

THE PENNSYLVANIA RAILROAD

NORTHWESTERN REGION

Time-Table No. 6

In effect { 2.01 A. M., EST } Sunday, April 26, 1959
 { 1.01 A. M., CST }

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

Between Crestline and Fort Wayne

Between Junction and Mackinaw City

CENTRAL STANDARD TIME

Between Fort Wayne and Chicago

Between Bradford and Chicago

P. M. ROEPER,
General Manager Transportation

H. H. PEVLER,
Vice President—Regional Manager

C. J. FLAHERTY,
Superintendent Transportation

To All Employees:

Your company, cooperating with local, state and national safety councils, is earnestly interested in preventing accidents to you, members of your family and your friends.

We should unite to prevent the many needless tragedies that occur in the home, on the highways, and at work.

Please lend your personal efforts to prevent accidents by heeding safe driving rules on the highways, by adopting safe practices in the home and complying with all the rules of your company while on duty.

The rules of the Pennsylvania Railroad Company are designed for your safe guidance—respect them, strictly comply with them.

Live longer and happier by always practicing safety!

A handwritten signature in dark ink, reading "C. J. Flaherty". The signature is written in a cursive style with a prominent underline.

Superintendent Transportation

Original timetable from the collection of Rob Schoenberg

scanned by Rob Schoenberg -- robs@railfan.net

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2023

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NOTE

Applies on Pages 4 to 13 inclusive.

(X) Indicates in service continuously.

(B) Indicates in service part-time.

(O) Indicates trainphone.

(R) Indicates remote controlled from

(A) Indicates automatic interlocking

MAIN LINE
CRESTLINE—CHICAGO

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Pittsburgh	Sidings Assigned direction Car Capacity 50 ft. cars		
					East	West	Both
			REGION POST LAKE REGION.....	187.0			
X	X	X	CRESTLINE.....	188.7			
X			WEST YARD—R—Crestline.....	191.2			
			ROBINSON.....	194.7			
X			WEST ROBINSON.....	196.6			
X			EAST COLSAN.....	198.6			
X	X	X-O	COLSAN.....	200.5			
			BUCYRUS.....	200.8			
			NEVADA.....	209.3			
X	X	X	UPPER SANDUSKY.....	217.5		124	
X			WEST UPPER SANDUSKY—R—Upper Sandusky.....	218.9	124		
X	X	X-O	FOREST.....	229.2			
X	X	X	DUNKIRK.....	236.4		207	
X			DOLA—R—Dunkirk.....	238.7	200		
			ADA.....	245.6			
			LAFAYETTE.....	252.4			
X	X	X-O	SUGAR STREET.....	259.9			
X	X		LIMA.....	260.3	97		
			DUGRUN.....	263.5			
X			EAST DELPHOS—R—Delphos.....	272.9		135	
X	X	X	DELPHOS.....	274.5	135		
			MIDDLEPOINT.....	280.2			
			VAN WERT.....	287.4			
X	X	X-O	ESTRY.....	287.8			
X			RICHEY.....	291.2		112	
X			WEST RICHEY.....	292.5			
			CONVOY.....	294.7			
			DIXON (State Line).....	300.4			
X			MONROEVILLE.....	304.2			
X	X	X-O	WEST MONROEVILLE.....	305.6	130		
X			ADAMS.....	314.4			
			LINKER.....	316.3			
			PIQUA ROAD.....	317.5			
			WINTER STREET.....	318.6			
X	X	X	WABASH.....	319.2			
			FORT WAYNE.....	319.8			
X	X	X-O	BROADWAY (Ft. W.).....	320.2			
			JUNCTION.....	321.1			
			ARCOLA.....	328.2			
X	X	X-O	COLUMBIA CITY.....	338.7			
X			VANDALE.....	339.2		174	
			WEST VANDALE—R—Vandale.....	341.1	175		
			PIERCETON.....	350.6			
			WINONA LAKE.....	357.1			
X	X	X	WARSAW.....	358.7			
X			WEST WARSAW—R—Warsaw.....	359.7	122	157	
			ETNA GREEN.....	369.3			
			BOURBON.....	373.0			
X	X	X-O	PLYMOUTH.....	383.9		224	
X			WEST PLYMOUTH—R—Plymouth.....	386.3	224		
X			EAST HAMLET—R—Hamlet.....	396.4			
X	X	X	HAMLET.....	397.9	135	122	
X-A			HANNA.....	408.6			
X			EAST WANATAH—R—Wanatah.....	413.2		157	
X	X	X-O	WANATAH.....	414.9	146		
			VALPARAISO.....	424.1			
X	X		GRAND TRUNK.....	426.9			
			WHEELER.....	430.7			
X			EAST BART—R—Bart.....	433.0		117	
X	X	X-O	BART.....	434.4	117		
			HOBART.....	434.5			
X-A			LIVERPOOL.....	437.4			
			VIRGINIA STREET.....	439.9			
			BROADWAY (GARY).....	440.4			
X	X		TOLLESTONE.....	441.8			
			GARY.....	442.9			
X			CLARKE—R—Clarke Jct.....	443.8			149

(Continued on next page)

MAIN LINE—Continued **CRESTLINE—CHICAGO**

Interlocking	Interlocking Station	Block Station	Other Offices	STATIONS	Distance from Pittsburgh	Sidings Assigned direction Car Capacity 50 ft. cars		
						East	West	Both
X	X	X		CLARKE JCT.	445.7			
X	X	X		BUFFINGTON	446.3			
X	X	X		INDIANA HARBOR	448.1			
				INDIANA HARBOR CANAL	448.5			
				MAHONING	448.9			
				STANDARD	450.6			
X	X	X		WHITING	450.8	183		
				ROBY	452.1			
			O	COLEHOUR YARD OFFICE	453.1			
				STATE LINE	453.3			
X				COLEHOUR JCT.—R—River Br. Jct.	453.7			
X	X	X		RIVER BRANCH JCT.	454.7			
X	X			ENGLEWOOD	460.8			
		X		EC	461.3			
				58TH STREET (Sig. Bridge)	461.6			
			O	55TH STREET YARD OFFICE	462.0			
X	X			40TH STREET	463.8			
		X		22ND STREET	466.0			
X	X			ALTON JCT.	466.2			
X	X			SOUTH BRANCH BRIDGE	466.2			
X				ROOSEVELT ROAD	467.0			
X	X			CHICAGO (C. U. S.)	467.8			

Colehour Jct. in service for SC&S and Track No. 3 only.

EC in service for tracks No. 3 and No. 4 only.

40th Street in service for Track No. 3 only.

NOTE—Train order offices other than block stations are in service as follows:

Crestline Passenger Station—Telegraph Office (Continuously).

Colehour, West End yard office (Continuously).

Chicago Union Station, GB—Telegraph Office (Continuously).

MAIN LINE

BRADFORD—CHICAGO

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Columbus	Sidings Assigned direction Car Capacity 50 ft. cars		
					East	West	Both
X	X	X-O	BRADFORD (Buckeye Region).....	83.2			
			REGION POST—BUCKEYE REGION.....	83.4			
			HORATIO.....	88.5			
			STELVIDEO.....	89.7			
			PIKEVILLE.....	92.8			
X-A			MEEKER.....	95.0			
			WOODINGTON.....	96.5			
X	X	X	UNION CITY.....	103.8			102
			SARATOGA.....	110.2			
X	X	X-O	RIDGEVILLE.....	117.3			136
X-A			WEST RIDGEVILLE—R—Ridgeville.....	118.1			
X			REDKEY.....	124.9			
			KIRK—R—Ridgeville.....	126.8			
			DUNKIRK.....	128.4			
			MILL GROVE.....	132.5			
			HARTFORD CITY.....	138.1	140	190	
			UPLAND.....	145.1			
		X	PACKY—R—Kent.....	150.5			
			GAS CITY.....	152.2			
X	X	X-O	KENT.....	156.9			163
			MARION.....	157.3			
			BECKER.....	160.0			
			GOODMAN.....	161.0			
			SWEETSER.....	163.2			
		X	TYKLE—R—Kent.....	163.5			
			CONVERSE.....	168.6	129		
			AMBOY.....	171.9			
			NORTH GROVE.....	174.0			
X-A			McGRAWSVILLE.....	176.9			
			BUNKER HILL.....	181.8			
			ONWARD.....	187.0			
X	X	X-O	ANOKA.....	192.6			
X	X	X	RACE.....	196.0			
		X	FOURTEENTH STREET.....	196.6			
			ELM.....	197.1			
		B	LOGANSPOUT.....	197.3			
			FORT.....	197.6			
X	X	X-O	VAN.....	198.3			
X			KENNETH—R—Van (Dist. fr. Lgnspt.).....	5.7			
			DEASY (Dist. from Kenneth).....	3.1			
			ROYAL CENTER.....	208.3			
			THORNHOPE.....	212.8			
			STAR CITY.....	216.5		106	
			WINAMAC.....	222.4			
			RIPLEY.....	227.5			
			DENHAM.....	231.4			
X	X	X-O	NORTH JUDSON.....	237.3	131	137	
			ENGLISH LAKE.....	241.3			
X	X	X	LA CROSSE.....	246.6			
			GRASSMERE.....	249.5			
X			KOUTS.....	253.1		410	
X			AYNES—R—Kouts.....	257.2			
			AYLESWORTH.....	258.0			
			HEBRON.....	262.5			
			LEROY.....	267.1			
			CROWN POINT.....	273.4			
			SCHERERVILLE.....	280.1		127	
X	X	X	HARTSDALE.....	281.7	124		
X	X	X-O	MAYNARD.....	284.8			
			AIR LINE—R—Maynard.....	285.4			
			LANSING.....	286.6			
X		X	BERNICE—R—Maynard.....	287.8			
X		X	BERNICE—R—Maynard.....	9.3			
X	X	X	CALUMET PARK.....	5.5			47
X	X		BURNHAM.....	4.6			
			WOLF LAKE JCT.....	4.3			
X			HEGEWISCH—R—Calumet Park.....	3.9			
X			COLEHOURL JCT.—R—River Br. Jct.....	0.0			
			(SC&S) Dist. from Colehour Jct.				
X		X	BERNICE—R—Maynard.....	287.8			
			DOLTON YARD.....	289.8			
X	X	X	DOLTON.....	293.4			
X	X		RIVERDALE.....	294.2			
X	X	X	WEST PULLMAN.....	296.1			
X	X		WASHINGTON HEIGHTS.....	298.5			
X	X		ROCK ISLAND CROSSING.....	300.1			
X	X	X-O	BEVERLY JCT.....	300.2			
X	X		WESTERN AVENUE.....	311.6			
X	X		CHICAGO (C. U. S.).....	314.1			

NOTE—Packy in service for No. 2 track only, Tykle in service for No. 1 track only.

Colehour Jct. in Service for SC&S and Track No. 3 only.

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

Station	Hours in service
Fort	10.45 A.M. to 6.45 P.M. and 11.00 P.M. to 7.00 A.M. Daily.

NOTE—Train Order Offices other than block stations in service as follows:

Logansport, CW { 10.45 A. M. to 6.45 P. M.
10 45 P. M. to 6.45 A. M.

I & F BRANCH

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Indianapolis	Sidings Assigned direction Car Capacity 50 ft. cars		
					North	South	Both
			REGION POST (S. W. Reg.)	109.1			
X	X	X	CLYMERS	109.2		96	
			LONG CLIFF	113.3			
X	X	X-O	VAN	114.4			

The direction from Van to Clymers is southward.

GRAND RAPIDS BRANCH

MACKINAW CITY SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Richmond	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
			X	MACKINAW CITY	Mackinaw City secondary track	459.7		
				CARP LAKE		452.7		
				PELLSTON	442.6			16
				ALANSON	434.9			
			X	KEGOMIC	427.0			
				PETOSKEY	424.8			
			X	FORMANS	423.0			
				WALLOON LAKE	416.2			
			X	BOYNE FALLS	409.0			33
			X	ELMIRA	400.1			48
			B	MANCELONA	384.9			69
				KALKASKA	371.5			42
				SOUTH BOARDMAN	363.4			
				FIFE LAKE	357.8			
			X	WALTON JCT	352.8			37
				MANTON	344.0			
				BONDS	337.8			
				MISSAUKEE JCT	336.0			
X	X	X	X	NORTH YARD	333.1			
				CADILLAC	331.8			
				TUSTIN	319.8			
				LEROY	315.2			
X-A				KEEGAN	303.9			
				REED CITY	302.7			40
			X	BIG RAPIDS	289.9			44
			X	STANWOOD	281.0			
			B	HOWARD CITY	268.0			
				CEDAR SPRINGS	255.2			
				ROCKFORD	247.9			
			X	BELMONT	243.7			
				COMSTOCK PARK	239.4			
		X		FULLER	236.9			72
				MUSKEGON JCT	236.6			
				WINTER ST	234.7			
				GRAND RAPIDS	234.0			
				WILLIAMS ST	233.7			
X	X			BARTLETT ST. JCT	233.6			
		X-O		SECOND AVE. JCT	233.2			
			X	HUGHART	232.1			
				FISHER	227.5			
				MOLINE	217.6			
		B	B	WAYLAND	213.0	40	43	
				BRADLEY	210.0			
				SHELBYVILLE	207.2			
			X	MARTIN	203.1			71
X-A				PLAINWELL	196.7			
			X	DOCK	187.1			95
X	X			M. C. Crossing	185.7			
	B			KALAMAZOO	185.4			78
X-A		B		GIBSON ST.-R-Kalamazoo*	185.1			
X	X	X-O		VICKSBURG	173.0	36	39	
			X	MENDON	164.1			112
X-A				WASEPI	159.5			
X	B	B	B	STURGIS	149.4			112
				HOWE	143.7			44
				LA GRANGE	138.4			
X	X	X-O		WOLCOTTVILLE	129.3			38
				HOFFMAN	121.5			112
X	X			KENDALLVILLE-R-N.Y.C.R.R.	120.2			
				AVILLA	113.6			51
			X	LA OTTO	108.7			
		B		HUNTERTOWN	104.1			
			B	HUNT	103.8			
				WALLEN	99.6			
X				NYC&StL CROSSING-R	94.1			
X	X	X-O		Runion Ave. (NYC&StLRR) JUNCTION	93.3			

*Remote controlled from Kalamazoo during hours Kalamazoo train order office in service.

Before switching movements are made at NYC&StL crossing or should interlocking signal display stop, instructions posted at the crossing must be complied with.

NOTE—Train order offices other than block stations are in service as follows:

KALAMAZOO—7.01 A.M. to 10.59 P.M. Daily, except Saturday and Sunday

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

Station	Hours in Service
Mancelona (Block-Limit Station)	5.00 P.M. to 8.00 A.M. Daily 8.00 A.M. to 5.00 P. M. Sunday
Howard City (Block-Limit Station)	5.00 P.M. to 8.00 A.M. Daily 8.00 A.M. to 5.00 P.M., Sunday
Wayland (Block Station)	7.30 A.M. to 4.30 P.M. Daily, except Saturday, Sunday and Nov. 26, Dec. 25, Jan. 1, Feb. 22, May 30, July 4, Sept. 7.
Wayland (Block-Limit Station)	4.30 P.M. to 7.30 A.M. Daily 7.30 A. M. to 4.30 P.M., Sunday
Gibson St. (Block Station)	7.01 A.M. to 10.59 P.M. Daily, except Saturday and Sunday
Sturgis (Block and Interlocking Station)	11.59 P.M. to 3.59 P.M., daily except Sunday.
Howe (Block Station)	8.30 A.M. to 5.30 P.M. Daily, except Saturday, Sunday and Nov. 26, Dec. 25, Jan. 1, Feb. 22, May 30, July 4, Sept. 7.
Howe (Block-Limit Station)	5.30 P.M. to 8.30 A.M. Daily 8.30 A.M. to 5.30 P.M., Sunday
Huntertown (Block Station)	8.00 A.M. to 5.00 P.M. Daily, except Saturday, Sunday and Nov. 26, Dec. 25, Jan. 1, Feb. 22, May 30, July 4, Sept. 7.
Hunt (Block-Limit Station)	5.00 P.M. to 8.00 A.M. Daily 8.00 A.M. to 5.00 P.M., Sunday

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
Carp Lake	Cadillac
Kegonic	
Formans	
Boyne Falls	
Elmira	
Mancelona	
Walton Jet.	
North Yard	
Big Rapids	Fuller
Stanwood	
Howard City	
Belmont	
Fisher	Hughart
Wayland	
Martin	Kalamazoo
Dock	Vicksburg when Kalamazoo is not in service
Mendon	Vicksburg
Howe	Wolcottville
LaOtto	Avilla
Hunt	Junction

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Block-Limit Stations controlled as follows:

NOTE—Train order offices other than block stations are in service as follows:

WR—Muskegon Heights (MR&N Co.)

Henry St. Yard Office { 1.30 P. M. to 9.30 P. M. Daily
1.00 A. M. to 9.00 A. M. Daily

M—Muskegon Heights-Muskegon (GTW)

Passenger Station.....	11.00 A.M. to 8.00 P. M., 10.15 P.M. to 12.15 A.M., Daily except Saturday Saturday, 11.00 A.M. to 8.00 P.M.
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SOUTH BEND BRANCH

The direction from South Bend to Van is eastward.

EFFNER BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Logansport	Sidings Assigned direction Car Capacity 50 ft. cars		
						East	West	Both
X	X	X-O		VAN.....(MAIN LINE)	1.2			
X			X	KENNETH—R—Van.....	5.7			
				LAKE CICOTT.....	8.7			
				BURNETTSTVILLE.....	12.1			
				IDAVILLE.....	15.1			
X-A			X	MONTICELLO.....	21.2			32
X-A				REYNOLDS.....	26.9			
				SEAFIELD.....	32.8			
				WOLCOTT.....	35.8			33
		B		REMINGTON.....	41.5			21
				GOODLAND.....	48.9			21
				PERKINS.....	52.7			
				NEWTON.....	53.1			
				KENTLAND.....	57.0			
X	X	X-O		KENTLAND INT. STATION	57.2			50
				END OF BLOCK.....	60.2			
				EFFNER.....	61.2			

The direction from Effner to Kenneth is eastward.

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

Station	Hours in service
Remington (Block Station)	7.00 A.M. to 11.30 A.M.—12.30 P.M. to 4.00 P.M. except Saturday, Sunday and Nov. 26, Dec. 25, Jan. 1, Feb. 22, May 30, July 4, Sept. 7.

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
Kenneth	Van
Monticello	

LOGANSPORT BRANCH

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Logansport	Sidings Assigned direction. Car Capacity 50 ft. cars		
					East	West	Both
X	X	X-O	VANDALE.....(MAIN LINE)	55.3			25
X-A			SOUTH WHITLEY.....	47.1			9
			NORTH MANCHESTER.....	37.1			31
X	B	B	NEWTON.....	33.9			90
			DENVER SIDING.....	18.8			12
X	B	B	HOOVER.....	10.1			
		X	LOG—R—Van.....	3.1			
			FERN.....	2.5			
X	X	X-O	VAN.....(MAIN LINE)	1.2			

The direction from Vandale to Logansport is westward.

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

Station	Hours in service
Newton	7.00 A.M. to 3.00 P.M. Daily, except Monday.
Hoover	7.00 A.M. to 11.00 P.M. Daily.

BEVERLY JCT.—WESTERN AVENUE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Other Offices	STATIONS	Distance from Columbus	Sidings Assigned direction. Car Capacity 50 ft. cars		
						East	West	Both
X	X	X		BEVERLY JCT.....(MAIN LINE)	300.2			
X	X			BELT CROSSING.....	302.3			
			O	59TH STREET YARD OFFICE.....	304.4			
X	X			49TH STREET.....	305.6			
				BRIGHTON PARK.....	307.1			
X	X			ASH STREET.....	307.7			
				DRAINAGE CANAL.....				
				DRAWBRIDGE.....	307.8			
				26TH STREET.....	308.3			
				12TH STREET.....	309.9			
X	X			WESTERN AVENUE.....	311.6			

CALUMET RIVER LINE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from River Branch Jct.	Sidings Assigned direction. Car Capacity 50 ft. cars		
					East	West	Both
X	X	X	RIVER BRANCH JCT..(MAIN LINE)				
			CALUMET WESTERN JCT.....	4.4			
X			HEGEWISCH—R—Calumet Park.....(MAIN LINE)	4.7			

ENGLEWOOD CONNECTING LINE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from 59th Street Yard	Sidings Assigned direction. Car Capacity 50 ft. cars		
					East	West	Both
		X	EC.....(MAIN LINE)	2.5			
			58TH STREET.....	2.4			
X	X		FORD STREET.....	2.1			
			GREEN STREET.....	1.7			
			WINCHESTER AVENUE.....	0.3			

VANDALE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Vandale	Sidings Assigned direction. Car Capacity 50 ft. cars		
					East	West	Both
X	X	X-O	VANDALE.....(MAIN LINE)				
			LAOTTO.....	18.4			
X	X		AUBURN JCT.....	26.1			
			AUBURN.....	27.1			

TRAVERSE CITY SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Walton Jct.	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
				TRAVERSE CITY_____	25.0			
			X	KINGSLEY_____	9.3			
				WALTON JCT_____				

HARBOR SPRINGS SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Kegomic	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
			X	HARBOR SPRINGS_____	5.6			
				KEGOMIC_____				

FALMOUTH SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Missaukee Jct.	Sidings Assigned direction Car Capacity 50 ft. cars		
					North	South	Both
			FALMOUTH_____	10.9			
			LAKE CITY_____	11.6			
			SANDSTOWN_____	10.6			
			MISSAUKEE JCT_____				

CRESTLINE AND ANOKA TO CHICAGO

STATIONS	FIRST CLASS			
	◇ 94	± ● 453	◇ 23	
	DAILY	DAILY EX.	DAILY	
		SAT. & SUN.		
Leave	A.M.	A.M.	A.M.	
CRESTLINE			\$ 2.27	
CRESTLINE			\$ 2.34	
WEST YARD			2.47	
COLSAN			3.03	
BUCYRUS			3.13	
UPPER SANDUSKY			3.19	
FOREST			3.40	
DUNKIRK, OHIO			3.52	
ADA			4.03	
LIMA			4.23	
DELPHOS			\$ 4.31	
VAN WERT			\$ 3.41	
ESTRY			3.44	
ADAMS			4.00	
FORT WAYNE			4.17	
FORT WAYNE			\$ 4.39	
JUNCTION			4.55	
COLUMBIA CITY			5.09	
VANDALE			\$ 4.55	X 5.18
WARSAW			5.08	5.30
PLYMOUTH			\$ 5.09	
HAMLET			5.13	5.33
WANATAH			\$ 5.16	
VALPARAISO			\$ 5.21	D 5.40
WHEELER			5.25	5.43
BART			\$ 5.28	5.47
HOBART			\$ 5.31	
LIVERPOOL			\$ 5.35	5.50
BROADWAY			\$ 5.38	
GARY				
CLARKE JCT.				
BUFFINGTON				
INDIANA HARBOR				
MAHONING				
STANDARD				
WHITING				
STATE LINE				
ANOKA				
RACE				
LOGANSFORT				
LOGANSFORT	\$ 1.25	Will not run Sept. 7		
VAN	1.30			
VAN				
WINAMAC				
NORTH JUDSON				
LA CROSSE				
KOUTS				
CROWN POINT				
HARTSDALE				
MAYNARD				
BERNICE				
CALUMET PARK				
COLEHOUR JCT				
RIVER BRANCH JCT			5.41	5.54
ENGLEWOOD			\$ 5.50	D 6.02
22ND STREET			6.00	6.11
CHICAGO (C.U.S.)			\$ 6.05	\$ 6.20
Arrive	A.M.	A.M.	A.M.	
	94	453	23	

FIRST CLASS

±●455 DAILY EX. SAT. & SUN.	□75 DAILY	◇49 DAILY	●29 DAILY	69 DAILY
A.M.	A.M.	A.M.	A.M.	A.M.
		\$ 3.54	D 4.27	
		\$ 4.01	\$ 4.34	\$ 4.10
		4.13	4.48	4.34
		4.26	5.03	
		4.35	5.13	
		4.41	5.19	
		\$ 5.01	5.39	
		5.17	5.51	
		5.29	6.02	
		5.50	6.23	
		\$ 5.58	D 6.31	
		\$ 5.02	\$ 5.36	
		5.04	5.39	
		5.19	5.55	
		\$ 5.35	6.10	
		\$ 5.59	6.29	
		6.15	6.41	
		6.30	6.55	
		\$ 6.38		
		6.53	7.11	
		6.56	7.14	
		D 7.03		
		7.08	7.23	
		7.12	7.27	
		7.16	7.31	
	3.45			
	\$ 3.50			
	\$ 3.55			
	\$ 4.20			
Will not run Sept. 7	N 4.23	North- western Region G. O. No. 607 Page 15 Column 4		North- western Region G. O. No. 607 Page 15 Column 6
	4.55			
	5.10			
	5.20			
	5.27			
	\$ 5.59			
	6.10			
	6.14			
	6.20			
	6.25			
	6.30			
	6.25	D 7.20	7.35	
\$ 6.35	D 6.33	D 7.29	D 7.45	
6.45	6.54	7.39	7.54	
\$ 6.50	\$ 7.00	\$ 7.45	\$ 8.00	
A.M.	A.M.	A.M.	A.M.	A.M.
455	75	49	29	69

CRESTLINE AND ANOKA TO CHICAGO

STATIONS	FIRST CLASS			
	◇71	◇55	◇93	
	DAILY	DAILY		
	A.M.	A.M.	P.M.	
Leave				
CRESTLINE		\$ 11.13		
CRESTLINE		\$ 11.20		
WEST YARD				
COLSAN		11.33		
BUCYRUS		\$ 11.34		
UPPER SANDUSKY		11.51		
FOREST		12.01		
DUNKIRK, OHIO		12.07		
ADA				
LIMA		\$ 12.27		
DELPHOS		12.40		
VAN WERT		F 12.51		
ESTRY		12.52		
ADAMS		1.13		
FORT WAYNE		\$ 1.21		
FORT WAYNE		\$ 12.31		
JUNCTION		12.33		
COLUMBIA CITY				
VANDALE		12.48		
WARSAW		\$ 1.04		
PLYMOUTH		F 1.28		
HAMLET		1.44		
WANATAH		1.58		
VALPARAISO		\$ 2.09		
WHEELER				
BART		2.21		
HOBART				
LIVERPOOL		2.24		
BROADWAY		\$ 2.31		
GARY				
CLARKE JCT		2.34		
BUFFINGTON				
INDIANA HARBOR		2.37		
MAHONING				
STANDARD				
WHITING		2.40		
STATE LINE				
ANOKA		11.45		
RACE		11.49		
LOGANSPORT		\$ 11.53		
LOGANSPORT		\$ 12.01		
VAN			\$ 4.35	
VAN		12.05	\$ 4.40	
WINAMAC		F 12.32		
NORTH JUDSON		\$ 12.50	5.22	
LA CROSSE		1.01	5.32	
KOUTS		1.09	5.40	
CROWN POINT		\$ 1.34		
HARTSDALE		1.44	6.10	
MAYNARD		1.47	6.13	
BERNICE		1.52	6.18	
CALUMET PARK		1.57	6.23	
COLEHOUR JCT		2.04	6.30	
RIVER BRANCH JCT		2.07	2.44	6.33
ENGLEWOOD		2.15	2.59	
22ND STREET		2.25	3.09	6.52
CHICAGO (O.U.S.)		\$ 2.30	\$ 3.15	\$ 7.00
Arrive				
	P.M.	P.M.	P.M.	
	71	55	93	

Will Run
on all
odd dates
during
April,
May,
Aug.,
All even
dates
during
June,
July,
Sept.,
Oct.

FIRST CLASS

	●73 DAILY	53 DAILY	◇519	●45 DAILY EX. SUN.	
	P.M.	P.M.	P.M.	P.M.	
		\$X 4.25		E 11. 10	
		\$X 4.40		\$ 11.40	
		4.54		11.53	
		\$X 5.10		12.08	
		5.20		12.18	
		5.26		12.24	
		\$X 5.37		E 12.45	
		\$X 5.55		1.11	
		6.08		1.25	
		\$ 6.24		1.48	
		6.25		E 2.05	
		6.46	10.38		
		\$ 6.55	\$ 10.50		
		\$ 6.15	10.00	\$ 1.35	
		6.18	10.05	1.37	
		6.35		1.54	
		\$ 6.55		2.10	
		\$ 7.25		E 2.33	
		7.40		2.47	
		7.53	Will run	3.01	
		\$ 8.05	June 26,	E 3.15	
		8.15	July 3, 10,	3.33	
			17, 24, 31,		
		8.19	August 7,	3.36	
		\$ 8.30	14, 21, 28,		
			Sept. 4, 11		
		8.33		3.44	
		8.37		3.47	
		8.41	North- western Region G. O. No. 605 Page 17 Column 4	3.50	
	4.50				
	\$ 4.55				
	\$ 5.00				
	\$ 5.10				
	5.14				
	F 5.57				
	6.08				
	6.16				
	B 6.39				
	6.49				
	6.53				
	6.58				
	7.03				
	7.10				
	7.13	8.46		3.54	
	7.28	9.03		4.09	
	\$ 7.35	\$ 9.10		E 4.15	
	P.M.	P.M.	P.M.	A.M.	
	73	53	519	45	

STATIONS	FIRST CLASS			
	520	95	52	
	A.M.	A.M.	P.M.	
Arrive				
CRESTLINE			\$ 12.10	
CRESTLINE			\$ 11.40	
WEST YARD			11.20	
COLSAN			\$ 11.18	
BUCYRUS			11.07	
UPPER SANDUSKY				
FOREST			10.56	
DUNKIRK, OHIO			10.50	
ADA			\$ 10.20	
LIMA				
DELPHOS			10.00	
VAN WERT			\$ 9.45	
ESTRY			9.42	
ADAMS	4.02		9.22	
FORT WAYNE	\$ 3.50		\$ 9.14	
FORT WAYNE	\$ 2.40		\$ 7.44	
JUNCTION	2.35		7.41	
COLUMBIA CITY			7.27	
VANDALE			\$ 7.07	
WARSAW			\$ 6.37	
PLYMOUTH				
HAMLET			6.20	
WANATAH			6.07	
VALPARAISO			\$ 5.58	
WHEELER				
BART			5.46	
HOBART				
LIVERPOOL			5.43	
BROADWAY			\$ 5.36	
GARY				
CLARKE JCT			5.31	
BUFFINGTON				
INDIANA HARBOR			5.27	
MAHONING				
STANDARD				
WHITING			5.24	
STATE LINE				
ANOKA				
RACE				
LOGANSFORT				
LOGANSFORT			\$ 3.50	
VAN			3.45	
VAN				
WINAMAC				
NORTH JUDSON				
LA CROSSE				
KOUTS				
CROWN POINT				
HARTSDALE				
MAYNARD				
BERNICE				
CALUMET PARK				
COLEHOUR JCT				
RIVER BRANCH JCT			5.20	
ENGLEWOOD			5.05	
22ND STREET				
CHICAGO (O.U.S.)			\$ 5.00	
Leave	A.M.	A.M.	A.M.	
	◇ 520	DAILY ◇ 95	DAILY EX. MON. 52	

FIRST CLASS

68

P.M.

