

**THERE IS ALWAYS  
TIME FOR  
COURTESY**

**QUIET COUPLINGS  
MEAN LESS FREIGHT LOSS  
AND DAMAGE AND  
MORE JOBS**

**MAKE SAFETY  
YOUR POLICY**



**MONON**  
THE HOOSIER LINE

**MONON  
RAILROAD**



**MONON**  
THE HOOSIER LINE

**No. 12**

**TIME TABLE**

**No. 12**

Central Standard Time

Taking Effect Sunday

April 24, 1960

At 12:01 a. m.

Superseding Time Table No. 11 in Effect September 28, 1958

**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	6000 HP
<b>Northern Division</b>				
So. Hammond to Monon.....	2100	4000	6000	8000
Monon to Shops.....	3000	5800	7500	9600
Shops to Monon.....	2100	4000	6000	8000
Shops to Monon, Pusher.....	3800	5400	7400	9600
Monon to So. Hammond.....	2800	5400	7400	9600
<hr/>				
Monon to Belt Junction.....	2000	4000		
Belt Junction to Monon.....	2000	4000		
<hr/>				
Michigan City to Alida.....	2000	3800	5500	
Alida to Monon.....	3800	6500	9000	
Monon to Michigan City.....	3600	6500	9000	
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<b>Southern Division</b>				
Shops to McDoel.....	1300	2600	3800	4800
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McDoel to Youngtown.....	1300	2600	3800	4800
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Youngtown to Bedford.....	1300	2600	3800	4800
Bedford to McDoel.....	2800	5500	7500	8500
<hr/>				
McDoel to Wallace Jct. (Single)	1300	2500	3600	4800
McDoel to Wallace Jct.—Pusher	1700	3500	4800	5800
Wallace Jct. to Bainbridge.....	1700	3500	4800	6000
Bainbridge to Shops.....	3500	6600	9000	10000
<hr/>				
Wallace Jct. to Victoria.....	1700	3400	4800	
Victoria to Wallace Jct.....	1700	3400	4800	
<hr/>				
Orleans to French Lick.....	1300	2400		
French Lick to Orleans.....	1300	2400		

Note: 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 north of Heath 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 & South end Cas-sell track
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

### TELEPHONE NUMBERS TO CALL IN CASE OF EMERGENCY

Hammond, South Hammond yard office.....	Westmore 2-0365
Indianapolis, Belt Jct. yard office.....	Walnut 3-1046
Lafayette, Train Dispatchers office.....	Sherwood 2-7333
Bloomington, McDoel yard office.....	EDison 6-3396
Louisville, K&I PBX Board, Youngtown.....	SPring 2-3621
except Saturday, Sunday, holidays and after 10 p.m., call	
SPring 8-1481	Dispatcher
SPring 8-3470	Roundhouse
SPring 8-2432	General Yardmaster

## 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	
	Psgr.	Frt.		Psgr.	Frt.
<b>NORTHERN DIVISION</b>			<b>SOUTHERN DIVISION</b>		
(State Line — Shops Yards)			(Shops Yards—Youngtown)		
<b>Maximum Authorized Speed</b> -----			<b>Maximum Authorized Speed</b> -----		
Between home signals Hohman Street Interlocker Hammond	75	55	Shops Yard Office—Salem Street	75	55
Between Hohman Street and Douglas Street, Hammond (ordinance)	20	20	Salem Street - Romig Street, Lafayette	25	15
Between Douglas Street and 165th Street, Hammond (ordinance)	10	10	Romig Street - Lafayette Junction	10	10
Between 165th Street and 173rd Street Hammond (Ordinance)	25	25	Curve at MP 122.6	25	25
Reverse Curve north of Penna. crossing, Maynard	40	40	Curves between MP 123.3 and MP 126.4	40	30
MC and EJ&E crossings, Dyer	50	50	Curves MP 128.3 to MP 130.3	50	40
Curve north of St. John	60	45	Curves between MP 145.2 and MP 146.4	60	45
Curve and street crossings, Lowell	45	45	Curves between MP 146.4 and MP 147.0	45	35
First curve south of Lowell	35	35	Crawfordsville Depot—Block Signal 147.7	35	35
Kankakee River Bridge 53.3	20	20	Curve at MP 148.1	20	20
Curve at Rensselaer, Southbound	55	35	City Limits, Ladoga	55	35
Curve at Rensselaer, Northbound	45	45	Between MP 162.1 and MP 162.7	45	45
State Highway No. 421, Monon	60	50	Curves between MP 170.0 and MP 173.3	60	55
Louisville Div'n Wye, Monon (entire train)	65	55	Curves between MP 173.7 and MP 176.0	65	50
Interlocking and State Road 24, Reynolds	25	25	City Limits, Greencastle (ordinance)	25	25
Curve at Battle Ground Depot	55	40	Curve at MP 179.8	55	40
(Monon-Indianapolis) Maximum Authorized speed except as noted below	60	40	Curves between MP 182.7 and MP 185.5	60	45
Curves at MP B-90 and MP B-91	50	40	Curves between MP 185.5 and MP 187.4	65	50
City Limits, Monticello (Ordinance)	15	15	City Limits, Cloverdale (ordinance)	30	30
Tippecanoe River Bridge B99.6	30	30	Curve at MP 190.0	65	50
Curves between MP B109.6 and MP B108.9 for northward trains	50	40	Curves between MP 197.9 and MP 202.8	60	45
Curves between MP B108.9 and MP B109.3 for southward trains	50	40	Curves between MP 202.8 and MP 212.8	50	40
Curve between MP B109.3 and MP B109.6 for southward trains	40	30	Curves at Ellettsville (MP 213)	45	35
Delphi, City Limits	30	30	Curves between MP 213.1 and MP 216.7	65	50
Curves between MP B111.7 and MP B114.0	50	40	Curves between MP 216.7 and MP 219.3	50	40
Deer Creek Bridge B113.0	25	25	City Limits, Bloomington (ordinance)	25	25
Wildcat Creek Bridge B121.5	25	25	Switch south end Cassell track McDoel	20	20
City limits Frankfort (ordinance)	35	35	Curves between MP 221.5 and MP 222.9	45	35
City limits, Sheridan (ordinance)	35	35	Curves between MP 222.9 and MP E-6.5	55	45
Curves between MP B172.3 and MP B173.1	55	40	Curves between MP E-6.5 and MP 243.0	50	40
City Limits, Indianapolis (ordinance)	30	30	Curves between MP 243.0 and MP 246.0	45	35
Between 21st Street & Mass. Ave., Indpls.	20	20	Bedford Public Square (ordinance)	8	8
Penna. Ry. South Street Y, Indianapolis	5	5	Curves between MP 246.2 and MP 253.1	50	40
<b>Monon - Michigan City</b>			Curve at MP 254.2	65	50
Between Monon and MP A18	40	40	City Limits, Mitchell (ordinance)	25	25
Between MP A18 and MP A32.5	25	25	Curve at MP 256.9	60	45
Between MP A32.5 and MP A44.5	40	40	Curves between MP 257.1 and MP 260.4	65	50
Between MP A44.5 and Michigan City	25	25	Curves between MP 260.5 and MP 261.9	45	30
Dunes Highway south of Michigan City	10	10	Curves between MP 276.3 and MP 277.5	60	50
Within interlocking limits at South Shore Crossing, Michigan City, P.M. Crossing, Michigan City, Otis, Alida, Haskells, Wanatah, P.R.R. Crossing, Lacrosse & Wilders.	20	20	Curves between MP 277.5 and MP 278.3	55	45
<b>Steam Derrick SWD-1</b>			Curves at MP 279.5 and 280.1	60	45
Straight track main track	--	30	Curves between MP 281.1 and MP 283.1	45	35
Curves on main track	--	20	Main Street, Salem	20	20
Deer Creek Bridge B113.0	--	6	Curve at MP 284.5	60	50
Wildcat Bridge B121.5	--	6	Curves between MP 285.8 and MP 286.3	65	50
<b>Steam Derrick SWD-3 (1st &amp; 3rd Sub. Div.)</b>			Curves between MP 286.3 and MP 288.1	55	45
Straight track main track	--	30	Curves between MP 288.1 and MP 292.5	50	40
Curves on main track	--	20	Curves between MP 292.5 and MP 293.2	65	50
			Curves between MP 293.9 and MP 295.4	55	45
			Curves between MP 296.2 and MP 298.7	50	40
			City Limits, Borden (ordinance)	40	40
			Curves between MP 301.8 and MP 306.5	65	50
			Reverse curve at MP 306.8	50	40
			Curves between MP 307.0 and MP 310.5	55	45
			Curves between MP 310.5 and MP 315.7	65	50
			City Limits and curves, New Albany	10	10
			Wallace Junction - Midland		
			Between Wallace Junction and Midland	30	30
			<b>Orleans - French Lick</b>		
			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
			<b>Steam Derrick SWD-1</b>		
			Straight track main track	--	30
			Curves main track	--	20
			<b>Steam Derrick SWD-3</b>		
			Straight track main track	--	30
			Curves main track	--	20
			High trestle north of Paoli	--	6

