

# THE PENNSYLVANIA RAILROAD

---

## NORTHWESTERN REGION

---

### TIMETABLE No. 10

In effect { 2.01 A. M., EST } Sunday, April 29, 1962  
              { 1.01 A. M., CST }

---

FOR THE GOVERNMENT OF EMPLOYEES ONLY

---

#### EASTERN STANDARD TIME

Between Colsan and Fort Wayne  
Between Junction and Mackinaw City  
Between Bradford and Anoka

#### CENTRAL STANDARD TIME

Between Fort Wayne and Chicago  
Between Anoka and Chicago

---

A. M. HARRIS,  
General Manager Transportation

H. W. LARGE,  
Vice President—Regional Manager

R. E. PINKHAM,  
Superintendent Transportation

**Original timetable from the collection of Rob Mandeville**

**PDF Conversion 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

Figures (1), (2), (3) etc, refer to notes on page 5.

## MAIN LINE COLSAN—CHICAGO

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Pittsburgh	Sidings Assigned direction Car Capacity 50 ft. cars		
					East	West	Both
X	X	X-O	CRESTLINE	188.7			
			COLSAN	200.5			
			BUCYRUS (Lake Region)	200.8			
			REGION POST (Lake Region)	202.0			
X	X	X	NEVADA	209.3			
X			UPPER SANDUSKY (4)	217.5		124	
			WEST UPPER SANDUSKY—R—Upper Sandusky	218.9	124		
			KIRBY	224.1			
X	X	X-O	FOREST (1)	229.2			
X	X	X	DUNKIRK (31)	236.4		207	
X			DOLA—R—Dunkirk	238.7	200		
			ADA	245.6			
			LAFAYETTE	252.4			
X	X	X-O	SUGAR STREET (5)	259.9			
X	X		LIMA (6-7)	260.3	97		
			DUGRUN	263.5			
X			EAST DELPHOS—R—Delphos	272.9		135	
X	X	X	DELPHOS (7)	274.5	135		
			MIDDLEPOINT	280.2			
			VAN WERT	287.4			
X	X	X-O	ESTRY (8)	287.8			
X			RICHEY	291.2			
X			WEST RICHEY } R } Estray	292.5			
			CONVOY	294.7			
			DIXON (State Line)	300.4			
X			MONROEVILLE	304.2			
X			WEST MONROEVILLE } R } Estray	305.6	130		
X	X	X-O	ADAMS	314.4			
			LINKER	316.3			
			PIQUA ROAD	317.5			
			WINTER STREET	318.6			
X	X	X	WABASH (9)	319.2			
			FORT WAYNE	319.8			
			BROADWAY (Ft. W.)	320.2			
X	X	X-O	JUNCTION (10)	321.1			
			ARCOLA	328.2			
			COLUMBIA CITY	338.7			
X	X	X-O	VANDALE	339.2		174	
X			WEST VANDALE—R—Vandale	341.1	175		
			PIERCETON	350.6			
			WINONA LAKE	357.1			
X	X	X-O	WARSAW (1)	358.7			
X			WEST WARSAW—R—Warsaw	359.7		157	
			ETNA GREEN	369.3			
			BOURBON	373.0			
X	X	X-O	PLYMOUTH (32-11)	383.9		224	
X			WEST PLYMOUTH—R—Plymouth	386.3	224		
X			EAST HAMLET—R—Hamlet	396.4			
X	X	X	HAMLET (3)	397.9		122	
X-A			HANNA (4)	408.6			
X			EAST WANATAH—R—Wanatah	413.2		157	
X	X	X-O	WANATAH (12)	414.9	146		
			VALPARAISO	424.1			
X	X		GRAND TRUNK (13)	426.9			
			WHEELER	430.7			
X			EAST BART—R—Bart	433.0		117	
X	X	X-O	BART (14)	434.4	117		
			HOBART	434.5			
X-A			LIVERPOOL (15)	437.4			
			VIRGINIA STREET	439.9			
			BROADWAY (GARY)	440.4			
X	X		TOLLESTON (15)	441.8			
			GARY	442.9			
X			CLARKE—R—Clarke Jct.	443.8			149

(Continued on next page)

# MAIN LINE—Continued

## COLSAN—CHICAGO

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Pittsburgh	Sidings Assigned direction Car Capacity 50 ft. cars		
					East	West	Both
X	X	X	CLARKE JCT. (28)	445.7			
			BUFFINGTON	446.3			
			CLINE AVE.	447.4			
X	X	X	INDIANA HARBOR (20)	448.1			
X	X	X	INDIANA HARBOR CANAL	448.5			
			MAHONING	448.9			
			STANDARD	450.6			
X	X	X	WHITING (28)	450.8	183		
			ROBY	452.1			
			COLEHOUR YARD OFFICE—O	453.1			
			STATE LINE	453.3			
X	X	X	COLEHOUR JCT.—R—River Br. Jct.	453.7			
X	X	X	RIVER BRANCH JCT.	454.7			
		X	ENGLEWOOD (16)	460.8			
			EC	461.3			
			58TH STREET (Sig. Bridge)	461.6			
			55TH STREET YARD OFFICE—O	462.0			
X	X		40TH STREET	463.8			
			22ND STREET	466.0			
X	X		ALTON JCT. (17-22)	466.2			
X	X	X	SOUTH BRANCH BRIDGE	466.2			
X	X		ROOSEVELT ROAD (C. U. S.)	467.0			
X	X		CHICAGO (C. U. S.)	467.8			

The direction from Colsan to Chicago is westward.

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:

Colehour, West End yard office.

7.00 A.M. to 3.00 P.M., daily.

9.00 P.M. to 5.00 A.M., daily.

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

### Notes—

#### Interlocking Crossing with RAILROAD RAILROAD

- |                            |                              |
|----------------------------|------------------------------|
| (1) CCC&StL (NYC)          | (18) PRR Grand Rapids Branch |
| (2) PRR Sandusky Branch    | (19) ERIE                    |
| (3) NYC                    | (20) IHB                     |
| (4) C&O                    | (21) CSS&SB                  |
| (5) DT&I                   | (22) IC                      |
| (6) B&O'                   | (23) CMStP&P                 |
| (7) NYC&STL                | (24) ANN ARBOR               |
| (8) CN (NYC)               | (25) CJ                      |
| (9) WABASH                 | (26) BELT                    |
| (10) LE&W (NYC)            | (27) AT&SF                   |
| (11) PRR South Bend Branch | (28) B&OCT                   |
| (12) MONON                 | (29) GM&O                    |
| (13) GTW                   | (30) PRR Main Line (PFW&C)   |
| (14) EJ&E                  | (31) T&OC (NYC)              |
| (15) MC (NYC)              | (32) LE&W (NYC&StL)          |
| (16) CRI&P                 | (33) PRR Ft. Wayne Branch    |
| (17) C&WI                  |                              |

# MAIN LINE BRADFORD—BEVERLY JCT.

## MAIN LINE S C & S BEVERLY JCT.-WESTERN AVE. SECONDARY TRACK

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			
X-A			MEEKER.....(1)	95.0			
X	X	X	UNION CITY.....(1)	103.8			102
X	X	X-O	RIDGEVILLE.....(33)	117.3			136
X			WEST RIDGEVILLE—R—Ridgeville.....	118.1			
X-A			REDKEY.....(7)	124.9			
X			KIRK—R—Ridgeville.....	126.8			
			DUNKIRK.....	128.4			
			HARTFORD CITY.....	138.1	140	190	
		X	UPLAND.....	145.1			
		X	PACKY—R—Kent.....	150.5			
		X-O	GAS CITY.....	152.2			
X	X	X-O	KENT.....(1-7)	156.9		163	
			MARION.....	157.3			
			BECKER.....	160.0			
			GOODMAN.....	161.0			
		X	SWEETSER.....	163.2			
		X	TYKLE—R—Kent.....	163.5			
			CONVERSE.....	168.6	129		
			AMBOY.....	171.9			
X-A			BUNKER HILL.....(10)	181.8			
			ONWARD.....	187.0			
X	X	X-O	ANOKA.....	192.6			
X	X	X	EIGHTEENTH STREET.....	195.9			
		X	RACE.....	196.0			
		X	FOURTEENTH STREET.....	196.6			
		X	ELM (Wabash Crossing).....	197.1			
		X-O	LOGANSPOUT.....	197.3			
X	X	X-O	VAN.....	198.3			
			KENNETH—R—Van (Dist. fr. Lgnapt.).....	5.7			
			ROYAL CENTER.....	208.3			
			THORNHOPE.....	212.8			
			STAR CITY.....	216.5		106	
			WINAMAC.....	222.4			
		X-O	DENHAM.....	231.4			
X	X	X-O	NORTH JUDSON.....(3-19)	237.3	131	137	
X	X	X	LA CROSSE.....(12)	246.6			
X	X	X	KOUTS.....(19)	253.1		410	
X			AYNES—R—Kouts.....	257.2			
			HEBRON.....	262.5			
			CROWN POINT.....	273.4			
			SCHERRERVILLE.....	280.1		127	
X	X	X	HARTSDALE.....(14-15)	281.7	124		
X	X	X-O	MAYNARD.....(13)	284.8			
X			AIR LINE—R—Maynard.....(12)	285.4			
			LANSING.....	286.6			
X		X	BERNICE—R—Maynard.....	287.8			
X	X	X	BERNICE—R—Maynard.....	9.3			
X	X	X	CALUMET PARK.....(15-20-28)	5.5			47
X	X		BURNHAM.....(7-17-21)	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	X	DOLTON YARD.....	289.8			
X	X	X	DOLTON.....(17-20)	293.4			
X	X	X	RIVERDALE.....(28)	294.2			
X	X	X	WEST PULLMAN.....(22)	296.1			
X	X		WASHINGTON HEIGHTS.....(16)	298.5			
X	X		ROCK ISLAND CROSSING.....(16)	300.1			
X	X	X-O	BEVERLY JCT.....(28-16)	300.2			
X	X		BELT CROSSING.....(9-26)	302.3			
			59TH ST. YARD OFFICE—O.....	304.4			
X	X		49TH STREET.....(28)	305.6			
			BRIGHTON PARK (B&O-GM&O Crossing).....	307.1			
X	X		ASH STREET.....(22-27)	307.7			
			DRAINAGE CANAL.....	307.8			
			DRAWBRIDGE.....	307.8			
			26TH STREET (IN Crossing).....	308.3			
			12TH STREET (B&O CT-C&NW Crossing).....	309.9			
X	X		WESTERN AVENUE (No. Jt. Trks.).....	311.6			
X	X		CHICAGO (C. U. S.).....	314.1			

The direction from Bradford to Western Avenue is westward.



The direction from Western Avenue to Chicago (C. U. S.) is eastward.

The direction from Colehour Jct. to Bernice is eastward.

**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.

## I & F BRANCH

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Terre Haute	Sidings Assigned direction Car Capacity 50 ft. cars		
					North	South	Both
			REGION POST (S. W. Reg.)	109.1			
X	X	X	CLYMERS (9)	109.2		96	
			LONG CLIFF	113.3			
X	X	X-O	VAN	114.4			

The direction from Clymers to Van is northward.

# 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 second-ary track	459.7			
				CARP LAKE	462.7			
			X	PELLSTON	442.8			16
			X	ALANSON	434.9			
			X	KEGOMIC	427.0			
			X	PETOSKEY	424.8			
			X	FORMANS	423.0			
			X	WALLOON LAKE	416.2			
			X	BOYNE FALLS	409.0			33
			X	ELMIRA	400.1			48
			B	MANCELONA	384.9			69
			X	KALKASKA	371.5			42
			X	WALTON JCT.	352.8			37
			X	MISSAUKEE JCT.	336.0			
X	X	X	X	NORTH YARD	333.1			
				CADILLAC (24)	331.8			
				LEROY	315.2			
X-A				REED CITY (4)	302.7			40
			X	(PRR Crossing)	290.3			
			X	BIG RAPIDS	289.9			44
			B	STANWOOD	281.0			
			X	HOWARD CITY	268.0			
			X	ROCKFORD	247.9			
			X	BELMONT	243.7			
				COMSTOCK PARK	239.4			
			X	(C&O Crossing)	239.2			
				FULLER (GTW Crossing)	236.9			72
				MUSKEGON JCT	236.6			
				(NYC Crossing)	234.8			
				WINTER ST. (C&O Crossing)	234.7			
				(NYC Crossing)	234.4			
				GRAND RAPIDS	234.0			
				WILLIAMS ST	233.7			
X	X			BARTLETT ST. JCT.	233.6			
		X-O		PLEASANT ST. (4)	233.3			
			X	HUGHART	232.2			
			B	FISHER	227.5			
			X	WAYLAND	213.0	40	43	
X-A			X	MARTIN	203.1			71
			X	PLAINWELL (15)	196.7			
X	X		X	DOCK	187.1			95
				M. C. Crossing (15)	185.7			
X-A				KALAMAZOO	185.4			78
X	X	X-O		GIBSON ST. (3)	185.1			
			X	VICKSBURG (13)	173.0	36	39	
X-A			X	MENDON	164.1			112
X	B	B		WASEPI (15)	159.5			
			B	STURGIS (3)	149.4			112
X	X	X-O		HOWE	143.7			44
				WOLCOTTVILLE (9)	129.3			38
X				HOFFMAN	121.5			112
X	X	X		KENDALLVILLE-R.N.Y.C.R.R. (3)	120.2			
			X	AVILLA (6)	113.6			51
				LA OTTO	108.7			
				(Vandale Secondary Track Crossing)	108.7			
		B		HUNTERTOWN	104.1			
X			B	HUNT	103.8			
				NYC&StL CROSSING-R-	94.1			
				Runion Ave.				
X	X	X-O		(NYC Crossing)	93.6			
				JUNCTION	93.3			

The direction from Junction to Mackinaw City is northward.

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

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

<b>Station</b>	<b>Hours in Service</b>
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-Limit Station)	4.30 P.M. to 7.30 A.M. Daily 7.30 A. M. to 4.30 P.M., Sunday
Sturgis (Block and Interlocking Station)	9.00 A.M. to 5.00 P.M., daily except Sunday
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 Jan. 1, Feb. 22, May 30, July 4, Sept. 3, Nov. 22, Dec. 25.
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:**

<b>Block-Limit Station</b>	<b>Controlled by</b>
Carp Lake	Cadillac
Kegomic	
Formans	
Boyne Falls	
Elmira	
Mancelona	
Walton Jct.	
North Yard	Fuller
Big Rapids	
Stanwood	
Howard City	
Belmont	Hughart
Fisher	
Wayland	Vicksburg
Martin	
Dock	Wolcottville
Mendon	
Howe	
LaOtto	
Hunt	Junction

## 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			
				BURNETTSVILLE	12.1			
				IDAVILLE	15.1			
X-A				MONON Crossing (12)	21.5			
X-A			X	MONTICELLO	21.6			32
				REYNOLDS (12)	28.9			
				WOLCOTT	35.8			33
		B		REMINGTON	41.5			21
				GOODLAND	48.9			21
X	X	X-O		KENTLAND (3)	57.2			24
				END OF BLOCK	60.2			
				EFFNER	61.2			

The direction from Kenneth to Effner is westward.

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 Jan. 1, Feb. 22, May 30, July 4, Sept. 3, Nov. 22, Dec. 25.

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
Kenneth	Van
Monticello	

## SOUTH BEND BRANCH

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Terre Haute	Sidings Assigned direction Car Capacity 50 ft. cars		
					East	West	Both
X	X	X-O	VAN (MAIN LINE)	114.8			
			FERN	115.7			
		X	BEND—R—Van	116.1			
			LUCERNE	124.3			
			GRASS CREEK	129.8			
			KEWANNA	134.8			22
X-A			KEWANNA INTERLOCKING (4)	135.0			
X-A			DE LONG (19)	143.1			
			CULVER	148.8			
X-A			HIBBARD (7)	151.7			39
X	X	X-O	PLYMOUTH (7-30)	159.0			
			MARSHALL	160.2			87
X	X	X	LAPAZ JUNCTION (8)	167.4			87
X	X	X	LAKEVILLE (9)	172.2			19
			END OF BLOCK	182.2			
			SOUTH BEND	182.8			

The direction from Van to South Bend is westward.

### 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 (7)	47.1			9
			NORTH MANCHESTER	37.1			31
			(NYC Crossing)	36.9			
X	B	B	NEWTON (19)	33.9			90
			DENVER SIDING	18.8			12
			(NYC&StL Crossing)	18.2			
X-A			HOOVER	10.1			
		X	LOG-R-Van	3.1			
			FERN	2.5			
X	X	X-O	VAN (MAIN LINE)	1.2			

The direction from Van to Vandale is eastward.

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 and Jan. 1, Feb. 22, May 30, July 4, Sept. 3, Nov. 22, Dec. 25.

### MUSKEGON SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Grand Rapids	Sidings Assigned direction. Car Capacity 50 ft. cars		
						North	South	Both
				MUSKEGON	39.2			
				END OF BLOCK	36.6			
			X	SHAW	36.5			
			X	SULLIVAN	27.8			19
			X	RAVENNA	22.4			22
			X	CONKLIN	17.2			16
				WALKER (End of Block)	10.0			
				FULLER (GTWRR)				

The direction from Walker to Shaw is northward.

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
Shaw	Fuller
Sullivan	
Ravenna	
Conklin	

### 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			

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

### 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			
X	X		FORD STREET (17)	2.1			
			GREEN STREET	1.7			
			WINCHESTER AVENUE	0.3			

The direction from Winchester Avenue to EC is eastward.

### VAN DALE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Logansport	Sidings Assigned direction. Car Capacity 50 ft. cars		
					East	West	Both
			END OF SECONDARY TRACK	65.0			
			LAOTTO (Grand Rapids Branch Crossing)	73.7			
X	X		AUBURN JCT (3-6)	81.4			
			AUBURN	82.4			

The direction from End of Secondary Track to Auburn is eastward.

