



**SAFETY**

**FIRST**

# Pere Marquette Railway

Chicago-Petoskey  
Division

## Time Table No. 73

Effective Sunday, Feb. 17, 1946

AT 12:01 A. M.

Eastern Standard Time

Former Time Tables Must  
Be Destroyed

# 73

This Time Table is in no case intended for the information of the public, or as an advertisement of the hours of any train; it is for the information of Employees Only.

Employees must provide themselves with Copy of Rules and Regulations of the Operating Department, Effective September 27th, 1936.

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M. M. CRONK,  
General Manager,  
DETROIT

C. J. MILLIKIN,  
Asst. General Manager  
DETROIT

A. J. MINARD,  
Asst. to General Manager,  
DETROIT

K. T. REED,  
Superintendent,  
GRAND RAPIDS

**Sub-Div. No. 1**

**CHICAGO TO GRAND RAPIDS**

**EASTWARD TRAINS**

Miles from Chicago	Long Car Room on Siding	STATIONS	FIRST CLASS			SECOND CLASS						
			2	6	8	54	56	202	52	204	40	
			Daily	Daily Except Sunday	Daily	Daily	Daily	Daily CDF-6	Daily	Daily CDF-2	Daily	Daily
0.0		<b>CHICAGO</b>	P. M.	A. M.	P. M.							
47.3	119	Porter	11.30	9.50	4.50							
58.6	111 68	Michigan City	f 2.05	d 12.18	7.18							
68.8	110	<b>NEW BUFFALO</b>	A. M.	P. M.	P. M.	A. M.	A. M.		P. M.		P. M.	
72.8		Union Pier	s 2.30	s 12.35	s 7.35	1.35	3.40		2.18		11.20	
79.2	204	Sawyer	2.37	12.40	7.40	1.45	3.50		2.28		11.26	
83.8		Bridgman	2.43	12.48	7.47	1.55	4.00		2.38		11.34	
84.6	210	Livingston	2.50	12.54	7.53	2.03	4.10		2.46		11.41	
89.0		Stevensville										
91.9		Vine	2.58	1.00	7.59	2.15	4.25		3.02		11.50	
96.0		St. Joseph	s 3.09	s 1.07	s 8.06	2.23	4.33		3.10		11.58	
97.9		Benton Harbor	s 3.29	s 1.17	s 8.14	2.40	4.40		3.17		12.02	
103.8		Riverside	f 3.39	1.26	8.23	2.54	4.52		3.29		12.10	
107.7	89	Coloma	f 3.47	s 1.30	8.27	3.00	4.57		3.35		12.15	
110.1	77	Watervliet	s 3.55	s 1.35	b 8.30	3.04	5.01		3.39		12.20	
115.1	161	Hartford	s 4.13	s 1.42	8.36	3.13	5.09		3.46		12.27	
119.1		McDonald										
122.2	216	Gross	4.23	1.49	8.43	3.25	5.21		3.57		12.36	
123.3		Bangor	s 4.30	s 1.53	s 8.46							
130.1	188	Grand Junction	f 4.43	2.02	8.55	3.37	5.33		4.09		12.47	
135.8	83	Pullman	b 4.54	2.08	9.00	3.45	5.40		4.17		12.53	
137.9		Bravo										
143.5	49 121	Fennville	s 5.05	s 2.18	b 9.08	3.57	5.52		4.29		1.02	
146.4		Helper										
147.7		New Richmond	5.11	2.24	9.14	4.03	5.58		4.39		1.08	
151.0	118	East Saugatuck	5.17	2.30	9.20	A 4.15	A 6.10		A 4.51		A 1.18	
158.6	128	Holland	s 5.45	s 2.45	s 9.35	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	
159.4	110	Waverly	5.48	2.48	9.38			6.10		9.45		
163.2		Zeeland	f 5.57	2.53	9.43			A. M.		P. M.		
172.1	204	Hudsonville	f 6.11	3.03	9.52							
177.9		Grandville	f 6.23	3.10	9.59							
180.4		Lamar	6.26	3.13	10.01							
183.9		<b>GRAND RAPIDS</b>	A 6.40	A 3.25	A 10.10							
			A. M.	P. M.	P. M.							
			Daily	Daily Except Sunday	Daily	Daily	Daily CDF-6	Daily	Daily CDF-2	Daily	Daily	
			2	6	8	54	56	202	52	204	40	

No. 2 stops at all flag stations when requested by baggageman or RPO clerk or when flagged by Agent.

All baggage car traffic for Michigan City is confined to trains 2 and 7.

b Stop to let off revenue passengers from Chicago.

d Stop for revenue passengers for Grand Rapids or beyond or Muskegon.

The time shown in italics is for information only.

New Buffalo is initial station for eastward trains.

East Saugatuck is initial station for second class westward trains.

Time at New Buffalo applies at Coal Dock.

Trains will be governed by train order signals at Holland and Stevensville.

Central Time shown at Chicago.

**Sub-Div. No. 1**

**GRAND RAPIDS TO CHICAGO**

**WESTWARD TRAINS**

Telegraph Stations	Miles from Grand Rapids	STATIONS	FIRST CLASS			SECOND CLASS						
			7	3	5	207	59	53	205	57	41	
			Daily	Daily Except Sunday	Daily	Daily	Daily DC-3	Daily DC-1	Daily	Daily BDC-1	Daily	
D.N.P.	183.9	<i>CHICAGO</i>	A. M.	P. M.	P. M.							
P.	136.6	<i>Porter</i>	<i>5.45</i>	<i>3.55</i>	<i>8.15</i>							
P.	125.3	<i>Michigan City</i>	<i>4.58</i>	<i>3.18</i>	<i>7.44</i>							
D.N.	115.1	<b>NEW BUFFALO</b>	A. M.	P. M.	P. M.							
P.	111.1	Union Pier	A 4.30	A 3.02	A 7.28							
D.P.	104.7	Sawyer	4.18	2.52	7.18							
D.P.	100.1	Bridgman										
P.	97.3	Livingston	<sup>56</sup> 4.10	<sup>52</sup> 2.46	7.12							
D.N.P.	94.9	Stevensville										
P.	92.0	Vine	4.01	2.39	7.05							
P.	87.9	St. Joseph	s 3.53	s 2.31	s 6.57							
D.N.P.	86.0	Benton Harbor	s 3.36	s 2.24	s 6.50							
D.N.P.	80.1	Riverside	3.17	2.14	6.41							
D.P.	76.2	Coloma	f 3.10	2.10	6.37							
D.P.	73.8	Watervliet	s <sup>54</sup> 3.04	s 2.06	g 6.33							
D.N.P.	68.8	Hartford	s 2.52	s 1.59	6.27							
	64.8	McDonald	f 2.41									
P.	61.7	Gross	2.35	<sup>6</sup> 1.49	6.20							
D.P.	60.6	Bangor	s 2.32	s 1.47	s 6.18							
D.N.	53.8	Grand Junction	s 2.14	1.38	6.09							
D.P.	48.1	Pullman	s 2.01	1.32	6.03							
P.	46.0	Bravo	f 1.53									
D.P.	40.4	Fennville	s 1.44	s 1.23	g 5.54							
P.	37.5	Helper										
P.	36.2	New Richmond	f 1.30	1.16	5.47							
P.	32.9	East Saugatuck	<sup>40</sup> 1.20	1.10	5.41							
D.N.	25.3	Holland	s 1.05	s 12.58	s 5.29							
N.P.	24.5	Waverly	12.34	12.51	5.21							
D.P.	20.7	Zeeland	f 12.30	12.49	5.19							
D.P.	11.8	Hudsonville	f 12.18	12.39	5.09							
D.P.	6.0	Grandville	12.07	12.32	5.02							
D.N.	3.5	Lamar	12.03	12.28	4.58							
D.N.	0.0	<b>GRAND RAPIDS</b>	11.55	12.20	4.50							
			P. M.	P. M.	P. M.							
			Daily	Daily Except Sunday	Daily	Daily	Daily DC-3	Daily DC-1	Daily	Daily BDC-1	Daily	
			7	3	5	207	59	53	205	57	41	

No. 7 stop at all flag stations when requested by baggage-man or RPO clerk, or when flagged by Agent.

No. 5 stop on flag, Sundays and Holidays only, at Hartford to receive revenue passengers for Chicago.

All baggage car traffic for Michigan City is confined to trains 2 and 7.

The time shown in italics is for information only.

New Buffalo is initial station for eastward trains.

East Saugatuck is initial station for second class westward trains.

d Stop for revenue passengers from Grand Rapids or Muskegon.

g Stop to let off passengers from Muskegon, Grand Rapids and beyond, or pick up passengers for Chicago.

Time at New Buffalo applies at Coal Dock.

Central Time shown at Chicago.

**Sub-Div. No. 2 NORTHWARD TRAINS ALLEGAN AND HART SOUTHWARD TRAINS**

Miles from Allegan	Long Car Room on Siding	FIRST CLASS		STATIONS	FIRST CLASS		Telegraph Stations	Miles from Hart
		203	201		206	208		
		Daily	Daily		Daily	Daily		
0.0				Allegan			D.	95.2
13.3				Hamilton				81.9
23.0				Holland			D.N.	72.2
23.6		P. M. 9.47	A. M. 6.14	WAVERLY	A P. M. 5.00	A A. M. 12.05	N.P.	71.6
29.1	67	9.56	6.25	Harlem	4.49	11.58		66.1
32.9		f 6.33		West Olive	4.43	11.53		62.3
43.4	67	10.13	6.45	Bakers	4.30	11.40	P.	51.8
44.0		s 10.16s	7.00	Grand Haven	s 4.26s	s 11.38	D.P.	51.2
44.8		10.21	7.05	Ferrysburg	4.22	11.31		50.4
54.0	33	s 10.33s	7.25	Muskegon Heights	s 4.10	11.19	P.	41.2
56.5		A 10.40A	7.40	MUSKEGON	4.00	11.10	D.	38.7
57.8		P. M.	A. M.	North Yard	P. M.	P. M.	D.	37.4
61.6	13			Berry			P.	33.6
71.7				Whitehall			D.	23.5
82.1				New Era			P.	13.1
86.2				Shelby			D.	9.0
91.8				Mears				3.4
95.2				Hart			D.P.	0.0
		Daily	Daily		Daily	Daily		
		203	201		206	208		

No. 201 will stop at West Olive for loading and unloading bulky and fragile parcel post mail, when requested by baggageman or Railway Postal Clerk to do so.  
Time at Ferrysburg applies at Junction Switch with GT RR, just North of Draw Bridge.

