



a Challenge

A three-armed giant called "Competition" challenges the Monon, and you, right in our own area of service today. Our progress and your progress depend upon how well we meet this three-way challenge... which is greater today than ever before in Monon history. The only way we can win against "Giant Competition" is to give better service—to win public preference, both passenger and freight, over other forms of transportation in the area we serve. And that means that Monon must *deliver service-with-a-plus every time.*

We cannot afford to make mistakes or we will play right into Competition's hands. From the top office all down the line we must be alert. We must make *careful handling* a watch-word—and treat every shipment as if it were our own. We must adhere to safety rules to avoid accidents as much as is humanly possible.

We must work against damage claims, carelessness, delays, discourtesy—give as near perfect service as is possible.

Remember it is team work that will enable the Monon to win over competition. Every employee has an interest in this effort. Only by working together can the Monon and you go forward. Only by helping Monon progress can your personal interests be improved.

The public is Monon's bread and butter—and yours. To get the privilege of serving the public we must do a *better* job than competition. Let's all do it—together.



Let's save our Highways
by using our Railways...
Ship by Rail

MONON
THE HOOSIER LINE

CHICAGO, INDIANAPOLIS AND LOUISVILLE RAILWAY COMPANY



MONON
THE HOOSIER LINE

No. 2

TIME TABLE

No. 2

Central Time—Standard

Taking Effect Sunday

April 26, 1953

At 12:01 a. m.

Superseding Time Table No. 1 in Effect September 28, 1952

**Read the Rules and Study the
Table Carefully**

**Note changes in special
rules and train numbers**

**For the government and information of
EMPLOYEES only, the company reserving
the right to vary therefrom as occasion may
require**

TONNAGE RATING OF ENGINES

LOCATION	Diesel Locomotives		
	1500 HP	3000 HP	4500 HP
Northern Division			
So. Hammond to Monon.....	2100	4000	6000
Monon to Shops.....	3000	5800	7500
Shops to Monon.....	2100	4000	6000
Shops to Monon, Pusher.....	3800	5400	7400
Monon to So. Hammond.....	2800	5400	7400
Monon to Belt Jct.			
Monon to Belt Jct.....	1800	3600	
Belt Jct. to Monon.....	1800	3600	
Michigan City to Alida			
Michigan City to Alida.....	2000	3800	
Alida to Monon.....	3800	6500	
Monon to Michigan City.....	3600	6500	
Southern Division			
Shops to McDoel.....	1300	2400	3500
McDoel to Murdock			
McDoel to Murdock.....	2600	4800	7000
Murdock to Youngtown.....	1300	2400	3400
Youngtown to Bedford			
Youngtown to Bedford.....	1300	2400	3400
Bedford to McDoel.....	2600	4800	7000
McDoel to Wallace Jct.—Single			
McDoel to Wallace Jct.—Single.....	1200	2300	3400
McDoel to Wallace Jct.—Pusher			
McDoel to Wallace Jct.—Pusher.....	1700	3400	4600
Wallace Jct. to Bainbridge.....	1700	3400	4800
Bainbridge to Shops.....	3400	6200	8500
Wallace Jct. to Victoria			
Wallace Jct. to Victoria.....	1700	3400	4800
Victoria to Wallace Jct.....	1700	3400	4800
Orleans to French Lick			
Orleans to French Lick.....	1300	2400	
French Lick to Orleans.....	1300	2400	

Note: Rating on No. 71 with 3000 HP engine, 2200 tons and with 4500 HP engine, 3200 tons Shops to Youngstown. These ratings are only made to govern ruling grades between points indicated, and will in no manner interfere with additional tonnage being handled where grades permit, or is authorized by Division Trainmaster.

Note: Division Trainmaster will authorize reduction in tonnage due to weather conditions.

WEIGHT OF STEAM DERRICKS AND OUTFITS

SWD-1, 315 tons; SWD-3, 329 tons.

SPRING SWITCHES

Location of spring switches as follows:

Hammond.....	North end long lead Highland St.
Dyer.....	South end No. 1 track
Lowell.....	Both ends passing track
Shelby.....	North end passing track
Rose Lawn.....	Both ends passing track
Surrey.....	Both ends passing track
Rensselaer.....	Both ends passing track
Pleasant Ridge.....	North end passing track
Reynolds.....	Both ends passing track
Brookston.....	North end passing track
Ash Grove.....	North end passing track
Shops.....	Main track to new yard Ninth St.
Lafayette.....	Northbound main at Salem St.
Lafayette Jct.....	South end passing track
Taylor.....	Both ends passing track
Linden.....	North end passing track
Manchester.....	North end passing track
Ames.....	South end passing track
Roachdale.....	South end passing track
Greencastle.....	Both ends passing track
Cement.....	North end passing track
Wallace Jct.....	Both ends passing track
Gosport.....	North end passing track
Adams.....	Both ends passing track
Hunters.....	North end passing track
McDoel.....	North end yard
Diamond.....	Both ends passing track
Harrodsburg.....	North end passing track
Bedford.....	South end passing track
Sand Pit.....	South end passing track
Mitchell.....	South end passing track
Orleans.....	Both ends of passing track
Smedley.....	South end passing track
Fogg.....	South end passing track
Vernia.....	North end passing track

SAFETY FIRST

"Safety First" at all times and in all places, is the most important rule of conduct, of each and every employe, whatever his position. The safety of every movement, or action, in its effect upon himself and others and upon property, must be the first consideration of every engineman, trainman, yardman, stationman, sectionman, and all other classes of employes. Trains and engines must be operated accordingly, under all circumstances; the maintenance of schedule time must be subordinated to the observance of signal indications and obedience thereto, whatever the weather, or other conditions may be.