## TRAVERSE CITY SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Walton Jet.	Sidings Assigned direction Car Capacity 50 ft. cars		
						North	South	Both
			X	TRAVERSE CITY (C&O Crossing) WALTON JCT. (GR. RAP. BR.)	25.0			

The direction from Walton Jet. to Traverse City is northward.

## FALMOUTH SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	STATIONS	Distance from Missaukee Jet.	Sidings Assigned direction Car Capacity 50 ft. cars		
					North	South	Both
			FALMOUTH MISSAUKEE JCT. (GR. RAP. BR.)	10.9			

The direction from Missaukee Jet. to Falmouth is northward.

STATIONS	FIRST CLASS		
	± 453 DAILY EX. SAT. & SUN.	◇ 23 DAILY	± 455 DAILY EX. SAT. & SUN.
	A.M.	A.M.	A.M.
	Leave		
CRESTLINE		# 2.34	
COLSAN		2.47	
BUOYRUS (Lake Region)			
UPPER SANDUSKY		3.03	
FOREST		3.13	
DUNKIRK		3.19	
ADA			
LIMA		3.40	
DELPHOS		3.52	
VAN WERT			
ESTRY		4.03	
ADAMS		4.23	
FORT WAYNE	\$ 4.31		
FORT WAYNE		# 3.41	
JUNCTION		3.44	
VANDALE		4.00	
WARSAW		4.17	
PLYMOUTH	\$ 4.39		
HAMLET		4.55	
WANATAH		5.09	
VALPARAISO	\$ 4.55	X 5.18	\$ 5.35
WHEELER			\$ 5.43
BAET	5.08	5.30	\$ 5.48
HOBART	\$ 5.09		\$ 5.49
BROADWAY	\$ 5.16		\$ 5.55
GARY	\$ 5.21	D 5.40	\$ 6.00
CLARKE JCT	5.25	5.43	6.04
BUFFINGTON			\$ 6.05
INDIANA HARBOR	\$ 5.28	5.47	\$ 6.08
MAHONING	\$ 5.31		\$ 6.10
STANDARD			D 6.15
WHITING	\$ 5.35	5.50	\$ 6.17
STATE LINE	D 5.38		D 6.22
ANOKA			
EIGHTEENTH STREET			
RAOE			
LOGANSPOET (VAN)			
LOGANSPOET (VAN)	Will not run		Will not run
WINAMAC	May 30,		May 30,
NORTH JUDSON	July 4,		July 4,
LA CROSSE	Sept. 3		Sept. 3
KOUTS			
CROWN POINT			
HARTSDALE			
MAYNARD			
BERNICE			
CALUMET PARK			
COLEHOUR JCT			
RIVER BRANCH JCT	5.41	5.54	6.25
ENGLEWOOD	\$ 5.50	D 6.02	\$ 6.35
SOUTH BRANCH BRIDGE	6.00	6.11	6.45
CHICAGO (O.U.S.)	\$ 6.05	\$ 6.20	\$ 6.50
Arrive	A.M.	A.M.	A.M.
	453	23	455



## FIRST CLASS

	□75 DAILY	◇49 DAILY	●29 DAILY	□71 DAILY	
	A.M.	A.M.	A.M.	P.M.	
		# 3.58	# 4.35		
		4.13	4.48		
		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		
		D 7.03			
		7.08	7.23		
		7.12	7.27		
		7.16	7.31		
	4.05			12.10	
	# 4.09			# 12.14	
	\$ 4.10			\$ 12.15	
	\$ 4.18			\$ 12.23	
	# 4.43			# 12.31	
	N 5.15			# 12.57	
	5.30			\$ 1.15	
	5.40			1.26	
	5.47			1.34	
	\$ 6.19			\$ 1.59	
	6.31			2.09	
	6.36			2.12	
	6.45			2.17	
	6.50			2.22	
	6.55			2.29	
	D 6.59	D 7.20	D 7.35	D 2.32	
	7.11	7.29	7.45	2.40	
	7.24	7.39	7.54	2.50	
	\$ 7.30	\$ 7.45	\$ 8.00	\$ 2.55	
	A.M.	A.M.	A.M.	P.M.	
	75	49	29	71	

## CRESTLINE AND ANOKA TO CHICAGO

STATIONS	FIRST CLASS			
	055	093	53	
	DAILY		DAILY	
	A.M.	P.M.	P.M.	
Leave				
CRESTLINE.....	# 11.25		# 5.11	
COLSAN.....	11.38		5.24	
BUOYRUS (Lake Region)....	\$ 11.39			
UPPER SANDUSKY.....	11.56		\$ 5.40	
FOREST.....	12.06		5.50	
DUNKIRK.....	12.12		5.56	
ADA.....			\$ 6.07	
LIMA.....	\$ 12.37		\$ 6.26	
DELPHOS.....	12.50		6.39	
VAN WERT.....	F 1.01		\$ 6.54	
ESTRY.....	1.02		6.55	
ADAMS.....	1.23		7.16	
FORT WAYNE.....	\$ 1.31		\$ 7.25	
FORT WAYNE.....	# 12.41		# 6.45	
JUNCTION.....	12.43		6.48	
VANDALE.....	12.58		7.05	
WARSAW.....	\$ 1.14		\$ 7.25	
PLYMOUTH.....	F 1.38		\$ 7.55	
HAMLET.....	1.54		8.10	
WANATAH.....	2.08		8.23	
VALPARAISO.....	\$ 2.19	Will Run	\$ 8.35	
WHEELER.....		on all		
BART.....	2.31	odd dates	8.45	
		during		
HOBART.....		April,		
BROADWAY.....		May,		
GARY.....	\$ 2.41	Aug.	\$ 9.00	
CLARKE JCT.....	2.44	All even	9.03	
BUFFINGTON.....		dates		
INDIANA HARBOR.....	2.47	during	9.07	
		June,		
MAHONING.....		July,		
STANDARD.....		Sept.,		
WHITING.....	2.50	Oct.	9.11	
STATE LINE.....				
ANOKA.....				
EIGHTEENTH STREET.....				
RACE.....				
LOGANSFORT (VAN).....		\$ 3.50		
LOGANSFORT (VAN).....		# 3.55	No train	
WINAMAC.....		4.37	Baggage-	
NORTH JUDSON.....			man	
LA CROSSE.....		4.47	Crestline	
KOUTS.....		4.55	to Lima	
CROWN POINT.....			Mondays	
HARTSDALE.....		5.25	or	
MAYNARD.....		5.28	Tuesdays	
			or June 1,	
BERNICE.....		5.33	July 6,	
OSALUMET PARK.....		5.38	Sept. 5.	
COLEHOUR JCT.....		5.45		
RIVER BRANCH JCT.....	2.54	5.48	9.16	
ENGLEWOOD.....	D 3.09			
SOUTH BRANCH BRIDGE.....	3.19	6.07	9.33	
CHICAGO.....(C.U.S.)	\$ 3.25	\$ 6.15	\$ 9.40	
Arrive				
	P.M.	P.M.	P.M.	
	05	93	53	

## FIRST CLASS

**45**  
DAILY  
EX SUN.  
& MON.

P.M.

# 11.40  
11.53

12.08

12.18  
12.24

E 12.45

1.11

1.25

1.48

E 2.05

# 1.35

1.37

1.54

2.10

E 2.33

2.47

3.01

E 3.15

3.33

3.44

3.47

3.50

Will not  
run  
May 31,  
July 5,  
Sept. 4

3.54

4.09

E 4.15

A.M.

**45**

## CHICAGO TO CRESTLINE AND ANOKA

STATIONS	FIRST CLASS			
	52	90	22	
	A.M.	A.M.	P.M.	
Arrive				
CRESTLINE	E 10.10		\$ 4.38	
COLSAN	9.55		4.24	
BUOYRUS (Lake Region)	E 9.53		F 4.20	
UPPER SANDUSKY	9.37		4.08	
FOREST	9.26	Will Run on All Odd Dates during June, July, Sept. Oct.	3.58	
DUNKIRK	9.20		3.52	
ADA			F 3.36	
LIMA	E 8.50		\$ 3.16	
DELPHOS	8.30	All Even Dates during April, May, Aug.	3.03	
VAN WERT	E 8.15		\$ 2.48	
ESTRY	8.12		2.45	
ADAMS	7.52		2.24	
FORT WAYNE	# 7.44		# 2.16	
FORT WAYNE	E 6.14		\$ 1.08	
JUNCTION	6.11		1.06	
VANDALE	5.57		12.52	
WARSAW	E 5.37		\$ 12.32	
PLYMOUTH	E 5.07		12.10	
HAMLET	4.50		11.57	
WANATAH	4.37		11.44	
VALPARAISO	E 4.28			
WHEELER				
BART	4.16		11.28	
HOBART				
BROADWAY				
GARY	E 4.06		C 11.16	
CLARKE JCT	4.01		11.13	
BUFFINGTON				
INDIANA HARBOR	3.57		11.10	
MAHONING				
STANDARD				
WHITING	3.54		11.07	
STATE LINE				
ANOKA				
EIGHTEENTH STREET				
RACE				
LOGANSPOUT (VAN)		# 10.57		
LOGANSPOUT (VAN)	Will not run June 1, July 6 Sept. 5	\$ 10.52	Train Baggage- man Chicago to Lima Mondays, Tuesdays and June 1, July 6, Sept. 5	
WINAMAC		10.10		
NORTH JUDSON		10.01		
LA CROSSE		9.53		
KOUTS				
CROWN POINT		9.21		
HARTSDALE	Leaves From 12th St.	9.18		
MAYNARD	Coach Yard	9.13		
BERNICE	3.30 A.M.	9.08		
CALUMET PARK		9.01		
COLEHOUR JCT				
RIVER BRANCH JCT	3.50	8.58	11.04	
ENGLEWOOD		C 8.49	C 10.55	
SOUTH BRANCH BRIDGE	3.35	8.40	10.46	
CHICAGO (C.U.S.)		\$ 8.35	\$ 10.40	
Leave				
	A.M.	A.M.	A.M.	
	DAILY EX. MON. and TUES. ± 52	090	DAILY 022	

## FIRST CLASS

	70	48	28	454	456
	P.M.	P.M.	P.M.	P.M.	P.M.
		\$ 8.41	\$ 9.12		
		8.28	9.00		
		8.13	8.46		
		8.03	8.36		
		7.56	8.30		
		\$ 7.29	8.09		
		7.18	7.58		
		7.07	7.47		
		6.46	7.26		
		# 6.38	# 7.18		
		\$ 5.33	\$ 6.15		
		5.31	6.13		
		5.17	5.59		
		5.01	5.43		
		\$ 4.40	5.23		
		4.27	5.12		
		4.14	4.59		
				\$ 5.20	5.45
				\$ 5.10	
		3.59	4.44	5.05	5.33
				\$ 5.04	\$ 5.32
				\$ 4.56	\$ 5.25
		\$ 3.48		\$ 4.50	\$ 5.21
		3.45	4.32	4.47	5.18
				\$ 4.45	
		3.42	4.29	\$ 4.42	\$ 5.14
				\$ 4.39	
		3.39	4.26	\$ 4.33	\$ 5.08
				C 4.29	
	2.20				
	# 2.16				
	# 2.15				
	# 2.05				
	\$ 1.50				
	F 1.10				
	\$ 12.56				
	12.44				
	12.36				
	\$ 12.12				
	12.02				
	11.59				
	11.54				
	11.49				
	11.42				
	11.39	3.35	4.22	4.28	5.03
	C 11.30		C 4.13	\$ 4.20	\$ 4.55
	11.21	3.20	4.05	4.10	4.45
	\$ 11.15	\$ 3.15	\$ 4.00	\$ 4.05	\$ 4.40
	A.M.	P.M.	P.M.	P.M.	P.M.
	DAILY	DAILY	DAILY	DAILY EX.	DAILY
	070	048	028	SAT. & SUN.	EX. SAT. & SUN.
				± 0454	± 0456

STATIONS	FIRST CLASS		
	50	74	
	P.M.	A.M.	
Arrive			
CRESTLINE.....	\$ 11.45		
COLSAN.....	11.30		
BUOYRUS (Lake Region).....			
UPPER SANDUSKY.....	\$ 11.06		
FOREST.....	10.54		
DUNKIRK.....	10.47		
ADA.....			
LIMA.....	\$ 10.21		
DELPHOS.....	10.01		
VAN WERT.....	B 9.49		
ESTRY.....	9.47		
ADAMS.....	9.25		
FORT WAYNE.....	# 9.17		
FORT WAYNE.....	\$ 8.08		
JUNCTION.....	8.06		
VANDALE.....	7.51		
WARSAW.....	\$ 7.32		
PLYMOUTH.....	\$ 7.05		
HAMLET.....	6.51		
WANATAH.....	6.38		
VALPARAISO.....	\$ 6.26		
WHEELER.....			
BART.....	6.18		
HOBART.....			
BROADWAY.....			
GARY.....	\$ 6.05		
CLARKE JOT.....	6.02		
BUFFINGTON.....			
INDIANA HARBOR.....	5.59		
MAHONING.....			
STANDARD.....			
WHITING.....	5.56		
STATE LINE.....			
ANOKA.....		1.10	
EIGHTEENTH STREET.....	# 1.06		
RACE.....	1.05		
LOGANSFORT (VAN).....	# 12.56		
LOGANSFORT (VAN).....	\$ 12.26		
WINAMAC.....			
NORTH JUDSON.....	B 11.41		
LA CROSSE.....		11.31	
KOUTS.....		11.23	
CROWN POINT.....	\$ 11.02		
HARTSDALE.....		10.48	
MAYNARD.....		10.42	
BERNICE.....		10.37	
CALUMET PARK.....		10.30	
COLEHOUR JOT.....		10.23	
RIVER BRANCH JOT.....	5.52	10.20	
ENGLEWOOD.....	C 5.45		
SOUTH BRANCH BRIDGE.....	5.36	10.05	
CHICAGO.....(C.U.S.)	\$ 5.30	\$ 10.00	
Leave			
	P.M.	P.M.	
	DAILY	DAILY	
	◇50	□74	

## FIRST CLASS

54

A.M.

\$ 4.05  
3.51

3.29

3.19  
3.12

\$ 2.49

2.29

2.16  
1.53

# 1.45

\$ 12.35  
12.30  
12.14  
11.58  
11.3711.26  
11.12

\$ 11.03

10.54

\$ 10.43

10.39

10.36

10.33

10.30

10.16

\$ 10.10

P.M.

DAILY

054

# CLYMERS AND VAN

STATIONS	FIRST CLASS			
	Northward Arrive		Southward Leave	
	95	93	◇ 94 DAILY	◇ 90 See Note 2
	A.M.	P.M.	A.M.	A.M.
	LOGANSFORT (VAN).....	\$ 4.00 \$ 3.50	\$ 1.25	# 10.57
	CLYMERS.....	3.30 3.42	1.33	11.06
(SW Reg.)	Leave		Arrive	
	A.M.	P.M.	A.M.	A.M.
	DAILY ◇ 95	See Note 1 ◇ 93	94	90

NOTE 1.—Will run on all odd dates during April, May, Aug., all even dates during June, July, Sept., Oct.

NOTE 2.—Will run on all odd dates during June, July, Sept., Oct., all even dates during April, May, Aug.



## TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
Upper Sandusky*	1.30 PM to 5.00PM	Closed	Closed
Ada*	10.30 AM to 11.59 AM 1.00 PM to 4.30 PM	Closed	Closed
Lima	9.30 AM to 1.30 PM 2.30 PM to 6.30 PM	9.30 AM to 1.30 PM 2.30 PM to 6.30 PM	9.30 AM to 1.30 PM 2.30 PM to 6.30 PM
Van Wert*	8.00 AM to 7.30 PM	Closed	Closed
Fort Wayne	5.30 AM to 9.30 PM (EST)	5.30 AM to 9.30 PM (EST)	5.30 AM to 9.30 PM (EST)
Warsaw*	5.15 AM to 10.00 AM 11.00 AM to 3.00 PM	Closed	Closed
Plymouth*	8.00 AM to 11.00 AM 12.01 PM to 5.00 PM	Closed	Closed
Valparaiso	10.30 PM to 9.00 PM	10.30 PM to 9.00 PM	10.30 PM to 7.30 AM 12.01 PM to 9.00 PM
Hobart*	8.00 AM to 5.45 PM	8.00 AM to 5.45 PM	Closed.
Gary	7.30 AM to 12.30 PM 1.00 PM to 8.00 PM 8.30 PM to 11.59 PM	7.30 AM to 8.30 AM 9.30 AM to 12.30 PM 1.00 PM to 8.00 PM 8.30 PM to 11.59 PM	7.30 AM to 12.30 PM 1.00 PM to 8.00 PM 8.30 PM to 11.59 PM
Indiana Harbor*	5.30 AM to 2.30 PM	Closed	Closed
Whiting*	6.00 AM to 8.00 AM 1.00 PM to 3.00 PM	Closed	Closed
Englewood	7.00 AM to 7.30 PM	7.00 AM to 7.30 PM	7.00 AM to 7.30 PM
Chicago	Continuously	Continuously	Continuously
Logansport*	7.00 AM to 4.00 PM	Closed	Closed
Winamac*	8.40 AM to 10.30 AM 11.30 AM to 2.00 PM	Closed	Closed
North Judson*	7.00 AM to 8.00 AM 2.40 PM to 4.00 PM	Closed	Closed
Crown Point*	5.30 AM to 9.30 AM 11.00 AM to 3.00 PM	Closed	Closed

\*Closed Jan. 1, Feb. 22, May 30, July 4, Sept. 3, Nov. 22, Dec. 25.

