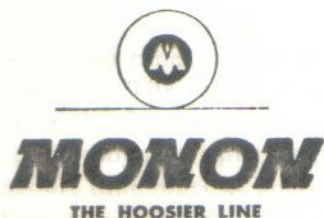


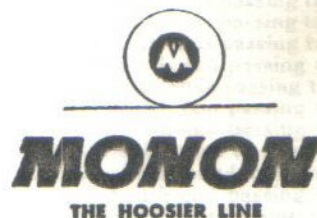
**THERE IS ALWAYS
TIME FOR
COURTESY**

**OVERSPEED IMPACTS
RESULTS IN FREIGHT
CLAIMS AND LOSS
OF CUSTOMERS**

**MAKE SAFETY
YOUR POLICY**



MONON RAILROAD



No. 8

TIME TABLE

No. 8

Central Time—Standard

**Taking Effect Sunday
October 28, 1956
At 12:01 a. m.**

Superseding Time Table No. 7 in Effect October 30, 1955

**Read the Rules and Study the
Table Carefully**

**Note changes in special
rules and train numbers**

**For the government and information of
EMPLOYEES only, the company reserving
the right to vary therefrom as occasion may
require**

TONNAGE RATING OF ENGINES

LOCATION	Diesel Locomotives		
	1500 HP	3000 HP	4500 HP
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.....	3300	5400	7400
Monon to So. Hammond.....	2800	5400	7400
Monon to Belt Jet.....	1800	3600	
Belt Jet. 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 Jet.—Single	1200	2300	3400
McDoel to Wallace Jet.—Pusher	1700	3400	4600
Wallace Jet. to Bainbridge.....	1700	3400	4800
Bainbridge to Shops.....	3400	6200	8500
Wallace Jet. to Victoria.....	1700	3400	4800
Victoria to Wallace Jet.....	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
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.....	Northbound main at Salem St.
Lafayette Jct.....	South end passing track
Taylor.....	Both ends passing track
Linden.....	North end passing track
Manchester.....	North end passing track
Ames.....	South end passing track
Roachdale.....	South end passing track
Greencastle.....	Both ends passing track
Cement.....	North end passing track
Wallace Jct.....	Both ends passing track
Gosport.....	North end passing track
Adams.....	Both ends passing track
Hunters.....	North end passing track
McDoel.....	North end yard & South end Cas-sell track
Diamond.....	Both ends passing track
Harrodsburg.....	North end passing track
Bedford.....	South end passing track
Sand Pit.....	South end passing track
Mitchell.....	South end passing track
Orleans.....	Both ends of passing track
Smedley.....	South end passing track
Fogg.....	South end passing track
Vernia.....	North end passing track

TELEPHONE NUMBERS TO CALL IN CASE OF EMERGENCY

HAMMOND, South Hammond yard office.....	Westmore 30365
Indianapolis, Belt Jct. yard office.....	Walnut 3-1046
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.

