



PENN CENTRAL

* * *

WESTERN REGION

* * *

**CHICAGO DIVISION
FORT WAYNE DIVISION**

* * *

TIMETABLE NO. 2

In Effect **4.01 A.M., EST** **3.01 A.M., CST** Sunday, December 1, 1968

* * *

FOR THE GOVERNMENT OF EMPLOYEES ONLY

* * *

H. C. KOHOUT,
Vice President and
General Manager

R. E. SULLIVAN,
General Superintendent

Superintendents:
W. T. EWING
P. A. DIGANGI

Divisions:
CHICAGO
FORT WAYNE

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2024



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NOTE—Applies on Pages 3 to 15 inclusive:

Rule 221-A in effect at all train order offices unless otherwise indicated:

- B** Indicates **Rule 221-B** in effect.
C Indicates **Rule 221-C** in effect.
K Indicates Controlled by.
O Indicates automatic interlocking.
P Indicates in service part-time.
R Indicates remote controlled from.
S Indicates control station at other than dispatchers office.
X Indicates in service continuously.
★ Indicates Road radio channel 1.
◆ Indicates Road radio channel 2.

Holidays: New Years, Memorial, Independence, Labor, Thanksgiving, Christmas.

MAIN LINE PITTSBURGH TO CHICAGO

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Pittsburgh	Sidings Assigned Direction Car Capacity 50 ft. Cars			
						East	West	Both	Note
X	X	X-★		PITTSBURGH (Cen. Reg.).....					
				COLSAN (Valley Div.-Central Reg.).....	200.5				
				DIVISION POST (Ft. Wayne Div.-Western Reg.).....	200.6				
				BUCYRUS.....	200.8				
				NEVADA.....	209.3				
X	X	X-★		UPPER SANDUSKY (C. & O.).....	217.5		124		
X				WEST UPPER SANDUSKY..... R-Upper Sandusky	218.9	124			
				KIRBY.....	224.1				
X	P	P		FOREST (Sandusky Br.-Southern Reg. Crsg.).....	229.2				
X	X	X-★		DUNKIRK (Western Br.-Southern Region Crsg.).....	236.4		207		
X				DOLA..... R-Dunkirk	238.7	200			
				ADA.....	245.6				
				LAFAYETTE.....	252.4				
X	X	X-★		SUGAR STREET (D. T. & I. Crsg.).....	259.9				
X	X			LIMA (B. & O.-N. & W. Crsg.).....	260.3	97			
				DUGRUN.....	263.5				
X				EAST DELPHOS..... R-Delphos	272.9		135		
X	X	X-★		DELPHOS (N. & W. Crsg.).....	274.5	135			
				MIDDLEPOINT.....	280.2				
X	X	X-★		VAN WERT.....	287.4				
				ESTRY (Northern Br.-Southern Reg. Crsg.).....	287.8				
				CONVOY.....	294.7				
				DIXON (State Line Ohio-Ind.).....	300.4				
X				MONROEVILLE..... R	304.2				
X				WEST MONROEVILLE..... Estry	305.6	130			
X	X	X-★		ADAMS (Ft. Wayne Sec. Trk.).....	314.4				
				LINKER.....	316.3				
				PIQUA ROAD.....	317.5				
				WINTER STREET.....	318.6				
X	X	X		WABASH (N. & W. Crsg.).....	319.2				
				FORT WAYNE.....	319.8				
X	X	X-★		BROADWAY (Ft. W.).....	320.2				
				JUNCTION (Waterloo Br.-G.R. & I. Br.).....	321.1				
				ARCOLA.....	328.2				
				COLUMBIA CITY.....	338.7				
X	X	X-★		VANDALE (Logansport Br.).....	339.2		174		
X				WEST VANDALE..... R-Vandale	341.1	175			
				PIERCETON.....	350.6				
X	X	X-★		WINONA LAKE.....	357.1				
				WARSAW (Michigan Br.-Southern Reg. Crsg.).....	358.7				
X				WEST WARSAW..... R-Warsaw	359.7		157		
				SELBY.....	361.5				

(Continued on next page)

MAIN LINE—PITTSBURGH TO CHICAGO

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Pittsburgh	Sidings Assigned Direction Car Capacity 50 ft. Cars			
						East	West	Both	Note
X	X	X-★		BOURBON	373.0				
				PLYMOUTH (N. & W.-South Bend Br. Crsg.)	383.9		224		
X				WEST PLYMOUTH R-Plymouth	386.3	224			
X	X	X-★		HAMLET (Kankakee Br. Crsg.)	397.9		122		
X-O				HANNA (C. & O. Crsg.)	408.6				
X				EAST WANATAH R-Wanatah	413.2		157		
X	X	X-★		WANATAH (Monon Crsg.)	414.9	146			
				DIVISION POST (Chicago Div.- Western Reg.)	423.0				
				VALPARAISO	424.1				
X	X			GRAND TRUNK (G. T. W. Crsg.)	426.9				
				WHEELER	430.7				
X				EAST BART R-Bart	433.0		117		
X	X	X-★		BART (E. J. & E. Crsg.)	434.4	117			
				HOBART	434.5				
X-O				LIVERPOOL (Joliet Br. Crsg.)	437.4				
				VIRGINIA STREET	439.9				
				BROADWAY (Gary)	440.4				
X				TOLLESTON (Ivanhoe Br. Crsg.)	441.8				
				(R-Dispatcher, Chicago)	442.9				
X				GARY	442.9				
X	X	X-★		CLARKE R-Clarke Jct.	443.8			149	
				CLARKE JCT. (B. & O. C. T. Crsg.)	445.7				
				BUFFINGTON	446.3				
				CLINE AVE.	447.4				
X	X	X		INDIANA HARBOR (I. H. B. Crsg.)	448.1				
X	X	X		INDIANA HARBOR CANAL	448.5				
				MAHONING	448.9				
				STANDARD	450.6				
X	X	X		WHITING (B. & O. C. T. Crsg.)	450.8	183			
				LAKE JCT. (Lake Br.)	451.4				
				ROBY	452.1				
				COLEHOOR YARD OFFICE	453.1				
				STATE LINE (Ind.-Ill.)	453.3				
X				COLEHOOR JCT.—R-River Br. Jct. (M. L. Columbus to Chicago-SC&S)	453.7				1
X	X	X-★		RIVER BRANCH JCT.	454.7				
X	X			ENGLEWOOD (C. R. I. & P. Crsg.)	460.8				
		X		EC	461.3				2
				58TH STREET (Sig. Bridge)	461.6				
				55TH STREET YARD OFFICE	462.0				
X	X			40TH STREET	463.8				3
				22ND STREET	466.0				
X	X			ALTON JCT. (C. & W. I.—I. C. Crsg.)	466.1				
X	X	X		SOUTH BRANCH BRIDGE	466.2				
				DIVISION POST (Chicago Div.)	466.2				
				ROOSEVELT ROAD (C. U. S. Joint Trks.)	467.0				
				CHICAGO UNION STATION	467.8				4

The direction from Pittsburgh to Chicago is westward.

NOTE 1. Colehour jct. Int. in service for SC&S Branch and Track No. 3 only.

NOTE 2. EC Block Station and Train Order Office in service for tracks No. 3 and No. 4 only.

NOTE 3. 30th Street Int. in service for Track No. 3 only.

NOTE 4. GB-Train Order Office, located in Chicago Union Station, open continuously.

**Interlocking, Block, Train Order Office and Block-Limit
Stations in service part-time as follows:**

Station	Hours in service
Forest	8.00 A.M. to 4.00 P.M. Daily except Saturday and Sunday

MAIN LINE—COLUMBUS TO CHICAGO

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Columbus	Sidings Assigned Direction Car Capacity 50 ft. Cars			
						East	West	Both	Note
X	X	X-★		COLUMBUS (Southern Reg.)	0.0				
				BRADFORD (Cincinnati Div.- Southern Reg.)	83.1				
X-O				DIVISION POST (Ft. Wayne Div.- Western Reg.)	83.4				
X				MEEKER (Northern Br. Crssg.)	95.0				
				UNION CITY R-Ansonia (M. L. Cleveland to St. Louis Crssg.)	103.8			102	4
				State Line (Ohio-Ind.)					
X	X	X-★		RIDGEVILLE (Ft. Wayne Br.)	117.3			136	
X				WEST RIDGEVILLE R-Ridgeville	118.1				
X-O				REDKEY (N. & W. Crssg.)	124.9				
X				KIRK R-Ridgeville	126.8				
				DUNKIRK	128.4				
				HARFORD CITY	138.1				
				UPLAND	145.1				
		X		PACKY R-Kent	150.5				1
				GAS CITY	152.2				
X	X	X-★		KENT (N. & W.-Michigan Br. Crssg.)	156.9		163		
				MARION	157.3				
				BECKER	160.0				
				GOODMAN	161.0				
				SWEETSER	163.2				
		X		TYKLE R-Kent	163.5				2
				CONVERSE	168.6				
				AMBOY	171.9				
X-O				WEST GRAW	178.9				
				BUNKER HILL (N. & W. Crssg.)	181.8				
				ONWARD	187.0				
X	X	X-★		ANOKA (Richmond Br.)	192.6				
				EIGHTEENTH STREET	195.9				
X	X	X		RACE	196.0				
X-O				FOURTEENTH STREET	196.6				
				ELM (N. & W. Crssg.)	197.1				
				LOGANSPOUT	197.3				
X	X	X-★		VAN (I. & F. Br.-So. Bend Br.- Logansport Br.)	198.3				
X				KENNETH R-Van (Dist. fr. Lgnspt.) (Effner Br.)	5.7				
				ROYAL CENTER	208.3				
				THORNHOPE	212.8				
				STAR CITY	216.5		106		
				WINAMAC	222.4				
				DENHAM	231.4				
X	X	X-★		NORTH JUDSON (Kankakee Br. & E. L. Crssg.)	237.3	131			
X	X	X		LA CROSSE (Monon Crssg.)	246.6				
X	X	X-★		KOUTS (E. L. Crssg.)	253.1				
				HEBRON	262.5				
				CROWN POINT	273.4				
				DIVISION POST (Chicago Div.)	280.0				
				SCHERERVILLE	280.1		127		
X	X	X-★		HARTSDALE (E. J. & E.-Joliet Br. Crssg.)	281.7	124			
X				MAYNARD R-Hartsdale (G. T. W. Crssg.)	284.8				
X				AIR LINE R-Hartsdale (Monon crssg.)	285.4				
				LANSING	286.6				
X		X		BERNICE R-Hartsdale (M. L. Columbus to Chicago- 59th St.)	287.8				

MAIN LINE—COLUMBUS TO CHICAGO

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Columbus	Sidings Assigned Direction Car Capacity 50 ft. Cars			
						East	West	Both	Note
X		X		BERNICE.....R-Hartsdale (M. L. Columbus to Chicago via-SC&S)	9.3				
X	X	X		CALUMET PARK (I. H. B.-B. & O. C. T. Crsg.)	5.5			47	
X	X			BURNHAM (N. & W.-C. & W. I. C. S. S. & S. B. Crsg.)	4.6				
				WOLF LAKE JCT.	4.3				
X				HEGEWISCH.....R-Cal. Park (Calumet River Line Sec. Trk.)	3.9				
X				COLEHOUR JCT. R-River Br. Jct. (M. L. Pittsburgh to Chicago)	0.0				3
X	X	X-★		DOLTON YARD	289.8				
X	X			DOLTON (C. & W. I.-I. H. B.-C. & E. I. Crsg.)	293.4				
X	X			RIVERDALE (B. & O. C. T. Crsg.)	294.2				
X	X	X		WEST PULLMAN (I. C. Crsg.)	296.1				
X	X			WASHINGTON HEIGHTS (C. R. I. & P. Crsg.)	298.5				
X	X			ROCK ISLAND CROSSING (C. R. I. & P.)	300.1				
X	X	X-★		BEVERLY JCT. (B. & O. C. T.-C. R. I. & P. Crsg.)	300.2				
X	X			BELT CROSSING (N. & W.-Belt)	302.3				
X	X			59TH ST. YARD OFFICE	304.4				
				49TH STREET (B. & O.-C. T. Crsg.)	305.6				
				BRIGHTON PARK (B. & O.-G. M. & O. Crsg.)	307.1				
X	X			ASH STREET (I. C.-A. T. & S. F. Crsg.)	307.7				
				DRAINAGE CANAL	307.8				
				DRAWBRIDGE	307.8				
				26TH STREET (IN Crsg.)	308.3				
				12TH STREET (B. & O. CT-C. & N. W. Crsg.)	309.9				
X	X			WESTERN AVENUE (No. Jt. Trks.)	311.6				
				CHICAGO UNION STATION	314.1				

The direction from Columbus to Chicago is westward.

NOTE 1. Packy in service for No. 2 track only.

NOTE 2. Tykle in service for No. 1 track only.

NOTE 3. Colehour Jct. Int. in service for SC&S Branch and track No. 3 only.

NOTE 4. Controlled by Operator Ansonia located on Cincinnati Division, Southern Region.

The direction from Western Avenue to Chicago Union Station is eastward.

The direction from Colehour Jct. to Bernice is eastward.

MAIN LINE—BUFFALO TO CHICAGO

(CHICAGO DIVISION)

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Buffalo	Sidings Assigned Direction Car Capacity 50 ft. Cars			
						East	West	Both	Note
				<i>BUFFALO (Northeastern Reg.)</i>	0.0				
				<i>TOLEDO (Toledo Div.-Lake Reg.)</i>	288.3				
				DIVISION POST (Chicago Div.-Western Reg.)	421.1			544	
X		P		B ELKHART R-BC	421.5				1
X				ELKHART	421.6				3
X				OAKLAND AVE. R-BC	422.2			368	2
X				CP 21ST ST. R-BC	422.5				
X		X-♦		BC (S) (Located in Elkhart Yd.)					1
X				CP WG R-BC	426.4				
				OSCEOLA	427.1				
				MISHAWAKA	432.7				
				HIGH STREET	436.4				
				SOUTH BEND	436.7				
X	X	X-♦		HF (G. T. W. & Kankakee Br.)	436.9				5
				ARNOLD STREET	437.9				
				LYDICK	443.7				
				TERRE COUPEE	448.4		113		
				NEW CARLISLE	450.1				
				ROLLING PRAIRIE	456.4				
X				WR (N. & W. Crsgg.) R-JD	462.4				
				LAPORTE	463.4				
X	X	X-♦		JD (C. & O. Crsgg.)	463.8			232	2-5
X				EAST PINOLA R-JD	466.6				
X-O				PINOLA	467.5				
				OTIS (Monon Crsgg.)	473.4				
				BURDICK	476.8				
				CHESTERTON	481.1	95	95		
				PORTER	482.0	91			4
X	X	X-♦		PO (Ivanhoe Br.-M. L. Michigan Div.)	482.2				5
				BURNS HARBOR	485.7			210	
X				MILLERS R-PO	491.0			120	
				GARY	496.0			30	
				PINE	499.3			140	
X	X	X-♦		NE	500.1				5
				B. & O. CROSSING (I. H. B. and B. & O. Crsgg.) R-HC	502.7				
				INDIANA HARBOR	502.8				
X	X	X		HC	503.2				5
				WHITING	505.4				
X	X	X		MS (B. & O. C. T. Crsgg. Lake Br.)	505.7				5
				STATE LINE (Ind.Ill.)	508.2				
X				CR R-JN	509.5				
X	X	X-♦		JN	513.9				5
				ENGLEWOOD	515.5				
				DIVISION POST (Chicago Div.)	515.6				
				61ST STREET (PC-C. R. I. & P. Joint)	515.6				
				CHICAGO LA SALLE ST. STA.	522.2				

The direction from Buffalo to Chicago is westward.

NOTE 1. Train Order Office only. No Train Order Signal in service.

NOTE 2. Controlled siding located on south or west side.

NOTE 3. Part-time Train Order Office for passenger, mail, express, and/or deadhead equipment trains.

NOTE 4. PORTER—(Freight Office only) Open 7.01 P.M. to 3.01 A.M. daily. 7.01 A.M. to 3.01 P.M. daily.

NOTE 5. Train Order Signal **Rule 200C** in service.

Interlocking, Block, Train Order Office and Block-Limit
Stations in service part-time as follows:

Station	Hours in service
Elkhart	9.00 A.M. to 6.00 P.M. daily except Saturdays, Sundays and Holidays.

LAKE BRANCH (CHICAGO DIVISION)

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from MS	Sidings Assigned Direction Car Capacity 50 ft. Cars			
						East	West	Both	Note
X	X	X		MS (M. L. Buffalo to Chicago).....	0.0				1
				LAKE JCT. (M. L. Pittsburgh to Chicago).....	0.4				

The direction from MS to Lake Jct. is westward.

NOTE 1. Train Order Signal **Rule 200C** in service.

JOLIET BRANCH (CHICAGO DIVISION)

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from East Gary	Sidings Assigned Direction Car Capacity 50 ft. Cars			
						North	South	Both	Note
X-O				EAST GARY (Ivanhoe Br.).....	0.0				
				LIVERPOOL (M. L. Pittsburgh to Chicago Crsg.).....	2.9				
X-O				SOUTH GARY (N. & W. Crsg.).....	5.4			6	
				ROSS.....	7.8				
X	X			GRIFFITH (EL, C. & O., G. T. W. and E. J. & E. Crsg.).....	10.4				
				HARTSDALE.....	12.2			80	
X	X			JG (M. L. Columbus to Chicago Crsg.).....	12.5				
X				DYER (Monon Crsg.).....	15.4				
				R-Monon-Dyer.....	15.6				
X-O				STATE LINE (Ind. Ill.).....	21.4			12	
				CHICAGO HEIGHTS (C. & E. I. Crsg.).....	24.8				
				MATTESON.....	32.5				
				FRANKFORT.....	37.1				
				SPENCER.....	38.6				
X	X			STEELE.....	43.5				
				JOLIET (E. J. & E. Crsg.).....	44.0				
				JOLIET JCT. R-Joliet	44.4				
				JOLIET YARD.....	44.4				

The direction from East Gary to Joliet Yard is westward.

IVANHOE BRANCH (CHICAGO DIVISION)

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Detroit	Sidings Assigned Direction Car Capacity 50 ft. Cars			
						East	West	Both	Note
				<i>DETROIT (Mich. Div.-Northern Reg.)</i>	0.0				
X	X	X-◆		PO (M. L. Buffalo to Chicago)	240.7	86	87		2
X	X	X		WILLOW CREEK (B. & O. and N. & W. Crsgg.)	246.7		83		1-2
				EAST GARY (Joliet Br.)	249.9				
				GARY	255.1				
X				TOLLESTON (M. L. Pittsburgh to Chicago Crsgg.)					
				R-Train Dispatcher Chicago	256.4				
				DIVISION POST (I. H. B.)	259.4				
X	X	X		IVANHOE (E. J. & E. Crsgg.)	259.5				2

The direction from Detroit to Ivanhoe is westward.

NOTE 1. No train order signal in service for Westward Joliet Branch Trains.

NOTE 2. Train Order Signal **Rule 200C** in service.

E & W BRANCH (CHICAGO DIVISION)

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from B	Sidings Assigned Direction Car Capacity 50 ft. Cars			
						East	West	Both	Note
X				B (M. L. Buffalo to Chicago)..... R-BC	0.0				
				TWIN BRANCH	9.4				1
				MISHAWAKA	12.7				2

The direction from **B** to Mishawaka is westward.

NOTE 1. Crews operating out of Twin Branch and Mishawaka when they have heavy tonnage train will arrange to stop just west of by-pass U.S. 112 and obtain permission by telephone from **BC** before proceeding into Elkhart.

NOTE 2. Crews will call operator at **BC** before departing Mishawaka.

CALUMET RIVER LINE SECONDARY TRACK (CHICAGO DIVISION)

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from River Branch Jct.	Sidings Assigned Direction Car Capacity 50 ft. Cars			
						East	West	Both	Note
X	X	X-★		RIVER BRANCH JCT. (M. L. Pittsburgh to Chicago)	0.0				
				CALUMET WESTERN JCT.	4.4				
X				HEGEWISCH.....R-Calumet Park (M. L. Columbus to Chicago)	4.7				

The direction from River Branch Jct. to Hegewisch is eastward.

ENGLEWOOD CONNECTING LINE SECONDARY TRACK (CHICAGO DIVISION)

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from 59th Street Yard	Sidings Assigned Direction Car Capacity 50 ft. Cars			
						East	West	Both	Note
X	X	X		EC (M. L. Pittsburgh to Chicago).....	2.5				
				FORD STREET (C. & W. I. Crsgg.).....	2.1				
				GREEN STREET.....	1.7				
				59TH STREET YARD.....	0.0				

The direction from 59th St. Yard to EC is eastward.

KANKAKEE BRANCH (FT. WAYNE DIVISION)

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from South Bend	Sidings Assigned Direction Car Capacity 50 ft. Cars			
						North	South	Both	Note
				SOUTH BEND.....	0.0				
X	X	X-♦		HF (M. L. Blfo to Chicago).....	0.0				3-4
				OLIVERS YARD.....	1.1				
				DIVISION POST (Chicago Div.).....	2.7				
				DIVISION POST (Ft. Wayne Div.).....	2.7				
X	X	X-C		JK (N. J. I. & I. Crsgg.).....	2.7				3
				RUPEL.....	5.4				
				GINGER HILL.....	9.5			120	
X-O				NORTH LIBERTY (N. & W. Crsgg.).....	13.8				
X				WALKERTON..... R-Akron, O.	19.6				5
				(B. & O. and N. & W. Crsgg.).....					
X	X	X-C-♦		HAMLET (M. L. Pittsburgh to Chicago Crsgg.).....	27.6			85	
X-O				KNOX (N. & W. Crsgg.).....	33.9				
				TOTO.....	38.4				
X	X	P-B-♦		J.....	43.3			143	
				NORTH JUDSON (M. L. Columbus to Chicago-C. & O. Crsgg.).....	43.4				
X-O				SAN PIERRE (Monon Crsgg.).....	49.5				
				TEFFT.....	53.5				
				WHEATFIELD.....	58.1			64	
				KERSEY.....	63.5				
				DEMOTTE.....	65.5				
X-O				SHELBY (Monon Crsgg.).....	73.4				
X-O		P-C-♦		SCHNEIDER (St. Louis Div.- Southern Reg. Crsgg.).....	78.6			147	
				STATE LINE (Ind.-Ill.).....	82.7				
				ILLINOI.....	82.7				
X-O				DELMAR (C. M. St. P. & P. Crsgg.).....	86.9			250	
X	X	X-C		MJ (C. & E. I. Crsgg.).....	89.6				
				MOMENCE.....	90.1				
				EXLINE.....	95.8				
X				KX (I. C. R. R. Crsgg.).....	101.0				
		X-♦		KANKAKEE (West Yard).....	103.5				1
				GREENWICH.....	104.3				
				VANS SIDING.....	106.5				
				LEHIGH.....	107.8				
				HUBER.....	109.1				
				GOODRICH.....	111.2				
				UNION HILL.....	115.9				
X	X	X-C-♦		RA (N. & W. Crsgg.).....	121.1				
				REDDICK.....	121.4			130	
				BLAIR.....	124.4				
X				DWIGHT..... R-Dwight					
				(G. M. & O. Crsgg.).....	130.1				6
				DG.....	130.6			52	
				SUNBURY.....	135.8				
				BUDD.....	140.7				
				MISSAL.....	147.0				
X-O				G. M. & O. CROSSING.....	149.9				

(Continued on next page)

KANKAKEE BRANCH

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from South Bend	Sidings Assigned Direction Car Capacity 50 ft. Cars			
						North	South	Both	Note
X	X	P-B-◆		STREATOR JCT.	150.6			148	
				STREATOR (A. T. & S. F. Crsgg.)	152.4				
				STREATOR (C. B. & Q. and G. M. & O. Crsgg.)	152.9				
				MILLA	162.1				
X-O				LOSTANT (IC Crsgg.)	165.7				
				PRISCILLA	170.0				
				MCNABB	174.7				
				GRANVILLE JCT.	180.6				
				GRANVILLE	180.7				
				HENNEPIN	184.5				
				MORONTS	184.9				
X	X	X-C-◆		ILLINOIS RIVER	187.4				1
				DEPUE JCT.	188.1				
				DEPUE	189.3				
				HOWE	188.3				
				SEATONVILLE	191.5				
				SEATONVILLE JCT.	192.2				
				LX	193.8				
				PC JCT.	194.3				
				DIVISION POST (Ft. Wayne Div.- Western Reg.)	194.3				
				DIVISION POST (C. B. & Q. R.R.)	194.3				

The direction from South Bend to PC Jct. is westward.

Stations listed under column headed Block Station and Train Order Office are Train Order Offices only.

NOTE 1. No train order signal in service.

NOTE 3. No train order signal in service for Westward trains.

NOTE 4. Train order signal **Rule 200C** in service.

NOTE 5. Controlled by B. & O. Train Dispatcher located at Akron, Ohio.

NOTE 6. Controlled by G. M. & O. Operator located at Dwight.

Interlocking, Block, Train Order Offices and Block-Limit Stations in service part-time as follows:

Station	Hours in service
J	11.01 P.M. to 7.01 A.M. Daily. 2.01 P.M. to 8.01 P.M. Daily except Saturday, Sunday and Holidays. Saturday 7.01 A.M. to 3.01 P.M.
Schneider	7.01 A.M. to 4.01 P.M. except Saturdays, Sundays and Holidays.
Streator Jct.	7.59 A.M. to 3.59 P.M.—11.59 P.M. to 7.59 A.M. Daily.

CHURCHILL BRANCH
(FT. WAYNE DIVISION)

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from LX	Sidings Assigned Direction Car Capacity 50 ft. Cars			
						North	South	Both	Note
				LX (Kankakee Br.)	0.1				
				LADD (C. B. & Q. Crsgg.)	0.0				
				CHURCHILL	3.3				

The direction from LX to Churchill is westward.

EFFNER BRANCH
(FT. WAYNE DIVISION)

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Logansport	Sidings Assigned Direction Car Capacity 50 ft. Cars			
						East	West	Both	Note
				LOGANSPORT	0.0				
X	X	X-★		VAN (M. L. Columbus to Chicago)	1.2				
X			X	KENNETH R-Van K-Van	5.7				
				BURNETTSTVILLE	12.1				
				IDAVILLE	15.1				
X-O				MONON CROSSING (Monon)	21.5				
X-O			X	MONTICELLO K-Van	21.6			32	
				REYNOLDS (Monon crsgg.)	26.9				
				WOLCOTT	35.8			33	
				REMINGTON	41.5			21	
				GOODLAND	48.9			21	
X	X	X		KENTLAND (Danville Br. Crsgg.)	57.2			24	
				END OF BLOCK	60.2				
				EFFNER	61.2				

The direction from Logansport to Effner is westward.

G. R. & I. BRANCH
(FT. WAYNE DIVISION)

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Richmond	Sidings Assigned Direction Car Capacity 50 ft. Cars			
						North	South	Both	Note
				RICHMOND (Cincinnati Div.- Southern Reg.)	0.0				
X	X	X-★		JUNCTION (M. L. Pittsburgh to Chicago)	93.3				
				(Waterloo Br. Crsgg.)	93.6				
X				N. & W. CROSSING R-Runnion Ave. K-Jet.	94.1				1-2
			P	HUNT	104.1				
			X	HUNTERTOWN	108.7				
				LA OTTO K-Wolcottville	108.7				
X-O				(Vandale Sec. Trk. Crsgg.)	113.6				
X				AVILLA (B. & O. Crsgg.)	120.2				
				KENDALLVILLE R-Toledo	121.5			112	
				(M. L. Blfo. to Chicago Crsgg.)					
				HOFFMAN					
				DIVISION POST (Ft. Wayne Div.)	123.0				
				WOLCOTTVILLE (N. & W. Crsgg.- Mich. Div. North Reg.)				38	

The direction from Richmond to Wolcottville is northward.

NOTE 1. Before switching movements are made at N & W Crossing or should interlocking signal display a stop signal, instructions posted at the crossing must be complied with.

NOTE 2. Controlled by Operator located on N & W RR. for GR&I at Runnion Ave., Fort Wayne.

Interlocking, Block, Train Order Offices and Block-Limit Stations in service part-time as follows:

Station	Hours in service
Hunt (Block-Limit Station)	5.00 P.M. to 8.00 A.M. Daily. 8.00 A.M. to 5.00 P.M. Sunday.

LOGANSPORT BRANCH (FT. WAYNE DIVISION)

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Logansport	Sidings Assigned Direction Car Capacity 50 ft. Cars			
						East	West	Both	Note
X	X	X-★		VANDALE (M. L. Pittsburgh to Chicago).....	55.3			25	
X-O				SOUTH WHITLEY (N. & W. Crsg.).....	47.1				
				NORTH MANCHESTER.....	37.1				
				(Michigan Br.).....	36.9				
X				NEWTON (E. L. Crsg.).....	33.9			90	1
				ROANN.....	27.2				
				DENVER (N. & W. Crsg.).....	18.2				
				MEXICO.....	14.3				
X-O				HOOVER (C. & O. Crsg.).....	10.1				
		X		LOG DIVISION POST (Chicago Div.).....	3.1				
				FERN.....	2.5				
X	X	X-★		VAN (M. L. Columbus to Chicago).....	1.2				
				LOGANSPORT.....	0.0				

The direction from Logansport to Vandale is eastward.

NOTE 1. Newton Interlocking Station and Block Station in service by train order only.

I & F BRANCH (FT. WAYNE DIVISION)

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Terre Haute	Sidings Assigned Direction Car Capacity 50 ft. Cars			
						North	South	Both	Note
				TERRE HAUTE (Southern Reg.).....	0.0				
				DIVISION POST (Chi. Div.- Western Reg.).....	109.1				
X	X	X		CLYMERS (N. & W. Crsg.).....	109.2			150	
				LONG CLIFF.....	113.3				
X	X	X-★		VAN (M. L. Columbus to Chicago).....	114.4				

The direction from Van to Terre Haute is southward.

WATERLOO BRANCH

(FT. WAYNE DIVISION)

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Junction	Sidings Assigned Direction Car Capacity 50 ft. Cars			
						East	West	Both	Note
X	X	X-◆		JUNCTION (G. R. & I. Br.-M. L. Pittsburgh to Chicago).....	0.0				
X			X	WAYNE.....R-Runnion Ave.	0.5				1
X				AUBURN JCT.....R-Akron, O. (B. & O. R.R. & Vandale Sec. Trk. Crsag.).....	19.6				
				AUBURN.....	20.8			30	
				WATERLOO (M. L. Buffalo to Chicago).....	25.6				

The direction from Junction to Waterloo is northward.

NOTE 1. Controlled by Operator located on N & W RR. at Runnion Ave., Fort Wayne.

SOUTH BEND BRANCH

(FT. WAYNE DIVISION)

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Terre Haute	Sidings Assigned Direction Car Capacity 50 ft. Cars			
						East	West	Both	Note
				TERRE HAUTE (Southern Reg.).....	0.0				
X	X	X-★		VAN (Ft. Wayne Div.-Western Reg.).....	114.5				
		X		FERN.....	115.7				
				BEND.....R-Van	116.1				
				LUCERNE.....	124.3				
				GRASS CREEK.....	129.8				
				KEWANNA.....	134.8				
X-O				KEWANNA INTERLOCKING (C. & O. Crsag.).....	135.0				
X-O				DELONG (E. L. Crsag.).....	143.1				
X-O				CULVER.....	148.8				
X	X	X-★		HIBBARD (N. & W. Crsag.).....	151.7				
				PLYMOUTH (N. & W. Crsag.-M. L. Pittsburgh to Chicago).....	159.0				
X				MARSHALL.....	160.2			87	
X-O				LAPAZ JUNCTION (B. & O. Crsag.).....	167.4				1
				LAKEVILLE (N. & W. Crsag.).....	172.2				
				DIVISION POST (Chicago Div.).....	178.0				
				END OF BLOCK.....	182.2				
				SOUTH BEND.....	182.3				

The direction from Terre Haute to South Bend is westward.

Note 1. Lapaz Junction Interlocking controlled by B. & O. Train Dispatcher at Akron, O.

