



MONON

**SAFETY IS OF THE FIRST IMPORTANCE
IN THE DISCHARGE OF DUTY**

NO. 18

TIME TABLE

NO. 18

EASTERN STANDARD TIME

**EFFECTIVE SUNDAY,
APRIL 27, 1969
AT 2:01 A.M.**

Superseding Time Table No. 17 in Effect April 30, 1967

W. H. VAUGHT—Superintendent—Transportation

**Study the Rules and
Time Table Carefully**

**Note changes in special rules, train numbers,
schedules and speed restrictions**

**For the government and information of OPERATING DEPARTMENT
only. The company reserves the right to vary therefrom as occasion
may require.**

TONNAGE RATING OF LOCOMOTIVES

LOCATION	Diesel Locomotives	
	1500 HP	2000 HP
Northern Division		
So. Hammond to Monon	2100	2500
Monon to Shops	3000	3500
Shops to Monon	2100	2500
Monon to So. Hammond	3600	4200
Monon to Belt Jct.	2000	2400
Belt Jct. to Monon	2000	2400
Michigan City to Alida	2000	2400
Alida to Monon	3800	4200
Monon to Michigan City	3600	4200
Southern Division		
Shops to McDoel	1350	1600
McDoel to Youngtown	1350	1600
Youngtown to Bedford	1350	1600
Bedford to McDoel	2800	3200
McDoel to Bainbridge	1350	1600
Bainbridge to Shops	3500	4400
Wallace Jct. to Midland	1950	2300
Midland to Wallace Jct.	1950	2300
Orleans to French Lick	1350	1600
French Lick to Orleans	1350	1600

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 Train Dispatcher.

The rating for multiple unit diesels will be obtained by adding together the rating for the individual units in the combination. For pusher rating out of McDoel add 1000 tons PER TRAIN when pusher is used except that 1500 HP single unit trains will be held to 1950 tons between Gosport and Wallace Jct. when pushed.

Note: Train Dispatchers will authorize reduction in tonnage due to weather conditions.

WEIGHT OF STEAM DERRICKS AND OUTFITS

80001, 535 tons; 80003, 565 tons.

TELEPHONE NUMBERS TO CALL IN CASE OF EMERGENCY

Hammond, South Hammond yard office	932-0365
Indianapolis, Belt Jct. yard office	923-5355
Lafayette, Train Dispatchers office	742-7333
Bloomington, McDoel yard office	336-3396
Louisville, K & I PBX Board, Youngtown	772-3621
except Saturday, Sunday, holidays and after 4:00 p.m., call	
778-1481 Dispatcher	
778-3470 Roundhouse	
778-2432 General Yardmaster	

SPRING SWITCHES

Special Instructions for Spring Switch Signal

A dwarf signal displaying indications in accordance with Rule 290 Figure 8 or 292, Figure 12, of the Rules of the Operating Department located at the clearance point of a spring switch does not provide any block indications. When displaying a yellow indication train movement is permitted to the main track at restricted speed to the first signal providing block information. When displaying a stop indication the movement will be governed by Rule 513A, second paragraph and Rule 509, Paragraphs 1 and 2.

Location of spring switches as follows:

South Hammond	South end No. 1 track
Dyer	South end No. 1 track
Lowell	Both ends passing track
Rose Lawn	Both ends passing track
Surrey	Both ends passing track
Rensselaer	Both ends passing track
Pleasant Ridge	North end passing track
Monon	North end west passing track
	South end Mary Ann track
Reynolds	Both ends passing track
Brookston	North end passing track
Ash Grove	North end passing track
Shops	Main track to new yard north of Heath St.
Lafayette	Northbound main at Salem St.
Lafayette Jct.	North end Wabash delivery track
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	Both ends of 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 passing track
Smedley	South end passing track
Fogg	Both ends passing track
Vernia	North end passing track

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.

SOUTHWARD TRAINS			Telegraph Calls	Northern Division FIRST SUB-DIVISION	
Second Class		Railroad Crossings		STATIONS	
71	57		HF		CHICAGO N 19.8 State Line
DAILY	DAILY				0.9 Hammond 2.5
			DX		South Hammond D 2.3
				PC	Maynard 0.3
					G. T. Crossing 3.2
			DY	M.C. } E.J.&E. }	Dyer N 4.5
9 00 ^{pm}				PC	St. John 11.3
9 12			OW		Lowell D 7.8
				PC	Shelby 3.9
					Rose Lawn 11.6
9 37			RA		Surrey 4.9
					Rensselaer D 4.0
					Pleasant Ridge 11.4
9 53			RN	Mon.	MONON N
10 10			ON		MONON 7.4
				PC	Reynolds 6.3
					Chalmers D 4.1
10 50	1 01 ^{am}		BS		Brookston D 4.0
10 59	1 15				Ash Grove 7.7
11 07	1 25				SHOPS N
11 13	1 32		SK		
11 19	1 40				
11 35 ^{pm}	2 00 ^{am}				
DAILY	DAILY				
71	57				

Between Chicago and South Hammond trains and engines move over tracks of CWIRR Co. and their time table and rules govern.

Northern Division FIRST SUB-DIVISION		NORTHWARD TRAINS	
Distance from Chicago	Car Capacity of Siding	Second Class	
		70	56
		DAILY	DAILY
19.8			
20.7	69		
23.2	Yard	6 15 ^{am}	
25.5			
25.8			
29.0	59	5 25	
33.5			
44.8	71	4 58	
52.6			
56.5	105	4 41	
68.1	121	4 25	
73.0	90	4 17	
77.0	89	4 10	
88.4	Yard	3 55	
88.4		3 30	5 20 ^{am}
95.8	78	3 15	5 05
102.1	30	3 05	4 50
106.2	120	2 58	4 40
110.2	81	2 50	4 30
117.9	Yard	2 30 ^{am}	4 00 ^{am}
		DAILY	DAILY
		70	56

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		Telegraph Calls	Southern Division		
Second Class			Railroad Cross- ings	STATIONS	
71	73				
DAILY	DAILY				
12 01 ^{am}	8 35 ^{am}	SK		SHOPS 2.1 Lafayette 1.5 Lafayette Jct. 5.0	N
12 15	8 50		PC N&W(W) N&W(K) }		
12 25	9 00			Taylor 6.4	
12 33	9 08			Romney 4.1	
12 40 ⁷⁰	9 35	FA	N&W(K)	Linden 7.0	N
12 50	9 45			Manchester 3.3	
12 57	9 51	C		Crawfordsville 1.1	D
1 01	9 55	CF	PC-P&E	Ames 5.5	N
1 08	10 02			Whitesville 8.3	
1 20	10 15	RD	B.&O.	Roachdale 6.5	D
1 30	10 40	BI		Bainbridge 9.1	D
1 46	10 56	G		Greencastle 2.2	D
1 54	11 04	JA	PC	Limedale 0.6	N
1 56	11 06			Cement 8.6	
2 08	11 20			Cloverdale 4.8	
2 14	11 26			Wallace Junction 9.1	
			PC	Gosport Junction 0.8	
2 30	10 42 11 42	GS		Gosport 8.3	D
2 42	11 55			Adams 0.9	
		Z		Ellettsville 4.8	D
2 51	12 04			Hunters 3.6	
3 05	12 20 ⁷²	BN		McDOEL	N
^{am}	^{pm}				
DAILY	DAILY				
71	73				

Automatic Block Signal Rules in effect between Shops and McDoel, except that portion of main track between Salem Street and Romig Street, Lafayette.