SPEED RESTRICTIONS

Location	Miles per hour		Location	Miles per hour	
	Pagr.	Frt.		Pagr.	Frt.
NORTHERN DIVISION			SOUTHERN DIVISION		
(State Line—Shops Yards)			(Shops Yards—Youngtown)		
Maximum Authorized Speed	75	55	Maximum Authorized Speed	75	55
Southward trains between approach and home signals Hohman Street Interlocker Hammond	20	20	Shops Yard Office—Salem Street	25	15
Northward trains between approach and home signals for State Line Interlocking	20	20	No's. 5 and 6 reduce to 4 MPH passing Salem Street for company mail.		
Between Hohman Street and Douglas Street, Hammond (ordinance)	25	25	Salem Street-Romig Street, Lafayette	10	10
Between Douglas Street and 165th Street, Hammond (ordinance)	40	40	Romig Street-Lafayette Junction	25	25
Reverse Curve north of Penna. crossing, Maynard	45	45	Curve at MP 122.8	40	30
MC and EJ&E crossings, Dyer	45	45	Curves between MP 123.3 and MP 126.4	50	40
Curve north of St. John	45	45	Curves between MP 145.2 and MP 146.4	45	35
Curve and street crossings, Lowell	60	50	Curves between MP 146.4 and MP 147.0	35	35
First curve south of Lowell	65	55	Crawfordsville Depot—Block Signal 147.7	20	20
Kankakee River Bridge 53.3	50	40	Curve at MP 148.1	55	35
Curve at Rensselaer, Southbound	40	30	City Limits, Ladoga	45	45
Curve at Rensselaer, Northbound	50	40	Between MP 162.1 and MP 162.7	60	55
State Highway No. 421, Monon	15	15	Curves between MP 170.0 and MP 173.3	65	50
Louisville Div'n Wye, Monon (entire train)	15	15	Curves between MP 173.7 and MP 176.0	60	45
Interlocking and State Road 24, Reynolds	55	55	City Limits, Greencastle (ordinance)	25	25
Curve at Battle Ground Depot	65	50	Curve at MP 179.8	55	40
(Monon-Indianapolis) Maximum Authorized speed except as noted below	65	45	Curves between MP 182.7 and MP 185.5	60	45
Maximum authorized speed between Monon and MP B142	60	40	Curves between MP 185.5 and MP 187.4	65	50
Curves at MP B-90 and MP B-91	50	40	City Limits, Cloverdale (ordinance)	30	30
Northward trains, Penna. railroad crossing, Monticello	20	20	Curve at MP 190.0	65	50
City Limits, Monticello (Ordinance)	15	15	Curves between MP 197.9 and MP 202.8	60	45
Tippecanoe River Bridge B99.6	30	30	Curves between MP 202.8 and MP 212.8	50	40
Curves between MP B109.6 and MP B108.9 for northward trains	50	40	Curves at Ellettsville (MP 213)	45	35
Curves between MP B108.9 and MP B109.3 for southward trains	50	40	Curves between MP 213.1 and MP 216.7	65	50
Curve between MP B109.3 and MP B109.6 for southward trains	40	30	Curves between MP 216.7 and MP 219.3	50	40
Wabash Railroad Crossing, Delphi	35	35	City Limits, Bloomington (ordinance)	25	25
Curves between MP B111.7 and MP B114.0	50	40	Switch south end Cassell track McDoel	20	20
Deer Creek Bridge B113.0	25	25	Curves between MP 221.5 and MP 222.9	45	35
Wilcat Creek Bridge B121.5	25	25	Curves between MP 222.9 and MP E-6.5	55	45
City limits Frankfort (ordinance)	35	35	Curves between MP E-6.5 and MP 243.0	50	40
Maximum authorized speed for passenger trains between MP B142 and MP B172.3	75		Curves between MP 243.0 and MP 246.0	45	35
Curves at MP B144.1 and MP B146.7	65	40	Bedford Public Square (ordinance)	8	8
City limits, Sheridan (ordinance)	35	35	Curves between MP 246.2 and MP 253.1	50	40
Curves at MP B158.7 and MP B162.0	65	45	Curve at MP 254.2	65	50
Curves between MP B166.4 and MP B169.5	60	45	City Limits, Mitchell (ordinance)	25	25
Curves between MP B172.3 and MP B173.1	55	45	Curve at MP 256.9	60	45
City Limits, Indianapolis (ordinance)	30	30	Curves between MP 257.1 and MP 260.4	65	50
Between 21st Street & Mass. Ave., Indpls.	20	20	Curves between MP 260.5 and MP 261.9	45	30
Penna. Ry. South Street Y, Indianapolis	5		Curves between MP 276.3 and MP 277.5	60	50
Monon - Michigan City			Curves between MP 277.5 and MP 278.3	55	45
Between Monon and MP A18	40	40	Curves at MP 279.5 and 280.1	60	45
Between MP A18 and MP A32.5	25	25	Curves between MP 281.1 and MP 283.1	45	35
Between MP A32.5 and MP A44.5	40	40	Main Street, Salem	20	20
Between MP A44.5 and Michigan City	25	25	Curve at MP 284.5	60	50
Dunes Highway south of Michigan City	10	10	Curves between MP 285.8 and MP 286.3	65	50
Within interlocking limits at South Shore Crossing, Michigan City, P.M. Crossing, Michigan City, Otis, Alida, Haskells, Watah, P.R.R. Crossing, Lacrosse & Wilders	20	20	Curves between MP 286.3 and MP 288.1	55	45
Steam Derrick SWD-1			Curves between MP 288.1 and MP 292.5	50	40
Straight track main track	--	30	Curves between MP 292.5 and MP 293.2	65	50
Curves on main track	--	20	Curves between MP 293.9 and MP 295.4	55	45
Deer Creek Bridge B113.0	--	6	Curves between MP 296.2 and MP 298.7	50	40
Wilcat Bridge B121.5	--	6	City Limits, Borden (ordinance)	40	40
Steam Derrick SWD-3 (1st & 3rd Sub. Div.)	--		Curves between MP 301.8 and MP 306.5	65	50
Straight track main track	--	30	Reverse curve at MP 306.8	50	40
Curves on main track	--	20	Curves between MP 307.0 and MP 310.5	55	45
Steam Derrick SWD-3			Curves between MP 310.5 and MP 315.7	65	50
Straight track main track	--		City Limits and curves, New Albany	10	10
Curves main track	--		Wallace Junction - Midland		
High trestle north of Paoli	--	6	Between Wallace Junction and Midland	30	30
Steam Derrick SWD-1			Orleans - French Lick		
Straight track main track	--	30	Between Orleans and MP D10.0	35	35
Curves main track	--	20	High Trestle north of Paoli	10	10
Steam Derrick SWD-3			Between MP D10.0 and MP D17	20	20
Straight track main track	--		Curves south of Abbey Dell	10	10
Curves main track	--				
High trestle north of Paoli	--	6			

TIME TABLE NO. 8 EFFECTIVE 12:01 AM, SUNDAY, OCTOBER 28, 1956

SOUTHWARD TRAINS						Distance from Chicago	Northern Division		Car Capacity of Siding	NORTHWARD TRAINS					
FIRST CLASS							FIRST SUB-DIVISION			FIRST CLASS					
			15	5	11		STATIONS			12	6	14			
			DAILY	DAILY	DAILY					DAILY	DAILY	DAILY			
			pm	pm	am		CHICAGO.....N	am	pm	pm					
			5 35	1 00	7 55	19.8	State Line		10 35	4 30	8 15				
							.9								
			s 6 13	s 1 38	s 8 33	20.7	Hammond.....	69	s 9 58	s 3 50	s 7 37				
							2.5								
			6 18	1 43	8 38	23.2	South Hammond N	Yard	9 51	3 42	7 29				
							2.3								
						25.5	Penna. Maynard.....								
							0.3								
						25.8	G. T. Crossing.....								
							3.2								
			6 24	1 50	s 8 44	29.0	M.C. } Dyer.....N	59	9 44	3 35	7 22				
			44				E.J. & E. } 4.5								
			6 28	1 54	8 51	33.5	St. John.....N	56	9 38	3 30	7 17				
							N.Y.C. } 6.0								
					s 8 58	39.5	Cedar Lake.....								
							5.3								
			s 6 39	f 2 06	s 9 06	44.8	Lowell.....D	71	45 s 11	9 24	3 17	s 7 03			
							7.8								
			6 46	2 13	f 9 16	52.6	Shelby.....N	100	9 16	3 09	6 56				
					12		N.Y.C. } 3.9					15			
			6 51	2 17	9 22	56.5	Rose Lawn.....	118	9 11	3 05	6 51				
			14				5.7								
			6 56	2 23	9 27	62.2	Fair Oaks.....	31	9 06	3 00	6 46				
							5.9								
			7 01	2 29	9 32	68.1	Surrey.....	121	9 01	2 55	6 41				
			72				4.9								
			s 7 07	s 2 35	s 9 38	73.0	Rensselaer...D	90	s 8 52	73 s 5	2 47	s 6 32			
							4.0								
			7 12	2 42	9 43	77.0	Pleasant Ridge....	89	8 48	2 42	6 28				
							6.1								
			7 17	2 48	9 48	83.1	Lee.....	64	8 43	2 37	6 23				
							5.3								
			s 7 22	s 2 53	s 9 53	88.4	MONON.....N	Yard	8 38	72	6 18				
			pm		44 am		Mon.	Y-	am		pm				
				2 57		88.4	MONON				s 2 29				
				74			7.4				74				
				3 05		95.8	Reynolds.....	78			2 21				
							6.3								
				3 11		102.1	Penna. Chalmers...D	30			2 16				
							4.1								
				3 15		106.2	Brookston...D	120			2 12				
							4.0								
				3 19		110.2	Ash Grove.....	81			2 08				
							7.7								
				3 28		117.9	SHOPS...N	Yard			2 00				
				pm							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.

