Play it Safe

Every Monon employee is duty-bound to *BE CAREFUL* —to follow the safety rules established to protect persons and property.

There may have been times when all of us have taken a chance without misfortune following. But whatever the results, we have failed in our duty when rules are disregarded. Taking a chance never pays. So—*Play It Safe*. It is only common sense to do so and will avoid learning the importance of safety the hard way. Injuries are serious to their victims and loss and damage is costly both to the railroad and its patrons.

Monon employees handling cars, both in yards and in trains, should take great care to avoid damage to them or their contents by paying particular attention to shipments that are susceptible to it, such as perishable food products, paper, furniture, merchandise, cut stone and many other classes of freight.

The Monon is a public servant. We are employed by our customers for they pay our wages and bills. They are entitled to our maximum effort to operate this railway safely at all times and places.

So let's all be alert to the vital importance of our obligations to the public, to fellow employees, to ourselves and to the Monon by knowing the rules and observing them. Let's *Play It Safe*. Not usually, but *ALWAYS*.

CHICAGO, INDIANAPOLIS AND LOUISVILLE RAILWAY COMPANY

MONON
THE HOOSIER LINE

No. 91

TIME TABLE

No. 91

Central Time—Standard

Taking Effect Sunday
April 29, 1951
At 12:01 a. m.

Superseding Time Table No. 90 in Effect September 24, 1950

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

Haywood Pub. Co., LaFayette, Ind.

15-02

SPEED RESTRICTIONS

Location	Miles per hour Psgr.	Frt.
NORTHERN DIVISION		
(State Line — Shops Yards)		
Maximum Authorized Speed	75	55
Southward trains between approach and home signals Hohman Street Interlocker Hammond	20	20
Northward trains between approach and home signals for State Line Interlocking	20	20
Between Hohman Street and Douglas Street, Hammond (ordinance)	25	25
Between Douglas Street and 165th Street, Hammond (ordinance)	40	40
Nos. 5, 6, & 12 reduce to 10 MPH passing South Hammond Yard Office for mail.		
Reverse Curve north of Penna. crossing, Maynard	45	45
MC and EJ&E crossings, Dyer	45	45
Curve north of St. John	45	45
Between MP 37.8 and MP 42.0	60	45
Curve and street crossings, Lowell	60	50
First curve south of Lowell	65	50
Curve at Rensselaer	55	45
State Highway No. 43, Monon	15	15
Louisville Div'n Wye, Monon (entire train)	15	15
Curve at Battle Ground Depot	65	50
(Monon – Indianapolis)		
Maximum authorized speed except as noted below	65	45
Tippecanoe River Bridge B99.6	30	30
Curves between MP B109.6 and MP B108.9 for northward trains	50	40
Curves between MP B108.9 and MP B109.3 for southward trains	50	40
Curve between MP B109.3 and MP B109.6 for southward trains	40	30
Wabash Railroad Crossing, Delphi	35	35
Curves between MP B111.7 and MP B114.0	50	40
Deer Creek Bridge B113.0	25	25
Wildcat Creek Bridge B121.5	25	25
Curves between MP B136.0 and MP B136.6	50	40
Maximum authorized speed for passenger trains between MP B151.6 and MP B170.3	75	--
City limits, Sheridan (ordinance)	35	35
Curves at MP B157.8 and MP B162.0	65	--
Curves between MP B166.4 and MP B169.5	60	--
Curves between MP B172.3 and MP B173.1	55	--
City Limits, Indianapolis (ordinance)	20	20
Between 21st Street & Mass. Ave., Indpls.	15	15
Penna. Ry. South Street Y, Indianapolis	5	--
Monon – Michigan City		
Between Monon and MP A27	40	40
Between MP A27 and Michigan City	25	25
Dunes Highway south of Michigan City	10	10
Steam Derrick SWD-1		
Straight track main track	--	30
Curves on main track	--	20
Deer Creek Bridge B113.0	--	6
Wildcat Bridge B121.5	--	6
Steam Derrick SWD-3 (1st & 3rd Sub. Div.)		
Straight track main track	--	30
Curves on main track	--	20

Location	Miles per hour Psgr.	Frt.
SOUTHERN DIVISION		
(Shops Yards—Youngtown)		
Maximum Authorized Speed	75	55
Shops Yard Office—Salem Street	25	15
Trains 5 and 6 reduce to 4 MPH passing Salem Street for company mail.		
Salem Street - Romig Street, Lafayette	10	10
Romig Street - Lafayette Junction	25	25
Curves between MP 122.5 and MP 126.4	50	40
Curves between MP 145.2 and MP 146.4	45	35
Reverse curves between MP 146.4 and MP 147.0	35	35
Crawfordsville Depot—Block Signal 147.7	20	20
City Limits, Ladoga	45	45
Between MP 162.1 and MP 162.7	60	50
Curves between MP 170.0 and MP 173.3	65	50
Curves between MP 173.7 and MP 176.0	60	45
City Limits, Greencastle (ordinance)	6	6
Curve at MP 179.8	55	45
Curves between MP 182.7 and MP 185.5	60	45
Curves between MP 185.5 and MP 187.4	65	50
City Limits, Cloverdale (ordinance)	30	30
Curve at MP 190.0	65	50
Curves between MP 197.9 and MP 202.8	60	45
Curves between MP 202.8 and MP 212.8	50	40
Curves at Ellettsville (MP 213)	45	35
Curves between MP 213.1 and MP 216.7	65	50
Curves between MP 216.7 and MP 219.3	50	40
City Limits, Bloomington (ordinance)	6	6
Curves between MP 221.5 and MP 222.9	45	35
Curves between MP 222.9 and MP E-6.5	55	45
Curves between MP E-6.5 and MP 243.0	50	40
Curves between MP 243.0 and MP 246.0	45	35
Bedford Public Square (ordinance)	8	8
Curves between MP 246.2 and MP 253.1	50	40
Curve at MP 254.2	65	50
City Limits, Mitchell (ordinance)	25	25
Curve at MP 256.9	60	50
Curves between MP 257.1 and MP 260.0	65	50
Curves between MP 260.9 and MP 261.9	45	30
Curves between MP 274.8 and MP 277.5	60	50
Curves between MP 277.5 and MP 281.4	55	45
Curves between MP 281.4 and MP 283.1	45	35
Main Street, Salem	20	20
Curve at MP 284.5	60	50
Curves between MP 285.8 and MP 286.3	65	50
Curves between MP 286.3 and MP 288.1	55	45
Curves between MP 288.1 and MP 292.0	50	40
Curves between MP 292.0 and MP 293.9	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
Between MP 299.4 and MP 308.8	65	50
Reverse curve at MP 306.8	50	40
Curves between MP 308.8 and MP 310.5	55	45
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
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

