A Prescriptive Analysis of the Indiana Coal Transportation Infrastructure

Center for Coal Technology Research
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Purdue University

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West Lafayette, Indiana

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INDIANA COAL RAILROAD SYSTEM MAP

SOURCE: Rail network based upon 2002 National Transportation Atlas Database published by the U.S. DOT, Bureau of Transportation Statistics; INCR additions by Chad Pfitzer
## INDIANA COAL RAILROAD TIMETABLE: ROUTE 1

<table>
<thead>
<tr>
<th>STATION NAME</th>
<th>MILE POST</th>
<th>OWNER</th>
<th>NUMBER</th>
<th>CLASS</th>
<th>SPEED</th>
<th>NOTATION</th>
<th>INTERLOCKS</th>
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</table>

**READ DOWNWARD FOR SOUTHBOUND**

BETWEEN SOUTH HOLLAND AND THORNTON JCT UP TIMETABLE GOVERNS.

**READ UPWARD FOR NORTHBOUND**

BETWEEN THORNTON JCT AND OAK GLEN CN TIMETABLE GOVERNS.

SOURCE: Comprehensive Railroad Atlas of North America; compiled by Chad Pfitzer
ROUTE 1 TABLE KEY:

STATION: italicization indicates the presence of INCR trackage rights

ROUTE MILES: estimated to nearest quarter-mile; not official

TRACK:

OWNERS:
- CN: Canadian National Railways
- CSXT: CSX Transportation
- IN: State of Indiana
- INCR: Indiana Coal Railroad
- UP: Union Pacific Railroad

NUMBER:
- 1: one mainline track
- 2: two mainline or double track

CLASS:
- 1: 136 lbs per yard welded rail; straight track; trackside signaling
- 2: 136 lbs per yard welded rail; track with high curvature; trackside signaling

SPEED: listed in miles per hour

NOTATIONS:
- A: automatically controlled interlocking
- E: engine facility
- L: DTC block limit
- M: manually controlled interlocking (may be remotely controlled)
- P: passing siding
- T: turning facility (turntable or wye)
- X: crossover on double or multiple tracks
- Y: yard
- +: passenger station (Amtrak)
- ++: passenger station (Speedway)

INTERLOCKS:
- CIND: Central Railroad of Indiana
- CN: Canadian National Railways
- CP: Canadian Pacific Railway
- CSXT: CSX Transportation
- EJE: Elgin Joliet and Eastern Railway
- KBS: Kankakee Beaverville and Southern Railroad
- NS: Norfolk Southern Railroad
- TPW: Toledo Peoria and Western Railway
- UP: Union Pacific Railroad

#: Indicates another INCR route

*: TPW ownership under projected line sale

NOTE: italicization indicates the presence of trackage rights
ROUTE 1 MAP:

SOURCE: Rail network based upon 2002 National Transportation Atlas Database published by the U.S. DOT, Bureau of Transportation Statistics; INCR additions by Chad Pfitzer
## INDIANA COAL RAILROAD TIMETABLE: ROUTE 2

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Between Straight Line JCT and Wansford Yard CSXT Timetable governs.

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<th>STATION NAME</th>
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<th>TRACK</th>
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**READ DOWNWARD FOR SOUTHBOUND**

**READ UPWARD FOR NORTHBOUND**

SOURCE: Comprehensive Railroad Atlas of North America; compiled by Chad Pfitzer
### ROUTE 2 TABLE KEY:

**STATION:** italicization indicates the presence of INCR trackage rights

**ROUTE MILES:** estimated to nearest quarter-mile; not official

**TRACK:**

**OWNERS:**
- AWW: Algers Winslow and Western Railway
- CSXT: CSX Transportation
- IN: State of Indiana
- INCR: Indiana Coal Railroad

**NUMBER:**
- 1: one mainline track

**CLASS:**
- 1: 136 lbs per yard welded rail; straight track; trackside signaling
- 2: 136 lbs per yard welded rail; track with high curvature; trackside signaling

**SPEED:** listed in miles per hour

**NOTATIONS:**
- A: automatically controlled interlocking
- B: general or bulletin office
- E: engine facility
- M: manually controlled interlocking (may be remotely controlled)
- P: passing siding
- T: turning facility (turntable or wye)
- Y: yard

**INTERLOCKS:**
- AWW: Algers Winslow and Western Railway
- CIND: Central Railroad of Indiana
- CSXT: CSX Transportation
- NS: Norfolk Southern Railroad

#: Indicates another INCR route

**NOTE:** italicization indicates the presence of trackage rights
ROUTE 2 MAP:

SOURCE: Rail network based upon 2002 National Transportation Atlas Database published by the U.S. DOT, Bureau of Transportation Statistics; INCR additions by Chad Pfitzer
# Indianapolis Coal Railroad Timetable: Route 3

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ROUTE 3 TABLE KEY:

STATION: italicization indicates the presence of INCR trackage rights

ROUTE MILES: estimated to nearest quarter-mile; not official

TRACK:

OWNERS:

CN: Canadian National Railways
INCR: Indiana Coal Railroad

NUMBER:

1: one mainline track

CLASS:

3: 136 lbs per yard welded rail; straight track; no signaling
6: 136 lbs per yard jointed rail; track with high curvature; no signaling

SPEED: listed in miles per hour

NOTATIONS:

A: automatically controlled interlocking
T: turning facility (turntable or wye)
Y: yard

INTERLOCKS:

CN: Canadian National Railways

#: indicates another INCR route
ROUTE 3 MAP:

SOURCE: Rail network based upon 2002 National Transportation Atlas Database published by the U.S. DOT, Bureau of Transportation Statistics; INCR additions by Chad Pfitzer
## INDIANA COAL RAILROAD TIMETABLE: ROUTE 4

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<th>STATION NAME</th>
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<th>TRACK</th>
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<tbody>
<tr>
<td>READ DOWNWARD FOR SOUTHBOUND</td>
<td></td>
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<td>T</td>
<td>-</td>
<td></td>
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<tr>
<td>POWER STATION</td>
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<td>3</td>
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<td>3</td>
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<td>P,T</td>
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<td>LATTA</td>
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<td>3</td>
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<td>3</td>
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<td>A</td>
<td>3</td>
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<td>3</td>
<td>40</td>
<td>A</td>
<td>2,6</td>
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</tr>
</tbody>
</table>

| READ UPWARD FOR NORTHBOUND |

**ROUTE 4 TABLE KEY:**

ROUTE MILES: estimated to nearest quarter-mile; not official

TRACK:

