

Lake Shore & Michigan Southern Ry.

WESTERN DIVISION

TIME TABLE

No. 20

Effective 12:01 O'clock A. M.

Sunday, June 8, 1913

CENTRAL STANDARD TIME

For the Government and Information of Employees only.

F. H. WILSON,
Ass't Gen'l Superintendent.

E. W. BROWN,
Assistant Superintendent.

A. S. INGALLS,
Gen'l Superintendent.

F. M. SMITH,
Superintendent.

D. C. MOON,
General Manager.

S. T. GAGE,
Supt. Pass. Transportation.

- "s"—Regular Stop.
- "f"—Stop on Signal.
- "M"—Stop for Meals.
- "T"—Telegraph Stations not open continuously.
- "S"—Telegraph Stations open continuously.
- "L"—Leave.
- "A"—Arrive.

SPECIAL INSTRUCTIONS.

1. **DOUBLE TRACK RULES** will govern.
Rule 21-a will govern.
2. **CLEARING OF TRAINS, Rule D-81.**
Passenger trains verbally at Dispatchers Office, Chicago, and Telegraph Office, Elkhart.
Eastbound freight trains leaving Englewood, from dispatcher's office by telephone.
Controlling signal for clearing freight trains:
West Tower, home signal clearing freight trains from Elkhart Yard.
Indiana Harbor, home signal clearing all trains from C. I. & S.
3. **TRAIN REGISTERS** are located:
Chicago,
Englewood,
Elkhart.
At Elkhart the operator at B Tower will register all Old Road trains.
4. **BULLETIN BOARDS** are located:
Chicago, Indiana Harbor,
Englewood, LaPorte,
South Chicago, South Bend,
Whiting, Elkhart.
5. **FIXED SIGNALS OF SPECIAL DESIGN OR LOCATION:**
Pole Targets: Horizontal, L. S. & M. S. trains proceed.
Position of pole targets by night indicated by two red lights.
Old South Yard, Elkhart:
Horizontal: Trains and engines on eastward and westward freight running tracks proceed, and switch engines use lead from local yard to warehouse track.
Diagonal: Engines cross from the passenger yard south to passenger roundhouse on hand signal of targetman.
Perpendicular: Engines proceed from passenger roundhouse north to passenger yard, on hand signal of targetman.
Eastward track from a point about 500 feet west to a point about 500 feet east of Calumet River drawbridge South Chicago, between home signals, is out of service, and the westward track between these points is being operated as a single track, and movements controlled by bridge interlocking signals, switches at the entrance of this track section are controlled through the interlocking plant.
6. **SIGNALS AT JUNCTIONS, AT RAILROAD CROSSINGS AT GRADE AND DRAW BRIDGES.**

LOCATION.	RAILROAD.	SIGNAL.
16th Street, Chicago.....	St. Charles Air Line and C. M. & N.....	Interlocked.
45th Street, Chicago.....	C. R. I. & P.....	"
61st Street, Chicago.....	C. R. I. & P.....	"
South Chicago.....	Draw Bridge, Calumet River.....	"
Whiting.....	I. H. Belt.....	"
Indiana Harbor.....	Ship Canal Lift Bridge.....	"
Indiana Harbor.....	B. & O. and I. H. Belt.....	"
Pine.....	Pere Marquette.....	"
Norwood.....	M. C. and P. M.....	"
Otis.....	C. I. & L.....	"
LaPorte.....	Pere Marquette.....	"
LaPorte.....	L. E. & W.....	"
South Bend.....	C. I. & S.....	"
South Bend.....	Grand Trunk.....	"
Elkhart, (east of station).....	Old Road.....	"

Crossings in track to Whiting Pit governed as follows:
B. & O. Interlocked, and E. J. & E. by Gates.

7. MODIFICATIONS AND CHANGES OF RULES.

Rule 5.
The numbers of trains that are to meet or pass are shown in small type adjoining the FULL-FACED TYPE.

The use of the symbol + is discontinued.

"Signal Rules." "Interlocking and Block Signals, Principles of Location."
Dummy dolls will not display blue light by night.

Rule 11.

A train or engine finding a fusee on or near the track burning red will stop; then may proceed with caution.

Rules 6, 221, 445, 469, Caution Card Form T-3044, (Page 63 Transportation Department Rules.)

†Telegraph office not open continuously.

‡Telegraph office open continuously.

Train order signal lights will be kept burning continuously. In the absence of a light at night, trains will stop; if office is apparently closed and train order signal arm

indicates "proceed," trains may again proceed. A train running against the current of traffic will be notified in the train order what, if any intermediate telegraph offices are closed. Caution cards will show to what point they govern, wording of cards having been changed to read "proceed with caution to ———— expecting to find track obstructed."

Rules 14 (h) and 16 (d).

(14-h) 000 { When train is standing, back. Answer to 12 (c) and 16 (c).
 } When train is running, stop at next station. Answer to 16 (d).

(16-d) Three { When train is running, stop at next station. To be answered as
 } per 14 (H).

Rule 19.

Night markers (lamps) will be used in place of green flags.

Rule 19-a, add.

The green lights must be changed to red before the train fouls the high speed track, or the track with the current of traffic.

Rule 19-b and 206—Form G Train Orders.

In designating double headed extra trains, all engine numbers will be included in orders and messages, and displayed in cupola of caboose when possible; otherwise number of leading engine will be displayed.

Rule D-85.

It will not be necessary to give the engine number in these messages in connection with the regular trains, but it will be necessary to give the engine number when referring to extra trains.

Rules D-85 and 221.

A message to take siding at a station in advance will be authority to pass the train order signal in stop position; such message not to be delivered until the train may proceed.

Rules D-90 and D-109.

Authority to occupy main tracks or cross over on the time of first class trains will be issued in the following message form:

C. & E.—

You may work on westward main track until five forty-five

(5.45) P. M. protecting against No. three (3).

Rule D-100f add.

If a train is approaching from the opposite direction or if the view is obstructed from any cause, engineman will also immediately display red fusee from cab window.

