

**Employees in train service must be familiar with the Indianapolis Union Railway Company Operating Rules and Special Instructions both effective August 1, 1945.**

For your ready reference we quote the following:

- #17C. The headlight must be dimmed while on Union Tracks.
- # 84. A train must not start until the proper signal is given.
- #104. (Para. 3). When approaching hand thrown switches, train employes must observe the indication of switch targets and know that they are set in proper position before using them. When practicable, the engine man must see that the switches near the engine are properly lined.
- #606. Emergency horn signal in interlocking territory.  
One long blast: All trains within interlocking limits stop immediately.  
Two short blasts: Resume normal movement after receiving the proper signal or permission from the signalman.  
Three short blasts: Whistle or horn test.  
Four short blasts: Call for signal maintainer.  
Five short blasts: Call for Station Master or Yardmaster.
- #702. Dumping grates or cleaning ash pan on Union Tracks, bridges, trestles, private sidings or where there is danger of fire, is prohibited.
- \*Page 6. The twelve (12) Union Depot Station Tracks will be used in either direction as designated by the Station Master. Trains arriving at Union Station must pull to the farthest end and stop as indicated by signal from Car Inspector.
- \*1015. Conductors and trainmen of outgoing trains must report for duty at proper time and supervise the loading of passengers. Before permitting passengers to board cars, trainmen must ascertain their destination and if they have proper transportation. When passengers are destined to a station located on more than one railroad, special care must be exercised to see that they board the right train.
- \*1016. Courteous treatment must in all cases be accorded the traveling public and special care taken to avoid short or curt answers which may give offense. Unnecessary noise, such as loud talking, whistling, careless handling of equipment, etc., in the vicinity of occupied sleeping cars is prohibited. In order to prevent annoyance to passengers in and around Union Station, employes will as far as possible prevent steam or hot water falling on platform from injector pipes or cylinder cocks, escape of steam from safety valve and the unnecessary use of engine bell or whistle, and escape of water or black smoke from stack.
- \*1017. When train is set for loading or unloading passengers, conductors must see that vestibule doors of all cars in their trains are kept closed, except on side next to platform and that toilet room doors in all passenger equipment are kept locked while in Station, except when sanitary receptacles are applied to cars. Garbage or other refuse must not be thrown from dining or other cars while on Union Tracks.
- \*1018. Trains handling freight equipment must not use tracks under Union Station trainsheds with men on top of cars, due to overhead clearance.
- \*1020. When switching on Union Tracks:  
A. Conductors are responsible for knowing that car doors are closed.  
B. Cars must not be cut off while in motion.  
C. Air must be coupled up and in proper working order at all times.
- \*1021. When cars are pushed by an engine, a trainman must be stationed on forward end of lead car. In such circumstances, lead car must be equipped with back-up hose (except in switching). In switching passenger equipment at the Union Station, the individual instructions of the tenant lines will govern.
- \*1023. Passenger trains must not be delayed by other trains or engines.

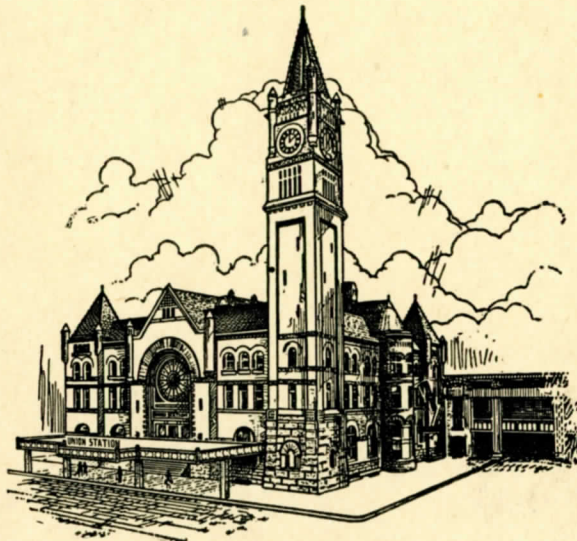
Note. Platforms must not be unnecessarily obstructed or trucks allowed to foul tracks at any time. Four wheel trucks left unattended on train level platform must be locked.