MAIN LINE—CINCINNATI TO KANKAKEE

(FT. WAYNE DIVISION)

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Cincinnati	Sidings Assigned Direction Car Capacity 50 ft. Cars			
						East	West	Both	Note
				CINCINNATI (Southern Reg.).....	0.0				
				AROMA PARK (Ind. Div.-Sou. Reg.).....	244.5				

(Continued on next page)

MAIN LINE—CINCINNATI TO KANKAKEE (Continued)

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Cincinnati	Sidings Assigned Direction Car Capacity 50 ft. Cars			
						East	West	Both	Note
				DIVISION POST (Ft. Wayne Div.)	244.9				
				COURT ST.	248.2			57	
X	X	P-◆		KT	248.8				
				KX (I. C. Crsg.)	249.4				
				WEST K. & S. SWITCH					
		◆		KANKAKEE (West Yard)					

The direction from Cincinnati to Kankakee is westward.

Interlocking, Block and Block-Limit Stations in service part-time as follows:

Station	Hours in service
KT	9.30 A.M. to 5.30 P.M. Daily. 8.00 P.M. to 4.00 A.M. Daily.

FORT WAYNE SECONDARY TRACK
(FORT WAYNE DIVISION)

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Richmond	Sidings Assigned Direction Car Capacity 50 ft. Cars			
						East	West	Both	Note
				RICHMOND (Cincinnati Div.-Sou. Reg.) (Ridgeville Sec. Trk.)	0.0				
				DIVISION POST (Ft. W. Div.)	69.5				
				BEGIN BLOCK-END OF BLOCK	69.5				
X	X			END OF BLOCK-BEGIN BLOCK	69.5				
				ERIE (E. L. & N. & W. Crsg.)	70.4				
				DECATUR	70.7			60	
				END OF BLOCK-BEGIN BLOCK	72.8				
				BEGIN BLOCK-END OF BLOCK	72.8				
X	X	X-★		HOAGLAND	79.6			46	
X	X	X-★		ADAMS	86.6				
				ADAMS (M. L. Pittsburgh to Chicago)	86.6				

The direction from Richmond to Adams is westward.

VANDALE SECONDARY TRACK
(FT. WAYNE DIVISION)

Interlocking	Interlocking Station	Block Station and Train Order Office	Block-Limit Station	STATIONS	Distance from Logansport	Sidings Assigned Direction Car Capacity 50 ft. Cars			
						East	West	Both	Note
				LOGANSPORT	0.0				
				END OF SECONDARY TRACK	65.0				
				LAOTTO (G. R. & I. Br. Crsg.)	73.7				
X				WATERLOO BR. CROSSING	81.3				
				AUBURN JCT. (B. & O. Crsg.)	81.4				1
				AUBURN	82.4				

The direction from Logansport to Auburn is eastward.

NOTE 1. Auburn Jct. Interlocking controlled by B & O Train Dispatcher at Akron, O.

TOLEDO TO CHICAGO—WESTWARD

FIRST CLASS					
STATIONS	●27	C. & O. 807	G.T.W. 155		
	Daily	Daily Except Monday	Daily		
	Leave	A.M.	A.M.	A.M.	
TOLEDO (Lake Reg.)	○ 7.27				
B (E.S.T.)	9.23				
ELKHART (C.S.T.)	○ 8.24				
ELKHART	8.29				
WG	8.37				
HIGH STREET	8.46		5.47		
SOUTH BEND	S 8.50		S 5.54		
ARNOLD STREET	8.51		5.56		
LA PORTE					
JD	9.14				
PO	9.29	2.47			
GARY	B 9.41				
NE	9.48	3.07			
MS	10.00				
LAKE JCT	10.03				
STATE LINE					
RIVER BRANCH JCT	10.15				
ENGLEWOOD	D10.25				
SOUTH BRANCH BRDG	10.39				
CHICAGO UNION STATION	10.45				
Arrive	A.M.	A.M.	A.M.		

TOLEDO TO CHICAGO—WESTWARD

FIRST CLASS					
STATIONS	63	G.T.W. 165			
	Daily	Daily			
Leave	P.M.	P.M.			
TOLEDO (Lake Reg.).....	3.15				
B (E.S.T.).....	5.11				
ELKHART (C.S.T.).....	4.12				
ELKHART.....	O 4.17				
WG.....	4.25				
HIGH STREET.....	4.34	7.09			
SOUTH BEND.....	O 4.55	S 7.15			
ARNOLD STREET.....	4.56	7.17			
LA PORTE.....					
JD.....	5.19				
PO.....	5.34				
GARY.....					
NE.....	5.47				
MS.....	5.57				
LAKE JCT.....	6.00				
STATE LINE.....					
RIVER BRANCH JCT.....	6.20				
ENGLEWOOD.....					
SOUTH BRANCH BRDG.....	6.44				
CHICAGO UNION STATION.....	6.50				
Arrive	P.M.	P.M.			

FIRST CLASS							
Leave	5	C. & O. 813	51 =◇	351 =◇			
	Mall and Express	Sunday Only					
	Daily		Daily	Daily			
	P.M.	P.M.	A.M.	A.M.			
	10.35		1.15				
	12.44		3.19				
	11.45		2.20				
	11.50		O 2.25				
	11.58		2.33				
			2.42				
	12.09		S 2.54				
			2.55				
	12.35		3.18				
	12.50	7.24	3.33	4.35			
			S 3.53	Q 4.50			
	1.04	7.45	4.10	4.56			
	1.09		4.20	5.06			
			4.23	5.09			
			4.30	5.16			
	1.20		W 4.55	V 5.25			
			5.07	5.37			
	2.15		5.15	5.45			
	A.M.	P.M.	A.M.	A.M.			

NOTE: No. 5 operates via Joint CRI&P-PC tracks Englewood to 12th Street.

CINCINNATI & LOUISVILLE TO CHICAGO VIA KANKAKEE

STATIONS	FIRST CLASS			
	Westward			
	303 DAILY	◇ 305 DAILY		
	A.M.	P.M.		
CINCINNATI (Sou. Reg.)	S 8.20			
KANKAKEE (KT)	D 12.28	D 9.10		
KX (I.C.)	12.30	9.12		
FRANK FRANKFORT				
CLYMERS				
VAN				
CHICAGO (I.C. 12th St.)	S 1.45	S 10.05		
	A.M.	A.M.		

CHICAGO TO TOLEDO—EASTWARD

FIRST CLASS					
STATIONS	64 =✓	G.T.W. 158			
	Daily	Daily			
Leave	A.M.	A.M.			
CHICAGO UNION STATION.....	8.30				
SOUTH BRANCH BRDG.....	8.35				
ENGLEWOOD.....	C 8.43				
RIVER BRANCH JCT.....	8.52				
STATE LINE.....					
LAKE JCT.....	9.05				
MS.....	9.08				
NE.....	9.18				
GARY.....	S 9.30				
PO.....	9.42				
JD.....	9.57				
LA PORTE.....	S 10.01				
ARNOLD STREET.....	10.25	11.58			
SOUTH BEND.....	S 10.30	S 12.06			
HIGH STREET.....	10.31	12.09			
WG.....	10.57				
ELKHART.....	11.03				
ELKHART (C.S.T.).....	O 11.08				
B (E.S.T.).....	12.11				
TOLEDO (Lake Reg.).....	2.05				
Arrive	P.M.	P.M.	P.M.		

FIRST CLASS							
	354 = ◇	=*14	●6	●28	356 = ◇		
			Mall and Express				
	Daily	Daily	Daily	Daily	Daily		
Leave	A.M.	P.M.	P.M.	P.M.	P.M.		
	8.50	1.05	2.30	3.45	4.00		
	8.55	1.10		3.50	4.05		
T	9.08	C 1.23	2.43	C 4.03	T 4.18		
	9.18	1.32		4.12	4.28		
	9.27	1.40		4.19	4.35		
	9.30	1.43	2.53	4.22	4.38		
	9.40	1.53	3.08	4.32	4.47		
T	9.45			Y 4.38	T 4.53		
	10.08	2.13	3.32	4.51	5.08		
			3.47	5.06			
				S 5.09			
				5.31			
			4.07	S 5.35			
				5.36			
			4.17	5.50			
			4.45	5.55			
			R 4.50	O 6.00			
			5.53	7.03			
			7.39	8.55			
	A.M.	P.M.	P.M.	P.M.	P.M.		

NOTE: No. 6 operates from LaSalle St. Station via Joint Tracks CRI&P-PC.

CHICAGO TO TOLEDO—EASTWARD

FIRST CLASS					
STATIONS	G.T.W. 164	C. & O. 808	G.T.W. 156		
	Daily	Daily	Daily		
Leave	P.M.	P.M.	P.M.		
CHICAGO UNION STATION.....					
SOUTH BRANCH BRDG.....					
ENGLEWOOD.....					
RIVER BRANCH JCT.....					
STATE LINE.....					
LAKE JCT.....					
MS.....					
NE.....		6.12			
GARY.....					
PO.....		6.32			
JD.....					
LA PORTE.....					
ARNOLD STREET.....	5.35		10.58		
SOUTH BEND.....	\$ 5.39		\$11.06		
HIGH STREET.....	5.42		11.09		
WG.....					
ELKHART.....					
ELKHART (C.S.T.).....					
B (E.S.T.).....					
TOLEDO (Lake Reg.).....					
Arrive	P.M.	P.M.	P.M.		

FIRST CLASS							
	98 =	52 = ◇	C. & O. 810	@366			
	Daily	Daily Except Saturday	Daily Except Saturday	Saturday Only			
Leave	P.M.	P.M.	P.M.	P.M.			
	9.15	10.05		11.40			
	9.20	10.10		11.45			
	9.33	10.23		11.58			
	9.42	10.32		12.07			
	9.49	10.39		12.14			
	9.52	10.42		12.17			
	10.00	10.50	10.35	12.25			
	\$10.14	\$10.55		\$12.31			
	10.27	11.15	10.53	12.48			
	10.42						
	10.48						
	11.10						
	11.27						
	11.28						
	12.02						
	12.10						
	12.15						
	1.18						
	3.05						
	A.M.	P.M.	P.M.	P.M.			

CHICAGO TO LOUISVILLE & CINCINNATI VIA KANKAKEE

STATIONS	FIRST CLASS						
	Eastward						
	◇302	304					
	DAILY	DAILY					
	A.M.	P.M.					
CHICAGO (I.C. 12th St.).....	\$ 8.45	\$ 3.50					
VAN.....							
CLYMERS.....							
FRANKFORT.....							
FRANK.....							
KX (I.C.).....	9.43	4.48					
KANKAKEE (KT).....	C 9.50	C 4.52					
CINCINNATI (Sou. Reg.)....		\$11.15					
	P.M.	P.M.					

PITTSBURGH TO CHICAGO

STATIONS	FIRST CLASS				
	◇ 23	◇ 49			
	DAILY	DAILY			
	Leave	P.M.	A.M.		
PITTSBURGH (Cent. Reg.)	\$ 11.30	\$ 1.47			
ORRVILLE (Lake Reg.)	2.14	4.03			
WOOSTER	F 2.25				
BIG RUN	2.30	4.18			
MOHICAN	2.48	4.35			
LUCAS	3.00	4.45			
MANSFIELD	\$ 3.08	4.52			
CRESTLINE	\$ 3.30	\$ 5.08			
COLSAN	# 3.40	# 5.15			
BUCYRUS	3.51	5.26			
UPPER SANDUSKY	4.07	5.39			
FOREST	4.16	5.48			
DUNKIRK	4.21	5.53			
ADA					
LIMA	\$ 4.41	\$ 6.13			
DELPHOS	4.57	6.29			
VAN WERT					
ESTRY	5.09	6.40			
ADAMS	5.30	7.00			
FORT WAYNE (E.S.T.)	\$ 5.40	\$ 7.08			
FORT WAYNE (C.S.T.)	# 4.50	# 6.13			
JUNCTION	4.53	6.15			
VANDALE	5.06	6.30			
WARSAW	\$ 5.21	6.45			
PLYMOUTH	\$ 5.40	7.04			
HAMLET	5.54	7.15			
WANATAH	6.10	7.30			
VALPARAISO	X 6.20	\$ 7.39			
WHEELER					
BART	6.30	7.52			
HOBART					
BROADWAY					
GARY	\$ 6.40	D 8.02			
CLARKE JCT.	6.44	8.06			
BUFFINGTON					
INDIANA HARBOR	6.48	8.09			
MAHONING					
STANDARD					
WHITING	6.53	8.13			
LAKE JCT.					
STATE LINE					
RIVER BRANCH JCT.	6.58	8.17			
ENGLEWOOD	D 7.05	D 8.25			
SOUTH BRANCH BRDG.	7.15	8.35			
CHICAGO UNION STATION	\$ 7.25	8.40			
Arrive	A.M.	A.M.	A.M.		

FIRST CLASS							
	□ 55	□ 53	# 453	# 455			
	DAILY	DAILY	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.			
Leave	A.M.	A.M.	A.M.	A.M.			
	\$ 7.35	\$ 11.45					
	10.09	\$ 2.37					
	\$ 10.24	\$ 2.52					
	10.30	2.58					
	10.47	3.18					
	11.02	3.32					
	\$ 11.10	\$ 3.40					
	\$ 11.28	\$ 3.58					
	# 11.35	# 4.08					
	11.46	4.19					
	\$ 11.47						
	12.04	\$ 4.32					
	12.13	4.51					
	12.18	4.56					
		\$ 5.06					
	\$ 12.38	\$ 5.20					
	12.52	5.36					
	\$ 1.03	\$ 5.47					
	1.04	5.48					
	1.24	6.08					
	\$ 1.35	\$ 6.20					
	# 12.45	# 5.30					
	12.47	5.33					
	1.02	5.48					
	\$ 1.18	\$ 6.04					
	\$ 1.38	\$ 6.24					
	1.52	6.39					
	2.06	6.55					
	\$ 2.14	\$ 7.06	\$ 5.55	\$ 6.35			
				\$ 6.43			
	2.24	7.15	6.08	6.48			
			\$ 6.09	\$ 6.49			
			\$ 6.16	\$ 6.55			
	\$ 2.32	\$ 7.25	\$ 6.21	\$ 7.00			
	2.35	7.30	6.25	7.04			
				\$ 7.05			
	2.38	7.34	\$ 6.28	\$ 7.08			
			\$ 6.31	\$ 7.10			
				D 7.15			
	2.41	7.39	\$ 6.35	\$ 7.17			
			D 6.38	D 7.22			
	2.45	7.44	6.41	7.25			
	D 2.52		\$ 6.50	\$ 7.35			
	3.01	7.58	7.00	7.45			
	\$ 3.10	\$ 8.05	\$ 7.05	\$ 7.50			
	P.M.	P.M.	A.M.	A.M.			
			Will not run Nov. 28 Dec. 25 Jan. 1				

CHICAGO TO PITTSBURGH

STATIONS	FIRST CLASS				
	□ 22	◇ 48			
	DAILY	DAILY			
	Leave	A.M.	P.M.		
CHICAGO UNION STATION.....	\$11.00	\$ 4.30			
SOUTH BRANCH BRIDGE.....	11.07	4.35			
ENGLEWOOD.....	C11.16	C 4.43			
RIVER BRANCH JCT.....	11.26	4.52			
STATE LINE.....					
LAKE JCT.....					
WHITING.....	11.31	4.57			
STANDARD.....					
MAHONING.....					
INDIANA HARBOR.....	11.34	5.00			
BUFFINGTON.....					
CLARKE JCT.....	11.37	5.03			
GARY.....	\$11.40	\$ 5.06			
BROADWAY.....					
HOBART.....					
BART.....	11.55	5.16			
WHEELER.....					
VALPARAISO.....					
WANATAH.....	12.11	5.31			
HAMLET.....	12.23	5.43			
PLYMOUTH.....	\$12.36	5.54			
WARSAW.....	\$12.58	6.14			
VANDALE.....	1.17	6.29			
JUNCTION.....	1.31	6.43			
FORT WAYNE (C.S.T.).....	\$ 1.33	\$ 6.45			
FORT WAYNE (E.S.T.).....	# 2.41	# 7.50			
ADAMS.....	2.49	7.55			
ESTRY.....	3.10	8.16			
VAN WERT.....	\$ 3.13				
DELPHOS.....	3.28	8.27			
LIMA.....	\$ 3.41	\$ 8.38			
ADA.....	F 4.01				
DUNKIRK.....	4.17	9.05			
FOREST.....	4.23	9.12			
UPPER SANDUSKY.....	4.33	9.22			
BUCYRUS.....	F 4.45				
COLSAN.....	4.49	9.37			
CRESTLINE.....	\$ 5.03	\$ 9.50			
	# 5.13	# 9.55			
MANSFIELD.....	\$ 5.32	10.11			
LUCAS.....	5.41	10.19			
MOHICAN.....	5.51	10.29			
BIG RUN.....	6.08	10.46			
WOOSTER.....	\$ 6.13				
ORRVILLE (Lake Reg.).....	F 6.29	11.02			
PITTSBURGH (Cent. Reg.).....	\$ 9.20	\$ 1.15			
Arrive	P.M.	A.M.			

FIRST CLASS							
Leave	□ 50	◇ 54	✱ 454	✱ 456			
	DAILY	DAILY	DAILY EX. SAT. & SUN.	DAILY EX. SAT. & SUN.			
	P.M.	P.M.	P.M.	P.M.			
	\$ 6.30	\$10.30	\$ 5.05	\$ 5.40			
	6.37	10.36	5.10	5.45			
C	6.46		\$ 5.20	\$ 5.55			
	6.56	10.51	5.28	6.03			
			C 5.29				
	7.01	10.56	\$ 5.33	\$ 6.08			
			\$ 5.39				
	7.04	10.59	\$ 5.42	\$ 6.14			
			\$ 5.45				
	7.07	11.02	5.47	6.18			
	\$ 7.10	\$11.06	\$ 5.50	\$ 6.21			
			\$ 5.56	\$ 6.25			
			\$ 6.04	\$ 6.32			
	7.25	11.17	6.05	6.33			
			\$ 6.10				
\$	7.33	\$11.26	\$ 6.20	\$ 6.45			
	7.45	11.36					
	8.00	11.47					
\$	8.13	11.58					
\$	8.39	12.18					
	9.00	12.34					
	9.15	12.50					
\$	9.17	\$ 1.00					
#	10.26	# 2.10					
	10.34	2.18					
	10.56	2.33					
B	10.59						
	11.11	2.44					
\$	11.31	\$ 3.09					
	11.57	3.32					
	12.04	3.39					
\$	12.16	3.49					
	12.37	4.09					
\$	12.50	\$ 4.25					
#	1.00	# 4.35					
\$	1.19	E 4.50					
	1.27	5.03					
	1.37	5.13					
	1.54	5.30					
	2.09	5.45					
\$	4.40	\$ 8.20					
	A.M.	A.M.	P.M.	P.M.			
			Will not run Nov. 28 Dec. 25 Jan. 1				

CINCINNATI AND LOUISVILLE } WESTWARD TO CHICAGO

STATIONS	FIRST CLASS				
	◇ 65	★ ◇ 93	91	◇ 67	
	DAILY		DAILY	DAILY	
			Mail and Express		
Leave	A.M.	P.M.	P.M.	P.M.	
CINCINNATI (Sou. Reg.)	\$ 8.25		7.00	\$10.45	
INDIANAPOLIS (Sou. Reg.)		3.42	10.15		
ANOKA (E.S.T.)	1.30			4.00	
EIGHTEENTH ST. (C.S.T.)	#12.35			# 3.04	
RACE	12.36			3.05	
CLYMERS (Chicago Div.)		4.07	11.15		
LOGANSPOUT (VAN)	\$12.43	\$ 4.15	11.30	\$ 3.15	
LOGANSPOUT (VAN)	#12.51	# 4.25	11.40	3.25	
WINAMAC	F 1.17			N 3.58	
NORTH JUDSON	\$ 1.35	5.07	12.31	4.16	
LA CROSSE	1.46	5.17	12.42	4.27	
KOUTS	1.54	5.25	12.50	4.35	
CROWN POINT	\$ 2.19			\$ 5.00	
HARTSDALE	2.29	5.55	1.25	5.10	
MAYNARD	2.32	5.58	1.28	5.13	
BERNICE	2.37	6.00		5.18	
CALUMET PARK	2.42	6.08	1.38	5.23	
COLEHOUR JCT.	2.49	6.15		5.30	
RIVER BRANCH JCT.	2.52	6.18	1.48	5.33	
ENGLEWOOD	D 3.00			D 5.40	
SOUTH BRANCH BRDG.	3.10	6.37	2.35	5.50	
CHICAGO UNION STATION	\$ 3.15	\$ 6.45	2.40	\$ 5.55	
Arrive	P.M.	P.M.	A.M.	A.M.	
<div> <p>Will run on all even dates during Oct. Jan. Apr.</p> <p>on all odd dates during Nov. Dec. Feb. Mar.</p> </div>					

CHICAGO TO CINCINNATI AND } EASTWARD LOUISVILLE

29

STATIONS	FIRST CLASS				
	★ ◇ 90	◇ 66	92	◇ 68	
		DAILY	DAILY	DAILY	
			Mail and Express		
	Leave	A.M.	A.M.	P.M.	P.M.
CHICAGO UNION STATION.....	\$ 8.30	\$11.10	3.50	\$ 9.25	
SOUTH BRANCH BRDG.....	8.35	11.16	3.55	9.30	
ENGLEWOOD.....	C 8.44	C11.25			
RIVER BRANCH JCT.....	8.53	11.34	4.10	9.45	
COLEHOUR JCT.....	8.56	11.37	4.13	9.48	
CALUMET PARK.....	9.03	11.44	4.20	9.55	
BERNICE.....	9.08	11.49	4.30	10.02	
MAYNARD.....	9.13	11.54	4.35	10.07	
HARTSDALE.....	9.16	11.57	4.42	10.13	
CROWN POINT.....		\$12.07		\$10.27	
KOUTS.....	9.48	12.31	5.22	10.48	
LA CROSSE.....	9.56	12.39	5.32	10.56	
NORTH JUDSON.....	10.05	\$12.51	5.42	\$11.06	
WINAMAC.....		F 1.05			
LOGANSPOUT (VAN).....	\$10.47	\$ 1.45	6.50	\$11.55	
LOGANSPOUT (VAN).....	#10.52	1.55	7.00	12.05	
CLYMERS (Chicago Div.).....	11.01		7.15		
RACE.....		1.58		12.13	
EIGHTEENTHST. (C.S.T.).....		# 1.59		#12.14	
ANOKA (E.S.T.).....		3.05		1.18	
INDIANAPOLIS (Sou. Reg.).....	\$ 1.27		10.35		
CINCINNATI (Sou. Reg.).....	\$ 8.00		1.00	\$ 6.05	
Arrive	P.M.	P.M.	A.M.	A.M.	
<div> <div>Will run on all even dates during Nov. Dec. Feb. Mar.</div> <div>on all odd dates during Oct. Jan. Apr.</div> </div>					

SECOND CLASS—FREIGHT					
STATIONS	777	773	775		
	Daily	Daily	Daily		
Leave	P.M.	P.M.	A.M.		
HF.....					
JK.....	2.15	11.45	12.01		
RUPEL.....					
GINGER HILL.....	2.25	11.55	12.10		
NORTH LIBERTY.....					
WALKERTON.....	2.45	12.10	12.25		
HAMLET.....	2.55	12.20	12.35		
KNOX.....					
TOTO.....					
NORTH JUDSON.....	3.25	12.50	1.05		
SAN PIERRE.....					
TEFFT.....					
WHEATFIELD.....	3.45	1.10	1.25		
KERSEY.....					
DeMOTTE.....					
SHELBY.....					
SCHNEIDER.....	4.25	1.40	1.55		
ILLINOI.....					
DELMAR.....	4.40	1.55	2.10	742	
MJ.....	4.45	2.00	2.15		
MOMENCE.....					
KANKAKEE.....	5.30	3.00	3.15		
Arrive	P.M.	A.M.	A.M.		
STATIONS	773	775	791		
	Daily	Daily	Daily		
Leave	A.M.	A.M.	P.M.		
KANKAKEE.....	4.00	4.30	11.00		
VANS SIDING.....					
KANKAKEE BANKSAND.....					
NEW LEHIGH.....					
HUBER.....					
GOODRICH.....					
UNION HILL.....					
REDDICK.....	4.30	5.00	11.30	742	
BLAIR.....			12.25		
DWIGHT.....	5.00	5.30	12.55		
SUNBURY.....					
BUDD.....					
MISSAL.....					
STREATOR JCT.....	5.30	6.10	1.45	774	
STREATOR.....			2.35		
MILLA.....					
LOSTANT.....	6.10		3.35		
McNABB.....	6.25		4.05		
GRANVILLE JCT.....	6.40		4.25		
GRANVILLE.....					
HENNEPIN.....					
MORONTS.....					
ILLINOIS RIVER.....	7.00		5.05		
DEPUE JCT.....					
HOWE.....					
SEATONVILLE.....					
SEATONVILLE JCT.....					
LX.....					
PC JCT.....			6.05		
ZEARING.....					
Arrive	A.M.	A.M.	A.M.		

SECOND CLASS—FREIGHT					
STATIONS	742	774	794		
	Daily	Daily	Daily		
Arrive	A.M.	A.M.	P.M.		
HF.....					
JK.....	4.35	6.50	2.05		
RUPEL.....					
GINGER HILL.....	4.15	6.40	1.35		
NORTH LIBERTY.....					
WALKERTON.....	3.55	6.20	1.05		
HAMLET.....	3.45	6.10	12.45		
KNOX.....					
TOTO.....					
NORTH JUDSON.....	3.15	5.40	11.55		
SAN PIERRE.....					
TEFFT.....					
WHEATFIELD.....	2.55	5.20	11.30		
KERSEY.....					
DeMOTTE.....					
SHELBY.....					
SCHNEIDER.....	2.35	4.50	11.00		
ILLINOI.....					
DELMAR.....	2.15	4.25	10.35		
MJ.....	1.55	4.30	10.30		
MOMENCE.....					
KANKAKEE.....	12.55	4.00	10.00		
Leave	A.M.	A.M.	A.M.		
STATIONS	742	774	776	792	
	Daily	Daily	Daily	Daily	
Arrive	A.M.	A.M.	P.M.	P.M.	
KANKAKEE.....	12.50	3.50	3.00	8.00	
VANS SIDING.....					
KANKAKEE BANKSAND					
NEW LEHIGH.....					
HUBER.....					
GOODRICH.....					
UNION HILL.....					
REDDICK.....	12.20	3.20	2.10	6.30	
BLAIR.....					
DWIGHT.....	12.10	3.00	1.45	6.00	
SUNBURY.....					
BUDD.....					
MISSAL.....					
STREATOR JCT.....	11.40	2.30	1.00	5.30	
STREATOR.....					
MILLA.....					
LOSTANT.....		2.00		5.00	
McNABB.....		1.45		4.45	
GRANVILLE JCT.....		1.30		4.30	
GRANVILLE.....					
HENNEPIN.....					
MORONTS.....					
ILLINOIS RIVER.....		1.15		4.00	
DEPUE JCT.....					
HOWE.....					
SEATONVILLE.....					
SEATONVILLE JCT.....					
LX.....					
PC JCT.....				3.00	
ZEARING.....					
Leave	P.M.	A.M.	P.M.	P.M.	

JOLIET BRANCH

SECOND CLASS—FREIGHT					
STATIONS	Westward	Eastward			
	701	702			
	Daily Except Sunday	Daily Except Sunday			
	Leave	Arrive			
	P.M.	A.M.			
EAST GARY.....	1.15	9.45			
LIVERPOOL.....					
SOUTH GARY.....					
ROSS.....					
GRIFFITH.....					
HARTSDALE.....	1.45	9.05			
DYER.....					
CHICAGO HEIGHTS.....	2.05	8.45			
MATTESON.....					
FRANKFORT.....					
SPENCER.....					
STEELE.....					
JOLIET.....	3.00	6.00			
	P.M.	A.M.			
	Arrive	Leave			

OFFICES OPEN FOR SALE OF TICKETS

CHICAGO DIVISION

Station	Monday to Friday	Saturday	Sunday and Holidays
Valparaiso	6.00 AM to 5.00 PM	Closed	Closed
Hobart	8.00 AM to 12 Noon 1.00 PM to 5.00 PM	Closed	Closed
Whiting	7.00 AM to 9.00 AM 1.00 PM to 4.00 PM	Closed	Closed
Englewood	7.00 AM to 7.30 PM	7.00 AM to 7.30 PM	7.00 AM to 7.30 PM
Chicago	6.00 AM to 12.15 AM	6.00 AM to 12.15 AM	6.00 AM to 12.15 AM
Winamac	12.45 PM to 3.45 PM	Closed	Closed
North Judson	8.00 AM to 8.30 AM 4.20 PM to 5.00 PM	Closed	Closed
Crown Point	11.30 AM to 3.30 PM	Closed	Closed
Elkhart	9.00 AM to 6.00 PM	Closed	Closed
South Bend	9.00 AM to 6.00 PM	Closed	Closed
La Porte	9.00 AM to 10.45 AM	Closed	Closed
Gary	9.01 AM to 12.30 PM 1.30 PM to 6.01 PM	Closed	Closed

FORT WAYNE DIVISION

Ada	1.00 PM to 4.30 PM	Closed	Closed
Lima	9.00 AM to 1.00 PM 2.00 PM to 6.00 PM	Closed	Closed
Van Wert	1.00 PM to 4.30 PM	Closed	Closed
Fort Wayne	6.30 AM to 8.30 PM (EST)	6.30 AM to 8.30 PM (EST)	6.30 AM to 8.30 PM (EST)
Warsaw	6.30 AM to 3.00 PM	Closed	Closed
Plymouth	1.00 PM to 5.00 PM	Closed	Closed
KT (Kankakee)	9.30 AM to 5.30 PM 8.00 PM to 9.00 PM	9.00 AM to 5.00 PM 8.00 PM to 9.00 PM	9.00 AM to 5.00 PM 8.00 PM to 9.00 PM

U. S. MAIL WORK

STATIONS	Westward								Eastward							
	63	51	351	23	55	53	65	67	64	98	22	50	54	66	68	
Lima				E								EB	E			
Fort Wayne				E	E	E					E	E	E			
South Bend	E	E							E	E						
Gary		E	E	E					E	E			E			
Englewood		E	E	E												
Logansport							E	E						E	E	

B—Daily except Sunday.
E—Train stops, mail received or delivered, or both.

NOTE—Letters and characters as used on this page have no reference to their application as provided for in special instruction 1004-A or 1004-B1.

ARRANGED FREIGHT TRAIN SERVICE—BUFFALO TO CHICAGO—EASTWARD

The time shown conveys no timetable authority.

STATIONS	SV-2 (5)	SV-10 (6)	NY-2 (1)	NY-4 (1)	QNY (1)	SF-2 (1)	SF-4 (1)	CB-6 (1)	MB-2 (1)	CB-4 (1)									
Arrive	A. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.									
B	2.45	4.52	2.05	2.10				5.00		6.50									
ELKHART	2.32	4.42	1.50	1.30	10.00	10.15	11.59	12.45	3.00	6.30									
PORTER	1.30	3.45			7.45			10.15	11.00										
IVANHOE			11.30	11.30				9.45		12.01									
ENGLEWOOD	12.45	3.00			6.30				9.00										
BLUE ISLAND			11.00	11.00				8.30		10.00									
KANKAKEE						5.02	5.45												
STREATOR						3.00	3.00												
DEPUE																			
Leave	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.									

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Monday and Tuesday. (5) Daily except Sunday and the seven recognized holidays.

(6) Daily except Saturday. (o) 59th St. (p) 55th St. (6) Daily except Friday and days following holidays.

ARRANGED FREIGHT TRAIN SERVICE--PITTSBURGH TO CHICAGO

WESTWARD

EASTWARD

The time shown conveys no timetable authority.

STATIONS	PR-1 (1)	PR-3 (1)	PR-5 (1)	PR-7 (1)	TT-1 (5)						CG-2 (1)	PR-4 (1)	BAL-2 (1)	TT-3 (5)	TT-2 (6)	CS-3 (1)	CG-3 (1)	FW-3 (1)
Leave	P.M.	A.M.	A.M.	A.M.	P.M.						Leave	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.	P.M.
COLSAN	10.30	12.01	12.35	3.00	8.25						8.35	10.20	11.40	5.15	6.35	6.30	8.25	1.05
ADAMS (EST)	1.30	2.30	3.30	5.30	10.25						5.15	7.00	8.20	2.45	4.05	3.00	5.05	9.45
JUNCTION (OST)	1.10	2.30	3.10	5.40	9.45						3.45	5.25	6.00	12.45	2.45	12.15	3.35	7.45
BART	2.50	5.05	6.00	7.15	11.50						1.45	3.00	4.00	10.45	12.45	10.00	1.35	5.00
COLEHOOR	3.15			7.45								2.30	3.30			7.30		2.30
CHICAGO	(p) 5.00	(p) 5.50	(o) 6.45	(p) 9.00	(p) 1.05						(o) 10.00	(p) 1.00	(o) 2.00	(p) 10.00	(p) 12.01	(o) 5.00	(o) 10.30	(o) 12.01
Arrive	A.M.	A.M.	A.M.	A.M.	A.M.						Arrive	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Daily except Sunday and Monday. (5) Daily except Monday and day following the seven recognized holidays.