90

70

22

72

A.M.

P.M.

P.M.

P.M.

\$ 8.09

7.52

Will Run
on All
Even
Dates
during
April,
May,
Aug.,
All Odd
Dates
during
June,
July,
Sept.,
Oct.

\$ 5.38

\$ 5.28

5.13

4.58

4.48

4.42

F 4.26

\$ 4.06

3.53

\$ 3.38

3.35

3.14

\$ 3.06

\$ 1.58

1.56

North-
western
Region
G. O.
No. 607
Page 19
Column 3

1.42

\$ 1.22

1.00

12.47

12.34

12.18

12.15

C 12.06

12.03

12.00

11.57

2.15

5.50

2.10

\$ 2.05

5.45

\$ 5.40

\$ 1.55

\$ 5.30

1.52

5.27

\$ 11.00

\$ 10.55

F 1.12

\$ 12.58

F 4.33

10.13

10.04

9.56

12.46

12.38

\$ 12.14

9.24

9.20

12.03

12.00

9.15

9.10

9.02

11.55

11.50

11.43

8.59

C 8.50

8.41

11.40

C 11.30

11.21

11.54

C 11.45

11.36

\$ 11.30

3.15

C 3.05

2.56

\$ 2.50

P.M.

A.M.

A.M.

A.M.

P.M.

DAILY

68

◇90

DAILY

◇70

DAILY

◇22

DAILY

◇72

68

CHICAGO TO CRESTLINE AND ANOKA

STATIONS	FIRST CLASS			
	48	28	454	
	P.M.	P.M.	P.M.	
Arrive				
CRESTLINE	\$ 8.53	\$ 9.19		
CRESTLINE	\$ 8.39	\$ 9.12		
WEST YARD				
COLSAN	8.26	9.00		
BUCYRUS				
UPPER SANDUSKY	8.12	8.46		
FOREST	8.02	8.36		
DUNKIRK, OHIO	7.56	8.30		
ADA				
LIMA	\$ 7.29	8.09		
DELPHOS	7.18	7.58		
VAN WERT				
ESTRY	7.07	7.47		
ADAMS	6.46	7.26		
FORT WAYNE	\$ 6.38	\$ 7.18		
FORT WAYNE	\$ 5.33	\$ 6.15		
JUNCTION	5.31	6.13		
COLUMBIA CITY				
VANDALE	5.17	5.59		
WARSAW	5.01	5.43		
PLYMOUTH	\$ 4.40	5.23		
HAMLET	4.27	5.12		
WANATAH	4.14	4.59		
VALPARAISO			\$ 5.20	
WHEELER			\$ 5.10	
BART	3.59	4.44	\$ 5.05	
HOBART			\$ 5.04	
LIVERPOOL	3.56	4.41	4.59	
BROADWAY			\$ 4.56	
GARY	\$ 3.48		\$ 4.50	
CLARKE JCT	3.45	4.32	4.47	
BUFFINGTON			\$ 4.45	
INDIANA HARBOR	3.42	4.29	\$ 4.42	
MAHONING			\$ 4.39	
STANDARD				
WHITING	3.39	4.26	\$ 4.33	
STATE LINE			\$ 4.29	
ANOKA				
RACE				
LOGANSFORT				
LOGANSFORT				
VAN	North- western Region G. O. No. 607 Page 20 Column 1		Will not run Sept. 7	
VAN				
WINAMAC				
NORTH JUDSON				
LA CROSSE				
KOUTS				
CROWN POINT				
HARTSDALE				
MAYNARD				
BERNICE				
CALUMET PARK				
COLEHOUR JCT				
RIVER BRANCH JCT	3.35	4.22	4.28	
ENGLEWOOD		c 4.13	\$ 4.20	
22ND STREET	3.20	4.05	4.10	
CHICAGO (O.U.S.)	\$ 3.15	\$ 4.00	\$ 4.05	
Leave				
	P.M.	P.M.	P.M.	
	DAILY	DAILY	DAILY EX.	
	◇48	●28	SAT. & SUN. ±●454	

JUNCTION TO MACKINAW CITY MUSKEGON JCT. TO MUSKEGON } NORTHWARD

STATIONS		FIRST CLASS		
		GTW 57	GTW 21	519
Arrive	A. M.	P. M.	A. M.	
MACKINAW CITY			\$ 8.40	
CARP LAKE			F 8.28	
PELLSTON			F 8.08	
ALANSON			F 7.46	
KEGOMIO			7.34	
PETOSKEY	GTW No. 57 reduces speed to 20 m.p.h. passing Ravenna and Conklin to deliver mail	Will Run April 26, 27, 28, 29, 30 Only	\$ 7.26	
FORMANS			7.16	
WALLOON LAKE			F 7.05	
BOYNE FALLS			6.56	
ELMIRA			6.43	
MANCERLONA			F 6.24	
KALKASKA			S 6.04	
FIFE LAKE			S 5.46	
WALTON JCT.			5.39	
MANTON			5.27	
NORTH YARD	5.08			
CADILLAC			S 5.02	
LEROY			4.39	
REED CITY			4.20	
BIG RAPIDS			4.01	
STANWOOD			3.48	
HOWARD CITY			3.29	
CEDAR SPRINGS			3.11	
BELMONT			2.55	
FULLER			2.46	
MUSKEGON HGTS.— MUSKEGON (GTW)	\$ 6.10	\$ 7.15		
SIMPSON (MR&NCO)	6.07	7.12	Will run	
SHAW	6.06	7.10	June 26,	
SULLIVAN	5.51	6.56	July 3, 10,	
RAVENNA	5.39	6.46	17, 24, 31,	
CONKLIN	5.27	6.36	Aug. 7, 14,	
WALKER	5.13	6.24	21, 28,	
PENN JCT			Sept. 4, 11	
MUSKEGON JCT			2.45	
GRAND RAPIDS				
HUGHART			2.27	
FISHER			2.19	
WAYLAND			2.00	
MARTIN			1.47	
PLAINWELL			1.39	
DOCK			1.26	
KALAMAZOO			S 1.20	
VICKSBURG			1.03	
MENDON			12.50	
STURGIS			12.29	
HOWE			12.19	
WOLCOTTVILLE			11.58	
HOFFMAN			11.46	
KENDALLVILLE			11.43	
AVILLA			11.34	
LAOTTO			11.27	
HUNT			11.20	
JUNCTION			11.05	
FT. WAYNE			10.00	
CST				
Leave	A. M.	P. M.	P. M.	
	DAILY EX. SUN. GTW 57	DAILY GTW 21	519	

CLYMERS TO VAN—NORTHWARD

STATIONS		FIRST CLASS		
		95	93	Note.—No. 93 operates only on dates shown in schedule of No. 93, page 16.
Arrive		A. M.	P. M.	
LOGANSPOUT		\$ 3.50		
VAN		3.45	\$ 4.40	
VAN			\$ 4.35	
CLYMERS		3.30	4.23	
(SW Reg.)	Leave	A. M.	P. M.	
		DAILY 095	See Note 093	

Note.—No. 93 operates only on dates shown in schedule of No. 93, page 16.

MACKINAW CITY TO JUNCTION } SOUTHWARD MUSKEGON TO MUSKEGON JCT. }

23

STATIONS		FIRST CLASS		
		GTW 22 DAILY EX. SUN.	GTW 56 DAILY	520
		A. M.	P. M.	P. M.
Leave				
MACKINAW CITY				S 6.30
CARP LAKE				F 6.43
PELLSTON				F 7.02
ALANSON				F 7.13
KEGOMIC				7.28
PETOSKEY		Will Run April 26, 27, 28, 29, 30 Only		S 7.34
FORMANS				7.44
WALLOON LAKE				F 7.55
BOYNE FALLS				8.04
ELMIRA				8.17
MANCELONA				F 8.34
KALKASKA				S 8.55
FIFE LAKE				9.12
WALTON JCT.				9.18
MANTON				9.30
NORTH YARD			9.49	
CADILLAC			S 9.53	
LEROY			10.16	
REED CITY			10.35	
BIG RAPIDS			10.52	
STANWOOD			11.03	
HOWARD CITY			11.21	
BELMONT			11.58	
FULLER			12.06	
MUSKEGON HGTS.— MUSKEGON (GTW)		\$ 12.01	\$ 12.05	
SIMPSON (MR&NCO)	MUSKEGON BRANCH	12.03	12.07	Will run
SHAW		12.04	12.08	June 28,
SULLIVAN		12.14	12.18	July 5, 12,
RAVENNA		12.23	12.27	19, 26,
CONKLIN		12.32	12.35	Aug. 2, 9,
WALKER		12.44	12.44	16, 23, 30,
PENN JCT.				Sept. 7, 13
MUSKEGON JCT.				12.07
GRAND RAPIDS				12.25
HUGHART				12.33
FISHER			12.51	
WAYLAND				
MARTIN			1.03	
PLAINWELL			1.10	
DOCK			1.17	
KALAMAZOO			F 1.22	
VICKSBURG			1.37	
MENDON			1.50	
STURGIS			2.11	
HOWE			2.21	
WOLCOTTVILLE			2.42	
HOFFMAN			2.54	
KENDALLVILLE			2.57	
AVILLA			3.06	
LAOTTO			3.13	
HUNT			3.20	
JUNCTION			3.35	
FT. WAYNE			\$ 2.40	
	CST			
	Arrive	A. M.	P. M.	A. M.
		GTW 22	GTW 56	520

VAN TO CLYMERS—SOUTHWARD

STATIONS		FIRST CLASS		Note.—No. 90 operates only on dates shown in schedule of No. 90, page 191
		◇ 94 DAILY	◇ 90 See Note	
Leave	A. M.	A. M.		
LOGANSFORT	\$ 1.25			
VAN	1.30	\$ 10.55		
VAN		\$ 11.00		
CLYMERS	1.43	11.10		
(SW Reg.)	Arrive	A. M.	A. M.	
		94	90	

Note.—No. 90 operates only on dates shown in schedule of No. 90, page 19.

TRAINS WAIT FOR CONNECTION

Junction	Train No.	Due At	Wait Until	For Train	From	Due At
Logansport	75	3.55 A.M.	4.40 A.M.	95	Louisville	3.50 A.M.
	94	1.25 A.M.	Indef- inately	74	Chicago	12.55 A.M.

TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
Crestline	8.15 AM to 4.15 PM	Closed	Closed
Bucyrus	8.00 AM to 12.30 PM 1.00 PM to 5.00 PM	8.00 AM to 12.30 PM 1.30 PM to 4.00 PM	Closed
Upper Sandusky	4.30 PM to 5.30 PM 8.30 PM to 5.30 AM	4.30 PM to 5.30 PM 8.30 PM to 5.30 AM	4.30 PM to 5.30 PM 8.30 PM to 5.30 AM
Ada*	7.30 AM to 11.30 AM 12.30 PM to 4.30 PM	Closed	Closed
Lima	9.00 AM to 2.00 PM 3.00 PM to 6.00 PM	9.00 AM to 2.00 PM 2.00 PM to 6.00 PM	9.00 AM to 2.00 PM 3.00 PM to 6.00 PM
Van Wert	8.00 AM to 1.00 PM 3.30 PM to 6.30 PM	8.00 AM to 1.00 PM 3.30 PM to 6.30 PM	8.00 AM to 1.00 PM 3.30 PM to 6.30 PM
Fort Wayne	Continuously	Continuously	Continuously
Warsaw	7.00 AM to 11.00 AM 12.01 PM to 4.00 PM	7.00 AM to 11.00 AM 12.01 PM to 4.00 PM	7.00 AM to 11.00 AM 12.01 PM to 4.00 PM
Plymouth	6.15 AM to 11.00 AM 12.01 PM to 5.00 PM	6.15 AM to 11.00 AM 12.01 PM to 2.00 PM 3.45 PM to 5.00 PM	6.15 AM to 11.00 AM 12.01 to 2.00 PM 3.45 PM to 5.00 PM
Valparaiso	10.30 PM to 8.30 PM	10.30 PM to 8.30 PM	11.30 PM to 8.30 PM
Hobart*	7.00 AM to 5.30 PM	5.00 PM to 6.30 PM	5.00 PM to 6.30 PM
Gary	5.30 AM to 10.00 AM 10.30 AM to 2.00 PM 2.45 PM to 8.15 PM 8.45 PM to 10.59 PM	5.30 AM to 6.30 AM 7.30 AM to 10.00 AM 10.30 AM to 2.00 PM 2.45 PM to 8.15 PM 8.45 PM to 10.59 PM	5.30 AM to 10.00 AM 10.30 AM to 2.00 PM 2.45 PM to 8.15 PM 8.45 PM to 10.59 PM

(N. W. Reg. G. O. 604, page 24)

(Continued)

TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
Indiana Harbor*	6.30 AM to 3.30 PM	Closed	Closed
Whiting*	7.00 AM to 4.00 PM	Closed	Closed
Englewood	6.00 AM to 7.30 PM	6.00 AM to 7.30 PM	6.00 AM to 7.30 PM
Chicago	Continuously	Continuously	Continuously
Logansport	8.45 AM to 12.45 PM 1.45 PM to 5.45 PM	8.45 AM to 12.45 PM 1.45 PM to 5.45 PM	8.45 AM to 12.45 PM 1.45 PM to 5.45 PM
Winamac*	8.00 AM to 10.30 AM 11.30 AM to 5.00 PM	Closed	Closed
North Judson*	7.00 AM to 10.30 AM 11.30 AM to 4.00 PM	(N. W. Reg. G. O. 604, page 25) Closed	Closed
Crown Point*	7.00 AM to 10.45 AM 11.45 AM to 4.00 PM	(N. W. Reg. G. O. No. 607, Page 25) Closed	Closed

*Closed Nov. 26, Dec. 25, Jan. 1, Feb. 22, May 30, July 4, Sept. 7.

U. S. MAIL WORK

STATIONS	Westward							Eastward				
	45 ②	75 ②	23 ④	29 ①	71	55 ①	53	70	22	50 ②	54	74
Bucyrus						CD						
Upper Sandusky				E			E		D	E	D	
Forest						CD	CD		CD			
Ada						CD	E		CD			
Lafayette									CD			
Lima	E		E	D		E	E		E	E	E	
Delphos						CD			H			
Middlepoint						CD			CD			
Van Wert				D		CD	E		E			
Convoy						CD			CD			
Monroeville						CD			CD			
Columbia City						CD	G		A			
Warsaw			L	D		E	E		E	E		
Etna Green						CD	C					
Bourbon						CD			CD			
Plymouth	E		D	D		D	E		H	E		
Valparaiso	E		E			E	E		E		E	
Wheeler									D			
Gary						E	E		E	E	E	
Indiana Harbor				D								
Englewood	F											
Winamac		B			D			CD				
North Judson		B			E			E				
Kouts					CD			CD				
Hebron					CD							
Crown Point		E			E			E				E
Schererville		B			CD			CD				

A—Reduce speed to 50 miles per hour to pick up and discharge mail.

B—Reduce speed to 20 miles per hour for the discharge of mail or newspapers.

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

E—Train stops, mail received or delivered, or both.

F—Reduce speed to 10 miles per hour to discharge mail when not over 50 minutes late.

G—Reduce speed to 35 miles per hour to pick up and discharge mail.

H—Reduce speed to 60 miles per hour to pick up and discharge mail.

L—Reduce speed to 60 miles per hour to discharge mail.

M—Mail delivered daily except Sunday and Monday.

①—Daily except Monday.

②—Daily except Sunday.

③—Daily except Saturday and Sunday.

④—Monday only.

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

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

STATIONS	RH-3	FW-1	WC-1	ED-3	PD-1	FW-89	LCL-7	FW-9	LCL-1	FW-21	TT-1	WC-9	CBC-2	CD-1	WC-7	BRC-5	CFW-1	WC-5	ED-7	GR-7	2LCL-1	GR-19	GR-3
	(4)	(2)	(1)	(1)	(10)	(8)	(7)	(9)	(3)	(6)	(11)	(1)	(2)	(1)	(1)	(1)	(a)	(1)	(6)	(1)	(a)	(6)	(2)
CRESTLINE	Depart	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.
WEST YARD			12.15	11.15	8.00		4.45		4.10		7.50	9.30		8.15	8.00	3.45		9.30	1.30		5.10		
COLSAN		7.00	1.15	12.15	10.30				8.10		8.35	10.35	9.00	10.15	9.00	4.45	11.00	10.30			9.10		
LIMA				12.45	11.00								9.45	10.45			1.00 1.30 4.00 4.30						
ADAMS		5.00	4.00						11.30		11.20	2.05			12.01	8.45	7.00	1.30		8.30	12.30		
JUNCTION			3.30			6.00			11.15	6.30	11.05	2.45			12.01	9.15		2.30		1.30	12.15	7.30	10.00
AUBURN																							
VANDALE																							
VAN						10.00																	
PLYMOUTH			5.00									4.45											
VALPARAISO								6.00															
BART			6.45					7.00	1.45	1.30	1.35	6.40			3.30	12.30		5.30		-	2.45		
COLEHOUR			7.30							2.30		7.15											
CHICAGO(55th St.)			8.30					19.30	2.30	3.00	2.20	9.00			(o)5.00	(o) 2.00		6.30			3.30		
Arrive	A.M.	P.M.	A.M.	P.M.	P.M.	A.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	P.M.	A.M.

(1) Daily. (2) Daily except Sun. (3) Daily except Mon. (4) Mon., Wed. and Fri. (5) Tues., Thur. and Sat. (6) Daily except Sat. (7) Daily except Sun. and Mon. (8) Wed., Fri. and Sun. (9) Daily except Sat. and Sun. (10) Daily except Tues. (11) Daily except Friday, Sunday and Seven Recognized Holidays. (a) When needed. †—Gary. (o) 59th Street.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority

STATIONS	FW-8 (1)	FW-10 (10)	ED-4 (2)	FW-24 (10)	FW-38 (6)	CS-6 (1)	FW-2 (2)	GR-6 (1)	ED-8 (2)	ST-2 (1)	CS-8 (1)	ED-2 (1)	LCL-2 (11)	GRE-2 (1)	RH-4 (7)	TT-2 (3)	NF-6 (8)	CBC-1 (6)	CD-2 (2)	FW-26 (2)	NF-4 (9)
Arrive	P.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	P.M.	A.M.	P.M.	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.
CRESTLINE	1.40		3.35			4.00			4.00	12.30	5.30	6.00	5.00	3.15		7.25	7.55		11.30		3.10
WEST YARD	12.40		2.45			3.00				9.30	4.30	4.25	4.00	2.00		6.35	7.05	5.30	3.30	12.30	2.20
COLSAN			2.25							9.00		3.55						4.45	3.00	11.45 10.45	
LIMA						12.30 12.01					2.20 1.50									9.15 7.00	
ADAMS	9.45					10.30	8.00	9.45			12.35		1.05	10.30	9.00	4.15	4.20			5.30	11.35
JUNCTION	7.45			11.00	6.00	12.15		8.00			10.35		11.20	5.00		2.30	2.35				9.50
AUBURN																					
VANDALE																					
VAN				12.01																	
PLYMOUTH																					
VALPARAISO		2.00												3.15							
BART	5.00	1.00		5.45		9.15					7.35		9.00	1.00		12.25	12.05				7.20
COLEHOUR	4.00			5.00		8.30					6.50			10.00							
CHICAGO (56th St.)	1.00	10.30		4.00		(o)5.00					4.45		8.15	9.30		11.30	11.15				6.30
Depart	A.M.	P.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.

(1) Daily. (2) Daily except Sun. (3) Daily except Sunday and Seven Recognized Holidays. (4) Mon., Wed. & Fri. (5) Tues., Thurs. & Sat. (6) Daily except Sat. (7) Sun., Tues. & Thurs. (8) Daily except Thurs., Fri., Sat. & Sun. (9) Daily except Tue., Thurs., Fri., Sat. & Sun. (10) Daily except Sat. & Sun. (11) Daily except Sun. and Holidays. †Gary. (o) 59th Street. © Bucyrus.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority

STATIONS	LD-1 (1)	PWC-1 (6)	NW-45 (1)	LD-5 (4)	LD-19 (1)	CO-1 (1)	PDS-1 (10)	PDS-3 (10)	IS-17 (11)	LD-9 (2)	CO-3 (10)	THC-1 (1)	LD-13 (2)	LD-3 (4)	NS-7 (1)	WC-11 (1)	LD-21 (2)	RH-15 (2)	DC-1 (1)	DC-3 (1)
Leave	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.
BRADFORD		7.20	1.00				6.00	8.00		2.30	4.00			7.00		9.30				
ANOKA		9.10	3.45			11.45	11.00	2.00		6.15	6.00			10.30		12.30				
VAN												11.59								
LOGANSFORT		9.20	4.00			11.55	11.10	2.10	3.00	6.30		12.10					6.30			
LOGANSFORT	8.45	2.05	12.45	9.00	12.45		12.05	2.50			7.45		2.15		11.45					
VAN	9.00	2.15	1.00	9.15	1.00		12.15	3.00					2.30		11.30	4.15				
PLYMOUTH													5.30			5.00				
SOUTH BEND													6.30			6.30				
EFFNER					4.00								8.45			7.00				
HARTSDALE	12.15	4.30	4.00				4.30	7.15												
COLEHOUR	1.00																			
DOLTON			4.30																	
CHICAGO(55th St.)	2.00																		11.50	
CHICAGO(59th St.)		5.30	5.30	5.00							11.00								2.45	2.00
Arrive	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.

(1) Daily. (2) Daily Ex. Sun. (3) Tue., Thur. (4) Daily Except Sat. (5) Daily except Sat. & Mon. (6) Daily except Monday. (8) Daily except Sat. & Sun. (9) Sat.
 (10) Daily or as required. (11) Tues., Thur. & Sat. (12) Mon. Wed. & Fri. @Ridgeville. # Goodland *10th Street

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority

STATIONS	CO-2 (1) A.M.	LD-2 (1) A.M.	LD-6 (11) P.M.	IS-18 (5) A.M.	PDS-2 (10) P.M.	LD-4 (6) P.M.	CNY-2 (1) P.M.	CG-2 (1) P.M.	NW-82 (1) P.M.	CO-8 (1) A.M.	LD-20 (1) P.M.	LD-14 (2) A.M.	CG-8 (1) A.M.	NW-88 (1) A.M.	LD-10 (2) P.M.	LI-10 (1) P.M.	NS-8 (1) A.M.	LT-2 (12) P.M.	LD-22 (6) A.M.	RH-14 (2) P.M.	ANW-82 (8) A.M.	DC-2 (1) A.M.	DC-4 (1) A.M.
Arrive																							
BRADFORD					1.00	2.00	5.20	6.20	11.15	1.00			4.20	6.20	1.30							10.45	
ANOKA	6.50				9.00	11.00	2.30	3.30	7.15	10.30			1.30	3.30	7.30							7.30	
VAN				7.00													4.00						
LOGANSPO	6.30			6.45	8.40		2.20	3.20	7.00	10.15			1.20	3.15	7.15		3.45			7.30		7.15	
LOGANSPO	5.30	7.30	3.00		6.40		12.25	11.10	5.05		8.30	2.45	12.40	2.40		11.30		1.15				5.35	
VAN	5.20	7.15	2.45		6.30		12.15	11.00	4.50		8.15	2.30	12.30	2.30		11.45		1.30				5.20	
PLYMOUTH												11.30							1.00				
SOUTH BEND												10.30							11.00				
EFFNER								8.15			5.15												
HARTSDALE		4.40 4.15			4.00								10.30	12.30									
DOLTON	3.00						10.00		2.00				10.10	11.15							3.00		
COLEHOUR		2.30																					
CHICAGO(55th St.)		2.00																					
CHICAGO(59th St.)	2.30		7.00				9.00		1.00				8.30	10.15								*6.30	
Leave																						2.00	3.30
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.

(1) Daily. (2) Daily Ex. Sun. (5) Monday, Wednesday & Friday (6) Daily Ex. Sat. (7) Mon., Tues., Wed. from Chicago, daily from Logansport. (8) Thurs., Fri., Sat., Sun.
 (9) Wed., Fri. and Sun. (10) Daily or as required. (11) Tue., Thur. and Sat. (12) Daily Except Monday @Ridgeville. \$ Goodland. @Effner. *110th Street.

ARRANGED FREIGHT TRAIN SERVICE

The time shown conveys no time-table authority.

STATIONS	NORTHWARD						SOUTHWARD					
	GR-7	GR-19	GR-3	GR-15	GR-9	GR-17	GR-6	GR-20	GR-4	GR-16	GR-18	GR-10
	See Notes	(4)	(3)	(a)	(2)	(3)	See Notes	(4)	(3)	(a)	(3)	(2)
Arrive	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	Depart	A. M.	P. M.	P. M.	P. M.	A. M.
MACKINAW CITY	3.30						(7) 11.30					
HARBOR SPRINGS												
PETOSKEY												
MANCIELONA												
TRAVERSE CITY				9.30						11.00		
WALTON JUNCTION				7.15								
LAKE CITY												
CADILLAC	(6) 7.30			6.30			7.30			3.00		
REED CITY	6.00						(7) 8.00					
MUSKEGON												
GRAND RAPIDS	(6) 10.00						11.30					
KALAMAZOO	7.00	3.30			6.30		(4) 2.00	4.30				9.00
UPJOHN	5.15	12.15					4.00	6.30				
VICKSBURG	4.15											
STURGIS			@3.00		3.30	@3.00					@3.20	2.00
KENDALLVILLE						12.30			3.00		9.00	
JUNCTION	(1) 1.30	7.30	8.00				8.00	10.15	6.30			
							(1) 9.45					
Depart	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	Arrive	A. M.	P. M.	A. M.	P. M.	P. M.

(1) Daily (2) Daily except Sunday. (3) Daily except Saturday and Sunday. (4) Daily except Saturday. (5) Daily except Monday (6) Mon., Wed. and Fri.
 (7) Tues., Thurs. and Sat. (a) When Needed. (b) Wolcottville. (c) Combined with GR-7 when possible. (d) Mendon.

SPECIAL INSTRUCTIONS

GENERAL RULES

100J-1A. Uniforms.

Designated uniformed employees must wear the standard uniform November 1st to April 30th inclusive.

The uniform designated for summer use only, or standard mohair coats may be worn May 1st to October 31st inclusive.

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

Passenger trainmen in Suburban Commuter Service may perform their duties without uniform coats and vests during the period May 15th to September 15th, inclusive.

Trainmen in Suburban Commuter Service who perform their duties without uniform coats and vests, must wear a clean, plain white broadcloth shirt with long sleeves, a black four-in-hand tie, and a black belt. Paraphernalia must be carried in such a manner as to assure a neat appearance at all times.

This privilege will not apply to train personnel in through passenger service.