SPEED RESTRICTIONS

Location	Miles per hour		Location	Miles per hour	
	Pagr.	Frt.		Pagr.	Frt.
NORTHERN DIVISION			SOUTHERN DIVISION		
(State Line—Shops Yards)			(Shops Yards—Youngtown)		
Maximum Authorized Speed			Maximum Authorized Speed		
Southward trains between approach and home signals Hohman Street Interlocker Hammond	75	50	Shops Yard Office—Salem Street	75	50
Northward trains between approach and home signals for State Line Interlocking	20	20	Trains 5 and 6 reduce to 4 MPH passing Salem Street for company mail	25	15
Between Hohman Street and Douglas Street, Hammond (ordinance)	20	20	Salem Street-Romig Street, Lafayette	10	10
Between Douglas Street and 165th Street, Hammond (ordinance)	25	25	Romig Street-Lafayette Junction	25	25
Nos. 5, 6, & 12 reduce to 10 MPH passing South Hammond Yard Office for mail.	25	25	Curve at MP 122.6	40	30
Reverse Curve north of Penna. crossing, Maynard	40	40	Curves between MP 123.3 and MP 126.4	50	40
MC and EJ&E crossings, Dyer	45	45	Curves between MP 145.2 and MP 146.4	45	35
Curve north of St. John	45	45	Reverse curves between MP 146.4 and MP 147.0	35	35
Between MP 37.8 and MP 42.0	60	45	Crawfordsville Depot—Block Signal 147.7	20	20
Curve and street crossings, Lowell	60	--	Curve at MP 148.1	55	35
First curve south of Lowell	65	--	City Limits, Ladoga	45	45
Curve at Rensselaer	50	40	Between MP 162.1 and MP 162.7	60	--
State Highway No. 421, Monon	15	15	Curves between MP 170.0 and MP 173.3	65	--
Louisville Div'n Wye, Monon (entire train)	15	15	Curves between MP 173.7 and MP 176.0	60	45
Interlocking and State Road 24, Reynolds	50	--	City Limits, Greencastle (ordinance)	25	25
Curve at Battle Ground Depot	65	--	Curve at MP 179.8	55	45
(Monon - Indianapolis)			Curves between MP 182.7 and MP 185.5	60	45
Maximum authorized speed except as noted below			Curves between MP 185.5 and MP 187.4	65	--
Maximum authorized speed between Monon and MP B142	65	45	City Limits, Cloverdale (ordinance)	30	30
Curves at MP B-90 and MP B-91	60	40	Curve at MP 190.0	65	--
Tippecanoe River Bridge B99.6	50	40	Curves between MP 197.9 and MP 202.8	60	45
Curves between MP B109.6 and MP B108.9 for northward trains	30	30	Curves between MP 202.8 and MP 212.8	50	40
Curves between MP B108.9 and MP B109.3 for southward trains	50	40	Curves at Ellettsville (MP 213)	45	35
Curve between MP B109.3 and MP B109.6 for southward trains	50	40	Curves between MP 213.1 and MP 216.7	65	--
Wabash Railroad Crossing, Delphi	35	35	Curves between MP 216.7 and MP 219.3	50	40
Curves between MP B111.7 and MP B114.0	50	40	City Limits, Bloomington (ordinance)	25	25
Deer Creek Bridge B113.0	25	25	Curves between MP 221.5 and MP 222.9	45	35
Wildcat Creek Bridge B121.5	25	25	Curves between MP 222.9 and MP E-6.5	55	45
City limits Frankfort (ordinance)	35	35	Curves between MP E-6.5 and MP 243.0	50	40
Curves between MP B136.0 and MP B136.6	50	40	Curves between MP 243.0 and MP 246.0	45	35
Maximum authorized speed for passenger trains between MP B142 and MP B172.3	75	--	Bedford Public Square (ordinance)	8	8
Curves at MP B144.1 and MP B146.7	65	40	Curves between MP 246.2 and MP 253.1	50	40
City limits, Sheridan (ordinance)	35	35	Curve at MP 254.2	65	--
Curves at MP B158.7 and MP B162.0	65	--	City Limits, Mitchell (ordinance)	25	25
Curves between MP B166.4 and MP B169.5	60	--	Curve at MP 256.9	60	--
Curves between MP B172.3 and MP B173.1	55	--	Curves between MP 257.1 and MP 260.0	65	--
City Limits, Indianapolis (ordinance)	30	30	Curves between MP 260.9 and MP 261.9	45	30
Between 21st Street & Mass. Ave., Indpls.	20	20	Curves between MP 274.8 and MP 277.5	60	--
Penna. Ry. South Street Y, Indianapolis	5	--	Curves between MP 277.5 and MP 281.4	55	45
Monon - Michigan City			Curves between MP 281.4 and MP 283.1	45	35
Between Monon and MP A18	40	40	Main Street, Salem	20	20
Between MP A18 and MP A32.5	25	25	Curve at MP 284.5	60	--
Between MP A32.5 and MP A39.5	40	40	Curves between MP 285.8 and MP 286.3	65	--
Between MP A39.5 and Michigan City	25	25	Curves between MP 286.3 and MP 288.1	55	45
Dunes Highway south of Michigan City	10	10	Curves between MP 288.1 and MP 292.0	50	40
Within interlocking limits at South Shore Crossing, Michigan City, P.M. Crossing, Michigan City, Otis, Alda, Haskells, Watah, P.R.R. Crossing, Lacrosse & Wilders	20	20	Curves between MP 292.0 and MP 293.9	65	--
Steam Derrick SWD-1	--	30	Curves between MP 293.9 and MP 295.4	55	45
Straight track main track	--	20	Curves between MP 296.2 and MP 298.7	50	40
Curves on main track	--	6	City Limits, Borden (ordinance)	40	40
Deer Creek Bridge B113.0	--	6	Curves between MP 299.4 and MP 308.8	65	--
Wildcat Bridge B121.5	--	6	Reverse curve at MP 306.8	50	40
Steam Derrick SWD-3 (1st & 3rd Sub. Div.)	--	30	Curves between MP 308.8 and MP 310.5	55	45
Straight track main track	--	20	Curves between MP 310.5 and MP 315.7	65	--
Curves on main track	--	20	City Limits and curves, New Albany	10	10
			Wallace Junction - Midland	--	--
			Between Wallace Junction and Midland	30	30
			Six (6) Mile Creek Bridge F16.3	15	15
			Orleans - French Lick	--	--
			Between Orleans and MP D10.0	35	35
			High Trestle north of Paoli	10	10
			Between MP D10.0 and MP D17	20	20
			Curves south of Abbey Dell	10	10
			Steam Derrick SWD-1	--	--
			Straight track main track	--	30
			Curves main track	--	20
			Steam Derrick SWD-3	--	--
			Straight track main track	--	30
			Curves main track	--	20
			High trestle north of Paoli	--	6

SOUTHWARD TRAINS					Distance from Chicago	Northern Division FIRST SUB-DIVISION	Car Capacity of Siding	NORTHWARD TRAINS		
FIRST CLASS								FIRST CLASS		
	15	5	11	12				6	14	
	DAILY	DAILY	DAILY	DAILY				DAILY	DAILY	
	5 15 ^{pm}	1 00 ^{pm}	8 15 ^{am}	19.8	CHICAGO.....N	10 35 ^{am}	3 40 ^{pm}	8 10 ^{pm}		
	5 53	1 38	8 53	20.7	Hammond.....	9 58	3 02	7 32		
	5 58	1 43	8 58	23.2	South Hammond N	9 51	2 54	7 25		
				25.5	Penna. Maynard.....					
				25.8	G. T. Crossing.....					
	6 04	1 50	9 05	29.0	M.C. } Dyer.....N	9 44	2 47	7 18		
	6 08	1 54	9 10	33.5	E.J.&E. } 4.5	9 40	2 43	7 14		
			9 17	39.5	N.Y.C. } Cedar Lake.....		2 37			
	6 19	2 06	9 25	44.8	Lowell.....D	9 25	2 30	7 02		
	6 26	2 13	9 34	52.6	Shelby.....N	9 17	2 22	6 55		
	6 30	2 17	9 39	56.5	N.Y.C. } Rose Lawn.....	9 13	2 17	6 52		
	6 41	2 29	9 49	68.1	Surrey.....	9 03	2 05	6 41		
	6 47	2 35	9 55	73.0	Rensselaer....D	8 55	1 56	6 33		
	6 52	2 40	10 00	77.0	Pleasant Ridge....	8 51	1 52	6 29		
	6 57	2 45	10 05	83.1	Lee.....	8 46	1 47	6 24		
	7 02 ^{pm}	2 50	10 10 ^{am}	88.4	MONON.....N	8 41 ^{am}	1 42	6 19 ^{pm}		
		2 54		88.4	MONON.....		1 39			
		3 02		95.8	Reynolds.....		1 31			
		3 08		102.1	Penna. } Chalmers....D		1 26			
		3 12		106.2	Brookston....D		1 22			
		3 16		110.2	Ash Grove.....		1 18			
		3 25 ^{pm}		117.9	SHOPS.....N		1 10 ^{pm}			
	DAILY	DAILY	DAILY			DAILY	DAILY	DAILY		
	15	5	11			12	6	14		

Automatic Block Signal Rules in effect between Hammond and Shops.
 All northward trains are superior to trains of the same class in opposite direction, except as otherwise provided.