# U. S. MAIL WORK

STATIONS	Westward							Eastward						
	45 ⑥	75 ②	23 ④	29 ①	71	55 ①	53	70	22	50 ②	54	74	28 ②	52 ⑥
Upper Sandusky				E			E		D	E	D		D	
Forest						C			CD					
Ada				D		CD	E		C					
Lafayette									CD					
Lima	E		E	D		E	E		E	E	E		B	
Delphos				D		CD			H					
Middlepoint						CD			CD					
Van Wert				D		CD	E		E					
Convoy						CD			CD					
Monroeville						CD			CD					
Columbia City						D	G		A					
Warsaw	G		L	D		E	E		E	E				E
Bourbon						CD			CD					
Plymouth	E		E	D		D	E		L	E				E
Valparaiso	E		E			E	E			E	E			E
Wheeler									D					
Gary						E	E		E	E	E			E
Indiana Harbor				D										
Englewood	F			E		E	F		E	E			E	
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 and Tuesday.

⑤—Daily except Monday and Tuesday.

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 timetable authority.

STATIONS	FW-23 (2)	BRC-5 (1)	FW-89 (16)	FW-1 (2)	FWC-3 (1)	FW-13 (4)	WC-1 (1)	WC-5 (1)	LCL-7 (11)	ILCL-1 (11)	2LCL-1 (a)	FW-21 (6)	TT-1 (17)	GR-7 (1)	JET-1 (11)	WC-9 (1)						
Leave	A.M.	A.M.	A.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.						
COLEMAN		5.05		7.20			12.20	9.05	9.30	8.30	9.30		6.50		8.40	10.55						
LIMA				2.00				10.15														
ADAMS		8.45		5.00			3.15	12.15	12.30	11.30	12.30		8.45	8.30	10.30	2.05						
JUNCTION		9.15	6.00		7.00	7.30	6.30	1.30	12.15	11.15	12.15	6.30	8.10	11.00	9.45	2.45						
VANDALE						*11.30																
VAN			10.00																			
PLYMOUTH																						
BART	11.00	12.30			11.00		9.30		2.45	1.45	2.45		10.15		11.45	6.40						
COLEHOOR	1.30				11.45			5.30								7.15						
CHICAGO(45th St.)	2.30	(o) 2.00			(o) 1.00		11.15	6.15	3.30	2.30	3.30	3.00	10.59		12.30	(o) 9.00						
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.	P.M.	P.M.	A.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. and day following Holidays.  
 (8) Wed., Fri. & Sat. (9) Daily except Sat. and Mon. (10) Daily except Tues. (11) Daily except Monday and day following Holidays. (12) Daily except Sat., Sun., Mon. (13) Sunday only.  
 (14) Daily except Mon. and Tues. (15) Daily except Sun. and Mon. (16) Wed., Fri. and Sun. (17) Daily except Sun. and Holidays. (a) When needed. †—Gary.  
 •—Warsaw. (o) 59th Street.

# ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no timetable authority

STATIONS	FW-8 (1)	FW-24 (2)	FWC-2 (1)	FW-48 (5)	FW-3 (2)	GR-6 (1)	FW-14 (16)	CS-8 (1)	FW-22 (2)	NF-4 (12)	FW-26 (1)	LCL-2 (3)	GRE-2 (1)	NF-6 (8)	TT-2 (3)	JET-2 (3)
Active	P.M.	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.
COLSAN	12.20				2.40			4.10		1.00	1.15 12.15 10.45 10.00	3.45	1.40	5.45	5.15	2.35
LIMA								2.20 1.60								
ADAMS	9.45				8.00	9.45		12.35		10.35	8.30	1.10	11.00	3.20	3.15	12.30
JUNCTION	7.45	11.00	12.15	2.00		8.00	3.30	10.35		8.50		11.30	6.00	1.35	1.30	11.15
VANDALE							* 1.15									
VAN				8.00												
PLYMOUTH													4.15			
BART	5.00	5.45	9.15					7.35	†5.45	6.20		9.30	2.00	11.05	11.25	9.15
COLEHOOR	4.00	5.00	8.30					6.50					10.30			
CHICAGO (65th St.)	(o) 1.00	4.00	(o) 5.00					4.45	5.00	5.30		8.45	10.00	10.15	10.30	8.30
Leave	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

(1) Daily. (2) Daily except Sun. (3) Daily except Sunday and Holidays. (4) Tues., Thurs. and Sat. (5) Daily except Sat. (6) Daily except Fri. and Sun.  
 (8) Mon., Tues. and Weds. ex. Holidays (9) Daily except Tue. (10) Daily except Sun. and Mon (12) Mon. and Weds. (13) Daily ex. Sun., Mon., Tues. (14) Sat. only. (15) Daily ex. Mon.  
 (16) Mon., Weds. & Fri. † Gary. (o) 59th Street. • Warsaw. © Bucyrus.

# ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no timetable authority

STATIONS	LD-3 (4)	NS-7 (6)	NW-45 (1)	PDS-1 (10)	LD-15 (4)	PDS-3 (10)	LD-19 (1)	IL-1 (6)	WC-7 (1)	LD-9 (2)	CO-3 (10)	PWC-1 (6)	LD-1 (1)	WC-11 (1)	LD-13 (4)	CO-1 (1)	DC-3 (1)	DC-1 (1)	RH-7 (1)		
Leave	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.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		
BRADFORD	12.30		3.30	6.00		8.00			1.40 Ⓞ3.30 (R)2.00	Ⓞ3.30 (R)2.00	Ⓞ5.00	7.20			9.30						
ANOKA	E.S.T. C.S.T.		7.15 6.15	11.59 10.59		3.00 2.00			4.30 3.30	6.30	7.00 6.00	10.10 9.10		1.30 12.30		11.45			11.00		
VAN		1.45 2.40	1.00	12.15	7.00	3.00	11.00	3.00	4.30		8.30	2.15	9.00	4.15	10.00						
PLYMOUTH															1.30						
SOUTH BEND															6.00						
EFFNER						4.00								7.00							
HARTSDALE		5.00	4.00	4.30	9.30	7.15					11.45	4.30	12.15								
COLEHOUR													1.00				11.30				
DOLTON			4.30																		
CHICAGO (55th St.)		6.10									3.00		2.00					Ⓞ11.50			
CHICAGO (59th St.)		6.45	5.30		3.00				7.30			5.30					2.00	2.45	A.M.	P.M.	
Arrive	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.		

(1) Daily. (2) Daily Ex. Sun. (3) Mon., Wed. and Fri. (4) Daily except Sat.  
 (5) Tues., Thurs. & Sat. (6) Daily except Monday. (7) Sun., Tues. and Thurs. (8) Ridgeville.  
 (9) Goodland. (10) Operates from Bradford Tues., Thurs. and Sat.  
 Ⓞ Dunkirk. Ⓞ Lacrosse.

# ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no timetable authority

STATIONS	LD-2 (1)	CO-2 (1)	LD-14 (2)	IL-2 (6)	DC-4 (1)	DC-2 (1)	PDS-2 (10)	LD-16 (2)	LD-10 (1)	CG-2 (1)	CNY-2 (1)	NW-82 (1)	LD-20 (1)	LD-4 (4)	CG-8 (1)	NS-8 (2)	CO-8 (1)	NW-88 (1)	RH-8 (1)
Arrive	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.
BRADFORD							1.00		Ⓞ2.30 (R)1.00	7.20	6.20	12.15		11.59	5.20		Ⓞ2.00	8.05	
ANOKA							10.00		9.00	4.30	3.30	8.15		Ⓞ8.00	2.30		11.30	5.15	9.30
							9.00			3.30	2.30	7.15			1.30		10.30	4.15	
VAN	7.30	5.20	6.00	11.00			6.30	3.00		11.00	12.15	4.50	8.15		12.30	3.20 1.20		3.15	
PLYMOUTH			2.30																
SOUTH BEND			10.00										5.15						
EFFNER										8.15									
HARTSDALE	4.40 4.15						4.00								10.30	11.10		12.30	
DOLTON		3.00									10.00	2.00			10.10	10.50		12.15	
COLEHOUR	2.30				5.30														
CHICAGO(55thSt.)	2.00					Ⓞ*6.30													
CHICAGO(69thSt.)		2.30			3.30	3.45		7.00			9.00	1.00			8.30	10.00		11.15	
Leave	A.M.	A.M.	P.M.	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.	P.M.	A.M.

(1) Daily. (2) Daily Ex. Sun. (3) Daily Ex. Monday. (4) Daily Ex. Sat. & Sun. (5) Mon., Wed. and Fri.  
 (6) Daily Ex. Sat. (7) Wed., Fri. & Sun. (10) Daily or as required. (11) Tues., Thurs. and Sat. (R) Ridgeville.  
 ‡ Goodland. Ⓞ Effner. Ⓞ 110th St. Ⓞ Dunkirk. Ⓞ Operates to Bradford Tues., Thurs. and Sat. • Lacrosse.

# ARRANGED FREIGHT TRAIN SERVICE

The time shown conveys no timetable authority.

STATIONS	NORTHWARD						SOUTHWARD					
	GR-3 (2)	GR-17 (2)	GR-9 (3)	GR-19 See Notes	GR-15 (7)	GR-7 See Notes	GR-10 (3)	GR-4 (2)	GR-18 (2)	GR-20 See Notes	GR-6 See Notes	GR-16 (7)
	Arrive	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.
MACKINAW CITY						2.30				(7) 10.30		
TRAVERSE CITY					9.30						11.00	
WALTON JUNCTION					7.15						11.59	
CADILLAC					6.30	(14) 8.30				4.30	3.00	
MUSKEGON				3.30		6.30				(14) 5.30		
GRAND RAPIDS			(3) 1.30		(14) 10.00					8.30	10.30	
KALAMAZOO		(3) 3.00	4.00	12.30	6.00	4.40	8.45		(2) 3.30	(5) 2.00		
VICKSBURG			1.00		2.45		1.30		3.00	4.00		
STURGIS	*12.30							*1.30				
KENDALLVILLE		11.30							7.00			
JUNCTION	E. S. T. 9.00		(13) 4.30		(13) 11.00			4.00		10.00	8.00	
	Leave	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.

(1) Daily. (2) Daily except Sundays. (3) Daily except Saturday and Sunday. (4) Weds., Fri., and Sun. (5) Daily except Monday. (7) Tues., Thurs. and Sat.  
 (8) Daily except Mon., Wed. and Sat. (9) Daily except Sun., Tues. and Thurs. (10) Tues. and Fri. (11) As required. (12) Mon., Thur. & Fri.  
 (13) Daily ex. Sat. (14) Mon., Wed. & Fri. (c) Combined with GR-7 when possible. • Wolcottville. © Mendon

# SPECIAL INSTRUCTIONS

## GENERAL RULES

### 100J-1A. Uniforms.

Designated uniformed employes 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 or short 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.

Passenger trainmen may wear a black clip-on bow tie with square ends,  $4\frac{1}{2}$  inches long and  $1\frac{1}{2}$  inches wide, in lieu of standard four-in-hand tie, if desired.

### Personal Injuries

#### 100R-2A. Medical Officers and Surgeons

Location	Name and Address	Telephone Number
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, Sun- days and Holidays.	A-6441 Local 221
	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
Columbia City..	Dr. John L. Langohr, Surgeon Office, 215 E. Van Buren St.. Res., 321 N. Main St.....	244-5144 244-7114



Location	Name and Address	Telephone Number
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....	936-3178 936-2969
Valparaiso.....	Dr. Ralph C. Eades, Surgeon Office, 6 Napoleon St..... Res., 203 Jefferson St.....	HOward 2-1344 HOward 2-3711
Gary.....	Dr. R. N. Bills, Surgeon Office, 504 Broadway..... Res., 534 Lincoln St.....	TURNer 5-6106 TURNer 2-6208
	Dr. W. K. Robinson, Ass't Surgeon Office, 504 Broadway..... Res., 500 No. Montgomery St.	TURNer 5-6106 YELLOWstone 8-2382
East Chicago...	Dr. J. A. Teegarden, Jr., Surgeon Office, 1919 E. Columbus Dr.. Res., 7204 Woodmar, Hammond, Ind..... Exchange Tel.....	EXport 7-1805 TILden 4-0783 EXport 8-2828
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 First Saturday of each month 8.30 A.M. to 12.00 Noon. Res. 232 E. Pearson St., Chicago, Ill.....	CENtral 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
	Dr. W. J. Reilly, Surgeon Office and Res., 6424 So. Central Ave.....	RELiance 5-5544

Location	Name and Address	Telephone Number
Chicago.....	Dr. Virgil Wescott, Oculist Office, 30 N. Michigan Ave.. Res., 526—8th St., Wilmette, Ill.....	DEarborn 2-3127 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. D. F. Llamas, Surgeon Office, 520 Lane St .....  Res., 605 Keller Ave.....	TWinbrook 6-2724 TWinbrook 6-2724
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 Suite 203, Ramona Medical Bldg. 515 Lakeside Drive 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. R. S. Gove, Surgeon Office, 1631 Gull Road..... Res., 500 Sturgis Drive, Parchment, Mich.....	Fireside 2-9813 Fireside 9-3492
Kendallville.....	Dr. Thomas Slough, Surgeon Office, 112 W. Mitchell St... Res., RR 3.....	465 473

**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
Bucyrus.....	Community Hospital 629 North Sandusky Ave.....	41050
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 Route 127, South.....	BERnard 2-6971 BERnard 2-9991 BERnard 2-4861
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.....	244-5144
Warsaw.....	Murphy Medical Center Buffalo and Winona Ave....	AMhurst 7-6127
Plymouth.....	Park View Hospital North Michigan St.....	936-2178
Valparaiso.....	Porter Memorial Hospital La Porte Road.....	HOward 2-1121
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
	Holy Cross Hospital 2700 West 69th Street.....	HEmlock 4-6700
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.....	NOorth 4-2311
Logansport.....	St. Joseph Hospital 26th and High Streets.....	4145
	Memorial Hospital North Michigan Avenue.....	3117

Location	Name and Address	Telephone Number
Crown Point....	Lake Co. Infirmary Three miles east.....	87
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.....	Windsor 7-6140
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.

## TIMETABLES

### 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 at scheduled arriving time when station work is completed.

### 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

**Rule 14 (1)** will apply:

**1014(1)-A1.** 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.

## 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 Vandale and Adams.

Main Line—Between Kenneth and Bradford.

Grand Rapids Branch

Muskegon Branch

Effner Branch

South Bend Branch.

Logansport Branch.

Mackinaw City Secondary Track

Traverse City Secondary Track

Falmouth Secondary Track

Vandale Secondary Track

**1019-A3.** In the application of **Rule 19**, authorized flashing type lamps may be used as markers. Markers will be extinguished by day.

## USE OF SIGNALS

**1035-A1.** In the application of **Rule 35**, the following signals will be used by flagmen:

Day Signals—A red flag, torpedoes and fusees.

Night Signals—A white light, torpedoes and fusees.

### Fusees And Torpedoes

**1035-B1.** On account of fire hazard lighted fusees must not be displayed nor left burning on open deck 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	3
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 provided by train order.

## 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 Employees Registers and Standard Clocks.

Bulletin Board	Employees' Register	Standard Clock	Location	Other Regions and Railroads
X	X	-----	Lima—Eng. Watchman Bldg.	
X	X	X	Fort Wayne—Eng. House	Lake Buckeye
X	X	X	Fort Wayne—Station	Lake Buckeye
X	X	X	Fort Wayne—Yard Office—Piqua Road	Lake Buckeye
X	X		Fort Wayne—Anthony Blvd.	Lake
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	X	Chicago—C. U. S. Telegraph Office (GB)	
X	X	-----	Dunkirk, Ind.—Agent's Office	
X	X	X	Goodman—Yard Office	
X	X	X	Logansport—Van, Trainmans Room	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	-----	Dolton—Freight Office	
X	X	-----	63rd Street—Westbound Hump	
X	X	X	59th Street—Crew Dispatcher's Office	
X	X	X	59th Street—Enginehouse	
X	X	-----	Campbell Soup—Yard Office	
X	X	-----	Damen Avenue—Yard Office	
X	X	-----	16th Street—Yard Office	
X	X	-----	Mackinaw City—Freight Office	
X	X	-----	Cadillac—Enginehouse	
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	



Bulletin Board	Employees' Register	Standard Clock	Location	Other Regions and Railroads
X	X	X	Grand Rapids—Enginehouse	
X	X	—	Kalamasoo—Yard Office	
X	X	—	Kendallville—Freight House	
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 B—Between Region Post (Lake Region) 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 End of Vandale Secondary Track (Mile Post 65) 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 Secondary Track.

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**

### **Dragging Equipment Detector**

#### **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**.

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## **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.

**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.

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**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 147
	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 117
	Avilla	Mile Post 116	Mile Post 112
	Fort Wayne	Mile Post 98	Junction
Muskegon Secondary Track	Muskegon	Muskegon	3000 feet north of Mile Post 35
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. 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.	
La Otto: Grand Rapids Branch.	Gate Target	Clear Diagonal	Proceed not exceeding 10 miles per hour. Indicated at night by green lights.	
Cadillac: Gimlet track crossing with Ann Arbor	Gate	Clear	Stop before crossing. Indicated at night by red lights.	

Location	Signals, Etc. Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
Big Rapids: Pennsylvania RR	Gate	Clear	Proceed not exceeding 15 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 red 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: C&O Freight House Track crossing Plaster Mill Track	None	None	Stop. It must be known that crossing is clear before using	
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.	
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.	
Ft. Wayne: PRR lead to International Harvester Com- pany Warehouse and Ft. Wayne Union Belt In- dustrial Tracks (2)	None	None	Stop. It must be known that crossing is clear before using.	
Fort Wayne: New York Central	Gate and position light	More favor- able than stop	Proceed not exceeding 10 miles per hour.	

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.		Vertical or green light	Stop. Signal aspect governs after stopping.	
Brighton Park: North Wye.		Vertical or green light	Stop. Signal aspect governs after stopping.	
Chicago, 26th St.: Ill. Northern.		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 PRR track	Stop. Normal po- sition of gate is for movement on C. S. S. & S. B. P. R. R. trainmen open gate for P. R. R. move- ment. Gate must be re- stored to normal position when movement is completed.	
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.

