

LOGANSPORT DIVISION TIME TABLE No. 13

NW

SW

37/6
The Pennsylvania Railroad

**WESTERN REGION
NORTHWESTERN DIVISION**

LOGANSPORT DIVISION

Time Table No. 13

In effect 12.01 A. M., Sunday, April 26, 1931

FOR THE GOVERNMENT OF EMPLOYEES ONLY

CENTRAL STANDARD TIME

W. C. HIGGINBOTTOM,
General Manager.

HOWARD GINTER,
Supt. Pass. Transportation.

J. A. APPLETON,
General Superintendent.

A. F. McSWEENEY,
Supt. Frt. Transportation.

H. A. HOBSON,
Superintendent.

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Emerg. Whistle Horn or Bell	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Columbus	STATIONS	Station Signals	Sidings assigned direct'n Car Capacity 45 ft. cars		
							E	W	Both
					COLUMBUS				
I	BF		83.3		BRADFORD (Cols. Div.)				
			5.29	88.5	HORATIO				
			1.5	90.0	STELVIDEO				
			2.9	92.9	PIKEVILLE				
I	MK		2.29	95.1	MEEKER		148	149	
			1.7	96.8	WOODINGTON				
I	N		7.2	104.0	UNION CITY			143	
			6.4	110.4	SARATOGA	SQ		100	
			3.8	114.2	DEERFIELD				
I★	DV		3.3	117.5	RIDGEVILLE	DV		154	
			3.9	121.4	POWERS				
I	RK		3.7	125.1	REDKEY	RK	338	338	
			3.6	128.7	DUNKIRK	D			
			4.1	132.8	MILLGROVE				
I	HI		5.9	138.7	HARTFORD CITY		363	363	
			1.3	140.0	WATTS				
			2.1	142.1	RENNER				
			3.2	145.3	UPLAND	UR			
			6.4	151.7	GASTON			109	
			0.8	152.5	GAS CITY				
			2.6	155.1	BETHEVAN				
I	MI		2.0	157.1	KENT		223	223	
			0.5	157.6	MARION	MO			
			2.6	160.2	BECKER				
			3.3	163.5	SWERTSER	SW			
			3.0	166.5	MIBR				
		KN	2.5	169.0	CONVERSE	KN	147	147	
			3.3	172.3	AMBOY	MB			
			2.1	174.4	NORTH GROVE				
			2.8	177.2	MCGRAWVILLE				
			2.5	179.7	LOREE				
I	FT		2.6	182.3	BUNKER HILL	FT	153	153	
			5.3	187.6	ONWARD				
I	AJ		4.8	192.8	ANOKA				
I	RS		3.4	196.2	RACE				
			0.7	196.9	FOURTEENTH ST.				
		WA	0.6	197.5	ELM ST.				
			0.2	197.7	LOGANSFORD	CW			
			0.3	198.0	FIRST ST.				
I	B		0.9	198.9	VAN				
I	MR		4.0	203.5	KENNETH	SY			
			3.6	207.1	DEASY				
			2.7	209.8	BOONE			93	
			1.2	211.0	ROYAL CENTER	RC			
			4.7	215.7	THORNHOPE				
			3.5	219.2	STAR CITY	SR	141	111	
			5.9	225.1	WINAMAC	MS			
			3.6	228.7	RIPLEY		143	148	
			5.3	234.0	DENHAM				
Bell	I	AH	5.9	239.9	NORTH JUDSON	V	154	151	
			4.2	244.1	ENGLISH LAKE				
			3.0	247.1	RUNNYMEDE				
Bell	I	DI	2.1	249.2	LA CROSSE	RO	151	151	
			3.0	252.2	GRASMERE				
			3.9	256.1	KOUTS	KO	450	450	
			2.3	258.4	SANDY HOOK				
	I★		1.4	259.8	AYNES				
			0.9	260.7	AYLESWORTH				
			4.6	265.3	HEBRON	HN			
			4.6	269.9	LEROY				
			2.0	271.9	NEAL				
			4.3	276.2	CROWN POINT	CT			
			6.7	282.9	SCHERRERVILLE			143	
Bell	I	SV	1.6	284.5	HARTSDALE		143		
	I	JG	2.9	287.4	MAYNARD				
			0.8	288.2	AIR LINE				
			1.2	289.4	LANSING	SG			
	I	BI	1.4	290.8	BERNICE				
			26.7	317.5	CHICAGO (C. T. Div.)	GB			

★Switches—Power operated from distant point of control.
(Special instruction D2601).

**LOGANSPORT TO SOUTH BEND
LOGANSPORT TO EFFNER
MUNCIE TO CONVERSE**

Emerg. Whistle, Horn or Bell	Interlocking Stations	Block Stations	Dist. between Stations	Dist. from Logansport	STATIONS	Station Signals	Sidings assigned direct'n Car Capacity 45 ft. cars		
							E	W	Both
					LOGANSPORT.....	CW			
	I	MR	1.2	1.2	VAN.....				
			1.3	2.5	FERN.....				
			4.7	7.2	VERONA.....				
		NE	3.8	11.0	LUCERNE.....	NE		100	
			5.6	16.6	GRASS CREEK.....				
		KA	4.9	21.5	KEWANNA.....	KA		29	
	I		0.3	21.8	KEWANNA INT. STA.....	KW			
			3.3	25.1	BRUCE LAKE.....				
	I	MD	4.7	29.8	DE LONG.....	MD			
			4.4	34.2	LONG POINT.....				
		MA	1.4	35.6	CULVER.....	MA			
			0.2	35.8	MAXIN.....			76	
	I	BI	2.6	38.4	HIBBARD.....	BI			
			3.2	41.6	TWIN LAKES.....				
	I	P	4.1	45.7	PLYMOUTH.....	P			
			1.2	46.9	MARSHALL.....			94	
			4.0	50.9	HARRIS.....				
	I	AZ	3.2	54.1	LAPAZ JUNCTION.....	AZ		81	
	I	VI	4.8	58.9	LAKEVILLE.....	VI		25	
			4.6	63.5	NUTWOOD.....				
		SB	3.3	66.8	WARD.....				
		DE	2.2	69.0	SOUTH BEND.....	DE			
					LOGANSPORT.....	CW			
	I	SY	5.7	5.7	KENNETH.....				
			2.9	8.6	LAKE CECOTT.....	CO			
		BU	3.5	12.1	BURNETTSTVILLE.....	BU		39	
			3.0	15.1	IDAVILLE.....	D			
		Q	6.0	21.1	MONTICELLO.....	Q		33	
			5.7	26.8	REYNOLDS.....	A		48	
		WO	8.9	35.7	WOLCOTT.....	WO		42	
		R	5.7	41.4	REMBINGTON.....	R		21	
		G	7.5	48.9	GOODLAND.....	G		50	
		K	8.0	56.9	KENTLAND.....	K		50	
	I				KENTLAND INT. STA.....				
		SA	4.2	61.1	EFFNER.....	SA			
					MUNCIE.....	MF			
			6.1	6.1	ANTHONY.....				
			3.4	9.5	STOCKPORT.....				
			3.0	12.5	WHEELING.....				
			2.2	14.7	MATTHEWS.....	MW			
	I		4.3	19.0	FOWLERTON.....				
			4.2	23.2	FAIRMOUNT.....	FN			
			2.2	25.4	WRIGHT.....				
			2.9	28.3	RADLEY.....				
			4.1	32.4	COLE.....				
			2.8	35.2	SWAYZEE.....	VA			
			3.4	38.6	RICH.....				
		KN	2.5	41.1	CONVERSE.....	KN			

NOTE—Block Stations are open continuously except:

KN	Closed	Daily 8.00 P.M. to 7.00 A.M. Sunday 7.00 A.M. to 8.00 P.M.
NE	Closed	Daily 3.00 P.M. to 7.00 A.M. Sunday 7.00 A.M. to 3.00 P.M.
KA	Closed	Daily 7.30 P.M. to 7.00 A.M. Sunday 7.00 A.M. to 7.30 P.M.
MA	Closed	Daily 11.00 P.M. to 7.00 A.M.
Q	Closed	Daily 3.00 P.M. to 7.00 A.M. Sunday 7.00 A.M. to 3.00 P.M.
A	Closed	Daily 3.00 P.M. to 7.00 A.M. Sunday 7.00 A.M. to 3.00 P.M.
WO	Closed	Daily 3.00 P.M. to 7.00 A.M. Sunday 7.00 A.M. to 3.00 P.M.
R	Closed	Daily 3.00 P.M. to 7.00 A.M. Sunday 7.00 A.M. to 3.00 P.M.
G	Closed	Daily 3.00 P.M. to 7.00 A.M. Sunday 7.00 A.M. to 3.00 P.M.
K	Closed	Daily 3.00 P.M. to 7.00 A.M. Sunday 7.00 A.M. to 3.00 P.M.

NOTE—Unattended Block Stations controlled by Open Block Stations.

Signs	Location	Controlled by Signalman	Period Operated
DE	South Bend...	Lakeville.	Continuously.
SB	Ward.....	Lakeville.	Continuously.
NE	Lucerne.....	Van.....	Daily 3.00 P.M. to 7.00 A.M. Sun. 7.00 A.M. to 3.00 P.M.
BU	Burnettsville..	Kenneth..	Continuously.
G	Goodland.....	Kenneth..	Daily 3.00 P.M. to 7.00 A.M. Sun. 7.00 A.M. to 3.00 P.M.
K	Kentland.....	Kenneth..	Daily 3.00 P.M. to 7.00 A.M. Sun. 7.00 A.M. to 3.00 P.M.

NOTE—Train Order offices other than Block Stations are open as follows:

CW—Logansport—Continuously.