Northern Division
FIRST SUB-DIVISION

SOUTHWARD TRAINS — FIRST CLASS			NORTHWARD TRAINS — FIRST CLASS		
15	5	11	12	6	14
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
pm	pm	am	am	pm	pm
5 15	1 00	8 00	10 35	4 00	8 05
			CHICAGO N		
			19.8		
			State Line		
			.9		
s 5 53	s 1 38	s 8 38	20.7 Hammond 69	s 9 58	s 3 22	s 7 28
			2.5		
5 58	1 43	8 43	23.2 South Hammond N Yard	9 51	3 13	7 22
			2.3			
			25.5 Penna. Maynard 5			
			0.3			
			25.8 G. T. Crossing			
			3.2			
74 6 04	1 50	s 8 50 45	29.0 M.C. / E.J.&E. Dyer N 59	45 9 44	44 3 07	7 16
			4.5			
6 08	1 54	8 55	33.5 St. John N 56	9 40	3 03	7 12
			N.Y.C. 6.0			
		s 9 02	39.5 Cedar Lake		s 2 57	
			5.3			
s 6 19	44 2 06	s 9 10	44.8 Lowell D 71	s 9 26	s 2 50	7 00
			7.8			
6 26	2 13	f 9 18 12	52.6 Shelby N 100	11 9 18	2 43	6 53
			N.Y.C. 3.9			
6 29	73 2 17	9 24	56.5 Rose Lawn 118	9 13	73 2 39	6 50
			11.6			
14 6 39	6 2 27	9 34	68.1 Surrey 121	9 03	5 2 27	15 6 39
			4.9			
s 6 46	s 2 34	s 9 40	73.0 Rensselaer D 90	s 8 55	s 2 15	s 6 31
			4.0			
72 6 51	2 40	9 45	77.0 Pleasant Ridge 89	8 51	2 10	6 27
			6.1			
6 56	2 45	9 50	83.1 Lee 64	8 46	2 04	6 22
			5.3			
s 7 01 pm	s 2 50	s 9 55 am	88.4 MONON N Yard C.I.&L. Y.	8 41 am	1 58	72 6 17 pm
	74 2 53		88.4 MONON		s 1 55	
			7.4		45	
	3 01		95.8 Reynolds 78		1 47	
			Penna. 6.3			
	3 07		102.1 Chalmers D 30		1 41	
			4.1			
	3 11		106.2 Brookston D 81		1 37	
			4.0			
	3 15		110.2 Ash Grove 81		1 33	
			7.7			
	3 25 pm		117.9 SHOPS N Yard		1 25 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.
No. 15 is superior to all trains, South Hammond to East Passing Track Monon.

Northern Division
FIRST SUB-DIVISION

SOUTHWARD TRAINS						Distance from Chicago	STATIONS	Car Capacity of Siding	NORTHWARD TRAINS				
THIRD CLASS	Second Class								Second Class				THIRD CLASS
45		75	57	71	73				56	70	74	72	44
Daily Except Sunday		DAILY	DAILY	DAILY	DAILY				DAILY	DAILY	DAILY	DAILY	Daily Except Sunday
.....	.....	.....	.....	.....	.....	.....	..... CHICAGO ..... N	.....	.....	.....	.....	.....	.....
							19.8						
						19.8	State Line						
							.9						
.....	.....	.....	.....	.....	.....	20.7	..... Hammond	69	.....	.....	.....	.....	.....
							2.5						
am 8 00	.....	pm 10 30	.....	pm 9 45	pm 1 00	23.2	... South Hammond N	Yard	.....	am 7 00	pm 6 35	pm 8 30	.....	pm 3 45
							2.3						
.....	.....	.....	.....	.....	.....	25.5	Penna... Maynard	5	.....	.....	.....	.....	.....	.....
							0.3						
.....	.....	.....	.....	.....	.....	25.8	..... G. T. Crossing	.....	.....	.....	.....	.....	.....	.....
							3.2				15		6	
8 50	.....	11 00	.....	9 58	1 25	29.0	M.C. E.J.&E. } Dyer ..... N	59	.....	6 35	6 04	8 12	.....	3 07
11							4.5							
9 40	.....	11 08	.....	10 06	1 35	33.5	..... St. John ..... N	56	.....	5 55	5 15	8 06	.....	2 35
12							N.Y.C. 6.0							
.....	.....	.....	.....	.....	.....	39.5	..... Cedar Lake		.....	.....	.....	.....	.....	.....
							5.3							
10 20	.....	11 27	.....	10 21	1 51	44.8	..... Lowell ..... D	71	.....	5 35	4 55	7 49	.....	73-5 { 2 06
					44		7.8							{ 1 51
10 45	.....	11 37	.....	10 30	2 01	52.6	..... Shelby ..... N	100	.....	5 22	4 42	7 37	.....	1 05
					2 17 {		N.Y.C. 3.9							
11 05	.....	11 43	.....	10 35	2 39 }	56.5	..... Rose Lawn	118	.....	5 15	4 35	7 30	.....	12 40
					5-6		11.6							
11 25	.....	11 58	.....	10 49	2 58	68.1	..... Surrey	121	.....	4 57	4 16	7 15	.....	12 20
							4.9							45
12 05	.....	12 15	.....	10 56	3 05	73.0	..... Rensselaer ..... D	90	.....	4 47	4 05	7 05	.....	12 05
44							4.0					15		
12 20	.....	12 23	.....	11 02	3 12	77.0	..... Pleasant Ridge	89	.....	4 40	3 55	6 51	.....	11 20
							6.1							
12 30	.....	12 30	.....	11 09	3 20	83.1	..... Lee	64	.....	4 30	3 45	6 30	.....	11 10
							5.3				73	14		
12 40	.....	12 40	.....	.....	3 30	88.4	..... MONON ..... N	Yard Y-	.....	4 20	3 30	6 17	.....	10 55
					74		C.I.&L.							
										am		5		
1 10	.....	1 05	pm 9 10	11 23	3 45	88.4	..... MONON	.....	2 55	4 00	2 53	6 05	.....	10 20
							7.4							
1 47	.....	1 20	9 25	11 36	4 00	95.8	..... Reynolds	78	2 40	3 45	2 33	5 50	.....	10 05
6							Penna. 6.3				45			
2 23	.....	1 30	9 35	11 44	4 08	102.1	..... Chalmers ..... D	30	2 25	3 35	2 23	5 41	.....	9 50
74							4.1							
2 45	.....	1 40	9 42	11 50	4 14	106.2	..... Brookston ..... D	81	2 15	3 28	2 17	5 35	.....	9 35
							4.0		75					
2 55	.....	2 00	9 50	11 56	4 19	110.2	..... Ash Grove	81	2 00	3 20	2 10	5 30	.....	9 20
		56					7.7							
3 15	.....	2 20	10 10	12 10	4 35	117.9	..... SHOPS ..... N	Yard	1 40	3 00	1 45	5 10	.....	9 00
pm		am	pm	am	pm				am	am	pm	pm		am
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 — NORTHERN DIVISION — SECOND SUB-DIVISION — NORTHWARD TRAINS