TIME TABLE NO. 8 EFFECTIVE 12:01 AM, SUNDAY, OCTOBER 28, 1956

SOUTHWARD TRAINS						Distance from Chicago	Northern Division		Car Capacity of Siding	NORTHWARD TRAINS					THIRD CLASS
THIRD CLASS	Second Class						FIRST SUB-DIVISION	Second Class							
45		75	57	71	73		STATIONS	56		70	74	72		44	
Daily Except Sunday		DAILY	DAILY	DAILY	DAILY			DAILY	DAILY	DAILY	DAILY	Daily Except Sunday			
						CHICAGO.....N									
						19.8 State Line									
						20.7 .9 Hammond.....	69								
						2.5									
am	pm			pm	pm	South Hammond N	Yard	am	pm	pm	pm	pm			
7 45	10 30			9 45	1 00	23.2		7 00	6 10	8 30		2 30			
						2.3 Penna. Maynard.....									
						0.3 G. T. Crossing.....									
						25.8									
8 25	11 00			9 58	1 15	29.0 M.C. } Dyer.....N	59	6 35	5 45	8 05		5 1 50			
						E.J.&E. } 4.5						73 1 25			
8 51	11 08			10 06	1 25	33.5 St. John.....N	56	5 55	5 15	7 57					
11					44	N.Y.C. 6.0									
						39.5 Cedar Lake.....									
						5.3									
						Lowell.....D	71	5 35	4 55	7 40		12 55			
						7.8									
9 24	11 27			10 21	1 40	52.6 Shelby.....N	100	5 22	4 42	7 27		12 20			
9 55	11 37			10 31	1 50	N.Y.C. 3.9									
						56.5 Rose Lawn.....	118	5 15	4 35	7 20		12 10			
						5.7									
10 15	11 43			10 36	1 55	62.2 Fair Oaks.....	31	5 07	4 26	7 12		11 59			
10 35	11 50			10 43	2 02	5.9									
						Surrey.....	121	4 57	4 12	15 7 01		11 45			
						4.9									
11 30	12 15			10 58	2 25 } 2 47 }	73.0 Rensselaer.....D	90	4 47	3 57	6 43		45 11 30			
44					5-6										
						4.0									
11 50	12 21			11 05	3 00	77.0 Pleasant Ridge.....	89	4 40	3 45	6 36		10 25			
						6.1									
12 01	12 30			11 13	3 08	83.1 Lee.....	64	4 30	3 35	6 28		10 10			
						5.3									
12 15	12 40			11 25	3 18	88.4 MONON.....N	Yard	73 4 20	3 18	14 6 18	11	9 53			
					74	Mon.									
						MONON.....		am							
12 40	1 05	pm	9 10	11 35	3 28	88.4		2 55	4 00	5 2 57	6 05	9 20			
						7.4				6 2 21	5 50				
1 05	1 20	9 25	11 47	3 40	3 40	95.8		2 40	3 45			9 05			
						6.3 Penna. Chalmers.....D	30	2 25	3 35	2 04	5 41	8 50			
						4.1									
1 20	1 30	9 35	11 55	3 48	3 48	102.1		2 15	3 28	1 58	5 35	8 35			
						4.0				45 1 50	5 30				
1 35	1 40	9 42	12 01	3 53	3 53	106.2		75 2 05	3 20			8 20			
1 50 } 2 08 }	2 05	9 50	12 07	3 58	3 58	110.2									
74-6	56														
2 30	2 20	10 10	12 25	4 15	4 15	117.9		1 40	3 00	1 30	5 10	8 00			
pm	am	pm	am	pm	pm			am	am	pm	pm	am			
Daily Except Sunday	DAILY	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			STATIONS	First Class		Second Class		THIRD CLASS		
47		91	15	11			12		14	90		46	
Daily Except Sunday		DAILY	DAILY	DAILY			DAILY		DAILY	DAILY	DAILY	Daily Except Sunday	
am		am	pm	am		Mon.....	MONON.....	Y- Yard	s 8 35	s 6 16	1 00	pm	1 45
6 45		1 45	7 24	9 55	88.4		5.4						
6 56		1 55	7 30	10 01	93.8		Guernsey	20	8 29	6 10	12 46		1 15
7 30		2 05	s 7 37	s 10 09	98.6	Penna.....	Monticello	D 50	s 8 21	s 6 02	12 36		1 00
7 48		2 18	7 47	10 19	107.9		9.3		8 11	5 52	12 22		12 25
8 07		2 25	7 51	10 23	110.4		2.5		8 07	5 48	12 14		12 15
12			s 7 55	s 10 27	111.0	Wabash.....	Delphi	D Sp 21	s 8 05	s 5 46			
							4.8						
9 00		2 42	8 02	10 34	115.8		Harley	54	7 57	5 39	12 01		11 20
9 25		2 58	8 12	f 10 45	125.6		9.8		7 47	5 29	11 45		11 10 45
10 05		3 25	s 8 27	s 11 00	136.0	N.Y.C.&St.L. Penna.	{ Frankfort	D 46	s 7 30	s 5 13	11 20		47 10 05
46							10.9						
10 35		3 43	8 39	11 12	146.9		Kirklin	D 31	7 19	5 02	11 05		9 10
11 20		3 58	8 47	s 11 20	155.4		8.5		f 7 11	4 55	10 52		8 30
11 45		4 13	8 55	11 30	163.4	C.I.....	Sheridan	D 39	7 03	4 48	10 40		7 45
							8.0						
				f 11 35	167.8		Westfield	42					
							4.4						
12 30		4 28	9 05	11 40	172.4		Carmel	D 36		f 4 43			
							4.6						
			9 12	11 47	178.1		Nora	33	6 53	4 38	10 23		7 20
							5.7						
			s 9 15	s 11 50	178.5		Fair Grounds	25	6 46	4 31			
							0.4						
1 15		5 00	9 19	11 54	180.4		Boulevard (38th St.)		s 6 45	s 4 30			
pm		am					1.9						
							Belt Junction	D Yard	6 40	4 25	10 00		7 00
							1.3				pm		am
			9 22	11 57	181.7		Mass. Avenue		6 37	4 22			
			9 30	12 05	183.5		1.8		6 30	4 15			
			pm	pm			INDIANAPOLIS	N	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.

