ERIE RAILROAD COMPANY

WESTERN DISTRICT

Marion Division

Time Table No. 54

Effective 12.01 A. M.

SUNDAY, APRIL 24, 1955

FOR EMPLOYEES ONLY

CENTRAL STANDARD TIME

54

THINK! THEN ACT SAFELY

J. M. Moonshower
Assistant Superintendent

E. J. Robisch
Superintendent

T. E. McGinnis
Assistant General Manager

J. P. Allison
General Manager

TABLE SHOWING RATE OF SPEED REQUIRED PER MILE TO EQUAL A GIVEN NUMBER OF MILES PER HOUR

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 48 sec.	75.00	0 min. 55 sec.	65.45	1 min. 20 sec.	45.00	2 min. 11 sec.	27.48	3 min. 25 sec.	17.56
0 min. 49 sec.	73.47	1 min. 0 sec.	60.00	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	4 min. 0 sec.	15.00
0 min. 50 sec.	72.00	1 min. 5 sec.	55.38	1 min. 42 sec.	35.29	2 min. 40 sec.	22.50	4 min. 48 sec.	12.50
0 min. 51 sec.	70.59	1 min. 12 sec.	50.00	2 min. 0 sec.	30.00	3 min. 0 sec.	20.00	6 min. 0 sec.	10.00

COMPANY SURGEONS

Dr. W. E. Mishler, Chief Surgeon, Cleveland, Ohio

LOCATION	NAME	OFFICE	PHONE	RESIDENCE	PHONE
Marion	D. M. Murphy	132 E. Church St.	3-7182	666 Virginia Ave.	2-5069
Marion	Clovis J. Altmaier	286 S. Main St.	2-0155	278 Merchant Ave.	2-1604
Marion	F. V. Murphy, Jr.	132 E. Church St.	3-1797	332½ N. Prospect St.	2-3548
Marion	E. L. Brady Oculist	235 S. Main St.	2-0601	483 Vernon Hgts. Blvd.	2-0325
Marion	A. E. Morrison	344 E. Center St.	2-3545	663 Virginia Ave.	2-0832
Marion	J. S. Greetham Oculist	313 Bradford St.	2-1096	309 LaFayette St.	2-1097
Marion	J. E. Imbody Oculist	313 Bradford St.	3-2353	354 Bradford St.	3-1887
Kenton	R. G. Schutte	110 E. Columbus St.	21289	408 N. Main St.	5170
Lima	L. C. Thomas	405 Cook Tower	73451	1533 Shawnee Rd.	78161
Lima	J. M. McBride	405 Cook Tower	8-8481	808 Fears Ave.	8-1711
Decatur	Gerald J. Kohne	134 S. Third St.	3-2617	304 W. Adams St.	3-2996
Huntington	S. M. Casey	408 E. Market St.	479	408 E. Market St.	479
Huntington	Thomas James, Jr.	202 U. B. Bldg.	676	1044 Poplar St.	766
Huntington	M. G. Erehart Oculist	232 W. Market St.	299	Maple Grove Road	866
Huntington	J. B. Eviston	34 E. Washington St.	51	1362 Poplar St.	782
Huntington	R. D. Meiser Oculist	612 N. Jefferson St.	236	1738 Cherry St.	1127
Huntington	William A. Clunie (Asst. Oculist)	323 W. Park Dr.	370	323 W. Park Dr.	1334
Rochester	Dean K. Stinson	816 Main St.	532 or 531	1318 Main St.	519
Rochester	C. L. Richardson	119 W. 8th St.	18	506 Pontiac St.	316
North Judson	J. R. Matthew	135 S. Laine St.	84	516 Keller Ave.	78
Kouts	Jack E. Dittmer	23 Lincoln Way Valpariso, Ind.	39611	Railroad Ave., Kouts	3745
Crown Point	Daniel E. Gray	182 West North St.	82	Timber Lane, R.R. 1	1639
Griffith	R. J. Purcell	145 No. Griffith Blvd.	1340	300 No. Lafayette St.	2693
Griffith	J. M. Siekierski	145 No. Griffith Blvd.	1340	445 No. Broad St.	1300
Hammond	C. A. McVey	5231 Hohman Ave.	Westmore 1-1024	252 Humpfer St.	Westmore 2-1027
Hammond	W. H. Howard	5231 Hohman Ave.	Westmore 3-0068	6534 Forest Ave.	Westmore 1-3083
Hammond	David S. Koransky Oculist	5231 Hohman Ave.	Westmore 2-8180	7048 Forest Ave.	Westmore 1-9222
Chicago	A. T. G. Remmert	166 W. Jackson Blvd.	Wabash 2-6434	3547 W. Adams St.	Kedzie 3-1787
Chicago	E. J. Gallagher	753 E. 79th St.	Hudson 3-2340	7806 Crandon Ave.	S. Shore 8-3081
Chicago	Virgil Wescott Oculist	30 N. Michigan Blvd.	Dearborn 2-3127	DeWitt Hotel 244 E. Superior St.	Superior 7-4701

SPECIAL INSTRUCTIONS

RULES OF THE OPERATING DEPARTMENT EFFECTIVE NOVEMBER 30, 1952

STANDARD CLOCKS.

Marion	Manifest Yard Office Terminal Bldg. Kenton Ave. Westward Hump Office
Huntington	Train Dispatchers' Office Yard Office
Hammond	Yard Office

TIME TABLES.

Trains operating over another railroad will be subject to rules, special instructions and timetables of that railroad. Normal operation involves operating over the Chicago and Western Indiana Railroad between Hammond and Chicago.

