

THINK

What is **YOUR**

ATTITUDE

Toward

SAFETY?

FORT WAYNE DIVISION TIME-TABLE No. 6

THE PENNSYLVANIA RAILROAD

WESTERN REGION

FORT WAYNE DIVISION

Time-Table No. 6

In effect { 1.01 A. M., EST } Sunday, April 25, 1954
 { 12.01 A. M., CST }

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

Between Crestline and Fort Wayne
Between Junction and Mackinaw City

CENTRAL STANDARD TIME

Between Fort Wayne and Bart

J. D. MORRIS,
General Manager.

R. L. AGNEW,
Acting Supt. Passenger Transportation.

W. C. ALLEN,
General Supt. Transportation.

C. J. FLAHERTY,
Supt. Freight Transportation.

H. H. VAUGHN,
Superintendent.

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SERVICE

SATISFIED CUSTOMERS ARE YOUR COMPANY'S MOST VALUABLE ASSETS. YOU HAVE A PART IN KEEPING THEM SATISFIED. NEVER LET CUSTOMERS WANT FOR ANY SERVICE THAT CAN BE GIVEN THEM.

CUSTOMERS JUDGE OUR RAILROAD BY WHAT THEY THINK OF YOU. COURTESY PAYS DIVIDENDS. BUT BE SURE YOUR COURTESY IS GENUINE AND NOT JUST MECHANICAL POLITENESS.

BUILD THE KIND OF GOODWILL THAT RETURNS ITSELF IN PERMANENT, SATISFIED CUSTOMERS.

MAIN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Pittsburgh	Sidings Assigned direction Car Capacity 45 ft. cars		
						East	West	Both
				DIVISION POST EASTERN DIV.	187.0			
X	X	X		CRESTLINE	188.7			
X				WEST YARD	191.2			
				ROBINSON	195.2			
X				WEST ROBINSON	196.6			
X	X			EAST COLSAN	198.5			
X		X-O		COLSAN	200.9			
				BUCYRUS	201.2			
				ANTRIM	202.9	80		
				NEVADA	209.7			
X	X	X		UPPER SANDUSKY	218.0		138	
X				WEST UPPER SANDUSKY	219.4	139		
				KIRBY	224.9			
X	X	X		FOREST	229.7		250	
X	X	X		DUNKIRK	236.9			
X				DOLA	239.2	345		
				ADA	246.1			
				LAFAYETTE	252.8			
X	X	X-O		SUGAR STREET	260.2			
X	X			LIMA	260.9	108		
				ELIDA	267.0			
X	X	X		EAST DELPHOS	273.5		150	
X	X	X		DELPHOS	275.1	150		
				MIDDLEPOINT	280.8	140	150	
				VAN WERT	288.0			
X	X	X		ESTRY	288.4			
X				RICHEY	291.1		125	
X				WEST RICHEY	292.5			
				CONVOY	295.3			
				DIXON (State Line)	300.8			
X				MONROEVILLE	304.8			
X	X	X-O		WEST MONROEVILLE	305.6	145		
				ADAMS	315.0			
				LINKER	316.9			
				PIQUA ROAD	317.6			
				WINTER STREET	318.7			
X	X	X		WABASH	319.8			
X	X	X-O		FORT WAYNE	320.4			
X				JUNCTION	321.8		132	
				ARCOLA	328.8			
X	X	X-O		COLUMBIA CITY	339.3			
X	X	X		VANDALE	339.9		194	
X				WEST VANDALE	341.7	195		
X				BERLIN	348.4		136	
				PIERCETON	351.3			
X	X	X		WARSAW	359.7			
X				WEST WARSAW	360.3	136	274	
				ETNA GREEN	370.0			
				BOURBON	373.8			
X	X	X-O		PLYMOUTH	384.6		249	
X				WEST PLYMOUTH	387.1	249		
X				EAST HAMLET	397.0			
X	X	X		HAMLET	398.9	150	136	
X				HANNA	409.3			
X				EAST WANATAH	414.0			
X	X	X		WANATAH	415.6	163		
				VALPARAISO	424.8			
X	X			GRAND TRUNK	427.6			
				WHEELER	431.4			
				DIV. POST CHICAGO DIV.	433.7			
X				EAST BART (Chicago Division)	433.8		130	
X	X	X-O		BART	435.1	130		
				CHICAGO	468.4			

NOTE—X indicates in service.
O indicates trainphone.

NOTE—Train order offices other than block stations are in service as follows:
Crestline Passenger Station—Telegraph Office (Continuously).

Interlockings—Remote controlled, as follows:

Interlocking	Controlled by
West Yard	Crestline
West Robinson	Crestline
East Colsan	Crestline
West Upper Sandusky	Upper Sandusky
Dola	Dunkirk
East Delphos	Delphos
Richey	Estry
West Richey	Estry
Monroeville	Estry
West Monroeville	Estry
Arcola	Junction
West Vandale	Vandale
Berlin	Vandale
West Warsaw	Warsaw
West Plymouth	Plymouth
East Hamlet	Hamlet
East Wanatah	Wanatah
East Bart	Bart

GRAND RAPIDS BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Richmond	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
			X	MACKINAW CITY.....	459.7			
				CARP LAKE.....	452.7			
				PELLSTON.....	442.6			42
			X	ALANSON.....	434.9			
				KEGOMIC.....	427.0			
			X	PETOSKEY.....	424.8			
				FORMANS.....	423.0			
			X	WALLOON LAKE.....	416.2			
			X	BOYNE FALLS.....	409.0			37
			X	ELMIRA.....	400.1			54
		B	B	MANCELONA.....	384.9			77
		B		KALKASKA.....	371.5			47
				SOUTH BOARDMAN.....	363.4			
		B		PIFE LAKE.....	357.8			
			X	WALTON JCT.....	352.8			42
		B		MANTON.....	344.0			
				BONDS.....	337.8			
			X	MISSAUKEE JCT.....	336.0			
				NORTH YARD.....	333.1			
X	X	X		CADILLAC.....	331.8			
				TUSTIN.....	319.8			
		B		LEROY.....	315.2			
				KEEGAN.....	303.9			
X	X	X		REED CITY.....	302.7			45
			X	BIG RAPIDS.....	289.9			50
			X	STANWOOD.....	281.0			45
		B		HOWARD CITY.....	268.0			
				CEDAR SPRINGS.....	255.2			
				ROCKFORD.....	247.9			
			X	BELMONT.....	243.7			
				COMSTOCK PARK.....	239.4			
		X		FULLER.....	236.9			80
				MUSKEGON JCT.....	236.6			
				WINTER ST.....	234.7			
				GRAND RAPIDS.....	234.0			
				WILLIAMS ST.....	233.7			
				BARTLETT ST. JCT.....	233.6			
X	X			SECOND AVE. JCT.....	233.2			
			X	HUGHART.....	232.1			
				FISHER.....	227.5			42
			X	MOLINE.....	217.6			
		B	B	WAYLAND.....	213.0	45	48	
				BRADLEY.....	210.0			
		B		SHELBYVILLE.....	207.2			
			X	MARTIN.....	203.1			79
				PLAINWELL.....	196.7			
X			X	DOCK.....	187.1			106
				M. C. Crossing.....	185.7			
X		B		KALAMAZOO.....	185.4			88
X	X	X		VICKSBURG.....	173.0	40	44	
			X	MENDON.....	164.1			125
X	X			WASEPI.....	159.5			
X	X			STURGIS.....	149.4			125
				STURGIS PASS. STA.....	149.2			
		B	B	HOWE.....	143.7			50
				LA GRANGE.....	138.4			
X	X	X		WOLCOTTVILLE.....	129.3			43
				HOFFMAN.....	121.5			125
				KENDALLVILLE.....	120.2			
X	X	X		AVILLA.....	113.6			57
X	X		X	LA OTTO.....	108.7			58
			B	HUNTERTOWN.....	104.1			44
				HUNT.....	103.8			
				WALLEN.....	99.6			
X				N. Y. C. & ST. L. CROSSING.....	94.1			
X	X	X		JUNCTION.....	93.3			

NOTE—X indicates in service continuously.
B indicates in service part-time.

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

Station	Hours in service
Mancelona (Block Station)	8.00 A.M. to 5.00 P.M. Daily, except Saturday and Sunday
Mancelona (Block-Limit Station)	5.00 P.M. to 8.00 A.M. Daily 8.00 A.M. to 5.00 P.M., Sunday
Kalkaska	8.00 A.M. to 4.00 P.M. Daily, except Saturday and Sunday
Fife Lake	8.00 A.M. to 2.00 P.M. Daily, except Saturday and Sunday
Manton	8.00 A.M. to 4.00 P.M. Daily, except Saturday and Sunday
LeRoy	9.00 A.M. to 2.30 P.M. Daily, except Saturday and Sunday
Howard City (Block Station)	8.00 A.M. to 5.00 P.M. Daily, except Saturday and Sunday
Howard City (Block-Limit Station)	5.00 P.M. to 8.00 A.M. Daily 8.00 A.M. to 5.00 P.M., Sunday
Wayland (Block Station)	7.30 A.M. to 4.30 P.M. Daily, except Saturday and Sunday
Wayland (Block-Limit Station)	4.30 P.M. to 7.30 A.M. Daily 7.30 A.M. to 4.30 P.M., Sunday
Shelbyville (Block Station)	7.00 A.M. to 9.30 A.M., 1.30 P.M. to 4.00 P.M. Daily, except Saturday and Sunday
Kalamazoo	8.01 A.M. to 11.59 P.M. Daily, except Saturday and Sunday
Howe (Block Station)	8.30 A.M. to 5.30 P.M. Daily, except Saturday and Sunday
Howe (Block-Limit Station)	5.30 P.M. to 8.30 A.M. Daily 8.30 A.M. to 5.30 P.M., Sunday
LaGrange (Block Station)	8.30 A.M. to 5.00 P.M. Daily, except Saturday and Sunday
Huntertown (Block Station)	8.00 A.M. to 5.00 P.M. Daily, except Saturday and Sunday
Hunt (Block-Limit Station)	5.00 P.M. to 8.00 A.M. Daily 8.00 A.M. to 5.00 P.M., Sunday

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
Carp Lake	Mancelona Cadillac when Mancelona is not in service
Kegomic	Mancelona Cadillac when Mancelona is not in service
Formans	Mancelona Cadillac when Mancelona is not in service
Boyne Falls	Mancelona Cadillac when Mancelona is not in service
Elmira	Mancelona Cadillac when Mancelona is not in service
Mancelona	Cadillac
Walton Jct.	Manton Cadillac when Manton is not in service
North Yard	Cadillac
Big Rapids	Reed City
Stanwood	Reed City
Howard City	Fuller
Belmont	Fuller
Fisher	Hughart
Wayland	Hughart
Martin	Kalamazoo Vicksburg when Kalamazoo is not in service
Dock	Kalamazoo Vicksburg when Kalamazoo is not in service
Mendon	Vicksburg
Howe	Wolcottville
LaOtto	Avilla
Hunt	Avilla
Block Station—Remote controlled as follows:	
Block Station	Controlled by
Hoffman	Kendallville

MUSKEGON BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Grand Rapids	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
				MUSKEGON HEIGHTS-	38.1			
				MUSKEGON (GTW)				
				SIMPSON (MR&NCO.)	37.0			
			X	SHAW	36.5			
			X	SULLIVAN	27.8			22
			X	RAVENNA	22.4			
			X	CONKLIN	17.2			
X				WALKER	10.0			
	X			PENN JCT.	9.0			
		X		MUSKEGON JCT.	2.6			

NOTE—X indicates in service continuously.

Block-Limit Stations controlled as follows:

Block-Limit Station	Controlled by
Shaw	Penn Jct.
Sullivan	Penn Jct.
Ravenna	Penn Jct.
Conklin	Penn Jct.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Walker	Penn Jct.

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

WR—Muskegon Heights (MR&N Co.)
Henry St. Yard Office { 1.30 P.M. to 9.30 P.M. Daily
1.00 A.M. to 9.00 A.M. Daily

M—Muskegon Heights-Muskegon (GTW)
{ 11.15 A.M. to 3.30 P.M.,
5.30 P.M. to 10.15 P.M.,
Daily except Saturday
Passenger Station { Saturday, 11.15 A.M. to 1.15 P.M.

TRAVERSE CITY SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Walton Jct.	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
				TRAVERSE CITY.....	25.0			
				KINGSLEY.....	9.3			
			X	WALTON JCT.....				

NOTE—X indicates in service continuously.

HARBOR SPRINGS SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Kegomic	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
				HARBOR SPRINGS.....	5.6			
			X	KEGOMIC.....				

NOTE—X indicates in service continuously.

FALMOUTH SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Missaukee Jct.	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
				FALMOUTH.....	19.9			
				LAKE CITY.....	11.6			
				SANDSTOWN.....	10.6			
				MISSAUKEE JCT.....				

LOGANSPORT SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Logansport	Sidings Assigned direction Car Capacity 45 ft. cars		
						East	West	Both
X	X	X		VANDALE.....	55.3			28
X	X	X		SOUTH WHITLEY.....	47.1			43
X	X	X		NORTH MANCHESTER.....	37.1			35
X	X	X		NEWTON.....	33.9			100
X	X	X		DENVER SIDING.....	18.8			100
X	X	X		DENVER.....	18.3			
X	X	X		HOOVER.....	10.1			
X	X	X		DIVISION POST CHICAGO DIV.....	3.1			
X	X	X		FERN (Chicago Division).....	2.5			
X	X	X		VAN.....				
X	X	X		LOGANSPORT.....				

NOTE—X indicates in service continuously.
B indicates in service part-time.

VANDALE SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Vandale	Sidings Assigned direction Car Capacity 45 ft. cars		
						East	West	Both
X	X			VANDALE.....				
X	X			LAOTTO.....	18.4			
X	X			AUBURN JCT.....	26.1			
X	X			AUBURN.....	27.1			
X	X			BUTLER.....	37.7			

NOTE—X indicates in service continuously.