OWNERS:

CSXT: CSX Transportation
INCR: Indiana Coal Railroad

NUMBER:

1: one mainline track

CLASS:

3: 136 lbs per yard welded rail; straight track; no signaling

SPEED: listed in miles per hour

NOTATIONS:

A: automatically controlled interlocking
B: general or bulletin office
E: engine facility
M: manually controlled interlocking (may be remotely controlled)
P: passing siding
T: turning facility (turntable or wye)
Y: yard

INTERLOCKS:

CSXT: CSX Transportation

#: indicates another INCR route

SOURCE: Comprehensive Railroad Atlas of North America; compiled by Chad Pfitzer
ROUTE 4 MAP:

SOURCE: Rail network based upon 2002 National Transportation Atlas Database published by the U.S. DOT, Bureau of Transportation Statistics; INCR additions by Chad Pfitzer
INDIANA COAL RAILROAD TIMETABLE: ROUTE 5

<table>
<thead>
<tr>
<th>STATION NAME</th>
<th>MILE POST</th>
<th>TRACK</th>
<th>OWNER</th>
<th>NUMBER</th>
<th>CLASS</th>
<th>SPEED</th>
<th>NOTATION</th>
<th>INTERLOCKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>ELNORA</td>
<td>0.0</td>
<td>INCN</td>
<td>CSXT</td>
<td>1</td>
<td>3</td>
<td>40</td>
<td>-</td>
<td>2</td>
</tr>
<tr>
<td>ODON</td>
<td>6.0</td>
<td>INCN</td>
<td>US</td>
<td>1</td>
<td>3</td>
<td>40</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>CRANE</td>
<td>14.0</td>
<td>INCN</td>
<td>US</td>
<td>1</td>
<td>3</td>
<td>40</td>
<td>Y</td>
<td>CSXT, US</td>
</tr>
<tr>
<td>MITCHELL</td>
<td>-</td>
<td>CSXT</td>
<td>1</td>
<td>3</td>
<td>40</td>
<td>-</td>
<td>18, CSXT</td>
<td></td>
</tr>
<tr>
<td>LOUISVILLE</td>
<td>-</td>
<td>CSXT</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>CSXT, LIRC, NS, PAL</td>
<td></td>
</tr>
</tbody>
</table>

READ DOWNWARD FOR SOUTHBOUND

BETWEEN CRANE AND LOUISVILLE CSXT TIMETABLE GOVERNS.

READ UPWARD FOR NORTHBOUND

ROUTE 5 TABLE KEY:

ROUTE MILES: estimated to nearest quarter-mile; not official

TRACK:

OWNERS:

CSXT: CSX Transportation
INCR: Indiana Coal Railroad
US: United States Government

NUMBER:

1: one mainline track

CLASS:

3: 136 lbs per yard welded rail; straight track; no signaling

SPEED: listed in miles per hour

NOTATIONS:

Y: yard

INTERLOCKS:

CSXT: CSX Transportation
LIRC: Louisville and Indiana Railroad
NS: Norfolk Southern Railroad
PAL: Paducah and Louisville Railway
US: United States Government

#: indicates another INCR route
## INDIANA COAL RAILROAD TIMETABLE: ROUTE 6

<table>
<thead>
<tr>
<th>STATION NAME</th>
<th>MILE POST</th>
<th>TRACK</th>
<th>NOTATION</th>
<th>INTERLOCKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>BEEHUNTER</td>
<td>0.0</td>
<td>INCR</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>SANBORN</td>
<td>6.0</td>
<td>INCR</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>HAWTHORN MINE</td>
<td>10.0</td>
<td>INCR</td>
<td>1</td>
<td>5</td>
</tr>
</tbody>
</table>

**READ DOWNWARD FOR SOUTHBOUND**

**SOURCE:** Comprehensive Railroad Atlas of North America; compiled by Chad Pfitzer

**ROUTE 6 TABLE KEY:**

- **ROUTE MILES:** estimated to nearest quarter-mile; not official
- **TRACK:**
  - **OWNERS:**
    - INCR: Indiana Coal Railroad
  - **NUMBER:**
    - 1: one mainline track
  - **CLASS:**
    - 5: 136 lbs per yard jointed rail; straight track; no signaling
  - **SPEED:** listed in miles per hour
- **NOTATIONS:**
  - A: automatically controlled interlocking
- **INTERLOCKS:**
  - #: indicates another INCR route
## INDIANA COAL RAILROAD TIMETABLE: ROUTE 7

<table>
<thead>
<tr>
<th>STATION NAME</th>
<th>MILE POST</th>
<th>TRACK OWNER</th>
<th>NUMBER</th>
<th>CLASS</th>
<th>SPEED</th>
<th>NOTATION</th>
<th>INTERLOCKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>BUCKSKIN</td>
<td>0.0</td>
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<td>5</td>
<td>20</td>
<td>T</td>
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</tr>
<tr>
<td>LYNNVILLE MINE</td>
<td>6.0</td>
<td>INCR</td>
<td>1</td>
<td>5</td>
<td>20</td>
<td>-</td>
<td>NS</td>
</tr>
<tr>
<td>BOONVILLE WYE</td>
<td>16.5</td>
<td>INCR, NS</td>
<td>1</td>
<td>5</td>
<td>20</td>
<td>-</td>
<td>17, NS</td>
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<tr>
<td>WARRICK</td>
<td>26.5</td>
<td>INCR</td>
<td>1</td>
<td>5</td>
<td>20</td>
<td>B,E,Y</td>
<td>-</td>
</tr>
<tr>
<td>YANKEETOWN DOCK</td>
<td>27.0</td>
<td>INCR</td>
<td>1</td>
<td>5</td>
<td>20</td>
<td>T</td>
<td>-</td>
</tr>
</tbody>
</table>

**READ DOWNWARD FOR SOUTHBOUND**

**READ UPWARD FOR NORTHBOUND**

SOURCE: Comprehensive Railroad Atlas of North America; compiled by Chad Pfitzer

### ROUTE 7 TABLE KEY:

ROUTE MILES: estimated to nearest quarter-mile; not official

TRACK:

OWNERS:

INCR: Indiana Coal Railroad
NS: Norfolk Southern Railroad

NUMBER:

1: one mainline track

CLASS:

5: 136 lbs per yard jointed rail; straight track; no signaling

SPEED: listed in miles per hour

NOTATIONS:

B: general or bulletin office
E: engine facility
T: turning facility (turntable or wye)
Y: yard

INTERLOCKS:

NS: Norfolk Southern Railroad

#: indicates another INCR route

NOTE: italicization indicates the presence of trackage rights
ROUTE 7 MAP:

SOURCE: Rail network based upon 2002 National Transportation Atlas Database published by the U.S. DOT, Bureau of Transportation Statistics; INCR additions by Chad Pfitzer
## INDIANA COAL RAILROAD TIMETABLE: ROUTE 8

<table>
<thead>
<tr>
<th>STATION NAME</th>
<th>MILE POST</th>
<th>TRACK</th>
<th>NOTATION</th>
<th>INTERLOCKS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>OWNER</td>
<td>NUMBER</td>
<td>CLASS</td>
<td>SPEED</td>
</tr>
<tr>
<td>TRANSFER YARD</td>
<td>IN, INCR</td>
<td>2</td>
<td>1</td>
<td>10</td>
</tr>
<tr>
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<td></td>
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</tr>
<tr>
<td>CP WOOD</td>
<td>CSXT, IN</td>
<td>2</td>
<td>1</td>
<td>10</td>
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<tr>
<td></td>
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<td>Senate Avenue</td>
<td>CSXT</td>
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<td>1</td>
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<tr>
<td></td>
<td>INCR</td>
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<tr>
<td>Stout</td>
<td>INCR</td>
<td>1</td>
<td>5</td>
<td>10</td>
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<tr>
<td>Harding Street</td>
<td>INCR</td>
<td>1</td>
<td>5</td>
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<td>Power Station</td>
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</tbody>
</table>

**SOURCE:** Comprehensive Railroad Atlas of North America; compiled by Chad Pfitzer

**ROUTE 8 TABLE KEY:**

**ROUTE MILES:** estimated to nearest quarter-mile; not official

**TRACK:**

**OWNERS:**

- **CIND:** Central Railroad of Indiana
- **CSXT:** CSX Transportation
- **IN:** State of Indiana
- **INCR:** Indiana Coal Railroad

**NUMBER:**

1: one mainline track
2: two mainline or double track

**CLASS:**

1: 136 lbs per yard welded rail; straight track; trackside signaling
5: 136 lbs per yard jointed rail; straight track; no signaling

**SPEED:** listed in miles per hour

**NOTATIONS:**

B: general or bulletin office
E: engine facility
M: manually controlled interlocking (may be remotely controlled)
T: turning facility (turntable or wye)
Y: yard

**INTERLOCKS:**

CIND: Central Railroad of Indiana
CSXT: CSX Transportation

#: Indicates another INCR route

**NOTE:** italicization indicates the presence of trackage rights
ROUTE 8 MAP:

SOURCE: Rail network based upon 2002 National Transportation Atlas Database published by the U.S. DOT, Bureau of Transportation Statistics; INCR additions by Chad Pfitzer
<table>
<thead>
<tr>
<th>STATION NAME</th>
<th>MILE POST</th>
<th>TRACK</th>
<th>OWNER</th>
<th>NUMBER</th>
<th>CLASS</th>
<th>SPEED</th>
<th>NOTATION</th>
<th>INTERLOCKS</th>
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<td>CSXT,</td>
<td>INCR</td>
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<td>1</td>
<td>10</td>
<td>B,E,Y,</td>
</tr>
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<td></td>
<td></td>
<td>8, CSXT,</td>
</tr>
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</tr>
<tr>
<td>BELT JCT</td>
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<td></td>
<td>CSXT,</td>
<td>INCR</td>
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<td>5</td>
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<td>-</td>
</tr>
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<td>CSXT</td>
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<td>17.0</td>
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<td>5</td>
<td>20</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>NOBLESVILLE</td>
<td>21.0</td>
<td></td>
<td>INCR</td>
<td>1</td>
<td>5</td>
<td>10</td>
<td>T</td>
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**ROUTE 9 TABLE KEY:**

ROUTE MILES: estimated to nearest quarter-mile; not official

TRACK:

OWNERS:

- CIND: Central Railroad of Indiana
- CSXT: CSX Transportation
- IN: State of Indiana
- INCR: Indiana Coal Railroad

NUMBER:

- 1: one mainline track
- 2: two mainline or double track

CLASS:

- 1: 136 lbs per yard welded rail; straight track; trackside signaling
- 5: 136 lbs per yard jointed rail; straight track; no signaling

SPEED: listed in miles per hour

NOTATIONS:

- B: general or bulletin office
- E: engine facility
- T: turning facility (turntable or wye)
- Y: yard

INTERLOCKS:

- CIND: Central Railroad of Indiana
- CSXT: CSX Transportation

#: Indicates another INCR route

NOTE: italicization indicates the presence of trackage rights
ROUTE 9 MAP:

SOURCE: Rail network based upon 2002 National Transportation Atlas Database published by the U.S. DOT, Bureau of Transportation Statistics; INCR additions by Chad Pfitzer
## INDIANA COAL RAILROAD TIMETABLE: ROUTE 10

<table>
<thead>
<tr>
<th>STATION NAME</th>
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<th>OWNER</th>
<th>NUMBER</th>
<th>CLASS</th>
<th>SPEED</th>
<th>NOTATION</th>
<th>INTERLOCKS</th>
</tr>
</thead>
<tbody>
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<td>READ DOWNWARD FOR NORTHBOUND</td>
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<td></td>
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<td></td>
</tr>
<tr>
<td>ST. JOHN</td>
<td>0.0</td>
<td>IN, INCR</td>
<td>1</td>
<td>1</td>
<td>20</td>
<td>A</td>
<td>1, NS</td>
</tr>
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<td>EJE CROSSING</td>
<td>4.0</td>
<td>EJE, INCR</td>
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<td>-</td>
<td>EJE</td>
</tr>
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<td>CN CROSSING</td>
<td>5.5</td>
<td>CN, INCR</td>
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<td>10</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>OSBORN</td>
<td>9.5</td>
<td>INCR, NS</td>
<td>1</td>
<td>1</td>
<td>10</td>
<td>-</td>
<td>IHB</td>
</tr>
</tbody>
</table>

| BETWEEN OSBORN AND INDIANA HARBOR IHB TIMETABLE GOVERNS. |       |       |        |       |       |          |            |
| OSBORN JCT       | -        | IHB, NS | 2 | 1    | 10   | A  | IHB      |
| CP GIBSON        | -        | IHB, NS | 2 | 1    | 10   | A  | CSXT, IHB|
| GRASELLI TOWER   | -        | IHB, NS | 2 | 1    | 10   | M  | CSS, EJE, IHB |
| CALUMET TOWER    | -        | IHB, NS | 2 | 1    | 10   | M  | CSXT, CP |
| MICHIGAN AVE YARD | -      | IHB, NS | 2 | 1    | 10   | Y  | IHB      |
| INDIANA HARBOR   | -        | IHB, NS | 2 | 1    | 10   | T  | IHB, ILST, NS |

| READ UPWARD FOR SOUTHBOUND |       |       |        |       |       |          |            |

SOURCE: Comprehensive Railroad Atlas of North America; compiled by Chad Pfitzer
ROUTE 10 TABLE KEY:

STATION: italicization indicates the presence of INCR trackage rights

ROUTE MILES: estimated to nearest quarter-mile; not official

TRACK:

OWNERS:

CN: Canadian National Railways
CSXT: CSX Transportation
EJE: Elgin Joliet and Eastern Railway
IN: State of Indiana
INCR: Indiana Coal Railroad
ILST: Inland Steel Corporation
IHB: Indiana Harbor Belt
NS: Norfolk Southern Railroad

NUMBER:

1: one mainline track
2: two mainline or double track

CLASS:

1: 136 lbs per yard welded rail; straight track; trackside signaling

SPEED: listed in miles per hour

NOTATIONS:

A: automatically controlled interlocking
M: manually controlled interlocking (may be remotely controlled)
T: turning facility (turntable or wye)
Y: yard

INTERLOCKS:

CN: Canadian National Railways
CP: Canadian Pacific Railway
CSS: Chicago Southshore and South Bend
CSXT: CSX Transportation
EJE: Elgin Joliet and Eastern Railway
ILST: Inland Steel Corporation
IHB: Indiana Harbor Belt
NS: Norfolk Southern Railroad

#: Indicates another INCR route

NOTE: italicization indicates the presence of trackage rights
ROUTE 10 MAP:

SOURCE: Rail network based upon 2002 National Transportation Atlas Database published by the U.S. DOT, Bureau of Transportation Statistics; INCR additions by Chad Pfitzer
## INDIANA COAL RAILROAD TIMETABLE: ROUTE 11

<table>
<thead>
<tr>
<th>STATION NAME</th>
<th>MILE POST</th>
<th>TRACK</th>
<th>OWNER</th>
<th>NUMBER</th>
<th>CLASS</th>
<th>SPEED</th>
<th>NOTATION</th>
<th>INTERLOCKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>READ DOWNWARD FOR NORTHBOUND</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GRASELLI TOWER</td>
<td>-</td>
<td>IHB, NS</td>
<td>2</td>
<td>1</td>
<td>10</td>
<td>M</td>
<td>10, CSS, EJE, IHB, NS</td>
<td></td>
</tr>
<tr>
<td>MICHIGAN CITY POWER PLANT</td>
<td>-</td>
<td>CSS</td>
<td>2</td>
<td>7</td>
<td>60</td>
<td>T</td>
<td>CSS</td>
<td></td>
</tr>
</tbody>
</table>

BETWEEN GRASELLI TOWER AND MICHIGAN CITY POWER PLANT CSS TIMETABLE GOVERNS.

<table>
<thead>
<tr>
<th>STATION NAME</th>
<th>MILE POST</th>
<th>TRACK</th>
<th>OWNER</th>
<th>NUMBER</th>
<th>CLASS</th>
<th>SPEED</th>
<th>NOTATION</th>
<th>INTERLOCKS</th>
</tr>
</thead>
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<tr>
<td>BAILLY GENERATING STATION</td>
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<td>60</td>
<td>T</td>
<td>CSS</td>
<td></td>
</tr>
<tr>
<td>MICHIGAN CITY POWER PLANT</td>
<td>-</td>
<td>CSS</td>
<td>2</td>
<td>7</td>
<td>60</td>
<td>T</td>
<td>CSS</td>
<td></td>
</tr>
</tbody>
</table>

READ UPWARD FOR SOUTHBOUND

**ROUTE 11 TABLE KEY:**

- **STATION:** Italicization indicates the presence of INCR trackage rights
- **ROUTE MILES:** Estimated to nearest quarter-mile; not official
- **TRACK:**
  - **OWNERS:**
    - CSS: Chicago Southshore and South Bend
    - IHB: Indiana Harbor Belt
    - NS: Norfolk Southern Railroad
  - **NUMBER:**
    - 2: Two mainline or double track
  - **CLASS:**
    - 7: 136 lbs per yard welded rail; straight track; trackside signaling, electrified
  - **SPEED:** Listed in miles per hour
- **NOTATIONS:**
  - M: Manually controlled interlocking (may be remotely controlled)
  - T: Turning facility (turntable or wye)
- **INTERLOCKS:**
  - CSS: Chicago Southshore and South Bend
  - EJE: Elgin Joliet and Eastern Railway
  - IHB: Indiana Harbor Belt
  - NS: Norfolk Southern Railroad
  - #: Indicates another INCR route
- **NOTE:** Italicization indicates the presence of trackage rights
SOURCE: Rail network based upon 2002 National Transportation Atlas Database published by the U.S. DOT, Bureau of Transportation Statistics; INCR additions by Chad Pfitzer
INDIANA COAL RAILROAD TIMETABLE: ROUTE 12

<table>
<thead>
<tr>
<th>STATION NAME</th>
<th>MILE POST</th>
<th>TRACK</th>
<th>OWNER</th>
<th>NUMBER</th>
<th>CLASS</th>
<th>SPEED</th>
<th>NOTATION</th>
<th>INTERLOCKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>SHELBY</td>
<td>-</td>
<td>IN</td>
<td>1</td>
<td>1</td>
<td>60</td>
<td>A</td>
<td>1, NS</td>
<td></td>
</tr>
<tr>
<td>RM SCHAHFER POWER STATION</td>
<td>-</td>
<td>NS</td>
<td>1</td>
<td>5</td>
<td>40</td>
<td>T</td>
<td>NS</td>
<td></td>
</tr>
</tbody>
</table>

BETWEEN SHELBY AND RM SCHAHFER POWER STATION NS TIMETABLE GOVERNS.