DE—South Bend—Daily 9.00 A.M. to 5.15 P.M.

STATIONS	FIRST CLASS			
	203	237	109	307
	DAILY	DAILY	DAILY	DAILY
Leave	A. M.	A. M.	P. M.	A. M.
COLUMBUS (E.T.).....			\$ 11.45	
BRADFORD (Col. Div.)..			\$ 1.05	
HORATIO.....				
STELVIDEO.....				
PIKEVILLE.....				
MEEKER.....			1.22	
WOODINGTON.....				
UNION CITY.....			\$ 1.40	
SARATOGA.....			1.49	
DEERFIELD.....				
RIDGEVILLE.....		12.40	1.56	
POWERS.....				
REDKEY.....		1.00	2.05	
DUNKIRK.....		\$ 1.10	2.10	
MILL GROVE.....				
HARTFORD CITY.....		\$ 1.30	\$ 2.25	
RENNER.....		1.42	2.35	
UPLAND.....		1.49		
GASTON.....		1.59	2.47	
GAS CITY.....		\$ 2.00	2.48	
BETHEVAN.....				
KENT.....		2.08	2.55	
MARION.....		\$ 2.15	\$ 3.00	
SWEETSER.....				
MIER.....				
CONVERSE.....		2.35	3.20	
AMBOY.....				
NORTH GROVE.....				
MCGRAWSVILLE.....				
LOREE.....				
BUNKER HILL.....		2.55	3.42	
ONWARD.....				
ANOKA.....	2.38	3.12	3.58	
RACE.....	2.42		4.02	
LOGANSPORT.....	\$ 2.48	\$ 3.25	\$ 4.10	
LOGANSPORT.....	3.03	3.35	4.20	
VAN.....	3.07	3.40	4.24	4.40
KENNETH.....	3.14	3.48	4.30	4.46
ROYAL CENTER.....				
THORNHOPE.....				
STAR CITY.....	3.29	4.11	4.49	5.06
WINAMAC.....	3.36	4.20	4.56	5.13
RIPLEY.....	3.40	4.27	5.00	5.17
DENHAM.....	3.45	4.35	5.06	5.24
NORTH JUDSON.....	3.50	4.44	5.12	5.30
ENGLISH LAKE.....				
LACROSSE.....	4.00	4.57	5.23	5.41
KOUTS.....	4.06	5.06	5.30	5.48
AYNES.....	4.15	5.16	5.40	5.57
AYLESWORTH.....				
HEBRON.....	4.21	5.24	5.48	6.05
LEROY.....				
CROWN POINT.....	4.33	\$ 5.40	6.01	\$ 6.19
SCHERERVILLE.....	4.40	5.52	6.09	6.28
HARTSDALE.....	4.42	5.54	6.10	6.30
MAYNARD.....	4.45	5.59	6.13	6.33
LANSING.....				
BERNICE.....	4.50	6.05	6.20	6.40
CHICAGO (C. T. Div.)....	\$ 5.35	\$ 7.05	\$ 7.15	\$ 7.30
Arrive	A. M.	A. M.	A. M.	A. M.
	203	237	109	307

DAYTON
CHICAGOCINCINNATI
CINCINNATICHICAGO
CHICAGOLOUISVILLE
LOUISVILLE

FIRST CLASS					
431	3181	321	3161	217	33
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
EX. SUN.					
A. M.	A. M.	A. M.	P. M.	P. M.	A. M.
					\$ 9.10
					\$ 10.42
					11.00
					11.02
					\$ 11.15
					11.24
					11.33
					11.43
					\$ 11.49
					\$ 12.05
					12.15
					12.19
					12.28
					12.29
					12.35
					\$ 12.40
					12.59
					1.15
				1.05	1.25
				1.09	1.29
				\$ 1.15	\$ 1.35
\$ 7.55	\$ 8.30	\$ 9.50	\$ 1.00	1.30	1.40
8.00	8.34	9.55	1.04	1.34	1.44
8.08				1.40	1.50
\$ 8.20					
F 8.26					
S 8.36				1.56	2.10
S 8.50				2.03	\$ 2.20
F 8.56				2.07	2.24
S 9.06				2.13	2.31
S 9.19				2.19	\$ 2.40
F 9.27					
S 9.36				2.29	2.52
S 9.45				2.36	3.00
9.54				2.45	3.09
F 9.56					
S 10.05				2.51	3.16
F 10.15					
S 10.25				3.03	\$ 3.30
\$ 10.37				3.10	3.38
10.40				3.12	3.40
10.45				3.15	3.43
\$ 10.50					
\$ 10.55				3.20	3.50
\$ 11.40				\$ 4.10	\$ 4.35
A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
431	3181	321	3161	217	33

LOUISVILLE
DAY EXCINCINNATI
CINCINNATIPANHANDLE
PANHANDLE

STATIONS	FIRST CLASS			
	306	346	432	318
	A. M.	A. M.	A. M.	A. M.
COLUMBUS (E. T.).....				
BRADFORD (Col. Div.)..				
HORATIO.....				
STELVIDEO.....				
PIKEVILLE.....				
MEEKER.....				
WOODINGTON.....				
UNION CITY.....			\$ 11.15	
SARATOGA.....			\$ 11.03	
DEERFIELD.....			F 10.53	
RIDGEVILLE.....			\$ 10.47	
POWERS.....			F 10.37	
REDKEY.....			\$ 10.32	
DUNKIRK.....			\$ 10.25	
MILL GROVE.....			\$ 10.15	
HARTFORD CITY.....			\$ 10.05	
RENNER.....			F 9.54	
UPLAND.....			\$ 9.47	
GASTON.....			9.33	
GAS CITY.....			\$ 9.31	
BETHEVAN.....			F 9.24	
KENT.....			9.19	
MARION.....			\$ 9.15	
SWERTSER.....			\$ 9.00	
MIER.....			F 8.56	
CONVERSE.....			\$ 8.50	
AMBOY.....			\$ 8.42	
NORTH GROVE.....			\$ 8.37	
MCGRAWSVILLE.....			\$ 8.30	
LOREE.....			F 8.23	
BUNKER HILL.....			\$ 8.18	
ONWARD.....			\$ 8.07	
ANOKA.....		5.11	F 7.57	
RACE.....		5.05	F 7.50	
LOGANSPORT.....		\$ 5.00	\$ 7.45	
LOGANSPORT.....				\$ 8.25
VAN.....	® 1.55			® 8.17
KENNETH.....	1.48			
ROYAL CENTER.....				
THORNSHOPE.....				
STAR CITY.....	1.34			
WINAMAC.....	1.28			
RIPLEY.....	1.24			
DENHAM.....	1.18			
NORTH JUDSON.....	1.12			
ENGLISH LAKE.....				
LACROSSE.....	1.02			
KOUTS.....	12.55			
AYNES.....	12.46			
AYLESWORTH.....				
HEBRON.....	12.40			
LEROY.....				
CROWN POINT.....	\$ 12.28			
SCHERERVILLE.....	12.20			
HARTSDALE.....	12.18			
MAYNARD.....	12.14			
LANSING.....				
BERNICE.....	12.10			
CHICAGO (C. T. Div.)... \$ 11.25				
Leave	P. M.	A. M.	A. M.	A. M.
	DAILY	DAILY EX. SUN.	DAILY EX. SUN.	DAILY
	306	346	*432	318

LOUISV.
NOT FRI

FIRST CLASS					
3210	34	216	3170	320	3190
A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
	\$ 6.55				
	\$ 3.40				
	3.22				
	\$ 3.10				
	2.44				
	F 2.33				
	\$ 2.27				
	\$ 2.10				
	1.59				
	F 1.52				
	1.42				
	F 1.41				
	1.38				
	\$ 1.35				
	0 1.14				
	1.00				
	12.46	1.10			
	12.40	1.03			
	12.35	12.59			
\$ 9.45	\$ 12.25	\$ 12.50	\$ 1.20	\$ 7.20	\$ 7.55
® 9.40	12.19	12.43	® 1.15	® 7.14	® 7.47
	12.14	12.38			
	11.55	12.22			
	11.47	\$ 12.14			
	11.43	12.10			
	11.37	12.04			
	11.30	\$ 11.55			
	11.18	11.45			
	11.10	11.38			
	11.00	11.28			
	10.53	11.20			
	\$ 10.40	\$ 11.08			
	10.31	11.00			
	10.29	10.58			
	10.25	10.54			
	10.20	10.50			
	\$ 9.35	\$ 10.02			
A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
3210	34	216	3170	320	3190

SEABOARD

CINCIN.