Between Griffith and Hammond the tracks of the C. & O. R. R. and Erie R. R. will be operated as joint double track. Erie R. R. rules and time table will govern.

SIGNS. Additional to Rule 6.

B. Stop on signal to pick up passengers for Chicago.

C. Stop to discharge passengers from Chicago and recieve passengers for Youngstown and east.

M. Reduce speed to 40 miles per hour to discharge U. S. Mail.

Q Reduce speed to 30 miles per hour to discharge U. S. Mail.

R. Reduce speed to 50 miles per hour to discharge U. S. Mail.

Trains scheduled to make flag stops at stations where no employe is on duty to give the necessary signal, will approach such points prepared to stop and will come to a full stop if there are any persons on the platform.

GENERAL SPEED RESTRICTIONS.

	Miles per Hour.
Passenger trains on tangent track	75
Passenger trains on curved track not otherwise restricted	70
Express and equipment trains with freight cars	50
Freight trains	50
Loaded cars carded Form 5432	30
Trains hauling dead steam engine unless otherwise provided	20
Trains hauling wrecking derrick	30
Trains handling 8-wheel swivel truck cranes, steam shovels and other similar pivoted machinery	30

The pivoted machinery listed immediately above is to be hauled on the rear of trains, not more than 15 cars from caboose.

Trains handling spreader cars	30

(Spreader cars will be handled with blades in trailing position unless otherwise authorized by Superintendent.)

Conductors will notify engineers before leaving terminals whether or not such equipment in train, and engineers will not leave terminals until so notified.

All trains entering or leaving sidings or yards, passing from double to single track or single to double track or through cross-overs, except as otherwise provided	10
All trains passing through No. 15 cross-overs at the following locations: Eastward and Westward, HN Tower, SJ Tower, DA Tower, Kingsland, Bolivar, Newton, RS Tower, Delong, Wilders and Kouts; Westward Griffith, Eastward Griffith C & O trains only, Eastward HY Tower	30

FIRST SUB-DIVISION.

(Between C. & O. R. R. Crossing, Marion, and Huntington Station)

Curves 1 and 2, Marion Yard, MP 0.34 to MP 0.48, eastward track	35
Curve 3, Marion Yard, MP 0.48 to MP 0.49, westward track	25
Curves 4 and 5, MP 0.68 to MP 1.05, eastward track	40
Curves 6, 7, 10 and 11, MP 2.10 to MP 3.53, eastward track	60
Curves 8 and 9, MP 2.42 to MP 2.52, westward track	60
Curve 24, SJ Tower, M. P. 50.75 to MP 51.00, eastward and westward tracks	60
Between Reese Ave., Lima and Metcalf St., Lima, eastward and westward tracks	40
All trains over crossing frogs and curves between MP 79.20 and MP 79.45 at Ohio City, eastward and westward tracks	60
Curve 38, East of Decatur, MP 95.64 to MP 95.89 eastward and westward tracks	60
Curve 46, East of Huntington, MP 124.86 to MP 125.35 eastward track	50
Curve 46, East of Huntington, MP 124.85 to MP 125.34 westward track	60

SECOND SUB-DIVISION.

(Between Huntington Station and State Line Tower)

Curve 47, West of Huntington, MP 126.77 to MP 127.04 eastward track	30
Curve 47, West of Huntington, MP 126.77 to MP 127.04 westward track	30
Curve 48, West of Huntington, MP 127.29 to MP 127.49 eastward track	40
Curve 48, West of Huntington, MP 127.29 to MP 127.49 westward track	40
Curve 49, West of Huntington, MP 128.47 to MP 128.75 eastward track	60
Curve 49, West of Huntington, MP 128.49 to MP 128.74 westward track	50
All trains over Railroad Crossings at North Judson, Westward track	45
All trains over Railroad Crossings at North Judson, eastward track	55

All trains over Railroad Crossings at Griffith, westward track	45
All trains over Railroad Crossings at Griffith, eastward track	40
All trains between Douglas Street and 165th Street, Hammond	40
All trains between Hohman Avenue and Douglas, Street, Hammond	25
All trains through interlocking limits at Michigan Central Crossing, Hammond	20
All trains through interlocking limits at Hammond Drawbridge	20

SPECIAL INSTRUCTIONS GOVERNING AUTOMATIC CROSSING PROTECTION

Highway crossing protection operating circuits at certain locations are arranged for fast and slow speed trains.

Decatur

The highway crossing of State Route No. 33, Mercer Avenue, Decatur, Indiana, is protected by automatic gates. Automatic cut out circuits have been installed for these gates and the cut out feature works as follows:

Crews switching and opening the switch from the Eastward main track to the house track and the switch from the Westward main track to the east spur or either of the switches of the crossover between the Eastward and Westward main track at Decatur Freight House will release the gates and permit them to rise, if there are no other trains occupying the flasher circuits.

After switching moves have been completed and switches closed trains or engines must pull up to the crossing, stop and wait for the gates to re-lower before proceeding over the highway crossing.

Kingsland

Eastward trains operating on either track at a speed of 25 miles per hour or less passing through Kingsland interlocker must not exceed 25 miles per hour until after passing State Road No. 1, located at MP 108.75.

Kouts

Automatic gates are in service on highway crossings for State Route No. 8 and State Route No. 49, Kouts, Indiana. Automatic cut out circuits have been installed for the gates on both of these crossings. Trains switching on the main tracks or stopping at Kouts station will approach these crossings prepared to stop if the gates are not lowered and proceed over the crossing only when the gates have lowered. Trains or engines will not stop or stand within the limits of the starting point unnecessarily.