TIME TABLE NO. 2 EFFECTIVE 12:01 AM, SUNDAY, APRIL 26, 1953

SOUTHWARD TRAINS					Distance from Chicago	Northern Division FIRST SUB-DIVISION	Car Capacity of Bldg	NORTHWARD TRAINS				THIRD CLASS		
THIRD CLASS	Second Class							STATIONS	Second Class				THIRD CLASS	
	45	75	57	71					73	56	70			74
Daily Except Sunday	DAILY	DAILY	DAILY	DAILY		CHICAGO N		DAILY	DAILY	DAILY	DAILY	Daily Except Sunday		
					19.8	19.8 State Line								
					20.7	.9 Hammond	69							
					23.2	2.5 South Hammond N	Yard		am 7 00	pm 6 35	pm 8 30	pm 2 45		
					25.5	2.3 Penna. Maynard	5							
					25.8	0.3 G. T. Crossing								
					29.0	3.2 M.C. } Dyer N	59		pm 6 35	15 6 04	pm 8 10	pm 2 20		
					33.5	4.5 E.J.&E. } St. John N	56		pm 5 55	pm 5 15	pm 8 04	73-5 } 1 54		
					39.5	6.0 N.Y.C. } Cedar Lake						1 35		
						5.3								
					44.8	7.8 Lowell D	71		pm 5 35	pm 4 55	pm 7 49	pm 12 55		
					52.6	3.9 N.Y.C. } Shelby N	100		pm 5 22	pm 4 42	pm 7 37	pm 12 10		
					56.5	11.6 Rose Lawn	118		pm 5 15	pm 4 35	pm 7 30	pm 11 50		
					68.1	4.9 Surrey	121		pm 4 57	pm 4 16	pm 7 12	45 } 11 25		
					73.0	4.0 Rensselaer D	90		pm 4 47	pm 4 05	pm 7 02	pm 11 10		
					77.0	6.1 Pleasant Ridge	89		pm 4 40	15 3 58	pm 6 52	pm 10 35		
					83.1	5.3 Lee	64		pm 4 30	73 3 50	pm 6 35	pm 10 25		
					88.4	7.4 MONON N	Yard Y.		pm 4 20	5 3 25	pm 6 25	11 } 10 10		
					88.4	7.4 MONON			am 2 55	5 4 00	pm 2 54	pm 6 05		
					95.8	6.3 Penna. Reynolds	78		pm 2 40	pm 3 45	pm 2 33	pm 5 50		
					102.1	4.1 Chalmers D	30		pm 2 25	45 3 35	pm 2 23	pm 5 41		
					106.2	4.0 Brookston D	120		pm 2 15	pm 3 28	45 2 17	pm 5 35		
					110.2	7.7 Ash Grove	81		75 2 00	pm 3 20	pm 2 10	pm 5 30		
					117.9	SHOPS N	Yard		am 1 40	am 3 00	pm 1 50	pm 5 10		
Daily Except Sunday	DAILY	DAILY	DAILY	DAILY				DAILY	DAILY	DAILY	DAILY	Daily Except Sunday		
45	75	57	71	73				56	70	74	72	44		

Automatic Block Signal Rules in effect between Hammond and Shops.
 All northward trains are superior to trains of the same class in opposite direction, except as otherwise provided.
 No. 71 is superior to all second-class trains South Hammond to Vernia.

SOUTHWARD TRAINS					Distance from Chicago	NORTHERN DIVISION SECOND SUB-DIVISION		Car Capacity of Siding	NORTHWARD TRAINS			
THIRD CLASS	Second Class	First Class		STATIONS		First Class	Second Class		THIRD CLASS			
47	91	15	11			12	14		90	46		
Daily Except Sunday	DAILY	DAILY	DAILY			DAILY	DAILY	DAILY	Daily Except Sunday			
am	am	pm	am			am	pm	am	pm			
6 45	1 45	7 04	10 13	88.4	C.I.&L. MONON.....N	Yard	8 38	6 16	1 00	1 45		
					5.4							
6 56	1 55	7 10	10 19	93.8	Guernsey.....	20	8 32	6 10	12 46	1 15		
					4.8							
7 30	2 05	7 17	10 27	98.6	Penna. Monticello.....D	50	8 24	6 02	12 36	1 00		
					9.3							
7 48	2 20	7 27	10 37	107.9	Pittsburg.....	53	8 14	5 52	12 22	12 25		
					2.5							
8 10	2 27	7 30	10 41	110.4	North Delphi.....	32	8 10	5 48	12 14	12 15		
					0.6							
		7 33	10 44	111.0	Wabash Delphi.....D	Sp 21	8 08	5 46				
					4.8							
8 40	2 45	7 40	10 51	115.8	Harley.....	54	8 00	5 39	12 01	11 25		
					9.8							
9 01	3 01	7 50	11 01	125.6	Rossville.....D	45	7 49	5 29	11 45	11 01		
					10.4							
9 40	3 27	8 04	11 17	136.0	N.Y.C.&St.L. Penna. Frankfort.....D	46	7 32	5 12	11 20	9 40		
					10.9							
10 25	3 45	8 16	11 29	146.9	Kirklin.....D	31	7 21	5 01	11 05	9 10		
					8.5							
11 10	3 59	8 24	11 37	155.4	Sheridan.....D	39	7 13	4 54	10 52	8 40		
					8.0							
11 46	4 12	8 33	11 46	163.4	C.I. Westfield.....D	42	7 04	4 47	10 40	7 45		
					4.4							
				167.8	Carmel.....D	36						
					4.6							
12 20	4 25	8 43	11 56	172.4	Nora.....	33	6 53	4 38	10 23	7 20		
					5.7							
		8 51	12 03	178.1	Fair Grounds.....	25	6 46	4 31				
					0.4							
		8 55	12 05	178.5	Boulevard (38th St.).....		6 45	4 30				
					1.9							
12 45 pm	4 45 am	8 59	12 09	180.4	Belt Junction.....D	Yard	6 40	4 25	10 00 pm	7 00 am		
					1.3							
		9 03	12 13	181.7	Mass. Avenue.....		6 37	4 22				
					1.8							
		9 10 pm	12 20 pm	183.5	INDIANAPOLIS.....N		6 30 am	4 15 pm				
Daily Except Sunday	DAILY	DAILY	DAILY				DAILY	DAILY	DAILY	Daily Except Sunday		
47	91	15	11				12	14	90	46		

Automatic Block Signal Rules in effect between Monon and Massachusetts Avenue.

All northward trains are superior to trains of the same class in opposite direction, except as otherwise provided.

SOUTHWARD TRAINS

Third Class	Second Class
49	57
DAILY EX. SUN.	DAILY
am	pm
11 30	5 45
11 50	6 05
12 01	6 15
12 06	6 22
12 25	6 55
12 40	7 05
12 50	7 10
1 05	7 25
1 10	7 28
1 20	7 38
1 40	7 50
2 00	8 10
2 25	8 25
3 00	8 50
pm	pm
DAILY EX. SUN.	DAILY
49	57

NORTHERN DIVISION
MICHIGAN CITY BRANCH
THIRD SUB-DIVISION

STATIONS		Distance from Monon
NYC&StL	MICHIGAN CITY	59.6
C.S.S.&S.H.		
M.C.	1.9	
P.M.	Round House	57.7
	6.6	
N.Y.C.	Otis	51.1
	4.0	
Wabash	Westville	47.1
	2.1	
B.&O.	Alida	45.0
	1.9	
G.T.	Haakells	43.1
	3.7	
Penna.	Wanatah	39.4
	1.7	
N.Y.C.&StL	South Wanatah	37.7
	5.2	
C.&O.	Wade	32.5
	0.9	
Penna.	LaCrosse	31.6
	3.5	
Erie	Wilders	28.1
	4.8	
N.Y.C.	San Pierre	23.3
	8.1	
	Medaryville	15.2
	6.6	
	Francesville	8.6
	8.6	
C.I.&L	MONON	

NORTHWARD TRAINS	
Second Class	Third Class
56	48
DAILY	DAILY EX. SUN.
am	am
7 15	10 50
6 35	10 20
6 20	10 01
6 10	9 45
5 30	9 20
5 10	9 05
5 03	8 55
4 48	8 40
4 45	8 35
4 35	8 25
4 20	8 01
4 00	7 40
3 45	7 25
3 25	7 00
am	am
DAILY	DAILY EX. SUN.
56	48

All northward trains are superior to trains of the same class in opposite direction, except as otherwise provided.
Trains from the Third Sub-division must be stopped at Monon before engine fouls main line track at junction.
Telegraph office shown at Round House is located at P. M. Tower.