LOUISV-
CHIC DAY

STATIONS	FIRST CLASS			
	321	319		
	DAILY	DAILY		
Leave	A. M.	P. M.		
INDIANAPOLIS (Ind. Div.)	\$ 7.35	\$ 6.00		
LOGANSPORT	\$ 9.50	\$ 8.00		
VAN	9.55	8.05		
FERN	9.58	8.08		
LUCERNE	\$ 10.09	8.17		
GRASS CREEK	\$ 10.16	8.23		
KEWANNA	\$ 10.24	\$ 8.30		
BRUCE LAKE	F 10.29			
DE LONG	\$ 10.35	8.39		
LONG POINT	F 10.40			
CULVER	\$ 10.45	\$ 8.48		
MAXIN	10.46	8.49		
HIBBARD	\$ 10.52	8.53		
TWIN LAKES				
PLYMOUTH	\$ 11.05	\$ 9.05		
MARSHALL	11.07	9.08		
HARRIS				
LAPAZ JUNCTION	F 11.18	9.18		
LAKEVILLE	\$ 11.26	9.25		
NUTWOOD				
WARD	11.40	9.35		
SOUTH BEND	\$ 11.50	\$ 9.45		
Arrive	A. M.	P. M.		
	321	319		

SOUTH BEND TO LOGANSPORT—EASTWARD

STATIONS	FIRST CLASS			
	318	320		
	A. M.	P. M.		
Arrive	A. M.	P. M.		
INDIANAPOLIS (Ind. Div.)	\$ 10.25	\$ 9.50		
LOGANSPORT	\$ 8.25	\$ 7.20		
VAN	8.17	7.14		
FERN	8.12	7.06		
LUCERNE	8.01	\$ 6.55		
GRASS CREEK	7.54	F 6.47		
KEWANNA	\$ 7.48	\$ 6.38		
BRUCE LAKE				
DE LONG	7.39	\$ 6.22		
LONG POINT				
CULVER	\$ 7.30	\$ 6.10		
MAXIN	7.28	6.09		
HIBBARD	F 7.24	\$ 6.05		
TWIN LAKES				
PLYMOUTH	\$ 7.18	\$ 5.52		
MARSHALL	7.08	5.38		
HARRIS				
LAPAZ JUNCTION	6.59	\$ 5.26		
LAKEVILLE	P 6.53	\$ 5.20		
NUTWOOD				
WARD	6.43	5.08		
SOUTH BEND	\$ 6.40	\$ 5.05		
Leave	A. M.	P. M.		
	DAILY	DAILY		
	318	320		

TRAINS WAIT FOR CONNECTION

JUNCTION	TRAIN	DUE	MINS. WAIT	CONNECTION FROM	DUE	REMARKS
LOGANSPORT	No. 316 INDIANAPOLIS DIV.	1.00 P. M.	Indefinitely	No. 216 LOGANSPORT DIV.	12.50 P. M.	
	No. 216 CINCINNATI DIV.	12.59 P. M.	Indefinitely	No. 216 LOGANSPORT DIV.	12.50 P. M.	
	No. 217 LOGANSPORT DIV.	1.30 P. M.	20	No. 317 INDIANAPOLIS DIV.	1.20 P. M.	
	No. 217 LOGANSPORT DIV.	1.30 P. M.	30	No. 217 CINCINNATI DIV.	1.15 P. M.	
PLYMOUTH	No. 318 LOGANSPORT DIV.	7.18 A. M.	10	No. 59 FORT WAYNE DIV.	7.18 A. M.	When passengers reported.
	No. 320 LOGANSPORT DIV.	5.52 P. M.	15	No. 42 FORT WAYNE DIV.	5.52 P. M.	
	No. 42 FORT WAYNE DIV.	5.52 P. M.	10	No. 320 LOGANSPORT DIV.	5.52 P. M.	

SPECIAL INSTRUCTIONS.

S1. A rule referred to by number, unless otherwise specified, is a rule in the Book of Rules.

Employees whose duties are affected by time-tables must have with them while on duty a copy with all effective supplements properly inserted for all divisions or foreign railroads over which they are qualified to run.

TRAIN RULES.

S2. STANDARD TIME.

S2A. Central Standard Time applies on this division as indicated on the cover and title pages.

D201. Standard clocks are located as follows:

Bradford.....	-Block Station.					
Hartford City.....	Block Station.					
Marion.....	Kent Block Station.					
Logansport.....	<table> <tbody> <tr> <td>Yard Office, Yard A.</td> </tr> <tr> <td>Crew Dispatcher's Office, 18th St.</td> </tr> <tr> <td>Enginehouse.</td> </tr> <tr> <td>Telegraph Office.</td> </tr> <tr> <td>Train Dispatcher's Office.</td> </tr> </tbody> </table>	Yard Office, Yard A.	Crew Dispatcher's Office, 18th St.	Enginehouse.	Telegraph Office.	Train Dispatcher's Office.
Yard Office, Yard A.						
Crew Dispatcher's Office, 18th St.						
Enginehouse.						
Telegraph Office.						
Train Dispatcher's Office.						
Effner.....	Telegraph Office.					
South Bend.....	<table> <tbody> <tr> <td>Passenger Station.</td> </tr> <tr> <td>Enginehouse.</td> </tr> </tbody> </table>	Passenger Station.	Enginehouse.			
Passenger Station.						
Enginehouse.						

TIME TABLE.

S3. SYMBOLS.

S3A. The following symbols will be used as indicated by Rule 5—**(A) (B) (C) (D)**, etc.

D301.

- (B)**—Nos. 306 and 307 use Southwest wye.
(C)—Nos. 318, 3161-3170 and 320 use Southeast wye.
(E)—Nos. 321 and 319 use Northeast wye.

S4. LETTERS AND CHARACTERS.

S4A. Rule 6 amplified:

The following letters and characters indicate:

- S**—Regular stop.
F—Stop on signal to receive or discharge passengers.
A—Stop on signal to receive passengers.
B—Stop on signal to discharge passengers.
C—Regular stop to receive passengers.
D—Regular stop to discharge passengers.

- E**—Regular stop for express, mail, milk, newspapers or marketing.
G—Regular stop, Saturday only.
H—Regular stop to receive passengers, Saturday only.
J—Regular stop to discharge passengers, Saturday only.
K—Regular stop, Sunday only, to receive or discharge passengers.
L—Stop on signal, Sunday only, to receive or discharge passengers.
‡—Unattended Block Station.
•—No baggage service.
⊕—No baggage service Sunday.
◇—Passenger train—no train baggageman.
☆—Passenger train—schedule assigned to handle passenger and freight equipment.
✕—Passenger train—schedule assigned to gas or gas electric rail motor cars.
‡—Indicates trains that will not be operated on New Year's, Memorial, Independence, Labor, Thanksgiving and Christmas Days, or on Monday following when any of these holidays fall on Sunday.

D401.

- N**—Stop on signal to receive or discharge passengers to or from Englewood or Chicago.
O—Stop on signal to receive or discharge passengers to or from Columbus and east and to or from Logansport and west.
P—Stop Monday only to unload U. S. Mail.
Q—Regular stop daily except Sunday for mail.

S5. COLOR SIGNALS.

S5A. At the end of double track where switches are not interlocked, when the switch is set for trains to move in normal direction, switch lamp will display white disc (green light at night). When the switch is set against train movement in normal direction, switch lamp will display red disc (red light at night).

D501. A track covered by a slow order other than a train order or time table Special Instructions, will be indicated by a yellow flag or light placed to the right of track a sufficient distance ahead of the obstruction to reduce from maximum authorized speed to the speed required at point of obstruction.

A green flag or light placed to the right of track marks the end of restricted territory.

S6. HAND, FLAG AND LAMP SIGNALS.

S7. ENGINE WHISTLE SIGNALS.

D701. Rule 14 (1) amplified:

Sound	Indication
-------	------------

- | | |
|-------|---|
| — o o | Approaching public crossings at grade, to be prolonged or repeated until crossing is reached, unless otherwise provided; also when view is obscured by weather and other conditions, approaching interlocking plants, stations, yards or other points where men may be at work on tracks. |
|-------|---|

D702. Rule 14 (dc) and (eg) will apply on main track connection between Logansport and Cincinnati Divisions, Ridgeville. Rule 14 (dc) will apply to Effner Branch trains, Kenneth. Rule 14 (ma), (db) and (ef) will apply on sidings, Kouts.

D703. Trains approaching on main tracks sound engine whistle, as per Rule 14-M, not less than 2000 feet from Yard Office, Yard A, Logansport.

D704. Enginemen on freight trains, not intending to stop at a water station, will sound one short and two long blasts of the engine whistle passing second Block Station preceding water station. Signalmen on receiving this signal will immediately notify the Train Dispatcher.

D705. The following engine whistle signals will be used at Interlocking Station to inform signalmen of movements desired:

- o — — — — — From any track to south part of Westbound Yard, Yard A, at Race.
- o — — — — o . . . From any track to north part of Westbound Yard, Yard A, at Race.
- — — o From any track to Eastbound Yard, Yard A, at Race.
- o — From Eastbound Yard, Yard A, to Race Siding

S8. EMERGENCY WHISTLE AND HORN SIGNALS AT INTERLOCKING PLANTS.

S9. COMMUNICATING SIGNALS.

D901. Passenger trains must be started by the communicating signal. When train is ready to start, signal will be passed from the rear end by hand or lamp, and the trainman nearest the engine will give the communicating signal to start train, except when necessary to recall the flagman, the communicating signal to start train will be given from the rear. When the communicating signal is inoperative, and after proper understanding with engineman, a hand or lamp signal will be given by the trainman nearest the engine.

D902. Rule 16 amplified:

Sound	Indication
(ja) o o o o o o	When standing—deplete brake pipe pressure.

S10. TRAIN SIGNALS.

D1003. Rule 17a modified:

(g) When approaching a fixed signal affecting the movements of the train when the weather conditions are such that, in the judgment of the engineman, his views of the signal will thereby be improved.

D1004. On all portions of the division, including single track, the display of white flags and white lights, as prescribed by Rule 21, will be omitted on all extra trains except passenger extras.

(SINGLE TRACK) A regular train will be identified by its engine number.

A train must be informed by train order as to the number of the engine on an opposing superior regular train; if the engine number is not received by train order, the identification will be made by a personal conference between the conductors and enginemen of trains involved.

A train will obtain from the signalman the number of the engines on a superior regular train in the same direction it is moving.

When a regular train is named in a train order by its schedule number, the engine numbers must be stated in addition to the schedule number.

Signalmen must observe and record the engine number on regular trains and when reporting them will give the engine number in addition to the train number.

D1005. Rule 26 amplified:

When a blue flag or blue light is placed at one or both ends of an engine or cars to which an engine is attached, the enginemen and fireman must be notified; they must also be notified when the blue flag or blue light is removed.

S11. USE OF SIGNALS.