(6) Daily except Saturday. (1) Leave

WESTWARD

The time shown conveys no timetable authority.

[illegible]

(1) Daily.

SPECIAL INSTRUCTIONS

GENERAL RULES

Examinations

100C-A. Employees are required to have dates of their last Book of Rules, Timetable, Physical and Air Brake Examination listed in the proper place on the Qualified For Service page of their Timetable.

Uniforms.

100J-1-A1. Designated uniformed employees must wear the standard uniform November 1 to April 30, inclusive.

The uniform designated for summer use only may be worn May 1 to October 31, inclusive.

Coats must be buttoned except when trainmen are actually engaged in lifting transportation.

A black four-in-hand or black clip on bow tie of dacron-wool material with square ends, $4\frac{1}{2}$ inches long and $1\frac{3}{4}$ inches wide may be worn.

Passenger trainmen in suburban commuter service and on Race trains may perform their duties without uniform coats coats and vests during the period May 1 to October 31, inclusive or at any time when outside temperature exceeds 80 degrees. They must wear a clean, plain white broadcloth shirt with long or short elbow length sleeves (trainmen who have objectionable markings on the forearm, tattoos, etc, must not wear short elbow length sleeves), black belt, black hose and black shoes.

Paraphernalia must be carried in such manner as to assure a neat appearance at all times.

Safety Rule of the Day

100M-A1. Train, Engine and Other Transportation Employees (Except Station Employees) are required to know the Safety Rule of the day, which is printed on page 132. They are also required to know the meaning, intent and application of the Rule.

Conductors and enginemen will assure themselves that members of their crew also know and fully understand the Rule.

Employees Permitted to Ride on Engines, etc.

100 O-A1. Referring to **Rule O**, the following designated employees will be permitted to ride on engines, freight trains and front and rear ends of passenger trains.

Staff Members and Assistant Staff Members.

Movement Directors.

Asst. Movement Directors.

Asst. Supervisors Movement.

Train Dispatchers.

Yardmasters and Assistants, in their districts.

Supervisors C. and S. and Assistants, C. and S. Inspectors, C. and S. Foremen and Assistants, Power Directors and Assistants, E. T. Gang Foremen, Linemen and Maintainers in their districts.

Supervisors of Track, Assistants and Foremen in their districts.

Air-Brake Instructor.

Rules Examiners.

Supervisor of Structures and Assistants.

Railroad Police Officers in discharge of their duties.

Transportation Supervisors.

Persons holding Proper Transportation issued by System Pass Bureau or General Manager.

Other persons must hold proper transportation issued by the Superintendent.

It is desired that not more than three men ride in the cab of an engine hauling a passenger train.

Under no circumstances are more than four men to be allowed to ride in the cab of an engine hauling a passenger train, two men in addition to the engine crew.

Personal Injuries.

100R-A1. Injuries to persons or employes must be reported immediately to the Superintendent by wire and a full report made to the head of the department within twenty-four hours.

100R-A2. Medical Officers and Surgeons. All examinations in the Medical Department are performed by appointment only, except in case of emergency.

Location	Name and Address	Telephone Number
Blue Island, Ill.	J. F. Van de Roovaart 12757 S. Western Ave.	FU. 8-0325
Chicago, Ill.	Dr. James D. Thornton (Medical Officer) Office, 248 Union Station 8:00 A.M. to 12:00 Noon 1:00 P.M. to 5:00 P.M. Daily except Sat., Sun. and Holidays First Saturday of each month 8:30 A.M. to 12:00 Noon by Appointment Res., 1355 North Sandburg Terrace, Chicago, Ill.	CEntal 6-7200 Ext. 348, 349 DE. 7-7697
	Dr. Raymond Householder (Surgeon) Office, 240 E. Superior St. Res., 3527 Newcastle Ave., Niles, Ill.	DElaware 7-6500 Ext. 576 647-8032
	Dr. W. J. Reilly (Surgeon) Office and Res., 6424 S. Central Ave.	REliance 5-5544
	Dr. E. A. Hamilton Chicago Union Station	CE 6-7200 Ext. 348
	Dr. J. L. Keeley Mercy Hospital	VI. 2-3991
	Dr. James E. Davia 607 LaSalle St. Station	WA. 2-4200 Ext. 402
	Dr. Samuel Garrick 4130 S. Halsted St.	YA. 7-2873
	Dr. J. F. Curry 7141 Jeffery Ave. Also 151 East Randolph St.	HY. 3-6096 WA. 2-4811 Ext. 499
	Dr. William Jakopich 4258 West 55th St.	735-1094
	Dr. A. G. Peters, Oculist 9300 S. Ashland Ave.	799-0094
Columbia City, Ind.	Dr. John L. Langohr (Surgeon) Office, 215 E. Van Buren St. Res., 321 N. Main St.	244-5144 244-7114
Crown Point, Ind.	Dr. D. E. Gray (Surgeon) Office, 182 W. North St. Res., Center Township Rt. 1.	663-0082 663-1639
Dolton, Ill.	Dr. M. Robert Weidner Office, 617 E. Sibley Blvd. Res., 14512 Cottage	841-0922 841-0234
Dwight, Ill.	Dr. Edward F. Joss 106 S. Franklin St.	584-3068

Location	Name and Address	Telephone Number
East Chicago, Ind.	Dr. J. A. Teegarden, Jr. (Surgeon) Office, 1919 E. Columbus Dr. Res., 5830 Stony Island Ave., Apt. 4 A (Chicago, Ill. 60637)	397-1805 398-2828 493-5775
	Dr. Edward A. Campagna 3406 Guthrie St.	EX. 7-0125
Elkhart, Ind.	Dr. Galen R. Miller Office, 403 Ninth St. Res.	JA. 4-0313 JA. 4-0322
	The Simpson Medical Group Dr. D. R. South, Jr. Dr. G. R. Bloom Dr. B. E. Kintner Dr. D. D. Swihart Simpson and Superior St. Oculists are also located at the Simpson medical group.	JA. 3-4206
Fort Wayne, Ind.	Dr. Lynn W. Elston (Surgeon) Office, 604 Medical Center Bldg. Res., 7716 S. Hanna	742-1140 744-2998
	Dr. Ralph W. Elston (Surgeon) Office, 604 Medical Center Bldg. Res., 2305 Randall Rd.	742-1140 432-3195
	Dr. Maurice Rothberg (Oculist) Office, 625 W. Berry St. Res., 4319 Hartman	742-9288 744-9392
	Dr. R. E. Bower Office, 3610 Brooklyn Ave., Ft. Wayne, Indiana 46807 Res., 7019 Balmoral Drive, Ft. Wayne, Indiana 46804	747-6171 432-1815
Gary, Ind.	Dr. R. N. Bills (Surgeon) Office, 504 Broadway Res., 534 Lincoln St.	TURNER 5-6106 TURNER 2-6208
	Dr. W. K. Robinson (Surgeon) Office, 6111 Harrison St. Res., 500 N. Montgomery St.	887-6461 938-2382
	Dr. O. C. Almquist 504 Broadway	866-9331
Goshen, Ind.	Dr. Floyd S. Martin 127 East Lincoln Ave.	KE. 3-2979
Hammond, Ind.	Dr. K. J. Long (Surgeon) Medical Bldg., 30 Douglas St.	WE. 2-3939 WE. 2-3938

Location	Name and Address	Telephone Number
Harvey, Ill.	Dr. Leo Ariel 15330 South Wood Street	339-0009
Joliet, Ill.	Dr. L. J. Heintz Office, 58 No. Chicago St. Res.	SA. 2-8508 SA. 6-6986
Kankakee, Ill.	Dr. E. S. Hamilton 147-151 N. Schuyler Ave.	932-6431
	Dr. Andrew P. Adams Office, 70 Meadowview Center Residence	939-3321 939-1831
	Dr. James R. Kennedy 1309 Court St. Residence	932-0911 939-2279
Kendallville, Ind.	Dr. Herman Hepner Office, 705 N. State St. Office Hours: 10:00 A.M. to 11:59 A.M. Monday thru Saturday. 2:00 P.M. to 5:30 P.M. Daily except Wednesday and Sunday.	347-3300
Lima, O.	Dr. John D. Albertson (Surgeon) Office, 658 W. Market St. Res., 2267 Oakland Parkway	223-1961 224-7691
Logansport, Ind.	Dr. Earl W. Bailey (Surgeon) Office, 212-214 Fifth St. Res., 2522 North St.	4469 4498
	Dr. Max Pfuetze (Medical Officer) Office, 408 North St. Res., 1511 North St. Office Hours: 10:00 A.M. to 12:00 Noon 1:00 P.M. to 4:30 P.M. Daily except Sun. and Holidays Wednesday 10:00 A.M. to 12:00 Noon	753-3023 753-2517
	Dr. M. S. Adamski (Oculist) Office, 408 North St. Res., 614 Seventeenth St.	753-4448 753-4230
Marion Ind.	Dr. R. W. Lavengood (Surgeon) Office, Glass Block Bldg. Residence, 515 W. 5th	North 2-6500 North 2-2337 If no answer call North 2-8711

Location	Name and Address	Telephone Number
Marion, Ind.	Dr. Joseph Davis (Surgeon) Office, 131 N. Washington St. Res., 127 N. Washington St.	North 2-6641 North 2-2446
	Dr. Henry H. Alderfer (Medical Officer) Office, 208 W. Fourth St. Residence, 806 W. First St. Hours by appointment	664-1201 North 2-8311
Munster, Ind.	A. C. Remich, M.D. The Hammond Clinic 7905 Calumet Ave.,	836-5800
	Dr. Arthur J. Kuhn, Oculist 7905 Calumet Ave.	836-5800
New Carlisle, Ind.	Dr. J. E. Luzadder 105 W. Michigan St.	654-3631
North Judson, Ind.	Dr. D. F. Llamas (Surgeon) Office, 520 Lane St. Res., 605 Keller Ave.	TWinbrook 6-2724 TWinbrook 6-2724
Plymouth, Ind.	*Dr. James B. Kubley (Surgeon) Office, 304 North Walnut Res., 624 East La Porte	936-3178 936-2969
South Bend, Ind.	Dr. J. V. Cassady, Oculist 815 Sherland Bldg. 103 Jefferson St.	CE. 2-6973
Streator, Ill.	Dr. D. Oris Conley 223 East Main St.	2-2224
Warsaw, Ind.	Dr. John R. Baum (Surgeon) Office, 212 South Indiana (46580) or Murphy Medical Center Res., 305 Seventh St., Winona Lake, Ind. 46590	267-8212 267-5411

*June through August—Dr. James B. Kubley, Pretty Lake,
RFD 3 936-8045

100R-A3. Location of Hospitals.

Location	Name and Address	Telephone Number
Auburn, Ind.	Souders Hospital West 7th St.	925-2800
Columbia City Ind.	Memorial Hospital 215 E. Van Buren St.	244-5144
Chicago, Ill.	The Wesley Memorial Hospital 240 E. Superior St.	DElaware 7-6500 Ext. 238
	Holy Cross Hospital 2700 West 69th Street	HEmlock 4-6700
	Mercy Hospital 2537 Prairie Ave.	VI 2-4700
	St. Bernard Hospital 6337 Harvard Ave.	TR 3-8200
Crown Point, Ind.	Lake Co. Infirmary Three miles east	87
Culver, Ind.	Military Hospital Academy Grounds	842-3311
East Chicago, Ind.	St. Catherine Hospital 4321 Fir Street	EC 3080
Elkhart, Ind.	Elkhart General Hospital 1100 South Boulevard	JAckson 3-5350
Fort Wayne, Ind.	Lutheran Hospital 3024 Fairfield Avenue	745-0541
	St. Joseph Hospital 730 W. Berry St.	742-4121
	Parkview Memorial Hospital 2200 Randalia	484-6636
Gary, Ind.	St. Mary's Mercy Hospital Tyler St. and Fifth Ave.	TUrnner 6-9131
	Methodist Hospital 1600 West 6th Ave.	TUrnner 3-0491
Hammond, Ind.	St. Margaret's Hospital 30 Clinton St.	WEstmore 2-2300
Hartford City, Ind.	Blackford Co. Hospital E. VanCleve Street	348-0300
Kankakee, Ill.	St. Mary Hospital 192 South 5th Avenue	933-4451
	Riverside Hospital 350 North Wall St.	933-1671
La Porte, Ind.	Holy Family Hospital 205 E. St.	3151

Location	Name and Address	Telephone Number
Lima, O.	Memorial Hospital Bellefontaine Ave.	224-0321
	St. Rita Hospital High and Baxter Sts.	225-2010
Logansport, Ind.	St. Joseph Hospital 26th and High Streets	753-4145
	Memorial Hospital North Michigan Avenue	753-3117
Marion, Ind.	Marion General Hospital Wabash Avenue	North 4-2311
Plymouth, Ind.	Park View Hospital 1401 North Michigan St.	936-3181
South Bend, Ind.	Memorial Hospital 604 North Main St.	234-9041
	St. Joseph Hospital 401 N. Notre Dame	234-2151
Streator, Ill.	St. Mary Hospital 615 Bloomington St.	2-2147
Union City, Ind.	Union City Memorial Hospital No. Columbia St.	964-3161
Upper Sandusky, O.	Wyandotte Memorial Hospital N. Sandusky Ave.	294-1941
Valparaiso, Ind.	Porter Memorial Hospital La Porte Road	462-1121
Van Wert, O.	Van Wert County Hospital 1250 South Washington St.	232-8045
Warsaw, Ind.	Murphy Medical Center Buffalo and Winona Ave.	267-3121

OPERATING RULES

STANDARD TIME

1001-A1. EASTERN STANDARD TIME applies in this region except CENTRAL STANDARD TIME applies as follows:

Chicago Division
 Ft. Wayne to Division Post Chicago Division
 Anoka to Division Post Chicago Division
 Effner Branch
 South Bend Branch
 Logansport Branch
 I&F Branch
 Division Post Ft. Wayne Division to KX
 Kankakee Branch
 Churchill Branch

TIMETABLES

1004-A. All First Class trains on pages 16 to 29 are passenger carrying trains unless otherwise indicated.

Letters and Characters

1004-B. The following letters and characters in schedules indicate:

- S—Regular stop.
- F—Stop on signal to receive or discharge passengers.
- A—Stop on signal to receive passengers.
- B—Stop on signal to discharge passengers.
- C—Regular stop to receive passengers.
- D—Regular stop to discharge passengers.
- E—Regular stop for express, mail or newspapers.
- G—Regular stop, Saturday only.
- H—Regular stop, Saturday only, to receive passengers.
- J—Regular stop, Saturday only, to discharge passengers.
- K—Regular stop, Sunday only.
- L—Stop on signal, Sunday only, to receive or discharge passengers.
- M—Regular stop daily except Saturday and Sunday.
- N—Regular stop daily except Sunday.
- No baggage service.
- ⊕—No baggage service Sunday.
- ◇—Passenger train—No train baggageman.
- ‡—Will not run on specified dates or Holidays shown on schedule pages.
- #—Train may leave at schedule arriving time when station work is completed.

1004-B1.

- No train baggageman between Crestline and Chicago.
- ★—Will run on specified dates shown on schedule pages.
- P—Regular stop Monday only.
- X—Regular stop, Saturday, Sunday, and Holidays.
- Train may leave 5 minutes in advance of schedule leaving time if traffic is received.
- Q—Stops on signal to discharge passengers from Niles and beyond.
- V—Stops at Englewood to discharge passengers. Will also discharge U.S. Mail daily except Sunday.
- W—Stops at Englewood to discharge passengers and U.S. Mail.
- T—Stops at Englewood to receive passengers. Also at Gary on signal to receive passengers for Niles and beyond.
- R—May leave in advance of schedule if traffic is received.
- Y—Stop at Gary on signal to receive passengers for Albany and beyond.
- Z—Stop on signal at South Bend to discharge passengers from Chicago.
- ✓—Train baggageman between Chicago and Elkhart.
- =—Baggage handled.
- @—TBM between Chicago and Detroit.
- *—Train baggageman between Chicago and New York and/or Boston.

EMERGENCY SIGNALS AT INTERLOCKING AND OTHER DESIGNATED POINTS

1013-A1. Emergency Signals—whistle or horn, in service as follows:

Chicago Division
Alton Jct.
JD
HF

ENGINE WHISTLE OR HORN SIGNALS

1014-A1. (Chicago Div.) Except if necessary to prevent accidents, and also when view is obscured by weather and other conditions, approaching interlockings, stations, yards, or other points where men may be at work, enginemen are relieved from sounding engine whistle signal **Rule 14(1)** for public crossings at the following locations:

Between Gary and Virginia Street.

Between Dickey Place and Sheridan Ave., 1100 feet west of Whiting, City of Whiting.

Elkhart, Mile Post 421.1 to Mile Post 423.4.

South Bend, Mile Post 439 to Mishawaka Mile Post 429.5.

La Porte between WR and JD.

Whiting, Mile Post 505 to Mile Post 506 over 117th Street and Front Street.

Gary (Ivanhoe Branch) Mile Post 252.8 to Mile Post 260.1.

Chicago Heights (Joliet Branch) Mile Post 21.0 to Mile Post 23.0 except East End Avenue and Halsted Street.

TRAIN SIGNALS

1019-A1. Trains of foreign railroads may display train signals as required by the operating rules of their respective railroads when on this Region.

Use of Green Signals

1020-A1. The display of green signals will be required for trains on the Joliet Branch and Kankakee Branch between CP WG and PC Jct. and St. Louis Division trains between Englewood and HC.

Use of White Signals

1021-A1. The display of white signals will be required for trains on the Joliet Branch and Kankakee Branch between CP WG and PC Jct. and St. Louis Division trains between Englewood and HC.

USE OF SIGNALS

Fusees and Torpedoes

1035-A1. On account of fire hazard lighted fusees must not be displayed on open deck bridges or trestles unless necessary to prevent an accident.

1035-B. Minimum number of fusees and torpedoes which must be carried as part of equipment in services indicated:

	Fusees	Torpedoes
Passenger Service	10	10
Freight Service	12	12
Engines	3	6
Engines in Helper Service	6	6
Track Cars	4	8
Crossing Watchmen	3	0
Detector Cars and Burro Cranes	6	12

NOTE. In event that the supply becomes depleted during a trip, proper advance information must be given in order that the supply may be replenished at convenient points.

SUPERIORITY OF TRAINS

CHICAGO DIVISION

1072-A1. On single track EASTWARD and SOUTHWARD trains are superior by direction to trains of the same class in opposite direction, except as follows: Lake Branch between MS and Lake Jct. Westward trains are superior to Eastward trains.

Joliet Branch between East Gary and Joliet westward trains are superior to eastward trains.

FT. WAYNE DIVISION

On single track EASTWARD and SOUTHWARD trains are superior by direction to trains of the same class in the opposite direction except as follows:

Kankakee Branch between JK and Kankakee, westward trains are superior to eastward trains.

GENERAL ORDERS—BULLETIN ORDERS

1075-A1. Location of Bulletin Boards where applicable General Orders and Bulletin Orders are posted and General Orders are delivered.

NOTE. X indicates in service.

Bulletin Board and Bulletin Book	Employees' Register	Train Register	Standard Clock	LOCATION CHICAGO DIVISION	Other Regions, Divisions, and Railroads
X	X		X	Valparaiso—Station	
X	X			East Chicago—Freight Office	
X	X			110th Street—Yard Office	
X	X		X	Colehour—Yard Office, West End	
X	X			Colehour—Yard Office, East End	
X	X			American Maize Co.	
X	X		X	55th Street—Yard Office	
X	X		X	Chicago—Diesel Pit Foreman's Office, 16th Street	
X	X		X	Chicago—Coach Yard Office	
X	X		X	Chicago—C. U. S. Telegraph Office (GB)	
X	X			Dunkirk, Ind.—Agent's Office	
X	X		X	Goodman—Yard Office	
X	X		X	Logansport—Van, Trainmans Room	Southern Reg.
X	X		X	Logansport—Crew Dispatcher's Office	Southern Reg.
X	X		X	Logansport—Yard Office, Yard A	Southern Reg.
X	X			Logansport—Yard Office, 18th St.	Southern Reg.
X	X			Dolton—Freight Office	
X	X			63rd Street—Westbound Hump	
X	X		X	59th Street—Crew Dispatcher's Office	
X	X		X	59th Street—Enginehouse	
X	X			Campbell Soup—Yard Office	
X	X			Damen Avenue—Yard Office	
X	X			16th Street—Yard Office	
X	X			South Bend—Yard Office	
X	X		X	Elkhart—Passenger Station	Lake Region, PC C. R. I. & P. joint instructions No. 3
X	X		X	Hump Yard Office—Robert R. Young Yard	Southern Reg., St. Louis Div., Michigan Br., Northern Reg., Michigan Division, I. H. B. R. R. and PC— C. R. I. & P. joint instructions No. 3.
X	X		X	Engine House	
X	X		X	Dormitory	
X			X	South Bend—Yard Office	
X				LaPorte—Freight Office	
X	X		X	Burns Harbor—Yard Office	
X	X			Indiana Harbor—Yard Office	I. H. B. R. R.
X	X		X	Englewood—Crew Dispatcher's Office	I. H. B. St. Louis Div. PC—C. R. I. & P. joint instructions No. 3.

Bulletin Board and Bulletin Book	Employees' Register	Train Register	Standard Clock	LOCATION CHICAGO DIVISION	Other Regions, Divisions, and Railroads
X				Chicago—Stationmaster's Office, LaSalle St. Station	Toledo Div. Northern Reg., Michigan Division, PC- C. R. I. & P. joint instructions No. 3.
Bulletin Board and Bulletin Book	Employees' Register	Train Register	Standard Clock	LOCATION FORT WAYNE DIVISION	Other Regions, Divisions, and Railroads
X	X			Lima—Eng. Watchman Bldg.	
X	X			Decatur—Yard Office	Southern Reg.
X	X		X	Fort Wayne—Eng. House	Central Reg. Northern Reg., C.U.S.
X	X		X	Fort Wayne—Station	Central Reg., C.U.S.
X	X		X	Fort Wayne—Yard Office—Piqua Road	
X	X			Fort Wayne—Anthony Blvd.	
X	X		X	Columbia City—Freight House	
X	X			Kendallville—Freight House	Northern Reg.
X	X	X	X	Joliet—Crew Room	
	X	X	X	JK—Note 1	
X	X	X	X	Kankakee—Register Room	Southern Reg.
X	X	X	X	KT (Kankakee Sta.)	Southern Reg.
X			X	Yard Office Hobbie Ave.	
	X	X	X	Streator Jct—Agent's Office—NOTE 2	
	X	X	X	Illinois River—NOTE 1	
X	X			Ladd	
X	X			Zearing	

NOTES:

1. Trains will be registered by operator at JK and Illinois River.
2. Trains will be registered by operator at Streator Jct. during the hours the office is open and will be registered by conductor during the hours the office is closed.

Standard Clocks**1075-A3. Standard Clocks at Other Points:**

Train dispatcher's office.

Open block stations and train order offices.

MOVEMENT OF TRAINS**1083-A1.** Trains must not leave the following stations without authority as specified:**CHICAGO DIVISION**

Station	Authority
East Gary	Westward Joliet Branch trains or engines must obtain permission from operator at Willow Creek.
Joliet	Eastward trains verbally from operator at Willow Creek.

FT. WAYNE DIVISION

PC Jct.	Eastward and westward trains verbally from operator at Illinois River.
Seatonville	Eastward CMStP&P trains verbally from operator at Illinois River.
Depue Jct.	Eastward trains verbally from operator at Illinois River.
Illinois River	Westward trains operating between PC Jct. and Zearing will receive CB&Q train orders at Illinois River.
Granville Jct.	Westward CMStP&P trains verbally from operator at Illinois River.
Kankakee	Trains, yard cuts or engines must obtain permission verbally from operator at Kankakee before moving from K&S Branch to Ft. Wayne Division main tracks. Eastward trains, or engines, when ready to depart west yard, Kankakee, will get permission from operator at Kankakee.

1083d-A1. Trains will not leave the following stations without Clearance Form A:

CHICAGO DIVISION

BC.....Applies only to eastward Indiana Division trains.

#Elkhart.....Passenger, mail, express and/or dead-head equipment trains.

*C.U.S. (GB).....Passenger, mail, express and/or dead-head equipment trains.

Willow Creek.....Westward Joliet Branch trains.

#During the hours Elkhart is closed, enginemen of passenger, mail, express and/or deadhead equipment trains will receive permission from Operator at BC when authorized by Train Dispatcher.

*Enginemen are relieved of reporting for Clearance Form A. Conductor will secure and personally deliver a copy of each train order or Clearance Form A to the engineman who will compare with the conductor by reading the train order or Clearance Form A aloud.

FT. WAYNE DIVISION

JK.....Westward trains.

Kankakee.....Ft. Wayne Division trains.

Illinois River.....Eastward and Westward trains.

KT.....Eastward trains.

*Van.....Passenger, mail, express and/or dead-head equipment trains.

Eastward Ft. Wayne Division trains, after having received Clearance Form A, will, when ready to depart Kankakee, get permission from operator at Kankakee.

*Enginemen are relieved of reporting for Clearance Form A. Conductor will secure and personally deliver a copy of each train order or Clearance Form A to the engineman who will compare with the conductor by reading the train order or Clearance Form A aloud.

Movement of Trains by Timetable and Train Order only.

1091-A1. Movement of Trains on Main Tracks by Timetable and Train Order Only Where No Form of Block Signal System is in use.

Movement of passenger trains will be made under MBS Rules.

CHICAGO DIVISION

Track	Between	And	Note
E & W Branch	Elkhart	Mishawaka	
Joliet Branch	East Gary	Joliet	1
Kankakee Branch	HF	JK	

FORT WAYNE DIVISION

Waterloo Branch	Waterloo	Junction	
Churchill Branch	LX	Churchill	
Kankakee Branch	JK	PC Junction	1

NOTE 1. Extra trains must not occupy the Main Track unless authorized by Signal Indication or permission of Train Dispatcher or Operator. All movements must be reported clear.

Yard Limits

1093-A1. Yard Limits indicated by yard limit signs as follows:

CHICAGO DIVISION

Track	Between	And
Joliet Branch	East Gary	1000 feet west of Mile Post 1.0
	Hartsdale 696 feet east of Mile Post 10	505 feet east of Mile Post 13
	Chicago Heights 1625 feet east of Mile Post 19	Mile Post 22
South Bend Branch	Lakeville (Ft. Wayne Div.)	South Bend
E and W Branch	B—Mishawaka P.S. in Old Road 3140 feet west Mile Post 38	West End of Branch
Elkhart (Old Road)	Elkhart	2120 feet east of Mile Post 436

NOTE. P.S.—Indicates from point of switch.

FORT WAYNE DIVISION

Track	Between	And
Grand Rapids Branch	Mile Post 123	Mile Post 117
	Mile Post 116	Mile Post 112
	Mile Post 98	Junction
Logansport Branch	Vandale	Mile Post 53
	10206 feet east of Van	Van
Decatur Yard Running Track	2800 feet west of Mile Post 69	4500 feet west of Mile Post 72
Waterloo Branch	Junction	4044 feet north of Mile Post 25
South Bend Branch	Plymouth	939 feet east of Plymouth and 9250 feet west of Plymouth
	Van	11,488 feet west of Van
	Lakeville	South Bend (Chicago Div.)
Effner Branch	Kentland Int. Station	Effner

FORT WAYNE DIVISION

Track	Between	And
Kankakee Branch	South Bend (Chicago Div.)	2179 feet east of Mile Post 4
	North Judson 23 feet east of Mile Post 42	2847 feet west of Mile Post 45
	Schneider 280 feet east of Mile Post 77	417 feet east of Mile Post 80
	Kankakee including Bradley Branch 2420 feet east of Mile Post 99	1236 feet east of Mile Post 105
	Streator Jct. to Streator 745 feet west of Mile Post 150	1177 feet east of Mile Post 156
	Illinois River to Howe including Depue Jct. to Depue 230 feet west of Mile Post 187	1400 feet east of Mile Post 189
Churchill Branch	Churchill Mile Post 0.1	End of Branch
Main Line Cincinnati to Kankakee	Aroma Park (Sou. Reg.) Mile Post 244.6	KX (Note 1)

NOTE 1. Movements between KT and KX or West K & S switch will be made only with authority of Operator at KT.

1093-B1. Rule D-93 in effect as follows:

Track	Between	And
No. 1 and No. 2	Mile Post 316 (Ft. Wayne)	Mile Post 321
No. 1 and No. 2	Mile Post 150 (Gas City)	Mile Post 164
No. 1 and No. 2	Anoka	Van
No. 1 and No. 2	Bernice	Beverly Jct.
No. 1 and No. 2	Mile Post 187	West Yard

NOTE. Rule D-93 applies for movement against the current of traffic where Rule 261 is in effect, in the above territory.

Authority to Proceed as an Extra

1097-A1. (All Divisions) Referring to the Note to **Rules S-97 and D-97** when a train is to run as a Passenger Extra it will be notified by the operator.

Non-Interlocked Railroad Crossings at Grade

1098-A1. Movement of trains or engines on tracks of this region over non-interlocked railroad crossings at grade will be governed as follows:

CHICAGO DIVISION

Location	Signals, etc., Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
Brighton Park: G. M. & O. South Wye Track Crossing	Stop Boards and Semaphore	Horizontal or red light—Stop. Vertical or green light— Proceed.	Stop at Stop Board. Proceed on signal aspect and hand signal from switchtender.	2
Brighton Park: G. M. & O. R.R.	Stop Boards and Semaphore	Horizontal or red light—Stop. Vertical or green light— Proceed.	Stop at Stop Board. Proceed on signal aspect and hand signal from switchtender.	2
Chicago, 26th St. Ill. Northern	Stop Boards and Semaphore	Horizontal or red light—Stop. Vertical or green light Proceed.	Stop at Stop Board. Signal aspect governs after stopping.	
Chicago, 12th St.: B. & O. C. T. C. & N. W.	Stop Boards		Stop. Proceed on hand signal, yellow flag or yellow light.	
Right of Way No. 1. Track to American Steel Foundry— I. H. Belt	Stop Boards		Stop. It must be known that crossing is clear before proceeding.	
Right of Way No. 3. E. J. & E.—I. H. B. Jct.	Stop Boards		Stop. It must be known that crossing is clear before proceeding.	
South Bend: Bendix Lead C. S. S. & S. B.	Gate	Closed over C. S. S. & S. B.	Proceed	1
South Bend: O'Brien Track C. S. S. & S. B.	None		Flag protection	1
South Bend: Northern Region Connection C. S. S. & S. B.	None		Flag Protection	1
South Chicago: Connection B. R. C.	Target	Horizontal	Proceed	

NOTE 1. All trains and engines must stop before crossing and in addition, a member of the crew will first go to the crossing to determine train is not approaching on the C.S.S. & S.B. R.R. before proceeding.

NOTE 2. In case of signal failure, trains and engines (after complying with Stop Board) may proceed on hand signal and verbal permission from switchtender.

