

THE PENNSYLVANIA RAILROAD

WESTERN REGION

NORTHWESTERN DIVISION

LOGANSPORT DIVISION

Time-Table No. 11

In effect 12.01 A. M., Sunday, September 26, 1948

FOR THE GOVERNMENT OF EMPLOYEES ONLY

CENTRAL STANDARD TIME

J. P. NEWELL,
General Manager.

BOYD WILSON,
Supt. Pass. Transportation.

M. S. SMITH,
General Superintendent.

W. C. ALLEN,
Supt. Frt. Transportation.

C. W. WHISTLER,
Superintendent.

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MAIN LINE

Interlocking	Interlocking Station	Block Stations	Block-Limit Station	STATIONS	Distance from Columbus	Sidings Assigned direction. Car Capacity 45 ft. cars		
						East	West	Both
X	X	X		COLUMBUS (Cols. Div.)				
				BRADFORD	83.0			
				DIVISION POST (Cols.Div.)	83.2			
				HORATIO	88.6			
				STELVIDEO	90.0			
X				PIKEVILLE	92.9			
				MEEKER	95.2			
				WOODINGTON	96.8			
X	X	X		UNION CITY	104.0		136	
				SARATOGA	110.4			
X	X	X		RIDGEVILLE	117.5		154	
X				WEST RIDGEVILLE	118.3			
				POWERS	121.4			
X	X	X		REDKEY	125.1			
				DUNKIRK	128.7			
				MILL GROVE	132.8			
				HARTFORD CITY	138.4	252	176	
				UPLAND	145.4			
				GAS CITY	152.6			
				BETHEVAN	155.1			
X	X	X		KENT	157.2	49	182	
				MARION	157.6			
				BECKER	160.0			
				SWEETSER	163.5			
				CONVERSE	169.0	144		
				AMBOY	172.3			
				NORTH GROVE	174.4			
X				McGRAWSVILLE	177.2			
				BUNKER HILL	182.3			
				ONWARD	187.6			
X	X	X		ANOKA	192.8			
X	X	X		RACE	196.4			
			X	FOURTEENTH STREET	197.0			
				ELM	197.5			
			X	LOGANSPORT	197.7			
				FORT	198.0			
X	X	X		VAN	198.9			
				KENNETH	203.4			
				DEASY	206.6			
				ROYAL CENTER	211.1			
				THORNHOPE	215.7			
				STAR CITY	219.3	147	118	
				WINAMAC	225.2			
				RIPLEY	229.8			
X	X	X		DENHAM	234.1			
				NORTH JUDSON	239.9	146	152	
X	X	X		ENGLISH LAKE	244.2			
X	X	X		LA CROSSE	249.2			
				KOUTS	256.1		455	
X				SANDY HOOK	258.5			
				AYNES	260.0	213		
				AYLESWORTH	260.7			
				HEBRON	265.4			
				LEROY	270.0			
				CROWN POINT	276.3			
				DIVISION POST (C.T.Div.)	282.8			
X	X	X		SCHERERVILLE(C.T.Div.)	282.9			
				HARTSDALE	284.5	143	143	
				CHICAGO	314.1			

NOTE.—X Indicates in Service.

Block Stations open continuously, except:

Fort	Closed	Daily 7.00 A. M. to 11.00 A. M. 7.00 P. M. to 11.00 P. M.
------	--------	--

Interlockings—Remote controlled, operated From:

Interlocking	Operated From
West Ridgeville Aynes	Ridgeville Kouts

Interlockings—Automatic:

Interlocking	Operated From
Bunker Hill Meeker	Bunker Hill Meeker

Employes in Charge of Sidings of
Assigned Direction as follows:

Siding	Employe in Charge	NOTE
Union City—Westward	Signalman Union City	
Ridgeville—Westward	Signalman Ridgeville	
Hartford City—Westward	Signalman Red Key	
Hartford City—Eastward	Signalman Kent	
Kent—Westward and Eastward	Signalman Kent	
Converse—Eastward	Signalman Anoka	
Star City—Westward	Signalman Van	
Star City—Eastward	Signalman North Judson	
North Judson—Westward and Eastward	Signalman North Judson	
Kouts—Westward	Signalman Kouts	1
Aynes—Eastward	Signalman Kouts	

NOTE 1. Fixed signal indication at Aynes will be authority to use siding in reverse direction.

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

Logansport Passenger Station; CW office—Continuously for passenger trains only.

SOUTH BEND BRANCH

Interlocking	Interlocking Station	Block Stations	Block-Limit Station	STATIONS	Distance from Logansport	Sidings Assigned direction. Car Capacity 45 ft. cars		
						East	West	Both
				LOGANSPORT.....				
X	X	X		VAN.....	1.2			
				FERN.....	2.5			
				LUCERNE.....	11.0			
				GRASS CREEK.....	16.5			
				KEWANNA.....	21.4			24
X	X			KEWANNA INT. STA.....	21.7			
				BRUCE LAKE.....	25.0			
X	X	X		DE LONG.....	29.7			
				CULVER.....	35.5			
X	X	X		HIBBARD.....	38.4			43
				TWIN LAKES.....	41.5			
X	X	X		PLYMOUTH.....	45.7			
				MARSHALL.....	46.8			97
X	X	X		LAPAZ JUNCTION.....	54.0			76
X	X	X		LAKEVILLE.....	58.9			21
			X	DE.....	68.9			
				SOUTH BEND.....	69.0			

NOTE.—X Indicates in Service.

Block-Limit stations controlled by open block stations.

Block-Limit Station	Controlled by
DE	Lakeville—Continuously

The direction from South Bend to Logansport is eastward.

EFFNER BRANCH

Interlocking	Interlocking Station	Block Stations	Block-Limit Station	STATIONS	Distance from Logansport	Sidings Assigned direction. Car Capacity 45 ft. cars		
						East	West	Both
			X	LOGANSPORT				
				KENNETH	5.7			
				LAKE CIECOTT	8.7			
				BURNETTSTVILLE	12.1			
				IDAVILLE	15.1			
			X	MONTICELLO	21.2			36
				REYNOLDS	26.9			
				SEAFIELD	32.8			
				WOLCOTT	35.8			37
		X		REMINGTON	41.5			23
		X		GOODLAND	48.9			23
				PERKINS	52.7			
				NEWTON	53.1			
				KENTLAND	57.0			
X	X			KENTLAND INT. STATION	57.2			56
			X	SA	60.2			
				EFFNER	61.2			

NOTE.—X Indicates in Service.

Block stations open continuously except:

Remington	Closed	Daily except Sunday, 3.00 P.M. to 7.00 A.M. Sunday Continuously
Goodland	Closed	Daily except Sunday, 3.00 P.M. to 7.00 A.M. Sunday Continuously

Block-Limit stations controlled by open block stations.

Block-Limit Station	Controlled by Signalman	Period Operated
Kenneth	Van	Continuously
Monticello	Van	Continuously
SA	Daily except Sunday, Goodland 7.00 A. M. to 3.00 P. M. Van 3.00 P. M. to 7.00 A. M.	Continuously
	Sunday Van		Continuously

The direction from Effner to Logansport is eastward.

BRADFORD TO SCHERERVILLE

STATIONS	FIRST CLASS			
	◇*237 DAILY	◇201 DAILY	◇*307 DAILY	
	Leave A. M.	A. M.	A. M.	
COLUMBUS(Col.Div.) (E.T.)				
BRADFORD.....(C.T.)				
MEEKER.....				
WOODINGTON.....				
UNION CITY.....				
SARATOGA.....				
RIDGEVILLE.....				
WEST RIDGEVILLE.....		1.52		
REDKEY.....		2.02		
DUNKIRK.....				
MILL GROVE.....				
HARTFORD CITY.....				
UPLAND.....				
GAS CITY.....				
KENT.....		2.41		
MARION.....		S● 2.42		
SWEETSER.....				
CONVERSE.....				
AMBOY.....				
NORTH GROVE.....				
McGRAWSVILLE.....				
BUNKER HILL.....				
ONWARD.....				
ANOKA.....	2.40	3.37		
RACE.....	2.45	3.42		
LOGANSFORT.....	S 2.50	S 3.47		
LOGANSFORT.....	3.00	3.55		
VAN.....	3.03	3.58	4.15	
KENNETH.....				
ROYAL CENTER.....				
STAR CITY.....				
WINAMAC.....			S● 4.45	
NORTH JUDSON.....	S● 3.40	4.40	5.05	
LACROSSE.....	3.50	4.50	5.15	
KOUTS.....	3.56	4.58	5.22	
AYNES.....	4.00	5.08	5.32	
HEBRON.....				
LEROY.....				
CROWN POINT.....				
SCHERERVILLE(C.T.Div)				
HARTSDALE.....	4.30	5.45	6.05	
CHICAGO.....	S 5.15	S 6.50	S 7.00	
Arrive	A. M.	A. M.	A. M.	
	237	201	307	

