Pere Marquette Railway

Chicago-Petoskey Division

Time Table No. 27

Effective Sunday, Sept. 16, 1928

AT 12:01 A. M.

Central Standard Time

Former Time Tables Must Be Destroyed

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

Employes must provide themselves with Copy of Rules and Regulations of the Operating Department, Effective May 1, 1914. Also copy of Supplemental Book of Rules, Effective June 1st, 1928.

FRANK H. ALFRED,
President & General Manager,
DETROIT

A. E. BADGER,
General Superintendent,
DETROIT

A. J. MINARD,
Ass't. Gen. Superintendent,
DETROIT

J. A. ANDERSON,
Superintendent,
GRAND RAPIDS

THE DEAN-HICKS CO.
GRAND RAPIDS, MICH.

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Sub Div. No. 1 — CHICAGO TO GRAND RAPIDS — Northward Trains

Long Car Room on Other Tracks	Long Car Room on Siding	Locations of Coal, Water, Turn Tables, Wyes, Scales	TIME TABLE No. 27 Sunday, Sept. 16, 1928 STATIONS	FIRST CLASS 3 Daily Except Sunday	5 Daily	7 Daily Except Sunday	1 Daily	SECOND CLASS 101 Daily	105 Daily Except Sunday	63 Daily CS-6	61 Daily PG-2	65 Daily M. T. CSF-2
		C W T	CHICAGO	AM 8 45	NOON 12 00	PM 5 15	PM 11 45			AM 12 01		PM 7 00
			19.31 South Chicago 28.22									
150	66	W	PORTER	10 05	PM 1 20	6 40	AM 1 15			2 15		6 9 00
	100		4.85 Doran	10 12	1 27	6 45	64 1 25			2 27		9 10
150	120 95	W	C.I.&L. 6.23 CR'S'G IN'L'D Michigan City	2 $10 23	$ 1 38	$ 6 56	$ 1 35			2 41		9 27
5	78		5.36 Merrick	10 31	1 44	7 04	1 45			2 53		9 35
Y'rd	94	T C W O	5.04 NEW BUFFALO	F 10 39	1 50	7 10	1 52			3 04	AM 7 35	9 46
6	92		3.78 Union Pier	F 10 45	1 54	7 14	1 57			62 3 13	7 45	9 55
10			1.09 Lakeside	F 10 50	1 56	7 16	2 00			3 17	7 49	10 00
25	94 57		5.36 Sawyer	$ 11 00	2 01	16 7 22	2 07			3 28	8 00	10 12
30	96	W	4.47 Bridgman	$ 11 09	2 06	7 27	2 13			3 38	8 10	10 22
35	96 57		5.23 Stevensville	$ 11 19	2 12	6 7 33	2 20			8 3 53	8 21	10 33
	76		2.90 Vine	11 23	2 15	7 40	62 2 24			4 03	8 28	10 39
150	32		4.17 St. Joseph	$ 11 33	$ 2 22	$ 7 47	$ 2 35			4 15	8 40	10 50
520		C W T O	END OF 1.88 D'B'L TR'K BENTON HARBOR	$ 11 45	4 $ 2 32	$ 7 59	$ 2 58			60 4 40	2 9 05	64 11 25
27	62 58		END OF 5.84 D'B'L TR'K Riverside	F 11 55	2 42	8 09	8 3 05			5 05	9 25	11 40
35	97		3.89 Coloma	$ 12 02	2 46	8 14	3 10			5 13	9 34	11 47
30	96	W	2.41 Watervliet	$ 12 10	$ 2 52	C 8 19	60 $ 3 18			5 19	9 44	11 54
72	96 115	Y W	SUB DIV. 5.03 NO. 4 Hartford	$ 12 20	$ 3 02	C 8 27	$ 3 28			5 31	9 56	12 05
12	96		4.05 McDonald	F 12 26	3 07	8 32	3 35			5 40	10 05	12 14
3	94		3.35 Gross	12 30	3 11	8 37	3 40			5 47	10 12	12 21
35			0.77 Bangor	$ 12 34	$ 3 14	C 8 39	$ 3 42			5 51	10 14	12 26
22	65		2.91 Breedsville	F 12 40	3 19	8 44	3 47			5 58	10 20	12 35
10	122 95	W Y C	M. C. 3.93 CR'S'G IN'L'D Grand Junction	$ 12 47	3 24	8 49	3 53			6 13	10 28	62 12 43
20	96		5.64 Pullman	F 12 56	3 30	8 55	4 02			6 25	10 40	12 55
6	43		2.07 Bravo	F 1 00	3 33	8 58	4 05			6 30	10 45	1 00
32			2.00 Pearle	F 1 04	3 36	9 00	4 08			6 34	10 49	1 04
30	88 93		3.58 Fennville	4 $ 1 14	$ 3 41	64 C 9 05	4 14			6 42	10 57	1 12
6	67 60	W	4.24 New Richmond	F 1 22	3 47	9 11	4 21			6 57	11 07	8-60 1 29
10	94 78		3.34 East Saugatuck	F 1 31	3 53	9 18	4 28			7 10	11 20	1 39
	80		3.04 Boyd	1 35	16 3 58	9 22	4 32			7 18	11 27	1 46
			4.58					AM	PM			
145	14 19		HOLLAND	$ 1 50	$ 4 15	$ 9 32	4 38 $ 4 55	5 05	4 25	7 32	11 39	1 58
433	100	C W T Y O	0.85 WAVERLY	1 52	4 17	9 34	4 57	5 10 AM	4 27 PM	2 7 38	11 55	2 20
66	78 81		3.77 Zeeland	$ 2 00	4 22	9 39	5 03			8 22	12 07	2 30
25	96		4.36 Vriesland	2 08	4 30	9 46	5 10			8 35	4 12 29	2 59
12	78 96		4.57 Hudsonville	$ 2 18	4 35	9 53	5 17			8 48	12 45	3 09
20	71		6.7 END OF DOUBLE TRACK Grandville	16 $ 2 30	4 42	62 10 01	5 25			9 03	1 00	3 25
			N. Y. C. 2.48 CR'S'G IN'L'D Lamar	2 35	4 45	10 05	5 29			9 10 AM	1 15 PM	3 30 AM
		C W T Y O	1.00 WYOMING	2 39	4 47	10 07	5 31					
			2.51 END OF DOUBLE TRACK GRAND RAPIDS	2 50 PM	6 4 55 PM	10 15 PM	5 40 AM					
				Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily CS-6	Daily PG-2	Daily M. T. CSF-2
				3	5	7	1	101	105	63	61	65