SOUTHWARD: THIRD CLASS	SOUTHWARD: Second Class	SOUTHWARD: First Class		Distance from Chicago	NORTHERN DIVISION — SECOND SUB-DIVISION — STATIONS	Car Capacity of Siding	NORTHWARD: First Class		NORTHWARD: Second Class		NORTHWARD: 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	9 58	88.4	C.I.&L. MONON N	Y-Yard	s 8 38	s 6 14	1 00		1 45
				5.4							
6 56	1 55	7 10	10 04	93.8	Guernsey	20	8 31	6 08	12 46		1 15
				4.8							
7 30	2 05	s 7 17	s 10 12	98.6	Penna. Monticello D	50	s 8 24	s 6 00	12 36		1 00
				9.3							
7 48	2 20	7 26	10 21	107.9	Pittsburg	53	8 14	5 50	12 22		12 15
				2.5			47				
8 10	2 27	7 30	10 25	110.4	North Delphi	32	8 10	5 45	12 14		12 05
12				0.6							
		s 7 33	s 10 28	111.0	Wabash Delphi D	Sp 21	s 8 08	s 5 43			
				4.8							
8 45	2 45	7 39	10 35	115.8	Harley	54	8 00	5 36	12 01		11 20
				9.8							11
9 05	3 01	7 49	10 46	125.6	Rossville D	45	7 49	5 26	11 45		10 46
			46	10.4							
9 40	3 27	s 8 03	s 11 01	136.0	N.Y.C.&St.L. / Penna. Frankfort D	46	s 7 31	s 5 11	11 20		9 40
46				10.9							47
10 25	3 45	8 14	11 12	146.9	Kirklin D	31	7 21	5 02	11 05		9 10
				8.5							
11 20	3 59	8 21	s 11 20	155.4	Sheridan D	39	s 7 13	4 54	10 52		8 40
11			47	8.0							
11 45	4 12	8 28	11 30	163.4	C.I. Westfield D	42	7 04	4 46	10 40		7 45
				4.4							
				167.8	Carmel D	36					
				4.6							
12 15	4 25	8 37	11 39	172.4	Nora	33	6 54	4 37	10 23		7 20
				5.7							
		8 44	11 46	178.1	Fair Grounds	25	6 47	4 30			
				0.4							
		s 8 46	s 11 48	178.5	Boulevard (38th St.)		s 6 45	s 4 29			
				1.9							
12 40	4 45	8 51	11 53	180.4	Belt Junction D	Yard	6 41	4 25	10 00		7 00
pm	am			1.3					pm		am
		8 56	11 58	181.7	Mass. Avenue		6 37	4 21			
				1.8							
		9 05	12 10	183.5	INDIANAPOLIS N		6 30	4 15			
		pm	pm				am	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.

No. 15 is superior to all trains, South Hammond to East Passing Track Monon.

NORTHERN DIVISION

MICHIGAN CITY BRANCH
THIRD SUB-DIVISION

SOUTHWARD TRAINS				Distance from Monon	STATIONS		Car Capacity of Siding	NORTHWARD TRAINS			
Third Class		Second Class						Second Class		Third Class	
49		57						56		48	
	DAILY EX. SUN.		DAILY					DAILY		DAILY EX. SUN.	
				59.6	C.S.S.&S.B.	MICHIGAN CITY	Yard				
	am		pm			1.9		am		am	
	11 30		5 45	57.7	P.M.	Round House D	Yard	7 15		10 50	
	11 50		6 05	51.1	N.Y.C.	6.6 Otis D	26	6 35		10 20	
	12 01		6 15	47.1	Wabash	4.0 Westville	12	6 20		10 01	
	12 06		6 22	45.0	B.&O.	2.1 Alida	7	6 10		9 45	
	12 25		6 55	43.1	G.T.	1.9 Haskells D	35	5 30		9 20	
	12 40		7 05	39.4	Penna.	3.7 Wanatah D	9	5 10		9 05	
	12 50		7 10	37.7	N.Y.C.&St.L.	1.7 South Wanatah N	25	5 03		8 55	
	1 05		7 25	32.5		5.2 C. & O. Crossing N	19	4 48		8 40	
	1 10		7 28	31.6	Penna.	0.9 LaCrosse	Sp 15	4 45		8 35	
	1 20		7 38	28.1	Erie	3.5 Wilders	18	4 35		8 25	
	1 40		7 50	23.3	N.Y.C.	4.8 San Pierre D	38	4 20		8 01	
	2 00		8 10	15.2		8.1 Medaryville D	44	4 00		7 40	
	2 25		8 25	8.6		6.6 Francesville D	38	3 45		7 25	
	3 00		8 50		C.I.&L.	8.6 MONON N	Y-Yard	3 25		7 00	
	pm		pm					am		am	
	DAILY EX. SUN.		DAILY					DAILY		DAILY EX. SUN.	
	49		57					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