CRESTLINE TO BART

STATIONS Leave	FIRST CLASS		
	●99 DAILY EX. MON. P. M.	◇501 DAILY EX. SUN. A. M.	‡0451 DAILY EX. Sat. & Sun. A. M.
	CRESTLINE	\$ 11.59	
CRESTLINE	‡ 12.30		
WEST YARD			
ROBINSON			
COLSAN	12.44		
BUCYRUS			
NEVADA			
UPPER SANDUSKY	12.59		
KIRBY			
FOREST	1.09		
DUNKIRK	1.15		Will Not Run May 31 July 5 Sept. 6
DOLA			
ADA			
LAFAYETTE			
LIMA	\$ 1.45		
ELIDA			
DELPHOS	1.59		
MIDDLEPOINT			
VAN WERT			
ESTRY	2.11		
CONVOY			
DIXON			
MONROEVILLE			
ADAMS	2.33	3.50	
FORT WAYNE	\$ 2.45	\$ 4.00	
FORT WAYNE	2.15	3.25	
JUNCTION	2.18	3.30	
ARCOLA			
COLUMBIA CITY			
VANDALE	2.35		
BERLIN			
PIERCETON			
WARSAW	2.51		
ETNA GREEN			
BOURBON			
PLYMOUTH	E 3.15		
DONALDSON			
HAMLET	3.29		
HANNA			
WANATAH	3.43		
VALPARAISO	E 3.57		\$ 4.55
WHEELER			
BART	4.15		5.08
CHICAGO	E 5.00		\$ 6.05
Arrive	A. M.	A. M.	A. M.
	99	501	451

FIRST CLASS			
‡◇663 DAILY EX. SUN. A. M.	◇23 DAILY A. M.	‡0455 DAILY EX. SUN. A. M.	◇49 DAILY A. M.
\$ 2.10	\$ 2.35		\$ 3.41
‡ 2.20	‡ 2.42		‡ 3.48
2.31	2.56		4.02
2.46	3.11		4.17
2.56	3.21		4.27
3.02	3.27		4.33
Will Not Run May 31, July 5, Sept. 6			
3.23	3.43		\$ 4.57
3.36	4.01		5.11
3.48	4.13		5.22
4.12	4.35		5.44
\$ 4.20	\$ 4.43		\$ 5.52
‡ 3.30	‡ 3.48		‡ 4.57
3.33	3.51		4.59
3.53	4.08		5.16
4.10	4.24		5.32
4.32	0 4.45	Will Not Run May 31 July 5 Sept. 6	T 5.53
4.44	4.59		6.05
4.58	5.13		6.19
	K 5.20	\$ 5.35	
		P 5.43	
5.20	5.30	5.48	6.36
\$ 6.10	\$ 6.20	\$ 6.50	\$ 7.25
A. M.	A. M.	A. M.	A. M.
63	23	455	49

STATIONS Leave	FIRST CLASS			
	◇59	●29	1	#71
	DAILY A. M.	DAILY A. M.	DAILY A. M.	DAILY EX. SUN. A. M.
CRESTLINE.....	D 3.51	D 4.18	\$ 5.49	\$ 8.39
CRESTLINE.....	% 3.58	% 4.25	% 5.56	8.46
WEST YARD.....				
ROBINSON.....				
COLSAN.....	4.14	4.39	6.08	9.00
BUCYRUS.....				\$ 9.02
NEVADA.....				
UPPER SANDUSKY.....	4.29	4.54	6.23	9.18
KIRBY.....				
FOREST.....	4.39	5.04	6.33	9.28
DUNKIRK.....	4.45	5.09	6.39	9.34
DOLA.....				
ADA.....				\$ 9.46
LAFAYETTE.....				
LIMA.....	T 5.06	5.29	\$ 7.03	\$ 10.12
ELIDA.....				
DELPHOS.....	5.19	5.42	7.17	10.27
MIDDLEPOINT.....				
VAN WERT.....			\$ 7.30	
ESTRY.....	5.31	5.53	7.31	10.39
CONVOY.....				
DIXON.....				Will Not Run May 31 July 5 Sept. 6
MONROEVILLE.....				
ADAMS.....	5.53	6.14	7.53	11.01
FORT WAYNE.....	\$ 6.01	D 6.22	\$ 8.01	\$ 11.10
FORT WAYNE.....	% 5.06	% 5.27	% 7.06	% 10.15
JUNCTION.....	5.09	5.29	7.09	10.18
ARCOLA.....				
COLUMBIA CITY.....			R● 7.25	
VANDALE.....	5.26	5.46	7.26	10.35
BERLIN.....				
PIERCETON.....				
WARSAW.....	5.42	6.01	\$ 7.42	10.51
ETNA GREEN.....				
BOURBON.....				
PLYMOUTH.....	\$● 6.03	6.21	\$ 8.06	\$ 11.16
DONALDSON.....				
HAMLET.....	6.17	6.33	8.19	11.30
HANNA.....				
WANATAH.....	6.31	6.46	8.33	11.44
VALPARAISO.....			\$ 8.42	\$ 11.56
WHEELER.....				
BART.....	6.50	7.00	8.55	12.13
CHICAGO.....	\$ 7.35	\$ 7.45	\$ 9.45	\$ 1.05
Arrive	A. M.	A. M.	A. M.	P. M.
	59	29	1	71

FIRST CLASS				
#055	#055	53	519	
DAILY	SUN.	DAILY	P. M.	
EX. SUN.	ONLY	P. M.	P. M.	
A. M.	P. M.	P. M.	P. M.	
\$ 11.53	\$ 12.06	\$ 3.35		
% 11.59	% 12.12	% 3.45		
12.13	12.28	3.59		
	\$ 12.30			
12.28	12.45	\$ 4.17		
12.38	12.55	4.28		
12.44	1.01	4.34		
	\$ 1.13			
\$● 1.08	\$ 1.29	\$ 5.00		
1.22	1.43	5.14		
		\$ 5.33		
1.34	1.55	5.40		
Will Not Run May 31 July 5 Sept. 6	Will Run May 31 July 5 Sept. 6			Will Run June 29 July 2, 6, 9, 13, 16, 20, 23, 27, 30, Aug. 3, 6, 10, 13, 17, 20, 24, 27, 31, Sept. 3, 10.
1.56	2.17	6.07	10.18	
\$ 2.05	\$ 2.25	\$ 6.15	\$●10.30	
% 1.10	% 1.30	% 5.25	9.50	
1.13	1.33	5.28	9.55	
1.30	1.50	5.45		
\$● 1.46	\$ 2.07	\$ 6.03		
2.11	\$ 2.30	\$ 6.33		
2.23	2.44	6.47		
2.37	3.00	7.01		
	\$ 3.08	\$ 7.13		
2.53	3.18	7.22		
\$ 3.40	\$ 4.05	\$ 8.10		
P. M.	P. M.	P. M.	P. M.	
55	055	53	519	

BART TO CRESTLINE

STATIONS	FIRST CLASS			
	500	54	44	144
	A. M.	A. M.	A. M.	A. M.
CRESTLINE.....		# 5.10	6.30	\$ 6.30
CRESTLINE.....		D 5.03	\$ 6.05	
WEST YARD.....				
ROBINSON.....				
COLSAN.....		4.43	5.49	
BUCYRUS.....				
NEVADA.....				
UPPER SANDUSKY.....		4.25	5.34	
KIRBY.....				
FOREST.....		4.14	5.24	
DUNKIRK.....		4.08	5.18	
DOLA.....				
ADA.....				
LAFAYETTE.....				
LIMA.....		T 3.47	\$ 4.55	
ELIDA.....				
DELPHOS.....		3.33	4.15	
MIDDLEPOINT.....				
VAN WERT.....			E 4.02	
ESTRY.....		3.20	4.00	
CONVOY.....				
DIXON.....				
MONROEVILLE.....				
ADAMS.....	2.50	2.58	3.38	
FORT WAYNE.....	2.40	# 2.50	3.30	
FORT WAYNE.....	\$ 1.05	\$ 1.44	\$ 2.05	
JUNCTION.....	1.00	1.41	2.02	
ARCOLA.....				
COLUMBIA CITY.....				
VANDALE.....		1.26	1.47	
BERLIN.....				
PIERCETON.....				
WARSAW.....		1.10	1.31	
ETNA GREEN.....				
BOURBON.....				
PLYMOUTH.....		12.50	1.10	
DONALDSON.....				
HAMLET.....		12.38	12.58	
HANNA.....				
WANATAH.....		12.24	12.44	
VALPARAISO.....		L 12.17	\$ 12.35	
WHEELER.....				
BART.....		12.08	12.25	
CHICAGO.....		\$ 11.20	\$ 11.40	
Leave	A. M.	P. M.	P. M.	A. M.
	DAILY EX. SUN.	DAILY	DAILY EX. SUN.	SUN. ONLY
	◇500	◇54	44	144

EASTWARD

STATIONS	FIRST CLASS				
	520	52	22	48	58
	A. M.	P. M.	P. M.	P. M.	P. M.
CRESTLINE.....		# 2.50	# 5.30	# 8.41	# 9.06
CRESTLINE.....		\$ 2.40	\$ 5.23	\$ 8.34	\$ 8.59
WEST YARD.....					
ROBINSON.....					
COLSAN.....		2.23	5.06	8.18	8.43
BUCYRUS.....		\$ 2.22			
NEVADA.....					
UPPER SANDUSKY.....		2.03	4.51	8.03	8.28
KIRBY.....					
FOREST.....		1.53	4.41	7.53	8.18
DUNKIRK.....					
DOLA.....		1.47	4.35	7.47	8.12
ADA.....					
LAFAYETTE.....		\$ 1.35			
LIMA.....		\$ 1.17	\$ 4.12	\$ 7.25	\$ 7.49
ELIDA.....					
DELPHOS.....		12.58	3.54	7.12	7.35
MIDDLEPOINT.....					
VAN WERT.....		\$ 12.44	\$ 3.39		
ESTRY.....		12.42	3.36	7.01	7.24
CONVOY.....					
DIXON.....					
MONROEVILLE.....					
ADAMS.....	4.40	12.20	3.14	6.39	7.03
FORT WAYNE.....	4.25	# 12.12	# 3.05	# 6.31	# 6.55
FORT WAYNE.....	\$ 3.15	\$ 11.07	\$ 2.00	\$ 5.26	\$ 5.50
JUNCTION.....	3.10	11.04	1.57	5.23	5.48
ARCOLA.....					
COLUMBIA CITY.....					
VANDALE.....					
BERLIN.....					
PIERCETON.....		10.48	1.42	5.09	5.33
WARSAW.....					
ETNA GREEN.....		\$ 10.29	F 1.23	4.53	5.18
BOURBON.....					
PLYMOUTH.....		\$ 10.04	1.02	\$ 4.29	\$ 4.56
DONALDSON.....					
HAMLET.....		9.51	12.50	4.17	4.44
HANNA.....					
WANATAH.....		9.37	12.36	4.03	4.31
VALPARAISO.....		\$ 9.28			
WHEELER.....					
BART.....		9.18	12.20	3.48	4.16
CHICAGO.....		\$ 8.30	\$ 11.30	\$ 3.00	\$ 3.30
Leave	A. M.	A. M.	A. M.	P. M.	P. M.
	DAILY	DAILY	DAILY	DAILY	DAILY
	520	52	◇22	◇48	◇58

Will Run
June 30
July 5, 7,
11, 14, 18,
21, 25,
28,
Aug. 1, 4,
8, 11, 15,
18, 22,
25, 29,
Sept. 1, 6,
12.

BART TO CRESTLINE

STATIONS Arrive	FIRST CLASS			
	28	454	2	456
	P. M.	P. M.	P. M.	P. M.
CRESTLINE.....	9.19		10.11	
CRESTLINE.....	\$ 9.12		\$ 10.05	
WEST YARD.....				
ROBINSON.....			9.52	
COLSAN.....	8.59			
BUCYRUS.....				
NEVADA.....			9.37	
UPPER SANDUSKY.....	8.44			
KIRBY.....			9.27	
FOREST.....	8.34			
DUNKIRK.....	8.29		9.21	
DOLA.....				
ADA.....				
LAFAYETTE.....				
LIMA.....	8.09		9.01	
ELIDA.....		Will Not Run		Will Not Run
DELPHOS.....	7.57	Run	8.47	Run
MIDDLEPOINT.....		May 31		May 31
VAN WERT.....		July 5	W 8.35	July 5
ESTRY.....	7.46	Sept. 6	8.34	Sept. 6
CONVOY.....			Will Not Run	
DIXON.....			May 30	
MONROEVILLE.....			July 4	
ADAMS.....	7.26		8.11	
FORT WAYNE.....	7.18		8.03	
FORT WAYNE.....	\$ 6.15		\$ 6.58	
JUNCTION.....	6.13		6.53	
ARCOLA.....				
COLUMBIA CITY.....				
VANDALE.....	5.59		6.37	
BERLIN.....				
PIERCETON.....				
WARSAW.....	5.44		6.21	
ETNA GREEN.....				
BOURBON.....			5.59	
PLYMOUTH.....	5.24			
DONALDSON.....			5.46	
HAMLET.....	5.12			
HANNA.....				
WANATAH.....	4.59		5.32	
VALPARAISO.....		\$ 5.20		\$ 5.45
WHEELER.....		\$ 5.10		
BART.....	4.44	5.05	5.15	5.33
CHICAGO.....	\$ 4.00	\$ 4.05	\$ 4.30	\$ 4.40
Leave	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY	DAILY
	28	Ex. Sa. & Su. 454	2	EX. SUN. 456

FIRST CLASS					
70	62				
P. M.	A. M.				
11.37	2.57				
\$ 11.30	\$ 2.45				
11.14	2.28				
\$ 10.53	2.13				
10.41	2.03				
10.35	1.56				
\$ 10.12	\$ 1.34				
9.54	1.13				
9.43	1.02				
	Will Not Run				
	May 30				
	July 4				
	Sept. 5				
9.21	12.40				
9.13	12.32				
\$ 8.08	\$ 11.27				
8.05	11.24				
7.50	11.09				
\$ 7.31	10.53				
\$ 7.05	10.33				
6.51	10.21				
6.37	10.07				
KO 6.26	M 9.56				
6.18	9.48				
\$ 5.30	\$ 9.00				
P. M.	P. M.				
DAILY	DAILY				
70	62				

MACKINAW CITY TO JUNCTION

STATIONS	FIRST CLASS		
	C&O 106 DAILY EX. SUN.	500 DAILY EX. SAT.	520
	Leave	P. M.	P. M.
MACKINAW CITY.....			\$ 6.30
CARP LAKE.....			F 6.42
PELLSTON.....			F 6.58
ALANSON.....			F 7.14
KEGOMIC.....			7.28
PETOSKEY.....			\$ 7.40
FORMANS.....			7.45
WALLOON LAKE.....			F 7.55
BOYNE FALLS.....			8.05
ELMIRA.....			8.25
MANCELONA.....			F 8.45
KALKASKA.....			S 9.10
SO. BOARDMAN.....			9.21
FIFE LAKE.....			9.28
WALTON JCT.....			9.35
MANTON.....			9.46
BONDS.....			9.54
NORTH YARD.....			10.00
CADILLAC.....			\$ 10.10
TUSTIN.....			10.23
LEROY.....			10.29
KEEGAN.....			10.43
REED CITY.....			10.48
BIG RAPIDS.....			11.03
STANWOOD.....			11.15
HOWARD CITY.....			11.31
CEDAR SPRINGS.....			11.47
ROCKFORD.....			12.06
BELMONT.....			12.16
FULLER.....	9.30		12.17
MUSKEGON JCT.....	9.31		12.27
GRAND RAPIDS.....	\$ 9.45		\$ 12.27
GRAND RAPIDS.....		\$ 9.50	12.35
HUGHART.....		9.55	12.50
FISHER.....		10.01	12.58
MOLINE.....		10.14	
WAYLAND.....		10.20	1.17
SHELBYVILLE.....		10.27	1.24
MARTIN.....		10.33	1.30
PLAINWELL.....		10.40	1.37
DOCK.....		10.52	1.49
KALAMAZOO.....		\$ 11.00	F 1.55
KALAMAZOO.....		11.20	
VICKSBURG.....		\$ 11.40	2.14
MENDON.....		11.51	2.26
NOTTAWA.....		11.59	
STURGIS.....		12.12	2.46
STURGIS PASS. STA.....		\$ 12.13	2.47
HOWE.....		12.24	2.55
LAGRANGE.....		\$ 12.34	3.03
WOLCOTTVILLE.....		12.47	3.15
HOFFMAN.....		12.58	3.28
KENDALLVILLE.....		1.15	3.30
AVILLA.....		1.27	3.38
LAOTTO.....		1.35	3.46
HUNTERTOWN.....		1.42	3.53
HUNT.....		1.43	3.54
JUNCTION.....		2.00	4.10
FT. WAYNE.....	CST	\$ 1.05	\$ 3.15
	Arrive	P. M.	A. M.
		C&O 106	500
			520

Will Run
June 30
July 5, 7,
11, 14, 18,
21, 25, 28,
Aug. 1, 4,
8, 11, 15,
18, 22, 25,
29,
Sept. 1, 6,
12.