FIRST CLASS

	◇ 109 DAILY P. M.	□ 115 DAILY A. M.	316 DAILY A. M.	215 DAILY P. M.	◇*320 DAILY P. M.
	\$ 11.50 1.10	\$ 9.00 \$ 9.47			
	\$ 1.40 2.00	\$ 10.12 F 10.30			
	2.10 \$ 2.22	10.38 \$ 10.50			
	\$ 2.40	\$ 11.05 F 11.15 F 11.24			
	3.08 \$ 3.25	11.32 \$ 11.33			
		F 11.54			
	4.10 4.15 \$ 4.20	12.21 12.25 \$ 12.30		12.25 12.30 \$ 12.35	
	4.30 4.33	12.40 12.43	\$ 11.35 11.40	12.45 12.48	\$ 3.20 3.23
	5.18 5.28	1.18 1.26		\$ 1.15 \$ 1.33 1.43	
	5.35 5.45	1.32 1.40		1.50 1.54	
	\$ 6.00			\$ 2.15	
	6.15 \$ 7.10	2.00 \$ 2.45		2.25 \$ 3.15	
	A. M.	P. M.	A. M.	P. M.	P. M.
	109	115	316	215	320

BRADFORD TO SCHERERVILLE

STATIONS	FIRST CLASS			
	◇ 305	◇ 207 DAILY	◇ 309	
	Leave P. M.	P. M.	P. M.	
COLUMBUS (Col. Div.) (E.T.) BRADFORD..... (C.T.)	Will Run		Will Run	
MEEKER.....	Dec. 17, 20, 23, 26, 29,		Sept. 28. Oct. 1, 4, 7, 10, 13, 16, 19, 22, 25, 28, 31.	
WOODINGTON.....	1948		Nov. 3, 6, 9, 12, 15, 18, 21, 24, 27, 30.	
UNION CITY.....	Jan. 1, 4, 7, 10, 13, 16, 19, 22, 25, 28, 31,		Dec. 3, 6, 9, 12, 15, 18, 21, 24, 27, 30, 1948.	
SARATOGA.....	1948		Jan. 2, 5, 8, 11, 14, 17, 20, 23, 26, 29.	
RIDGEVILLE.....	Jan. 1, 4, 7, 10, 13, 16, 19, 22, 25, 28, 31,		Feb. 1, 4, 7, 10, 13, 16, 19, 22, 25, 28.	
WEST RIDGEVILLE.....	Feb. 3, 6, 9, 12, 15, 18, 21, 24, 27,		Mar. 3, 6, 9, 12, 15, 18, 21, 24, 27, 30.	
REDKEY.....	Feb. 3, 6, 9, 12, 15, 18, 21, 24, 27,		Apr. 2, 5, 8, 11, 14, 17, 20, 23, 26, 29, 1949.	
DUNKIRK.....	Feb. 3, 6, 9, 12, 15, 18, 21, 24, 27,		Apr. 2, 5, 8, 11, 14, 17, 20, 23, 26, 29, 1949.	
MILL GROVE.....	Feb. 3, 6, 9, 12, 15, 18, 21, 24, 27,		Apr. 2, 5, 8, 11, 14, 17, 20, 23, 26, 29, 1949.	
HARTFORD CITY.....	Feb. 3, 6, 9, 12, 15, 18, 21, 24, 27,		Apr. 2, 5, 8, 11, 14, 17, 20, 23, 26, 29, 1949.	
UPLAND.....	Feb. 3, 6, 9, 12, 15, 18, 21, 24, 27,		Apr. 2, 5, 8, 11, 14, 17, 20, 23, 26, 29, 1949.	
GAS CITY.....	Feb. 3, 6, 9, 12, 15, 18, 21, 24, 27,		Apr. 2, 5, 8, 11, 14, 17, 20, 23, 26, 29, 1949.	
KENT.....	March 2, 5, 8, 11, 14, 17, 20, 23, 26, 29,		Apr. 2, 5, 8, 11, 14, 17, 20, 23, 26, 29, 1949.	
MARION.....	March 2, 5, 8, 11, 14, 17, 20, 23, 26, 29,		Apr. 2, 5, 8, 11, 14, 17, 20, 23, 26, 29, 1949.	
SWEETSER.....	March 2, 5, 8, 11, 14, 17, 20, 23, 26, 29,		Apr. 2, 5, 8, 11, 14, 17, 20, 23, 26, 29, 1949.	
CONVERSE.....	April 1, 4, 7, 10, 13, 16, 19, 22,		Apr. 2, 5, 8, 11, 14, 17, 20, 23, 26, 29, 1949.	
AMBOY.....	April 1, 4, 7, 10, 13, 16, 19, 22,		Apr. 2, 5, 8, 11, 14, 17, 20, 23, 26, 29, 1949.	
NORTH GROVE.....	April 1, 4, 7, 10, 13, 16, 19, 22,		Apr. 2, 5, 8, 11, 14, 17, 20, 23, 26, 29, 1949.	
McGRAWSVILLE.....	April 1, 4, 7, 10, 13, 16, 19, 22,		Apr. 2, 5, 8, 11, 14, 17, 20, 23, 26, 29, 1949.	
BUNKER HILL.....	April 1, 4, 7, 10, 13, 16, 19, 22,		Apr. 2, 5, 8, 11, 14, 17, 20, 23, 26, 29, 1949.	
ONWARD.....	April 1, 4, 7, 10, 13, 16, 19, 22,		Apr. 2, 5, 8, 11, 14, 17, 20, 23, 26, 29, 1949.	
ANOKA.....	April 1, 4, 7, 10, 13, 16, 19, 22,	6.10	Apr. 2, 5, 8, 11, 14, 17, 20, 23, 26, 29, 1949.	
RACE.....	April 1, 4, 7, 10, 13, 16, 19, 22,	6.14	Apr. 2, 5, 8, 11, 14, 17, 20, 23, 26, 29, 1949.	
LOGANSFORT.....	April 1, 4, 7, 10, 13, 16, 19, 22,	S 6.18	Apr. 2, 5, 8, 11, 14, 17, 20, 23, 26, 29, 1949.	
LOGANSFORT.....		6.30		
VAN.....	4.50	6.33	8.49	
KENNETH.....				
ROYAL CENTER.....				
STAR CITY.....				
WINAMAC.....				
NORTH JUDSON.....	5.28	F● 7.13	9.27	
LACROSSE.....	5.36	7.26	9.35	
KOUTS.....	5.41	7.32	9.41	
AYNES.....	5.44	7.35	9.44	
HEBRON.....				
LEROY.....				
CROWN POINT.....		S● 7.50		
SCHERERVILLE (C.T. Div.)				
HARTSDALE.....	6.05	8.03	10.10	
CHICAGO.....	S 6.45	S 8.50	S 10.55	
Arrive	P. M.	P. M.	P. M.	
	305	207	309	

SCHERERVILLE TO BRADFORD

STATIONS	FIRST CLASS		
	308	304	216
	Arrive	A. M.	A. M.
COLUMBUS (E.T.)	Will Run		
BRADFORD..... (Col. Div.)	Sept. 26, 29.	Will Run	
MEEKER.....	Oct. 2, 5, 8, 11, 14, 17, 20, 23, 26, 29.	Dec. 12, 15, 18, 21, 24, 27, 30, 1948	
WOODINGTON.....	Nov. 1, 4, 7, 10, 13, 16, 19, 22, 25, 28.	Jan. 2, 5, 8, 11, 14, 17, 20, 23, 26, 29.	
UNION CITY.....	Dec. 1, 4, 7, 10, 13, 16, 19, 22, 25, 28, 31, 1948.	Feb. 1, 4, 7, 10, 13, 16, 19, 22, 25, 28.	
SARATOGA.....	Jan. 3, 6, 9, 12, 15, 18, 21, 24, 27, 30.	March 3, 6, 9, 12, 15, 18, 21, 24, 27, 30.	
RIDGEVILLE.....	Feb. 2, 5, 8, 11, 14, 17, 20, 23, 26.	April 2, 5, 8, 11, 14, 17, 20, 23, 1949	
WEST RIDGEVILLE.....	Mar. 1, 4, 7, 10, 13, 16, 19, 22, 25, 28, 31.		
REDKEY.....	April 3, 6, 9, 12, 15, 18, 21, 24, 27, 30, 1949.		11.42
DUNKIRK.....			11.35
MILL GROVE.....			11.30
HARTFORD CITY.....			
UPLAND.....			
GAS CITY.....			
KENT.....			
MARION.....			
SWEETSER.....			
CONVERSE.....			
AMBOY.....			
NORTH GROVE.....			
McGRAWSVILLE.....			
BUNKER HILL.....			
ONWARD.....			
ANOKA.....			
RACE.....			
LOGANSPORT.....			
LOGANSPORT.....			\$ 11.23
VAN.....	10.05	10.50	11.20
KENNETH.....			
ROYAL CENTER.....			
STAR CITY.....			
WINAMAC.....			\$ 10.45
NORTH JUDSON.....	9.29	10.09	\$ 10.29
LACROSSE.....	9.21	10.01	10.21
KOUTS.....	9.15	9.55	10.15
AYNES.....	9.12	9.52	10.11
HEBRON.....			
LEROY.....			
CROWN POINT.....			\$ 9.52
SCHERERVILLE.....			
HARTSDALE.....	8.50	9.30	9.45
CHICAGO (C. T. Div.).....	\$ 8.10	\$ 8.45	\$ 9.00
Leave	A. M.	A. M.	A. M.
	◇ 308	◇ 304	DAILY = 216