STATIONS AND TRACKS NOT ON SCHEDULED PAGES

Chicago-Shops		
Miles From Chicago	Station	Car Capy.
54.1	Thayer	12
62.2	Fair Oaks	19
65.8	Parr	15
98.2	Smithson	7
112.9	Battle Ground	12
Monon-Indianapolis		
B104.4	Yeoman	19
B120.1	Ockley	20
B129.7	Cambria	14
B142.2	Cyclone	16
B151.5	Terhune	14
B159.9	Horton	18
B175.3	Broad Ripple	35

TABLE OF SPEEDS

MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds
5	12	0
8	7	30
10	6	0
12	5	0
15	4	0
18	3	20
20	3	0
25	2	24
30	2	0
35	1	43
40	1	30
45	1	20
50	1	12
55	1	5
60	1	0
65	0	55
70	0	51
75	0	48
80	0	45
85	0	42
90	0	40

SOUTHWARD TRAINS					Distance from Chicago	SOUTHERN DIVISION	Car Capacity of Siding	NORTHWARD TRAINS				
THIRD CLASS	SECOND CLASS			FIRST CLASS		Fourth Sub-Division		FIRST CLASS	SECOND CLASS			THIRD CLASS
43	73	75	71	5		STATIONS		6	74	72	70	42
DAILY EX. SUN.	DAILY	DAILY	DAILY	DAILY			DAILY	DAILY	DAILY	DAILY		
am	pm	am	am	pm			pm	am	pm	am		
7 00	5 15	4 35	12 25	3 30	117.9	SHOPS.....N	Yard	1 05	11 45	4 50	2 15	2 15
						2.1						
						Lafayette.....		1 00				
						NYC 1.5						
						Wab.-Lafayette Jct.	120	12 49	11 16	4 33	1 35	1 50
						NYC & St. L.						
						5.0						
						Taylor.....	94	12 43	11 06	4 23	1 20	1 35
						6.4						
						Romney.....	61	12 37	10 56	4 14	1 10	1 20
						4.1						
						Linden..... N	106	12 33	10 50	4 02	1 02	1 05
						NYC&StL 7.0						
						Manchester.....	69	12 26	10 27	3 44	12 33	12 35
						3.3						
						Crawfordsville D	49	12 21	10 17	3 34	12 23	12 21
						1.1						
						NYC Ames.....N	118	12 16	10 12	3 30	12 18	11 40
						Penna. 5.5						
						Whitesville.....	61	12 11	10 05	3 23	12 10	11 20
						3.9						
						Ladoga.....D	79	12 07	9 57	3 17	12 02	11 15
						4.4						
						Roachdale... N	92	12 01	9 50	3 11	11 54	10 55
						B. & O. 6.5						
						Bainbridge... D	Y 92	11 53	9 30	3 02	11 40	10 40
						4.3						
						Cary.....	68	11 48	9 15	2 52	11 26	10 15
						4.8						
						NYC Greencastle D	133	11 43	9 06	2 44	11 18	9 50
						2.2						
						Limedale... N	45	11 35	8 58	2 36	11 10	9 25
						Penna. 0.6						
						Cement.....	64	11 34	8 55	2 33	11 07	9 20
						8.6						
						Cloverdale....	41	11 25	8 40	2 20	10 54	8 55
						4.8						
						Wallace Jct.... D	Y 97	11 21	8 30	2 14	10 47	8 45
						3.8						
						Spring Cave....	57	11 17	8 20	2 09	10 40	8 25
						5.3						
						Gosport Jct....	Y 13					
						Penna. 0.8						
						Gosport.....D	73	11 10	7 58	1 55	10 22	7 5
						8.3						
						Adams.....	97	11 00	7 41	1 42	10 07	7 29
						0.9						
						Ellettsville... D	Sp 17					
						4.8						
						Hunters.....	73	10 53	7 30	1 33	9 58	7 15
						2.6						
						Bloomington..	Yard	10 48				
						I.C. 1.0						
						McDOEL.....N	Yard	10 40	7 15	1 20	9 45	7 00
DAILY EX. SUN.	DAILY	DAILY	DAILY	DAILY			DAILY	DAILY	DAILY	DAILY	DAILY EX. SUN.	
43	73	75	71	5			6	74	72	70	42	

Automatic Block Signal Rules in effect between Shops and McDoel, except that portion of main track between Salem Street and Romig Street, Lafayette.

All northward trains are superior to trains of the same class in opposite direction, except as otherwise provided.

No. 71 is superior to all second-class trains South Hammond to Vernia.

TIME TABLE NO. 2 EFFECTIVE 12:01 AM, SUNDAY, APRIL 26, 1953

SOUTHWARD TRAINS					Distance from Chicago	SOUTHERN DIVISION Fifth Sub-Division	Car Capacity of Siding	NORTHWARD TRAINS				
Third Class	SECOND CLASS		First Class	First Class				SECOND CLASS		Third Class		
41	73	75	71	5				6	74	72	70	40
DAILY EX. SUN.	DAILY	DAILY	DAILY	DAILY		STATIONS	DAILY	DAILY	DAILY	DAILY EX. SUN.		
am	pm	am	am	pm			am	am	pm	pm		
9 00	8 45	9 30	3 50	6 02	221.5	McDOEL...N	10 40	5 50	1 05	9 20	2 15	
						3.2						
9 10	8 50	9 35	3 55	6 05	E 0.3	Clear Creek .D	10 36	5 32	12 55	9 05	1 55	
						2.2						
9 17	9 00	9 40	4 00	6 08	E 2.5	Diamond.....	10 33	5 27	12 50	9 00	1 45	
						7.3						
9 30	9 15	9 51	4 11	6 17	232.8	Harrodsburg...	10 24	5 15	12 39	8 40	1 30	
						8.1						
9 45	9 27	10 14	4 23	6 26	240.9	Thornton.....	10 14	5 03	12 27	8 28	1 15	
						4.0						
9 56	9 37	10 35	4 33	6 32	245.1	Bedford Junction	10 08	4 54	12 19	8 20	1 00	
						0.7						
10 07	9 41	10 37	4 37	6 39	245.8	Bedford...D	10 07	4 37	12 15	8 16	12 55	
						CMST&P 3.4						
10 20	9 51	10 50	4 47	6 45	249.2	Sand Pit.....	9 57	4 16	12 05	8 06	12 30	
						6.1						
11 05	10 01	11 05	4 57	6 53	255.3	Mitchell...D	9 50	4 05	11 55	7 56	12 20	
						H.&O. 6.2						
11 43	10 13	11 20	5 09	7 08	261.5	Orleans...D	9 40	3 53	11 43	7 44	11 43	
						3.6					11 20	
12 10	10 19	11 37	5 15	7 13	265.1	Leipscic.....	9 33	3 48	11 37	7 38	10 55	
						10.2						
12 35	10 32	11 55	5 28	7 23	275.3	Smedley.....	9 23	3 35	11 24	7 23	10 30	
						6.8						
1 10	10 48	12 11	5 44	7 32	282.1	Salem...D	9 15	3 19	11 08	6 58	10 15	
						1.9						
1 20	10 56	12 19	5 52	7 38	284.0	Fogg.....	9 09	3 11	11 00	6 50	9 25	
						6.2						
1 30	11 07	12 29	6 02	7 45	290.2	Farrabee.....	9 02	3 00	10 51	6 40	9 10	
						3.2						
1 45	11 13	12 34	6 07	7 49	293.4	Pekin.....	8 58	2 52	10 46	6 35	8 58	
						6.1						
2 01	11 21	12 43	6 16	7 56	299.5	Borden...D	8 51	2 42	10 37	6 26	8 20	
						16.1						
2 30	11 46	1 10	6 40	8 14	315.6	Vernia.....	8 34	2 18	10 12	6 01	7 45	
						1.9						
				8 24	317.5	New Albany... Sou.-B. & O.-Penn.	8 28					
3 00	12 15	1 30	7 00		319.4	Youngtown...N		2 00	9 55	5 45	7 15	
	am	pm	am			1.9						
				9 00	324.1	LOUISVILLE...N	8 00					
				pm			am					
DAILY EX. SUN.	DAILY	DAILY	DAILY	DAILY			DAILY	DAILY	DAILY	DAILY EX. SUN.		
41	73	75	71	5			6	74	72	70	40	