#Train Rules.

\*Special Instructions.

W H. McKITRICK,  
Superintendent

## The Indianapolis Union Railway Co.



### SCHEDULE

OF  
ARRIVAL AND DEPARTURE

OF  
TRAINS

## Indianapolis Union Station

No. 585

IN EFFECT

SUNDAY, SEPTEMBER 26, 1954



# No. 585 On and after SUNDAY, SEPT. 26, 1954.

Trains will Run as follows—Central Standard Time:

## NEW YORK CENTRAL SYSTEM

DEPART		(BIG FOUR ROUTE)		ARRIVE	
OHIO DIVISION (CLEVELAND)					
446	Cleveland Ex. dy.dl.	3.40am	427	The Gateway, s.dy.	1.58am
X472	M & E, dy.	6.45am	307	Indianapolis Sp., †	5.50am
12	Southw'rn Ltd., s.d.dy.	2.00pm	41	Knickerbocker, s.d.dy.	6.40am
24	Knickerbocker, d.s.dy.	5.20pm	473	M & E, dy (7)	10.50am
304	Detroit Sp., (2) s. †	9.30pm	11	Southw'rn Ltd., d.s.dy.	11.34am
40	Missourian, s.dy.	10.30pm	407	Clev.-St. L. Sp., dy.dl.s.	5.22pm

DEPART		ILLINOIS DIVISION (ST. LOUIS)		ARRIVE	
427	The Gateway, dy.s.	2.12am	446	Cin. Nt. Sp., dl.s.dy.	3.20am
41	Knickerbocker, s.d.dy.	6.50am	X472	M & E, dy.	5.40am
11	Southw'rn Ltd., d.s.dy.	11.47am	12	Southw'rn Ltd., s.d.dy.	1.44pm
473	M & E, dy. (7)	11.55am	24	Knickerbocker, d.s.dy.	5.10pm
407	Clev.-St. L. Sp., s.dl.dy.	5.40pm	40	Missourian, s.dl.dy.	10.20pm

DEPART		INDIANA DIVISION (CINCINNATI)		ARRIVE	
410	Royal Palm, s.dy.	3.47am	437	Royal Palm, s.dy.	12.35am
416	Cincinnati Spl. p.dy.	2.05pm	3	Jas. Whitcomb Riley, dy.d.	9.25am
406	Carolina Spl., s.d.dy.	5.23pm	415	Chicago Spl., d.p.s. dy.	10.44am
4	Jas. Whitcomb Riley, dy.d.	8.00pm	405	The Sycamore, p.dy.dl.	4.40pm

DEPART		(CHICAGO)		ARRIVE	
437	Royal Palm, s.bl.dy.	1.00am	410	Royal Palm, s.dy.	3.18am
3	Jas. Whitcomb Riley, dy.d.	9.35am	414	Indpls. Mail and Ex. †	12.35pm
415	Chicago Spl., d.p.s. dy.	10.58am	416	Cincinnati Spl. p.dy.	1.46pm
419	White City Spl., dy.	1.15pm	406	Carolina Spl., s.d.dy.	5.05pm
405	The Sycamore, p.d.dy.dl.	4.50pm	4	Jas. Whitcomb Riley, dy.d.	7.50pm

DEPART		PEORIA DIVISION		ARRIVE	
11	The Peorian, dy.	7.00am	12	The Peorian, dy.	7.45pm