Personal Injuries

100R-2A. Medical Officers and Surgeons

Location	Name and Address	Telephone Number
Crestline.....	Dr. H. Morton Brooks, Medical Officer, 258 North Seltzer St. Office Hours: Monday and Thursday, 1 P.M. to 4 P.M., 7 P.M. to 8 P.M.; Tuesday and Friday, 10 A.M. to 12:00 Noon, 1 P.M. to 4 P.M.; Wednesday, 9 A.M. to 12:00 Noon.	OV 3-3855
	Dr. E. C. Brandt, Surgeon 204 Seltzer St.....	OV 3-1115
Lima.....	Dr. Fred P. Berlin, Surgeon Office, 405 Cook Tower..... Res., 2230 Merritt Ave.....	CAtherine 6-5050 CAtherine 4-1011
	Dr. Lester C. Thomas, Surgeon Office, 405 Cook Tower..... Res., Shawnee Road.....	CAtherine 6-5050 CAtherine 6-8541
Fort Wayne....	Dr. Richard M. Laycock Medical Officer, Psgr. Station Office Hours: 8 A.M. to 12:00 Noon except Saturdays, Sundays and Holidays. Nurse on duty 1:00 P.M. to 5:00 P.M. (N.W.ys no G. O. 604, page 32)	A-6441 Local 221
	Dr. D. R. Benninghoff, Surgeon Office, 207 Medical Center Bldg..... Res., 2725 West Drive.....	A-5334 A-4570
	Dr. Lynn W. Elston, Surgeon Office, 622 Medical Center Bldg..... Res., Stellhorn Park.....	A-1140 H-2998
	Dr. Ralph W. Elston, Surgeon Office, 622 Medical Center Bldg..... Res., 1340 Westover Road...	A-1140 H-4743
	Dr. Maurice Rothberg, Oculist Office, 625 W. Berry St..... Res., 4319 Hartman.....	A-9288 H-9392

Location	Name and Address	Telephone Number
Columbia City..	Dr. John L. Langohr, Surgeon Office, 215 E. Van Buren St... Res., 321 N. Main St.....	678 375 or 376 625
Warsaw.....	Dr. John R. Baum, Surgeon Office, 212 South Indiana.... or Murphy Medical Center.... Res., 305 Seventh St.....	AMhurst 7-8212 AMhurst 7-6127 AMhurst 7-5411
Plymouth.....	Dr. James B. Kubley, Surgeon Office, 304 North Walnut.... Res., 624 East La Porte.....	WEbster 6-3178 WEbster 6-2969
Valparaiso.....	Dr. Ralph C. Eades, Surgeon Office, 6 Napoleon St..... Res., 203 Jefferson St.....	2-7191 3-0541
Gary.....	Dr. R. N. Bills, Surgeon Office, 504 Broadway..... Res., 534 Lincoln St.....	TURNer 6-6106 TURNer 2-6208
	Dr. W. K. Robinson, Ass't Surgeon Office, 504 Broadway..... Res., 500 No. Montgomery St.	TURNer 6-6106 YELLOWstone 8-2382
East Chicago...	Dr. J. A. Teegarden, Jr., Surgeon Office, 1919 E. Columbus Dr.. Res., 7204 Woodmar, Hammond, Ind..... Exchange Tel.....	East Chicago 1805 or 1806 TILden 4-0783 East Chicago 2828 Ham- mond, Ind.
Hammond.....	Dr. Arthur Kuhn, Oculist Office, 112 Rimbach St..... Res., 60 Glendale Park.....	WEstmore 2-0435 WEstmore 1-3138
Chicago.....	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 Saturdays 8.30 A.M. to 12.30 P.M. 232 E. Pierson St., Chicago, Ill.....	CEntal 6-7200 Ext. 348, 349 DE 7-7697
	Dr. A. R. Metz, Surgeon Office and Res., 240 E. Superior St.....	DElaware 7-6500 Ext. 779
	Dr. Raymond Householder, Ass't Surgeon Office, 240 E. Superior St.... Res., 3257 Newcastle Ave....	DElaware 7-6500 Ext. 238 Avenue 3-5722

Location	Name and Address	Telephone Number
Chicago.....	Dr. Virgil Wescott, Oculist Office, 30 N. Michigan Ave.. Res., 526—8th St., Wilmette, Ill.....	DEarborn 2-3i27 4611
Crown Point....	Dr. D. E. Gray, Surgeon Office, 182 W. North St..... Res., Center Township Rt. 1.	82 1639
Marion, Ind	Dr. R. W. Lavengood, Surgeon Office, Glass Block Bldg..... Residence, 515 W. 5th.....	North 26500 North 22337 If no answer call North 28711
	Dr. Joseph Davis, Surgeon Office, 131 N. Washington St.. Res., 127 N. Washington St..	North 26641 North 22446
	Dr. Henry H. Alderfer, Medical Officer Office, 131 N. Washington St.. Residence, 806 W. First St.... Hours by appointment.	North 26641 North 28311
Logansport.....	Dr. Earl W. Bailey, Surgeon Office, 212-214 Fifth St..... Residence, 2522 North St....	4469 4498
	Dr. Max Pfuetze, Medical Officer Office, 408 North St..... Res., 919 Wheatland Ave.... Office Hours: 10.00 A. M to 12.00 Noon 1.00 P. M. to 4.30 P. M. Daily except Sun. and Hol- idays Wednesday 10.00 A. M. to 12.00 Noon	3023 9447
	Dr. M. S. Adamski, Oculist Office, 408 North St..... Res., 614 Seventeenth St....	4448 4230
North Judson...	Dr. J. R. Matthew, Surgeon Office, 135 Lain St Res., 516 Keller Ave.....	84 78
Dolton.....	Dr. M. Robert Weidner, Surgeon Office and Residence, 14105 Lincoln Ave.....	922
South Bend.....	Dr. P. J. Birmingham, Surgeon Office, 426 Sherland Bldg ... Res., 1302 E. Ewing St.....	3-2476 3-3376
Grand Rapids...	Dr. Bernard P. Kool Medical Officer, 445 Cherry St., S.E.....	Glendale 9-6107
	Dr. G. H. Southwick, Surgeon Office, 55 Sheldon Ave., S. E.. Res., 1935 San Lu Rae Dr....	Glendale 9-4347 9-4347

Location	Name and Address	Telephone Number
Petoskey.....	Dr. Dean C. Burns, Surgeon Office, Burns Clinic..... Res., 215 Division St.....	2556 3404
Cadillac.....	Dr. W. Joe Smith, Surgeon Office, 208 E. Harris St..... Res., 208 E. Harris St.....	Prospect 53821 53753
Muskegon.....	Dr. Paul E. Medema, Surgeon Office, 1017 Sanford St..... Res., 1661 Clinton St..... If no answer call.....	2-3544 2-3544 2-3479
	Dr. A. L. Benidict, Jr., Medical Officer, Office, 22 W. Southern Ave.. Office Hours: 1.00 P. M. to 5.00 P. M. daily, except Wednesday, Saturday and Sunday. Res., 16633 Clinton St.....	23397 25453—23479
Kalamazoo.....	Dr. W. B. Crane, Surgeon Office, 420 South Rose St.... Res., Rte. 1 Richland, Mich..	5881 27F4
Kendallville....	Dr. H. O. Williams, Surgeon Office, 115 E. Rush St..... Res., 735 E. Mitchell St.....	40-J 40-M

100R-2B. Medical Officers will make pre-employment, periodic, special and return to duty from furlough examinations. Each employe notified to report for Medical examination will contact conveniently located Medical Officer direct for appointment, unless otherwise instructed.

100R-3A. Locations of Hospitals

Location	Name and Address	Telephone Number
Crestline.....	Crestline Memorial Hospital North Columbus St.....	Overland 3-1212
Bucyrus.....	City Hospital 675 Sandusky Ave.....	5602
Upper Sandusky.	Wyandotte Memorial Hospital N. Sandusky Ave.....	895
Lima.....	Memorial Hospital Bellefontaine Ave.....	Catherine 4-0321
	St. Rita Hospital High and Baxter Sts.....	Catherine 5-2010
Van Wert.....	Van Wert County Hospital Chestnut St. & Central Ave..	2315
Fort Wayne.....	Lutheran Hospital, 3024 Fair- field Avenue.....	H-1242 or H-1241
	St. Joseph Hospital, 730 W. Berry St.....	A-4121
	Parkview Memorial Hospital 2200 Randalia.....	E-7341
Columbia City..	Memorial Hospital 215 E. Van Buren St.....	678
Warsaw.....	Murphy Medical Center Buffalo and Winona Ave....	AMhurst 7-6127
Plymouth.....	Park View Hospital North Michigan St.....	WEBster 6-2178
Valparaiso.....	Porter Memorial Hospital La Porte Road.....	2-4601
Gary.....	St. Mary's Mercy Hospital Tyler St. and Fifth Ave.....	TURner 6-9131
	Methodist Hospital 1600 West 6th Ave.....	TURner 3-0491
East Chicago...	St. Catherine Hospital 4321 Fir Street.....	3080
Hammond.....	St. Margaret's Hospital 30 Clinton St.....	WEStmore 2-2300
Chicago.....	The Wesley Memorial Hospi- tal, 240 E. Superior St.....	DElaware 7-6500 Ext. 238
	Englewood Hospital 6001 South Green St.....	TRIangle 3-4500
Union City.....	Union City Memorial Hospital No. Columbia St.....	11
Hartford City...	Blackford Co. Hospital E. VanCleve Street.....	471
Marion, Ind.....	Marion General Hospital Wabash Avenue.....	North 2-2551
Logansport.....	St. Joseph Hospital 26th and High Streets.....	4145
	Memorial Hospital North Michigan Avenue.....	3117
Crown Point....	Lake Co. Infirmary Three miles east.....	87

Location	Name and Address	Telephone Number
South Bend.....	Memorial Hospital 604 North Main St.....	3-1131
	St. Joseph Hospital 401 N. Notre Dame.....	3-2168
Culver.....	Military Hospital Academy Grounds.....	89
Auburn.....	Souders Hospital West 7th St	208
Garrett.....	Sacred Heart Hospital Ijam St	234
Petoskey.....	Little Traverse Hospital Connable Ave.....	2553
Traverse City ..	Munson Hospital West 6th St.....	1240
Cadillac.....	Mercy Hospital Oak and Hobart Sts.....	Prospect 53481
Muskegon.....	Hackley Hospital Forest Ave.....	2-2624
Grand Rapids...	Butterworth Hospital Michigan St. and Bostwick Ave.....	Glendale 8-1281
	St. Mary's Hospital 250 Cherry St., S. E.....	Glendale 9-3131
Kalamazoo.....	Borgess Hospital 1521 Gull Road.....	7181
	Bronson Hospital 224 E. Lovell.....	29821

100R-4A. First Aid Boxes and Stretchers, Location of

First-Aid Boxes:

Passenger, baggage, mail and cabin cars.
 Passenger and freight stations and yard offices.
 Engine houses and M. of E. shops.
 Wreck trains.
 Power plants and substations.
 Car inspector's offices.
 Tool houses and camp cars.
 Block and interlocking stations.
 Track cars.

Stretchers:

Combined Cars, Baggage Cars and all Passenger Trains.
 Yard Offices.
 Wreck Trains.
 Engine Houses and M. of E. Shop.

OPERATING RULES

STANDARD TIME

1001-A1. Eastern and Central Standard Time applies on this Region.

TIME-TABLES

Letters and Characters

1004-A. 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 shown on schedule pages.
- * —Train may leave in advance of scheduled leaving time when station work is completed, except that trains making station stops to receive passengers will not leave ahead of scheduled arriving time.

1004-B1.

- O** —Stop on signal to receive or discharge passengers to or from Pittsburgh and east.
- X** —Regular stop, Saturday, Sunday, Monday and holidays.
- —No train baggageman west of Logansport.

ENGINE WHISTLE SIGNALS

1014(l)-A1. Rule 14 (l) will apply:

Approaching vicinity of coaling station Yard A, Logansport, for the protection of employes at that location.

1014(l)-A2. Between Gary Station and Virginia Street, Gary and between Dickey Place and Sheridan Avenue, 1100 feet west of Whiting Station, City of Whiting, enginemen are relieved from sounding engine whistle signal for public crossings, 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.

1014(q)-A1. Rule 14 (q) will apply:

When running against the current of traffic, approaching vicinity of coaling station Yard A, Logansport, for the protection of employes at that location.

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.

1019-A2. In the application of Rule 19, authorized reflector discs may be used as markers in territory listed below:

Main Line—Between Adams and Junction.

Main Line—Between Kenneth and Anoka.

Grand Rapids Branch

Muskegon Branch

Effner Branch

Mackinaw City Secondary Track

Traverse City Secondary Track

Harbor Springs Secondary Track

Falmouth Secondary Track

Vandale Secondary Track

Fusees And Torpedoes

1035-B1. On account of fire hazard lighted fusees must not be displayed nor left burning on bridges, trestles or rolling stock unless necessary to prevent an accident.

1035-C1. 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 Helping Service	6	6
Track Cars	4	8
Crossing Watchmen	3	None
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

1072-A1. Eastward and Southward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

GENERAL ORDERS

Bulletin Boards, Employees' Registers, Standard Clocks

1075-A1. Location of Bulletin Boards where General Orders of this region, other regions and other railroads are posted and delivered. Locations on this region of Employee's Registers and Standard Clocks.

Bulletin Board	Employees' Register	Standard Clock	Location	Other Regions or Railroads
X	X	X	Crestline—Telegraph Office Crestline—Eng. House	Pittsburgh Lake Buckeye
X	X	X	Crestline Yard Office	Buckeye Pittsburgh Lake
X	X		Lima—Eng. Watchman Bldg.	
X	X	X	Fort Wayne—Eng. House	Buckeye
X	X	X	Fort Wayne—Station	Buckeye
X	X	X	Fort Wayne—Yard Office—Piqua Road	Buckeye
X	X		Fort Wayne—Anthony Blvd.	
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	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		Chicago—Room 532, Chicago Union Station	
		X	Chicago—C. U. S. Telegraph Office	
X	X	X	Bradford—Yard Office	Southwestern Northwestern Buckeye
X	X		Dunkirk, Ind.—Agent's Office	
X	X	X	Goodman—Yard Office	
X	X	X	Logansport—C. W. Telegraph Office	Buckeye Southwestern B. & O. R. R.
X	X	X	Logansport—Crew Dispatcher's Office	Buckeye Southwestern
X	X	X	Logansport—Yard Office, Yard A	
X	X		Logansport—Yard Office, 18th St.	
X	X		Logansport—Yard Office, Yard C	
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	

Bulletin Board	Employees' Register	Standard Clock	Location	Other Regions or Railroads
X	X	—	16th Street—Yard Office	
X	X	—	Mackinaw City—Freight Office	
X	X	—	Cadillac—Enginehouse	
X	X	X	Muskegon Heights—Muskegon Passenger Station	
X	X	X	Muskegon Heights—Henry St. Yard Office G.T.W.	
X	X	—	Muskegon Heights—Enginehouse G. T. W.	
X	X	X	Muskegon Heights—Commerce St. Bunk House	
X	X	X	Grand Rapids—Hughart Block Station	Buckeye
X	X	X	Grand Rapids—Enginehouse	Buckeye
X	X	—	Kalamazoo—Yard Office	
X	X	—	Kendallville—Freight House	Buckeye
X	—	X	Grand Trunk Western R. R.	
X	—	X	Durand—Telegraph Office	
X	—	X	Enginehouse	
X	X	—	South Bend—Yard Office	

NOTE 1—X indicates in service.

Standard Clocks

1075-A3. Standard clocks at other points:

Train Dispatchers Office.

Block Stations.

GENERAL ORDER ZONES

1075-A4. General Order Zones of this Region are as follows:

Zone A—Between Region Post Lake Region and West Yard inclusive.

Zone B—Between West Yard exclusive and Adams exclusive.

Zone C—Between Adams inclusive and Junction inclusive.

Zone D—Between Junction exclusive and South Branch Bridge inclusive.

Zone E—Between Fern exclusive and Vandale exclusive.
Between Vandale exclusive and Auburn.

Zone F—Between Mackinaw City and Comstock Park (Mile Post 240) inclusive.

Zone G—Between Comstock Park exclusive and Fisher exclusive.

Zone H—Between Fisher and Junction (Mile Post 93.3) inclusive.

Zone I—Muskegon Branch.

Zone J—Between Region post Buckeye Region, Bradford to Anoka.

Zone K—Between Region Post Buckeye Region 710 feet east of Anoka, Region Post Southwestern Region 660 feet north of Mile Post 109 on I&F Branch, Fern on Logansport Branch, Fern on South Bend Branch, and Beverly Jct., SC&S between Bernice and Colehour Jct.

Zone L—Between Kenneth and Northwestern Region Post 100 feet west of Effner Station.

Zone M—Fern to South Bend.

Zone N—All other portions, Chicago District.

OBSERVATION OF TRAINS FOR DEFECTS

1076-A. Bunker Hill:

When dragging equipment detector on No. 2 track has been actuated, the two amber lights over the telephone in shelter box on east side of concrete instrument house are extinguished, in which case member of crew must notify operator at Anoka or Kent. After complying with last sentence, **Rule 4076-A**, Train Dispatcher will authorize conductor or engineman to break seal on door of box located above telephone and push button to reset signals. If signals do not clear, be governed by Special Instruction 1663-A.

MOVEMENT OF TRAINS

1083-A1. Rule S-83: Except on portions of the railroad where **Rule 261** is in effect, the information as to the arrival or departure of superior trains will be furnished on form CT 1246 or by message, by the Operator at initial stations, junctions or where trains pass from one of two or more tracks to single track or by train orders if furnished to trains before arrival at the points mentioned.

Except: At Grand Rapids trains entering main track at Fulton St. or Williams St., may obtain this information verbally from Operator at Fuller.

1083-B. Rule D-83: Except on portions of the railroad where **Rules 251** or **261** are in effect, information as to the departure of superior trains will be furnished verbally to train by the operator at initial stations or junctions.

Yard Limits

1093-A1. Yard limits indicated by yard limit boards as follows:

Track	Yard	Between	And
Grand Rapids Branch	Mackinaw City	Mackinaw City	Mile Post 457
	Petoskey	Mile Post 427	2000 feet north of Mile Post 422
	Mancelona	3000 feet north of Mile Post 385	Mile Post 383
	Cadillac	Mile Post 334	Mile Post 330
	Reed City	Mile Post 304	Mile Post 301
	Big Rapids	Mile Post 292	Mile Post 289
	Rockford	Mile Post 249	Mile Post 245
	Grand Rapids	1000 feet north of Mile Post 240	Mile Post 227
	Wayland	Mile Post 214	Mile Post 212
	Plainwell	Mile Post 198	Mile Post 196
	Kalamazoo	4000 feet north of Mile Post 188	3000 feet north of Mile Post 182
	Vicksburg	Mile Post 174	Mile Post 171
	Sturgis	Mile Post 151	Mile Post 148
	LaGrange	Mile Post 139	3000 feet north of Mile Post 137
	Wolcottville	2840 feet north of Mile Post 130	Mile Post 128
	Kendallville	Mile Post 123	Mile Post 119
	Fort Wayne	3500 feet north of Mile Post 95	Junction
Muskegon Branch	Muskegon	Muskegon	3000 feet north of Mile Post 35
	Grand Rapids	3000 feet north of Mile Post 4	3000 feet north of Mile Post 2
Traverse City Secondary Track	Traverse City	Traverse City	2000 feet north of Mile Post 23
Logansport Branch	Columbia City	Vandale	Mile Post 53
	Logansport	10206 feet east of Van	Van
South Bend Branch	Plymouth	Plymouth	939 feet east of Plymouth and 9250 feet west of Plymouth
	South Bend	Lakeville	South Bend
	Logansport	Van	11,488 feet west of Van
Effner Branch	Effner	Kentland Int. Station	Effner

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

Track	Between	And
No. 2 and No. 3	Region Post Lake Region	Crestline
No. 1 and No. 2	Crestline	Signal Bridge 1903 located 1600 feet west of Mile Post 190
No. 1 and No. 2	Mile Post 316 (Main Line, Ft. Wayne Dist.)	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.

Authority to Proceed as an Extra

1097-A1. 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:

Location	Signals, Etc. Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
Denver: N. Y. C. & St. L.	Target Stop Board	Target Horizontal	Stop. Proceed indication: Target vertical, gate cleared. Indicated at night by red light.	
North Manchester: N. Y. C.	Stop Board	Stop	Stop. It must be known crossing is clear before using. 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.	

Location	Signals, Etc. Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
La Otto: Grand Rapids Branch.	Gate Target	Clear Diagonal	Proceed not exceeding 10 miles per hour. Indicated at night by red lights.	
Cadillac: Gimlet track crossing with Ann Arbor	Gate	Clear	Stop before crossing. Indicated at night by red lights.	
Big Rapids: Pennsylvania	Gate	Clear	Proceed not exceeding 10 miles per hour. Indicated at night by green lights.	
Comstock Park: Chesapeake & Ohio	Target	Vertical	Stop before crossing. Indicated at night by red lights.	
Fuller: Grand Trunk Western	Gate	Clear	Stop before crossing. Indicated at night by green lights.	
Grand Rapids: Lake Michigan Drive, New York Central	Target	Vertical	Stop before crossing. Indicated at night by red lights.	
Grand Rapids: Winter Street Chesapeake & Ohio	Target	Vertical	Stop before crossing. Indicated at night by red lights.	
Grand Rapids: Front Avenue New York Central	Gate	Clear	Proceed not exceeding 15 miles per hour. Indicated at night by green lights.	
Grand Rapids: Godfrey Mill Spur New York Central	None	None	Stop. It must be known that crossing is clear before using.	
Fort Wayne: New York Central	Gate and position light	More favorable than stop	Proceed not exceeding 10 miles per hour.	
Muskegon: Western Avenue Chesapeake & Ohio	Target	Horizontal	Stop before crossing.	
Muskegon: B-18 track. Chesapeake & Ohio	Gate	Clear	Stop before crossing.	
Muskegon: Henry St. Chesapeake & Ohio	Gate	Clear	Stop before crossing. Normal position of gates is for Chesapeake & Ohio.	
Muskegon Heights: Manahan Ave. Spur Chesapeake & Ohio	Gate	Clear	Stop before crossing. Normal position of gates is for Chesapeake & Ohio.	
Muskegon Heights: Park and Manahan Ave. Chesapeake & Ohio	None	None	Stop. It must be known that crossing is clear before using.	
Shaw: M.R. & N. Co.	Gate Gate	Clear Clear	Proceed not exceeding 15 miles per hour. Indicated at night by green lights.	

Location	Signals, Etc. Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
Becker: Crossing with C. & O. Ry.	Color light Signals	Red—Stop Yellow— Proceed	Signal operated by ground lever.	1
Logansport: Wabash R. R.	Position Light	More favorable than Stop	Stop, unless pro- ceed hand signal is received from operator at Elm and signal aspect more favorable than stop is dis- played.	
Brighton Park: South Wye.	Semaphore	Vertical or green light	Stop. Signal aspect governs after stopping.	
Brighton Park: G. M. & O. R. R.	Semaphore	Vertical or green light	Stop. Signal aspect governs after stopping.	
Brighton Park: North Wye.	Semaphore	Vertical or green light	Stop. Signal aspect governs after stopping.	
Chicago, 26th St.: Ill. Northern.	Semaphore	Vertical or green light	Stop. Signal aspect governs after stopping.	
Chicago, 12th St.: B. & O. C. T. C. & N. W.	None		Stop. Proceed on hand signal, yel- low flag or yel- low light.	
Cummings Track, 106th St.: C. R. I. & P. C. W. P. & S.	None		Stop. It must be known that crossing is clear before using.	
Hammond: C. S. S. & S. B.	Gate	Clear of P. R. R. track	Stop. Normal po- sition of gate is for movement on C. S. S. & S. B. P. R. R. train- men open gate for P. R. R. movement. Gate must be restored to normal posi- tion when move- ment is com- pleted.	
Right of Way No. 1: Track to Ameri- can Steel Foun- dry—I H. Belt.	None		Stop. It must be known that crossing is clear before using.	
Right of Way No. 3: E. J. & E.-I.H.B. Jct.	None		Stop. It must be known that crossing is clear before using.	

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.

Instructions for operation of time release posted in tele-
phone box.

1098-C1. Between the hours of 11.59 P.M. and 7.59 A.M., scheduled passenger trains entering Station Tracks at Logansport from the west will stop clear of the first crossover west of Third Street and those from the east will stop clear of the switch leading to No. 1 Station Track unless a proceed signal is given by man on ground.

Between the hours of 7.59 A.M. and 11.59 P.M. switches in No. 2 Station Track must be left lined and secured for movement on No. 2 Station Track.

Automatic Highway Crossing Protection on Sidings, Yard or other Tracks

1103-A2. At the following locations automatic highway crossing protection indicates the approach of a train:

Track	Crossing	Location
Outbound engine track	Wiley St.	Crestline
Yard track		
Westward storage track	Broad St.	Dunkirk
Eastward storage track		
No. 3 track	Linker Crossing	Fort Wayne
No. 4 track		
Westward siding	Fifth St.	
Eastward siding		Plymouth
Westward Siding	Bariman St.	
Eastward siding	Clarke Road	Clarke
Siding		
Riley Road North Yard storage track	Riley Road	Mahoning
Eastward Siding		
Siding	Walnut Street	Union City
Armstrong Cork Co. track	Washington St.	Dunkirk
Westward Siding	Lincoln Boulevard	Union City
Siding and Yard track	Pearl St.	Union City
Eastward Siding	State Route 10	North Judson
Eastward Siding		
Team track	Washington St. (State Highway 421)	LaCrosse
Mathieson track		
Westward Siding	Baums Bridge Rd.	
	Main Street	Kouts
Running track	Sheridan St.	
	Emmet St.	Petoskey
	Front St.	
	Scribner St.	
Yard track	Mount Vernon St.	Grand Rapids
	Summer St.	
	Winter St. (Northward only)	
	Vine St.	
	Mill St.	
	Crosstown Parkway	
	Walnut St.	
	Gibson St.	
	Michigan St.	
	Water St.	
Running track	Kalamasoo Ave.	Kalamasoo
	Ransom	
	North St.	
	Frank St.	
	Parsons St.	
	Bush St.	
	Patterson St.	
	Prouty St.	
Clymers Siding	State Highway 25, Clymers	3800 feet north of M. P. 109.

Interrupting Operation of Automatic Highway Crossing Protection Manually

1103-A4. At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection manually:

Track	Crossing	Location	Control Device Located	Movements
Nos. 1, 2 & 3	Main St.	Robinson	In box on instrument case, north side No. 3 track, east of Main St.	Eastward and Westward
Nos. 1, 2 & 3	Western Ave.		In box on instrument case, north side No. 3 track, west of Western Ave.	
Nos. 1, 2 & 3	Wagner Crossing	2 mi. west of Robinson	In box on instrument case.	
No. 1	Main St.	Nevada	In box on post south side of No. 1 track west of Main St.	
No. 2			In box on post, north side of No. 2 track east of Main St.	Eastward
No. 1	Sandusky Ave.	Upper Sandusky	In box on post, south side of No. 1 track, west of Sandusky Ave.	
No. 1	Sandusky Ave.		In box on post, south side of No. 1 track and Hick St., opposite house track switch.	
No. 2	Sandusky Ave.		In box on instrument case, north side of siding, west of Sandusky Ave.	
No. 2	Pierce St.	Delphos	In box on instrument case, north side No. 2 track, east of Pierce St.	Eastward and Westward
No. 1	Pierce St.		In box on post, south side No. 1 track, east of Pierce St.	
No. 2	Franklin St.		In box on instrument case, north side No. 2 track, east of Franklin St.	
No. 1	Franklin St.		In box on post, south side No. 1 track, east of Franklin St.	
No. 2	Main St.		In box on instrument case, north side No. 2 track, west of Main St.	
No. 1	Main St.		In box on post, south side No. 1 track, east of Main St.	
No. 2	Canal St.		In box on instrument case, north side No. 2 track, east of Canal St.	
No. 1	Canal St.		In box on post, south side No. 1 track, east of Canal St.	
No. 2	Clay St.		In box on instrument case, north side No. 2 track, east of Clay St.	
No. 1	Clay St.		In box on post, south side No. 1 track, east of Clay St.	
No. 2	Bredick St.		In box on instrument case, north side No. 2 track, east of Bredick St.	
No. 1	Bredick St.		In box on post, south side No. 1 track, east of Bredick St.	
No. 2	State St.		In box on instrument case, north side No. 2 track, east of State St.	
No. 1	State St.		In box on post, south side No. 1 track, east of State St.	

Track	Crossing	Location	Control Device Located	Movements
No. 2	Adams St.	Middlepoint	In box on instrument case, north side of No. 2 track, east side of Adams St.	Eastward and Westward
No. 1	Adams St.		In box on post, south side of No. 1 track, east of Adams St.	
No. 2	Mason St.		In box on instrument case, north side of No. 2 track, west side of Mason St.	
No. 1	Mason St.		In box on post, south side of No. 1 track, east of Mason St.	
No. 2	U. S. 30	East of Convoy	In box on post, north side No. 2 track, west of U. S. 30.	
No. 1	U. S. 30		In box on instrument case, south side of No. 1 track, west of U. S. 30.	
No. 2	Main St.	Convoy	In box on post, North side of No. 2 track, east side of Main St.	
No. 1	Main St.		In box on post, south side of No. 1 track, west side of Main St.	
No. 2	Tully St.		In box on post, north side No. 2 track, east of Tully St.	
No. 1	Tully St.		In box on post, south side Equity Elevator siding west of Tully St.	
No. 1	Linker	Fort Wayne	Steel post south of tracks	Eastward
No. 2	Linker		Steel post north of tracks	Westward
No. 3	Linker		Steel post north of tracks	Westward
No. 4	Linker		Steel post south of tracks	Eastward
No. 1	First St.	Pierceton	In box on instrument case, south side No. 1 track, east of First St.	Eastward
No. 2	First St.		In box at elevator switch.	Westward
No. 2	First St.		In box on instrument case, south side No. 1 track, east of First St.	Westward
No. 1	Detroit St.	Warsaw	In box on post, south side of No. 1 track, east of Detroit St.	Eastward
No. 2	Detroit St.		In box on instrument case, north side No. 2 track, east of Detroit St.	Westward
No. 1	High St.		In box on instrument case, south side No. 1 track, west of High St.	Eastward
No. 2	High St.		In box on post, north side of No. 2 track, west of High St.	Westward
No. 1	Indiana St.		In box on instrument case south side of No. 1 track, west of Indiana St.	Eastward
No. 2	Indiana St.		In box on post, north side of No. 2 track, west of Indiana St.	Westward
No. 1	Buffalo St.		In box on instrument case, south side of No. 1 track, west of Buffalo St.	Eastward
No. 2	Buffalo St.		In box on post, north side of No. 2 track, west of Buffalo St.	Westward

Track	Crossing	Location	Control Device Located	Movements
No. 1	Lake St.	Warsaw	In box on post, south side of No. 1 track and Street, west of Lake St.	Eastward
No. 2	Lake St.		In box on instrument case, North side of No. 2 track, west of Lake St.	Westward
No. 1	Union St.		In box on instrument case, south side of No. 1 track, west of Union St.	Eastward
No. 2	Union St.		In box on post, north side of siding, west of Union St.	Westward
No. 1	Mill St.	Bourbon	In box on instrument case, south side No. 1 track, west of Mill St.	Eastward and Westward
No. 2	Mill St.		In box on post, north side No. 2 track, east of Mill St.	
No. 1	Main St.		In box on instrument case, south side No. 1 track, east of Main St.	
No. 2	Main St.		In box on post, north side No. 2 track, east of Main St.	
No. 1	Bourbon St.		In box on instrument case, south side No. 1 track, east of Bourbon St.	
No. 2	Bourbon St.		In box on post, north of side track, east of Bourbon St.	
No. 1	Center St.		In box on instrument case, south side No. 1 track, east of Center St.	
No. 2	Center St.		In box on post, north of side track, west of Center St.	
Eastward Siding	Barriman St.	Plymouth	In box on instrument case, south side of eastward siding, west of Barriman St.	Eastward
Westward Siding	Barriman St.		West Storage switch	Westward
No. 1	Stark St.	Hamlet	East of crossing	Eastward
Westward Siding	Stark St.		East of crossing	Westward
No. 1	Franklin St.	Valparaiso	In box on instrument case, south side of No. 1 track, west of Franklin St.	Eastward and Westward
No. 2	Franklin St.		In box on post, north side of No. 2 track, west of Franklin St.	
No. 1	Washington St.		In box on instrument case, south side of No. 1 track, west of Washington St.	
No. 2	Washington St.		In box on post, north side of No. 2 track, west of Washington St.	
No. 1	Lafayette St.		In box on instrument case, south side of No. 1 track west of Lafayette St.	
No. 2	Lafayette St.		In box on post, north side of No. 2 track, east side of Lafayette St.	
No. 1	Napoleon St.		In box on post, south side of tracks, east side of Napoleon St.	
No. 2	Napoleon St.		In box on instrument case, north side of No. 2 track, east side of Napoleon St.	