Rule D-108

"Where two main tracks are in service, trains will use the right hand track unless otherwise instructed. Where more than two main tracks are in service, instructions as to their use will be given in the time table."

Rule 206.

All numerals in the body of train orders must be spelled out and duplicated in figures. The engine numbers of regular trains need not be given.

Note to Rule 211.

A "19" order may be used to restrict the superiority of a train when the conductor of that train personally receives the order by telephone.

Rule 221.

When making station stop, if the engine of a passenger train passes a train order signal indicating stop, the conductor must personally notify the engineman of the position of the signal before starting, whenever conditions are such that the signal cannot be seen from the engine.

When signal is not displayed at a night office the fact must be reported to the Superintendent from the next open telegraph office at which the train stops.

Form G, Example 2, Train Orders.

"When a train receives such an order, i. e., to run from one point to another and return," The train must go to the full limit of the order before returning.

D-Form R Train Order.

When a train is run against the current of traffic, to a station where there is more than one cross-over, the order must specify to which cross-over the movement extends.

Rule 953, add.

Signals must also be exchanged at intervals of not to exceed 10 minutes when moving

Rules 321 and 521.

At automatic signals that carry two lights, one for home and one for distant signal, when only one of the lights is burning and it is WHITE, trains may pass it regarding it as a CAUTION indication, but when the light is GREEN, it must be regarded as a STOP indication, but in either case a report must be made reporting the light that is not burning.

8. PROVISIONAL STOPS.

No. 3 at Gary to discharge paying passengers from T. & O. C. & Hocking Valley points.

No. 4 at Gary on signal to receive paying passengers for Cleveland and beyond.

No. 5 at Gary to discharge paying passengers from Pittsburg and Cleveland, and beyond.

20 Mishawaka pick up passengers east of Cleveland
& south of Toledo

- No. 9 at Gary to discharge paying passengers.
No. 10 at Gary on signal to receive paying passengers for Toledo and beyond.
No. 10 at Whiting and Chesterton on signal Sundays to receive paying passengers
No. 12 at Indiana Harbor on signal to receive paying passengers.
No. 12 at South Chicago on signal to receive paying passengers.
No. 12 at Gary on signal to receive paying passengers.
No. 12 at Mishawaka to discharge paying passengers from Chicago.
No. 14 at South Chicago, East Side, Whiting and Indiana Harbor on signal to receive paying passengers for Gary and beyond.
No. 19 at South Bend to exchange mail; also at South Bend and Laporte to discharge paying passengers from Toledo, Cleveland, and east of Buffalo.
No. 20 at Gary on signal to receive passengers.
No. 22 at Gary on signal to receive paying passengers for New York.
No. 23 at Gary to discharge paying passengers from La Porte and beyond.
No. 23 at Chesterton and South Chicago Sundays to discharge paying passengers.
No. 23 at Indiana Harbor Sundays to discharge paying passengers from La Porte and beyond.
No. 31 at Laporte to unload express only.
No. 36 at New Carlisle to discharge paying passengers from Chicago.
No. 37 at Mishawaka to discharge paying passengers from points east of Elkhart.
No. 37 at Gary Mondays to discharge paying passengers. On other days to discharge paying passengers from Toledo and beyond.
No. 37 at South Chicago to discharge paying passengers.
No. 45 at Gary, Indiana Harbor, Whiting and South Chicago to discharge paying passengers from Chesterton and east.
Nos. 110, 112 and 120 at South Chicago and Whiting on signal for paying passengers for Calumet and points south.
Nos. 111 and 113 at Whiting and South Chicago and No. 113 at 31st Street to discharge passengers from Calumet and points south.
No. 113 at Whiting to discharge passengers from Calumet and points south.
No. 114 at South Chicago and Whitney on signal for paying passengers for Morocco and points south.
No. 175 at 31st Street to discharge paying passengers.
No. 176 at Kirk Yard to discharge passengers and receive passengers for points east of Gary.
Porter—Nos. 2, 242, 176, 226, 248, 253, 175, 247, 257, and 231.
Pine—No. 253 on signal to receive passengers.
Curtis is a flag stop for Nos. 240, 2, 244, 249, 255 and 245, also for No. 247 Saturdays only.
Kirk Yard—Nos. 240, 206, 2, 244, 230, 253, 247, 259, 255, 245, 257 and 231. Nos. 249 and 251 on Saturday, also a flag stop for No. 226 daily and No. 250 to discharge paying passengers.
Buffington is flag stop for Nos. 240, 206, 2, 242, 244, 246, 176, 253, 211, 247, 259, 249, 251, 255, 245 and 257.
East End Indiana Harbor Elevator Yard—Nos. 202 and 218, also Nos. 206, 219 and 227 on signal; also a flag stop for No. 220
Robertsdale is flagstop for Nos. 253, 209, 211, 215, 247, 259, 249, 251, 219, 221, 245, 257, 227, 229, 231, 240, 202, 206, 208, 244, 212, 246, 214, 218, 220, 226 and 248.
Roby is flag stop for Nos. 208, 246, 251 and 221.
Colehour is flag stop for Nos. 209, 215, 247, 259, 249, 251, 219, 245, 257, 227, 229, 231, 240, 202, 206, 208, 242, 212, 246, 214, 218, 220, 226 and 248 also a flag stop for No. 244 Mondays only.
Brookline, all suburban trains Nos. 2, 176 and 175.
Park Manor, all suburban trains except No. 240.
Park Manor—No. 240 Sundays only.

9. SPEED RESTRICTIONS.

The speed of trains or engines must not exceed the rate per mile prescribed by ordinance of cities, villages or towns.

Fifty miles per hour between home signals of interlocked railroad crossings.

Engines when equipped with rear vestibule, sixty miles per hour, other engines forty-five miles per hour when scooping water.

On slow speed tracks, forty miles per hour, for engines backing up twenty-five miles per hour.

Passenger trains 50 miles per hour on tracks 1 and 4 between Pine Junction and 101st St.

Southbound, 30 miles per hour through cross-over from track 4 at 61st Street, Chicago.