FORT WAYNE DIVISION				
Location	Signals, etc., Governing Movements Over Crossing		Requirements	Note
	Type	Indication or Position		
Denver: N. & W. R.R.	Target Stop Board	Target Horizontal	Stop. Proceed indication— Target vertical, gate cleared. Indicated at night by red light.	
North Manchester: Michigan Branch Southern Region	Stop Board	Stop	Stop. It must be known crossing is clear before proceeding. Indicated at night by red light.	
LaOtto: Vandale Secondary Track	Target Stop Board	Target Horizontal	Stop. Proceed indication— Target horizontal, gate cleared. Target and gate operated by trainmen. Normal position of gate is for movement on Grand Rapids Branch.	
Auburn PC Crossing (Waterloo Branch)	Stop Board	Stop	Stop. It must be known crossing is clear before proceeding.	
LaOtto: Grand Rapids Branch	Gate Target	Clear Diagonal	Proceed not exceeding 10 miles per hour. Indicated at night by green lights.	
Ft. Wayne: PC lead to Inter- national Harvester Company Ware- house and Ft. Wayne Union Belt Industrial Tracks (2)	None	None	Stop. It must be known that crossing is clear before proceeding.	
Fort Wayne: PC (G. R. & I. Branch)	Gate and position light	More favorable than stop	Proceed not exceeding 10 miles per hour.	
Becker: Crossing with C. & O. Ry.	Color Light Signals	Red—Stop Yellow— Proceed	Signal operated by ground lever.	1
Streator Jct.: N. & W., A. T. & S. F. Connection	None		Flag Protection	
Streator: G. M. & O.	Gates	Vertical	Proceed	
Streator: C. B. & Q.	None		Flag Protection	
Streator: N. & W. North Wye Track	None		Flag Protection	
Ladd: C. B. & Q.	None		Flag Protection	
<p>NOTE 1. In case of failure of the crossing apparatus, conductor or engineman must notify C. & O. Ry. Train Dispatcher by telephone and after obtaining his permission, may operate time release (Pushbutton), located in box adjacent to crossing, (locked with switch padlock), after which signal will display proceed indication.</p> <p>Instructions for operation of time release posted in telephone box.</p>				

1103-A1. Public Crossings at Grade.**CHICAGO AND FORT WAYNE DIVISION**

Wherever crossing protection is operated manually, it must be restored to normal after movement is completed and control boxes must be locked.

Column Table For Public Crossings At Grade
X—Indicates Method of Operation

COLUMN 1—Trains or engines must stop before passing over highway crossing and a member of crew must protect the crossing in advance of each movement.

COLUMN 2—Automatic highway crossing protection provided on sidings, yard or other tracks, indicates the approach of a train.

COLUMN 3—Apparatus provided to interrupt operation of automatic highway crossing protection automatically.

COLUMN 4—Apparatus provided to interrupt operation of automatic highway crossing protection manually.

COLUMN 5—Trains or engines must stop within limit marked by yellow stripe on side of rail (approximately 70 feet each side of crossing) but clear of highway until crossing protection is operating and highway is clear. If automatic protection fails to function, member of crew must protect the crossing in advance of each movement.

COLUMN 6—Highway crossing protection must be operated manually to protect train movement.

CHICAGO DIVISION									
LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
Pittsburgh to Chicago Valparaiso	Napoleon St.	No. 1 and 2			X	X			
	Lafayette St.	No. 1 and 2			X	X			
	Washington St.	No. 1 and 2			X	X			
	Franklin St.	No. 1 and 2			X	X			
	Axe Ave.	No. 1 and 2			X				
	Greenwich St.	No. 1 and 2			X				17
Hobart	Lake Park	No. 2			X				
	Wisconsin	No. 1 and 2				X			
	Wisconsin	No. 2			X				
	Illinois St.	No. 1 and 2				X			1
	Linda St.	No. 1 and 2				X			1
Gary	Virginia St.	No. 1 and 2			X	X			2
	21st Ave.	No. 1			X				3
	Broadway St.	No. 1 and 2			X				3
	Washington St.	No. 2			X				3
	Adams St.	No. 1 and 2			X				3
	19th Ave.	No. 1 and 2			X	X			
	Madison Ave.	No. 1 and 2			X	X			
	Jackson St.	No. 1			X				
	17th Ave.	No. 1			X	X			
	17th Ave.	No. 2				X			
	Harrison St.	No. 1 and 2			X				4
	15th Ave.	No. 1 and 2			X	X			5
	13th Ave.	No. 2			X	X			
	13th Ave.	No. 1				X			6
	5th Ave.	No. 1			X				3
	Massachusetts St.	No. 1 and 2				X			
	Taft St.	No. 1 and 2				X			
	Madison Ave.	North Team		X				X	
	Madison Ave.	South Team						X	
	19th Ave.	Freight House Lead				X			
	19th Ave.	North Team						X	
	19th Ave.	South Team						X	
	21st Ave.	North Team						X	
	Adams St.	North Team						X	
	17th Ave.	Team						X	
Clarke	Clarke Rd.	No. 1 and 2				X			
	Clarke Rd.	Siding		X		X			
Indiana Harbor	Cline Ave.	No. 1			X	X			
	Cline Ave.	No. 2				X			
	McKinley St.	No. 1			X	X			
	McKinley St.	No. 2				X			
	Lincoln St.	No. 1			X	X			
	Washington St.	No. 1			X	X			
	Washington St.	No. 2				X			

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
Indiana Harbor	Michigan St.	No. 1 and No. 2			X				
	Watling St.	No. 1 and No. 2			X				
Mahoning	Riley Rd.	No. 1 and 2				X			
	Riley Rd.	Eastward Sdg.		X		X			7
	Riley Rd.	Right of Way No. 3 to Youngstown Plant 2	X						
	Riley Rd.	Right of Way No. 3 to Sinclair Yard	X						
	Riley Rd.	Right of Way No. 3	X					X	7
	Riley Rd.	Riley Yard Lead	X					X	7
	Indianapolis Blvd.	Right of Way No. 3	X					X	21
Whiting	Standard Ave.	No. 1 and 2				X			
		Eastward Sdg.		X		X			
	Front St.	No. 1 and 2				X			
		Eastward Sdg.		X		X			
	119th St.	No. 1 and 2							
		Eastward Sdg.		X		X			
	117th St.	No. 1, 2, 3 and 4				X			
Roby	Calumet Ave.	No. 3 and 4				X			
	Indianapolis Blvd.	American Maze	X						
East Chicago	Riley Rd and Dickey Rd. Intersection	Right of Way No. 3	X						
	Columbus Dr.	Right of Way No. 1	X						
Wolf Lake	Hammond Track Avenue "O"	Industrial	X						15
Cummings Track	100th St.	Industrial						X	14
Colehour Jct.	Indianapolis Blvd.	East Wye	X						
Calumet River Line	100th St.	Industrial						X	13
	106th St.	Secondary	X						8
Chicago—North Joint Tracks	Morgan St.	North Running						X	9
Chicago to Columbus									
Beverly Jct.	87th St.	No. 1				X			
Washington Heights	Throop St.	No. 1			X				
	95th St.	No. 2			X	X			
	105th St.	No. 1 and 2			X				
	106th St.	No. 1 and 2			X				
	111th St.	No. 1 and 2				X			
West Pullman	120th St.	No. 1 and 2			X	X			
	Halsted St.	No. 1			X				
	119th St.	No. 1			X				
	115th St.	No. 1 and 2			X	X			
	122nd St.	No. 1 and 2				X			
	123rd St.	No. 1 and 2				X			
	120th St.	Switching	X						
	118th St.	No. 1 and 2				X			10

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
Riverdale	127th St.	No. 1 and 2				X			
	Acme Steel	No. 1 and 2				X			
	Acme Steel	Acme Steel		X					
Dolton	Main St.	No. 2			X				
	154th St.	No. 1 and 2			X				
	159th St.	No. 1 and 2			X				
Calumet Park	147th St.	Main			X				
	Dolton Ave.	Main				X			
	Sibley Blvd.	Main				X			
Bernice	Torrence Ave.	Industrial							18
Lansing	Burnham Ave.	No. 1 and 2			X				
	Ridge Rd.	No. 1 and 2			X	X			11
	Wentworth	No. 1 and 2			X	X			
	Wentworth	Industrial		X					
Maynard	Calumet Ave. (State Rd. 141)	No. 1 and 2			X	X			16
	Calumet Ave.	Nat. Brick Co.		X					16
	Calumet Ave.	G.T.W. Intchg.		X					16
Schererville	Joilet	No. 1 and 2			X				
	Wihelm	No. 1 and 2			X				
	Austin	No. 1			X				
South Bend Branch	Eckman St.	Main				X			
	Ewing St.	Main	X						
	Calvert St.	Main	X						
South Bend	Indiana Ave.	Main						X	20
	Broadway	Main						X	20
	Stull St.	Main						X	20
	Ireland Rd.	Yard Tracks		X					

NOTE 1. Apparatus to interrupt the operation of automatic highway crossing signals for movements on Main Tracks over Illinois and Linda Streets, are in charge of Operator, Bart. When shifting movements are to be made to or from sidings, E. J. & E. Connections from No. 2 track, house track, or when a train is stopped on either main track and the crossing is clear and highway crossing signals are operating unnecessarily, trainman must call operator at Bart to interrupt the operation of highway crossing signals for the main track which is to be occupied.

When operator has been notified to interrupt the operation of automatic highway crossing signals no movement must be made over the highway crossings by their train until the automatic operation of the crossing signals has been restored or the movement is protected as provided by **Rule 103**.

NOTE 2. When switches of crossover between No. 1 and No. 2 tracks west of Virginia Street, or switch leading from No. 1 track to Industrial Lumber and Supply Company's track or from No. 2 track to Bear Brand track are reversed, and no part of a train is on either main track within 800 feet west of crossing, gates will raise automatically. It will not be necessary for crews shifting on No. 1 track in the vicinity of Adams Street to operate gates manually.

NOTE 3. Apparatus to interrupt the operation of the automatic highway crossing signals for movements on main tracks are in charge of crossing watchman at Broadway. When shifting movements on main track are made in vicinity of these crossings, or when a train is stopped on main track and the crossing is clear and highway crossing signals are operating unnecessarily, trainmen must call crossing watchman at Broadway to cut out automatic highway crossing signals for the track which is occupied. When crossing watchman at Broadway has been notified to cut out the operation of automatic highway crossing signals, no movement must be made over crossing until protection is provided as prescribed by **Rule 103** or the automatic operation of these signals has been restored.

NOTE 4. Apparatus to interrupt the operation of the automatic highway crossing signals and gates for movements on main tracks are in charge of crossing watchman at 17th Avenue.

When a train is stopped on main track and the crossing is clear and highway crossing signals and gates are operating unnecessarily, trainmen must call crossing watchman at 17th Avenue to cut out automatic highway crossing protection for the track which is occupied.

When crossing watchman at 17th Avenue has been notified to cut out the operation of automatic highway crossing protection, no movement may be made over the crossing until protection is provided as prescribed by **Rule 103** or the automatic operation of the crossing protection has been restored.

Apparatus to manually interrupt the highway crossing protection at Harrison Street is located in a box on instrument case, south side No. 1 track, west of Harrison Street.

NOTE 5. It will not be necessary for crews shifting between Adams and Jackson Streets to operate gates manually.

NOTE 6. Highway crossing signals and gates protecting highway traffic on 5th Avenue and Industrial Avenue over The Budd Company Chase Plant Track are manually operated, controlled by crossing watchman at 5th Avenue. Before movements on The Budd Company Chase Plant Track are permitted to occupy the portions of the track between signs marked "CC" located 70 feet east of and 70 feet west of the highway, crossing watchman, 5th Avenue must be informed and it must be known highway crossing signals and gates are operating or the movement is protected as provided by **Rule 103**. Cars must not be left standing on Budd Company Chase Plant Track between "CC" signs.

NOTE 7. Highway crossing signals and gates operate automatically for movements with or against the current of traffic on main tracks, siding, Riley Road North Yard storage track and for westward movements on Riley Yard Lead.

They must be operated manually by a member of the crew before eastward movement over crossing is made on Riley Yard Lead or Right of Way No. 3.

Push buttons for the manual operation of highway crossing signals and gates are located in boxes on posts east and west of highway, south of eastward siding.

NOTE 8. Crews must protect crossing between midnight and 8.00 A.M. daily except Saturday and Sunday. Saturday and Sunday continuously.

NOTE 9. For westward movements.

NOTE 10. Highway crossing signals are manually operated by crossing watchman at 119th Street. When shifting movements are made in vicinity of this crossing, or when a train is stopped and the crossing is clear and highway crossing signals are operating unnecessarily, trainmen must call crossing watchman at 119th Street to interrupt the operation of the highway crossing signals. When crossing watchman has been notified to interrupt the operation of highway crossing signals, move-

ment must not be made over crossing by their train until protection is provided as prescribed by **Rule 103** or the operation of the signals has been restored.

NOTE 11. When switch leading to Meeter's Track is reversed, and no part of a westward train on No. 2 track is within 528 feet of the highway crossing, gates will raise automatically.

NOTE 13. Highway signals and gates must be manually operated for all movements except westward movements on secondary track. Control switches to manually operate highway crossing signals and gates located north of tracks west of highway crossing and south of tracks east and west of highway crossing. Movements must not be made over highway crossing unless signals are in operation and gates in proper position, or the movement is protected in accordance with **Rule 103**.

NOTE 14. Highway crossing signals and gates are manually controlled. Control switch located on south side of highway crossing. All movements must stop and place signals and gates in operation before crossing highway. After gates are down and train movement has occupied the highway crossing, control switch must be restored to normal position. Highway crossing signals and gates will automatically restore to normal position after train has cleared the highway crossing.

NOTE 15. All movements must approach highway crossing prepared to stop, and no movement permitted to obstruct any portion of the highway until it is known highway crossing signals are operating, otherwise the movement must be protected in accordance with **Rule 103**.

NOTE 16. Westward trains on No. 2 track receiving a stop signal at Maynard Interlocking or having cars to set off or pick up at National Brick Co. or Grand Trunk Western Railroad Interchange must not leave engine or cars standing on No. 2 track west of CC sign, 637 feet east of Calumet Ave. Engine or cars must not be left standing on National Brick Co. track west of CC sign, 89 feet east of Calumet Ave.

NOTE 17. To prevent unnecessary operation of highway crossing protection at Greenwich Street, Valparaiso and equipped crossings west of Greenwich Street, westward trains or engines on No. 2 track must not leave cars standing west of CC sign located 300 feet east of Greenwich Street.

NOTE 18. To prevent unnecessary operation of highway crossing protection at Torrence Avenue, trains or engines moving west on No. 2 track to clear Bernice Interlocking must, when practicable, stop east of CC sign.

NOTE 20. Apparatus to manually operate highway crossing signals at Indiana Ave., Broadway, and Stull St. simultaneously located in boxes at Indiana Ave. and Stull Street. Apparatus to manually operate highway crossing protection at Indiana Avenue only located in box on bottom of watch tower Indiana Avenue.

NOTE 21. Control box located at each signal and at 3 locations on industrial tracks west of Indianapolis Boulevard.

FORT WAYNE DIVISION

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
Pittsburgh to Chicago Bucyrus	Spring St.	No. 1 and 2			X				
	Popular St.	No. 1 and 2			X				
	West Alley	No. 1 and 2			X				
	Sandusky Ave.	No. 1 and 2			X				
	East Alley	No. 1 and 2			X				
	Sears St.	No. 1 and 2			X				
	Lane St.	No. 1 and 2			X				
	Walnut St.	No. 1 and 2			X				
	West Mansfield St.	No. 1 and 2			X				
Ada	Johnson St.	No. 2			X				
	Main St.	No. 1 and 2							
	Gilbert St.	No. 2			X				
Lafayette	High St.	No. 1 and 2				X			
	Church St.	No. 1 and 2				X			
	Washington St.	No. 1 and 2				X			
Lima	Main St.	No. 1 and 2			X	X			10
	Main St.	Freight Hse.						X	
	Northwest St.	No. 2			X				10
	McDonald St.	No. 2			X				10
	Metcalf St.	No. 2			X				10
	Jackson St.	No. 1			X				10
	Pine St.	No. 1			X				10
	Cable Rd. 3 mi. west of Lima	No. 1 and 2			X	X			
	Cable Rd.	Eastward Sdg.		X		X			
Delphos	Pierce St.	No. 1 and 2				X			
	Franklin St.	No. 1 and 2				X			
	Main St.	No. 1 and 2				X			
	Canal St.	No. 1 and 2				X			
	Clay St.	No. 1 and 2				X			2
	Bredick St.	No. 1 and 2				X			2
	State St.	No. 1 and 2				X			2
Middlepoint	Adams St.	No. 1 and 2				X			
	Mason St.	No. 1 and 2				X			
Convoy	U.S. 30 east of Convoy	No. 1 and 2				X			
	Main St.	No. 1 and 2				X			
	Tully St.	No. 1 and 2				X			
Monroeville	Ohio St.	No. 1 and 2				X			
	Main St.	No. 1 and 2				X			
Fort Wayne	Linker	No. 1, 2 and 3				X			11
	Linker	No. 4					X		
	Meyer Rd.	Int. Harvester whse.	X						

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
Columbia City	Main St.	No. 1 and 2			X	X			
	Ohio St.	No. 2				X			9
	Ohio St.	No. 1 and 2			X				
	Line St.	No. 2			X				
	Chauncey St.	Industrial Lead	X						
Pierceton	First St.	No. 1 and 2				X			
Warsaw	Detroit St.	No. 1 and 2				X			
	High St.	No. 1 and 2				X			
	Indiana St.	No. 1 and 2				X			
	Buffalo St.	No. 1 and 2				X			
	Lake St.	No. 1 and 2				X			
	Union St.	No. 1 and 2				X			
Bourbon	Mill St.	No. 2				X			
	Main St.	No. 1 and 2				X			
	Burbon St.	No. 1 and 2				X			
	Center St.	No. 1 and 2				X			
	Union St.	No. 1 and 2				X			
Plymouth	Barriman St.	Eastward Sdg.		X		X			
	Barriman St.	Westward Sdg.		X		X			
	Fifth St.	Westward Sdg.		X					
Hamlet	Starke St.	No. 1 and 2				X			
	Starke St.	Westward Sdg.		X		X			
	Starke St.	Middle		X		X			
	Starke St.	Back		X		X			
	Starke St.	No. 1			X				
Hanna	Thompson St.	No. 1				X			
Chicago to Bradford Crown Point	Main St.	No. 1 and 2		X	X				
Leroy	Main St.	Leroy Spur		X					
Hebron	Washington St.	No. 1			X				
	Main St.	No. 1			X				
	Quincy St.	No. 1			X				
	State Rd. 8	No. 1			X				
	Sigler St.	No. 1 and 2				X			
LaCrosse	Washington St.	No. 1 and 2				X			
		Team		X					
		Mathieson		X					
North Judson	State Rt. 10	Eastward Sdg.		X					
	Main St.	Industrial and Sdg.					X		12
	Sycamore St.	Industrial and Sdg.					X		12
Winamac	Washington St.	No. 1 and 2			X	X			
	Main	No. 1 and 2			X				
	Adams	No. 1 and 2			X				
	Madison	No. 2			X				

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
Logansport	Third St.	No. 1 and 2				X			
	Third St.	No. 2				X			
	Wilkinson St.	No. 1 and 2				X			
	Cicott St.	No. 1				X			
	Wilkinson St.	Team						X	
Sweetser	Main St.	No. 1 and 2				X			
	Main St.	Industry						X	
Marion	Lincoln Blvd.	Westward Siding		X					
	Pearl St.	Siding and Yards		X					
Gas City	Main St.	No. 1 and 2				X			19
	A St.	North Stg.						X	
Hartford City	Washington St.	No. 1 and 2				X			
	Washington St.	Armstrong Cork Co.		X					
Dunkirk	Main St.	No. 1 and 2			X	X			
	Meridian	No. 1 and 2			X				
	Walnut	No. 2			X				
Red Key	All St. Crossings	Main			X				
Union City	Walnut St.	No. 2				X			
	Division St.	No. 2			X				
Woodington	Highway 49	No. 1 and 2				X			
Meeker (0.5 miles E.)	Highway 118	No. 1 and 2				X			
Pikeville (1.7 miles E.)	Highway 121	No. 1 and 2				X			
South Bend Branch									
Logansport	Bates St.	Main				X			
Plymouth	Garro St.	Main	X						
	Washington St.	Main	X						
	Adams St.	Main	X						
	Jefferson St.	Main							
	Harrison St.	Main	X						
G. R. & I. Branch									
Kendallville	S. Main St.	Main				X			
	Rush St.	Main				X			
	Williams St.	Main				X			
	W. Mitchell	Main				X			
	U.S. Highway 6	Main			X				
Avilla	Albion St.	Main				X			
Vandale Secondary Track									
Churubusco	State Rd. 33	Secondary						X	
La Otto	State Rd. 3	Secondary						X	
Auburn	State Rd. 427	Secondary						X	
Logansport Branch									
Logansport	Bates St.	Main			X				
	Davis Rd.	Main							6
	Michigan Ave.	Main							6

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
Mexico	Old U.S. Rt. 31	Main							6
	New U.S. Rt. 31	Main							6
Cbili	State Rd. 19	Main							6
Roann	Chippawa Rd.	Main							6
	State Rd. 16	Main							6
	State Rd. 15	Main							6
North Manchester	State Rd. 13	Main							6
Effner Branch									
Kentland	State Rt. 41	Main				X			
I & F Branch									
Clymers	State Rt. 25	Main					X		
		Siding		X		X			
Waterloo Branch									
Waterloo	West Lincoln St.	Main				X			
Auburn	Seventh St.	Siding							15
	Eleventh St.	All	X						
Fort Wayne	Fourth St.	All				X			
	Harrison St.	Main							17
	Cass St.	All				X			
	Wells St.	All				X			
	St. Mary's Ave.	All				X			

NOTE 2. Highway crossing protection for eastward movements on No. 1 track at State, Broderick and Clay Sts. will be interrupted automatically when movement is stopped west of "CC" sign 600 feet west of State St.

NOTE 6. Trains and engines must stop before passing over these crossings and a member of the crew must protect the crossing in advance of each movement over the crossing, unless it is known that Automatic Highway Crossing Protection is functioning properly.

NOTE 9. Vandale—Westward trains receiving stop signal on No. 2 track at Vandale Interlocking will stop east of CC sign, located 1764 feet west of Mile Post 338.

NOTE 10. Lima—To prevent unnecessary operation of highway crossing protection at Main St., Lima, eastward trains or engines on No. 1 track must not leave cars standing east of CC sign located 450 feet west of Main St.

To prevent unnecessary operation of highway crossing protection at North West, McDonald and Metcalf Streets, Lima, westward trains or engines on No. 2 track must not leave cars standing west of CC sign located 270 feet west of Main St.

To prevent unnecessary operation of highway crossing protection at Jackson and Pine Streets, Lima, eastward trains or engines on No. 1 track must not leave cars standing east of CC sign located 175 feet west of Jackson St.

When a westward movement occupies No. 2 track east of CC sign, located 50 feet east of Main Street, for a period longer than one (1) minute fifteen (15) seconds, the crossing gates at Main St. will raise automatically and before the movement may again

proceed westward on No. 2 track gates at Main St. must be lowered by operating one of the control devices located in box

on post north side of No. 2 track, 333 feet east of interchange track, in box on post, north side No. 2 track, 124 feet east of interchange track, or in box on instrument case north side of No. 2 track, east side of Main Street.

NOTE 11. Linker—To prevent unnecessary operation of highway crossing protection at Linker's Road, cars must not be left standing on No. 1 Main Track within 1500 feet west of the crossing.

NOTE 12. Apparatus to manually operate the highway crossing signals for movements on industrial tracks are located in boxes at Sycamore Street. Operator in interlocking station will control highway crossing signals for through or switching movements on eastward siding.

NOTE 15. Cut out and cut in push buttons for use of trainmen located at southeast and northwest corners of Market and Spring Streets, mounted on pedestal posts and locked with switch locks. Trains and engines making movements on Mill Siding and House Track Siding, east and west of Spring Street, must assure themselves that gates have been lowered before passing over or fouling crossing.

NOTE 17. Pushbuttons located at east end of station platform are provided to operate the protection for eastward trains making station stops.

NOTE 19. Trains stopping at Gas City to set off or pick up cars at Strawboard Track, first switch west of passenger station, No. 1 track, must not make movement over highway crossing at Main Street, first crossing east of passenger station, unless signals are in operation and gates are in proper position or the movement is protected in accordance with **Rule 103**.

1103-A2. Public Crossings at Grade.**CHICAGO AND FT. WAYNE DIVISIONS****Column Table For Public Crossings At Grade****X—Indicates Method of Operation****COLUMN 1—Switching movements must be protected by a member of crew over the crossing.****COLUMN 2—Trains or engines moving against the current of traffic must proceed at slow speed over the crossing.****COLUMN 3—Trainmen must flag trains or engines over crossing.****COLUMN 4—Trains and engines must stop before moving over the crossing.****COLUMN 5—Trains and engines using other than main tracks will approach crossing prepared to stop.****COLUMN 6—Trains and engines must not cross highway until gates are in horizontal position.**

LOCATION	CROSSING	TRACK	See Column Table						Note
			1	2	3	4	5	6	
Main Line Buffalo to Chicago Elkhart	Division St.	Main (E&W Branch)			X				
	Jackson St.	Main (E&W Branch)			X	X			
	Beardsley Ave.	Main (E&W Branch)				X			
	Prarie St.	Main (E&W Branch)			X				
	Edwardsburg Ave.	Main (E&W Branch)			X				
Osceola	Apple St.	Osceola Lumber Co.			X				
Mishawaka	Jefferson-Fir Rd.	Main (E&W Branch)			X				
	Mishawaka Ave.	Main (E&W Branch)			X				
	Cedar Street	Main (E&W Branch)			X				
	Main Street	Main (E&W Branch)			X				
South Bend	Lincolnway West	Northern Reg. Conn.			X				
	Olive St.	No. 1 and 2							1
	Meade St.	No. 1 and 2							1
Lydick	Country Club Rd.	No. 1 and 2			X				
New Carlisle	County Line Road	No. 1 and 2			X				
	Arch St.	No. 1 and 2			X				
LaPorte	Boston Street	No. 1 and 2							2
Porter	Calumet Road	No. 1 and 2							3
Crisman	U.S. Route 20	Sand Spur (Ivanhoe Branch)			X				
Joliet Branch Hartsdale	Kennedy Ave.	Main (Joliet Branch)			X				
South Gary	Georgia St.	Main (Joliet Branch)			X				4
Kankakee Branch Hamlet	Old U.S. Route 30	PC Wye			X				
Walkerton	U.S. Route 6	B&O Wye			X				
Kankakee	Hobbie Ave.	Main and Side Track	X						
Streator	Broadway St.	Main			X				5

NOTE 1. Instructions for operation of the control switches are posted at the crossings.**NOTE 2.** Trains or engines moving eastward on No. 1 and

No. 2 track must not proceed over highway until interlocking signals at WR indicate proceed and must then move promptly.

NOTE 3. Westward freight trains receiving indication, as per **Rule 285**, at signal 4791 W or westward trains with cars to set out at Porter with instruction to hold main track, will stop trains east of "END OF CIRCUIT" sign, located 900 feet east of Calumet Road, and contact signalman at PO Interlocking.

NOTE 4. Georgia Street on Board of Education track and on main track after coming off Board of Education track.

NOTE 5. Broadway Street between 12.01 P.M. and 1.01 P.M., 5.01 P.M. and 8.01 A.M. Daily except Saturdays, Sundays and Holidays.

1103-A3. At all crossings where signs are provided on other than main tracks to indicate "End of Circuit," trains and engines operating on such tracks must proceed past sign located adjacent to track and approximately fifty feet from crossing prepared to stop and not cross the highway until gates are in horizontal position. Where flashing lights are in service without gates, the flashing lights must be operating for at least twenty seconds.

At all crossings where signs are provided on main tracks to indicate "End of Circuit" trains and engines stopping on main tracks must stop back of sign. When starting, if gates are raised or flashing light not operating, must proceed past sign prepared to stop and not cross highway until gates are in horizontal position. When flashing light signals are in service without gates, flashing lights must be operating for at least twenty seconds.

Where highway control boxes are provided, pushbuttons must be operated in accordance with instructions posted in the control box.

"X" sign will be used where Close Clearance prohibits the use of "End of Circuit" sign.

1104-A1. Normal Position of Switches and Crossovers at Specified Locations

CHICAGO DIVISION

Switch Located at	Connecting	With	Normal Position is for Movements
East End of Yard Lead, Riley Road	Yard Lead	Right of Way No. 3	To Yard Lead
Wye Track, Riley Road Yard	Wye Track	Right of Way No. 3	To Right of Way No. 3
Connection to Yard Tracks, 53rd Street Beverly Jct.—Western Ave.—Secondary Track	No. 1 Track	Yard Track	To Yard Track
Hegewisch	Wye Track	Calumet River Line	To Calumet River Line
Calumet Western Jct.	Calumet Western	Calumet River Line	To Calumet Western
East Switch, East Wye, 59th Street (E. C. L.)	East Wye	Track leading to Englewood Connecting Line	To West Wye

Switch Located at	Connecting	With	Normal Position is for Movements
West Switch, East Wye, 59th Street (E. C. L.)	East Wye	Yard Track	To Yard Track
West Switch, West Wye, 59th Street (E. C. L.)	West Wye	Yard Track	To Yard Track
East Switch, East Wye E. C.	East Wye	No. 3 Track	To No. 3 Track
East Switch, West Wye, E. C.	West Wye	No. 3 Secondary Track	To No. 3 Secondary Track
West Switch, West Wye, E. C.	West Wye	Englewood Connecting Line	To East Wye

FORT WAYNE DIVISION

Switch Located at	Connecting	With	Normal Position is for Movements
Fort Wayne Station	No. 45 Station Track	No. 46 Station Track	To No. 46 Station Track

1104-C1. Operators in Charge of Main Track Hand-operated Switches when Block Station is Open

CHICAGO DIVISION

Location	Switches	Note
EC	Crossover between No. 4 and No. 3 tracks. Switch in No. 3 track leading to Englewood Connecting Line Secondary Track. West Switch east wye.	

Hand-Operated Switches Equipped With Electric Locks

1104-D1. The following switches are equipped with electric lock; permission to unlock must be obtained from operator before switch padlock is removed from keeper.

CHICAGO DIVISION

Location	Switch	Controlled by
Hobart	House Track	Bart
Clarke	East and west switches from siding to Clarke Yard	Clarke Jct.
Standard	Trailing hand-operated switch in No. 2 track 490 feet east of Mile Post 450 leading from Riley Road North Yard storage track to No. 2 track	Whiting
Alton Junction, east of interlocking	Trailing switch in No. 2 track leading to Vierling Steel Co. track	South Branch Bridge
Calumet Park	Switch at east end of siding	Calumet Park
Burnham	C. & C. R. connections	Burnham

FORT WAYNE DIVISION

Location	Switch	Controlled by
Lima	Trailing switch No. 2 to B. & O. wye	Lima
Delphos	Trailing crossover between No. 1 and No. 12 track Facing switch leading from No. 1 to No. 12 track	Delphos
Piqua Road	Facing crossover between No. 2 and No. 3 track Trailing crossover between No. 2 and No. 3 track Trailing crossover between No. 2 and No. 1 track Facing crossover between No. 1 and No. 4 track Trailing crossover between No. 1 and No. 4 track Facing crossover between No. 1 and No. 2 track	Wabash
Winter St.	Facing crossover between No. 2 and No. 3 track Trailing crossover between No. 1 and No. 4 track Facing crossover between No. 1 and No. 2 track Trailing crossover between No. 1 and No. 2 track Trailing crossover between No. 2 and No. 3 track Facing crossover between No. 1 and No. 4 track	

Location	Switch	Controlled by
Fort Wayne, East of station	Facing switch leading from No. 2 to No. 46 track Trailing crossover between No. 2 and No. 3 track Facing crossover between No. 2 and No. 1 track Trailing crossover between No. 1 and No. 46 track	Wabash
Fort Wayne, West of station	Facing crossover between No. 1 and No. 4 track Facing switch leading from No. 1 to No. 46 track	
Fort Wayne G. R. & I. Branch N. & W. Crossing	Facing switch for south- ward trains leading to Main St. team track	Runion Ave. N. & W.
Plymouth	Trailing switch in No. 1 track 1842 feet east of Mile Post 384	Plymouth
Union City	West end of siding	Ridgeville
Union City	East end of siding	Ridgeville
Van	Logansport Machine Co.	Van
Kenneth	Facing crossover between No. 1 and No. 2 tracks Trailing crossover between No. 1 and No. 2 tracks	
La Crosse	C. & O. connection	La Crosse

NOTE. When these switches are to be used following procedure must be observed:

- Portion of train must occupy main track or siding within one hundred feet immediately ahead of switch points.
- Contact operator for permission to use switch, then remove switch lock.
- Report back to operator after switch lock is removed. Operator will then release the electric lock.
- Restore switch and switch lock to normal position after used and report same to operator.

1104-D2. The following switches are equipped with electric lock, not controlled by operator. The switch lock on these switches must not be removed from keeper until after permission has been obtained from operator. Instructions for operation of switches are posted in telephone box or at other convenient location adjacent to switch.