Porter is initial station for all northward trains.

Passenger trains must not exceed a maximum speed of 60 miles per hour.

Freight trains must not exceed a speed of 30 miles per hour.

c indicates stop to let off passengers from Chicago 63rd St. and South Chicago.

No. 3 stop on signal at Harbert, Glenlord, Hill Top, Lee and Jension.

No. 3 stop at all flag stop stations for loading and unloading of bulky, and fragile parcel post mail, when requested by baggageman or RPO Clerk to do so, or when flagged by agent.

Rules 211C and 211D, as printed in Supplemental Book of Rules are in effect between Grand Rapids and Porter.

No. 5 Saturdays stop at Lakeside to let off passengers from Chicago, 63rd St. and South Chicago.

Sub Div. No. 1 — GRAND RAPIDS TO CHICAGO — Southward Trains

TIME TABLE No. 27
Sunday, Sept. 16, 1928

Distance from Grand Rapids (Miles)	Telegraph Stations	STATIONS	FIRST CLASS					SECOND CLASS					
			8	2	4	16	6	104	108	64	62	60	
			Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily M. T. FSC-1	Daily SC-5	Daily GP-3	
			AM	PM	PM		PM			AM	AM		
183.87	D.N.	CHICAGO	7 10	12 05	5 00		10 00			5 00	10 30		
19.31													
164.56		South Chicago											
28.22													
	P						65						
136.34	D.N.	PORTER	5 30	10 40	3 35		**8 33**			1 34	4 15		
4.85													
										1			
131.49	P	Doran	5 20	10 32	3 28		8 27			**1 25**	4 05		
	P	C. I. & L. 6.23 CR'S'G IN'L'D		3									
125.26	D.N.	Michigan City	S 5 10	S **10 23**	S 3 20		S 8 18			12 57	3 52		
5.36													
119.90	P	Merrick	4 56	10 15	3 10		8 10			12 46	3 41		
5.04						PM							
	P											AM	
114.86	D.N.	NEW BUFFALO	F 4 46	F 10 08	3 04	7 45	8 03			12 35	3 30	6 15	
3.78													
											63		
111.08	P	Union Pier	G 4 33	10 01	3 00	F 7 38	7 52			12 26	**3 13**	5 51	
1.9													
109.99	D.P.	Lakeside	G 4 30	G 9 58	G 2 58	F 7 33	7 50			12 22	3 06	5 47	
5.36	P					7							
104.63	D.N.	Sawyer	G 4 20	9 50	2 52	S **7 22**	7 44			12 11	2 53	5 35	
4.47													
100.16	D.P.	Bridgman	G 4 08	G 9 43	2 46	S 6 59	7 39			12 02	2 43	5 25	
5.23							7						
94.93	D.N.	Stevensville	G **3 53**	9 35	2 39	S 6 44	**7 33**			11 51	2 30	5 15	
2.90			63										
92.03	P	Vine	3 45	9 31	2 35	6 36	7 28			11 45	**2 24**	5 04	
4.17											1		
87.86	D	St. Joseph	S 3 35	S 9 25	S 2 28	S 6 25	S 7 22			11 35	2 10	4 45	
1.88													
				61	5					65		63	
85.98	D.N.	BENTON HARBOR	S 3 20	S **9 18**	S **2 20**	S 6 10	S 7 14			**11 25**	2 00	**4 35**	
		END OF 5.84 DOUBLE TRACK											
