

ERIE RAILROAD COMPANY

WESTERN DISTRICT

Marion Division

Time Table No. 56

Effective 12.01 A. M.

SUNDAY, APRIL 29, 1956

FOR EMPLOYEES ONLY

CENTRAL STANDARD TIME

56

THINK!

THEN

ACT

SAFELY

W. M. Wiarda
Assistant Superintendent

E. J. Robisch
Superintendent

T. E. McGinnis
Assistant General Manager

J. F. 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	669 Bexly Ave.	2-1604
Marion	E. L. Brady Oculist	247 S. Main St.	2-0601	329 Franklin St.	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 Pears 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. Clunle (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	421 N. Lane 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.	Temple 8-1340	300 No. Lafayette St.	Temple 8-2693
Griffith	J. M. Siekierski	145 No. Griffith Blvd.	Temple 8-1340	445 No. Broad St.	Temple 8-1300
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	988 Elm St., Winnetka	Winnetka 6-5614
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. Pearson 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.
Huntington	} Train Dispatchers' Office Yard Office
Hammond	

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 receive passengers for Youngstown and east.

M. Reduce speed to 40 miles per hour to discharge U. S. Mail, daily except Sundays.

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, daily except Sundays.

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
All classes of yard engines, when operating as a single unit running light	25
All classes of road engines, including road switchers, when operating as a single unit running light	35
Yard engines, Classes SA (except SA-3), SB, SE, MSA and MSL, when operating or being towed in train	40
Special Mechanical Department instructions will govern the movement of yard engines Classes SA-3 and SG when operated light or being towed in train.	

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
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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
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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, Wilders and Kouts; Westward Griffith, Eastward Griffith C & O trains only, Eastward HY Tower	30
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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 and westward tracks ..	30
Curve 48, West of Huntington, MP 127.29 to MP 127.49, eastward and westward tracks	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
Through turnout, GR-Pershing, M.P. 171.79 ..	70
All trains entering or leaving east end or west end Delong Siding	40
Through turnout, AD-Aldine, M.P. 192.97 ..	70
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

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.

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.

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.

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 information on the train register and preserve the slip.

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
Delong		361
North Judson	0	138
Crown Point	139	94
Griffith	93	132

YARD LIMITS. Indicated by signs.

Marion	Lima
Huntington	Hammond

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.

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 acknowledge 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.

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

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.

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

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, 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.

TELEPHONE TRAIN ORDER SIGNALS

EASTWARD		WESTWARD	
Sig.	Location	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	341-1	Huntington
887-2	Rochester	851-1	WO
950-2	Crown Point	870-1	Disko
		884-1	Rochester
		915-1	North Judson
		937-1	Boone Grove
		948-1	Crown Point
		956-1	Griffith

REMOTE CONTROL INTERLOCKINGS

The interlocking at KN is controlled by the operator at HN Tower. The interlockings at GR-Pershing and AD-Aldine are controlled by the Train Dispatcher at Huntington.

1. When movement is to be made at KN, GR-Pershing Eastward only and AD-Aldine Westward only with the current of traffic and proper signal indication cannot be displayed, a member of crew will call the Train Dispatcher or Operator and request permission for the move.
2. Instructions or permission received must be repeated to Train Dispatcher or Operator stating name and occupation of employee and train or engine identification.
3. After permission has been received, the movement through the interlocking may be made without signal indication at restricted speed to the next signal, after member of crew has ascertained that switches are properly lined for their movement.
4. Permission received from the Train Dispatcher or Operator will be acted upon in lieu of Clearance Form B.

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.

TRAFFIC CONTROL SYSTEMS OPERATING INSTRUCTIONS

The following territories are equipped with automatic block signal system upon which is superimposed manual control of certain signals and switches.

Eastward and Westward tracks between Bolivar and Newton, (not including interlockings at Bolivar and Newton.)

Single track between GR-Pershing and AD-Aldine (not including the interlocking at Delong).

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.)