CHICAGO DIVISION

Location	Switch
Standard	Trailing hand-operated switch in No. 2 track, 490 feet east of Mile Post 450 leading to Riley Road North Yard storage track
Schererville	Crossover Switch to westward siding Lead to Hartsdale Yard
Bernice	Facing switch for westward movement from single track to Vulcan Iron & Mold Co. track Facing switch for eastward movement from single track to west Wye track
Burnham	Facing switch for eastward movement from single track to Hegewisch Lumber Company
Wolf Lake Jct.	Facing switch for eastward movement from single track to Hyman-Michaels Company
Hegewisch	Facing switch for eastward movement from single track to west leg of Hegewisch Wye
Mile Post 2 (SC&S)	Facing switch for eastward movement from main track to Dante and Russell Sales Company track
Colehour Jct.	Facing switch for westward movement from single track to east leg of Colehour Jct. Wye Hand-operated derail in east leg of Colehour Jct. Wye

FORT WAYNE DIVISION

Dugrun	Trailing crossover between Nos. 1 and 2 tracks east of signal 2634 Facing switch No. 1 track to west end eastward siding Lima
Plymouth	Trailing hand-operated switch in No. 2 track located 1040 feet west of Mile Post 383
Redkey	Trailing switch for eastbound movement in main track located 428 feet east of Redkey leading to N. K. P. Railroad interchange track
Logansport	Trailing switch for westward movements on No. 2 track, east of Elm, leading to Wabash Interchange track
	Trailing switch for westward movements on No. 2 track, 14th Street, leading to out-bound engine track
	Facing crossover for westward movements on No. 2 track 14th St., connecting No. 2 track with first track north of No. 2 track
	Facing crossover for westward movements on No. 2 track 14th St., connecting No. 2 track with No. 1 track

Location	Switch
Van	Trailing switch in No. 2 track, located 6300 feet west of Van, leading from Yard C
Van-Clymers	Facing switch for southward movements from main track to southward siding, 2610 feet south of Mile Post 112 Facing switch for northward movements from main track to Louisville Cement Co., 1753 feet north of Mile Post 111

1105-A1. Spring Switches Located
CHICAGO DIVISION

Location	Normal Position	Route for Which Sprung	Note
Green Street	No. 2 Secondary Track	Eastward movements from No. 1 Secondary track to Secondary track of no assigned direction	1
Winchester Avenue	No. 1 Secondary Track	Westward movements from No. 2 Secondary track to yard track	1
Lead at 63rd Englewood Lead at 63rd St. Engine-house departure track	Track 21	Outbound Passenger Track	

NOTE 1. Spring switches listed above are not protected by signal indications. All other instructions pertaining to spring switches are in effect.

FORT WAYNE DIVISION

Location	Normal Position	Route for Which Sprung	Note
East end of siding Ginger Hill	Main track	Siding	1
Kankakee East end of West Yard and main track	For main track	Double Track	1
Kankakee West end of West Yard and main track	For Yard	Main Track	1
Depue Jct.	For Depue Branch	Main Track	1

NOTE 1. Indications of the fixed signal must be observed when trailing movements through switch have been completed. If signal does not display "Proceed", enginemen of opposing trains must be advised to approach switch prepared to stop and dispatcher notified from first communicating station.

Track Assignments**1151-A1. Single Track****CHICAGO DIVISION**

Track	Between	And
S. C. & S.	Bernice	Colehour Jct.
Lake Branch	Lake Jct.	MS
Joliet Branch	East Gary	Joliet
E. & W. Branch	Elkhart	Mishawaka
Kankakee Branch	HF	JK

FORT WAYNE DIVISION

Track	Between	And
G. R. & I. Branch	Mile Post 123.0	Junction
Logansport Branch	Van	Vandale
Waterloo Branch	Waterloo	Junction
Main Line	Union City	Kirk
South Bend Branch	Van	End of Block
Effner Branch	Kenneth	End of Block
I. & F. Branch	Clymers	Van
Kankakee Branch	JK	PC Jct.
Churchill Branch	LX	Churchill
Main Line Cincinnati to Kankakee	Aroma Park	KX

1151-B1. Two or More Tracks

Current of traffic or TCS as follows:

CHICAGO DIVISION

Between: MAIN LINE	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Valparaiso and Whiting			Westward	Eastward
Whiting and 58th Street (Sig. Bridge)	Westward	Eastward	Westward	Eastward
58th Street (Sig. Bridge) and South Branch Bridge			Westward	Eastward
Schererville to Beverly Jct.			Westward	Eastward
B and HF			TCS	TCS
HF and JD			Westward	Eastward
JD and NE			TCS	TCS
NE and 61st Street			Westward	Eastward
Between: Ivanhoe Branch				
PO and Ivanhoe			Westward	Eastward

NOTE: Tracks are numbered from south to north, except that between Whiting and 58th Street (Sig. Bridge) No. 3 and No. 4 tracks are south of No. 1 and No. 2 tracks.

FORT WAYNE DIVISION

Between: Main Line	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Colsan and Valparaiso			Westward	Eastward
Bradford and Union City			Westward	Eastward
Kirk and West Graw			Westward	Eastward
West Graw and Anoka				Eastward
Anoka and Schererville			Westward	Eastward

Note: Tracks are numbered from south to north.

Movements Against the Current of Traffic Without Train Orders

1151-B2. At the following locations the third paragraph of **Rule D-151** will not apply and movements may be made as indicated below at reduced speed.

Trains or engines may operate against the current of traffic without train orders, under manual block signal system rules, in the following territories when authorized by the train dispatcher. The conductor or engineer must obtain permission to use the track only from the employee in charge of track as designated below:

CHICAGO DIVISION

Track	From	To	When Authorized by the Train Dispatcher on verbal permission from	Note
No. 3	Whiting	Colehour Junction	Operator—River Branch Junction	1-2
No. 3	EC	58th Street Signal Bridge	Operator EC	1-3
No. 1	American Home Food Products' Switch	JD	Operator JD	1
No. 2	Bendix Switch South Bend	HF	Operator HF	1

NOTE 1. The train dispatcher must determine that the block is clear of all opposing movements. Form J train order must be issued to the operator in charge of the track. The operator must apply blocking devices, with signal in stop position at station where opposing movements must be held. Notation confirming this procedure must be made on train dispatchers train sheet and the operators record of train movement sheet before permission is granted.

NOTE 2. Fixed signal indication at Whiting will be authority for trains and engines to use No. 3 track against the current of traffic between Whiting and Colehour Junction.

NOTE 3. Hand signal from the operator at EC will be authority for trains and engines to use No. 3 track against the current of traffic between EC and 58th Street Signal Bridge.

1151-C1. Secondary Tracks of Assigned Direction

CHICAGO DIVISION

Track	From	To	Assigned Direction	Controlled by	Note
No. 4	58th St. (Sig. Bridge)	55th St.	Westward	Yardmaster 55th St.	
No. 3	55th St.	58th St. (Sig. Bridge)	Eastward	Yardmaster 55th St.	
No. 2	Beverly Jct.	Belt Crossing	Westward	Beverly Jct.	3
No. 1	Belt Crossing	Beverly Jct.	Eastward	Beverly Jct.	2
No. 2	Belt Crossing	49th St.	Westward	Yardmaster 59th St.	
No. 1	49th St.	Belt Crossing	Eastward	Yardmaster 59th St.	
No. 2	49th St.	Western Ave.	Westward	Switchtender Brighton Park	
No. 1	Western Ave.	49th St.	Eastward	Switchtender Brighton Park	1
No. 2	Green St.	Winchester Ave.	Westward	EC	4
No. 1	Winchester Ave.	Green St.	Eastward	EC	4

Operators must keep record for secondary tracks under their jurisdiction and report thereon all movements showing engine number, direction, place and time track is occupied and cleared.

NOTE 1. Eastward movements made on signal indication at Western Avenue.

NOTE 2. Westward movements on No. 1 and No. 2 secondary tracks may be made on signal indication at Beverly Jct. Permission must be obtained from operator at Beverly Jct. to use these tracks at any point between Beverly Jct. and Belt Crossing.

NOTE 3. Eastward movements on No. 1 and No. 2 secondary tracks may be made on signal indication at Belt Crossing. Permission must be obtained from operator at Beverly Jct. to use these tracks at any point between Belt Crossing and Beverly Jct.

NOTE 4. Eastward trains approaching Green Street must stop and secure permission to proceed from EC. Westward trains must stop clear of spring switch at Winchester Ave. and obtain permission from the yardmaster at 59th St. to proceed.

FORT WAYNE DIVISION

Track	From	To	Assigned Direction	Controlled by	Note
No. 4	Junction	Winter St.	Eastward	Wabash	1

NOTE 1. At Wabash and Junction the authority to use No. 4 track will be given by signal indication. At other points permission must be obtained from Operator at Wabash to use this track.

1151-D1. Secondary Tracks of No Assigned Direction CHICAGO DIVISION

Track	Between	And	Controlled by	Note
Calumet River Line (W)	Hegewisch	River Branch Jct.	Yardmaster 110th Street	1
Englewood Connecting Line (W)	EC	Green Street	EC	
No. 4 (W)	47th St.	Alton Jct.	South Branch Bridge	2
No. 3 (W)	47th St.	40th St.	Yardmaster 55th St.	

Operators must keep record for secondary tracks under their jurisdiction and report thereon all movements showing engine number, direction, place and time track is occupied and cleared. (N) (E) (S) (W) Indicates timetable direction, from point first named.

NOTE 1. Signal indication at Hegewisch or River Branch Jct. is authority to enter Calumet River Line. Operators must obtain permission from Yard Master 110th Street before admitting train to Calumet River Line.

NOTE 2. Fixed signal indication at Alton Junction will be authority to use No. 4 secondary track to 47th St.

FORT WAYNE DIVISION				
Track	Between	And	Controlled by	Note
Vandale (E)	End of Vandale Secondary Track (Mile Post 65)	Auburn	Wolcottville	
No. 3 Track (W)	Adams	Piqua	Wabash	2
No. 3 Track (W)	Winter St.	Junction	Adams	2
Fort Wayne (E)	Adams	End of Block (Mile Post 72.8)	Adams	

Operators must keep record for secondary tracks under their jurisdiction and report thereon all movements showing engine number, direction, place and time track is occupied and cleared.

(N) (E) (S) (W) Indicates timetable direction, from point first named.

NOTE 2. At Adams, Wabash and Junction the authority to use No. 3 Track will be given by signal indication. At other points permission must be obtained from operator Wabash to use this track.

1151-E1. Employees in Charge of Sidings of Assigned Direction
CHICAGO DIVISION

Siding	Employee in Charge	Note
East Bart—Westward	Operator Bart	1
Bart—Eastward		1
Whiting—Eastward	Operator Whiting	1
Hartsdale (Eastward)	Operator Hartsdale	
Schererville (Westward)		1
Terre Coupee—Westward	Operator HF	
Chesteron—Eastward	Operator PO	1
Chesteron—Westward		Westward Only
PO—Eastward	Operator PO	1
Willow Creek—Westward	Operator Willow Creek	1

Operator must secure permission from Train Dispatcher before authorizing movement in reverse direction.

NOTE 1. Fixed signal indication governing movement to siding will be authority to use siding in reverse direction.

FORT WAYNE DIVISION

Siding	Employee in Charge	Note
Mansfield—Eastward	Operator Mansfield	
Upper Sandusky— Westward	Operator Upper Sandusky	1
West Upper Sandusky— Eastward		1
Dunkirk—Westward	Operator Dunkirk	1
Dola—Eastward		1
Lima—Eastward	Operator Delphos	
East Delphos—Westward		1
Delphos—Eastward		1
West Monroeville— Eastward	Operator Estry	1
Vandale—Westward	Operator Vandale	1
West Vandale—Eastward		1
West Warsaw—Westward	Operator Warsaw	
Plymouth—Westward	Operator Plymouth	1
West Plymouth— Eastward		1

Siding	Employee in Charge	Note
Hamlet—Westward	Operator Hamlet	
Wanatah—Eastward	Operator Wanatah	1
Wanatah—Westward		1
Kent—Westward	Operator Kent	
Clymers—Southward	Operator Clymers	
Star City (Westward)	Operator Van	
North Judson (Eastward)	Operator North Judson	
Hartsdale (Eastward)	Operator Hartsdale	
Schererville (Westward)		1

Operator must secure permission from Train Dispatcher before authorizing movement in reverse direction.

NOTE 1. Fixed signal indication governing movement to siding will be authority to use siding in reverse direction.

1151-H1. Running Tracks of no Assigned Direction CHICAGO DIVISION

Track	Between	And	Controlled by	Note
19 (W)	HC	MS	HC	1
24 (E)	JN	CR	JN	1

(E) (W) indicates timetable direction, from point first named.

Operator must keep a record of running tracks under their jurisdiction and record thereon all movements, showing engine number, direction, place, and time track is occupied or cleared.

NOTE 1. All movements on this track must be authorized by Train Dispatcher.

FORT WAYNE DIVISION

Track	Between	And	Controlled by	Note
Decatur (W)	End of Block (Mile Post 69.5)	End of Block (Mile Post 72.8)	Operator Adams	1

(W) Indicates timetable direction, from point first named.

Operator must keep a record for running tracks under their jurisdiction and record thereon all movements, showing engine number, direction, place, and time track is occupied or cleared.

NOTE 1. Through movements, unless otherwise instructed, will not report clear of Decatur Yard Running Track.

PASSENGER TRAIN OPERATION

CHICAGO DIVISION

1154-A1. The following instructions will govern employes assigned to the handling of back-up movements of passenger equipment between 12th Street Coach Yard and Chicago Union Station:

1. Only employes having passed satisfactory examination on:
 - (a) Brake and Train Air Signal Instructions No. 99-D-1,
 - (b) Rules for Conducting Transportation for promotion to conductor,
 - (c) Operating Rules of Chicago Union Station Company,
 will be permitted to control back-up movement of passenger equipment from 12th Street Coach Yard to Chicago Union Station by use of back-up hose or back-up valve.
2. The pressure maintaining feature on all diesel locomotives must be cut out at all times, when making back-up movement of passenger equipment between 12th Street Coach Yard and Chicago Union Station.
3. Before leaving 12th Street Passenger Yard, air brake test must be as prescribed in Instruction 11-b of Brake and Train Air Signal Instruction No. 99-D-1.
4. When movement is to be controlled with a back-up hose, the brake pipe hose must be blown out before being coupled to the back-up hose.
5. Before back-up movement is made, the employe who is to handle movement must identify himself to the engineman.
6. Employe in charge of back-up movement must know back-up hose or back-up valve is in operative condition.
7. Communicating signal will be used to start back-up movement. If communicating signal cannot be used, employe in charge of movement must have a proper understanding with engineman as to manner in which movement will be started.
8. Running test must be made with back-up hose or back-up valve within 300 feet after movement is started. If running test is not made, engineman must stop movement and ascertain cause.
9. Numbered signs placed on east side of C.B.&Q. Railroad Freight House, designated 20, 18, 16, 14, and signs attached to supports under Harrison Street Viaduct and roof of train shed designated 12, 10 and 8.
 The lead car of a backup movement consisting of a 3-unit diesel shoving cars all of which are 85 feet in length into station, will be 200 feet from bumping block at end of track when the cab of the east diesel unit passes sign corresponding to number of cars in movement.
10. If application of brakes has not been initiated by employe in charge of back-up movement when cab of east diesel unit passes sign corresponding to number of cars in movement, engineman must immediately bring movement to stop by use of automatic brake valve.
11. After stop has been made, train must not be backed further until proper signal has been received from employe in charge of back-up movement.

PASSENGER TRAIN OPERATION

1154-A2. Heating, Lighting, Ventilation and Air Conditioning of Cars.

Applies to passenger trains Main Line Buffalo to Chicago only.

Rear end steam line valve must be opened gradually to full open position when blowing out steam line to avoid metal gaskets being blown out.

Trainmen must, when outside temperature is less than twenty (20) degrees above zero, regularly at fifteen (15) minute intervals, open rear steam heat valve wide and fully blow steam line free of condensate.

Before steam pressure is connected to standing cars, steam line valve must be closed at opposite end of line.

The application of Steam Heat Equipment Rule No. 1721 is as follows:

Approaching	Direction	Open Rear End Steam Pipe Valve	Engineman Shut Off Steam At
Elkhart	Westward	Hively Ave.	Home signal B
Elkhart	Eastward	21st St.	**Between M. P. 440 and west end of passenger station platform
Englewood Yard	Westward	Mile Post 513.0	Westward home signals JN
Chicago	Westward	31st St.	22nd St.

****Should a train be stopped between M. P. 440 and west end of passenger station platform or for crossover switches, steam valve must not be closed until after train is again started.**

Make-up of Passenger, Mail, Express and Deadhead Equipment Trains

1154-A3. Passenger equipment must be of steel construction with the exception that baggage, horse, refrigerator and milk cars of steel underframe construction may be hauled, also such steel underframe passenger cars as are used under special arrangement.

Cars equipped with steam train line must have steam connectors securely connected to adjacent cars or secured by use of wire to assure proper clearance above rail except steam connector on rear of rear car may be secured by use of chain support without use of wire.

Passenger equipped Flexi-Vans which are used as the rear car on passenger, mail, express and/or deadhead equipment trains are to be limited to loaded Vans only.

Following is a list of cars of foreign ownership, which in addition to NYC 9200, 9300 and 9400 series, are equipped with ride control or other types of freight car trucks and are subject to restrictions as shown below:

EL 100 to 199 incl.
 EL 2111 to 2121 incl.
 EL 10,000 to 10,089 incl.
 Milw. 1600 series
 CBQ 8600, 8700 and 8800 series
 GN 2500 series
 ATSF 4100, 4200, 4300, 9700 series
 B&O 468230
 B&O 1850 to 1887 incl.
 REX 1002 to 1025 incl.
 REX 6600 to 6899 incl.
 REX 8200 to 8299 incl.
 REX 3401 to 3423 incl.

- (a) Cannot be handled as the rear car on any passenger trains whether loaded or empty.
- (b) When handled empty in body of train, train is restricted to 60 MPH as per current timetable.
- (c) No restriction when loaded and handled in body of train.
- (d) Passenger trains handling empty cars equipped with ride control or other types of freight trucks must not exceed 60 MPH.

1154-A4. AIR BRAKES

Passenger trains containing more than 20 passenger carrying type cars must not exceed 30 cars.

Mail, Express and Baggage Equipment Trains must not exceed 55 cars. Not more than 40 PC series 7200 to 9099 to be in total count of 55 cars.

When Passenger Train Equipment Cars are handled with Freight Equipment Cars in freight trains exceeding 40 cars total, such Passenger Train Equipment Cars shall be handled forward of the 40th head car with not to exceed 20 such cars in one train. The total of all cars in the train shall not exceed: (a) 150 cars when handling one (1) to five (5) Passenger Equipment Cars; or (b) 100 cars when handling more than five (5) Passenger Equipment Cars.

NOTE. Passenger Train Equipment Cars having Type AB-1-B brakes may be handled in freight trains without restriction.

In trains of over 30 cars, passenger car brake equipment shall be conditioned for DIRECT RELEASE on cars beyond the 20th head car. In freight trains of over 40 cars, all cars must be conditioned for DIRECT RELEASE and the air supply to water raising system shall be cut out.

FREIGHT TRAIN OPERATION**FORT WAYNE DIVISION**

1155-A1. Freight trains using south-west Wye Van to make reverse movement into Yard C must separate train to clear Cliff Drive highway crossing located at south end of Wabash River Bridge unless arrangements are made to immediately start reverse movement.

1155-A2. Unless otherwise instructed, westward freight trains passing Anoka on No. 2 track must stop at heading in switch at Yard A and call Yardmaster for instructions.

1155-A3. To avoid blocking of public street crossings in the city of Dunkirk, trains with more than 90 cars receiving a signal indication less than clear, **Rule 281, FIG. A**, at automatic signal No. 1304, will communicate with Ridgeville Block & Interlocking Station before passing the trailing switch located 590 feet east of Mile Post 129.

1155-A4. To avoid blocking street crossings in the city of Kendallville, southward trains not receiving a clear signal aspect on distant signal No. 1215 and northward trains not receiving a clear signal aspect on distant signal No. 1192, must stop at approach signal and contact operator at Wolcottville Block Station.

1155-B1. Operation of Pusher Engines in the State of Ohio.

The operation of pusher engines behind occupied cabin cars of assembled freight trains in the State of Ohio is prohibited.

In the State of Ohio, employes and others are prohibited from riding on a cabin car when a pusher engine is operated behind a cabin car of an assembled freight train; they may ride on the pusher engine. The train shall be stopped to cut off the pusher engine.

FREIGHT AND PASSENGER TRAIN OPERATION

1156-A1. When train parting occurs and Conductor cannot ascertain the cause and correct same, the cars involved must be set out of train at first available point and billing information given to the Train Dispatcher.

When pushing freight trains, pusher engines will ease off passing over crossovers or turnouts when making diverging movements, exercising care to avoid slack action.

1156-A2. At a point other than initial terminal where crews are changed, and consist of the train remains intact, a brake test is not required.

Incoming engineman will verbally notify the outgoing engineman of the condition of the train brakes.

1156-A3. When necessary to apply brakes from a train by the use of the A-2 caboose valve, the following instructions must be adhered to:

Service application: Move the valve handle from release towards application position, **being sure to hesitate ten (10) seconds in each notched position before moving on to the next notch.** The first movement of the handle locks valve so it cannot be moved back to closed position. After the train has stopped the valve can be unlocked by moving the handle to the extreme application position.

Emergency application: Move the valve handle quickly from release to the extreme application position and leave it there until after the train has stopped.

1156-A4. Diesel units, including dead diesel units handled in a train, which are not equipped with coupler stops or alignment control feature must not be operated when coupled to each other except:

When they are the first two units on the front of a train.

When they are the last two units on the rear of a train.

When they are in passenger service.

When they are moving light.

All units of Classes AF24, AF24A, AF25, AF27, EF22, EF25, EF25A, GF25, GF25A, ARS18A, ARS18, AS24, APS24MS, FRS24, ERS17, except 7000-7049, are equipped with coupler stops or alignment control feature. Individual units of certain other classes are also equipped.

1156-A5. When it is evident to the engineman that brakes are being applied from the rear of a train, the automatic brake valve should be placed in first service or minimum reduction position when engine is equipped for pressure maintaining, otherwise, automatic brake valve should be placed in lap position. Power, if being used, should be gradually shut off in such a manner to avoid rough slack action.

When an emergency application of the brakes occurs from the train, instruction 28 of the 99-D-1 Brake and Train Air Signal Instructions must be complied with.

1156-A6. Freight trains leaving fuel or water stations, sidings, etc., will move at such speed as will permit inspection of train as it passes and reduce speed sufficiently to permit members of crew to board rear of train with safety.

1156-A7. The number of units coupled together and operated from one control must not exceed 12. Enginemen of consists with more than 20 traction motors on line must not use full power in pulling below 12 miles per hour.

The number of whole units on the line on the front or rear of freight trains must be such that not more than the following number of motors are powered:

	No. of Motors
Front end, pulling or dynamic braking:	
Trains authorized 60 miles per hour and	
PR trains west of Conway.....	24
Other.....	20
Rear end, pushing:	
Solid loaded mineral freight.....	24
Other.....	18
Light movements.....	No Limit

Where more than the above power is attached to a train, sufficient units must be isolated so as not to exceed the above limits. Individual motor circuits on a unit must not be cut out unless that circuit is defective.

When isolating units to reduce power on line, sufficient units of classes AF24, AF24A, AF25, AF27, AF30, GF25, GF25A, GF28A, and GF30A must be isolated so as not to exceed the above limits. Do not isolate the lead unit.

There are two types of dynamic brakes. The conventional type increases its retarding force as speed is reduced to 25 miles per hour, and then fades as speed is further reduced, reaching zero as train stops. Extended range dynamic brake on all units numbered 6000-6539 (except 6300-6309) also increases as speed is reduced to 25 miles per hour, but maintains maximum braking effort down to 10 miles per hour, below which it also fades out, reaching zero as the train stops.

APPLYING AND RELEASING DYNAMIC BRAKE

Enginemen must apply dynamic brake with care.

Enginemen must consume at least ten seconds between "off" and $\frac{1}{2}$ applied position.

Engineman must use ten additional seconds between $\frac{1}{2}$ and full dynamic brake.

The same care and time must be used in releasing dynamic brake.

Trains other than solid loaded mineral freight having 3 six-motor units equipped with extended range dynamic braking must reduce to $\frac{1}{2}$ position on dynamic brake control at speeds below 15 miles per hour.

Trains having 4 six-motor units equipped with extended range dynamic braking must reduce to $\frac{1}{2}$ position on dynamic brake control below 20 miles per hour.

1156-A8. Form **MP 217-A** card, for reporting Passenger Car defects is located in a receptacle on the inside of electric lockers on all cars except Multiple Unit Electric cars. On Multiple Unit Electric cars the receptacle is located on the inside of the electric switch cabinet in outside vestibule.

Conductor (Enginemen for head car of MU Train) must enter on **MP 217-A**, description of all defects found, together with other information called for under the heading "Train Crew Entry."

When defects occur enroute, which must be given attention before train reaches final destination, General Superintendent must be notified of repairs required, by message or otherwise, at first opportunity. M. E. Department representative must also be notified promptly upon arrival of train at point where defect is to be given attention.

1156-A9. On Secondary, Industrial and Running Tracks engineman and trainmen will, when weather conditions are such that flangeways of road crossings or switches may be obstructed with snow or ice, assure themselves that road crossings and switches are in safe condition to use. If necessary, trains and engines will be stopped and road crossings inspected by member of engine or train crews before passing over them.

1156-A10. HOT JOURNALS-ROLLER BEARINGS

Passenger trainmen must obtain from Crew Dispatcher and carry with them while on duty a 200 DEGREE Tempilstik during the months of April through October, inclusive, and 175 DEGREE Tempilstik during the months of November through March, inclusive.

To determine when the roller bearing journal box is overheated to the extent that it must not be continued in service, proper Tempilstik must be used by stroking the outside surface of the top of the journal box. If a liquid smear results temperature is in excess of allowable limit and report must be made to Superintendent for instructions.

NOTE: Special Instructions 1156-A11, 1156-A12 and 1156-A13 apply as follows:

**Main Line—Buffalo to Chicago
Kankakee Branch
Churchill Branch
Ivanhoe Branch
Joliet Branch
E & W Branch**

HAND BRAKE TEST

1156-A11. A running test of hand brakes must be made on a Rail Diesel Car or Rail Motor Car upon leaving initial terminal when operating as a single unit. As soon as speed permits, engineman must place throttle lever of RDC car in No. 1 position (rail motor car in OFF position) and signal for brakes. The conductor or member of train crew must then apply hand brakes to determine if they are operating properly. In case hand brakes do not operate properly, car must proceed at restricted speed to the nearest point at which repairs can be made.

RAIL DIESEL CARS, CLASS RDC

Trains or engines must not be permitted to follow single unit RDC cars into block between open stations in ABS territory or between controlled signals in TCS territory.

When making stops in automatic block and interlocking signal territory, two stops must be made. After the first stop is made, the car will be moved at least six feet when making the second stop, to avoid stopping on sand.

At interlockings, remote controlled locations and in Traffic Control System Territory, switches in route taken by RDC cars will not be operated until it has been ascertained that movement through the route has been completed.

1156-A12. In passenger trains, RDC cars should be hauled as the rear-most unit, or units, unless:

1. Car involved has been equipped with train air signal pipe (Do not connect RDC car main reservoir equalizing hose to signal hose of cars in passenger train).
2. Steam heat is not required for heating cars behind such RDC car (Steam train line through RDC cars is 1½" only).

In freight trains, RDC cars must be hauled in accordance with instructions for handling passenger cars in freight trains. Control valves must be conditioned for "Direct Release" of brakes.

When RDC cars moving in a passenger train are occupied, one diesel engine must be kept running to provide battery charging, light and air conditioning.

In freezing weather RDC cars must have both diesel engines running, or must be connected to steam supply, and main battery switch must be closed. If diesel engines are not running, or steam supply is not available, engine cooling water must be drained from system of engine shut down, two engines if necessary. Steam heat and wash water systems must be given attention in accordance with instructions for draining passenger cars when left off steam.

When necessary to haul an RDC car in a train without either diesel engine running, the main battery switch **MUST** be closed, to provide ROLOKRON (wheel slide) protection. All lights and air conditioning **MUST** be turned off, to avoid serious battery discharge. If electrical trouble necessitates hauling car with main battery switch open, the engineman and conductor must be so advised so that all precautions may be taken to avoid wheel sliding.

RDC cars left unattended must have hand brake applied. If on grade, chain or block wheels.

RDC cars hauled in trains must have air brake and electrical equipment conditioned in accordance with existing instructions.

1156-A13. DIESEL EQUIPMENT**A. Movement of Diesel Units.****1. Road Freight and Road Switch Type Units.**

Road Freight and Road Switch Type units may be operated, coupled together, with a maximum of twelve (12), including those hauling train and those in tow.

The total number of units hauling train may not exceed seven (7).

The Units being towed may be either dead or on idle.

2. Yard Switch Type Units.

Only one yard switch type unit, dead or on idle, whether hauling or being towed, should be placed on rear of locomotive consist and on head end of train. Additional switch type units should be placed in train in accordance with Air Brake Rule 1599.

3. Backing Trains With Road Switch and/or Yard Switch Type Units Hauling or In Tow.

To minimize the possibility of jack-knifing when trains are backed up or locomotives are used in pusher service the following restrictions should be observed:

When necessary to back up or push a train consisting of more than fifty (50) cars and there are any Road Switch Units in the locomotive consist, the engineman will be governed by the following:

MAXIMUM AMPERAGE RATING WITH—

3 Units working.....	800 Amps.
4 Units working.....	600 Amps.
5 Units working.....	500 Amps.
6 Units or more working.....	400 Amps.

NOTE. With all Road Freight or Road Passenger Units in the consist or a combination of such units and Road Switch Units series 2020 to 3049 inc., the above amperage restrictions may be disregarded.

B. Air Brakes.

Diesel road locomotives with 24-RL brake equipment must have Rotair Valve positioned as follows:

ROTAIR VALVE operating "A" unit set in "PASS." position.

ROTAIR VALVE trailing "A" unit set in "PASS. LAP" position.

C. Passing Over Railroad Crossings at Grade.

When crossing a railroad crossing at grade, throttle should be moved back to Run 3 at least 8 seconds before reaching the crossing and kept in that position until all locomotive units have passed over the crossing.

D. On EMD Passenger Units only when speed of train drops below 27 miles per hour, the throttle must be returned to idle position before attempting to accelerate the train.

1157-A. Speed Table

Time per Mile		Miles per Hour	Time per Mile		Miles per Hour
Min.	Sec.		Min.	Sec.	
0	36	100	1	12	50
0	38	95	1	20	45
0	40	90	1	30	40
0	42	85	1	43	35
0	45	80	2	00	30
0	48	75	2	24	25
0	51	70	3	00	20
0	55	65	4	00	15
1	00	60	6	00	10
1	05	55	12	00	5

SPEEDOMETERS-CHECKING

1157-A1. White marker post installed along sides of track at the following locations are for the purpose of checking speedometers.

