SAFETY FIRST

DON'T LEARN SAFETY BY ACCIDENT

MONON
THE HOOSIER LINE

CHICAGO, INDIANAPOLIS AND LOUISVILLE RAILWAY COMPANY

MONON
THE HOOSIER LINE

No. 4

TIME TABLE

No. 4

Central Time—Standard

Taking Effect Sunday
April 25, 1954
At 12:01 a. m.

Superseding Time Table No. 3 in Effect Sept. 27, 1953

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.

SPEED RESTRICTIONS

Location	Miles per hour	
	Psgr.	Frt.
NORTHERN DIVISION		
(State Line — Shops Yards)		
Maximum Authorized Speed	75	50
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
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	--
First curve south of Lowell	65	--
Curve at Rensselaer	50	40
State Highway No. 421, Monon	15	15
Louisville Div'n Wye, Monon (entire train)	15	15
Interlocking and State Road 24, Reynolds	50	--
Curve at Battle Ground Depot	65	--
(Monon - Indianapolis)		
Maximum authorized speed except as noted below	65	45
Maximum authorized speed between Monon and MP B142	60	40
Curves at MP B-90 and MP B-91	50	40
Northward trains, Penna. railroad crossing, Monticello	20	20
City Limits, Monticello	35	35
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
City limits Frankfort (ordinance)	35	35
Curves between MP B136.0 and MP B136.6	50	40
Maximum authorized speed for passenger trains between MP B142 and MP B172.3	75	--
Curves at MP B144.1 and MP B146.7	65	40
City limits, Sheridan (ordinance)	35	35
Curves at MP B158.7 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)	30	30
Between 21st Street & Mass. Ave., Indpls.	20	20
Penna. Ry. South Street Y, Indianapolis	5	--
Monon - Michigan City		
Between Monon and MP A18	40	40
Between MP A18 and MP A32.5	25	25
Between MP A32.5 and MP A44.5	40	40
Between MP A44.5 and Michigan City	25	25
Dunes Highway south of Michigan City	10	10
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
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	50
Shops Yard Office—Salem Street	25	15
No. 5 reduce to 4 MPH passing Salem Street for company mail.		
Salem Street - Romig Street, Lafayette	10	10
Romig Street - Lafayette Junction	25	25
Curve at MP 122.6	40	30
Curves between MP 123.3 and MP 126.4	50	40
Curves between MP 145.2 and MP 146.4	45	35
Sugar Creek Bridge MP 146.4	25	25
Curves between MP 146.4 and MP 147.0	35	35
Crawfordsville Depot—Block Signal 147.7	20	20
Curve at MP 148.1	55	35
City Limits, Ladoga	45	45
Between MP 162.1 and MP 162.7	60	--
Curves between MP 170.0 and MP 173.3	65	--
Curves between MP 173.7 and MP 176.0	60	45
City Limits, Greencastle (ordinance)	25	25
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	--
City Limits, Cloverdale (ordinance)	30	30
Curve at MP 190.0	65	--
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	--
Curves between MP 216.7 and MP 219.3	50	40
City Limits, Bloomington (ordinance)	25	25
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	--
City Limits, Mitchell (ordinance)	25	25
Curve at MP 256.9	60	--
Curves between MP 257.1 and MP 260.0	65	--
Curves between MP 260.9 and MP 261.9	45	30
Curves between MP 274.8 and MP 277.5	60	--
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	--
Curves between MP 285.8 and MP 286.3	65	--
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	--
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 299.4 and MP 308.8	65	--
Reverse curve at MP 306.8	50	40
Curves between MP 308.8 and MP 310.5	55	45
Curves between MP 310.5 and MP 315.7	65	--
City Limits and curves, New Albany	10	10
Wallace Junction - Midland		
Between Wallace Junction and Midland	30	30
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				Distance from Chicago	STATIONS	Car Capacity of Siding	NORTHWARD TRAINS — FIRST CLASS		
15	5	11					12	14	6
DAILY	DAILY	DAILY					DAILY	DAILY	DAILY
pm 5 15	pm 1 00	am 8 15			CHICAGO ..... N		am 10 35	pm 8 10	pm 9 30
				19.8	State Line				
				.9					
s 5 53	s 1 38	s 8 53		20.7	Hammond	69	s 9 58	s 7 32	s 8 52
				2.5					
5 58	1 43	8 58		23.2	South Hammond N	Yard	9 51	7 25	8 45
				2.3					
				25.5	Penna. Maynard				
				0.3					
				25.8	G. T. Crossing				
				3.2					
74 6 04	1 50	s 9 05	45	29.0	M.C. / E.J.&E. Dyer N	59	45 9 44	7 18	8 38
				4.5					
6 08	44 1 54	9 10		33.5	St. John N	56	9 40	7 14	8 33
				N.Y.C. 6.0					
		s 9 17		39.5	Cedar Lake				
				5.3					
s 6 19	f 2 06	s 9 25	12	44.8	Lowell D	71	11 s 9 25	s 7 02	8 20
				7.8					
6 26	2 13	f 9 34		52.6	Shelby N	100	9 17	6 55	8 12
				N.Y.C. 3.9					
6 30	73 2 17	9 39		56.5	Rose Lawn	118	9 13	6 52	8 08
				5.7					
6 35	2 23	9 44		62.2	Fair Oaks	31	9 08	6 47	8 03
				5.9					
14 6 41	2 29	9 49		68.1	Surrey	121	9 03	15 6 41	7 58
				4.9					
s 6 47	s 2 35	s 9 55		73.0	Rensselaer D	90	s 8 55	s 6 33	7 51
				4.0					
72 6 52	2 40	10 00		77.0	Pleasant Ridge	89	8 51	6 29	7 47
				6.1					
6 57	2 45	10 05		83.1	Lee	64	8 46	6 24	7 42
				5.3					
s 7 02 pm	s 2 50	s 10 10 44 am		88.4	MONON N	Yard Y-	8 41 am	6 19 pm	7 37
					C.I.&L.				
	74 2 54			88.4	MONON				s 7 34
				7.4					
	3 02			95.8	Reynolds	78			7 26
				Penna. 6.3					
	3 08			102.1	Chalmers D	30			7 21
				4.1					
	3 12			106.2	Brookston D	120			7 17
				4.0					
	3 16			110.2	Ash Grove	81			7 13
				7.7					
	3 25 pm			117.9	SHOPS N	Yard			7 05 pm
DAILY	DAILY	DAILY					DAILY	DAILY	DAILY
15	5	11					12	14	6