			1										
80.14	D.N.	Riverside	**3 00**	9 06	2 10	S 5 45	7 04			10 58	1 41	3 40	
		END OF 3.89 DOUBLE TRACK											
76.25	D.P.	Coloma	2 55	9 01	2 05	S 5 39	6 59			10 50	1 33	3 28	
2.41												1	
73.84	D.P.	Watervliet	S 2 49	S 8 57	S 2 01	S 5 33	S 6 54			10 44	1 28	**3 18**	
5.03													
68.81	D.N.	Hartford	S 2 38	S 8 48	S 1 50	S 5 22	S 6 44			10 28	1 17	3 00	
		SUB DIV. 4.05 NO. 4											
64.76	P	McDonald	2 28	8 42	1 44	F 5 11	6 36			10 19	1 08	2 48	
3.35													
61.41	P	Gross	2 22	8 37	1 40	5 06	6 32			10 12	1 00	2 40	
0.77													
60.64	D.P.	Bangor	S 2 20	S 8 36	S 1 39	S 5 04	S 6 31			10 09	12 58	2 38	
2.91													
57.73	D.P.	Breedsville	2 14	8 31	1 34	S 4 57	6 26			10 03	12 52	2 30	
	P	M. C. 3.93 CR'S'G IN'L'D									65		
53.80	D.N.	Grand Junction	2 06	S 8 25	1 30	S 4 50	6 21			9 55	**12 43**	2 20	
5.64													
48.16	D.P.	Pullman	1 54	8 18	1 23	S 4 40	6 14			9 29	12 18	2 05	
2.07													
46.09		Bravo	1 50	8 15	1 20	F 4 35	6 11			9 24	12 13	2 00	
2.00													
44.09		Pearle	1 45	8 12	1 18	F 4 31	6 09			9 20	12 09	1 55	
3.58	P				3					7			
40.51	D.N.	Fennville	S 1 39	S 8 07	S **1 14**	S 4 26	G 6 05			**9 05**	12 01	1 45	
4.24			65–60									65–8	
36.27	D.P.	New Richmond	**1 29**	8 01	1 08	F 4 14	5 58			8 37	11 51	**1 29**	
3.34													
32.93	D.N.	East Saugatuck	1 23	7 55	1 02	F 4 05	5 52			8 27	11 41	1 05	
3.04						5							
29.89	P	Boyd	1 15	7 50	12 58	**3 58**	5 47			8 20	11 25	12 55	
4.58													
			S 1 05					PM	AM				
25.31	D.N.	HOLLAND	12 42	S 7 43	S 12 52	S 3 40	S 5 40	12 30	12 05	8 08	11 10	12 40	
0.85				63									
24.46	D.N.	WAVERLY	12 40	**7 38**	12 39	3 15	5 32	12 25 PM	11 59 PM	8 00	11 05	12 35	
3.77													
20.69	D.P.	Zeeland	12 35	S 7 34	12 34	S 3 09	5 28			7 45	10 37	11 58	
4.36					61								
16.33	P	Vriesland	12 27	7 28	**12 29**	F 2 55	5 22			7 33	10 27	11 35	
4.57													
11.76	D.P.	Hudsonville	12 19	7 23	12 23	S 2 45	5 17			7 23	10 17	11 24	
6.7													
		END OF DOUBLE TRACK				3					7		
5.99	D.N.	Grandville	12 09	7 16	12 16	S **2 30**	5 10			7 10	**10 01**	11 10	
		N. Y. C. 2.48 CR'S'G IN'L'D											
3.51	P	Lamar	12 04	7 13	12 13	2 25	5 07			7 00 PM	9 30 PM	11 00 PM	
1.00													
2.51	D.N.	WYOMING	12 02	7 11	12 11	2 21	5 05						
2.51													
		END OF DOUBLE TRACK					5						
0.0	D.N.	GRAND RAPIDS	11 55 PM	7 05 AM	12 05 PM	2 15 PM	**5 00** PM						
			Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	
			8	2	4	16	6	104	108	64	62	60	