SOUTHWARD TRAINS				Distance from Monon	NORTHERN DIVISION MICHIGAN CITY BRANCH THIRD SUB-DIVISION		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.		
		am	pm					am	am		
				59.6	NYC&St.L. C.S.&S.H. M.C.	MICHIGAN CITY.....D	Yard				
		11 30	5 45	57.7	C.&O.	Round House.....D	Yard	7 15	10 50		
		11 50	6 05	51.1	N.Y.C.	Otis.....D	26	6 35	10 20		
		12 01	6 15	47.1	Wabash	Westville.....D	12	6 20	10 01		
		12 06	6 22	45.0	B.&O.	Alida.....D	7	6 10	9 45		
		12 25	6 55	43.1	G.T.	Haskells.....D	35	5 30	9 20		
		12 40	7 05	39.4	Penna.	Wanatah.....D	9	5 10	9 05		
		12 50	7 10	37.7	N.Y.C.&St.L.	South Wanatah.....N	25	5 03	8 55		
		1 05	7 25	32.5	C.&O.	Wade.....D		4 48	8 40		
		1 10	7 28	31.6	Penna.	La Crosse.....D	Sp 15	4 45	8 35		
		1 20	7 38	28.1	Erie	Wilders.....D	18	4 35	8 25		
		1 40	7 50	23.3	N.Y.C.	San Pierre.....D	38	4 20	8 01		
		2 00	8 10	15.2		Medaryville.....D	44	4 00	7 40		
		2 25	8 25	8.6		Francesville.....D	38	3 45	7 25		
		3 00	8 50		Mon.	MONON.....N	Y-Yard	3 25	7 00		
								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.

STATIONS AND TRACKS NOT ON SCHEDULED PAGES		
Chicago-Shops		
Miles From Chicago	Station	Car Capy.
54.1.....	Thayer	Sp 12
65.8.....	Parr	18
98.2.....	Smithson	Sp 7
112.9.....	Battle Ground	Sp 12
Monon-Indianapolis		
B104.4.....	Yeoman	Sp 19
B120.1.....	Ockley	20
B129.7.....	Cambria	Sp 14
B142.2.....	Cyclone	Sp 16
B151.5.....	Terhune	Sp 14
B159.9.....	Horton	Sp 18
B175.3.....	Broad Ripple	Sp 35