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.

SOUTHWARD TRAINS							Northern Division		NORTHWARD TRAINS					
THIRD CLASS	Second Class					Distance from Chicago	FIRST SUB-DIVISION	Car Capacity of Siding	Second Class					THIRD CLASS
45		75	57	71	73				56	70	74	72		44
Daily Except Sunday		DAILY	DAILY	DAILY	DAILY		STATIONS		DAILY	DAILY	DAILY	DAILY		Daily Except Sunday
							CHICAGO N							
						19.8	19.8 State Line							
						20.7	.9 Hammond 2.5	69						
am 8 00		pm 10 30		pm 9 45	pm 1 00	23.2	South Hammond N 2.3	Yard		am 7 00	pm 6 35	pm 8 30		pm 2 45
						25.5	Penna Maynard 0.3							
						25.8	G. T. Crossing 3.2							
9 05		11 00		9 58	1 25	29.0	M.C. E.J.&E. Dyer N 4.5	59		6 35	15 6 04	8 10		2 20
11 9 40		11 08		10 06	1 35	33.5	St. John N 6.0	56		5 55	5 15	8 04		73-5 1 54 1 35
12					44	39.5	N.Y.C. Cedar Lake 5.3							
10 25		11 27		10 21	1 51	44.8	Lowell D 7.8	71		5 35	4 55	7 49		12 55
10 45		11 37		10 31	2 01	52.6	Shelby N 3.9	100		5 22	4 42	7 37		12 10
11 05		11 43		10 36	2 17	56.5	N.Y.C. Rose Lawn 5.7	118		5 15	4 35	7 30		11 50
11 15		11 50		10 43	5 2 28	62.2	Fair Oaks 5.9	31		5 07	4 26	7 20		11 40
11 25		11 58		10 51	2 36	68.1	Surrey 4.9	121		4 57	4 12	7 12		45 11 25
44 12 05		12 15		10 58	2 43	73.0	Rensselaer D 4.0	90		4 47	3 57	7 02		11 10
12 20		12 21		11 05	2 50	77.0	Pleasant Ridge 6.1	89		4 40	3 45	15 6 52		10 35
12 30		12 30		11 13	2 58	83.1	Lee 5.3	64		4 30	3 35	6 35		10 25
12 40		12 40		11 25	3 10 74	88.4	MONON N C.I.&L.	Yard Y-		4 20	73 3 10	6 25		11 10 10
1 05		1 05	pm 9 10	11 35	3 20	88.4	MONON 7.4		am 2 55	4 00	5 2 54	6 05		9 20
1 30		1 20	9 25	11 47	3 35	95.8	Reynolds 6.3	78	2 40	3 45	2 33	5 50		9 05
1 55		1 30	9 35	11 55	3 43	102.1	Penna Chalmers D 4.1	30	2 25	3 35	2 23	5 41		8 50
2 17		1 40	9 42	12 01	3 48	106.2	Brookston D 4.0	120	2 15	3 28	45 2 17	5 35		8 35
2 35		2 00	9 50	12 07	3 53	110.2	Ash Grove 7.7	81	75 2 00	3 20	2 10	5 30		8 20
3 00 pm		56 2 20 am	10 10 pm	12 25 am	4 10 pm	117.9	SHOPS N	Yard	1 40 am	3 00 am	1 50 pm	5 10 pm		8 00 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					Distance from Chicago	NORTHERN DIVISION SECOND SUB-DIVISION	Car Capacity of Siding	NORTHWARD TRAINS				