Southern Division FOURTH SUB-DIVISION		NORTHWARD TRAINS	
Distance from Chicago	Car Capacit- of Siding	Second Class	
		72	70
		DAILY	DAILY
117.9	Yard	4 00 ^{pm}	1 20 ^{am}
120.0			
121.5	120	3 35	1 05
126.5	94	3 25	12 55
132.9	61	3 16	12 46 ⁷¹
137.0	150	3 10	12 40
144.0	69	2 57	12 18
147.3	49	2 50	12 10
148.4	118	2 45	12 05
153.9	61	2 35	11 55
162.2	85	2 25	11 45
168.7	Y 92	2 14	11 35
177.8	133	1 54	11 13
180.0	45	1 44	11 03
180.6	64	1 42	11 01
189.2	41	1 28	10 46
194.0	Y 97	1 22	10 25
203.1	13		
203.9	73	12 57	10 05
212.2	150	12 44	9 52
213.1	Sp 17		
217.9	72	12 35 ⁷³	9 43
221.5	Yard	12 20 ^{pm}	9 30 ^{pm}
		DAILY	DAILY
		72	70

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		Telegraph Calls	Southern Division FIFTH SUB-DIVISION	
Second Class			Railroad Cross- ings	STATIONS
73	71			
DAILY	DAILY			
12 50 ^{pm}	3 20 ^{am}	BN		McDOEL 3.2
12 55	3 25	CK		Clear Creek 2.2
1 07	3 30			Diamond 7.3
1 20	3 41			Harrodsburg 8.1
1 32	3 53			Thornton 4.7
1 50	4 05	FD	CMSI&P	Bedford 3.4
2 00	4 15			Sand Pit 6.1
2 10	4 25	KI	B.&O.	Mitchell 6.2
2 20	4 35	NS		Orleans 13.8
2 40	4 55			Smedley 6.8
2 53	5 08	SA		Salem 1.9
2 58	5 13			Fogg 9.4
3 15	5 30			Pekin 6.1
3 27	5 41			Borden 16.1
4 00	6 10			Vernia 1.9
		VI	Sou. B.&O. PC }	New Albany 1.9
4 30 ^{pm}	6 30 ^{am}	YD		Youngtown 4.7
				LOUISVILLE
DAILY	DAILY			
73	71			

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 248.5 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.

Time shown at New Albany and Youngstown is for information only and does not confer any timetable authority.

Between Vernia and Louisville Trains and Engines move over tracks of K & IT RR and L & N RR and their timetables and rules govern.

Southern Division				NORTHWARD TRAINS			
FIFTH SUB-DIVISION				Second Class			
STATIONS		Distance from Chicago	Car Capacity of Siding	72		70	
				DAILY	DAILY	DAILY	DAILY
McDOEL	N	221.5	Yard	12 05 ^{pm}	9 05 ^{pm}		
Clear Creek	D	E0.3	13	11 56	8 55		
Diamond		E2.5	77	11 52	8 49		
Harrodsburg		232.8	80	11 42	8 38		
Thornton		240.9	89	11 30	8 27		
Bedford	D	245.8	Y 78	11 20	8 17		
Sand Pit		249.2	73	11 07	8 07		
Mitchell	D	255.3	77	10 58	7 58		
Orleans	D	261.5	Y 160	10 48	7 48		
Smedley		275.3	93	10 29	7 28		
Salem	D	282.1	21	10 17	7 16		
Fogg		284.0	180	10 07	7 08		
Pekin		293.4	81	9 52	6 53		
Borden		299.5	82	9 42	6 42		
Vernia		315.6	148	9 17	6 16		
New Albany	N	317.5	Y. Yard				
Youngtown		319.4	Yard	9 00 ^{am}	6 00 ^{pm}		
LOUISVILLE		324.1	Yard				
				DAILY	DAILY		
				72	70		

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.

South-ward Trains	NORTHERN DIVISION						North-ward Trains
	MICHIGAN CITY BRANCH THIRD SUB-DIVISION						
	SECOND CLASS	Railroad Crossings	Telegraph Calls	STATIONS	Distance from Monon	Car Capacity of Siding	
57	56						
DAILY							DAILY
	N&W(K) CSS&SB MC	MN	MICHIGAN CITY D	59.6	Yard		
10 00 ^{pm}	C.&O.		1.9 Round House	57.7	Yard		9 30 ^{am}
10 20	PC		6.6 Otis	51.1			9 10
10 30	N&W(W)		4.0 Westville	47.1	12		8 55
10 35	B.&O.		2.1 Alida	45.0	7		8 45
11 00	G.T.	AK	1.9 Haskells D	43.1	35		8 00
11 10	PC	W	3.7 Wanatah D	39.4	9		7 40
11 15	N&W(K)		1.7 South Wanatah	37.7	25		7 35
			5.2				
11 30	C.&O.		Wade	32.5			7 23
11 33	PC		0.9 LaCrosse	31.6			7 20
11 43	Erie		3.5 Wilders	28.1	18		7 10
11 55	PC		4.8 San Pierre	23.3	38		6 55
			8.1				
12 10		NY	Medaryville D	15.2	44		6 35
12 20		F	6.6 Francesville D	8.6	38		6 20
12 45 ^{am}	Mon.	RN	8.6 MONON N		Y-Yard		6 00 ^{am}
DAILY							DAILY
57							56

Trains from the Third Sub-division must be stopped at Monon before engine fouls main line track at junction.

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

No. 57 is superior to No. 56 Roundhouse to Monon.

South-ward Trains	Northern Division						North-ward Trains
	SECOND SUB-DIVISION						
	SECOND CLASS	Railroad Crossings	Telegraph Calls	STATIONS	Distance from Chicago	Car Capacity of Siding	
91	90						
DAILY							DAILY
3 30 ^{am}	Mon.	RN	MONON 10.2	N	88.4	Y- Yard	1 01 ^{am}
	PC	MO	Monticello 11.8	D	98.6	50	
4 10			North Delphi 0.6		110.4	32	12 08
	N&W(W)	DE	Delphi	D	111.0	Sp 21	
			14.6				
		RO	Rossville 10.4	D	125.6	45	
5 15	N&W(K) PC	FN	Frankfort 10.9	D	136.0	46	11 20
			Kirklin 8.5		146.9	31	
5 50		NE	Sheridan 8.0	D	155.4	39	10 52
	C.I.		Westfield 4.4		163.4	42	
		CM	Carmel 4.6	D	167.8	36	
6 20			Nora 5.7		172.4	33	10 23
			Fair Grounds 2.3		178.1	25	
7 00 ^{am}		N	Belt Junction 1.3	D	180.4	Yard	10 00 ^{pm}
			Mass. Avenue 1.8		181.7		
			INDIANAPOLIS		183.5		
DAILY							DAILY
91							90

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.