### Non-interlocked Movable Bridges.

1098-A2. Movement of trains or engines on tracks of this region over non-interlocked movable bridges will be governed as follows:

Location	Signals, Etc. Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
Bridge W-1.06 Calumet Western Line over Calumet River.	Hand signal from Bridge Operator	None	Trains and engines approaching Bridge W-1.06 must not pass hand-operated derails located 250 feet west of and 261 feet east of Bridge unless a hand signal to proceed is re- ceived from the Bridge operator.	

# **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:

## **REGION POST (LAKE REGION)—SOUTH BRANCH BRIDGE**

Track	Crossing	Location
Eastward Siding	Cable Road	Lima
Westward siding	Fifth St.	Plymouth
Eastward siding		
Westward Siding	Bariman St.	
Eastward siding	Starke Street	
Westward Siding		
Middle track		
Back track		
Siding	Clarke Road	Clarke
Riley Road North Yard storage track	Riley Road	Mahoning
Eastward Siding		
Eastward Siding	Standard Ave.	Whiting
	Front St.	
	119th St.	

## **BRADFORD—BEVERLY JCT.**

Siding	Walnut Street	Union City
Armstrong Cork Co. track	Washington St.	Dunkirk
Westward Siding	Lincoln Boulevard	Marion
Siding and Yard Track	Pearl St.	
Eastward Siding	State Route 10	North Judson
Eastward Siding	Washington St. (State Highway 421)	LaCrosse
Team track		
Mathieson track		
Westward Siding	Baums Bridge Rd.	Kouts
	Main Street	
Leroy Spur	Main Street	Leroy
National Brick Co. Track	Calumet Ave. (State Road 141)	Maynard
Grand Trunk Western R. R. Interchange Track		
Aome Steel Corp. Industrial Track	Private Road Crossing Aome Steel Corp.	Riverdale

GRAND RAPIDS BRANCH		
Track	Crossing	Location
Yard Track	50th St.	Grand Rapids
	Front St.	
	Scribner St.	
	Mount Vernon St.	
	Summer St.	
	Winter St. (Northward only)	
Plaster Mill	Buchanan St.	
	Grandville Ave.	
Century Ave. Spur	Century Ave.	
	C Ramp	
	D Ramp	
Quimby-Walstrom Paper Co.	A Ramp	
Running track	Fulton St.	
	Ottowa St.	
	Market St.	
	Campau St.	
Running track	Vine St.	Kalamazoo
	Mill St.	
	Crosstown Parkway	
	Walnut St.	
	Gibson St.	
	Michigan St.	
	Water St.	
	Kalamazoo Ave.	
	Ransom	
	North St.	
	Frank St.	
	Parsons St.	
	Bush St.	
	Patterson St.	
Prouty St.		
I&F BRANCH		
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:

## **REGION POST (LAKE REGION)—SOUTH BRANCH BRIDGE**

Track	Crossing	Location	Control Device Located	Movements		
No. 1	County Road No. 1	2 mile east of Nevada	In box on post, south side No. 1 track east of County Road No. 1	Eastward and Westward		
No. 2			In box on instrument case, north side No. 2 track, east of County Road No. 1			
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.			
No. 1	Sandusky Ave.	Upper Sandusky	In box on post, south side of No. 1 track, west of Sandusky Ave.	Eastward		
No. 1			In box on post, south side of No. 1 track and Hick St., opposite house track switch.			
No. 2			In box on instrument case, north side of siding, west of Sandusky Ave.	Westward		
No. 1	Johnson St.	Ada	In box on instrument case, south of No. 1 track west of Johnson St.	Eastward and Westward		
No. 2			In box on post, north of No. 2 track, west of Johnson St.			
No. 1	Main St.		In box on instrument case, south of No. 1 track west of Main St.			
No. 2			In box on post, north of No. 2 track west of Main St.			
No. 1	Gilbert St		In box on instrument case south of No. 1 track west of Gilbert St.			
No. 2			In box on post north of No. 2 track west of Gilbert St.			
No. 1	High St.		Lafayette, Ohio		In box on post south of No. 1 track, east of Church St.	
No. 2					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		In box on post north of No. 2 track, east of Church St.				

Track	Crossing	Location	Control Device Located	Movements
No. 1	Washington St.	Lafayette, Ohio	In box on post south of No. 1 track, east of Church St.	Eastward and Westward
No. 2			In box on post north of No. 2 track, east of Church St.	
No. 1 and Eastward Siding	Cable Road	3 mi. west of Lima	In box on post, south of eastward siding, east of Cable Road	
No. 2			In box on post, north of No. 2 track, west of Cable Road	
No. 2	Pierce St.	Delphos	In box on instrument case, north side No. 2 track, east of Pierce St.	
No. 1			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			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			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			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			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			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			In box on post, south side No. 1 track, east of State St.	
No. 2	Adams St.	Middlepoint	In box on instrument case, north side of No. 2 track, east side of Adams St.	
No. 1			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			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			In box on instrument case, south side of No. 1 track, west of U. S. 30.	

Track	Crossing	Location	Control Device Located	Movements
No. 2	Main St.	Convoy	In box on post, North side of No. 2 track, east side of Main St.	
No. 1			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			In box on post, south side Equity Elevator siding west of Tully St.	
No. 1	Ohio St.	Monroeville	In box on instrument case, south side No. 1 track, east of Ohio St.	Eastward and Westward
No. 2			In box on post, north side No. 2 track, west of Ohio St.	
No. 1	Main St.		In box on instrument case, south side No. 1 track, west of Main St.	
No. 2			In box on post, north side No. 2 track, west of Main St.	
No. 1	Linker	Fort Wayne	Steel post south of tracks	Eastward
No. 2			Steel post north of tracks	Westward
No. 3			Steel post north of tracks	Westward
No. 4			Steel post south of tracks	Eastward
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			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.	
No. 1	First St.	Pierceton	In box on instrument case, south side No. 1 track, east of First St.	Eastward
No. 2			In box at elevator switch.	Westward
No. 2			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			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			In box on post, north side of No. 2 track, west of High St.	Westward
No. 1	Indiana St.		In box on instrument case southside of No. 1 track, west of Indiana St.	Eastward
No. 2			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			In box on post, north side of No. 2 track, west of Buffalo St.	Westward
No. 1	Lake St.		In box on post, south side of No. 1 track and Street, west of Lake St.	Eastward
No. 2			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			In box on post, north side of siding, west of Union St	Westward

Track	Crossing	Location	Control Device Located	Movements
No. 1	Mill St.	Bourbon	In box on instrument case, south side No. 1 track, west of Mill St.	Eastward and Westward
No. 2			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			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			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			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			West Storage switch	Westward
No. 1	Starke St.	Hamlet	In box on instrument case, south of No. 1 track, west of Starke St.	Eastward and Westward
No. 2, Westward siding, Middle track, Back track			In box on post, north of Middle track, west of Starke St.	
No. 1	Thompson St.	Hanna	In box on post south of No. 1 track, east of Thompson St.	
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			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			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			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			In box on instrument case, north side of No. 2 track, east side of Napoleon St.	
No. 1 and No. 2	Wisconsin St.	Hobart	In box on post north 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

Track	Crossing	Location	Control Device Located	Movement
No. 1 and No. 2	Virginia St.	Gary	In box on instrument case, south of No.1 track, east of highway	Move-ments on main tracks
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			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	Move-ments on main track
No. 1 and No. 2	Washington St.	Indiana Harbor	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	Move-ments on main tracks, siding and storage track
No. 1 and No. 2 Eastward Siding	Standard Ave.	Whiting	In boxes on instrument case south side of siding, east of Standard Ave.	Eastward and Westward
No. 1 and No. 2 Eastward Siding	Front St.		In boxes on instrument case south side of siding, east of Front St. crossing	
No. 1 and No. 2 Eastward Siding	119th St.		In boxes on instrument case south of siding east of 119th St. crossing	
No. 1, No. 2 No. 3 and No. 4	117th St.		In box on instrument case south side of No. 3 track west of 119th St.	
No. 4	Calumet Ave.	Roby	In box on instrument case, south of No. 3 track, west of highway	Move-ments on No. 4 track
No. 3			In box on instrument case south of No. 3 track and west of Calumet Ave.	Eastward and Westward

## BRADFORD—BEVERLY JCT.

Track	Crossing	Location	Control Device Located	Movement
No. 1	Highway 121	1.7 miles east of Pikeville	In box on post on east side of highway.	Eastward and Westward
No. 2			In box on post on west side of highway.	
No. 1	Highway 118	0.5 miles east of Meeker	In box on post on west side of highway	
No. 2			In box on post on east side of highway	
No. 1	Highway 49	Woodington	In box on post, east side of highway	
No. 2			In box on post, east side of highway	
No. 1	Walnut St.	Union City	In box on post, west side of Walnut St.	
No. 2			In box on post, west side of Walnut St.	
No. 1	Washington St.	Hartford City	In box on post, east side of Washington St.	
No. 2			In box on post, east side of Washington St.	
No. 1 and No. 2	Third Street	Logansport	In box on instrument case, south side No. 1 track, west of Third Street	
No. 1			In box on "No left turn" sign post on west side of Main St.	
No. 2	Main St.	Gas City	In box on post on east side of Main St.	
No. 1			In box on post, west side of Main St.	
No. 2		Sweetser	In box on post, east side of Main St.	
No. 1			In box on instrument case at Washington St.	
No. 1	Washington St.	Winamac	In box at crossover Adam St.	Eastward only
No. 2			In box on instrument case at Washington St.	
Westward Siding	Main St.	Kouts	In box on front of station Building	Eastward and Westward
No. 1	Sigler St.	Hebron	In box on post west side of Sigler St.	
No. 2			In box on instrument case, west side of Sigler St.	
No. 1 and No. 2	Main St.	Crown Point	In box on instrument case at Main St.	
No. 1 and No. 2	Calumet Ave. (State Road 141)	Maynard	In box on instrument case, north side No. 2 track, east of Calumet Ave.	
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	
No. 1 and No. 2	Ridge Road		In box on instrument case, north of No. 2 track, west of highway	
No. 1 and No. 2	Private Road Crossing Acme Steel Corp.	Riverdale	In box on instrument case, north side of No. 2 track east of private road crossing Acme Steel Corp.	
No. 1 and No. 2	127th St.		In box on instrument case, north of No. 2 track, west of highway	

Track	Crossing	Location	Control Device Located	Movement
No. 1 and No. 2	120th, 122nd and 123rd Sts.	West Pullman	In boxes located on instrument cases	Eastward and Westward
Nos. 1 and 2	115th St.		In box on instrument case, north side of No. 2 track, east side of 115th St.	
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	
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 Jct.	In box on instrument case, north side of No. 2 track, west side of 87th Street.	

## SC&amp;S—BERNICE—COLEHOUR JCT.

Main	Dolton Ave.	Calumet Park	In box on instrument case, west of highway	On Single Track
	Sibley Blvd.		In box on instrument case, west of highway	

## SOUTH BEND BRANCH

Main	Eckman St.	South Bend	In box on instrument case, north side of main track	Eastward and Westward
Main Industrial and Yard	Garst St.		In box on instrument case, south side Main track, west of Garst St.	
	Sample St.		In box on instrument case, south side Main track, east of Sample St.	
	Tutt St.		In box on instrument case, between No. 22 track and No. 24 track, east of Tutt St.	

## EFFNER BRANCH

Main	U.S. Road 41	Kentland	In box on instrument case at crossing U. S. Road 41	Eastward and Westward
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## I&amp;F BRANCH

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			In box on signal case, west side of No. 2 track, north of State Route 25	

## GRAND RAPIDS BRANCH

Track	Crossing	Location	Control Device Located	Movement
Main	Petoskey St. State St. Michigan St.	Petoskey	Shelter box—west side State St. crossing	Switching
	Howard St. Mitchell St. Lake St.		Shelter box—west side Mitchell St. crossing	
	River St.	Cadillac	Shelter box—east side River St.	
	North St.		Shelter box—east side North St.	
	Bremer St.		Shelter box—east side Bremer St.	
	Pine St.		Shelter box—east side Pine St.	
	Mason St.		Shelter box—east side Mason St.	
	Harris St.		Shelter box—east side Harris St.	
	Slosson St.	Reed City	Shelter box—east side Slosson St.	Switching
	Todd St.		Shelter box—east side Todd St.	
	Lincoln St.		Shelter box—east side Lincoln St.	
	Summer St. Winter St.	Grand Rapids	Shelter box—on east side track	Northward and Southward
Plaster Mill	Grandville Ave.		In boxes on instrument cases northeast and southwest of Grandville Ave.	
Main and Siding	Front St.		In box on instrument case, west side main track, south of Front St.	
	Scribner St.		In box on instrument case, west side main track, north of Scribner St.	
	Mt. Vernon St.		In box on instrument case, west side main track, north of Mt. Vernon St.	
Main	Leonard St.		In box on Instrument case, east of main track, north of Leonard St.	
	Crosby St.		In box on instrument case, east of main track, south of Crosby St.	
	36th St.		In box north end of signal apparatus case West of Main track South of 36th Street.	
	50th St.		In box on post east of main track, south of 50th St.	
	Division and Lake Sts.		In box on pole east side of track south of Signal No. 1842	Northward
	Vine St. Mill St.		Shelter box—west side of Vine St.	Switching
	Mossel Ave.		Shelter box—west side Mossel Ave.	
Main & Running Track	Crosstown Parkway	Kalamasoo	In box south end of signal apparatus case, east of main track, north of Crosstown Parkway.	Northward and Southward
	Michigan Avenue		In box south end of signal apparatus case, east of main track, south of Michigan Avenue	



Track	Crossing	Location	Control Device Located	Movement
Main	South Main St.	Kendallville	In box on post, east side of main track, south of South Main St.	Northward
	Rush Street		In box on instrument case, east side of main track, north of Rush Street.	
	Williams Street			
	West Mitchell Street			

### NORTH JOINT TRACKS

North Running	Racine St.	North Joint tracks Chicago	In box on instrument case, north side of North running Track, east of Racine St.	Westward
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NOTE 1. When such device is used, no movement may be made over the crossing until protection is provided as prescribed by Rule 103, or the automatic operation of these signals has been restored.

NOTE 2. Employees should observe the operation of automatic highway crossing signals and report promptly to the Superintendent Transportation any failure to operate properly.

NOTE 3. 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.

NOTE 4. At South Bend, to prevent unnecessary operation of highway crossing protection at Garst St., Sample St. and Tutt St., member of the crew starting flashing signals with the manual control apparatus, must also stop the flashing light signals with the manual control apparatus.

### 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:

### REGION POST (LAKE REGION) — SOUTH BRANCH BRIDGE

Track	Crossing	Location	Movement
No. 2	Johnson St.	Ada	Westward
No. 2	Main St.		
No. 2	Gilbert St.		
No. 1	Cable Road	3 mi. west of Lima	Eastward
No. 2			Westward
No. 2	Line St.	Columbia City	Westward
No. 1	Main St.		Eastward
No. 2			Westward
No. 1	Ohio St.		Eastward
No. 2			Westward

Track	Crossing	Location	Movement
No. 1	Starke St.	Hamlet	Eastward
No. 1	Napoleon St. Lafayette St. Washington St. Franklin St. Axe Ave. Greenwich St.	Valparaiso	Eastward
No. 2	Greenwich St. Axe Ave.		Westward
No. 2	Franklin St. Washington St. Lafayette St. Napoleon St.		Eastward and Westward
No. 2	Lake Park		Eastward
No. 2	Wisconsin	Hobart	Westward
No. 1	Virginia St.	Gary	Eastward and Westward
No. 2			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			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—BEVERLY JCT.

No. 2	Division St.	Union City	Eastward and Westward
Single	All Street Crossings	Redkey	
No. 1 and No. 2	Main St. Meridian St.	Dunkirk	
No. 1	Cicott St.	Logansport	Eastward
No. 1 and No. 2	Wilkinson St.		
No. 2	Third Street		Westward

Track	Crossing	Location	Movement
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
No. 1	Austin	Schererville	Eastward
No. 1	Wilhelm		Eastward
No. 2			Westward
No. 1	Joliet		Eastward
No. 2			Westward
No. 2	Calumet Ave. (State Road 141)	Maynard	Westward
No. 1	Wentworth Ave.	Lansing	Westward
No. 2			Eastward
No. 1 & 2	Ridge Rd.		Westward
No. 1	Burnham Ave.		Eastward
No. 2			Westward
No. 1	159th St.	Dolton Yard	Eastward
No. 2			Westward
No. 1	154th St.	Dolton	Eastward and Westward
No. 2			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.		

**S. C. & S.—BERNICE—COLEHOUR JCT.**

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

## I. &amp; F. BRANCH

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

## GRAND RAPIDS BRANCH

Main	U. S. Highway 6	Kendallville	Northward
	Leonard St.	Grand Rapids	Southward
Plaster Mill	Grandville Ave.	Grand Rapids	Southward
Main	U. S. Highway 10	Reed City	Southward
	U. S. Highway 131		Southward

## SOUTH BEND BRANCH

Main	State Road No. 6	La Paz	Westward
	Bates St.	Logansport	Eastward

## EFFNER BRANCH

Main	State Road No. 41	Kentland	Eastward
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## LOGANSPORT BRANCH

Main	Bates St.	Logansport	Eastward
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**1103-A1.** Westward trains having cars to set off or pick up at elevator track, Middlepoint, Ohio, will stop 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.

**1103-A2.** Kalamazoo—Automatic highway crossing signals operate for both main track and siding, except Mosel—Manual for siding.

**1103-A3.** 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.

**1103-A4.** 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.

**1103-A5.** To prevent unnecessary operation at highway crossing protection at Standard Ave., westward trains or engines switching at Riley Road yard must not leave cars standing west of CC sign located 400 feet east of Standard Ave.