Fifteen miles per hour through crossovers between main tracks except at interlocking plants, movements through crossovers governed by the middle (limited speed) arm of the three arm upper quadrant home signals may be made at a speed of not exceeding thirty miles per hour.

Train X 3—Fifteen miles per hour passing South Bend and South Chicago stations to dispatch U. S. mail.

Twenty miles per hour around curves near 22nd St., Chicago.

Twenty miles per hour on E. & W. Branch between Elkhart and Mishawaka.

Ten miles per hour while passing through limits of interlocking east of Main Street, Elkhart.

Twenty miles per hour over South Chicago draw-bridge with Class G-5, G-6, G-10, K-2, K-3 and J-41 engines.

All trains must keep a sharp lookout for passengers on tracks at Gary and Kirk Yard.

10. OMITTED.

11. USE OF THIRD AND FOURTH TRACKS.

Tracks are numbered beginning with the south, 1, 2, 3, 4.

Four track sections between 101st St. and Pine; Durham and La Porte:

1½ miles West Osceola and West Tower.

Tracks 1 and 2 are eastward.

Tracks 3 and 4 are westward.

Tracks 1 and 4 are slow speed.

Three Track section between Lydick and Rolling Prairie:

Track 2 is eastward.

Tracks 3 and 4 are westward.

Track 4 is slow speed.

First track south of track No. 1 between west entrance to the Indiana Harbor elevator yard and the Whiting interlocking plant is a westward freight main track for westbound trains pulling out of Indiana Harbor elevator yard.

Four track section between Park Manor and Manistee avenue, South Chicago.

Tracks 1 and 3 are eastward.

Tracks 2 and 4 are westward.

Tracks 3 and 4 are slow speed.

Tracks 3 and 4 crossing the bridge over Illinois Central tracks at Grand Crossing will be operated as a single track, movements over which will be governed by block signals, which indications will supersede time table authority.

12. USE OF SPECIALLY DESIGNATED TRACKS.

Passenger trains using slow speed track to be passed will run so that, if possible, they will be moving when being passed. When taking siding to be passed, they will stop as soon as clear, until train to pass is in sight, then pull slowly through siding, so train will be in motion when other train passes.

13. YARD TIME TABLES.

Joint time table of L. S. & M. S. and C. R. I. & P. R.'s. govern between Englewood and LaSalle Street Station, Chicago.

Suburban enginemen and conductors must provide themselves with time tables of N. Y. C. & St. L., C. I. & S. and C. R. I. & P. Ry's.

14. TELEGRAPH BLOCK SYSTEM.

Rule 468-A is in effect over territory where automatic block signal system has not been installed.

15. LOCAL INSTRUCTIONS.

Nos. X3, 29, 31, 35, X4 and 34 will not carry passengers.

All freight trains stopping at Pinola on tracks 1 and 4 will get clearance from Train Dispatcher before leaving Pinola.

Caution cards will not be issued when signals cannot be given from 61st Street, 45th Street and 16th Street towers, Chicago.

All freight trains must approach the intersections of the tracks at Oakland Avenue Elkhart, under control, and proceed only on hand signal from switch-tender.

The hours of following telegraph offices are indicated below.

Osceola	6.30 a. m. to 6.00 p. m.
South Bend	6.30 a. m. to 6.30 p. m.
New Carlisle	7.00 a. m. to 7.00 p. m.
Burdick	6.30 a. m. to 6.30 p. m.
Dune Park	6.15 a. m. to 6.00 p. m.
Whiting	6.00 a. m. to 12.15 a.m.

Company Hospitals.—Mercy Hospital, Chicago; Epworth Memorial Hospital, South Bend; Clark Hospital, Elkhart.

Company Surgeons:

Chicago	F. E. Pierce, Chief Surgeon.
Englewood	W. H. Bohart.
Whiting	Hoskins and Lauer.
Hammond	H. E. Sharrer.
Gary	T. B. Templin.
LaPorte	J. H. W. Meyer and L. A. Ten Broeck.
South Bend	S. L. Kilmer.
Mishawaka	H. E. Holtzendorf.
Elkhart	I. W. Short.