Passenger trains discontinue taking water at Grand Haven, except in emergency; freight trains take only sufficient water at Grand Haven to take them to next water station.

**Sub-Div. No. 3 NORTHWARD TRAINS NEW BUFFALO and LA CROSSE SOUTHWARD TRAINS**

Miles from La Crosse	Long Car Room on Siding			STATIONS			Telegraph Stations	Miles from New Buffalo
0.0				La Crosse			D.P.	35.2
6.1				Thomaston			D.P.	29.1
8.8				Hanna			D.N.	26.4
15.0	35			Wellsboro			D.N.	20.2
17.5				Magee				17.7
23.3				La Porte			D.P.	11.9
26.3				Belfast			P.	8.9
35.2				NEW BUFFALO			D.N.	0.0

All trains switching over Rumely's track, La Porte, must place a flagman on Tyler Street Crossing before passing over it.

Switching movements over Truesdell Ave., Madison, Lake, First, Second, and Fifth Sts. at LaPorte must be protected by trainmen.

**Sub-Div. No. 4 WESTWARD TRAINS PAW PAW-SOUTH HAVEN EASTWARD TRAINS**

Miles from Paw Paw	Long Car Room on Siding			STATIONS			Telegraph Stations	Miles from South Haven
0.0				Paw Paw				30.5
8.3				Lawrence				22.2
14.7				Hartford			D.N.P.	15.8
22.5				Covert				8.0
29.5				Cableton				1.0
30.5				South Haven				0.0

In emergency, water for locomotives may be taken at Paw Paw by securing hose and key from depot and attach-

ing to two-inch pipe at old stand pipe. When so taken report must be made to Superintendent and agent at Paw Paw.

**Sub-Div. No. 5**

**NORTHWARD TRAINS**

**GRAND RAPIDS and BAY VIEW**

**SOUTHWARD TRAINS**

Miles from Sunnyside	Long Car Room on Siding	FIRST CLASS				STATIONS	FIRST CLASS				Telegraph Stations	Miles from Bay View
		101					106					
					Daily Ex. Sunday					Daily Ex. Sunday		
				A. M.				P. M.				
0				7.40	GRAND RAPIDS			11.20				
1.5				7.46	SUNNYSIDE			11.12		P.		226.2
				7.51	Fourth Street			11.06		P.		224.7
3.0				7.56	Fuller			11.00		D.N.		223.2
4.9	73			7.59	Park			10.57		P.		221.3
5.5				s 8.02	Comstock Park			10.55				220.7
8.6				8.10	Alpine			10.50		P.		217.6
14.9	47			s 8.21	Sparta			f 10.41		D.P.		211.3
20.0				s 8.31	Kent City			f 10.32		D.P.		206.2
22.5	62			s 8.38	Casnovia			10.26		P.		203.7
25.9				f 8.45	Bailey					P.		200.3
29.8	57			s 8.53	Grant			f 10.12		D.P.		196.4
36.2	49			s 9.06	Newaygo			f 10.01		D.P.		190.0
40.9	65			9.15	Drew			9.53		P.		185.3
47.2	77			s 9.29	White Cloud			s 9.44		D.P.		179.0
58.6	63			9.48	Kopje			9.25		P.		167.6
63.3	56			s 9.57	Bitley			f 9.17		P.		162.9
				10.15	BALDWIN			9.00		D.N.		152.4
73.8				s 10.30				s 8.45				
81.8	27			10.43	Wolf Lake			8.33		P.		144.4
85.0	53			10.50	Peacock			f 8.26		P.		141.2
91.7	49			f 10.58	Irons			f 8.16		P.		134.5
97.7	41			f 11.08	Wellston			f 8.05		P.		128.5
105.2				s 11.22	Brethren			f 7.51				121.0
110.1	54			s 11.40	Kaleva			s 7.44		D.P.		116.1
120.9	43			s 12.00	Thompsonville			s 7.21		D.N.		105.3
130.5				12.16	Bendon			f 7.02		P.		95.7
134.2	29			f 12.24	Interlochen			f 6.56		P.		92.0
138.0				s 12.31	Grawn			6.48		D.		88.2
147.2				12.45	BOARDMAN			6.32		D.P.		79.0
147.7				s 1.01	Traverse City			s 6.30				78.5
158.7	30			s 1.20	Williamsburg			s 5.58		D.P.		67.5
168.6	32			s 1.35	Rapid City			s 5.43		P.		57.6
171.7				s 1.42	Alden			s 5.37		D.P.		54.5
183.6	39			s 2.01	Bellaire			s 5.20		D.P.		42.6
191.6				s 2.12	Central Lake			s 5.06		D.P.		34.6
198.3	16			s 2.23	Ellsworth			s 4.54		D.P.		27.9
209.4					Belvedere							16.8
209.8	22			s 2.47	Charlevoix			s 4.35		D.P.		16.4
218.2				f 3.02	Bayshore			f 4.15		P.		8.0
221.7				3.10	Lamson			4.07		P.		4.5
225.2	14			A 3.20	PETOSKEY			4.00		D.P.		1.0
226.2					Bay View							0.0
				P. M.				P. M.				
				Daily Ex. Sunday				Daily Ex. Sunday				
				101				106				

Nos. 101 and 106 will stop at all flag stations for loading and unloading bulky and fragile parcel post mail when requested by baggageman or Railway Postal Clerk to do so, or when flagged by Agent.

Time shown at Baldwin, Kaleva, Thompsonville and Charlevoix for passenger trains will apply at the passenger station.

Passenger trains will not take water at Charlevoix, and freight trains only when necessary.

Brohman is a flag stop for No. 101.

Kaleva is a register station for first class trains.

The time shown in italics is for information only.

Sub-Div. No. 6		NORTHWARD TRAINS				MUSKEGON-WHITE CLOUD				SOUTHWARD TRAINS		
Miles from Muskegon	Long Car Room on Siding					STATIONS				Telegraph Stations	Miles from White Cloud	
5.1							Berry					31.0
17.4							Holton					18.7
19.8							Brunswick					16.3
24.7	16						Fremont			P.		11.4
36.1							White Cloud			D.P.		0.0

All trains must stop and flag over Main street crossing at Fremont.  
 All Sub-Division No. 6 trains will stop 200 feet back of the junction switch at White Cloud and then proceed to the clearance point expecting to find the main line occupied, it

being understood that Sub-Division No. 6 trains cannot occupy the main line without knowing that all regular main line trains have passed White Cloud, or getting time on them that would permit of their using the track.

Sub-Div. No. 7		NORTHWARD TRAINS				ELK RAPIDS-WILLIAMSBURG				SOUTHWARD TRAINS		
Miles from Williamsburg	Long Car Room on Siding					STATIONS				Telegraph Stations	Miles from Elk Rapids	
4.5							Williamsburg				D.P.	8.8
8.8							Angell					4.3
							Elk Rapids					0.0

The Junction of Sub-Division No. 7 and Sub-Division No. 5 is the cross-over switch north of Williamsburg.

**TRAIN ORDER OFFICES NOT CONTINUOUS ARE OPEN THE FOLLOWING HOURS EXCEPT SUNDAY**

<b>Sub-Division No. 1</b>		<b>Sub-Division No. 2</b>		<b>Sub-Division No. 3</b>		<b>Sub-Division No. 4</b>		<b>Sub-Division No. 5</b>		
Fennville.....	9:00 AM to 6:00 PM	Waverly.....	7:00 AM to 4:00 PM	LaPorte.....	8:00 AM to 5:00 PM	Millers.....	2	SH-27	Magee.....	2:00 PM to 11:00 PM
Pullman.....	9:00 AM to 6:00 PM	Grand Haven.....	8:00 AM to 12:00 MN			Wildevs.....	2	SH-26	Thomaston.....	9:00 AM to 6:00 PM
Bangor.....	8:00 AM to 5:00 PM	Muskegon Depot.....	7:00 AM to 3:00 PM			Kirby.....	14	SH-24	LaCrosse.....	5:00 PM to 1:00 AM
Watervliet.....	9:00 AM to 6:00 PM		3:30 PM to 11:30 PM			Covert.....	15	SH-8		
Coloma.....	8:00 AM to 5:00 PM	North Yard.....	9:00 AM to 6:00 PM							
Stevensville.....	8:00 AM to 5:00 PM	Whitehall.....	8:00 AM to 5:00 PM							
Bridgman.....	8:00 AM to 5:00 PM	Shelby.....	8:00 AM to 5:00 PM							
Sawyer.....	8:00 AM to 5:00 PM	Hart.....	8:00 AM to 5:00 PM							