Crown Point

Westward trains on Westward track, making station stop at Crown Point will not exceed a speed of 60 miles per hour until after passing State Road 55, located at MP 233.62.

Griffith

Automatic gates are in service and will operate when engines or cars enter upon short track circuit through Broad Street crossing at Griffith, Indiana, on Erie Railroad-Michigan Central Interchange track. Clearance posts placed a short distance from each side of Broad Street crossing mark the limit of the track circuit. All trains, engines or cars about to make a movement upon Broad Street Crossing on Erie-MC interchange track must stop short of Broad Street crossing with the lead portion of such train, engine or car upon the track circuit to operate the automatic gates, and may proceed onto the crossing only after automatic gates have lowered to stop highway traffic.

When cars are left in this interchange track they must not foul the track circuit as this will cause gates to be lowered continuously.

CLEARING OF TRAINS.

First Class trains will not leave Marion or Huntington without Clearance Form A.

First Class trains will not leave Dearborn Station, Chicago, without combined Erie-C&WI Clearance Form 902.

Eastward First Class trains originating at Chicago (except Dearborn Station), or Hammond, will not leave HY Tower without Clearance Form A.

No train, except First Class, will leave Marion (westward), Huntington (eastward and westward), Griffith (westward C. & O. trains only), or Hammond (eastward) without permission from train dispatcher.

Trains (except first class) leaving Huntington, Griffith, or Hammond through interlockings, will accept proceed signal as permission to leave.

TRAIN REGISTERS.

Marion	Terminal Bldg., first class trains. Westward Hump Office, except first class trains.
Huntington	Yard Office.
Hammond	Yard Office, except first class trains.
Chicago	51st St. Yard Office, except first class trains. Dearborn Station, Dispatchers' Office, first class trains.

Trains not scheduled to stop at stations at which train registers are located, may register by throwing off train register slip, except when displaying signals for a following section when train must stop and the conductor register in person. When registering trains, write out in full the color of the signals displayed. When not displaying signals, write out in full, "No signals," sign name and initials and use no ditto marks. It will be the duty of the employe in charge of the register station at points where trains are authorized to throw off train register slips, to enter the informatin on the train register and preserve the slip.

SPECIAL ORDER BOOKS AND BULLETIN BOARDS.

Marion	Engine Dispatcher's Office Terminal Bldg. Westward Hump Office. Kenton Ave.

Lima	Freight Agent's Office
Huntington	Yard Office
Griffith	C. & O. Cabin
Hammond	HY. Tower Yard Office.
Chicago	Dearborn Station, Train Dispatcher's Office. 51 St. Yard Office.

SIDINGS.

Car Capacity
Based on 45 feet to the car allowing for engine and caboose.

	Eastward	Westward
KN. Siding	163	0
Kenton	0	135
HD. Siding	79	0
KP. Siding	137	137
Spencerville	40	0
Ohio City	148	137
Kingsland	0	50
Markle	40	0
Rochester	143	164
North Judson	0	138
Crown Point	139	94
Griffith	93	132

RAILROAD CROSSINGS AT GRADE.

Except where interlocking or controlled signals are in operation, trains and engines must come to a full stop not less than 200 feet nor more than 800 feet from railroad crossings at grade in Ohio and not less than 40 feet nor more than 500 feet from railroad crossing at grade in Indiana.

CROSSOVER MOVEMENTS.

When necessary to enter upon main track or cross over from one main track to another, permission will be first obtained except in Marion and Hammond yards, crossovers between lead and westward main track Market Street, and between westward and eastward main tracks at west water crane, and from track 25 to eastward main track, Huntington. This does not relieve enginemen and trainmen from protecting the movements as per Rule 99.

Permission to use main tracks or crossovers operated by interlocking plants will be given by signal indication.

YARD LIMITS. Indicated by signs.

Marion	Lima
Huntington	Hammond

SPRING SWITCHES.

Marion-Griffith

The pull-out switch connecting C. & E. lead with westward main track at west end of Marion Yard, and switch at east end of eastward passing siding at Griffith are equipped with spring switch stands set normal for main track movements. Trains or engines may pull out of these tracks to main track without opening or closing switch by hand.

Extreme care must be taken to prevent back-up movements, slack running out of trains, or taking slack over spring switch before forward movement is completed. If necessary to make such movements, switch must be hand operated.

The switch at west end Marion Yard is protected by a semaphore type signal located 4600 feet west of the switch to govern the movements of trains operating against the current of traffic on westward main track, and the switch at east end of eastward passing siding at Griffith is protected by approach lighted color--light dwarf signal located 8400 feet east of the switch to govern movement of trains operating against the current of traffic on eastward main track. These signals will indicate as follows:

Clear—Proceed over spring switch.

Approach—Proceed to point of switch, then stop, examine switch points and make certain points are properly set before proceeding. If found out of order, use hand-throw switch and restore to normal position after using, reporting condition immediately to the Superintendent.

Trains moving against current of traffic on clear indication will pass over spring switches with entire train at a speed not to exceed 20 miles per hour.

These switches are equipped with electric switch signals which indicate as follows:

Green—Switch points properly lined for main track movement. Proceed over spring switch in accordance with special instructions.

Red—Switch points not properly lined for main track movement. Trains moving on main track, stop and examine switch points, using hand-throw to correct alignment of switch, if necessary, and proceed only when switch is properly secured, reporting any improper conditions immediately to the Superintendent.