Southward trains receiving clear signal at LaMar may proceed to Grandville on southward track without running order, but must not foul northward main until orders have been read.

No. 16 stop on signal at Jenison, Lee, Glenlord, Hill Top and Harbert.

No. 16 stop at all flag stop stations for loading and unloading of bulky and fragile parcel post mail when requested by baggageman or R PO Clerk to do so, or when flagged by agent.

g indicates stop to let off passengers from Grand Rapids, or pick up passengers for South Chicago, 63rd St. and Chicago.

No. 6 Sundays stop at Grand Junction to pick up passengers for South Chicago, 63rd St. and Chicago.

Sub Div. No. 2 — ALLEGAN TO PENTWATER — Northward Trains

Long Car Room on Other Tracks	Long Car Room on siding	Locations of Coal, Water, Turn Tables, Wyes, Scales	TIME TABLE No. 27 Sunday, Sept. 16, 1928	FIRST CLASS 101	47	105		81 Penna Co		SECOND CLASS 111	109				
			STATIONS	Daily	Daily Except Sunday	Daily Except Sunday		Daily Except Sunday		Daily Except Sunday	Daily Except Sunday				
97	37	W Y	ALLEGAN		AM 9 30										
			1.00												
			MICH. R'Y JCT.												
			3.16												
21			Mill Grove		F 9 45										
			4.22												
23			Dunning		$ 10 00										
			4.90												
36			Hamilton		$ 10 15										
			3.84												
20			Filmore		$ 10 30										
			5.85												
		Y	HOLLAND	AM 5 05	11 00 AM	PM 4 25									
			0.58												
		CWTYO	WAVERLY	$ 5 07		$ 4 27									
			0.98												
			Cronje	5 10		4 30									
			4.63												
12	86		Harlem	F 5 18		F 4 38									
			3.92												
40			West Olive	F 5 25		F 4 45									
			3.29												
82			Agnew	F 5 32		F 4 52									
			6.90												
5	41		Sheldon												
			G. R. G. H. & M. 0.70 CR'S'G												
527		W Y	Grand Haven	$ 6 10		$ 5 13									
			2.65												
			Kirk	6 15		5 18									
			6.10												
			Lake Harbor	F 6 25		F 5 28									
			P. M. BELT 1.43 LINE CR'S'G												
			Muskegon Heights	F 6 30		$ 5 33									
			PENNA SYSTEM 2.26 CR'S'G												
			Western Avenue	6 40		5 43		AM 9 30							
			0.10												
			MUSKEGON	6 45 AM		5 45 PM		9 35 AM							
			1.39												
	35		Pickand												
			PENNA SYSTEM 5.27 CR'S'G												
5			Kanitz												
			2.98												
		CWTO	NORTH YARD							AM 6 05	AM 8 30				
			3.73												
	21		BERRY							$ 6 15 AM	$ 8 50				
			4.63												
19			Lakewood								F 9 10				
			5.23												
228			W'tehall-Mont'gue								$ 9 45				
			6.66												
14			Rothbury								F 10 00				
			3.69												
33		W	New Era								$ 10 15				
			4.08												
129			Shelby								$ 11 00				
			5.65												
26		Y	MEARS								110 $1115				
			3.77												
192		Y	HART								$ 12 25				
			3.77												
		Y	MEARS								$ 12 40				
			7.53												
70		W Y	PENTWATER								1 00 PM				
				Daily	Daily Except Sunday	Daily Except Sunday		Daily Except Sunday		Daily Except Sunday	Daily Except Sunday				
				101	47	105		81 Penna Co		111	109				