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

TIME TABLE NO. 8 EFFECTIVE 12:01 AM, SUNDAY, OCTOBER 28, 1956

SOUTHWARD TRAINS						Distance from Chicago	SOUTHERN DIVISION		Car Capacity of Siding	NORTHWARD TRAINS					
THIRD CLASS	SECOND CLASS			FIRST CLASS			Fourth Sub-Division			FIRST CLASS	SECOND CLASS			THIRD CLASS	
43	73	75	71		5					6		74	72	70	42
DAILY EX. SUN.	DAILY	DAILY	DAILY		DAILY		STATIONS			DAILY		DAILY	DAILY	DAILY	DAILY EX. SUN.
am	pm	am	am		pm		SHOPS.....N	Yard	pm		am	pm	am	pm	
7 00	4 50 ⁷²	4 35	12 55		3 33	117.9	2.1		1 55		10 30	4 50 ⁷³	1 45	2 15	
					s 3 45	120.0	Lafayette		1 50						
7 15	5 05	4 50	1 10 ⁷⁰		3 50	121.5	NYC 1.5	120	1 40		10 06	4 34	1 10 ⁷¹	1 55	
7 25	5 15	5 00	1 20		3 57	126.5	Wab.-Lafayette Jct. NYC & St. L.	94	1 34		9 56	4 24	12 57	1 42	
7 35	5 24	5 10	1 29		4 03	132.9	5.0	61	1 28		9 46	4 15	12 48	1 28	
7 55	5 40	5 35	1 35		s 4 07 ⁷²	137.0	Taylor	106	1 24		9 40	4 07 ⁵	12 40	1 05	
							6.4								
							Romney								
							4.1								
							Linden.....N								
							NYC&StL 7.0								
8 07	5 50	5 47	1 45		4 15	144.0	Manchester.....	69	1 17		9 21	3 44	12 15	12 35	
9 11	6 00	5 57	1 55		s 4 23	147.3	3.3	49	s 1 13		9 11	3 34	12 05	12 25	
9 15	6 04	6 01	1 59		4 27	148.4	Crawfordsville D								
9 25	6 12	6 08	2 06		4 32	153.9	1.1	118	1 07		9 06	3 30	12 01	11 40	
9 35	6 18	6 13	2 11		f 4 36	157.8	NYC Ames.....N	61	1 02		8 59	3 23	11 54	11 20	
9 50	6 26	6 21	2 18		s 4 44	162.2	Penna. 5.5	79	12 58		8 52	3 17	11 48	11 10	
							Whitesville.....	92	s 12 54		8 45	3 11	11 42	10 55	
							3.9								
							Ladoga.....D								
							4.4								
							Roachdale...N								
							B. & O. 6.5								
10 05	6 36	6 38	2 27		4 52	168.7	Bainbridge...D	Y 92	12 46		8 35	3 02	11 32	10 40	
10 15	6 42	6 44	2 33		4 57	173.0	4.3	68	12 41		8 20	2 52	11 20	10 15	
10 45	6 51	6 53	2 42		s 5 07	177.8	Cary.....	133	s 12 36		8 12	2 44	11 12	9 50	
10 55	6 59	7 01	2 50		5 10	180.0	4.8	45	12 29		8 03	2 36	11 04	9 25	
11 30	7 02	7 04	2 53		5 11	180.6	NYCGreencastle D	64	12 28		8 00	2 33	11 01	9 20	
11 55	7 15	7 17	3 06		5 20	189.2	2.2	41	12 19		7 45	2 20	10 48	8 55	
							Penna. 0.6								
							Cement.....								
							8.6								
							Cloverdale.....								
							4.8								
12 15	7 21	7 35	3 12		5 24	194.0	Wallace Jct....D	Y 97	12 15		7 35	2 14	10 42	8 45	
12 35	7 26	7 45	3 17		5 28	197.8	3.8	57	12 11		7 20	2 09	10 35	8 25	
							Spring Cave.....								
							5.3								
							Gosport Jct.....	Y 13							
12 55	7 35	7 58 ⁴²	3 26		5 35	203.9	Penna. 0.8	73	12 04		7 01	1 55	10 20	7 58	
							Gosport.....D								
							8.3								
1 10	7 47	8 12	3 38		5 45	212.2	Adams.....	97	11 55		6 45	1 42	10 07	7 29	
							0.9								
1 33	7 56	8 22	3 48		5 53	213.1	Ellettsville...D	Sp 17			6 35	1 33 ⁴³	9 58	7 15	
							4.8								
					s 6 03	220.5	Hunters.....	73	11 48						
							2.6								
2 00	8 15	8 45	4 10		6 07	221.5	Bloomington...I.C.	Yard	s 11 43		6 20	1 20	9 45	7 00	
pm	pm	am	am		pm		1.0				am	pm	pm	am	
DAILY EX. SUN.	DAILY	DAILY	DAILY		DAILY		McDOEL.....N	Yard	11 35		DAILY	DAILY	DAILY	DAILY EX. SUN.	
43	73	75	71		5				DAILY		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.

TIME TABLE NO. 8 EFFECTIVE 12:01 AM, SUNDAY, OCTOBER 28, 1956

SOUTHWARD TRAINS						Distance from Chicago	SOUTHERN DIVISION Fifth Sub-Division	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 40	9 30	4 25	.....	6 07	221.5	McDOEL...N	Yard	11 35	.....	5 30	1 05	9 20	2 15
9 10	8 45	9 35	4 30	.....	6 10	E 0.3	Clear Creek .D	13	11 32	.....	5 15	12 55	9 00	1 55
9 17	8 55	9 40	4 35	.....	6 13	E 2.5	Diamond.....	77	11 29	.....	5 10	12 50	8 55	1 45
9 30	9 15	9 51	4 46	.....	6 22	232.8	Harrodsburg... 8.1	80	11 20	.....	4 46	12 39	8 40	1 30
9 45	9 27	10 03	4 58	.....	6 31	240.9	Thornton..... 4.0	89	11 10	.....	4 30	12 27	8 28	1 15
9 56	9 37	10 13	5 10	.....	6 37	245.1	Bedford Junction 0.7	53	11 05	.....	4 22	12 19	8 20	1 00
10 05	9 41	10 18	5 14	.....	s 6 42	245.8	Bedford...D CMST&P 3.4	Y 78	s 11 04	.....	4 18	12 15	8 16	12 55
10 15	9 51	10 28	5 24	.....	6 48	249.2	Sand Pit..... 6.1	73	10 55	.....	4 08	12 05	8 06	12 30
10 48	10 01	10 48	5 34	.....	s 6 56	255.3	Mitchell...D B.&O. 6.2	77	s 10 48	.....	3 58	11 55	7 56	12 20
11 43	10 13	11 15	5 47	.....	s 7 10	261.5	Orleans...D 3.6	Y 160	s 10 38	.....	3 48	11 43	7 46	11 43
12 10	10 19	11 37	5 54	.....	7 15	265.1	Leipsic..... 10.2	80	10 31	.....	3 42	11 37	7 40	10 55
12 35	10 32	11 55	6 07	.....	7 25	275.3	Smedley..... 6.8	93	10 21	.....	3 29	11 24	7 25	10 30
1 10	10 48	12 11	6 23	.....	s 7 33	282.1	Salem...D 1.9	21	s 10 13	.....	3 13	11 08	6 58	10 13
1 20	10 56	12 19	6 31	.....	7 40	284.0	Fogg..... 6.2	76	10 08	.....	3 05	11 00	6 50	9 25
1 30	11 07	12 29	6 42	.....	7 47	290.2	Farrabee..... 3.2	36	10 01	.....	2 56	10 51	6 40	9 10
1 45	11 13	12 34	6 47	.....	7 51	293.4	Pekin..... 6.1	81	9 57	.....	2 51	10 46	6 35	9 00
2 01	11 21	12 43	6 57	.....	7 58	299.5	Borden...D 16.1	96	9 51	.....	2 42	10 37	6 26	8 35
2 30	11 46	1 10	7 22	.....	8 16	315.6	Vernia..... 1.9	103	9 34	.....	2 18	10 12	6 01	8 00
				.....	s 8 26	317.5	New Albany... Sou.-B. & O.-Penn.	Y-Yard	s 9 28	.....				
3 00	12 15	1 30	8 00	.....		319.4	Youngtown...N 4.7	Yard		.....	2 00	9 55	5 45	7 30
					9 00	324.1	LOUISVILLE...N		9 00					
					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.