Miles From Chicago	Station	Car Capy.
B104.4	Yeoman	19
B120.1	Ockley	20
B129.7	Cambria	14
B142.2	Cyclone	16
B151.5	Terhune	20
B159.9	Horton	18
B175.3	Broad Ripple	35

SOUTHWARD TRAINS

THIRD CLASS	SECOND CLASS			FIRST CLASS		Distance from Chicago	SOUTHERN DIVISION Fourth Sub-Division STATIONS	Car Capacity of Siding	NORTHWARD TRAINS FIRST CLASS	SECOND CLASS			THIRD CLASS
43	73	75	71		5				6	74	72	70	42
DAILY EX. SUN	DAILY	DAILY	DAILY		DAILY				DAILY	DAILY	DAILY	DAILY	DAILY EX. SUN.
am 7 00	pm 5 15	am 4 35	am 12 25	.....	pm 3 30	117.9	..... SHOPS .....N 2.1	Yard	pm 1 20	am 11 45	pm 4 50	am 2 15	pm 2 10
.....	.....	.....	.....	..... s	3 40	120.0	..... Lafayette 1.5	.....	s 1 15	.....	.....	.....	.....
7 15	5 30	4 50	12 37	.....	3 45	121.5	NYC Lafayette Jct. NYC&StL 5.0	120	1 05	11 16	4 33	1 35	1 50
7 25	5 40	5 00	12 45	.....	3 52	126.5	..... Taylor 6.4	94	12 59	11 06	4 23	1 20	1 35
7 35	5 48	5 10	12 53	.....	3 58	132.9	..... Romney 4.1	61	12 53	10 56	4 14	1 10	1 20
7 55	5 58	5 35	70 1 00	.....	s 72 4 02	137.0	.....Linden.....N NYC&StL 7.0	106	12 49	10 50	5 4 02	71 1 00	1 10
8 07	6 10	5 47	1 10	.....	4 10	144.0	.....Manchester..... 3.3	69	42 12 42	10 27	3 40	12 30	6 12 42
8 50	6 17	5 54	1 16	..... s	4 18	147.3	Crawfordsville D 1.1	49	s 12 37	10 17	3 33	12 23	12 20
8 55	6 21	5 58	1 20	.....	4 22	148.4	NYC Ames .....N Penna. 5.5	118	12 31	10 12	3 28	12 18	11 40
9 05	6 28	6 08	1 27	.....	4 27	153.9	.....Whitesville 3.9	61	12 26	10 05	3 21	12 10	11 20
9 30	6 33	6 13	1 32	.....	4 31	157.8	..... Ladoga.....D 4.4	79	12 22	9 57	3 15	12 02	11 10
74 9 50	6 40	6 21	1 39	.....	s 4 39	162.2	.....Roachdale ...N B.&O. 6.5	92	s 12 16	43 9 50	3 08	11 54	10 55
10 05	6 49	6 38	1 48	.....	4 47	168.7	..... Bainbridge ...D 4.3	Y 92	12 08	9 30	2 59	11 40	10 40
10 15	6 55	6 44	1 54	.....	4 52	173.0	..... Cary 4.8	68	12 03	9 15	2 47	11 25	43 10 15
42 10 37	7 01	6 51	2 00	.....	s 5 05	177.8	NYC Greencastle D 2.2	133	s 11 58	9 05	2 39	11 16	9 50
10 45	7 06	6 56	2 05	.....	5 08	180.0	..... Limedale ...N Penna. 0.6	45	11 50	8 57	2 32	11 08	9 25
11 05	7 08	6 58	2 07	.....	5 09	180.6	..... Cement..... 8.6	64	11 49	8 55	2 30	11 06	9 20
6 11 40	7 21	7 13	2 20	.....	5 18	189.2	..... Cloverdale 4.8	41	43 11 40	8 40	2 17	10 54	8 55
11 58	7 28	7 35	2 27	.....	5 22	194.0	....Wallace Jct.....D 3.8	Y 97	11 36	8 30	2 11	10 47	8 45
12 10	7 34	7 45	2 33	.....	5 26	197.8	.....Spring Cave..... 5.3	57	11 32	8 20	2 05	10 40	8 25
.....	.....	.....	.....	.....	.....	203.1	.....Gosport Jct..... Penna. 0.8	Y 13	.....	.....	.....	.....	.....
12 40	7 43	7 58 42-74	2 42	.....	5 33	203.9	..... Gosport.....D 8.3	73	11 25	75-42 7 58	1 51	10 22	74-75 7 58
12 55	7 55	8 12	2 54	.....	5 43	212.2	..... Adams 0.9	97	11 15	7 41	1 37	10 07	7 29
.....	.....	.....	.....	.....	.....	213.1	.....Ellettsville....D 4.8	Sp 17	.....	.....	.....	.....	.....
72 1 27	8 06	8 22	3 05	.....	5 50	217.9	.....Hunters..... 2.6	73	11 08	7 30	43 1 27	9 57	7 15
.....	.....	.....	.....	..... s	5 58	220.5	... Bloomington ... 1.0	Yard	s 11 03	.....	.....	.....	.....
2 00 pm	8 25 pm	8 45 am	3 25 am	.....	6 02 pm	221.5	.....McDOEL.....N	Yard	10 55 am	7 15 am	1 15 pm	9 45 pm	7 00 am
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.