ROUTE 12 TABLE KEY:

STATION: italicization indicates the presence of INCR trackage rights

ROUTE MILES: estimated to nearest quarter-mile; not official

TRACK:

OWNERS:

IN: State of Indiana
NS: Norfolk Southern Railroad

NUMBER:

1: one mainline track

CLASS:

5: 136 lbs per yard jointed rail; straight track; no signaling

SPEED: listed in miles per hour

NOTATIONS:

A: automatically controlled interlocking
T: turning facility (turntable or wye)

INTERLOCKS:

NS: Norfolk Southern Railroad

#: Indicates another INCR route

SOURCE: Comprehensive Railroad Atlas of North America; compiled by Chad Pfitzer
SOURCE: Rail network based upon 2002 National Transportation Atlas Database published by the U.S. DOT, Bureau of Transportation Statistics; INCR additions by Chad Pfitzer
## INDIANA COAL RAILROAD TIMETABLE: ROUTE 13

<table>
<thead>
<tr>
<th>STATION NAME</th>
<th>MILE POST</th>
<th>OWNER</th>
<th>NUMBER</th>
<th>CLASS</th>
<th>SPEED</th>
<th>NOTATION</th>
<th>INTERLOCKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>DEWEY</td>
<td>-</td>
<td>INCR, CSXT</td>
<td>1</td>
<td>3</td>
<td>10</td>
<td>M</td>
<td>4, CSXT</td>
</tr>
</tbody>
</table>

**READ DOWNWARD FOR NORTHBOUND**

**BETWEEN DEWEY AND CAYUGA POWER STATION**

**CSXT TIMETABLE GOVERNS.**

| CAYUGA POWER STATION | -         | CSXT   | 1      | 1     | 40    | T        | CSXT       |

**READ UPWARD FOR SOUTHBOUND**

**SOURCE:** Comprehensive Railroad Atlas of North America; compiled by Chad Pfitzer

### ROUTE 13 TABLE KEY:

- **STATION:** Italicization indicates the presence of INCR trackage rights
- **ROUTE MILES:** Estimated to nearest quarter-mile; not official
- **TRACK:**
  - **OWNERS:**
    - CSXT: CSX Transportation
    - INCR: Indiana Coal Railroad
  - **NUMBER:**
    - 1: one mainline track
  - **CLASS:**
    - 1: 136 lbs per yard welded rail; straight track; trackside signaling
    - 3: 136 lbs per yard welded rail; straight track; no signaling
  - **SPEED:** Listed in miles per hour
- **NOTATIONS:**
  - M: manually controlled interlocking (may be remotely controlled)
  - T: turning facility (turntable or wye)
- **INTERLOCKS:**
  - CSXT: CSX Transportation
  - #: Indicates another INCR route
## INDIANA COAL RAILROAD TIMETABLE: ROUTE 14

<table>
<thead>
<tr>
<th>STATION NAME</th>
<th>MILE POST</th>
<th>TRACK</th>
<th>OWNER</th>
<th>NUMBER</th>
<th>CLASS</th>
<th>SPEED</th>
<th>NOTATION</th>
<th>INTERLOCKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>CANNELBURG</td>
<td></td>
<td></td>
<td>CSXT</td>
<td>1</td>
<td>1</td>
<td>40</td>
<td>T</td>
<td>CSXT</td>
</tr>
<tr>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>BETWEEN CANNELBURG AND CHAPPEL CSXT TIMETABLE GOVERNS.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CHAPPEL</td>
<td></td>
<td></td>
<td>CSXT, INCR</td>
<td>1</td>
<td>1</td>
<td>40</td>
<td>M</td>
<td>2, CSXT</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BETWEEN CHAPPEL AND PROSPERITY MINE CSXT TIMETABLE GOVERNS.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PROSPERITY MINE</td>
<td></td>
<td></td>
<td>CSXT</td>
<td>1</td>
<td>1</td>
<td>40</td>
<td>T</td>
<td>CSXT</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
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</table>

### ROUTE 14 TABLE KEY:

- **STATION**: Italicization indicates the presence of INCR trackage rights
- **ROUTE MILES**: Estimated to nearest quarter-mile; not official
- **TRACK**:
  - **OWNERS**:
    - CSXT: CSX Transportation
    - INCR: Indiana Coal Railroad
  - **NUMBER**:
    - 1: one mainline track
  - **CLASS**:
    - 1: 136 lbs per yard welded rail; straight track; trackside signaling
  - **SPEED**: Listed in miles per hour
- **NOTATIONS**:
  - M: manually controlled interlocking (may be remotely controlled)
  - T: turning facility (turntable or wye)
- **INTERLOCKS**:
  - CSXT: CSX Transportation
  - #: Indicates another INCR route

SOURCE: Comprehensive Railroad Atlas of North America; compiled by Chad Pfitzer
SOURCE: Rail network based upon 2002 National Transportation Atlas Database published by the U.S. DOT, Bureau of Transportation Statistics; INCR additions by Chad Pfitzer
## INDIANA COAL RAILROAD TIMETABLE: ROUTE 15

<table>
<thead>
<tr>
<th>STATION NAME</th>
<th>MILE POST</th>
<th>TRACK</th>
<th>OWNER</th>
<th>NUMBER</th>
<th>CLASS</th>
<th>SPEED</th>
<th>NOTATION</th>
<th>INTERLOCKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>OAKLAND CITY</td>
<td>-</td>
<td>INCR, NS</td>
<td>1</td>
<td>2</td>
<td>25</td>
<td>A</td>
<td>2, NS</td>
<td></td>
</tr>
<tr>
<td>BETWEEN OAKLAND CITY AND GIBSON STATION POWER STATION</td>
<td>NS TIMETABLE GOVERS.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GIBSON STATION</td>
<td>-</td>
<td>NS</td>
<td>1</td>
<td>1</td>
<td>40</td>
<td>T</td>
<td>NS</td>
<td></td>
</tr>
</tbody>
</table>

### ROUTE 15 TABLE KEY:

- **STATION**: Italicization indicates the presence of INCR trackage rights
- **ROUTE MILES**: Estimated to nearest quarter-mile; not official

### TRACK:

#### OWNERS:

- INCR: Indiana Coal Railroad
- NS: Norfolk Southern Railroad

#### NUMBER:

- 1: One mainline track

#### CLASS:

- 1: 136 lbs per yard welded rail; straight track; trackside signaling
- 2: 136 lbs per yard welded rail; track with high curvature; trackside signaling