Trains authorized by train dispatcher to occupy main track, may proceed over spring switches without opening or closing the switch by hand when switch signal displays "Green" indication.

If electric switch signal displays "Red" indication, switch must be reversed by hand before movement is made and restored to normal position after entire train has passed.

These switches also equipped with switch key-operated color light dwarf signals:

1. To operate dwarf signal, a member of crew will first secure permission from train dispatcher and then operate signal by inserting switch key in switch key operated controller located adjacent to switch, turning key to right as far as possible and remove key.
   a. When approach circuit is not occupied, signal will immediately display proper indication to leave siding.
   b. With approach circuit occupied, signal will display proper indication to leave siding after a time interval of four minutes.
2. If the intended movement out of the siding is not made after the controller has been actuated, sig-

nals must be restored to normal position by operating push-button located at key controller.

UNATTENDED INTERLOCKINGS

During the hours that interlockings are closed, the following will govern:

(1) The home signals governing movements through the interlocking with the current of traffic will be set to display "Clear" indication before the operator closes the tower. Dwarf signals will be set to indicate ""Stop".

(2) When the interlocking signals display "Stop" for a train or engine during the hours the towers are closed, a member of the crew will immediately call Train Dispatcher and request permission to make the desired move.

(3) After permission is received from Train Dispatcher, the movement through the interlocking may be made without signal indication when proceeded by a flagman, after a member of the crew has ascertained that signals governing other railroads are in "Stop Position", and that switches are properly lined for the movement.

(4) Permission received from Train Dispatcher for the move will be acted upon in lieu of Clearance Forms A and B.

REMOTE CONTROL INTERLOCKINGS

The interlocking at KN is controlled by the operator at HN Tower.

1. Trains or engines must not enter nor foul main track, nor re-enter such track after having cleared it without proper indication of the governing signal or permission of the operator. Protection must then be provided in accordance with Rule 99.
2. When switching movements are to be made over switches equipped with power operated switch machines, an understanding must be had with the operator.
3. When a train is delayed after a "PROCEED" signal has been displayed the operator must be notified promptly as to cause and probable duration of delay.
4. When a train is stopped by a "STOP" signal, a member of crew will immediately communicate with the operator.
5. A train or engine must not make a reverse movement after accepting a controlled signal for straight-away movement, excepting under flag protection or when movements are being made in accordance with Paragraph 1.
6. Trains stopped or delayed after passing distant signal displaying "CLEAR" indication, must approach controlled signal expecting to find the signal displaying its most restrictive indication.
7. A white light known as "Maintainer's Call Signal" is located on the instrument housings near power operated switches. Crews on trains or engines working in the vicinity and observing the signal lighted, will immediately call the operator as this signal may be used to call train employees to the telephone.
8. When moves are to be made through remote control interlocking plants and proper signal indication cannot be displayed, a member of crew will call operator and request permission for the move.
   a. Instructions or permission received must be repeated to the operator, stating name and occupation of employee and train or engine identification.
   b. After permission has been received, the movement through the interlocking may be made without signal indication after member of crew has ascertained that signals governing other railroads are in stop position and that switches are properly lined for the movement.
   c. Permission received from the operator will be acted upon in lieu of Clearance Form B.
9. Except as provided in the foregoing instructions, all rules of the Operating Department effective Nov. 30, 1952, remain in effect.

INSTRUCTIONS COVERING HAND OPERATION OF REMOTE CONTROLLED SWITCHES.

When necessary to operate a power operated switch by hand, following instructions will govern:

1. Communicate with operator by telephone.
2. After receiving permission, remove crank from holder located in telephone booth in instrument house.
3. Raise cover which is painted white on top of switch machine and place crank on square shaft located at that point and crank switch to desired position.
4. Examine switch points to be sure they fit up to rail properly, then spike and block points securely. When one or more switches are cranked, crank must not be removed from last switch machine cranked until train movement is completed and switch restored to normal.
5. Crank cover should then be locked and crank restored to holder in telephone booth in instrument house.
6. Switch should not be hand operated except in emergency and Maintainer notified.
7. Switch blocks, spikes, spike maul and claw bar will be found in the instrument house and should be returned to the booth after being used.

RULES GOVERNING AUTOMATIC BLOCK SIGNAL SYSTEMS, EFFECTIVE NOVEMBER 30, 1952.

Automatic Block Signal System Rules will govern between Marion and Hammond.

SUPERIORITY OF TRAINS.

Trains operating in automatic block signal districts governed by telephone train order signals, may run with the current of traffic upon signal indication, which signal indication supersedes time table superiority.

TRAFFIC CONTROL SYSTEMS

Eastward and Westward tracks between Bolivar

and Newton, (not including interlockings at Bolivar and Newton.)

Eastward and Westward tracks between Wilders and Kouts, (not including interlockings at Kouts.)

Eastward and Westward tracks between Griffith and HY Tower, Hammond, (not including interlockings at Griffith, ND Tower Highlands, and HY Tower, Hammond.)

ELECTRIC SWITCH LOCKS

Switch in westward main track at Griffith leading to Michigan Central interchange, is equipped with electric lock. Before using this switch permission must be secured over telephone from the leverman at Griffith Tower, who will unlock the electric lock.

Switch in eastward main track at HY Tower leading to C. & O. industrial district, is equipped with electric lock. Before using this switch permission must be secured over telephone from operator at HY Tower, who will unlock the electric lock.

Switch in the westward main track to the E. J. E. just east of State Line Interlocking is equipped with an electric lock. Before using the switch, permission must be secured over the telephone from the leverman at Hammond Drawbridge.