**1103-A6.** Westward trains on No. 2 track having cars to set off or pick up at Ada must not leave cars standing on No. 2 track west of CC sign, 600 feet east of Johnson St.

**1103-A7.** Southward trains on Plaster Mill track, Grand Rapids, having cars to set off or pick up at Grandville Ave. must not leave cars standing on Plaster Mill track south of CC sign, 321 feet north of Grandville Ave.

**1103-A8.** Westward trains on No. 2 track having cars to set off or pick up at Dugrun must not leave cars standing on No. 2 track west of CC sign, located 700 feet east of Cable Road.

**1103-A9.** Eastward trains on No. 1 track having cars to set off or pick up at Hamlet, must not leave cars standing on No. 1 track east of CC sign, located 1500 feet west of Starke St.

**1103-A10.** Westward trains on No. 2 track receiving a stop signal at Maynard Interlocking or having cars to set off or pick up at National Brick Co. or Grand Trunk Western Railroad Interchange must not leave engine or cars standing on No. 2 track west of CC sign, 637 feet east of Calumet Ave. Engine or cars must not be left standing on National Brick Co. track west of CC sign, 89 feet east of Calumet Ave.

**1103-A11.** To prevent unnecessary operation of highway crossing protection at Lane St. and equipped crossings west of Lane St., Bucyrus, westward trains or engines on No. 1 track must not leave cars standing west of CC sign located 200 feet east of Lane St. Westward trains or engines on No. 2 track must not leave cars standing west of CC sign located 500 feet east of Lane St.

**1103-A12.** To prevent unnecessary operation of highway crossing protection at Greenwich Street, Valparaiso and equipped crossings west of Greenwich Street, westward trains or engines on No. 2 track must not leave cars standing west of CC sign located 300 feet east of Greenwich Street.

**1103-A13.** Eastward trains on No. 1 track, resuming movement after having made stop at Valparaiso, must be prepared to stop and must stop before passing over Lafayette, Washington and Franklin Streets unless automatic highway crossing gates are down. If crossing gates are not down, protection must be provided as prescribed by Rule 103.

#### 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
	Hoyne Ave.	Englewood Conn. Line	3:00 P. M. and 7:00 A. M.
Main	Ewing St.	South Bend	4:00 P. M. and 8:00 A. M. daily, Saturday and Sunday continuously.
	Calvert St.		4:00 P. M. and 8:00 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.	East Wye track, Colehour Jct.
Track to American Maize Co.	Indianapolis Blvd.	Roby
Right of Way No. 3	Riley Road and Dickey Road Intersection	East Chicago (Indiana Harbor District)
Lead from Right of Way No. 3 to Youngstown Sheet and Tube Co. Tin Mill Plant No. 2	Riley Road	East Chicago
Right of Way No. 3 leading to Sinclair Yard		
Right of Way No. 1.	Columbus Drive	East Chicago
South Bend Branch	Garro Street Washington Street Adams Street Jefferson Street Harrison Street	Plymouth
P. R. R. lead to International Harvester Co. Warehouse	Meyer Road	Ft. Wayne

**1103-C3.** Before and after making movements over crossings at following locations, a member of the crew must, during times indicated, 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.	South Bend	4.15 P. M. to 8.15 A. M. daily Mon- day through Friday Continuously Saturday and Sunday. See Note 1.
Right of Way No. 3	Indianapolis Blvd.	East Chicago	Continuously See Note 3
All tracks ex- cept Main and running Track	Crosstown Pkwy. Walnut St. Gibson St. Parson St.	Kalama- zoo	Continuously See Note 2
North Running	Morgan St.	North Joint Tracks Chicago	Continuously for westward move- ments.
Storage North Side	"H" Street	Gas City	Continuously
Team Track	Wilkinson Street	Logans- port	Continuously
Siding	Cork Street	Kalama- zoo	Continuously

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

NOTE 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.

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

**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	Main Street
Industry North Side	Sweetser	Main Street
North Team Track	Gary	21st Avenue.
North Team Track	Gary	Adams Street
Team Track	Gary	17th Avenue
Industrial Tracks	Lansing	Wentworth Avenue
Switching Track	West Pullman	120th 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.**

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

##### **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—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 the crossing until protection is provided as prescribed by Rule 103 or the automatic operation of the crossing protection has been restored.

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

### 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.

### 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—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—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 movement has occupied the highway crossing, control switch must be restored to normal position. Highway crossing signals and gates will automatically restore to normal position after train has cleared the highway crossing.

#### 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**.

#### Kalamazoo.

Before movements on siding at Kalamazoo are permitted to occupy Cork Street Crossing, a member of the crew must open knife switch in box on instrument case, located in southeast corner of crossing, to start operation of highway crossing protection. Switch must be restored to closed position after movements over Cork Street are completed.

### 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	To No. 46 track
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	To Running Track
West Switch, West Wye, 59th Street (E. C. L.)	West Wye	Running Track	To Running Track
East Switch, East Wye E. C.	East Wye	No. 3 Track	To No. 3 Track
East Switch, West Wye, E. C.	West Wye	No. 3 Secondary Track	To No. 3 Secondary Track
West Switch, West Wye, E. C.	West Wye	Englewood Connecting Line	To East Wye

**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 and 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
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.

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
Lima	Trailing switch No. 2 to B. & O. wye.	Lima
Delphos	Trailing crossover between No. 1 and No. 12 track. Facing switch leading from No. 1 to No. 12 track.	Delphos
Piqua Road	Facing crossover between No. 2 and No. 3 track. Trailing crossover between No. 2 and No. 3 track. Trailing crossover between No. 2 and No. 1 track. Facing crossover between No. 1 and No. 4 track. Trailing crossover between No. 1 and No. 4 track. Facing crossover between No. 1 and No. 2 track.	Wabash
Winter St.	Facing crossover between No. 2 and No. 3 track. Trailing crossover between No. 1 and No. 4 track. Facing crossover between No. 1 and No. 2 track. Trailing crossover between No. 1 and No. 2 track. Trailing crossover between No. 2 and No. 3 track. Facing crossover between No. 1 and No. 4 track.	
Fort Wayne East of station	Trailing crossover between No. 2 and No. 46 track. Facing switch leading from No. 2 track to No. 46 track. Trailing crossover between No. 2 and No. 3 track. Facing crossover between No. 2 and No. 1 track. Trailing crossover between No. 1 and No. 46 track.	
Fort Wayne West of station	Facing crossover between No. 1 and No. 4 track. Trailing crossover between No. 2 and No. 3 track. Facing switch leading from No. 1 to No. 46 track. Trailing switch leading from No. 2 to No. 45 track.	
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.

Location	Switch	Controlled by
Plymouth	Trailing switch in No. 1 track 1842 feet east of Mile Post 384.	Plymouth
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 from Riley Road North Yard storage track to No. 2 track.	Whiting
Alton Junction, east of interlocking	Trailing switch in No. 2 track leading to Vierling Steel Co. track.	South Branch Bridge
Union City	West end of siding.	Union City
Van	Logansport Machine Co.	Van
Kenneth	Facing crossover between No. 1 and No. 2 tracks. Trailing crossover between No. 1 and No. 2 tracks.	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
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.
Logansport	Trailing switch for westward movements on No. 2 track, east of Elm, leading to Wabash Interchange track.
	Trailing switch for westward movements on No. 2 track, 14th Street, leading to outbound engine track.
	Facing crossover for westward movements on No. 2 track 14th St., connecting No. 2 track with first track north of No. 2 track.
	Facing crossover for westward movements on No. 2 track 14th St., connecting No. 2 track with No. 1 track.
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.

—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-A1. Spring Switches Located**

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.

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

**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

**1151-B1. Two or More Tracks**

Current of traffic is as follows:

MAIN LINE Between:	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track
Region Post (Lake Region) 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.

I. & F. BRANCH Between:	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	Note
No. 4	Junction	Winter St.	Eastward	Wabash	5
No. 4	Linker	Adams	Eastward	Wabash	5
No. 4	58th St. (Sig. Bridge)	47th St.	Westward	Yardmaster 55th St.	
No. 3	55th St.	58th St. (Sig. Bridge)	Eastward	Yardmaster 55th St.	
No. 2	Beverly Jct.	Belt Crossing	Westward	Beverly Jct.	3
No. 1	Belt Crossing	Beverly Jct.	Eastward	Beverly Jct.	2
No. 2	Belt Crossing	49th St.	Westward	Yardmaster 59th St.	
No. 1	49th St.	Belt Crossing	Eastward	Yardmaster 59th St.	
No. 2	49th St.	Western Ave.	Westward	Switch- tender Brighton Park	
No. 1	Western Ave.	49th St.	Eastward	Switch- tender Brighton Park	1
No. 2	Green St.	Winchester Ave.	Westward	EC	4
No. 1	Winchester Ave.	Green St.	Eastward	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 and cleared.**



**1151-D1. Secondary Tracks of No Assigned Direction**

Track	Between	And	Controlled by	Note
Vandale (E)	End of Vandale Secondary Track (Mile Post 65)	Auburn	Avilla	
Falmouth (S)	Falmouth	Missaukee Jct.	Cadillac	
Traverse City (N)	Walton Jct.	Traverse City		
Mackinaw City (S)	Mackinaw City	Carp Lake		
Muskegon (S)	Shaw	Walker	Fuller	4
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 Connecting Line (W)	EC	Green Street	EC	
No. 4 (W)	47th St.	22nd St.	South Branch Bridge	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 and 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.** Fixed signal indication at Alton Junction will be authority to use No. 4 secondary track to 47th St.

**NOTE 4.** PRR movements using Grand Trunk Railway tracks between Fuller and Walker will be governed by Grand Trunk Railway Operating Rules and Special Instructions.

# 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	Operator Estry	1
West Monroeville—Eastward		1
Vandale—Westward	Operator Vandale	1
West Vandale—Eastward		1
West Warsaw—Westward	Operator Warsaw	
Plymouth—Westward		1
West Plymouth—Eastward	Operator Plymouth	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		
Hartford City—Eastward	Operator Kent	
Kent—Westward		
Converse—Eastward	Operator Anoka	
Clymers—Southward		
Star City (Westward)	Operator Van	
North Judson (Eastward and Westward)		
Kouts (Westward)	Operator Kouts	1
Hartsdale (Eastward)		
Schererville (Westward)	Operator Hartsdale	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. Doors will be unlocked after departing Logansport.

### BACK-UP MOVEMENTS CHICAGO UNION STATION

**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 lead car of a back-up movement consisting of a 3-unit diesel shoving cars all of which are 85 feet in length into station, will be 200 feet from bumping block at end of track when the cab of the east diesel unit passes sign corresponding to number of cars in movement.
9. If application of brakes has not been initiated by employe in charge of back-up movement when cab of east diesel unit passes sign corresponding to number of cars in movement, engineman must immediately bring movement to stop by use of automatic brake valve.
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-C1.** 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-C2.** 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-C3.** 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 "MC" Interlocking and will proceed only when informed that they may proceed through the City of Kalamazoo without stopping.

**1155-C4.** To avoid blocking street crossings in the city of Kendallville, southward trains not receiving a clear signal aspect on distant signal No. 1215 and northward trains not receiving a clear signal aspect on distant signal No. 1192, must stop at distant signal and contact operator at Avilla Block Station who will arrange for PRR Dispatcher to contact N.Y.C. RR Dispatcher to determine when train may proceed without stopping at crossing.

**1155-C5.** 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 and operative trainphone. In event lead unit is not equipped with operative trainphone, and other units of the diesel consist are so equipped, front brakeman will ride in the trainphone equipped unit with trainphone turned on.

In the state of Ohio, this instruction applies to the assigned crew member.

**1157-C6.** AS-10, AS-16 and ES-15 type diesel units which are not equipped with coupler stops or centering devices must not be operated when coupled next to each other, except under the following conditions:

1. When they are the first two units on the front end of a train.
2. When they are the last two units on the rear end of a train.
3. When moving light.

Before taking charge of the above type diesel units, coupled next to each other, enginemen must know whether or not units are equipped with coupler stops or centering devices.

## FREIGHT AND PASSENGER 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.

**1156-A2.** When necessary to apply brakes from a train by the use of the A-2 caboose valve, the following instructions must be adhered to:

**SERVICE APPLICATION**—Move the handle from release toward application position, being sure to hesitate 10 seconds

in each notched position before moving 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 handle quickly from release to the extreme application position and leave it there until after the train has stopped.

The application of brakes from a train by use of caboose valves must only be done in an emergency when train must be stopped to avoid an accident. Trainmen must endeavor, wherever possible, to attract the engineman's attention by signalling before applying the brakes from the train.

Employees on engines will look back along the train for hand signals as often as is practicable during a trip and must be on the alert for hand signals from the rear when train is passing block or interlocking stations, passing other trains and where employees are located along the right of way.

When it is evident to the engineman that brakes are being applied from the train, the automatic brake valve should be placed in first service or lap position. Power, if being used, should be gradually shut off in such a manner as to avoid rough slack action.

### 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	06	55	12	00	5

### CHECKING SPEEDOMETERS

**1157-A1.** White marker posts are installed along right-of-way at the following locations for the purpose of checking speedometers in compliance with **Rule 4157-A.**

Main Line	Between	And	Location
Chicago-Colsan	Mile Post 205 Mile Post 307 Mile Post 330 Mile Post 417 Mile Post 456	Mile Post 206 Mile Post 308 Mile Post 331 Mile Post 419 Mile Post 458	West of Colsan East of Ft. Wayne West of Arcola East of Valparaiso East of Englewood
Beverly Jct.-Bradford	Mile Post 189 Mile Post 211  Mile Post 276	Mile Post 190 Mile Post 212  Mile Post 277	East of Anoka West of Royal Center East of Schererville

The distance between the white marker posts at the above locations are standard miles each measuring 5280 feet in length.

**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	
	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.	Pagr.	Frt.
	Miles per Hour									
Region Post (Lake Region) 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 Englewood.....			40	40	30	30	70	50	70	50
Englewood and 58th Street.....			30	30	30	30	70	50	70	50
58th Street and South Branch Bridge.....							70	50	70	50
Bradford and Union City.....							45	45	50	50
Union City and Kirk.....	50	50								
Kirk and Anoka.....							45	45	45	45
Anoka and Race.....							50	50	50	50
Race and Elm.....							30	30	30	30
Elm and Van.....							30	30	30	30
Van and Bernice.....							60	50	60	50
Bernice and Beverly Jct.....							30	30	30	30

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									
S. C. & S. Bornice 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								
<b>I. &amp; F. Branch</b> <b>Between:</b> Clymers and Van.....							70	50	70	50
<b>Grand Rapids Branch</b> <b>Between:</b> Junction and Boyne Falls.....	40	40								
Boyne Falls and Mile Post 420..	30	30								
Mile Post 420 and Mile Post 431	40	40								
Mile Post 431 and Mile Post 445	30	30								
Mile Post 445 and Carp Lake..	40	40								
<b>Effner Branch</b> <b>Between:</b> Kenneth and Effner.....	40	40								
<b>South Bend Branch</b> <b>Between:</b> Van and Fern.....	15	15								
Fern and Mile Post 178.....	35	35								
Mile Post 178 and South Bend	10	10								
<b>Logansport Branch</b> <b>Between:</b> Van and Fern.....	15	15								
Fern and Vandale.....	40	40								

NOTE 1—In the territory between Virginia Street, Gary and Region Post (Lake Region), where maximum authorized freight train speed is 50 miles per hour, TT, LCL and JET symbolled trains are authorized to operate at maximum speed of 60 miles per hour when train consist is entirely of TTX, BTTX, ETTX,

REX, BOX, STOCK OR REFRIGERATOR type equipment, NEW HAVEN RAILROAD GONDOLAS SERIES 62000 THROUGH 62014 or PRR 261,000 series and GACX covered hopper cars. When handling such trains, conductor must know that engineman has been so advised.

The following series of tank cars may be operated at maximum speed of 60 miles per hour when moving in JET symbolled trains provided the maximum gross weight as specified below is not exceeded.

SERIES	Maximum Gross Weight
SHPX 12747-12769	246,000 lbs.
GATX 39600-39609	230,000 lbs.
GATX 76314-76343	230,000 lbs.
GATX 83462-83479	242,000 lbs.
UTLX 83919-83934	231,500 lbs.

NOTE 2—On tracks where maximum speed is 60 miles per hour or more, trains consisting of more than 30 cars of all passenger equipment may be operated at a maximum speed of 60 miles per hour, except where otherwise restricted.

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

1157-C2. Operating against current of traffic, except where Rule 261 is in effect, unless otherwise specified.