THIRD CLASS	Second Class		First Class					First Class		Second Class		THIRD CLASS
47		91	15	11				12	14	90		46
Daily Except Sunday		DAILY	DAILY	DAILY		STATIONS		DAILY	DAILY	DAILY		Daily Except Sunday
am		am	pm	am			Y-	am	pm	am		pm
6 45	.....	1 45	7 04	10 13	88.4	C.I.&L. ..... MONON ..... N	Yard	s 8 38	s 6 16	1 00	.....	1 45
						5.4						
6 56	.....	1 55	7 10	10 19	93.8	..... Guernsey	20	8 32	6 10	12 46	.....	1 15
						4.8						
7 30	.....	2 05	s 7 17	s 10 27	98.6	Penna. ..... Monticello ..... D	50	s 8 24	s 6 02	12 36	.....	1 00
						9.3						
7 48	.....	2 18	7 27	10 37	107.9	..... Pittsburg	53	8 14	5 52	12 22	.....	12 25
						2.5		47				
8 10	.....	2 25	7 30	10 41	110.4	..... North Delphi	32	8 10	5 48	12 14	.....	12 15
12						0.6						
.....	.....	.....	s 7 33	s 10 44	111.0	Wabash ..... Delphi ..... D	Sp 21	s 8 08	s 5 46	.....	.....	.....
						4.8						
8 40	.....	2 42	7 40	10 51	115.8	..... Harley	54	8 00	5 39	12 01	.....	11 25
						9.8						11
9 01	.....	2 58	7 50	f 11 01	125.6	..... Rossville ..... D	45	7 49	5 29	11 45	.....	11 01
				46		10.4						
9 40	.....	3 25	s 8 04	s 11 17	136.0	N.Y.C.&St.L. / Penna. } Frankfort ..... D	46	s 7 32	s 5 12	11 20	.....	47 9
46						10.9						
10 25	.....	3 43	8 16	11 29	146.9	..... Kirklin ..... D	31	7 21	5 01	11 05	.....	9 10
						8.5						
11 10	.....	3 58	8 24	s 11 37	155.4	..... Sheridan ..... D	39	s 7 13	4 54	10 52	.....	8 40
						8.0						
11 46	.....	4 13	8 33	11 46	163.4	C.I. ..... Westfield	42	7 04	4 47	10 40	.....	7 45
11				47		4.4						
.....	.....	.....	.....	.....	167.8	..... Carmel ..... D	36	f 6 58	.....	.....	.....	.....
						4.6						
12 20	.....	4 28	8 43	11 56	172.4	..... Nora	33	6 53	4 38	10 23	.....	7 20
						5.7						
.....	.....	.....	8 51	12 03	178.1	..... Fair Grounds	25	6 46	4 31	.....	.....	.....
						0.4						
.....	.....	.....	s 8 55	s 12 05	178.5	..... Boulevard (38th St.)		s 6 45	s 4 30	.....	.....	.....
						1.9						
12 45	.....	5 00	8 59	12 09	180.4	..... Belt Junction ..... D	Yard	6 40	4 25	10 00	.....	7 00
pm		am				1.3				pm		am
.....	.....	.....	9 03	12 13	181.7	..... Mass. Avenue	.....	6 37	4 22	.....	.....	.....
						1.8						
.....	.....	.....	9 10	12 20	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.