### NICKEL PLATE ROAD

No Passenger Service

### ILLINOIS CENTRAL R. R.

No Passenger Service

## PENNSYLVANIA RAILROAD

DEPART		COLUMBUS DIVISION		ARRIVE	
906	Mail & Express	2:45am	927	Mail & Express	1.35am
6	Allegheny, s.d.dy. (4)	3.10am	27	dy.s.	2.25am
12	† (8)	6.30am	33	The St. Louisan, s.d.dy.bl.	3.15am
66	The Amer'n, s.d.dy.bl.	1.02pm	21	Indpls. Ltd., s.d.bl. † (9)	8.55am
4	The Penn Texas, dy.s.d.	2.20pm	31	Sp. St. L., s.d.dy.bl. (4)	9.21am
20	Indpls. Ltd., s.d.bl. (2) (3)	5.00pm	3	The Penn Texas, dy.s.d.	10.42am
30	Sp. St. L., s.d.dy.bl. (4)	5.10pm	67	The Amer'n, s.d.dy.bl.	2.10pm
32	The St. Louisan, s.dy.	10.50pm	11	Fast Mail † (4) (10)	5.27pm

DEPART		INDIANAPOLIS DIVISION TO AND FROM CHICAGO		ARRIVE	
305	The Kentuckian, s.dy. (4)	1.50am	306	The Kentuckian, s.dy.	3.20am
315	Chic. Daylgt. Ex., pb.dy.	10.00am	304	South Wind (5), d.cl.dy.	12.39pm
303	So. Wind, (6), d.cl.dy. (4)	3.05pm	308	Blue Grass Spec., pb.dy.	6.40pm

DEPART		TO AND FROM LOUISVILLE		ARRIVE	
306	The Kentuckian, s.dy.pc.	3.40am	305	The Kentuckian, s.dy. (4)	1.30am
304	South Wind, (5), d.cl.dy.	12.39pm	315	Chic. Daylgt. Ex., pc.dy.	9.55am
308	Blue Grass Spec., pb.dy.	6.50pm	303	South Wind, (6), d.cl.dy.	3.00pm

### VINCENNES BRANCH

No Passenger Service

DEPART		ST. LOUIS DIVISION		ARRIVE	
27	dy.s.	2.25am	6	Allegheny, s.d.dy. (4)	3.10am
33	The St. Louisan, s.d.dy.bl.	3.15am	12	†	5.40am
31	Sp. St. L., s.d.dy.bl. (4)	9.21am	66	The Amer'n, s.d.dy.bl.	1.02pm
3	The Penn Texas, dy.s.d.	10.42am	4	The Penn Texas, dy.s.d.	2.20pm
67	The Amer'n, s.d.dy.bl.	2.10pm	30	Sp. St. L., s.d.dy.bl. (4)	5.05pm
11	Fast Mail † (4)	5:40pm	32	The St. Louisan, d.s.dy.	10.35pm

## CHICAGO, INDIANAPOLIS & LOUISVILLE RY. CO. (Monon Route)

DEPART		ARRIVE			
12	The Tippecanoe, p.dy.d.	7.30am	11	The Tippecanoe, p.dy.d.	12.55pm
14	The Hoosier, p.dy.d.	5.15pm	15	The Hoosier, p.dy.d.	9.25pm

## BALTIMORE AND OHIO RAILROAD CO.

No Passenger Service

For the government and information of employes only. The Company reserves the right to vary therefrom as circumstances may require.

TRAINS MARKED THUS	dy.—Daily.	†—Daily Except Monday.	†—Daily Except Sunday.	l.—Lounge Car.	dl.—Dining-Lounge.
	s.— Sleeper.	p.—Parlor Car.	††—Daily Except Tuesday.	bl.— Buffet-Lounge.	
	pc.—Parlor-Cafe.	cl.—Club Car.	d.—Dining Car.	pb.—Parlor-Buffer.	

- (2)—Daily Except Saturday.
- (3)—Will not operate November 25 and 26 and December 24 and 31, 1954.
- (4)—No Baggage Service.
- (5)—Operates through to Florida every third day beginning September 28, 1954.
- (6)—Operates through from Florida every third day beginning September 27, 1954.

- (7)—Does not carry passengers.
- (8)—Will not operate November 25 and December 24 and 31, 1954.
- (9)—Will not operate November 26, 27, December 25, 1954 and January 1, 1955.
- (10)—Will not operate November 26, December 25, 1954, and January 1, 1955.