TIME TABLE NO. 8 EFFECTIVE 12:01 AM, SUNDAY, OCTOBER 28, 1956

SOUTHWARD TRAINS				Distance from Wallace Junction	Southern Division		Car Capacity of Siding	NORTHWARD TRAINS			
SECOND CLASS					I. & L. BRANCH			SECOND CLASS			
					SIXTH SUB-DIVISION						
					STATIONS						
						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. 8 EFFECTIVE 12:01 AM, SUNDAY, OCTOBER 28, 1956

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

SPECIAL STOPS

Passenger stops shown below are for revenue passengers only.

No. 12 will stop on flag at Sheridan daily for passengers for Hammond, Englewood and Chicago.

No. 14 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. 11 will stop daily at Carmel to let off passengers from Hammond, Englewood and Chicago.

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

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

No. 5 will stop at Ladoga for mail, and express daily except Sunday and 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 stop at Sheridan to let off passengers from Chicago, Englewood and Hammond.

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

INTERLOCKING AND CROSSING SIGNALS

The following Crossings are interlocked.

Hammond.....	M. C.—Erie—I.H.B.
Maynard (Remote Control).....	Penna.
G. T. Crossing (Automatic).....	G. T.
Dyer.....	M. C. and E. J. & E.
St. John.....	N. Y. C.
Shelby.....	N. Y. C.
Reynolds (Automatic).....	Penna.
Mich. City (Automatic).....	C. & O. (Round House).
Otis.....	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 (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.
Greencastle (Semi-Automatic).....	N. Y. C.
Limedale.....	Penna.
Gosport Jct. (Automatic).....	Penna.
Bedford (Automatic).....	C. M. St. P. and P.
Mitchell.....	B. & O.
Clay City.....	N. Y. C.
Victoria (Semi-Automatic).....	I. C.

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

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

The following crossing is protected by semaphore blades and lights:

Frankfort.....N. Y. C. & St. L.

The following crossing is not controlled by interlocking plant, gate or target.

Mile Post F48.....Penna.

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

The following crossings are protected by semaphore targets and gates:

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

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

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 Monon.

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

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

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

At Midland—Normal position—gate and derails against Monon. Must be locked and left in that position when not in use by Monon trains or engines. Gate open, track clear for Monon trains. Gate closed, track clear for C. M. St. P. & P. trains. Monon trains or engines must come to stop before using crossing regardless of position of gate and gate not changed against approaching C. M. St. P. & P. trains. C. M. St. P. & P. trains will not stop for this crossing when gate is in normal position.

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

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

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

MAYNARD P.R.R. (Remote Controlled)

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

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

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

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

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

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

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

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

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

WADE C. & O. (Automatic)

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

"Insulated Joint" signs are located 200 feet south of northward home signal and 150 feet north of southward home signal. It will also be necessary that the entire remaining portion of the train proceed thru the interlocking and beyond the "Insulated Joint" sign on the opposite side of the crossing. The return move toward the interlocking can then be made and a proceed indication should be displayed on the home signal when the remaining portion of the train passes the "Insulated Joint" sign.

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

WILDERS ERIE (Semi-Automatic)

If a signal fails to clear and no train is approaching on Erie tracks, a member of the train crew will call the operator at Kouts by using the telephone located in the small concrete building near the crossing. The operator at Kouts may authorize movements to be made over the crossing when the signal fails to clear, such movements being made under flag protection. Trains must proceed through the interlocking and beyond the approach track circuit before making a reverse movement through the interlocking. Trains in an approach track circuit causing the home signal to display a proceed indication must either make a movement through the interlocking or failing to do so, must operate the key switch located in the relay house at the crossing. Instructions for operation of this key switch are also located in the relay house.

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

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

SAN PIERRE N.Y.C. (Automatic)

It will be necessary to clear the dwarf signals by hand for all movements on the side track over the crossing. Trainmen must first observe there is not any train approaching on the New York Central. Buzzer in Monon box indicates New York Central train approaching. To clear the dwarf signals, trainmen will push up the release button labeled "Side Track." When movement is completed, pull button down.

Monon trains doing switching at either end of passing track, north end of station track, or east wye, or when stopped on main track in rear of home signals and not desiring to use crossing, may release crossing for New York Central trains by pushing up release button which is located in box close to each track switch and marked "Release Switch".

If no signal to proceed is displayed and no conflicting train movement is approaching, the smash boards may be cleared, to permit Monon movement by pushing up release button labeled "Main Track" located at the crossing. This should clear the smash boards. When both smash boards have cleared, train or engine will be moved forward within home signal limits and stopped not closer than 50 feet from the crossing. The release button labeled "Main Track" must then be pulled down, the case closed and locked. After waiting within home signal limits for five minutes and no train or engine is approaching on conflicting route, lighted fuses should be placed on each side of Monon tracks at the crossing and movement be made through interlocking at restricted speed.