NORTHERN DIVISION
MICHIGAN CITY BRANCH
THIRD SUB-DIVISION

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

THIRD CLASS	SECOND CLASS			FIRST CLASS		Distance from Chicago	SOUTHERN DIVISION Fourth Sub-Division STATIONS	Car Capacity of Siding
43	73	75	71		5			
DAILY EX. SUN	DAILY	DAILY	DAILY		DAILY			
am 7 00	pm 4 50 (72)	am 4 35	am 12 55	.....	pm 3 30	117.9	..... SHOPS .....N	Yard
							2.1	
.. ..	.....	.....	.....	.....	s 3 40	120.0	.....Lafayette	.....
							NYC 1.5	
7 15	5 05	4 50	1 10	.....	3 45	121.5	Wab.-Lafayette Jct. NYC & St. L.	120
							5.0	
7 25	5 15	5 00	1 20 (70)	.....	3 52	126.5	..... Taylor	94
							6.4	
7 35	5 24	5 10	1 29	.....	3 58	132.9	..... Romney	61
							4.1	
7 55	5 40	5 35	1 35	.....	s 4 02 (72)	137.0	..... Linden .....N	106
							NYC&StL 7.0	
8 07	5 50	5 47	1 45	.....	4 10	144.0	..... Manchester	69
							3.3	
8 50	6 00	5 57	1 55	.....	s 4 18	147.3	Crawfordsville D	49
							1.1	
8 55	6 13 (6)	6 01	1 59	.....	4 22	148.4	NYC Ames .....N	118
							Penna. 5.5	
9 05	6 21	6 08	2 06	.....	4 27	153.9	..... Whitesville	61
							3.9	
9 30	6 26	6 13	2 11	.....	f 4 31	157.8	..... Ladoga .....D	79
							4.4	
9 50 (74)	6 32	6 21	2 18	.....	s 4 39	162.2	..... Roachdale ...N	92
							B. & O. 6.5	
10 05	6 41	6 38	2 27	.....	4 47	168.7	..... Bainbridge ...D	Y 92
							4.3	
10 15 (42)	6 46	6 44	2 33	.....	4 52	173.0	..... Cary	68
							4.8	
10 45	6 55	6 53	2 42	.....	s 5 02	177.8	NYC Greencastle D	133
							2.2	
10 55	7 03	7 01	2 50	.....	5 05	180.0	..... Limedale ...N	45
							Penna. 0.6	
11 30	7 06	7 04	2 53	.....	5 06	180.6	..... Cement	64
							8.6	
11 59	7 19	7 17	3 06	.....	5 15	189.2	..... Cloverdale	41
							4.8	
12 25	7 25	7 35	3 12	.....	5 22 (6)	194.0	.... Wallace Jct.....D	Y 97
							3.8	
12 35	7 30	7 45	3 17	.....	5 28	197.8	.....Spring Cave	57
							5.3	
.....	.....	.....	.....	.....	.....	203.1	.....Gosport Jct	Y 13
							Penna. 0.8	
12 55	7 39	7 58 (42-74)	3 26	.....	5 35	203.9	..... Gosport .....D	73
							8.3	
1 10	7 51	8 12	3 38	.....	5 45	212.2	..... Adams	97
							0.9	
.....	.....	.....	.....	.....	.....	213.1	.....Ellettsville....D	Sp 17
							4.8	
1 33 (72)	8 00	8 22	3 48	.....	5 53	217.9	.....Hunters.....	73
							2.6	
.....	.....	.....	.....	.....	s 6 03	220.5	... Bloomington ...	Yard
							I.C. 1.0	
2 00 pm	8 15 pm	8 45 am	4 10 am	.....	6 07 pm	221.5	..... McDOEL.....N	Yard
DAILY EX. SUN.	DAILY	DAILY	DAILY		DAILY			
43	73	75	71		5			