S11A. Rule 99 amplified:

When a pusher engine assisting a train is coupled behind the cabin car, and the flagman that protects the rear end of train is riding in the cabin car, the requirements as to the use of fusees should be met by throwing the fusees off between the cabin car and pusher engine on the track the train is using, and not dropping them between that track and an adjoining track.

D1101. Proper application of Rule 27, in connection with Rule 287, Figure 1:

The absence of a marker light does not prevent correct reading of the signal, but should be reported from next point of communication where it can be done without serious delay to the train.

D1102. Rule 34. In calling signals, the name as it appears in the Book of Rules shall be used, omitting the word "Signal," except Rule 275.

S12. SUPERIORITY OF TRAINS.

D1201. Eastward trains are superior by direction to trains of the same class in the opposite direction.

S13.

BULLETIN BOARDS.

D1301. Location of Bulletin Board points on this Division, where all General Orders of this Division will be posted and delivered.

General Orders of other Divisions will be posted and delivered at points on this Division as indicated:

LOCATION	OTHER DIVISIONS	ZONES
BRADFORD Block Station		
HARTFORD CITY Block Station Watts		
MARION Kent		
LOGANSPORT Conductor's Room.	Chicago Terminal Cincinnati Columbus Fort Wayne Indianapolis St. Louis	A-B-C C-F A-B-D C-D-E A-B-D B-G
Crew Dispatcher's Office. 18th St.	Chicago Terminal Cincinnati Columbus Fort Wayne Indianapolis St. Louis	A-B-C C-F A-B-D C-D-E A-B-D B-G
Enginehouse Foreman's Office.	Chicago Terminal Cincinnati Columbus Fort Wayne Indianapolis St. Louis	A-B-C C-F A-B-D C-D-E A-B-D B-G
Yard Office—Yard A.		
PLYMOUTH Telegraph Office.		
SOUTH BEND *Passenger Station. Enginehouse Foreman's Office.	Indianapolis Indianapolis	A-B A-B
EFFNER Telegraph Office.		

*Passenger Station, South Bend, unattended daily 5:15 P. M. to 9:00 A. M.

Employes reporting for duty at these locations when attendant is absent will be governed by third paragraph of Rule 75.

S14.

GENERAL ORDERS.

S14A. Rule 75 amplified:

D1401. 1. Conductors and enginemen must have a copy of all General Orders that pertain to any portion of a General Order Zone over which they are qualified to run either in part or as a whole. Conductors and enginemen will not be required to understand a General Order pertaining to territory over which they are not qualified to run.

The qualification page in each conductor and engineman's Home Division time-table must show their Home Division, Name, Occupation, and all General Order Zones over which they are qualified to run either in part or as a whole. If a conductor or engineman is qualified to run over a Foreign Division, the qualification page in their time-table for that Division must show General Order Zones of that Division over which they are qualified to run.

The Bulletin Board Attendant will be governed accordingly in checking time-tables.

2. The Bulletin Board Attendant will supervise the handling of the employe's register, matters pertaining to General Orders and delivery of time slips to conductors and enginemen.

He must personally witness the signatures of conductors and enginemen on their register, personally inspect time-tables to ascertain that they contain all General Orders as outlined in paragraph (1), punch and insert sticker copies of such General Orders in time-tables, and, after each conductor and engineman has registered and had his time-table verified as to containing all copies of General Orders required, he will cancel the figures on Form "Z" so as to indicate the date of reporting for duty and numbers of necessary General Orders, then deliver to the person presenting the time-table and Form "Z" his time slip and Form "Z" properly prepared.

An additional Form "Z" Card or Cards must be used if Conductor or Engineman is qualified to run over more than eight (8) General Order Zones and a notation made following his name indicating the number of Cards.

If a conductor or engineman reports for duty at a point where the General Orders received do not cover all the territory over which he is qualified to run, the General Order Clearance received there does not apply to territory not covered by General Orders sent there and he must not run over such territory until after having received General Order Clearance at a point to which General Orders covering it are sent, unless otherwise instructed by the Superintendent of that territory.

The use of a receipted card furnished by the Bulletin Board Attendant, and as referred to in the second paragraph of Rule 75, also the use of column with caption "last General Order" on employe's register, will be discontinued.

The method of preparing Form "Z" is as follows: To indicate date of reporting for duty, cancel the star under proper date; however, if a conductor or engineman reports for duty

twice on the same date, cancel the figure or figures of that date to indicate the second time reporting for duty. To indicate General Order information, cancel the star under proper number. The figures 1 to 9, inclusive, represent the last figure of numbers above an even hundred, and from 10 on the last two figures above an even hundred. The use of this punch must be confined to the Bulletin Board Attendant.

When a new Time Table is effective, or, after a Form "Z" Card is used up, it must be turned in to the Bulletin Board Attendant, who will prepare a new card as follows:

At the end of a month, with no change in time table, prepare a new card in such a manner as to show same General Order information as was shown on the old card, and proper information for first trip.

When a new Time Table is effective, the information shown on the old Form "Z" Card need not be shown on the new one, but proper information for the first trip must be shown.

Cards turned in must be sent to the Superintendent by the Bulletin Board attendant.

3. Before starting out on a run the engineman must show his General Orders to his fireman, and when he has no conductor he must also show his Form "Z" to his fireman. The conductor must show his General Orders to his trainmen.

4. When conductors and enginemen compare time, as required by Regulations 803, 807 and 817, they must in addition be governed as follows:

- (a) Check the qualification page in each other's time-tables to determine necessary qualification information for that trip.
- (b) Check the latest General Orders in each other's time-tables.
- (c) Compare their Forms "Z" for that trip.

5. In the application of these instructions, a pilot will be regarded the same as a conductor or engineman.

6. The foregoing instructions apply to conductors and enginemen when serving in that capacity.

All qualified conductors and enginemen when not serving in that capacity must be provided with a Form "Z", and when they register at the beginning of each day's work present to the Bulletin Board Attendant their time-table to have necessary General Orders inserted, also present their Form "Z" to be punched as provided by instructions governing conductors and enginemen serving in that capacity.

D1402. Conductors and enginemen will insert, on qualification page of their time-table, territory over which they are qualified to run. This information must be checked and approved by the Trainmaster, Road Foreman of Engines or their Assistants.

A conductor or engineman who has not made a trip since effective date of time-table preceding current time-table or who has failed to keep posted as to the physical characteristics of his Home division, or a part of it or foreign division, over which he is qualified to run, must not be used on such portions of the railroad until he has made one or more trips and has been examined and qualified by proper authority. If no change in time-table, qualifications must be checked at the expiration of six months from date of issuance of current time-table.

Conductors and enginemen called for a run on any portion of a division over which they are not qualified, must so inform the crews dispatcher.

D1403. General Order Zones of this Division are as follows:

A. Bradford to Anoka exclusive, including Muncie Spur.

Van exclusive to Schererville exclusive.

Kenneth to Effner.

B. Anoka, Van and Fern, all inclusive.

C. Fern exclusive to South Bend.

General Orders for each Zone will be numbered consecutively followed by the proper Zone letter.

S15. TRACK ASSIGNMENTS.

D1501. (DOUBLE TRACK). The two main tracks extending from Bradford to Schererville are numbered 1 and 2.

Track No. 1 is for eastward trains.

Track No. 2 is for westward trains.

S16. MOVEMENT OF TRAINS.

D1601. Train Dispatchers in charge of train movements are located at Logansport.

Train Dispatchers, Logansport Division, will direct train movement between Schererville and Bernice over Signature of Superintendent Logansport Division. The foregoing does not otherwise alter the jurisdiction of Chicago Terminal Division within this territory.

S16A. Rules 83 and 83a.

The information required by rules 83 and 83a must be obtained as indicated below:

D1602. Rule 83.—Signalman, after consulting the train dispatcher, will furnish clearance message, form CT 1246, and deliver under the rule governing the delivery of "19" train orders: if this information is given by the train dispatcher to a train before reaching the point where clearance is required, it should be done by a train order.

At South Bend between the hours of 5.15 P. M. and 9.00 A. M. information required by Rule No. 83 must be obtained by telephone from signalman at Lakeville.

Rule 83a.—Verbally by the signalman or by signal indication.

D1603. Trains to the Cincinnati Division using No. 2 track from Red Key must report to the Signalman at Ridgeville by telephone when train is clear of No. 2 track.

S16B. Rule 98.

D1604. In accordance with Rule 98, stop must be made at the following non-interlocked railroad crossings.

PLACE AND RAILROAD CROSSING	PERMITS TRAINS ON TRACKS ON THIS DIVISION TO CROSS AFTER STOPPING
Logansport: Wabash.	High target displaying two red lights at night. Diagonal position of target, proceed.
Monticello: C. I. & L.	Combination high target and gate, displaying two red lights at night. Diagonal position of target, proceed.
Reynolds: C. I. & L.	Combination high target and gate, displaying two red lights at night. Diagonal position of target, proceed.
Goodland: C. A. & S.	Combination high target and gate, displaying two red lights at night. Diagonal position of target, proceed. Note—Rule 98 modified: Pennsylvania trains may pass over this crossing at a speed not exceeding (10) ten miles per hour without stopping when the signal is in diagonal position (indicated at night by two red lights), and the crossing is known to be clear. Crossing signals are operated by crew of the C. A. & S. Railroad.
Swayzee: N. Y. C. & St. L.	Combination high target and gate, displaying two red lights at night. Diagonal position of target, proceed.
Swayzee: Traction Line.	No signal. It must be known that crossing is clear before proceeding.

S16C. Rules 106 and 106a.

S16D. Rules 251, 253, 254.

D1605. (DOUBLE, THREE OR MORE TRACKS). Rules 251, 253 and 254 are in effect.