#### SPEED:

- Listed in miles per hour

### NOTATIONS:

- **A**: Automatically controlled interlocking
- **T**: Turning facility (turntable or wye)

### INTERLOCKS:

- **NS**: Norfolk Southern Railroad
- **#**: Indicates another INCR route
ROUTE 15 MAP:

SOURCE: Rail network based upon 2002 National Transportation Atlas Database published by the U.S. DOT, Bureau of Transportation Statistics; INCR additions by Chad Pfitzer
## INDIANA COAL RAILROAD TIMETABLE: ROUTE 16

<table>
<thead>
<tr>
<th>STATION NAME</th>
<th>MILE POST</th>
<th>TRACK</th>
<th>OWNER</th>
<th>NUMBER</th>
<th>CLASS</th>
<th>SPEED</th>
<th>NOTATION</th>
<th>INTERLOCKS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>READ DOWNWARD FOR SOUTHBOUND</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WANSFORD YARD</td>
<td>-</td>
<td>CSXT</td>
<td>1</td>
<td>1</td>
<td>10</td>
<td>Y</td>
<td></td>
<td>2, CSXT</td>
</tr>
<tr>
<td><strong>BETWEEN WANSFORD YARD AND MOUNT VERNON CSXT TIMETABLE GOVERNS.</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MOUNT VERNON</td>
<td>-</td>
<td>CSXT,</td>
<td>1</td>
<td>1</td>
<td>40</td>
<td>T</td>
<td></td>
<td>CSXT, SWR</td>
</tr>
<tr>
<td><strong>READ UPWARD FOR NORTHBOUND</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**ROUTE 16 TABLE KEY:**

- **STATION:** italicization indicates the presence of INCR trackage rights
- **ROUTE MILES:** estimated to nearest quarter-mile; not official
- **TRACK:**
  - **OWNERS:**
    - CSXT: CSX Transportation
    - SWR: Southwind Short Line
  - **NUMBER:**
    - 1: one mainline track
  - **CLASS:**
    - 1: 136 lbs per yard welded rail; straight track; trackside signaling
  - **SPEED:** listed in miles per hour
- **NOTATIONS:**
  - T: turning facility (turntable or wye)
  - Y: yard
- **INTERLOCKS:**
  - CSXT: CSX Transportation
  - SWR: Southwind Short Line
  - #: Indicates another INCR route

*SOURCE: Comprehensive Railroad Atlas of North America; compiled by Chad Pfitzer*
ROUTE 16 MAP:

SOURCE: Rail network based upon 2002 National Transportation Atlas Database published by the U.S. DOT, Bureau of Transportation Statistics; INCR additions by Chad Pfitzer
<table>
<thead>
<tr>
<th>STATION NAME</th>
<th>MILE POST</th>
<th>TRACK</th>
<th>OWNER</th>
<th>NUMBER</th>
<th>CLASS</th>
<th>SPEED</th>
<th>NOTATION</th>
<th>INTERLOCKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>BOONVILLE WYE</td>
<td>-</td>
<td>NS</td>
<td>1</td>
<td>5</td>
<td>20</td>
<td>T</td>
<td></td>
<td>7, NS</td>
</tr>
<tr>
<td>ROCKPORT JCT</td>
<td>-</td>
<td>HOS, NS</td>
<td>1</td>
<td>5</td>
<td>20</td>
<td>T</td>
<td></td>
<td>HOS, NS</td>
</tr>
<tr>
<td>ROCKPORT POWER PLANT</td>
<td>-</td>
<td>HOS</td>
<td>1</td>
<td>5</td>
<td>20</td>
<td>T</td>
<td></td>
<td>HOS</td>
</tr>
</tbody>
</table>

**READ DOWNWARD FOR SOUTHBOUND**

BETWEEN BOONVILLE WYE AND ROCKPORT JCT NS TIMETABLE GOVERNS.

**READ UPWARD FOR NORTHBOUND**

BETWEEN ROCKPORT JCT AND ROCKPORT POWER PLANT HOS TIMETABLE GOVERNS.

ROUTE 17 TABLE KEY:

ROUTE MILES: estimated to nearest quarter-mile; not official

TRACK:

OWNERS:

HOS: Hoosier Southern Railroad
INCR: Indiana Coal Railroad
NS: Norfolk Southern Railroad

NUMBER:

1: one mainline track

CLASS:

5: 136 lbs per yard jointed rail; straight track; no signaling

SPEED: listed in miles per hour

NOTATIONS:

T: turning facility (turntable or wye)

INTERLOCKS:

HOS: Hoosier Southern Railroad
NS: Norfolk Southern Railroad

#: indicates another INCR route
SOURCE: Rail network based upon 2002 National Transportation Atlas Database published by the U.S. DOT, Bureau of Transportation Statistics; INCR additions by Chad Pfitzer
# INDIANA COAL RAILROAD TIMETABLE: ROUTE 18

<table>
<thead>
<tr>
<th>STATION NAME</th>
<th>MILE POST</th>
<th>TRACK</th>
<th>OWNER</th>
<th>NUMBER</th>
<th>CLASS</th>
<th>SPEED</th>
<th>NOTATION</th>
<th>INTERLOCKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>MITCHELL</td>
<td>-</td>
<td></td>
<td>CSXT</td>
<td>1</td>
<td>1</td>
<td>40</td>
<td>-</td>
<td>5, CSXT</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BETWEEN MITCHELL AND TANNERS CREEK POWER STATION CSXT TIMETABLE GOVERNS.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NORTH VERNON</td>
<td>-</td>
<td></td>
<td>CSXT,</td>
<td>1</td>
<td>1</td>
<td>40</td>
<td>-</td>
<td>19, CMPA, CSXT</td>
</tr>
<tr>
<td>TANNERS CREEK POWER STATION</td>
<td>-</td>
<td></td>
<td>CSXT</td>
<td>1</td>
<td>1</td>
<td>40</td>
<td>T</td>
<td>CSXT</td>
</tr>
</tbody>
</table>