SOUTHWARD TRAINS						Distance from Chicago	SOUTHERN DIVISION Fifth Sub-Division STATIONS	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				DAILY	DAILY	DAILY	DAILY	DAILY EX. SUN.
am	pm	am	am		pm				am	am	pm	pm	pm
9 00	8 45	9 40	3 50	.....	6 02	221.5	.....McDOEL....N	Yard	10 55	5 50	1 00	9 20	2 00
							3.2						
9 10	8 50	9 45	3 55	.....	6 05	E 0.3	.....Clear Creek .D	13	10 51	5 32	12 51	9 05	1 35
							2.2					73	
9 17	**9 00**	9 50	4 00	.....	6 08	E 2.5	.....Diamond.....	67	10 48	5 27	12 47	**9 00**	1 25
	70						7.3						
9 30	9 20	10 03	4 12	.....	6 17	232.8	.....Harrodsburg...	80	10 39	5 15	12 35	8 40	1 05
							8.1						
									75				
9 45	9 35	**10 29**	4 24	.....	6 26	240.9	..... Thornton.....	89	**10 29**	5 03	12 21	8 26	12 50
		6					4.0						
9 56	9 45	10 43	4 33	.....	6 32	245.1	Bedford Junction	53	10 23	4 54	12 13	8 18	12 35
							0.7		41	71			
10 22	9 47	10 45	**4 35**	.....	s 6 39	245.8	.....Bedford....D	Y 78	s **10 22**	**4 35**	12 11	8 16	12 30
6			74				CMSTP&P 3.4						
10 32	9 55	10 55	4 43	.....	6 45	249.2	.....Sand Pit.....	73	10 12	4 16	12 01	8 06	12 05
							6.1						
11 05											40-41		41-72
11 50	10 08	**11 05**	4 53	.....	s 6 53	255.3	.....Mitchell....D	77	s 10 05	4 05	**11 50**	7 56	**11 50**
75-40-72		41					B.&O. 6.2						75
12 05	10 20	**11 15**	5 03	.....	s 7 08	261.5	.....Orleans ....D	Y 160	s 9 55	3 47	11 40	7 46	**11 15**
		40					3.6						
											75		
12 15	10 27	**11 34**	5 10	.....	7 13	265.1	.....Leipsic.....	80	9 48	3 41	**11 34**	7 38	10 35
		72					10.2					5	
12 31	10 40	11 55	5 23	.....	**7 23**	275.3	.....Smedley.....	93	9 38	3 30	11 22	**7 23**	10 15
					70		6.8		40				6
1 10	10 52	12 07	5 35	.....	s 7 32	282.1	.....Salem....D	21	s **9 30**	3 16	11 08	6 58	**9 30**
							1.9						
1 17	10 56	12 11	5 39	.....	7 38	284.0	..... Fogg	76	9 24	3 11	11 04	6 54	9 10
							6.2						
1 30	11 07	12 22	5 50	.....	7 45	290.2	.....Farrabee.....	36	9 17	3 00	10 53	6 43	8 55
							3.2						
1 45	11 13	12 29	5 56	.....	7 49	293.4	.....Pekin	81	9 13	2 52	10 47	6 36	8 45
							6.1						
2 01	11 21	12 37	6 04	.....	7 56	299.5	.....Borden.....D	96	9 06	2 42	10 37	6 26	8 20
							16.1						
2 30	11 46	1 02	6 28	.....	8 14	315.6	..... Vernia	103	8 49	2 18	10 12	6 01	7 45
							1.9						
							B. & O.						
							Penna.						
.....	.....	.....	.....	.....	s 8 24	317.5	.....New Albany.....	.....	s 8 43	.....	.....	.....	.....
							1.9						
3 00	12 15	1 30	7 00	.....		319.4	.....Youngtown...N	Yard	.....	2 00	9 55	5 45	7 15
pm	am	pm	am				4.7			am	am	pm	am
					9 00	324.1	LOUISVILLE...N		8 15				
					pm				am				
DAILY EX. SUN.	DAILY	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.

Southern Division
I. & L. BRANCH
SIXTH SUB-DIVISION

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

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

TIME TABLE NO. 91, EFFECTIVE 12:01 AM, SUNDAY, APRIL 29, 1951

Southern Division
FRENCH LICK BRANCH
SEVENTH SUB-DIVISION

SOUTHWARD TRAINS Second Class	First Class	Distance from Orleans	STATIONS	Car Capacity of Siding	NORTHWARD TRAINS First Class	Second Class
			ORLEANS D	Y		
			7.6			
		7.6	Paoli	28		
			9.0			
		16.6	West Baden			
			1.1			
		17.7	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.
129.5	South Raub	23
183.0	Putnamville	22
207.8	Stinesville	15

McDoel-Louisville

241.4	Murdock	Y-yard
271.8	Campbellsburg	30
316.6	North Y	Y-yard

Miles From Wal. Jct.	Wallace Junction-Midland Station	Car Capy.
F35.8	Howesville	13

Orleans-French Lick

Miles From Orleans		
D8.6	Braxton	10

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 Bainbridge for mail and express and at Linden to handle U. S. 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 mail and express and will reduce speed to (30) MPH at Campbellsburg for safe discharge of mail, 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.

INTERLOCKERS AND CROSSING SIGNALS

The following Crossings are controlled by Interlocking Plants:

Hammond	M. C.—Erie—I.H.B.
Maynard	Penna.
G. T. Crossing	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.
Mitchell	B. & O.
Clay City	N. Y. C.

The following Crossings are protected by Semaphore targets only:

Michigan City	C. S. S. & S. B.
Frankfort	N. Y. C. & St. L.