NORTHWARD TRAINS

FIRST CLASS		SECOND CLASS			THIRD CLASS
6		74	72	70	42
DAILY		DAILY	DAILY	DAILY	DAILY EX. SUN.
pm 7 00	.....	am 11 45	73 pm 4 50	am 2 15	pm 2 15
s 6 55	.....	.....	.....	.....	.....
6 45	.....	11 16	4 28	1 35 (71)	1 50
6 39	.....	11 06	4 18	1 20	1 35
6 33	.....	10 56	4 09	1 05	1 20
6 29	.....	10 50	4 02 (5)	12 57	1 05
6 22	.....	10 27	3 44	12 33	12 35
s 6 18	.....	10 17	3 34	12 23	12 25
6 13 (73)	.....	10 12	3 30	12 18	11 40
6 08	.....	10 05	3 23	12 10	11 [illegible]
6 04	.....	9 57	3 17	12 02	11 10
s 6 00	.....	9 50 (43)	3 11	11 54	10 55
5 53	.....	9 30	3 02	11 40	10 40
5 48	.....	9 15	2 52	11 26	10 15 (43)
s 5 43	.....	9 06	2 44	11 18	9 50
5 36	.....	8 58	2 36	11 10	9 25
5 35	.....	8 55	2 33	11 07	9 20
5 26	.....	8 40	2 20	10 54	8 55
5 22 (5)	.....	8 30	2 14	10 47	8 45
5 16	.....	8 20	2 09	10 40	8 25
.....	.....	.....	.....	.....	.....
5 09	.....	75-42 7 58	1 55	10 22	74-75 7 58
5 00	.....	7 41	1 42	10 07	7 [illegible]
.....	.....	.....	.....	.....	.....
4 53	.....	7 30	43 1 33	9 58	7 15
s 4 48	.....	.....	.....	.....	.....
4 40 pm	.....	7 15 am	1 20 pm	9 45 pm	7 00 am
DAILY		DAILY	DAILY	DAILY	DAILY EX. SUN.
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

Third Class	SECOND CLASS			First Class		Distance from Chicago	SOUTHERN DIVISION Fifth Sub-Division STATIONS	Car Capacity of Siding
41	73	75	71		5			
DAILY EX. SUN.	DAILY	DAILY	DAILY		DAILY			
am	pm	am	am		pm			
9 00	8 40	9 30	4 25	.....	6 07	221.5	.....McDOEL....N	Yard
							3.2	
9 10	8 45	9 35	4 30	.....	6 10	E 0.3	.....Clear Creek .D	13
							2.2	
9 17	8 55	9 40	4 35	.....	6 13	E 2.5	.....Diamond.....	67
	70						7.3	
9 30	9 15	9 51	4 46	.....	6 22	232.8	.....Harrodsburg...	80
							8.1	
9 45	9 27	10 10	4 58	.....	6 31	240.9	..... Thornton.....	89
			74				4.0	
9 56	9 37	10 25	5 10	.....	6 37	245.1	Bedford Junction	53
							0.7	
10 10	9 41	10 30	5 14	.....	s 6 42	245.8	..... Bedford....D	Y 78
							CMSTP&P 3.4	
10 20	9 51	10 40	5 24	.....	6 48	249.2	.....Sand Pit.....	73
							6.1	
[illegible]00	10 01	11 00	5 34	.....	s 6 56	255.3	.....Mitchell....D	77
75		41					B.&O. 6.2	
11 43	10 13	11 15	5 47	.....	s 7 10	261.5	.....Orleans ....D	Y 160
40-72		40					3.6	
12 10	10 19	11 37	5 54	.....	7 15	265.1	.....Leipsic.....	80
		72					10.2	
12 35	10 32	11 55	6 07	.....	7 25	275.3	.....Smedley.....	93
					70		6.8	
1 10	10 48	12 11	6 23	.....	s 7 33	282.1	.....Salem....D	21
							1.9	
1 20	10 56	12 19	6 31	.....	7 40	284.0	..... Fogg	76
							6.2	
1 30	11 07	12 29	6 42	.....	7 47	290.2	.....Farrabee.....	36
							3.2	
1 45	11 13	12 34	6 47	.....	7 51	293.4	.....Pekin	81
							6.1	
2 01	11 21	12 43	6 57	.....	7 58	299.5	.....Borden.....D	96
							16.1	
2 34	11 46	1 10	7 22	.....	8 16	315.6	..... Vernia.....	103
6							1.9	
.....	.....	.....	.....	.....	s 8 26	317.5	.....New Albany.....	Y-Yard
							Sou.-B. & O.-Penn.	
							1.9	
3 00	12 15	1 30	8 00	.....		319.4	.....Youngtown...N	Yard
pm	am	pm	am				4.7	
[illegible]					9 00	324.1	LOUISVILLE...N	
					pm			
DAILY EX. SUN.	DAILY	DAILY	DAILY		DAILY			
41	73	75	71		5			