JUNCTION TO MACKINAW CITY

STATIONS	FIRST CLASS		
	501	C&O 101	519
	Arrive	A. M.	A. M.
MACKINAW CITY.....			\$ 8.45
CARP LAKE.....			F 8.32
PELLSTON.....			F 8.16
ALANSON.....			F 8.00
KEGOMIC.....			7.45
PETOSKEY.....			\$ 7.40
FORMANS.....			7.27
WALLOON LAKE.....			F 7.16
BOYNE FALLS.....			7.06
ELMIRA.....			6.52
MANCELONA.....			F 6.34
KALKASKA.....			S 6.16
SO. BOARDMAN.....			6.01
FIFE LAKE.....			5.53
WALTON JCT.....			5.45
MANTON.....			5.29
BONDS.....			5.19
NORTH YARD.....			5.13
CADILLAC.....			\$ 5.10
TUSTIN.....			4.51
LEROY.....			4.45
KEEGAN.....			4.29
REED CITY.....			4.26
BIG RAPIDS.....			4.10
STANWOOD.....			3.58
HOWARD CITY.....			3.41
CEDAR SPRINGS.....			3.23
ROCKFORD.....			3.12
BELMONT.....			3.04
FULLER.....		7.31	2.52
MUSKEGON JCT.....		7.30	2.51
GRAND RAPIDS.....		\$ 7.20	2.40
GRAND RAPIDS.....	\$ 8.35		\$ 2.35
HUGHART.....	8.29		2.05
FISHER.....	8.23		1.58
MOLINE.....	8.12		1.46
WAYLAND.....	\$ 8.05		1.39
SHELBYVILLE.....	7.55		1.32
MARTIN.....	7.49		1.26
PLAINWELL.....	7.42		1.18
DOCK.....	7.30		1.06
KALAMAZOO.....	7.25		
KALAMAZOO.....	\$ 7.05		\$ 1.00
VICKSBURG.....	\$ 6.50		12.45
MENDON.....	6.34		12.32
STURGIS.....	6.15		12.12
STURGIS PASS. STA.....	\$ 6.14		12.11
HOWE.....	\$ 6.01		12.02
LAGRANGE.....	\$ 5.50		11.54
WOLCOTTVILLE.....	5.35		11.42
HOFFMAN.....	5.24		11.32
KENDALLVILLE.....	\$ 5.20		11.30
AVILLA.....	4.54		11.22
LAOTTO.....	4.49		11.14
HUNT.....	4.43		11.07
JUNCTION.....	4.30		10.55
FT. WAYNE.....	CST	\$ 3.25	\$ 9.50
	Leave	A. M.	A. M.
		DAILY EX. SUN.	DAILY EX. SUN.
		501	C&O 101
			P. M.
			519

Will Run
June 29
July 2, 6,
9, 13, 16,
20, 23, 27,
30,
Aug. 3, 6,
10, 13, 17,
20, 24, 27,
31,
Sept. 3,
10.

STATIONS	FIRST CLASS		Leave	
	GTW 56	GTW 22		
	DAILY	DAILY EX. SUN.		
MUSKEGON HGTS.— MUSKEGON (GTW).....	\$ 12.05	\$ 12.01		
SIMPSON (MR&NCO).....	12.07	12.03		
SHAW.....	12.08	12.04		
SULLIVAN.....	12.18	12.14		
RAVENNA.....	12.27	12.23		
CONKLIN.....	12.35	12.32		
WALKER.....	12.44	12.44		
PENN JCT.....				
MUSKEGON JCT.....				
GRAND RAPIDS.....				
Arrive	P. M.	A. M.		
	GTW 56	GTW 22		

MUSKEGON BRANCH—NORTHWARD

STATIONS	FIRST CLASS		Arrive	
	GTW 57	GTW 21		
	A. M.	P. M.		
MUSKEGON HTS.— MUSKEGON (GTW).....	\$ 6.45	\$ 7.15		
SIMPSON (MR&NCO).....	6.41	7.12		
SHAW.....	6.40	7.10		
SULLIVAN.....	6.25	6.56		
RAVENNA.....	6.16	6.46		
CONKLIN.....	6.05	6.36		
WALKER.....	5.51	6.24		
PENN JCT.....				
MUSKEGON JCT.....				
GRAND RAPIDS.....				
Leave	A. M.	P. M.		
	DAILY EX. SUN. GTW 57	DAILY GTW 21		

Passenger Highway Bus Service

Trips

Leave	To operate same date No. 519	Arrive
Kalkaska 6.30 A.M.		Traverse City 7.14 A.M.
Leave	To operate same date No. 520	Arrive
Traverse City 8.10 P.M.		Kalkaska 9.05 P.M.

TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
Crestline	8.00 A.M. to 11.59 P.M.	8.00 A.M. to 11.59 P.M.	8.00 A.M. to 11.59 P.M.
Bucyrus	8.00 A.M. to 5.00 P.M.	8.00 A.M. to 3.00 P.M.	Closed
Upper Sandusky	1.30 P.M. to 5.00 P.M. 7.00 P.M. to 5.30 A.M.	1.30 P.M. to 5.00 P.M. 7.00 P.M. to 5.30 A.M.	1.30 P.M. to 5.00 P.M. 8.15 P.M. to 5.30 A.M.
Ada*	8.00 A.M. to 12.00 Noon 1.00 P.M. to 5.00 P.M.	Closed	Closed
Lima	6.30 A.M. to 10.30 P.M.	6.30 A.M. to 10.30 P.M.	6.30 A.M. to 10.30 P.M.
Van Wert	7.00 A.M. to 6.30 P.M.	7.00 A.M. to 6.30 P.M.	10.00 A.M. to 1.00 P.M. 2.00 P.M. to 6.30 P.M.
Fort Wayne	Continuously	Continuously	Continuously
Columbia City*	7.00 A.M. to 4.00 P.M.	Closed	Closed
Warsaw	7.15 A.M. to 7.45 A.M. 10.00 A.M. to 10.30 A.M. 11.00 A.M. to 4.00 P.M. 5.00 P.M. to 8.00 P.M.	7.15 A.M. to 7.45 A.M. 10.00 A.M. to 10.30 A.M. 11.00 A.M. to 4.00 P.M. 5.00 P.M. to 8.00 P.M.	11.00 A.M. to 4.00 P.M. 5.00 P.M. to 8.00 P.M.
Plymouth	8.00 A.M. to 7.15 P.M.	9.45 A.M. to 2.00 P.M. 3.00 P.M. to 7.15 P.M.	9.45 A.M. to 1.00 P.M. 2.00 P.M. to 7.15 P.M.
Valparaiso	12.01 A.M. to 7.45 P.M.	12.01 A.M. to 7.45 P.M.	12.01 A.M. to 9.00 A.M. 10.45 A.M. to 7.45 P.M.
Grand Rapids	7.00 A.M. to 11.59 P.M.	7.00 A.M. to 11.59 P.M.	9.00 A.M. to 10.00 P.M.
Wayland*	7.30 A.M. to 4.30 P.M.	Closed	Closed
Kalamazoo	7.30 A.M. to 11.30 P.M.	Closed	Closed
Vicksburg	Continuously	Continuously	Continuously
Sturgis*	8.00 A.M. to 5.00 P.M.	Closed	Closed
Cadillac	8.00 A.M. to 5.00 P.M.	Closed	Closed
Petoskey	Mon., Tue., Thur., Fri. 8.30 A.M. to 5.00 P.M. Wednesday 7.30 A.M. to 7.45 P.M.	7.30 A.M. to 3.30 P.M.	2.00 P.M. to 7.45 P.M.
Harbor Springs	8.00 A.M. to 12.00 Noon 1.00 P.M. to 5.00 P.M.	Closed	Closed
Traverse City	8.00 A.M. to 12.00 Noon 1.00 P.M. to 5.00 P.M.	Closed	Closed
Mackinaw City	Continuously	Continuously	Continuously

*Closed Memorial, Independence, Labor Day, Thanksgiving, Christmas and New Year's Day.

U. S. MAIL WORK

STATIONS	Westward or Northward									Eastward or Southward			
	89	71	63	23	55	53	29	501	GTW 57	44	70	22	
Robinson													
Bucyrus						D				D		CD	
Nevada		CD				CD							
Upper Sandusky		CD					F			BD		D	
Kirby		CD				CD							
Forest		CD				CD	D					CD	
Dunkirk		CD				CD						CD	
Dola						CD	D					CD	
Ada						CD						CD	
Lafayette		CD				CD						CD	
Lima				*E			D						
Elida													
Delphos		CDB				CDB	D					CD	
Middlepoint		CD				CD				CD		CD	
Van Wert		CD			D		D					CD	
Convoy		CD								D		CD	
Dixon												CD	
Monroeville		CD				CD					C	CD	
Columbia City		CD				CDB						CA	
Pierceton		D				CD				D			
Warsaw		D	D				D					D	
Etna Green											C	CD	
Bourbon		D	CD							D		CD	
Plymouth				E	*E	D		D		BD		D	
Valparaiso				E	*E			D					
Wanatah												C	
Moline												D	
Bradley												D	
Shelbyville												D	
Martin												D	
Plainwell												D	
Mendon												B	
Wolcottville												B	
Ravenna												B	
Conklin												B	

A—Reduce speed to 50 miles per hour to pick up and discharge mail.
 B—Reduce speed to 20 miles per hour for the discharge of mail or newspapers.
 C—Mail caught from crane only.
 D—Mail delivered only.
 CD—Mail caught and delivered.
 E—Train stops Monday only, mail received or delivered, or both.
 F—Train stops daily, except Monday, mail received or delivered, or both.
 *—BM 70 car normally on No. 63 will be on No. 23, May 31, July 5, Sept. 6.
 NOTE—Letters and characters as used on this page have no reference to their application as provided for in special instructions 1004-A or 1004-B1.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority

STATIONS	Depart	CFW-5	LCL1	FW-21	NL-3	PC-5	PF-9	PF-7	FW-1	GR-7	FW-89	FW-9	FW-13	FW-83	BEC-1	ED-37	NY-1	NL-7	PYC-1	LCL-7	NL-5	
		(3)	(6)	(1)	(1)	(1)	(1)	(1)	(2)	(2)	(1)	(1)	(6)	(2)	(2)	(1)	(1)	(1)	(1)	(1)	(4)	(1)
		A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
CRESTLINE		8:45	6:10																			
WEST YARD		9:45	9:10						7:00													
COLSAN																						
LIMA							3:30															
ADAMS		1:15	12:30				4:30															
JUNCTION			12:15	6:30	7:00	5:30	6:00		5:00	8:30					4:15		10:45	11:00	3:15	5:10	3:45	
AUBURN							9:00								12:30		7:15	7:00	4:15			
VANDALE							10:45			11:00	3:45											
VAN																						
BOURBON																						
PLYMOUTH								11:00														
VALPARAISO											8:00											
BART		2:45	3:30	3:00	11:30	9:30						9:00					5:00					
CHICAGO				3:45	12:30	10:30						1:00					6:30					
Arrive			A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Monday. (4) Monday, Wednesday and Friday. (5) Tuesday, Thursday and Saturday. (6) Daily except Saturday. (a) When needed.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority

STATIONS	CS-8	FW-8	LCL-2	GRE-2	FW-2	GR-6	FW-10	FW-24	FW-26	FW-88	CP-8	FW-14	FW-82	ED-38	BEC-2	ED-12
	(1) A.M.	(3) P.M.	(2) A.M.	(1) P.M.	(2) P.M.	(1) A.M.	(6) P.M.	(1) A.M.	(1) P.M.	(1) A.M.	(1) P.M.	(2) P.M.	(2) A.M.	(1) A.M.	(1) P.M.	(1) A.M.
CRESTLINE	5.15	12.40	7.00	3.30					7.45		4.30			5.00	6.30	1.15
WEST YARD	3.30	11.40	6.00	2.00	3.00				4.30		2.15					
COLSAN									2.30							
LIMA	Lv. 12.30								12.30		11.00					
ADAMS	11.15	8.45	3.00	10.30	8.00	10.45				10.45	8.00		1.00			
JUNCTION	9.15	6.45	12.50	5.00		8.30	11.00						10.00			
AUBURN																
VANDALE																
VAN										4.45						
BOURBON						9.00						1.00				
PLYMOUTH						6.00										
VALPARAISO																
BART	5.40	4.00	10.00	1.00			5.45				4.45					
CHICAGO	1.30	1.00	9.15	9.30			5.00				2.00					
Depart	P.M.	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.	A.M.	P.M.	A.M.	A.M.	P.M.	P.M.	A.M.	P.M.	P.M.

(1) Daily. (2) Daily except Sun. (3) Daily except Mon. (4) Mon., Wed. and Fri. (5) Tues., Thurs. and Sat. (6) Daily except Saturday.

ARRANGED FREIGHT TRAIN SERVICE—SOUTHWARD

The time shown conveys no time-table authority.

STATIONS	GR-6	GR-20	GR-12	GR-2	GR-16	GR-10
	(1) P.M.	(1) P.M.	(3) P.M.	(3) P.M.	(a) P.M.	(2) A.M.
MACKINAW CITY	3.30					
HARBOR SPRINGS						
PETOSKEY	4.30					
MANCELONA					8.00	
TRAVERSE CITY						
WALTON JUNCTION						
LAKE CITY						
CADILLAC	7.30				10.30	
REED CITY	8.15		3.00			
MUSKEGON		7.45				
GRAND RAPIDS	11.30	10.00	6.30			9.00
KALAMAZOO	2.30	8.15				
VICKSBURG	4.15					2.00
STURGIS				W ^h ville 3.00		
KENDALLVILLE						
JUNCTION	8.30	4.30		5.30	P.M.	P.M.
Depart	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Saturday and Sunday. (a) When Needed. (6) Daily except Saturday.

ARRANGED FREIGHT TRAIN SERVICE—NORTHWARD

The time shown conveys no time-table authority.

STATIONS	GR-7	GR-19	GR-11	GR-1	GR-15	GR-9
	(1) P. M.	(1) A. M.	(3) P. M.	(3) P. M.	(a) P. M.	(2) P. M.
MACKINAW CITY	2.30					
HARBOR SPRINGS						
PETOSKEY	1.30					
MANCERONA					6.00	
TRAVERSE CITY						
WALTON JUNCTION						
LAKE CITY					4.00	
CADILLAC	9.15					
REED CITY	8.30			12.45		
MUSKEGON		3.00				
GRAND RAPIDS	5.15	12.30	7.30			6.30
KALAMAZOO	3.30	3.00				
VICKSBURG	2.00			W'ville 2.30		3.30
STURGIS						
KENDALLVILLE						
JUNCTION	11.00	6.00		10.45		
	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.

(1) Daily. (2) Daily except Sunday. (3) Daily except Saturday and Sunday. (a) When Needed.