At night two red lights will be used on semaphore targets and the same position of lights will govern except Frankfort.

The following crossings are not controlled by interlocking plants, gates or targets:

Mile Post F-46	Penna.
Bedford	C. M. St. P. & P.

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.
Greencastle	N. Y. C.
Victoria	I. C.
Midland	C. M. St. P. & P.

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

At Monon—Combination gate and tilting target. Gate across Third Sub-Division and target diagonal, route clear for Second Sub-Division movement over crossing. Normal position of gate, clear of all tracks and target horizontal, indicates stop for all trains.

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—Combination gate and tilting target with pipe connected derails governing N. Y. C. tracks—Target in diagonal position and gate across N. Y. C., track clear for C. I. & L. trains at six miles per hour without stopping in either direction.

Target in horizontal position and gate across C. I. & L. tracks, blocked for C. I. & L. trains.

Normal position against N. Y. C. trains.

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 regardness 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.

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.	1600	3200	
Belt Jct. to Monon	1600	3200	
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	2600	4800	7000
Murdock to Youngtown	1300	2400	3400
Youngtown to Bedford	1300	2400	3400
Bedford to McDoel	2600	4800	7000
McDoel to Wallace Jct.—Single	1200	2300	3400
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	1700	3400	4800
Victoria to Wallace Jct.	1700	3400	4800
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

Spring switches are arranged for trailing movement through them when set in normal position. They are also arranged for hand throw.

When any part of a train is moving through a spring switch the speed must not exceed fifteen (15) miles per hour.

Should a train be stopped before passing entirely through the switch, it must not back up or take slack until switch is opened and set for siding by hand.

Do not use sand over or near a spring switch. These switches are designated by a sign "S" located along track adjacent to the switch.

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	North end passing track
Surrey	Both ends passing track
Rensselaer	Both ends passing track
Pleasant Ridge	North end passing track
Lee	North end passing track
Guernsey	South 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 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.

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 suffcient 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.

Rule 14 (1) current Book of Rules of the Transportation Department is modified accordingly.

Operators and towermen will station themselves on station platforms or outside of tower and observe cars in all passing trains for hot boxes, brake beams down, and other defects, exchanging signals with trainmen on rear of train. Trainmen must place themselves in a position to observe such signals.

If there is a condition of any kind on a passing train which, in the opinion of the observer justifies stop signal being given, such stop signal shall be given immediately when such condition is noticed and continuously until rear end of train has passed.

Following signals will be used to indicate conditions listed below:

Hot Journal	Day	Nose held with right hand; left pointed toward the track.
	Night	Swing lamp vertically in small circle; lamp to be held by guard wire around globe.
Car Doors Swinging	Day	Stop Signal
	Night	Stop Signal
Brakes Sticking or Sliding Wheels	Day	Rub the palms of hands together.
	Night	Stop Signal

When a car in a train is discovered with brakes sticking, causing the wheels to heat, conductor must make careful and personal inspection of all the wheels to determine if in his judgment car is safe to run.

When it is necessary to stop a train for any reason, each and every car must be inspected carefully by some member of train crew before proceeding, as there may be more than one bad order car in train.

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.

Color light train order signals are in use at Shelby, Rensselaer, Monon, Sheridan, Delphi, Linden, Ames, Roachdale, Greencastle, Limedale, and Orleans instead of semaphore type signals. These signals have the same indication for day time as they do for night indications. The red light for stop. The green light for proceed. All rules applying to train order signals also apply to the use of these signals.

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.

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.

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

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.

When a train or engine is stopped by a stop indication of a signal governing movements over the automatically operated dual control switch at Salem Street, Lafayette, it may proceed:

1. If the movement is in a facing point direction, only after operating switch by hand, even though the switch points appear to be in proper position for the movement desired.
2. At once, if the movement is in a trailing point direction and switch points are in proper position for such movement, otherwise switch must be operated by hand.

LIST OF COMPANY SURGEONS

Dr. George Pope, Transportation Building	Chicago
Dr. B. W. Chidlaw	Hammond
Dr. J. W. Iddings	Crown Point
Dr. Loyal W. Combs	Lowell
Dr. C. E. Johnson (Acting)	Rensselaer
Dr. S. E. McClure	Monon
Dr. H. B. Gable	Monticello
Dr. Chas. C. Crampton	Delphi
Dr. A. G. Chittick	Frankfort
Dr. A. C. Newby	Sheridan
Dr. Wm. H. Norman, 908 Hume-Mansure Bldg.	Indianapolis
Dr. M. D. Gardner	Michigan City
Dr. A. C. Arnett	Lafayette
Dr. E. T. Stahl, Asst. Surgeon	Lafayette
Dr. Raymond R. Calvert, Eye, Ear Nose and Throat	Lafayette
Dr. H. C. Wallace	Crawfordsville
Dr. V. E. Wiseman, Asst. Surgeon	Greencastle
Dr. C. M. Schauwecker, Asst. Surgeon	Greencastle
Dr. Charles E. Stouder	Gosport
Dr. Phillip T. Holland	Bloomington
Dr. A. E. Newland, Masonic Temple Building	Bedford
Dr. W. E. Schoolfield	Orleans
Dr. I. E. Huckleberry	Salem
Dr. W. L. Greene	Pekin
Dr. W. H. Garner	New Albany
Dr. John T. Bate, 301 W. Ormsby	Louisville
Dr. W. F. Craft	Linton
Dr. Walter C. Bond	Clay City

Employes 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	Lafayette
M. S. Newgent	Midland
R. K. Osborne	Bloomington
Chas. R. Hall, 1020 Sixteenth St	Bedford
B. J. Porter	Orleans
J. O. Endris & Son	New Albany
Putnam Clark, 509 W. Walnut	Louisville

STANDARD CLOCKS ARE LOCATED AT THE FOLLOWING POINTS:

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

REGISTERING STATIONS

Following are registering stations:

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

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.

