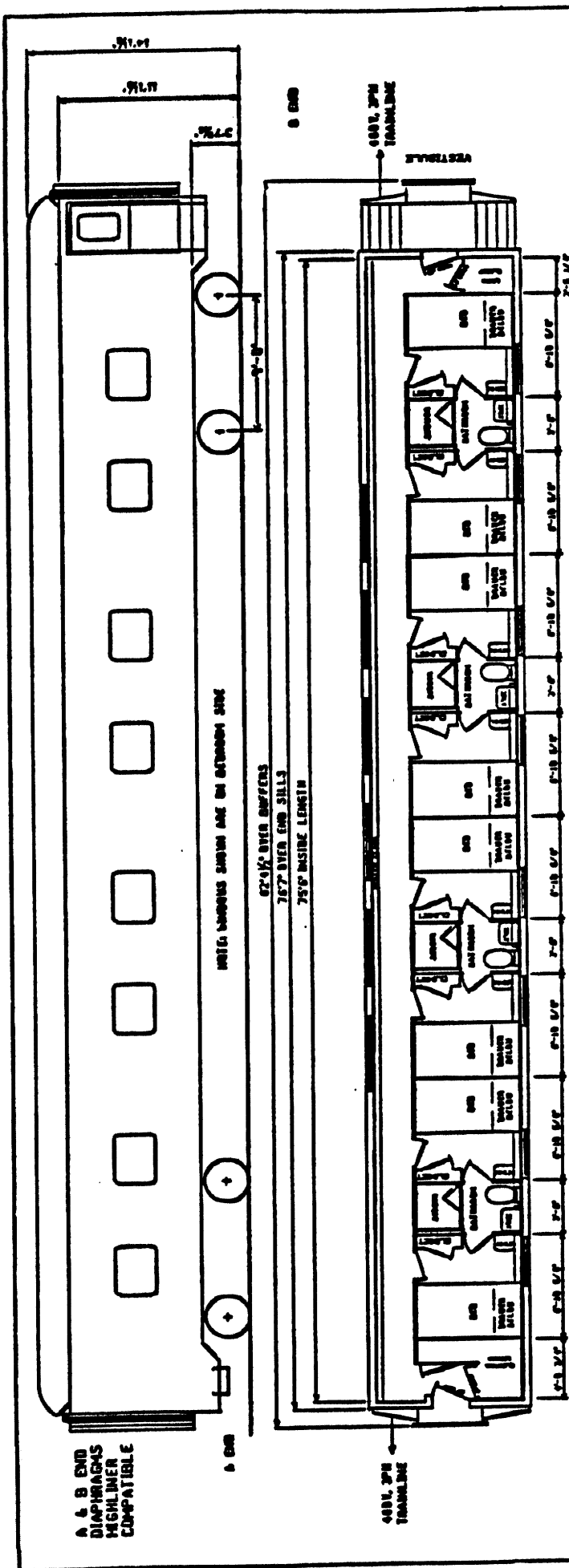
DIESEL ENGINE.....GAL. MODEL 567
 DIESEL ENGINE H.P.(TWO ENGINES)..... 2250 FOR TRACTION
 NUMBER OF CYLINDERS (EACH ENGINE)..... 12-V TYPE
 BORE AND STROKE.....8 1/2 x 10
 ENGINE SPEED R.P.M.....JDLING 275, FULL LOAD 800
 MAIN GENERATOR.....TWO END TYPE D-158 DIRECT DRIVEN
 MAIN GENERATOR VOLTAGE.....MAX. 995, FULL LOAD 930 V
 MAIN GENERATOR CAPACITY (TWO GENERATORS).....1600 KW
 NUMBER AND TYPE OF TRACTION MOTORS.....FOUR END D-27
 TRACTION MOTOR VENTILATION.....FORCED
 GEAR RATIO.....55/22 (2.5)
 CONTROL-TYPE AND VOLTAGE.....END (M.U.) 75 V
 MAXIMUM SPEED OF LOCOMOTIVE.....98 M.P.H.
 CONTINUOUS RATING - TRACTIVE EFFORT.....23,500 LBS.
 SPEED.....29.5 M.P.H.
 AIR SIGNAL.....YES

WT. - 333,800^{lbs} to 337,600 #

PRA
 FORMER OWNERSHIP FULL CENTRAL
 UNIT-4020-4021, 4120-4121

MODEL - E8A

Units-4020,4021



BUILDER PULLMAN CO.
DATE BUILT 1973
LIGHTWEIGHT - 196,000 LBS
CONSTRUCTION - CARBON STEEL
WATER STORAGE - 550 GAL.
HOT WATER - 50 GAL., 400VAC
TOILET - (1) MICROPHOR MODEL LF210
INSULATION - SHEET FIBERGLASS
FLOORING - LEAD CORE PLYWOOD