SOUTHWARD TRAINS					Northern Division	NORTHWARD TRAINS							
THIRD CLASS	Second Class			FIRST CLASS	Distance from Chicago	FIRST SUB-DIVISION	Car Capacity of Siding	FIRST CLASS	Second Class			THIRD CLASS	
45	71	57	73	5		STATIONS		6	56	70	72	44	
Tuesday Thursday Saturday	DAILY	DAILY	DAILY	DAILY			DAILY	DAILY	DAILY	DAILY	Monday Wed'day Friday		
				am 10 05	19.8	CHICAGO.....N	4 30						
				s 10 43	20.7	19.8 State Line							
				10 47	23.2	.9 Hammond.....	69	s 3 50					
am 7 45	pm 9 45		pm 1 00	10 47	25.5	2.5 South Hammond D	Yard	3 44		am 7 00	pm 8 00	pm 2 30	
					25.8	2.3 Penna..Maynard.....							
					29.0	0.3 G. T. Crossing.....							
8 25	9 58		1 15	10 53	32.2	3.2 M.C. } Dyer.....N	59	3 37		6 35	7 48	1 50	
8 55	10 06		1 25	10 58	33.5	4.5 E.J.&E. } St. John.....N	56	3 32		5 55	7 40	73 1 25	
			44		44.8	11.3 N.Y.C. } Lowell.....D	71	s 3 19		5 35	7 20	12 55	
9 35	10 21		1 40	s 11 12	52.6	7.8 Shelby.....N	100	3 12		5 22	7 10	12 20	
10 00	10 31		1 50	11 19	56.5	3.9 N.Y.C. } Rose Lawn.....	118	3 08		5 15	7 03	12 10	
10 30	10 36		2 00	11 23	62.2	5.7 Fair Oaks.....	31	3 03		5 07	6 55	11 59	
10 40	10 43		2 08	11 28	68.1	5.9 Surrey.....	121	2 58		4 57	6 47	11 45	
10 50	10 51		2 17	11 33	73.0	4.9 Rensselaer.....D	90	s 2 50		4 47	6 40	5 11 40	
11 40	10 58		2 25	s 11 40	77.0	4.0 Pleasant Ridge.....	89	73 2 45		4 40	6 33	10 30	
11 50	11 05		2 45	11 45	83.1	6.1 Lee.....	64	2 40		4 30	6 25	10 12	
12 01	11 13		2 55	11 51	88.4	5.3 MONON.....N	Yard	2 35		4 20	6 15	9 55	
12 15	11 25		3 10	s 11 57	88.4	Mon. MONON.....		s 2 32		am 2 55	4 00	6 05	9 20
12 35	11 35	pm 9 10	3 25	11 59	95.8	7.4 Reynolds.....	78	2 24		2 40	3 45	5 50	9 05
12 55	11 47	9 25	3 40	12 07	102.1	6.3 Penna. } Chalmers.....D	30	2 19		2 25	3 35	5 41	8 50
1 20	11 55	9 35	3 48	12 13	106.2	4.1 Brookston.....D	120	2 15		2 15	3 28	5 35	8 35
1 40	12 01	9 42	3 53	12 17	110.2	4.0 Ash Grove.....	81	45 2 11		2 05	3 20	5 30	8 20
2 11	12 07	9 50	3 58	12 20	117.9	7.7 SHOPS.....N	Yard	2 03		1 40	3 00	5 10	8 00
2 30 pm	12 25 am	10 10 pm	4 15 pm	12 29 pm				pm		am	am	pm	am
Tuesday Thursday Saturday	DAILY	DAILY	DAILY	DAILY				DAILY	DAILY	DAILY	DAILY	Monday Wed'day Friday	
45	71	57	73	5				6	56	70	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		
Second Class				STATIONS	Second Class					
91					90					
DAILY						DAILY				
		am 1 45	88.4	Mon.....	MONON.....N	Y- Yard	am 1 00			
			93.8		5.4 Guernsey.....	20				
			98.6	Penna.....	4.8 Monticello.....D	50				
			107.9		9.3 Pittsburg.....	53				
		2 25	110.4		2.5 North Delphi.....	32	12 08			
			111.0	Wabash.....	0.6 Delphi.....D	Sp 21				
					4.8					
		2 42	115.8		Harley.....	54	11 55			
			125.6		9.8 Rossville.....D	45				
		3 25	136.0	N.Y.C.&St.L. Penna.	10.4 Frankfort.....D	46	11 20			
					10.9					
			146.9		Kirklin.....D	31				
		3 58	155.4		8.5 Sheridan.....D	39	10 52			
			163.4	C.I.....	8.0 Westfield.....	42				
					4.4					
			167.8		Carmel.....D	36				
		4 28	172.4		4.6 Nora.....	33	10 23			
			178.1		5.7 Fair Grounds.....	25				
			178.5		0.4 Boulevard (38th St.).....					
		5 00 am	180.4		1.9 Belt Junction.....D	Yard	10 00 pm			
					1.3					
			181.7		Mass. Avenue.....					
			183.5		1.8 INDIANAPOLIS.....N					
		DAILY					DAILY			
		91					90			