SPECIAL INSTRUCTIONS GENERAL RULES

Personal Injuries

100R-2A. Medical Officers and Surgeons

Location	Name and Address	Telephone Number
Chicago.....	Dr. Walter Aye, Medical Officer Rooms, 246 and 251, Union Station Building.....	Central 7200 Local 348 and 349
Fort Wayne....	Dr. E. B. Hamilton, Medical Officer Office Hours: Monday, Tues- day, Wednesday, Thursday, Friday, 8 A. M. to 12 Noon and 1 P. M. to 5 P. M. Sat- urdays no Office Hours.	A-6441 Local 221
	Dr. D. R. Benninghoff, Surgeon Office, 207 Medical Center Bldg.....	A-5334 A-4570
	Dr. Eugene L. Bulson, Oculist, Office, 102 Medical Center Bldg.....	A-9431 H-3433
	Dr. Lynn W. Elston, Surgeon Office, 622 Medical Center Bldg.....	A-1140 H-2998
	Dr. Ralph W. Elston, Surgeon Office, 622 Medical Center Bldg.....	A-1140 H-4743
Crestline.....	1st Floor, Passgr. Sta.....	PRR 5585
Lima.....	Dr. Fred P. Berlin, Surgeon Office, 405 Cook Tower.....	73451 94631
	Dr. Lester C. Thomas, Surgeon Office, 405 Cook Tower.....	73451 78161

Location	Name and Address	Telephone Number
Columbia City..	Dr. John L. Langhor, Surgeon Office, 215 E. Van Buren St. Res., 302 N. Main St.....	678J 678L 108
Plymouth.....	Dr. P. R. Irey, Surgeon Office, N. Michigan Rd..... Res., 1020 Lincolnway.....	4430 9148
Valparaiso.....	Dr. Ralph C. Eades.....	368
Logansport.....	Dr. Earl W. Bailey, Co. Surgeon Office, 212-214 5 St..... Res., 2522 North St.....	4469 4498
Cleveland.....	Dr. T. B. Day, Medical Officer..... Office, 8604 Kinsman Ave.....	ENdicot 2121
Grand Rapids...	Dr. Louis Moriarty, Medical Officer..... Office, Penna. Bldg.	8-1161
	Dr. G. H. Southwick, Surgeon Office, 55 Sheldon Ave., S. E.... Res., 1935 San Lu Rae Dr.....	9-4347 9-4347
	Dr. Emil M. Roth, Surgeon Office, 55 Sheldon Ave., S. E.... Res., 319 Morris Ave., S. E....	9-4347 9-4347
Petoskey	Dr. Dean C. Burns Office, 314½ Howard St..... Res., 215 Division St.....	2556 3404
Cadillac.....	Dr. W. Joe Smith, Surgeon Office, 208 E. Harris St..... Res., 208 E. Harris St.....	224F1 224F2
Muskegon.....	Dr. Paul E. Medema Office, 1017 Sanford St..... Res., 1661 Clinton St..... If no answer call.....	2-3544 2-3544 2-3479
Kalamazoo.....	Dr. W. B. Crane, Surgeon Office, 420 South Rose St..... Res., Rte. 1, Richland, Mich....	5881 27F4
Kendallville....	Dr. H. O. Williams, Surgeon Office, 115 E. Rush St..... Res., 735 E. Mitchell St.....	40-J 40-M

100R-3A. Locations of Hospitals		
Location	Name and Address	Telephone Number
Crestline.....	Emergency Hospital West Main St.....	5001
Bucyrus.....	City Hospital 675 Sandusky Ave.....	5602
Upper Sandusky	Wyandote Memorial Hospital N. Sandusky Ave.....	895
Lima.....	Memorial Hospital Bellefontaine Ave.....	49111
	St. Rita Hospital High and Baxter Sts.....	49711
Van Wert	Van Wert County Hospital Chestnut St. & Central Ave...	2315
Fort Wayne....	Lutheran Hospital, 3024 Fairfield Avenue.....	H-1242
	St. Joseph Hospital, 730 W. Berry St.....	A-4121
	Parkview Memorial Hospital 2200 Randalia.....	E-7341
Columbia City	Linville Memorial Hospital 215 E. Van Buren St.....	678
Warsaw.....	McDonald Hospital East Center St.....	822
Plymouth.....	Park View Hospital North Michigan St.....	2178
Valparaiso.....	Porter Memorial Hospital La Porte Road.....	460
Auburn	Souders Hospital West 7th St.....	208
Garrett.....	Sacred Heart Hospital..... Ijam St.....	234
Petoskey.....	Little Traverse Hospital Connable Ave.....	2553
Traverse City...	Munson Hospital West 6th St.....	1240
Cadillac.....	Merey Hospital Oak and Hobart Sts.....	535 536
	Muskegon.....	Hackley Hospital Forest Ave.....	2-2624
Grand Rapids...	Butterworth Hospital Michigan St. and Bostwick Ave.	8-1281
	St. Mary's Hospital 250 Cherry St., S. E.....	9-3131
Kalamazoo.....	Borgess Hospital 1521 Gull Road.....	7181
	Bronson Hospital 224 E. Lovell.....	29821

100R-4A. First-Aid Boxes and Stretchers, Location of**First aid boxes:**

Passenger, Baggage, Mail and Cabin Cars.
 Passenger and Freight Stations.
 Engine Houses and M. of E. Shops.
 Wreck Trains.
 Track Cars.
 Power Plants and Sub-Station.
 Car Inspector's Offices.
 M. of W. Cabin and Camp Cars.
 Tool Houses.
 Block and Interlocking Stations.
 Yard Offices.

Stretchers:

Combine cars, Baggage cars and each Passenger train.
 Yard Offices.
 Enginehouses.
 M. of E. shops.
 Wreck Trains.

OPERATING RULES**STANDARD TIME**

1001-A1. Eastern and Central Standard Time apply on this Division.

TIME-TABLES**Letters and Characters**

1004-A. The following letters and characters in schedules indicate:

- S**—Regular stop.
- F**—Stop on signal to receive or discharge passengers.
- D**—Regular stop to discharge passengers.
- E**—Regular stop for express, mail or newspapers.
- K**—Regular stop, Sunday only.
- L**—Regular stop, Monday only.
- M**—Regular stop daily except Saturday and Sunday.
- N**—Regular stop daily except Sunday.
- No baggage service.
- ◇—Passenger train—No train baggageman.
- ‡—Indicates train that will not be operated on specified dates or holidays shown on schedule pages.

1004-B1.

- O**—Stop on signal to receive or discharge passengers to or from Pittsburgh and east.
- R**—Stop on signal to receive passengers for Chicago and points west.
- T**—Stop on signal to receive or discharge passengers from points east of Harrisburg.
- U**—Stop on signal to receive passengers for Canton and east.
- W**—Stop on signal to discharge pay passengers from Englewood or Chicago.
- ‡—Train may leave in advance of scheduled leaving time when station work is completed, except that trains making station stops to receive passengers will not leave ahead of scheduled arriving time.

TRAIN SIGNALS

1019-A1. Trains of Foreign Railroads may display train signals as required by the operating rules of their respective railroads when on this Division.

USE OF SIGNALS**Switch Stands Not Equipped With Lighted Switch Lamps or Reflectors**

1027-A1. Switch stands at the following locations are not equipped either with lighted lamps or reflectors.

Location	Main, Secondary Track or Siding	Switch
Harbor Springs	Secondary Track	All Switches
Falmouth	Secondary Track	All Switches

1035-A1. Switchtenders at Williams St., Grand Rapids will use green flag by day and green light by night for southward movements and yellow flag by day and yellow light by night for northward movements.

Fuseses And Torpedoes

1035-B1. On account of fire hazard lighted fuseses must not be displayed on bridges or trestles unless necessary to prevent an accident.

1035-C1. Minimum number of fuseses and torpedoes which must be carried as part of equipment in services indicated:

	Fuseses	Torpedoes
Passenger Service	6	12
Freight Service	18	24
Engines in Road Service	6	12
Engines in Shifting Service	3	6
Track Cars	3	6

NOTE—Additional fuseses and torpedoes must be carried when necessitated by weather conditions. In event that the supply becomes depleted during a trip, proper advance information must be given in order that the supply may be replenished at convenient points.

Facing Hand-operated Switches

1037-C. Train orders on main tracks and verbal permission of signalman when authorized by the Superintendent on secondary tracks must be used to advance a train or engine at a Manual Block signal which cannot be cleared where facing point hand-operated switches are connected with the signal.

Facing Hand-operated Switches connected with Manual Block Signal

1037-C1. Locations:

Block Station	Block Signal Governing Movement		Facing Switches Connected to Signal between
	Direction	Track	
Hoffman	Southward	Single	Hoffman Block Station and Kendallville
Wolcottville	Northward	Single	Wolcottville Block Station and southward distant signal
Sturgis	Northward	Single	Sturgis Block Station and south end siding incl.
Vicksburg	Southward	Single	Vicksburg Block Station and northward distant signal
Vicksburg	Northward	Single	Vicksburg Block Station and southward distant signal

NOTE—A train or engine receiving train order on main track or in the application of Rule 362 verbal permission of signalman on secondary track to pass a Manual Block Signal which cannot be cleared where facing hand-operated switches are connected with the signal, must be advised of the condition of the block ahead, and train or engine must approach such switches prepared to stop short of switches not properly lined.

SUPERIORITY OF TRAINS

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

GENERAL ORDERS

Bulletin Boards, Employes' Registers, Standard Clocks.

1075-A1. Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of Employes' Registers and Standard Clocks on this Division, also locations on this Division where General Orders of other Divisions will be posted and delivered:

Bulletin Board	Employes' Register	Standard Clock	Location	Other Divisions
X	X	X	Crestline—Telegraph Office	
X	X	X	Crestline—Eng. House	Pittsburgh Eastern Conemaugh Lake Panhandle
.....		
X	X	X	Crestline Yard Office	Pittsburgh Eastern Conemaugh Lake Panhandle
.....		
X	X	.....	Lima—Eng. Watchman Bldg.	.....
X	X	X	Fort Wayne—Eng. House	Chicago Cincinnati Columbus
.....		
X	X	X	Fort Wayne—Station	Chicago Cincinnati Columbus
.....		
X	X	X	Fort Wayne—Yard Office—Piqua Road	Chicago Cincinnati Columbus
.....		
X	X	.....	Fort Wayne—Anthony Blvd.	Chicago
X	X	.....	Columbia City—Engine Pit	Chicago
X	X	X	Valparaiso—Station	Chicago

Bulletin Board	Employer Register	Standard Clock	Location	Other Divisions
X	X	.....	Mackinaw City—Freight Office	.....
X	X	.....	Cadillac—Enginehouse	.....
X	X	X	Muskegon Heights Muskegon—Passenger Station	.....
X	X	X	Muskegon Heights—Henry St. Yard Office	.....
X	X	X	Enginehouse	.....
X	X	X	Commerce St. Bunk House	.....
X	X	X	Grand Rapids—Hughart Block Station	Cincinnati
X	X	X	Enginehouse	Columbus
X	X	X	Grand Rapids—Baggage Room	Cincinnati
X	X	X	.....	Columbus
X	X	.....	Kalamazoo—Yard Office	.....
X	.....	X	Grand Trunk Western Ry.	Ft. Wayne
X	.....	X	Durand—Telegraph Office	Ft. Wayne
X	.....	X	Enginehouse	
X	.....	X	Milwaukee Jct.—Enginehouse	

NOTE X indicates in service.

1075-A3. Standard Clocks At Other Points.

Train dispatcher's office.
Block Stations.

GENERAL ORDER ZONES

1075-A4. General Order Zones of this Division are as follows:
Zone EF—Between Division Post Eastern Division and West Yard inclusive.

Zone A—Between West Yard exclusive and Adams exclusive.

Zone B—Between Adams inclusive and Junction inclusive.

Zone C—Between Junction exclusive and Division Post Chicago Division. Main Line.

Zone D—Between Division Post Chicago Division and Vandale exclusive. Logansport Secondary Track.

Between Vandale exclusive and Butler.

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

Zone H—Grand Rapids Yard Limit.

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

Zone K—Muskegon Branch.

Qualification of Conductor Or Engineman

1075-A5. A conductor or an engineman who has not made a trip, either in service or a special trip in such manner as to keep posted on the physical characteristics of his own division, or a part of it, or over connecting divisions used in interdivisional service within a period of one year, must not be used on such portions of the road until he has made one or more trips. In such cases it will be necessary to go over the portion of the division involved, be examined and qualified by the proper division officer.

When a conductor or engineman makes a trip (not in service) for the purpose of retaining his qualifications he must notify the Superintendent in writing, giving necessary details, and have conductor or engineman witness his certification.

Conductors or enginemen extending their qualifications by making trips (not in service) must be reexamined after the expiration of one year.

MOVEMENT OF TRAINS

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

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

Yard Limits

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

Track	Yard	Between	and
Grand Rapids Branch	Mackinaw City	Mackinaw City	Mile Post 457
	Petoskey	Mile Post 427	Mile Post 422.4
	Mancelona	Mile Post 385.5	Mile Post 383
	Cadillac	Mile Post 334	Mile Post 330
	Reed City	Mile Post 304	Mile Post 301
	Big Rapids	Mile Post 292	Mile Post 289
	Rockford	Mile Post 249	Mile Post 245
	Grand Rapids	Mile Post 240.2	Mile Post 228
	Wayland	Mile Post 214	Mile Post 212
	Plainwell	Mile Post 197	Mile Post 196
	Kalamazoo	Mile Post 188.7	Mile Post 182.5
	Vicksburg	Mile Post 174	Mile Post 172
	Sturgis	Mile Post 151	Mile Post 148
	LaGrange	Mile Post 139	Mile Post 137.5
	Wolcottville	Mile Post 130.5	Mile Post 128
Kendallville	Mile Post 123	Mile Post 119	
Fort Wayne	Mile Post 95	Junction	
Muskegon Branch	Muskegon	Muskegon	Mile Post 35.6
	Grand Rapids	Mile Post 4.6	Mile Post 2.6
Traverse City Secondary Track	Traverse City	Traverse City	Mile Post 23.4
Logansport Secondary Track	Logansport	Fern	Van
	Columbia City	Vandale	Mile Post 53

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

Track	Between	And
No. 2 and No. 3	Division Post Eastern Division	Crestline
No. 1 and No. 2	Crestline	Mile Post 189.0
No. 1 and No. 2	Wabash	Mile Post 321.0

Authority to proceed as an extra.

1097-A1. Where Rules 261, 262, 263 and 264 are in effect, signal indication or permission of the signalman will be authority for a train to proceed as an extra.

When a train is to run as a Passenger Extra it will be notified by the signalman, except:

At Crestline passenger station by telegraph operator.

Non-interlocked Railroad Crossings At Grade.

1098-A1. Movement of trains or engines on tracks of this division over non-interlocked railroad crossings at grade will be governed as follows:

Location	Signals, Etc. Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
Denver: N. Y. C. & St. L.	Target Stop Board	Target Horizontal	Stop. Proceed indication: Target vertical, gate cleared. Indicated at night by red light.	
North Manchester: N. Y. C.	Stop Board	Stop	Stop. It must be known crossing is clear before using. Indicated at night by red light.	
LaOtto: Vandale Secondary Track	Target Stop Board	Target Horizontal	Stop. Proceed indication: Target horizontal, gate cleared. Target and gate operated by trainmen. Normal position of gate is for movement on Grand Rapids Branch.	
LaOtto: Grand Rapids Branch.	Gate Target	Clear Diagonal	Proceed not exceeding 10 miles per hour. Indicated at night by red lights.	
Cadillac: Gimlet track crossing with Ann Arbor	Gate	Clear	Stop before crossing. Indicated at night by red lights	
Big Rapids: Pennsylvania	Gate	Clear	Proceed not exceeding 15 miles per hour. Indicated at night by green lights.	
Comstock Park: Chesapeake & Ohio	Target	Vertical	Stop before crossing. Indicated at night by red lights.	
Fuller: Grand Trunk Western	Gate	Clear	Stop before crossing. Indicated at night by green lights.	
Grand Rapids: Lake Michigan Drive, New York Central	Target	Vertical	Stop before crossing. Indicated at night by red lights.	
Grand Rapids: Winter Street Chesapeake & Ohio	Target	Vertical	Stop before crossing. Indicated at night by red lights.	
Grand Rapids: Front Avenue New York Central	Gate	Clear	Proceed not exceeding 15 miles per hour. Indicated at night by green lights.	
Grand Rapids: Godfrey Mill Spur New York Central	None	None	Stop. It must be known that crossing is clear before using.	

