

Employees in train service must be familiar with the Indianapolis Union Railway Company Operating Rules effective June 1, 1951 and Special Instructions effective August 15, 1958.

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 employees must observe the indication of switch targets and know that they are set in proper position before using them. When practicable, the engineman must see that the switches near the engine are properly lined.

*1067. Emergency horn signals.

†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.

†Signals at Senate Ave. and Kentucky Ave. apply to trains between West Street and the Train Shed.

*Page 6. Station Track No. 1 used exclusively for mail. The other 11 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, employees 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.

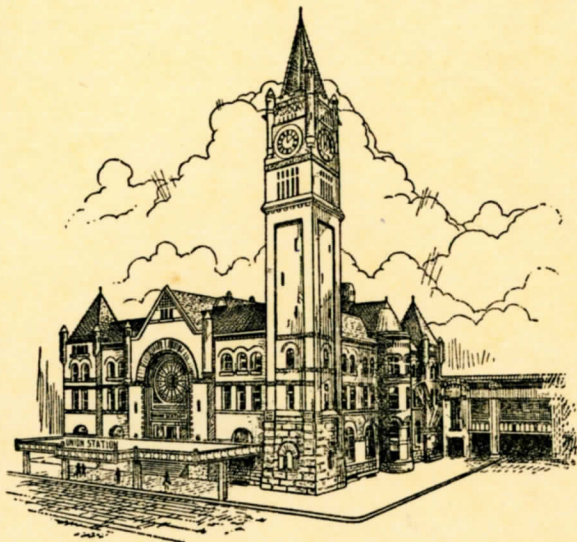
#Train Rules.

*Special Instructions.

L. F. McGRATH,

Superintendent.

The Indianapolis Union Railway Co.



SCHEDULE

OF

ARRIVAL AND DEPARTURE

OF

TRAINS

Indianapolis Union Station

Time Indicated is Central Daylight Time

No. 594

IN EFFECT

SUNDAY, APRIL 26, 1959

No. 594 On and after SUNDAY, APRIL 26, 1959.

Central Daylight Time:

NEW YORK CENTRAL SYSTEM

DEPART		(BIG FOUR ROUTE)		ARRIVE	
OHIO DIVISION					
(CLEVELAND)					
316	Cleveland Sp. dy.	6.50am	315	The Gateway, s.dy.	3.45am
312	Southw'rn, s.d.dy.	2.25pm	341	Knickerbocker, s.d.dy. ...	8.10am
326	Knickerbocker, dy.(1).....	6.00pm	311	Southw'rn, dy.(1).....	2.05pm
314	Indpls. Special, s.dy.	10.30pm	313	Indpls. Special, dy.....	6.30pm

DEPART		ILLINOIS DIVISION		ARRIVE	
(ST. LOUIS)					
315	The Gateway, dy. s.	4.05am	316	Cleveland Sp., dy.	6.20am
341	Knickerbocker, s.d.dy. ...	8.23am	312	Southw'rn, s.d.dy.	2.15pm

DEPART		INDIANA DIVISION		ARRIVE	
(CINCINNATI)					
310	Cin'ti N't. Spl., s.dy.....	5.00am	307	Chi'go N't Spl., s.dy.....	1.35am
302	The Cin'ti Spl., dy.s.pbl....	3.00pm	303	Jas. White'b Riley, dy.d.s.	10.30am
304	Jas. White'b Riley, dy.d.s.	8.10pm	305	The Sycamore, pbl.dy.....	6.10pm

DEPART		(CHICAGO)		ARRIVE	
307	Chicago N't. Sp., s. dy....	2.00am	310	Cin'ti N't. Spl. s.dy.....	4.33am
303	Jas. White'b Riley, dy.d.s.	10.40am	302	The Cin'ti Spl., dy.s.pbl....	2.45pm
305	The Sycamore, pbl.dy.....	6.25pm	304	Jas. White'b Riley, dy.d.s.	8.00pm

PEORIA DIVISION
No Passenger Service

NICKEL PLATE ROAD
No Passenger Service

ILLINOIS CENTRAL R. R.
No Passenger Service

PENNSYLVANIA RAILROAD

DEPART		COLUMBUS DIVISION		ARRIVE	
14	dy.	6.25am	7	dy.	5.41am
4	The Penn Texas, dy.s.d.l.	3.40pm	31	Sp. St. L., s.d.dy.l.	7.45am
30	Sp. St. L., s.d.dy.l.	5.40pm	3	The Penn Texas, dy.s.d.l.	12.20pm
32	The St. Louisan, s.dy.l. ...	11.40pm	13	Fast Mail † (1)	6.35pm

SOUTHWESTERN DIVISION

DEPART		TO AND FROM ST. LOUIS		ARRIVE	
7	dy.	5.41am	14	dy.	5.55am
31	Sp. St. L., s.d.dy.l.	7.45am	4	The Penn Texas, dy.s.d.l.	3.28pm
3	The Penn Texas, dy.s.d.l.	12.20pm	30	Sp. St. L., s.d.dy.l.....	5.40pm
13	Fast Mail † (1)	6.58pm	32	The St. Louisan, s.dy.l....	11.40pm

DEPART		TO AND FROM CHICAGO		ARRIVE	
95	The Kentuckian, s.dy.	2.35am	94	The Kentuckian, s.dy.	4.20am
93	So. Wind, (3), d.dy.l.s.	4.05pm	90	South Wind (2), d.dy.l.s....	1.25pm

DEPART		TO AND FROM LOUISVILLE		ARRIVE	
94	The Kentuckian, s.dy.	4.50am	95	The Kentuckian, s.dy.	2.05am
90	South Wind, (2), d.dy.l.s.	1.35pm	93	South Wind, (3), d.dy.l.s.	4.00pm

MONON RAILROAD
No Passenger Service

BALTIMORE AND OHIO RAILROAD CO.
No Passenger Service

The Company reserves the right to vary therefrom as circumstances may require.

Union Station Ticket Office Closed 1:00 a.m. to 7:00 a.m.

TRAINS MARKED THIS { dy.—Daily.
s.—Sleeper.
d.—Dining Car.

†—Daily Except Sunday.
‡—Daily Except Monday.

l.—Lounge Car.
pbl.—Parlor-Buffer-Lounge.

(1)—No Baggage Service.
(2)—Operates through to Florida every second day.
(3)—Operates through from Florida every second day.