Track	Crossing	Location	Control Device Located	Movements
No. 1 and No. 2	Wisconsin St.	Hobart	In box on post south of No. 2 track, east of highway and on west end of signal case south of No. 1 track east of highway	Movements on main tracks
No. 1 and No. 2	Virginia St.	Gary	In box on instrument case, south of No. 1 track, east of highway	
No. 1 and No. 2	17th Ave.		In box on instrument case, south of Team Track, east of highway and in box on post north of Team Track, east of highway	
No. 1 and No. 2	17th Ave.		In box on instrument case, south of No. 1 track east of highway and in box on post north of No. 2 track east of highway	
No. 1 and No. 2	15th Ave.		In box on instrument case, south of No. 1 track, east of highway and in box on post north of No. 2 track east of highway	
No. 1 and No. 2	13th Ave.		In box on instrument case, south of No. 1 track, west of highway and in box on post north of No. 2 track, east of highway	
No. 1 and No. 2	Taft St.		In box on instrument case, south of No. 1 track, west of highway and in box on post north of No. 2 track, east of highway	
No. 1 and No. 2 Westward Siding	Clarke Road	Clarke	In box on instrument case south side of No. 1 track, east side of Clarke Road	Eastward and Westward
No. 1 and No. 2	Cline Ave.	Indiana Harbor	In box on east end of instrument case, west of highway south of No. 1 track and on post east of highway, north of No. 2 track	Movements on main track.
No. 1 and No. 2	Washington St.		In box on instrument case, south of No. 1 track, east of highway	
No. 1 and No. 2	Lincoln St.		In box on instrument case, south of No. 1 track, east of highway	
No. 1 and No. 2	McKinley St.		In box on instrument case, south of No. 1 track, east of highway	
Eastward siding and Riley Road North Yard Storage Track	Riley Road	Mahoning	In box on instrument case, south of eastward siding, west of highway	Movements on main tracks, siding and storage track

Track	Crossing	Location	Control Device Located	Movements
No. 4	Calumet Ave.	Roby	In box on instrument case, south of No. 3 track, west of highway	Movements on No. 4 track
No. 3	Calumet Ave.		In box on instrument case south of No. 3 track and west of Calumet Ave.	
No. 1	Highway 121	1.7 miles east of Pikeville	In white box on post on east side of highway	Eastward and Westward
No. 2	Highway 121		In white box on post on west side of highway	
No. 1	Highway 118	0.5 miles east of Meeker	In white box on post on west side of highway	
No. 2	Highway 118		In white box on post on east side of highway	
No. 1	Highway 49	Woodington	In white box on post, east side of highway	
No. 2	Highway 49		In white box on post, east side of highway	
No. 1	Walnut St.	Union City	In white box on post, west side of Walnut St.	
No. 2	Walnut St.		In white box on post, west side of Walnut St.	
No. 1	Washington St.	Hartford City	In white box on post, east side of Washington St.	
No. 2	Washington St.		In white box on post, east side of Washington St.	
No. 1	Main St.	Gas City	In white box on "No left turn" sign post on west side of Main St.	
No. 2	Main St.		In white box on post on east side of Main St.	
No. 1	Main St.	Sweetser	In white box on post, west side of Main St.	
No. 2	Main St.		In white box on post, east side of Main St.	
No. 1	State Route 25	Clymers	In box on post, east side of No. 1 track, north of State Route 25	Northward and Southward
No. 2 and Siding	State Route 25		In box on signal case, west side of No. 2 track, north of State Route 25	
No. 1	Washington St.	Winamac	In white box on instrument case at Washington St.	Eastward and Westward
No. 1	Washington St.		In white box at crossover Adam St.	Eastward only
No. 2	Washington St.		In white box on instrument case at Washington St.	Eastward and Westward
Westward Siding	Main St.	Kouts	In white box on front of station Building	

Track	Crossing	Location	Control Device Located	Movement
No. 1	Sigler St.	Hebron	In white box on post west side of Sigler St.	Eastward and Westward
No. 2	Sigler St.		In white box on instrument case, west side of Sigler St.	
No. 1 and No. 2	Main St.	Crown Point	In white box on instrument case at Main St.	
No. 1 and No. 2	Wentworth Ave.	Lansing	In box on post south of No. 1 track, east of highway and on instrument case, north of No. 2 track, east of highway	Movements on main tracks
No. 1 and No. 2	Ridge Road		In box on instrument case, north of No. 2 track, west of highway	
Single	Dolton Ave.	Calumet Park	In box on instrument case, west of highway	On Single Track
Single	Sibley Blvd.		In box on instrument case, west of highway	
No. 1 and No. 2	127th St.	Riverdale	In box on instrument case, north of No. 2 track, west of highway	Movements on main tracks
No. 1 and No. 2	120th, 122nd and 123rd Sts.	West Pullman	In boxes located on instrument cases	
Nos. 1 and 2	115th St.		In box on instrument case, north side of No. 2 track, east side of 115th St.	Eastward and Westward
No. 1 and No. 2	111th St.	Washington Heights	For No. 1 track in box on post south of No. 1 track, west of highway For No. 2 track on instrument case, north of No. 2 track, east of highway	Movements on main tracks
No. 1 and No. 2	95th St.		In box on instrument case, north side of No. 2 track, east of 95th St. crossing.	
No. 1	87th St.	Beverly Jet.	In box on instrument case, north side of No. 2 track, west side of 87th Street.	Eastward and Westward
South Bend Branch	Eckman St.	South Bend	In white box on instrument case, north side of main track	
Effner Branch	U.S. Road 41	Kentland	In white box on instrument case at crossing U. S. Road 41	
Main	Petoskey St. State St. Michigan St.	Petoskey	Shelter box—west side State St. crossing	Switching
Main	Howard St. Mitchell St. Lake St.		Shelter box—west side Mitchell St. crossing	
Main	River St.	Cadillac	Shelter box—east side River St.	
Main	North St.		Shelter box—east side North St.	
Main	Bremer St.		Shelter box—east side Bremer St.	

Track	Crossing	Location	Control Device Located	Movement
Main	Pine St.	Cadillac	Shelter box—east side Pine St.	Switching
Main	Mason St.		Shelter box—east side Mason St.	
Main	Harris St.		Shelter box—east side Harris St.	
Main	Slosson St.	Reed City	Shelter box—east side Slosson St.	
Main	Todd St.		Shelter box—east side Todd St.	
Main	Lincoln St.		Shelter box—east side Lincoln St.	
Main	Summer St. Winter St.	Grand Rapids	Shelter box—on east side track	Northward and Southward
Main	36th St.		In box north end of signal apparatus case West of Main track South of 36th Street.	
Main	Division and Lake Sts.	Kalamazoo	In box on pole east side of track south of Signal No. 1842	Northward
Main	Vine St. Mill St.		Shelter box—west side of Vine St.	Switching
Main	Mossel Ave.		Shelter box—west side Mossel Ave.	
Main & Running Track	Crosstown Parkway		In box south end of signal apparatus case, east of main track, north of Crosstown Parkway.	Northward and Southward
Main & Running Track	Michigan Avenue		In box south end of signal apparatus case, east of main track, south of Michigan Avenue.	

When such device is used, no movement may be made over the crossing by their train until protection is provided as prescribed by Rule 103, or the automatic operation of these signals has been restored.

Employees should observe the operation of automatic highway crossing signals and report promptly to the Superintendent Transportation any failure to operate properly.

At Kalamazoo, when a northward train is stopped at signal No. 1842 a member of the crew must immediately interrupt the operation of crossing protection by pushing button marked stop and when ready to proceed push button marked start.

Interrupting Operation of Automatic Highway Crossing Protection Automatically

1103-A5. At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection automatically:

Bart to Colehour

Track	Crossing	Location	Movement
No. 2	Lake Park	Hobart	Eastward
No. 2	Wisconsin		Westward
No. 1	Virginia St.		Eastward and Westward
No. 2	Virginia St.	Gary	Eastward
No. 1	21st Ave.		Westward
No. 1 and No. 2	Broadway		Westward
No. 2	Washington		Westward
No. 1 and No. 2	Adams		Westward
No. 1 and No. 2	19th Ave.		Westward
No. 1	Jackson St.		Westward
No. 1	17th Ave.		Eastward and Westward
No. 1 and No. 2	Harrison St.		Eastward and Westward
No. 2	15th Ave.		Westward
No. 1	15th Ave.		Eastward
No. 2	13th Ave.		Westward
No. 1	5th Ave.		Eastward
No. 1	Cline Ave.	Indiana Harbor	Eastward
No. 1	McKinley		Eastward
No. 1	Lincoln St.		Eastward
No. 1	Washington St.		Westward
Riley Road North Yard storage track	Riley Road	Mahoning	Westward

Bradford to Bernice

No. 2	Division St.	Union City	
Single	All Street Crossings	Redkey	
No. 1 and No. 2	Main St. Meridian St.	Dunkirk	Eastward and Westward
No. 1 and No. 2	Cicott St.	Logansport	
No. 2	Washington	Winamac	Eastward
No. 2	Adams		
No. 2	Main		
No. 2	Madison		
No. 1	Washington		
No. 1	Adams		
No. 1	Main		
No. 1	State Road No. 8		
No. 1	Quincy	Hebron	
No. 1	Main		
No. 1	Washington		
No. 1 and No. 2	Main St.	Crown Point	Westward

Track	Crossing	Location	Movement
No. 1	Austin	Schererville	Eastward
No. 1	Wilhelm		Eastward
No. 2	Wilhelm		Westward
No. 1	Joliet		Eastward
No. 2	Joliet		Westward
No. 1	Wentworth Ave.	Lansing	Westward
No. 2	Wentworth Ave.		Eastward
No. 1 & 2	Ridge Rd.		Westward
No. 1	Burnham Ave.		Eastward
No. 2	Burnham Ave.		Westward

S. C. & S.—Bernice to Colehour Jct.

Single	147th St.	Calumet Park	Westward
Single	106th St.	Colehour	Eastward

Bernice to Beverly Jct.

No. 1	159th St.	Dolton Yard	Eastward
No. 2	159th St.		Westward
No. 1	154th St.	Dolton	Eastward and Westward
No. 2	154th St.		Eastward
No. 2	Main St.		Westward
No. 1	127th St.	West Pullman	Eastward
No. 1 & 2	120th St.		Eastward and Westward
No. 1	Halsted St.		Eastward
No. 1	119th St.		Eastward
Nos. 1 and 2	115th Street		Westward
No. 1	Throop St.	Washington Hts.	Eastward
No. 2	95th St.		Westward
No. 1 & 2	105th St.		Eastward
No. 1 & 2	106th St.		

I. & F. Branch

No. 1	State Highway No. 25	Clymers, Ind.	Southward
No. 2	State Highway No. 25		Northward
No. 1	South Entrance to State Hospital	Long Cliff, Ind.	Southward
No. 2	South Entrance to State Hospital		Northward

South Bend Branch

Track	Crossing	Location	Movement
Single	State Road No. 6	La Paz	Westward
Single	Bates St.	Logansport	Eastward

Effner Branch

Single	State Road No. 41	Kentland	Eastward
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Logansport Branch

Single	Bates St.	Logansport	Eastward
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1103-A7. Eastward trains having cars to set off at Benson Yard will stop their train west of Antrim when rear of train is to be left on Main Track.

Eastward trains having work to do at Coulter Track, Bucyrus, O., will upon arriving, immediately call Crossing Watchman at Sandusky Ave., (5 short rings) and inform him that they will not cross W. Mansfield or Sears Streets. Upon completion of work they will again call Watchman.

A train moving from Bucyrus Station to Coulter Track, against current of traffic, on No. 1 Track, will, upon completion of work at Coulter Track, call the Watchman at Sandusky Ave., and tell him to start flashers for normal move eastward.

Westward trains having cars to set off or pick up at elevator track, Middlepoint, Ohio, will stop their train east of CC sign, 4500 feet east of Station Middlepoint when rear of train is to be left on main track.

If automatic highway crossing protection does not operate for reverse movement for train, Rule 103 must be complied with.

Kalamazoo—Automatic highway crossing signals operate for both main track and siding, except Mosel—Manual for siding.

North bound trains stopping at Kalamazoo station will, before departing, give two short blasts of whistle as a warning to watchman at Water Street to operate manually highway crossing signals, during period manually operated.

Protection For Public Highway Crossings At Grade

1103-B1. Trains or engines must stop before passing over the following public highway crossings at grade, during the hours there is no crossing watchman on duty and, unless otherwise provided, a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location	No crossing watchman on Duty Between the Hours of
Secondary	106th Street	Calumet River Line	Midnight and 8:00 A. M. Sunday continuously
Secondary	Hoynes Ave.	Englewood Conn. Line	3:00 P. M. and 7:00 A. M.
Main	Ewing St.	South Bend	11:00 P. M. and 7:00 A. M. daily, Saturday and Sunday continuously.
Main	Calvert St.	South Bend	11:00 P. M. and 7:00 A. M. daily, Saturday and Sunday continuously.

1103-C1. Trains or engines must stop before passing over the following public highway crossings at grade and a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location
S. C. & S.	Indianapolis Blvd.	EastWye track, Cole-hour Jct.
Track to American Maize Co.	Indianapolis Blvd.	Roby
Right of Way No. 3	Riley Road and Dickey Road	Indiana Harbor
Right of Way No. 1	Columbus Drive	East Chicago
South Bend Branch	Garro Street Washington Street Adams Street Jefferson Street Harrison Street	Plymouth

1103-C3. Before and after making movements over crossings at following locations, a member of train or engine crew must manually operate flasher lights by means of apparatus located on adjacent instrument case or post, or provide protection as prescribed by Rule 103.

Track	Crossing	Location	Period Manually Operated by Crews
Main	Indiana Ave. Broadway Stull St. Garst St. Sample St. Tutt St.	South Bend	11.00 P. M. to 7.00 A. M. daily Monday through Friday Continuously Saturday and Sunday. See Note 1.
Siding	Route 6	La Pas Jct.	Continuously
Right of Way No. 3	Indianapolis Blvd.	East Chicago	Continuously
All tracks except Main and running Track	Crosstown Pkwy. Walnut St. Gibson St. Parson St.	Kalamazoo	Continuously

NOTE 1. Apparatus to manually operate highway crossing signals at Indiana Ave., Broadway, Stull St., Garst St., Sample St. and Tutt St. simultaneously located in boxes at Indiana Ave. and Tutt Street. Apparatus to manually operate highway crossing signals at Tutt Street and Sample Street located in white box on instrument case at Tutt Street; apparatus to manually operate highway crossing protection at Indiana Avenue only located in box on bottom of watch tower Indiana Avenue.

NOTE 2. Apparatus at Parson Street, Kalamazoo, Michigan, operates simultaneously highway crossing signals at Parson Street, Bush Street and Patterson Street and must be operated when movement is to be made across any of these streets on any track other than main or running track. It must also be operated when movement is to be made from side track to main track at Parson Street.

1103-C4. Before and after making movements over crossings at following locations, a member of train or engine crew must manually operate flasher lights by means of a hand switch located on adjacent instrument case or post. At crossings as indicated, cars must not be left standing on short track circuits on siding or yard tracks, whose limits are marked by yellow stripes on rails, within the limits of which flashers or gates operate automatically.

Track	Location	Crossing
Sidings	Hartford City	Washington Street
Storage North Side	Gas City	"H" Street Main Street
Industry North Side	Sweetser	Main Street

1103-C5. A train moving to a track on which another train is known to have just passed must not make a movement in the opposite direction to the other train on that track over any crossings in the vicinity protected by Automatic Highway Crossing Signals until protection is provided as prescribed by Rule 103.

1103-C6. 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.

Crossing Clearance

1103-D1.

Hobart

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.

Virginia Street.

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 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.

Gary—21st Avenue.

Broadway.

Washington Street.

Adams Street.

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 by their train until protection is provided as prescribed by Rule 103 or the automatic operation of these signals has been restored.

Apparatus to manually operate the highway crossing signals at 21st Avenue or Adams Street Crossing for movements on North Team Track, are located in boxes on posts north of Team Track, east of highway crossings. Before movements on Team Track are permitted to occupy 21st Avenue or Adams Street Crossings, trainman must operate switch in box marked "TEAM TRACK CONTROL." Switch must be restored to closed position after movement has cleared the highway crossing.

Gary—19th Avenue.

Apparatus to manually operate the highway crossing signals for movements on North or South Team Tracks or Freight House Lead are located in boxes on post north of North Team Track, east of highway, and on instrument case south of South Team Track east of highway. Before movements on North or South Team Track or Freight House Lead are permitted to occupy 19th Avenue Crossing trainman must operate switch in box marked "TEAM TRACK CONTROL."

Gary—17th Avenue.

Before movements on Team Track are permitted to occupy 17th Avenue, trainman must open knife switch in box marked "TEAM TRACK CONTROL" located on instrument case east side of 17th Avenue. Switch must be restored to closed position after movements on Team Track over 17th Avenue are completed.

Gary—Harrison St.

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 crossing by their train 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.

Gary—15th Avenue.

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

Gary—5th Avenue.

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.

Indiana Harbor—Washington Street.

Lincoln Street.

McKinley Street.

When house track switch is reversed, highway crossing gates at McKinley Street will raise automatically. When using house track switch, trainman will manually control highway crossing signals and gates at Lincoln Street by operating push button in box marked "LINCOLN STREET CONTROL" located on instrument case adjacent to switch. When using house track over Washington Street, trainman will manually control highway crossing signals and gates at Washington Street by operating knife switch in box marked "HOUSE TRACK CONTROL" located on instrument case at Washington Street. Gates cannot be raised while train movement occupies any portion of the highway.

Mahoning—Riley Road.

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.

Right of Way No. 3—Indianapolis Boulevard.

Highway crossing signals manually controlled. All trains must stop and place signals in operation before crossing highway and when clear of highway, signals must be turned off. Control box located at each signal and at three locations on industrial tracks west of Indianapolis Boulevard.

Winamac—Madison Street.

Adams Street.

Main Street.

Eastward trains on No. 1 track, cutting off engine or part of train at Madison Street to make shifting movements, will protect reverse movement over Adams and Main Streets in accordance with Rule 13.

North Judson—Main Street.

Sycamore Street.

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.

Lansing—Wentworth Avenue.

Apparatus to manually operate the highway crossing signals and gates for all movements on the Industrial Tracks located in box on west end of instrument case north of No. 2 track, east of highway and marked "INDUSTRIAL TRACK CONTROL." Before movements on industrial tracks are permitted to occupy Wentworth Avenue, Trainmen must operate switch in box marked "INDUSTRIAL TRACK CONTROL." Switch must be restored to closed position after movement has cleared the highway.

Lansing—Ridge Road.

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.

West Pullman—120th Street.

Highway crossing signals and gates operated manually for movements on switching track. Before movements on switching track are permitted to occupy 120th Street, trainmen must operate knife switch marked "SWITCHING TRACK CONTROL" located in box on side of instrument case west side of 120th Street, north of No. 2 track, and switch must be restored to closed position after movement has cleared the highway crossing.

West Pullman—118th Street.

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, movement 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.

Cummings Track—100th Street.

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 move-

ment 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.

Calumet River Line—100th Street.

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.

Wolf Lake-Hammond Track—Avenue "O".

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.

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

Switch Located at	Connecting	With	Normal Position is for Movement
Fort Wayne Station	No. 45 track	No. 46 track	Straight
Muskegon Branch Shaw	Main Track	M. R. & N. R. R.	Straight to Henry St.
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, 52nd Street (P. C. C. & St. L.)	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	Englewood Connecting Line	To West Wye
West Switch, East Wye, 59th Street (E. C. L.)	East Wye	Running Track	On Running Track
West Switch, West Wye, 59th Street (E. C. L.)	West Wye	Running Track	On Running Track
East Switch, East Wye E. C.	East Wye	No. 3 Track	On No. 3 Track
East Switch, West Wye, E. C.	West Wye	No. 3 Secondary Track	On No. 3 Secondary Track
West Switch, West Wye, E. C.	West Wye	Englewood Connecting Line	To East Wye

1104-B1. Switch Tenders are Stationed at and Have Charge of Main Track Switches as Indicated:

Location	Switches
Fort Wayne-Winter St.	From Winter St. to Gay St., including cross-overs between No. 1 and No. 4 track and between No. 2 and No. 3 track.

Switch tenders are under the jurisdiction of and will be governed by instructions of operator as follows:

Winter St.—Operator Wabash.

A hand signal received from switch tenders will be the authority for trains or engines to use main tracks with the current of traffic, secondary tracks in the assigned direction.

NOTE—Trains and engines on secondary tracks must approach switches where switch tenders are stationed prepared to stop clear of any switch or route unless signal to proceed is received from switch tender.

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

Location	Switches
Elm	Crossover between No. 1 and No. 2 tracks. East end Nos. 1, 2 and 3 station tracks. No. 4 storage and/or engine track.
Fort	Crossover between No. 1 and No. 2 tracks. Crossover between No. 1 and No. 2 station tracks. West end No. 1 and No. 2 station tracks.
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.
22nd Street	All switches.

NOTE—Trains and engines must approach hand operated switches where operators are stationed prepared to stop clear of any switch or route unless signal to proceed is received from operator.

If necessary to change any route for which proceed indication has been given to an approaching train or engine, switch must not be changed nor proceed indication given for any conflicting movement until train or engine for which proceed indication was first given, has stopped.

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 lock is removed from keeper:

Location	Switch	Controlled by
Crestline East of station	Facing crossover Nos. 1 to 2 tracks. Facing crossover Nos. 2 to 1 tracks. Trailing crossover between Nos. 2 and 3 tracks. Facing switch No. 3 to No. 5 tracks. Trailing switch No. 1 to N. Y. C. interchange track.	Crestline
Robinson	Trailing switch No. 1 to station siding.	Crestline
Colsan	Trailing switch No. 3 to Timken Roller Bearing Co. track. Trailing switch No. 3 to Shunk track. Facing switch No. 2 to freight station.	Colsan
Lima	Trailing switch No. 2 to B. & O. wye.	Lima
Delphos	Trailing crossover No. 1 to No. 12 tracks. Facing switch No. 1 to No. 12 tracks.	Delphos
Piqua Road	Facing crossover Nos. 2 to 3 tracks. Trailing crossover Nos. 2 to 3 tracks. Trailing crossover Nos. 2 to 1 tracks. Facing crossovers Nos. 1 to 4 tracks. Trailing crossover Nos. 1 to 4 tracks. Facing crossover Nos. 1 to 2 tracks.	Wabash
Winter St.	Facing crossover Nos. 2 to 3 tracks. Trailing crossover Nos. 1 to 4 tracks. Facing and trailing crossover Nos. 1 to 2 tracks. Trailing crossovers Nos. 2 to 3 tracks. Facing crossovers Nos. 1 to 4 tracks.	Wabash
Fort Wayne East of station	Trailing crossover Nos. 2 to 46 tracks. Facing switch Nos. 2 to 46 tracks. Trailing crossover Nos. 2 to 3 tracks. Facing crossover Nos. 2 to 1 tracks. Facing crossover Nos. 1 to 4 tracks. Trailing crossovers Nos. 1 to 46 tracks.	Wabash
Fort Wayne West of station	Facing crossover Nos. 1 to 4 tracks. Trailing crossover Nos. 2 to 3 tracks. Facing switch Nos. 1 to 46 tracks. Trailing switch Nos. 2 to 45 tracks.	Wabash

Location	Switch	Controlled by
Fort Wayne Grand Rapids Branch N. Y. C. & St. L. Crossing	Facing switch for southward trains leading to Main St. team track.	Runion Ave. N. Y. C. & St. L.
Hobart	House Track	Bart
Clarke	East and west switches from siding to Clarke Yard.	Clarke Jct.
Ind. Harbor	House track switch No. 1 track.	Ind. Harbor
Standard	Trailing hand-operated switch in No. 2 track 490 feet east of Mile Post 450 leading to Riley Road North Yard storage track.	Whiting
Union City	West end of siding.	Union City
Fourteenth Street	Switch connecting outbound engine track to No. 2 track. Facing crossover between No. 1 and No. 2 tracks. Crossover between No. 2 track and first track north of No. 2 track.	Race
Van	Logansport Machine Co.	Van
Kenneth	Facing crossover between No. 1 and No. 2 tracks, located 127 feet east of Kenneth. Trailing crossover between No. 1 and No. 2 tracks, located 323 feet west of Kenneth.	Van
La Crosse	C&O connection.	La Crosse
Calumet Park	Switch at east end of siding.	Calumet Park
Burnham	B&OCT and C&CR connections.	Burnham

1104-D2. The following switches are equipped with electric lock, not controlled by operator:

Location	Switches
Crestline	Trailing crossover between No. 1 main track and No. 8 yard track West of Mile Post 190.
Dugrun	Trailing crossover between Nos. 1 and 2 tracks East of signal 2634. Facing switch No. 1 track to West end Eastward siding.
Plymouth	Trailing hand operated switch in No. 2 track located 1040 feet west of Mile Post 383.
Standard	Trailing hand-operated switch in No. 2 track, 490 feet east of Mile Post 450 leading to Riley Road North Yard storage track.
Redkey	Trailing switch for eastbound movement in main track located 428 feet east of Redkey leading to N. K. P. Railroad interchange track.
Van	Trailing switch in No. 2 track, located 6300 feet west of Van, leading from Yard C.
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 single 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.

NOTE.—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 will be posted in booth adjacent to switches. When operating crossover at Schererville from normal to reverse switch equipped with electric lock must be operated first; when operating crossover from reverse to normal this switch must be operated last.

NOTE.—Except at Schererville, movements on main track must occupy track circuit which extends 200 feet in advance of switch before switch can be operated.

1105-A2. Spring switches at the following locations are not protected by signal indications. All other instructions pertaining to spring switches are in effect.

Location	Normal Position	Route for Which Sprung
Roby	No. 3 track	Eastward movements from yard track to No. 3 track.
Green Street	No. 2 Secondary Track	Eastward movements from No. 1 Secondary track to Secondary track of no assigned direction.
Winchester Avenue	No. 1 Secondary Track	Westward movements from No. 2 Secondary track to yard track.

Secondary Tracks

1110-A1. Trains and engines will protect against following movements on secondary tracks as indicated:

Track	Between	And
Traverse City	Walton Jct.	Traverse City
Harbor Springs	Kegomic	Harbor Springs
Mackinaw City	Mackinaw City	Carp Lake

Track Assignments

1151-A1. Single Track.

Track	Between	And
Main Line	Union City	Kirk
S. C. & S.	Bernice	Colehour Jct.
Logansport Branch	Van	Vandale
South Bend Branch	Van	End of Block
Effner Branch	Kenneth	Effner
Grand Rapids Branch	Carp Lake	Junction
Muskegon Branch	Shaw	Muskegon Jct.

1151-B1. Two or More Tracks.

Current of traffic is as follows:

Between: MAIN LINE	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Region Post Lake Region and Crestline		Westward	Eastward Passenger	Eastward Freight
Crestline and West Yard			Westward Passenger	Eastward
West Yard and Colsan		Westward Freight	Westward Passenger	Eastward
Colsan and Whiting			Westward	Eastward
Whiting and 58th Street (Sig. Bridge)	Westward Freight	Eastward Freight	Westward Passenger	Eastward Passenger
58th Street (Sig. Bridge) and South Branch Bridge			Westward	Eastward
Bradford and Union City			Westward	Eastward
Kirk and Beverly Jct.			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.

Between: I. & F. BRANCH	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Clymers and Van			Northward	Southward

NOTE—Tracks are numbered from west to east.