In the above mentioned territory, trains or engines will be governed by block signals whose indications will supersede the superiority of trains for both opposing and following movements on the same track.

1. When switching movements are to be made over switches that are signaled and equipped with power operated switch machines, an understanding must be had with the Train Dispatcher or operator who will advise working limits on main track and time in which switching may be done. When necessary to hand operate a power operated switch machine special instructions posted at the location will be followed.
2. When a train is delayed after a proceed signal has been displayed for it, the Train Dispatcher or operator must be notified promptly as to the cause and probable duration of the delay.
3. When a train is stopped by a STOP signal and there is no evidence of an approaching train, member of crew will immediately get in touch with Train Dispatcher or operator.
4. A train or engine must not make a reverse movement after accepting a CONTROLLED signal for straight away movement, except under flag protection or when movements are being made in accordance with Paragraph numbered 3.
5. Trains stopped or delayed after passing a distant signal displaying "CLEAR" must approach the CONTROLLED signal expecting to find that signal displaying its most restrictive indication.
6. DeLong siding is track circuited and protected by signals and may be used in either direction by Signal Indication.
7. A white light known as "Maintainers Call Signal" is located on the instrument houses at KN, GR-Pershing, DeLong, west end of DeLong Siding, AD-Aldine and Wilders. Train crews working in the vicinity and observing this signal lighted will immediately call the Train Dispatcher as this signal may be used on occasion to call train employees to telephone.
8. In all other respects Rules of the Operating Department effective November 30, 1952 will govern.

ELECTRIC SWITCH LOCKS

Lima

Westward main track switch leading to Dunn Coal Co. track, Lima is equipped with an electric lock.

A hand thrown derail on Lima Locomotive Works lead located just west of B&O track is equipped with electric lock.

Permission must be secured from the B&O R.R. operator before using the above switch or derail.

Leiters—Delong—Monterey

The switches at Leiters, Delong and Monterey are equipped with electric switch locks controlled by the Train Dispatcher. Before using these switches permission must be secured from the Train Dispatcher, who will unlock the electric lock.

Ora—Bass Lake

The switches at Ora and Bass Lake are equipped

with electric switch locks controlled by key operated time controller. A portion of train must occupy a short track circuit to effect release of switch lock. Instructions relating to handling of switches are posted in telephone booth at these location.

Griffith

The switch to the Michigan Central Interchange is equipped with electric lock. Permission must be secured from the leverman at Griffith Tower before using this switch.

HY Tower

The switch from the eastward main track to C&O Industrial District is equipped with an electric lock. Permission must be secured from the operator at HY Tower before using this switch.

Hammond

The switch from the westward main track to the EJ&E, just east of State Line Interlocking, is equipped with an electric lock. Permission must be secured from the leverman at Hammond Drawbridge before using this switch.

SPECIAL INSTRUCTIONS GOVERNING AUTOMATIC CROSSING PROTECTION

Highway crossing protection operating circuits at certain locations are arranged for fast and slow speed trains. At certain other locations automatic cut out circuits have been installed to prevent gates being lowered or protection operating continuously while trains are switching in the near vicinity of the crossing. The following instructions will govern:

Decatur

The highway crossing of State Route No. 33, Mercer Avenue, Decatur, Indiana, is protected by automatic gates.

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.

Westward trains stopping and cutting away from their train east of Mercer Avenue and then proceeding over crossing with engine or part of their trains will cause gates to rise as soon the engine or cars have proceeded beyond the Westward home signal at DA Tower.

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.

Rochester

U. S. Highway 31 (Main Street) is protected by automatic gates. Trains switching on either track west of Rochester station or eastbound trains on either track making station stop at Rochester, approach U.S. 31 crossing prepared to stop if gates not lowered and proceed over crossing only when gates have lowered. Trains switching at Elevator Switch or coming from NKP interchange track or Westward siding on Eastbound track approach U.S. 31 crossing prepared to stop if gates not lowered and proceed over crossing only when gates have lowered.