FIRST CLASS

	116	315	208	319	236
	P. M.	P. M.	P. M.	P. M.	A. M.
S	5.15				
S	2.30				
<hr/>					
S	1.55				
F	1.35				
S	1.25				
S	1.17				
S	1.05				
F	12.50				
F	12.42				
S	12.36				
S	12.35				
F	12.15				
	11.48		3.31		12.30
	11.44		3.27		12.25
	11.40		3.20		12.20
S	11.32	S 12.30	S 3.15	S 6.20	S 12.05
	11.29	12.27	3.12	6.17	12.02
	10.53		F● 2.29		F●11.30
	10.45		2.20		F●11.15
	10.39				11.00
	10.31		2.14		10.50
			2.10		
			S● 1.52		S●10.25
	10.10		1.45		10.15
S	9.30		S 1.00		S 9.30
	A. M.	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY	DAILY	DAILY
	□116	315	◇208	*319	□*236

SCHERERVILLE TO BRADFORD

STATIONS	FIRST CLASS			
	110	306	200	
	A. M.	A. M.	A. M.	
COLUMBUS.....(E.T.)	S 7.30			
BRADFORD.....(Col. Div.)	4.10			
MEEKER.....				
WOODINGTON.....				
UNION CITY.....	F 3.30			
SARATOGA.....				
RIDGEVILLE.....	3.05			
WEST RIDGEVILLE.....	3.04		3.20	
REDKEY.....	2.55		3.11	
DUNKIRK.....	S 2.45			
MILL GROVE.....				
HARTFORD CITY.....	S 2.30			
UPLAND.....				
GAS CITY.....				
KENT.....	2.06		2.26	
MARION.....	S 2.00		S 2.25	
SWEETSER.....				
CONVERSE.....				
AMBOY.....				
NORTH GROVE.....				
McGRAWSVILLE.....				
BUNKER HILL.....				
ONWARD.....				
ANOKA.....	1.18		1.48	
RACE.....	1.14		1.44	
LOGANSPOURT.....	1.10		1.40	
LOGANSPOURT.....	S 1.00		S 1.30	
VAN.....	12.57	1.13	1.27	
KENNETH.....				
ROYAL CENTER.....				
STAR CITY.....				
WINAMAC.....				
NORTH JUDSON.....	12.20	12.33	12.51	
LACROSSE.....	12.12	12.25	12.43	
KOUTS.....	12.06	12.19	12.37	
AYNES.....	11.56	12.09	12.34	
HEBRON.....				
LEROY.....				
CROWN POINT.....				
SCHERERVILLE.....				
HARTSDALE.....	11.35	11.47	12.13	
CHICAGO.....(C.T.Div.)	S 10.50	S 11.00	S 11.30	
Leave	P. M.	P. M.	P. M.	
	DAILY	DAILY	DAILY	
	◇ 110	◇ *306	◇ 200	

TICKET OFFICES OPEN FOR SALE OF TICKETS

Daily Except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
All trains	.....	Union City.....	All trains	.....
115	116	Ridgeville.....		
115	116	Dunkirk.....		
115	116	Hartford City.....		
115	116	Upland.....		
115	116	Gas City.....		
115	116	Marion.....	115	116
115	116	Converse.....		
216	207	Logansport.....	216	207
216	215	Winamac.....		
216	208	North Judson.....		
216	215	Crown Point.....		

TRAINS WAIT FOR CONNECTION

Junction	Train	Due	Mins. Wait	Connection From	Due
LOGANSPORT	No. 316 INDIANAPOLIS DIV.	11.35 A.M.	Indefinitely	No. 116 LOGANSPORT DIV.	11.32 A.M.
	No. 115 LOGANSPORT DIV.	12.40 P.M.	20	No. 315 INDIANAPOLIS DIV.	12.30 P.M.
	No. 320 INDIANAPOLIS DIV.	3.20 P.M.	Indefinitely	No. 208 LOGANSPORT DIV.	3.15 P.M.
	No. 207 LOGANSPORT DIV.	6.30 P.M.	20	No. 207 CINCINNATI DIV.	6.18 P.M.
	No. 207 LOGANSPORT DIV.	6.30 P.M.	20	No. 319 INDIANAPOLIS DIV.	6.20 P.M.

U. S. MAIL WORK

STATIONS	Westward						Eastward			
	237	109	307	115	215		306	110	116	216
Union City								DL		
Saratoga				CD					CD	
Ridgeville		C		CD				CD	CD	
Red Key				CD				D	CD	
Hartford City										
Upland		CDL		CD				CD	CD	
Gas City				CD					CD	
Sweetser				CD					CD	
Converse		DL		D				D	D	
Amboy		D		CD				D	CD	
Bunker Hill				CD					CD	
Van			E				E			
Royal Center					CD					CD
Thornhope					CD					CD
Star City					CD					CD
Denham					CD					CD
English Lake					CD					CD
La Crosse					CD					CD
Kouts					CD					CD
Hebron	M				CD					CD

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

E—Train stops, mail received or delivered, or both.

L—Reduce speed to 40 miles per hour to discharge mail.

M—Reduce speed to 40 miles per hour to discharge mail—daily except Sunday.

NOTE—Letters and characters as used on this page have no reference to their application as provided for in special instruction ★1201 or 1202.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

STATIONS	CO 1 (1)	IL 1 (1)	IL 5 (1)	SD 1 (1)	NW 99 (1)	BIC 1 (3)	CO 5 (2)	FW 89 (1)	THC 1 (3)	CO 3 (1)	NW 85 (1)	CC 3 (1)	XD 1 (1)		LD 15 (1)	LD 11 (1)	LD 1 (1)	LD 21 (5)	LD 3 (2)	LD 19 (1)	LD 5 (2)	RH 1 (2)	LD 7 (3)	IS 17 (2)		
Leave	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	P. M.		
BRADFORD					2.30						8.15													4.30		
ANOKA	12.15				6.15					8.00	11.45												6.15	12.01		
VAN		12.15	12.30			5.00	7.30	8.30	9.30			4.00	1.00													2.00
LOGANSFORT	12.30	12.30	12.45		6.30	5.15	7.45	8.45	9.45	8.15	12.01	4.15	1.15										6.30	12.15	2.15	
LOGANSFORT		2.15		1.45		7.15	1.45		10.15	9.15	2.45		2.15		2.45	3.15	6.15	8.00	8.00	8.00						
VAN		2.30		2.00		7.30	2.00		10.30	9.30	3.00		2.30		3.00	3.30	6.30	8.15	8.15	8.30						
SANDY HOOK																			12.01							
CROWN POINT																										
HARTSDALE		4.45				1.30			4.30	11.50	5.15														12.01	
CHICAGO		*5.45				*2.30	*6.30		*5.30	*1.00	†6.30						‡12.30								*3.00	
PLYMOUTH																										
SOUTH BEND															6.30											
EFFNER																6.00										
Arrive	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.		A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

(1) Daily.

† Polk St.

(2) Daily Ex. Sun.

‡ 55th St.

(3) Daily Ex. Mon.

* 59th St.

(4) Tues., Thurs., Sat.