Location	Signals, Etc. Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
Kalamazoo: New York Central	Target	Vertical	Stop before crossing. Indicated at night by red lights.	
Fort Wayne: New York Central	Gate and position light	More favorable than stop	Proceed not exceeding 10 miles per hour.	
Muskegon: Western Avenue Chesapeake & Ohio	Target	Horizontal	Stop before crossing.	
Muskegon: B-18 track, Chesapeake & Ohio	Gate	Clear	Stop before crossing.	
Muskegon: Henry St. Chesapeake & Ohio	Gate	Clear	Stop before crossing. Normal position of gates is for Chesapeake & Ohio.	
Muskegon Heights: Manahan Ave. Spur Chesapeake & Ohio	Gate	Clear	Stop before crossing. Normal position of gates is for Chesapeake & Ohio.	
Muskegon Heights: Park and Manahan Ave. Chesapeake & Ohio	None	None	Stop. It must be known that crossing is clear before using.	
Shaw: M.R. & N. Co.	Gate Gate	Clear Clear	Proceed not exceeding 15 miles per hour. Indicated at night by green lights.	

Automatic Highway Crossing Protection on Sidings, Yard or other Tracks

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

Track	Crossing	Location
Outbound engine track	Wiley St.	Crestline
Yard track	Wiley St.	Crestline
No. 3 track	Linker Crossing	Fort Wayne
No. 4 track	Linker Crossing	Fort Wayne
Westward siding	Fifth St.	Plymouth
Eastward siding	Fifth St.	Plymouth
Westward siding	Bariman St.	Plymouth
Eastward siding	Bariman St.	Plymouth
Running track	Sheridan St.	Petoskey
Running track	Emmet St.	Petoskey
Running track	Front St.	Grand Rapids
Running track	Scribner St.	Grand Rapids
Running track	Mount Vernon St.	Grand Rapids
Running track	Summer St.	Grand Rapids
Running track	Winter St. (Northward only)	Grand Rapids
Running track	Vine St.	Kalamazoo
Running track	Mill St.	Kalamazoo
Running track	Third St.	Kalamazoo
Running track	Walnut St.	Kalamazoo
Running track	Gibson St.	Kalamazoo
Running track	Michigan St.	Kalamazoo
Running track	Water St.	Kalamazoo
Running track	Kalamazoo Ave.	Kalamazoo
Running track	Ransom	Kalamazoo
Running track	North St.	Kalamazoo
Running track	Frank St.	Kalamazoo
Running track	Parsons St.	Kalamazoo
Running track	Bush St.	Kalamazoo
Running track	Patterson St.	Kalamazoo
Running track	Prouty St.	Kalamazoo

Locations at which Signs Mark Operating Limits of Automatic Crossing Protection

1103-A4. At the following locations, sign CC indicates point beyond which engines and cars will operate automatic crossing protection:

Track	Crossing	Location	Signs Located	Movement
No. 10	Napoleon St.	Valparaiso	South of track, 40 feet west of crossing.	Eastward
No. 10	Napoleon St.	Valparaiso	South of track, 28 feet east of crossing.	Westward
No. 10	Lafayette St.	Valparaiso	South of track, 77 feet west of crossing.	Eastward
No. 10	Lafayette St.	Valparaiso	South of track, 45 feet east of crossing.	Westward
Eastward Siding	Washington St.	Monroeville	South of track, 125 feet west of crossing.	Eastward
No. 6	Linker Crossing	Fort Wayne	South of track, 250 feet west of crossing.	Eastward
No. 3	Linker Crossing	Fort Wayne	North of track, 600 feet east of crossing.	Westward
No. 2	Fifth St.	Upper Sandusky	North of track, 145 feet west of water plug.	Westward
Eastward Siding	Fifth St.	Plymouth	South of track, 700 feet west of crossing.	Eastward

Track	Crossing	Location	Signs Located	Movement
West Storage	Fifth St.	Plymouth	North of track, 72 feet west of crossing.	Eastward
West Storage	Fifth St.	Plymouth	North of track, 62 feet east of crossing.	Westward
No. 2	Liberty St.	Plymouth	North of abrasive track, 502 feet east of crossing.	Westward

Interrupting Operation of Automatic Highway Crossing Protection Manually

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

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

Track	Crossing	Location	Control Device Located	Movements
No. 1	State St.	Delphos	In box on post, south side No. 1 track, east of State St.	Eastward and Westward
No. 2	U. S. 30	East of Convoy	In box on post, north side No. 2 track, west of U. S. 30.	Eastward and Westward
No. 1	U. S. 30	East of Convoy	In box on instrument case, south side of No. 1 track, west of U. S. 30.	Eastward and Westward
No. 1	Linker	Fort Wayne	Steel post south of tracks	Eastward
No. 2	Linker	Fort Wayne	Steel post north of tracks	Westward
No. 3	Linker	Fort Wayne	Steel post north of tracks	Westward
No. 4	Linker	Fort Wayne	Steel post south of tracks	Eastward
No. 1	First St.	Pierceton	In box on instrument case, south side No. 1 track, east of First St.	Eastward
No. 2	First St.	Pierceton	In box at elevator switch.	Westward
No. 2	First St.	Pierceton	In box on instrument case, south side No. 1 track, east of First St.	Westward
No. 1	Detroit St.	Warsaw	In box on post, south side of No. 1 track, east of Detroit St.	Eastward
No. 2	Detroit St.	Warsaw	In box on instrument case, north side No. 2 track, east of Detroit St.	Westward
No. 1	High St.	Warsaw	In box on instrument case, south side No. 1 track, west of High St.	Eastward
No. 2	High St.	Warsaw	In box on post, north side of No. 2 track, west of High St.	Westward
No. 1	Indiana St.	Warsaw	In box on instrument case, south side of No. 1 track, west of Indiana St.	Eastward
No. 2	Indiana St.	Warsaw	In box on post, north side of No. 2 track, west of Indiana St.	Westward
No. 1	Buffalo St.	Warsaw	In box on instrument case, south side of No. 1 track, west of Buffalo St.	Eastward
No. 2	Buffalo St.	Warsaw	In box on post, north side of No. 2 track, west of Buffalo St.	Westward
No. 1	Lake St.	Warsaw	In box on post, south side of No. 1 track and Street, west of Lake St.	Eastward
No. 2	Lake St.	Warsaw	In box on instrument case, north side of No. 2 track, west of Lake St.	Westward
No. 1	Union St.	Warsaw	In box on instrument case, south side of No. 1 track, west of Union St.	Eastward
No. 2	Union St.	Warsaw	In box on post, north side of siding, west of Union St.	Westward
No. 1	Mill St.	Bourbon	In box on instrument case, south side No. 1 track, west of Mill St.	Eastward and Westward
No. 2	Mill St.	Bourbon	In box on post, north side No. 2 track, east of Mill St.	Eastward and Westward
No. 1	Main St.	Bourbon	In box on instrument case, south side No. 1 track, east of Main St.	Eastward and Westward
No. 2	Main St.	Bourbon	In box on post, north side No. 2 track, east of Main St.	Eastward and Westward
No. 1	Bourbon St.	Bourbon	In box on instrument case, south side No. 1 track, east of Bourbon St.	Eastward and Westward

Track	Crossing	Location	Control Device Located	Movements
No. 2	Bourbon St.	Bourbon	In box on post, north of side track, east of Bourbon St.	Eastward and Westward
No. 1	Center St.	Bourbon	In box on instrument case, south side No. 1 track, east of Center St.	Eastward and Westward
No. 2	Center St.	Bourbon	In box on post, north of side track, west of Center St.	Eastward and Westward
E.B. Sdg.	Bariman St.	Plymouth	Relay case east of crossing	Eastward
W.B. Sdg.	Bariman St.	Plymouth	West Storage switch	Westward
No. 1	Stark St.	Hamlet	East of crossing	Eastward
W.B. Sdg.	Stark St.	Hamlet	East of crossing	Westward
No. 1	Franklin St.	Valparaiso	In box on instrument case, south side of No. 1 track, west of Franklin St.	Eastward and Westward
No. 2	Franklin St.	Valparaiso	In box on post, north side of No. 2 track, west of Franklin St.	Eastward and Westward
No. 1	Washington St.	Valparaiso	In box on instrument case, south side of No. 1 track, west of Washington St.	Eastward and Westward
No. 2	Washington St.	Valparaiso	In box on post, north side of No. 2 track, west of Washington St.	Eastward and Westward
No. 1	Lafayette St.	Valparaiso	In box on instrument case, south side of No. 1 track, west of Lafayette St.	Eastward and Westward
No. 2	Lafayette St.	Valparaiso	In box on post, north side of No. 2 track, east side of Lafayette St.	Eastward and Westward
No. 1	Napoleon St.	Valparaiso	In box on post, south side of tracks, east side of Napoleon St.	Eastward and Westward
No. 2	Napoleon St.	Valparaiso	In box on instrument case, north side of No. 2 track, east side of Napoleon St.	Eastward and Westward
Main	Petoskey St. State St. Michigan St.	Petoskey	Shelter box—west side State St. crossing	Switching
Main	Howard St. Mitchell St. Lake St.	Petoskey	Shelter box—west side Mitchell St. crossing.	Switching
Main	River St.	Cadillac	Shelter box—east side River St.	Switching
Main	North St.	Cadillac	Shelter box—east side North St.	Switching
Main	Bremer St.	Cadillac	Shelter box—east side Bremer St.	Switching
Main	Pine St.	Cadillac	Shelter box—east side Pine St.	Switching
Main	Mason St.	Cadillac	Shelter box—east side Mason St.	Switching
Main	Harris St.	Cadillac	Shelter box—east side Harris St.	Switching
Main	Slosson St.	Reed City	Shelter box—east side Slosson St.	Switching
Main	Todd St.	Reed City	Shelter box—east side Todd St.	Switching
Main	Lincoln St.	Reed City	Shelter box—east side Lincoln St.	Switching
Main	Summer St. Winter St.	Grand Rapids	Shelter box—on east side track.	Switching
Main	Vine St. Mill St.	Kalamazoo	Shelter box—west side of Vine St.	Switching
Main	Mossel Ave.	Kalamazoo	Shelter box—west side Mossel Ave.	Switching

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

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

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

Kalamazoo—Automatic highway crossing signals operate for both main track and siding.

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

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

Switch Located at	Connecting	With	Normal Position is for Movement
Fort Wayne Station	No. 45 track	No. 46 track	Straight
Muskegon Branch Shaw.	Main Track	M. R. & N. R. R.	Straight to Henry St.

1104-B1. Switch tenders are stationed at and have charge of main track switches as indicated.

Location	Switches
Winter St.	From Winter St. to Gay St., including No. 3 track and crossovers between Nos. 1 and 4 tracks.
Grand Rapids-Wealthy St. Jct.	Crossover, Junction and A-2 track switches and derail.
Grand Rapids-Williams St.	Junction switch Bartlett St. Junction, crossover switches, Union Station tracks 1 to 7. Connection to N. Y. C.

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

Winter St.—Signalman Wabash.

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

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

1104-C1. Signalmen in charge of main track hand operated switches when block station is open:

Location	Switches
Fuller	Cross-over switches to Chesapeake & Ohio Ry. main track.

Hand Operated Switches Equipped with Electric Locks

1104-D1. The following switches are equipped with electric lock; permission to unlock must be obtained from signalman before switch lock is removed from keeper.

Location	Switch	Controlled by
Crestline East of station	Facing crossover Nos. 1 to 2 tracks. Facing crossover Nos. 2 to 1 tracks. Trailing crossover between Nos. 2 and 3 tracks. Facing switch No. 3 to No. 5 tracks. Trailing switch No. 1 to N. Y. C. interchange track.	Crestline
Robinson	Trailing switch No. 1 to station siding.	Crestline
Colsan	Trailing switch No. 3 to Johnson track.	Colsan
Colsan	Trailing switch No. 3 to Shunk track.	Colsan
Colsan	Facing switch No. 2 to freight station.	Colsan
Lima	Trailing switch No. 2 to B. & O. wye.	Lima
Delphos	Trailing crossover No. 1 to No. 12 tracks. Facing switch No. 1 to No. 12 tracks.	Delphos
Piqua Road	Facing crossover Nos. 2 to 3 tracks. Trailing crossover Nos. 2 to 3 tracks. Trailing crossover Nos. 2 to 1 tracks. Facing crossovers Nos. 1 to 4 tracks. Trailing crossover Nos. 1 to 4 tracks. Facing crossover Nos. 1 to 2 tracks.	Wabash
Winter St.	Facing crossover Nos. 2 to 3 tracks. Trailing crossover Nos. 1 to 4 tracks. Facing and trailing crossovers Nos. 1 to 2 tracks. Trailing crossovers Nos. 2 to 3 tracks. Facing crossovers Nos. 1 to 4 tracks.	Wabash
Fort Wayne East of station	Trailing crossover Nos. 2 to 46 tracks. Facing switch Nos. 2 to 46 tracks. Trailing crossover Nos. 2 to 3 tracks. Facing crossover Nos. 2 to 1 tracks. Facing crossover Nos. 1 to 4 tracks. Trailing crossovers Nos. 1 to 46 tracks.	Wabash
Fort Wayne West of station	Facing crossover Nos. 1 to 4 tracks. Trailing crossover Nos. 2 to 3 tracks. Facing switch Nos. 1 to 46 tracks. Trailing switch Nos. 2 to 45 tracks.	Wabash
Hanna	Facing switch No. 3 to back track.	Hanna
Fort Wayne Grand Rapids Branch N. Y. C. & St. L. Crossing	Facing switch for southward trains leading to Main St. team track.	Runnion Ave. N. Y. C. & St. L.

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

Location	Switches
Lima	Trailing crossover between Nos. 1 and 2 tracks East of Block signal 2634.
Lima	Facing switch No. 1 track to West end Eastward siding.

NOTE—The switch lock on these switches must not be removed from keeper until after permission has been obtained from signalman. Instructions for operation of switches will be posted in telephone box or at other convenient location adjacent to switch.

Track Assignments 1151-A1. Single Track.

Track	Between	And
Grand Rapids Branch	Mackinaw City	Junction
Muskegon Branch	Shaw	Muskegon Jct.

1151-B1. Two or More Tracks.

Current of traffic is as follows:

Between:	No. 3 Track	No. 2 Track	No. 1 Track
Division Post Chicago Division and Colsan		Westward	Eastward
Colsan and Signal 1929	Westward Freight	Westward Passenger	Eastward
Signal 1929 and Crestline		Westward	Eastward
Crestline and Division Post Eastern Division	Westward	Eastward Passenger	Eastward Freight

NOTE—Tracks are numbered from south to north

1151-C1. Secondary Tracks of Assigned Direction.

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission from	Note
No. 3	West Yard	Signal 1929	Westward	Crestline	Crestline	(3)
No. 4	Junction	Winter St.	Eastward	Wabash	Wabash	(1)
No. 4	Linker	Adams	Eastward	Wabash	Wabash	(1)
No. 3	Hanna	Wanatah	Westward	Hanna	Hanna	(2)

Signalmen must keep record for secondary tracks under their jurisdiction and report thereon all movements showing engine number, direction, place and time track is occupied or cleared.

NOTE 1—At Adams, Wabash and Junction the authority to use No. 4 track will be given by signal indication. At other points permission must be obtained from Signalman Wabash to use this track.

NOTE 2—Eastward movements made on signal indication at Wanatah.