NORTHWARD TRAINS

First Class		SECOND CLASS			Third Class
6		74	72	70	40
DAILY		DAILY	DAILY	DAILY	DAILY EX. SUN.
pm		am	pm	pm	pm
4 40	.....	5 50	1 05	9 20	2 15
4 36	.....	5 32	12 55	9 00	1 55
				73	
4 33	.....	5 27	12 50	8 55	1 45
4 24	.....	5 15	12 39	8 40	1 30
		71			
4 14	.....	4 58	12 27	8 28	1 15
4 08	.....	4 35	12 19	8 20	1 00
s 4 07	.....	4 30	12 15	8 16	12 55
3 57	.....	4 16	12 05	8 06	12 30
s 3 50	.....	4 05	11 55	7 56	12 20
			40-41		75-72-41
s 3 40	.....	3 53	11 43	7 46	11 43
					11 15
			75		
3 33	.....	3 48	11 37	7 40	10 55
				5	
3 23	.....	3 35	11 24	7 25	10 30
s 3 15	.....	3 19	11 08	6 58	10 15
3 09	.....	3 11	11 00	6 50	9 25
3 02	.....	3 00	10 51	6 40	9 10
2 58	.....	2 52	10 46	6 35	9 00
2 51	.....	2 42	10 37	6 26	8 35
41					
2 34	.....	2 18	10 12	6 01	8 00
s 2 28	.....	.....	.....	.....	.....
.....	.....	2 00	9 55	5 45	7 30
		am	am	pm	am
2 00					
pm					
DAILY		DAILY	DAILY	DAILY	DAILY EX. SUN.
6		74	72	70	40

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

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

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

SOUTHWARD TRAINS SECOND CLASS	Distance from Wallace Junction	Southern Division I. & L. BRANCH SIXTH SUB-DIVISION 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. 4 EFFECTIVE 12:01 AM, SUNDAY, APRIL 25, 1954

SOUTHWARD TRAINS Second Class	First Class	Distance from Orleans	Southern Division FRENCH LICK BRANCH SEVENTH SUB-DIVISION 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	Sou. FRENCH LICK D	Y		

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

STATIONS AND TRACKS NOT ON SCHEDULED PAGES

Miles From Chicago	Shops-McDoel Station	Car Capy.
129.5	South Raub	Sp 23
183.0	Putnamville	Sp 22
207.8	Stinesville	15
	McDoel-Louisville	
241.4	Murdock	Y-yard
271.8	Campbellsburg	30
305.3	Wilson	21
316.6	North Y	Y-yard

Miles From Wal. Jct.	Wallace Junction-Midland Station	Car Capy.
F35.8	Howesville	Sp 3

Orleans-French Lick

Miles From Orleans		
D8.6	Braxton	Sp 10

SPECIAL STOPS

Passenger stops shown below are for revenue passengers only.

No. 12 will stop at Carmel daily except Sunday and holidays for mail and express, and daily on flag for passengers.

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

No.'s 5, 6, and 12 reduce speed to (10) MPH passing South Hammond yard office for company mail.

No. 5 will reduce speed to (30) 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 holidays, and daily on flag for passengers.

No. 14 stops on flag at Shelby on Sundays and holidays only to pick up passengers for Hammond, Englewood and Chicago.

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

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

No. 6 will stop at Rensselaer and Lowell to let off passengers from Lafayette and points south.

INTERLOCKING AND CROSSING SIGNALS

The following Crossings are controlled by Interlocking Plants:

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 (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.
Wade (Automatic)	C. & O.
LaCrosse	Penna.
Wilders (Semi-automatic)	Erie
San Pierre (Automatic)	N. Y. C.
Monticello (semi-automatic)	Penna.
Delphi	Wabash
Westfield	C. I.
Lafayette Jct.	N. Y. C. and N. Y. C. & St. L.
Linden	N. Y. C. & St. L.
Ames	N. Y. C. and Penna.
Roachdale	B. & O.
Limedale	Penna.
Gosport Jct. (Automatic)	Penna.
Bedford (Automatic)	C. M. St. P. and P.
Mitchell	B. & O.
Clay City	N. Y. C.

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

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

The following crossing is protected by semaphore blades and lights:
Frankfort.....N. Y. C. & St. L.

The following crossing is not controlled by interlocking plant, gate or target.
Mile Post F-46.....Penna.

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

The following crossings are protected by semaphore targets and gates:

Monon	C. I. & L.
Frankfort	Penna.
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.

The following crossing is protected by electrically locked derails and dwarf signals.
Greencastle.....N. Y. C.