STATIONS.	Distance from Elkhart.	FIRST CLASS TRAINS—WEST.							
		37	X3	3	1	29	5	175	25
		DAILY	DAILY	DAILY	DAILY	DAILY EXCEPT MONDAY	DAILY	DAILY	DAILY
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
\$ELKHART.....L		3.45	4.00	4.50	5.05	5.10	5.25	6.40	7.2
\$WEST TOWER.....	3.8	3.52	4.06	4.56	5.11	5.16	5.33	6.47	7.31
+OSCEOLA.....	5.5	3.56	4.08	5.00	5.13	5.18	5.35 s	6.50	7.33
\$MISHAWAKA.....	11.1	4.05	4.14	5.08	5.19	5.24 s	5.43 s	7.00	7.39
+SOUTH BEND.....	15.1 s	4.15	4.20 s	5.16	5.26 s	5.35 s	5.52 s	7.10	7.45
\$I. I. & I. CROSSING...	16.1	4.18	4.22	5.18	5.28	5.37	5.54	7.12	7.47
\$LYDICK.....	22.1	4.29	4.29	5.27	5.36	5.44	6.02 f	7.19	7.54
TERRE COUPEE.....	26.8	4.37	4.34	5.33	5.41	5.49	6.07 f	7.24	7.59
+NEW CARLISLE.....	28.5	4.40	4.36	5.35	5.43	5.51	6.09 s	7.27	8.01
\$ROLLING PRAIRIE...	34.8	4.52	4.44	5.44	5.51	5.59	6.17 s	7.35	8.08
\$L. E. & W. CROSSING.	40.8	5.00	4.51	5.51	5.58	6.06	6.24	7.43	8.15
LA PORTE.....	41.8 s	5.10	4.53 s	5.55	6.00 s	6.15	6.27 s	7.48	8.17
PINOLA.....	45.8	5.18	4.58	6.02	6.07	6.21	6.32 s	7.55	8.22
\$DURHAM.....	48.2	5.22	5.01	6.06	6.10	6.23	6.36 f	7.59	8.27
\$OTIS.....	51.8	5.28	5.06	6.11	6.15	6.28	6.40 s	8.05	8.27
+BURDICK.....	55.2	5.34	5.11	6.16	6.20	6.32	6.44 s	8.15	8.33
\$CHESTERTON.....	59.5	5.40	5.16	6.21	6.25	6.36	6.49 s	8.27	8.38
\$NORWOOD.....	60.6	5.42	5.18	6.23	6.27	6.38	6.50	8.31	8.40
+DUNE PARK.....	65.1	5.48	5.23	6.31	6.34	6.43	6.55 s	8.39	8.45
\$MILLERS.....	70.8	5.56	5.30	6.40	6.42	6.49	7.00 s	8.50	8.50
GARY.....	74.4	6.00	5.35	6.45	6.48	6.54	7.04 s	9.00	8.55
\$PINE.....	77.7	6.05	5.39	6.49	6.53	6.59	7.08	9.08	8.59
\$INDIANA HARBOR...	81.2	6.11	5.44	6.54	6.59	7.05	7.12 s	9.18	9.03
+WHITING.....	83.8	6.17	5.49	7.00	7.05	7.10	7.17 s	9.25	9.06
EAST SIDE.....	87.3	6.24	5.54	7.06	7.10	7.15	7.23 s	9.31	9.10
\$SOUTH CHICAGO.....	89.0	6.28	5.58	7.10	7.15	7.20	7.27 s	9.36	9.13
ENGLEWOOD.....	93.9 s	6.45 s	6.15 s	7.25 s	7.30	7.35 s	7.44 s	9.55 s	9.2
31ST STREET.....	98.0	6.52	6.22	7.32	7.37	7.42	7.51	10.02	9.32
CHICAGO.....A	100.6	7.00	6.30	7.40	7.45	7.50	7.59	10.10	9.45
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
		DAILY	DAILY	DAILY	DAILY	DAILY EXCEPT MONDAY	DAILY	DAILY	DAILY
4—Western Division.		37	X3	3	1	29	5	175	25

FIRST CLASS TRAINS—WEST.

STATIONS	9	15	45	19	21	35	31	23	43
	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY EXCEPT MONDAY	DAILY	DAILY
	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
ELKHART...L	8.55	9.10	12.55	1.15	2.25	5.35	5.45	6.00	10.30
WEST TOWER.	9.02	9.17	1.03	1.22	2.32	5.41	5.52	6.07	10.36
OSCEOLA.....	9.04	9.19	1.05	1.24	2.34	5.46	5.56	6.10	10.40
MISHAWAKA s	9.18	9.25 s	1.13	1.31 s	2.42	5.54	6.04 s	6.19	10.48
SOUTH BEND.. s	9.23 s	9.34 s	1.21	1.41 s	2.50 s	6.01 s	6.14 s	6.29 s	10.55
I. I. & I. CRG...	9.25	9.36	1.23	1.43	2.52	6.03	6.17	6.32	10.58
LYDICK.....	9.32	9.44	1.32	1.51	3.00	6.12	6.27	6.42	11.07
TERRE COUPEE.....	9.38	9.50	1.38	1.57	3.06	6.19	6.36	6.48	11.13
NEW CAR- LISLE.....	9.40	9.52 s	1.43	1.59	3.08	6.21	6.38	6.51	11.15
ROLLING PRAIRIE....	9.49	10.01 s	1.53	2.08	3.16	6.31	6.49	7.01	11.25
L. E. & W. CRG.	9.56	10.08	2.00	2.15	3.23	6.37	6.59	7.09	11.33
LA PORTE..... s	10.00	10.10 s	2.05	2.19 s	3.28	6.40	7.03 s	7.15 s	11.36
PINOLA.....	10.06	10.16	2.12	2.26	3.35	6.48	7.10	7.22	11.44
DURHAM.....	10.09	10.19	2.15	2.29	3.37	6.51	7.13	7.25	11.47
OTIS.....	10.13	10.23 s	2.23	2.33	3.42	6.55	7.17	7.30	11.52
BURDICK.....	10.18	10.28	2.28	2.38	3.46	6.59	7.21	7.35	11.57 A. M.
CHESTERTON.	10.24	10.33 s	2.35	2.43	3.51	7.03	7.26	7.41	12.02
NORWOOD.....	10.26	10.35	2.37	2.45	3.53	7.05	7.28	7.43	12.04
DUNE PARK... MILLERS.....	10.33	10.41	2.42	2.51	3.59	7.12	7.34	7.49	12.11
	10.41	10.49	2.49	3.00	4.06	7.19	7.42	7.58	12.20
GARY.....	10.46	10.54	2.55	3.06	4.11	7.24	7.47	8.03	12.25
PINE.....	10.50	10.58	3.00	3.10	4.16	7.28	7.51	8.08	12.29
INDIANA HBR	10.56	11.04	3.05	3.15	4.21	7.33	7.56	8.13	12.34
WHITING.....	11.01	11.09	3.10	3.20	4.26	7.37	8.00	8.18	12.39
EAST SIDE.....	11.06	11.15	3.15	3.25	4.31	7.43	8.06	8.24	12.44
SO. CHICAGO ..	11.11	11.19	3.20	3.28	4.35	7.46	8.09	8.28	12.47
ENGLEWOOD s	11.28	11.35 s	3.35 s	3.45 s	4.45 s	8.05	8.25 s	8.44 s	1.05
31ST STREET..	11.35	11.42	3.42	3.52	4.52	8.12	8.32	8.51	1.12
CHICAGO.....A	11.43	11.50	3.50	4.00	5.00	8.20	8.40	9.00	1.20
	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.
	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY EXCEPT MONDAY	DAILY	DAILY
5—Western Division	9	15	45	19	21	35	31	23	43

FIRST CLASS TRAINS—EAST.