TIME TABLE NO. 18 EFFECTIVE 2:01 A.M. SUNDAY, APRIL 27, 1969

South-ward Trains	Railroad Crossings	Car Capacity	Telegraph Calls	Southern Division I. & L. BRANCH SIXTH SUB-DIVISION	Distance from Wallace Junction	North-ward Trains
				STATIONS		
				WALLACE JCT. 19.1		
		48		Patrickburg 8.6	19.1	
	PC	60	SY	Clay City 14.3	D 27.7	
	C.M.St. P.&P.	Yard	NA	Midland 1.1	D 42.0	
				Vicksburg	43.1	

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

TIME TABLE NO. 18 EFFECTIVE 2:01 A.M. SUNDAY, APRIL 27, 1969

South-ward Trains	Railroad Crossings	Telegraph Calls	Southern Division FRENCH LICK BRANCH SEVENTH SUB-DIVISION	Distance from Orleans	North-ward Trains
			STATIONS		
			ORLEANS 7.6		
		NS	Paoli 9.0	7.6	
			West Baden 1.1	16.6	
	Sou.		FRENCH LICK	17.7	

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

SPEED RESTRICTIONS

Location	Miles per hour
NORTHERN DIVISION	
(State Line—Shops Yards) Maximum Authorized Speed	50
Between home signals Hohman Street Interlocker Hammond	20
Between Hohman Street and Douglas Street, Hammond (ordinance)	25
Between Douglas Street and 165th Street, Hammond (ordinance)	40
Bridge 23.7	40
Curve at MP 29.2 MC and E J & E crossings, Dyer	45
Curve at St. John	45
Curve at Rensselaer	40
State Highway No. 421, Monon	15
Louisville Div'n Wye, Monon (entire train)	15
Brookston, City limits	40
Battle Ground (city limits) southbound	40
(Monon-Indianapolis) Maximum Authorized speed except as noted below	40
City Limits, Monticello (ordinance)	15
Tippecanoe River Bridge B99.6	30
Curve between MP B109.3 and MP B109.6 for southward trains	30
Delphi, City Limits	30
City limits, Frankfort (ordinance)	35
City limits, Sheridan (ordinance)	35
City limits, Indianapolis (ordinance)	30
Between 21st Street & Mass. Ave., Indianapolis	20
(Monon—Michigan City)—Maximum authorized speed except as noted below	35
Dunes Highway south of Michigan City	10
Within interlocking limits at South Shore Crossing, Michigan City PM Crossing, Michigan City, Otis, Alida, Haskells, Wanatah, PC Crossing, Lacrosse & Wilders	20
Steam Derrick 80001	
Straight track main track	30
Curves on main track	20
Steam Derrick 80003 (1st & 3rd Sub. Div.)	
Straight track main track	30
Curves on main track	20

SOUTHERN DIVISION

(Shops Yards — Youngtown) Maximum Authorized Speed	50
Shops Yard Office—Salem Street	15
Salem Street—Romig Street, Lafayette	10
Romig Street—Lafayette Junction	20
Curve at MP 122.6	30
Curves between MP 123.3 and MP 126.4	40
Curves between MP 145.2 and MP 147.0	35
Crawfordsville Depot—Block Signal 147.7	20
Curve at MP 148.1	35

SPEED RESTRICTIONS

Location	Miles per hour
SOUTHERN DIVISION (Continued)	
City Limits, Ladoga	45
Roachdale (Ordinance)	40
City Limits, Greencastle (ordinance)	25
Curve at MP 179.8	40
Curves between MP 182.7 and MP 185.5	45
City Limits, Cloverdale (ordinance)	30
Curves between MP 197.9 and MP 202.8	45
Curves between MP 202.8 and MP 212.8	40
Curves at Ellettsville (MP 213)	35
Curves between MP 216.7 and MP 219.3	45
City Limits, Bloomington (ordinance)	25
Curves between MP 221.5 and MP 222.9	35
Curves between MP 222.9 and MP E-6.5	45
Curves between MP E-6.5 and MP 243.0	40
Curves between MP 243.0 and MP 246.0	35
Bedford Public Square (ordinance)	8
Curves between MP 246.2 and MP 253.1	40
City Limits, Mitchell (ordinance)	25
Curve at MP 256.9	45
Curves between MP 260.5 and MP 261.9	30
Orleans (Ordinance)	30
Curves between MP 277.5 and MP 280.3	45
Curves between MP 281.1 and MP 283.1	35
Main Street, Salem	20
Curves between MP 286.3 and MP 288.1	45
Curves between MP 288.1 and MP 292.5	40
Curves between MP 293.9 and MP 295.4	45
Curves between MP 296.2 and MP 298.7	40
City Limits, Borden (ordinance)	40
Reverse curve at MP 306.8	40
Curves between MP 307.0 and MP 310.5	45
City Limits and curves, New Albany	10
Wallace Junction—Midland	
Wallace Junction and MP F18	25
MP F18 and Midland	35
Penn Central Crossing, Clay City	10
Orleans—French Lick	
Between Orleans and MP D10.0	35
Between MP D10.0 and MP D17	20
Curves between MP D13 and MP D15	10
Steam Derrick 80001	
Straight track main track	30
Curves main track	20
Steam Derrick 80003	
Straight track main track	30
Curves main track	20

Trains handling loaded tri-level cars of automobiles will not exceed a speed of 10 MPH through Fourth St. Overpass Lafayette, through all overhead structures between Crawfordsville and Ames and through PC Overpass at Greencastle.

HOURS OF SERVICE OF TRAIN ORDER OFFICES

Station	Week-days	Saturdays	S'nd'ys & Ho'id'ys
So. Hammond	800am to 500pm	Closed	Closed
Dyer	Continuous	Continuous	Continuous
*Lowell	900am to 600pm	Closed	Closed
*Rensselaer	800am to 500pm	Closed	Closed
Monon	Continuous	Continuous	Continuous
Chalmers	800am to 500pm	Closed	Closed
Brookston	700am to 400pm	Closed	Closed
Shops	Continuous	Continuous	Continuous
Linden	Continuous	Continuous	Continuous
Crawf'dsville	700am to 400pm	700am to 400pm	Closed
Ames	Continuous	Continuous	Continuous
Roachdale	600am to 300pm	Closed	Closed
Bainbridge	900am to 600pm	Closed	Closed (Note)
Greencastle	800am to 500pm	Closed	Closed
Limedale	Continuous	Continuous	Continuous
Gosport	900am to 600pm	Closed	Closed
Ellettsville	700am to 400pm	Closed	Closed
McDoel	Continuous	Continuous	Continuous
Clear Creek	700am to 400pm	Closed	Closed
Bedford	800am to 500pm	Closed	Closed
Mitchell	900am to 600pm	Closed	Closed
Orleans	800am to 500pm	Closed	Closed
Salem	800am to 500pm	830am to 1030am	Closed
New Albany	Continuous	Continuous	Continuous
*Michig'n City	900am to 600pm	900am to 600pm	Closed
Haskells	700am to 300pm	700am to 300pm	700am to 300pm
	700pm to 300am	700pm to 300am	700pm to 300am
*Wanatah	700am to 400pm	Closed	Closed
Medaryville	700am to 400pm	Closed	Closed
Francisville	830am to 530pm	Closed	Closed
Monticello	700am to 400pm	Closed	Closed
Delphi	700am to 400pm	Closed	Closed
Rossville	700am to 400pm	Closed	Closed
Frankfort	800am to 500pm	Closed	Closed
Sheridan	800am to 500pm	Closed	Closed
Carmel	600am to 300pm	Closed	Closed
Belt Jct.	300pm to 1200MN	830pm to 1030pm	830pm to 1030pm
Clay City	800am to 500pm	Closed	Closed
Midland	700am to 400pm	Closed	Closed

NOTE: Bainbridge open July 1st through July 31st and September 16th through December 15th only.