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

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

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

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

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

At Midland—Normal position—gate and derails against C. I. & L. Must be locked and left in that position when not in use by C. I. & L. trains or engines. Gate open, track clear for C. I. & L. trains. Gate closed, track clear for C. M. St. P. & P. trains. C. I. & L. trains or engines must come to stop before using crossing 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, Monon, 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.	1800	3600	
Belt Jct. to Monon	1800	3600	
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	3500
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: 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
Keynolds	Both ends passing track
Brookston	North end passing track
Ash Grove	North end passing track
Shops	Main track to new yard Ninth St.
Lafayette	Northbound main at Salem St.
Lafayette Jct.	South end passing track
Taylor	Both ends passing track
Linden	North end passing track
Manchester	North end passing track
Ames	South end passing track
Roachdale	South end passing track
Greencastle	Both ends passing track
Cement	North end passing track
Wallace Jct.	Both ends passing track
Gosport	North end passing track
Adams	Both ends passing track
Hunters	North end passing track
McDoel	North end yard & South end Cassell 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	Sheffield 365
Indianapolis, Belt Jct. yard office	Wabash 1046
Lafayette, Train Dispatchers office	27333
Bloomington, McDoel yard office	3396
Louisville, K&I PBX Board, Youngtown	Raymond 3621

except Saturday, Sunday, holidays and after 10 p.m., call Cypress 1526

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 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 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.

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

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

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

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

At various locations highway traffic on sidings and adjacent tracks is protected by flashing light signals and/or gates, the approach circuits for which extend but a short distance on either side of the crossing. At such locations a train, engine or car must not proceed over the crossing until the flashing light signals and/or gates have been operating a sufficient length of time to warn approaching highway traffic, without first protecting such move by man on the ground.

SPECIAL INSTRUCTIONS—Northern Division

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

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 freight trains or freight engines before passing over crossing in either direction.

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

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

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

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

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

SPECIAL INSTRUCTIONS—Southern Division

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

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

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

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

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

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

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

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

STANDARD CLOCKS ARE LOCATED AT THE FOLLOWING POINTS:

Chicago
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

LIST OF COMPANY SURGEONS

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

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
Robt. W. Smiley, 722 N. 9th 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
Ray B. Krekel, 509 W. Walnut St.....Louisville

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.

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

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

All telegraph offices not listed are open continuously.

*Lowell	7:00 AM to 4:00 PM
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.	9:00 AM to 6:00 PM
†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	8:30 AM to 4:30 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	8:30 AM to 5:30 PM
†Kirklin	6:00 AM to 3:00 PM
*Sheridan	6:45 AM to 3:45 PM
†Carmel	6:30 AM to 3:30 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	7:30 AM to 4:30 PM