D1606. When a train stops for water, except at Watts and Sandy Hook, or is delayed on account of hot box it will be considered as work under the provision of Rule 253.

S16E. HIGHWAY GRADE CROSSING PROTECTION.

Automatic highway grade crossing signals at the following locations do not operate for trains running against the current of traffic. Trains running against the current of traffic or on sidings must use care to avoid accidents, sounding a second warning whistle, Rule 14-L, when necessary.

LOCATION.

North Grove-Main Street-Automatic Bell Protection.

D1607. At highway grade crossings protected by Automatic Highway Grade Crossing Signals, before making a reverse movement or a forward movement after making a reverse movement, it must be known that the Highway Grade Crossing Signals are operating, or the movement must be otherwise protected.

S17. MOVEMENT BY TRAIN ORDERS.

D1701. A train order signed by Superintendent Cincinnati Division will be authority for a train to display signals prescribed by Rule 20 between Anoka and Logansport.

A train order signed by Superintendent Indianapolis Division will be authority for a train to display signals prescribed by Rule 20 between Van and Logansport.

A train order signed by Superintendent Chicago Terminal Division will be authority for a train to display signals prescribed by Rule 20 and 21, Bernice to Logansport.

D1702. While a train order signal is displayed in the direction of an approaching train or trains, it must not be passed by any such train on any track except as provided in the last paragraph of Rule 221a.

D1703. Rules 210 and 211 modified:

At Logansport, enginemen of passenger trains are relieved from reporting for train orders.

Conductors must personally deliver copies of all train orders to enginemen, who will compare with conductor by reading order aloud.

If there are no train orders, conductor will so notify the engine-man before train departs.

D1704. Employes copying train orders direct from the Train Dispatcher or Signalman, will endorse thereon their name and occupation and at end of tour of duty forward same to the Division Operator.

S18. YARDS AND YARD INSTRUCTIONS.

D1801. Rule 93 and 317d amplified:

The use of the main track within yard limits authorized by Rules 93 and 317d applies to engines not authorized by Time-Table schedule or train order to use the main track within yard limits, and they may do so without train orders. Under Manual Block Operations, before entering the block, the conductor or enginemen must notify the signalman when it is desired to make such a yard movement; they must not exceed a speed of 6 miles per hour, prepared to stop short of other yard movements, extra trains or obstructions: They are not required to protect against other yard movements and extra trains.

Rules 19 and 21 will not apply to such yard movements, but by night at least one red light must be displayed on the rear, and if the movement is made past a block station by day at least one yellow flag must be displayed on the rear to indicate the rear.

Except as hereby provided, all Rules and Special Instructions applicable to trains must be observed.

D1802. Yards indicated by Yard Limit boards are located at:
Logansport (South Bend Branch and Ft. Wayne Division.)
Plymouth.
South Bend.
Effner.

S18A. Rule 97.

S19. 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
0.51	70.59	1.27	41.38	2.02	29.51	2.37	22.93
0.52	69.23	1.28	40.91	2.03	29.27	2.38	22.78
0.53	67.92	1.29	40.45	2.04	29.03	2.39	22.64
0.54	66.67	1.30	40.00	2.05	28.80	2.40	22.50
0.55	65.45	1.31	39.56	2.06	28.57	2.41	22.36
0.56	64.29	1.32	39.13	2.07	28.35	2.42	22.22
0.57	63.16	1.33	38.71	2.08	28.13	2.43	22.09
0.58	62.07	1.34	38.30	2.09	27.91	2.44	21.95
0.59	61.02	1.35	37.89	2.10	27.69	2.45	21.82
1.00	60.00	1.36	37.50	2.11	27.48	2.46	21.69
1.01	59.02	1.37	37.11	2.12	27.27	2.47	21.56
1.02	58.06	1.38	36.73	2.13	27.07	2.48	21.43
1.03	57.14	1.39	36.36	2.14	26.87	2.49	21.30
1.04	56.25	1.40	36.00	2.15	26.67	2.50	21.18
1.05	55.38	1.41	35.64	2.16	26.47	2.51	21.05
1.06	54.55	1.42	35.29	2.17	26.28	2.52	20.93
1.07	53.73	1.43	34.95	2.18	26.09	2.53	20.81
1.08	52.94	1.44	34.62	2.19	25.90	2.54	20.69
1.09	52.17	1.45	34.29	2.20	25.71	2.55	20.57
1.10	51.43	1.46	33.96	2.21	25.53	2.56	20.45
1.11	50.70	1.47	33.64	2.22	25.35	2.57	20.34
1.12	50.00	1.48	33.33	2.23	25.17	2.58	20.22
1.13	49.32	1.49	33.03	2.24	25.00	2.59	20.11
1.14	48.65	1.50	32.73	2.25	24.83	3.00	20.00
1.15	48.00	1.51	32.43	2.26	24.66	3.15	18.46
1.16	47.37	1.52	32.14	2.27	24.49	3.30	17.14
1.17	46.75	1.53	31.86	2.28	24.32	3.45	16.00
1.18	46.15	1.54	31.58	2.29	24.16	4.00	15.00
1.19	45.57	1.55	31.30	2.30	24.00	5.00	12.00
1.20	45.00	1.56	31.03	2.31	23.84	6.00	10.00
1.21	44.44	1.57	30.77	2.32	23.68	6.46	8.87
1.22	43.90	1.58	30.51	2.33	23.53	7.30	8.00
1.23	43.37	1.59	30.25	2.34	23.38	8.34	7.00
1.24	42.86	2.00	30.00	2.35	23.23	10.00	6.00
1.25	42.35	2.01	29.75	2.36	23.08	12.00	5.00
1.26	41.86						

S20. SPEED RESTRICTIONS.

S20A. On account of braking arrangement, when passenger trains have class X-25, X-29, R-7, RF, or other types of freight cars equipped for passenger train service, they must have passenger equipment cars in proportion to freight cars, not less than:

1 passenger to 1 freight, when lading is between 25,000 and 50,000 pounds.

2 passenger to 1 freight, when lading is between 50,000 and 75,000 pounds.

3 passenger to 1 freight, when lading is between 75,000 and 100,000 pounds.

For two such passenger equipped freight cars operated, the lading of which is less than 25,000 pounds, at least one regular passenger equipment car must be included in the make-up of the train.

1 empty freight car of the same type to equal 1 passenger car.

Otherwise the train must not be operated exceeding the highest speed restrictions which apply to freight trains.

When freight cars not equipped for passenger train service are placed in a passenger train, the above speed restrictions apply, and the train must be operated with the air pressures which apply to freight trains.

The weight of lading in an express car loaded with mixed freight does not normally exceed 25,000 pounds. Occasional shipments in carload lots of castings, scenery, etc., do exceed 50,000 pounds. In the latter case the weight of lading may be ascertained from the Express Company.

Class R-7 and RF milk cars average 215 cans, maximum 225 cans. A 40-quart can of milk weighs 100 pounds, a 46-quart can 125 pounds, ice 5 tons, so that the weight of lading would be less than 50,000 pounds. R-7 cars equipped with shelves will carry 400 cans of milk; if these are of forty-quart capacity, weight of lading and ice will be 50,000 pounds; forty-six quart capacity, weight of lading and ice will be 60,000 pounds based on full load.

Freight cars to comply with the above instructions must be equipped with steam heat line, air signal line, ten-inch air brake cylinder, three position retaining valve, E-7 safety valve, H-2 triple valve and steel wheels.

D2001.	MAXIMUM SPEED.	Miles
PASSENGER TRAINS	MAIN LINE	per hour
	Between Bradford and Race.....	With passenger engines 70 With freight engines... 50
	Between Van and Schererville.....	With pass. engines..... 70 With freight engines... 50
	Gas-electric car.....	60
	SOUTH BEND BRANCH	
	WITH PASSENGER ENGINES AND GAS-ELECTRIC CAR	
	Fern to Lakeville.....	60
	Lakeville to South Bend.....	50
	All Curves.....	50
	WITH FREIGHT ENGINES.....	40
	EFFNER BRANCH	
	Kenneth to Effner.....	40
Gas-electric car.....	40	
MUNCIE SPUR		
Muncie to Converse.....	20	
Gas-electric car.....	20	
FREIGHT TRAINS	MAIN LINE	
	Unless otherwise specified.....	50
	SOUTH BEND BRANCH	
	Unless otherwise specified.....	40
	EFFNER BRANCH	
Kenneth to Effner.....	30	
MUNCIE SPUR		
Muncie to Converse.....	20	
On curves.....	15	

CIRCUS TRAINS	MAIN LINE.....	30
	BRANCHES.....	20
WRECK TRAINS	MAIN LINE	
	Less than 150 Ton Derrick.....	35
	150 Ton or Heavier Derrick.....	30
	SOUTH BEND BRANCH.....	30
	EFFNER BRANCH.....	20
MUNCIE SPUR.....	10	
TRAINS HAULING WRECK OR INDUSTRIAL DERRICKS	MAIN LINE.....	30
	SOUTH BEND BRANCH.....	30
	EFFNER BRANCH.....	20
	MUNCIE SPUR.....	10

NOTE—Where speed of freight trains is restricted by time table or otherwise to less than maximum authorized speed, the speed of wreck trains or trains hauling wreck or industrial derricks will be five miles per hour less than freight train restriction if boom is trailing and ten miles per hour less if boom is forward, except when the restriction for freight trains is limited to ten miles per hour or less, the speed restriction for wreck trains or trains hauling wreck or industrial derricks will be the same as for freight trains.