In case the smash boards do not clear when release switch is used, to clear the smash board by hand, the main track release button must be left pushed up, then a trainman must unlock the case on the pole supporting the smash board and remove the crank from this case, then he must unlock the cap covering the shaft located in the center of the mechanism. Remove the cap and insert the crank. Turn the crank and clear the smash board. Trainman will have to remain standing at the smash board and hold it clear until his train has passed, then use crank and return smash board to the full stop position, close the cap and lock it with switch lock. Replace crank in its case and lock case with switch lock. Above must be done at both smash boards. Movement over crossing will be made as described above.

After both smash boards have been restored to the stop position, the release button in the case at the crossing must be pulled down and the case locked.

MICHIGAN CITY C. & O. (Automatic)

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

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

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

1. Be sure no C. & O. trains are on, or closely approaching the crossing from either direction.
2. Turn the knob of the Monon clockwork time release to the right as far as possible and hold for a second to insure that contact is made. Release knob, allowing the pointer to return to the normal position. Derails should now be closed and the appropriate home signal should display an indication to proceed.
3. Be sure to lock door of shelter house when leaving.

WESTFIELD C.I.

Key operated test switches located on side of relay case at each home signal to be operated by a member of the train crew by inserting switch key in test switch and turning ½ turn in the clockwise direction. This should cause a proceed indication to be displayed. Key must be left in test switch until train has passed signal and then switch key to be removed. After this

has been done and no indication to proceed is displayed, Rule 671 of "Code of Operating Rules" will apply. Operative approach signals are not provided on the Central Indiana Railway and the speed of approaching trains is such that proper flag protection can be provided.

SPECIAL INSTRUCTIONS FOR AUTOMATIC INTERLOCKING

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

SPECIAL INSTRUCTIONS RELATIVE TO DUAL CONTROLLED POWER SWITCH

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

Operate hand throw lever back and forth until switch points are seen to move with the movement of the lever. After train movement over the switch is completed, restore switch to normal position, then move selector lever to position marked "Power" and secure with padlock.

DRAGGING EQUIPMENT SOUTH OF AMES

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

BEDFORD SPRING SWITCH

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

GENERAL INSTRUCTIONS

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

No train will leave its initial terminal, without an order, or clearance, during the hours telegraph office is open at the terminal station.

Trains which should collect pouches from mail cranes will, when running on any other than their regular track, stop to exchange mail.

Between State Line and Chicago tracks of the C. & W. I. R. R. will be used. Time Table and Operating Rules of that company will govern between South Hammond and Chicago.

Between Massachusetts Avenue and Washington Street, Indianapolis, tracks of the N. Y. C. Ry. and N. Y. C. & St. L. Ry. will be used and Time Table and Operating Rules of the N. Y. C. will govern.

Between Washington Street and Union Station, Indianapolis, tracks of the I. U. Ry. will be used and Time Table and Operating Rules of that railway will govern.

Between VI Tower, New Albany and Seventh and Magnolia Streets, Louisville, tracks of the K. & I. T. R. R. will be used; between Seventh and Magnolia Streets and Tenth Street Station, Louisville, tracks of the L. & N. R. R. will be used and Time Table and Operating Rules of the railroads used will govern.

The Indiana Law governing operation of trains over railroad crossings at grade not protected by interlocker, requires that trains shall come to a full stop not closer than 40 feet nor farther than 500 feet from a railroad crossing, before entering upon such crossing. The same law applies to operation over crossings at grade in switch movements.

When an engine is detached from a train or cars are set off, trainmen will set sufficient hand brakes to secure same at all times. Air brakes must not be depended upon to hold detached trains or cars on grades.

Locomotive whistles for highway crossings at grade must begin when engine is opposite the whistling post, one-fourth mile from crossing, and be continued until engine has passed over the crossing.

Standard signal of two long, one short and one long blasts must be given, the last blast to end when engine has passed over the crossing.

Trains moving at slow speed shall repeat the standard whistle code as many times as may be necessary to comply with the requirement.

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

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

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

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

At various locations 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.

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

SPECIAL INSTRUCTIONS—Northern Division

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

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

Head brakeman will protect railroad crossing at Monon in advance of all 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 Monon yard.

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

SPECIAL INSTRUCTIONS—Southern Division

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

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

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

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

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

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

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

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

LIST OF COMPANY SURGEONS

Dr. E. T. Stahl, Chief Surgeon, 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, 30 Douglas St.....	Hammond
Dr. David B. Templin.....	Lowell
Dr. C. E. Johnson.....	Rensselaer
Dr. S. E. McClure.....	Monon
Dr. Herbert S. Johnson, Local Surgeon, 308 North 8th St.....	Lafayette
Dr. H. C. Buhrmester, Asst. Surgeon, 308 North 8th St.....	Lafayette
Dr. James E. Engeler, Dermatologist, 308 North 8th St.....	Lafayette
Dr. Raymond R. Calvert, Eye, Ear, Nose and Throat Surgeon, 314 North 6th St.....	Lafayette
Dr. C. J. Trout, Asst. Eye, Ear, Nose and Throat Surgeon, 314 North 6th St.....	Lafayette
Dr. H. C. Wallace, 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.....	Gospport
Dr. Philip T. Holland, 108 West 7th St.....	Bloomington
Dr. A. E. Newland, Masonic Temple Bldg.....	Bedford
Dr. W. E. Schoolfield.....	Orleans
Dr. I. E. Huckleberry.....	Salem
Dr. William T. Paynter.....	Pekin
Dr. W. H. Garner, 919 E. Spring St.....	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. Eugene Newby.....	Sheridan
Dr. Wm. H. Norman, 908 Hume-Mansur Bldg.....	Indianapolis
Dr. Walter C. Bond.....	Clay City
Dr. W. F. Craft.....	Linton

Employees injured while in the performance of their duties are expected to call upon the company's surgeons for professional attention.