(5) Mon., Wed., Fri.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

STATIONS	CO 6 (1)	CO 8 (1)	FW 88 (1)	NW 86 (1)	SD 2 (1)	CO 2 (3)	IL 2 (1)	CG 8 (1)	NW 88 (1)	NW 82 (1)		IS 18 (5)	LD 2 (1)	LD 12 (1)	LD 8 (2)	RH 2 (2)	LD 4 (2)	LD 22 (4)	LD 6 (2)	LD 20 (2)	LD 16 (1)	XD 2 (1)					
Arrive	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	A. M.	A. M.	A. M.	A. M.		A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.					
BRADFORD				5.15				4.20	5.15	8.00					4.30												
WEST RIDGEVILLE						2.30																					
ANOKA		11.00		2.15		12.45		1.30	2.15	4.00					8.15	6.30											
VAN	12.30		4.45		7.00		12.15					7.00															1.00
LOGANSFORT	12.15	10.45	4.30	2.00	7.15	12.35	12.05	1.20	2.00	3.45		6.45			8.00	6.00											12.45
LOGANSFORT				1.30		10.00	11.30	12.40	1.30	3.15			5.45	10.15				4.15	2.45		6.45	9.30	11.15				
VAN				1.15		9.45	11.20	12.30	1.15	3.00			5.30	10.00				4.00	2.30		6.30	9.15	11.00				
SANDY HOOK																		12.01									
CROWN POINT																											
HARTSDALE				11.05		7.40	9.15	10.30	11.00	12.55			2.20							11.00							
CHICAGO				*9.30		†6.25	*7.30	*8.30	9.00	*10.30			‡12.30							*8.00							
PLYMOUTH																											
SOUTH BEND																			7.00								7.00
EFFNER														7.30													4.00
Leave	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.		A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.	P. M.	P. M.	A. M.					

(1) Daily.

(2) Daily Ex. Sun.

(3) Daily Ex. Sun.—Chicago to Logansport.

Daily—Logansport to Ridgeville.

(4) Tues., Thurs., Sat.

(5) Mon., Wed., Fri.

(6) Daily Except Saturday.

† Polk St.

‡ 55th St.

* 59th St.

SPECIAL INSTRUCTIONS

Note—Five-point star symbol (★) indicates Special Instruction of System application.

STANDARD TIME

- ★ 1101. Central Standard Time applies on this division.

LETTERS AND CHARACTERS

★ 1201. The following letters and characters in schedules indicate:

- S**—Regular stop.
F—Stop on signal to receive or discharge passengers.
A—Stop on signal to receive passengers.
B—Stop on signal to discharge passengers.
C—Regular stop to receive passengers.
D—Regular stop to discharge passengers.
E—Regular stop for express, mail or newspapers.
G—Regular stop, Saturday only.
H—Regular stop, Saturday only to receive passengers.
J—Regular stop, Saturday only, to discharge passengers.
K—Regular stop, Sunday only.
L—Stop on signal, Sunday only to receive or discharge passengers.
M—Regular stop daily except Saturday and Sunday.
N—Regular stop daily except Sunday.
●—No baggage service.
⊕—No baggage service Sunday.
✚—Passenger train—rail motor car.
*—Passenger train—with passenger and freight equipment.
◇—Passenger train—No train baggageman.
‡—Will not run on specified dates or Holidays shown on schedule pages.

1202.

- No train baggageman west of Logansport.
≡—No train baggageman east of Logansport.

COLOR SIGNALS

1301. Referring to Supplemental Instruction to Operating Signal and Interlocking Rules 4035, the requirements of Instruction 4035 will be considered as having been complied with when Western Region standard slow and resume boards are used instead of yellow and green flags. Yellow and green lights will be used.

HAND, FLAG AND LAMP SIGNALS

1401. An oil lamp must be used for the red light prescribed by Rule 35, Night Signals—to be used by flagmen.

ENGINE WHISTLE SIGNALS

1501. Rule 14 (r) will apply:

When stops are to be made for coal and water.

	Location	Sound Engine Whistle at:
Eastward trains—	Sandy Hook	Hartsdale
	Winamac	LaCrosse
	Converse	Logansport Yard (By telephone to Operator at Race or Van)
Westward trains—	Dunkirk	Kent
	Union City	Red Key
	Union City	Bradford
	Dunkirk	Red Key
	Converse	Kent
	Winamac	Van
	Sandy Hook	LaCrosse.
Hartsdale	Sandy Hook (By telephone to Operator Kouts if train stops at Sandy Hook)	

Operator will notify train dispatcher promptly.

1502. Rule 14 (1) will apply approaching vicinity of Coaling Station, Yard A, Logansport, when running with the current of traffic and **14 (q)** when against the current of traffic for the protection of the employees at that location.

USE OF SIGNALS

Fusees and Torpedoes

1801. On account of fire hazard lighted fusees must not be displayed on bridges or trestles unless necessary to prevent an accident.

1802. Minimum number of fusees and torpedoes which must be carried as part of equipment in service indicated:

	Fusees	Torpedoes
Passenger Service	12	12
Freight Service	12	12
Engines in Road Service	3	6
Engines in Shifting Service	3	6
Track Cars	3	6

NOTE—Additional fusees 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.

Switch Stands Not Equipped With Lighted Switch Lamps

1804. Switch stands at the following locations either not equipped with switch lamps or equipped with switch lamps not lighted:

Location	Main, Secondary Track or Siding	Switch
Union City	Westward siding	To house, spur and industry tracks.
Ridgeville	Westward siding	To yard track.
Hartford City	Westward siding	To house, yard and industry tracks.
Hartford City	Eastward siding	To yard tracks.
Kent	Westward siding	To yard and industry tracks.
Kent	Eastward siding	To yard and industry tracks.
Converse	Eastward siding	To yard track.
Star City	Westward siding	To team and industry tracks.
North Judson	Eastward siding	To N. Y. C. storage.
Kouts	Westward siding	To repair track, coal track, at Sandyhook and cross-over to eastward siding at Sandyhook and Aynes.
Lapaz Jet.	Passing siding	To storage track.
Marshall	Passing siding	To yard, house and industry tracks.
Kewanna	Passing siding	To industry track.
Wolcott	Passing siding	To industry track.
Remington	Passing siding	To industry track.
Goodland	Passing siding	To Bales Lumber track.
Kentland	Passing siding	To industry tracks.

SUPERIORITY OF TRAINS

★ **1901.** Eastward 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**

★2001. Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of Employees' 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	Employees' Register	Standard Clocks	Location	Other Divisions
X	X	X	Bradford—Block Station	Columbus
X	X	.....	Dunkirk—Water Station	.....
X	X	X	Kent—Block Station	.....
X	X	X	Logansport—C. W. Telegraph Office	Chicago Term. Cincinnati Columbus Fort Wayne Indianapolis St. Louis B. & O. R. R. I. U. Rwy.
X	X	X	Logansport—Crew Dispatcher's Office	Chicago Term. Cincinnati Columbus Fort Wayne Indianapolis St. Louis B. & O. R. R. I. U. Rwy.
X	X	X	Logansport Yard Office—Yard A	.....
X	X	.....	Logansport Yard Office, Yard C and 18th St.	.....
X	X	X	†South Bend Passenger Station	Indianapolis
X	X	.....	South Bend Yard Office	Indianapolis

NOTE.—X Indicates in Service.

†Passenger Station, South Bend, unattended 4.00 P. M. to 7.00 A. M., daily.

2002. Standard Clocks At Other Points:
Train Dispatchers Office.

GENERAL ORDER ZONES

- ★ 2101. General Order Zones of this Division are as follows:
 Zone A—Between division post Columbus Division located 1285 feet west of passenger station Bradford and Anoka exclusive;
 Van exclusive to division post Chicago Terminal Division located 449 feet east of station at Schererville;
 Kenneth to Logansport Division post located 100 feet west of station at Effner.
 Zone B—Between division post Cincinnati Division located 710 feet east of Anoka Tower and division post of Indianapolis Division located 3210 feet east of Van Tower; division post of Ft. Wayne Division located 10306 feet east of Van Tower and to Fern on South Bend Branch.
 Zone C—Fern to South Bend.

Qualifications of Conductor Or Engineman

2102. 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 six months, 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 re-examined after the expiration of one year.

TRACK ASSIGNMENTS

2201. Single Track

Track	Between	And
Effner Branch	Kenneth	SA
South Bend Branch	Van	DE

2202. Two Or More Tracks

Current of traffic is as follows:

Between:	Main Line	No. 2 Track	No. 1 Track
Division Post (Cols. Div.) and Division Post (C. T. Div.)		Westward	Eastward

NOTE—Tracks are numbered from south to north.

MOVEMENT OF TRACK CARS

2301. Track cars will be governed as specified by **Rule 80**, on portions of the division as follows:

All main tracks and sidings.