**BUSINESS TRACKS AT NON-AGENCY OR CLOSED STATIONS NOT OTHERWISE SHOWN**

STATION	Long Car Room on Tracks	LOCATION Nearest Mile Post	STATION	Long Car Room on Tracks	LOCATION Nearest Mile Post	STATION	Long Car Room on Tracks	LOCATION Nearest Mile Post	STATION	Long Car Room on Tracks	LOCATION Nearest Mile Post
<b>Sub-Division No. 1</b>			<b>Sub-Division No. 2</b>			<b>Sub-Division No. 4</b>			<b>Sub-Division No. 6</b>		
Jenison.....	16	GR-7	Millgrove.....	3	A-4	Millers.....	2	SH-27	Harpers.....	25	GR-197
Vriesland.....	21	GR-16	Fillmore.....	9	A-17	Wildevs.....	2	SH-26	Cherrie.....	22	GR-207
E. Saugatuck.....	10	GR-33	Harlem.....	11	A-29	Kirby.....	14	SH-24	Bayshore.....	11	GR-218
E. Saugatuck.....	68	GR-33	West Olive.....	7	A-33	Covert.....	15	SH-8	Lamson.....	95	GR-222
New Richmond.....	10	GR-36	Rosymound.....	44	A-41				Bay View.....	16	GR-226
Pearl.....	10	GR-44	Ferrysburg.....	10	A-45	<b>Sub-Division No. 5</b>			<b>Sub-Division No. 6</b>		
Bravo.....	4	GR-46	Stone Siding.....	5	A-50	Comstock Park.....	10	GR-5	Twin Lake.....	9	6
Breedsville.....	10	GR-58	Rothbury.....	11	A-78	Alpine.....	18	GR-8	Holton.....	23	12
Gross.....	3	GR-61	Mears.....	3	A-92	Bailey.....	6	GR-26	Brunswick.....	10	14
Auto Spec.....	27	GR-71				Peacock.....	8	GR-85	Reeman.....	8	16
Vrooman.....	8	GR-79	<b>Sub-Division No. 3</b>			Highbridge.....	3	GR-102	Wooster.....	11	25
Waldo.....	75	GR-84	Hilt.....	35	LC-24	Bendon.....	21	GR-130			
Nylen.....	5	GR-92	Belfast.....	24	LC-27	Bates.....	6	GR-157	<b>Sub-Division No. 7</b>		
Glenlord.....	15	GR-93	Youngs.....	5	LC-30	Barker Creek.....	13	GR-163	Angell.....	15	W-4
Oakhall.....	35	GR-103									
Union Pier.....	12	GR-111									

## SPECIAL INSTRUCTIONS

- 3. STANDARD CLOCKS**  
 Grand Rapids Chief Dispatcher's Office Union Station,  
 Wyoming Yard office, Wyoming Enginehouse.  
 Waverly Yard office, Waverly Enginehouse.  
 Benton Harbor Passenger Station.  
 New Buffalo Yard office, Enginehouse.  
 Muskegon Passenger Station, North Yard yard office,  
 and Enginehouse.  
 Traverse City Passenger Station, Boardman Yard office.  
 Petoskey Passenger Station.  
 Chicago Rockwell St. Yard office.

**D14. DESIGNATION AND USE OF MAIN TRACKS**

- Sub-Division No. 1**  
 Single track  
 Porter to West Spring Switch, New Buffalo.  
 East Spring Switch, New Buffalo to Vine.  
 Riverside to Grandville.  
 Two tracks  
 New Buffalo, between Spring Switches.  
 Vine to Riverside.  
 Grandville to Seymour.  
 Tracks are numbered from the south,  
 No. 2 No. 1  
 No. 2 Eastward,  
 No. 1 Westward.  
**Sub-Division No. 5**  
 Single track: 4th Street Grand Rapids to Bay View.  
 Two tracks: 4th Street Grand Rapids to Sunnyside.  
 Tracks are numbered from the west,  
 No. 1 No. 2  
 No. 1 Southward,  
 No. 2 Northward.  
**Sub-Divisions 2, 3, 4, 6 and 7:**  
 Single track.

- 571. SUPERIORITY OF TRAINS**  
 Southward and Eastward regular trains are of superior directions.

- 83A. REGISTER POINTS**  
 Register stations are printed in full faced type.

- 83E. LOCATION OF GENERAL ORDER BOOKS AND GENERAL NOTICE BOARDS**  
 Grand Rapids telegraph office Union Station, Wyoming Yard office, Wyoming Enginehouse.  
 Waverly Yard office, Waverly Enginehouse.  
 Benton Harbor Passenger Station, Enginehouse.  
 New Buffalo Yard office, Enginehouse.  
 Chicago Rockwell St. Yard office, Lincoln St. Enginehouse, Clearing Enginehouse, Grand Central Station Conductors Room.  
 Traverse City Passenger Station, Boardman Yard office.  
 Petoskey Passenger Station.  
 Muskegon Passenger Station, North Yard yard office, and Enginehouse.

- 91. SPACING TRAINS**  
 Except in automatic block, centralized control or manual block territory, the operator must place his train order signal in stop position immediately after the departure of a train and must not allow another train to follow until the expiration of fifteen (15) minutes, except when a passenger train is following another passenger train, the dispatcher must notify operator, who must not clear the signal until he is notified that the leading train has passed the next station.

- 93. YARD LIMITS**
- |                           |  |               |
|---------------------------|--|---------------|
| <b>Sub-Division No. 1</b> |  |               |
| Grand Rapids              |  | Watervliet    |
| Fennville                 |  | Benton Harbor |
| Bangor                    |  | St. Joseph    |
| Hartford                  |  | New Buffalo   |
| <b>Sub-Division No. 2</b> |  |               |
| Hart                      |  | Muskegon      |
| Shelby                    |  | Ferrysburg    |
| New Era                   |  | Grand Haven   |
| Whitehall                 |  | Waverly       |
| <b>Sub-Division No. 3</b> |  |               |
| LaPorte                   |  | LaCrosse      |
| New Buffalo               |  |               |

- |               |                           |              |
|---------------|---------------------------|--------------|
| Hartford      | <b>Sub-Division No. 4</b> |              |
|               | <b>Sub-Division No. 5</b> | Williamsburg |
| Grand Rapids  |                           | Bellaire     |
| Sparta        |                           | Ellsworth    |
| Grant         |                           | Charlevoix   |
| White Cloud   |                           | Lamson       |
| Baldwin       |                           | Petoskey     |
| Kaleva        |                           | Boardman     |
| Thompsonville |                           |              |
| Traverse City |                           |              |

- Sub-Division No. 6**

- 98. DRAW BRIDGES**  
 0.25 miles east of St. Joseph.....St. Joseph River  
 0.71 miles north of Grand Haven Station  
 (GT Bridge).....Grand River  
 0.25 miles south of Charlevoix.....Charlevoix River  
 In no case must a train exceed a speed of 10 miles per hour over a draw bridge. Under no circumstances must any part of a train or engine be allowed to stand upon the draw bridge portion of any bridge.

- 104. SPRING SWITCHES**
- |                              |                         |
|------------------------------|-------------------------|
| East Saugatuck               | West end siding         |
| Fennville                    | East end of east siding |
| Grand Junction               | West end of siding      |
| Gross                        | East end of siding      |
| St. Joseph                   | End of two tracks       |
| Sawyer                       | West end siding         |
| New Buffalo                  | East end two tracks     |
| New Buffalo                  | West end two tracks     |
| Michigan City                | West end west siding    |
| Grand Rapids (Fourth Street) | End of two tracks       |

- 104. NORMAL POSITION OF SWITCHES**  
 Siding extension switches must be set for straight track.  
 Waverly. Switch at north end of wye, set for east leg of wye.  
 East Saugatuck. Spring switch at west end, set for main track.  
 Fennville. Spring switch at east end east siding, set for main track.  
 Grand Junction. Spring Switch at west end siding set for main track.  
 Gross. Spring Switch at east end siding, set for main track.  
 Riverside. End of two tracks, set for No. 1 track.  
 St. Joseph. Spring switch, set for No. 1 track.  
 New Buffalo, East End, Spring Switch set for No. 1 track.  
 New Buffalo, West End, Spring Switch set for No. 2 track.  
 Michigan City. Spring Switch at West End, West Siding set for main track.  
 4th St., Grand Rapids. End of two tracks, spring switch set for No. 1 track.  
 Berry. Junction switch set for Sub-Division No. 6.  
 All inside switches leading from sidings to main track must be left in proper position and locked.

- 221. TRAIN ORDER SIGNALS**  
 At Junction points where only one train order signal is maintained the signal governs trains on the main track only. Branch line trains at such points will be governed by rule 83 (c).

### CENTRALIZED TRAIN CONTROL OPERATION RULES

- 261.**  
 Centralized train control rules 261 to 281 inclusive are in effect between Lamar and west end of E. Saugatuck siding, between east end Coloma and end of two tracks Riverside, between end of two tracks Vine and west end of Livingston siding and between west end of New Buffalo and east end of Porter.

When leaving C.T.C. Territory, unless a train holds train orders or time table superiority that permits it to enter train order territory, it must stop at the head-in switch of last siding in C.T.C. territory, call Dispatcher immediately and be governed by his instructions.

#### 270. LOCATION OF DUAL CONTROL SWITCHES CONTROLLED BY DISPATCHER

Grandville — End of two tracks.  
East end Hudsonville siding.  
West end Hudsonville siding.  
East end Waverly siding.  
Crossover switches west end Waverly siding.  
Crossover switches east end Holland siding.  
West end Holland siding.  
East end E. Saugatuck siding.  
Vine — End of two tracks.

#### 501. AUTOMATIC BLOCK SIGNALS

Electric Automatic Block Signals are in operation, and Rules 501 to 514 inclusive are in effect, except as modified by Centralized train Control Rules 261 to 281 inclusive.

Grand Rapids, Graham St. to Seymour.  
Sunnyside to Porter.