INSPECTORS OF WATCHES

Milt Heegn, 29 East Madison.....	Chicago
C. H. Bern, 5116 Wentworth Ave.....	Chicago
George H. Tucker, 731 West 47th St.....	Chicago
Armstrong Jewelry Co.....	Hammond
Southam Watch Co.....	Indianapolis
Crown Jewelers, 1018 Franklin St.....	Michigan City
Glitzvach Jewelers.....	Monon
Schrader's Watch Repair, 1605 N. 18th St.....	Lafayette
M. S. Newgent.....	Midland
R. K. Osborne.....	Bloomington
McGee Jewelers, 823 15th Street.....	Bedford
Tom Bellows.....	Salem
J. O. Endris & Son.....	New Albany
B. Weinberg, 213 South 5th Street.....	Louisville

REGISTERING STATIONS

Following are registering stations:

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

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

Nos. 5, 6, 11, 12, 14 and 15 will throw off register slips at South Hammond and Monon.

Nos. 48 and 49 will register at Round House.

Main line trains register at Wallace Jct. when instructed to do so by dispatcher.

No. 43 will register at Wallace Jct. when no operator is on duty.

Sixth Sub-Division trains will register at Wallace Junction.

Nos. 5 and 6 will throw off register slip at McDoel.

Seventh Sub-Division trains will register at Orleans.

Trains on C. & W. I. R'y, I. U. R'y, K. & I. T. R'y and L. & N. R'y will register at such points as their rules require.

SYMBOLS

D—Part time office
N—Continuous office
F—Trains stop on signal.
S—Trains stop.

OPERATING DIESEL ENGINES AND PASSENGER CARS OVER SUBMERGED TRACK

Diesel-electric engines shall not be operated, either by towing or using traction motors power, through water having depth over rail greater than shown below.

	Depth of Water	
	New Wheels	Worn Wheels
Diesel locomotives	6 in.	5 in.

Maximum speed of Diesel engines towed or operated through water, three miles per hour.

Passenger cars equipped with roller bearings will not be run through water nine inches or more over rail; lightweight air-conditioned passenger cars, eight inches or more over rail, and heavyweight air-conditioned passenger cars not equipped with roller bearings, one foot or more over rail. When so operated, speed shall not exceed five miles per hour.

DIESEL WATERING FACILITIES ARE LOCATED ADJACENT TO MAIN TRACK AT South Hammond, Monon, Shops, McDoel, Bedford YARD LIMITS

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

STANDARD CLOCKS ARE LOCATED AT THE FOLLOWING POINTS:

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

BULLETIN BOARDS

Bulletin boards are located at the following points:

Dearborn Station Chicago, South Hammond, Monon, Michigan City, Belt Junction, Union Station Indianapolis, Shops, Midland, McDoel, Bedford, Youngtown and Union Station Louisville.

ADVANCE TRAIN ORDER INDICATOR

A yellow light for day and night service installed on block signal pole near various passing tracks, under control of telegraph operator, will be used only under direction of train dispatcher. When this light shows yellow it will indicate to the train approaching this signal that operator has orders advancing its movement and will be their authority to proceed on main track to telegraph office.

The indication displayed by this yellow light will not dispense with the observance of the indication displayed by the automatic block signal.

Location of indicators: Northbound—Borden, Fogg, Cement, Roachdale, Rensselaer, St. John, Dyer and Monticello. Southbound—Shelby, Monon, Linden and Bainbridge.

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

All telegraph offices not listed are open continuously.

*Lowell	8:00 AM to 5:00 PM	†Mich. City	9:00 AM to 6:00 PM
Rensselaer	8:00 AM to 5:00 PM	Haskells	6:00 AM to 10:00 PM
†Chalmers	8:30 AM to 5:30 PM	†Wanatah	7:00 AM to 4:00 PM
†Brookston	8:00 AM to 5:00 PM	†San Pierre	8:00 AM to 5:00 PM
Crawfordsville	8:00 AM to 5:00 PM	†Medaryville	8:00 AM to 5:00 PM
†Ladoga	9:00 AM to 6:00 PM	†Francesville	8:00 AM to 5:00 PM
†Bainbridge	9:00 AM to 6:00 PM	*Monticello	7:30 AM to 4:30 PM
Greencastle	7:00 AM to 10:30 PM	*Delphi	7:30 AM to 4:30 PM
†Wallace Jct.....	9:00 AM to 6:00 PM	†Rossville	7:00 AM to 4:00 PM
†Gosport	8:00 AM to 5:00 PM	*Frankfort	8:30 AM to 5:30 PM
†Ellettsville	7:00 AM to 4:00 PM	†Kirklin	7:00 AM to 4:00 PM
†Clear Creek	8:30 AM to 5:30 PM	*Sheridan	6:45 AM to 3:45 PM
Bedford	6:45 AM to 10:45 PM	†Carmel	8:30 AM to 5:30 PM
Mitchell	9:00 AM to 6:00 PM	Belt Jct.	6:45 AM to 3:45 PM
Orleans.....	{ 8:00 AM to 4:00 PM	†Clay City	9:00 AM to 6:00 PM
	{ 6:30 PM to 2:30 AM	†Midland	8:00 AM to 5:00 PM
Salem	7:00 AM to 11:00 PM	†French Lick	8:00 AM to 5:00 PM
†Borden	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.
Vern C. Golden, Supt. of Motive Power and Equipment, Lafayette, Ind.

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

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

Train Dispatchers

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

Donald L. Malone
Jesse C. Stayton

Bob L. Stull
Vern D. Clary