1151-C1. Secondary Tracks of Assigned Direction

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission from	Note
No. 4	Junction	Winter St.	Eastward	Wabash	Wabash	5
No. 4	Linker	Adams	Eastward	Wabash	Wabash	5
No. 4	58th St. (Sig. Bridge)	47th St.	Westward	Yardmaster 55th St.	Yardmaster 55th St.	
No. 3	55th St.	58th St. (Sig. Bridge)	Eastward	Yardmaster 55th St.	Yardmaster 55th St.	
No. 2	Beverly Jct.	Belt Crossing	Westward	Beverly Jct.	Beverly Jct.	3
No. 1	Belt Crossing	Beverly Jct.	Eastward	Beverly Jct.	Beverly Jct.	2
No. 2	Belt Crossing	49th St.	Westward	Yardmaster 59th St.	Yardmaster 59th St.	
No. 1	49th St.	Belt Crossing	Eastward	Yardmaster 59th St.	Yardmaster 59th St.	
No. 2	49th St.	Western Ave.	Westward	Switchtender Brighton Park	Switchtender Brighton Park	
No. 1	Western Ave.	49th St.	Eastward	Switchtender Brighton Park	Switchtender Brighton Park	1
No. 2	Green St.	Winchester Ave.	Westward	EC	EC	4
No. 1	Winchester Ave.	Green St.	Eastward	EC	EC	4

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 approaching Winchester Avenue must stop and remain clear of yard track unless a hand signal to proceed is received from switchtender at 59th Street. If hand signal to proceed is not promptly received, Conductor or Engineman must call switchtender.

NOTE 5. At Adams, 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 Wabash to use this track.

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 or cleared.

1151-D1. Secondary Tracks of No Assigned Direction

Track	Between	And	Con- trolled by	Note
Vandale (E)	Vandale	Auburn	Avilla	
Falmouth (S)	Falmouth	Missaukee Jct.	Cadillac	
Traverse City (N)	Walton Jct.	Traverse City	Cadillac	
Harbor Springs (N)	Kegomic	Harbor Springs	Mancelona, Cadillac when Mance- lona not in service	
Mackinaw City (S)	Mackinaw City	Carp Lake		
No. 3 Track (W)	Adams	Piqua	Wabash	2
No. 3 Track (W)	Winter St.	Junction	Wabash	2
No. 5 Track (W)	Linker	Piqua	Adams Wabash	
Calumet River Line (W)	Hegewisch	River Branch Jct.	Yardmaster 110th Street	1
Englewood Con- necting Line (W)	EC	Green Street	EC	
No. 4 (W)	47th St.	22nd St.	22nd St.	3
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 or cleared. (N) (E) (S) (W) Indicates time-table 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. 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.

NOTE 3. At 22nd Street, hand signal to proceed from Operator will be authority to use No. 4 track to 47th Street, unless otherwise instructed.

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

Siding	Employee in Charge	Note
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
Richey—Westward	Operator Estry	1
West Monroeville—Eastward		1
Vandale—Westward	Operator Vandale	1
West Vandale—Eastward		1
West Warsaw—Eastward	Operator Warsaw	1
West Warsaw—Westward		
Plymouth—Westward	Operator Plymouth	1
West Plymouth—Eastward		1
Hamlet—Eastward	Operator Hamlet	1
Hamlet—Westward		
Wanatah—Eastward	Operator Wanatah	1
Wanatah—Westward		1
East Bart—Westward	Operator Bart	1
Bart—Eastward		1
Whiting—Eastward	Operator Whiting	1
Hartford City—Westward	Operator Ridgeville	
Hartford City—Eastward	Operator Kent	
Kent—Westward		
Converse—Eastward	Operator Anoka	
Clymers—Southward	Operator Clymers	
Star City (Westward)	Operator Van	
North Judson (Eastward and Westward)	Operator North Judson	
Kouts (Westward)	Operator Kouts	1
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.

PASSENGER TRAIN OPERATION

Locking of Toilets

1154-A1. Trainmen of passenger trains will lock all toilet doors before arriving at Logansport.

1154-A4. A stop must be made just prior to coupling to occupied passenger equipment.

1154-A5. The following instructions will govern employes assigned to the handling of back-up movements of passenger equipment between 12th Street Passenger 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 Passenger Yard to Chicago Union Station by use of back-up hose or back-up valve.

2. 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.
3. 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.
4. Before back-up movement is made, the employe who is to handle movement must identify himself to the engineman.
5. Employe in charge of back-up movement must know back-up hose or back-up valve is in operative condition.
6. 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.
7. 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.
8. 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 rear of a movement consisting of 3-unit diesel engine and all cars 85 feet in length, will be 200 feet from bumping block at end of track when front of engine passes sign corresponding to number of cars in movement.
9. If application of brakes has not been initiated by employe in charge of back-up movement when front of engine passes sign corresponding to number of cars in movement, engineman must immediately bring movement to stop by use of automatic brake valve.
10. 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.

1154-A6. In complying with the requirements of Rule 77, when a passenger train has an Observation-Lounge car as rear car in train, flagman must be in a position where he can be plainly seen in vestibule door on head end of Observation-Lounge car to exchange hand signals with Operators passing block and interlocking stations.

FREIGHT TRAIN OPERATION

Operation of Pusher Engines In State of Ohio

1155-B1. 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.

1155-B3. When brakes are being applied from the rear end of a long freight train, the brakes on locomotive and head portion of train will not apply due to the feed valve maintaining the brake pipe pressure. Therefore, it is important that the automatic brake valve be placed on lap or 1st service as quickly as possible, thereby blanking off the supply of air pressure to the brake pipe, permitting the brakes to apply on locomotive and head portion of train. This will prevent the hard stretching out of the train, which may result in breaking a knuckle or drawbar.

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

Operation of A-2 Caboose Valve.

Service Application: Move the valve handle from release toward application position, being sure to hesitate 10 seconds in each notched position before moving on to the next notch. The first movement of the handle locks the 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 extreme application position and leave it there until after the train has stopped.

The practice of making brake applications from the rear of freight trains should be avoided except in cases of real necessity. The trainmen must endeavor to attract the engineman's attention by signaling before applying the brakes from the train. When the danger to the train is such that trainmen will have time to stop the train with a service application, the following method should be used:

Open the conductor's valve on cabin car very slowly, using between 50 and 60 seconds from the time air starts to exhaust from conductor's valve until valve is wide open. The valve must not be closed until after the train has stopped.

Enginemen should look back along their train for hand signals as often as is consistent.

When trainmen are applying the brakes from the train, the engineman will be conscious of the brake application by the train slowing down due to brakes dragging on rear portion of train. When engineman notices this condition, he should immediately place the automatic brake valve on first service or lap position, and if power is being used, the throttle must be gradually closed, making sure that power is completely shut off before the train stops.

1155-C2. 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-C6. Freight trains leaving sidings 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.

1155-C7. To avoid blocking street crossings in the City of Kalamazoo, freight trains with over 25 cars not receiving clear signal aspect, Rule 281, Fig. A, at Signal 1842, will stop at Signal 1842, contact Train Order Office at Kalamazoo when open; "MC" when Kalamazoo is closed and will proceed only when informed that they may proceed through the City of Kalamazoo without stopping.

1155-C8. To avoid blocking street crossings in the City of Kendallville, trains with over 40 cars not receiving a clear signal aspect, Rule 281, Fig. A, at Signal 1215, must stop at Signal 1215, contact block operator at Avilla block and interlocking station, who will arrange for P. R. R. Train Dispatcher to contact N. Y. C. R. R. Train Dispatcher to determine when they may proceed without stopping at crossing.

1155-C9. In the application of **Rule 34** to freight train operation, unless duties require his presence elsewhere on train, the front brakeman will ride in cab of lead unit of diesel hauler when such cab is equipped with brakemans seat. In the state of Indiana, this applies to the assigned crew member.

PASSENGER AND FREIGHT TRAIN OPERATION

1156-A1. 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.

SPEED RESTRICTIONS

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

PASSENGER TRAINS AND FREIGHT TRAINS
1157-C1. Maximum Speeds, unless otherwise Specified

Main Line Between:	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									
Region Post Lake Region and Mile Post 188.....					79	50	79	50	45	45
Mile Post 188 and Crestline.....					30	30	30	30	30	30
Crestline and West Yard.....							79	50	79	50
West Yard and Colsan.....					60	50	79	50	79	50
Colsan and Winter St.....							79	50	79	50
Winter St. and Broadway (Ft. W.).....							30	30	30	30
Broadway (Ft. W.) and Junc- tion.....							40	40	60	40
Junction 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.....			40	40	40	40	60	50	60	50
Roby and River Branch Jct.....			40	40	40	30	70	50	70	50
River Branch Jct. and Engle- wood.....			40	40	30	30	70	50	70	50
Englewood, over Rock Island Crossing.....			30	30	30	30	30	30	30	30
Englewood and 58th Street.....			30	30	30	30	70	50	70	50
58th Street and South Branch Bridge.....							70	50	70	50
Alton Jct. over C. & W. I.- Santa Fe Crossing.....							15	15	15	15
Bradford and Union City.....							55	45	55	45
Union City and Kirk.....	55	50								
Kirk and Anoka.....							55	45	55	45
Anoka and Race.....							50	50	50	50
Race and Elm.....							30	30	30	30
Elm, over Wabash Crossing.....							15	15	15	15

Main Line Between:	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
	Miles per Hour									
Elm and Van.....							30	30	30	30
Van and Bernice.....							60	50	60	50
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								
Bernice and West Pullman.....							30	30	30	30
West Pullman, within inter- locking limits.....							20	20	20	20
W. Pullman and Beverly Jct.....							30	30	30	30
Beverly Jct. over Rock Island and B. & O. C. T. R. R. Crossings.....							20	20	20	20
I. & F. Branch Between: Clymers and Van.....							70	50	70	50
Grand Rapids Branch Between: Mackinaw City and Carp Lake	30	30								
Carp Lake and Mile Post 445..	40	40								
Mile Post 445 and Mile Post 431	30	30								
Mile Post 431 and Mile Post 420	40	40								
Mile Post 420 and Mile Post 411	30	30								
Mile Post 411 and Mile Post 338	40	40								
Mile Post 338 and Mile Post 189	50	40								
Mile Post 189 and Mile Post 182	40	40								
Mile Post 182 and Junction.....	50	40								

(Northwestern Region G. O. No. 606)

	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
Muskegon Branch Between:	Miles per Hour									
Shaw and Walker.....	45	35								
Walker and Mile Post 4.....	40	30								
Mile Post 4 and Muskegon Jct.....	20	20								
Effner Branch Between:										
Kenneth and Effner.....	45	45								
Monticello, within interlocking limits.....	20	20								
Reynolds, within interlocking limits.....	20	20								
South Bend Branch Between:										
Van and Fern.....	15	15								
Fern and DeLong.....	35	35								
DeLong, within interlocking limits.....	20	20								
DeLong and Plymouth.....	35	35								
Plymouth interlocking and Plymouth Harrison St., 0.56 Mi. West thereof.....	15	15								
Plymouth (Harrison St.) and La Paz Junction.....	35	35								
La Paz Junction, within interlocking limits.....	20	20								
La Paz Junction and 4 miles east of End of Block.....	35	35								
Lakeville, within interlocking limits.....	20	20								
4 miles east of End of Block and South Bend.....	10	10								
Logansport Branch Between:										
Van and Fern.....	15	15								
Fern and Vandale.....	45	45								

Passenger trains with freight cars not equipped for passenger service must not exceed maximum speed for freight trains, unless otherwise instructed.

NOTE—In the territory between Virginia St. and Crestline where maximum authorized freight train speed is 50 miles per hour, train TT-1 and train TT-2 may operate at maximum speed 60 miles per hour, when consist is entirely of flat cars in TRUC TRAIN service. Conductor will notify engineman as to consist of train. In operation of train TT-1 and train TT-2, REX cars will be considered the same as flat cars in TRUC TRAIN service.

1157-C3. Wreck Trains and Work Trains

	Boom Trailing		Boom Forward		On Curves
	Miles per Hour				
	Wreck	Work	Wreck	Work	Work
Main Line Between:					
Region Post Lake Region and Col- san No. 1, No. 2 and No. 3 Tracks	50	30	40	20	20
Colsan and South Branch Bridge, No. 1 and No. 2 Tracks.....	50	30	40	20	20
Whiting and 58th St., No. 3 and No. 4 Tracks.....	25	30	25	20	20
Bradford and Race.....	40	30	30	20	20
Race and Van.....	30	30	30	20	20
Van and Bernice.....	50	30	40	20	20
Bernice and Colehour Jct.....	30	30	25	20	20
Bernice and Beverly Jct.....	30	30	25	20	20
I. & F. Branch Between:					
Clymers and Van.....	35	30	25	20	20
South Bend Branch Between:					
Van and South Bend.....	30	25	30	20	20
Effner Branch Between:					
Kenneth and Effner.....	25	25	20	20	20
Logansport Branch Between:					
Van and District Post Ft. Wayne District.....	15	15	15	15	15
District Post Ft. Wayne District and Vandale.....	25	25	20	20	20
Grand Rapids Branch Between:					
Mackinaw City and Grand Rapids.	30	30	20	20	20
Grand Rapids and Junction.....	35	30	25	20	20
Muskegon Branch Between:					
Shaw and Muskegon Jct.....	30	30	20	20	20
Traverse City Secondary Track Between:					
Traverse City and Walton Jct.....	20	20	20	20	20
Harbor Springs Secondary Track Between:					
Harbor Springs and Kegomic.....	15	15	15	15	15

Work Trains without crane may operate at speed authorized for freight trains, unless otherwise instructed.

Main Line	Miles per Hour
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 4155-A.	
—on straight track.....	30
—on curves.....	20
1157-C6. Freight trains with 30 or more cars of mineral freight.....	35
Freight trains with one or more cars Class HK, HM or HMA Jenny Type hoppers loaded or empty.....	25
NOTE—When handling such trains conductors must know that enginemen have been so advised.	
NOTE—Class HK, HM and HMA cars are short open top type hopper cars designed for exclusive handling of iron ore.	
1157-C7. Snow Plows in service.....	20
Snow Flangers in service.....	20
Passing station platforms and trains on adjacent tracks..	5
1157-C8. Operating against current of traffic, except where Rule 261 is in effect—Passenger Trains.....	55
—Freight Trains.....	45
1157-C11. Passenger train assisted by an engine on rear and air brake controlled by leading engine.....	30
1157-C12. Pushing Cars—Passenger Trains.....	30
—Freight Trains.....	20
1157-C13. Track Cars—unless otherwise restricted.....	20
—when hauling track cars or trailers.....	15
—hand cars operated under Rule 80.....	8
—through crossovers and turnouts, and over highway and railroad crossings.....	5
1157-C14. Highway Rail Cars—Unless otherwise restricted:	
Fairmont A-34.....	30
Fairmont A-30.....	20
Willys Jeep.....	20
Evans auto railer.....	20
—through crossovers and turnouts, and over highway and railroad crossings.....	5
NOTE—Highway Rail Cars will operate under same rules and Special Instructions that apply to Track Cars.	
1157-C15. Diesel engines when operated from rear unit or other than leading end for direction of movement...	30
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

Spring Switch Location	Movement Involving Spring Switch	Miles Per Hour
Roby—Yard track to No. 3 Track	Trailing—Springing switch through turnout.....	15
Green Street No. 2 Secondary Track to Secondary Track of no assigned direction	Trailing—Springing switch through turnout.....	15
Winchester Avenue No. 1 Secondary Track to yard Track	Trailing—Springing switch through turnout.....	15
Non-Interlocked turnouts—diverging movements.....		10
Alton Jct.—Interlocked turnouts to G. M. & O. R. R., diverging movements.....		10
Class M1 engines through No. 8 crossovers or turnouts must not exceed speed indicated.....		5

This will apply to all hand operated and interlocked crossovers and turnouts.

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

Location	Miles Per Hour
Main Line: River Branch Jct. movements against current of traffic, Tracks No. 1, No. 2 and No. 4. Calumet River Line. Belt Ry. connection.....	20
Beverly Jct.—Western Avenue Secondary Track Drainage Canal Movable Bridge, all movements.....	20

CURVES, BRIDGES, ETC.

1157-F1. Maximum Speed

Main Line:	Miles Per Hour
All curves between Mile Posts 188 and 190.....	30
Reverse curve one mile west of Crestline.....	40
Curve just east of Bucyrus station.....	60
Upper Sandusky C. & O. R. R. crossing.....	40
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—Wabash Ry. crossing.....	30
Curves between B. & O. C. T. R. R. Crossing at Whiting and State Line.....	55
Roby, on No. 3 and 4 track between spring switch in No. 3 track and Calumet Ave.....	15
Curve 0.3 mi. east of Englewood.....	55
60th St., 0.4 mi. west of Englewood.....	25
55th St., 1.3 mi. west of Englewood.....	40
Curves 51st St., 1.7 mi. west of Englewood.....	50
49th St., 1.9 mi. west of Englewood.....	50
47th St., 2.0 mi. west of Englewood.....	50
Bradford—Over street grade crossings.....	20
Union City—Between passenger station and Big Four Crossing.....	40
Ridgeville—Between west switch southwest wye and connecting switch, Buckeye Region.....	25
Gas City—Over Main Street Crossing; first crossing East of passenger station.....	40
Marion—Over street grade crossings.....	25
First curve west of Kenneth, No. 2 track.....	50
S. C. & S.	
Curve, Bernice to point 0.1 mi. west.....	30
Curve east of Bridge 4.76, Burnham.....	30
Curve west of Bridge 4.76, Burnham.....	25
Curve at 103rd Street, east of Colehour Jet.....	20
I. & F. Branch	
Long Cliff—North of Mile Post 113, North of Long Cliff..	50
South Bend Branch:	
Logansport—Over North Third Street, 1.14 miles west of Van.....	5
Logansport—Over North Sixth Street, 1.42 miles west of Van.....	5
Logansport Branch:	
Logansport—Third and Sixth street crossings.....	5
Curve at Mile Post 1.3.....	34
Reverse curve two miles east of Logansport.....	20
C. & O. Crossing—Hoover.....	20

	Miles Per Hour
Grand Rapids Branch:	
Levering Station curve.....	30
Curve at Mile Post 447.....	30
Curves between Mile Posts 427 and 425.....	30
Mile Post 425 to Mile Post 424.....	10
Mile Post 424 to Mile Post 423.....	20
Curve at Mile Post 422.....	30
Reverse curves between Mile Post 379 and Mile Post 377..	30
First curve south Mile Post 341.....	30
First curve north Mile Post 339.....	30
First curve north Mile Post 338.....	30
Mile Post 333 to Mile Post 330.....	20
First curve south Mile Post 329.....	40
Curves between Mile Post 326 and Mile Post 324.....	30
Curve south Mile Post 316.....	40
First and second curve south of LeRoy station.....	40
C. & O. Ry. crossing—Reed City.....	20
Curves between one-quarter mile north of Mile Post 277 Mile Post 276.....	40
Over hand operated switch 610 feet south of Mile Post 234.	10
Mile Post 237 to Wealthy St.....	20
Wealthy St. to Buchanan St.....	10
Buchanan St. to Mile Post 231.....	20
Reverse curves south Mile Post 230.....	35
Reverse curves south Mile Post 229.....	35
First curve north Mile Post 203.....	40
Reverse curves between Mile Post 201 and Mile Post 200..	40
N. Y. C. R. R. crossing—Plainwell.....	20
Mile Post 187 to Mile Post 184.....	20
Mile Post 174 to Mile Post 172.....	25
N. Y. C. R. R. crossing—Wasepi.....	20
N. Y. C. Crossing—Sturgis.....	20
Wabash Ry. Crossing—Wolcottville—Northward.....	20
Wabash Ry. Crossing—Wolcottville—Southward.....	40
N. Y. C. Crossing—Kendallville—Northward only.....	20
First curve north Mile Post 94.....	40
Curve at Junction.....	30
Muskegon Branch:	
Muskegon—Sixth St., Commerce St. and Peck St.....	8
First curve south Ravenna.....	30
Walker—Between Mile Post 10 and 500 feet north of Mile Post 12.....	30
Penn. Jct.—Northward.....	20
Curve at Walker Road—between Mile Post 5 and Mile Post 4.....	30

(Northwestern Region G. O. No. 606)

ENGINES

1157-G1. Maximum Speed, unless otherwise restricted.

Class Steam Engines	Miles Per Hour		
	Backward	Forward— Light	Forward— with train
H.....	35	40	50
I.....	25	40	50
J.....	25	40	50
K.....	35	50	70
L.....	25	40	50
M.....	35	50	50
Rail Motor Cars..	60	60	60

NOTE—

Grand Trunk Western steam engines of the 6400 class are restricted to 35 miles per hour when operating on Muskegon Branch between Walker and Shaw.

Class Diesel Engines	Miles Per Hour		
	Multiple Light	With Train	
		Passenger	Freight
Road:			
Passenger.....	50	79	60
Freight.....	50	65	60
Except EH-15.....	35	50	50
Freight-Passenger.....	50	75	60
All Purpose.....	50	65	60
Road Shifters:			
ES-15a.....	35	55	55
All other Classes.....	50	60	60
Yard Shifters:			
All Classes.....	30	50	50
Except:			
A6B.....	20	20	20
GS-4.....	30	30	30
ES-6 #5911 only.....	40	40	40

NOTE—All light single units, maximum speed 30 miles per hour except A6-B units, maximum speed 20 miles per hour.

Road Diesel Engines

First letter designates builder:

“A”—American Locomotive Works—General Electric Company.

“B”—Baldwin-Lima-Hamilton Corporation.

“E”—Electro-Motive Division of General Motors Corporation.

“F”—Fairbanks, Morse and Company.

Second letter (and third letter where used) designates service:

“F”—Freight.

“H”—Freight with lower speed gearing, primarily for helper service.

“P”—Passenger.

“FP”—Normally freight, but equipped for use in passenger service.

“S”—Shifting service.

Numerals indicate engine horsepower in nearest hundreds, for example:

“6”—600 or 660 horsepower.

“15”—1500 horsepower.

SECONDARY TRACKS, RUNNING TRACKS AND SIDINGS

1157-H1. Maximum speed unless otherwise specified

Track	Between	And	Miles per Hour
No. 3.....	Adams.....	Linker.....	30
No. 3.....	Linker.....	Piqua.....	15
No. 3.....	Winter St.....	Junction.....	30
No. 5.....	Linker.....	Piqua.....	20
No. 4.....	Junction.....	Winter St.....	30
No. 4.....	Linker.....	Adams.....	30
Vandale Second- ary Track.....	Vandale.....	Mile Post 56....	8
	Mile Post 56....	Mile Post 75....	20
	Mile Post 75....	Mile Post 83....	15
Falmouth Second- ary Track.....	Falmouth.....	Missaukee Jct...	15
Traverse City Secondary Track.....	Walton Jct.....	Mile Post 15....	30
	Mile Post 15....	Mile Post 24....	20
	Mile Post 24....	Traverse City...	8
Mackinaw City Secondary Track.....	Mackinaw City..	Carp Lake.....	30
Harbor Springs Secondary Track.....	Harbor Springs...	Kegomic.....	25
No. 3.....	58th Street.....	55th Street.....	10
No. 4.....	58th Street.....	47th Street.....	10
No. 3 and No. 4..	47th Street.....	40th Street.....	20
No. 4.....	40th Street.....	22nd Street.....	20
No. 1 and No. 2..	Beverly Jct.....	Western Ave....	20
Calumet River Line.....	Hegewisch.....	River Br. Jct...	20
Englewood Connecting 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
Hartford City Westward Sid- ing.....	5

ENGINE RESTRICTIONS

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

NOTE—Letters and figures indicate:

X—Prohibited.

A—Backward movement prohibited.

R—Restricted account of light rail.

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

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 listed above each numbered column of this page will apply to same numbered columns of all succeeding pages.

LOCATION	CLASS OF ENGINES										
	1	2	3	4	5	6	7	8	9	10	11
	AS6, A6B, BS6, BS6A, BS7, BS7M, ES6, GS4, GS4M	AS10, AS10A, AS10AM, AS10AS, AS10AMS, AS10M, AS10S, AS18M, BS10, BS10A, BS10AM, BS10AS, BS12, BS12AM, BS12AMS, BS12AS, BS12M, ES10, ES12, ES12M, FS10	AS15M, AS16, AS16M, AS16MS, ES15M, ES15MS, EFS17M, EH15, EFP15, FS12, FS12M, FS16M, FS20, FS20M	AF15, AF16, AS18AM, AS24M, AFP20, BF15, BF15A, BF16, BS16M, BS16MS, EF15, EF15A, EP20, EP22, FF16, FP20, FP20A	AS16A, APS24MS, BS24, BS24M, BF16Z, BP20, ES15A, ES17M, FS24M, FF20, LS25, LS25M	BH50, GG1, FF2, P5, P5A, DD1, DD2, E2B, E2C, E3B	L	M	I	J	Engines with tender capacity of over 15,000 gallons with 6-wheel trucks
MAIN LINE											
CRESTLINE—CHICAGO UNION STATION											
CRESTLINE:											
Laengs Track.....						X		X	X	X	
Crestline Equity Co.				X	X	X	X	X	X	X	
BUCYRUS:											
Bucyrus Rubber Co.						X	X	X	X	X	
Reid Elevator.....						X	X	X	X	X	
NEVADA:											
Station (curve at east end).....						X	X	X	X	X	
UPPER SANDUSKY											
North side (west of Eighth St.).....						X		X	X	X	
No. 2 yard.....						X	X	X	X	X	
No. 3 yard.....						X	X	X	X	X	
No. 4 yard.....						X	X	X	X	X	
Stephen Lumber Co.						X	X	X	X	X	
C. & O. Ry. Wye (both).....						X	X	X	X	X	

LOCATION	1	2	3	4	5	6	7	8	9	10	11
FOREST:											
N. Y. C. south Wye.....						X	X	X	X	X	
DUNKIRK:											
Crossover to quarry at Walnut St.						X	X	X	X	X	
South Station.....						X	X	X	X	X	
ADA:											
Stock.....						X	X	X	X	X	
Farmers Exchange.....						X	X	X	X	X	
LAFAYETTE:											
Elevator (east of stock pens).....						R	R	X	X	X	
LIMA:											
D. T. & I. Wye.....					X	X	X	X	X	X	
Neon Products Co.....				X	X	X	X	X	X	X	
Edge (west of derail).....						X	X	X	X	X	
B. & O. R. R. Wye (both).....						X	X	X	X	X	
Sioux Honey siding.....						X	X	X	X	X	
Turnout from No. 1 track east of freight station.....						X	X	X	X	X	
All tracks south of freight house and extension.....						X	X	X	X	X	
Ohio Power Co.....				X	X	X	X	X	X	X	
Lima Sheet Metal Co.						X	X	X	X	X	
Lima Lumber Co.						X		X	X	X	
Peoples Fuel & Supply Co. (east of Main St.).....						X	X	X	X	X	
ELIDA:											
All tracks north No. 2 track.....						X	X	X	X	X	
BRIDGE 267.13:											
¼ mile west of Elida.....						60	50	40	40	40	
AUGLAIZE:											
Shenk Grain Co.						X	X	X	X	X	
DELPHOS:											
Delphos Mfg. Co.						X	X	X	X	X	
A. C. Y. R. R. Wye.....					X	X	X	X	X	X	
N. Y. C. & St. L. Ry. Interchange.....					X	X	X	X	X	X	
MIDDLEPOINT:											
Nos. 1, 2 and 4 quarry (west of road crossing).....						X	X	X	X	X	
VAN WERT:											
Marsh Foundation.....						X	X	X	X	X	
Kennedy Mfg. Co.						X	X	X	X	X	
Ewing Lumber Co.						X	X	X	X	X	
Kennedy to Ewing or reverse.....						X	X	X	X	X	
Team.....						X	X	X	X	X	
E. J. Evans.....						X	X	X	X	X	
Dull Lumber Co.				X	X	X	X	X	X	X	
C. N. Ry. Wye.....						X	X	X	X	X	
Weiker Grain Co.						X	X	X	X	X	
CONVOY:											
Hall Lumber Co.						X	X	X	X	X	
Station (east of Hall Lumber Co. Switch).....						X	X	X	X	X	
Equity Elevator.....						X	X	X	X	X	
DIXON:											
Equity Elevator.....						X	X	X	X	X	
MONROEVILLE:											
Equity Elevator.....						X	X	X	X	X	
FORT WAYNE:											
Old C. H. & D. (east of engine house).....						X	X	X	X	X	
Old C. H. & D. (east end to west end of lead No. 9).....						X	X	X	X	X	
Nos. 23, 25, 27 and 29 yard (west end).....								X	X	X	
No. 41 yard (west end).....								X	X	X	
Nos. 1 and 2 Strip (west of steel shop).....				X	X	X	X	X	X	X	
No. 2 Car shop.....						X	X	X	X	X	
Nos. 35, 37, 39 and 43 (yard tracks).....								X	X	X	
Nos. 4, 6, 8 and 10 Freight House.....						X	X	X	X	X	
Dudlo Co.				X	X	X	X	X	X	X	
Lead to Rolling Mill.....						X	X	X	X	X	
COLUMBIA CITY:											
Goss Track.....						X		X	X	X	
Standard Oil Co.						X	X	X	X	X	