#### GRAND RAPIDS TERMINAL

1. At Plaster Creek all movements over switches are governed by operator-switch tender who will give a green proceed signal for through main track movements, and a yellow proceed signal for movements from main track into yard or from yard to main track.
2. All trains making through main track movements with current of traffic must approach Plaster Creek at restricted speed. If automatic signal is green or yellow, and a green hand signal received from operator-switch tender, such trains may pass without stopping, not to exceed fifteen (15) miles per hour.
3. Trains moving from No. 1 track into Wyoming Yard receiving proper hand signal may pass westbound automatic signal located near pump house without stopping, but not to exceed ten (10) miles per hour, if switches are properly lined and route ahead is clear.
4. All trains or engines making other movements must come to a full stop clear of switches and proceed only on proper hand signal.
5. Trains or engines will not enter or foul either of the main tracks between Lamar and Plaster Creek and between Plaster Creek and Sunnyside except at east end of old 17 track, Plaster track, Gimlet track, without first receiving permission from the Operator at Lamar.
6. Main track must not be fouled or hand-throw switches opened, at east end of old 17-track, Plaster track, and Gimlet track, until permission is granted by Leverman at Sunnyside.
7. At Lamar, Plaster Creek and Sunnyside, the proper signal will be construed as authority to enter and use main track with the current of traffic, in accordance with existing instructions.
8. At all intermediate points, where the main tracks may be entered or cleared, box telephones have been installed, and permission must be obtained from the Operator at Lamar before fouling or entering main tracks, and at same points crews must report to Operator at Lamar as soon as train or engines are clear of main track and switch closed.
9. Trains or engines securing permission from operator at Lamar to cross over at crossover east of Lamar (near location of old icing trestle) may do so without the flag protection required by Rule D152.
10. Trains or engines must not run against the current of traffic within these limits without flag protection ahead unless authorized by permissive card Form No. 194 issued by and bearing the name of the Operator at Lamar. Engineer and Conductor are required to have a copy of

the permissive card Form No. 194 in making moves against the current of traffic.

11. Trains or engines moving to the main track from yard track at Plaster Creek, enroute to Sunnyside, in continuous movement, will know that in receiving proper signal, that over-due first-class trains have passed, or sufficient time is available to make such movement unless delay occurs, in which event protection is necessary as prescribed by Rule 99.
12. Likewise, light engines moving from yard track to main track enroute to Lamar, will interpret the proper signals at Plaster Creek, as indicating the same; should delay occur, immediate protection as prescribed by Rule 99, is necessary.
13. Westbound trains and engines will interpret the proper signals at Sunnyside as indicating same, should delay occur, immediate protection as required by Rule 99, is necessary.
14. The foregoing applies only to movements made with the current of traffic.
15. Permission to enter main track or to cross over does not relieve crews from observance of Rules 93 or D-152 except as modified in paragraph 9-11-12-13 above.
16. Operator at Lamar must obtain permission from Dispatcher before allowing a westward movement to enter CTC territory.
17. Trains or engines using crossover at Plaster Creek on proper signal from Operator — Switch Tender, for movement to Sunnyside, may enter No. 2 main track without the flag protection required by Rule 508, proceeding at restricted speed to eastward automatic block signal No. 13, just west of overhead bridge, and be governed by position of this Signal.
18. Trains or Engines will not enter or foul either of the main tracks between Seymour and Second Avenue, without first receiving permission from the operator at Seymour. At Seymour and Second Avenue, the proper display of signal will be construed as authority to enter and use main track with the current of traffic, in accordance with existing instructions. At all intermediate points where the main tracks may be entered or cleared, box telephones have been installed, and permission must be obtained from the operator at Seymour, before fouling or entering main tracks, and at same points, crews must report to operator, Seymour, as soon as trains or engines are clear of main track, and switch closed. Trains or engines must not run against current of traffic within these limits without flag protection, ahead, unless authorized by permissive card Form 194, issued by and bearing the name of the Operator at Seymour. Engineer and Conductor are required to have a copy of the Permissive Card Form 194, in making moves against current of traffic. For westward movements, a clear position of the train order signal at Seymour, and for eastward movements, a proceed indication on the home signal at Second Avenue will be authority to operate in this territory with the current of traffic.
19. The following instructions must be observed at all crossings of any track with the MC-P Co. Madison Avenue Spur. All trains and engines must come to a full stop before reaching the crossing or stop board and must not proceed over the crossing until a hand signal is received from a member of the crew at the crossing. The hand signal must be given in such a manner that there can be no doubt as to what train it is intended for.
20. Trains or engines may move at restricted speed between Sunnyside and Second Avenue, with or against current of traffic, without written instructions, when the switches are properly lined and the proper signals given by the leverman at Sunnyside or Second Avenue.
21. A caution board is located seventy-five (75) feet south of Wealthy Street, Grand Rapids, and located at fouling point of two main tracks on Sub-Division No. 5. Southward movements from Sub-Division No. 5 to No. 1 track, Sub-Division No. 1, must stop before reaching caution signal, unless they receive a proceed hand-signal with yellow flag or yellow light, from leverman at Tower. Receipt of such signal is authority to enter and use No. 1 track in accordance with existing instructions.
22. Levermen at Sunnyside are in charge of hand-throw cross-over switches, Sub-Division No. 1, and end of two tracks Sub-Division No. 5 switches used in movements to and from Sub-Division No. 5.
23. Engines operating on the Gas House lead or the Box



Board lead at Sunnyside will not move across Pere Marquette Petoskey Division main line until they have received a proceed signal given by the towerman on the ground with a green flag by day and a green light by night.

24. Crossing of track of the Grand Rapids Gravel Company and the Pere Marquette Acme Lead has been installed and is located about 1800 feet south of Highway M-21. Swing gate has been installed to govern movements over this crossing. Gate is equipped with a red light at night and a red flag by day. Normal position of gate is set for Pere Marquette movements. All switch movements must approach this crossing at restricted speed and if gates are properly set for P.M. movement, may pass over crossing without stopping but at not to exceed a speed of 10 miles per hour.

#### SUB-DIVISION NO. 1

Rules 211(c) and 211(d) are in effect on Sub-Division No. 1

##### Holland, Waverly

No train or engine will enter or foul Holland siding between the Dual Control switches without permission of the Dispatcher. After clear of siding with switches closed report to Dispatcher.

A two light signal is located south of the switching lead where it enters the pocket track between the east end of Holland siding and west end of Waverly siding. Trains or engines must secure permission from the dispatcher and receive flashing yellow indication on this signal to enter or foul the pocket track. When red light is displayed on the signal, pocket track must be cleared immediately, switch restored to normal position and dispatcher notified.

##### Riverside, Benton Harbor, St. Joseph, Vine

In addition to full compliance with Rule 112, all eastward trains or engines must approach Benton Harbor depot at such speed as will allow train or engine to stop before reaching platform if passengers may be on platform to board westward train. This is essential due to the fact that curve conditions make it difficult for crews of westward, as well as eastward, trains to see the platform in time to avoid hazard.

Trains or engines must not enter main track in Benton Harbor or St. Joseph yard without permission from Train Dispatcher or Operator at Benton Harbor. Operator must confer with Train Dispatcher before issuing such permission. Such permission does not relieve crews of full compliance with other rules.

When Operator at Benton Harbor receives a train order helping yard engines on overdue 1st or 2nd class trains, should Conductor of yard engine call him on telephone from remote part of yard he may read order to Conductor who will then repeat the information to his Engineer orally, and yard engine may then occupy main track against such train under flag protection but must be clear of main track 5 minutes before time stated. When yard engine is in a location adjacent to telegraph office a train order will be obtained in preference to above.

Single track operation between St. Joseph River Bridge and spring switch at St. Joseph is controlled by signals operated by bridge tender. Westward trains receiving green or yellow indication at westbound home signal St. Joseph River Bridge may proceed to spring switch ahead of or against superior train. The eastward automatic block signal located 560 ft. west of spring switch on No. 2 track is a two unit, color light signal. Bottom light permanently red. Top light operative. Two red lights displayed on this signal requires trains to be governed by Rule S-264. Eastward trains receiving yellow indication on this signal may proceed ahead of or against superior trains but must be governed by position of home signal at St. Joseph River Bridge.

Eastward trains using No. 1 track must stop at clearance point at spring switch and secure permission from Train Dispatcher before proceeding and will then be governed by eastbound home signal indication at St. Joseph.

Extra trains may run with the current of traffic between Riverside and Vine without train orders.

Inferior trains running with the current of traffic between Riverside and Vine will clear superior trains as directed by message.

The inoperative dwarf signal governing westward trains

on No. 2 track at Vine is a governing dwarf signal to trains moving against the current of traffic. Therefore, a form 118 issued by Dispatcher is required before proceeding into centralized train control territory or fouling other main track.

##### Livingston

At Livingston a train on siding must not open main track switch without permission from dispatcher and will then be governed by dwarf signal to take it out of siding.

##### New Buffalo

Between the spring switches at New Buffalo, trains may run with the current of traffic, without train orders, and will clear following trains as instructed by message. Trains and engines may operate against the current of traffic between these spring switches without flag protection ahead, if provided with form 194 by operator at New Buffalo.

Rule S 264 governs at the eastward positive signal at the west end of New Buffalo. Also the westward positive signal at the east end of New Buffalo.

Trains or engines using Crossover west of Coal Dock must first secure permission from Operator at New Buffalo, after which crossover movements may be made without flag protection as required by Rule D-152. All trains and engines moving in either direction on No. 2 track must approach this crossover at a speed that will permit them to stop clear thereof if it is being used.

All trains and engines must first secure permission from operator at New Buffalo before moving foul of main tracks from siding or yard tracks.

An Eastward color light train order signal is located on mast of westward automatic block signal No. 115.2, just west of coal dock, New Buffalo.

##### Michigan City

Train order signal at Michigan City (Monon Tower) is used as a "take siding" signal. Westward trains receiving yellow or diagonal indication will take siding at Porter.

Eastward trains receiving yellow or diagonal indication will take siding at east siding, Michigan City.

When the "take siding" signal is in yellow or diagonal position, trains will also secure a message addressed to their train over superintendent's signature instructing them to take siding. If such message is not received, train must be brought to a stop, the conductor will then secure such message and deliver one copy to engineer before train can proceed.

##### Porter

West switch to siding at Porter is interlocked, and westbound movements from siding governed by dwarf signal.

The middle arm on NYC eastbound home signal at PO Tower governs movement to PM main track only, and is extended to govern the block to automatic signal 135.3 at east end Porter.

The bottom arm of NYC eastbound home signal governs movements to all tracks, including PM main track and PM siding. Trains receiving bottom arm must run at restricted speed to east end.

At Porter, westward trains will use main track to home signal at interlocking unless otherwise instructed.