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			NORTHERN DIVISION			NORTHWARD TRAINS		
Second Class			MICHIGAN CITY BRANCH			Second Class		
57			THIRD SUB-DIVISION			56		
DAILY	DAILY EX. SUN.	Distance from Monon	STATIONS			Car Capacity of Siding	DAILY	DAILY EX. SUN.
		59.6	NYC&StL C.S.S.&S.B. M.C.	MICHIGAN CITY	D	Yard		
		57.7	C.&O.	Round House		Yard	7 15 am	10 50 am
		51.1	N.Y.C.	Otis	D	26	6 35	10 20
		47.1	Wabash	Westville		12	6 20	10 01
		45.0	B.&O.	Alida		7	6 10	9 45
		43.1	G.T.	Haskells	D	35	5 30	9 20
		39.4	Penna.	Wanatah	D	9	5 10	9 05
		37.7	N.Y.C.&StL.	South Wanatah		25	5 03	8 55
		32.5	C.&O.	Wade			4 48	8 40
		31.6	Penna.	LaCrosse		Sp 15	4 45	8 35
		28.1	Erie	Wilders		18	4 35	8 25
		23.3	N.Y.C.	San Pierre	D	38	4 20	8 01
		15.2		Medaryville	D	44	4 00	7 40
		8.6		Francesville	D	38	3 45	7 25
			Mon.	MONON	N	Y-Yard	3 25 am	7 00 am
DAILY	DAILY EX. SUN.						DAILY	DAILY EX. SUN.
57	49						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.

**STATIONS AND TRACKS NOT ON SCHEDULED PAGES**

Chicago-Shops		
Miles From Chicago	Station	Car Capy.
54.1	Thayer	Sp 12
65.8	Parr	18
98.2	Smithson	Sp 7
112.9	Battle Ground	Sp 12
Monon-Indianapolis		
B104.4	Yeoman	Sp 19
B120.1	Ockley	20
B129.7	Cambria	Sp 14
B142.2	Cyclone	Sp 16
B151.5	Terhune	Sp 14
B159.9	Horton	Sp 18
B175.3	Broad Ripple	Sp 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 Sidings	NORTHWARD TRAINS				
THIRD CLASS	SECOND CLASS		FIRST CLASS	Fourth Sub-Division		FIRST CLASS	SECOND CLASS		THIRD CLASS				
43	73	71	5	STATIONS		6	72		70	42			
DAILY EX. SUN.	DAILY	DAILY	DAILY			DAILY	DAILY	DAILY	DAILY EX. SUN.				
am	pm	am	pm			pm	pm	am	pm				
7 00	4 50	12 55	12 33	117.9	SHOPS.....N	1 58	4 50	1 45	2 15				
	72				2.1								
			s 12 45	120.0	Lafayette	s 1 53							
7 15	5 05	1 10	12 50	121.5	NYC 1.5 Wab.-Lafayette Jct. NYC & St. L.	120	4 25	71 1 10	2 00				
7 25	5 15	70 1 20	12 57	126.5	5.0	94	4 17	12 57	1 50				
7 35	5 24	1 29	1 04	132.9	Taylor.....	61	4 09	12 48	1 40				
7 55	5 40	1 35	s 1 08	137.0	6.4	106	4 03	12 40	5-6 1 27				
			42		Romney.....				1 08				
					4.1								
					Linden.....N								
					NYC&StL 7.0								
8 07	5 50	1 45	1 20	144.0	Manchester.....	69	3 50	12 15	12 35				
					3.3								
9 10	6 00	1 55	s 1 28	147.3	Crawfordsville D	49	3 43	12 05	12 15				
					1.1								
9 15	6 04	1 59	1 32	148.4	NYC Ames.....N	118	3 39	12 01	11 40				
					Penna. 5.5								
9 25	6 12	2 06	1 37	153.9	Whitesville.....	61	3 31	11 54	11 20				
					3.9								
9 35	6 18	2 11	1 41	157.8	Ladoga.....D	79	3 25	11 48	11 10				
					4.4								
9 50	6 26	2 18	s 1 49	162.2	Roachdale...N	92	s 12 57	11 42	10 55				
					B.&O. 6.5								
10 05	6 36	2 27	1 57	168.7	Bainbridge...D	Y 92	12 49	11 32	10 40				
					4.3								
10 15	6 42	2 33	2 02	173.0	Cary.....	68	12 44	11 20	43 10 15				
					4.8								
10 45	6 51	2 42	s 2 10	177.8	NYC Greencastle D	133	s 12 39	11 12	9 50				
					2.2								
10 55	6 59	2 50	2 13	180.0	Limedale...N	45	12 32	11 04	9 25				
					Penna. 0.6								
11 30	7 02	2 53	2 15	180.6	Cement.....	64	12 31	11 01	9 20				
					8.6								
12 01	7 15	3 06	2 25	189.2	Cloverdale.....	41	12 22	5 10 48	8 55				
			72		4.8								
12 17	7 21	3 12	2 30	194.0	Wallace Jct....D	Y 97	43 12 17	10 42	8 45				
					3.8								
12 35	7 26	3 17	2 34	197.8	Spring Cave.....	57	12 13	10 35	8 25				
					5.3								
				203.1	Gosport Jct....	Y 13							
					Penna. 0.8								
12 55	7 35	3 26	2 41	203.9	Gosport.....D	73	12 07	10 20	8 00				
					8.3								
1 10	7 47	3 38	2 50	212.2	Adams.....	97	11 58	10 07	7 29				
					0.9								
				213.1	Ellettsville...D	Sp 17							
					4.8								
1 28	7 56	3 48	2 57	217.9	Hunters.....	73	11 51	43 9 58	7 15				
					2.6								
			s 3 08	220.5	Bloomington...	Yard	s 11 45						
					I.C. 1.0								
2 00	8 15	4 10	3 10	221.5	McDOEL.....N	Yard	11 38	1 15 pm	9 45 pm				
pm	pm	am	pm				am		am				
DAILY EX. SUN.	DAILY	DAILY	DAILY			DAILY	DAILY	DAILY	DAILY EX. SUN.				
43	73	71	5			6	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.