*The hours of these stations will be one hour later from the last Sunday in October until the last Sunday in April.

STATION NUMBERS

Chicago	0	McDoel	222
Hammond	21	Clear Creek	224
South Hammond	23	Bedford	247
Dyer	29	Mitchell	257
St. John	34	Orleans	262
Cedar Lake	40	Campbellsburg	273
Lowell	45	Salem	284
Shelby	52	Pekin	295
Thayer	54	Borden	300
Rose Lawn	57	New Albany	318
Fair Oaks	62	Youngtown Yard	321
Parr	66	Louisville	325
Rensselaer	73		
Pleasant Ridge	77		
Monon	88		
Reynolds	96		
Smithson	98		
Chalmers	102		
Brookston	106		
Ash Grove	110		
Battle Ground	113		
Shops	118		
Lafayette	120		
Lafayette Jct.	121		
Taylor	127		
South Raub	130		
Romney	133		
Linden	137		
Cherry Grove	141		
Crawfordsville	147		
Ames	148		
Whitesville	154		
Ladoga	158		
Roachdale	162		
Bainbridge	169		
Greencastle	178		
Limedale	180		
Cement	181		
Cloverdale	189		
Wallace Jct.	194		
Gosport Jct.	203		
Gosport	204		
Stinesville	208		
Adams	212		
Ellettsville	213		
Hunters	218		
Bloomington	221		

Wallace Jct. to Midland

Hoffmans	F16
Clay City	F28
Martz	F29
Midland	F42

Orleans to French Lick

Paoli	D8
West Baden	D17
French Lick	D18

(Midland Yard limit includes Howesville, Tamplin and Maumee Shops.)

REGISTERING STATIONS

Following are registering stations:

South Hammond	Michigan City
Dyer	Shops
Monon	Midland
Belt Junction	McDoel

Sixth Sub-Division trains will register at Wallace Junction.

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.

Dyer is a register station for all trains. Conductors will register by ticket and operator will enter the information on the train register.

Northward freight trains will register loads, empties and tonnage they will have into South Hammond.

Southward freight trains will register loads, empties and tonnage they have out of South Hammond.

SYMBOLS

D—Part time office.
N—Continuous office.

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	4 in.	3 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
Wallace Jct. (6th Sub-Div.)	

**STANDARD CLOCKS ARE LOCATED AT THE
FOLLOWING POINTS:**

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

BULLETIN BOARDS

Bulletin boards are located at the following points:

Dearborn Station Chicago	Shops
South Hammond	Midland
Monon	McDoel
Michigan City	Bedford
Belt Junction	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	Southbound
Fogg	Linden
Cement	Bainbridge
Roachdale	
Rensselaer	
Dyer	

INTERLOCKING AND CROSSING SIGNALS

The following Crossings are interlocked.

Hammond	M. C.—Erie—I.H.B.
Maynard (Remote Control)	P. C.
G. T. Crossing (Automatic)	G. T.
Dyer	M. C. and E. J. & E.
St. John (Automatic)	P. C.
Shelby (Automatic)	P. C.
Reynolds (Automatic)	P. C.
Michigan City (Automatic)	C. & O. (Round House).
Michigan City (Semi-automatic)	M. C. (Wabash Ave.)
Michigan City (Remote Control)	C. S. S. & S. B. (10th St.)
Otis (Automatic)	P. C.
Alida (Automatic)	B. & O.
Haskells	G. T.
Wanatah	P. C.
South Wanatah (Automatic)	N & W (K)
Wade (Automatic)	C. & O.
LaCrosse	P. C.
Wilders (Semi-automatic)	Erie-Lackawana
San Pierre (Automatic)	P. C.
Monticello (Automatic)	P. C.
Delphi (Remote Control)	N & W (W)
Westfield	C. I.
Lafayette Jct.	P. C. & N & W (K)
Linden	N & W (K)
Ames	P. C. & P. & E.
Roachdale (Automatic)	B. & O.
Limedale	P. C.
Gosport Jct. (Automatic)	P. C.
Bedford (Automatic)	C. M. St. P. and P.
Mitchell	R. & O.
Clay City	P. C.

The following crossing is protected by color light signals—push button operated:

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

Monon	Monon
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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 crossing is protected by semaphore targets and gates:

Midland	C. M. St. P. & P.
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At night two red lights will be used on semaphore targets, and one red light on gate to indicate position.

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. CM. St. P. & P. trains will not stop for this crossing when gate is in normal position.

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

MAYNARD P.C. (Remotely Controlled)

This interlocking is remotely controlled from Hartsdale tower approximately 3½ miles 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.C. (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 Instruction for Automatic Interlocking."

ST. JOHN P.C. (Automatic)

Press push button on home signal and hold for one second. If no indication to proceed is displayed after operation of this button, and no train or engine is approaching on the P.C., it will be necessary to operate emergency release located in box marked "Monon" at the crossing. Box must be locked after use.

To operate the emergency release, press push button marked "Monon Emergency Release" and hold for five seconds, or until lamp is lighted. If lamp is lighted, the P.C. home signals are displaying stop and Monon home signal should indicate proceed. If Monon home signal does not clear and lamp remains lighted, movement may be made thru the interlocking without further delay on hand signals providing there are no P.C. trains approaching the crossing.

If lamp does not light after pressing button it will signify that time release is running. This release requires three (3) minutes and forty (40) seconds to operate. After expiration of this time lamp will be lighted and Monon home signal should indicate proceed. If no indication to proceed is displayed after expiration of this time interval and no P.C. train is approaching, train movement through the interlocking will be governed by "special instructions for interlocking". Box must be locked after each use.

SHELBY P.C. (Automatic)

If signal does not display a proceed indication, operate push button located on relay case door on the respective home signal. If no indication to proceed is displayed after operation of this push button and no train or engine is approaching on a conflicting route, it will be necessary to operate the emergency release push button located on the east side of the relay house at the crossing identified as "Monon."

To operate the emergency release push button it will be necessary to press and hold for six seconds or until light in this switch box is lighted. This release requires three minutes to operate. After expiration of time, the light will go out. If no indication to proceed is displayed after expiration of this time, and no train or engine is approaching on a conflicting route train movement through the interlocking will be governed by special instruction for automatic interlocking as shown in the time table.

All release switches are locked with switch padlocks and box must be locked after use.

REYNOLDS & MONTICELLO P.C. (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."

ROACHDALE B & O (Automatic)

Press push button on home signal and hold for one second. If no indication to proceed is displayed after operation of this button, and no train or engine is approaching on the B&O, it will be necessary to operate emergency release located in box marked "Monon" at the crossing. Box must be locked after use.