#### SUB-DIVISION NO. 2

The schedules of first class trains at Waverly, on Sub-Division No. 2 apply at west wye switch, to Sub-Division No. 1.

The schedules of trains 201, 203, 206 and 208 are effective through west wye at Waverly. Should these trains use east wye, they must observe Rule 93.

All trains secure Clearance Form 109 before leaving North Yard during open hours of that office.

Southward trains on Sub-Division No. 2 will stop before fouling Junction Switch to Sub-Division No. 6 at Berry.

Main track of Sub-Division No. 2 ends at Wye switch Allegan. Trains or engines operating South of this point will move expecting to find cars on any track.

##### Ferrysburg Joint Section

Grand Trunk main track, between West Junction switch at Grand Haven, and east Junction switch at Ferrysburg

is used jointly by Grand Trunk and Pere Marquette trains, and is designated as the "Ferrysburg Joint Section," a distance of approximately .60 mile of single track. Normal position of junction switches is for through movement of Pere Marquette trains and engines. East switch will be operated by Bridgetender at Ferrysburg. West switch will be operated by Grand Trunk train crews.

All movements over the Joint Section will be made by signal indication, as given by automatic signals.

Low color light automatic signals showing two indications — RED and GREEN — are located 180 feet east of east junction switch and 200 feet west of west junction switch. Westward signal when indicating Green will also govern movements over Ferrysburg draw bridge. Color light signal located 498 feet west of west end of draw bridge when showing green indication will govern eastward movements over Ferrysburg Draw Bridge. This signal does not give block indication. All trains and engines will make positive stop for this non-interlocked draw bridge in accordance with Rule 98.

Pere Marquette northward trains and engines intending to make eastward movement over joint section will approach the west junction switch at restricted speed and if signal indicates Green may enter joint section without stopping. In the event of failure of the automatic signals either westward or eastward, all trains and engines will move only when preceded by a flagman.

Between Ferrysburg and Grand Haven Engines 1001 to 1010 may be doubleheaded at time table speed restriction. Engines 1011 to 1040 may be operated single over Ferrysburg draw bridge. 1100 Class Engines must not be used between these points.

#### SUB-DIVISION NO. 3

NYCStL trains at Belfast and C&O trains at LaCrosse are permitted to pass over crossing without stopping unless gate is set against movement of their trains. The use of C&O main tracks at LaCrosse must be fully protected by flag in accordance with Rule 99.

#### SUB-DIVISION NO. 5

Northward trains moving to Sub-Division No. 5, except first class must secure clearance form 109 before leaving Plaster Creek.

Sub-Division No. 5 is auxiliary line at Baldwin.

The Junction of Sub-Division No. 7 and Sub-Division No. 5 is the Crossover switch north of Williamsburg.

In double-heading on Petoskey Division following instructions must be observed:

Passenger Trains: Between Baldwin and Bay View, two engines of the 711-722 class or one engine of this class, and one lighter engine, may be double-headed, except over Charlevoix Draw Bridge.

Freight Trains: Between Baldwin and Boardman, a 1000-class engine may be double-headed with one lighter engine by separating the two engines with 10 or more cars; between Boardman and Bay View, two 600-class engines may be double-headed, except over Charlevoix Draw Bridge. Speed restrictions of double-headers, both in passenger and freight service, over Manistee River Bridge at High Bridge, ten (10) miles per hour.

#### SPECIAL INSTRUCTIONS GOVERNING OPERATION ON P RR TRACKS TO AND FROM UNION STATION, GRAND RAPIDS

The two tracks extending between Williams St. and Second Ave. Jct. (via Wealthy St. Jct.), and track extending between Wealthy St. Jct. and Sunnyside discontinued as main tracks. Movements on these tracks not authorized by time table, or by train order, may be made subject to prescribed signals and rules, or special instructions.

Trains or engines moving on yard tracks must run prepared to stop within range of vision unless tracks are seen or known to be clear and switches properly set.

Trains entering main track at Fulton St. and Williams St., may obtain information required by Rule 83, verbally from signalman at Fuller. Trains are relieved from complying with Rule 83 at Sunnyside, Wealthy St. Jct., and Bartlett St. Jct.

Rule 104: Unless hand-operated switches in main track are listed in the time table as being in charge of a switch-

tender or a signalman, they must be operated by a member of the train or engine crew using the switch, except as otherwise provided in Rule 104 and at a meeting point where the train holding the main track may set switch for opposing train to enter siding. Trains or engines must approach switch where switch-tenders are stationed, prepared to stop and must stop clear of any switch or route unless signal to proceed is received from the switch-tender. A switch-tender must not set a switch to divert an approaching train until he is assured of its identity and that its speed does not exceed 10 miles per hour. Switch-tenders are stationed at and have charge of main track switches as indicated:

Location	Switches
Wealthy St. Jct.	Cross-over, Junction and A-2 track switches.
Williams St.	Junction switch Bartlett St. Jct., cross-over switches. Union Station tracks 1 to 7. A-28 track switch and derail.

#### CITY ORDINANCES

Grand Rapids — City ordinance regulating the use of steam whistle Burton St. to Fuller and to and including Godfrey Ave. prohibits the use of whistle between 6:30 P.M. and 6:30 A.M. It also prohibits sounding whistle for any crossing protected by flash lights, gates, or other automatic devices, when working, and provides for two short blasts not to exceed 3 seconds in duration at crossings not so protected between the hours of 6:30 A.M. and 6:30 P.M. Such use of whistle as is necessary in train operation such as calling in flag, whistling signals, etc., is permitted.

Zeeland — City ordinance requires two short blasts of whistle must be sounded at open crossings and whistle must not be sounded at the crossings protected by official signal lighting devices except in case of imminent danger.

Holland — City ordinance requires that no person shall sound more than two short blasts of warning on railroad engines at open crossings, and it shall be unlawful to sound a warning or alarm by whistle on railroad engines at crossings protected by official signal lighting devices except in case of imminent danger.

Coloma — The locomotive warning whistle is to be sounded at a point not less than 500 ft. west of street crossing, west end of depot; or not less than 500 ft. east of the main street crossing. No other warning whistles to be sounded within the corporate limits unless in case of unexpected danger.

St. Joseph — City ordinance prohibits the sounding of any locomotive whistle within city limits except in the case of imminent danger.

Michigan City — Between Tilden and Ohio Sts., city ordinance requires two short blasts of whistle will be used instead of regulation crossing whistle.

Muskegon — City ordinance prohibits use of steam whistles 6:30 P.M. to 6:00 A.M. except in case of imminent danger, or in train operation such as calling in flagman, whistling signals, etc.

Muskegon Heights — City ordinance prohibits use of steam whistle 7:30 P.M. to 7:00 A.M., EWT, except in case of imminent danger or in train operation such as calling in flagman whistling signals, etc.

#### AUTOMATIC TRAIN STOP

Inbound and outbound inductors are located at all terminals. Engineers will see that they receive an acknowledging induction on first block and a stop on the second inductor before leaving terminal. In case engine does not respond to the inductors engineer will report same to roundhouse foreman before leaving terminal.

When train control apparatus fails enroute on locomotives the matter must be reported immediately to the Superintendent on the Division where the failure occurs so that if possible, repairs may be made or engine relieved before reaching the point where they enter automatic train stop territory.

An Inductor is located 90 feet in advance of automatic signal 135.4 east end of Porter, also 80 feet in advance of

Home Signal at Porter which must be acknowledged by enginemen when such signals display red or yellow indication.

#### OTHER RAILROADS

Between Sunnyside, Second Ave. and Union Station Grand Rapids, Pennsylvania Rules and Special Instructions govern.

Between Porter and Pine Jct. NYC rules and time table govern.

Between Pine Jct. and Rock Island Jct. B&OCT time table govern.

Between Rock Island Jct. and Beverly Jct. CRI&P rules and time table govern.

Between Beverly Jct. and Grand Central Station, Chicago, B&OCT time table governs.

Between Rock Island Jct. and Clearing BRC special instructions govern.

Benton Harbor — NYC trains use PM tracks between St. Joseph and Benton Harbor.

La Crosse — Engines turning, using C&O Railway main track, must protect in accordance with Rule 99.

Traverse City — M&NE trains use PM tracks at Boardman.

Kaleva — M&NE trains use PM tracks at Kaleva.

#### PREPAID STATIONS

Union Pier, Breedsville, McDonald, New Richmond, East Saugatuck (except J. Lubers Co.), Covert, Harlem, West Olive, Mears, Holton, Wooster, Comstock Park, Alpine, Bailey, Peacock, Irons, Wellston, Brethren, Interlochen (Sept. 15 to May 31), Grawn (June 1 to Sept. 16), Rapid City (except C/L for Geo. Miller), Bay Shore, Hamilton (except Hamilton Farm Bureau).

Carload only: Oakhall, Glenlord, Vrooman, Bravo, Pearle, Vriesland, Jenison (except Jenison Fuel & Groc. Co.), Youngs, Hiltz, Millers, Wildeys, Kirby, Millgrove, Filmore, Rosymound, Ferrysburg, Rothbury, Twin Lake, Brunswick, Bendon, Bates, Angell, Barker Creek, Harpers.

#### RESTRICTED TRACKS

The use of the following tracks by 1000, 1100 and 1200 class engines is prohibited:

Wyoming — Engine 1198 and 1199 cannot use the inbound and outbound tracks at Wyoming roundhouse but must be received and dispatched via the Coach Lead and the coal dock track.

Grandville — Spears Lumber track.

Zeeland — All tracks except M&J Lead, House track and Team tracks.

Fennville — Oil track, prohibited to 1200 class and engines 1198 and 1199.

Gross — Engines must not occupy trestle inside building.

Watervliet — Paper Mill track OK for 1000 class except Trestle track. The old Coal Trestle at Watervliet Paper Company will not support a locomotive. When necessary to place cars on trestle must hang onto cars to do so.

Benton Harbor — Engines 1198-1199 and 1200 class engines must not be put over the cinder pit at Benton Harbor roundhouse.

La Porte — Chippie track beyond Allis-Chalmers gate.