Leiters

When crews open the switch to the switching track and if their train occupies the main track east of the switch, the flashers will stop working.

After the switch has been closed and Westward trains proceed the flashers will again commence. Trains which have cut out the flashers will not exceed a speed of 10 miles per hour until engine has passed Main Street crossing.

Delong

State Route 17 is protected by automatic flashers. Westward trains opening the switch for the interchange track will cause the flashers to stop and they will not again commence until the switch has been closed and the train proceeds over it. Trains having stopped the flashers will not exceed a speed of 25 miles per hour until engine has passed over State Route 17.

Monterey

The Walnut Street crossing at Monterey, Indiana, is protected by automatic flashers, and the Washington Street crossing at Monterey, Indiana, is protected by automatic crossing bell.

When crews open either of the switches to the switching tracks and if their train occupies the main track east of the switch, the flashers and bell will stop working.

Trains which have cut out the flashers and crossing bell will not proceed over the crossing until the flashers at Walnut Street and the crossing bell at Washington Street are operating.

Ora

The Main Street crossing at Ora, Indiana, is protected by automatic flagmen.

When crews open the switch to the switching track and if their train occupies the main track east of the switch, the flagmen will stop working.

Trains which have cut out the flagmen will not exceed a speed of 10 miles per hour until engine has passed Main Street crossing.

Bass Lake

The highway crossing of U.S. 35, at Bass Lake, Indiana, is protected by automatic flashers.

When crews open the switch to the switching track and if their train occupies the main track east of the switch, the flashers will stop working.

Trains which have cut out the flashers will not proceed over the crossing until the flashers are operating.

Kouts

Automatic gates are in service on highway crossings for State Route No. 8 and State Route No. 49, Kouts, Indiana. 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.

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.

Powdered 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

See Rules 520, 520 (a) and 520 (b), Rules of the Operating Department effective November 30, 1952 and Progressive Examination Questions and Answers on the Operation of Diesel-Electric Locomotives, effective June 1, 1954.

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.

- W. J. Donnelly, 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				Distance from Marion	STATIONS AND SIDINGS	Distance from Huntington	EASTWARD TRAINS		
FIRST CLASS							FIRST CLASS		
I	5	9	7				8	6	2
Daily	Daily	Sunday Only	Daily Except Sunday				Daily	Daily	Daily
A.M.	P.M.	P.M.	P.M.		Eastern Standard Time		P.M.	A.M.	P.M.
8.15	6.55	11.30	11.30	.....	L.... NEW YORK A	.....	10.24	7.37	6.09
A.M.	A.M.	P.M.	P.M.		Central Standard Time		A.M.	P.M.	P.M.
1.39	11.14	5.51	6.52	0.0	P.R.R. C.&O. L.... MARION ...AN	126.6	2.42	2.02	10.45
1.44	11.19	5.56	6.57	3.5	3.5 .. MJ. CROSSOVER ..	123.1	2.36	1.56	10.39
.....	.....	.....	.....	10.7	7.2 DECLIFF	115.9	.....	.....	.....
.....	.....	.....	.....	17.3	6.6 HEPBURN	109.3	.....	.....	.....
Q 2.03	B 11.37	s 6.16	s 7.18	25.0	N.Y.C. 7.7 KENTON	101.6	M 2.14	C 1.36	s 10.14
.....	.....	.....	.....	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	11.58	6.39	7.41	51.0	D.T.&I. 7.8 S.J. TOWER N	75.6	1.51	1.14	9.40
s 2.37	s 12.01	s 6.53	s 7.55	52.0	B.&O. 1.0 N.K.P. LIMA	74.6	s 1.50	s 1.13	s 9.38
.....	.....	.....	.....	54.5	2.5 .. KP. CROSSOVER ..	72.1	.....	.....	.....
2.51	12.12	7.06	8.08	64.8	10.3 .. SPENCERVILLE ...	61.8	1.30	1.00	9.17
.....	.....	.....	.....	71.8	7.0 ELGIN	54.8	.....	.....	.....
s 3.05	12.24	s 7.20	s 8.22	79.3	N.Y.C. 7.5 N.K.P. OHIO CITY N	47.3	1.16	12.48	s 9.03
.....	.....	.....	.....	83.8	4.5 GLENMORE	42.8	.....	.....	.....
.....	.....	.....	.....	87.9	4.1 WREN	38.7	.....	.....	.....
s 3.28	12.38	s 7.39	s 8.46	96.0	8.1 DECATUR	30.6	1.01	12.34	s 8.43
.....	.....	.....	.....	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	12.48	7.52	8.59	109.3	N.K.P. 3.5 KINGSLAND N	17.3	12.49	12.23	8.24
.....	.....	.....	.....	112.6	3.3 UNIONDALE ...	14.0	.....	.....	.....
.....	.....	.....	.....	117.8	5.2 MARKLE	8.8	.....	.....	.....
3.59	1.05	8.08	9.15	126.6	WAB. 8.8 A. HUNTINGTON LN	0.0	12.31	12.06	8.07
A.M.	P.M.	P.M.	P.M.		Central Standard Time		A.M.	P.M.	P.M.