	Miles per Hour
Main Line	
—Passenger Trains.....	55
—Freight Trains.....	45



## 1157-C3. Wreck Trains and Work Trains

	Boom Trailing		Boom Forward		On Curves
	Miles per Hour				
Main Line Between:	Wreck	Work	Wreck	Work	Work
Region Post (Lake Region) 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.....	25	25	20	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 Secondary Track Between:					
Shaw and Walker.....	30	30	20	20	20
Traverse City Secondary Track Between:					
Traverse City and Walton Jct.....	20	20	20	20	20

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..... —on curves.....	*30 20
1157-C6. Freight trains with 30 or more cars of mineral freight.....	*35
Freight trains with 30 or more cars Class HK, HM, HMA, U22 hoppers, PRR G-38 gondolas or similar Jenny Type cars, loaded or empty.....	*35
NOTE—When handling such trains conductors must know that enginemen have been so advised.	
1157-C7. Snow Plows in service.....	*20
Snow Flangers in service.....	20
Passing station platforms, all grade crossings and trains on adjacent tracks.....	5
1157-C11. Passenger train assisted by an engine on rear and air brake controlled by leading engine.....	30
1157-C12. Pushing Cars—Passenger Trains..... —Freight Trains.....	30 20
1157-C13. Track Cars—unless otherwise restricted..... —when hauling track cars or trailers..... —through crossovers and turnouts, and over highway and railroad crossings.....	20 15 5
1157-C14. Highway Rail Cars—Unless otherwise restricted: Fairmont A-34..... Fairmont A-30..... Willys Jeep..... Evans auto railer..... —through crossovers and turnouts, and over highway and railroad crossings.....  NOTE—Highway Rail Cars will operate under same rules and Special Instructions that apply to Track Cars.	30 20 20 20  5
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. 1 Secondary Track to Secondary Track of no assigned direction	Trailing—Springing switch through turnout.....	15
Winchester Avenue No. 2 Secondary Track to yard Track	Trailing—Springing switch through turnout.....	15
Non-Interlocked Crossovers and turnouts—diverging movements.....		10
Alton Jct.—Interlocked turnouts to G. M. & O. R. R., diverging movements.....		10

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

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

# **CURVES, BRIDGES, ETC.**

## **1157-F1. Maximum Speed**

<b>Main Line:</b>	<b>Miles Per Hour</b>
Upper Sandusky C. & O. R. R. crossing.....	40
Sugar Street, within interlocking limits.....	35
Lima B. & O. crossing.....	20
Lima—Public Grade crossings between Cole Street, 7500 feet west of station, and Pine Street, 850 feet east of station, both inclusive.....	35
Curve just west of Van Wert station.....	40
Fort Wayne—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 west of Mile Post 460.....	55
Englewood, over Rock Island crossing.....	30
Curve west of Mile Post 461 (60th St.).....	25
First and second curves west of Mile Post 462 (55th St.)...	40
Third curve west of Mile Post 462 (51st St.).....	50
Fourth curve west of Mile Post 462 (49th St.).....	50
Curve at Mile Post 463 (47th St.).....	50
Alton Jct., over C&WI-Santa Fe Crossing.....	15
Bradford—Street grade crossings.....	20
Union City—Between passenger station and Big Four Crossing.....	40
Ridgeville—Southwest wye.....	25
Gas City—Main Street Crossing; first crossing East of passenger station.....	40
Marion—Street grade crossings.....	25
Elm, over Wabash crossing.....	15
Bridge 4.32, 1760 feet west of Mile Post 4.....	30
First curve west of Kenneth, No. 2 track.....	50
West Pullman, within interlocking limits.....	20
Beverly Jct., over Rock Island and B&OCT RR Crossings	20
<b>S. C. &amp; S.</b>	
Curve, Bernice to point 528 feet west of Bernice.....	30
Curve east of Bridge 4.76, Burnham.....	30
Curve west of Bridge 4.76, Burnham.....	25
Curve at 103rd Street, east of Colehour Jct.....	20
<b>I. &amp; F. Branch</b>	
Long Cliff—North of Mile Post 113, North of Long Cliff..	50
<b>South Bend Branch:</b>	
Logansport—Over North Third Street, 2400 feet west of Mile Post 115.....	5
Logansport—Over North Sixth Street, 2750 feet west of Mile Post 115.....	5
Delong—Within interlocking limits.....	20
Plymouth Interlocking and 2960 feet west of Plymouth Interlocking.....	15
LaPaz Junction, within interlocking limits.....	20
Lakeville, within interlocking limits.....	20
<b>Logansport Branch:</b>	
Logansport—Third and Sixth street crossings.....	5
First curve east of Mile Post 1.....	35
Reverse curve two miles east of Logansport.....	20
<b>Effner Branch</b>	
Monticello, within interlocking limits.....	20
Reynolds, within interlocking limits.....	20

	Miles Per Hour
<b>Grand Rapids Branch:</b>	
Curve between Mile Posts 450 and 449.....	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
Curves between Mile Post 326 and Mile Post 324.....	30
C. & O. Ry. crossing—Reed City.....	20
Mile Post 237 to Mile Post 234.....	20
Mile Post 234 to Mile Post 231.....	15
Reverse curves south Mile Post 230.....	35
Reverse curves south Mile Post 229.....	35
N. Y. C. R. R. crossing—Plainwell.....	20
M. C. Crossing—Kalamazoo.....	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
NYC&StL Crossing, within interlocking limits.....	20
Curve at Junction.....	30
<b>Muskegon Secondary Track</b>	
Muskegon Yard—Sixth St., Commerce St. and Peck St....	8

# **ENGINES**

**1157-G1. Maximum Speed, unless otherwise restricted**

Class	Miles per Hour	
	Light	With Train
Rail Motor Car or Cars.....	65	
RDC (Budd Cars) Multiple Units.....	80	
RDC (Budd Cars) Single Units.....	50	
Rail Detector Cars.....	50	
	Multiple Light	With Train
<b>Diesel Units:</b>		
Road "A" and "B" Unit Types—		
Passenger.....	60	95
Freight, except EH-15.....	50	65
EH-15.....	50	50
Freight-Passenger.....	60	75
Shifter Types—		
All Classes, except following:	50	60
APS-24MS.....	60	75
AS-16MS, EFS-17M, ES-15MS.....	50	65
ES-15A.....	30	55
ES-6 (#5911 only).....	30	40
GS-4, GS-4M.....	30	30
A6-B.....	20	20
Single Units—Light—		
All Classes, except A6-B.....	30	
A6-B.....	20	

## **NOTE—**

Diesel unit type designations:

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

- "P"—Passenger.
- "F"—Freight.
- "H"—Freight (Helper).
- "FP"—Freight-Passenger.
- "S"—Shifter.
- "PS"—Shifter, Passenger.
- "FS"—Shifter, Freight.

Numerals indicate engine horsepower in nearest hundreds.

**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
Muskegon Second- ary Track.....	Shaw.....	Walker.....	30
Vandale Second- ary Track.....	Mile Post 65.....	Mile Post 75.....	20
	Mile Post 75.....	Mile Post 83.....	15
Falmouth Second- ary Track.....	Falmouth.....	Missaukee Jct...	10
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
Beverly Jct.- Western Ave. Secondary Tracks No. 1 and No. 2.....	Beverly Jct.....	Western Ave....	20
No. 3.....	58th Street.....	55th Street.....	10
No. 4.....	58th Street.....	47th Street.....	10
No. 3 and No. 4..	47th Street.....	40th Street.....	20
No. 4.....	40th Street.....	22nd Street.....	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. On Wye Tracks..	.....	.....	8
	Hoyne Ave.....	59th Street.....	10
Hartford City Westward Sid- ing.....	.....	.....	5

## ENGINE AND SPECIAL LOAD RESTRICTIONS

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

**NOTE—Letters and figures indicate:**

**X—Prohibited.**

**A—Backward movement prohibited.**

**B—Backward movement restricted to speed indicated.**

**D—Operation of engines coupled prohibited.**

**R—Restricted account of light rail.**

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

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

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

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

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

COLUMN	CLASS OF ENGINES							SPECIAL LOADS			
	1	2	3	4	5	6	7	L	M	I	J
LOCATION	A68, A6B, BS8, BS8A, BS7, BS7M, ES8, GS4, GS4M	AS10, AS10A, AS10AM, AS10AS, AS10AMS, AS10M, AS10S, AS18M, BS10, BS10A, BS10AM, BS10AS, BS12, BS12AM, BS12AS, BS12MS, BS12M, ES10, ES12, ES12M, FS10	AS15M, AS18, AS18M, AS18MS, ES16M, ES16MS, EFS17M, EH15, EFP15, FS12, FS12M, FS18M, FS20, FS20M	AF15, AF18, AS18AM, AS24M, AFP20, BF15, BF15A, BF18, BS18M, BS18MS, EF15, EF15A, EP20, EP22, FF16, FP20, FP20A	AS18A, APS24MS, BS24, BS24M, BF18Z, BP20, ES15A, ES17M, FS24M, FF20, LS25, LS25M	BH80, GG1, FF2, P6, P6A, DD1, DD2, E2B, E2C, E3B					
MAIN LINE											
REGION POST (LAKE REGION)— CHICAGO UNION STATION											
NEVADA:											
Station (curve at east end).....						X					
UPPER SANDUSKY											
North side (west of Eighth St.)....						X					
No. 2 yard.....						X					
No. 3 yard.....						X					
No. 4 yard.....						X					
Stephen Lumber Co. ....						X		X	X	X	X
C. & O. Ry. Wye (both).....						X					





LOCATION	1	2	3	4	5	6	7	L	M	I	J
<b>WARSAW:</b>											
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.											
<b>HANNA:</b>											
C. & O. Wye						X					
Station (east of Thompson St.)						X		X	X	X	X
<b>WANATAH:</b>											
Wanatah Merc.				X	X	X		X	X	X	X
C. I. & L. Ry. Wye						X					
<b>VALPARAISO:</b>											
Pennsy Elevator						X		X	X	X	X
Ind. Const. Matl. Co.						X		X	X	X	X
<b>HOBERT:</b>											
East Wye to E. J. & E. R. R.						X					
Freight House track				X	X						
National Fire Proofing Co.				X	X			X	X	X	X
First track north of main track				X	X	X		X	X	X	X
Second track north of main track											
<b>LIVERPOOL:</b>											
Wye to M. C. R. R.				X	X	X					
<b>TOLLESTONE:</b>											
Sears, Roebuck and Co.				X	X	X		X	X	X	X
<b>GARY:</b>											
Freight House and all industrial tracks				X	X	X		X	X	X	X
The Budd Co. Chase Plant track				X	X	X		X	X	X	X
<b>CLARKE:</b>											
Rubbish Track			R	R	R	R		R	R	R	R
<b>CLARKE JCT.:</b>											
West Wye to B. & O. C. T. R. R.				X	X	X					
Conn. to west end Clarke Yard				X	X	X		X	X	X	
<b>INDIANA HARBOR:</b>											
Indiana Pure Ice & Coal Co. Track				X	X	A		X	X	X	X
Conn. to R. of W. No. 1				X	X	A		X	X	X	X
<b>WHITING:</b>											
Standard Oil tracks				X	X	X		X	X	X	X
<b>ROBY:</b>											
Northern Indiana Lbr. Co. Track				X	X	X		X	X	X	X
Lever Bros. Tracks				X	X	X		X	X	X	X
<b>STATE LINE:</b>											
Conn. between No. 2 track and Columbia Malt Lead				X	X						
Industry Tracks				X	X	X		X	X	X	X
<b>RIVER BRANCH JCT.:</b>											
John Mohr & Sons Track				X	X	X					
<b>BRIDGE 460.57:</b>											
3010 feet west of Mile Post 460:											
Tracks No. 1 and 2	30	30	60	60	60	70		30	20	10	10
Tracks No. 3 and 4	30	30	40	40	40	30		30	10	10	10
<b>ENGLEWOOD:</b>											
All Freight House and Yard tracks				X	X	X					
J. C. Else Coal Co. track		X-85 10AS		X	X	X		X	X	X	X
<b>BRIDGE 460.78</b>											
<b>BRIDGE 460.88</b>											
<b>BRIDGE 460.88</b>											
Englewood											
Tracks No. 1 and 3			70	70	70	70		30	20	10	10
Tracks No. 3 and 4			30	30	30	30		30	20	10	10
<b>BRIDGE 461.04</b>											
211 feet west of Mile Post 461 to											
<b>BRIDGE 461.31</b>											
1637 feet west of Mile Post 461, incl.:											
Tracks No. 1 and 2			25	25	25	25		30	20	10	10
Tracks No. 3 and 4			25	25	25	25		30	20	10	10

LOCATION	1	2	3	4	5	6	7	L	M	I	J
<b>BRIDGE 461.44</b> 2323 feet west of Mile Post 461, to <b>BRIDGE 461.93:</b> 4910 feet west of Mile Post 461, incl.: Tracks No. 1 and 2 Tracks No. 3 and 4			70 30	70 30	70 30	70 30		30 30	20 20	10 10	10 10
<b>58th STREET:</b> Englewood Coal Co. Track West Wye to E. C. L.				X X	X X	X X		X X	X X	X X	X X
<b>35th STREET:</b> Peacock Estate				X	X	X		X	X	X	X
<b>31st STREET:</b> Jackson Coal Co. Tracks Team Tracks				X	X	X		X	X	X	X
<b>23rd STREET:</b> Vierling Steel Works				X	X	X		X	X	X	X
<b>ALTON JCT.:</b> Santa Fe Conn. G. M. & O. R. R. Conn.						X X					
<b>CHICAGO (C. U. S. Joint Tracks):</b> Hibbard, Spencer Bartlett Tracks North American Cold Storage Track All other industrial tracks be- tween 18th Street and West- ern Ave. Neutral tracks				X	X	X		X	X	X	X
				X	X	X		X	X	X	X
<b>MAIN LINE</b>  <b>BRADFORD-CHICAGO UNION STATION</b> (Via Beverly Jct.-Western Ave. Secondary Track)											
<b>HORATIO:</b> Keller Feed Mill						X			X	X	X
<b>UNION CITY:</b> Parent Elevator Co. Track All House Tracks Furniture Co. Track Body Works Track									X	X	X
<b>SARATOGA:</b> Canning Co. Track Saratoga Elevator									X X	X X	X X
<b>RIDGEVILLE:</b> N. E. Wye Track North House and Team Tracks All Yard Tracks N. W. Wye Track				X X	X X	X X					
<b>DUNKIRK:</b> Armstrong Cork Co. Track No. 1 Track No. 2 and 3 Stock Pen Track Dunkirk Lumber Track Dunkirk Coal Co. Track Indiana Glass Co. Tracks									X X X X X	X X X X X	X X X X X
<b>HARTFORD CITY:</b> Ft. Wayne Paper Co. Hartford City Paper All Team and House Tracks Johnson Glass Co. Sneath Glass Co. Window Glass Sales Agency Cotteral Coal Co. Overhead Door Corp. All Tracks off Eastward Siding All Tracks off Westward Siding									X X X X X X X X X	X X X X X X X X X	X X X X X X X X X

LOCATION	1	2	3	4	5	6	7	L	M	I	J
<b>GAS CITY:</b>											
Owens-Illinois Glass Co. Tracks									X	X	X
All House and Team Tracks									X	X	X
Knox Glass Co. Tracks									X	X	X
<b>BETHEVAN:</b>											
Bursley Co. Tracks				X	X	X		X	X	X	X
Hubbard Milling Co.											
<b>MARION:</b>											
PRR Stub Yard				X	X	X					
GMC Tracks				X	X	X					
Osborn and Midwest Paper Co.'s Loading Track				X	X	X		X	X	X	X
Midwest Paper Co. North Track				X	X	X		X	X	X	X
Canton Belt				X	X	X			X	X	X
Semi-Belt (Becker)				X	X	X		X	X	X	X
<b>CONVERSE:</b>											
Elevator and Team Tracks			R	R	R	R			R	R	R
Westward Storage to First Crossing East of Switch									R	R	R
Remaining Portion			R	R	R	R		R	R	R	R
<b>AMBOY:</b>											
North and South Tracks									R	R	R
<b>BUNKER HILL:</b>											
Nickel Plate Conn.									X	X	X
<b>ONWARD:</b>											
Elevator Track									X	X	X
<b>BRIDGE 196.17:</b>											
900 feet west of Mile Post 196											
No. 1 track								25	10	10	X
No. 2 track								35	20	20	10
<b>BRIDGE 4.32:</b>											
1760 feet West of Mile Post 4			30	30	30	30		30	30	30	30
<b>ROYAL CENTER:</b>											
Team Track									X	X	X
Storage East of Oil Company	X	X	X	X	X	X		X	X	X	X
<b>THORNHOPE:</b>											
Elevator Track				X	X	X		X	X	X	X
<b>STAR CITY:</b>											
Team Track											
Standard Oil									X	X	X
Stock Track											
<b>BRIDGE 219.41</b>											
2169 feet west of Mile Post 219, No. 2 Track only					30						30
<b>WINAMAC:</b>											
Elevator Track									X	X	X
Stock Pen track									X	X	X
Pickle track									X	X	X
<b>RIPLEY:</b>											
West Storage, Ten car lengths east of derail to end				X	X	X		X	X	X	X
East Storage, Ten car lengths west of derail to end				X	X	X		X	X	X	X
<b>DENHAM:</b>											
Team Track				X	X	X		X	X	X	X
<b>NORTH JUDSON:</b>											
Sand Pit Track				X	X	X		X	X	X	X

LOCATION	1	2	3	4	5	6	7	L	M	I	J
<b>LA CROSSE:</b>											
Turnouts of three tracks leading to former C. A. & S.						X					
Three former C. A. & S. tracks west of old elevator				X	X	X					
Monon Connection						X					
North Elevator Track, East of Coal Bins	X	X	X	X	X	X		X	X	X	X
<b>GRASSMERE:</b>											
Elevator Track				X	X	X		X	X	X	X
<b>AYLESWORTH:</b>											
Elevator and Team Track						X			X	X	X
<b>HEBRON:</b>											
Tail track						X			X	X	X
<b>CROWN POINT:</b>											
Lets Mfg. Co. All Tracks				X	X	X		X	X	X	X
Burton coal track						X			X	X	X
Tuttle coal track						X			X	X	X
Team track, No. side						X			X	X	X
Northern Indiana Public Service Track									X	X	X
Liberty Park Substation				X	X				X	X	X
Schererville Lumber Co. Track				X	X	X		X	X	X	X
<b>HARTSDALE:</b>											
Interchange tracks to M. C. R. R.				X	X	X					
<b>MAYNARD:</b>											
Wye to Grand Trunk R. R.						X					
National Brick Co. Track				X	X	X		X	X	X	X
Simmons Co. Track				X	X	X		X	X	X	X
<b>LANSING:</b>											
Meeters Inc. track South Side											
Lansing Lbr. & Supply Co. track				X	X	X		X	X	X	X
Krumm Coal Co. Track				X	X				X	X	X
Team Tracks											
<b>BERNICE:</b>											
Illinois Brick Yard				X	X	X		X	X	X	X
Wye to S. C. & S.						X					
<b>DOLTON:</b>											
C. E. Waterman track				X	X	X		X	X	X	X
Dolton Fuel & Material Co. track				X	X						
Connection to C. & W. I. R. R.											
East end No. 1 and No. 2 set off tracks									X	X	X
<b>RIVERDALE:</b>											
Track north of No. 2 track				X	X						
Crossover No. 2 track to track at 137th Street											
Connections to Acme Steel Switching track				X	X	X					
<b>BRIDGE 294.89:</b>											
4700 feet west of Mile Post 294									30	30	20
<b>WEST PULLMAN:</b>											
Crossover to Switching track at 120th Street				X	X						
Conn. to C. W. P. & S. R. R.				X	X	X					
Tuco Products track											
Standard Fuel & Supply Co. track				X	X	X		X	X	X	X
<b>WASHINGTON HEIGHTS:</b>											
Tracks other than main tracks between Wallace Bldg. & Supply Co. Track at 107th Street and team track at 95th Street, inclusive				X	X	X		X	X	X	X
<b>BEVERLY JCT.-WESTERN AVE. SECONDARY TRACK</b>											
Clayton Marks track				X	X	X		X	X	X	X
<b>Bridge 307.25:</b>											
36th St.								20	20	15	10
<b>Bridge 307.37:</b>											
35th St.								20	20	15	10
<b>ASH STREET:</b>											
Conn. to I. C. R. R.						A5					
Between 12th Street and Western Ave.											X