Main Line	Between	And	Location
Pittsburgh to Chicago	M.P. 456	M.P. 458	East of Englewood
Columbus to Chicago	M.P. 189 M.P. 211 M.P. 276	M.P. 190 M.P. 212 M.P. 277	East of Anoka West of Royal Center East of Schererville

CHICAGO DIVISION

SPEEDS

PASSENGER TRAINS AND FREIGHT TRAINS

1157-C1. Maximum Speeds, unless otherwise Specified

	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.
	Miles per Hour									
Main Line-Pittsburgh to Chicago										
Between:										
Division Post (Ft. Wayne Div.) and Virginia St.							79	50	79	50
Virginia Street and Gary							45	45	45	45
Gary and Cline Avenue							70	50	70	50
Cline Avenue and Mahoning							45	45	45	45
Mahoning and Whiting							60	50	60	50
Whiting and Roby			20	20	20	20	60	50	60	50
Roby and State Line			20	20	20	20	70	50	70	50
State Line and Englewood			40	40	30	30	70	50	70	50
Englewood and 58th Street			30	30	30	30	70	50	70	50
58th Street and South Branch Bridge							70	50	70	50
Main Line-Columbus to Chicago										
Schererville and Bernice							60	50	60	50
Bernice and Beverly Jct.							30	30	30	30
S. C. & S.										
Bernice and Burnham	60	40								
Burnham and Hegewisch	60	35								
Hegewisch and 4000 feet west of Mile Post 2	60	40								
4000 feet west of Mile Post 2 and Colehour Jct.	40	40								
Main Line-Buffalo to Chicago										
Between:										
Division Post (Toledo Div.) and 61st St.							80	60	80	60
Ivanhoe Branch										
Porter and Ivanhoe							50	50	50	50
Joliet Branch										
East Gary and Joliet	30	30								
E & W Branch										
Elkhart and Mishawaka	10	10								
South Bend Branch										
Between:										
Mile Post 176 and South Bend	10	10								
Kankakee Branch										
HF and JK	20	20								

FORT WAYNE DIVISION										
Main Line-Pittsburgh to Chicago Between:	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
	Miles per Hour									
Colsan and Winter St. (Ft. W.)							79	50	79	50
Winter St. and Broadway (Ft. W.)							30	30	30	30
Broadway (Ft. W.) and Junction							40	40	60	40
Junction and Division Post (Chgo Div.)							79	50	79	50
Main Line-Columbus to Chicago Bradford and Union City							45	45	50	50
Union City and Kirk	50	50								
Kirk and West Graw							45	45	50	50
West Graw and Anoka									50	50
Anoka and Race							50	50	50	50
Race and Elm							30	30	30	30
Elm and Van							30	30	30	30
Van and Schererville							60	50	60	50
Main Line-Cincinnati to Kankakee Aroma Park and KT	30	30								
G. R. & I. Branch Between: Junction and Mile Post 123.0	40	40								
Logansport Branch Between: Van and Fern	15	15								
Fern and Vandale	40	40								
Waterloo Branch Between: Junction and Mile Post 25.6	15	15								
I. & F. Branch Between: Clymers and Van	60	50								
Effner Branch Between: Kenneth and Effner	40	40								
Kankakee Branch JK and Kankakee Kankakee and Mile Post 180.4 Mile Post 180.4 and LX	40 49 40	40 49 40								
Churchill Branch	15	15								

	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
	Miles per Hour									
South Bend Branch										
Between:										
Van and Fern	15	15								
Fern and Mile Post 178	35	35								
Mile Post 178 and Division Post (Mile Post 176)	10	10								

NOTE. Trains with cars not equipped for passenger service must not exceed maximum speed for freight trains, except as provided below or unless otherwise instructed.

On tracks where maximum speed is 60 miles per hour or more, passenger trains consisting of more than 30 cars of all passenger equipment, or including box and refrigerator type freight cars not equipped for passenger service, may be operated at a maximum speed of 60 miles per hour, except where otherwise restricted.

Trains consisting exclusively of passenger Flexivan cars, (NYC and MFVX with 4 digit numbers), passenger, mail, or express cars, are authorized to operate at passenger train speed, unless otherwise restricted.

Where maximum speed for passenger trains is 60 miles per hour or more, freight trains are authorized to operate at special speeds as follows:

Freight trains consisting exclusively of freight Flexivan, passenger, mail, express, multilevel automobile carrying cars, or TOFC cars, when not otherwise **restricted**—60 miles per hour, except between:

MAIN LINE BUFFALO TO CHICAGO

WG and 61st Street—70 miles per hour

Where maximum authorized speed for passenger trains is 60 miles per hour or more, trains symbolized TT, AST-2, BAL-2, CG-2 and CG-8, are authorized to operate at maximum speed of 60 miles per hour between the following locations:

MAIN LINE LOGANSPOUT TO CHICAGO

Van and Mile Post 219
Mile Post 255 and Mile Post 272 } No. 1 track only

MAIN LINE PITTSBURGH TO CHICAGO

Colsan and Gary—No. 1 and No. 2 tracks.

1157-C2. Operating Against Current of Traffic Except where Rule 261 is in Effect unless otherwise specified.

Entire Region	Miles Per Hour
Passenger Trains.....	50
Freight Trains.....	50

**MAIN LINE* OTHER TRAINS AND EQUIPMENT
MAXIMUM SPEED UNLESS OTHERWISE SPECIFIED
1157-C3. Wreck Trains and Work Trains**

	Boom Trailing		Boom Forward		On Curves	
	Miles per Hour					
	Wreck	Work	Wreck	Work	Wreck	Work
Main Line-Pittsburgh to Chicago Between:						
Colsan and Valparaiso, No. 1 and No. 2 tracks.....	50	30	40	20	20	20
Valparaiso and South Branch Bridge, No. 1 and No. 2 tracks... ..	50	30	40	20	20	20
Whiting and 58th St., No. 3 and No. 4 tracks.....	25	30	25	20	20	20
Main Line-Buffalo to Chicago Between:						
Division Post, Chicago Division and 61st Street.....	45 ^(a) 35 ^(b)	30	35 ^(a) 25 ^(b)	25	20	20
Main Line-Columbus to Chicago Between:						
Bradford and Race.....	40	30	30	20	20	20
Race and Van.....	30	30	30	20	20	20
Van and Schererville.....	50	30	40	20	20	20
Schererville and Bernice.....	50	30	40	20	20	20
Bernice and Colehour Jct.....	30	30	25	20	20	20
Bernice and Beverly Jct.....	30	30	25	20	20	20
Main Line-Cincinnati to Kankakee Between:						
Aroma Park and KT.....	30	30	30	30	30	30
Logansport Branch Between:						
Van and Fern.....	15	15	15	15	15	15
Fern and Vandale.....	25	25	20	20	20	20
G. R. & I. Branch Between:						
Mile Post 123.0 and Junction.....	35	30	25	20	20	20
I. & F. Branch Between:						
Clymers and Van.....	35	30	25	20	20	20
South Bend Branch Between:						
Van and South Bend.....	25	25	20	20	20	20
Effner Branch Between:						
Kenneth and Effner.....	25	25	20	20	20	20
Joliet Branch Between:						
East Gary and Joliet.....	30	30	20	20	20	20
Kankakee Branch Between:						
HF and PC Jct.....	30 ^(a) 35 ^(b)	30	20 ^(a) 25 ^(b)	20	20	20

Ivanhoe Branch Between:	Boom Trailing		Boom Forward		On Curves	
	Miles per Hour					
	Wreck	Work	Wreck	Work	Wreck	Work
Porter and Ivanhoe.....	45(a) 35(b)	30	35(a) 25(b)	25	20	20
Waterloo Branch.....	15(c)	15(c)				
(a) With wreck derricks of 250 ton capacity and over. (b) With wreck derricks under 250 ton capacity. (c) Wrecking crane shall be separated from locomotive by one car weighing loaded not in excess of 103,000 pounds. *Work Trains without crane may operate at speed authorized for freight trains, unless otherwise instructed.						
Main Line*					Miles per Hour	
ALL DIVISIONS						
1157-C4. Circus Trains.....					30	
1157-C5. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc., moving on own wheels—see Rule 4158-A. —on straight track..... —on curves.....					30 20	
1157-C6. Freight Trains with 30 or more cars of mineral freight..... Solid Coke Trains and Train OG-9..... Solid Ore, Coal and Grain Trains..... JENNY Type cars, loaded or empty..... Trains with scale test cars or Jordan Spreader..... Trains with loaded ore cars less than 25 feet in length.. NOTE—When handling such trains conductors must know that enginemen have been so advised.					40 50 40 40 25 30	
1157-C7. Snow Plows in service..... Snow Flangers in service..... Passing station platforms, trains on adjacent tracks and over all grade crossings.....					20 20 5	
1157-C8. Passenger train assisted by an engine on rear and air brake controlled by leading engine.....					30	
1157-C9. Pushing Cars—Passenger trains..... —Freight trains.....					30 20	
1157-C10. Diesel engines when operated from rear unit or other than leading end for direction of movement.....					30	
1157-C11. Trains handling steel Slabs from Seneca, Buffalo Yard..... Trains handling over ten cars of Coil and/or Slab Steel destined Burns Harbor, Portage and/or Hennipin....					40 40	
1157-C12. Trains handling pulpwood logs in Bulk-head flats in multiple track territory are restricted as follows: On straight track..... On curves.....					25 15	
*When operating over territory other than Main Line, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.						

TURNOUTS

1157-D1. Maximum Speed

CHICAGO DIVISION

Spring Switch Location	Movement Involving Spring Switch	Miles per Hour
Green Street No. 1 Secondary Track to Secondary Track of no assigned direction	Trailing—Springing switch through turnout.....	15
Winchester Avenue No. 2 Secondary Track to yard Track	Trailing—Springing switch through turnout.....	15

Alton Jct.—Interlocked turnouts to G. M. & O. R. R.,
diverging movements.....

10

1157-E1. Maximum Speed approaching a Movable Bridge on a track not protected by both a Home Signal and Approach Signal

CHICAGO DIVISION

Location	Miles per Hour
River Branch Jct. Movements against current of traffic, on Tracks No. 1, No. 2 and No. 4..... Westward movements from Calumet River Line..... Eastward movements from Belt Ry. Connection.....	20
Beverly Jct.—Western Avenue Secondary Track Drainage Canal Movable Bridge, all movements.....	20

CURVES, BRIDGES, ETC.

1157-F1. Maximum Speed

CHICAGO DIVISION

Main Line—Pittsburgh to Chicago	Miles per Hour
Curve between Mile Post 423.5 and Mile Post 423.7...	75
Curves between Roby and State Line.....	55
Curve west of Mile Post 460.....	55
Curve west of Mile Post 461 (60th St.).....	25
First and second curves west of Mile Post 462 (55th St.)	40
Third curve west of Mile Post 462 (51st St.).....	50
Fourth curve west of Mile Post 462 (49th St.).....	50
Curve at Mile Post 463 (47th St.).....	50
Alton Jct., over C&WI-Santa Fe Crossing.....	15
Main Line—Columbus to Chicago	
West Pullman, within interlocking limits.....	20
Beverly Jct., over Rock Island and B. & O. C. T. R. R. Crossings.....	20
S. C. & S.	
Curve, Bernice to point 528 feet west of Bernice.....	30
Curve east of Bridge 4.76, Burnham.....	30
Curve west of Bridge 4.76, Burnham.....	25
Curve at 103rd Street, east of Colehour Jct.....	20
Main Line—Buffalo to Chicago	
At night, over facing point hand-operated switches, when operating against the current of traffic in Auto- matic Block Signal System territory where switch lights are not in use.....	15
Elkhart: Main St. crossing.....	20
Robert R. Young Yard—passing TV camera.....	10
Mishawaka: Hygrade: All engines.....	5
South Bend: Between Mile Post 435.3 and Mile Post 438.....	40
South Bend: G. T. W. switch engines.....	15
South Bend: Switch engines, engines Nos. 8047 and 8048, 8920 to 9767 incl. without cars through HF Interlocking.....	15
No. 2 track between Mile Post 474 and Mile Post 470..	70
No. 1 track between Mile Post 470 and Mile Post 474..	70
Eastward trains between Mile Post 507 and Mile Post 505.....	55
Westward trains between Mile Post 505 and Mile Post 507.....	55
South Chicago: Belt Ry. connection.....	10
Englewood and Indiana Harbor inclusive, engines Nos. 8047 and 8048, 8920 to 9767 incl. without cars...	15
To discharge U. S. Mail:	
No. 354, Gary.....	30
*Trains operating on controlled sidings.....	30
Trains or engines receiving signal indication Rule 281-C or Rule 281-D at interlockings or control points, through crossovers and turnouts.....	40
Ivanhoe Branch:	
Gary, over street and road crossings within city limits	45
East Gary, over street and road crossings within city limits.....	35
Crisman:	
Sand Pit track—between switch and US Route 20....	15
—north of US Route 20.....	5

*Applies to head end of train.

	Miles per Hour
Joliet Branch:	
East Gary, over street and road crossings within city limits.....	35
Liverpool, within interlocking limits.....	20
South Gary, turn-out to Glenn Park side track, when diverging.....	10
Griffith, eastward trains within interlocking limits.....	20
JG, within interlocking limits.....	20
Dyer, within interlocking limits.....	20
Chicago Heights, through yard limits.....	20
Joliet EJ&E crossing within interlocking limits.....	20
Joliet, CRI&P interlocking switches in old main track and track 67, and turn-out to yard track, when diverging.....	10
E&W Branch:	
Elkhart: Over Edwardsburg Ave.....	5
Mishawaka: Twin Branch tracks.....	5
FORT WAYNE DIVISION	
Main Line—Pittsburgh to Chicago	
Curve just east of Bucyrus station.....	55
Upper Sandusky C. & O. R. R. crossing.....	40
Sugar Street, within interlocking limits.....	35
Lima B. & O. crossing.....	20
Lima—Public Grade crossings between Cole Street, 7500 feet west of station, and Pine Street, 850 feet east of station, both inclusive.....	35
Curve just west of Van Wert station.....	40
Fort Wayne—N. & W. crossing.....	30
Curve between Mile Post 344 and Mile Post 345.....	70
Main Line—Columbus to Chicago	
Union City—Between passenger station and PC Crossing.....	40
Ridgeville—Southwest wye.....	25
Gas City—Main Street Crossing; first crossing East of passenger station.....	40
Marion—Street grade crossings.....	25
Elm, over N. & W. crossing.....	15
First curve west of Kenneth, No. 2 track.....	50
I. & F. Branch	
Long Cliff—North of Mile Post 113, north of Long Cliff	50
South Bend Branch	
Logansport—Over North Third Street, 2400 feet west of Mile Post 115.....	5
Logansport—Over North Sixth Street, 2750 feet west of Mile Post 116.....	5
Delong—Within interlocking limits.....	20
Plymouth Interlocking and 2960 feet west of Plymouth Interlocking.....	15
LaPaz Junction, within interlocking limits.....	20
Lakeville, within interlocking limits.....	20
Effner Branch	
Monticello, within interlocking limits.....	20
Reynolds, within interlocking limits.....	20
G. R. & I. Branch:	
PC & N. & W. Crossing, within interlocking limits....	20

	Miles per Hour
Logansport Branch:	
Logansport—Third and Sixth street crossings.....	5
First curve east of Mile Post 1.....	35
Reverse curve two miles east of Logansport.....	20
Waterloo Branch	
Auburn—Over first streets north and south of station..	5
Between Mile Post 10 and Mile Post 15.....	10
*Applies to head end of train.	
Kankakee Branch	
Rupel: Western Indiana Sand and Gravel Co. track..	5
*Walkerton Interlocking: eastward at approach signal..	30
Walkerton: PC-B&O wye track.....	10
*Hamlet: Westward at approach signal.....	40
Knox: Heaton to Bender St. crossings, inclusive....	25
*North Judson Interlocking: At approach signals.....	30
*San Pierre: Eastward at approach signal.....	35
Kersey: Industrial track.....	5
Delmar Interlocking: CMStP&P crossing.....	25
*MJ: Within Interlocking Limits.....	20
*KX: Within Interlocking Limits.....	20
Kankakee Yard between Spring Switch west end of yard and Grinnell road located at Mile Post 99....	15
*GM&O crossing Dwight: Approach signals.....	35
*Streator Jct., GM&O crossing: Within Interlocking Limits.....	20
Between Streator Jct. and Mile Post 154: On curves..	25
*Streator AT&SF crossing: Within Interlocking Limits.....	20
Streator: Bloomington St. curve.....	10
Lostant: ICRR crossing.....	25
*Signal K180.1.....	25
Illinois River: Within Interlocking Limits.....	15
Between Depue Jct. and Depue.....	10
Between Depue and Howe.....	15
Between Seatonville Jct. and LX.....	25
Between LX and PC Jct.....	15
Churchill Branch.....	15
*Applies to head end of train.	

ENGINES

1157-G1. Maximum Speeds, unless otherwise restricted

Class	Miles Per Hour	
	Multiple Light	With Train
Diesel Units:		
EP20, EP22.....	60	80
EFP15.....	60	75
Freight, except EF15, ERS17, ER17.....	60	70
EF15, ERS17, ER17.....	60	65
Shifter Types:		
All classes, except following:	50	60
ARS16, ARS18, ERS15, ERS17, ER17, FRS16, FRS20X.....	50	65
ARS24S.....	60	75
EF15A.....	—	55
PRSL BS15, BS16 except 6011-6016, 6024 to 6027.....	50	65
PRSL BS16MS 6011-6016, 6024-6027.....	50	80
Single Units—Light:		
Rail Motor Car or Cars.....	30	65
Rail Detector Cars.....	50	
All classes except EP20 and EP22— single light.....	30	
Classes EP20 and EP22—single light.....	50	
All passenger, freight and road switcher classes—multiple light.....	60	
All switcher classes—multiple light.....	45	

NOTE. Diesel unit type designations:

Second letter (and third where used) in type designation indicates service as follows:

“P”—Passenger.

“F”—Freight.

“FP”—Freight-Passenger.

“RS”—Road-Switcher.

“S”—Yard-Switcher.

Numerals indicate engine horsepower in nearest hundreds.

**1157-G2. Maximum Speeds, unless otherwise restricted.
Apply only in the territories listed below:**

**Main Line—Buffalo to Chicago
Kankakee Branch
Churchill Branch
Ivanhoe Branch
Joliet Branch
E & W Branch**

Road Switch type units when operating as lead unit shall be considered running forward regardless of which end of unit is leading.

Engines:

Operating backwards.....30
Operating backwards by night over public crossings.....15
(An engine consisting of more than one unit is considered as operating backward when the employee in the leading unit does not have full control of the engine.)

Nos. 8092 to 9767 light or with cabooses, limited to maximum track speed but not to exceed.....45
(May be operated at maximum speed of 60 MPH when coupled as a trailing unit with freight units or when handled 'dead in train').

Nos. 1009 to 7608, light or with cabooses, limited to maximum track speed but not to exceed.....60

Nos. 1009 to 1877.....70	Nos. 5503.....70
2020.....85	5503.....85
2021 to 2028.....70	5504 to 5507.....70
2029.....85	5508 to 5509.....85
2030.....70	5510 to 5511.....70
2031.....85	5512.....85
2032 to 2037.....70	5513.....70
2038.....85	5514.....85
2039 to 2041.....70	5515 to 5530.....70
2042.....85	5600 to 5742.....70
2043 to 2044.....70	5743.....85
2050 to 2059.....85	5744 to 5749.....70
2100 to 2112.....70	5750.....85
2188 to 2193.....70	5751 to 5827.....70
2194 to 2197.....85	5900 to 5926.....85
2369 to 2393.....70	5928 to 5930.....70
2394 to 2398.....85	5991.....70
2399.....70	7300 to 7422.....70
2500 to 2823.....70	7423 to 7424.....85
2830 to 2899.....75	7425 to 7475.....70
3000 to 3169.....77	7500 to 7519.....85
3323 to 3709.....70	7600 to 7608.....70
4000 to 4113.....85	8056 to 8084.....60
5100 to 5352.....70	8092 to 9767.....45
5500.....70	9900 to 9913.....60
5501.....85	

SECONDARY TRACKS, RUNNING TRACKS AND SIDINGS

1157-H1. Maximum speed unless otherwise specified

CHICAGO DIVISION

Track	Between	And	Miles per Hour
Beverly Jct. Western Ave. Secondary Tracks No. 1 and No. 2.....	Beverly Jct.....	Western Ave....	20
No. 3.....	58th Street.....	55th Street.....	10
No. 4.....	58th Street.....	55th Street.....	10
No. 3 and No. 4..	47th Street.....	40th Street.....	20
No. 4.....	40th Street.....	Alton Jct.....	20
Calumet River Line.....	Hegewisch.....	River Br. Jct...	20
Englewood Con- necting Line On Wye Tracks...	E. C.....	Ford Street.....	10
On Secondary Tracks.....	Ford Street.....	Hoyne Ave.....	20
Over Hoyne Ave.....			8
On Wye Tracks...	Hoyne Ave.....	59th Street.....	10

FORT WAYNE DIVISION

Track	Between	And	Miles per Hour
No. 3.....	Adams.....	Linker.....	30
No. 3.....	Linker.....	Piqua.....	15
No. 3.....	Winter St.....	Junction.....	30
No. 4.....	Junction.....	Winter St.....	30
Vandale Sec- ondary Track.	Mile Post 65.....	Mile Post 75.....	20
	Mile Post 75.....	Mile Post 83.....	15
Decatur.....	Mile Post 69.5...	Mile Post 72.8...	15
Fort Wayne....	End of Block....	Adams.....	30

ENGINE AND SPECIAL LOAD RESTRICTIONS

1160-A1. Engines and special loads are restricted at locations shown below:

NOTE—Letters and figures indicate:

- X—Prohibited.
- B—Backward movement restricted to speed indicated.
- D—Operation of engines coupled prohibited.
- R—Restricted account of light rail.

Full Face Type—Indicates that the same class of engine is shown in more than one column. The most restrictive indication shown at a location will apply.

Figures 5, 10, 15, etc., indicate maximum speed at which engines specified may be operated.

The small letter in parenthesis shown in location column indicates reference NOTE shown at end of table.

Engines of classes other than those listed shall not be run over any portion of the region unless authorized by Superintendent Transportation.

Diesel engines having units coupled will be governed by the most restricted unit so coupled.

Class of engines and special loads listed under each numbered and lettered column of this page will apply to corresponding columns of all succeeding pages of this Instruction.

Class GF-25 diesel units must not exceed a speed of 10 miles per hour on tracks other than Main, Secondary and Running tracks.

CHICAGO DIVISION

		CLASS OF ENGINES						SPECIAL LOADS			
COLUMN		1	2	3	4	5	6	L	M	I	J
LOCATION		AS6, BS6, BS7, BS7M, ES6, AS10A, BS10, BS12, BS12M, ES10	AS10, ARS10, ARS10SX, ARS10S, AS10M, ARS18, AF24, AF24A, BS10M, BRS10SX, BRS12, BRS12S, BRS12SX, ES12, ES12M, FS10	ARS16, ARS16S, EF22, ERS16, ERS16S, EF17, ERS17, EFP16, FS12, FS12M, FRS16, FRS20X, FRS20, GF25, AF26, EF26	ARS18A, ARS24, BRS16, EF16, EF16A, EP20, EP22, ARS20	ARS16A, ARS24S, ERS16AX, ERS17A, FRS24, AF27, EF26A, GF26A, EF30A, GF28A, AF30, EF36, AF36, GF33A	GG1, FF2, P6, P6A, DD1, E2C, E3B	GF28A, AF30, EF36, AF36, GF33A			
	MAIN LINE PITTSBURGH TO CHICAGO										
ROBY: Lever Bros. tracks.....					X	X	X	X	X	X	X

	CLASS OF ENGINES						SPECIAL LOADS			
COLUMN	1	2	3	4	5	6	L	M	I	J
BRIDGE 460.57: 3010 feet west of Mile Post 460: Tracks No. 1 and 2..... Tracks No. 3 and 4.....	30 30	30 30	60 40	60 40	60 40	70 30	30 30	20 10	10 10	10 10
ENGLEWOOD: All Freight House and Yard tracks.....				X	X	X				
BRIDGE 460.76 BRIDGE 460.88 BRIDGE 460.98 Englewood Tracks No. 1 and 2..... Tracks No. 3 and 4.....			70 30	70 30	70 30	70 30	30 30	20 20	10 10	10 10
BRIDGE 461.04 211 feet west of Mile Post 461 to BRIDGE 461.31 1637 feet west of Mile Post 461, incl.: Tracks No. 1 and 2..... Tracks No. 3 and 4.....			25 25	25 25	25 25	25 25	30 30	20 20	10 10	10 10
BRIDGE 461.44 2323 feet west of Mile Post 461, to BRIDGE 461.93 4910 feet west of Mile Post 461, incl.: Tracks No. 1 and 2..... Tracks No. 3 and 4.....			70 30	70 30	70 30	70 30	30 30	20 20	10 10	10 10
58th STREET: Englewood Coal Co. track.....							X	X	X	X
35th STREET: Peacock Estate.....				X	X	X	X	X	X	X
31st STREET: Jackson Coal Co. tracks..... Team tracks.....				X	X	X	X	X	X	X
23rd STREET: Vierling Steel Works.....							X	X	X	X
ALTON JCT.: Santa Fe Conn.....						X				
CHICAGO (C. U. S. Joint Tracks): All industrial tracks between Lumber St. and Western Ave.....			X	X	X	X	X	X	X	X
MAIN LINE COLUMBUS-CHICAGO UNION STATION (Via Beverly Jct.-Western Ave. Secondary Track) HARTSDALE: Interchange tracks to M. C. R. R.....				X	X	X				
MAYNARD: Wye to Grand Trunk R. R.....						X				
LANSING: Meesters Inc. track South Side..... Lansing Lbr. & Supply Co. track..... Krumm Coal Co. track..... Team tracks.....				X	X	X	X	X	X	X
BERNICE: Illinois Brick Yard..... Wye to S. C. & S.....				X	X	X	X	X	X	X
BRIDGE 294.89: 4700 feet west of Mile Post 294.....								30	30	20
WEST PULLMAN: Conn. to C. W. P. & S. R. R.....			X	X	X	X				
BEVERLY JCT.-WESTERN AVE. SECONDARY TRACK All industrial tracks.....			X	X	X	X				
BRIDGE 307.25: 36th St..... BRIDGE 307.37: 35th St.....							20 20	20 20	15 15	10 10
ASH STREET: Conn. to I. C. R. R.....			X	X	X	X				

COLUMN	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
ALL BRIDGES										
Between BRIDGE 310.09 over Taylor Street.....			20	20	20	20	20	10	10	X
and BRIDGE 311.28 over Fulton Street, incl.....										
Between Clinton St. and Canal St. (C. U. S.).....						X				
MAIN LINE-S C & S Between Bernice and Colehour Jct. (S. C. & S).....								X	X	X
BRIDGE 8:15: 792 feet east of Mile Post 8.....			40	40	40	40	40	X	X	X
BURNHAM: Conn. to B. & O. C. T. R. R.....				X	X	X				
Conn. to C. & C. R. R.....				X	X			X	X	X
Hegewisch Lbr. Co. track.....										
COLEHOUR JCT.: Indianapolis Blvd. Filling Sta. tracks.....						X	X	X	X	X
ENGLEWOOD CONNECTING LINE										
58th Street, West Wye.....			X	X	X	X				
59th Street, East Wye.....						X				
Between 58th Street and 59th Street, All Industry Tracks.....			X	X	X	X	X	X	X	X
James Coal Co. Trestle.....							X	X	X	X
CALUMET WESTERN LINE										
BRIDGE 1.08:										
Over Calumet River.....				X	X	X	X	X	X	X
South Chicago—Calumet Western Jct. via Calumet Western Line.....				X	X	R	R	X	X	X
Indiana Harbor—Jct. B. & O. C. T. R. R., East Chicago via R. of W. No. 1.....				X	X	X	X	X	X	X
Mahoning—Jct. B. & O. C. T. R. R., East Chicago, via R. of W. No. 3.....				X	X	X	X	X	X	X
Hammond Jct.—Hegewisch.....			R	R	R	R	R	R	R	R
SOUTH BEND BRANCH										
All tracks, bridges, etc.....						X		30	30	30
SOUTH BEND:										
PC Connection east of Broadway.....						X				
Studebaker Connection east of Broad- way.....						X		X	X	X
Eckler Mfg. Co. track.....										
W. C. Miller track.....										
No. 1 House track, Tutt St.....								X	X	X
No. 2 House track, Tutt St.....										

All classes of engines are prohibited from using Brahman Industrial Track trestle located 2200 feet west of Western Avenue.

FORT WAYNE DIVISION											
	CLASS OF ENGINES						SPECIAL LOADS				
COLUMN	1	2	3	4	5	6	L	M	I	J	
MAIN LINE PITTSBURGH TO CHICAGO											
BUCYRUS:											
Bucyrus Rubber Co.....						X	X	X	X	X	
Reid Elevator.....						X	X	X	X	X	
LIMA:											
D. T. & I. Wye.....					X	X					
Neon Products Co.....				X	X	X					
Turnout from No. 1 track east of freight station.....						X					
All tracks south of freight house and extension.....						X	X	X	X	X	
Ohio Power Co.....						X					
Lima Sheet Metal Co.....						X					
DELPHOS:											
Delphos Mfg. Co.....						X	X	X	X	X	
A. C. Y. R. R. Wye.....					X	X					
N. Y. C. & St. L. Ry. Interchange.....					X	X					
VAN WERT:											
Marsh Foundation.....						X	X	X	X	X	
Dull Lumber Co.....				X	X	X					
C. N. Ry. Wye.....						X					
CONVOY:											
Equity Elevator.....						X	X	X	X	X	
MONROEVILLE:											
North Storage track beyond a point 300 feet east of Ohio St.....	X	X	X	X	X	X	X	X	X	X	
FORT WAYNE:											
Nos. 1 and 2 Strip (west of steel shop).....				X	X	X					
Nos. 4, 6, 8 and 10 Freight House.....				X	X	X					
Essex Wire Co.....				X	X	X	X	X	X	X	
WINONA LAKE:											
No. 3 track.....	X	X	X	X	X	X	X	X	X	X	
Litchfield Creamery track.....											
Entire Winona R. R. from No. 3 track switch to interchange at Warsaw.....		X	X	X	X	X	X	X	X	X	
WARSAW:											
N. Y. C. Wye.....						X					
Indiana Public Service Co.....				X	X	X					
Gast Coal Co.....				X	X	X	X	X	X	X	
WANATAH:											
Wanatah-Merc.....				X	X	X					
C. I. & L. Ry. Wye.....						X					
MAIN LINE BRADFORD-CHICAGO											
HORATIO:											
Keller Feed Mill.....						X					
HARTFORD CITY:											
Ft. Wayne Paper Co.....								X	X	X	
Hartford City Paper.....											
BETHEVAN:											
Hubbard Milling Co.....				X	X	X					
MARION:											
P. R. R. Stub Yard.....				X	X	X					
G. M. C. tracks.....				X	X	X					
Osborn and Midwest Paper Co.'s Loading track.....				X	X	X					
Midwest Paper Co. North track.....				X	X	X					
Canton Belt.....				X	X	X					
Semi-Belt (Becker).....				X	X	X					
ROYAL CENTER:											
Team track.....								X	X	X	
Storage East of Oil Company.....	X	X	X	X	X	X	X	X	X	X	
THORNHOPE:											
Elevator track.....				X	X	X	X	X	X	X	
STAR CITY:											
Team track.....								X	X	X	
Standard Oil.....											
Stock Track.....											
BRIDGE 219.41:											
2169 feet west of Mile Post 219, No. 2 track only.....					30					30	

	CLASS OF ENGINES						SPECIAL LOADS			
COLUMN	1	2	3	4	5	6	L	M	I	J
WINAMAC:										
Elevator track.....								X	X	X
Stock Pen track.....								X	X	X
Pickel track.....										
RIPLEY:										
West Storage, ten car lengths east of deraill to end.....				X	X	X	X	X	X	X
East Storage, ten car lengths west of deraill to end.....				X	X	X	X	X	X	X
DENHAM:										
Team track.....				X	X	X	X	X	X	X
NORTH JUDSON:										
Sand Pit track.....				X	X	X	X	X	X	X
LA CROSSE:										
Turnouts of three tracks leading to former C. A. & S.....						X				
Three former C. A. & S. tracks west of old elevator.....				X	X	X				
Monon Connection.....						X				
North Elevator track, east of Coal Bins.....	X	X	X	X	X	X	X	X	X	X
GRASSMERE:										
Elevator track.....				X	X	X	X	X	X	X
AYLESWORTH:										
Elevator and Team track.....						X		X	X	X
HEBRON:										
Tail track.....						X		X	X	X
CROWN POINT:										
Letz Mfg. Co. all tracks.....				X	X	X	X	X	X	X
Burton coal track.....						X		X	X	X
Tuttle coal track.....						X		X	X	X
Team track, No. side.....						X		X	X	X
EFFNER BRANCH										
All tracks, bridges, etc.....						X		30	30	30
LAKE CICOTT:										
Great Lake track.....						X	X	X	X	X
Million Sand track.....						X		X	X	X
MONTICELLO:										
Monon Connection.....						X				
REYNOLDS:										
Monon Connection 300 feet east of State Road.....						X				
WOLCOTT:										
So. Elevator track.....						X		X	X	X
Dye Lumber track.....						X		X	X	X
REMINGTON:										
West end of north track.....										
Middle track, So. side.....						X		X	X	X
Elevator track, So. side.....										
Virginia-Carolina Chemical.....						X	X	X	X	X
GOODLAND:										
Bales Lumber track beyond a point 423 feet from P. R. R. main track switch.....						X		X	X	X
Sherman White & Co. track.....						X		X	X	X
Butane Gas track.....										
NEWTON:										
Newton County Stone Co., under tipple.....	X	X	X	X	X	X	X	X	X	X
MAIN LINE 1 & F BRANCH										
VAN (South of):										
State Hospital.....				X	X	X	X	X	X	X
Indiana Rendering Co.....				X	X	X	X	X	X	X
LOGANSPOUT BRANCH										
BRIDGE 0.83:										
3960 feet east of Van.....	30	30	30	30	30	30	30	30	30	30
BRIDGE 1.27:										
1425 feet east of Mile Post 1.....	30	30	30	30	30	30	30	30	30	30
BRIDGE 3.03:										
160 feet east of Mile Post 3.....	30	30	30	30	30	30	30	30	30	30