**ROUTE 13 TABLE KEY:**

- **STATION:** Italicization indicates the presence of INCR trackage rights
- **ROUTE MILES:** Estimated to nearest quarter-mile; not official
- **TRACK:**
  - **OWNERS:**
    - CMPA: City of Madison Port Authority
    - CSXT: CSX Transportation
  - **NUMBER:**
    - 1: one mainline track
  - **CLASS:**
    - 1: 136 lbs per yard welded rail; straight track; trackside signaling
  - **SPEED:** Listed in miles per hour
- **NOTATIONS:**
  - E: Engine facility
  - L: DTC block limit
  - M: Manually controlled interlocking (may be remotely controlled)
  - P: Passing siding
  - T: Turning facility (turntable or wye)
- **INTERLOCKS:**
  - CMPA: City of Madison Port Authority
  - CSXT: CSX Transportation
  - #: Indicates another INCR route

**SOURCE:** Comprehensive Railroad Atlas of North America; compiled by Chad Pfizer
SOURCE: Rail network based upon 2002 National Transportation Atlas Database published by the U.S. DOT, Bureau of Transportation Statistics; INCR additions by Chad Pfitzer
# INDIANA COAL RAILROAD TIMETABLE: ROUTE 13

<table>
<thead>
<tr>
<th>STATION NAME</th>
<th>MILE POST</th>
<th>TRACK</th>
<th>OWNER</th>
<th>NUMBER</th>
<th>CLASS</th>
<th>SPEED</th>
<th>NOTATION</th>
<th>INTERLOCKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTH VERNON</td>
<td>-</td>
<td>CMPA, CSXT</td>
<td>1</td>
<td>1</td>
<td>40</td>
<td>-</td>
<td>18, CSXT</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CLIFTY CREEK POWER STATION</td>
<td>-</td>
<td>CSXT</td>
<td>1</td>
<td>5</td>
<td>25</td>
<td>T</td>
<td>CMPA</td>
<td></td>
</tr>
</tbody>
</table>

**ROUTE 13 TABLE KEY:**

- **STATION:** Italicization indicates the presence of INCR trackage rights
- **ROUTE MILES:** Estimated to nearest quarter-mile; not official
- **TRACK:**
  - **OWNERS:**
    - CMPA: City of Madison Port Authority
    - CSXT: CSX Transportation
- **NUMBER:**
  - 1: one mainline track
- **CLASS:**
  - 1: 136 lbs per yard welded rail; straight track; trackside signaling
  - 5: 136 lbs per yard jointed rail; straight track; no signaling
- **SPEED:** Listed in miles per hour
- **NOTATIONS:**
  - T: Turning facility (turntable or wye)
- **INTERLOCKS:**
  - CMPA: City of Madison port Authority
  - CSXT: CSX Transportation
  - #: Indicates another INCR route

SOURCE: Comprehensive Railroad Atlas of North America; compiled by Chad Pfitzer
ROUTE 19 MAP:

SOURCE: Rail network based upon 2002 National Transportation Atlas Database published by the U.S. DOT, Bureau of Transportation Statistics; INCR additions by Chad Pfitzer
## Indiana Coal Railroad Timetable: Speedway Corridor

<table>
<thead>
<tr>
<th>Station Name</th>
<th>Mile Post</th>
<th>Class</th>
<th>Speed</th>
<th>Owner</th>
<th>Number</th>
<th>Track</th>
<th>Notation</th>
<th>Scheduled Stops</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Chicago Union Station</strong></td>
<td>0.0</td>
<td>1</td>
<td>10</td>
<td>AMTK</td>
<td>2</td>
<td>SOUTHBOUND</td>
<td>+++,</td>
<td>0:00:00</td>
</tr>
<tr>
<td><strong>Canal Street Yard</strong></td>
<td>2.25</td>
<td>1</td>
<td>10</td>
<td>AMTK, UP</td>
<td>2</td>
<td>SOUTHBOUND</td>
<td>Y,</td>
<td></td>
</tr>
<tr>
<td><strong>Thornton Jct</strong></td>
<td>22.25</td>
<td>1</td>
<td>10</td>
<td>CN</td>
<td>2</td>
<td>SOUTHBOUND</td>
<td>M,X</td>
<td></td>
</tr>
<tr>
<td>Oak Glen</td>
<td>27.75</td>
<td>1</td>
<td>60</td>
<td>CN</td>
<td>1</td>
<td>SOUTHBOUND</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Dyer</td>
<td>34.75</td>
<td>1</td>
<td>75</td>
<td>IN</td>
<td>1</td>
<td>SOUTHBOUND</td>
<td>M,++,</td>
<td>0:30:45</td>
</tr>
<tr>
<td>Dyer Siding</td>
<td>36.75</td>
<td>1</td>
<td>75</td>
<td>IN</td>
<td>1</td>
<td>SOUTHBOUND</td>
<td>L, P</td>
<td></td>
</tr>
<tr>
<td>St. John</td>
<td>38.75</td>
<td>1</td>
<td>75</td>
<td>IN</td>
<td>1</td>
<td>SOUTHBOUND</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Lowell</td>
<td>49.75</td>
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<td>IN</td>
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<td>SOUTHBOUND</td>
<td>L, P</td>
<td></td>
</tr>
<tr>
<td>Shelby</td>
<td>57.75</td>
<td>1</td>
<td>75</td>
<td>IN</td>
<td>1</td>
<td>SOUTHBOUND</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Rose Lawn</td>
<td>61.75</td>
<td>1</td>
<td>75</td>
<td>IN</td>
<td>1</td>
<td>SOUTHBOUND</td>
<td>L, P</td>
<td></td>
</tr>
<tr>
<td>Surrey</td>
<td>73.75</td>
<td>1</td>
<td>75</td>
<td>IN</td>
<td>1</td>
<td>SOUTHBOUND</td>
<td>L, P</td>
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</tr>
<tr>
<td>Rensselaer</td>
<td>79.5</td>
<td>1</td>
<td>10</td>
<td>IN</td>
<td>1</td>
<td>SOUTHBOUND</td>
<td>P,++,</td>
<td>0:59:30</td>
</tr>
<tr>
<td>Monon</td>
<td>94.5</td>
<td>1</td>
<td>75</td>
<td>IN</td>
<td>1</td>
<td>SOUTHBOUND</td>
<td>L, Y</td>
<td></td>
</tr>
<tr>
<td>Reynolds</td>
<td>101.5</td>
<td>1</td>
<td>75</td>
<td>IN</td>
<td>1</td>
<td>SOUTHBOUND</td>
<td>A</td>
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</tr>
<tr>
<td>Chalmers</td>
<td>108.25</td>
<td>1</td>
<td>75</td>
<td>IN</td>
<td>1</td>
<td>SOUTHBOUND</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>Brookston</td>
<td>112.25</td>
<td>1</td>
<td>75</td>
<td>IN</td>
<td>1</td>
<td>SOUTHBOUND</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>Lafayette Yard</td>
<td>124.75</td>
<td>1</td>
<td>10</td>
<td>IN</td>
<td>1</td>
<td>SOUTHBOUND</td>
<td>Y</td>
<td></td>
</tr>
<tr>
<td>Lafayette Station</td>
<td>126.75</td>
<td>1</td>
<td>10</td>
<td>IN</td>
<td>1</td>
<td>SOUTHBOUND</td>
<td>+++,</td>
<td>1:30:15</td>
</tr>
<tr>
<td>Lafayette Jct</td>
<td>127.75</td>
<td>1</td>
<td>10</td>
<td>IN</td>
<td>1</td>
<td>SOUTHBOUND</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>Linden</td>
<td>142.75</td>
<td>1</td>
<td>75</td>
<td>IN</td>
<td>1</td>
<td>SOUTHBOUND</td>
<td>L, P</td>
<td></td>
</tr>
<tr>
<td>Crawforsville</td>
<td>152.75</td>
<td>1</td>
<td>75</td>
<td>IN</td>
<td>1</td>
<td>SOUTHBOUND</td>
<td>+</td>
<td>1:41:15</td>
</tr>
<tr>
<td>Brownsburg</td>
<td>182.75</td>
<td>1</td>
<td>75</td>
<td>IN</td>
<td>1</td>
<td>SOUTHBOUND</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Speedyway (CP Clermont)</td>
<td>188.5</td>
<td>2</td>
<td>40</td>
<td>IN</td>
<td>1</td>
<td>SOUTHBOUND</td>
<td>++</td>
<td>1:58:30</td>
</tr>
<tr>
<td>Cp Hunt</td>
<td>189.5</td>
<td>2</td>
<td>10</td>
<td>IN</td>
<td>1</td>
<td>SOUTHBOUND</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td>Cp Holt</td>
<td>198.25</td>
<td>1</td>
<td>20</td>
<td>IN, INCR</td>
<td>2</td>
<td>SOUTHBOUND</td>
<td>T</td>
<td></td>
</tr>
<tr>
<td>Transfer Yard</td>
<td>199.25</td>
<td>1</td>
<td>10</td>
<td>IN, INCR</td>
<td>1</td>
<td>SOUTHBOUND</td>
<td>Y</td>
<td></td>
</tr>
<tr>
<td>Cp Wood</td>
<td>199.75</td>
<td>2</td>
<td>10</td>
<td>CSXT, IN</td>
<td>1</td>
<td>SOUTHBOUND</td>
<td>-</td>
<td></td>
</tr>
<tr>
<td><strong>Indiana Union Station</strong></td>
<td>200.5</td>
<td>2</td>
<td>10</td>
<td>CSXT</td>
<td>1</td>
<td>SOUTHBOUND</td>
<td>+++,</td>
<td>2:12:30</td>
</tr>
</tbody>
</table>