	Miles per Hour
With trailer trucks, when running backward, except where lower speed is required.	25
When necessary to clear the main track, engines with any main or side rods disconnected may be moved to a terminal at not to exceed the following speeds:	
N-1-s	8
C-1	
I-1-s	
All others.....	15
ENGINES	
If engines with any main or side rods disconnected while on the main track, have interference between crosshead or guide and front crank pin, on account of front wheels getting out of register, Enginemen must notify the Superintendent and receive instructions for further movement.	
When it is necessary to move a light engine with any main or side rods disconnected, from a terminal to another point, the Master Mechanic or Road Foreman of Engines will notify the Superintendent the speed permitted before the engine is	

dispatched and the latter will then issue the necessary instructions.

Rule 750 Amplified.

ENGINES

Dead engines of a design having two or three pairs of drivers and no trucks..... 20
 Dead engines of a design having four pairs of drivers and no trucks..... 25
 Two or more such dead engines in same train shall be separated by one or more cars.

The following classes of engines must not exceed speed as indicated:

CLASS	FORWARD			Backwards
	With Train		Light	
	Passr.	Frt.		
A.....		15	15	15
B.....		20	20	20
C.....		20	20	20
D.....	70	40	50	25
E.....	70	40	50	25
G.....	70	40	50	25
H.....	50	50	50	25
I.....	40	40	40	25
K.....	70	50	50	25
L.....	50	50	50	25
M.....	70	50	50	25
N.....	50	50	50	25

CURVES

MAIN LINE M.P.H.
 Kenneth—First curve west of..... 60

TRACKS

On sidings..... 15
 Over street crossings, Red Key..... 25
 Over Main Street crossing, Gas City..... 20
 Over street crossings, Marion..... 15
 Between Race and 14th Street, Logansport. 25
 Between 14th Street and Van..... 15
 Between Van and Fern..... 15
 Between Fort Wayne Division Crossing and Place Street, Plymouth..... 15
 Frost track, Fairmount..... 10
 Between Ewing Avenue and Passenger Station South Bend..... 15

DISTANT SIGNALS

Kewanna, Eastward..... 40
 De Long, Westward..... 35
 De Long, Eastward..... 40
 Plymouth Eastward..... 35
 La Paz Junction, Westward..... 35
 La Paz Junction, Eastward..... 30
 Lakeville, Westward..... 45
 Lakeville, Eastward..... 35

D2002.

BRIDGES.

Location	Class of Engines and Tender										2100 and 2500 Gallon Capacity Tenders with			
	H6	H8-H10S	L1S-N2A	I1S	C1	E7S	K2-G5S	K3S-K4S	M1					
										K4	M1	I1	N2	
137.56 East of Hartford City.....				40					60		60	40		
165.06 East of Mier.....									60		60	40		
167.85 East of Converse.....				30					50		50	30		
194.16 East End Yard A.....				40					60		60	40		
219.41 West of Star City.....									60		60			
241.57 West of English Lake.....			40	30	40		40	40	30	15	15	15	15	
25.53 West of Fairmount.....	20	10	*	*	*	20	10	*	*	*	*	*	*	
29.82 East of Wheeling.....	10	10	*	*	*	20	20	*	*	*	*	*	*	

*Prohibited.

*CC-2s prohibited on entire division on account of clearance.

D2003. Minimum Running Time for Passenger Trains—Either Direction

BETWEEN	Distance	Min.	Sec.
Bradford and Union City.....	20.7	18	00
Union City and Dunkirk.....	24.7	22	00
Dunkirk and Gaston.....	23.0	20	00
Gaston and Amboy.....	20.6	22	00
Amboy and Race.....	23.9	21	00
Race and Logansport.....	1.5	7	00
Logansport and Van.....	1.2	5	00
Van and Star City.....	19.9	18	00
Star City and La Crosse.....	30.4	26	00
La Crosse and Leroy.....	20.7	20	00
Leroy and Schererville.....	13.0	11	00

In case of delay enroute, the number of minutes delayed must be added to the minimum time.

S21. SIGNAL ASPECTS.**D2101.** Signal aspects not standard:

INDICATION—Take siding as herein directed.

NAME—Take siding indicator.

When displayed, will be located on front of Tower, and must be answered by two short sounds of the engine whistle.

Kenneth Westward trains taking siding at Star City.
North Judson . . . Eastward trains take siding at Star City.

D2102. In applying Rule 282 (Caution Signals) and Rule 283 (Approach Signals), the speed of train should not exceed one-half its maximum authorized speed when passing signal. Where signal cannot be seen to do so, reduce as soon as proper handling will permit, which requires a reduction of speed immediately upon the signal being in sight.

S22. BLOCK SIGNAL RULES.**S23. MANUAL BLOCK SYSTEM.**

D2301. Rules 301 to 375, inclusive, are in effect as follows, except that Rules 317a, 317b, 318a and 318b will apply only on portion of the Division as specified:

Bradford and Anoka.
14th and 1st Streets, Logansport.
Van and South Bend.
Kenneth and Effner.

D2302. Rule 317b will apply:

Van and South Bend.
Kenneth and Effner.

All main tracks governing movement against current of traffic.

D2303. Rule 318b will apply:

Bradford and Anoka.
14th and 1st Streets, Logansport.

D2304. Rule 362 (first paragraph) amplified:

Trains must not pass a Stop Signal without receiving a Caution Card (Form D), a Clearance Card (Form C), or a train order authorizing them to do so, nor must an engine returning to its train in the block, pass a Stop Signal without Clearance Card (Form C).

S23A. UNATTENDED BLOCK STATIONS.

An unattended block station is a point designated by a sign, indicating the limits of a block, the use of which is controlled by Manual Block System Rules, except as hereby modified.

D2306. Unattended block stations are controlled by the signalman specified in time-table, or Special Instructions.

The sign indicating an unattended block station will display by day the station call, and, in addition, by night a red light and a yellow light horizontal; the yellow light next to the main track.

The signalman may give a train oral permission to enter one block, and by the use of Clearance Card (Form K) may authorize a train to pass one or more unattended block stations.

Unless otherwise provided, trains must stop at unattended block stations, and conductor or engineman must obtain permission from the signalman to enter, and ascertain condition of the block, and report clear.

If from any cause, conductor or engineman is unable to communicate with the signalman either by the usual means of communication or the use of commercial lines and should no cause for detaining the train be known, it may proceed through that block on its rights or time-table authority, preceded by a flagman to the next point of communication and report to the Superintendent.

Conductors or enginemen finding an unattended block station sign imperfectly displayed, or absent, must, if practicable, correct it, or replace the light, and report the fact to the Superintendent.

A train receiving Clearance Card (Form K) to pass an unattended block station, and arriving at such station after the time for it to become an open block station, must identify the train to the signalman before accepting a signal to proceed at that station, as Clearance Card (Form K) is thereby annulled.

FORM K	THE PENNSYLVANIA RAILROAD CLEARANCE CARD	FORM K
.....Block Station,.....M.19.....		
To Conductor and Engineman: Train.....		
Proceed at.....as though.....signal was displayed.		
Report Clear at.....		
..... Signalman.		
<i>The signalman may issue this card only when authorized by the Superintendent. Before issuing it, the signalman must have proper understanding with other signalmen, if any, having authority over blocks mentioned, and must know that blocks mentioned above have been duly reported clear of opposing trains, and clear of trains that may not be followed in the same block by the train addressed.</i>		
<i>The conductor and engineman receiving this card properly filled out and signed, or authorized by the signalman to fill it out, may proceed as directed above.</i>		

(To be printed on green paper, size 5½x3¼.)

S24. CONTROLLED MANUAL BLOCK SYSTEM.**S25. AUTOMATIC BLOCK SYSTEM.**

D2501. Rules 501 and 505, 505b to 514 inclusive, are in effect as follows:

(DOUBLE TRACK) Track No. 2 Anoka to 14th Street, Logansport; between 1st Street, Logansport, and Schererville.

Track No. 1 between Schererville and 1st Street, Logansport, and between 14th Street, Logansport, and Anoka.

D2503. (DOUBLE, THREE OR MORE TRACKS). In automatic block system territory at interlocking where there is no block signal that governs the use of the block from the limits of interlocking, the home signals governing routes leading to that block will, in addition, govern the use of the block with the current of traffic to the next block signal beyond the interlocking.

D2504. Unless it is known that gasoline motor cars and cars of similar type or construction will operate automatic signals and shunt track circuits at interlocking and electric switch locking, they must not be operated in automatic block signal territory unless special provision is made for manual block protection, and such gasoline motor cars and cars of similar type or construction must not be permitted to stand alone between the signals of a block or interlocking station without permission from the signalman; signalmen and levermen must assure themselves that such cars have cleared the switches of an interlocking before attempting to operate them.

D2505. In automatic Block System territory, if, in connection with a train using hand operated main track switches, the entire movement clears a block and the switches used that affect that block are restored to normal position, thereby clearing signals affecting that block, regardless of whether the train has or has not been reported clear of the block, it must not again enter that block without permission from the signalman, unless otherwise instructed by the Superintendent.

S25A. Rule 505a.

S25B. AUTOMATIC TRAIN CONTROL.

D2506. Track circuits in connection with and governing approach to Automatic Train Control territory at Bradford on Track No. 1 are located between a point 1500 feet west of Distant Signal and the Home Signal.

An equipped engine must not enter Automatic Train Control territory without having pneumatic cut-out cock sealed in cut-in position and the apparatus operative except when authorized by the Superintendent.

S25C. GRADE SIGNALS.

D2507. Standard grade signal aspects in connection with automatic block signals govern train movement at the following signal locations

TRACK 1—EASTWARD

East of Station Named

1942.....Race

1932.....Race

TRACK 2—WESTWARD

West of Station Named

1975.....Race

2007, 2017.....Van

01, 09, 21, 31.....Kenneth

In connection with grade signal aspects, a tonnage freight train will be considered as one having 90 per cent or more of the authorized adjusted tonnage rating in effect.