SECOND SUB-DIVISION

WESTWARD TRAINS				Distance from Marion	STATIONS AND SIDINGS	Distance from Chicago	EASTWARD TRAINS		
FIRST CLASS							FIRST CLASS		
1	5	9	7				6	2	8
Daily	Daily	Sunday Only	Daily Except Sunday		Central Standard Time		Daily	Daily	Daily
A.M.	P.M.	P.M.	P.M.				A.M.	P.M.	A.M.
4.09	1.13	8.18	9.25	126.6	WAB. L. HUNTINGTON AN	142.9	11.56	7.57	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	1.29	8.34	9.41	144.3	N.Y.C. 2.5 BOLIVAR N	125.2	11.40	7.40	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 1.52	s 8.56	s 10.04	168.3	0.4 ROCHESTER	101.2	s 11.19	s 7.17	f 11.41
				171.8	3.5 GR-PERSHING	97.7			
				177.8	6.0 LETTERS	91.7			
5.04	2.02	9.07	10.15	179.7	1.9 DELONG P.R.R. N	89.8	11.07	7.01	11.31
M.				183.6	3.9 MONTEREY	85.9			
				187.4	3.8 ORA	82.1			
				193.0	5.6 AD-ALDINE	76.5			
f 5.24	2.18	9.23	10.31	199.4	C.&O. N.Y.C. 6.4 P.R.R. NORTH JUDSON N	70.1	10.51	f 6.43	11.13
				205.1	5.7 LOMAX	64.4			
				206.3	C.I.&L. 1.2 WILDERS	63.2			
R 5.38	2.31	9.37	10.47	213.7	P.R.R. 7.4 KOUTS N	55.8	10.39	6.29	11.00
				220.0	6.3 BOONE GROVE	49.5			
s 5.58	2.46	9.55	11.06	232.9	12.9 CROWN POINT	36.6	10.23	s 6.10	10.43
6.05	2.53	10.04	11.14	240.2	C&O EJ&E 7.3 GT MC GRIFFITH N	29.3	10.17	6.01	10.35
				243.2	3.0 HIGHLAND	26.3			
				243.6	N.Y.C. 0.4 ND. TOWER N	25.9			
6.13	3.00	10.13	11.23	246.8	3.2 HY. TOWER N	22.7	10.10	5.55	10.29
s 6.20	s 3.05	s 10.25	s 11.35	248.3	1.5 HAMMOND	21.2	s 10.06	s 5.51	s 10.24
				269.5	MC NKP 20.9 B&OCT C&L	0.0			
6.55	3.40	11.00	12.10		A... CHICAGO ...LN		9.30	5.10	9.45
A.M.	P.M.	P.M.	A.M.		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

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

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