TRUCK TYPE - CLASS 2F-P5
OUTSIDE SWING HANGER
ROLLER BEARINGS - AP-NFL '66' 6 1/2" X 12"
AXLES - 6 1/2" X 12"
WHEELS - E36 CLASS 'C'
28" VENTILATED BRAKE DISC
BRAKE - 26F
HAND BRAKE - ELLCON 210-3
COUPLERS - 'E' TYPE

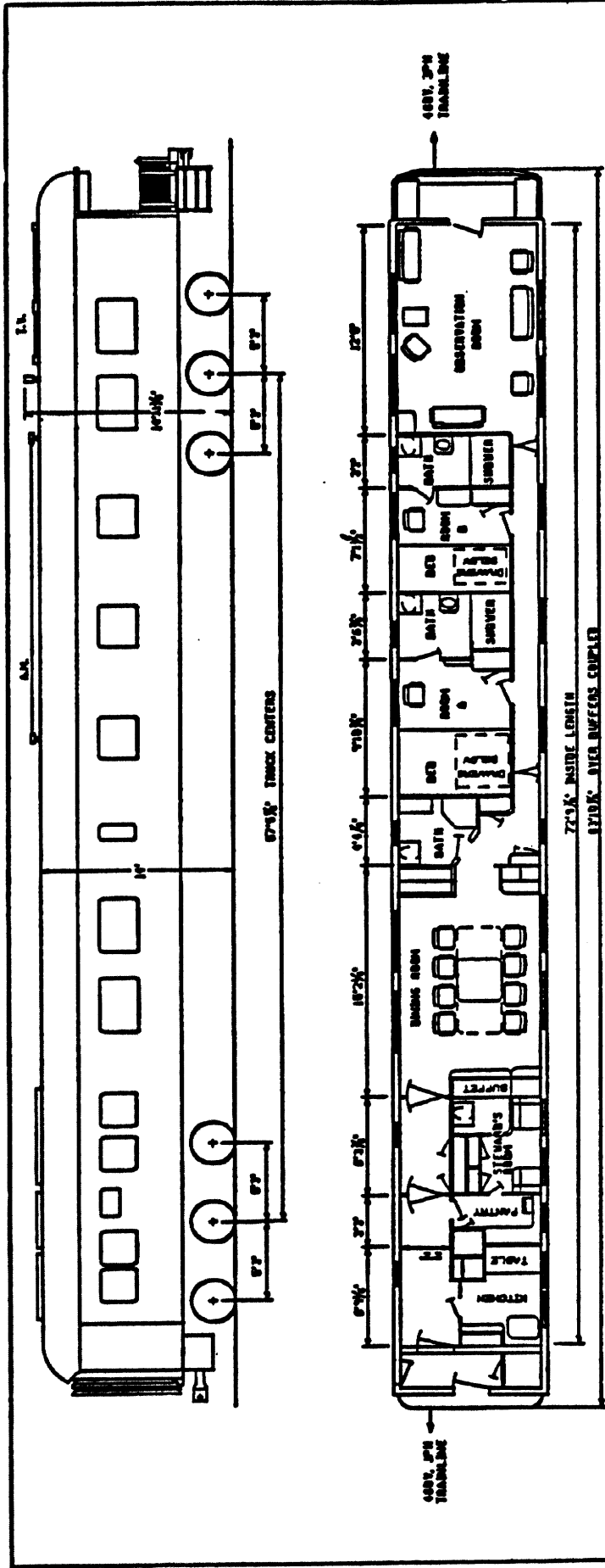
POWER SUPPLY 400 VAC
TWO - WESTERN ENGINE GM 3-7L, 10KV,
400VAC, 3PH, 60HZ WITH
400VAC, 3PH TRAINLINE CONNECTION
400V, 3PH, 2.5KVA SUPPLEMENTAL T/L
TO POWER ANOTHER CAR
FUEL CAPACITY - 450 GAL
BATTERIES, STARTING - 24V, 300AH
BATTERY EMERGENCY LIGHTING
64VDC, ED80 MCGRAW EDISON
HEATING - 400V OVERHEAD AND HALL FLOOR
240V BEDROOM FLOOR, 10KV
AIR CONDITIONING: 0 TON SAFETY
STAND-BY TRAINLINE 400VAC, 3PH, 60 HZ
BATTERY CHARGER - MCGRAW EDISON
MODEL AM-75-50TC