**Read Downward for Southbound**

Between Chicago Union Station and Canal Street Yard AMTK Timetable Governs.

**Read Upward for Northbound**

Between Canal Street Yard and Thornton Jct UP Timetable Governs.

Between Thornton Jct and Oak Glen CN Timetable Governs.

Between Oak Glen and Dyer CN Timetable Governs.

Between Dyer and St. John CN Timetable Governs.

Between St. John and Lowell CN Timetable Governs.

Between Lowell and Shelby CN Timetable Governs.

Between Shelby and Rose Lawn CN Timetable Governs.

Between Rose Lawn and Surrey CN Timetable Governs.

Between Surrey and Rensselaer IN Timetable Governs.

Between Rensselaer and Monon IN Timetable Governs.

Between Monon and Reynolds IN Timetable Governs.

Between Reynolds and Chalmers IN Timetable Governs.

Between Chalmers and Brookston IN Timetable Governs.

Between Brookston and Lafayette Yard IN Timetable Governs.

Between Lafayette Yard and Lafayette Station IN Timetable Governs.

Between Lafayette Station and Lafayette Jct IN Timetable Governs.

Between Lafayette Jct and Linden IN Timetable Governs.

Between Linden and Crawforsville IN Timetable Governs.

Between Crawforsville and Brownsburg IN Timetable Governs.

Between Brownsburg and Speedyway (CP Clermont) IN Timetable Governs.

Between Speedyway (CP Clermont) and Cp Hunt IN Timetable Governs.

Between Cp Hunt and Cp Holt IN, INCR Timetable Governs.

Between Cp Holt and Transfer Yard IN, INCR Timetable Governs.

Between Transfer Yard and Cp Wood IN, INCR Timetable Governs.

Between Cp Wood and Indiana Union Station CSXT Timetable Governs.

Between Indiana Union Station and Indiana Coal Railroad Timetable Governs.

**Source:** Comprehensive Railroad Atlas of North America; compiled by Chad Pfitzer
SPEEDWAY CORRIDOR TABLE KEY:

STATION: italicization indicates the presence of INCR trackage rights

ROUTE MILES: estimated to nearest quarter-mile; not official

TRACK:

OWNERS:
- AMTK: National Railroad passenger Corporation – “Amtrak”
- CN: Canadian National Railways
- CSXT: CSX Transportation
- IN: State of Indiana
- INCR: Indiana Coal Railroad
- UP: Union Pacific Railroad

NUMBER:
- 1: one mainline track
- 2: two mainline or double track

CLASS:
- 1: 136 lbs per yard welded rail; straight track; trackside signaling

SPEED: listed in miles per hour

NOTATIONS:
- A: automatically controlled interlocking
- E: engine facility
- L: DTC block limit
- M: manually controlled interlocking (may be remotely controlled)
- P: passing siding
- T: turning facility (turntable or wye)
- X: crossover on double or multiple tracks
- Y: yard
- +: passenger station (Amtrak)
- ++: passenger station (Speedway)

SCHEDULED STOPS: listed in hours: minutes: seconds
SPEEDWAY CORRIDOR ROUTE MAP:

SOURCE: Rail network based upon 2002 National Transportation Atlas Database published by the U.S. DOT, Bureau of Transportation Statistics; INCR additions by Chad Pfitzer