Oakhall Sand Pit — OK for 1000 and 1100 class engines except engines 1198 and 1199 but must not enter or go beyond runaround track.

Central Lake — Coal Trestle at Canning Co. will not support a locomotive. When necessary to place cars on trestle must hang onto cars to do so.

Engines 1001 to 1010 are restricted around curve between Sunnyside and Wealthy St., Grand Rapids, Sub-Division No. 5.

1100 class engines restricted north of Sunnyside on Sub-Division No. 5.

Rosymound — Sand track must not be used beyond derail.

The use of 1200 class engines is confined to sub-division No. 1, and the Chicago terminal and the following provisions must be observed, in addition to provisions applying to other class engines.

NYC — Porter to Pine, windshields must be closed.

B&OCT — Pine Jct. to 59th St., windshields must be closed, and speed reduced to forty (40) miles per hour over draw bridge 252.0 at Indiana Harbor and must not be operated between 59th St. and Grand Central Station.

The B&OCT has approved the use of 1100 class engines from Pine Junction to Grand Central Station via Rock Island Junction and 79th Street, PROVIDED THAT THIS CLASS OF ENGINE MUST NOT BE OPERATED ON TRACKS 3, 10, 11 or 12 IN GRAND CENTRAL STATION. They may be operated only on tracks 4 to 9, inclusive.

CRIP — The Rock Island Lines have approved the use of 1100 class engines over their South Chicago Lines from South Chicago to Beverly Junction.

#### STEAM DERRICKS DK 7 AND DK 8 MAY BE OPERATED ONLY AS FOLLOWS —

##### Sub Division No. 1

Grand Rapids to Porter, with speed restriction twenty (20) miles per hour over Kalamazoo River Bridge, New Richmond.

##### Sub Division No. 5

Grand Rapids to south end of Bridge 362.2 (Charlevoix Drawbridge) subject to speed restriction of six (6) miles per hour over Bridge 300.1 at Boardman and Bridge 361.0 at Belvedere, and with further restriction that for movement north of Baldwin the derrick must be separated from the locomotive by not less than ten (10) cars.

#### STEAM DERRICKS DK 5 AND DK 6 MAY BE OPERATED ONLY AS FOLLOWS —

##### Sub Division No. 1

Grand Rapids to Porter.

##### Sub Division No. 5

Grand Rapids to Petoskey subject to speed restrictions of ten (10) miles per hour over Bridge 300.1 at Boardman, Bridge 361.0 at Belvedere, Bridge 362.4 at Charlevoix, Bridge 377.9 at Petoskey. Four (4) miles per hour over Bridge 362.2, Charlevoix Drawbridge, and with further restriction that for movement north of Baldwin the derrick must be separated from the locomotive by not less than ten (10) cars.

##### Sub Division No. 3

New Buffalo to LaCrosse subject to Time Card speed limits only.

##### Sub Division No. 2

Waverly to south end of Bridge A 71.3 at Whitehall, subject to speed restriction of twenty (20) miles per hour, and with smoke stack removed for movement under overhead bridge (tunnel) at Whitehall.

##### Sub Division No. 4

Hartford to South Haven subject to speed restriction of twenty (20) miles per hour.

#### STEAM DERRICK DK-1 MAY BE OPERATED OVER ENTIRE CHICAGO-PETOSKEY DIVISION

In addition to restrictions noted above, all speed restrictions contained in time table and effective general orders must be rigidly observed.

## RAILWAY CROSSINGS

The State Law requires all trains to stop not less than 200 feet nor more than 800 feet before crossing railroad crossings at grade or draw bridges that are not interlocked.

Station	Railroad Crossed	Character of Signal	Position of signal indicating clear route to PM trains
Grand Rapids			
Pleasant St.	MC RR & P RR	Interlocking	Standard Indications
Lamar	NYC RR	Interlocking	Standard Indications
Grand Jct.	MC RR	Interlocking	Standard Indications
Michigan City	CI&L RR	Interlocking	Standard Indications
Porter	MC RR	Interlocking	Standard Indication
Belfast	NKP RR	Gate	Gate set against NKP. Normal position, set against PM trains.
LaPorte	NYC	Interlocking	Standard Indications
Magee	Wabash	Interlocking	Standard Indications
Wellsboro	B&O & GT RR	Interlocking	Standard Indications
Hanna	PFW&C RR	Interlocking	Standard Indications
Thomaston	NKP RR	Auto. Interlocking and Smashboards	Standard Indications
LaCrosse	C&O RR	Gate	Gate set against C&O. Normal position, set against PM trains.
LaCrosse	P.C.C.St. L. RR	Interlocking	Standard Indications
Grand Rapids			
Watson St.	MC RR	Gates	Gates set against MC. Normal position set for movement PM trains. See Note 1.
Winter St.	P RR	Semaphore	Arm in Horizontal position.
Fuller	GT RR	Gate	Gate set against GT trains.
Comstock Park	P RR	Target	Arm in Horizontal position.
Sparta	GT RR	Gates	Gates set against GT. See Note 2.
Baldwin	Ludington Divn.	Interlocking Color Light	Standard Indications
Kaleva	M&NE RR	Gate	Gate set against M&NE trains. See Note 3.
Thompsonville	AA RR	Interlocking	Standard Indications
Traverse City (Kerry)	P RR	Gates	Normal position set for PM movements. See Note 3.
Muskegon Hts. Manahan Ave.	PM Belt Line	Gate	Gate set against Belt Line trains. Normal position, set against Belt Line trains.
Muskegon Hts. Park St.	P RR	Gates	Gate set against P RR. Normal position, set against P RR. See Note 4.
Muskegon Henry St.	P RR	Gate	Gate set against P RR. Normal position, set against P RR trains. See Note 5.
Muskegon 9th St. & Western Ave.	GT Dock Track	Semaphore and Gate	Semaphore vertical and showing green lights and gates set against GT trains. Normal position, set against GT trains.
Muskegon So. Horn & Western Ave.	GT Dock Track	Gate	Gate set against GT trains. Normal position, set against GT trains.
Muskegon So. Horn & Western Ave.	P RR Dock Tracks (5 tracks)	Target	Target Vertical. Normal position, set against P RR trains.
Muskegon McCracken Ave. & Lake Shore Dr.	MR&N	Gate	Gate set against MR&N trains.
Muskegon B-18 (2 tracks)	P RR	Gate	Gate set against P RR trains. Normal position, set against PM trains.
Muskegon Freight Main Laketon Ave.	GT	Gate	Gate set against GT trains. Normal position, gate set against PM trains.
Muskegon Hts. (Belt line) Shaw Crane Co. Park St.	P RR	None	Stop. Flag crossing.
Muskegon Hts. Norge Plant Track B 494	PM Belt Line	None	Stop. Flag crossing.
Muskegon Hts. Norge Plant Track B 504	PM Belt Line	None	Stop. Flag crossing.
South Haven	MC RR	Gate	Gate set against MC. Normal position, set against MC trains.

Interlockings are also located at St. Joseph River bridge, Charlevoix River Bridge and at Sunnyside.

**Note 1:** Normal position of gates at Watson St. MC RR crossing set for PM movements. All PM trains and engines approach crossing at restricted speed and if gates are properly set for movement of PM trains may pass over crossing without stopping but not to exceed a speed of ten (10) miles per hour.

**Note 2:** Normal position of gates at Sparta GT crossing set against GT trains. All trains approach crossing at restricted speed, and if gates are properly set for PM movements, such trains may pass over crossing without stopping, not to exceed twenty miles per hour.

**Note 3:** Normal position of gates at Kaleva and Traverse City (Kerry) set for PM movements; all trains approach crossing at restricted speed. If route is clear PM trains may pass over crossing without stopping, but at a speed not to exceed 15 miles per hour.

**Note 4:** Normal position of gates at P. Co. crossing near Park St., Muskegon, is set for PM movement. All Pere Marquette engines and trains must approach this crossing at restricted speed and may pass over crossing without stopping, at a speed not to exceed fifteen (15) miles per hour after crew is satisfied that swing gates are set against engine and train movements on P. Co. RR and are clear for movements on PM Ry.

**Note 5:** Normal position of gates at Muskegon, Henry St. P. RR crossing, set for PM movements. All trains approach crossing at restricted speed. If route is clear, PM trains may pass over crossing without stopping, but at a speed not to exceed ten (10) miles per hour.

#### 601. INSTRUCTIONS TO BE FOLLOWED AT INTERLOCKINGS

Interlocking rules govern at all Interlockings except as noted below.

An Eastward two-light advance Home signal is located on Bridge at Godfrey Avenue, and repeats indications of Eastbound home signal at Sunnyside, and must be treated as a positive signal.

At Grand Junction lower arm on westward home signal governs only the route to siding.

At Michigan City Monon crossing, lower arm on westward home signal governs only the route to west siding.

Interlocking Plant at Thomaston is of Automatic control type with the addition of Smashboards attached to the home signals. Standard interlocking rules and indications govern.

In case the home signal fails to clear for a PM train, one of the train crew must proceed to the crossing on foot and if there are no NYCSTL trains at or closely approaching the trainmen will:

(1) Call the NYCSTL dispatcher on their phone located at the crossing and ascertain if one of their trains is closely approaching. If not,

(2) Operate the PM Emergency release. To operate, turn knob of release to right until pointer is at zero, hold for two seconds, then release it and allow pointer to return to normal position.

(3) If the home signal does not clear, it will be necessary for trainmen to crank the smashboards off the track, or in upright position. After smashboards have been cranked to upright position and the home signal still fails to clear, trains may, after protecting against NYCSTL trains from both directions proceed over the crossing. PM emergency release or smashboards must not be operated while a NYCSTL train is closely approaching.

(4) Crank for operating the smashboards must be returned to proper location in box at diamond.

PM Emergency release and crank for operating the smashboards are located in a wood box at the crossing.

A P.M. train standing between the southbound and northbound distant signals will tie up movements on the NYCSTL, and trains or cars should not be left within these limits except for switching movements.