	CLASS OF ENGINES						SPECIAL LOADS			
COLUMN	1	2	3	4	5	6	L	M	I	J
BRIDGE 6.92: 4850 feet east of Mile Post 6.....	30	30	30	30	30	30	30	30	30	30
BRIDGE 7.59: 3120 feet east of Mile Post 7.....	30	30	30	30	30	30	30	30	30	30
BRIDGE 8.57: 3000 feet east of Mile Post 8.....	30		30	30	30	30	30	30	30	30
HOOVER: C. & O. Ry. Wye track.....						X				
BRIDGE 11.51: 2700 feet east of Mile Post 11.....	30	30	30	30	30	30	30	30	30	30
MEXICO: Elevator track.....						X	X	X	X	X
DENVER: Nickel Plate R. R. Wye track..... Wilkinson Lumber Co. track.....						X	X X	X X	X X	X X
BRIDGE 18.11: 580 feet east of Mile Post 18.....	30	30	30	30	30	30	30	30	30	30
BRIDGE 20.19: 1000 feet east of Mile Post 20.....	30	30	30	30	30	30	30	30	30	30
BRIDGE 21.72: 3800 feet east of Mile Post 21.....	30	30	30	30	30	30	30	30	30	30
ROANN: Elevator track.....						X	X	X	X	X
BRIDGE 30.29: 1530 feet east of Mile Post 30.....	30	30	30	30	30	30	30	30	30	30
NEWTON: Erie R. R. Wye track.....						X				
NO. MANCHESTER: A. F. Henckel track..... N. Y. C. Wye track..... Miley Co. track..... North Team track..... Elevator track..... Gas Plant track..... Frans Lumber Co. track..... Manchester College track.....						X X X X X X X X	X X X X X X X X	X X X X X X X X	X X X X X X X X	
BRIDGE 40.34: 1790 feet east of Mile Post 49.....	30	30	30	30	30	30	30	30	30	30
SOUTH WHITLEY: Farmer's Elevator.....						X	X	X	X	X
BRIDGE 47.62: 3270 feet east of Mile Post 47.....	30	30	30	30	30	30	30	30	30	30
COLUMBIA CITY: City Light Co. track..... No. Mill track..... So. Mill track..... Old freight house track.....						X X X X	X X X X	X X X X	X X X X	
SOUTH BEND BRANCH All tracks and bridges, etc.....						X		30	30	30
PLYMOUTH: McCord Radiator & Mfg. Co..... Plymouth Engineering & Oil tracks..... Plymouth Seed Co. tracks..... Plymouth Co.....						X		X	X	X
LAPAZ JCT.: B. & O. Connection.....						X				
LAKEVILLE: Wabash Connection.....						X				
NUTWOOD: Gentner Meat Co. track.....						X	X	X	X	X

COLUMN	CLASS OF ENGINES						SPECIAL LOADS			
	1	2	3	4	5	6	L	M	I	J
VANDALE SECONDARY TRACK Between La Otto and Auburn.....						X				
BRIDGE 73.01: 50 feet east of Mile Post 73.....	20	20	20	20	20	20	20	20	20	20
La Otto Wye tracks.....						X				
AUBURN: Auburn Lumber Co. track.....			R	R	R	X	X	X	X	X
Kiblinger track.....			R	R	R	X	X	X	X	X
City Light track.....			R	R	R	X	X	X	X	X
Borg-Warner tracks.....			R	R	R	X	X	X	X	X
G. R. & I. BRANCH BRIDGE 120.32: 1690 feet north of Mile Post 120.....						30		30	30	30
KENDALLVILLE: Newman Foundry track, noble track.....						X				
BRIDGE 118.51: 2690 feet north of Mile Post 118.....						30		30	30	30
AVILLA: B. & O. R. R. wye from eastline of highway crossing to connection with B. & O. R. R.....						X				
BRIDGE 112.84: 4440 feet north of Mile Post 112.....						30		30	30	30
BRIDGE 112.44: 2320 feet north of Mile Post 112.....						30		30	30	30
LA OTTO: Elevator tracks.....				X	X	X	X	X	X	X
BRIDGE 107.60: 3170 feet north of Mile Post 107.....						30		30	30	30
BRIDGE 105.66: 3490 feet north of Mile Post 105.....						30		30	30	30
BRIDGE 104.32: 1690 feet north of Mile Post 104.....						30		30	30	30
BRIDGE 97.58: 3060 feet north of Mile Post 97.....						30		30	30	30
BRIDGE 95.57: 3000 feet north of Mile Post 95.....						30		30	30	30
FORT WAYNE: Mayflower Mills track.....						X				
Michigan Wholesale tracks.....						X				
Standard Lumber Co. tracks.....						X				
NKP Transfer tracks.....						X				

CHICAGO DIVISION

1160-A2. Engines 2020 to 3049, when coupled together, cannot negotiate a No. 6 frog or curvature similar to that in lead of a No. 6 turnout and cannot be operated over the following tracks:

Elkhart

Patrick Plywood.

Lap Switch—Base of Hump in Robert R. Young Yard.

Mishawaka

Steel Fabricating Division, Midland Corp.

South Bend

O'Brien Varnish Co.

Malleable Steel Range Co.—MC Connection.

Eckler Coal Co. JK to Vandalia Jet.

LaPorte

Storage Track—South of Allis-Chalmers Co.

South Wilson Track.

Seaway Container and American Rubber Companies.

American Home Foods.

Chicago—87th St.

Storage Track No. 1.

—Englewood Yard.

Machine Shop Lead.

E&W Branch**Elkhart:**

Garden City Tablet Co.

Mishawaka:

U.S. Rubber Co.

Joliet Branch**Chicago Heights:**

National Bank Track.

Ivanhoe Branch**Gary:**

Gary Lumber Co.

1160-B1. Other Equipment Restrictions

CHICAGO DIVISION

Maynard, National Brick Co. Track, all engines are prohibited from entering building.

SOUTH BEND BRANCH:

South Bend { Studebaker Aviation..... } X-40 type box cars
 { Freight House No. 1 track.. }

ENGLEWOOD CONNECTING LINE:

All cars 85 feet or more in length are restricted on tracks indicated as follows:

Location	Track	Restriction
59th Street Yard	East Wye connection from Englewood Connecting Line Secondary Track to Yard Track	Prohibited

FORT WAYNE DIVISION

Cars exceeding a combined weight of car and lading of 220,000 pounds must not be accepted for movement over the following tracks:

Vandale Secondary Track—LaOtto to Auburn.

Cars having a combined weight of car and lading of over 222,000 up to 263,000 pounds may be moved, 15 miles per hour, over the following tracks:

Logansport Branch—Mile Post 55 to Mile Post 55.3.

South Bend Branch—{ Mile Post 121 to Mile Post 139.
 { Mile Post 142 to Mile Post 153.

Crown Point, Letz Co. Middle Track.... X-40 type box cars

EFFNER BRANCH:

Newton, Newton County Stone Co. tipple..... All box cars

All cars 85 feet or more in length are restricted on tracks indicated as follows:

Location	Track	Restriction
Delphos	N & W Interchange Track	Prohibited
Lima	DT&I Interchange Track	Prohibited

1160-B2. Cars having a combined weight of car and lading, as shown below, are subject to the following restrictions as to speed over certain bridges, etc.:

Weight of Car (Pounds)	Minimum Coupled Length	Restrictions
150,000-170,000	40'-0"	Same as Column 2
170,000-220,000	42'-0"	Same as Column 5
220,000-263,000	48'-0"	Same as Column L

Cars in the above weight classifications, but shorter than the minimum coupled length specified and cars having a combined weight of car and lading in excess of 263,000 pounds are subject to special restrictions.

The above restrictions do not apply to Jenny type hopper or gondola cars. These cars have a gross weight up to 210,000 lbs. and a coupled length of approximately 24 feet. Their effect on long bridge spans is very severe and trains with loaded coupled Jenny type hopper or gondola cars are subject to restrictions in Special Instruction **1160-A1** as follows:

Column J special load restrictions.

1160-B3. On tracks designated "X", Columns 1 or 2, under Special Instruction **1160-A1**, Cushion Underframe cars of foreign ownership are to be moved with caution, not exceeding 3 miles per hour through curves on such side tracks and observed closely for indication of impending derailment. Such cars may be recognized by the unusual projection of the couplers beyond the body of the car, two or three feet, and by such signs on the side as 'Shock Control' and 'Hydra Cushion.'

Due to excessive weight of class FD2, FW1 and F40 flat cars, both loaded and empty, this equipment must be handled with care at restricted speed on other than Main and Secondary tracks.

PC cars in this class are:

Class	Number	Lightweight
FD2	PC 470245	500,400 lbs.
FW1	PC 470248	410,600 lbs.
F40	PC 470250	246,000 lbs.

Car Restrictions

1160-B4. TTX type cars and similar trailer or automobile carrying flat cars 85 feet or more in length are restricted at locations shown below:

Note. X—Prohibited.

COLUMN 1—Restrictions applying to these cars when coupled to cabin cars, Type N-5.

COLUMN 2 Restrictions applying to these cars when two or more are coupled, or are coupled to conventional type freight cars.

COLUMN 3—Restriction of these types of cars when not coupled to other cars or engines.

Length of cars:		85 feet			87 and 89 feet		
LOCATION:	Column:	1	2	3	1	2	3
MAIN LINE							
PITTSBURGH TO CHICAGO							
HOBART							
EJ&E Wye East End.....		X	X		X	X	
GARY							
Industrial Lumber & Supply Co.....		X	X		X	X	
Junk Yard West Track at Madison Ave.....		X	X		X	X	
Konrad Coal East Track.....		X	X	X	X	X	
Konrad Coal West Track.....		X	X		X	X	
Sears.....		X	X	X	X	X	X
Budd Plant.....		X	X		X	X	
CLARK JCT.							
West Wye Track to B&OCT.....		X	X		X	X	
ROBY							
American Maze.....		X	X		X	X	
Lever Bros. West Track.....		X	X	X	X	X	X
HAMMOND							
Falstaff Brewery.....		X	X	X	X	X	X
John Mohr & Sons.....		X	X		X	X	
SOUTH CHICAGO							
Interchange with CRI&P Ry.....		X	X		X	X	
43RD STREET							
Pullman Laundry.....		X	X		X	X	
35TH STREET							
Reliable Paste & Chemical Co.....		X	X	X	X	X	X
32ND STREET							
Marshall Tire Co.....		X	X		X	X	
LUMBER STREET							
Dan Ryan X-Way Warehouse.....		X	X		X	X	
Pure Carbonic.....		X	X		X	X	
16TH ST. COACH YD.							
S. Gordon & Sons.....		X	X		X	X	
Starks Warehouse.....		X	X	X	X	X	X
Continental Paper Grading Co.....		X	X		X	X	
MAIN LINE							
COLUMBUS TO CHICAGO							
UNION STATION (via Beverly Jct.—							
Western Ave. Secondary Track)							
SCHERERVILLE							
Lumber Company.....		X	X		X	X	
AIR LINE JCT.							
Simmons.....		X	X		X	X	
LANSING							
Lumber & Supply Co.....		X	X		X	X	
Fabeco.....		X	X	X	X	X	X
South Country Lumber.....		X	X		X	X	
BERNICE							
Saxon Scrap Yard.....		X	X		X	X	
Hercules Powder.....		X	X		X	X	
SC&S Wye.....		X			X		
SOUTH HOLLAND							
Dolton Box Co.....		X	X		X	X	

Length of cars:		85 feet			87 and 89 feet		
LOCATION:	Column:	1	2	3	1	2	3
DOLTON							
Team Track.....		X	X		X	X	
C&E I Wye Track.....		X	X		X	X	
IHB Wye Track.....		X	X		X	X	
Tetco.....		X	X		X	X	
RIVERDALE							
I C Connection.....		X	X		X	X	
Acme Steel Corp.....		X	X		X	X	
Interlake Stte Corp. West End.....		X			X		
WEST PULLMAN							
Air Products.....		X	X		X	X	
Le Rose Coal Yard.....		X	X		X	X	
Chicago West Pullman & Southern RR.....		X	X	X	X	X	X
Stone Yard at 118th Street.....		X	X		X	X	
WASHINGTON HEIGHTS							
Hesser Coal.....		X	X		X	X	
BEVERLY JCT.—							
Western Ave. Secondary Track.....							
79TH STREET							
Linco Bleach.....		X	X		X	X	
BELT CROSSING							
Wye Track.....		X			X		
Clayton Marks.....		X	X		X	X	
59TH ST. YARD							
East Wye Track to E. C.....		X	X		X	X	
St. Johns.....		X	X		X	X	
Old Material Service.....		X	X	X	X	X	X
33RD STREET							
Fulton Green.....		X	X	X	X	X	X
HARRISON ST.							
Central Solvents & Chemicals.....		X	X		X	X	
WESTERN AVE.							
Otis and Oakly Scrap West Track.....		X	X		X	X	
Otis and Oakly Scrap 2nd Switch.....		X	X		X	X	
Otis and Oakly Scrap East Track.....		X	X	X	X	X	X
Delta Star Electric.....		X	X		X	X	
MAIN LINE							
HALSTED ST.							
Consolidated Freight.....		X	X		X	X	
CANAL ST.							
Sings Terminal Warehouse.....		X	X		X	X	
MAIN LINE							
SC&S BETWEEN BERNICE & COLEHOUR JCT.							
COLEHOUR JCT.							
SC&S Wye.....		X	X		X	X	
HEGEWISCH							
Georgia Pacific.....		X	X		X	X	
Wye Track to River Line.....		X	X		X	X	
Bird & Sons.....		X	X		X	X	
Seaway Mastic Globe.....		X	X		X	X	
CALUMET WESTERN LINE							
114TH STREET							
Great Lakes Carbon.....		X	X		X	X	
Continental Grain.....		X	X		X	X	
CALUMET RIVER LINE							
99TH STREET							
Norris Grain West Elev. Track.....		X	X		X	X	
Marquette Cement.....		X	X		X	X	
Western Navigation.....		X	X		X	X	
Valley Mould & Iron Corp.....		X	X	X	X	X	X
Republic Steel East Track.....		X	X		X	X	
Allied Chemical & Dye Corp.....		X	X		X	X	
SOUTH BEND							
Sinclair Refinery.....		X	X		X		
U. S. Gypsum Co. South Track.....		X	X		X	X	
Edwards Iron Works.....		X	X		X	X	
Modern Warehouse.....		X	X		X	X	
MAIN LINE							
P.F.W.&C. RY.							
WINONA LAKE, INDIANA							
Winona Lake Yard.....							
Old Winona Railroad.....		X	X	X	X	X	X
Monroe Street Track.....		X	X	X	X	X	X
FORT WAYNE, INDIANA							
Track to Brackenridge Street.....		X	X				

Length of cars:		85 feet			87 and 89 feet		
LOCATION:	Column:	1	2	3	1	2	3
VAN WERT, OHIO							
PC Interchange.....		X	X		X	X	
DELPHOS, OHIO							
NKP Interchange.....		X	X		X	X	
ACY Interchange.....		X	X		X	X	
LIMA, OHIO							
B&O Interchange.....		X	X		X	X	
DT&I Interchange.....		X	X		X	X	
UPPER SANDUSKY, OHIO							
Yard Tracks 2 & 3.....		X	X	X	X	X	X
Stephens Lumber Company.....		X	X	X	X	X	X
MAIN LINE							
COLUMBUS TO CHICAGO							
DUNKIRK							
Armstrong Cork.....		X	X		X	X	
Lumber Yard.....		X	X		X	X	
HARTFORD CITY							
3-M Corp.....		X	X		X	X	
Hartford City Paper Co.....		X	X		X	X	
St. Joe Paper Co.....		X	X		X	X	
Junk Yard Track.....		X	X		X	X	
Overhead Door Co.....		X	X		X	X	
GAS CITY							
Owens Illinois Glass East End.....		X	X		X		
Owens Illinois Glass West End.....		X	X		X	X	
Knox Glass Bottle Co.....		X	X		X	X	
BETHEVAN							
Hubbard Milling Co.....		X	X		X	X	
MARION							
Shell Petroleum Co.....		X	X		X	X	
Osborne Paper Co.....		X	X		X	X	
Mayflower Warehouse.....		X	X		X	X	
General Tire Co.....		X	X		X	X	
Canton Belt Track.....		X	X		X		
Midwest Paper.....		X	X		X	X	
Semi Belt Track.....		X			X		
Fisher Body.....		X	X		X	X	
CONVERSE							
Monsanto Corp.....		X	X		X	X	
DENHAM							
Elevator Track.....		X	X		X		
AYLESWORTH							
Heinold Elevator.....		X	X		X	X	
CROWN POINT							
Northern Indiana Public Service Co.....		X	X		X	X	
SCHERERVILLE							
Lumber Co.....		X	X		X	X	
MAIN LINE							
I&F BRANCH							
VAN (South of)							
Indiana State Hospital.....		X	X		X		
Louisville Cement Co. Fr. N. to S. #5.....		X	X		X	X	
G.R.&I. BRANCH							
FORT WAYNE, INDIANA							
Interstate Industrial Park.....							
Lead Track to Food Marketing.....		X	X				
Interchange Track to N&W (NKP).....		X	X				
KENDALLVILLE, INDIANA							
Kraft Food.....		X	X				
Huff Coal Company.....		X	X				
SOUTH BEND BRANCH							
LOGANSPOUT							
Schaefer Lumber Co.....		X	X		X	X	
Wolf Construction.....		X	X		X	X	
Rockwell Receiving.....		X	X		X		
Becks Trucking.....		X	X		X	X	
Pepei Cola Track.....		X	X		X		
GRASS CREEK							
Sommers Grain.....		X	X		X	X	
PLYMOUTH							
McCords Radiator & Mfg. Co.....		X	X		X	X	
Northern Indiana Public Service.....		X	X		X		
Plymouth Homes.....		X	X		X	X	
Chamber of Commerce.....		X	X		X		
Weidner Tanning.....		X	X		X	X	
Youngs Door Co.....		X	X		X	X	

Length of Cars:		85 feet			87 and 89 feet		
LOCATION:	Column:	1	2	3	1	2	3
NUTWOOD							
Gentner Beef Packers.....		X	X		X	X	
EFFNER BRANCH							
BURNETTSVILLE							
Elevator Track.....		X	X		X	X	
MONTICELLO							
Monon Interchange.....		X	X		X	X	
Biederwolf Coal & Ice Co.....		X	X		X	X	
Cheesborough Ponds.....		X	X		X	X	
Northern Indiana Public Service.....		X	X		X	X	
WOLCOTT							
Custom Farm Service.....		X	X		X	X	
V. C. Fertilizer Co.....		X	X		X	X	
GOODLAND							
Bailes Lumber Co.....		X	X		X	X	
Custom Farm Service.....		X	X		X	X	
Newton County Stone Quarry North Track.....		X	X		X	X	
Newton County Stone Quarry South Track.....		X	X		X		
KENTLAND							
Edw. J. Funk & Sons.....		X	X		X		
Peoples Ready Mix.....		X	X	X	X	X	X
Purina Chows.....		X	X	X	X	X	X
Kentland Lumber & Coal Co.....		X	X	X	X	X	X
Flower Grain Elevator Track.....		X	X	X	X	X	X

Passenger equipped Flexi Vans handled on extreme rear of trains restricted to completely loaded cars only.

Flexi-Flo cars in the 885000 series are equipped with 36 inch or 38 inch wheels with absolute load limit restricted to 315,000 lbs.

Care must be exercised when placing Plate "C" and High Cube Box cars on industrial tracks adjacent to platform protected by a canopy.

High Cube or other high box cars which have a dimension of 16' 10" or higher from top of rail, having a width of 9' 11" or more, must not to be operated at the following locations:

LaSalle Street Station, Chicago, Ill.

12th Street Yard, Chicago, Ill.

Cars must not be operated as shown below:

Flat cars equipped with friction or solid type bearings must not operate in a Flexi-Van train.

Flexi-Van Cars.

Maximum gross weight of cars handled through retarders 240,000 lbs.

Pivoted bolster loads are to be handled with care at all terminals with minimum of switching and they are not to be humped.

On industrial sidings with sharp curvature and not shown care must be used in operating.

Cars having a gross weight in excess of that listed below must not be operated without specific authority.

	Gross Weight
Englewood—Chicago Ladd—Churchill Elkhart—Mishawaka via E.&W.) }	220,000
Moronts—Seatonville Jct. Depue Jct.—Depue Seatonville Jct.—Ladd }	263,000
Elkhart—Englewood South Bend—Moronts East Gary—Joliet Porter—Ivanhoe }	315,000

Kankakee Branch

Lehigh:

Kankakee Bank Sand Co. beyond R/W Line... All engines
Huber, beyond sign..... All engines

Ivanhoe Branch

Gary:

Gary Lumber Co.: Engines Nos. 1009 to 5530, 5990 to 5991,
6600 to 6903 and 8067 to 8083.

Joliet Branch

Chicago Heights:

Leising Track: Over unloading pit 600 ft. from switch
All engines

Joliet:

Old Quarry Lead and other tracks: Engines Nos. 1009 to
5611, 5709 to 5712, 5990 to 7303, 7346 to 7608, 8067 to
8083, 8200 to 8210 and 8300 to 8326.

WRECK DERRICKS—RESTRICTIONS

1160-B5. Trains with 250-ton wrecking derricks are prohibited on tracks, bridges and in territory, etc., as follows:

Location	Between	And	Bridge	Note
Beverly Jct.— Western Avenue Secondary Track	59th Street	Canal Street		
Burnham			4.76	2
Main Line			New Delphos Mfg. Trest.	
Logansport Branch			0.83	1
			1.27	
			3.03	1
			6.92	1
			7.59	1
			8.57	1
			11.51	1
			18.11	1
			20.19	1
			21.72	1
			30.29	1
			40.34	1
			47.62	1
Waterloo Branch	Fort Wayne	Waterloo		
Vandale secondary track	La Otto	Auburn		
			56.73	1
			73.01	1

NOTE 1. Not exceeding 15 miles per hour.

NOTE 2. Not exceeding 10 miles per hour.

In territory where they are permitted to operate, these derricks, in so far as effect of their weight on bridges is concerned, may be moved under the same restrictions as obtained for special loads listed in Column J Special Instructions **1160-A1**. The derrick, however, must be separated from the engine by at least two cars, which may or may not be loaded.

General Restrictions

Wrecking cranes shall be separated from any heavy equipment other than motive power by at least one car weighing not more than 103,000 pounds.

E & W Branch

Wrecking cranes not permitted.

1167-A1. (Chicago Division)

ELECTRICAL OPERATION

Terre Coupee: Entire length of C.S.S. & S.B. receiving and delivery tracks equipped with Overhead Trolley for electrical operation.

TRAIN DISPATCHERS

1201-A1. Location of Train Dispatchers—

Train Dispatchers in charge as follows:

Chicago—Chicago Division

Main Line: Wanatah to South Branch Bridge.
Hartsdale to Beverly Junction.
Bernice to Colehour Junction.
B to Chicago

Branches:

Lake
Ivanhoe
Joliet
E & W

Fort Wayne—Fort Wayne Division

Main Line: Colsan to Wanatah
#Bradford to Hartsdale

Branches:

G. R. & I.
Logansport
#Kankakee
#Churchill
#South Bend
#Effner

Secondary Tracks:

Vandale

Train dispatchers at Columbus will be in charge of movements on that part of the Ft. Wayne Division between Adams and Division Post 2640 feet west of Mile Post 69, east of Decatur on the Ft. Wayne Secondary Track.

Train dispatchers at Chicago will be in charge of movements on that part of the Ft. Wayne Division between Wanatah and Division Post Mile Post 423 east of Valparaiso.

Train dispatchers at Indianapolis will be in charge of movements on that part of the Ft. Wayne Division between Van and Division Post Fort Wayne Division south of Clymers on the I. & F. Branch, and that part of the Fort Wayne Division between Division Post Fort Wayne Division, west of Aroma Park and KX on the Main Line Cincinnati to Kankakee.

Train Dispatcher at Toledo in charge of movements on the Waterloo Branch.

#In charge of Train Dispatcher located in Chicago.

SIGNAL RULES

1250-A1. Movement of Trains by Block Signal System Rules

Applies in Columns 1, 2, 3, 6, 7 and 8.

X—Indicates Rules in effect except as otherwise indicated.

Applies in Columns 4 and 5.

A—Indicates Rules 305 to 316 inclusive, and Rules 319 to 342 inclusive in effect.

P—Indicates Rules 305 to 315 inclusive, and Rules 317 to 342 inclusive in effect.

Applies in Columns 9 and 10.

T—Indicates Automatic Train Stop Rules in effect.

C—Indicates Cab Signal Rules in effect.

COLUMN 1—Movement of Trains in the same direction by Block Signals.

Rules 251, 253 and 254.

COLUMN 2—Opposing and following movement of trains by Block Signals.

Rules 261, 262, 263 and 264.

COLUMN 3—Movement of trains on Secondary Tracks.

Rules 271, 272 and 273.

COLUMN 4—Manual Block Signal System.

Rules 305 to 342 inclusive.

COLUMN 5—Manual Block Signal System.

Rules 305 to 342 inclusive.

For movements against the current of traffic.

COLUMN 6—Traffic Control System.

Rules 450 to 462 inclusive.

COLUMN 7—Automatic Block Signal System.

Rules 501 to 514 inclusive, except Rule 513.

COLUMN 8—Automatic Block Signal System.

Rules 501 to 514 inclusive, except Rule 513.

For movement against the current of traffic.

COLUMN 9—Automatic Train Stop or Cab Signal with the Current of Traffic and on Single Track.

Rules 550 to 562 inclusive.

COLUMN 10—Automatic Train Stop or Cab Signal against the Current of Traffic.

Rules 550 to 562 inclusive.

CHICAGO DIVISION													
BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
		MAIN LINE Pittsburgh- Chicago											
Division Post (Ft. Wayne Division)	Clarke	No. 1 and 2	X				A		X				
Clarke	Whiting	No. 1 and 2		X					X	X			
Whiting	South Branch Bridge	No. 1 and 2	X				A		X				
Whiting	Colehour Jct.	No. 3	X				P		X				
Colehour Jct.	River Branch Jct.	No. 3		X					X	X			
River Branch Jct.	58th St. Signal Bridge	No. 3	X				A		X				
Whiting	58th St. Signal Bridge	No. 4	X				A		X				
		MAIN LINE Columbus to Chicago											
Schererville	Bernice	No. 1 and 2	X				A		X				
Bernice	Beverly Jct.	No. 1 and 2					P	A					
		MAIN LINE SC&S											
Bernice	Colehour Jct.	Single		X					X				
		MAIN LINE Buffalo- Chicago											
B	HF	No. 1 and 2						X			T		1
HF	JD	No. 1 and 2	X				P		X		T		1
JD	NE	No. 1 and 2						X			T		1
NE	61st St.	No. 1 and 2	X				P		X		T		1
		Ivanhoe Branch											
PO	Ivanhoe	No. 1 and 2	X				P		X				1

NOTE 1. **Rule 513** will apply between B and 61st Street and between PO and Ivanhoe.








FORT WAYNE DIVISION													
BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)										Note
			1	2	3	4	5	6	7	8	9	10	
Colean	Division Post (Chicago Div.)	MAIN LINE Pittsburgh- Chicago No. 1 and 2	X				A		X				
Division Post (Cincinnati Division)	Union City	MAIN LINE Bradford- Beverly Jct. No. 1 and 2	X				A		X				
Union City	Kirk	Single		X					X				
Kirk	Race	No. 1 and 2	X				A		X				
Race	Van	No. 1	X				A		X				
Race	Van	No. 2		X					X	X			
Van	Kenneth	No. 1 and 2		X					X	X			
Kenenth	Schererville	No. 1 and 2	X				A		X				
Aroma Park	Kankakee (KT)	MAIN LINE Cincinnati to Kankakee Single	X				P						
Van	Division Post (S. W. Div.)	I & F Branch Single		X					X				
Van	End of Block (South Bend)	South Bend Branch Single					A						
Kenneth	End of Block (Effner)	Effner Branch Single					P						
Van	Vandale	Logansport Branch Single					A						
Junction	M.P. 123.0	G. R. & I. Branch Single					A						
Adams	M.P. 69.5	Fort Wayne Secondary Track Secondary			X		P						

1280-A to 1297-A1. Signal aspects not in conformity with typical aspects, in service:

CHICAGO DIVISION

Color Light Type Signals

Note—G—Green, Y—Yellow, R—Red, LW—Lunar White.
In service at Alton Jct. for eastward movements on No. 1 track.

Aspect	Indication	Name
TO PENN CENTRAL		
	Proceed	Clear
	Proceed prepared to stop at next signal. Train exceeding Medium speed must at once reduce to that speed.	Approach
	Proceed at Restricted speed.	Restricting
TO G. M. & O. RAILROAD		
	Proceed	Clear
	Proceed prepared to stop at next signal and be governed by indication displayed by that signal	Approach
	Proceed at Restricted speed—preparing to stop short of train, obstructions or switch not properly lined and to lookout for broken rail	Restricting
TO ALL TRAINS OR ENGINES		
	Stop	Stop-signal

Slow Board

Note—Y—Yellow

Indication—Approach next signal or R. R. Crossing prepared to stop.

Name—Slow Board.

Location:

49th Street—1060 feet east of westward home signal governing westward movements on all tracks.

650 feet west of eastward home signal governing eastward movements on all tracks.

Stop Board

Note—R—Red

Indication—Stop.

Name—Stop Board.

Location:

River Branch Jct.

Belt R. R. Connection, 50 feet east of Belt R. R. Switch.

Brighton Park

523 feet east of GM&O South wye track crossing governing westward movements on all tracks.

425 feet east of GM&O R.R. governing westward movements on all tracks.

699 feet west of GM&O R.R. governing eastward movements on all tracks.

26th Street

294 feet east of Ill. Northern crossing governing westward movements on all tracks.

240 feet west of Ill. Northern crossing governing eastward movements on all tracks.

12th Street

874 feet east of B.&O. C.T. and N.W. crossing governing westward movements on all tracks.

635 feet west of B.&O. C.T. and N.W. crossing governing eastward movements on all tracks.

Right of Way No. 1

Yard Track, 421 feet east of I. H. Belt Crossing.

Yard Track, 269 feet east of I. H. Belt crossing and 278 feet west of E. J. & E. R. R. crossing.

Right of Way No. 3

Yard Track, 333 feet east of and 188 feet west of E. J. & E. I. H. B. crossing.

Willow Creek:

Take siding signal located on mast of automatic signal 2441. When displayed westward freight trains will take siding at east switch of westward siding.

JD and PO

Take siding signal will be given by the display of a green board by day and a green board and two green lights by night.

This signal applies only to the movement of freight trains and will be displayed on the ground, or from the station window.

Westward freight trains receiving take siding signal at JD will take siding at Chesterton.

Westward freight trains receiving take siding signal at PO will take siding at Pine.

NE

Flashing lunar white light on eastward home signal bracket mast at NE will indicate to passenger trains scheduled to stop on signal to receive passengers that there are passengers to be received.

1281-B1 to 1288-B1. At the following locations, block signals listed also act as approach signals. When governed by **Rule 281 (282, 285, 288)** Manual Block is Clear and trains will proceed in accordance with signal indication:

Location	Track	Signal Displayed For
Dolton	No. 2	Westward Trains

1291-A1. When a train is stopped by a stop-and-proceed signal, except where grade markers are displayed, or at an interlocking, the engineman or conductor must immediately communicate with the operator.

If unable to establish communication, train may proceed governed by signal indication.

FORT WAYNE DIVISION

Stop Board



Note—R—Red

Indication—Stop.

Name—Stop Board.