Automatic Block Signal Rules in effect between McDoel and Vernia, except that portion of main track between Signal 245.2 at Third Street and Signal 246.5 south of Eighteenth Street, Bedford. Remote control signal system at New Albany extends from VI Interlocking Plant to the clearance point at south end of Vernia Passing Track. See Special Rules—Southern Division.

All northward trains are superior to trains of the same class in opposite direction, except as otherwise provided.

No. 71 is superior to all second-class trains South Hammond to Vernia.

SOUTHWARD TRAINS				Distance from Wallace Junction	Southern Division		Car Capacity of Biding	NORTHWARD TRAINS			
SECOND CLASS					I. & L. BRANCH SIXTH SUB-DIVISION			SECOND CLASS			
					STATIONS						
					WALLACE JUNCTION.....		D	Y-Yard			
				12.9	12.9 Jordan.....			40			
				19.1	6.2 Patrickburg.....			48			
				27.7	8.6 N.Y.C..... Clay City.....		D	60			
				42.0	14.3 C.M.St.P. & P..... Midland.....		D	Yard			
				43.1	1.1 Vicksburg.....			Y			
				47.1	4.0 I.C..... VICTORIA.....						

All northward trains are superior to trains of the same class in opposite direction, except as otherwise provided.

SOUTHWARD TRAINS			Distance from Orleans	Southern Division		Car Capacity of Biding	NORTHWARD TRAINS	
Second Class	First Class			FRENCH LICK BRANCH SEVENTH SUB-DIVISION			First Class	Second Class
				STATIONS				
				ORLEANS.....		D	Y	
			7.6	7.6 Paoli.....			28	
			16.6	9.0 West Baden.....				
			17.7	1.1 Sou..... FRENCH LICK.....		D	Y	

All northward trains are superior to trains of the same class in opposite direction, except as otherwise provided.

STATIONS AND TRACKS NOT ON SCHEDULED PAGES

Miles From Chicago	Shops-McDoel Station	Car Capy.	Miles From Wal. Jct.	Wallace Junction-Midland Station	Car Capy.
129.5	South Raub.....	23			
183.0	Putnamville.....	22			
207.8	Stinesville.....	15	F35.8	Howesville.....	3
	McDoel-Louisville			Orleans-French Lick	
241.4	Murdock.....	Y-yard	Miles From Orleans		
271.8	Campbellsburg.....	30	D8.6	Braxton.....	10
316.6	North Y.....	Y-yard			

SPECIAL STOPS

Passenger stops shown below are for revenue passengers only.

No. 6 stops on flag at Shelby on Sundays and holidays only to pick up passengers for Hammond, Englewood and Chicago.

No. 6 will stop at Linden for passengers and mail daily except Sunday and holidays.

No. 5 will stop at Lowell on flag to let off passengers from Chicago and Hammond and pick up passengers for Lafayette and south.

No. 5 will stop at Ladoga for passengers, mail and express daily except Sunday and holidays.

No. 5 will reduce speed to (30) MPH at Brookston to dispatch currency on days Conductor is notified by Mail Clerk.

No. 14 will stop at Lowell to let off passengers from Indianapolis and stop on Sundays to pick up passengers.

No. 15 will reduce speed to (10) MPH at South Hammond yard office for delivery of company mail on Fridays only.

No. 11 will stop at Rossville for passengers, mail, express and baggage daily except Sunday and holidays.

No. 12 will stop at Carmel daily except Sunday and holidays for mail and express.

No. 15 will stop at Sheridan to let off passengers from Chicago, Englewood and Hammond.

INTERLOCKING AND CROSSING SIGNALS

The following Crossings are controlled by Interlocking Plants:

Hammond	M. C.—Eric—I.H.B.
Maynard (Remote Control)	Penna.
G. T. Crossing (Automatic)	G. T.
Dyer	M. C. and E. J. & E.
St. John	N. Y. C.
Shelby	N. Y. C.
Reynolds (Semi-automatic)	Penna.
Mich. City (Round House)	P. M.
Otis	N. Y. C.
Alida	B. & O.
Haskells	G. T.
Wanatah	Penna.
South Wanatah	N. Y. C. & St. L.
C. & O. Crossing	C. & O.
LaCrosse	Penna.
Wilders (Semi-automatic)	Erie
San Pierre (Automatic)	N. Y. C.
Delphi	Wabash
Westfield	C. I.
Lafayette Jct.	N. Y. C. and N. Y. C. & St. L.
Linden	N. Y. C. & St. L.
Ames	N. Y. C. and Penna.
Roachdale	B. & O.
Limedale	Penna.
Gosport Jct. (Automatic)	Penna.
Bedford (Automatic)	C. M. St. P. and P.
Mitchell	B. & O.
Clay City	N. Y. C.

The following crossing is protected by semaphore target only:
Michigan City.....C. S. S. & S. B.

At night two red lights will be used on semaphore target to indicate position.

The following crossing is protected by semaphore blades and lights:

Frankfort.....N. Y. C. & St. L.

The following crossing is not controlled by interlocking plant, gate or target.

Mile Post F-46.....Penna.

All trains and engines must, in the absence of signals, know the way to be clear, and that no train is approaching, before crossing.

The following crossings are protected by semaphore targets and gates:

Monon.....C. I. & L.

Monticello.....Penna.

Frankfort.....Penna.

Victoria.....I. C.

Midland.....C. M. St. P. & P.

At night two red lights will be used on semaphore targets, and one red light on gate to indicate position.

The following crossing is protected by electrically locked derails and dwarf signals.

Greencastle.....N. Y. C.

At Monon—Combination gate and tilting target. When in normal position gate is across Third Sub-Division and target diagonal, which indicates route clear for Second Sub-Division movement over the crossing. Trains and Engines on Third Sub-Division using this crossing are required to handle this gate and target, and restore them to normal after movement is complete.