MOVEMENT OF TRAINS

2401. Location of Train Dispatchers—
Logansport.

Movements on Main Tracks will be in charge of Train Dispatcher of this division except as indicated below:

Between Van and Division Post Fort Wayne Division located 10,306 feet east of Van, movements will be in charge of Train Dispatcher, Fort Wayne Division, and orders issued over signature of Superintendent of that Division.

Between Anoka and Division Post Cincinnati Division located 710 feet east of Anoka, movements will be in charge of Train Dispatcher, Cincinnati Division, and orders issued over signature of Superintendent of that division.

Movements on Main Tracks of that portion of connecting division as indicated below will be in charge of Train Dispatcher of this division and orders issued over signature of Superintendent of this division.

Between Hartsdale and Division Post Chicago Terminal Division.

Between Bradford and Division Post Columbus Division.

★ **2402. 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.

2404. Trains entering station tracks at Logansport from the west will stop clear of first crossover west of Third Street and from the east will not pass a point indicated by the standpipe unless a proceed signal is given by man on the ground.

2409. Signalmen in charge of main track hand-operated switches when block station is open: Rules 33A and 104A will apply.

Location	Switches
Elm	Crossover between No. 1 and No. 2 main tracks East end Nos. 1, 2 and 3 station tracks No. 4 storage and/or engine track
Fort	Crossover between No. 1 and No. 2 main tracks Crossover between No. 1 and No. 2 station tracks West end No. 1 and No. 2 station tracks

NOTE—Hand signal from signalman will be authority for trains or engines to enter main track at Elm and Fort.

Hand-Operated Switches Equipped With Electric Locks

2411. The following switches are equipped with electric lock; permission to unlock must be obtained from signalman:

Location	Switch	Controlled By
Bradford	Facing switch from No. 2 track to siding	Bradford
Red Key	Facing switch from No. 2 track to former Westward siding	Red Key
Fourteenth Street, Logansport	Switch connecting outbound engine track to No. 2 track Facing point crossover between No. 1 and No. 2 tracks Crossover between No. 2 track and first track north of No. 2 track.	Race
Van	Logansport Machine Co.	Van

2414. Referring to Rule 291—Between:

Bradford and Elm.
Van and Schererville.

When a train receives a stop and proceed signal between interlocking stations, except where grade markers are displayed, the engineman or conductor must immediately communicate with the signalman from telephone located at fixed signal and be governed by his instructions.

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

2415. While a freight train is passing an open block or interlocking station, a member of the crew must be stationed on the rear of the train to receive or deliver messages.

Train service employes in or on cabins must take position on platform of cabin car while train is entering, passing through, or leaving yards and be prepared to acknowledge signal from any person in the vicinity, affecting the movement of their train.

Yards and Yard Instructions

2417. Yards indicated by yard limit boards located at:

Logansport (South Bend Branch):

Between Van and Yard Board 0.9 mile west of Fern.

Logansport (Ft. Wayne Division):

Between Van and Yard Board 0.6 mile east of Fern.

Plymouth:

Between Yard Board 0.2 mile east of Ft. Wayne

Division Crossing and Yard Board 0.5 mile west of west switch Marshall Siding.

South Bend:

Between Yard Board 2.9 miles east of Ewing Avenue and end of branch.

Effner:

Between Yard Board one mile east of Effner Station to 100 feet west of Effner Station.

2418. Rule D-93 in effect as follows:

Track	Between	And
No. 1 and No. 2	Anoka	Van

Oscillating Red Lights—Front and Rear of Train (On single or two tracks)

2419. When a train is equipped with an oscillating red light on either engine or rear car and a sudden or severe application of the brakes takes place or an equipment failure occurs which may obstruct adjoining tracks, the oscillating light or lights shall be turned on immediately.

Trains approaching from either direction must stop and must not proceed until it is ascertained that it is safe to do so.

All Operating, Signal and Interlocking Rules remain in force.

Oscillating White Light—Front of Train (On single, two or more tracks)

When a train is equipped with an oscillating white light on front of train, the oscillating white light will be turned on from sunset to sunrise and when day signals cannot be plainly seen approaching public crossings at grade; non-interlocked railroad crossings at grade; also when view is obscured approaching points where men may be at work.

All Operating, Signal and Interlocking Rules remain in force.

Operation of Pusher Engines In State Of Ohio

2420. The operation of pusher engines behind occupied cabin cars of assembled freight trains in the State of Ohio is prohibited.

In the State of Ohio, employes and others are prohibited from riding on a cabin car when a pusher engine is operated behind a cabin car of an assembled freight train; they may ride on the pusher engine. The train shall be stopped to cut off the pusher engine.

Non-Interlocked Railroad Crossings at Grade

2427. 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 Movement Over Crossings		Requirements	Note
	Type	Indication or Position		
Becker: Crossing with C. & O. R. R.	Gate. Displaying red light at night.	Clear of P.R.R. movement.	Stop before crossing.	
Logansport: Wabash R. R.	Position Light.	More favorable than Stop.	Stop, unless proceed hand signal is re- ceived from signal- man at Elm and pro- ceed signal aspect is displayed. Maximum speed over Wabash crossing 15 M.P.H.	
Monticello: C. I. & L. R. R.	Combina- tion High Target and Gate, Displaying Two Red Lights at Night.	Diagonal Position of Target, Proceed.	Stop before crossing.	
Reynolds: C. I. & L. R. R.	Combina- tion High Target and Gate, Target Displaying Two Red Lights at night.	Diagonal Position of Target, Proceed.	Stop before crossing.	

Automatic Highway Crossing Signals

★ 2450. Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with **Rules 14 (1)** and **30**. They operate when trains approach crossings with or against the current of traffic on main tracks only.

Trains approaching a highway crossing on a siding or yard track, adjacent to tracks crossing a highway protected by automatic highway crossing signals, will run carefully sounding the warning as prescribed by **Rules 14 (1)** and **30**.

When a train passes entirely over a highway crossing protected by automatic highway crossing signals, it must not move in opposite direction over the crossing until protection is provided as prescribed by **Rule 103a**.

To avoid unnecessary operation of the automatic highway crossing signals, switches must not be left open, nor cars left standing on the main track longer than necessary within operating limits of such signals.

When shifting movements are made in the vicinity of a highway crossing protected by automatic highway crossing signals, or when a train is stopped, thereby operating the signals unnecessarily, every effort must be made by trainmen to avoid delay to highway traffic. When it is known that no trains or engines are approaching on other tracks and it is safe for vehicles or pedestrians to cross, the trainman will say "all right" and beckon to cross.

At the following locations a device is provided to cut out the operation of the automatic highway crossing signals by trainmen:

Track	Crossing	Location	Control Device Located	Movements
No. 1	Highway 49	Woodington	In white box on post, east side of Highway	Eastward and Westward
No. 2	Highway 49	Woodington	In white box on post, east side of Highway	Eastward and Westward
No. 1	Walnut Street	Union City	In white box on post, west side of Walnut Street	Eastward and Westward
No. 2	Walnut Street	Union City	In white box on post, west side of Walnut Street	Eastward and Westward
No. 1	Meridian Street	Redkey	In white box on post, west side of Meridian Street	Eastward and Westward
No. 2	Meridian Street	Redkey	In white box on post, east side of Meridian Street.	Eastward and Westward
No. 1	Washington Street	Hartford City	In white box on post, east side of Washington Street	Eastward and Westward
No. 2	Washington Street	Hartford City	In white box on post, east side of Washington Street	Westward and Eastward
So. Bend Branch	Bates Street	Logansport	In white box on instrument case between Van home signal and Bates Street	Eastward and Westward
Butler Branch	Bates Street	Logansport	In white box on instrument case between Van home signal and Bates Street	Eastward and Westward
No. 1	Washington Street	Winamac	In white box on instrument case at Washington Street	Eastward and Westward
No. 1	Washington Street	Winamac	In white box at crossover Adam Street	Eastward only
No. 2	Washington Street	Winamac	In white box on instrument case at Washington Street	Westward and Eastward
No. 1	Main Street	Crown Point	In white box on instrument case at Main Street	Eastward and Westward
No. 2	Main Street	Crown Point	In white box on instrument case at Main Street	Westward and Eastward
Effner Branch	U. S. Road 41	Kentland	In white box on instrument case at crossing U. S. Road 41.	Eastward and Westward

When such device is used, no movement may be made over the crossing by their train until protection is provided as prescribed by **Rule 103a**, or the automatic operation of these signals has been restored.

Employes should observe the operation of automatic highway crossing signals and report promptly to the Superintendent any failures to operate properly.