Push button releases are located in small iron boxes attached to instrument case at each home signal. The purpose of these releases is to enable the home signals to be cleared after switching movements have been made over the plant. To operate push button, unlock iron box, push button and hold until respective home signal has reached the 45 degree position, and then release. If the push button is operated and the home signal does not clear, it denotes an approaching NYCSTL train, and push button operation must be repeated after NYCSTL train has cleared the plant. If operation of push button fails to clear either home signal, instructions outlined in above paragraphs must be followed.

#### HIGHWAY CROSSING PROTECTION

No car or train shall be permitted to stand within track circuits of flashlights, wigwag or other crossing signals for a greater length of time than is absolutely necessary.

When switching movements are made over crossings protected by automatic main line circuit flashlights, wigwags or other electric signals, a member of train crew must be on the ground at the crossing to warn traffic before movement is made. This rule does not apply when

crossing is protected by manually controlled flashlights or wigwag signals if such signals are working. Below is location of such manually controlled signals:

Logan, Buckley, Pleasant and Grant Streets, and Century Ave., Grand Rapids, are continuous manual circuits operated from Pleasant St. tower.

7th, 9th, 11th, Myrtle, Webster, Richmond Sts., Grand Rapids, are manually controlled 9:00 A.M. to 5 P.M. and Bridge St. from 10:00 A.M. to 6:00 P.M. daily except Sunday.

Lake Michigan Drive and Winter St., Grand Rapids, are manually controlled, 8:30 A.M. to 6:30 P.M. daily except Sunday.

Fulton and Watson Sts., Grand Rapids, are manually controlled 8:00 A.M. to 7:00 P.M. daily except Sunday.

Butterworth and Front Sts., Grand Rapids, are manually controlled 7:00 A.M. to 6:00 P.M. daily except Sunday.

Godfrey and Oakland Aves., Grand Rapids, are manually controlled daily, 7:00 A.M. to 11:00 P.M.

Hall St. and Stevens St., Grand Rapids, manually controlled 8:00 A.M. to 4:00 P.M. daily except Sunday. Division, Jefferson, Madison, College, and Paris Avenues, Grand Rapids, are manually controlled 9:00 A.M. to 6:00 P.M. daily except Sunday.

At Lake Michigan Drive and Winter St., Grand Rapids, when for any reason flashlights are caused to operate from track circuits without making movement over crossing, a member of crew must be stationed on ground at crossing to direct traffic.

Account Gates only on east side of main line P RR, Fulton St., Grand Rapids, all trains and engines reduce speed to 6 miles per hour over this crossing, keeping a careful lookout for automobiles.

At Albany St., Grand Rapids, flasher signals are manually controlled for movements on side tracks, and are operated by control switches in a box on relay case on Southeast side of switching lead. All such movements must be so protected in addition to observing instructions above.

All movements over Ottawa St. North Yard, and Apple St. on freight main, Muskegon, must be protected by a member of the crew.

Whenever flashlight signals on any crossing become inoperative a watchman must be placed on crossing to warn traffic of approaching trains or engines.

#### SIDINGS

Capacity based on 45-foot cars with all crossings cut, also allows for engine and caboose.

**SPEED RESTRICTIONS**

**Maximum Speed  
Miles per Hour**

**LIMITS**

**Passenger      Other than  
Passenger**

SUB-DIVISION No. 1 except as noted below.....	70	40
Grand Rapids City Limits.....	20	20
Grand Rapids over Division and Jefferson Avenue.....	10	10
Over Interlocked Crossing, 2nd Avenue (Grand Rapids).....	20	15
Through interlocking Sunnyside.....	20	20
Over Interlocked Crossing Lamar.....	50	30
Through turnout end of two tracks Grandville.....	30	30
Through Grandville corporate limits.....	30	30
Curves at Jenison.....	55	
Through turnout east end Hudsonville siding.....	25	25
Through turnout west end Hudsonville siding.....	25	25
P — Through Vriesland Swamp.....	50	
Zeeland, between west switch and depot.....	30	30
Through turnout east end Waverly siding.....	25	25
Through turnout west end Waverly siding.....	25	25
Between wye switches at Waverly.....	45	25
Through turnout east end Holland siding.....	15	15
Through turnout west end Holland siding.....	15	15
Holland between depot and Furnace Works Switch.....	25	25
Through turnout east end E. Saugatuck siding.....	30	30
Through turnout west end E. Saugatuck siding.....	25	25
P — Between West End of Siding East Saugatuck and New Richmond.....	30	30
Between New Richmond and 1 Mile West.....	50	
Through turnout east end of Fennville east siding.....	25	25
Between Main St. crossing and West switch Fennville.....	55	
Over interlocked crossing and East Wye switch Grand Junction.....	50	30
Through turnout east end Grand Junction siding.....	25	25
Trailing through Spring Switch West end of Siding Grand Junction.....	25	25
P — Curves between Gross and Breedsville.....	50	
Through turnout east end siding at Gross.....	25	25
P — Through sinkhole East of McDonald.....	50	
Over main street crossing Bangor, Hartford and Coloma.....	30	25
Watervliet over main street crossing.....	35	30
Through turnout end of two tracks Riverside.....	30	30
Over Paw Paw Ave., East End Benton Harbor.....	30	30
Over Willow Drive, Benton Harbor.....	25	25
Around Curve east of St. Joseph river bridge.....	15	15
Over St. Joseph River bridge.....	10	10
Eastward through Spring Switch St. Joseph.....	15	15
Westward over Spring Switch St. Joseph.....	30	30
Through Turn Out End of Two Tracks Vine.....	30	30
Through Turnout West End Sawyer Siding.....	25	25
Facing and trailing through Spring Switch turn-out, East End New Buffalo.....	20	20
Facing and trailing through Spring Switch turn-out, West End New Buffalo.....	30	30
New Buffalo between coal dock and Whittaker Ave. on No. 2 track.....	20	20
Over Interlocked Crossing CI&L RR (Michigan City).....	50	30
P — Michigan City — between Tilden Avenue and Ohio Street.....	25	25
Through Spring Switch Turn-out, West End Michigan City.....	30	30
Over Connection between PM and NYC at Porter.....	25	25
Trains handling loaded or empty self-clearing hopper cars.....		35
Trains handling covered hoppers.....		40
SUB-DIVISION No. 2 except as noted below.....	50	30
Holland to 2 miles north of Hamilton.....	20	20
2 miles north of Hamilton to Allegan.....	15	15
Around Cronje Curve.....	6	6
From north switch of siding at Bakers to south end of Bridge at Ferrysburg.....	10	10
Over Ferrysburg Drawbridge.....	6	6
Over Broadway and Sanford Streets, Muskegon Heights.....	5	5
From Laketon Ave. to north yard office.....	15	15
Muskegon over Third Street.....	6	6
Between Muskegon and Mears.....	40	25
Between Mears and Hart.....	20	20
Through Tunnel at Whitehall.....	6	6
Over White River Bridge 1000 feet north of Whitehall Station.....	10	10
SUB-DIVISION No. 3 except as noted below.....	35	30
Over Truesdale Ave., Madison, Lake, 1st, 2nd and 5th Streets, LaPorte.....	5	5
Over Interlocked crossing La Porte, Magee, Wellsboro, Hanna Thomaston, LaCrosse.....	20	20
SUB-DIVISION No. 4 except as noted below.....	25	20
Through South Haven City Limits.....	6	6
SUB-DIVISION No. 5 except as noted below.....	50	30
Grand Rapids City Limits.....	20	20
Curves between Market St. and Sub-Division No. 1 Sunnyside.....	10	10
Over Spring Switch Fourth St., Grand Rapids.....	15	15
Comstock Park to White Cloud.....	45	
Through corporate limits Grant.....	35	30
Over Bridge at Newaygo.....	20	20
Around curve approaching Depot, White Cloud.....	10	10
P — Kopje Hill both North and South.....	30	30

P — Permanent restriction, Rule 111.

GENERAL	Other than	
	Passenger	Passenger
Over diamond crossing, Baldwin.....	20	20
P — Highbridge (between milepost GR 102 and 103).....	6	6
Over Interlocked crossing, Thompsonville.....	20	20
Over PCO Crossing Kerry (Traverse City).....	15	15
P — Curve at Harpers.....	20	20
Through Central Lake.....	20	20
Over bridge at Charlevoix.....	6	6
SUB-DIVISION No. 6.....	25	20
SUB-DIVISION No. 7.....	20	20
Steam Derricks, Straight Track.....		30
Steam Derricks, on Curve.....		20
1000 Class Engines.....	60	
1000 Class Engines on Trains 2 and 7.....	55	
1100 Class Engines.....	40	40
Trains handling Dead Engines.....		20
Engines backing up. Main Lines Porter to Petoskey Tangent.....	25	25
Engines backing up. Main Lines Porter to Petoskey Curves.....	15	15
Engines backing up. All other Main Lines, Side Lines and Branches.....	15	15
Switch Engines. Main Line Move.....	20	20
Trains handling derricks, scale test cars, trucks, cranes, steamshovels or other pivoting machinery on own wheels and freight cars with 6-wheel trucks.....		30
Through sidings cross-overs and turn-outs, except as noted above.....	10	10

Hopper cars must not be run on trains 52, 53, 40 and 41 without special instructions.

Trains 53, 40 and 41 are authorized to operate at a maximum speed of 50 miles per hour. Subject to other restrictions.

Covered hoppers must not be run on trains 40 and 41.

MK and MK-1 engines restricted to 5 miles per hour around curve leading from Sunnyside crossovers to Sub-Division No. 5.

Magnet cranes, clam shells or similar machinery must not be handled in trains unless boom is trailing.

#### MISCELLANEOUS

It is the conductor's duty to know he has a fully equipped first aid kit on his train. He must make a report to Superintendent when any material is used and reason for using.

Account possibility of sand being washed on track between St. Joseph and Hilltop, all trains will move through this territory at restricted speed during and immediately after rainstorms.