To operate the emergency release, push button in box marked "Monon" at the crossing and hold for five seconds, or until lamp is lighted. If lamp is lighted, the B&O home signals are displaying stop and Monon home signal should indicate proceed. If Monon home signal does not clear and lamp remains lighted, movement may be made thru the interlocking without further delay on hand signals, providing there are no B&O trains approaching the crossing.

If lamp does not light after pressing button, it will signify that time release is running. This release requires two (2) minutes to operate. After expiration of this time interval lamp will be lighted and Monon home signal should indicate proceed. If no indication to proceed is displayed after expiration of this time interval and no B&O train is approaching, train movement through the interlocking will be governed by "special instructions for automatic interlocking". Box must be locked after use.

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. & 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-LACKAWANA (Semi-Automatic)

If a signal fails to clear and no train is approaching on E-L 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 E-L 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 P.C. (Automatic)

It will be necessary to clear the dwarf signals manually for all movements on the side track over the crossing. Trainmen must

first observe there is no train approaching on the P.C. To clear the dwarf signals, trainman will press push button for passing track, located in "Monon" box at the crossing, and hold for one second. After pressing this push button, if no indication to proceed is displayed after three minutes, and no train or engine is approaching on a conflicting route, train movement through the interlocking will be governed by "Special Instruction for Automatic Interlocking."

If signal for main track movement does not display a proceed indication, operate push button located on a post at the respective home signal. If no indication to proceed is displayed after operation of this push button, and no train or engine is approaching on a conflicting route, it will be necessary to operate the "Monon" emergency release button located on a post at the crossing.

To operate the emergency release push button, it will be necessary to press and hold for one second. The release requires three minutes to operate and after this time, indicator in box should be lighted. If no indication to proceed is displayed after the expiration of release time and no train or engine is approaching on a conflicting route, train movement through the interlocking will be governed by "Special Instructions for Automatic Interlocking."

Emergency box must be locked after use.

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 P.C. trains by pushing up release button which is located in box close to each track switch marked "Release Switch." When ready to proceed, the release switch must be returned to normal and locked.

SOUTH WANATAH N & W (K) (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 approximately 250 feet south of the northward home signal and 200 feet north of the southward home signal. It will also be necessary that the entire remaining portion of the train proceed through 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, after complying with the above instructions, the appropriate home signal does not display a proceed indication, a member of the train crew should contact the N & W (K) dispatcher (using the telephone at the crossing) to obtain his permission to operate the emergency release in the housing at the crossing marked "Monon Release."

To operate emergency release, press and hold push button for one second. This release requires 5 minutes, 15 seconds to complete its operation and after this time has elapsed the appropriate home signal should display a proceed indication. If, after emergency release has been operated and no indication to proceed is displayed, train will proceed through the interlocking in accordance with "Special Instructions for Automatic Interlocking."

ALIDA B. & O. (Automatic)

If signal does not display a proceed indication, operate push button in box on respective home signal. If no indication to proceed is displayed after operation of this push button, and no train or

engine is approaching on a conflicting route, it will be necessary to operate the emergency push button, on west side of relay house at the crossing, identified as "Monon."

Light burning in emergency release box indicates a stop signal for the B. & O. Railroad. If no train or engine is approaching on a conflicting route, press button and hold for one second. This emergency release requires five minutes and twenty-five seconds to operate. If no proceed indication is displayed after the expiration of time release, and no train or engine is approaching on a conflicting route, train movement through the interlocking will be governed by "Special Instruction for Automatic Interlocking".

Emergency box must be locked after use.

OTIC P.C. (Automatic)

If signal does not display a proceed indication, operate push button located on a post at the respective home signal. If no indication to proceed is displayed after operation of this push button, and no train or engine is approaching on a conflicting route, it will be necessary to operate the "Monon" emergency release button located on a post at the crossing.

To operate the emergency release push button it will be necessary to press and hold for one second. The release requires three minutes and thirty seconds to operate and after this time indicator in box should be lighted. If no indication to proceed is displayed after the expiration of release time, and no train or engine is approaching on a conflicting route, train movement through the interlocking will be governed by "Special Instructions for Automatic Interlocking."

Emergency box must be locked after use.

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.

MICHIGAN CITY C. S. S. & S. B. (Remote Controlled)

This interlocking is remotely controlled by MC Drawbridge operator. Occupancy of track circuit extending approximately 250 ft. in approach of dwarf signals will cause an indication to be sent to Drawbridge operator. If no train is closely approaching on C. S. S. & S. B. R.R., operator will clear dwarf signal for Monon movement. When signal displays a proceed aspect, stop will no longer be required before proceeding over this crossing.

When making southward movement through cross-over to Pullman track north of crossing it will be necessary to enter cross-over before indication will be sent to Drawbridge operator notifying him that movement over crossing will be made on Pullman track. Signal for Pullman track must display proceed indication before a movement can be made over crossing.

If, after occupying an approach circuit, signal should fail to indicate proceed and no C. S. S. & S. B. movement can be observed, a member of the train crew must use phone located in the south west quadrant of the crossing, securing authority from the Drawbridge operator to proceed through the interlocking.

MICHIGAN CITY M. C. (Semi-Automatic)

Push button for clearing Monon southward home signal is located in a box marked "Monon" located on a post adjacent to the signal. Push button for clearing northward home signal is located in a box marked "Monon" adjacent to the signal. A lamp is provided in each of these boxes in addition to the push button. The following instructions, will apply.

Lamp is lit when no Penn Central train is closely approaching.

When lamp is lit, push the button marked "Clear" and signal should display proceed indication for movement over crossing.

After signal displays proceed indication, if movement over diamond cannot be made without undue delay, push button marked "Stop". Signal should then display stop indication.

If lamp is not lit or if signal does not display proceed indication after button marked "Clear" has been pushed, lock box and insure that no Penn Central Trains are closely approaching by contacting the Drawbridge Operator from telephone located at the crossing diamond.

If no Penn Central Train is closely approaching, unlock box marked "Monon Emergency Release" located at crossing diamond and open emergency switch. After four (4) minutes, indicator lamp should light and movement may then be made over crossing. After engine or leading car has reached crossing, close switch.

After switch has been opened, if indicator lamp does not light after four (4) minutes, lighted fusees should be placed on each side of Monon track at the crossing and movements over crossing made on hand signal from trainman at crossing. Switch is to be left open until entire train has passed thru the interlocking, after which it must be closed and the fusee extinguished.

The above instructions will apply in the event of failure of the telephone but every effort should be made to contact the drawbridge operator.

DELPHI N & W (W) (Remote Controlled)

Trains ready to proceed and standing on track circuit adjacent to and facing the home signal, in either direction, if no proceed indication is displayed, a member of the crew will press and hold

for one second a push button switch located on relay case on the home signal.

N & W (W) railroad dispatcher's telephones are provided at each end of the interchange track and at the power switches within the interlocking limits. After complying with the above instructions and no indication to proceed is displayed, it will be necessary for a member of the crew to communicate with the control operator at Peru and the movement will be governed accordingly.