STATIONS.	32	2	4	X4	12	6	10	26
	DAILY	DAILY EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
ELKHART A	5.20	10.20	10.45	11.00	11.20	12.35	1.20	2.45
WEST TOWER.....	5.14	10.12	10.37	10.52	11.12	12.27	1.10	2.36
OSCEOLA.....	5.11 f	10.08	10.35	10.50	11.10	12.24	1.07	2.34
MISHAWAKA.....	5.03 s	10.01	10.28	10.44	11.03	12.17 s	12.55	2.28
SOUTH BEND..... s	4.57 s	9.51 s	10.20 s	10.38 s	10.56 s	12.10 s	12.47	2.22
I. I. & I CROSSING....	4.52	9.44	10.17	10.34	10.51	12.07	12.40	2.20
LYDICK.....	4.45 f	9.36	10.10	10.27	10.45	12.00 P. M.	12.32	2.14
TERRE COUPEE.....	4.40 f	9.30	10.05	10.22	10.40	11.54	12.26	2.09
NEW CARLISLE.....	4.38 s	9.26	10.03	10.20	10.38	11.52	12.24	2.07
ROLLING PRAIRIE... s	4.31 s	9.16	9.57	10.13	10.31	11.45	12.16	2.01
L. E. & W. CROSSING..	4.23	9.08	9.50	10.06	10.24	11.38	12.08	1.55
LA PORTE..... s	4.20 s	9.05	9.47	10.04 s	10.22	11.36 s	12.06 P. M.	1.53
PINOLA.....	4.11 f	8.54	9.42	9.59	10.14	11.31	11.56	1.48
DURHAM.....	4.08 f	8.49	9.39	9.56	10.11	11.28	11.53	1.46
OTIS.....	4.03 s	8.43	9.33	9.52	10.07	11.22	11.46	1.41
BURDICK.....	3.59 s	8.35	9.28	9.48	10.03	11.17	11.40	1.37
CHESTERTON.....	3.55 s	8.28	9.24	9.43	9.59	11.12	11.35	1.33
NORWOOD.....	3.54	8.22	9.23	9.42	9.58	11.11	11.33	1.32
DUNE PARK.....	3.49 f	8.14	9.18	9.37	9.53	11.06	11.28	1.27
MILLERS.....	3.43 s	8.05	9.12	9.31	9.47	11.00	11.22	1.21
GARY.....	3.39 s	7.55	9.07	9.27	9.43	10.56	11.17	1.17
PINE.....	3.36 f	7.45	9.03	9.23	9.39	10.52	11.13	1.14
INDIANA HARBOR... s	3.32 s	7.39	8.59	9.19	9.35	10.48	11.09	1.10
WHITING.....	3.29 s	7.31	8.55	9.16	9.32	10.45	11.05	1.07
EAST SIDE.....	3.24 s	7.23	8.51	9.12	9.27	10.40	11.00	1.03
SOUTH CHICAGO.....	3.21 s	7.16	8.47	9.08	9.23	10.36 s	10.56	1.00
ENGLEWOOD.....	3.12 s	7.00 s	8.37 s	9.00 s	9.14 s	10.27 s	10.44 s	12.53
31ST STREET.....	3.06 s	6.52	8.31	8.52 f	9.06	10.21	10.37	12.46
CHICAGO L	3 00	6.45	8.25	8.45	9.00	10.15	10.30	12.40
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
	DAILY	DAILY EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
6—Western Division.	32	2	4	X4	12	6	10	26

FIRST CLASS TRAINS—EAST.

STATIONS.	16	14	176	30	22	20	36	34	28
	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.
ELKHART.....A	4.15 ^f	6.05	7.50	7.55	8.10	10.40	11.35	1.30	1.50
WEST TOWER.....	4.06	5.57	7.40	7.47	8.03	10.32	11.27	1.23	1.44
OSCEOLA.....	4.03	5.53	7.37	7.44	8.00	10.30	11.23	1.20	1.41
MISHAWAKA.....	3.55 ^s	5.44 ^s	7.27 ^s	7.35	7.53	10.23 ^s	11.13	1.13	1.33
SOUTH BEND.....s	3.47 ^s	5.32 ^s	7.17 ^s	7.25 ^s	7.45 ^s	10.16 ^s	11.05 ^s	1.05 ^s	1.27
I. I. & I. CROSSING....	3.42	5.23	7.12	7.20	7.39	10.11	10.58	1.00	1.22
LYDICK.....	3.35	5.17 ^f	7.04	7.13	7.33	10.04	10.50	12.54	1.15
TERRE COUPEE.....	3.29	5.11 ^f	6.58	7.06	7.27	9.59	10.45	12.49	1.10
NEW CARLISLE.....	3.27 ^f	5.09 ^s	6.56	7.04	7.25	9.57	10.43	12.47	1.08
ROLLING PRAIRIE..	3.20 ^f	5.01 ^f	6.48	6.57	7.17	9.49 ^f	10.35	12.40	1.01
L. E. & W. CROSSING..	3.13	4.54	6.40	6.50	7.09	9.42	10.26	12.32	12.53
LA PORTE.....s	3.11 ^s	4.52 ^s	6.38 ^s	6.48	7.07	9.40 ^s	10.23 ^s	12.30 ^s	12.50
PINOLA.....	3.02	4.43 ^f	6.29	6.41	7.00	9.35	10.15	12.23	12.41
DURHAM.....	2.59	4.40 ^f	6.25	6.38	6.57	9.32	10.12	12.20	12.38
OTIS.....	2.53	4.34 ^s	6.19	6.33	6.50	9.28	10.04	12.15	12.33
BURDICK.....	2.47	4.27 ^s	6.13	6.28	6.44	9.24	9.57	12.11	12.29
CHESTERTON.....	2.42 ^s	4.20 ^s	6.06	6.22	6.39	9.20 ^s	9.51	12.07	12.25
NORWOOD.....	2.41	4.16	6.03	6.21	6.37	9.19	9.47	12.06	12.24
DUNE PARK.....	2.36	4.10 ^s	5.56	6.16	6.33	9.14	9.39	12.01	12.20
MILLERS.....	2.30	4.04 ^s	5.49	6.11	6.25	9.08	9.33	A.M. 11.55	12.14
GARY.....	2.26 ^s	3.58 ^s	5.44 ^s	6.07	6.20	9.04 ^s	9.28	11.52	12.10
PINE.....	2.22	3.50 ^f	5.34	6.03	6.16	9.00	9.24	11.49	12.07
INDIANA HARBOR...s	2.18	3.46 ^s	5.25	6.00	6.11	8.56 ^s	9.18	11.45	12.04
WHITING.....	2.15	3.40 ^s	5.15	5.56	6.07	8.53 ^s	9.11	11.42	12.01
EAST SIDE.....	2.11	3.33 ^s	5.07	5.52	6.01	8.48	9.04	11.37	A.M. 11.57
SOUTH CHICAGO.....f	2.05	3.28 ^s	5.00	5.48	5.56	8.44 ^s	8.58	11.33	11.53
ENGLEWOOD.....s	1.55 ^s	3.15 ^s	4.50 ^s	5.39 ^s	5.45 ^s	8.35 ^s	8.45 ^s	11.25 ^s	11.45
31ST STREET.....	1.47 ^s	3.07 ^s	4.42	5.31	5.38	8.27	8.37	11.17	11.38
CHICAGO.....L	1.40	3.00	4.35	5.25	5.30	8.20	8.30	11.10	11.30
	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
	16	14	176	30	22	20	36	34	28