The Conductor must ascertain and advise the Engineman the adjusted tonnage of his train before entering grade signal territory.

S26. INTERLOCKING RULES.

D2601. SWITCHES—POWER OPERATED FROM DISTANT POINT OF CONTROL

Location	Control Station
AYNES West switch of eastward and westward siding	KOUTS
RIDGEVILLE Main track connection to Cincinnati Division and crossover just west thereof.	RIDGEVILLE

Interlocking Rules 601 to 685, inclusive, govern the use of power operated switches when operating from distant point of control; when necessary to operate manually, the Conductor or Engineman must notify the Signalman and obtain permission to do so.

When, in the application of Rule 663, it becomes necessary to issue Clearance Card (Form C), conductor or engineman will promptly co-operate with the signalman and will prepare (Form C) under his direction. A supply of (Form C) is provided in telephone shelter.

When a train is stopped by a stop signal at a switch operated from a distant point of control, if means of communication have failed, and should no cause for detaining the train be known, the Conductor, after a thorough understanding with the engineman, will arrange for Manual operation of the switch or switches in the route to be used, after which it may proceed under stop signal, preceded by a flagman, to the next point of communication or to the next block signal displaying a more favorable indication than stop and proceed, expecting to find a train in the block, broken rail, obstruction or switch not properly set. After train has cleared the plant all switches must be restored to normal operating position and complete report made to the Superintendent from the first point of communication.

Instructions for Manual operation of switches are posted in telephone shelter.

D2602. At Ridgeville Rule 605 applies between home signals at main track connection of the Cincinnati Division and home signals at main track connection of the Logansport Division, and on No. 2 track to block signal 6000 feet west.

S27. NON-INTERLOCK SWITCHES CONNECTED WITH MANUAL AND CONTROLLED MANUAL BLOCK STATION SIGNALS

Block Station	Non-interlocked Switches Connected
RED KEY	East switch of westward siding.

S28. TRACK CARS, ETC.

General definition of track car—amplified:

(a) **TRACK CAR**—A hand car, or self-propelled car or truck, which may be manually moved to or from the track.

Rule 829 paragraph 10 amplified:

(b) Track cars must not be operated except as prescribed by Rule 80 when so provided in the time-table.

Rule 206 amplified:

(c) The prefix H. C. to hand car running number will be used when issuing train orders or instructions to drivers of hand cars.

Rule 80 amplified:

(d) When track cars are approaching road crossings at grade, the trackman's whistle or other alarm signal provided for the purpose must be sounded before reaching the crossing, and track cars must approach all such crossings prepared to stop.

(e) The last three numerals of the present M. W. number shall be known as the running number.

(f) Track cars will not operate Automatic or Semi-Automatic signals, or high-way crossing warning signals; neither will they shunt track circuits at interlockings. Electric switch locking must not be depended upon for protection to movements made by such cars; signalmen and levermen must assure themselves that such cars have cleared the switches before operating same.

(g) Pony trucks must use the least important track available, and be loaded so as to permit prompt removal from the track upon the approach of a train; when practicable they must be run on the rail nearest the ditch, and on double, three, or more tracks, on a track against the current of traffic; they must not use a track under conditions when an approaching train cannot be seen in ample time to clear the track for the train, except in cases of emergency and then not until after a flagman has been placed in position where a train can be stopped before reaching the pony truck. In yards they must not be used except by permission of the yard master and under proper protection.

D2801. Between Van and Kenneth, Van and Plymouth, North Judson and Schererville track cars will operate as per Rule 80.

(a) A track car must not be placed on a main track without orders from the Superintendent.

(b) Signalmen must not permit a train to follow a track car without orders from the Superintendent.

(c) Track car extras must not pass a block station without permission from the signalman.

(d) When a track car extra clears a main track the driver must report clear to the signalman; or failing to do so by the time required must protect as prescribed by Rule 99.

D2802. Rule 80 modified:

On all portions of the Division, except between Van and Kenneth, Van and Plymouth, North Judson and Schererville, track cars will operate as follows:

(a) Track cars will be numbered for identification and will be in charge of a qualified employe.

(b) Track car must not be placed on a main track until the driver has obtained written information from the Superintendent as to train movement, and the location of trains will permit at that time.

Track car extras must not pass a block station without permission from the signalman.

When necessary, they may move on a main track under flag protection to the nearest point of communication, or until removed from the track.

They must not be used at night, nor when dense fog or other weather conditions obscure the view, except when necessary, and then only after obtaining written permission from the Superintendent and the driver has been advised by the signalman that the movement is protected.

(c) Lookout must be maintained in both directions. Track cars must not be attached to trains in motion nor follow trains or other track cars closer than 500 feet. They must be equipped with flagman's signals as prescribed in Rule 99.

(d) When night signals, as prescribed by Rule 9, are required a white light must be displayed to the front and rear of track cars.

(e) When approaching curves, or other locations, where the view is obstructed, unless the way is seen or known to be clear track car and motor must be stopped in order that an approaching train may be heard; when conditions require, a flagman must be sent ahead to protect the movement.

S29. ENGINE AND OTHER EQUIPMENT. RESTRICTIONS.

D2901. Equipment as designated must not be permitted on tracks, bridges, etc., named:

South Bend Branch. Engines heavier than K-2 or N-2.
Effner Branch. Engines heavier than E-7 or N-2.
Muncie Spur. Engines heavier than H-6.

ENGINES OF ANY CLASS

Gas City Trestle at plant of U. S. Glass Co.

ENGINES HEAVIER THAN H-6

Dunkirk { Trestle at plant of Hart Glass Co.
Trestle at plant of Indiana Glass Co.
Hartford City { Trestle at plant of American Glass Co.
Trestle at plant of Sneath Glass Co.
Gas City { Illinois Glass Co.
U. S. Glass Co.
Bethevan Trestle at plant of Glass Co.
Marion Canton Belt.
La Crosse C. A. & S. west of old elevator.

ENGINES HEAVIER THAN H-10

Upland North and South Side.
Marion { Chicago Novelty Works.
Armour Spur.
Onward Both back tracks.
LaCrosse Monon Wye.
Basket Factory.
Metal Works.
Plymouth Lee Trailer & Body Co.
Novelty Co.
Foundry.
Canning Factory.
Lakeville Wabash Wye.

N-2 OR HEAVIER ENGINES

Redkey { Westward Siding, east of Water Station.
Eastward Siding.
Bunker Hill . . . Eastward Siding.
Logansport . . . South inbound engine track at Coal dock.
Van Northwest Wye outside Interlock limits.

K-4 ENGINES WITH ALL FLANGED DRIVERS

Redkey Nickel Plate Wye.
Logansport . . . Curves at east end Nos. 1 and 2 Station tracks.
North Judson . New York Central Wye.

NOTE—K-4 and M-1 engines (in detour service only) and N-2SA engines may be used between Logansport and South Bend at a speed not exceeding 25 miles per hour on main track.

S30. ELECTRICAL OPERATION.

S31. EMPLOYES' REGISTER.

S31A. When reporting for duty, trainmen, enginemen and firemen in road and yard service must personally sign a register in the presence of Assistant Train Master, Yard Master, Station Master, Agent, Engine House Foreman or their representatives, who will witness the signatures. When register is signed at a Block Station the Operator will witness the signatures.

D3101. Registers for this purpose are in charge of bulletin board attendants.

S32.

PERSONAL INJURIES.

S32A. Emergency calls for Surgeons will have preference over other business, except train orders.

Employees injured on company property, or while on company business, will be treated by the nearest physician listed in Special Instructions D3201 without cost, throughout their disability. If hospital attention is necessary, they should be sent, if practicable, to one of the hospitals listed in Special Instructions D3202.

Passengers or others injured on company property will receive first attention by the Medical Examiner or Company Surgeon, without cost; at points where it is impossible to obtain their services, the company will be responsible for the cost of reasonable surgical attention by an outside Surgeon for the first services rendered, subsequent attention will be determined by direction of proper official.

D3201.**MEDICAL EXAMINER.**

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Logansport...	Dr. Foss Schenck, Res. Ass't. Res. 631 North St..... Office 412 East Melbourne Ave..	233 Penn. Exc. 36

COMPANY SURGEONS.