At Monticello—The crossing of the Penna. has a gate and signal. When gate is open and signal horizontal crossing is clear for C. I. & L. Trains using this crossing are required to handle crossing gate at night. Same may be left against track of either line after using.

At Frankfort—Penna. Crossing: Gate open and signal diagonal, crossing clear for C. I. & L.

N. Y. C. & St. L. crossing semaphore blade vertical, and at night green light indicates crossing clear, horizontal and at night red light indicates stop.

Michigan City—C. S. S. & S. B. R. R.: Semaphore target in diagonal position or two red lights at night, indicates crossing clear for C. I. & L. Horizontal or two red lights at night in same position indicates crossing clear for C. S. S. & S. B. All trains and engines must come to a full stop before proceeding over this crossing.

At Greencastle—N. Y. C. crossing is protected by electrically locked derails on N. Y. C. track and dwarf signals on C. I. & L. main and passing track. Derails are electrically locked in derailing position on N. Y. C. track and cannot be changed to non-derailing position when a C. I. & L. train is approaching the crossing except by operation of time release. Dwarf signals on C. I. & L. main and passing track govern movements over N. Y. C. crossing only, and do not provide block information. The indications displayed by the last automatic block signal passed before reaching the crossing not only serve as approach signals to the crossing but govern train movements to the next automatic block signal beyond the crossing.

At Midland—Normal position—gate and derails against C. I. & L. Must be locked and left in that position when not in use by C. I. & L. trains or engines. Gate open, track clear for C. I. & L. trains. Gate closed, track clear for C. M. St. P. & P. trains. C. I. & L. trains or engines must come to stop before using crossing regardless of position of gate and gate not changed against approaching C. M. St. P. & P. trains. C. M. St. P. & P. trains will not stop for this crossing when gate is in normal position.

At Victoria—C. I. & L. crossing I. C. main track. Normal position of gate and derail will be against C. I. & L. and must be left in that position when not in use by C. I. & L. trains or engines. When gate is open, track clear for C. I. & L., when gate closed, track clear for I. C. I. C. trains will not stop for this crossing when gate is in normal position.

ADVANCE TRAIN ORDER INDICATOR

A yellow light for day and night service installed on block signal pole near various passing tracks, under control of telegraph operator, will be used only under direction of train dispatcher. When this light shows yellow it will indicate to the train approaching this signal that operator has orders advancing its movement and will be their authority to proceed on main track to telegraph office.

The indication displayed by this yellow light will not dispense with the observance of the indication displayed by the automatic block signal.

Location of indicators: Northbound—Borden, Fogg, Cement, Roachdale, Rensselaer, St. John, Dyer and Monticello. Southbound—Shelby, Linden and Bainbridge.

BULLETIN BOARDS

Bulletin boards are located at the following points:

Dearborn Station Chicago, South Hammond, Monon, Michigan City, Belt Junction, Union Station Indianapolis, Shops, Midland, McDoel, Bedford, Youngtown and Union Station Louisville.

GENERAL INSTRUCTIONS

All northward trains are superior to trains of the same class in opposite direction, except as otherwise provided.

No train will leave its initial terminal, without an order, or clearance, during the hours telegraph office is open at the terminal station.

Southward trains out of Michigan City get clearance at P.M. Tower.

Trains which should collect pouches from mail cranes will, when running on any other than their regular track, stop to exchange mail.

Between State Line and Chicago tracks of the C. & W. I. R. R. will be used. Time Table and Operating Rules of that company will govern between South Hammond and Chicago.

Between Massachusetts Avenue and Washington Street, Indianapolis, tracks of the N. Y. C. Ry. and N. Y. C. & St. L. Ry. will be used and Time Table and Operating Rules of the N. Y. C. will govern.

Between Washington Street and Union Station, Indianapolis, tracks of the I. U. Ry. will be used and Time Table and Operating Rules of that railway will govern.

Between VI Tower, New Albany and Seventh and Magnolia Streets, Louisville, tracks of the K. & I. T. R. R. will be used; between Seventh and Magnolia Streets and Tenth Street Station, Louisville, tracks of the L. & N. R. R. will be used and Time Table and Operating Rules of the railroads used will govern.

The Indiana Law governing operation of trains over railroad and interurban crossings at grade not protected by interlocker, requires that trains shall come to a full stop not closer than 25 feet and not farther than 200 feet from an interurban crossing and not closer than 40 feet nor farther than 500 feet from a railroad crossing, before entering upon such crossing. The same law applies to operation over crossings at grade in switch movements.

When an engine is detached from a train or cars are set off, trainmen will set sufficient hand brakes to secure same at all times. Air brakes must not be depended upon to hold detached trains or cars on grades.

Locomotive whistles for highway crossings at grade must begin when engine is opposite the whistling post, one-fourth mile from crossing, and be continued until engine has passed over the crossing.

Standard signal of two long, one short and one long blasts must be given, the last blast to end when engine has passed over the crossing.

Trains moving at slow speed shall repeat the standard whistle code as many times as may be necessary to comply with the requirement.

Steam derricks SWD-1 or SWD-3 must not be handled next to two or three unit engines over any bridges on which there are speed restrictions for steam derricks. There must be three or more cars between engine and derrick. This also applies over White River Bridge 250.0 South of Bedford and high trestle North of Paoli.

Capacity of passing tracks as shown in time table opposite stations is the number of cars, plus one engine and caboose, these tracks will hold between clearance posts. Number of cars figured on average of 46 feet per car.

The maximum allowable speed through all main line turnouts, whether spring, hand operated, or remotely controlled is 15 miles per hour except as otherwise provided.

A train or engine having moved in one direction over a highway crossing protected by electric signals must not make reverse movement over crossing in opposite direction without first protecting such move by man on ground, unless such highway crossing signals are operating prior to and during the period the reverse movement is being made.

At various locations highway traffic on sidings and adjacent tracks is protected by flashing light signals and/or gates, the approach circuits for which extend but a short distance on

either side of the crossing. At such locations a train, engine or car must not proceed over the crossing until the flashing light signals and/or gates have been operating a sufficient length of time to warn approaching highway traffic, without first protecting such move by man on the ground.

SPECIAL INSTRUCTIONS—Northern Division

The passing track at South Hammond, to which schedule of trains apply under time table, train rules and train orders, is from the cross-over switch in front of yard office to the cross-over switch at the Middle Connection, opposite bracket signal pole numbered 22.8 and 22.9.

Head brakeman will protect railroad crossing at Monon in advance of all freight trains or freight engines before passing over crossing in either direction.

All passenger trains on Second Sub-Division will approach Monon under full control expecting to find the target against them.

Three-Unit diesels and steam derrick SWD No. 3 cannot be used on the Second Sub-division.

The passing track at Frankfort, to which schedule of trains apply under time table, train rules and train orders, is the east passing track.

Trains and engines will approach Belt Railway crossover at 22nd Street, Indianapolis, at restricted speed, prepared to stop, expecting to find Belt Railway trains entering or leaving C. I. & L. yard.

Southward trains will pass RCA plant Monticello at restricted speed with brakes released when possible account possibility of sawdust blowing on rail, causing wheels to slide.

SPECIAL INSTRUCTIONS—Southern Division

The middle signal arm on the southward home signal at Ames Interlocking does not govern into a medium speed route. This arm governs train and engine movements into the passing track only and such movements must be made at restricted speed.

Cars must not be kicked in Southward direction toward crossing at Mitchell, such moves must be made by pushing cars down with engine and cutting off, to prevent their entering interlocking limits.

All trains will approach West Baden and French Lick under full control expecting to find main track occupied by other trains.