FIRST CLASS TRAINS—WEST.

STATIONS.	51	203	111 C. I. & S.	253	209	207	211	213	113 C. I. & S.	215	247	53	259	217							
	DAILY	DAILY EXCEPT SUNDAY	DAILY	DAILY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	SUNDAY ONLY	DAILY							
CHESTERTON L	A. M.	A. M.	A. M.	A. M. 6.00	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M. 11.55	P. M.	P. M.	P. M.							
NORWOOD	5.47			6.04							11.58 P. M.	12.10									
DUNE PARK	5.54			6.11							12.05	12.17									
MILLERS	6.02			6.20							12.15	12.24									
GARY				6.25			8.05				12.24		12.24								
PINE	6.12			6.35			8.10				12.30	12.33	12.30								
INDIANA HARBOR	Pere Marquette Ry.	Via Indiana Harbor Belt, N. Y. C. & St. L. and C. R. I. & P. Ry's.		6.35	6.41	7.18	8.17		10.33	10.42	12.40		12.40								
WHITING				6.40	6.47	7.23	8.23		10.38	10.47	12.47		12.47								
EAST SIDE				6.45	6.54	7.30	8.29		10.42	10.54	12.53		12.53								
SOUTH CHICAGO				6.50	6.58	7.35	8.34		10.46	11.00	12.58		12.58								
ENGLEWOOD		6.57	7.05	7.15	7.48	7.52	8.48	9.32	11.00	11.13	1.12		1.12	1.50							
31ST STREET		7.04	7.12	7.22	7.55	7.59	8.55	9.39	11.07	11.20	1.19		1.19	1.57							
CHICAGO A		7.12	7.20	7.30	8.03	8.07	9.03	9.47	11.15	11.28	1.27		1.27	2.05							
	A. M.	A. 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.							
	DAILY	DAILY EXCEPT SUNDAY	DAILY	DAILY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	SUNDAY ONLY	DAILY							
8—Western Division.	51	203	111	253	209	207	211	213	113	215	247	53	259	217							

FIRST CLASS TRAINS—WEST.

STATIONS.	Distance from Chesterton	FIRST CLASS TRAINS—WEST.																	
		249	251	55	219	221	255	223	245	257	227	225	235	229	115 C. I. & S.	231	57		
		DAILY EXCEPT SUNDAY	DAILY	DAILY EXCEPT SUNDAY	DAILY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	SUNDAY ONLY	DAILY EXCEPT SUNDAY	DAILY	DAILY EXCEPT SUNDAY	SUNDAY ONLY	DAILY	DAILY	DAILY		
CHESTERTON.....L		P. 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.	P. M.	P. M.	P. M.	P. M.	P. M.
NORWOOD.....	1.1			4.15						5.15								8.50	9.58
DUNE PARK.....	5.7			4.21					f 5.25									f 9.00	10.04
MILLERS.....	11.4			4.27					s 5.35									s 9.08	10.10
GARY.....	15.0	s 1.38	s 3.22					s 5.15		s 5.45	s 5.45				s 6.55			s 9.17	
PINE.....	18.2	f 1.48	f 3.29	4.35				5.22		s 5.51	s 5.51				6.59			f 9.23	10.18
INDIANA HARBOR.....	21.7	s 1.55	s 3.36		s 4.39	s 5.18	5.27			s 6.00	s 6.00	s 6.30			s 7.04	s 7.08	8.45	s 9.30	
WHITING.....	24.3	s 2.02	s 3.42		s 4.45	s 5.25	f 5.31			s 6.06	s 6.06	s 6.35			s 7.09	s 7.13	8.49	s 9.36	
EAST SIDE.....	27.8	s 2.08	s 3.48		s 4.51	s 5.30	s 5.37			s 6.12	s 6.12	s 6.42			s 7.15	s 7.20	8.53	s 9.43	
SOUTH CHICAGO.....	29.5	s 2.13	s 3.54		s 4.56	s 5.36	s 5.42			s 6.18	s 6.18	s 6.46			s 7.19	s 7.24	s 8.58	s 9.48	
ENGLEWOOD.....	34.4	s 2.28	s 4.10		s 5.12	s 5.52	s 5.58	s 6.10	s 6.38	s 6.38	s 7.00	s 7.10	s 7.32	s 7.40	s 9.12	s 10.02			
31ST STREET.....	38.5	s 2.35	s 4.17		f 5.20	s 5.59	s 6.05	f 6.18	s 6.45	s 6.45	s 7.07	f 7.17	7.40	s 7.47	9.19	s 10.10			
CHICAGO.....A	41.1	2.43	4.25		5.28	6.07	6.13	6.25	6.53	6.53	7.15	7.25	7.47	7.55	9.27	10.17			
		P. 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.	P. M.	P. M.	P. M.	P. M.	P. M.
		DAILY EXCEPT SUNDAY	DAILY	DAILY EXCEPT SUNDAY	DAILY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	SUNDAY ONLY	DAILY EXCEPT SUNDAY	DAILY	DAILY EXCEPT SUNDAY	SUNDAY ONLY	DAILY	DAILY	DAILY		
9—Western Division.		249	251	55	219	221	255	223	245	257	227	225	235	229	115	231	57		

Via Indiana Harbor
Belt, N. Y. C. & St. L.
C. R. I. & P. Ry's.