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Bradford.....	Dr. W. A. Minton Cor. Miami Ave. and School St..	34
Union City...	Dr. R. A. Voisinet Office 309 W. Oak St..... Res. 402 N. Howard St.....	97 316
Ridgeville....	Dr. G. H. Schenk..... Office and Residence.....	80
Dunkirk.....	Dr. E. C. Garber Office, 317 S. Main St..... Res., 330 W. Pleasant.....	1-J 1-A
Hartford City.....	Dr. T. C. Dodds, Asst. Office and Residence, I. O. O. F... Blk., W. Washington St.....	430
Marion.....	Dr. Albert Davis Office, 415 National Bank Bldg... Res., Cecelian Apt.....	209-I 209-2
Logansport...	Dr. F. W. Terfingler Office, 330½ Broadway..... Res., 912 North St.....	785 1494
	Dr. W. A. Holloway, Asst Office, 201 3rd St..... Res., 200 Eel River Ave.....	100 268

Logansport...	Dr. C. C. Hickman, Oculist Office, 211 South 3rd St..... Res., 824 High St.....	1272 1274
North Judson.	Dr. P. O. Englerth Office, 211 North Main St..... Res., 303 North Main St.....	21 165
Crown Point..	Dr. W. F. Houk Office, East St..... Res., East St.....	279 279
Culver.....	Dr. B. W. S. Wiseman Office, Post Office Block..... Residence.....	Bell 329 Bell 329
Plymouth....	Dr. Harry Knott Office, 1st Natl. Bank Bldg.... Res. 217 N. Center St.....	455 680
South Bend...	Dr. P. J. Birmingham Office, 426 Sherland Bldg..... Res., 1302 E. Ewing St.....	3-2476 3-3376
Monticello....	Dr. A. B. Cray Office, Dorsett Bldg..... Res., 135 S. Illinois St.....	42 194
Kentland.....	Dr. O. E. Glick Office and Residence, Cor. 3rd and Dunlap Streets.....	273-B

D3202.**HOSPITALS.**

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Union City...	Union City Hospital..... 702 W. Division St.....	726
Hartford City.....	Blackford Co. Hospital E. VanCleve St.....	471
Marion.....	Grant Co. Hospital Wabash Ave.....	1887
Logansport...	St. Joseph Hospital 26th and High Sts.....	61
	Cass Co. Hospital North Michigan Ave.....	577
Crown Point..	Lake Co. Infirmary Three miles east.....	87

Culver.....	Military Hospital Academy Grounds.....	89
Plymouth....	Marshall Co. Hospital North Michigan St.....	3361
	Aspinall Sanitarium Pennsylvania Ave.....	100
South Bend...	Epworth Hospital 604 North Main St.....	3-1131
	St. Joseph Hospital 401 N. Notre Dame.....	3-2168

D3203. First Aid Boxes, location of, and Stretchers in cars:
First Aid Boxes:

In baggage, combined, cabin cars and in flagman's equipment box on trains not hauling such cars.

At each passenger and freight station.

At yard masters' and car inspectors' offices, power plants, block and interlocking stations, tool houses, pump houses, M. W. cabins, wreck trains, shops and engine houses, camp cars, and on each track and hand car, and as provided by a State law.

Stretchers:

One stretcher should be carried on each combined car and baggage car, to be placed in stretcher box.

S33. USE OF TELEPHONES.

S33A. Employes using telephones in connection with train movements must satisfy themselves beyond doubt that they are in communication with proper persons.

Persons using telephones must yield the line promptly for train movements.

If telephone fails, trainmen will use any means of communication, to avoid delay.

When used for Block Operations, transmitting train orders or making any arrangement pertaining to the movement of trains by trainmen, the conductor or engineman must personally receive all orders on the telephone and make all verbal arrangements pertaining to the movement of his train, but neither is relieved of any responsibility as prescribed by Rule 105.

The same precaution must be taken to insure accurate transmission and proper delivery of train orders and instructions as is required by the rules in transmitting by telegraph. The essential features of all verbal arrangements and instructions such as train numbers, engine numbers, information in regard to trains being clear of, or desiring to occupy certain tracks, etc., must be repeated by the person receiving the information.

D3301. Telephones are located at Block Stations, hand operated siding and crossover switches, switches—power operated from distant point of control; also at other points necessary for train operation.

The booths must be kept closed except when being used by an employe.

S34. MISCELLANEOUS.

S34A. Locomotive cranes and such other pivoted machinery equipped with swinging booms of which a part may swing or extend outward, must not be moved in revenue trains unless Form C. T. 310 is attached, one to each side of the pivoted machinery when moving on its own wheels or to the car upon which it may be loaded, and Form C. T. 310-A to the billing. When such shipments are set off for repairs that may affect the requirements of A. R. A. Loading Rules, they must not be moved except upon authority of the Trainmaster, and not until after proper inspection and billing has been endorsed by Agent or Yard Master "Re-inspected at.....and loaded as per A. R. A. Loading Rules."

Conductors when setting off such shipment for repairs must notify the proper officer that it is pivoted machinery.

D3401. Overhead clearance on Tracks at Watts Coal Dock and at Sandy Hook Coal Dock will not clear a man standing on top of a box car. No warnings are installed at either place.

D3402. Rule 701 modified:

When a freight train is stopped for coal or water at a point outside of interlocking limits, the engine need not be detached from the train if, in the judgment of the engineman, it is unnecessary.

D3403. Rule 702 modified:

The end of car towards which the cylinder push rod travels shall be known as "B" end and the opposite end shall be known as "A" end.

D3404. Rule 737 modified:

Search or flood lights located under the vestibule of business cars may be displayed on the rear end of trains.

D3405. General Regulations for Employes—832, amplified:

(Second and third paragraphs.) To the signal equipment for each crossing watchman or gateman, add:

"Fuses"

"Whistle"

(Fourth paragraph.) When a train, engine, or any type of rail equipment is approaching, watchmen must place themselves in the middle of the highway, near the track, and will display a STOP sign by day, holding it in an upright position so that the flat side will plainly appear to any person approaching on the highway. By night, or when STOP sign cannot be plainly seen, they will take the same position and protect crossing with a Red Lamp, displayed towards the highway in both directions, care being used not to show the red light in the direction of the track, except when necessary to display Stop-signal to an approaching train, engine or any type of rail equipment.

D3408. AUTOMATIC BLOCK SYSTEM RULES FOR SINGLE TRACK.

D3409. AMPLIFICATION OF CONTROL MANUAL BLOCK RULES.

GENERAL ORDERS

GENERAL ORDER No. 1301

{ ZONE A
{ ZONE B
{ ZONE C

Effective 12.01 A. M. Sunday, April 26, 1931:

Time Table No. 13 takes effect 12.01 A. M., Sunday, April 26, 1931, and contains the necessary instructions issued in General Orders up to and including

No. 1213—ZONE A

No. 1203—ZONE B

No. 1204—ZONE C

all of which must be removed from the bulletin boards.

Each employe must carefully examine Time Table No. 13 to see that his copy is complete, with all schedule pages properly lined up and note the changes.

Employes must turn in old Time Tables to Bulletin Board Attendants after Time Table No. 13 takes effect.

This General Order is printed in Time Table No. 13 and will not be issued in sticker form.

(a) Following change in name of block stations made: Trimmer changed to Kenneth.

(b) Trains must not exceed a speed of (15) fifteen miles per hour over bridge 151.40 about one-fourth mile east of Hibbard.

(c) Train must not exceed a speed of (30) thirty miles per hour between mile post 174, two miles west of Lakeville, and Ewing Avenue, South Bend.

(d) **VAN**

When a train order signal is displayed on south side of tower it will include trains to the Indianapolis, Fort Wayne Divisions and South Bend Branch in addition to trains on Nos. 1 and 2 main tracks.

When a train order signal is displayed on east side of tower it will include trains from the Indianapolis, Fort Wayne Divisions and South Bend Branch in addition to trains on main track.

(e) **ENGLISH LAKE, INDIANA**

Crossovers between Nos. 1 and 2 main tracks 2750 feet east of bridge 241.47, and 3450 feet west of bridge 241.57, to be known as east and west crossovers, in service.

No. 1 main track between crossovers out of service as main track and both ends protected by pipe-connected derails and "Stop boards." No. 2 main track between crossovers used by trains in either direction.

Block and train order office located at east crossover will be known as English Lake.

Switches at east crossover, properly protected by signals (position-light type), are hand-throw in charge of Signalman.

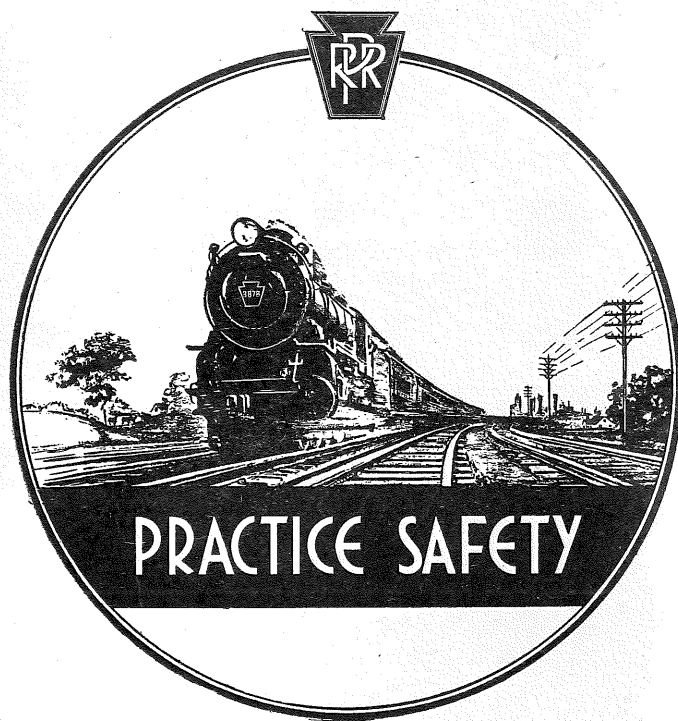
East switch of west crossover, properly protected by signals (position-light type), power operated from English Lake.

West switch of west crossover and spur track switch leading from No. 2 track, English Lake, are electrically locked, controlled by Signalman English Lake.

Rule 605 applies between signals at east crossover and signals at west crossover.

Trains must not exceed a speed of (20) twenty miles per hour over bridge 241.57.

GENERAL ORDERS



LOGANSPORT DIVISION TIME TABLE No. 13

27/6
The Pennsylvania Railroad

**WESTERN REGION
NORTHWESTERN DIVISION**

LOGANSPORT DIVISION

Time Table No. 13

In effect 12.01 A. M., Sunday, April 26, 1931

FOR THE GOVERNMENT OF EMPLOYEES ONLY

CENTRAL STANDARD TIME

W. C. HIGGINBOTTOM,
General Manager.

HOWARD GINTER,
Supt. Pass. Transportation.

J. A. APPLETON,
General Superintendent.

A. F. McSWEENEY,
Supt. Frt. Transportation.

H. A. HOBSON,
Superintendent.