Remote control signal system at New Albany extends from VI interlocking plant to the clearance point at south end of Vernia passing track.

Trains and engines operating over tracks in this territory will be governed by Rules and Instructions for Remote Controlled Switch and Signals between VI Interlocking Plant and Vernia, issued by Kentucky and Indiana Terminal R. R. in book dated June 1, 1945.

An additional light unit is attached to block signal 315.1. When this unit displays a yellow indication and the signal arm displays either clear or approach for a southward train, it will be authority for such train to proceed on the main track to the south end of Vernia. Northward trains will proceed on main track when signal 3L indicates approach or proceed. If trains are to meet at Vernia the Control Operator may line the power-switch and clear the signal for the northward train to enter the passing track.

Three-unit diesels cannot be used on Seventh Sub-division.

All territory south of the yard limit board north of Midland is operated as yard limits.

STANDARD CLOCKS ARE LOCATED AT THE FOLLOWING POINTS:

Chicago	Wallace Junction
South Hammond	Midland
Monon	McDoel Yard Office
Belt Junction Round House	McDoel Round House
Indianapolis Union Station	Bedford
Michigan City Round House	French Lick
Shop Yard Office	Youngtown Callers Office
Shops Round House	Louisville Union Station
Lafayette (Dispatchers' Ofc.)	

LIST OF COMPANY SURGEONS

Dr. A. C. Arnett, Chief Medical Director, 308 North 8th St.....	Lafayette
Dr. George J. Pope, Transportation Bldg., 608 So. Dearborn St.....	Chicago
Dr. B. W. Chidlaw, 5141 Hohman Ave.....	Hammond
Dr. Eli S. Jones, Asst. Surgeon, 5231 Hohman Ave.....	Hammond
Dr. Loyal W. Combs.....	Lowell
Dr. C. E. Johnson.....	Rensselaer
Dr. S. E. McClure.....	Monon
Dr. E. T. Stahl, 308 North 8th St.....	Lafayette
Dr. Raymond R. Calvert, Eye, Ear, Nose and Throat Surgeon, 314 North 6th St.....	Lafayette
Dr. C. J. Trout, Asst. Eye, Ear, Nose and Throat Surgeon, 314 North 6th St.....	Lafayette
Dr. H. C. Wallace, 417 Ben Hur Bldg.....	Crawfordsville
Dr. V. E. Wiseman, 239 Hillsdale Ave.....	Greencastle
Dr. C. M. Schauwecker, Asst. Surgeon, 239 Hillsdale Ave.....	Greencastle
Dr. Charles E. Stouder.....	Gosport
Dr. Philip T. Holland, 108 West 7th St.....	Bloomington
Dr. A. E. Newland, Masonic Temple Bldg.....	Bedford
Dr. W. E. Schoolfield.....	Orleans
Dr. I. E. Huckleberry.....	Salem
Dr. W. L. Greene.....	Pekin
Dr. W. H. Garner, 919 E. Spring St.....	New Albany
Dr. John T. Bate, 301 W. Ormsby.....	Louisville
Dr. M. D. Gardner, 801 Washington St.....	Michigan City
Dr. Owen F. Benz.....	Wanatah
Dr. H. B. Gable.....	Monticello
Dr. Chas. C. Crampton.....	Delphi
Dr. George K. Hammersley, 631 East Clinton St.....	Frankfort
Dr. A. C. Newby.....	Sheridan
Dr. Eugene Newby, Asst. Surgeon.....	Sheridan
Dr. Wm. H. Norman, 908 Hume-Mansur Bldg.....	Indianapolis
Dr. Walter C. Bond.....	Clay City
Dr. W. F. Craft.....	Linton

Employees injured while in the performance of their duties are expected to call upon the company's surgeons for professional attention.

INSPECTORS OF WATCHES

Milt Hoegn, 29 East Madison.....	Chicago
C. H. Bern, 5116 Wentworth Ave.....	Chicago
George H. Tucker, 731 West 47th St.....	Chicago
Armstrong Jewelry Co.....	Hammond
Southam Watch Co.....	Indianapolis
Becks Jewelry Co.....	Michigan City
Johns Jewelry Store.....	Monon
Robt. W. Smiley, 722 N. 9th St.....	Lafayette
M. S. Newgent.....	Midland
R. K. Osborne.....	Bloomington
Dale R. Eskew, 1535 J St.....	Bedford
B. J. Porter.....	Orleans
Tom Bellows.....	Salem
J. O. Endris & Son.....	New Albany
Ray B. Krekel, 509 W. Walnut St.....	Louisville

REGISTERING STATIONS

Following are registering stations:

South Hammond	Shops
Monon	Midland
Belt Junction	McDoel
Union Station (Indianapolis)	French Lick
Michigan City Round House	

Trains originating and terminating at Indianapolis Union station will not register at Belt Jct. Such trains will be registered by the operator.

Nos. 5, 6, 11, 12, 14 and 15 will throw off register slips at South Hammond and Monon.

Main line trains register at Wallace Jct. when instructed to do so by dispatcher.

No. 43 will register at Wallace Jct. when no operator is on duty.

Sixth Sub-Division trains will register at Wallace Junction.

Nos. 5 and 6 will throw off register slip at McDoel.

Seventh Sub-Division trains will register at Orleans.

Trains on C. & W. I. R'y, I. U. R'y, K. & I. T. R'y and L. & N. R'y will register at such points as their rules require.

SYMBOLS

- D—Part time office
- N—Continuous office
- F—Trains stop on signal.
- S—Trains stop.

OPERATING DIESEL ENGINES AND PASSENGER CARS OVER SUBMERGED TRACK

Diesel-electric engines shall not be operated, either by towing or using traction motors power, through water having depth over rail greater than shown below.

	Depth of Water	
	New Wheels	Worn Wheels
Diesel locomotives	6 in.	5 in.

Maximum speed of Diesel engines towed or operated through water, three miles per hour.

Passenger cars equipped with roller bearings will not be run through water nine inches or more over rail; lightweight air-conditioned passenger cars, eight inches or more over rail, and heavyweight air-conditioned passenger cars not equipped with roller bearings, one foot or more over rail. When so operated, speed shall not exceed five miles per hour.

DIESEL WATERING FACILITIES ARE LOCATED ADJACENT TO MAIN TRACK AT South Hammond, Monon, Shops, McDoel, Bedford YARD LIMITS

South Hammond	Salem—Fogg
Monon	Vernia
Shops	Michigan City
Crawfordsville—Ames	Belt Junction
Greencastle—Limedale—Cement	Frankfort
McDoel	French Lick
Bedford	Paoli
Orleans	Midland
	Wa. Jct. (6th Sub-Div.)

Hours of service of part time telegraph offices are listed below.

All telegraph offices not listed are open continuously.