Westward main track switch leading to Dunn Coal Co. track Lima, is equipped with an electric lock. Before using this switch, permission must first be secured from B & O RR Operator.

A hand thrown derail on Lima Locomotive Works lead Lima, is located just west of B & O tracks. This derail is electrically locked and permission must be secured from B & O RR Operator before using.

MOVEMENTS OF TRAINS.

The only time a Diesel Locomotive can be considered as operating backward is when a multiple unit road Diesel is operating with a blind unit or blind end ahead.

Engines must not be operated backward beyond a point where a turntable or wye is located, without special authority from Superintendent.

When light movements are made with multiple unit Diesel Locomotives equipped with double end control, the locomotive must be operated from the end in the direction that the movement is being made.

In multiple unit operation of Diesel Locomotives, the locomotive number will be displayed on the lead unit only.

Diesel Locomotives, Motor Cars, and roller bearing equipped freight and passenger cars must not be operated in water that is higher than the top of the rail.

THE USE OF MEDIUM APPROACH SIGNALS AT SPECIFIED LOCATIONS IN CONNECTION WITH RULE 221, RULES OF OPERATING DEPARTMENT, EFFECTIVE NOVEMBER 30, 1952.

In connection with Rule 221, Rules of the Operating Department, effective November 30, 1952, at the following locations: HN Tower (westward), SJ Tower, DA Tower, Kingsland, Bolivar (eastward), Newton (westward), RS Tower, Delong, Kouts (westward), after the train order has been transmitted and made complete, operators may line up the route and display a medium approach indication without first waiting for the approaching train to acknowledge the combination of signals. This applies only when medium approach signal indication is to be displayed.

No train or engine will proceed on opposing track without having received necessary train orders and clearance forms.

POINTS WHERE INTERLOCKING RULES ARE IN EFFECT

Rules 605 to 672 inclusive, Rules of the Operating Department Effective November 30, 1952.

HN Tower	RS Tower
SJ Tower	Delong
BY Tower (B & O Jct.-Lima)	AH Tower (PRR-No.Judson)
Ohio City	Kouts
DA Tower	Griffith
Kingsland	ND Tower
WR Tower	HY Tower
Bolivar	Hammond Drawbridge
Newton	

POINTS WHERE INTERLOCKING SIGNALS ARE USED AS TRAIN ORDER SIGNALS.

See Rule 221, Rules of the Operating Department effective November 30, 1952.

HN. Tower	Bolivar
SJ. Tower	Newton
Ohio City	RS. Tower
DA. Tower	Delong
Kingsland	Kouts
WR. Tower	HY. Tower

TELEPHONE TRAIN ORDER SIGNALS

EASTWARD		WESTWARD	
Auto. Sig.	Location	Auto. Sig.	Location
728-2	Decliff	717-1	Kenton Ave., Marion
752-2	McGuffey	728-1	Decliff
761-2	HD Siding	752-1	McGuffey
772-2	KP Siding	760-1	HD Siding
783-2	Spencerville	771-1	KP Siding
805-2	Wren	781-1	Spencerville
835-2	Markle	795-1	Ohio City
845-2	Huntington	805-1	Wren
851-2	WO	835-1	Markle
870-2	Disko	841-1	Huntington
887-2	Rochester	851-1	WO
902-2	Monterey	870-1	Disko
950-2	Crown Point	884-1	Rochester
		900-1	Monterey
		915-1	North Judson
		937-1	Boone Grove
		948-1	Crown Point
		956-1	Griffith

INSTRUCTIONS GOVERNING CROSSOVER AND OTHER MOVEMENTS AT OHIO CITY.

When either eastward or westward trains are to be operated against the current of traffic from Ohio City, following procedure will govern:

Interlocking signals will be displayed at stop and train order indicating light will be displayed.

EASTWARD—Approaching trains will acknowdedge this combination of signals and after receiving restricted speed signal may proceed into interlocking limits where operator will deliver necessary train order and permission to use crossover. Conductor will see that switches are properly lined after being used.

When restricted speed signal is displayed at eastward home signal, and train order indicating light is not displayed, trains will proceed looking out for instructions to enter siding.

WESTWARD—Trains will come to a stop to clear east switch of crossover and trainman will call on phone located on outside of east end of tool house for instructions and permission to use crossover. After permission is given, train will then cross over and proceed into interlocking limits on proper signal indication where necessary train orders will be delivered. Conductors will see that switches are properly lined after being used.

TONNAGE RATINGS.

Train tonnage will be determined by the Chief Train Dispatcher.

Trains will be given maximum rating unless otherwise directed.

MISCELLANEOUS.

Unless otherwise instructed all trains and engines, except first class trains, arriving Huntington will not pass College Road Crossover, or crossover at east end of Yard A, without calling on telephone for instructions.

When a car is set out of a train at any point on account of a hot journal, trainmen will extinguish fire before leaving the car.

Powered chemical known as Du-Gas, for extinguishing fires in hot boxes of freight cars, has been distributed to all locomotives and cabooses in through freight service, and should be used according to instructions on box.

CODE SIGNALS.

Employees must observe passing trains, and if any hot journals, defective brakes, defective running gear, flat wheels, etc. are observed, trainmen will be notified by use of following code:

Hot Journals:

By day—Hold nose with first finger and thumb of right hand and point down toward track with left hand.

By night—Hold lantern in hand by guard wires around the globe and swing in small verticle circle.

Connections Dragging

By day or night—give stop signal.