Via Indiana Harbor
Belt, N. Y. C. & St. L.
C. R. I. & P. Ry's.

Pere Marquette Ry.

Pere Marquette Ry.

FIRST CLASS TRAINS—EAST.

STATIONS.	50	250	240	204	202	206	110 C. I. & S.	208	52	242	210	244	212	54				
	DAILY	DAILY EXCEPT SUNDAY	DAILY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY	DAILY	DAILY EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY EXCEPT SUNDAY				
CHESTERTON A	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	9.50	A. M.	A. M.	P. M.	P. M.				
NORWOOD	1.05								8.43	9.45				1.10				
DUNE PARK	12.59								8.37	9.37				1.05				
MILLERS	12.52								8.31	9.29				1.00				
GARY		s 6.32	s 6.45				s 7.35			9.22		s 11.50						
PINE	12.42	6.22	t 6.35			f 7.26			8.23	f 9.14		f 11.41		12.52				
INDIANA HARBOR		s 6.15	s 6.28	Via C. R. I. & P., N. Y. C. & St. L. and Indiana Harbor Belt Ry's.	s 6.40	s 7.17	s 8.08	s 8.22		s 9.09		s 11.34	s 12.46					
WHITING		6.07	s 6.20		s 6.30	s 7.10	8.02	s 8.15		s 9.03		s 11.26	s 12.39					
EAST SIDE		s 6.00	s 6.12		s 6.23	s 7.03	7.57	s 8.07		s 8.57		s 11.19	s 12.32					
SOUTH CHICAGO		s 5.55	s 6.07		s 6.17	s 6.58	7.52	s 8.02		s 8.53		s 11.14	s 12.27					
ENGLEWOOD		s 5.45	s 5.57		s 5.59	s 6.05	s 6.45	s 7.43	s 7.50	s 8.42	s 9.35	s 11.00	s 12.16					
31ST STREET		s 5.37	s 5.49		s 5.52	s 5.58	s 6.37	7.34	7.42	8.34	s 9.27	s 10.52	s 12.08					
CHICAGO L		5.30	5.42	5.45	5.52	6.30	7.28	7.35	8.27	9.20	10.45	12.01						
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.				
	DAILY	DAILY EXCEPT SUNDAY	DAILY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY	DAILY	DAILY EXCEPT SUNDAY	DAILY	DAILY	DAILY	DAILY	DAILY EXCEPT SUNDAY				
10—Western Division.	50	250	240	204	202	206	110	208	52	242	210	244	212	54				

FIRST CLASS TRAINS—EAST.

STATIONS.	Distance from Chicago.	246	214	216	218	112 C. I. & S.	56	220	222	230	224	120 C. I. & S.	226	248	114 C. I. & S.				
		DAILY	DAILY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY	DAILY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY	SUNDAY ONLY	DAILY	DAILY	DAILY				
CHESTERTON A	41.1	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.				
NORWOOD	40.0						5.43						7.42	12.55					
DUNE PARK	35.4						5.37						f 7.33	f 12.49					
MILLERS	29.7						5.31						s 7.24	f 12.41					
GARY	26.1	s 2.45								s 6.40			s 7.18	s 12.33					
PINE	22.9	f 2.37					5.23			6.35			f 7.10	12.25					
INDIANA HARBOR...	19.4	s 2.32	s 3.53	Via C. R. I. & P., N. Y. C. & St. L. and Indiana Harbor Belt Ry's.	s 5.00	s 5.30		s 5.55		s 6.30		6.45	s 7.03	s 12.18	s 12.23				
WHITING	16.8	s 2.24	s 3.46		s 4.52	5.24		s 5.47	Via C. R. I. & P., N. Y. C. & St. L. and Indiana Harbor Belt Ry's.	s 6.24			6.39	s 6.55	s 12.13	12.18			
EAST SIDE	13.3	s 2.17	s 3.38		s 4.44	5.19		s 5.40		s 6.17				6.34	s 6.47	s 12.07	12.13		
SOUTH CHICAGO.....	11.6	s 2.12	s 3.33	s 4.39	5.14		s 5.35	s 6.12					6.29	s 6.42	s 12.03	12.08			
ENGLEWOOD	6.7	s 1.57	s 3.20	s 4.05	s 4.27	s 5.05		s 5.18	s 5.22	s 6.03	s 6.05	s 6.20	s 6.29	s 11.50	s 11.59				
31ST STREET	2.6	s 1.49	s 3.12	s 3.57	f 4.19	s 4.57		5.12	5.15	5.55	5.57	s 6.12	6.21	s 11.42	s 11.51				
CHICAGO L		1.42	3.05	3.50	4.12	4.50		5.06	5.10	5.48	5.50	6.05	6.15	11.35	11.45				
		P. 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.	P. M.				
		DAILY	DAILY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY	DAILY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY	SUNDAY ONLY	DAILY	DAILY	DAILY				
11—Western Division.		246	214	216	218	112	56	220	222	230	224	120	226	248	114				