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

CHANGES IN BOOK OF RULES

Rule 19, Book of Rules is changed, discontinuing the use of green flags for day markers all trains. Yellow lenses substituted for green lenses in marker lamps. Marker lamps not lighted will be used as day markers.

Automatic Block Signal Rule 502 and Interlocking Rules 583 and 591, as now shown in Rules of Transportation Department and in Supplement thereto, effective May 1, 1947, are changed to read as follows:

Rule	Name	Indication
502	Approach Signal	Proceed, immediately reducing to Medium Speed, or slower if necessary, prepared to stop before leading wheels pass the next signal.
583	Approach Signal	Proceed, immediately reducing to Medium Speed, or slower if necessary, prepared to stop before leading wheels pass the next signal.
591	Approach Distant Signal	Proceed, immediately reducing to Medium Speed, or slower if necessary, prepared to stop before leading wheels pass the next signal.

Definitions

Definition of "Restricted Speed" as shown on pages 7, 68 and 81 of Rules of Transportation Department is changed to read as follows:

RESTRICTED SPEED: Proceed prepared to stop short of train, obstruction, or anything that may require the speed of a train to be reduced, but not exceeding 15 miles per hour.

Definition of "Medium Speed" as shown in Rules of Transportation Department is changed to read as follows:

MEDIUM SPEED: A speed not exceeding one-half authorized speed, but not exceeding 30 miles per hour.

Note (To definition of Medium Speed): "One-half authorized speed" is one-half of maximum main track speed for train involved, and does not mean one-half of speed restrictions in slow orders, on curves and through turnouts. Such speed restrictions, or Medium Speed, whichever is the lower, will govern when movement is made under the aspect of Approach or Approach Distant Signal.

Rules 587 and 589 are changed to include the use of two aspect (two arm) color light dwarf signals, as follows:

Aspect: Green over Red.
Name: Clear Signal.
Indication: Proceed, observing speed restriction through turnout.

Aspect: Yellow over Red.
Name: Approach Signal.
Indication: Proceed, immediately reducing to medium speed, or slower if necessary, prepared to stop before leading wheels pass the next signal, observing speed restrictions through turnout.

Aspect: Red over Yellow.
Name: Restricting Signal.
Indication: Proceed at restricted speed and when beyond the limits of the interlocking plant, be governed by Block Signal Rule 513, observing speed restrictions through turnout.

Aspect: Red over Red.
Name: Stop Signal.
Indication: Stop.

The last paragraph of Rule 99 as shown in Supplement to Rules of Transportation Division, effective May 1, 1947, is changed to read as follows:

"When trains are operating under automatic block signal rules, the requirements of Rule 99, insofar as protecting against following trains or engines is concerned, will have been complied with when full protection is afforded against trains or engines moving at medium speed."

Supplementing Transportation-Operating Rule 17, in addition to displaying the headlight as required thereby, the Mars Auxiliary light, on all locomotives so equipped, will also be used between sunset and sunrise, and when visibility is limited by atmospheric conditions, except:

When it will interfere with the reception or delivery of train orders;

When a train has turned out to meet another and has stopped, clear of main track;

When a train is standing to meet a train, at end of two or more tracks or at a junction.

It must be used at all times, between sunset and sunrise, or under conditions of poor visibility;

When either approaching or passing over highway grade crossings;

Approaching either a waiting point or meeting point;

Approaching a railroad crossing at grade;

While passing through stations.

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.

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
Rensselaer	8:00 AM to 5:00 PM
†Chalmers	8:30 AM to 5:30 PM
†Brookston	7:00 AM to 4:00 PM
Crawfordsville	9:00 AM to 6:00 PM
†Ladoga	9:00 AM to 6:00 PM
†Bainbridge	9:00 AM to 6:00 PM
Greencastle	7:00 AM to 10:30 PM
†Wallace Jct.	7:30 AM to 3:30 PM 5:00 PM to 1:00 AM
†Gosport	8:00 AM to 5:00 PM
†Ellettsville	7:00 AM to 4:00 PM
†Clear Creek	8:30 AM to 5:30 PM
Bedford	6:45 AM to 10:45 PM
Mitchell	9:00 AM to 6:00 PM
Orleans	8:00 AM to 4:00 PM 6:30 PM to 2:30 AM
Salem	7:00 AM to 11:00 PM
†Borden	7:30 AM to 4:30 PM
P.M. Tower Mich. City	7:00 AM to 11:00 PM
Haskells	6:00 AM to 10:00 PM
†Wanatah	7:00 AM to 4:00 PM
†San Pierre	7:00 AM to 4:00 PM
†Medaryville	7:00 AM to 4:00 PM
†Francesville	7:00 AM to 4:00 PM
*Monticello	7:30 AM to 4:30 PM
*Delphi	7:30 AM to 4:30 PM
†Rossville	6:00 AM to 3:00 PM
*Frankfort	7:00 AM to 4:00 PM
†Kirklin	7:00 AM to 4:00 PM
*Sheridan	6:45 AM to 3:45 PM
†Westfield	7:00 AM to 4:00 PM
†Carmel	7:00 AM to 4:00 PM
Belt Jct.	6:45 AM to 3:45 PM
†Clay City	9:00 AM to 6:00 PM
†Midland	8:00 AM to 5:00 PM
†French Lick	7:00 AM to 4:00 PM

* Daily except Sunday
† Daily except Saturday and Sunday

Fred C. Berghaus, Vice-President—Operation, Lafayette, Ind.
T. V. Sherrier, Superintendent, Lafayette, Ind.