NOTE 3—Signal indicated at West Yard will be the authority to use No. 3 track in the assigned direction.

1151-D1. Secondary Tracks of No Assigned Direction.

Track	Between	And	Controlled by	Note
Vandale (E)	Vandale	Auburn	Vandale	
Logansport (E)	Van	Vandale	South Whitley Hoover	1
Falmouth (S)	Falmouth	Missaukee Jct.	Cadillac	
Traverse City (N)	Walton Jct.	Traverse City	Cadillac	1
Harbor Springs (N)	Kegomic	Harbor Springs	Petoskey	1
Running Track (S)	Second Ave. Interlocking	Hughart Yard	Switch-tender Wealthy St.	
Running Track (S)	Williams St.	Second Ave. Jct. via Wealthy St. Jct.	Switch-tender Wealthy St.	
Running Track (W)	Wealthy St. Jct.	Sunnyside Ave.	Switch-tender Wealthy St.	
No. 3 Track (W)	Adams	Piqua	Wabash	2
No. 3 Track (W)	Winter St.	Junction	Wabash	2
No. 5 Track (W)	Linker	Piqua	Adams Wabash	

Signalmen must keep record for secondary tracks under their jurisdiction and report thereon all movements showing engine number, direction, place and time track is occupied or cleared.

(N) (E) (S) (W) Indicates time-table direction, from point first named.

NOTE 1. Fifth paragraph, Rule 105 and Rules 201 to 223 inclusive, will not apply. All other Rules as they apply to main tracks and sidings are in effect. Extra trains, except passenger extras, will run on verbal permission of the signalman when authorized by the superintendent; authority for movement of passenger extras must be in writing.

NOTE 2. At Adams, Wabash and Junction the authority to use No. 3 Track will be given by signal indication. At other points permission must be obtained from Signalman Wabash to use this track.

1151-E1. Employees in charge of sidings of assigned direction as follows:

Siding	Employee in Charge	NOTE
Antrim—Eastward	Signalman Upper Sandusky	
Upper Sandusky—Westward	Signalman Upper Sandusky	
West Upper Sandusky—Eastward	Signalman Upper Sandusky	
Dunkirk—Westward	Signalman Dunkirk	
Dola—Eastward	Signalman Dunkirk	
Lima—Eastward	Signalman Delphos	

Siding	Employee in Charge	NOTE
East Delphos—Westward	Signalman Delphos	
Delphos—Eastward	Signalman Delphos	
Middlepoint—Eastward	Signalman Estry	
Middlepoint—Westward	Signalman Delphos	
Richey—Westward	Signalman Estry	
West Monroeville—Eastward	Signalman Estry	
Arcola—Westward	Signalman Junction	
Vandale—Westward	Signalman Vandale	
West Vandale—Eastward	Signalman Vandale	
Berlin—Eastward	Signalman Warsaw	
Berlin—Westward	Signalman Vandale	
West Warsaw—Eastward	Signalman Warsaw	
West Warsaw—Westward	Signalman Warsaw	
Plymouth—Westward	Signalman Plymouth	
West Plymouth—Eastward	Signalman Plymouth	
Hamlet—Eastward	Signalman Hamlet	
Hamlet—Westward	Signalman Hamlet	
Wanatah—Eastward	Signalman Wanatah	
East Bart—Westward	Signalman Bart	
Bart—Eastward	Signalman Bart	

FREIGHT TRAIN OPERATIONS

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

When an emergency application of the brakes occurs from the train, instruction 28 of the 99 D-1 Brake and Train Air Signal Instructions must be complied with.

Operation of A-2 Caboose Valve.

Service Application: Move the valve handle from release toward application position, being sure to hesitate 10 seconds in each notched position before moving on to the next notch. The first movement of the handle locks the valve so it cannot be moved back to closed position. After the train has stopped, the valve can be unlocked by moving the handle to the extreme application position.

Emergency Application: Move the valve handle quickly from release to extreme application position and leave it there until after the train has stopped.

The practice of making brake applications from the rear of freight trains should be avoided except in cases of real necessity. Trainmen must endeavor to attract the engine-man's attention by signaling before applying the brakes from

	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.
Miles per Hour										
Grand Rapids Branch Between: Mile Post 151 and Mile Post 148	55	40								
Mile Post 148 and Mile Post 139	60	40								
Mile Post 139 and Mile Post 137.5	55	40								
Mi. Post 137.5 and Mi. Post 130.5	60	40								
Mile Post 130.5 and Mile Post 128	55	40								
Mile Post 128 and Mile Post 123	60	40								
Mile Post 123 and Mile Post 119	55	40								
Mile Post 119 and Mile Post 95	60	40								
Mile Post 95 and Junction	55	40								
Muskegon Branch Between: Shaw and Walker	45	35								
Walker and Mile Post 4	40	30								
Mile Post 4 and Muskegon Jct.	20	20								

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

1157-C2. Wreck trains.		
	Boom Trailing	Boom Forward
	Miles per Hour	
Main Line Between: Division Post (Eastern Division) and Division Post (Chicago Division).....	50	40
Grand Rapids Branch Between: Mackinaw City and Grand Rapids..... Grand Rapids and Junction.....	30 35	20 25
Muskegon Branch Between: Shaw and Muskegon Jct.....	30	20
Traverse City Secondary Track Between: Traverse City and Walton Jct.....	20	20
Harbor Springs Secondary Track Between: Harbor Springs and Kegomic.....	15	15

1157-C3. Work Trains.

	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
Main Line Between: Division Post (Eastern Division) and Division Post (Chicago Division).....	30	20	20
Grand Rapids Branch Between: Mackinaw City and Grand Rapids Grand Rapids and Junction.....	30 30	20 20	20 20
Muskegon Branch Between: Shaw and Muskegon Jct.....	30	20	20
Traverse City Secondary Track Between: Traverse City and Walton Jct.....	20	20	20
Harbor Springs Secondary Track Between: Harbor Springs and Kegomic.....	15	15	15

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

Main Line	Miles per Hour
1157-C4. Circus Trains.....	* 30
1157-C5. Revenue Trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Rule 4155-A. —on straight track.....	* 30
—on curves.....	20
1157-C6. Freight trains that consist entirely of mineral freight, or have a mineral freight fillout of more than 50 cars in a solid block.....	* 35
Freight trains that consist of one or more class HK, HM or HMA cars loaded with iron ore.....	30
Freight trains that consist of one or more cars other than class HK, HM or HMA loaded with iron ore, or those handling empty class HK, HM or HMA cars....	35
When handling such trains, conductors must know that enginemen have been so advised. NOTE—Class HK, HM and HMA cars are short open top type hopper cars designed for exclusive handling of iron ore.	
1157-C7. Snow Plows in service.....	* 20
Snow Flangers in service.....	* 20
Passing station platforms and trains on adjacent tracks..	5
* NOTE—When operating over territory other than Main Line, shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.	
1157-C8. Operating against current of traffic, except where Rule 261 is in effect—Passenger Trains.....	55
—Freight Trains.....	45
1157-C10. Trains consisting of 50 per cent or more P.R.R. cars of MP-54 and MBM-62 types or Long Island Railroad cars of P-54 type.....	65
NOTE—For purpose of identification, P.R.R. suburban cars of MP-54 and MBM-62 types are shorter than through service cars, and are not equipped with buffer diaphragms. Long Island Railroad suburban cars of P-54 type are shorter than the through service cars but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet. When handling such cars conductors must know that enginemen have been properly advised.	
1157-C11. Passenger train assisted by an engine on rear and air brake controlled by leading engine.....	30
1157-C12. Pushing Cars—Passenger Trains.....	30
—Freight Trains.....	20
1157-C13. Track Cars—unless otherwise restricted.....	20
—when hauling track cars or trailers.....	15
—hand cars operated under Rule 80.....	8
—through crossovers and turnouts, and over highway and railroad crossings.....	5
1157-C15. Passenger trains and freight trains Diesel engines when operated from rear unit..	30

1157-C25. Cars carrying major calibre gun barrels shall be placed on front end of train and the movement of such cars restricted to not exceeding the following speeds:

	Breech End Forward	Breech End Trailing
	Miles per Hour	
Main Line Between: Division Post (Eastern Division) and Division Post (Chicago Division)		
Passenger tracks.....	50	20
Freight tracks.....	50	20
Grand Rapids Branch Between: Junction and Mackinaw City...	40	20
Muskegon Branch Between: Shaw and Muskegon Jct.....	30	20

When conditions require, speed restrictions of less than those specified above shall be made effective by local instruction. When handling such cars, conductors must know that enginemen have been so advised.

TURNOUTS

1157-D1. Maximum speeds, unless otherwise specified.

	Miles per Hour	
Non-interlocked turnouts—diverging movements, except class M1 engines over No. 8 crossovers and turnouts...	10	
	Miles per Hour	
	Forward	Backward
Class M1 engines through No. 8 crossovers or turnouts must not exceed speed indicated.....	5	5
This will apply to all hand operated and interlocked crossovers and turnouts.		

CURVES, BRIDGES, ETC.

1157-F1. Maximum speeds, unless otherwise specified.

Main Line:	Miles per Hour
All curves between Mile Posts 188 and 190.....	30
Reverse curve one mile west of Crestline.....	40
Curve just east of Bucyrus station.....	60
Upper Sandusky C. & O. R. R. crossing.....	40
Lima B. & O. crossing.....	20
Lima—Public Grade crossings between Cole Street, 7500 feet west of station, and Pine Street, 850 feet east of station, both inclusive.....	35
Curve just west of Van Wert station.....	40
Fort Wayne—Wabash Ry. crossing.....	30
LOGANSFORT SECONDARY TRACK	
Logansport—Third and Sixth street crossings.....	5
Reverse curve two miles east of Logansport.....	20
C. & O. Crossing—Hoover.....	20
Grand Rapids Branch:	
Curve at Mile Post 457.....	30
First curve south of Mile Post 455.....	30
Levering Station curve.....	30
Curve at Mile Post 447.....	30
First curve south of Mile Post 434.....	30
Curves between Mile Posts 427 and 425.....	30
Mile Post 425 to Mile Post 424.....	10
Mile Post 424 to Mile Post 423.....	20
Curve at Mile Post 422.....	30
Reverse curves between Mile Post 379 and Mile Post 377.....	30
Curves between Mile Post 358 and Mile Post 356.....	40
First curve south Mile Post 341.....	30
First curve north Mile Post 339.....	30
First curve north Mile Post 338.....	30
Mile Post 333 to Mile Post 330.....	20
First curve south Mile Post 329.....	40
Curves between Mile Post 326 and Mile Post 324.....	30
Curve south Mile Post 316.....	40
First and second curves south LeRoy station.....	40
C. & O. Ry. crossing—Reed City.....	20
Curves between one-quarter mile north of Mile Post 277 Mile Post 276.....	40
Mile Post 237 to Mile Post 231.....	20
Between Wealthy and Buchanan Streets, Grand Rapids.....	10
Reverse curves south Mile Post 230.....	35
Reverse curves south Mile Post 229.....	35
Curves between Mile Post 222 and Mile Post 221.....	50
First curve north Mile Post 203.....	45
Curve at Mile Post 204.....	50
Reverse curves between Mile Post 201 and Mile Post 200.....	40
First curve north Mile Post 199.....	50
First curve north Mile Post 198.....	50
N.Y.C.R.R. crossing—Plainwell.....	20
Mile Post 187 to Mile Post 184.....	10
First curve south Austin Lake.....	50
Mile Post 174 to Mile Post 172.....	25
Curve at Mendon.....	50
N.Y.C.R.R. crossing—Wasepi.....	20
Curves between one-half mile north of Mile Post 154 and Mile Post 153.....	50
N. Y. C. Crossing—Sturgis.....	20
Wabash Ry. Crossing—Wolcottville—Northward.....	20
Wabash Ry. Crossing—Wolcottville—Southward.....	40
Curves between Mile Post 128 and Mile Post 127.....	50
Reverse curves north Mile Post 124.....	50
Mile Post 121 and Mile Post 124.....	30
N. Y. C. Crossing—Kendallville—Northward only.....	20
First curve north Mile Post 116.....	50
Reverse curves south Mile Post 96.....	50
First curve north Mile Post 94.....	40
Curve at Junction.....	30

	Miles per Hour
Muskegon Branch:	
Muskegon—Sixth St., Commerce St. and Peck St.....	8
First curve south Ravenna.....	30
Penn. Jct.—Northward.....	20
Curve at Walker Road—between Mile post 5 and Mile Post 4.....	30

ENGINES

1157-G1. Maximum Speeds, unless otherwise Restricted.

Class Steam Engines	Miles per Hour		
	Backward	Forward—Light	Forward—with train
A.....	15	15	15
B.....	20	20	20
C.....	20	20	20
E.....	35	50	70
G.....	35	50	70
H.....	35	40	50
I.....	25	40	50
J.....	25	40	50
K.....	35	50	70
L.....	25	40	50
M.....	35	50	50
N.....	25	40	50
Q.....	25	40	50
T.....	35	50	70
Rail Motor Cars	60	60	60

Single Unit	Class Diesel Engines				Miles per Hour	
	Two or More Units				Light	With Train
AP-20	AP-40	AP-60	.....	60	75
.....	.....	BP-60T	.....	60	75
BP-20	BP-40	BP-60	.....	60	75
EP-20	EP-40	EP-60	.....	60	75
EP-22	EP-45	.....	.....	60	75
FP-20	FP-40	FP-60	.....	60	75
EF-15	EF-30	EF-45	EF-60	60	75	
AF-15	AF-30	AF-45	AF-60	50	65	
AF-16	AF-32	AF-48	AF-64	50	65	
BF-15	BF-30	BF-45	BF-60	50	65	
BF-16	BF-32	BF-48	BF-64	50	65	
.....	BH-50	.....	.....	60	70
EF-15	EF-30	EF-45	EF-60	50	65	
EF-15A	EF-30A	EF-45A	EF-60A	50	65	
EH-15	EH-30	EH-45	EH-60	40	50	
FF-16	FF-32	FF-48	.....	50	65
FF-20	FF-40	FF-60	.....	50	65
AS-6	.....	.....	.....	50	50
BS-6	.....	.....	.....	50	50
ES-6	.....	.....	.....	50	50
AS-10	.....	.....	.....	50	50
BS-10	.....	.....	.....	50	50
BS-10as	.....	.....	.....	50	60
ES-10	.....	.....	.....	50	50
ES-12	.....	.....	.....	50	50
FS-10	.....	.....	.....	50	50
FS-20	.....	.....	.....	50	50
GS-4	.....	.....	.....	30	30
LS-25	.....	.....	.....	50	50
AS-16ms	.....	.....	.....	50	65
A-6	.....	.....	.....	20	20
A6-B	.....	.....	.....	20	20

NOTE—**Road Diesel Engines.**

First letter designates builder:

"A"—American Locomotive Works—General Electric Company.

"B"—Baldwin-Lima-Hamilton Corporation.

"E"—Electro-Motive Division of General Motors Corporation.

"F"—Fairbanks, Morse and Company.

"L"—Lima-Hamilton Corporation.

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

"F"—Freight.

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

"P"—Passenger.

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

"S"—Switcher.

Numerals indicate engine horsepower in nearest hundreds:

"15"—1500 Horsepower. "40"—4000 Horsepower.

"16"—1600 Horsepower. "45"—4500 Horsepower.

"20"—2000 Horsepower. "48"—4800 Horsepower.

"22"—2250 Horsepower. "50"—5000 Horsepower.

"30"—3000 Horsepower. "60"—6000 Horsepower.

"32"—3200 Horsepower. "64"—6400 Horsepower.