Car Door Swinging or About to Fall:

By day—Raise hand above head and hold it stationary.

By night—Same signal with lantern, in addition give stop signal.

Brakes Sticking:

By day—Shove hand in sliding movement from body.

By night—Same signal with lantern, in addition give stop signal.

Flat Wheels:

By day—Place palms of both hands together in horizontal position.

By night—Hold lantern at arm's length with globe in horizontal position.

All Clear:

By day or night: Proceed signal.

Care will be taken that the above code signals are not used with passing trains, as sign of greeting.

OVERHEAD CLEARANCES.

The clear space between the lowest signal line conductor and the surface of track rails at the following locations is less than 27 feet. Employees must not ride on top of freight cars at these locations:

Location	Mile Post
Indiana Pipe Line Co. private siding, Laketon	147.38
Winona R.R. interchange track, Akron	157.61
PRR interchange track, Delong	179.61
PRR interchange track, Kouts	213.76
Standard Oil Co. track, Crown Point	232.70

AUTOMATIC TRAIN STOP

Instructions for Enginemen with Locomotives Equipped with Automatic Train Stop Open Inductors

See Rules 520 to 520 (b) inclusive, Rules of the Operating Department effective November 30, 1952.

Locomotives are now operating over Western District in through line service with automatic train stop cut in.

Open inductors are now in service on engine dispatching track at Marion Diesel Shop.

Enginemen are required to take a brake application passing over the first of these inductors and to acknowledged passing over the other.

To Place Equipment in Operation

1. Have Diesel engines running with throttle in idle position.
2. See that cutout cock in EP valve pipe is in "IN" position and sealed.
3. Close switch that starts A.T.S. motor generator set.
4. Operate ackowledging lever to full acknowledging position and hold for two seconds. Governor check light will light when A.T.S. is reset.
5. Place brake valve handle in lap position until application pressure (AP) is equal to main reservoir pressure or nearly so, then brakes can be released in the usual manner and power control (PC) switch must be reset manually on Electro-Motive locomotives, 700 to 705 inclusive.

Operation:

Brakes are applied with an application valve which causes no movement of the brake valve handle or rotary; engineman can obtain an emergency application in the usual way after receiving an A.T.S. application but brakes cannot be released until train comes to a stop.

To release brakes, it is necessary to pull acknowledger handle all the way over for about two seconds; the check light will then light and brake valve must be moved to lap position until Application Pressure (AP) builds up, then brakes can be released in the usual way and (PC) switch must be reset manually on Electro-Motive locomotives, 700 to 705 inclusive.

Acknowledging Contactor:

When required to acknowledge, acknowledger handle must be pulled down before passing a signal displaying other than "Proceed". If held down more than fifteen seconds, an automatic application will result.

Acknowledger handle must be released when whistle stops blowing or inductor has been passed.

Failure of acknowledging whistle to blow while acnowledging should be reported on Form 5322-A.

Enginemen must not acknowledge until after signal indication has been observed and is being obeyed.

Control Cutout Cock:

This is to be used only in case of a failure of automatic train stop apparatus on locomotive.

Control Cutout Cock is in the "EP" valve pipe in the nose of the locomotive and seal must be broken and handle turned to "out" position to cut the apparatus out.

Over-Speed Governor:

Speed warning whistle will sound at approximately 80 M.P.H. on passenger locomotives and approximately 62 M.P.H. on freight locomotives and will continue to sound until speed is reduced below that value.

An over-speed brake application will occur at approximately 83 M.P.H. on passenger and approximately 65 M.P.H. on freight locomotives and can be released by placing the throttle in idle position, the brake handle in lap until the application valve in the brake system is reset.

Operation of acknowledger handle is not required after an over-speed brake application but "PC" switch must be reset manually on Electro Motive locomotives, 700 to 705 inclusive, before throttle is opened.

Governor Check Light:

This light is provided to indicate that Automatic Train Stop is reset and only burns while locomotive is standing and goes out soon after locomotive starts to move.

Defects or Failures of Apparatus:

These shall be reported on regular engineer's defect Form 5322-A immediately upon arrival at terminal. Improper applications at clear signals or other points should be reported at first telegraph office.

Safety Control (Dead Man):

Each engineman's station in the operating cab of Diesel road locomotives is equipped with a foot pedal operated safety control. This feature is connected in with application portion of brake valve.

When brakes are applied, either automatic or straight air, so that brake cylinder pressure is in excess of 35 lbs., the safety control feature is suppressed and then only can foot be removed from foot pedal.

In normal operation, the foot pedal must be depressed at all times the engine is in service. Should engineman's foot slip off or should he be incapacitated and unable to depress the foot pedal, a warning whistle immediately sounds for approximately 4-½ seconds and if the foot pedal is not again depressed within this time, the application portion of the brake valve operates and an automatic brake application is effected.

At the start of an Automatic Train Stop, Over-Speed Governor, Safety Control or Emergency Brake Application, the power control (PC) switch opens which in turn moves all Diesel engine governors to idle position, shuts off fuel pumps and removes all power from the traction motors and power cannot again be applied after a Safety Control application until foot pedal has been depressed and Automatic Brake valve handle moved to lap position and application pressure nearly equals main reservoir pressure, then "PC" switch must be reset manually on Electro-Motive locomotives, 700 to 705 inclusive, then brakes can be released in the usual manner.

It is absolutely forbidden to nullify the operation of this Safety Control Equipment in any way except when it becomes defective enroute then it should be cut out at the regular cutout cock and reported at the next terminal.