SOUTHWARD TRAINS					Distance from Chicago	SOUTHERN DIVISION Fifth Sub-Division	Car Capacity of Siding	NORTHWARD TRAINS				
Third Class	SECOND CLASS		First Class	STATIONS				First Class	SECOND CLASS		Third Class	
41	73	71	5					6	72	70	40	
DAILY EX. SUN.	DAILY	DAILY	DAILY	DAILY		DAILY	DAILY	DAILY	DAILY EX. SUN.			
am	pm	am	pm			am	pm	pm	pm			
9 00	8 45	4 25	3 10	221.5	McDOEL...N	Yard	11 38	1 00	9 20	2 15		
					3.2							
9 10	8 50	4 30	3 14	E 0.3	Clear Creek .D	13	11 34	12 50	9 05	1 55		
					2.2							
9 17	<sup>70</sup> 9 01	4 35	3 17	E 2.5	Diamond.....	77	11 31	12 46	<sup>73</sup> 9 01	1 45		
					7.3							
9 30	9 15	4 46	3 26	232.8	Harrodsburg...	80	11 21	12 36	8 49	1 30		
					8.1							
9 45	9 27	4 58	3 35	240.9	Thornton.....	89	11 11	12 25	8 37	1 15		
					4.7							
10 05	9 41	5 14	s 3 47	245.8	Bedford...D	Y 78	s 11 04	12 15	8 25	12 55		
					CMSTP&P 3.4							
10 10	9 51	5 24	3 53	249.2	Sand Pit.....	73	10 55	12 05	8 15	12 30		
					6.1							
10 48	10 01	5 34	s 4 01	255.3	Mitchell...D	77	s 10 48	11 55	8 05	12 20		
<sup>6</sup>					B.&O. 6.2							
11 43	10 13	5 47	s 4 15	261.5	Orleans ...D	Y 160	s 10 38	<sup>40-41</sup> 11 43	7 55	<sup>72-41</sup> 11 43		
<sup>40-72</sup>					3.6							
12 10	10 19	5 54	4 20	265.1	Leipaic.....	80	10 31	11 37	7 45	11 00		
					10.2							
12 35	10 32	6 07	4 30	275.3	Smedley.....	93	10 21	11 24	7 25	10 35		
					6.8							
1 10	10 48	6 23	s 4 38	282.1	Salem ...D	21	s 10 13	11 12	7 05	<sup>6</sup> 10 13		
					1.9							
1 20	10 56	6 31	4 45	284.0	Fogg.....	76	10 08	11 02	6 59	9 25		
					6.2							
1 30	11 07	6 42	4 52	290.2	Farrabee.....	36	10 01	10 52	6 47	9 10		
					3.2							
1 45	11 13	6 47	4 56	293.4	Pekin.....	81	9 57	10 47	6 40	8 55		
					6.1							
2 01	11 21	6 57	5 03	299.5	Borden...D	82	9 51	10 37	6 28	8 35		
					16.1							
2 30	11 46	7 22	5 21	315.6	Vernia.....	148	9 34	10 12	6 01	8 00		
					1.9							
			s 5 30	317.5	New Albany... Sou.-B. & O.-Penn.	Y-Yard	s 9 28					
3 00	12 15	8 00		319.4	Youngtown...N	Yard		9 55	5 45	7 30		
pm	am	am			4.7			am	pm	am		
			6 05	324.1	LOUISVILLE...N		9 00					
			pm				am					
DAILY EX. SUN.	DAILY	DAILY	DAILY				DAILY	DAILY	DAILY	DAILY EX. SUN.		
41	73	71	5				6	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			Distance from Wallace Junction	Southern Division I. & L. BRANCH SIXTH SUB-DIVISION		Car Capacity of Siding	NORTHWARD		
				STATIONS					
					WALLACE JUNCTION.....	D Y-Yard			
			12.9		12.9 Jordan .....	40			
			19.1		6.2 Patricksburg .....	48			
			27.7	N.Y.C.	8.6 Clay City .....	D 60			
			42.0	C.M.St.P. & P.	14.3 Midland .....	D Yard			
			43.1		1.1 Vicksburg .....	Y			
			47.1	I.C.	4.0 VICTORIA .....				

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

SOUTHWARD			Distance from Orleans	Southern Division FRENCH LICK BRANCH SEVENTH SUB-DIVISION		Car Capacity of Siding	NORTHWARD		
				STATIONS					
					ORLEANS.....	D Y			
			7.6		7.6 Paoli .....	28			
			16.6		9.0 West Baden .....				
			17.7	Sou.	1.1 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 Copy.	Miles From Wal. Jct.	Wallace Junction-Midland Station	Car Copy.
129.5	South Raub .....	23			
141.0	Cherry Grove .....	Sp 13	F15.9	Hoffmans .....	Sp 10 cars
183.0	Putnamville .....	Sp 22	F29.5	Martz .....	17 cars
207.8	Stinesville .....	15	F35.8	Howesville .....	Sp 3
	<b>McDoel-Louisville</b>			<b>Orleans-French Lick</b>	
241.4	Murdock .....	Y-yard			
271.8	Campbellsburg .....	30			
305.3	Wilson .....	21	Miles From Orleans		
316.6	North Y .....	Y-yard	D8.6	Braxton .....	Sp 10

## SPECIAL STOPS

Passenger stops shown below are for revenue passengers only.