Final letter indicates special features as follows:

"T"—Tonnage rating increased.

Yard Diesel Engines.

The first letter indicates the same as for road diesel engines.

The second letter indicates the service (shifting).

The numeral indicates the horsepower.

For example:

"A"—American Locomotive Company.

"S"—Shifting service.

"6"—600 or 660 horsepower.

SECONDARY TRACKS AND SIDINGS**1157-H1. Maximum speeds, unless otherwise specified.**

Track	Between	And	Miles per Hour
No. 3.....	West Yard.....	Signal 1929.....	30
No. 3.....	Adams.....	Linker.....	30
No. 3.....	Linker.....	Piqua.....	15
No. 3.....	Winter St.....	Junction.....	30
No. 5.....	Linker.....	Piqua.....	20
No. 3.....	Hanna.....	Wanatah.....	20
No. 4.....	Junction.....	Winter St.....	30
No. 4.....	Linker.....	Adams.....	30
Vandale Secondary Track.....	Vandale.....	MP56.....	8
		MP75.....	20
		MP83.....	15
Falmouth Secondary Track.....	Falmouth.....	Missaukee Jct.....	15
Logansport Secondary Track..	Van.....	Fern.....	15
	Fern.....	Vandale.....	30
Traverse City Secondary Track.....	Walton Jct.....	MP15.....	30
		MP24.....	20
		MP24.....	8
Harbor Springs Secondary Track.....	Harbor Springs...	Kegomic.....	25
Running Track...	Second Ave.		
	Interlocking...	Hughart Yard	15
All Sidings.....			15

1157-J1. Movements on tracks, other than main, secondary and sidings must be made at Restricted speed.**ENGINE RESTRICTIONS****1160-A1. Engines are restricted at locations shown below:****NOTE—Letters and figures indicate:****X—Prohibited.****R—Restricted account of light rail.****A—Backward movement prohibited.**

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

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

Diesel engines having less units than the number listed for that class may be operated under the same restrictions.

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
	AS6 AS10 BS10 ES12 ES15	AS16 BS16 FS16	LS25 BS24	G-5 H	J	K	L	BP 60 M	N	AP BP EP FP	AF BF EF FH EH	Q T		
Main Line CRESTLINE:														
Laengs Tract.....					X	X	X	X	X	X		X	X	
Crestline Equity Co....			R	X	X	X	X	X	X	X		X	X	
BUCYRUS:														
Bucyrus Rubber Co....					X	X	X	X	X	X		X	X	
Reid Elevator.....					X	X	X	X	X	X		X	X	
NEVADA:														
Station (curve at east end).....					X	X	X	X	X			X		
UPPER SANDUSKY:														
North side (west of Eighth St.).....					X	X	X	X	X	X		X	X	
No. 2 yard.....					X	X	X	X	X	X		X	X	
No. 3 yard.....					X	X	X	X	X	X		X	X	
No. 4 yard.....					X	X	X	X	X	X		X	X	
Stephen Lumber Co....					X	X	X	X	X	X		X	X	
C. & O. Ry. Wye (both).....					X	X	X	X	X	X		X	X	
FOREST:														
Mill.....					X	X	X	X	X	X		X	X	
N. Y. C. south Wye..					X	X	X	X	X	X		X	X	
DUNKIRK:														
Crossover to quarry at Walnut St.....					X	X	X	X	X	X		X	X	
South Station.....					X	X	X	X	X	X		X	X	
N. Y. C. Wye.....					X	X	X	X	X	X		X	X	
ADA:														
Stock.....					X	X	X	X	X	X		X	X	
Farmers Exchange.....					X	X	X	X	X	X		X	X	
LAFAYETTE:														
Elevator (east of stock pens).....					X	R	R	R	R	R		R		
LIMA:														
D. T. & I. Wye.....			R	X	X	X	X	X	X	X		X	X	
Lima Brewing Co.....			R	X	X	X	X	X	X	X		X	X	
Edge (west of derailed).....				X				X	X			X		
B. & O. R. R. Wye (both).....				X				X	X			X		
St. Louis Honey siding.....				X	X	X	X	X	X			X		
Turnout from No. 1 track east of freight station.....				X				X	X			X		
All tracks south of freight house and extension.....					X	X	X	X	X	X		X	X	
Ohio Power Co.....			R	X	X	X	X	X	X	X		X	X	
Lima Sheet Metal Co.....				X	X	X	X	X	X			X	X	
Lima Lumber Co.....				X	X			X				X		
Peoples Fuel & Supply Co. (east of Main St.).....				X	X	X	X	X	X			X		
ELIDA:														
All tracks north No. 2 track.....					X	X	X	X	X			X		

LOCATION	CLASS OF ENGINES												Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
	AS6 AS10 BS10 ES12 ES15	AS16 BS16 FS20	LS25 BS24	G-5 H	J	K	L	BP 60 M	N	AP BP EP FP	AF BF EF FF EH	Q T	
BRIDGE 287.13: ¼ mile west of Elida...	50	50	50	50	40	75	50	60	50	75	75	50	
AUGLAIZE: Shenk Grain Co.....					X	X	X	X	X			X	
DELPHOS: Delphos Mfg. Co..... A. C. Y. R. R. Wye N. Y. C. & St. L. Ry. Interchange.....			R		X	X	X	X	X			X	X
MIDDLEPOINT: McGinnis Oil Co..... Nos. 1, 2 and 4 quarry (west of road crossing)			X	X	X	X	X	X	X	X	X	X	X
VAN WERT: Marsh Foundation..... Marathon Gas and Oil Co..... Kennedy Mfg. Co..... Ewing Lumber Co..... Kennedy to Ewing or reverse..... Team..... E. J. Evans..... Dull Lumber Co..... C. N. Ry. Wye..... Shell Petroleum..... Standard Oil Co..... Weiker Grain Co.....					X	X	X	X	X	X	X	X	X
CONVOY: Hall Lumber Co..... Station (east of Hall Lumber Co. switch).. Equity Elevator.....					X	X	X	X	X	X	X	X	X
MONROEVILLE: Equity Elevator.....					X	X	X	X	X			X	
FORT WAYNE: Old C. H. & D. (east of engine house)..... Old C. H. & D. (east end to west end of lead No. 9)..... Nos. 23, 25, 27 and 29 yard (west end)..... No. 41 yard (west end). Nos. 1 and 2 Strip (west of steel shop).. No. 2 Car shop..... Nos. 35, 37, 39 and 43 (yard tracks)..... Nos. 4, 6, 8 and 10 Freight House..... Dudlo Co..... Lead to Rolling Mill..					X	X	X	X	X	X	X	X	X
COLUMBIA CITY: Whitley Prod..... Goss Track..... Standard Oil Co.....					X	X	X	X	X	X	X	X	X
WINONA LAKE: No. 3 track..... Litchfield Creamery Track.....	X	X	X		X	X	X	X	X	X	X	X	X
WARSAW: N. Y. C. Wye..... Indiana Public Service Co..... Gast Coal Co.....					X	X	X	X	X	X	X	X	X
PLYMOUTH: Abrasive Co. (north track).....					X	X	X	X	X			X	
HANNA: C. & O. Wye..... Station (east of Thomp- son St.).....					X	X	X	X	X	X	X	X	X
WANATAH: Wanatah Merc..... C. I. & L. Ry. Wye.....					X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES												Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
	AS6 AS10 BS10 ES12 ES15	AS16 BS16 FS20	LS25 BS24	G-5 H	J	K	L	BP 60 M	N	AP BP EP FP	AF BF EF FF EH	Q T	
VALPARAISO: Penny Elevator..... Ind. Const. Matl. Co....					X	X	X	X	X			X	X
LOGANSPOUT SEC- ONDARY TRACK:													
BRIDGE 0.83: ¼ mile east of Van....	30	30	30	30	30	30	30	30	30	30	30	30	15
BRIDGE 1.27: ¼ mile east of Van....	30	30	30	30	30	30	30	30	30	30	30	30	15
BRIDGE 3.03: 3 miles east of Van....	30	30	30	30	30	30	30	30	30	30	30	30	15
BRIDGE 6.92: 3 miles west of Hoover.	30	30	30	30	30	30	30	30	30	30	30	30	15
BRIDGE 7.59: 2½ miles west of Hoover	30	30	30	30	30	30	30	30	30	30	30	30	15
BRIDGE 8.57: 1½ miles west of Hoover	30	30	30	30	30	30	30	30	30	30	30	30	15
HOOVER: C. & O. Ry. Wye track.					X	X	X	X				X	
BRIDGE 11.51: 1½ miles east of Hoover	30	30	30	30	30	30	30	30	30	30	30	30	15
MEXICO: Elevator track.....					X	X	X					X	
DENVER: Nickel Plate R. R. Wye track..... Wilkinson Lumber Co. track.....					X	X	X	X	X			X	
BRIDGE 18.11: Denver.....	30	30	30	30	30	30	30	30	30	30	30	30	15
BRIDGE 20.19: 2 miles east of Denver..	30	30	30	30	30	30	30	30	30	30	30	30	15
BRIDGE 21.72: 3½ miles east of Denver	30	30	30	30	30	30	30	30	30	30	30	30	15
ROANN: Elevator track.....					X	X	X	X				X	
BRIDGE 30.29: 3 miles east of Roann...	30	30	30	30	30	30	30	30	30	30	30	30	15
NEWTON: Erie R. R. Wye track..					X	X	X	X				X	
NO. MANCHESTER: A. F. Henkel track..... N. Y. C. Wye track..... Miley Co. track..... North Team track..... Elevator track..... Gas plant track..... Franz Lumber Co. track Manchester College track.....					X	X	X	X	X	X	X	X	X
BRIDGE 40.34: 3 miles east of North Manchester.....	30	30	30	30	30	30	30	30	30	30	30	30	15
SOUTH WHITLEY: Farmer's Elevator.....					X	X	X					X	
BRIDGE 47.62: ½ mile east of South Whitley.....	30	30	30	30	30	30	30	30	30	30	30	30	15
VANDELE SECOND- ARY TRACK: Between La Otto and Auburn..... Between Auburn and Butler.....					X	X	X	X	X	R	R	X	

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
	AS6 AS10 BS10 ES12 ES15	AS16 BS16 FS20	LS25 BS24	G-5 H	J	K	L	BP 60 M	N	AP BP EP FP	AF BF EF FF EH	Q T		
BRIDGE 215.27: 2.33 miles south of Moline.....	40	40	40	40	X	40	40	30	40	40	40	X	X	
BRIDGE 214.86: 2.74 miles south of Moline.....	40	40	40	40	X	40	40	30	40	40	40	X	X	
BRIDGE 214.24: 1.25 miles north of Wayland.....	40	40	40	40	X	40	40	30	40	40	40	X	X	
BRIDGE 214.00: 1.00 mile north of Wayland.....	40	40	40	40	X	40	40	30	40	40	40	X	X	
WAYLAND: East Milk tracks.....					X	X	X	X	X			X		
BRIDGE 201.87: 1.23 miles south of Martin.....	40	40	40	40	X	40	40	30	40	40	40	X	X	
BRIDGE 199.91: 3.19 miles south of Martin.....	40	40	40	40	X	40	40	30	40	40	40	X	X	
PLAINWELL: Michigan Paper Co. tracks..... Michigan Paper Co. track No. 6 beyond coal pit.....				X	X	X	X	X	X	X	X	X	X	
BRIDGE 194.82: 1.88 miles south of Plainwell.....	40	40	40	40	X	40	40	30	40	40	40	X	X	
BRIDGE 188.80: 1.70 miles north of Dock.....	40	40	40	40	X	40	40	30	40	40	40	X	X	
BRIDGE 188.16: 1.06 miles north of Dock.....	40	40	40	40	X	40	40	30	40	40	40	X	X	
KALAMAZOO: All industrial tracks except Vant Rohrer... East Team track No. 1 of industrial crane... New House track No. 1.....				5	X	X	X	X	X	X	5	5	X	
BRIDGE 185.20: 0.20 mile south of Kalamazoo.....	10	10	10	10	X	10	10	10	10	10	10	X	X	
BRIDGE 173.76: 0.76 mile north of Vicksburg.....	25	25	25	25	X	25	25	25	25	25	25	X	X	
VICKSBURG: Elevator track off north wye... Lee Paper Co.....					X	X	X	X	X	X		X		
BRIDGE 171.12: 1.88 miles south of Vicksburg.....	40	40	40	40	X	40	40	30	40	40	40	X	X	
BRIDGE 169.19: 3.81 miles south of Vicksburg.....	40	40	40	40	X	40	40	30	40	40	40	X	X	
BRIDGE 168.59: 4.41 miles south of Vicksburg.....	40	40	40	40	X	40	40	30	40	40	40	X	X	
BRIDGE 167.95: 5.05 miles south of Vicksburg.....	40	40	40	40	X	40	40	30	40	40	40	X	X	
BRIDGE 159.63: 0.13 mile north of Wasepi.....	40	40	40	40	X	40	40	30	40	40	40	X	X	
BRIDGE 157.46: 0.44 mile south of Nottawa.....	40	40	40	40	X	40	40	30	40	40	40	X	X	

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
	AS6 AS10 BS10 ES12 ES15	AS16 BS16 FS20	LS25 BS24	G-5 H	J	K	L	BP 60 M	N	AP BP EP FP	AF BF EF FF EH	Q T		
STURGIS: Weatherseal track..... Freeland track..... Elevator track..... M. & R. Dietetics track No. 3 from 100 ft. south of highway crossing to south end of track.....					X	X	X	X	X			X	X	
BRIDGE 145.63: 3.77 miles south of Sturgis.....	40	40	40	40	X	40	40	30	40	40	40	X	X	
BRIDGE 143.12: 0.58 mile south of Howe.....	40	40	40	40	X	40	40	30	40	40	40	X	X	
WOLCOTTVILLE: North Wye beyond Transfer House switch South Wye connection Wabash R. R..... North leg Gravel Pit wye..... Northern Indiana Sand & Gravel Co. pit tracks office building.....					X	X	X	X	X	5A	5A	X	X	
BRIDGE 127.38: 0.08 mile north of Rome City.....	40	40	40	40	X	40	40	30	40	40	40	X	X	
BRIDGE 120.32: 0.12 mile north of Kenadville.....	40	40	40	40	X	40	40	30	40	40	40	X	X	
KENDALLVILLE: McCray Storage tracks 1 and 2..... Kendallville Foundry track..... Home Coal Co. track..... Hauff Coal Co. track..... Mitten track..... Newmans Foundry track, Noble track.....					X	X	X	X	X	X	X	X	X	
BRIDGE 118.75: 1.45 miles south of Kendallville.....	40	40	40	40	X	40	40	30	40	40	40	X	X	
BRIDGE 118.51: 1.69 miles south of Kendallville.....	40	40	40	40	X	40	40	30	40	40	40	X	X	
AVILLA: B. & O. R. R. wye from east line of highway crossing to connection with B. & O. R. R. Elevator tracks.....					X	5A	5A	X	5A	X		X	X	
BRIDGE 112.84: 0.78 mile south of Avilla.....	40	40	40	40	X	40	40	30	40	40	40	X	X	
BRIDGE 112.44: 1.16 miles south of Avilla.....	40	40	40	40	X	40	40	30	40	40	40	X	X	
BRIDGE 107.60: 1.10 miles south of LaOtto.....	40	40	40	40	X	40	40	30	40	40	40	X	X	
BRIDGE 105.66: 1.56 miles north of Huntertown.....	40	40	40	40	X	40	40	30	40	40	40	X	X	
BRIDGE 104.32: 0.22 mile north of Huntertown.....	40	40	40	40	X	40	40	30	40	40	40	X	X	
BRIDGE 97.68: 2.02 miles south of Wallen.....	40	40	40	40	X	40	40	30	40	40	40	X	X	
BRIDGE 95.67: 2.30 miles north of Junction.....	40	40	40	40	X	40	40	30	40	40	40	X	X	