J	11-22-86	VHM
I	1-16-86	VHM
H	6-6-85	VHM
G	2-26-85	RS
F	7-10-84	VHM
E	11-21-83	VHM
D	11-17-83	VHM
C	11-9-83	VHM
B	8-25-83	VHM
A		

CONRAIL
 MECHANICAL ENGINEERING
 PHILADELPHIA, PENNSYLVANIA
 BUSINESS CAR CA 6
 BEDROOM CAB
 DIAGRAM

DATE 10/76/83
 DRAWN BY
 CHECKED BY
 D-468412

CR 6



CELLULAR MOBILE TELEPHONE

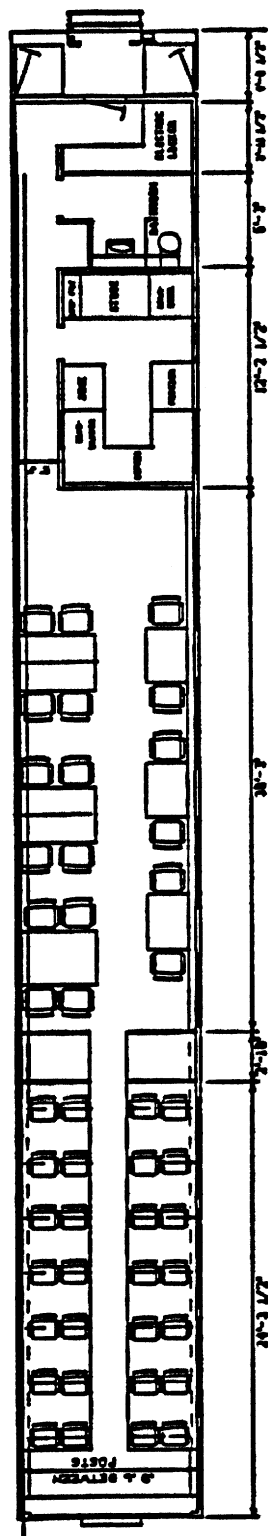
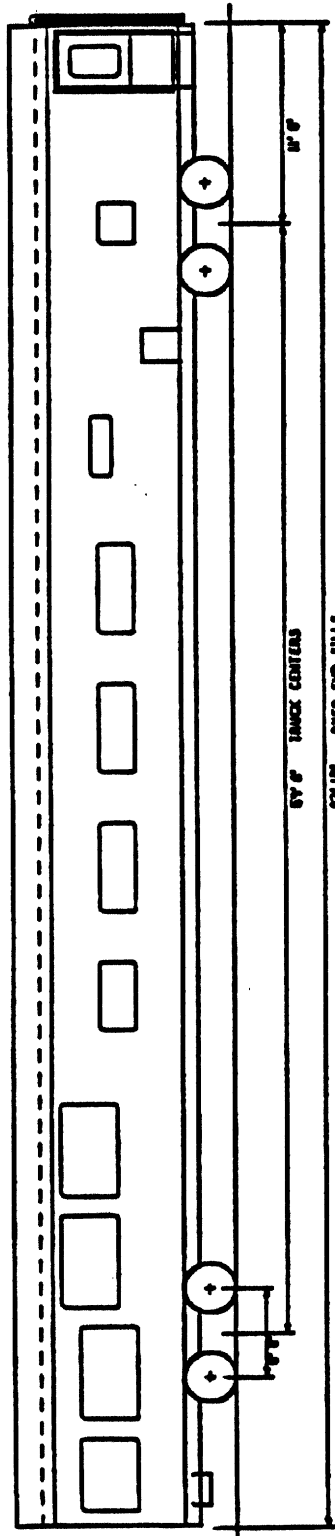
1	11-22-66	VIM
2	1-10-66	VIM
3	1-17-66	VIM
4	6-5-65	VIM
5	6-19-65	VIM
6	11-10-63	VIM
7	11-1-63	VIM
8	7-8-63	MOB
9	6-7-63	MOB
CONRATL		
MECHANICAL ENGINEERING		
PHILADELPHIA/PENNSYLVANIA		
BUSINESS CAR CR 1		
(OFFICE CAR 1)		
DIAGRAM		
NO.	REV.	DATE
1	1	6-1-63
		JUD.08
		CC-688193