No. 5 will stop at Cloverdale on Mondays, Wednesdays, and Fridays for express except when holidays occur on these days.

No. 5 will reduce speed to (45) MPH at Brookston to dispatch currency on days conductor is notified by mail clerk.

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

## INTERLOCKING AND CROSSING SIGNALS

The following Crossings are interlocked.

Hammond.....	M. C.—Erie—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 (Automatic).....	Penna.
Mich. City (Automatic).....	C. & O. (Round House).
Otis (Automatic).....	N. Y. C.
Alida (Automatic).....	B. & O.
Haskells.....	G. T.
Wanatah.....	Penna.
South Wanatah (Automatic).....	N. Y. C. & St. L.
Wade (Automatic).....	C. & O.
LaCrosse.....	Penna.
Wilders (Semi-automatic).....	Erie
San Pierre (Automatic).....	N. Y. C.
Monticello (Automatic).....	Penna.
Delphi (Remote Control).....	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.
Greencastle (Semi-Automatic).....	N. Y. C.
Limedale.....	Penna.
Gosport Jct. (Automatic).....	Penna.
Bedford (Automatic).....	C. M. St. P. and P.
Mitchell.....	B. & O.
Clay City.....	N. Y. C.
Victoria (Semi-Automatic).....	I. 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 crossings are not controlled by interlocking plant, gate or target.

Monon.....	Monon
Mile Post F48.....	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:

Frankfort.....	Penna.
Midland.....	C. M. St. P. & P.

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

At Frankfort—Penna. Crossing: Gate open and signal diagonal, crossing clear for Monon.

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 Monon. 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 Monon 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 Monon train is approaching the crossing except by operation of time release. Dwarf signals on Monon 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 Monon. Must be locked and left in that position when not in use by Monon trains or engines. Gate open, track clear for Monon trains. Gate closed, track clear for C. M. St. P. & P. trains. Monon 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**—I. C. crossing is protected by electrically locked derails and low Home Signals on Monon track and high Home Signals on I. C. track. The derails on the Monon track are controlled by an electrically locked low switch stand lever located at the derail north of the crossing which will be locked at all times there is a train or engine on either of the approach track circuits on the I. C. All Monon trains or engines will come to a stop at the controlling Home Signal and operate the electrically locked low switch stand lever to remove the derails after which a yellow proceed signal indication should be displayed providing no train is approaching on the I. C. R. R. If the electric lock cannot be released and no train is approaching on the I. C. R. R. the emergency time release push button located in a box on the relay case at the crossing should be operated. If, after the time release is operated, the electric lock fails to release, break the seal securing a key in the time release box and use the key in the place provided on the electric lock to mechanically release the lock. If no signal to proceed is displayed at this time, movement must be made under proper flag protection.

After movement is completed, the derails must be restored to derailing position and switch padlock replaced in latch and locked.

## INSTRUCTIONS FOR PROCEDURE AT INTERLOCKINGS WHEN NO INDICATION TO PROCEED IS DISPLAYED

### MAYNARD P.R.R. (Remote Controlled)

This interlocking is remotely controlled from G.T.W.—P.R.R. Tower approximately 3200 ft. east of this crossing and a member of the train crew must call the operator of this interlocking, on phone at the crossing, securing authority to proceed through the interlocking.

### MAYNARD G.T.W. & GOSPORT P.R.R. (Automatic)

Press push button on home signal and hold for one second. If no signal to proceed is displayed, after pressing this button, and providing no train or engine is approaching on a conflicting route, it will be necessary to operate the emergency release at the crossing by pressing and holding the Monon push button for one second after which a red light will be displayed during the interval the time release is operating. The signal should then display a proceed indication. See "Special Instructions for Automatic Interlocking."

### REYNOLDS & MONTICELLO P.R.R. (Automatic)

If no train or engine is approaching on a conflicting route, the operation of the push button on the home signal should cause a proceed indication to be displayed. There is no emergency release at the crossing for the Monon on these interlockings. See "Special Instructions for Automatic Interlocking."

### GREENCASTLE N.Y.C. (Semi-Automatic)

If signal fails to display a proceed indication on Monon Railway and no train or engine is approaching on conflicting route and conditions permit, movement may be made at restricted speed after stop has been made. If electric lock on derail operating stand fails to release, and no train or engine is approaching on conflicting route, leave padlock and link out of electric lock and then operate push button on outside of relay case at the crossing by pressing and holding until light is lighted. After the light is extinguished, the foot treadle on the electric lock should permit the hand throw lever for derails to be operated. When movement is completed, derails must be returned to derailing position and padlock and link be replaced in the electric lock.

### BEDFORD C.M.St.P.&P. (Automatic)

If no train or engine is approaching on a conflicting route it will be necessary to press the Monon push button on the outside of relay house for the direction of the train movement to be made. Push buttons are marked NB for northward and SB for southward. Push button to be held one second after which a light, on outside of house and above push button, will be lighted until the expiration of the time release. When light is extinguished, a proceed indication should be displayed. If no proceed indication is displayed at this time, and providing no train or engine is approaching on a conflicting route, the movement through the interlocking must be made under proper flag protection. To make a move through the interlocking on the "Blue Hole" track, it will be necessary to press push button located on cable post near this crossing and hold for one second. If, after pressing push button, no indication to proceed is displayed, and no train or engine is approaching on a conflicting route, it will be necessary to operate the push buttons on the outside of the relay house in the same manner as outlined above. Operative approach signals are not provided on the C.M.St.P.&P. Railroad and speed of approaching trains is such that proper flag protection can be provided on Monon tracks.

### WADE C. & O. (Automatic)

When necessary to cut off and leave any portion of the train on the approach to the interlocking, the detached portion of the train should not be permitted to occupy any portion of the track between the "Insulated Joint" signs and the home signals. "Insulated Joint" signs are located 200 feet south of northward home signal and 150 feet north of southward home signal. It will also be necessary that the entire remaining portion of the train proceed thru the interlocking and beyond the "Insulated Joint" sign on the opposite side of the crossing. The return move toward the interlocking can then be made and a proceed indication should be displayed on the home signal when the remaining portion of the train passes the "Insulated Joint" sign.