Location:

Vandale Secondary Track.

La Otto—345 feet east of and 350 feet west of PC Grand Rapid Branch crossing.

Auburn PC crossing.

Logansport Branch.

North Manchester—295 feet east of and 305 feet west of PC crossing.

Denver—300 feet east of and 300 feet west of PC & N. & W. crossing.

1281-B1 to 1288-B1. At the following locations, block signals listed also act as approach signals. When governed by **Rule 281 (282, 285, 288)** Manual Block is Clear and trains will proceed in accordance with signal indication:

Location	Track	Signal Displayed For
Van	Main	Westward Trains To South Bend Branch
Bend	Main	Eastward Trains
Van	Main	Eastward Trains To Logansport Branch
Log	Main	Westward Trains

1291-A1. When a train is stopped by a stop-and-proceed signal, except where grade markers are displayed, or at an interlocking, the engineman or conductor must immediately communicate with the operator.

If unable to establish communication, train may proceed governed by signal indication.

1292-A1. During the hours Forest Block and Interlocking Station is not in service and a train or engine is stopped by stop signal (**Rule 292**) the conductor or engineman must call operator at Dunkirk for instructions.

Facing Hand-operated Switches connected with Manual Block Signal

1331-A1. Train orders must be used to advance a train or engine at the following Manual Block Signals when they cannot be cleared.

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal Between
	Direction	Track	
Dolton	Eastward	No. 1	Dolton Interlocking and Block Station and Dolton Yard office (See note A)
Bend	Eastward	Main	Bend and Van
Van	Westward	Main	Van and Bend
Van	Eastward	Main	Van and Log
Log	Westward	Main	Log and Van

NOTE. A train or engine receiving train order to pass a Manual Block Signal which cannot be cleared where facing hand-operated switches are connected with the signal, must be advised of the condition of the block ahead, and train or engines must approach such switches prepared to stop short of switches not properly lined.

NOTE A. A train or engine receiving permissive block signal at Dolton will operate at restricted speed between that point and Dolton Yard office.

FORT WAYNE DIVISION

1334-A1. Eastward trains and engines on Effner Branch are relieved from reporting clear of block at Kenneth Block-Limit Station, unless otherwise instructed.

Hand-operated Switches in ABS Territory where Trains or Engines must not clear.

1502-A1. At the following locations, trains or engines are prohibited from clearing main track:

Track	Location	Switch
MainLine Columbus to Chicago	West of Union City	Westinghouse Electric Corp.
	East of Saratoga	Campbell Soup Co.
	East of Saratoga	Saratoga Elevator
	East of Saratoga	Armour Agriculture Chemical Co.
	East of Redkey	Edward Young Sawmill
I. & F. Branch	Redkey	Williams Feed & Coal Co.
	South of Van	Longansport State Hospital Wabash Wholesale Co.
Main Line Buffalo to Chicago	Burdick—850 ft. east of Mile Post 476	No. 2 track to Stub track
	Otis—3700 ft. west of Mile Post 473	No. 1 track to Stub track
	Pinola—1630 ft. east of Mile Post 468	No. 1 track to Pinola Elevator
	Mishawaka	No. 1 track to Water Works No. 2 track to Bendix
	Osceola	No. 1 track to Menaughs

CHICAGO DIVISION

1509-A1. In the application of **Rule 509**, when Stop indication (**Rule 292**) is displayed on a signal at the following locations, the authority to pass it must be obtained through the operator listed below:

Location	Track	Authority Must Be Obtained From Operator at:
State Line	No. 3	Whiting
58th Street	No. 3	EC
Bernice	SC&S	Hartsdale

FORT WAYNE DIVISION

2500 ft. east of M. P. 319	No. 2	Wabash
1595 ft. east of M. P. 319	No. 1	
1625 ft. east of M. P. 320	No. 1	
435 ft. east of M. P. 320	No. 2	
1435 ft. west of M. P. 320	No. 1	
3964 ft. east of M. P. 360	No. 1	Warsaw
West Graw	No. 2	Anoka
14th Street	No. 2	Race

CAB SIGNALS

1550-A1. In the application of **Rule 550**, engines dispatched from points in cab signal territory to points where test circuits are not provided must have cab signal equipment cut in for the entire trip.

Engines dispatched from any points destined to Cab Signal Territory must make departure tests and have cab signal equipment cut in before departure.

Cutting-in Sections Located:

Track	Between	And
Main Line Columbus to Chicago No. 1	Eastward Trains	Bradford
	750 feet west of Mile Post 86	

AUTOMATIC TRAIN STOP

1555-B1. Engines not equipped with automatic train stop device, operated solely in switching service, may be operated on main track within territories specified below.

CHICAGO DIVISION

Track	Between	And
Main Line Buffalo to Chicago No. 1 & No. 2	B	WG
	HF	Englewood

1555-B2. Engines not equipped with automatic train stop device operating in yard, puller, transfer or service other than switching service, may be operated on main track within the territories specified below.

CHICAGO DIVISION

Track	Between	And
Main Line Buffalo to Chicago No. 1 & No. 2	B	WG
	HF	Englewood

1555-B3. PC, AT&SF and CRI&P engines not equipped with Automatic train stop device may be operated within the territories specified below.

CHICAGO DIVISION

Track	Between	And	Note
Main Line Buffalo to Chicago No. 1 & No. 2	HF	WG	1

NOTE 1. G.T.W. engines may operate as shown above within the limits of HF Int.

USE OF TELEPHONES

1703-B1. Commercial telephones to be used for train operation and other company business installed at the following locations:

Logansport Branch

Van Tower, Logansport, Ind.—7215
 Newton Tower, North Manchester, Ind.—982-2489
 Track foreman's office, Freight House, North Manchester, Ind.—982-2793
 N & W Crossing, South Whitley, Ind.—723-4870
 Vandale Tower, Columbia City, Ind.—244-5811
 Mexico, Ind. Elevator Track Swg.—872-4451

1704-A1. ROAD RADIOS LOCATED AT OTHER THAN BLOCK STATIONS.

Location	Channel
ELKHART:	
Robert R. Young Yard	2
Hump Office	2
Y.M.C.A.	2
CHICAGO:	
Train Dispatcher's Office	2
BURNS HARBOR:	
Yard Office	2
ENGLEWOOD YARDMASTERS TOWER:	2
AGYM Office	2
KANKAKEE YARDMASTERS TOWER:	2
Yardmaster's Office	2

EMPLOYEE QUALIFICATION							
Home Div.....		Name.....		Occupation.....		Date Promoted.....	
		QUALIFIED FOR SERVICE		DATE QUALIFIED	DATE OF LAST EXAMINATION		
DIVISION		PORTION			TIMETABLE		
					AIR BRAKE		
					BOOK OF RULES		
					PHYSICAL		
					<input type="checkbox"/> REG. <input type="checkbox"/> SPECIAL		

ALL DIVISIONS

— SAFETY CALENDAR —

Train, Engine and Other Transportation Employees

A Safe day is a Pay day.

Accident prevention starts by knowing, understanding and obeying the Safety Rule, let it be your guide each and every day.

Date	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.
1		1000(a)	1000(b)	1000(a)	1000(b)	1011(a)	1101
2		1000(b)	1001(a)	1000(b)	1000(a)	1001(d)	1100(a)
3		1175(g)	1153(b)	1105(i)	1175(j)	1176(h)	1000(b)
4		1150(b)	1111(f)	1013(c)	1010(a)	1050	1152(b)
5		1152(e)	1017	1175(e)	1208	1154(b)	1103(m)
6		1052(c)	1004	1111(a)	1002(c)	1003(a)	1051(g)
7		1111(b)	1154(a)	1010(c)	1152(d)	1118	1111(i)
8		1150(c)	1114(c)	1105(c)	1121	1222	1176(i)
9		1112(a)	1006	1005	1213	1218	1156(a)
10		1175(c)	1102(a)	1175(a)	1204(a)	1117(c)	1110
11		1112(b)	1151	1156(e)	1021	1103(d)	1052(g)
12		1025	1111(c)	1014(g)	1114(a)	1221(b)	1125
13		1105(f)	1156(c)	1206	1109	1124	1100(i)
14		1155(a)	1020(a)	1150(a)	1014(a)	1175(k)	1175(d)
15		1111(d)	1152(a)	1103(h)	1126(b)	1207	1004
16		1051(e)	1103(c)	1006	1201(d)	1152(f)	1155(c)
17		1105(b)	1003(d)	1155(d)	1012	1153(a)	1201(c)
18		1112(c)	1100(f)	1052(d)	1122(b)	1008(c)	1150(c)
19		1010(b)	1052(k)	1105(e)	1111(g)	1052(e)	1119(a)
20		1210	1014(f)	1009	1107	1018(c)	1105(a)
21		1013(b)	1051(c)	1201(e)	1151	1100(d)	1175(e)
22		1205(d)	1115	1014(c)	1115	1216(f)	1016
23		1002(b)	1014(a)	1202(a)	1176(e)	1176(k)	1205(e)
24		1152(c)	1053	1102(c)	1015	1203(a)	1214
25		1215	1216(b)	1007	1200	1223	1020(h)
26		1012	1007	1127	1202(d)	1106	1176(c)
27	1102(b)	1202(a)	1201(b)	1123(a)	1114(b)	1110	1226
28	1211	1225(c)	1220	1103(i)	1013(a)	1024(a)	1102(a)
29	1020(k)	1205(a)	1216(a)	1216(d)	1217	1052(j)	1224
30	1176(a)	1176(d)	1018(a)	1219		1105(d)	1211(b)
31	1128(i)		1022(a)	1214		1006	

PENN CENTRAL WESTERN REGION

Chicago, Illinois, November 7, 1968.

GENERAL ORDER No. 201

Effective (4.01 A.M., E.S.T.) Sunday, December 1, 1968
(3.01 A.M., C.S.T.)

Applies in All Divisions

- (a) Timetable No. 2 in effect. This Timetable is a joint Chicago-Fort Wayne Division Timetable. It contains the necessary instructions issued in General Orders up to and including General Order No. 112, all of which must be removed from Bulletin Boards.
Each employe must examine each page of Timetable No. 2 to see that his copy is complete, pages properly lined up, and note changes.
General Orders will be numbered consecutively regardless of division in which they apply.
- (b) **RULES FOR CONDUCTING TRANSPORTATION**
Penn Central Rules for Conducting Transportation effective April 28, 1968 in effect.
- (c) **BRAKE AND TRAIN AIR SIGNAL INSTRUCTION**
Former Pennsylvania Railroad Brake and Train Air Signal Instructions **99-D-1**, effective January 1, 1963 in effect on the former Pennsylvania Railroad.
Brake and Train Air Signal Instructions, **99-D-1**, effective January 1, 1953, revised in part as follows:
Revision of 3-30-54.
14-e.
Revision of 12-5-54.
19-b Annulled.
Revision of 9-1-55.
5-b.
Revisions of 7-1-58.
14, 14-a.
Revisions of 8-1-58.
7-a, 7-b, 7-c, 9, 9-a, 9-b, 9-f, 11, 11-b, 11-c, 11-d, 11-e, 12, 13, 13-a, 14, 14-a, 14-b, 15-a, 18-b, 44, 45, 56-b.
Renumbered 14-c (former 14-b), 14-d (former 14-e), 14-e (former 14-d).
Revisions of 10-1-58.
9-c, 14-f.
Revision of 2-17-60—Instruction 44.
All reference to Speed Brake Control and 3-inch Piston Travel to be deleted.
Revisions of 8-1-60.
7-c, 12.
Revision of 11-1-63.
7-b.
Revisions of 6-1-64.
7, 7-c, 28, 41.
Revision of 8-25-64.
3-m.
- (d) **RULES FOR THE OPERATION AND SUPERVISION OF AIR BRAKE TRAIN AIR SIGNAL AND STEAM HEAT EQUIPMENT LOCOMOTIVES AND CARS**
Former New York Central Rules for the Operation and Supervision of Air Brake Train Air Signal and Steam Heat Equipment Locomotives and Cars, revised May 1, 1965, in effect on the former New York Central Railroad.
Air Brake and Train Air Signal Rules, effective May 1, 1965, revised in part as follows:
Revision of 10-10-65.
1560 and 1561.
Revision of 2-2-66.
1509 annulled.

(e) **RULES FOR CONDUCTING TRANSPORTATION
BOOK OF RULES**

In the use of Blank Forms as prescribed in the Penn Central Rules for Conducting Transportation; applicable forms of the former Pennsylvania Railroad and applicable forms of the former New York Central System may be used.

(f) **ENGINE AND SPECIAL LOAD RESTRICTIONS**

Class EF-30A and Class EF-36 diesel electric engines are subject to the same restrictions as shown in column L, Special Instruction **1160-A1**. In addition they are prohibited at the following locations:

CHICAGO:

Mile Post 313.9, North Joint Tracks

WANATAH:

Connection with Monon

WOLCOTTVILLE:

South connection with N. & W.

BERNICE:

Class EF-30A and Class EF-36 diesel electric engines are restricted from pushing around Wye at Bernice and the east leg of the Wye at Colehour Jct.

Special Instruction **1160-A1**, changed.

Applies in the Chicago Division

(g) **MAIN LINE PITTSBURGH TO CHICAGO
ROBY STATE LINE**

(Temporary Speed Restriction)

Trains and engines must not exceed 10 miles per hour on No. 4 track between Mile Post 453 and State Line, account track condition.

Special Instruction **1157-F1**, changed.

(h) **MAIN LINE LOGANSPOUT TO CHICAGO
HARTSDALE-SCHERERVILLE**

Hartsdale Eastward Siding temporarily out of service. Page 5, changed.

(i) **MAIN LINE PITTSBURGH TO CHICAGO
VALPARAISO**

(Temporary Speed Restriction)

Trains and engines must not exceed 50 miles per hour on No. 2 track between Signal 4237 and Mile Post 424, account track condition.

Special Instruction **1157-F1**, changed.

(j) **MAIN LINE LOGANSPOUT TO CHICAGO
SC&S-CALUMET PARK**

(Temporary Speed Restriction)

Trains and engines must not exceed 30 miles per hour through Calumet Park Interlocking, account track condition.

Special Instruction **1157-F1**, changed.

(k) **MAIN LINE PITTSBURGH TO CHICAGO
WHITING-ROBY**

Temporary Block Station and Train Order Office at Lake Jct. in service for Lake Branch, No. 2, No. 1 and No. 4 tracks with no fixed signals displayed except train order signals. Operator in charge of hand-operated switches as follows:

Trailing hand-operated switch connecting Lake Branch to No. 2 track located 1995 feet west of Mile Post 451.

Facing hand-operated crossover connecting No. 1 and No. 2 track located 2340 feet west of Mile Post 451.

Trailing hand-operated crossover connecting No. 1 and No. 4 track located 3070 feet west of Mile Post 451.

Trains and engines, except on No. 3 track, must approach Lake Jct. prepared to stop and must stop unless hand signal to proceed is received from operator on ground.

Special Instruction **1104-C1**, added.

- (l) **LAKE BRANCH
MS-LAKE JCT.**
MBS **Rules 305 to 315** inclusive, and **Rules 317 to 342** inclusive, in effect.
Special Instruction **1250-A1**, changed.
Maximum speed, unless otherwise specified, **MS** to Lake Jct. 15 miles per hour.
Special Instruction **1157-C1**, changed.
- (m) **JOLIET BRANCH
CHICAGO HEIGHTS-JOLIET YARD**
Between Mile Post 22, Euclid Avenue, Chicago Heights, and Mile Post 44.4, Joliet yard, trains and engines must approach highway crossings which are protected by automatic highway protection prepared to stop, and no movement made to obstruct any portion of the highway until it is known the automatic protection is functioning properly, otherwise the movement must be protected by a member of the crew.
Special Instruction **1103-A1**, changed.
- (n) **JOLIET BRANCH
GRIFFITH**
(Temporary Speed Restriction)
Trains and engines must not exceed 5 miles per hour over Erie Crossing at Griffith, account track condition.
Special Instruction **1157-F1**, changed.
- (o) **IVANHOE BRANCH
WILLOW CREEK**
(Temporary Speed Restriction)
Trains and engines must not exceed 30 miles per hour on No. 2 track through Willow Creek Interlocking, account track condition.
Special Instruction **1157-F1**, changed.
- (p) **IVANHOE BRANCH
EAST GARY-GARY**
(Temporary Speed Restriction)
Trains and engines must not exceed 15 miles per hour on No. 2 track between Mile Post 250.0 and Mile Post 251.0, account track condition.
Special Instruction **1157-F1**, changed.
- (q) **IVANHOE BRANCH
EAST GARY-IVANHOE**
(Temporary Speed Restriction)
Trains and engines must not exceed 30 miles per hour on No. 1 and No. 2 track between Mile Post 254.0 and Mile Post 259.5, account track condition.
Special Instruction **1157-F1**, changed.
- (r) **IVANHOE BRANCH
GARY-TOLLESTON**
(Temporary Speed Restriction)
Trains and engines must not exceed 20 miles per hour on No. 2 track between Mile Post 256.3 and Mile Post 256, account track condition.
Special Instruction **1157-F1**, changed.
- (s) **MAIN LINE-BUFFALO TO CHICAGO
PORTER**
(Temporary Speed Restriction)
Trains and engines must not exceed 15 miles per hour on the PC Eastward and Westward siding at Porter, account track condition.
Special Instruction **1157-F1**, changed.
- (t) **MAIN LINE-BUFFALO TO CHICAGO
PORTER**
(Temporary Speed Restriction)
Trains and engines must not exceed 20 miles per hour on south wye at Porter, account track condition.
Special Instruction **1157-F1**, changed.

- (u) **MAIN LINE BUFFALO TO CHICAGO
BURDICK-CHESTERTON**
(Temporary Speed Restriction)
Trains and engines must not exceed 50 miles per hour on No. 1 track between Mile Post 480.4 and Mile Post 481.0, account track condition.
Special Instruction **1157-F1**, changed.
- (v) **MAIN LINE BUFFALO TO CHICAGO
CP WG-OSCEOLA**
(Temporary Speed Restriction)
Trains and engines must not exceed 50 miles per hour on No. 2 track between a point 1580 feet west of Mile Post 426 to a point 3200 feet west of Mile Post 426, account track condition.
Special Instruction **1157-F1**, changed.
- (w) **MAIN LINE BUFFALO TO CHICAGO
CP WG-SOUTH BEND**
(Temporary Speed Restriction)
Trains and engines must not exceed 50 miles per hour on No. 1 track from a point 2640 feet west of Mile Post 426 to a point 2640 feet west of Mile Post 434, account track condition.
Special Instruction **1157-F1**, changed.
- (x) **MAIN LINE BUFFALO TO CHICAGO
MILLERS-PINE**
(Temporary Speed Restriction)
Trains and engines must not exceed 50 miles per hour on No. 2 track between Mile Post 497.0 and Mile Post 495.0, account track condition.
Special Instruction **1157-C1**, changed.
- (y) **MAIN LINE BUFFALO TO CHICAGO
PINOLA-BURDICK**
(Temporary Speed Restriction)
Trains and engines must not exceed 60 miles per hour on No. 2 track between Mile Post 470.0 and Mile Post 476.0, account track condition.
Special Instruction **1157-C1**, changed.
- (z) **IVANHOE BRANCH
EAST GARY-GARY**
(Temporary Speed Restriction)
Trains and engines must not exceed 20 miles per hour on No. 1 track between Mile Post 251.2 and Mile Post 251.8, account track condition.
Special Instruction **1157-F1**, changed.
- (aa) **MAIN LINE BUFFALO TO CHICAGO
LYDICK-NEW CARLISLE**
(Temporary Speed Restriction)
Trains and engines must not exceed 40 miles per hour on No. 1 track between Mile Post 447 and Mile Post 450, account track condition.
Special Instruction **1157-F1**, changed.
- (ab) **MAIN LINE BUFFALO TO CHICAGO
OSCEOLA-SOUTH BEND**
(Temporary Speed Restriction)
Trains and engines must not exceed 50 miles per hour on No. 2 track between Mile Post 430.0 and Mile Post 433.0, account track condition.
Special Instruction **1157-F1**, changed.
- (ac) **MAIN LINE BUFFALO TO CHICAGO
ROLLING PRAIRIE-LAPORTE**
(Temporary Speed Restriction)
Trains and engines must not exceed 40 miles per hour on No. 1 and No. 2 track between Mile Post 462.0 and Mile Post 462.5, account track condition.
Special Instruction **1157-F1**, changed.

(ad) **MAIN LINE BUFFALO TO CHICAGO
PO-BURNS HARBOR**

(Temporary Speed Restriction)

Freight trains and engines must not exceed 40 miles per hour on No. 2 track between Mile Post 483.0 and Mile Post 484.5, account track condition.

Passenger, Mail, Express and Flexivan Trains must not exceed 60 miles per hour on No. 2 track between Mile Post 483.0 and Mile Post 484.5, account track condition.

Special Instruction **1157-F1**, changed.

(ae) **MAIN LINE BUFFALO TO CHICAGO
NE-WHITING**

(Temporary Speed Restriction)

Trains and engines must not exceed 50 miles per hour on No. 2 track between Mile Post 502.4 and Mile Post 503.3, account track condition.

Special Instruction **1157-F1**, changed.

Applies in the Fort Wayne Division

(af) **SOUTH BEND BRANCH
VAN-LUCERNE**

(Temporary Speed Restriction)

Trains and engines must not exceed 20 miles per hour between Mile Post 117 and Mile Post 121, account track condition.

Special Instruction **1157-F1**, changed.

(ag) **SOUTH BEND BRANCH
KEWANNA-DELONG**

(Temporary Speed Restriction)

Trains and engines must not exceed 20 miles per hour between Mile Post 136 and Mile Post 143, account track condition.

Special Instruction **1157-F1**, changed.

(ah) **SOUTH BEND BRANCH
CULVER-PLYMOUTH**

(Temporary Speed Restriction)

Trains and engines must not exceed 20 miles per hour between Mile Post 149 and Mile Post 159, account track condition.

Special Instruction **1157-F1**, changed.

(ai) **SOUTH BEND BRANCH
PLYMOUTH-LAPAZ JUNCTION**

(Temporary Speed Restriction)

Trains and engines must not exceed 10 miles per hour between a point 2500 feet west of Mile Post 159 and Mile Post 161, account track condition.

Special Instruction **1157-F1**, changed.

(aj) **SOUTH BEND BRANCH
PLYMOUTH-LAPAZ JUNCTION**

(Temporary Speed Restriction)

Trains and engines must not exceed 20 miles per hour between Mile Post 161 and Mile Post 164, account track condition.

Special Instruction **1157-F1**, changed.

(ak) **SOUTH BEND BRANCH
LAPAZ JUNCTION-LAKEVILLE**

(Temporary Speed Restriction)

Trains and engines must not exceed 20 miles per hour between Mile Post 168 and Mile Post 172, account track condition.

Special Instruction **1157-F1**, changed.

(al) **SOUTH BEND BRANCH
LAKEVILLE-SOUTH BEND**

(Temporary Speed Restriction)

Trains and engines must not exceed 20 miles per hour

between Mile Post 177 and Mile Post 178, account track condition.

Special Instruction **1157-F1**, changed.

(am) LOGANSPORT BRANCH
NEWTON

(Temporary Speed Restriction)

Trains and engines must not exceed 20 miles per hour through Newton Interlocking, account track condition.

Special Instruction **1157-F1**, changed.

(an) LOGANSPORT BRANCH
SOUTH WHITLEY

(Temporary Speed Restriction)

Trains and engines must not exceed 20 miles per hour through South Whitley Interlocking, account track condition.

Special Instruction **1157-F1**, changed.

(ao) LOGANSPORT BRANCH
HOOVER

(Temporary Speed Restriction)

Trains and engines must not exceed 20 miles per hour through Hoover Interlocking, account track condition.

Special Instruction **1157-F1**, changed.

(ap) LOGANSPORT BRANCH
VAN-HOOVER

(Temporary Speed Restriction)

Trains and engines must not exceed 10 miles per hour between Mile Post 1 and Mile Post 10, account bridge condition.

Special Instruction **1157-F1**, changed.

(aq) VANDALE SECONDARY TRACK
AUBURN-END OF SECONDARY TRACK

(Temporary Speed Restriction)

Trains and engines must not exceed 5 miles per hour between Auburn and End of Secondary Track, account track condition.

Special Instruction **1157-F1**, changed.

(ar) MAIN LINE PITTSBURGH TO CHICAGO
WINTER STREET-JUNCTION

(Temporary Speed Restriction)

Trains and engines must not exceed 10 miles per hour on No. 3 and No. 4, secondary track between Winter Street and Junction, account track condition.

Special Instruction **1157-H1**, changed.

(as) GRAND RAPIDS BRANCH
JUNCTION-WOLCOTTVILLE

(Temporary Speed Restriction)

Trains and engines must not exceed 30 miles per hour between Mile Post 95 and Mile Post 130, account track condition.

Special Instruction **1157-F1**, changed.

(at) MAIN LINE PITTSBURGH TO CHICAGO
DUNKIRK-DOLA

(Temporary Speed Restriction)

Trains and engines must not exceed 10 miles per hour on sidings Dunkirk and Dola, account track condition.

Special Instruction **1157-F1**, changed.

(au) MAIN LINE CINCINNATI TO CHICAGO
KOUTS-CROWN POINT

(Temporary Speed Restriction)

Trains and engines must not exceed 30 miles per hour on No. 2 track between Mile Post 262 and Mile Post 264, account track condition.

Special Instruction **1157-F1**, changed.

- (av) MAIN LINE LOGANSFORT TO CHICAGO
HARTSDALE-CROWN POINT
(Temporary Speed Restriction)
Trains and engines must not exceed 30 miles per hour on No. 1 track between Mile Post 281 and Mile Post 276, account track condition.
Special Instruction **1157-F1**, changed.
- (aw) MAIN LINE LOGANSFORT TO CHICAGO
HEBRON-CROWN POINT
(Temporary Speed Restriction)
Trains and engines must not exceed 25 miles per hour on No. 2 track from a point 1000 feet east of Mile Post 266 to a point 4000 feet west of Mile Post 267, account track condition.
Special Instruction **1157-F1**, changed.
- (ax) MAIN LINE LOGANSFORT TO CHICAGO
CROWN POINT-HEBRON
(Temporary Speed Restriction)
Trains and engines must not exceed 30 miles per hour on No. 1 track from a point 2625 feet east of Mile Post 264 to Mile Post 262, account track condition.
Special Instruction **1157-F1**, changed.
- (ay) MAIN LINE COLUMBUS TO CHICAGO
KENT-PACKY
(Temporary Speed Restriction)
Trains and engines must not exceed 30 miles per hour on No. 1 track between a point 3100 feet east of Mile Post 155 to Mile Post 154, account track condition.
Special Instruction **1157-F1**, changed.
- (az) KANKAKEE BRANCH
JK-GINGER HILL
(Temporary Speed Restriction)
Freight trains and engines must not exceed 15 miles per hour between Mile Post 2.7 and Mile Post 7.0, account track condition.
Special Instruction **1157-F1**, changed.
- (ba) KANKAKEE BRANCH
RUPEL-NORTH LIBERTY
(Temporary Speed Restriction)
Freight trains and engines must not exceed 30 miles per hour between Mile Post 7.0 and Mile Post 12.0, account track conditions.
Special Instruction **1157-F1**, changed.
- (bb) KANKAKEE BRANCH
SHELBY-SCHNEIDER
(Temporary Speed Restriction)
Freight trains and engines must not exceed 10 miles per hour between Mile Post 77.6 and Mile Post 78.6, account track condition.
Special Instruction **1157-F1**, changed.
- (bc) KANKAKEE BRANCH
TOTO
(Temporary Speed Restriction)
Trains and engines must not exceed 30 miles per hour over road crossing located at Mile Post 38.4, account track condition.
Special Instruction **1157-F1**, changed.
- (bd) KANKAKEE BRANCH
DEMOTTE-KANKAKEE
(Temporary Speed Restriction)
Trains and engines must not exceed 30 miles per hour between Mile Post 67.5 and Mile Post 99.0, account track condition.
Special Instruction **1157-F1**, changed.

- (be) KANKAKEE BRANCH
REDDICK-DWIGHT
(Temporary Speed Restriction)
Trains and engines must not exceed 30 miles per hour between Mile Post 124.0 and Mile Post 129.0, account track condition.
Special Instruction **1157-F1**, changed.
- (bf) KANKAKEE BRANCH
STREATOR
(Temporary Speed Restriction)
Trains and engines must not exceed 5 mile per hour on the siding at Streator, account track condition.
Special Instruction **1157-F1**, changed.
- (bg) KANKAKEE BRANCH
REDDICK
(Temporary Speed Restriction)
Freight trains and engines must not exceed 5 miles per hour on the siding at Reddick, account track condition.
Special Instruction **1157-F1**, changed.
- (bh) KANKAKEE BRANCH
NORTH JUDSON-TEFFT
(Temporary Speed Restriction)
Trains and engines must not exceed 30 miles per hour between Mile Post 49.0 and Mile Post 50.0, account track condition.
Special Instruction **1157-F1**, changed.
- (bi) KANKAKEE BRANCH
NORTH JUDSON-SAN PIERRE
(Temporary Speed Restriction)
Freight trains and engines must not exceed 30 mile per hour between Mile Post 49.0 and Mile Post 49.5, account track condition.
Special Instruction **1157-F1**, changed.
- (bj) KANKAKEE BRANCH
HAMLET
(Temporary Speed Restriction)
Freight trains and engines must not exceed 10 miles per hour on the siding at Hamlet, account track condition.
Special Instruction **1157-F1**, changed.
- (bk) KANKAKEE BRANCH
HAMLET
(Temporary Speed Restriction)
Freight trains and engines must not exceed 5 miles per hour on the transfer track at Hamlet, account track condition.
Special Instruction **1157-F1**, changed.
- (bl) KANKAKEE BRANCH
BUDD-STREATOR JCT.
(Temporary Speed Restriction)
Trains and engines must not exceed 30 miles per hour between Mile Post 145.6 and Mile Post 149.8, account track condition.
Special Instruction **1157-F1**, changed.
- (bm) KANKAKEE BRANCH
MISSAL-MILLA
(Temporary Speed Restriction)
Trains and engines must not exceed 15 miles per hour between Mile Post 149.8 and Mile Post 154.0, account track condition.
Special Instruction **1157-F1**, changed.
- (bn) KANKAKEE BRANCH
STREATOR-PRISCILLA
(Temporary Speed Restriction)
Trains and engines must not exceed 30 miles per hour

between Mile Post 154.0 and Mile Post 170.0, account track condition.

Special Instruction **1157-F1**, changed.

- (bo) KANKAKEE BRANCH
PRISCILLA-MCNABB

(Temporary Speed Restriction)

Trains and engines must not exceed 15 miles per hour between Mile Post 170.0 and Mile Post 171.0, account track condition.

Special Instruction **1157-F1**, changed.

- (bp) KANKAKEE BRANCH
PRISCILLA-GRANVILLE JCT.

(Temporary Speed Restriction)

Trains and engines must not exceed 30 miles per hour between Mile Post 171.0 and Mile Post 180.6, account track condition.

Special Instruction **1157-F1**, changed.

- (bq) KANKAKEE BRANCH
GRANVILLE JCT-LX

(Temporary Speed Restriction)

Trains and engines must not exceed 15 miles per hour between Mile Post 180.6 and Mile Post 193.5, account track condition.

Special Instruction **1157-F1**, changed.

- (br) KANKAKEE BRANCH
GINGER HILL

(Temporary Speed Restriction)

Freight trains and engines must not exceed 5 miles per hour on the siding at Ginger Hill, account track condition.

Special Instruction **1157-F1**, changed.

- (bs) KANKAKEE BRANCH
DEMOTTE-SHELBY

(Temporary Speed Restriction)

Trains and engines must not exceed 20 miles per hour over road crossing at Mile Post 67.5, account track condition.

Special Instruction **1157-F1**, changed.

- (bt) KANKAKEE BRANCH
BUDD

(Temporary Speed Restriction)

Trains and engines must not exceed 30 miles per hour over road crossing at Mile Post 140.7, account track condition.

Special Instruction **1157-F1**, changed.

- (bu) KANKAKEE BRANCH
GINGER HILL-WALKERTON

(Temporary Speed Restriction)

Trains and engines must not exceed 20 miles per hour between Mile Post 14.0 and Mile Post 13.0, account track condition.

Special Instruction **1157-F1**, changed.

R. E. SULLIVAN,
General Superintendent.