L. J. Carter, Train Master

W. E. Boh, Road Foreman of Engines

N. T. Emrick, Road Foreman of Engines

J. R. Michael, Chief Train Dispatcher

G. W. Brodbeck, Asst. Chief Train Dispatcher

W. E. Coffman, Asst. Chief Train Dispatcher

J. E. Aughinbaugh, Asst. Chief Train Dispatcher

FIRST SUB-DIVISION

WESTWARD TRAINS FIRST CLASS			Distance from Marion	STATIONS AND SIDINGS	Distance from Huntington	EASTWARD TRAINS FIRST CLASS		
1	5	7				8	6	2
Daily	Daily	Daily				Daily	Daily	Daily
A.M.	P.M.	P.M.		Eastern Standard Time		P.M.	A.M.	P.M.
8.15	6.55	11.25	.....	L.... NEW YORK A	.....	10.24	7.37	6.09
.....	A.M.	A.M.	P.M.	Central Standard Time	.....	A.M.	P.M.	P.M.
.....	1.39	11.04	6.34	0.0	P.R.R. C.&O. L..... MARION .... AN	126.6	2.42	2.02	10.35	.....
.....	1.44	11.09	6.39	3.5	3.5 ... MJ. CROSSOVER ...	123.1	2.36	1.56	10.29	.....
.....	.....	.....	.....	10.7	7.2 ..... DECLIFF	115.9	.....	.....	.....	.....
.....	.....	.....	.....	17.3	6.6 ..... HEPBURN	109.3	.....	.....	.....	.....
.....	Q 2.03	B 11.27	s 7.02	25.0	N.Y.C. 7.7 ..... KENTON	101.6	M 2.14	C 1.36	s 10.04	.....
.....	.....	.....	.....	25.2	N.Y.C. 0.2 HN. TOWER N	101.4	.....	.....	.....	.....
.....	.....	.....	.....	32.3	7.1 ..... FORAKER	94.3	.....	.....	.....	.....
.....	.....	.....	.....	34.9	2.6 ..... McGUFFEY	91.7	.....	.....	.....	.....
.....	.....	.....	.....	38.1	3.2 ..... ALGER	88.5	.....	.....	.....	.....
.....	.....	.....	.....	42.3	4.2 ..... HARRODS	84.3	.....	.....	.....	.....
.....	.....	.....	.....	43.2	0.9 ... HD. CROSSOVER ...	83.4	.....	.....	.....	.....
.....	2.26	11.48	7.25	51.0	D.T.&I. 7.8 S.J. TOWER N	75.6	1.51	1.14	9.30	.....
.....	s 2.37	s 11.51	s 7.40	52.0	B.&O. 1.0 N.K.P ..... LIMA	74.6	s 1.50	s 1.13	s 9.28	.....
.....	.....	.....	.....	54.5	2.5 ... KP. CROSSOVER ...	72.1	.....	.....	.....	.....
.....	2.51	12.02	7.53	64.8	10.3 .... SPENCERVILLE	61.8	1.30	1.00	9.07	.....
.....	.....	.....	.....	71.8	7.0 ..... ELGIN	54.8	.....	.....	.....	.....
.....	s 3.05	12.14	s 8.07	79.3	N.Y.C. 7.5 N.K.P. OHIO CITY N	47.3	1.16	12.48	s 8.53	.....
.....	.....	.....	.....	83.8	4.5 ..... GLENMORE	42.8	.....	.....	.....	.....
.....	.....	.....	.....	87.9	4.1 ..... WREN	38.7	.....	.....	.....	.....
.....	s 3.28	12.28	s 8.31	96.0	8.1 ..... DECATUR	30.6	1.01	12.34	s 8.33	.....
.....	.....	.....	.....	96.3	P.R.R. 0.3 DA. TOWER N	30.3	.....	.....	.....	.....
.....	.....	.....	.....	100.8	4.5 ..... PREBLE	25.8	.....	.....	.....	.....
.....	.....	.....	.....	105.8	5.0 ..... TOCSIN	20.8	.....	.....	.....	.....
.....	3.42	12.38	8.45	109.3	N.K.P. 3.5 KINGSLAND N	17.3	12.49	12.23	8.14	.....
.....	.....	.....	.....	112.6	3.3 ..... UNIONDALE	14.0	.....	.....	.....	.....
.....	.....	.....	.....	117.8	5.2 ..... MARKLE	8.8	.....	.....	.....	.....
.....	3.59	12.55	9.03	126.6	WAB. 8.8 A... HUNTINGTON ..LN	0.0	12.31	12.06	7.57	.....
.....	A.M.	P.M.	P.M.		Central Standard Time		A.M.	P.M.	P.M.	