2451. Before and after making movements over crossings at following locations, a member of train or engine crew must manually operate flasher lights by means of a hand switch located on adjacent instrument case or post. At crossings as indicated, cars must not be left standing on short track circuits on siding, whose limits are marked by yellow stripes on rails,

within the limits of which flashers or gates operate automatically:

Location	Crossing	Short Track Circuit	Period Manual Operation By Crews
Main Track			
South Bend	Indiana Ave.		9.00 P.M. to 6.00 A.M. Daily except Sunday 12.01 A.M. to 8.30 A.M. } Sunday only 10.30 A.M. to 2.30 P.M. } 8.30 P.M. to 12.00 M. } Switches located at Indiana and Tutt Sts.
South Bend	Broadway		
South Bend	Stull St.		
South Bend	Garst St.		
South Bend	Sample St.		
South Bend	Tutt St.		
South Bend	Eckman St.	X	
Siding			
Hartford City	Washington St.	X	Continuously
Gas City	"H" St.		
Gas City	Main St.		Continuously
Winamac	Washington St.	X	Continuously Switch for all 3 crossings located at Sycamore St.
Winamac	Adams St.	X	
Winamac	Main St.	X	
Winamac	Madison St.	X	
North Judson	Talmar St.*		
North Judson	Main St.*		
North Judson	Sycamore St.*		
Wolcott	Ranger St.	X	
Kentland	U. S. Road 41	X	
2900 Feet East of Lapaz Junction	U. S. Road 6		Continuously

*For through movement on eastward siding and while crews are switching signalman in interlocking tower will operate flashers.

2452. At Winamac all eastward trains on No. 1 track, cutting off engine or part of train at Madison Street to take water or make shifting movements, will protect reverse movement over Adams and Main Streets in accordance with **Rule 103a.**

2453. A train moving to a track on which another train is known to have just passed must not make a movement in the opposite direction to the other train on that track over any crossings in the vicinity protected by Automatic Highway Crossing Signals until protection is provided as prescribed by **Rule 103a.**

Protection For Public Highway Crossings At Grade

2455. Trains or engines must stop before passing over the following public highway crossings at grade, during the hours there is no crossing watchman on duty and, unless otherwise provided, a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location	No Crossing Watchman on Duty Between the Hours of	Note
So. Bend Branch	Garro Street	Plymouth 400 ft. west of Passenger Station	10.30 P.M. to 6.30 A.M. Daily Except Sunday Continuously on Sunday	
So. Bend Branch	Washington Street	Plymouth	2.30 P. M. to 6.30 A. M. Daily except Sunday Continuously on Sunday	1
So. Bend Branch	Adams	Plymouth	2.30 P.M. to 6.30 A.M. Daily except Sunday Continuously on Sunday	1
So. Bend Branch	Jefferson Street	Plymouth	2.30 P.M. to 6.30 A.M. Daily except Sunday Continuously on Sunday	1
So. Bend Branch	Harrison Street	Plymouth 2800 ft. west of Passenger Station	2.30 P.M. to 6.30 A.M. Daily except Sunday Continuously on Sunday	

Note 1—Except Passenger Trains.

2456. Trains or engines must stop before passing over the following public highway crossings at grade and a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location
Effner Branch	Main Street	Monticello
Effner Branch	Illinois Street	Monticello

MOVEMENT BY TRAIN ORDERS

2502. A train must not leave its initial station without reporting for train orders.

2503. At Logansport, enginemen of passenger trains are relieved from reporting for orders. Conductor will personally deliver a copy of each order to the engineman who will compare with the conductor by reading the order aloud.

When there are no orders or messages the conductor will personally notify the engineman before train departs.

MOVEMENT OF TRAINS IN THE SAME DIRECTION BY BLOCK SIGNALS

★**2601.** Rules 251, 253 and 254 in effect:

	Track	Between	And
Main Line	No. 1 and No. 2	Division Post (Cols. Div.)	Division Post (C.T. Div.)

On two or more tracks signal indication or permission of the signalman will be authority for a train to proceed as an extra.

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

At Logansport Passenger Station; by Operator CW Office.

FIXED SIGNALS

2701. Signal aspects not in conformity with the typical aspects, in service:

Logansport—Fourteenth Street, No. 1 track.

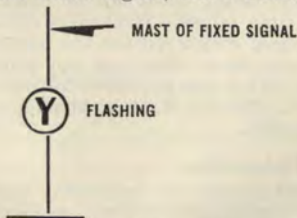
Kentland Interlocking Station—Eastward Home Signal.



Indications—One track intervenes between signal and track it governs.

Name—Signal Mast Bracket Marker.

- Anoka—Eastward Home Signal, No. 1 Track.
- Race —Eastward Home Signal, No. 1 Track.
- Race —Westward Home Signal, No. 2 Track.



Note: Y-Yellow

Indication—Orders.

Name—Train Order.

MANUAL BLOCK SYSTEM

2801. 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
Main Line	No. 1 and No. 2	Elm	Van
South Bend Branch	Single	Van	DE
Effner Branch	Single	Kenneth	SA

2803. Rule 317 will apply:

Between Elm and Van.

Between Van and DE.

Between Kenneth and SA.

Two or more tracks—movement against current of traffic.

AUTOMATIC BLOCK SYSTEM

2901. Rules 501 to 512, inclusive, are in effect on portions of the Division as follows:

For movements with current of traffic.

	Track	Between	And
Main Line	No. 1 and No. 2	Division Post (Cols. Div.)	Elm
	No. 1 and No. 2	Van	Division Post (C. T. Div.)

INTERLOCKING

3003. Bunker Hill and Meeker:

When a train is stopped by the home signal and there is no train approaching on the C. C. C. & St. L. R. R. at Meeker or N. Y. C. & St. L. R. R. at Bunker Hill and should no other cause for detaining train be known, the Conductor will, after a thorough understanding with the engineman, arrange for manual operation of signal by operating P. R. R. time release in shelter box, and after signal displays proceed indication train may proceed over crossing. If signal does not display proceed indication three minutes after release has been operated at Meeker or five minutes at Bunker Hill, Conductor will report to the Superintendent and be governed by instructions. If means of communication have failed and should no cause for not proceeding over crossing be known, Conductor will reach understanding with Engineman, provide full protection against trains of the C. C. C. & St. L. R. R. at Meeker or N. Y. C. & St. L. R. R. at Bunker Hill, after which train may pass stop signal and proceed over crossing.

A reverse movement, or forward movement after making a reverse movement, must not be made over the crossing until P. R. R. time release, located in shelter box, is operated and proceed signal displayed for the movement to be made.

Track cars must stop and not proceed over crossing until track car driver has provided full protection against trains of the C. C. C. & St. L. R. R. at Meeker or N. Y. C. & St. L. R. R. at Bunker Hill.

3004. Ridgeville:

Rule 605 applies on connecting track between the Logansport and Cincinnati divisions; on No. 1 and No. 2 main tracks between Cincinnati division crossing and connecting track with the Logansport division.

SPEEDS
★3101. SPEED TABLE

Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.	
0	36	100	0	48	75	1	12	50	2	24	25
0	38	95	0	51	70	1	20	45	3	00	20
0	40	90	0	55	65	1	30	40	4	00	15
0	42	85	1	00	60	1	43	35	6	00	10
0	45	80	1	05	55	2	00	30	12	00	5

3102 MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED, PASSENGER TRAINS AND FREIGHT TRAINS

MAIN LINE	Single Track		No. 2 Track		No. 1 Track	
	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.
BETWEEN:	Miles Per Hour					
Division Post (Cols. Div.) and Anoka			55	45	55	45
Anoka and Race			70	50	70	50
Race and Van			30	30	30	30
Van and Division Post (C. T. Div.)			70	50	70	50
With Frt. engines			50		50	
South Bend Branch						
Between:						
Van and Fern	35	35				
Fern and Plymouth (Ft. Wayne Div. Crossing)	35	35				
Plymouth (Ft. Wayne Div. Crossing) and Plymouth (Harrison St., 0.56 Mi. West of Ft. Wayne Div. Crossing)	15	15				
Plymouth (Harrison St.) and South Bend (Ewing Ave.)	35	35				
South Bend (Ewing Ave., 1.07 Mi. East of DE) and South Bend (Passenger Station)	15	15				
Effner Branch						
Between:						
Kenneth and Effner	35	35				
Butler Branch						
Between:						
Van and Fern	30	30				

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

WRECK TRAINS

	Boom Trailing	Boom Forward
	Miles per Hour	
Main Line		
Between:		
Division Post (Cols. Div.) and Race	40	30
Race and Van	30	30
Van and Division Post (C. T. Div.)	50	40
South Bend Branch		
Between:		
Van and South Bend	30	30
Effner Branch		
Between:		
Kenneth and Effner	30	30