LOCATION	1	2	3	4	5	6	7	L	M	I	J
<b>ALL BRIDGES</b>											
Between _____											
BRIDGE 310.09 over Taylor Street _____			20	20	20	20		20	10	10	X
and _____											
BRIDGE 311.28 over Fulton Street, incl. _____											
Between Clinton St. and Canal St. (C. U. S.) _____						A					
<b>MAIN LINE-SC&amp;S</b>											
Between Bernice and Colehour Jct. (S. C. & S.) _____									X	X	X
BRIDGE 8.15: 792 feet east of Mile Post 8. _____			40	40	40	40		40	X	X	X
<b>BURNHAM:</b>											
Conn. to B. & O. C. T. R. R. _____				X	X	X					
Conn. to C. & C. R. R. _____				X	X				X	X	X
Hegewisch Lbr. Co. Track _____											
BRIDGE 4.78: 4013 feet east of Mile Post 4. _____			40	40	40	20		20	X	X	X
<b>COLEHOUR JCT.:</b>											
Indianapolis Blvd. Filling Sta. Tracks _____						X		X	X	X	X
<b>MAIN LINE I &amp; F BRANCH</b>											
<b>VAN (South of):</b>											
State Hospital _____				X	X	X		X	X	X	X
Indiana Rendering Co. _____				X	X	X		X	X	X	X
<b>ENGLEWOOD CONNECTING LINE</b>											
58th Street, West Wye _____				X	X	X					
59th Street, East Wye _____						X					
Between 58th Street and 59th Street, All Industry Tracks _____				X	X	X		X	X	X	X
James Coal Co. Trestle _____				X	X	X		X	X	X	X
<b>CALUMET WESTERN LINE</b>											
<b>BRIDGE 1.08</b>											
Over Calumet River _____				X	X	X		X	X	X	X
South Chicago—Calumet West- ern Jct. via Calumet Western Line _____				X	X	R		R	X	X	X
Indiana Harbor—Jct. B. & O. C. T. R. R., East Chicago via R. of W. No. 1 _____				X	X	X		X	X	X	X
Mahoning—Jct. B. & O. C. T. R. R., East Chicago, via R. of W. No. 3 _____				X	X	X		X	X	X	X
Hammond Jct.—Hegewisch _____			R	R	R	R		R	R	R	R
<b>GRAND RAPIDS BRANCH</b>											
Between Mackinaw City and Grand Rapids _____						X			X	X	X
Traverse City Secondary Track _____						X			X	X	X
Falmouth Secondary Track _____			R	R	R	X			X	X	X

LOCATION	1	2	3	4	5	6	7	L	M	I	J
<b>MACKINAW CITY:</b>											
House track						X		X	X	X	X
No. 3 Yard track						X		A	X	X	X
South Wye									X	X	X
Old Coach track						X					
<b>BRIDGE 451.48:</b> 2425 feet north of Mile Post 451	30	30	30	30	30	X		30	X	X	X
<b>BRIDGE 441.73:</b> 3850 feet north of Mile Post 441						X			X	X	X
<b>PETOSKEY:</b>											
Northern Lime Co. track						X		X	X	X	X
Dessert & Brown track						X		X	X	X	X
Perry Oil Co. track						X		X	X	X	X
<b>BRIDGE 423.54:</b> 2850 feet north of Mile Post 423	20	20	20	20	20	X		20	X	X	X
<b>FORMANS:</b>											
Jarman Spur north of Sheridan St.						X		X	X	X	X
Standard Oil Co. track						X		X	X	X	X
Maple Block track beyond point indicated by sign						X		X	X	X	X
<b>BRIDGE 410.03:</b> 160 feet north of Mile Post 410						X			X	X	X
<b>MANCELONA:</b>											
Chemical track south to road crossing						X		X	X	X	X
<b>BRIDGE 371.13:</b> 685 feet north of Mile Post 371						X			X	X	X
<b>BRIDGE 350.68:</b> 3480 feet north of Mile Post 350	20	20	35	35	30	X		10	X	X	X
<b>CADILLAC:</b>											
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
<b>BRIDGE 302.95:</b> 5000 feet north of Mile Post 302		40	40	40	40	X		40	X	X	X
<b>BIG RAPIDS:</b>											
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
<b>MUSKEGON RIVER BRIDGE:</b>											
Tioga track Big Rapids	5	5	5	5	5	X		X	X	X	X
<b>BRIDGE 280.22:</b> 1160 feet north of Mile Post 280						X			X	X	X
<b>BRIDGE 266.61:</b> 2650 feet north of Mile Post 266						X			X	X	X
<b>BRIDGE 257.34:</b> 1850 feet north of Mile Post 257						X			X	X	X
<b>BRIDGE 253.16:</b> 840 feet north of Mile Post 253						X			X	X	X
<b>BRIDGE 249.39:</b> 2060 feet north of Mile Post 249						X			X	X	X
<b>BRIDGE 247.98:</b> 5180 feet north of Mile Post 247						X			X	X	X
<b>BRIDGE 247.53:</b> 2800 feet north of Mile Post 247						X			X	X	X
<b>BRIDGE 241.75:</b> 3960 feet north of Mile Post 241						X			X	X	X
<b>BRIDGE 239.55:</b> 2900 feet north of Mile Post 239						X			X	X	X
<b>BRIDGE 234.33:</b> 1840 feet north of Mile Post 234 (with no equipment or trains on side track)	20	20	20	20	20	X		20	20	15	10
(with equipment or train on side track)								10	X	X	X

LOCATION	1	2	3	4	5	6	7	L	M	I	J
<b>GRAND RAPIDS:</b> Haskelite tracks						X		X	X	X	X
<b>BRIDGE 231.27:</b> 1425 feet north of Mile Post 231	20	20	20	20	20	20		20	30	30	30
<b>FISHER:</b> Industrial lead to Solvay						X		X	X	X	X
<b>BRIDGE 227.07:</b> 370 feet north of Mile Post 227						30			30	30	30
<b>BRIDGE 225.43:</b> 2270 feet north of Mile Post 225						30			30	30	30
<b>BRIDGE 222.64:</b> 3380 feet north of Mile Post 222						30			30	30	30
<b>BRIDGE 219.07:</b> 5120 feet north of Mile Post 219						30			30	30	30
<b>BRIDGE 218.27:</b> 1425 feet north of Mile Post 215						30			30	30	30
<b>BRIDGE 214.86:</b> 4700 feet north of Mile Post 214						30			30	30	30
<b>BRIDGE 214.25:</b> 1270 feet north of Mile Post 214						30			30	30	30
<b>BRIDGE 214.00:</b> Mile Post 214						30			30	30	30
<b>WAYLAND:</b> East Milk tracks						X		X	X	X	X
<b>BRIDGE 199.91:</b> 4800 feet north of Mile Post 199						30			30	30	30
<b>PLAINWELL:</b> Michigan Paper Co. tracks Michigan Paper Co. track No. 6 beyond coal pit			X	X	X	X		X	X	X	X
<b>BRIDGE 194.82:</b> 4340 feet north of Mile Post 194						30			30	30	30
<b>BRIDGE 188.80:</b> 4225 feet north of Mile Post 188						30			30	30	30
<b>BRIDGE 188.16:</b> 840 feet north of Mile Post 188						30			30	30	30
<b>KALAMAZOO:</b> All industrial tracks except Vant Rohrer East Team track No. 1 New House track No. 1						X X X X		X X X X	X X X X	X X X X	X X X X
<b>BRIDGE 185.20:</b> 1050 feet north of Mile Post 185	20	20	20	20	20	20		20	20	20	20
<b>BRIDGE 173.76:</b> 4000 feet north of Mile Post 173						30			30	30	30
<b>VICKSBURG:</b> Elevator track off north wye Lee Paper Co.						X X		X X	X X	X X	X X
<b>BRIDGE 171.12:</b> 835 feet north of Mile Post 171						30			30	30	30
<b>BRIDGE 169.19:</b> 1000 feet north of Mile Post 169						30			30	30	30
<b>BRIDGE 168.59:</b> 3120 feet north of Mile Post 168						39			30	30	30
<b>BRIDGE 167.95:</b> 5020 feet north of Mile Post 167						30			30	30	30
<b>BRIDGE 159.63:</b> 3330 feet north of Mile Post 159						30			30	30	30



LOCATION	1	2	3	4	5	6	7	L	M	I	J
<b>BRIDGE 157.46:</b> 2430 feet north of Mile Post 157...						30			30	30	30
<b>Sturgis:</b>						X		X	X	X	X
Weatherseal track						X		X	X	X	X
Freeland track						X		X	X	X	X
Elevator track						X		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
<b>BRIDGE 145.83:</b> 3325 feet north of Mile Post 145...						30			30	30	30
<b>BRIDGE 143.12:</b> 635 feet north of Mile Post 143...						30			30	30	30
<b>WOLCOTTVILLE:</b>											
North Wye beyond Transfer House Switch						X			X	X	X
South Wye connection Wabash R. R.						X					
North leg Gravel Pit wye.						X					
Northern Indiana Sand & Gravel Co. pit tracks office building						X		X	X	X	X
<b>BRIDGE 127.38:</b> 2000 feet north of Mile Post 127...						30			30	30	30
<b>BRIDGE 120.32:</b> 1890 feet north of Mile Post 120...						30			30	30	30
<b>KENDALLVILLE:</b>											
McCray Storage tracks 1 and 2						X			X	X	X
Kendallville Foundry track						X		X	X	X	X
Home Coal Co. track, Hauff Coal Co. track						X		X	X	X	X
Mitten track						X		X	X	X	X
Newman Foundry track, noble track						X		X	X	X	X
<b>BRIDGE 118.75:</b> 3960 feet north of Mile Post 118...						30			30	30	30
<b>BRIDGE 118.51:</b> 2690 feet north of Mile Post 118...						30			30	30	30
<b>AVILLA:</b>											
B. & O. R. R. wye from east line of highway crossing to connection with B. & O. R. R.						X					
Elevator tracks						X		X	X	X	X
<b>BRIDGE 112.84:</b> 4440 feet north of Mile Post 112...						30			30	30	30
<b>BRIDGE 112.44:</b> 2320 feet north of Mile Post 112...						30			30	30	30
<b>LA OTTO:</b>											
Elevator tracks				X	X	X		X	X	X	X
<b>BRIDGE 107.60:</b> 3170 feet north of Mile Post 107...						30			30	30	30
<b>BRIDGE 105.86:</b> 3490 feet north of Mile Post 105...						30			30	30	30
<b>BRIDGE 104.32:</b> 1690 feet north of Mile Post 104...						30			30	30	30
<b>BRIDGE 97.58:</b> 3080 feet north of Mile Post 97...						30			30	30	30
<b>BRIDGE 95.87:</b> 3000 feet north of Mile Post 95...						30			30	30	30
<b>FORT WAYNE:</b>											
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					
Essex Coal Co. track						X		X	X	X	X

LOCATION	1	2	3	4	5	6	7	L	M	I	J
<b>TRAVERSE CITY SECONDARY TRACK</b>											
<b>TRAVERSE CITY:</b> Cherry Growers track						X		X	X	X	X
<b>BRIDGE 14.81:</b> 4280 feet north of Mile Post 14...	25	25	25	25	25	X		25	X	X	X
<b>BRIDGE 11.80:</b> 4230 feet north of Mile Post 11...	25	25	25	25	25	X		25	X	X	X
<b>MUSKEGON SECONDARY TRACK</b>											
<b>MUSKEGON:</b> Lead to C. & O. Horn track south of Western Ave.						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
<b>MUSKEGON HEIGHTS:</b> Fitzjohn and Chamber of Com- merce track 800 feet north of derail						X		X	X	X	X
<b>KINNEY INDUSTRIAL TRACK</b>											
<b>BRIDGE 4.65:</b> 2450 feet north of Mile Post 4...									X	X	X
<b>BRIDGE 4.60:</b> 2430 feet north of Mile Post 4...									X	X	X
<b>BRIDGE 3.85:</b> 4480 feet north of Mile Post 3...									X	X	X
<b>MUSKEGON JCT.:</b> All station and industrial tracks						X		X	X	X	X
<b>LOGANSPOUT BRANCH</b>											
<b>BRIDGE 0.83:</b> 3960 feet east of Van	30	30	30	30	30	30		30	30	30	30
<b>BRIDGE 1.27:</b> 1425 feet east of Mile Post 1...	30	30	30	30	30	30		30	30	30	30
<b>BRIDGE 3.03:</b> 160 feet east of Mile Post 3...	30	30	30	30	30	30		30	30	30	30
<b>BRIDGE 6.92:</b> 4850 feet east of Mile Post 6...	30	30	30	30	30	30		30	30	30	30
<b>BRIDGE 7.59:</b> 3120 feet east of Mile Post 7...	30	30	30	30	30	30		30	30	30	30
<b>BRIDGE 8.57:</b> 3000 feet east of Mile Post 8...	30	30	30	30	30	30		30	30	30	30
<b>HOOVER:</b> C. & O. Ry. Wye track						X					
<b>BRIDGE 11.51:</b> 2700 feet east of Mile Post 11...	30	30	30	30	30	30		30	30	30	30
<b>MEXICO:</b> Elevator track						X		X	X	X	X
<b>DENVER:</b> Nickel Plate R. R. Wye track Wilkinson Lumber Co. track						X X		X X	X X	X X	X X
<b>BRIDGE 18.11:</b> 580 feet east of Mile Post 18...	30	30	30	30	30	30		30	30	30	30
<b>BRIDGE 20.19:</b> 1000 feet east of Mile Post 20...	30	30	30	30	30	30		30	30	30	30
<b>BRIDGE 21.72:</b> 3800 feet east of Mile Post 21...	30	30	30	30	30	30		30	30	30	30
<b>ROANN:</b> Elevator track						X		X	X	X	X
<b>BRIDGE 30.29:</b> 1530 feet east of Mile Post 30...	30	30	30	30	30	30		30	30	30	30
<b>NEWTON:</b> Erie R. R. Wye track						X					

LOCATION	1	2	3	4	5	6	7	L	M	I	J
<b>NO. MANCHESTER:</b>											
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
<b>BRIDGE 40.34:</b> 1790 feet east of Mile Post 40	30	30	30	30	30	30		30	30	30	30
<b>SOUTH WHITLEY:</b> Farmer's Elevator						X		X	X	X	X
<b>BRIDGE 47.62:</b> 3270 feet east of Mile Post 47	30	30	30	30	30	30		30	30	30	30
<b>COLUMBIA CITY:</b>											
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
<b>VANDALE SECONDARY TRACK</b> Between La Otto and Auburn			R	R	R	X					
<b>BRIDGE 73.01:</b> 50 feet east of Mile Post 73 La Otto Wye tracks	20	20	20	20	20	20		20	20	20	20
<b>AUBURN JUNCTION:</b> B. & O. R. R. Wye track						X					
<b>AUBURN:</b>											
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
<b>SOUTH BEND BRANCH</b> All tracks, bridges, etc.						X			30	30	30
<b>PLYMOUTH:</b>											
McCord Radiator & Mfg. Co.						X			X	X	X
Plymouth Engineering & Oil tracks											
Plymouth Seed Co. tracks											
Plymouth Co.											
<b>LAPAZ JCT.:</b> B. & O. Connection						X					
<b>LAKEVILLE:</b> Wabash Connection						X					
<b>NUTWOOD:</b> Gentner Meat Co. track						X		X	X	X	X
<b>SOUTH BEND:</b>											
N. Y. C. Connection east of Broadway						X					
Studebaker Connection east of Broadway						X			X	X	X
Eckler Mfg. Co. track											
W. C. Miller track											
No. 1 House Track, Tutt St.									X	X	X
No. 2 House Track, Tutt St.											
<b>EFFNER BRANCH</b> All tracks, bridges, etc.						X			30	30	30
<b>LAKE CICOTT:</b>											
Great Lake Track						X		X	X	X	X
Million Sand Track						X		X	X	X	X
<b>MONTICELLO:</b> Monon Connection						X					
<b>REYNOLDS:</b> Monon Connection 300 feet east of State Road						X					
<b>WOLCOTT:</b>											
So. Elevator Track						X			X	X	X
Dye Lumber Track						X			X	X	X
<b>REMINGTON:</b>											
West end of north track											
Middletrack, So. side						X			X	X	X
Elevator track, So. side											
Virginia-Carolina Chemical						X		X	X	X	X

LOCATION	1	2	3	4	5	6	7	L	M	I	J
<b>GOODLAND:</b>											
Bales Lumber Track beyond a point 423 feet from P. R. R. main track switch						X			X	X	X
Sherman White & Co. Track						X			X	X	X
Butane Gas Track											
<b>NEWTON:</b>											
Newton County Stone Co., Under Tipple	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

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

Weight of Car (Pounds)	Minimum Coupled Length	Restrictions
150,000—170,000	40'-0"	Same as Column 2
170,000—210,000	42'-0"	Same as Column 5
210,000—251,000	48'-0"	Same as Column L

Cars in the above weight classifications, but shorter than the minimum coupled length specified, are subject to special restrictions.