SECOND SUB-DIVISION

WESTWARD TRAINS FIRST CLASS				Distance from Marion	STATIONS AND SIDINGS	Distance from Chicago	EASTWARD TRAINS FIRST CLASS			
	1	5	7				6	2	8	
	Daily	Daily	Daily				Daily	Daily	Daily	
	A.M.	P.M.	P.M.		Central Standard Time		A.M.	P.M.	A.M.	
.....	4.09	1.03	9.13	126.6	WAB. L... HUNTINGTON ..AN	142.9	11.56	7.47	12.21	.....
.....	.....	.....	.....	133.7	7.1 ..... WO	135.8	.....	.....	.....	.....
.....	.....	.....	.....	135.5	1.8 ..... BIPPUS	134.0	.. ..	.....	.....	.....
.....	.....	.....	.....	141.8	6.3 ..... SERVIA	127.7	.....	.....	.....	.....
.....	4.26	1.19	9.34	144.3	N.Y.C. 2.5 BOLIVAR N	125.2	11.40	7.30	12.03	.....
.....	.....	.....	.....	146.0	P.R.R. 1.7 NEWTON N	123.5	....	.....	.....	.....
.....	.....	.....	.....	146.6	0.6 ..... LAKETON	122.9	....	.....	.....	.....
.....	.....	.....	.....	152.8	6.2 ..... DISKO	116.7	.....	.....	.....	.....
.....	.....	.....	.....	157.9	5.1 ..... AKRON	111.6	.....	.....	.....	.....
.....	.....	.....	.....	163.3	5.4 ..... ATHENS	106.2	.....	.....	.....	.....
.....	.....	.....	.....	167.9	N.K.P. 4.6 RS. TOWER N	101.6	....	.....	.....	.....
.....	s 4.52	s 1.42	s 10.03	168.3	0.4 ..... ROCHESTER	101.2	s 11.19	s 7.07	f 11.41	.....
.....	.....	.....	.....	177.8	9.5 ..... LEITERS	91.7	.....	.....	.....	.....
.....	5.04	1.52	10.14	179.7	P.R.R. 1.9 ..... DELONG ..... N	89.8	11.07	6.51	11.31	.....
.....	M.....	.....	.....	183.6	3.9 ..... MONTEREY	85.9	.....	.....	.....	.....
.....	.....	.....	.....	187.4	3.8 ..... ORA	82.1	.....	.....	.....	.. ...
.....	.....	.....	.....	190.0	2.6 ..... BASS LAKE	79.5	... ..	.....	.....	.....
.....	.....	.....	.....	193.8	3.8 ..... ALDINE	75.7	.....	.....	.....	.....
.....	f 5.24	2.08	10.32	199.4	C.&O. N.Y.C. 5.6 P.R.R. NORTH JUDSON N	70.1	10.51	f 6.33	11.13	.....
.....	.....	.....	.....	205.1	5.7 ..... LOMAX	64.4	.....	.....	.....	.....
.....	.....	.....	.....	206.3	C.I.&L. 1.2 ..... WILDERS	63.2	.....	.....	.....	.....
.....	R 5.38	2.21	10.47	213.7	P.R.R. 7.4 KOUTS N	55.8	10.39	6.19	11.00	.....
.....	.....	.....	.....	220.0	6.3 .... BOONE GROVE	49.5	.....	.....	.....	.....
.....	s 5.58	2.36	11.06	232.9	12.9 .... CROWN POINT	36.6	10.23	s 6.00	10.43	.....
.....	6.05	2.43	11.15	240.2	C&O EJ&E 7.3 GT MC GRIFFITH N	29.3	10.17	5.51	10.35	.....
.....	.....	.....	.....	243.2	3.0 ..... HIGHLAND	26.3	.....	.....	.....	.....
.....	.....	.....	.....	243.6	N.Y.C. 0.4 ND. TOWER N	25.9	.....	.....	.....	.....
.....	6.13	2.50	11.24	246.8	3.2 HY. TOWER N	22.7	10.10	5.45	10.29	.....
.....	s 6.20	s 2.55	s 11.35	248.3	1.5 ..... HAMMOND	21.2	s 10.06	s 5.41	s 10.24	.....
					MC NKP 20.9 B&OCT CI&L					
	6.55	3.30	12.10	269.5		0.0	9.30	5.00	9.45	.....
	A.M.	P.M.	A.M.		A..... CHICAGO ....LN Central Standard Time		A.M.	P.M.	P.M.	

STATION LIST

For the use of Agents, Conductors and Others,
for reporting movements of Trains,
Locomotives and Cars.

FIRST SUB-DIVISION

Marion	718
Swan Creek	721
DeCliff	728
Hepburn	735
Kenton	743
Foraker	750
McGuffey	753
Alger	756
Harrods	760
Westminster	763
Lima	770
Hercules Torpedo Spur	773
Kemp	776
Spencerville	782
Converse	786
Elgin	789
Ohio City	797
Glenmore	801
Wren	805
Decatur	814
Preble	818
Tocsin	823
Kingsland	828
Uniondale	830
Markle	836
Simpson	840
Huntington	844

INTERCHANGE POINTS IN FOREIGN YARDS

Calumet City (I. H. B.)	2967
East Chicago (B. & O. C. T.)	2969
87th St. (B. R. C.)	2977
Clearing (B. R. C.)	2983
Loomis St. (C. J.)	2984
Leavitt St. (C. R. & I.)	2987
18th St. (A. T. & S. F.)	2988

SECOND SUB-DIVISION.

Bippus	853
Servia	859
Bolivar	862
Newton	863
Laketon	864
Disko	870
Akron	876
Athens	881
Rochester	886
Leiters	895
Delong	898
Monterey	901
Ora	905
Bass Lake	908
Aldine	912
North Judson	918
Lomax	922
Wilders	924
Clanricarde	927
Kouts	932
Boone Grove	938
Palmer	944
Crown Point	951
Griffith	958
Highland	961
H. Y. Tower	965
Hammond	966
State Line (E. J. E.)	967
Hegewisch (C. & C. R.) Ill.	969
112th St. (So. Deering) (C. S. L.)	972
Pullman Jct. (95th St.)	975
81st St. (C. & W. I.-Belt)	979
Englewood (63rd St.)	981
51st St.	982
47th St.	983
40th St.	986
22nd St.	9908
18th St.	9909
14th St.	9910
Chicago (Dearborn Station)	987