If the above instructions have been complied with and the signal does not display an indication to proceed and no conflicting train movement is approaching, it will be necessary to push the Monon emergency release push button, located in a box on the south side of the tower, and hold for one second. After the emergency release has operated, which requires 4 minutes and 10 seconds, the home signal should display a proceed indication. See "Special Instructions for Automatic Interlocking."

### WILDERS ERIE (Semi-Automatic)

If a signal fails to clear and no train is approaching on Erie tracks, a member of the train crew will call the operator at Kouts by using the telephone located in the small concrete building near the crossing. The operator at Kouts may authorize movements to be made over the crossing when the signal fails to clear, such movements being made under flag protection.

Trains must proceed through the interlocking and beyond the approach track circuit before making a reverse movement through the interlocking. Trains in an approach track circuit causing the home signal to display a proceed indication must either make a movement through the interlocking or failing to do so, must operate the key switch located in the relay house at the crossing. Instructions for operation of this key switch are also located in the relay house.

A key operated switch has been installed at the "Insulated Joint" sign north of the southbound home signal, and when necessary to make a drop of cars into the interchange track requiring engine to pass the southbound home signal, a member of the train crew will insert switch key in the switch and turn clockwise. If no route is clear for an Erie train, this will cause the Monon southbound home signal to display a clear indication. The switch key must be left in this position until the engine or part of train has passed the "Insulated Joint" sign. The key may then be removed.

When making this movement, engine must continue on through the interlocking plant and pass the "Insulated Joint" sign south of the northbound home signal before making a return movement with proper signal indications.

### SAN PIERRE N. Y. C. (Automatic)

It will be necessary to clear the dwarf signals manually for all movements on the side track over the crossing. Trainmen must first observe there is no train approaching on the N. Y. C. To clear the dwarf signals, trainman will press push button for passing track, located in "Monon" box at the crossing, and hold for one second. After pressing this push button, if no indication to proceed is displayed after three minutes, and no train or engine is approaching on a conflicting route, train movement through the interlocking will be governed by "Special Instruction for Automatic Interlocking."

If signal for main track movement does not display a proceed indication, operate push button located on a post at the respective home signal. If no indication to proceed is displayed after operation of this push button, and no train or engine is approaching on a conflicting route, it will be necessary to operate the "Monon" emergency release button located on a post at the crossing.

To operate the emergency release push button, it will be necessary to press and hold for one second. The release requires three minutes to operate and after this time, indicator in box should be lighted. If no indication to proceed is displayed after the expiration of release time and no train or engine is approaching on a conflicting route, train movement through the interlocking will be governed by "Special Instructions for Automatic Interlocking."

Emergency box must be locked after use.

Monon trains doing switching at either end of passing track, north end of station track, or east Wye, or when stopped on main track in rear of home signals and not desiring to use crossing, may release crossing for N. Y. C. trains by pushing up release button which is located in box close to each track switch marked "Release Switch." When ready to proceed, the release switch must be returned to normal and locked.

### SOUTH WANATAH N.K.P. (Automatic)

When necessary to cut off and leave any portion of the train on the approach to the interlocking, the detached portion of the train should not be permitted to occupy any portion of the track between the "Insulated Joint" signs and the home signals.

"Insulated Joint" signs are located approximately 250 feet south of the northward home signal and 200 feet north of the southward home signal. It will also be necessary that the entire remaining portion of the train proceed through the interlocking and beyond the "Insulated Joint" sign on the opposite side of the crossing. The return move toward the interlocking can then be made and a proceed indication should be displayed on the home signal when the remaining portion of the train passes the "Insulated Joint" sign.

If, after complying with the above instructions, the appropriate home signal does not display a proceed indication, a member of the train crew should contact the N.K.P. dispatcher (using the telephone at the crossing) to obtain his permission to operate the emergency release in the housing at the crossing marked "Monon Release".

To operate emergency release, press and hold push button for one second. This release requires 5 minutes, 15 seconds to complete its operation and after this time has elapsed the appropriate home signal should display a proceed indication. If, after emergency release has been operated and no indication to proceed is displayed, train will proceed through the interlocking in accordance with "Special Instructions for Automatic Interlocking."

#### ALIDA B. & O. (Automatic)

If signal does not display a proceed indication, operate push button in box on respective home signal. If no indication to proceed is displayed after operation of this push button, and no train or engine is approaching on a conflicting route, it will be necessary to operate the emergency push button, on west side of relay house at the crossing, identified as "C. I. & L."

Light burning in emergency release box indicates a signal clear for the B. & O. Railroad. If no train or engine is approaching on a conflicting route, press button and hold for one second. This emergency release requires five minutes and twenty-five seconds to operate. If no proceed indication is displayed after the expiration of time release, and no train or engine is approaching on a conflicting route, train movement through the interlocking will be governed by "Special Instruction for Automatic Interlocking."

Emergency box must be locked after use.

#### OTIS N. Y. C. (Automatic)

If signal does not display a proceed indication, operate push button located on a post at the respective home signal. If no indication to proceed is displayed after operation of this push button, and no train or engine is approaching on a conflicting route, it will be necessary to operate the "Monon" emergency release button located on a post at the crossing.

To operate the emergency release push button it will be necessary to press and hold for one second. This release requires three minutes and thirty seconds to operate and after this time indicator in box should be lighted. If no indication to proceed is displayed after the expiration of release time, and no train or engine is approaching on a conflicting route, train movement through the interlocking will be governed by "Special Instructions for Automatic Interlocking."

Emergency box must be locked after use.

#### MICHIGAN CITY C. & O. (Automatic)

The interlocking is equipped with automatically operated derails on the Monon main track. In case the derails do not close and the home signal fails to clear, operate the dual control power switch machine to line derails per "Special Instructions Relative to Dual Control Power Switch" in the time table.

When necessary to cut off and leave any portion of the train on the approach to the interlocking, the detached portion of the train should not be permitted to occupy any portion of the track between the "Insulated Joint" sign and the home signal. The "Insulated Joint" signs are located 250 feet in advance of each home signal. It is also necessary that the entire portion of the train proceed thru the interlocking and beyond the "Insulated Joint" sign on the opposite side of the interlocking. The return movement toward the interlocking can then be made and a proceed indication should then be displayed, when the returning portion of the train passes the "Insulated Joint" sign.