LOCATION	1	2	3	4	5	6	7	8	9	10	11
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	X
WARSAW:											
N. Y. C. Wye.....				X	X	X	X	X	X	X	
Indiana Public Service Co.				X	X	X	X	X	X	X	
Gast Coal Co.				X	X	X	X	X	X	X	
HANNA:											
C. & O. Wye.....						X	X	X	X	X	
Station (east of Thompson St.).....						X	X	X	X	X	
WANATAH:											
Wanatah Merc.				X	X	X	X	X	X	X	
C. I. & L. Ry. Wye.....				X	X	X	X	X	X	X	
VALPARAISO:											
Pennsy Elevator.....						X	X	X	X	X	
Ind. Const. Matl. Co.						X	X	X	X	X	
HOBART:											
East Wye to E. J. & E. R. R.						X	X	X	X	X	X
Freight House track.....				X	X			X	X	X	X
West Wye to E. J. & E. R. R.								X	X	X	X
National Fire Proofing Co.: First track north of main track.....				X	X		X	X	X	X	X
Second track north of main track.....				X	X	X	X	X	X	X	X
LIVERPOOL:											
Wye to M. C. R. R.				X	X	X	X	X	X	X	X
TOLLESTONE:											
Sears, Roebuck and Co.				X	X	X	X	X	X	X	X
GARY:											
Freight House and all industrial tracks.....				X	X	X	X	X	X	X	X
The Budd Co. Chase Plant track.....				X	X	X	X	X	X	X	X
West Conn. to C. S. S. & S. B. R. R.								X	X	X	X
CLARKE:											
Rubbish Track.....			R	R	R	R	R	R	R	R	R
CLARKE JCT.:											
West Wye to B. & O. C. T. R. R. Conn. to west end Clarke Yard.....				X	X	X	X	X	X	X	X
INDIANA HARBOR:											
Indiana Pure Ice & Coal Co. Track.....				X	X	A	X	X	X	X	X
Conn. to R. of W. No. 1.....				X	X	A	X	X	X	X	X
INDIANA HARBOR CANAL:											
Conn. to R. of W. No. 3.....								X	X	X	X
West leg of Wye—Riley Road.....								X	X	X	X
WHITING:											
Standard Oil tracks.....				X	X	X	X	X	X	X	X
ROBY:											
Northern Indiana Lbr. Co. Track.....				X	X	X	X	X	X	X	X
Lever Bros. Tracks.....				X	X	X	X	X	X	X	X
STATE LINE:											
Conn. between No. 2 track and Columbia Malt Lead.....				X	X		X	X	X	X	X
Industry Tracks.....				X	X	X	X	X	X	X	X
RIVER BRANCH JCT.:											
Connection to Calumet River Line.....								X	X	X	5
C. R. I. & P. Conn.								X	X	X	
John Mohr & Sons Track.....				X	X	X	X	X	X	X	X
BRIDGE 460.57:											
0.1 mile east of Englewood: Tracks No. 1 and 2.....	30	30	60	60	60	70	50	10	10	10	25
Tracks No. 3 and 4.....	30	30	40	40	40	30	30	10	10	10	10
ENGLEWOOD:											
All Freight House and Yard tracks.....				X	X	X	X	X	X	X	X
J. C. Elise Coal Co. track.....		X-BS 10AS		X	X	X	X	X	X	X	X
Crossovers.....								A5	A5	A5	6

LOCATION	1	2	3	4	5	6	7	8	9	10	11
BRIDGE 460.78											
BRIDGE 460.88											
BRIDGE 460.98											
Englewood											
Tracks No. 1 and 2			70	70	70	70	50	10	10	10	25
Tracks No. 3 and 4			30	30	30	30	30	10	10	10	10
BRIDGE 461.04											
0.3 mile west of Englewood to:											
BRIDGE 461.31											
0.5 mile west of Englewood, incl.:											
Tracks No. 1 and 2			25	25	25	25	25	10	10	10	25
Tracks No. 3 and 4			25	25	25	25	25	10	10	10	10
BRIDGE 461.44											
0.6 mile west of Englewood to:											
BRIDGE 461.93:											
1.1 miles west of Englewood, incl.:											
Tracks No. 1 and 2			70	70	70	70	50	10	10	10	25
Tracks No. 3 and 4			30	30	30	30	30	10	10	10	10
58th STREET:											
Englewood Coal Co. Track				X	X	X	X	X	X	X	X
West Wye to E. C. L.				X	X	X	X	X	X	X	X
Crossovers								A5	A5	A5	5
35th STREET:											
Peacock Estate				X	X	X	X	X	X	X	X
31st STREET:											
Jackson Coal Co. Tracks				X	X	X	X	X	X	X	X
Team Tracks											
23rd STREET:											
Vierling Steel Works				X	X	X	X	X	X	X	X
ALTON JCT.:											
Grove Street Conn.								X	X	X	X
Santa Fe Conn.						X	X	X	X	X	X
G. M. & O. R. R. Conn.						X	X	X	X	X	X
CHICAGO (C. U. S. Joint Tracks):											
Hibbard, Spencer Bartlett Tracks				X	X	X	X	X	X	X	X
North American Cold Storage Track											
All other industrial tracks between 18th Street and Western Ave.				X	X	X	X	X	X	X	X
Neutral tracks								X	X	X	
MAIN LINE											
BRADFORD-CHICAGO UNION STATION											
(Via Beverly Jct.-Western Ave. Secondary Track)											
HORATIO:											
Keller Feed Mill						X		X	X	X	
UNION CITY:											
Parent Elevator Co. Track								X	X	X	
All House Tracks											
Furniture Co. Track											
Body Works Track											
SARATOGA:											
Canning Co. Track								X	X	X	
Saratoga Elevator								X	X	X	
RIDGEVILLE:											
South House Track								X	X	X	X
N. E. Wye Track								X	X	X	X
North House and Team Tracks											
All Yard Tracks								X	X	X	
N. W. Wye Track											
REDKEY:											
Belt Track								X	X	X	X
Nickel Plate Connection								X	X	X	
All House and Team Tracks											

LOCATION	1	2	3	4	5	6	7	8	9	10	11
DUNKIRK:											
Armstrong Cork Co. Track No. 1								X	X	X	
Track No. 2 and 3								X	X	X	X
Stock Pen Track											
Dunkirk Lumber Track								X	X	X	
Dunkirk Coal Co. Track											
Indiana Glass Co. Tracks								X	X	X	X
BRIDGE 137.56:											
0.49 mile East of Hartford City			45	45	45		45	40	40	40	
HARTFORD CITY:											
Ft. Wayne Paper Co.								X	X	X	X
Nickel Plate Connection											
Hartford City Paper								X	X	X	X
All Team and House Tracks								X	X	X	X
Johnson Glass Co.								X	X	X	X
Sneath Glass Co.								X	X	X	X
Window Glass Sales Agency								X	X	X	X
Cottrel Coal Co.								X	X	X	X
Overhead Door Corp.								X	X	X	X
All Tracks off Eastward Siding								X	X	X	X
All Tracks off Westward Siding											
UPLAND:											
North Side Tracks								R	R	R	R
South Side Tracks											
GAS CITY:											
Owens-Illinois Glass Co. Tracks								X	X	X	X
All House and Team Tracks								X	X	X	X
Knox Glass Co. Tracks								X	X	X	X
BETHEVAN:											
Bursley Co. Tracks				X	X	X	X	X	X	X	X
Hubbard Milling Co.											
MARION:											
All Yard Tracks								X	X	X	
Lincoln Oil Co.								X	X	X	
N. Y. C. Connection											
All House and Team Tracks at Freight House											
Osborn and Midwest Paper Co.'s Loading Track				X	X	X	X	X	X	X	X
Midwest Paper Co. North Track				X	X	X	X	X	X	X	X
Canton Belt				X	X	X	X	X	X	X	X
Semi-Belt (Becker)											
CONVERSE:											
Elevator and Team Tracks			R	R	R	R		R	R	R	R
Westward Storage to First Crossing East of Switch								R	R	R	R
Remaining Portion			R	R	R	R	R	R	R	R	R
AMBOY:											
North and South Tracks								R	R	R	R
BUNKER HILL:											
Nickel Plate Conn.								X	X	X	
ONWARD:											
Elevator Track								X	X	X	X
BRIDGE 184.04:											
1.89 Mi. West of Anoka No. 1 Track											50
BRIDGE 194.16:											
2.01 Mi. West of Anoka Tower			70	70	70	70	50	40	40	40	40
BRIDGE 194.16:											
2.03 Mi. West of Anoka Tower			70	70	70	70	50	50	50	50	50
BRIDGE 4.32:											
2.83 Mi. West of Van Tower			70	70	70	70	50	50	50	50	
ROYAL CENTER:											
Team Track								X	X	X	
Storage East of Oil Company	X	X	X	X	X	X	X	X	X	X	X

LOCATION	1	2	3	4	5	6	7	8	9	10	11
THORNHOPE: Elevator Track				X	X	X	X	X	X	X	X
STAR CITY: Team Track											
Standard Oil								X	X	X	
Stock Track											
WINAMAC: Elevator Track								X	X	X	X
Stock Pen track								X	X	X	X
Pickle track								X	X	X	X
RIPLEY: West Storage, Ten car lengths east of derail to end				X	X	X	X	X	X	X	X
East Storage, Ten car lengths west of derail to end				X	X	X	X	X	X	X	X
DENHAM: Team Track				X	X	X	X	X	X	X	X
NORTH JUDSON: Sand Pit Track				X	X	X	X	X	X	X	X
Trailing Turnout, N. Y. C. In- terchange Track to Eastward								X	X	X	X
Siding								X	X	X	X
North Team east of Main Street							X	X	X	X	X
LA CROSSE: Turnouts of three tracks leading to former C. A. & S.						X		X	X	X	
Three former C. A. & S. tracks west of old elevator				X	X	X	X	X	X	X	X
Monon Connection						X		X	X	X	X
North Elevator Track, East of Coal Bins	X	X	X	X	X	X	X	X	X	X	X
GRASSMERE: Elevator Track				X	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	X
Burton coal track						X		X	X	X	X
Tuttle coal track						X		X	X	X	X
Team track, No. side						X		X	X	X	X
Northern Indiana Public Service Track				X	X			X	X	X	X
Liberty Park Substation				X	X			X	X	X	X
Schererville Lumber Co. Track				X	X	X	X	X	X	X	X
HARTSDALE: Wye to M. C. R. R.							A	X	X	X	X
Interchange tracks to M. C. R. R.				X	X	X	X	X	X	X	X
MAYNARD: Wye to Grand Trunk R. R.						X	X	X	X	X	X
National Brick Co. Track				X	X	X	X	X	X	X	X
Simmons Co. Track				X	X	X	X	X	X	X	X
LANSING: Meeters Inc. track South Side											
Lansing Lbr. & Supply Co. track				X	X	X	X	X	X	X	X
Krumm Coal Co. Track											
Team Tracks				X	X			X	X	X	X
BERNICE: Illinois Brick Yard				X	X	X	X	X	X	X	X
Wye to S. C. & S.						X	X	X	X	X	X
DOLTON: C. E. Waterman track				X	X	X	X	X	X	X	X
Dolton Fuel & Material Co. track											
Connection to C. & W. I. R. R.				X	X			X	X	X	X
East end No. 1 and No. 2 set off tracks								X	X	X	X
RIVERDALE: Track north of No. 2 track											
Crossover No. 2 track to track at 137th Street				X	X			X	X	X	X
Connections to Acme Steel Switching track				X	X	X	X	X	X	X	X

LOCATION	1	2	3	4	5	6	7	8	9	10	11
BRIDGE 294.89: 1 mile west of Riverdale.....			30	30	30	30	30	20	20	20	30
WEST PULLMAN: Crossover to Switching track at 120th Street.....				X	X			X	X	X	X
Conn. to C. W. P. & S. R. R.				X	X	X	X	X	X	X	X
Tuco Products track.....											
Standard Fuel & Supply Co. track.....											
WASHINGTON HEIGHTS: Tracks other than main tracks between Wallace Bldg. & Sup- ply Co. Track at 107th Street and team track at 95th Street, inclusive.....				X	X	X	X	X	X	X	X
BEVERLY JCT.-WESTERN AVE. SECONDARY TRACK											
Conn. to Belt R. R.				X	X	X	X	X	X	X	X
Clayton Marks track.....											
Between Brighton Park and 12th Street.....								X	X	X	X
ASH STREET: Conn. to I. C. R. R.						A5	A5	X	X	X	X
Between 12th Street and West- ern Ave.								X	X	X	
ALL BRIDGES Between.....											
BRIDGE 310.09 over Taylor Street.....			20	20	20	20	20	X	X	X	15
and BRIDGE 311.28 over Fulton Street, incl.....											
Between Western Ave. and Clin- ton St. (C. U. S.).....								X	X	X	X
Between Clinton St. and Canal St. (C. U. S.).....						A	X	X	X	X	
MAIN LINE-SC&S											
Between Bernice and Colehour Jct. (S. C. & S.)								X	X	X	
BRIDGE 8.15: 1.1 miles west of Bernice (S. C. & S.).....			40	40	40	40	40	X	X	X	15
CALUMET PARK: Conn. to B. & O. C. T. R. R.								X	X	X	X
BURNHAM: Conn. to B. & O. C. T. R. R.				X	X	X	X	X	X	X	X
Conn. to C. & C. R. R.				X	X			X	X	X	X
Hegewisch Lbr. Co. Track.....											
BRIDGE 4.78: 0.1 mile east of Burnham.....			40	40	40	20	20	X	X	X	10
HEGEWISCH: Wye to Calumet River Line.....								X	X	X	
COLEHOUR JCT.: Indianapolis Blvd. Filling Sta. Tracks.....						X	X	X	X	X	X
East Wye.....								X	X	X	X
MAIN LINE I & F BRANCH											
CLYMERS MILE POST 111: No. 1 and No. 2 tracks.....								35	35	35	
VAN (South of): State Hospital.....				X	X	X	X	X	X	X	X
Indiana Rendering Co.				X	X	X	X	X	X	X	X

LOCATION	1	2	3	4	5	6	7	8	9	10	11
ENGLEWOOD CONNECTING LINE											
58th Street, West Wye.....				X	X	X	X	X	X	X	X
59th Street, East Wye.....						X	X	X	X	X	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	X	X	X	X
CALUMET RIVER LINE											
River Branch Jct.—Hegewisch Jct. via Calumet River Line.....								X	X	X	
CALUMET WESTERN LINE											
BRIDGE 1.08											
Over Calumet River.....				X	X	X	X	X	X	X	X
South Chicago—Calumet West- ern Jct. via Calumet Western Line.....				X	X	R	R	X	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	X
Mahoning—Jct. B. & O. C. T. R. R., East Chicago, via R. of W. No. 3.....				X	X	X	X	X	X	X	X
Hammond Jct.—Hegewisch.....			R	R	R	R	R	R	R	R	R
GRAND RAPIDS BRANCH											
Between Mackinaw City and Grand Rapids.....						X		X	X	X	
Between Grand Rapids and Junction.....								X	X	X	
Harbor Springs Secondary Track.....						X		X	X	X	
Traverse City Secondary Track.....						X	X	X	X	X	
Falmouth Secondary Track.....			R	R	R	X	X	X	X	X	
Muskegon Branch.....								X	X	X	
MACKINAW CITY:											
House track.....						X	X	X	X	X	
No. 3 Yard track.....						X		X	X	X	
South Wye.....							A				
Old Coach track.....						X		X	X	X	
BRIDGE 451.48: 1.24 miles south of Carp Lake.....	30	30	30	30	30	X	30	X	X	X	X
BRIDGE 441.73: 0.87 mile south of Pellston.....	30	30	30	30	30	X	30	X	X	X	X
PETOSKEY:											
Northern Lime Co. track.....						X	X	X	X	X	
Desert & Brown track.....						X	X	X	X	X	
Perry Oil Co. track.....						X	X	X	X	X	
BRIDGE 423.54: 1.26 miles south of Petoskey.....	20	20	20	20	20	X	20	X	X	X	X
FORMANS:											
Jarman Spur north of Sheridan St. Standard Oil Co. track.....						X	X	X	X	X	
Maple Block track beyond point indicated by sign.....						X	X	X	X	X	
BRIDGE 410.03: 1.03 miles north of Boyne Falls.....	40	40	40	40	40	X	40	X	X	X	X
MANCELONA:											
Chemical track south to road crossing.....						X	X	X	X	X	
BRIDGE 371.13: 0.37 mile south of Kalkaska.....	40	40	40	40	40	X	40	X	X	X	X
BRIDGE 350.66: 2.14 miles south of Walton Jct. ..	20	20	35	35	30	X	10	X	X	X	X
CADILLAC:											
Industrial tracks leading from Belt track.....						X	X	X	X	X	
Crossover at Harris Bros.						X	X	X	X	X	
Harris Bros. track.....						X	X	X	X	X	
Gimlet track.....						X	X	X	X	X	
BRIDGE 302.95: 0.25 miles north of Reed City.....		40	40	40	40	X	40	X	X	X	X

LOCATION	1	2	3	4	5	6	7	8	9	10	11
BIG RAPIDS:											
Tioga Spur.....	5	5	5	5	5	X	X	X	X	X	
Ward Lumber & Coal Co. and South River track.....						X	X	X	X	X	
House track Upper Big Rapids North of Baldwin St.....						X	X	X	X	X	
MUSKEGON RIVER BRIDGE:											
Tioga track Big Rapids.....	5	5	5	5	5	X	X	X	X	X	X
BRIDGE 280.22: 0.78 mile south of Stanwood.....	40	40	40	40	40	X	40	X	X	X	X
BRIDGE 266.51: 1.49 miles south of Howard City.....	40	40	40	40	40	X	40	X	X	X	X
BRIDGE 257.34: 2.96 miles south of Sand Lake.....	40	40	40	40	40	X	40	X	X	X	X
BRIDGE 253.16: 2.04 miles south of Cedar Springs.....	40	40	40	40	40	X	40	X	X	X	X
BRIDGE 249.39: 3.61 miles south of Burchs Mill.....	40	40	40	40	40	X	40	X	X	X	X
BRIDGE 247.98: 0.08 mile north of Rockford.....	40	40	40	40	40	X	40	X	X	X	X
BRIDGE 247.53: 0.37 mile south of Rockford.....	50	50	40	50	50	X	40	X	X	X	X
BRIDGE 241.75: 1.95 miles south of Belmont.....	40	40	40	40	40	X	40	X	X	X	X
BRIDGE 293.55: 0.15 mile north of Comstock Park.....	40	40	40	40	40	X	40	X	X	X	X
BRIDGE 234.33: 0.33 mile north of Grand Rapids.....	20	20	20	20	20	X	10	X	X	X	X
GRAND RAPIDS:											
Haskelite tracks.....						X	X	X	X	X	
BRIDGE 231.27: 0.83 mile south of Hughtart.....	20	20	20	20	20	20	20	X	X	X	X
FISHER:											
Industrial lead to Solvay.....						X	X	X	X	X	
BRIDGE 227.07: 0.43 mile south of Fisher.....	40	40	40	40	40	30	40	X	X	X	X
BRIDGE 225.43: 2.07 miles south of Fisher.....	40	40	40	40	40	30	40	X	X	X	X
BRIDGE 222.64: 4.86 miles south of Fisher.....	40	40	40	40	40	30	40	X	X	X	X
BRIDGE 219.97: 2.37 miles north of Moline.....	40	40	40	40	40	30	40	X	X	X	X
BRIDGE 215.27: 2.33 miles south of Moline.....	40	40	40	40	40	30	40	X	X	X	X
BRIDGE 214.88: 2.74 miles south of Moline.....	40	40	40	40	40	30	40	X	X	X	X
BRIDGE 214.24: 1.25 miles north of Wayland.....	40	40	40	40	40	30	40	X	X	X	X
BRIDGE 214.00: 1.00 mile north of Wayland.....	40	40	40	40	40	30	40	X	X	X	X
WAYLAND:											
East Milk tracks.....						X	X	X	X	X	
BRIDGE 199.91: 3.19 miles south of Martin.....	40	40	40	40	40	30	40	X	X	X	X
PLAINWELL:											
Michigan Paper Co. tracks.....						X	X	X	X	X	
Michigan Paper Co. track No. 6 beyond coal pit.....			X	X	X	X	X	X	X	X	
BRIDGE 194.82: 1.88 miles south of Plainwell.....	40	40	40	40	40	30	40	X	X	X	X

LOCATION	1	2	3	4	5	6	7	8	9	10	11
BRIDGE 188.80: 1.70 miles north of Dock.....	40	40	40	40	40	30	40	X	X	X	X
BRIDGE 188.18: 1.06 miles north of Dock.....	40	40	40	40	40	30	40	X	X	X	X
KALAMAZOO: All industrial tracks except Vant Rohrer.....							X	X	X	X	
East Team track No. 1							X	X	X	X	
New House track No. 1.....			5	5	5		X	X	X	X	
BRIDGE 185.20: 0.20 mile south of Kalamazoo.....	20	20	20	20	20	20	20	X	X	X	X
BRIDGE 173.76: 0.76 mile north of Vicksburg.....	25	25	25	25	25	25	25	X	X	X	X
VICKSBURG: Elevator track off north wye.....							X	X	X	X	
Lee Paper Co.							X	X	X	X	
BRIDGE 171.12: 1.88 miles south of Vicksburg.....	40	40	40	40	40	30	40	X	X	X	X
BRIDGE 169.19: 3.81 miles south of Vicksburg.....	40	40	40	40	40	30	40	X	X	X	X
BRIDGE 168.59: 4.41 miles south of Vicksburg.....	40	40	40	40	40	30	40	X	X	X	X
BRIDGE 167.95: 5.05 miles south of Vicksburg.....	40	40	40	40	40	30	40	X	X	X	X
BRIDGE 159.63: 0.13 mile north of Wasepi.....	40	40	40	40	40	30	40	X	X	X	X
BRIDGE 157.46: 0.44 mile south of Nottawa.....	40	40	40	40	40	30	40	X	X	X	X
Sturgis: Weatherseal track.....							X	X	X	X	
Freeland track.....							X	X	X	X	
Elevator track.....							X	X	X	X	
M. & R. Dietetics track No. 3 from 100 ft. south of highway crossing to south end of track.....			R	R	R	X	X	X	X	X	
BRIDGE 145.63: 3.77 miles south of Sturgis.....	40	40	40	40	40	30	40	X	X	X	X
BRIDGE 143.12: 0.58 mile south of Howe.....	40	40	40	40	40	30	40	X	X	X	X
WOLCOTTVILLE: North Wye beyond Transfer House Switch.....							X		X	X	
South Wye connection Wabash R. R.....							X	X	X	X	
North leg Gravel Pit wye.....							X	5A	X	X	
Northern Indiana Sand & Gravel Co. pit tracks office building.....							X	X	X	X	
BRIDGE 127.38: 0.08 mile north of Rome City.....	40	40	40	40	40	30	40	X	X	X	X
BRIDGE 120.32: 0.12 mile north of Kendallville.....	40	40	40	40	40	30	40	X	X	X	X
KENDALLVILLE: McCray Storage tracks 1 and 2.....							X		X	X	
Kendallville Foundry track.....							X	X	X	X	
Home Coal Co. track, Hauff Coal Co. track.....							X	X	X	X	
Mitten track.....							X	X	X	X	
Newman Foundry track, noble track.....							X	X	X	X	
BRIDGE 118.75: 1.45 mile south of Kendallville.....	40	40	40	40	40	30	40	X	X	X	X
BRIDGE 118.51: 1.69 mile south of Kendallville.....	40	40	40	40	40	30	40	X	X	X	X
AVILLA: B. & O. R. R. wye from east line of highway crossing to connec- tion with B. & O. R. R.....							X	5A	X	X	
Elevator tracks.....							X	X	X	X	

LOCATION	1	2	3	4	5	6	7	8	9	10	11
BRIDGE 112.84: 0.76 mile south of Avilla.....	40	40	40	40	40	30	40	X	X	X	X
BRIDGE 112.44: 1.16 miles south of Avilla.....	40	40	40	40	40	30	40	X	X	X	X
LA OTTO: Elevator tracks				X	X	X	X	X	X	X	X
BRIDGE 107.60: 1.10 miles south of La Otto.....	40	40	40	40	40	30	40	X	X	X	X
BRIDGE 105.66: 1.56 miles north of Huntertown....	40	40	40	40	40	30	40	X	X	X	X
BRIDGE 104.32: 0.22 mile north of Huntertown....	40	40	40	40	40	30	40	X	X	X	X
BRIDGE 97.58: 2.02 miles south of Wallen.....	40	40	40	40	40	30	40	X	X	X	X
BRIDGE 95.57: 2.30 miles north of Junction.....	40	40	40	40	40	30	40	X	X	X	X
FORT WAYNE: Mayflower Mills track.....						X	X	X	X	X	
Michigan Wholesale tracks.....						X	X	X	X	X	
Standard Lumber Co. tracks.....						X	X	X	X	X	
NKP Transfer tracks.....						X	X	X	X	X	
Essex Coal Co. track.....						X	X	X	X	X	
HARBOR SPRINGS SECONDARY TRACK											
HARBOR SPRINGS: Electric Light track and all tracks west of Bay Street.....						X	X	X	X	X	
TRAVERSE CITY SECONDARY TRACK											
TRAVERSE CITY: Cherry Growers track.....						X	X	X	X	X	
BRIDGE 14.81: 2.21 miles north of Mayfield.....	25	25	25	25	25	X	X	X	X	X	X
BRIDGE 11.80: 0.80 mile south of Mayfield.....	25	25	25	25	25	X	X	X	X	X	X
MUSKEGON BRANCH											
MUSKEGON: Lead to C. & O. Horn track south of Western Ave.....						X	X	X	X	X	
Dock Station tracks 400 feet north of Western Ave.....						X	X	X	X	X	
Muskegon Heights extension south of connection with M. R. & N. Co. near Hume Ave.....						X	X	X	X	X	
MUSKEGON HEIGHTS: Fitzjohn and Chamber of Com- merce track 800 feet north of derail.....						X	X	X	X	X	
BRIDGE 33.74: 2.76 miles south of Shaw.....	40	40	35	40	40	30	35	X	X	X	X
BRIDGE 27.58: 0.24 mile south of Sullivan.....	40	40	35	40	40	30	35	X	X	X	X
BRIDGE 28.63: 1.17 miles south of Sullivan.....	40	40	35	40	40	35	35	X	X	X	X
BRIDGE 25.63: 2.17 miles south of Sullivan.....	40	40	35	40	40	30	35	X	X	X	X
BRIDGE 25.18: 2.62 miles south of Sullivan.....	40	40	35	40	40	30	35	X	X	X	X
BRIDGE 24.86: 2.46 miles north of Ravenna.....	40	40	35	40	40	30	35	X	X	X	X
BRIDGE 22.19: 0.21 mile south of Ravenna.....	40	40	35	40	40	30	35	X	X	X	X
BRIDGE 20.19: 2.31 miles south of Ravenna.....	40	40	35	40	40	30	35	X	X	X	X
BRIDGE 18.30: 1.22 miles north of Conklin.....	40	40	35	40	40	30	35	X	X	X	X

LOCATION	1	2	3	4	5	6	7	8	9	10	11
BRIDGE 16.95: 0.25 mile south of Conklin.....	40	40	35	40	40	30	35	X	X	X	X
BRIDGE 16.57: 0.63 mile south of Conklin.....	40	40	35	40	40	30	35	X	X	X	X
BRIDGE 16.52: 0.68 mile south of Conklin.....	40	40	35	40	40	30	35	X	X	X	X
BRIDGE 15.41: 1.79 miles south of Conklin.....	40	40	35	40	40	30	35	X	X	X	X
BRIDGE 14.81: 2.39 miles south of Conklin.....	40	40	35	40	40	30	35	X	X	X	X
BRIDGE 14.63: 2.57 miles south of Conklin.....	40	40	35	40	40	30	35	X	X	X	X
BRIDGE 13.67: 3.53 miles south of Conklin.....	40	40	35	40	40	30	35	X	X	X	X
BRIDGE 13.40: 4.40 miles north of Penn. Junction.....	40	40	35	40	40	30	35	X	X	X	X
BRIDGE 4.65: 3.35 miles south of Penn. Junction.....	40	40	30	40	40	30	30	X	X	X	X
BRIDGE 4.60: 1.91 miles north of Muskegon Jct.	40	40	30	40	40	30	30	X	X	X	X
BRIDGE 3.85: 1.16 miles north of Muskegon Jct.	20	20	20	20	20	20	20	X	X	X	X
MUSKEGON JCT.: All station and industrial tracks.....						X	X	X	X	X	
LOGANSPOUT BRANCH											
BRIDGE 0.83: ¾ mile east of Van.....	30	30	30	30	30	30	30	30	30	30	15
BRIDGE 1.27: 1¼ miles east of Van.....	30	30	30	30	30	30	30	30	30	30	15
BRIDGE 3.03: 3 miles east of Van.....	30	30	30	30	30	30	30	30	30	30	15
BRIDGE 6.92: 3 miles west of Hoover.....	30	30	30	30	30	30	30	30	30	30	15
BRIDGE 7.59: 2½ miles west of Hoover.....	30	30	30	30	30	30	30	30	30	30	15
BRIDGE 8.57: 1½ miles west of Hoover.....	30	30	30	30	30	30	30	30	30	30	15
HOOVER: C. & O. Ry. Wye track.....						X	X	X	X	X	
BRIDGE 11.51: 1½ miles east of Hoover.....	30	30	30	30	30	30	30	30	30	30	15
MEXICO: Elevator track.....						X	X	X	X	X	
DENVER: Nickel Plate R. R. Wye track..... Wilkinson Lumber Co. track.....						X	X	X	X	X	
BRIDGE 18.11: Denver.....	30	30	30	30	30	30	30	30	30	30	15
BRIDGE 20.19: 2 miles east of Denver.....	30	30	30	30	30	30	30	30	30	30	15
BRIDGE 21.72: 3½ miles east of Denver.....	30	30	30	30	30	30	30	30	30	30	15
ROANN: Elevator track.....						X	X	X	X	X	
BRIDGE 30.29: 3 miles east of Roann.....	30	30	30	30	30	30	30	30	30	30	15
NEWTON: Erie R. R. Wye track.....						X	X	X	X	X	

LOCATION	1	2	3	4	5	6	7	8	9	10	11
NO. MANCHESTER:											
A. F. Henckel track.....						X	X	X	X	X	
N. Y. C. Wye track.....						X	X	X	X	X	
Miley Co. track.....						X	X	X	X	X	
North Team track.....						X	X	X	X	X	
Elevator track.....						X	X	X	X	X	
Gas Plant track.....						X	X	X	X	X	
Frans Lumber Co. track.....						X	X	X	X	X	
Manchester College track.....						X	X	X	X	X	
BRIDGE 40.34: 3 miles east of North Manchester	30	30	30	30	30	30	30	30	30	30	15
SOUTH WHITLEY: Farmer's Elevator.....						X	X	X	X	X	
BRIDGE 47.62: ½ mile east of South Whitley.....	30	30	30	30	30	30	30	30	30	30	15
COLUMBIA CITY:											
City Light Co. track.....						X	X	X	X	X	
No. Mill track.....						X	X	X	X	X	
So. Mill track.....						X	X	X	X	X	
Old freight house track.....						X	X	X	X	X	
VANDALE SECONDARY TRACK											
BRIDGE 58.73: ¾ mile east of Columbia City.....	20	20	20	20	20	20	20	20	20	20	15
Between La Otto and Auburn.....			R	R	R	X	X	X	X	X	
BRIDGE 73.01: ¾ mile west of La Otto.....	20	20	20	20	20	20	20	20	20	20	15
La Otto Wye tracks.....						X	X	X	X	X	
AUBURN JUNCTION: B. & O. R. R. Wye track.....						X	X	X	X	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	
SOUTH BEND BRANCH											
All tracks, bridges, etc.....								X	X	X	15 MPH over all Bridges
PLYMOUTH:											
Ft. Wayne District Conn.....								X	X	X	X
McCord Radiator & Mfg. Co.....								X	X	X	X
Plymouth Engineering & Oil tracks.....						X		X	X	X	X
Plymouth Seed Co. tracks.....								X	X	X	X
Plymouth Co.....								X	X	X	X
LAPAZ JCT.: B. & O. Connection.....						X		X	X	X	X
LAKEVILLE: Wabash Connection.....						X		X	X	X	X
NUTWOOD: Gentner Meat Co. track.....						X	X	X	X	X	X
SOUTH BEND:											
N. Y. C. Connection east of Broadway.....											
Studebaker Connection east of Broadway.....						X		X	X	X	X
Eckler Mfg. Co. track.....								X	X	X	X
W. C. Miller track.....								X	X	X	X
No. 1 House Track, Tutt St.....								X	X	X	X
No. 2 House Track, Tutt St.....								X	X	X	X
EFFNER BRANCH											
All tracks, bridges, etc.....						X		X	X	X	15 MPH over all Bridges
LAKE CICOTT:											
Great Lake Track.....						X	X	X	X	X	X
Million Sand Track.....						X		X	X	X	X

LOCATION	1	2	3	4	5	6	7	8	9	10	11
MONTICELLO: Monon Connection.....						X		X	X	X	X
REYNOLDS: Monon Connection 300 feet east of State Road.....						X		X	X	X	
WOLCOTT: So. Elevator Track..... Dye Lumber Track.....						X X		X X	X X	X X	X
REMINGTON: West end of north track..... Middletrack, So. side..... Elevator track, So. side..... Virginia-Carolina Chemical.....						X X X		X X X	X X X	X X X	
GOODLAND: Bales Lumber Track beyond a point 423 feet from P. R. R. main track switch..... Sherman White & Co. Track..... Butane Gas Track.....						X X		X X	X X	X X	X X
NEWTON: Newton County Stone Co., Under Tipple.....	X	X	X	X	X	X	X	X	X	X	X

1160-A2. All classes of engines are prohibited from using Brahman Industrial Track trestle located 2200 feet west of Western Avenue.