* Daily except Sunday and holidays

† Daily except Saturday, Sunday and holidays

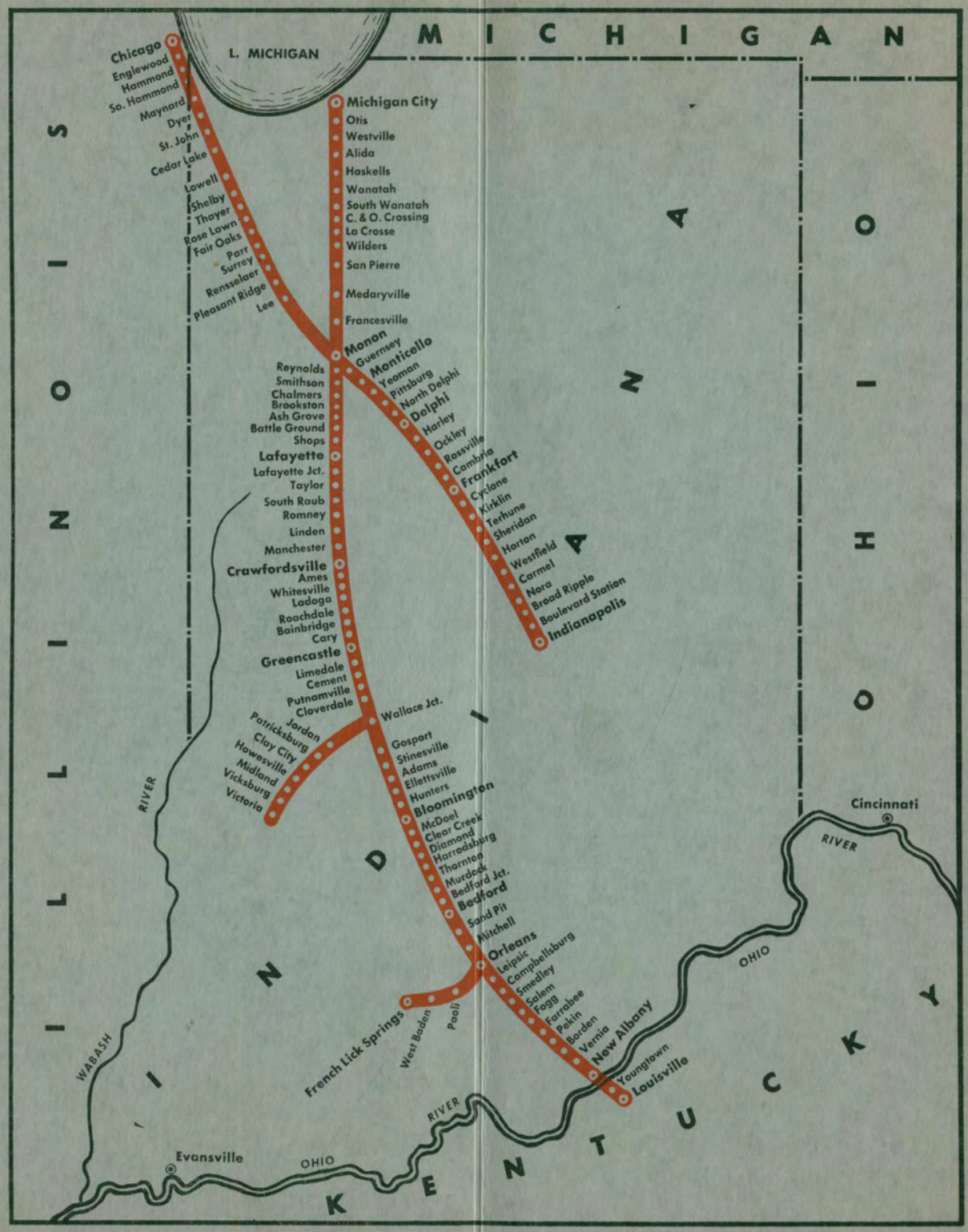
Carl A. Bick, Vice President-Operation, Lafayette, Ind.
T. Vern Sherrier, General Superintendent, Lafayette, Ind.
Gilbert H. Kern, Superintendent, Lafayette, Ind.

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

Road Foreman of Engines
Wm. J. Hayes, Lafayette, Ind.

Train Dispatchers

Hugh E. Dunlap
John R. Foster
Wm. E. Heiple
Robert B. Fogg
Donald L. Malone
Jesse C. Stayton
Robert L. Barnard
Bob L. Stull
Vern D. Clary


MICHIGAN
L. MICHIGAN
ILLINOIS
INDIANA
OHIO
KENTUCKY
Chicago
Englewood
Hammond
So. Hammond
Maynard
Dyer
St. John
Cedar Lake
Lowell
Shelby
Thayer
Rose Lawn
Fair Oaks
Parr
Surrey
Rensselaer
Pleasant Ridge
Lee
Michigan City
Otis
Westville
Alida
Haskells
Wanatah
South Wanatah
C. & O. Crossing
La Crosse
Wilders
San Pierre
Medaryville
Francesville
Monon
Guernsey
Monticello
Yeoman
Pittsburg
North Delphi
Delphi
Harley
Ockley
Rossville
Cambria
Frankfort
Cyclone
Kirklin
Terhune
Sheridan
Horton
Westfield
Carmel
Nora
Broad Ripple
Boulevard Station
Indianapolis
Reynolds
Smithson
Chalmers
Brookston
Ash Grove
Battle Ground
Shops
Lafayette
Lafayette Jct.
Taylor
South Raub
Romney
Linden
Manchester
Crawfordsville
Ames
Whitesville
Ladoga
Roachdale
Bainbridge
Cary
Greencastle
Limedale
Cement
Putnamville
Cloverdale
Jordan
Patricksburg
Clay City
Howesville
Midland
Vicksburg
Victoria
Wallace Jct.
Gosport
Stinesville
Adams
Ellettsville
Hunters
Bloomington
McDoel
Clear Creek
Diamond
Harrodsburg
Thornton
Murdock
Bedford Jct.
Bedford
Sand Pit
Mitchell
Orleans
Leipsic
Campbellsburg
Smedley
Salem
Fogg
Farrabee
Pekin
Borden
Vernia
New Albany
Youngtown
Louisville
French Lick Springs
West Baden
Paoli
Cincinnati
RIVER
OHIO
WABASH
RIVER
Evansville
OHIO
RIVER