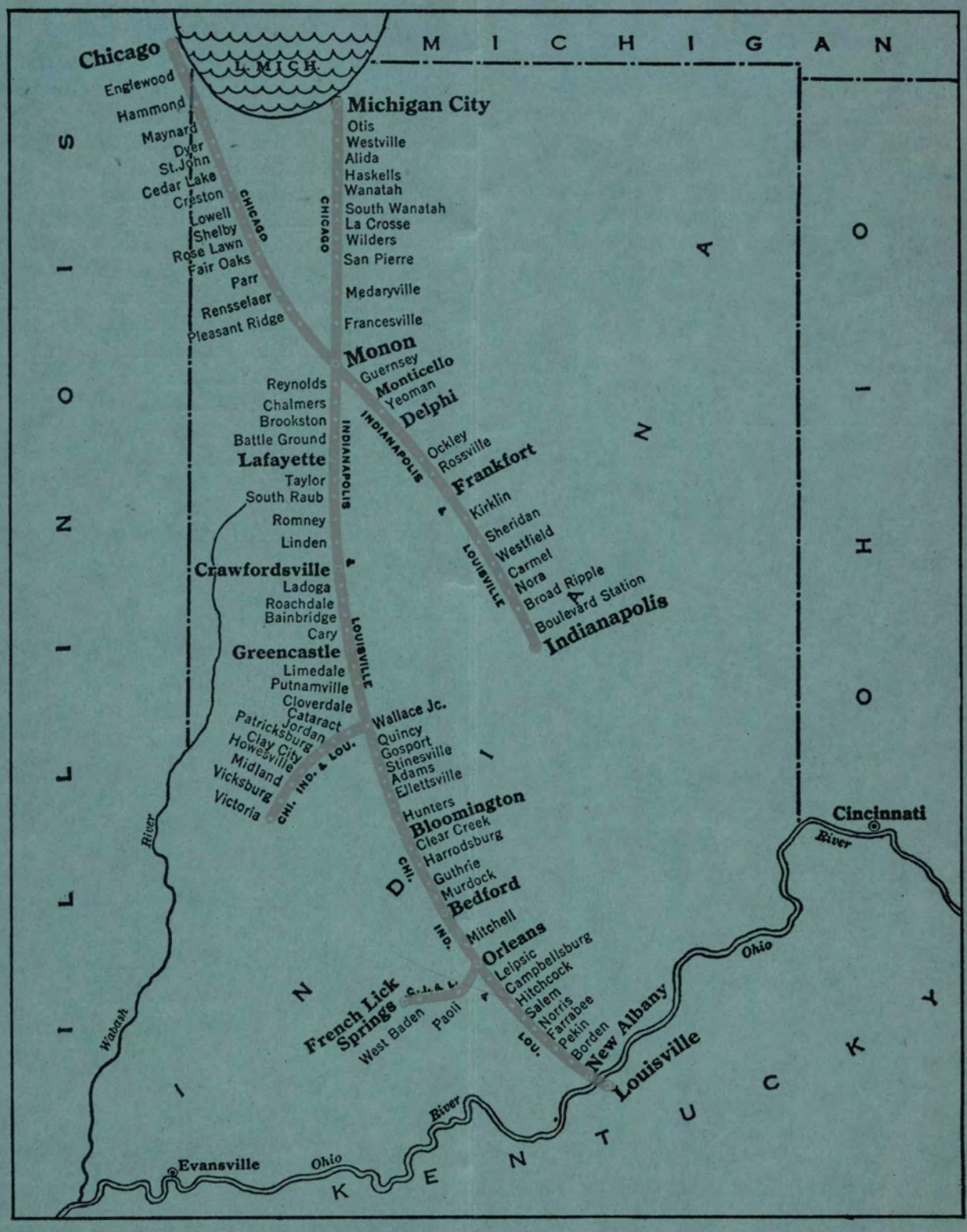
D. H. Dietrich, Asst. Supt., Northern Division, Lafayette, Ind.
J. V. Cole, Trainmaster, Southern Division, McDoel, Ind.
T. Kozubal, Trainmaster, Chicago District, So. Hammond, Ind.
B. R. Franks, Division Trainmaster, Lafayette, Ind.

Road Foreman of Engines

W. J. Hayes, Northern Div., Lafayette, Ind.
D. M. Head, Southern Div., Lafayette, Ind.

Train Dispatchers

H. E. Dunlap
B. M. Dill
C. E. Snyder
J. T. Gardner
J. R. Foster
D. L. Malone
R. B. Fogg
R. L. Barnard
B. L. Stull


M I C H I G A N
L. MICH.
Chicago
Englewood
Hammond
Maynard
Dyer
St. John
Cedar Lake
Creston
Lowell
Shelby
Rose Lawn
Fair Oaks
Parr
Rensselaer
Pleasant Ridge
CHICAGO
Michigan City
Otis
Westville
Alida
Haskells
Wanatah
South Wanatah
La Crosse
Wilders
San Pierre
Medaryville
Francesville
Monon
Guernsey
Monticello
Yeoman
Delphi
Reynolds
Chalmers
Brookston
Battle Ground
Lafayette
Taylor
South Raub
Romney
Linden
Crawfordsville
Ladoga
Roachdale
Bainbridge
Cary
Greencastle
Limedale
Putnamville
Cloverdale
Cataract
Jordan
Patricksburg
Clay City
Howesville
Midland
Vicksburg
Victoria
CHI. IND. & LOU.
INDIANAPOLIS & LOUISVILLE
Wallace Jc.
Quincy
Gosport
Stinesville
Adams
Ellettsville
Hunters
Bloomington
Clear Creek
Harrodsburg
Guthrie
Murdock
Bedford
Mitchell
Orleans
Leipsic
Campbellsburg
Hitchcock
Salem
Norris
Farrabee
Pekin
Borden
CHI. IND. & LOU.
French Lick Springs
West Baden
Paoli
C. I. & L.
INDIANAPOLIS & LOUISVILLE
Ockley
Rossville
Frankfort
Kirklin
Sheridan
Westfield
Carmel
Nora
Broad Ripple
Boulevard Station
Indianapolis
Cincinnati
River
Ohio
New Albany
Louisville
Evansville
Wabash
River
Ohio
River
I L L I N O I S
I N D I A N A
O H I O
K E N T U C K Y