WORK TRAINS

	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
Main Line Between: Division Post (Columbus Div.) and Division Post (C. T. Div.)	30	20	20
South Bend Branch Between: Van and South Bend.....	25	20	20
Effner Branch Between: Kenneth and Effner.....	25	20	20

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

VARIOUS

MAIN LINE	Miles per Hour
Circus Trains.....	30
Revenue trains handling machinery of rotary or swinging type such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Supplemental Instruction to Operating Signal and Interlocking Rules, 4135 . —on straight track.....	30
—on curves.....	25
Freight trains that consist entirely of mineral freight or have a mineral freight fill out of more than 50 cars in a solid block..... NOTE—When handling such trains conductors must know that enginemen have been so advised.	40
Snow Plows in service.....	25
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.	
Operating against current of traffic, except where Rule 261 is in effect—Passenger Trains.....	50
—Freight Trains.....	40
Trains consisting of 50 per cent or more P. R. R. cars of MP-54 and MBM-62 types or Long Island Rail Road cars of P-54 type..... NOTE—For purpose of identification, P. R. R. suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms. Long Island Rail Road 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 so advised.	65
Passenger train assisted by an engine on rear and air brake controlled by leading engine.....	30

MAIN LINE	Miles per Hour
Pushing Cars—Passenger Trains.....	30
—Freight Trains.....	20
NOTE—Trains handling foamite cars must be operated in accordance with freight train speed.	
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

Cars Carrying Major Calibre Gun Barrels

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 (Cols. Div.) and Race.....	45	20
Between: Race and Van.....	30	20
Between: Van and Division Post (C. T. Div.).....	50	20
Effner Branch Between: Kenneth and Effner.....	35	20
South Bend Branch Between: Van and South Bend.....	35	20

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

3103. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED TURNOUTS

ENTIRE DIVISION	Miles per Hour
Non-Interlocked turnouts—diverging movements.....	10

**3104. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED
CURVES, BRIDGES, ETC.**

MAIN LINE		Miles per Hour
Union City—Between passenger station and Big Four Crossing.....		40
Red Key—Over Street Crossings.....		20
Gas City—Over Main Street Crossing; first Crossing East of Passenger Station.....		40
Marion—Over Street Crossings.....		25
First curve west of Kenneth, No. 1 track.....		60
First curve west of Kenneth, No. 2 track.....		50
Between home signals at Elm.....		15
South Bend Branch		
Logansport—Over North Third Street, 1.14 miles West of Van.....		5
Logansport—Over North Sixth Street, 1.42 Miles West of Van.....		5
Between Home Signals at Lakeville.....		20

**3105. MAXIMUM SPEEDS, UNLESS OTHERWISE RESTRICTED
ENGINES**

Class Steam Engines	Miles per Hour		
	Backward	Forward— Light	Forward— with train
A.....	15	15	15
B.....	20	20	20
C.....	20	20	20
D.....	25	50	70
E.....	25	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	60
N.....	25	40	50
Q.....	25	40	50
S-1.....	35	50	70
S-2.....	10	50	70
T.....	35	50	70
Rail Motor Cars	60	60	60

Class Diesel Engines	Miles per Hour	
	Forward—Light	Forward—with train
Road—		
AP-3.....	50	70
BP-1.....	50	70
BP-3.....	50	70
EP-3.....	50	70
AF-4.....	40	50
BF-4.....	40	50
EF-4.....	40	50
FF-3.....	40	50
Yard—		
AS-6.....	40	40
AS-10.....	40	40
BS-6.....	40	40
BS-10.....	40	40
ES-6.....	40	40
ES-10.....	40	40

NOTE—

Road Diesel Engines

The first letter indicates the builder; i.e., "A"—American Locomotive Company, "B"—Baldwin Locomotive Works, "E"—Electro-Motive Division, General Motors Corporation, "F"—Fairbanks, Morse & Company.

The second letter indicates the service to which assigned; i.e., "P"—Passenger, "F"—Freight.

The numeral indicates the number of units in the engine. The "BP-1" is the Baldwin passenger engine—6000 horsepower, which is semi-permanently connected and is considered as one unit.

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.

3106. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED SECONDARY TRACKS AND SIDINGS

Track	Between	And	Miles per Hour
All Sidings.....	15

★ 3107. Movements on tracks, other than main, secondary and sidings must be made at Restricted speed.

LOCATION	CLASS OF ENGINES														Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks	
	BP1 AP3 EP3	FF3 EF4 AF4 BF4	B	C	H, L	IIS, N1	J, Q2, S2	K2	K3, K5	K4, G	M	N2	Q1	S1		T1
BRIDGE 165.06: 2.0 Mi. West of Sweetster.....	55	45	20	20	45	40	35	55	55	55	55	45	45	55	55	
BRIDGE 167.85: 0.73 Mi. East of Converse.....	55	45	20	20	45	30	30	55	55	55	50	45	45	50	55	
CONVERSE: All South Yard Tracks.....	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
All North Yard Tracks.....	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
Elevator and Team Tracks.....	X	X			X	X	X	X	X	X	X		X	X	X	
Westward Storage to First Crossing East of Switch.....						R	R				R		R	R	R	R
Remaining Portion.....	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
AMBOY: North and South Tracks.....						R	R				R		R	R	R	R
BUNKER HILL: Eastward Storage.....	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
Nickel Plate Conn.....	R	R	R	R	R	X	X	X	X		X		X	X	X	X
Westward Storage.....	R	R	R	R	R	R	R	R	R	R	R		R	R	R	R
ONWARD: Elevator Track.....						X	X				X		X	X	X	
BRIDGE 194.16: 2.01 Mi. West of Anoka Tower.....	70	50	20	20	50	40	50	70	70	70	60	50	50	60	60	
BRIDGE 194.18: 2.03 Mi. West of Anoka Tower.....	70	50	20	20	50	40	50	70	70	70	60	50	50	60	60	
BRIDGE 4.32: 2.83 Mi. West of Van Tower.....	70	50	20	20	50	40	50	70	70	70	60	50	50	60	60	
KENNETH: Yard Tracks, South Side: 1 and 2.....						R	R	R	R	R	R		R	R	R	R
3 and 4.....	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
France Quarry.....						X	X	X	X		X	X	X	X	X	X
American Aggregates Corp. Tracks.....						R	R	R	R	R	R		R	R	R	
No. 1, 2 and 3 Tracks Under Tipple and from Private Bridge to Tipple.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
No. 1, 2 and 3 Tracks West of Tipple from a Point 150 Feet East of No. 1 Yard Track Switch to the Tipple.....						R	R	R	R	R	R	R	R	R	R	
No. 1, 2 and 3 Tracks Remaining Portion.....						R	R				R		R	R	R	
ROYAL CENTER: Team Track.....						X	X				X		X	X	X	
Storage East of Oil Company.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
STAR CITY: Team Track.....						X	X				X		X	X	X	
Standard Oil.....						X	X				X		X	X	X	
DENHAM: Team Track.....						X	X	X	X		X	X	X	X	X	X
RIPLEY: West Storage, East of Mile Post 227.....						X	X	X	X		X	X	X	X	X	X
East Storage, Ten car lengths west of derail to end.....						X	X	X	X		X	X	X	X	X	
NORTH JUDSON: Sand Pit Track.....						X	X				X		X	X	X	X
Trailing Turnout, N. Y. C. Interchange Track to Eastward Siding.....						X	X				X		X	X	X	X
N. Y. C. Connection.....						X	X				X		X	X	X	X

LOCATION	CLASS OF ENGINES													Engines with Tender Capacity of Over 15,000 Gallons with 6-Wheel Trucks				
	BP1 AP3	BP3 EP3	FF3 AF4	EF4 BF4	B	C	H, L	I1S, N1	J, Q2, S2	K2	K3, K5	K4, G	M		N2	Q1	S1	T1
REMINGTON:																		
Standard Oil Track.....							X	X	X	X		X	X	X	X	X	X	X
W. end of north track.....							X	X	X	X		X	X	X	X	X	X	X
Middle track—So. side.....							X	X	X	X		X	X	X	X	X	X	X
Elevator track, So. side.....							X	X	X	X		X	X	X	X	X	X	X
GOODLAND:																		
Bales Lbr. Track beyond a point 423 feet from P. R. R. main track switch.....							X	X	X	X	X	X	X	X	X	X	X	X
Sherman White & Co. Track.....							X	X	X	X		X	X	X	X	X	X	X
NEWTON:																		
Newton County Stone Co., Under Tipple.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

3115. OTHER EQUIPMENT RESTRICTIONS

Main Line

Marion, Farm Bureau.....X-40 type box cars
 Crown Point, Letz Co. Middle Track....X-40 type box cars

Effner Branch:

Newton, Newton County Stone Co. tipple.. All box cars

South Bend Branch:

South Bend, Studebaker Aviation.....X-40 type box cars
 South Bend, Campbell Box.....X-40 type box cars
 South Bend, Freight House No. 1 track...X-40 type box cars

(Note A)—“250 Ton Wreck Derrick may be operated on restrictions shown for Wreck Trains, except it should be restricted to 30 m.p.h. over all timber bridges or I-beam or girder spans on wood pile or frame post abutments on piers.”