If, after complying with the above instructions the appropriate home signal does not display an indication to proceed, a member of the train crew will contact the C. & O. train dispatcher, by using the telephone located at the crossing and obtain his permission to take the following action:

1. Be sure no C. & O. trains are on, or closely approaching the crossing from either direction.
2. Turn the knob of the Monon clockwork time release to the right as far as possible and hold for a second to insure that

contact is made. Release knob, allowing the pointer to return to the normal position. Derails should now be closed and the appropriate home signal should display an indication to proceed.

3. Be sure to lock door of shelter house when leaving.

#### DELPHI-WABASH RAILROAD (Remote Controlled)

Trains ready to proceed and standing on track circuit adjacent to and facing the home signal, in either direction, if no proceed indication is displayed, a member of the crew will press and hold for one second a push button switch located on relay case on the home signal.

Wabash Railroad dispatcher's telephones are provided at each end of the interchange track and at the power switches within the interlocking limits. After complying with the above instructions and no indication to proceed is displayed, it will be necessary for a member of the crew to communicate with the control operator at Peru and the movement will be governed accordingly.

If conditions permit, the control operator will issue verbal authority to proceed under the following conditions: Trainman must examine both power switches to determine that they are lined for the desired route and that indicator under glass cover on end of power switch machine, displays the word "Locked". If locked, the engineman may be signaled by trainman at the power switch to move ahead and stop within interlocking limits but before fouling a conflicting route. After waiting five minutes within interlocking limits, if switch is still properly lined and locked and there is no train approaching on a conflicting route, train may proceed but must not exceed five miles per hour until engine or lead car has completed the route through the interlocking.

If either switch is not in the desired position, trainman will operate the dual control switch machine in accordance with the rules and special instructions posted in the telephone booth at the power switches.

#### WESTFIELD C.I.

Key operated test switches located on side of relay case at each home signal to be operated by a member of the train crew by inserting switch key in test switch and turning  $\frac{1}{2}$  turn in the clockwise direction. This should cause a proceed indication to be displayed. Key must be left in test switch until train has passed signal and then switch key to be removed. After this has been done and no indication to proceed is displayed, Rule 671 of "Code of Operating Rules" will apply. Operative approach signals are not provided on the Central Indiana Railway and the speed of approaching trains is such that proper flag protection can be provided.

#### SPECIAL INSTRUCTIONS FOR AUTOMATIC INTERLOCKING

At the Maynard G.T., Reynolds P.R.R., Gosport P.R.R., Monticello P.R.R., San Pierre N.Y.C., Wade C.&O., South Wanatah NKP, Alida B.&O., Otis N.Y.C., and Michigan City C.&O. automatic interlockings, if all other means to secure authority for movement has failed and it is necessary to provide flag protection and no train or engine is approaching on conflicting route, the train or engine should be moved forward within home signal limits and stopped not closer than 50 feet from the crossing. After waiting within home signal limits for 5 minutes and no train or engine is approaching on the conflicting route, lighted fuses should be placed on each side of Monon tracks at the crossing and movement be made through the interlocking at restricted speed.

#### SPECIAL INSTRUCTIONS RELATIVE TO DUAL CONTROLLED POWER SWITCH

When authority has been granted to operate a dual controlled power switch by hand, the switch padlock will be removed and the selector lever marked "Power" will be moved to position marked "Hand".

Operate hand throw lever back and forth until switch points are seen to move with the movement of the lever. After train movement over the switch is completed, restore switch to

normal position, then move selector lever to position marked "Power" and secure with padlock.

### DRAGGING EQUIPMENT SOUTH OF AMES

A dragging equipment detector located near M.P. 151 south of Ames, when actuated by dragging equipment, will cause clear white lights to be displayed in each direction on a pole on the east side of track at the detector and also one on northward automatic block signal No. 149.6 at south end of Ames passing track. Train and engine crews will observe these locations for possible display of the clear white lights and when displayed, train must be stopped and must not proceed until the entire train has been examined for dragging equipment.

### BEDFORD SPRING SWITCH

The spring switch at the south end of the passing track, just north of 14th Street, Bedford, is not in Automatic Block Signal territory, and movements over the switch are protected by a color light switch signal. A green signal indicates that the switch points are properly positioned for main track movements. A red signal indicates that the switch points are not properly positioned for main track movements or that the switch is lined for movements on the passing track, and that movements on the main track must not be made until the points have been examined to insure that they are in proper position for the movement. Should the signal fail to give a proper indication, the fact must be reported as any other signal failure.

### 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.

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 crossings at grade not protected by interlocker, requires that trains shall come to a full stop 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, on sidings and adjacent tracks, highway traffic 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.

Before coupling into Postal Department RPO and storage mail cars in switching service, trainmen and switchmen must notify Postal employees in such cars so they can protect themselves from injury.

### 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.

Trains and engines must not exceed a speed of ten (10) MPH through turn outs entering and leaving passing track at Hammond passenger station.

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

All passenger trains on Second Sub-Division will approach Monon under full control.

All trains will receive clearance form A at Frankfort during the hours telegraph office is open.

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 Monon 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.

Wilson siding can be used for passing track, provided that northward train takes siding at the south end of passing track and that the southward train does not pass signals at the north end of passing track until the northward train is in the clear.

### LIST OF COMPANY SURGEONS

Dr. E. T. Stahl, Chief Surgeon, 308 North 8th St.....	Lafayette
Dr. Kenneth L. Matson, Steger Bldg., 28 E. Jackson Blvd.....	Chicago
Dr. George J. Pope, Transportation Bldg., 608 So. Dearborn St.....	Chicago
Dr. Eli S. Jones, 30 Douglas St.....	Hammond
Dr. David B. Templin.....	Lowell
Dr. Ernest R. Beaver .....	Rensselaer
Dr. S. E. McClure.....	Monon
Dr. Herbert S. Johnson, Local Surgeon, 308 North 8th St.....	Lafayette
Dr. H. C. Buhrmester, Asst. Surgeon, 308 North 8th St.....	Lafayette
Dr. James E. Engeler, Dermatologist, 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, 411 Tinsley Ave.....	Crawfordsville
Dr. V. E. Wiseman, 239 Hillsdale Ave.....	Greencastle
Dr. C. M. Schauwecker, Asst. Surgeon, 239 Hillsdale Ave.....	Greencastle
Dr. Charles E. Stouder.....	Ellettsville
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. William T. Paynter.....	Pekin
Dr. W. H. Garner, 919 E. Spring St., Local Surgeon, New Albany	
Dr. W. H. Garner Jr., Asst. Surgeon.....	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. N. A. Hibner.....	Monticello
Dr. Chas. C. Crampton.....	Delphi
Dr. George K. Hammersley, 361 East Clinton St.....	Frankfort