*Lowell	7:00 AM to 4:00 PM	P.M. Tower Mich. City.....	7:00 AM to 11:00 PM
Rensselaer	8:00 AM to 5:00 PM	Haskells	6:00 AM to 10:00 PM
†Chalmers	8:30 AM to 5:30 PM	†Wanatah	7:00 AM to 4:00 PM
†Brookston	7:00 AM to 4:00 PM	*San Pierre	7:00 AM to 4:00 PM
Crawfordsville	9:00 AM to 6:00 PM	†Medaryville	7:00 AM to 4:00 PM
†Ladoga	9:00 AM to 6:00 PM	†Francesville	7:00 AM to 4:00 PM
†Bainbridge	9:00 AM to 6:00 PM	*Monticello	7:30 AM to 4:30 PM
Greencastle	7:00 AM to 10:30 PM	*Delphi	7:30 AM to 4:30 PM
†Wallace Jct.....	7:30 AM to 4:30 PM	†Rossville	6:00 AM to 3:00 PM
†Gosport	8:00 AM to 5:00 PM	*Frankfort	8:30 AM to 5:30 PM
†Ellettsville	7:00 AM to 4:00 PM	†Kirklin	7:00 AM to 4:00 PM
†Clear Creek	8:30 AM to 5:30 PM	*Sheridan	6:45 AM to 3:45 PM
Bedford	6:45 AM to 10:45 PM	†Westfield	7:00 AM to 4:00 PM
Mitchell	9:00 AM to 6:00 PM	†Carmel	6:30 AM to 3:30 PM
Orleans.....	{ 8:00 AM to 4:00 PM	Belt Jct.	6:45 AM to 3:45 PM
	{ 6:30 PM to 2:30 AM	†Clay City	9:00 AM to 6:00 PM
Salem	7:00 AM to 11:00 PM	†Midland	8:00 AM to 5:00 PM
†Borden	7:30 AM to 4:30 PM	†French Lick	7:30 AM to 4:30 PM

* Daily except Sunday and holidays

† Daily except Saturday, Sunday and holidays

Carl A. Bick, Vice President-Operation, Lafayette, Ind.
T. Vern Sherrier, General Superintendent, Lafayette, Ind.
Gilbert H. Kern, Asst. to General Superintendent, Lafayette, Ind.

Don H. Dietrich, Asst. Supt., Northern Division, Lafayette, Ind.
John V. Cole, Trainmaster, Southern Division, McDoel, Ind.
Tony Kozubal, Trainmaster, Chicago District, So. Hammond, Ind.
Bert R. Franks, Division Trainmaster, Lafayette, Ind.

Road Foreman of Engines

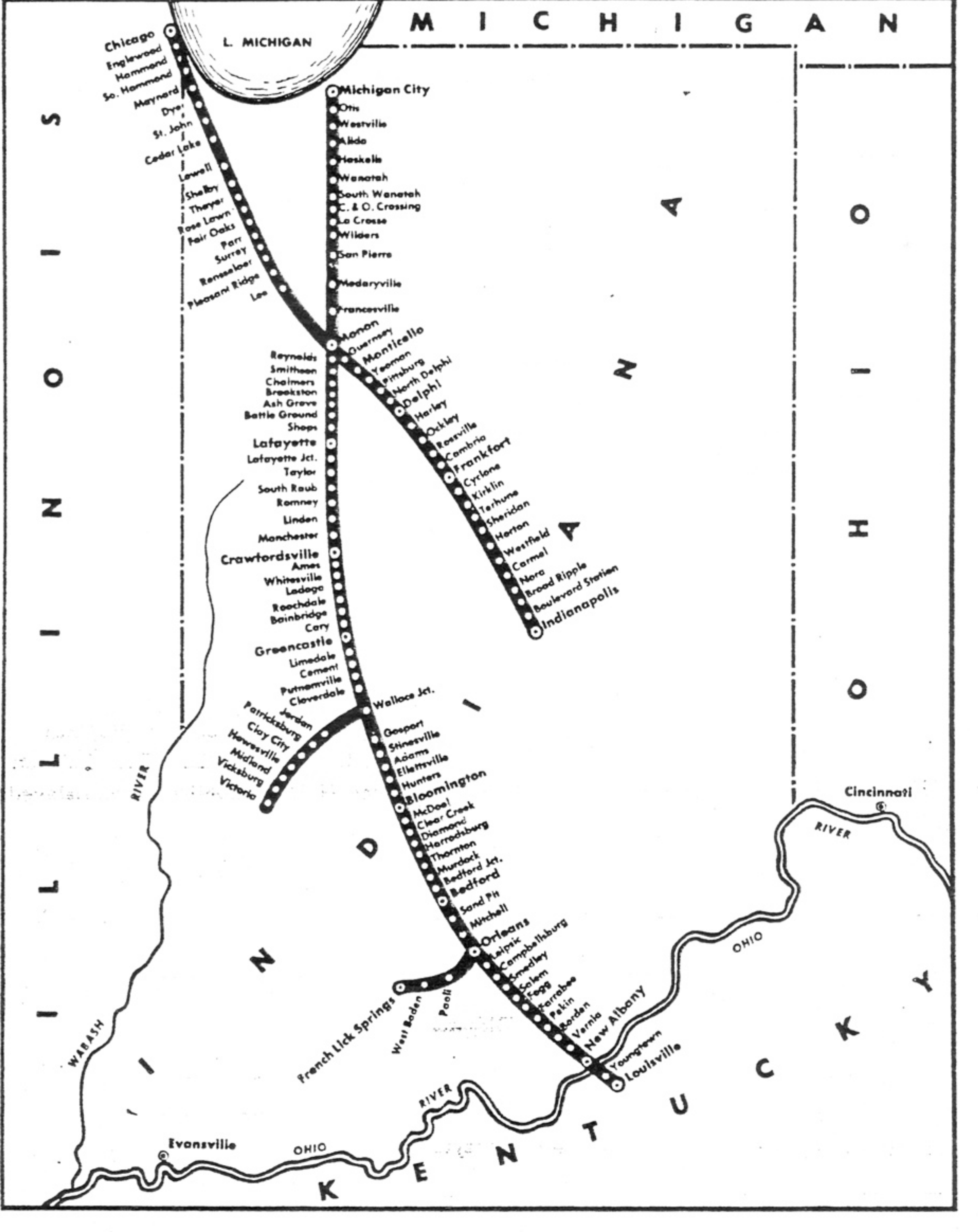
Wm. J. Hayes, Northern Div., Lafayette, Ind.
Dennis M. Head, Southern Div., Lafayette, Ind.

Train Dispatchers

Hugh E. Dunlap
John R. Foster
Wm. E. Heiple

Robert B. Fogg
Donald L. Malone
Jesse C. Stayton

Robert L. Barnard
Bob L. Stull



SO. HAMMOND

MICHIGAN CITY PEN STOCK.
X ROUND HOUSE.

LEGEND

- A AUTOMATIC ELECTRIC PLANTS.
- X STEAM OR OIL WITH PUMPER.
- ◆ CITY PRESSURE.
- E INDUSTRY.

- HARDNESS - 0 TO 8 GREEN
 - 8 TO 15 YELLOW
 - 15 TO 20 PURPLE
 - 20 TO 30 RED.

CEDAR LAKE A

WESTVILLE E

WATER VALLEY A

WILDERS X

RENSSELAER

MONON A

23 Miles

30 mi

DELPHI

25 Miles

LAFAYETTE A

FRANKFORT

ROMNEYO X

19 Miles

14 mi

29 Miles

CRAWFORDSVILLE Light Plant.

SHERIDAN E

LADOGA A

OBELT JCT.
INDIANAPOLIS

20 mi

GREENCASTLE

16 Miles

WALLACE JCT. X

10 Miles

GOSPORT A

33 mi

CLAY CITY
EEL RIVERO X

18 mi

HUNTERS E

MIDLAND A

5 mi

MC DOEL

DIAMOND X

SANDERS E

HARRODSBURG X

14 Miles

25 Miles

DARK HOLLOW E

BEDFORD

9 Miles

MITCHELL

28 mi

SALEM

23 mi

FRENCH LICK

16 Miles

BORDEN E

37 mi

NEW AIRANY

C. I. & L. Ry.
OFFICE OF CHIEF ENGR.
WATER STATIONS
7-5-40

ILLINOIS
INDIANA

INDIANA

WABASH RIVER

OHIO RIVER

WABASH RIVER