1160-B1. Other Equipment Restrictions

MAIN LINE:

BETWEEN GRAND CROSSING AND 58TH Street (Sig. Bridge)

BETWEEN CALUMET PARK AND BURNHAM

Freight trains that consist of one or more class HK, HM or HMA cars loaded with iron ore, must not exceed speed over bridges as follows:

Bridge 460.57, 0.1 mile east of Englewood..... 15

All bridges between Bridge 460.78, 0.1 mile west of Englewood and Bridge 461.93, 1.1 mile west of Englewood, inclusive..... 25

Bridge 4.76, 0.1 mile east of Burnham..... Prohibited

Crown Point, Letz Co. Middle Track.... X-40 type box cars
Maynard, National Brick Co. Track, all engines are prohibited from entering building.

Class AF-60, AF-64, BF-60 and BF-64 engines prohibited from operating over eastward and westward humps in 55th Street Yard.

Class BH-50 engines prohibited from operating over humps in all yards.

SOUTH BEND BRANCH:

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

EFFNER BRANCH:

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

ENGLEWOOD CONNECTING LINE

Passenger equipment, except B-60 type baggage cars, R-50 and R-60 type refrigerator cars, prohibited on west wye connection to Englewood Connecting Line, 58th Street, (P.F.W.&C.)

TRUC-TRAIN equipment 85 feet in length or greater are prohibited on west Wye connection to Englewood Connecting Line at EC and on east Wye connection to Yard Running Track at 59th Street Yard.

1160-C1. Trains with 250-ton wrecking derricks are prohibited on tracks, bridges and in territory etc., as follows:

Location	Between	And	Bridge	Note
Main Line	—	—	Delphos	
	—	—	New Delphos Mfg. Co. Trestle	
Grand Rapids Branch	—	—	185.20 Side Track	
	—	—	234.33	2
	North of ing	and includ-	236.79	
Muskegon Branch	—	—	3.13 Standard Oil siding	
	—	—	4.65	
	—	—	14.63	
Logansport Branch	Van	District Post (Ft. W. District)	0.83	1
	—	—	1.27	1
	—	—	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
Vandale secondary track	La Otto	Auburn	—	
	—	—	56.73	1
	—	—	73.01	1
Beverly Jct— Western Avenue secondary track	59th Street	Canal Street	—	

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 in wreck trains under the same restrictions as obtain for class J-1 engines, except over Bridge 4.76—0.1 mile east of Burnham (SC&S). Speed over Bridge 4.76—0.1 mile east of Burnham (SC&S)—10 M.P.H. The derrick, however, must be separated from the engine by at least two cars which may or may not be loaded.

NOTE 1. 250 ton wreck derrick may be moved over these bridges at speed not exceeding 15 miles per hour.

NOTE 2. Not exceeding 10 miles per hour.

Overhead Clearance

1163-A1. Employees are warned of close overhead clearance at the following locations; and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures:

Main Line:

Fort Wayne, Gay Street.....Bridge 318.98
 East of Coesse.....Bridge 333.70
 East of Larwill.....Bridge 346.13
 East of Valparaiso.....Bridge 423.31

Between Bart and Englewood:

Gary, C. S. S. & S. B. R. R.

Interchange tracks.....Trolley Wires

Between Englewood and South Branch Bridge:

60th Street.....Elevated R. R.

Between South Branch Bridge and Chicago (Union Station):

18th Street.....Viaduct
 16th Street.....Viaduct
 Roosevelt Road.....Viaduct
 Taylor Street.....Viaduct
 Polk Street.....Viaduct
 Harrison Street.....Viaduct
 Van Buren Street.....Viaduct
 Jackson Blvd.....Viaduct

Dunkirk, Ind:

Armstrong Cork Co.....Shed Roof

Hartford City:

Ft. Wayne Corrugated Paper Co... Bridge
 Overhead Door Co.....Wires

Bunker Hill:

Main Tracks.....Highway Bridge

Between Van and Bernice:

Royal Center, Straugh's Elevator..Spout
 Star City, Phillips Elevator Co....Spout
 Kouts, Kouts Elevator Co.....Spout
 Aylesworth, Heinold Elevator.....Spout
 Crown Point, Sowash Elevator....Spout
 Crown Point, Letz Mfg. Co.....Bridge
 Hartsdale, New York Central
 overhead Bridge.....Bridge

Between Bernice and Colehour Jct.:

Burnham.....Bridge 4.76
 Burnham, C. S. S. & S. B. R. R....Trolley Wires

Between Bernice and Beverly Jct.:

Riverdale.....Viaduct
 West Pullman, I. C. R. R. crossing.Trolley Wires

BEVERLY JCT.—WESTERN AVENUE SECONDARY TRACKS

49th Street..... Viaducts
18th Street..... Viaducts
Lake Street..... Viaduct

Between Western Avenue and Chicago (Union Station):

Paulina Street..... Elevated R. R.
Sangamon Street..... Viaduct
Halsted Street..... Viaduct
Desplaines Street..... Viaduct
Milwaukee Avenue..... Viaduct
Between Clinton and Canal Street.. Viaduct
Lake Street..... Viaduct
Randolph Street..... Viaduct
Washington Blvd..... Viaduct
Madison Street..... Viaduct
Monroe Street..... Viaduct
Adams Street..... Viaduct

SOUTH BEND BRANCH

Plymouth, Plymouth Seed Co..... Building
South Bend, Studebaker Aviation.. Building
South Bend, Studebaker Plant
No. 8..... Pipes
South Bend, U. S. Gypsum Co..... Pipes and Wires
South Bend, Freight Station..... Shed Roof

EFFNER BRANCH

Newton—Newton County
Stone Co..... Tipple
Burnettsville, Burnettsville
Elevator Co..... Spout

GRAND RAPIDS BRANCH

Childsdales Public Highway..... Overhead Bridge 246.79
Grand River, Grand Rapids..... Overhead Bridge 234.33
Grand Rapids, No. 7 track..... Train Shed
3.86 mi. north of Plainwell..... Overhead Bridge 200.56

MUSKEGON BRANCH

G. T. W. Penn. Jct..... Overhead Bridge 8.92

1163-A2. Employees are prohibited from riding on top of moving engines or tenders, except in place provided for that purpose on this equipment.

Side Clearance

1163-A3. Unless adjacent tracks are clear, the following classes of engines must be operated with extreme care between the points indicated below:

Classes Engines	Between	And
AP BP EP EF FF	C. & O. Railway Crossing 1810 ft. south of Mile Post 235. Grand Rapids Branch	Mt. Vernon Ave. 2920 ft. north of Mile Post 234. Grand Rapids Branch

TRAIN DISPATCHERS

1201-A1. Location of Train Dispatchers—

Fort Wayne

Train Dispatchers in charge as follows.

Main Line—	Junction to Crestline.
Branches:	Secondary Tracks:
Grand	Traverse City
Rapids	Harbor Springs
Muskegon	Mackinaw City
	Vandale

Chicago

Train Dispatchers in charge as follows:

Main Line—	Junction to South Branch Bridge.
	Bradford to Beverly Junction.
	Bernice to Colehour Junction
Branches:	
South Bend	
Effner	
Logansport	

Indianapolis (Southwestern Region)

Train Dispatchers in charge as follows:

Branches:
I. & F. (Clymers and Van)

1201-A3. At Logansport, Crestline and Chicago Union Station, enginemen of passenger trains are relieved from reporting for train orders. Conductor will secure and personally deliver a copy of each train order or clearance form CT 1250 to the engine-man, who will compare with the conductor by reading the train order aloud. Trains starting from 12th Street yard will receive their train orders at 22nd Street.

1221-A1. During the hours train order office at Kalamazoo is in service, all trains and engines must approach train order office prepared to stop and must stop unless CT-1250 is received.

SIGNAL RULES

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

X—Indicates 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 373 inclusive, except Rule 316.
- COLUMN 5.**—Manual Block Signal System
Rules 305 to 373 inclusive, except Rule 317.
- COLUMN 6.**—Manual Block Signal System
Rule 316, for movements against the current of traffic.
- COLUMN 7.**—Manual Block Signal System
Rule 317, for movements against the current of traffic.
- COLUMN 8.**—Automatic Block Signal System
Rules 501 to 512, with the current of traffic and on single track.
- COLUMN 9.**—Automatic Block Signal System
Rules 501 to 512, against the current of traffic.
- COLUMN 10.**—Cab Signals
Rules 551 to 570, with the current of traffic.
- COLUMN 11.**—Cab Signals
Rules 551 to 570, against the current of traffic.

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note
			1	2	3	4	5	6	7	8	9	10	11	
Region Post. (Lake Region)	Crestline	Main Line Crestline- Chicago 1, 2, 3	X						X	X				
Crestline	West Yard	1, 2		X						X	X			
West Yard	Colsan	1	X						X	X				
West Yard	Colsan	2, 3		X						X	X			
Colsan	Clarke	1, 2	X						X	X				
Clarke	Whiting	1, 2		X						X	X			
Whiting	State Line	1, 2, 4	X						X	X				
Whiting	State Line	3	X							X	X			A
State Line	Colehour Jct.	1, 2, 4	X						X	X				
State Line	Colehour Jct.	3	X							X				B
Colehour Jct.	River Branch Jct.	1, 2, 4	X						X	X				
Colehour Jct.	River Branch Jct.	3		X						X	X			
River Branch Jct.	58th St. Sig- nal Bridge	1, 2, 3, 4	X						X	X				C
58th Street	South Branch Bridge	1, 2	X						X	X				

BETWEEN	AND	TRACK	RULES IN EFFECT (See Column Description)											Note
			1	2	3	4	5	6	7	8	9	10	11	
Region Post (Buckeye Region)	Union City	Main Line Bradford- Beverly Jct. 1, 2	X						X	X				
Union City	Kirk	Single		X						X	X			
Kirk	Elm	1, 2	X						X	X				
Elm	Van	1, 2				X			X					
Van	Kenneth	1, 2		X						X	X			
Kenneth	Bernice	1, 2	X						X	X				
Bernice	Beverly Jct.	1, 2				X			X					
Bernice	Colehour Jct.	Main Line SC&S Single		X						X				
Van	Region Post S. W. Reg.	Branches Secondary Tracks and Sidings I & F Branch 1, 2	X						X	X				
Junction	Carp Lake	Grand Rapids Branch Single				X								
Muskegon Jct.	Shaw	Muskegon Branch Single				X								
Van	End of Block (South Bend)	South Bend Branch Single				X								
Kenneth	End of Block (Effner)	Effner Branch Single				X								
Van	Vandale	Logansport Branch Single				X								
Mackinaw City	Carp Lake	Mackinaw City Secondary Track Single			X	X								D
Harbor Springs	Kegomic	Harbor Springs Secondary Track Single			X	X								D
Traverse City	Walton Jct.	Traverse City Secondary Track Single			X	X								D

NOTE A—Movement against the current of traffic on No. 3 Track, between Whiting and signal State Line will be authorized by signal indication or verbally by operator, Whiting.

NOTE B—Movement against the current of traffic on No. 3 Track, between signal State Line and Colehour Junction will be authorized verbally by operator, River Branch Jct.

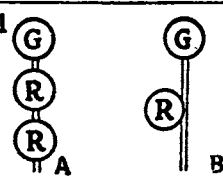
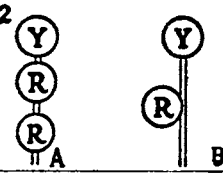

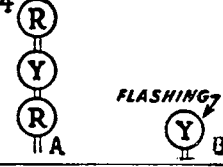
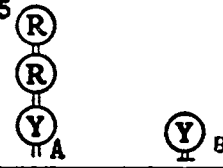
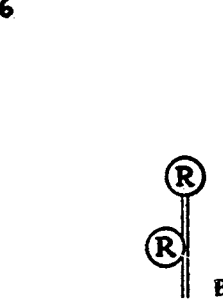
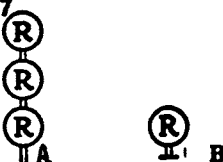
NOTE C—Movement against the current of traffic on No. 3 Track, between the east crossover switches at EC and 58th Street (Sig. Bridge) will be authorized verbally by operator, EC.

NOTE D—Authority for movement of Passenger Extras must be in writing.

1280-A to 1296-A1. Signal aspects not in conformity with typical aspects, in service:

COLOR LIGHT TYPE SIGNALS

NOTE: G—Green. Y—Yellow. R—Red.

Aspect	Indication	Name
1 	Proceed.	Clear
2 	Proceed prepared to stop at next signal. Train exceeding medium speed must at once reduce to that speed.	Approach
3 	Proceed, slow speed within interlocking limits.	Slow-Clear
4 	Proceed prepared to stop at next signal. Slow speed within interlocking limits.	Slow Approach
5 	Proceed at restricted speed.	Restricting
6 	Stop, then proceed at restricted speed. NOTE: Freight trains of 90 or more cars or having a tonnage of 80 per cent or more of the prescribed engine rating may proceed at restricted speed without stopping at signals displaying a yellow disc on which is shown the letter "G" in black.	Stop and Proceed
7 	Stop.	Stop-Signal










Color Light Type Signals in Service:

Track	Between	And
No. 1	Automatic Block Signal 3882	Plymouth
No. 2	Plymouth	West Plymouth

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 PENNSYLVANIA RAILROAD		
	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 dis- played by that signal.	Approach
	Proceed at Restricted speed—preparing to stop short of train, obstructions or switch not properly lined and to look- out for broken rail.	Restricting
TO ALL TRAINS OR ENGINES		
	Stop.	Stop-signal
In service at Reynolds and Monticello:		
	Proceed at Restricted Speed	Restricting
	Stop	Stop-Signal



Name: Take siding indicator.
Indication: Take siding.
Location:
 Signal 3628 west of Warsaw — Eastward trains take siding Warsaw.
 Delphos—Eastward trains take siding Lima.



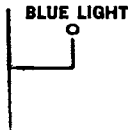
Indication—Take siding as directed below.
 Located at front of office and when displayed must be answered by two short sounds of the engine whistle.

Location	Indication
Ridgeville.....	Take siding at Hartford City.
Kent.....	Eastward trains on No. 1 track take siding at Hartford City.
Anoka.....	Take siding at Converse.



Westward trains on No. 2 track take siding at Kent.
Location: Ridgeville.
 Trains receiving take siding indicator will call operator before entering siding. If Communications fail train will take siding as directed.

Signal Mast Bracket Marker



Indication—One track intervenes between signal and track it governs.

Name—Signal Mast Bracket Marker.

In service as follows:

- Logansport, 14th Street—No. 1 track, Signal 1966.
- Kentland—Eastward Home Signal.
- Cadillac—Southward Block Signal.

1281-B to 1288-B. At the following locations, block signals listed also act as distant 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
Kalamazoo	Single	Northward Trains
Van	Single	Westward Trains To South Bend Branch
Bend	Single	Eastward Trains
Van	Single	Eastward Trains To Logansport Branch
Log	Single	Westward Trains

(NW Reg. C. O. 603, Page 107)

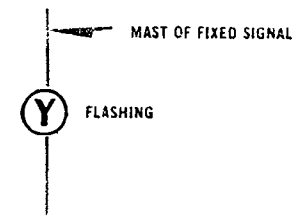
1291-A1. Between Bradford and Elm and Between Van and Hartsdale:

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.

1294-A1. Train Order.

Note: Y—Yellow



Indication—Orders.

Name—Train Order.

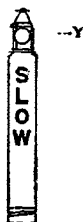
In service as follows:

Bradford—Eastward Home Signal, No. 1 Track.

Colsan —Westward Home Signal, No. 2 Track.

Colsan —Westward Home Signal, No. 3 Track.

Slow Board



Note: Y—Yellow

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

Name—Slow Board.

Location:

49th Street—No. 2 Secondary Track, 1060 feet east of westward home signal.

No. 1 Secondary Track, 650 feet west of eastward home signal.

Stop Board



Note: R—Red

Indication—Stop.

Name—Stop Board.

Location:

Grand Rapids Branch.

Big Rapids—200 feet east and 800 feet west of P. R. R. single main track crossing.

Comstock Park—203 feet north and 207 feet south of C. & O. Ry. crossing.

Fuller—254 feet south and 212 feet north of Grand Trunk Railroad crossing.

Grand Rapids, Lake Michigan Drive—212 feet north of N. Y. C. Railroad crossing.

Grand Rapids, Winter Street—214 feet south of P. M. Railroad crossing.

Muskegon Branch.

Muskegon Heights—146 feet east and 149 feet west of P. M. Railroad crossing.

Traverse City Secondary Track.

Traverse City—200 feet east and 200 feet west of C. & O. Ry. crossing.

Vandale Secondary Track

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

Logansport Branch.

North Manchester—295 feet east of and 305 feet west of C. C. C. & St. L. crossing.

Denver—300 feet east of and 300 feet west of N. Y. C. & St. L. crossing.

River Branch Jct.

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

Brighton Park

No. 2 secondary track, 568 feet east of south wye track.

No. 2 secondary track, 470 feet east of G. M. & O. R. R. crossing.

No. 1 secondary track, 253 feet west of north wye track.

26th Street

No. 2 secondary track, 294 feet east of Ill. Northern crossing.

No. 1 secondary track, 240 feet west of Ill. Northern crossing.

12th Street

No. 2 secondary track, 874 feet east of B. & O. C. T. C. & N. W. crossing.

No. 1 secondary track, 635 feet west of B. & O. C. T. C. & N. W. crossing.

Cummings Track

106th Street, 100 feet east and west of C. R. I. & P. C. W. P. & S. crossing.

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.

1361-A1. Eastward trains and engines on Effner Branch single track are relieved from reporting clear of block at Kenneth Block-Limit Station, unless otherwise instructed.

Facing Hand-operated Switches connected with Manual Block Signal

1362-A. 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	
Sturgis	Northward	Single	Sturgis Block Station and south end siding incl.
Elm	Westward	No. 2	Elm and Van
Dolton	Eastward	No. 1	Dolton Interlocking and Block Station and Dolton Yard office (See note A)
Bend	Eastward	Single	Bend and Van
Van	Westward	Single	Van and Bend
Log	Westward	Single	Log and Van
Van	Eastward	Single	Van and Log

(NW Reg. C.O. 603, Page 109)

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 engine 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.

1504-A1. Trains using No. 2 track against current of traffic to westward siding at Kouts will report clear of No. 2 track unless otherwise instructed.

1504-A2. Eastward trains clearing No. 1 track at Aynes and westward trains clearing No. 2 track at East Bart or Clarke must report clear to the operator.

1509-A1. When stop indication (**Rule 292, Fig. A**) is displayed on a signal listed below, it must not be passed unless authorized by Clearance Card (Form C) or train order.

Located	Track	Obtain Clearance Card (Form C) or train order through Operator at
2500 ft. East of MP 319	No. 2	Wabash
1595 ft. East of MP 319	No. 1	
1625 ft. East of MP 320	No. 1	
435 ft. East of MP 320	No. 2	
1435 ft. West of MP 320	No. 1	
State Line	No. 3	Whiting
58th Street	No. 3	22nd Street
24th Street	No. 1	
24th Street	No. 2	Race
14th Street	No. 2	

INTERLOCKING

1606-A1. Emergency Signals—Whistle or Horn, in service as follows:

Alton Jct.
C. U. Sta. Joint Tracks, Harrison Street.
C. U. Sta. Joint Tracks, Lake Street.
Western Ave.

1663-A. Interlockings Operated Automatically

Automatic interlockings in service at the following locations:

Location	Interlocking	Railroad Crossing	Location of Instructions	Note
Main Line	Hanna	C&O RR	In box, southeast of crossing stencilled PRR	
	Liverpool	Michigan Central Railroad	In box, southeast of crossing stencilled PRR	
	Meeker	C. C. C. & St. L. Railroad	In shelter box.	
	Red Key	N. Y. C. & St. L. Railroad	In shelter box.	
	Bunker Hill	N. Y. C. & St. L. Railroad	In shelter box.	
Grand Rapids Branch	Wasepi	N. Y. C. Railroad	In telephone booth southwest of crossing.	
	Plainwell	N. Y. C. Railroad	In box marked PRR north end of west relay case at crossing.	
	Reed City	C&O Railroad	In box stencilled PRR southeast of crossing.	
	Gibson St.	N. Y. C. Railroad	In box stencilled PRR northeast of crossing.	A
Logansport Branch	South Whitley	N. Y. C. & St. L. Railroad	In box marked PRR at crossing.	
Effner Branch	Monticello	C. I. & L. Railway	In box east side of relay house.	
	Reynolds	C. I. & L. Railway	In box east side of relay house.	
South Bend Branch	Kewanna	C&O Railroad	In box marked PRR at crossing.	
	Delong	Erie Railroad	In shelter box 176 ft. south of Erie R. R. crossing.	
	Hibbard	N. Y. C. & St. L. Railroad	In box marked PRR at crossing.	

NOTE A—Automatic interlocking in service during the hours Kalamazoo train order office is closed.

At locations listed above, when a train or engine is stopped by an interlocking home signal and there is no train or engine approaching on the foreign railroad and no other cause for detaining train or engine be known, conductor or engineman must be governed by the Instructions posted at the crossing. Copies of Instructions governing movements over each crossing will be posted in adjacent Block Stations and Train Dispatcher's office.

At locations listed above, a reverse movement through the interlocking or a forward movement after making a reverse movement through the interlocking must not be made until instructions posted at the crossing have been complied with.

Cars must not be left standing between home signals.

Track cars must stop at interlocking home signal, then pass Stop-signal, proceed to and stop short of the crossing, ascertain that no trains are approaching, provide protection, and then proceed over the crossing.

Box at crossing containing instructions must be left closed and locked at all times.

**1663-A1. Logansport Branch
Newton**

During the hours Newton block and interlocking station is closed, track cars must stop at home signal, then pass home signal in stop position, if derails are in derailing position, lift track car over derails, proceed to and stop short of the crossing, ascertain that no trains are approaching on the Erie Railroad tracks, provide protection, then proceed over crossing.

**1663-A2. Grand Rapids Branch
Kendallville**

Track cars must stop at home signal, then pass stop signal, if derails are in derailing position, lift track car over derails, proceed to and stop short of crossing, ascertain that no trains are approaching on NYCRR track, provide protection, then proceed over crossing.

1701-A2. TRAINPHONE

Conductors and enginemen of trains having engine or cabin equipped with trainphone will make communication test of trainphone with first so equipped station after leaving their initial terminal and will promptly notify the Block Operator that engine or cabin is so equipped and in operative condition.

NOTE: All trainphones in service on Northwestern Region operate on high channel only except Adams and Colsan which operate on both high and low channels.

1701-A3. At locations listed below, trainphones are in service operating on separate frequency with communication limited to other offices listed on station pages of the time-table, other equipped engines or portable trainphones of the same frequency.

Colehour yard Office.

55th Street yard Office

59th Street yard Office

Tampering with or making adjustments to set, except with external Volume Control, is prohibited.

Home Region **Name** **Occupation**

QUALIFIED FOR SERVICE

[illegible]

**THE PENNSYLVANIA RAILROAD
NORTHWESTERN REGION**

Chicago, Illinois, April 26, 1959

GENERAL ORDER No. 601

Effective {2.01 A.M. E.S.T.}
 {1.01 A.M. C.S.T.} **Sunday, April 26, 1959.**

Applies in All Zones

- (a) Time-Table No. 6 in effect. It contains the necessary instructions issued in General Orders up to and including No. 515, all of which must be removed from bulletin boards.

Each employe must examine each page of Time-Table No. 6 to see that his copy is complete, pages properly lined up and note changes.

Employes must turn in Time-Table No. 5 to bulletin board attendant after Time-Table No. 6 takes effect.

- (b) **BOOK OF RULES**

RULES FOR CONDUCTING TRANSPORTATION

Rules for Conducting Transportation, effective Oct. 28, 1956, revised in part as follows:

Revisions of April 28, 1957.

Rule 104—page 34, Rule 331—page 77, Rule 365—page 79, Rule 629—page 90, Form C—page 98, Form K—page 99, Rule 4076-J—page 112.

Revisions of October 27, 1957.

Rule 30—page 23, Rule 400C-1—page 100, Rule 4103-B—page 113 and Rule 4165-A—page 131.

Revisions of September 1, 1958.

Rules G and H—page 8, Rule R—page 10, Rule 103—page 34, Rules 104 and 105—pages 34 and 35, Rule 502—page 80, Rule 400N-21—pages 107 and 108, Rule 4076-F—page 112, Index—page 3, Rule 4076-I—page 112, Rule 4154-B—pages 115 and 116, Rule 4165-A—page 131, Rule 283—page 56, Rule 400N-4—page 105 and Rule 4076-J—page 112.

Revisions of February 27, 1959.

Rule 26—page 23, Rule 34—page 24, Rule 75—pages 25 and 26, Rule 76—page 26, Rule 99—page 32, Rule 106—page 35, Rule 204—page 37, Rule 293-A—page 68, Rule 365—page 79, Rule 568—page 87, Rules 701, 702, 703, 704, 705, 706, 707, 708—pages 92, 93, 94, and 95. Form K—page 99, Rule 4165-A—page 131.

Employes must paste Rule revision in sticker form over the corresponding Rule or page of the Book of Rules as indicated thereon.

- (c) **Brake and Train Air Signal Instructions.**

Second paragraph of Instruction 7-C, page 28, changed to read as follows:

The number of cars with **UC, PC or LN** types of brake equipment must not exceed 30 in any train.

Employes must correct 2nd paragraph, Instruction 7-C, of 99-D-1, Brake and Train Air Signal Instructions, in ink.

Applies in Zone D

- (d) **Following Sidings blocked with stored cars.**

MAIN LINE

West Warsaw—Eastward Siding.

Hamlet —Westward Siding.

Applies in Zone E

- (e) **Following Sidings blocked with stored cars.**

LOGANSPORT BRANCH

Vandale—Siding of no assigned direction.