If conditions permit, the control operator will issue verbal authority to proceed under the following conditions: Trainman must examine both power switches to determine that they are lined for the desired route and that indicator under glass cover on end of power switch machine, displays the word "Locked". If locked, the engineman may be signaled by trainman at the power switch to move ahead and stop within interlocking limits but before fouling a conflicting route. After waiting five minutes within interlocking limits, if switch is still properly lined and locked and there is no train approaching on a conflicting route, train may proceed but must not exceed five miles per hour until engine or lead car has completed the route through the interlocking.

If either switch is not in the desired position, trainman will operate the dual control switch machine in accordance with the rules and special instructions posted in the telephone booth at the power switches.

FRANKFORT P.C.

A push button is located on the front of northward dwarf signal mast and on the north end of relay case located in the northwest quadrant of the crossing.

To make train movement over crossing, a member of train crew, after ascertaining that there are no Penn Central trains closely approaching the crossing, will depress push button and hold for one second. Operation of either push button will cause Penn Central signals to go to stop position and will simultaneously start flashing light signals for Clinton Street operating. At the expiration of twenty (20) seconds Monon dwarf signals will clear and movement may then be made. After train has cleared opposing dwarf signal, flashers will stop and Penn Central signals will once more indicate proceed.

Under no circumstances are buttons to be pushed except for immediate Monon train movement. Once push button is operated to permit movement past either signal, train must occupy track circuit on opposite side of Penn Central tracks before making a reverse train movement. Failure to comply with this requirement will result in continuous operation of Clinton Street flashers.

If signals should fail to clear after pushing button, opposite button should be operated. If signals still fail to clear after operating both buttons, and no Penn Central Railroad movement is closely approaching crossing, the train or engine should be moved forward within home signal limits and stopped clear of crossing, protecting Clinton Street vehicular traffic until flashers start operating. After waiting within home signal limits for one minute and no Penn Central Railroad movement is closely approaching, lighted fusees should be placed on each side of Monon track at the crossing. Movement may then be made. These signals will not convey any information concerning the condition of the block nor will they indicate the presence of train on Penn Central Railroad.

Flashing light signals for Clinton Street will not operate for movements on transfer track. For such movements highway traffic must be protected by a member of train crew.

FRANKFORT N&W(K)

Color light signals will govern movements over the N&W Railroad crossing only and will not convey any information of the block nor will they indicate the presence of a train on the N&W Railroad.

Monon push buttons are located on the Monon signal mast and on the north end of the Relay case located in the northwest quadrant of the crossing. To make train movement over crossing, train must occupy track circuit which extends from Morrison Street to "insulated joint" sign approximately 185 feet south of the south N&W crossing frog. A member of the train crew, after ascertaining there are no N&W trains closely approaching the crossing, will depress push button and hold for one second. At the expiration of fifteen (15) seconds Monon Signal will clear and movement may then be made. Under no circumstances are buttons to be pushed except for immediate Monon Train movement.

If signals should fail to clear after operation of push button, and no N&W trains are closely approaching crossing, the train or engine should be moved forward and stopped not less than 40 feet from crossing. Lighted fusees must be placed on each side of Monon track at the crossing. Movement over crossing may then be made.

Flashing light signals for Morrison Street will not operate for movements on the two house tracks. Flashing light signals at Jefferson Street will not operate for movements on middle and outside tracks. For such movements highway traffic must be protected by a member of train crew. Movements across above mentioned streets on N&W transfer track may be made as provided for in paragraph 1 and 2 on Page 27 of Timetable No. 18.

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 $\frac{1}{2}$ 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 on Monon track.

SPECIAL INSTRUCTIONS FOR AUTOMATIC INTERLOCKING

At the Maynard G. T., St. John P.C., Shelby P.C., Reynolds P.C., Roachdale B. & O., Gosport P.C., Monticello P.C., San Pierre P.C., Wade C. & O., South Wanatah N. & W. (K.), Alida B. & O., Otis P.C., and Michigan 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 track 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.

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.

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.

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, on sidings and adjacent tracks, highway traffic 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 occupied head end passenger cars in switching service, trainmen and switchmen must notify personnel in such cars so they can protect themselves from injury.

The form necessary for the reporting of accidents and personal injuries by train and engine employees, will be form 64—which was revised August 1962. All other forms are obsolete.

Form 64 is self-explanatory, but should any question arise, apply to proper authority for explanation.

Report all accidents and injuries promptly by quickest available means of communication to immediate superior officers, or supervisor and at the same time to General Office at Lafayette on form 64.

Injured party or person submitting report on Form 64 must prepare same in DUPLICATE. ORIGINAL COPY to be mailed promptly to General Superintendent and copy for use in communicating same via wire, telephone or other means to immediate Superior Officers or supervisor and to Lafayette General Office.

Yardmasters, Agents and Freight Conductors will insure that all instances of waybills without cars and cars without waybills are wired promptly to the Train Dispatcher. Available supporting information such as car initial and number, contents, origin and shipper, consignee and destination, routing, any side card information on car. Seal initials and numbers, etc. must be included. Location of waybill or car at time wire sent must be in such message.

This procedure must be repeated daily by yard masters and agents as long as car or waybill remains on hand.

Yardmasters will be governed by the following in making up freight trains during severely cold weather.

Temperature 25 deg. above zero or higher no car limit.

" " 15 deg. to 25 deg. above zero 125 cars.

" " Below 15 deg. above zero 100 cars.

Variation from these instructions will be permitted only upon authority of the Train Dispatcher.

Lubrication and Care of Journal Boxes

Train and engine crews, towermen, maintenance of way employees, car inspectors and other employees will be on the lookout for indications of hot boxes and whenever they are observed the train must be stopped immediately. When the hot box is located it must be given attention as follows:

If the hot box is discovered before the packing is destroyed, place two or three sticks of coolant (with oiler paper removed) on the rising side of the journal, using packing iron to force coolant between the packing and the journal.

If the packing has been destroyed, repack with dope which contains very small amount of oil, then apply coolant as instructed. (Do not use water or excessive oil as it will destroy the efficiency of the coolant).

Fire extinguishers containing liquids should not be used to extinguish fire in journal boxes.

Water or snow should not be used for cooling journals except in emergency, and when used, journal should be cooled as slowly as conditions will permit. Every effort should be made to move car to a terminal, especially cars containing perishable lading.

No attempt should be made to run journals with broken brass.

If cause of overheating can not be corrected in this manner or car can not be moved to next terminal through use of cooling compound and without undue delay to train car should be set out.

If necessary to set car out, Conductor must make prompt report to Superintendent.

When cars with hot journals are set out where inspectors do not take immediate charge, precaution must be taken to know that journal is left in condition to avoid damage to car by fire.

All references in the Current Code of Operating Rules dated September 1, 1952 to the Division Trainmaster are amended and such references now apply to the Transportation Supervisor.

The use of the "19" white train order form is discontinued. Paragraph 2 of the explanation shown under form "X" in the current code of operating rules is no longer in effect and the numbers used on form "X" orders issued on the "19" Green train order form will be in the same order number series as the train dispatcher uses for other order forms.