Dr. Eugene Newby.....	Sheridan
Dr. Wm. H. Norman, 908 Hume-Mansur Bldg.....	Indianapolis
Dr. Walter C. Bond.....	Clay City
Dr. Sam Rotman, 203 W. Main.....	Jasonville

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 Heegn, 29 East Madison.....	Chicago
C. H. Bern, 5116 Wentworth Ave.....	Chicago
George H. Tucker, 731 West 47th St.....	Chicago
Fehring Jewelers .....	Hammond
Southam Watch Co.....	Indianapolis
Walter Gryvna, 1215 Franklin St. ....	Michigan City
Glotzbach Jewelers .....	Monon
Schrader's Watch Repair, 1605 N. 18th St.....	Lafayette
M. S. Newgent.....	Midland
R. K. Osborne.....	Bloomington
McGee Jewelers, 823 15th Street.....	Bedford
Tom Bellows .....	Salem
J. O. Endris & Son.....	New Albany
B. Weinberg, 213 South 5th Street.....	Louisville

### REGISTERING STATIONS

Following are registering stations:

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

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

Nos. 5 and 6 will throw off register slips at South Hammond and Monon.

Nos. 48 and 49 will register at Round House.

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—Nora
Greencastle—Limedale—Cement	Frankfort
McDoel	French Lick
Bedford	Paoli
Orleans	Midland
	Wa. Jct. (6th Sub-Div.)

**STANDARD CLOCKS ARE LOCATED AT THE  
FOLLOWING POINTS:**

Chicago	Belt Junction Round House
South Hammond	Indianapolis Union Station
Monon	Michigan City

Shops Yard Office  
Lafayette (Dispatchers' Ofc.)  
Wallace Junction  
Midland  
McDoel Yard Office

McDoel Round House  
Bedford  
French Lick  
Youngtown Callers Office  
Louisville Union Station

**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.

**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, and Dyer. Southbound—Shelby, Monon, Linden and Bainbridge.

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

All telegraph offices not listed are open continuously.

	See NOTE I	See NOTE II		See NOTE I	See NOTE II
South Hammond	7:59am to 11:59pm	7:59am to 11:59pm	†Michigan City	9:00am to 6:00pm	9:00am to 6:00pm
*Lowell	7:00am to 4:00pm	8:00am to 5:00pm	Haskells	6:00am to 10:00pm	6:00am to 10:00pm
Rensselaer	7:00am to 4:00pm	8:00am to 5:00pm	†Wanatah	7:00am to 4:00pm	7:00am to 4:00pm
†Chalmers	8:00am to 5:00pm	8:00am to 5:00pm	†San Pierre	7:00am to 4:00pm	8:00am to 5:00pm
†Brookston	7:00am to 4:00pm	8:00am to 5:00pm	†Medaryville	7:00am to 4:00pm	8:00am to 5:00pm
Crawfordsville	7:00am to 4:00pm	8:00am to 5:00pm	†Francesville	7:00am to 4:00pm	8:00am to 5:00pm
†Ladoga	8:00am to 5:00pm	8:00am to 5:00pm	*Monticello	7:00am to 4:00pm	7:30am to 4:30pm
†Bainbridge	8:00am to 5:00pm	8:00am to 5:00pm	†Delphi	7:00am to 4:00pm	8:00am to 5:00pm
Greencastle	6:00am to 9:30pm	7:00am to 10:00pm	†Rossville	6:00am to 3:00pm	7:00am to 4:00pm
†Wallace Junction	9:00am to 6:00pm	9:00am to 6:00pm	†Frankfort	7:00am to 4:00pm	9:00am to 6:00pm
†Gosport	8:00am to 5:00pm	8:00am to 5:00pm	†Kirklin	6:00am to 3:00pm	7:00am to 4:00pm
†Ellettsville	7:00am to 4:00pm	7:00am to 4:00pm	†Sheridan	7:00am to 4:00pm	8:00am to 5:00pm
†Clear Creek	8:30am to 5:30pm	8:30am to 5:30pm	†Carmel	7:00am to 4:00pm	7:00am to 4:00pm
Bedford	6:45am to 10:45pm	6:45am to 10:45pm	†Belt Junction	3:00pm to 1:00am	3:00pm to 1:00am
Mitchell	9:00am to 6:00pm	9:00am to 6:00pm	†Clay City	8:00am to 5:00pm	9:00am to 6:00pm
Orleans	8:00am to 12:00mn	8:00am to 12:00mn	†Midland	7:00am to 4:00pm	8:00am to 5:00pm
Salem	7:00am to 11:00pm	7:00am to 11:00pm	†French Lick	8:00am to 5:00pm	8:00am to 5:00pm
†Borden	7:00am to 4:00pm	7:30am to 4:30pm			

NOTE I: Hours of service of part time telegraph offices during the period between the last Sunday in April and the last Sunday in September.

NOTE II: Hours of service of part time telegraph offices during the period between the last Sunday in September and the last Sunday in April.

\*Daily except Sunday and holidays.

†Daily except Saturday, Sunday and holidays.

T. Vern Sherrier, Assistant General Manager, Lafayette, Ind.  
 Vern C. Golden, Supt. of Motive Power and Equipment, Lafayette, Ind.

Frank R. Hyer, Superintendent, Lafayette, Ind.  
 Tony Kozubal, Superintendent, Chicago District, So. Hammond, Ind.  
 Wm. H. Vaught, Trainmaster, Northern Division, Lafayette, Ind.  
 John V. Cole, Trainmaster, Southern Division, McDoel, Ind.  
 Bert R. Franks, Division Trainmaster, Lafayette, Ind.

Wm. J. Hayes, Road Foreman of Locomotives, Lafayette, Ind.  
 Joseph B. Conn, Road Foreman of Locomotives, Lafayette, Ind.

**Train Dispatchers**

Robert B. Fogg  
 John R. Foster  
 Wm. E. Heiple

Robert L. Barnard  
 Jesse C. Stayton

Bob L. Stull  
 Vern D. Clary