Hub Safety Switches have been installed in Wyoming yard in various locations. They are indicated by letter H on the head block. All trains and engines moving on yard tracks where Hub Safety Switches are located may trail through such switches without stopping when they know, or can see, that adjoining track or lead is clear of approaching engines, trains, or cars, and track is clear of all obstructions.

Trains must not take water at Benton Harbor except in emergency.

The following letters appearing on time table schedules indicate:

- D — Day train order station.
- N — Night train order station.
- DN — Day and Night train order station.
- P — Dispatcher's telephone.

The following instructions will govern in connection with the operating of assisting engine, either by double-heading or pushing from the rear.

Engineers on road trains will keep brakes set on train while taking water or while otherwise engaged, and release them only when ready to proceed.

After assisting engine couples onto rear of train and is ready to proceed, they will sound two long blasts of the whistle, and road engineer will acknowledge such signal before starting train.

When assisting engine is used on rear, the air brake must be coupled to assisting engine and operated from lead engine, in accordance with Rule 1112.

When cutting off assisting engine from the rear without stopping, the angle cock will be closed on the rear end of caboose, uncoupling lever raised, and signal given for assisting engine to stop helping.

When engineer of assisting engine receives signal to stop pushing, and when air hose separates between assisting engine and rear of train, brake will automatically set on assisting engine.

Crew on road train will be responsible for turning angle cock, lifting pin, and giving proper signal to assisting engine crew.

Eastward trains taking water at New Richmond will cut engine off to do so.

#### METHOD OF OPERATING ELECTRIC LOCKS ON HAND-THROW SWITCHES

1. Call Dispatcher on telephone located near the lock for permission.
2. After permission has been granted open door of electric lock, which is locked with switch lock.
3. Pull button on right hand side of lock.
4. When semaphore arm is in diagonal position move the electric lock lever from right to left.
5. Switch is now unlocked and may be hand thrown.
6. After movements have been completed and switch returned to normal position, the electric lock lever must be returned to the original position, button pushed in, door closed and locked. Then report to Dispatcher.

#### LOCATION OF THE ELECTRIC LOCK SWITCHES IN C.T.C. TERRITORY

Electric lock switches with pipe-connected derrails:

- Wyoming:
- East end No. 2 pit West end of running track
  - West end Breen's pit Midwest track
  - West end No. 2 pit (pipe connected to bolt lock)
- Grandville: Elevator Track, Winters & Crampton Track, House Track
- Jenison: Stub Track
- Hudsonville: House Track, Elevator Track
- Vriesland: Both ends of Oil Track
- Zeeland: Both ends of M & J Lead
- Holland: Bolhuis Lumber Track, Holland Furnace Track
- Piano Works Track (pipe-connected to bolt lock)
- National Biscuit Track (switch and derail both electrically locked but derail not pipe connected)
- West—2 Track (switch and derail both electrically locked but derail not pipe connected)
- East Saugatuck:
- Both ends Run Around Track
- Michigan City:
- West end of east siding
  - Dago track
  - East end of east siding (pipe connected to bolt lock)
- Electric lock switches used in connection with dwarf signals:
- Holland: House Track
- Waverly:
- East wye
  - West wye
  - Hand-throw crossovers electrically locked:
- Waverly:
- Crossover west of Black River Bridge

TOWN	NAME OF DOCTOR	OFFICE	PHONE	RESIDENCE	PHONE
Chicago	RALPH H. WHEELER	108 N. State St.	State 7387	3300 N. Lake Shore	Wellington 0130
Chicago	J. F. SINCLAIR	108 N. State St.	State 7387	4536 No. Troy	Keystone 2368
Emergency Calls Only					
Nights—call					
Rockwell Yds.	W. J. REILLY	6424 So. Central Ave.	Keystone 2368. Portsmouth 9400, 9401	6424 So. Central Ave.	Portsmouth 9400, 9401
Michigan City	Leroy A. Wilson	501 Pine St.	2020 — 2021	201 East Fifth St.	45
Michigan City	F. V. Martin	501 Pine St.	2020 — 2021	132 West Eighth St.	79
New Buffalo	M. E. FRIEDMAN	Barton St.	33	Barton St.	33
LaPorte	W. W. Ross	904 Madison St.	2530		
Benton Harbor	CARL A. MITCHELL	84 W. Main St.	Harbor 7823	444 Pipestone	Harbor 6523
Bangor	N. D. Murphy	315 Shepherd St.	2822	305 Shepherd St.	2811
Fennville	J. D. Burdick	103 Sherman St.	24261	403 Center	24262
Holland	JOHN K. WINTER	10 E. 10th St.	3726	573 Lawndale Ct.	3708
Zeeland	D. C. Bloemendaal	West Main St.	32F2	Zeeland	32F3
Grand Rapids	WM. McDOUGAL	127 Fountain St.	80623	Kent Hills Road, N.E.	7-2642
Grand Rapids	R. C. BOELKINS	127 Fountain St.	80623	739 Prospect S.E.	38687
Grand Haven	Wm. J. Presley	700 Washington St.	331-W	315 Washington St.	331 R
Muskegon	C. L. A. ODEN	804 Hackley Union Bk. Bldg.	22-746	1593 Jefferson St.	23839
Muskegon	V. S. Laurin	804 Hackley Union Bk. Bldg.	22-300	408 Webster Ave.	23088
Shelby	Arthur R. Hayton	327 No. Michigan Ave.	96	327 No. Michigan Ave.	110
Fremont	Willis Geerlings	20 No. Division	472	28 E. Oak	110
Fremont	L. J. Geerlings	20 No. Division	472	21 Decker Ave.	240
Sparta	Frank L. Bull	Professional Bldg.	3531	State St.	3533
Newaygo	H. R. Moore		4231		4233
Traverse City	L. SWANTON	Boardman Valley	897	Boardman Valley	897
Traverse City	Fred G. Swartz	State Bank Bldg.	922	612 6th St.	186
Charlevoix	F. F. McMillan	213½ Bridge St.	17	219 Park Ave.	120
Petoskey	Dean C. Burns	Little Traverse Hospital	2556	215 Division St.	3404
Bay View	Wm. H. Parks	Petoskey	2571	Petoskey	2045

Examining physicians shown in capital letters.

The attention of all employees is called to rules found on pages 186, 187, 188, and 189 in Book of Rules.

#### PERSONAL INJURY CLAIM AGENTS

MARLIN B. STRONG, District Claim Agent, Grand Rapids. Office, 412-414 Transportation Bldg., Phone 9-4531. Residence, 329 Hampton Ave., S.E., Phone 6-6281.

M. L. GOUDZWARD, Claim Agent, Grand Rapids. Residence, 1101 Tamarack, N.W., Phone 9-0098.

#### HOSPITALS

CHICAGO — Alexian Brothers — 1200 Belden Ave. — Phone Diversey 6500.

CHICAGO — Chicago Memorial — E. 33rd and Lake Park Ave. — Phone Douglas 8710.

ROCKWELL YARDS — Holy Cross — 2700 W. 69th St. — Phone Hemlock 6700. (For Emergency Cases Only.)

GRAND RAPIDS — Butterworth — Bostwick, N.E. — Phone 8-1281. First Aid Station, Wyoming Shop, available to all employees — Phone 5-4935.

#### SPEED TABLE

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 Min. 45 Sec.	80.0	1 Min. 7 Sec.	53.7	1 Min. 21 Sec.	44.4	1 Min. 35 Sec.	37.9	2 Min. 50 Sec.	21.2
0 " 48 "	75.0	1 " 8 "	52.9	1 " 22 "	43.9	1 " 40 "	36.0	3 " 0 "	20.0
0 " 50 "	72.0	1 " 9 "	52.1	1 " 23 "	43.4	1 " 45 "	34.3	3 " 10 "	18.9
0 " 52 "	69.2	1 " 10 "	51.4	1 " 24 "	42.9	1 " 50 "	32.7	3 " 20 "	18.0
0 " 54 "	66.6	1 " 11 "	50.7	1 " 25 "	42.4	1 " 55 "	31.3	3 " 30 "	17.1
0 " 56 "	64.2	1 " 12 "	50.0	1 " 26 "	41.9	2 " 0 "	30.0	3 " 40 "	16.4
0 " 58 "	62.0	1 " 13 "	49.3	1 " 27 "	41.4	2 " 5 "	28.8	3 " 50 "	15.6
1 " 0 "	60.0	1 " 14 "	48.6	1 " 28 "	40.9	2 " 10 "	27.7	4 " 0 "	15.0
1 " 1 "	59.0	1 " 15 "	48.0	1 " 29 "	40.4	2 " 15 "	26.7	4 " 10 "	14.4
1 " 2 "	58.0	1 " 16 "	47.4	1 " 30 "	40.0	2 " 20 "	25.7	4 " 20 "	13.8
1 " 3 "	57.1	1 " 17 "	46.7	1 " 31 "	39.6	2 " 25 "	24.8	4 " 30 "	13.3
1 " 4 "	56.2	1 " 18 "	46.1	1 " 32 "	39.1	2 " 30 "	24.0	4 " 40 "	12.8
1 " 5 "	55.3	1 " 19 "	45.6	1 " 33 "	38.7	2 " 35 "	23.2	4 " 50 "	12.4
1 " 6 "	54.5	1 " 20 "	45.0	1 " 34 "	38.3	2 " 40 "	22.5	5 " 0 "	12.0

B. G. NASH }  
K. E. THROCKMORTON } Train Masters  
P. K. PIERCE, Train Master and Road Foreman of Engines

J. W. GRIGWARE }  
H. TROUTFETTER } Assistant Train Masters

G. A. LUSCHER, Road Foreman of Engines  
C. A. ETCHASON, Chief Train Dispatcher  
R. F. BRUCE }  
G. E. BIRD } Assistant Chief Train Dispatchers

#### TRAIN DISPATCHERS

WM. W. WICKSALL  
A. J. GOETZ

B. M. THOMAS  
R. A. NORIN

W. J. FRANZKE  
D. E. BALDWIN