Newton—Siding of no assigned direction.

- (f) **VANDALE SECONDARY TRACK**

Vandale Secondary Track stored with cars between Mile Post 58 and Mile Post 64.

Applies in Zones G and H

- (g) **GRAND RAPIDS BRANCH**

FISHER-HUGHART

Single main track between a point 2600 feet north of Mile Post 227 and a point 2200 feet north of Mile Post 228, out of service.

New track constructed west of and adjacent to single main track of Grand Rapids Branch, between a point 2600 feet north of Mile Post 227 and a point 2200 feet north of Mile Post 228, connected to single main track of Grand Rapids Branch and temporarily changed to main track, in service.

Applies in Zone I

- (h) **MUSKEGON BRANCH**

PENN JCT.-MUSKEGON JCT.

(Temporary Speed Restriction).

Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 7 and Mile Post 4, account of track conditions.

Special Instruction 1157-F1, changed.

Applies in Zone J

- (i) **Following Sidings blocked with stored cars.**

MAIN LINE

Hartford City—Eastward Siding.

Converse —Eastward Siding.

Applies in Zone M

- (j) **Following Sidings blocked with stored cars.**

SOUTH BEND BRANCH

Lapaz Jct.—Siding of no assigned direction.

This General Order is printed in Time-Table No. 6 and will not be issued in sticker form.

C. J. FLAHERTY,
Superintendent Transportation.

THE PENNSYLVANIA RAILROAD NORTHWESTERN REGION

Chicago, Illinois, April 26, 1959

GENERAL ORDER NO. 602

Effective $\left\{ \begin{array}{l} 11.01 \text{ A.M. E.S.T.} \\ 10.01 \text{ A.M. C.S.T.} \end{array} \right\}$ Monday, April 27, 1959.

Applies in Zone D

(a) **Interrupting Operation of Automatic Highway Crossing Protection Manually**

MAIN LINE

COLUMBIA CITY

At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection manually:

Track	Crossing	Location	Control Device Located	Movements
No. 1	Main St.	Columbia City	In box east end of signal apparatus case, south of No. 1 track, west of Main St.	Eastward and Westward
No. 2	Main St.		In box on post north of No. 2 track, west of Main St.	
No. 2	Ohio St.		In box on post north of No. 2 track, east of Ohio St.	

Special Instruction **1103-A4**, changed.

(b) **Interrupting Operation of Automatic Highway Crossing Protection Automatically**

MAIN LINE

COLUMBIA CITY

At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection automatically:

Track	Crossing	Location	Movements
No. 2	Line St.	Columbia City	Westward
No. 1	Main St.		Eastward
No. 2	Main St.		Westward
No. 1	Ohio St.		Eastward
No. 2	Ohio St.		Westward

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.

Special Instruction **1103-A5** and **1103-A7**, changed.

(c) **MAIN LINE**

INDIANA HARBOR

Trailing interlocked crossover, 960 feet west of Indiana Harbor Interlocking Station, connecting No. 1 track with No. 2 track, out of service.

(d) **Ticket Offices Open for Sale of Tickets**

MAIN LINE

HOBART

Hobart ticket office open for sale of tickets 7.00 A.M. to 6.30 P.M. Monday through Friday, 5.00 P.M. to 6.30 P.M. Saturdays and Sundays.

Page 24, changed.

(e) **MAIN LINE**

ENGLEWOOD

Englewood ticket office open for sale of tickets 7.00 A.M. to 7.30 P.M. daily.

Page 25, changed.

Applies in Zone F

(f) Interrupting Operation of Automatic Highway Crossing Protection Automatically

GRAND RAPIDS BRANCH

REED CITY

At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection automatically:

Track	Crossing	Location	Movements
Single	U. S. Highway 10	Reed City	Southward
Single	U. S. Highway 131		Southward

Southward trains having cars to set off or pick up at Reed City will stop north of CC sign, located 4000 feet south of Mile Post 304 when rear of train is to be left on main track.

Special Instruction **1103-A5** and **1103-A7**, changed.

C. J. FLAHERTY,
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD
NORTHWESTERN REGION**

Chicago, Illinois, April 24, 1959

General Order No. 603

Effective { 1.01 A.M. E.S.T. } Friday, May 1, 1959
 { 12.01 A.M. C.S.T. }

Applies in All Zones

(a) U. S. Mail Work

VALPARAISO

E stop for No. 22 at Valparaiso, annulled.

Employees must correct page 26 in ink.

Applies in Zones E, K and M

(b) Special Instruction 1281-B to 1288-B, changed.

Special Instruction 1362-A, changed.

Sticker coupons attached to sticker form of this General Order must be detached and pasted over corresponding portions of special instructions 1281-B to 1288-B, page 107 and 1362-A, page 109.

Applies in Zone F

(c) Block Limit Stations controlled by Cadillac, changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding portion of page 9.

C. J. FLAHERTY
Superintendent Transportation.

THE PENNSYLVANIA RAILROAD
NORTHWESTERN REGION

Chicago, Illinois, May 25, 1959

GENERAL ORDER NO. 604

Effective {11.01 A.M. E.S.T.}
 {10.01 A.M. C.S.T.} Tuesday, June 2, 1959

Applies in Zone C

- (a) MEDICAL OFFICERS AND SURGEONS
MAIN LINE
FORT WAYNE

Office hours of Dr. Richard M. Laycock, changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding portion of Special Instruction 100R-2A, page 32.

Special Instruction **100R-2A, page 32**, changed.

Applies in Zone D

- (b) TICKET OFFICES OPEN FOR SALE OF TICKETS
MAIN LINE
GARY

Hours Gary ticket office open for sale of tickets, changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding portion of page 24.

Page **24**, changed.

Applies in Zones G and H

- (c) GRAND RAPIDS BRANCH
FISHER—HUGHART

New track constructed 35 feet east of and adjacent to main track and temporary main track of Grand Rapids Branch between a point 1400 feet north of Mile Post 227 and a point 2700 feet north of Mile Post 228 connected to single main track of Grand Rapids Branch and becomes permanent main track, in service.

Main track between a point 1400 feet north of Mile Post 227 and a point 2600 feet north of Mile Post 227, out of service as main track.

Main track between a point 2200 feet north of Mile Post 228 and 2700 feet north of Mile Post 228, out of service as main track.

Temporary main track, referred to in paragraph (G) General Order No. 601, between a point 2600 feet north of Mile Post 227 and a point 2200 feet north of Mile Post 228, out of service as main track.

Paragraph (G) General Order **No. 601**, annulled.

Facing hand-operated switch for southward movement on main track 2200 feet north of Mile Post 227, leading to Grand Rapids Alloys Company and Service Home Company track in service.

Facing hand-operated switch for southward movement on main track, 2400 feet north of Mile Post 227, leading to Lumber Drying Specialties Company track, in service.

Applies in Zone J

(d) MAIN LINE

BRADFORD—HORATIO

Trailing hand-operated switch in No. 2 track with pipe connected derail, 2020 feet east of Mile Post 84, leading to Bradford Lumber Company track, out of service.

(e) MAIN LINE

MEEKER

Trailing hand-operated crossover, with center locking device connecting No. 2 track with New York Central connecting track, 853 feet east of Mile Post 95, out of service.

(f) MAIN LINE

MARION

Trailing hand-operated switch in No. 1 track with pipe connected derail, 502 feet west of Mile Post 157, leading to Custer Lumber Company track, out of service.

Applies in Zone K

(g) TICKET OFFICES OPEN FOR SALE OF TICKETS

MAIN LINE

NORTH JUDSON

Hours North Judson ticket office open for sale of tickets, changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding portion of page 25.

Page 25, changed.

(h) MAIN LINE

LOGANSPOUT

Facing hand-operated switch in No. 2 track, 330 feet west of Elm Block Station, leading to No. 3 station track, out of service.

That portion of Special Instruction 1104-C1, page 63, referring to operators at Elm in charge of switch East end No. 3 station track, annulled.

Special Instruction **1104-C1**, page **63**, changed.

(i) MAIN LINE

BEVERLY JCT—BELT CROSSING

Trailing hand-operated crossover, connecting No. 1 track with No. 2 track, 1570 feet east of Mile Post 302, out of service.

(j) MAIN LINE

WASHINGTON HEIGHTS—ROCK ISLAND
CROSSING

Trailing hand-operated crossover, connecting No. 1 track with No. 2 track, 470 feet east of Mile Post 299, out of service.

(k) INTERRUPTING OPERATION OF AUTOMATIC
HIGHWAY CROSSING PROTECTION MANUALLY
MAIN LINE

RIVERDALE—WEST PULLMAN

Private road crossing for Acme Steel Corporation, 1125 feet east of Mile Post 295, equipped with flashing light highway

crossing protection for movements with or against the current of traffic on No. 1 and No. 2 Main tracks and movements on Industrial track, in service.

Apparatus to interrupt the operation of the Automatic Highway Crossing Protection manually for eastward or westward movements on No. 1 and No. 2 main tracks, located in box on instrument case, north side of No. 2 track, east of private road crossing, in service.

Special Instruction **1103-A4**, changed.

Applies in Zone L

(1) **EFFNER BRANCH
NEWTON**

Facing hand-operated switch for westward movement on main track, 550 feet east of Mile Post 54, leading to Newton County Stone Company track, out of service.

Facing hand-operated switch for westward movement on main track, 1250 feet east of Mile Post 54, leading to Newton County Stone Company track, in service.

C. J. FLAHERTY,
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD
NORTHWESTERN REGION**

Chicago, Illinois, June 6, 1959

GENERAL ORDER NO. 605

Effective {11.01 A.M. E.S.T.}
 {10.01 A.M. C.S.T.} Friday, June 12, 1959

Applies in Zone D

(a) **MAIN LINE
WHITING**

Home signal, 1090 feet west of Whiting Block and Interlocking Station, governing eastward movements on No. 3 track, out of service.

Home signal, 1975 feet west of Whiting Block and Interlocking Station, governing eastward movements on No. 3 track, in service. Interlocking limits on No. 3 track extended accordingly.

Effective {9.01 A.M. E.S.T.}
 {8.01 A.M. C.S.T.} Monday, June 15, 1959

Applies in All Zones

(b) **TIME-TABLE AUTHORITY**

Schedule of No. 520 and No. 519 changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted in time-table as follows:

No. 520 over corresponding schedule, page 18.

No. 519 over corresponding schedule, pages 17 and 22.

Applies in Zone D

(c) **MAIN LINE
WHITING-ROBY**

117th Street crossing, 1780 feet west of Whiting Block and Interlocking Station, equipped with automatic highway crossing protection (flashing light signals and short arm gates) for movement with or against the current of traffic on No. 1, No. 2, No. 3 and No. 4 tracks, in service.

Apparatus to interrupt the operation of the Automatic Highway Crossing Protection manually for eastward or westward movements on main tracks located in box on instrument case, south side No. 3 track, west of 117th Street crossing, in service.

Special Instruction **1103-A4**, changed.

C. J. FLAHERTY,
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD
NORTHWESTERN REGION**

Chicago, Illinois, June 24, 1959

GENERAL ORDER No. 606

Effective {12.01 P.M., E.S.T.}
 {11.01 A.M., C.S.T.} **Thursday, July 2, 1959**

Applies in Zone B

- (a) **MAIN LINE
LAFAYETTE**

Automatic Signal 2523, located 1460 feet west of Mile Post 252, governing westward movements on No. 2 track, out of service.

Automatic Signal 2523, located 1214 feet west of Mile Post 252, governing westward movements on No. 2 track, in service.

Applies in Zones F, G and H

- (b) **PASSENGER TRAINS AND FREIGHT TRAINS
MAXIMUM SPEEDS, UNLESS OTHERWISE SPEC-
IFIED.**

GRAND RAPIDS BRANCH

Maximum Authorized Speeds between Junction and Mackinaw City changed.

Sticker pages attached to sticker form of this General Order must be detached and pasted in time-table as follows:

Page 75 over corresponding Special Instruction, page 75.

Page 81 over corresponding Special Instruction, page 81.

Special Instructions **1157-C1** and **1157-F1**, changed.

Applies in Zone H

- (c) **GRAND RAPIDS BRANCH
HOWE**

Howe Block Station, out of service.

Block extended accordingly.

Pages **8** and **9**, changed.

Applies in Zone K

- (d) **MAIN LINE
DEASY—ROYAL CENTER**

Trailing hand-operated crossover with center throw locking device, connecting No. 1 track with No. 2 track, 300 feet west of Mile Post T-3, out of service.

- (e) **MAIN LINE
ROYAL CENTER—THORNHOPE**

Facing hand-operated crossover with center throw locking device, connecting No. 1 track with No. 2 track, 1150 feet east of Mile Post 213, in service.

- (f) **MAIN LINE
MAYNARD—AIR LINE**

Trailing hand-operated switch in No. 2 track with pipe connected derail, 880 feet west of Mile Post 285, leading to Simmons Company track, out of service.

Trailing hand-operated switch in No. 2 track with pipe connected derail, 1712 feet west of Mile Post 285, leading to Simmons Company track, in service.

Applies in Zone M

(g) SOUTH BEND BRANCH
DELONG—CULVER

Facing hand-operated switch for eastward movements on main track, 1215 feet west of Mile Post 146, leading to Burns Gravel Company track, in service.

C. J. FLAHERTY,
Superintendent Transportation.

THE PENNSYLVANIA RAILROAD
NORTHWESTERN REGION

Chicago, Illinois, July 18, 1959.

GENERAL ORDER No. 607

Effective {11.01 A.M. E.S.T.}
 {10.01 A. M. C.S.T.} Thursday, July 23, 1959

Applies in Zone D

(a) MAIN LINE

WHITING

Home Signals located on Signal Bridge, 1018 feet east of Whiting Block and Interlocking Station, governing westward movement on No. 1 and No. 2 track, relocated on Signal Bridge 1384 feet east of Whiting Block and Interlocking Station, in service and Interlocking extended accordingly.

Low Home Signal 1018 feet east of Whiting Block and Interlocking Station governing westward movement on No. 3 Track, relocated 1384 feet east of Whiting Block and Interlocking Station, in service and Interlocking extended accordingly.

Effective { 1.01 A.M. E.S.T. }
 {12.01 A. M. C.S.T.} Sunday, July 26, 1959

Applies in All Zones

(b) TIME-TABLE AUTHORITY

Schedule of Nos. 49, 69, 70, 68 and 48, changed.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in time-table as follows:

No. 49, 69, 70, 68 and 48 over corresponding schedules, pages 15, 19 and 20.

~~(c) TIME-TABLE AUTHORITY~~

~~LETTERS AND CHARACTERS~~

The following characters added to Special Instruction 1004-B1, Page 38.

⊙—Train Baggage man between Chicago and Lima, Monday only.

⊠—No train Baggage man between Crestline and Lima on Mondays.

~~No. 22—Character ⊙ added.~~

~~No. 53—Character ⊠ added.~~

—Employees must add character ⊙ to schedule of No. 22, Page 19, and character ⊠ to schedule of No. 53, Page 17, in ink.

Special Instruction 1004-B1, changed.

Applies in Zone K

(d) TICKET OFFICE OPEN FOR SALE OF TICKETS

MAIN LINE

CROWN POINT

Hours Crown Point ticket office open for sale of tickets, changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding portion of page 25.

Page 25, changed.

Applies in Zone N

(c) **EQUIPMENT RESTRICTIONS
ENGLEWOOD CONNECTING LINE**

That portion of Special Instruction **1160-B1**, bottom page 97, referring to Truc-Train equipment 85 feet in length restricted on east and west wye connection to Englewood Connecting Line, 58th St. (P.F.W. & C.), changed.

Sticker coupon attached to sticker form of this General Order must be detached and pasted over corresponding portion of Special Instruction **1160-B1**, bottom of page 97.

C. J. FLAHERTY,
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD
NORTHWESTERN REGION**

Chicago, Illinois, July 20, 1959.

GENERAL ORDER No. 608

Effective {11.01 A.M. E.S.T.}
 {10.01 A.M. C.S.T.} Friday, July 31, 1959

Applies in Zone B

(a) **MAIN LINE
LAFAYETTE**

Automatic Signal 2505, located 2150 feet west of Mile Post 250, governing westward movements on No. 2 track, relocated 2398 feet west of Mile Post 250.

Automatic Signal 2504, located 2150 feet west of Mile Post 250, governing eastward movements on No. 1 track, relocated 2398 feet west of Mile Post 250.

Applies in Zone H

(b) **GRAND RAPIDS BRANCH
GIBSON ST.—VICKSBURG**

Facing hand-operated switch for southward movements on main track, 600 feet south of Mile Post 182, leading to track inside Brunswick-Balke Collender Company Building, capacity 6 cars, in service.

Hand-operated derail, 125 feet north of building on Brunswick Balke-Collender Company track, in service.

Applies in Zone K

(c) **MAIN LINE
ELM—VAN**

Signal Rules 251, 253 and 254 in effect on No. 1 and No. 2 tracks between Elm and Van.

Special Instruction **1250-A1**, changed.

C. J. FLAHERTY,
Superintendent Transportation.

THE PENNSYLVANIA RAILROAD NORTHWESTERN REGION

Chicago, Illinois, August 3, 1959

GENERAL ORDER No. 609

Effective $\left\{ \begin{array}{l} 11.01 \text{ A.M. E.S.T.} \\ 10.01 \text{ A.M. C.S.T.} \end{array} \right\}$ Monday, August 10, 1959.

Applies in Zone B

- (a) **Interrupting Operation of Highway Crossing Protection Manually.**

MAIN LINE LAFAYETTE

At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection manually:

Track	Crossing	Location	Control Device Located	Movements
No. 1	High St.	Lafayette, Ohio	In box on post south of No. 1 track, east of Church St.	Eastward and Westward
No. 2	High St.		In box on post north of No. 2 track, east of Church St.	
No. 1	Church St.		In box on post south of No. 1 track, east of Church St.	
No. 2	Church St.		In box on post north of No. 2 track, east of Church St.	
No. 1	Washington St.		In box on post south of No. 1 track, east of Church St.	
No. 2	Washington St.		In box on post north of No. 2 track, east of Church St.	

Special Instruction **1103-A4**, changed.

Applies in Zone D

- (b) **Automatic Highway Crossing Protection.**

MAIN LINE MAHONING-STANDARD

Standard Avenue crossing, 480 feet east of Mile Post 450, equipped with automatic highway crossing protection (flashing light signals and short arm gates) for movement with or against the current of traffic on eastward siding, No. 1 and No. 2 tracks, in service.

Special Instruction **1103-A2**, changed.

Apparatus to interrupt the operation of the automatic crossing protection manually for eastward and westward movements on main tracks and siding located in boxes on instrument case, south side of siding, east of Standard Ave., in service.

Special Instruction **1103-A4**, changed.

CC sign, 400 feet east of Standard Ave., for westward movements on eastward siding, in service. To prevent unnecessary operation at highway crossing protection, westward trains or engines switching at Riley Road yard must not leave cars standing west of CC sign.

Special Instruction **1103-A7**, changed.

Applies in Zone J

- (c) **MAIN LINE
UNION CITY-WOODINGTON**

Trailing hand-operated switch in No. 1 track, with pipe connected derail, 1090 feet west of Mile Post 103, leading to Poultry Track, out of service.

C. J. FLAHERTY,
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD
NORTHWESTERN REGION**

Chicago, Illinois, August 7, 1959

GENERAL ORDER NO. 610

Effective {11.01 A.M. E.S.T.}
 {10.01 A.M. C.S.T.} Thursday, August 20, 1959

Applies in Zone D

(a) Automatic Highway Crossing Protection

**MAIN LINE
WHITING**

Front Street crossing, 2770 feet west of Mile Post 450, equipped with automatic highway crossing protection (flashing light signals and short arm gates) for movements on main tracks and siding, in service.

Special Instruction **1103-A2**, changed.

Apparatus to interrupt the operation of the automatic highway crossing protection manually for movements on main tracks and siding, located in boxes on instrument case, south of siding east of Front Street crossing, in service.

Special Instruction **1103-A4**, changed.

119th Street crossing, 3700 feet west of Mile Post 450, equipped with automatic highway crossing protection (flashing light signals and short arm gates) for movements on main tracks and siding, in service.

Apparatus to interrupt the operation of the automatic highway crossing protection manually for movements on main tracks and siding located in boxes on instrument case, south of siding, east of 119th Street crossing, in service.

Special Instruction **1103-A4**, changed.

C. J. FLAHERTY,
Superintendent Transportation.

THE PENNSYLVANIA RAILROAD NORTHWESTERN REGION

Chicago, Illinois, August 31, 1959.

GENERAL ORDER No. 611

Effective {11.01 A.M. E.S.T.}
{10.01 A.M. C.S.T.} Friday, September 11, 1959

Applies in Zone A

(a) Automatic Highway Crossing Protection

MAIN LINE CRESTLINE

State Route Crossing No. 181, located 300 feet west of Mile Post 188, equipped with automatic highway crossing protection (flashing light signals and short arm gates) for movements with or against the current of traffic on main tracks, in service.

At the following locations apparatus is provided to interrupt the operation of highway crossing protection manually.

Track	Crossing	Location	Control Device Located	Movements
No. 1	State Route 181	Crestline	In box on post, south side No. 1 track, east of State Route 181	Eastward and Westward
No. 2 and No. 3	State Route 181		In box on instrument case north side No. 3 track, east of State Route 181	
No. 1	Bucyrus St.		In box on post, south side of No. 1 track, east of Bucyrus St.	
No. 2 and No. 3	Bucyrus St.		In box on instrument case north side No. 3 track east of Bucyrus St.	

Special Instruction **1103-A4**, changed.

At the following locations ~~apparatus~~ is provided to interrupt the operation of the automatic highway crossing protection automatically.

Track	Crossing	Location	Movement
No. 1 and No. 2	State Route 181	Crestline	Eastward
No. 3	State Route 181		Westward
No. 1 and No. 2	Bucyrus St.		Eastward
No. 3	Bucyrus St.		Westward

Special Instruction **1103-A5**, changed.

Westward trains on No. 3 track receiving stop signal at Crestline Interlocking, will stop east of CC sign located 220 feet east of Mile Post 188.

Special Instruction **1103-A7**, changed.

Applies in Zone E

(b) VANDALE SECONDARY TRACK VANDALE—LAOTTO

Trailing hand-operated switch for westward movements on secondary track, 22 feet west of Mile Post 66, leading to Snyder Grain Company track, in service.

Applies in Zones G & H

(c) GRAND RAPIDS BRANCH HUGHART—MOLINE

Facing hand-operated switch for southward movement

on main track, 2700 feet north of Mile Post 228, leading to 44th St. yard, in service.

Facing hand-operated switch for southward movement on main track, 1300 feet north of Mile Post 228, leading to spur track, in service.

Facing hand-operated switch for northward movement on main track, 1540 feet north of Mile Post 227, leading to 44th Street Yard, in service.

C. J. FLAHERTY,
Superintendent Transportation.

**THE PENNSYLVANIA RAILROAD
NORTHWESTERN REGION**

Chicago, Illinois, September 22, 1959.

GENERAL ORDER No. 612

Effective {11.01 A.M. E.S.T.}
 {10.01 A.M. C.S.T.} Monday, September 28, 1959.

Applies in Zone G

(a) Automatic Highway Crossing Protection

GRAND RAPIDS BRANCH

FISHER—HUGHART

50th Street Crossing, 4097 feet north of Mile Post 227, equipped with automatic highway crossing protection (flashing light signals) for movements on main track and yard tracks, in service.

Special Instruction **1103-A2**, changed.

Apparatus to interrupt the operation of the automatic highway crossing protection manually for movements on main track, located in box on post east of main track, south of 50th St.

Special Instruction **1103-A4**, changed.

Applies in Zone M

(b) SOUTH BEND BRANCH

MARSHALL—LAPAZ JCT.

Facing hand-operated switch for eastward movement on main track, 4,265 feet west of Mile Post 160, leading to Young Door Company track, in service.

C. J. FLAHERTY,
Superintendent Transportation.



Federal
P.R.R.

**THE PENNSYLVANIA RAILROAD
NORTHWESTERN REGION**

Chicago, Ill., April 26, 1959

GENERAL NOTICE No. 6-1

**Effective {2.01 A.M. E.S.T.}
{1.01 A.M. C.S.T.} Sunday, April 26, 1959**

- (a) This General Notice contains the necessary instructions issued in General Notices up to and including General Notice No. 5-4 all of which must be removed from Bulletin Boards.
- (b) **CHICAGO UNION STATION—JOINT TRACKS:**
QUALIFYING ON RULES—Examinations and qualifications on the Chicago Union Station Company's Rules of the Signal and Operating Departments are conducted at 9.00 A.M., first and third Wednesday of each month, in the Rules Examination Room, Chicago Union Station. Your attention is directed to Chicago Union Station Company Rules 558 and 667 in regard to the use of sand.
There have been several cases where sand was improperly used resulting in interlocking difficulties.
Emergency application of brakes causes sanders to operate on engines and on cars so equipped.
- (c) **MAIL TRACK No. 38—HARRISON STREET:**
Skates have been provided at the north end of track to be used by trainmen and yardmen when cars are placed on that track.
Care must be used to remove skates when cars are moved to prevent derailment.
Use of skates does not relieve train crews from applying sufficient hand brakes to make cars secure.
- (d) **POST OFFICE ANNEX TRACKS 5, 6 AND 7, AND ON MAIL TRACKS 21, 23, 30, 32, 34, 36, AND 40:**
Yard Crews setting cars on these tracks must make complete stop one car length from bumping post or from closed doors, tracks 6 and 7—then make final stop to set cars.
Have switchman or brakeman at rear end to stop cars.
- (e) **EQUIPMENT RESTRICTIONS:**
MAIL TERMINAL TRACKS. REX cars series 300 to 320, inclusive, are prohibited on Track No. 30 account clearance.
- (f) **STATION TRACK 26, CHICAGO UNION STATION:**
Equipment trains backing into station on track 26 will make final stop forty (40) feet from bumping post.
- (g) **LAKE STREET:**
A clearance post (Yellow) with reflector to govern southbound movements on main track number 2, has been installed thirty-five (35) feet south of the south line of Lake Street viaduct.
All engines, one or more units, without cars (except caboose) moving southward on main track number 2, must stop at clearance post when signal R-36 located three hundred (300) feet south of the south line of Lake Street viaduct is at stop position.
Movement will be resumed when signal R-36 displays a proceed indication.
- (h) **ENTIRE REGION:**
QUALIFICATION OF CONDUCTORS and ENGINEMEN:
Classes for qualifying conductors and enginemen on time-table special instructions and the physical characteristics of the Chicago District will be held as follows:
Chicago: 59th Street Yard Office, Logansport: Second Floor, Passenger Station,
9:00 A.M. Monday of 9:00 A.M. Tuesday of each week.
each week.
Ft. Wayne: Crestline and points on
Grand Rapids Branch—
by bulletin.

SAFETY RULES EXAMINATIONS

ALL EMPLOYES will be required to qualify on the Safety Rules applicable in his department. Examinations will be given by Rules Examiners and/or Special Examiners.

NATIONAL DIESEL AGREEMENT

Section 5 of the "National Diesel Agreement" of May 17, 1950, between certain railroads, including the Pennsylvania and the Brotherhood of Locomotive Firemen and Enginemen, provides that:

"On multiple-unit Diesel Electric locomotives on high-speed, streamlined or main line through passenger trains a firearm (helper) shall be in the cab at all times when the train is in motion."

For the purpose of applying these provisions and in the application of Rule 4154-M of the Book of Rules for Conducting Transportation, the following trains are considered as being covered by this Rule on this Region:

None.

(i) RAIL AND OTHER TRACK MATERIAL DISTRIBUTED

Due to heavy maintenance work at the following locations, employees are warned they may expect to find ballast removed, ties, rail and other track material distributed along the right of way and must exercise care while working in these locations to avoid personal injury.

MAIN LINE

BRADFORD—BEVERLY JCT.

MARION—GOODMAN YARD

Both sides No. 2 track.

CONVERSE

Employees may expect to find uneven footing and dismantled material along south side No. 1 track due to dismantling station platform on south side of No. 1 track.

TYKLE—BUNKER HILL

South side No. 1 track.

BUNKER HILL—ANOKA

North side No. 2 track.

BERNICE—DOLTON YARD OFFICE

North side No. 2 track.

DOLTON—71ST STREET

Both sides No. 1 and No. 2 tracks.

MAIN LINE

CRESTLINE—SOUTH BRANCH BRIDGE

REGION POST LAKE REGION—CRESTLINE

Both sides No. 1 and No. 3 tracks.

LIMA—DELPHOS

Both sides No. 2 track.

DELPHOS—MIDDLEPOINT

Both sides No. 1 and No. 2 tracks.

ADAMS—JUNCTION

Both sides No. 2 track.

WANATAH—VALPARAISO

Both sides No. 2 track.

VALPARAISO—EAST BART

Both sides No. 1 track.

LOGANSPORT BRANCH

HOOVER—FERN

Both sides single main track between Hoover and Mile Post 5.

BEVERLY JCT.—WESTERN AVENUE SECONDARY TRACKS

49TH STREET—ASH STREET

Both sides No. 1 and No. 2 tracks.

31ST STREET—35TH STREET

Both sides No. 1 and No. 2 tracks, also all yard tracks serving Dickenson and Campbell Soup Companies.

NORTH JOINT TRACKS (CHICAGO)

UNION STREET—GREEN STREET

Both sides No. 1 and No. 2 main tracks, also all yard tracks serving Green Street crane and the P&A Freight house at Halsted St.

C. J. FLAHERTY

Superintendent Transportation