POWER SUPPLY - 110 VDC, 30KW
 WESTERN ENGINE GM 3-71 DIESEL OR
 480V, 3PH, 60HZ TRAINLINE
 WITH 480VAC TO 110VDC, 20KW
 SOLEQ CONVERTER
FUEL SUPPLY - 240 GAL. NO 2 OIL
 BATTERY - 1050 AH
 AIR CONDITIONING-SAFETY
 ELECTRO-MECH., 110 VDC
 PYLE-NATIONAL AIR DISTRIBUTORS
 HEATING - 110VDC, 16.5KW
 240VAC, 20KW
 AUTO-ELECTRIC AIR COMPRESSOR
 GENERATOR - SAFETY 35KW
 REGULATOR - MCGRAW EDISON
 STAND-BY 3PH, 220V, 60 HZ
 480V, 3PH, 60HZ OR
 SOLEQ CONVERTER 480VAC TO 110DC 15KW
 SOLEQ INVERTOR 110VDC TO 120VAC, 3KVA

TRUCK TYPE - SP-5212
 ROLLER BEARING - TIMKEN X APWFL *EE'
 AXLES - 5 1/2" X 10
 WHEELS - B-36 CLASS A
 BRAKE - 26F
 12"x10" CYLINDER
 7"x7" BUSHING
 2 1/2" SHDES, HIGH FRICTION,
 COMPOSITION V-166
 HAND BRAKE-ELLCOM 600LGIRE)
 FREIGHT MASTER
 END-OF-CAR CUSHIONING

BUILDER - PULLMAN CO.
 DATE BUILT - JULY 1927
 LIGHTWEIGHT - 211,300
 CONSTRUCTION - CARBON STEEL
 WATER - 300 GAL. STORAGE
 HOT WATER - 30 GAL., 110VDC
 TOILETS - 4 MICROPHOR
 STOVE - PROPANE GAS
 AUTO. ICE CUBE MAKER - WHIRLPOOL
 REFRIG - 115VAC, FREEZER - 115VAC
 INSULATION - URETHANE
 FLOORING - LEAD-CORE PLYWOOD

CR 1



CELLULAR MOBILE TELEPHONE

- GENERATOR - 2 DIESEL 40 KW
- 480 VAC 3 PHASE 60 HZ
- 480V, 3PH, 60HZ TRAINLINE WITH
- 480V, 3PH, 60HZ SUPPLEMENTAL
- TRAINLINE 25KVA TO POWER ANOTHER CAR
- FUEL CAPACITY - 450 GAL.
- BATTERIES - 80 AH 64V DC
- BATTERIES STARTING 24V 300 AH
- LIGHTING - 120VAC FLUORESCENT
- AND INCANDESCENT WITH
- 64VDC EMERGENCY LIGHTS
- COMMUNICATIONS - INTERCOM AND TRAIN RADIO
- AIR CONDITIONING - SAFETY 8 TON, 480 VAC
- HEAT - FLOOR AND OVERHEAD 480 VAC
- HEATER ELEMENTS, 40 KW
- PROPANE FOR COOKING, 230 LB. TANK

- TRUCK CLASS - 2F2P3
- BEARINGS - 6 1/2" X 12" AP
- AXLES - 6 1/2" X 12" SPECIAL
- WHEELS - 8 J6 CLASS 'N'
- BRAKE-26F WITH TRUCK MOUNTED CYLINDER
- ASF SIMPLEX CLASP
- 10" X 10" CYLINDER
- 6" X 9" BUSHING
- 2 1/2" SHOES, HIGH FRICTION,
- COMPOSITION V-186
- HAND BRAKE - ELLCOM 800L6
- BOLSTER SPRINGS - HELICAL
- EQUALIZER SPRINGS - HELICAL
- COUPLERS - PASSENGER CAR TYPE E
- CSF NO. 010361
- DRAFT GEAR-RUBBER PASS. CAR TYPE
- UNCOUPLING LEVER-PASSENGER CAR,
- AAR NO. 6

- BUILDER - PULLMAN
- DATE BUILT - 1957
- LIGHT WEIGHT - 167,000
- CONSTRUCTION - CARBON STEEL
- WATER - 260 GAL. UNDER CAR
- TOILET - MICROPHOR WITH H2O
- TREATMENT TANK
- WATER HEATER - 50 GAL.
- 3KW OVERHEAD

G	11-22-88	WHM
F	9-15-88	WHM
E	1-17-88	WHM
D	8-6-85	WHM
C	4-17-85	WHM
B	7-6-83	
A	8-2-81	
DATE	5-2-81	WHM
BY	5-2-81	JLD, RR
NO.		CC-480363

CR 9

CONRAIL
MECHANICAL ENGINEERING
PHILADELPHIA, PENNSYLVANIA

BUSINESS CAR CR 9
TRACK INSPECTION CARD
DIAGRAM