The above restrictions do not apply to Jenny type Iron Ore Cars, Class HK, HM, HMA, U22, G38 or similar types. These cars have a gross weight up to 210,000 lbs. and a coupled length of approximately 24 feet. Their effect on long bridge spans is very severe and trains with loaded coupled Jenny type Iron Ore cars are subject to restrictions in Special Instruction 1160-A1 as follows:

Column J special load restrictions.

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.)

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

Location	Track	Restriction
EC	West Wye connection from No. 3 Track to Englewood Connecting Line Secondary Track	Prohibited
59th Street Yard	East Wye connection from Englewood Connecting Line Secondary Track to Yard Running Track	Prohibited
Delphos	NKP Interchange Track	Prohibited
Lima	DT&I Interchange Track	Prohibited

### Special Handling of Multiple Loads

**1160-B2.** A multiple load requiring the use of two carrying cars, separated by an idler car, is restricted from operation over crest of a hump whenever practicable; when humping operation is necessary, movement must be carefully made under close observation of yard crew and load must not be humped with motive power detached.

A multiple load requiring the use of two end carrying cars, separated by two idler cars, is restricted from movement over crest of a hump.

After multiple loads have been carefully placed on classification track, care must be exercised to prevent humped cars, routed to same classification track, from coupling to multiple load at a speed in excess of four miles per hour.

**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	
Kinney Industrial Track	—	—	3.13 Standard Oil siding	
	—	—	4.63	
Muskegon secondary track	—	—	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 restrictions Listed in Column J, Special Instruction 1160-A1, except over Bridge 4.76—528 feet east of Burnham (SC&S). Speed over Bridge 4.76—528 feet 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. Employes are prohibited from riding or walking on the roof of any moving car.

### 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—

#### Chicago

#### Train Dispatchers in charge as follows:

Main Line— Colsan to South Branch Bridge.  
Bradford to Beverly Junction.  
Bernice to Colehour Junction

Branches:	Secondary Tracks:
Grand Rapids	Traverse City
South Bend	Mackinaw City
Effner	Vandale
Logansport	Muskegon

#### Indianapolis (Southwestern Region)

#### Train Dispatchers in charge as follows:

##### Branches:

I. & F. (Clymers to Van)

1201-A3. At Logansport (Van) 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 engineman, who will compare with the conductor by reading the train order aloud. Trains starting from 12th Street yard will receive their train orders at South Branch Bridge.

## 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)	Clarke.....	Main Line Calsan Chicago 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	Race	1, 2	X						X	X				
Race	Van	1	X						X	X				
Race	Van	2		X						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								
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			X	X								D
Shaw	Walker	Muskegon Secondary Track Single			X	X								
Traverse City	Walton Jct.	Traverse City Secondary Track			X	X								

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.

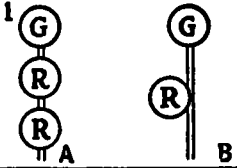
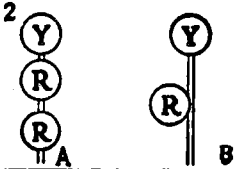

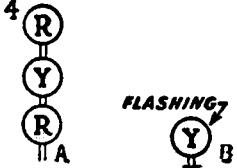
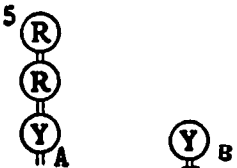

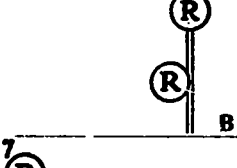
NOTE D—Authority for movement of Passenger Extras must be in writing.



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
<p>1</p> 	Proceed.	Clear
<p>2</p> 	Proceed prepared to stop at next signal. Train exceeding medium speed must at once reduce to that speed.	Approach
<p>3</p> 	Proceed, slow speed within interlocking limits.	Slow-Clear
<p>4</p> 	Proceed prepared to stop at next signal. Slow speed within interlocking limits.	Slow Approach
<p>5</p> 	Proceed at restricted speed.	Restricting
<p>6</p> 	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
<p>7</p> 	Stop.	Stop-Signal










### Color Light Type Signals in Service:

Pleasant St. Interlocking		Grand Rapids
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
<b>TO PENNSYLVANIA RAILROAD</b>		
	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
<b>TO G. M. &amp; O. RAILROAD</b>		
	Proceed.	Clear
	Proceed prepared to stop at next signal and be governed by indication displayed by that signal.	Approach
	Proceed at Restricted speed—preparing to stop short of train, obstructions or switch not properly lined and to look-out for broken rail.	Restricting
<b>TO ALL TRAINS OR ENGINES</b>		
	Stop.	Stop-signal
<b>In service at Reynolds and Monticello:</b>		
	Proceed at Restricted Speed	Restricting
	Stop	Stop-Signal



**Name:** Take siding indicator.

**Indication:** Take siding.

**Location:**

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.



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.

### 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.

**Stop Board—Continued****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, 523 feet east of south wye track.

No. 2 secondary track, 425 feet east of G. M. & O. R. R. crossing.

No. 1 secondary track, 788 feet west of north wye track.

No. 1 secondary track, 699 feet west of G. M. & O. R. R. crossing.

**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.

**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
Van	Main	Westward Trains To South Bend Branch
Bend	Main	Eastward Trains
Van	Main	Eastward Trains To Logansport Branch
Log	Main	Westward Trains

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

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

**1361-A1.** Eastward trains and engines on Effner Branch 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	Main	Sturgis Block Station and south end siding incl.
Dolton	Eastward	No. 1	Dolton Interlocking and Block Station and Dolton Yard office (See note A)
Bend	Eastward	Main	Bend and Van
Van	Westward	Main	Van and Bend
Log	Westward	Main	Log and Van
Van	Eastward	Main	Van and Log

**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.

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

Track	Location	Switch
Main	West of Union City	Westinghouse Electric Corp.
	East of Saratoga	Campbell Soup Co.
	East of Saratoga	Saratoga Elevator
	East of Redkey	Edward Young Sawmill
	Redkey	Williams Feed & Coal Co.

**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, Fig. AA) 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	EC

**1555-A1.** In the territory listed below, where cab signal cut in sections are located, Cab Signal Rules 555, 556, 557 and 558 must be complied with.

Track	Between	And
No. 1	750 feet west of Mile Post 86	Bradford

### 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.	

Location	Interlocking	Railroad Crossing	Location of Instructions	Note
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.	
Logansport Branch	Hoover	C. & O. Railroad	In shelter boxes northeast of crossing.	
	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.	

At locations listed above, when a train engine or track car 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 engine or track car be known, conductor, engineman or driver track car 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 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 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.

**1701-A4.** Commercial business telephones are installed on Grand Rapids Branch between Mackinaw City and Walton Jct. and on Traverse City secondary track, with exchanges and numbers as indicated below:

Walton Junction, Block Limit Station—Fife Lake 411

Kalkaska, Passenger Station

Baggage Room—ALpine 8-2232

Mancelona, Passenger Station

Baggage Room—Justice 7-6411

Elmira, Block Limit Station—Elmira 16

Boyne Falls, shelter box outside Passenger Station—

Boyne Falls 22

Formans, Block Limit Station—DIamond 7-2662

Petoskey, Shelter Box outside Freight Station—

DIamond 7-3414

Kegomic, Block Limit Station—DIamond 7-3412

Carp Lake, Block Limit Station—Levering 3941

Mackinaw City, inside Freight Station—HEmlock 6-7321

Traverse City, outside Freight Station—WIndsor 6-9002

Cadillac, Interlocking—PRospect 5-2421

Employees north of Missaukee Junction must call Cadillac Interlocking to communicate with facilities south of Walton Junction.

Commercial telephones will be used for block operation incident to train operation and other Company business.

Commercial telephone credit card numbers have been issued to designated employees.

When communication with any of the above listed commercial business telephones or with Cadillac Interlocking is desired telephones will be operated in accordance with instructions posted at that location. Employees will furnish operator credit card number upon request.

Telephone shelter boxes shall be closed and locked when telephone is not in use. Prompt report must be made to Superintendent Transportation when telephone shelter box is found in damaged condition, unlocked, lock missing or defective.





## *To All Employees:*

When our Customers bill freight over our railroad or buy a passenger ticket, they are investing their money in your future.

Whether that investment pays dividends in the form of future business and job security for all of us, depends on the shipment arriving when we say it will, and in the same condition as when it was shipped. It depends on the passengers arriving on time after a comfortable trip, attended by courteous and efficient employees.

All these go together to determine whether our performance is good or poor. Our Customers pay for performance. Our job is to see that their money is well spent.

A handwritten signature in black ink, appearing to read "T. G. Ginkham". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

**Superintendent Transportation**

# **SAFETY RULE OF THE DAY**

## **TRAIN, ENGINE AND OTHER TRANSPORTATION EMPLOYEES**

**(Except Station Employees)**

<b>Date</b>	<b>January</b>	<b>February</b>	<b>March</b>	<b>April</b>	<b>May</b>	<b>June</b>
1	1000	1000	1000	1208	1000	1053
2	1001	1001	1001	1000	1001	1107
3	1150	1092	1072	1001	1023	1158
4	1095	1008	1093	1071	1051	1172
5	1067	1202	1074	1043	1106	1129
6	1042	1209	1006	1007	1111	1161
7	1008	1071	1205	1005	1160	1219
8	1153	1045	1103	1092	1228	1157
9	1022	1206	1120	1065	1128	1115
10	1090	1213	1277	1041	1166	1156
11	1076	1018	1236	1042	1122	1224
12	1200	1047	1118	1078	1230	1237
13	1215	1002	1211	1048	1164	1173
14	1065	1204	1150	1008	1174	1227
15	1040	1218	1016	1013	1231	1110
16	1019	1100	1066	1075	1050	1052
17	1075	1216	1069	1004	1112	1127
18	1096	1015	1003	1067	1130	1233
19	1077	1041	1012	1044	1171	1281
20	1017	1005	1013	1152	1220	1238
21	1101	1068	1210	1094	1235	1275
22	1201	1048	1105	1217	1242	1121
23	1103	1049	1119	1200	1278	1223
24	1151	1010	1101	1207	1232	1245
25	1011	1203	1214	1021	1108	1284
26	1044	1102	1104	1090	1170	1290
27	1093	1046	1091	1202	1226	1124
28	1212	1073	1095	1155	1234	1055
29	1104	1104	1020	1114	1278	1288
30	1120	—	1154	1125	1168	1239
31	1207	—	1014	—	1162	—

**(Continued on following page)**

# **SAFETY RULE OF THE DAY**

**(Continued)**

## **TRAIN, ENGINE AND OTHER TRANSPORTATION EMPLOYEES**

**(Except Station Employees)**

<b>Date</b>	<b>July</b>	<b>August</b>	<b>September</b>	<b>October</b>	<b>November</b>	<b>December</b>
1	1109	1000	1055	1000	1000	1000
2	1168	1001	1112	1001	1001	1001
3	1239	1108	1156	1109	1091	1066
4	1225	1174	1229	1051	1065	1041
5	1116	1130	1124	1113	1073	1012
6	1285	1163	1023	1053	1040	1013
7	1240	1171	1121	1174	1005	1074
8	1123	1226	1222	1116	1067	1046
9	1054	1126	1239	1162	1045	1014
10	1023	1050	1233	1169	1094	1155
11	1113	1106	1219	1126	1047	1068
12	1169	1111	1110	1052	1006	1005
13	1053	1167	1054	1106	1152	1070
14	1244	1223	1170	1171	1075	1024
15	1159	1230	1227	1229	1042	1078
16	1246	1221	1115	1157	1096	1043
17	1117	1160	1245	1230	1154	1003
18	1249	1122	1237	1123	1049	1077
19	1286	1157	1164	1234	1008	1009
20	1222	1228	1127	1130	1021	1201
21	1234	1243	1224	1165	1205	1007
22	1280	1220	1244	1240	1200	1048
23	1166	1173	1172	1050	1002	1072
24	1232	1231	1107	1159	1071	1016
25	1287	1247	1117	1243	1209	1203
26	1248	1128	1225	1241	1216	1217
27	1289	1165	1129	1167	1102	1100
28	1235	1280	1114	1125	1213	1119
29	1278	1238	1158	1015	1204	1105
30	1241	1161	1276	1090	1092	1208
31	1221	1275	—	1004	—	1015

**THE PENNSYLVANIA RAILROAD  
NORTHWESTERN REGION**

Chicago, Illinois, April 29, 1962

**GENERAL ORDER No. 1001**

**Effective {2.01 A.M. E.S.T.}  
              {1.01 A.M. C.S.T.} Sunday, April 29, 1962**

**Applies in All Zones**

- (a) Timetable No. 10 in effect. It contains the necessary instructions issued in General Orders up to and including No. 928, all of which must be removed from bulletin boards. Each employe must examine each page of Timetable No. 10 to see that his copy is complete, pages properly lined up and note changes.

Employes must turn in Timetable No. 9 to bulletin board attendant after Timetable No. 10 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.

Revisions of May 1, 1960.

Rule M—page 8, Rule 361, third par.—page 78, Form K, last par.—page 99, Rule 4076-J—page 112, Rule 4155-I—page 122, Rule 4155-J, first and fifth par.—page 123, Rule 4156-G, fourth par.—page 126, Rule 4160-C, second and third par.—page 129.

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

- (c) **Safety Rule of the Day**

**Train, Engine and Other Transportation Employes  
(Except Station Employes)**

The Safety Rule of the day is printed on pages 113 and 114 of Timetable No. 10.

Train, engine and other transportation employes (except station employes) must be familiar with and will be expected to quote the Rule of the Day when called upon.

**Applies in Zone B**

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

**MAIN LINE**

East Delphos—Westward Siding.

**Applies in Zone D**

(e) **MAIN LINE**

**ENGLEWOOD INTERLOCKING**

Temporary Block Station in service continuously at Englewood Interlocking.

Page 5 changed.

(f) **MAIN LINE**

**EC**

EC Block Station in service for No. 1 and No. 2 track. All movements on No. 1 and No. 2 track must approach EC Block Station prepared to stop and must stop unless a hand-signal with a yellow flag or a yellow light to proceed is received.

Page 5 changed.

(g) **Operators in Charge of Main Track Hand-Operated Switches when Block Station is Open.**

**MAIN LINE**

**ENGLEWOOD-58TH STREET SIGNAL BRIDGE**

Location	Switches
EC	Trailing crossover between No. 1 track and No. 4 track 600 feet east of EC Block Station.
	Trailing crossover between No. 1 track and No. 2 track 144 feet west of EC Block Station.
	Facing crossover between No. 1 track and No. 4 track 175 feet east of EC Block Station.
	Facing crossover between No. 1 track and No. 2 track 400 feet east of EC Block Station.

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

(h) **MAIN LINE**

**58TH STREET**

Block signal 4616, located 2910 feet west of Mile Post 461, governing eastward movements on No. 1 track, changed to home signal controlled from EC, in service.

Low home signal, 2910 feet west of Mile Post 461, governing eastward movements on No. 4 track, controlled from EC, in service.

Low home signal, 2910 feet west of Mile Post 461, governing eastward movements on No. 2 track, controlled from EC, in service.

When stop indication (Rule 292, Fig. AA or Fig. B) is displayed on the above signals, it must not be passed unless authorized by Clearance Card (Form C) or train order.

Special Instruction **1509-A1**, changed.

(i) **MAIN LINE**

**ENGLEWOOD—EC**

No. 2 track temporarily out of service between Englewood Interlocking and West 61st Street, located 1250 feet east of **EC** Block Station.

End of track sign and barricade on No. 2 track, 1250 feet east of **EC** Block Station, in service.

**Applies in Zone E**

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

**LOGANSPORT BRANCH**

Vandale—Siding of no assigned direction.

Newton—Siding of no assigned direction.

**Applies in Zone F**

- (k) **GRAND RAPIDS BRANCH**  
**REED CITY—CADILLAC**  
(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 30 miles per hour between Mile Post 304 and Mile Post 330, account track conditions.

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

- (l) **GRAND RAPIDS BRANCH**  
**BELMONT—STANWOOD**  
(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 253 and Mile Post 274, account track conditions.

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

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**Applies in Zone H**

- (m) **GRAND RAPIDS BRANCH**  
**AVILLA—HOFFMAN**  
(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 116 and Mile Post 121, account track conditions.

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

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**Applies in Zone J**

- (n) **Following Sidings blocked with stored cars.**  
**MAIN LINE**  
Hartford City—Eastward Siding.  
Converse —Eastward Siding.
- 

**Applies in Zone K**

- (o) **Following Sidings blocked with stored cars.**  
**MAIN LINE**  
North Judson—Westward Siding.  
Kouts —Westward Siding.
- 

**Applies in Zone L**

- (p) **EFFNER BRANCH**  
**IDAVILLE—REYNOLDS**  
(Temporary Speed Restriction)

Trains and engines must not exceed a speed of 20 miles per hour between Mile Post 22 and Mile Post 24, account track conditions.

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

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This General Order is printed in Timetable No. 10  
and will not be issued in sticker form.

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R. E. PINKHAM,  
Superintendent Transportation.











OUR CUSTOMERS PAY FOR  
**PERFORMANCE**



**OUR JOB IS TO SEE THAT  
THEIR MONEY IS WELL SPENT**