Jordan Spreader must be handled in trains with blades folded and moving in a forward direction whenever possible. If it is necessary to move the spreader in a train with the blades in a trailing position, it must be watched very closely and turned at the first point possible. Trains handling the Jordan Spreader will not exceed a speed of 25 MPH.

The following tonnage figures for empty cars are to be used for the purpose of arriving at tonnage to be hauled in trains. To these figures will be added the weight of contents of loaded cars and the combination of these two figures will be used as the actual gross weight of the load.

Type of car	Tare weight in tons
Automobile box	30
Plain box	26
Gondola	24
Open top hopper	21
Covered hopper	27
Wooden coke rack	24
Flat	24
Refrigerator	35
Stock	24
Tank	26
Bulkhead Flats	35
Trailer-Maid Flats	35
Tri-Level Auto Racks	46
Monon 3600 Series Coke Containers	45
Monon 3300 Series Coke Containers	33
Caboose	26

CLEARANCES AND WEIGHT LIMITATIONS

Unless otherwise instructed by special movement instructions from the Train Dispatchers Office, the maximum permissible gross weight of car and contents on the system is 263,000 lbs.

System clearances generally are as follows: Any load measuring not more than 12 feet in width from 3'9" ATR to 17'0" ATR may be moved system wide without restrictions. Loads not exceeding 9 feet in width at 18'6" ATR may also be handled without restrictions. Loads exceeding 18'8" above top of rail must move on special instructions and any load exceeding 18'11" above rail cannot be handled except between certain intermediate points. A tri-level load of automobiles represents the maximum height of car that can be handled without special instructions. Between McDoel and Bedford a load exceeding 11'4" in width below 3'9" above rail will be covered by special instructions due to girder bridges.

Track scales are located at: South Hammond Monon Michigan City
Belt Jct. Shops Midland
McDoel Bedford New Albany

The following cities and towns have enacted ordinances restricting the use of the whistle.

Hammond. "It shall be unlawful . . . to sound the whistle within the city limits except in cases of emergency to prevent accidents which could not otherwise be avoided.

Michigan City. "It shall be unlawful . . . to sound the whistle within the city limits except in an emergency to prevent accidents that cannot otherwise be avoided and to give signals for targets that cannot be otherwise given."

Frankfort. "It shall be unlawful to sound the whistle for any street or alley intersection."

Indianapolis. "No person in charge of any locomotive shall sound, or permit to be sounded, the whistle or horn thereof for any public grade crossing within the corporate limits of the city which is protected by flasher lights, bells, watchmen, flagmen or gates."

Lafayette. "It shall be unlawful . . . to sound the whistle within the city limits except as a danger signal in extreme emergencies."

New Albany. "It shall be unlawful . . . to sound the whistle within the city limits unless in case of imminent danger to persons, stock or property; and except such signals as are usual and necessary in starting and stopping trains."

Rule 19 of the current Code of Operating Rules is hereby amended:

The following signals will be displayed to the rear of every train, as markers, to indicate the rear of the train.

By Day — marker lamps not lighted or, reflectorized banners displaying red to the rear and yellow to the front.

By Night — marker lamps lighted, displaying yellow to the front and sides and red to the rear except, when train is clear of main track, yellow will be displayed to the front sides and rear or reflectorized banners displaying red to the rear and yellow to the front except, when a train is clear of main track, yellow will be displayed to the front and rear.

A train not equipped to display the prescribed signals will display a red flag by day and a red light by night to indicate the rear of the train, except, when clear of the main track, a white light will be displayed instead of a red light.

When rear unit of train is equipped with built-in electric markers, they must be lighted by night and day.

The Mars light when used on rear of train, will be operated in addition to the rear end signals provided for in this rule, and to conform to the provisions of Rule 9.

Switch key operated test boxes, to actuate the automatic crossing protection, are installed at the following crossings:

CROSSING	LOCATION
McKinley Sreet	Rensselaer
State Road 114	Pleasant Ridge
State Road 43	Greencastle
State Road 42	Cloverdale
7th Street	Bedford
Grissom Street	Mitchell
Beechwood Avenue	New Albany
State Road 2	Westville
U. S. Highway No. 30	Wanatah
Broadway Street	Monticello
State Road 47	Sheridan

The use of these devices, while switching over the crossings listed, requires that switch key be inserted and given a one-quarter turn.

SPECIAL INSTRUCTIONS—Northern Division

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.

The passing track at South Hammond, to which schedule of trains apply under time table, train rules and train orders, is from the south cross-over switch to the cross-over switch at the Middle Connection.

All southward trains will receive clearance form "A" at Dyer.

Northward trains from first sub division through South Hammond on to CWI tracks at State Line will receive CWI clearance form 902 at Dyer.

Southward trains, when ready to leave South Hammond, will contact operator at Dyer who will get permission from train dispatcher for them to depart.

Conductors of southward freight trains will throw off a copy of their consist out of South Hammond at Dyer for the operator to transmit.

Head brakeman will protect railroad crossing at Monon in advance of all trains or engines before passing over crossing in either direction.

An additional light unit attached to Block Signal 21.0 will display a lunar white indication and when so displayed it will be authority for northward train to approach Hohman Street Interlocking at once.

Lunar white indication is not required if train is less than 200 feet in length, or if train does not intend to enter inter locking limits.

The indication displayed by this additional unit will not dispense with the observance of indications displayed by the automatic block signals.

In the event the lunar white indication is not received trains must not enter Douglas Street crossing without first ascertaining that the interlocking signal indicates proceed for northward movement and that the flashers are operating, gates down, and crossing is clear.

Flashers and gates may be activated by occupying that portion of track between Block Signal 21.0 and south side of Douglas Street crossing or by inserting switch key and making quarter turn clockwise in the control box marked "DOWN", which is located on the northward end of the control case at Block Signal 21.0. Key may be removed after engine has entered the crossing.

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

Between Massachusetts Avenue and Washington Street, Indianapolis, tracks of the P.C. Ry. and N. & W. (K.) Ry. will be used and Time Table and Operating Rules of the P.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.

Trains and engines will not cross Franklin St. Michigan City until street traffic has been stopped by a man on the ground.

Locomotives must not be operated onto the trestle structure at Cedar Lake.

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.

A push button accessible with a switch key is located on the relay case at the southward home signal at Limesdale Interlocking to be used when working near the signal and the proper indications can not be seen by members of the crew.

Press and hold push button. If light is displayed it will indicate that a proceed signal is displayed, but movement must be made at restricted speed, and when on main track beyond interlocking limits, protection must be provided as required in paragraphs 1 and 2 of Rule 509 unless a more favorable indication can be seen on the home signal. When movement is made by authority of this light, the light must be displayed at the time a train or engine enters the interlocking limits, and this requires holding the push button until the interlocking limits are entered.

When making movements over Curry Pike on spur track to industries at Hunters, a stop will be made before crossing and a member of the crew sent forward to stop highway traffic.

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.

Wilson siding can be used for passing track, provided that northward train takes siding at the south end of passing track and that the southward train does not pass signals at the north end of passing track until the northward train is in the clear.

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 314.7. 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.

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.

Telegraph Office at New Albany is located at Vincennes Street tower.

Northward trains will not pass Vincennes St. Tower New Albany without clearance form "A".