“Derrick must be separated from the locomotive or other heavy load by two cars that may be loaded.”

GENERAL INSTRUCTIONS

Overhead Clearance

★ 3601. Employes are warned of close overhead clearance at the following locations:

MAIN LINE

Dunkirk, Armstrong Cork Co.....	Shed Roof
Hartford City, Ft. Wayne Corrugated Paper Co...	Bridge
Hartford City, Overhead Door Co.....	Wires
Bunker Hill, Main Tracks.....	Bridge
Kenneth, American Aggregates.....	Tipples
Sandy Hook Coaling Station.....	Coal Chutes
Crown Point, Letz Mfg. Co.....	Bridge

SOUTH BEND BRANCH

Plymouth, Plymouth Seed Co.....	Building
South Bend, Studebaker Aviation.....	Building
South Bend, Studebaker Plant No. 8.....	Pipes
South Bend, U. S. Gypsum Co.....	Pipes and Wires
South Bend, Campbell Paper Box Co.....	Building
South Bend, Freight Station.....	Shed Roof

EFFNER BRANCH

Newton—Newton County Stone Co.....	Tipple
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and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures.

Crossing Clearance

3606. Road crews cutting off at Bradford, Ohio, for supplies must not block the second highway crossing west of Bradford block station.

Westward trains having more than 80 cars must stop clear of first highway crossing east of coal dock at Sandy Hook while engine is taking supplies, or for any other reason.

Container Cars

3607. Trainmen must not pass over container cars while cars are in motion.

Locking of Toilets

3608. Trainmen of passenger trains will lock all toilet doors before arriving at Logansport.

PERSONAL INJURIES

3701.....

3702. Medical Examiners and Company Surgeons

MEDICAL EXAMINERS

Location	Name and Address	Telephone number
Chicago	Dr. Walter Aye Office: Rooms 246 and 251 Union Station Building	Central 7200 Local 348 and 349
Logansport	Dr. L. W. Blackwood Office: 412 East Melbourne Ave. Res.: Barnes Hotel Office Hours: 8.00 A.M. to 11.30 A.M. } Monday and 1.00 P.M. to 3.00 P.M. } Wednesday 8.00 A.M. to 11.30 A.M. } Friday 1.00 P.M. to 4.30 P.M. } 8.00 A.M. to 12.00 Noon Saturday	Penn. Exc. 37 4191

COMPANY SURGEONS

Location	Name and Address	Telephone number
Union City	Dr. R. A. Voisinet Office, 309 W. Oak St. Res., 402 N. Howard St.	97 316
Ridgeville	Dr. G. H. Schenk Office and Residence	80
Dunkirk	Dr. E. C. Garber Office, 317 S. Main St. Res., 330 W. Pleasant	1-J 1-A
Hartford City	Dr. Herbert L. Buckles Office, 1st National Bank Bldg. Res., 608 N. High St.	272 226
Marion	Dr. R. W. Lavengood Office, Glass Block Bldg. Res., 515 W. 5th.	2424 811-W If no answer call 1277
Logansport	Dr. W. A. Holloway, Ass't Office, 201 Third St. Res., 200 Eel River Ave.	4379 3005
North Judson	Dr. C. R. Farabee Office and Residence, Cor. Lain and Central. Office Residence	16 21
Crown Point	Dr. W. F. Houk Office, East St. Res., East St.	279 279
Plymouth	Dr. Harry Knott Office, 1st Nat'l Bank Bldg. Res., 217 N. Center St.	455 680
South Bend	Dr. P. J. Birmingham Office, 426 Sherland Bldg. Res., 1302 E. Ewing St.	3-2476 3-3376
Monticello	Dr. H. B. Gable Office, 103 E. Broadway Res., 710 S. Main St.	390 15
Kentland	Dr. O. E. Glick Office and Residence, Cor. 3rd and Dunlap Streets.	273-B

3703. Locations of Hospitals

Location	Name and Address	Telephone Number
Union City	Union City Hospital 702 W. Division St.	726
Hartford City	Blackford Co. Hospital E. VanCleve St.	471
Marion	Grant Co. Hospital Wabash Ave.	1887
Logansport	St. Joseph Hospital 26th and High Sts.	4145
	Memorial Hospital North Michigan Ave.	3117
Crown Point	Lake Co. Infirmary Three miles east	87
Culver	Military Hospital Academy Grounds	89
Plymouth	Marshall Co. Hospital North Michigan St.	3361
	Aspinall Sanitarium Pennsylvania Ave.	100
South Bend	Epworth Hospital 604 North Main St.	3-1131
	St. Joseph Hospital 401 N. Notre Dame	3-2168

3704. First-Aid Boxes and Stretchers:

First-Aid Boxes, location of:

- Passenger, Baggage, Mail and Cabin Cars.
- M. of W. Cabins and Camp Cars.
- Wreck Trains.
- Track and Hand Cars.
- Passenger and Freight Stations.
- Block Stations and Interlocking Stations.
- Engine Houses and M. of E. Shops.
- Car Inspectors' Offices.
- Power Plant and Sub-Stations.

Stretchers:

- Combined, Baggage Cars and all Passenger Trains.
- Tool Houses.
- Yard Offices.
- Wreck Train.
- Engine Houses and M. of E. Shop.
- Sandy Hook Coaling Station.
- Dunkirk Coaling Station.

THE PENNSYLVANIA RAILROAD

LOGANSPORT DIVISION

Logansport, Ind., September 26, 1948.

GENERAL ORDER No. 1101

Effective 12.01 A. M., Sunday, September 26, 1948

Applies in All Zones

- (a) Time-Table No. 11 in effect. It contains the necessary instructions issued in general orders up to and including No. 1007, all of which must be removed from bulletin boards.

Each employe must examine each page of Time-Table No. 11 to see that his copy is complete, pages properly lined up, and note changes.

Employes must turn in Time-Table No. 10 to bulletin board attendant, after Time-Table No. 11 takes effect.

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- (b) **SUPPLEMENTAL INSTRUCTIONS TO OPERATING, SIGNAL AND INTERLOCKING RULES**, in effect.

All employes whose duties are in any way affected thereby must secure copy of Supplemental Instructions to Operating, Signal and Interlocking Rules and know that the copy is complete.

Applies in Zone A

- (c) **MAIN LINE
BETWEEN KENNETH AND SCHERERVILLE**
Freight trains must not exceed speed of 40 miles per hour passing signals 2582, 2382, 10, 2361, 2769, 2781, 2791.

This General Order is printed in Time-Table No. 11 and will not be issued in sticker form.

C. W. WHISTLER,
Superintendent.

America's No. 1 *Car*



YES—the familiar, hard-working railroad freight car!

You almost live out of it! You depend upon it for virtually everything you eat, everything you wear, everything you use.

• Freight cars are owned by many different railroads all over the country—and yet all of them can run on any railroad, carrying anything, anywhere, in any season.

Take this boxcar, for example. The brother of every other American freight car, it has interchangeable wheels, axles, trucks, brakes, draft gear, and couplings. It fits into any train, and can be repaired with standard parts at any railroad shop in America.

This universal interchange of freewheeling freight cars is the basis of the mass transportation that makes possible the marvel of American large-scale production. It is the very foundation of our system of marketing, which gives the American consumer the widest possible choice in the things he buys.

ASSOCIATION OF AMERICAN RAILROADS

WHAT IS A PATRON

A patron is the most important person in this institution—in person, on the telephone, or by mail.

A patron is not dependent on us, we are dependent on him.

A patron is not an interruption of our work, he is the purpose of it, we are not doing him a favor by serving him, he is doing us a favor by giving us the opportunity to do so.

A patron is not an outsider to our business, he is part of it.

A patron is not cold statistics, he is a flesh and blood human being with feelings and emotions like our own.

A patron is a person who brings us his business. It is our job to handle him or her profitably both to him, or her and to ourselves.