STATIONS.	FREIGHT TRAINS—WEST.								STATIONS.	FREIGHT TRAINS—EAST.						
	K. C. 1	S. C. 1	B. C. 1	P. C. 1	L. S. 7	L. S. 1	L. S. 3	Way Freight		X. B. 2	N. Y. 4	D. W. 2	C. B. 8	Way Freight		
	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY EXCEPT SUNDAY		DAILY	DAILY	DAILY	DAILY	DAILY EXCEPT SUNDAY		
ELKHART L	A. M. 12.01	P. M. 7.10	P. M. 7.35	P. M. 7.40	P. M. 10.20	P. M. 10.50	P. M. 11.15	A. M. 7.30	ELKHART A	SCHEDULE 6 HOURS	A. M. 1.45	A. M. 2.00	A. M. 6.15	P. M. 4.10		
PORTER L	5.00								ENGLEWOOD L		P. M. 7.15	P. M. 9.00	P. M. 11.00	A. M. 6.25		
INDIANA HARBOR... L	7.00															
ENGLEWOOD A	A. M.	4.30 A. M.	3.45 A. M.	4.00 A. M.	4.40 A. M.	5.10 A. M.	5.20 A. M.	4.50 P. M.								
	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY EXCEPT SUNDAY		DAILY	DAILY	DAILY	DAILY	DAILY EXCEPT SUNDAY		
	K. C. 1	S. C. 1	B. C. 1	P. C. 1	L. S. 7	L. S. 1	L. S. 3	Way Freight		X. B. 2	N. Y. 4	D. W. 2	C. B. 8	Way Freight		

LIST OF BLOCK SIGNAL NUMBERS.

Westbound.		Eastbound.		Westbound.		Eastbound.	
Freight	Passenger	Passenger	Freight	Freight	Passenger	Passenger	Freight
ELKHART.--Interlocking.				ROLLING PRAIRIE.			
	438.1		439.4		474.1		474.2
	439.1	439.2			476.1		476.2
	440.1	440.2			477.1		477.2
	441.1	441.2			479.1		479.2
	442.1	442.2		L. E. & W.--Interlocking.			
				480.1			480.2
WEST TOWER.--Interlocking.				LA PORTE.			
443.3	443.1	443.2	443.4		P. M.--Interlocking.		
	OSCEOLA.			482.3	482.1	482.2	482.4
445.3	445.1	445.2	445.4	483.3	483.1	483.2	483.4
	446.1	446.2		484.3	484.1		
	447.1	447.2				484.2	484.4
	448.1	448.2		485.3	485.1		
	449.1	449.2		PINOLA.			
	MISHAWAKA.					485.2	485.4
		450.2				486.2	486.4
	450.1			486.3	486.1	486.2	486.4
		451.2		487.3	487.1		
	451.1					487.2	487.4
	452.1	452.2		487.7	487.5		
	453.1			DURHAM.			
		453.2				487.6	
	SOUTH BEND.			488.1		488.2	
	454.1				489.1		
		454.2		490.1		489.2	
GRAND TRUNK.--Interlocking.						490.2	
	C. I. & S.--Interlocking.			OTIS.			
	455.1	455.2		C. I. & L.--Interlocking.			
	456.1	456.2		491.1		491.2	
	458.1	458.2		492.1		492.2	
		459.2		493.1		493.2	
	459.1			BURDICK.			
	460.1	460.2		495.1		495.2	
	LYDICK.--Interlocking.			496.1		496.2	
462.3	462.1	462.2		497.1		497.2	
463.3	463.1	463.2		CHESTERTON.			
				498.1		499.2	
464.3	464.1	464.2		NORWOOD.			
	TERRE COUPEE.			M. C.--Interlocking.			
465.3	465.1	465.2		500.1		500.2	
466.3	466.1					501.1	
		466.2				502.1	502.2
	NEW CARLISLE.			502.1		503.2	
468.3	468.1	467.2		503.1		504.2	
		468.2					
469.3	469.1						
		469.2					
470.3	470.1						
		470.2					
471.3	471.1	471.2					
472.3	472.1						
		473.2					
473.3	473.1						

LIST OF BLOCK SIGNAL NUMBERS--Continued.

Westbound.		Eastbound.		Westbound.		Eastbound.	
Freight	Passenger	Passenger	Freight	Freight	Passenger	Passenger	Freight
DUNE PARK.							
	505.1	505.2					
	506.1	506.2					
	507.1	507.2					
	508.1	508.2					
	509.1	509.2					
MILLERS.							
	510.1	510.2					
	511.1	511.2					
	512.1						
	513.1	512.2					
		513.2					
GARY.							
	514.1	514.2					
	515.1	515.2					
	516.1						
	517.1	516.2					
		517.2					
PINE.							
	Pine--Interlocking						
518.3	518.1	518.2	518.4				
519.3	519.1	519.2	519.4				
B. & O.--Interlocking.							
INDIANA HARBOR.							
Ship Canal Lift Bridge Interlocking.							
521.3	521.1						
522.3	522.1	521.2	521.4				
		522.2	522.4				
WHITING.							
WHITING.--Interlocking.							
524.3	524.1						
		524.2	524.4				
ROBERTSDALE							
525.3	525.1	525.2	525.4				
526.3	526.1						
		526.2					
EAST SIDE.							
		527.2					
Calumet River Drawbridge.--Interlocking							
SOUTH CHICAGO.							
	528.1						
		528.2	528.4				
529.3	529.1	529.2	529.4				
530.3	530.1	530.2	530.4				
531.3	531.1	531.2	531.4				
GRAND CROSSING							
	531.5						
		531.6	531.8				
BROOKLINE							
PARK MANOR.							
	532.1	532.2					
	533.1						
		533.2					
ENGLEWOOD.							
		533.6					
				61st Street--Interlocking.			
				59th Street.			
				593		574	
				55th Street.			
				553		554	
				52nd Street.			
				523		524	
				47th Street.			
				473		474	
				45th Street--Interlocking			
				44th Street.			
				443		444	
				Root Street.			
				413		414	
				40th Street.			
				403		404	
				37th Street.			
				373		374	
				33rd Street.			
				333		334	
				29th Street.			
				293		294	
				25th Street.			
				253		254	
				Archer Ave.			
				223		224	
				18th Street.			
						184	
				16th Street--Interlocking.			
				153			
				143			
						144	
				123			
				Polk Street--Interlocking			
				CHICAGO			