STATIONS AND TRACKS NOT ON SCHEDULED PAGES

Northern Division

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	Sp 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

Southern Division

Miles From Chicago	Shops-McDoel Station	Car Capy.
129.5	South Raub	23
141.0	Cherry Grove	Sp 13
157.8	Ladoga	Sp 18
172.4	Cary	Sp 8
183.0	Putnamville	Sp 22
207.8	Stinesville	15

McDoel-Louisville

241.4	Murdock	Y-yard
271.8	Campellsburg	30
290.2	Farrabee	Sp 12
305.3	Wilson	21
316.6	North Y	Y-yard

Miles From Wal. Jct.	Wallace Junction-Midland Station	Car Capy.
F15.9	Hoffmans	Sp 10
F29.5	Martz	17
F35.8	Howesville	Sp 3

Orleans-French Lick

Miles From Orleans	Station	Car Capy.
D8.6	Braxton	Sp 10

INSPECTORS OF WATCHES

Milt Heegn, 29 East Madison	Chicago
C. H. Bern, 5116 Wentworth Ave.	Chicago
Fehring Jewelers	Hammond
Southam Watch Co., Room 103, Union Station	Indianapolis
Glotzbach Jewelers	Monon
Schrader Jewelers, 1605 N. 18th Street	Lafayette
R. K. Osborne	Bloomington
McGee Jewelers, 823 15th Street	Bedford
Tom Bellows	Salem
J. O. Endris & Son, 230 Pearl St.	New Albany
B. Weinberg, 1250 South Shelby St.	Louisville

MONON RAILROAD

Lafayette, Indiana
April 27, 1969

GENERAL ORDER NO. 1801

Effective 2:01 a.m.

Timetable No. 18 is in effect. It contains the necessary instructions contained in General Orders issued prior to April 15, 1969 for Southern and Northern Divisions all of which must be removed from bulletin boards.

Each employee must examine each page of timetable No. 18 to see that the copy is complete with pages properly lined up and read it carefully to note all changes.

Effective same time and date all clocks and watches must be advanced one hour (1'00") to comply with the Uniform Time Act of 1966.

Thereafter we will operate on Eastern Standard Time.

Employees advancing standard clocks must, as soon as the change has been made, compare time with the Train Dispatcher.

Offices where standard clocks are located, not open at 201am, April 27th, 1969, must advance clocks one hour (1'00") at time office is opened and compare time with the Train Dispatcher.

Employees who are required by Rule 2 to use reliable railroad watches, and are on duty at 201am, April 27th, 1969, must advance their watches one hour (1'00") to indicate 301am. As soon thereafter as possible, and without delay to train movements, such employees must compare their watches with a standard clock or secure correct time from the Train Dispatcher.

Train Dispatchers are to take all necessary action to insure the safety of train movements and the elimination of train delays occasioned by change of time.

W. H. Vaught
Superintendent—Transportation

LIST OF COMPANY SURGEONS

Dr. James Hines, Chief Surgeon 251 East Chicago Ave.	Chicago
Dr. Robert E. Guerink, Local Surgeon, 251 East Chicago Ave.	Chicago
Dr. Kenneth L. Matson, Steger Bldg., 28 E. Jackson Blvd.	Chicago
Dr. Jacob R. Suker, 251 East Chicago Ave.	Chicago
Dr. John J. Bergan 251 East Chicago Ave.	Chicago
Dr. Eli S. Jones, 30 Douglas St.	Hammond
Dr. David B. Templin	Lowell
Dr. Ernest R. Beaver	Rensselaer
Dr. S. E. McClure	Monon
Dr. E. T. Stahl, Local Surgeon, 2600 Greenbush Street	Lafayette
Dr. H. C. Buhrmester, Asst. Surgeon, 2600 Greenbush St.	Lafayette
Dr. James E. Engeler, Dermatologist, 2600 Greenbush 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. Thomas C. Haller, 411 Tinsley Ave.	Crawfordsville
Dr. Philip T. Holland, 406 S. College Ave.	Bloomington
Dr. Richard Woolery, 1310 West 16th St.	Bedford
Dr. W. E. Schoolfield	Orleans
Dr. E. R. Apple	Salem
Dr. W. H. Garner, 919 E. Spring St., Local Surgeon	New Albany
Dr. W. H. Garner Jr., Asst. Surgeon	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. George Wagoner	Delphi
Dr. George K. Hammersley, 361 E. Clinton St.	Frankfort
Dr. Eugene Newby	Sheridan
Dr. Wm. H. Norman, 908 Hume-Mansur Bldg.	Indianapolis
Dr. Walter C. Bond	Clay City
Dr. Sam Rotman, 203 W. Main	Jasonville

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

WHAT TO DO IN CASES OF ACCIDENT OR PERSONAL INJURY

The form necessary for the reporting of accidents and personal injuries by train and engine employees, will be form 64 Rev. All other forms are obsolete. The form is self-explanatory, but should question arise, apply to proper authority for explanation.

In case of injury to persons, loss of life or damage to property, conductors or foreman in charge, must report same promptly by quickest available means of communication to immediate superior officers, or supervisor, and at the same time to the General Office at Lafayette on form 64, giving full and correct statement of all the facts with names and addresses of all persons who witnessed or have information concerning the accident.

Employees who are injured while on duty, no matter how slight the injury may be, must secure prompt medical treatment from an authorized company doctor, or from a competent doctor in the vicinity if a company doctor is not immediately available. Slight injuries often result seriously when not given immediate medical attention and proper treatment must be secured with as little delay as possible.

When an employee is found injured on company property, he should be taken to the nearest company doctor or company doctor called.

When a person other than an employee is injured on company property, or at a public crossing, the nearest company doctor, or other competent doctor, should be called to attend him, but no expense should be incurred on behalf of the company beyond that necessary for first aid. Such person should be sent to his home if possible or placed in charge of the local city, village or township authorities.

An ambulance should be provided if patient cannot otherwise be safely moved.

In cases of death on their trains, or of the death of any person on the track, by accident or otherwise, conductor or another employee authorized by the conductor will notify the Coroner of the County in which death occurred at the earliest opportunity, giving him all particulars of the accident and furnishing him with any information he may desire. Body to be moved, if necessary, to permit train to pass, and left in charge of another employee. If Coroner is not immediately available, conductor will leave names of crew with train and engine number to be given to Coroner by employee in charge of body, after which train will proceed.

When a motor vehicle is involved in an accident, conductor must secure license number and state of issue. If possible, furnish information shown on certificate of identification displayed inside vehicle.

V. D. CLARY—Transportation Supervisor
R. D. CANTWELL—Assistant Superintendent
R. J. TERRANOVA—Trainmaster
E. F. ROBINSON—Trainmaster
R. H. KENTER—Assistant Trainmaster

TRAIN DISPATCHERS

J. R. Foster	B. L. Stull	R. L. Dreistadt
	J. C. Stayton	



MONON

C. W. FARRELL—Chief Engineer
R. G. JACOBA—Chief Mechanical Officer
V. C. HALL—Director of Personnel and Labor Relations

EMPLOYEES ARE PROHIBITED FROM RIDING OR WALKING
ON THE ROOF, DECK OR LADING OF ANY MOVING CAR.