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
	AS6 AS10 BS10 ES12 ES15	AS18 BS16 FS20	LS25 BS24	G-5 H	J	K	L	BP 60 M	N	AP BP EP FP	AF BF EF FF EH	Q T		
FORT WAYNE: Mayflower Mills track... Coppock Lumber Co. tracks..... Standard Lumber Co. tracks..... Hoffman Lumber Co. track..... Essex Coal Co. track.....					X	X	X	X	X			X		
HARBOR SPRINGS SECONDARY TRACK: HARBOR SPRINGS: Electric Light track and all tracks west of Bay St.....					X	X	X	X	X			X		
TRAVERSE CITY SECONDARY TRACK: TRAVERSE CITY: Cherry Growers track.....					X	X	X	X	X			X		
BRIDGE 14.81: 2.21 miles north of Mayfield.....	25	25	25	25	X	X	X	X	X	25	25	X	X	
BRIDGE 11.80: 0.80 mile south of Mayfield.....	25	25	25	25	X	X	X	X	X	25	25	X	X	
Muskegon Branch MUSKEGON: Lead to C. & O. Horn track south of West- ern Ave..... Dock Station tracks 400 feet north of Western Ave..... Muskegon Heights ex- tension south of con- nection with M. R. & N. Co. near Hume Ave.....					X	X	X	X	X			X		
MUSKEGON HEIGHTS: Fitzjohn and Chamber of Commerce track 800 feet north of derail.....					X	X	X	X	X			X		
BRIDGE 33.74: 2.76 miles south of Shaw.....	40	35	35	35	X	40	35	30	35	40	35	X	X	
BRIDGE 27.56: 0.24 mile south of Sullivan.....	40	35	35	35	X	40	35	30	35	40	35	X	X	
BRIDGE 26.63: 1.17 miles south of Sullivan.....	40	35	35	35	X	40	35	35	35	40	35	X	X	
BRIDGE 25.63: 2.17 miles south of Sullivan.....	40	35	35	35	X	40	35	30	35	40	35	X	X	
BRIDGE 25.18: 2.62 miles south of Sullivan.....	40	35	35	35	X	40	35	30	35	40	35	X	X	
BRIDGE 24.86: 2.46 miles north of Ravenna.....	40	35	35	35	X	40	35	30	35	40	35	X	X	
BRIDGE 22.19: 0.21 mile south of Ravenna.....	40	35	35	35	X	40	35	30	35	40	35	X	X	
BRIDGE 20.19: 2.31 miles south of Ravenna.....	40	35	35	35	X	40	35	30	35	40	35	X	X	
BRIDGE 18.30: 1.22 miles north of Conklin.....	40	35	35	35	X	40	35	30	35	40	35	X	X	
BRIDGE 16.95: 0.25 mile south of Conklin.....	40	35	35	35	X	40	35	30	35	40	35	X	X	

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of over 15,000 Gallons with 6-Wheel Trucks
	AS6 AS10 BS10 ES12 ES15	AS18 BS16 FS20	LS25 BS24	G-5 H	J	K	L	BP 60 M	N	AP BP EP FP	AF BF EF FF EH	Q T		
BRIDGE 16.57: 0.63 mile south of Conklin.....	40	35	35	35	X	40	35	30	35	40	35	X	X	
BRIDGE 16.52: 0.63 mile south of Conklin.....	40	35	35	35	X	40	35	30	35	40	35	X	X	
BRIDGE 15.41: 1.79 miles south of Conklin.....	40	35	35	35	X	40	35	30	35	40	35	X	X	
BRIDGE 14.81: 2.39 miles south of Conklin.....	40	35	35	35	X	40	35	30	35	40	35	X	X	
BRIDGE 14.63: 2.57 miles south of Conklin.....	40	35	35	35	X	40	35	30	35	40	35	X	X	
BRIDGE 13.67: 3.53 miles south of Conklin.....	40	35	35	35	X	40	35	30	35	40	35	X	X	
BRIDGE 13.40: 4.40 miles north of Penn. Junction.....	40	35	35	35	X	40	35	30	35	40	35	X	X	
BRIDGE 4.65: 3.35 miles south of Penn. Junction.....	40	30	30	30	X	30	30	30	30	40	30	X	X	
BRIDGE 4.60: 1.91 miles north of Muskegon Jct.....	40	30	30	30	X	30	30	30	30	30	30	X	X	
BRIDGE 3.85: 1.16 miles north of Muskegon Jct.....	20	20	20	20	X	20	20	20	20	20	20	X	X	
MUSKEGON JCT.: All station and indus- trial track.....					X	X	X	X	X			X		

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

Main Line or Branch	Between	And	Bridge	Note
Main Line	—	—	Delphos	
	—	—	New Delphos Mfg. Co. Trestle	
Logansport Secondary Track	—	—	0.83	1
	—	—	1.27	1
	—	—	3.03	1
	—	—	6.92	1
	—	—	7.59	1
	—	—	8.57	1
	—	—	11.51	1
	—	—	18.11	1
	—	—	20.19	1
	—	—	21.72	1
	—	—	30.29	1
	—	—	40.34	1
	—	—	47.62	1
Vandale Secondary Track	—	—	56.73	1
	—	—	73.01	1
	LaOtto	Butler	—	
Grand Rapids Branch	—	—	97.58	
Grand Rapids Branch	—	—	185.20 Side Track	
Grand Rapids Branch	—	—	234.33	2
Grand Rapids Branch	North of and including		236.79	
Muskegon Branch	—	—	3.13 Standard Oil siding	
Muskegon Branch	—	—	4.65	
Muskegon Branch	—	—	14.63	

In territory where J-1 engines are permitted to operate, 250 ton derrick may be moved under the same restrictions as apply J-1 engines. The derrick must be separated from the engine by at least 2 cars, which may be loaded.

In territory where M-1 engines are permitted to operate, 250 ton derrick may be moved under the same restrictions as apply M-1 engines. The derrick must be separated from the engine by at least 2 cars, which may be loaded.

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

Note 2. Not exceeding 10 miles per hour.

Overhead Clearance.

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

Main Line:

Fort Wayne	Coal Dock
Fort Wayne, Gay Street	Bridge MP319
East of Coesse	Bridge 333.70
East of Larwill	Bridge 346.13
East Valparaiso	Bridge 423.31

Grand Rapids Branch:

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

Muskegon Branch:

G.T.W. Penn. Jct.	Overhead Bridge 8.92
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1163-B2. Unless adjacent tracks are clear, the following classes of engines must be operated with extreme care between the points indicated below:

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

MOVEMENT BY TRAIN ORDERS

1201-A1. Location of Train Dispatchers—

Fort Wayne.

Train Dispatchers in charge as follows:
Main Line Bart to Crestline

Branches:	Secondary Tracks:
Grand Rapids	Vandale
Muskegon	Logansport
	Traverse City
	Harbor Springs

SIGNAL RULES

Movement of Trains in the same direction by Block Signals
1251-A1. Rules 251, 253 and 254 in effect:

	Track	Between	And
Main Line	No. 1 and No. 2	Division Post Chicago Di- vision	Colsan
	No. 1	Colsan	West Yard
	No. 3	West Robinson	West Yard
	No. 1, No. 2 and No. 3	Crestline	Division Post Eastern Division

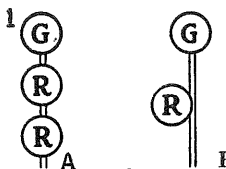
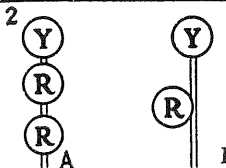

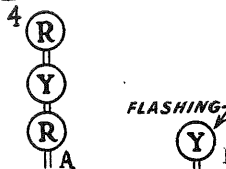
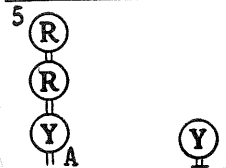
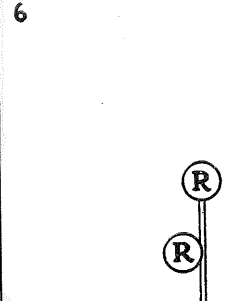
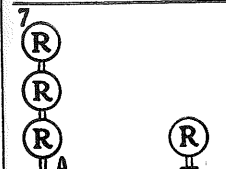
Opposing and following movement of trains by Block Signals
1261-A1. Rules 261, 262, 263 and 264 in effect:

	Track	Between	And
Main Line	No. 2	Colsan	West Yard
	No. 3	Colsan	West Robinson
	No. 1 and No. 2	West Yard	Crestline

1280-A to 1294-A1. Signal aspects not in conformity with typical aspects, in service:

COLOR LIGHT TYPE SIGNALS

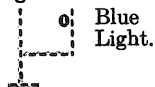
NOTE: G—Green. Y—Yellow. R—Red.

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

Color Light Type Signals in Service:

Track	Between	And
No. 1	Automatic Block Signal 3882	Plymouth
No. 2	Automatic Block Signal 3817	West Plymouth

Signal



Blue Light. Indication: One track intervenes between signal and track it governs. In service as follows: Cadillac.



Name: Take siding indicator.

Indication: Take siding.

Location:
Upper Sandusky Eastward trains take siding Antrim.



Name: Take siding indicator.

Indication: Take siding.

Location:

Signal 2848 west of Middlepoint—Eastward trains take siding Middlepoint.

Delphos—Westward trains take siding Middlepoint.

Signal 3628 west of Warsaw — Eastward trains take siding Warsaw.

Delphos—Eastward trains take siding Lima.

Indications: White & Green Light—
Trains scheduled to stop on signal. Stop for passengers.

White Light—No passengers.

Location:

Plymouth—West end eastward siding for eastward trains.

Valparaiso—Signal 4252 for eastward trains.



Indication: Stop.
Name: Stop Board.

MANUAL BLOCK SIGNAL SYSTEM

1305-A1. Rules 305 to 373, inclusive, are in effect as follows, except that Rules 316 and 317 will apply only on portions of the Division as specified:

	Track	Between	And
Grand Rapids Branch	Single	Mackinaw City	End of Block sign—748 feet north of Grand Rapids
	Single	End of Block sign—1487 feet south of Grand Rapids	Junction
Muskegon Branch	Single	Shaw	Muskegon Jct.
Logansport	Secondary	Van	Vandale
Traverse City	Secondary	Traverse City	Walton Junction
Harbor Springs	Secondary	Harbor Springs	Kegomic

1317-A1. Rule 317 will apply:

On Single Track.

On Secondary Tracks between points listed under Special Instructions 1305-A1.

For Movements Against Current of Traffic

Main Line—Between Bart and Colsan.

Between Colsan and West Yard on No. 1 track.

Between West Robinson and Signal 1929 on No. 3 track.

AUTOMATIC BLOCK SIGNAL SYSTEM

1501-A1. Rules 501 to 512, inclusive, are in effect on portions of the Division as follows:

For movements with the current of traffic.

	Track	Between	And
Main Line	No. 1 and No. 2	Division Post Chicago Division	Colsan
	No. 1, No. 2 and No. 3	Colsan	West Yard
	No. 1 and No. 2	West Yard	Crestline
	No. 1, No. 2 and No. 3	Crestline	Division Post Eastern Division

For movements against current of traffic.

	Track	Between	And
Main Line	No. 2	Colsan	West Yard
	No. 1 and No. 2	West Yard	Crestline
	No. 3	Colsan	West Robinson

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

Located	Track	Obtain Clearance Card (Form C) or train order through Signalman at:
1500 ft. East of MP 277	No. 1	Delphos
2500 ft. East of MP 319	No. 2	WP
1595 ft. East of MP 319	No. 1	WP
1625 ft. East of MP 320	No. 1	WP
435 ft. East of MP 320	No. 2	WP
1435 ft. West of MP 320	No. 1	WP

INTERLOCKING

1650-A2. At railroad crossings protected by automatic interlocking, employes will be governed as follows:

PLAINWELL

When a train is stopped by the home signal and there is no train approaching on the New York Central Railroad, or should no other cause for detaining the train be known, the Conductor will, after a thorough understanding with the engineman, arrange for manual operation of the signal by operating P.R.R. time release, marked "P.R.R. T.E.", located in box, marked "P.R.R.", which is locked with switch lock, on the north end of the west relay case at the railroad crossing. If, after the expiration of three (3) minutes, the signal does not display proceed indication, the train may then proceed over the crossing under stop signal with flag protection, and make a report to the superintendent.

If for any reason it becomes necessary to uncouple a train, stop must be made sufficient distance back of home signal to allow for train to clear the Interlocking while such movements are made, and also to permit engine to clear Interlocking when recoupling to train.

After northward movement is made, southward movement back to train is made by using push button located in box on southward home signal. Box to be locked with a switch lock. After southward movement is made, northward movement back to train is made by using push button located in box on northward home signal. Box to be locked with a switch lock. After northward or southward movement is made by use of a push button, the time release, in the box at the crossing, must be operated to display a proceed indication after train is coupled.

Cars must not be left standing between home signals. Instructions for manual operation of signals are posted in time release box.

Track cars must stop at home signal, motor stopped and pushed over the crossing under stop signal after it is known there is no movement approaching on the New York Central Railroad.

Home Division.....Name.....Occupation.....

QUALIFIED FOR SERVICE

PART OF ZONE QUALIFIED FOR

ZONE

DIVISION

**THE PENNSYLVANIA RAILROAD
FORT WAYNE DIVISION**

Fort Wayne, Indiana, 1954

GENERAL ORDER NO. 601

Effective 12:01 A.M., CST, 1:01 A.M., EST,

Sunday April 25, 1954

Applies in All Zones

- (a) Time-Table No. 6 in effect. It contains the necessary instructions issued in general orders up to and including No. 512, all of which must be removed from bulletin boards.

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

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

Applies in Zone EF

- (b) MAIN LINE

CRESTLINE

Trailing hand-operated crossover in No. 2 track, leading to Yard track, located 580 feet west of M.P. 190, out of service.

Special Instruction 1104-D1, changed.

Applies in Zone C

- (c) MAIN LINE

BERLIN

Facing hand-operated switch in No. 1 track, west end of eastward siding, out of service.

Special Instruction 1104-D2, changed.

- (d) MAIN LINE

HAMLET

Signal indications changed.

Low home signal, located 500 feet west of Hamlet Interlocking Tower, governing eastward movement on No. 2 track, changed to display:

Rule 292, Fig. B.

Rule 290, Fig. B.

Rule 288, Fig. B, added.

Rule 287, Fig. A, added.

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

H. H. VAUGHN,
Superintendent.

THINK

What is **YOUR**

ATTITUDE

Toward

SAFETY?

FORT WAYNE DIVISION TIME-TABLE No. 6

THE PENNSYLVANIA RAILROAD

WESTERN REGION

FORT WAYNE DIVISION

Time-Table No. 6

In effect {1.01 A. M., EST} Sunday, April 25, 1954
{12.01 A. M., CST}

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

Between Crestline and Fort Wayne
Between Junction and Mackinaw City

CENTRAL STANDARD TIME

Between Fort Wayne and Bart

J. D. MORRIS,
General Manager.

R. L. AGNEW,
Acting Supt. Passenger Transportation.

W. C. ALLEN,
General Supt. Transportation.

C. J. FLAHERTY,
Supt. Freight Transportation.

H. H. VAUGHN,
Superintendent.