Regular and extra trains operating between Holland and Waverly must be governed by train service shown on Sub-Division No. 1.

Only one section of each train will run between Mears and Hart.

Passenger trains must not exceed a speed of 40 miles per hour and freight trains 25 miles per hour between Waverly and Mears.

Passenger trains must not exceed a speed of 30 miles per hour and freight trains 20 per hour between Allegan and Holland.

Passenger trains must not exceed a speed of 25 miles per hour and freight trains 20 miles per hour between Pentwater and Mears and between Mears and Hart.

The track on freight main is washed out near Big Bridge between Pickands and Kirk and cannot be used.

No. 101 will stop at all flag stop stations for loading and unloading bulky and fragile parcel post mail, when requested by baggageman or Railway Postal Clerk to do so, or when flagged by Agent.

No. 109 will stop at Dalton and Bender to let off passengers and stop on signal to take on passengers.

All trains must secure clearance before leaving North Yard.

All First-Class trains must secure clearance before leaving Muskegon passenger depot.

Nos. 109 and 111 are mixed trains.

Sub Div. No. 2 — PENTWATER TO ALLEGAN — Southward Trains

Distance from Allegan	Telegraph Stations	TIME TABLE No. 27 Sunday, Sept. 16, 1928	FIRST CLASS						SECOND CLASS					
			46	104	108		82 Penna Co		110	114				
Miles		STATIONS	Daily Except Sunday	Daily Except Sunday	Daily		Daily Except Sunday		Daily Except Sunday	Daily Except Sunday				
0.0	D	ALLEGAN	AM 8 10											
		1.00												
1.0		MICH. R'Y JCT.												
		3.16												
4.16		Mill Grove	F 7 45											
		4.22												
8.38		Dunning	F 7 25											
		4.90												
13.28	D	Hamilton	S 7 10											
		3.84												
17.12	D	Filmore	S 6 50											
		5.85												
22.98	DN	HOLLAND	6 30 AM	PM 12 30	AM 12 05									
		0.58												
23.56	DN	WAVERLY		S 12 25	S 11 59									
		0.98												
24.53		Cronje		12 10	11 50									
		4.63												
29.17		Harlem		F 11 59	F 11 39									
		3.92												
33.09	D	West Olive		F 11 52	F 11 32									
		3.29												
36.88	P	Agnew		F 11 45	F 11 25									
		6.90												
	P	Sheldon												
	P	G. R., G. H. & M. 0.70 CR'S'G												
43.97	DN	Grand Haven		S 11 27	S 11 07									
		2.65												
46.62		Kirk		11 17	10 57									
		6.10												
52.72		Lake Harbor		F 11 05	10 45									
		P. M. BELT LINE 1.43 CR'S'G												
54.15	P	Muskegon Hights		F 11 00	S 10 40									
		PENNA. SYSTEM 2.26 CR'S'G												
56.41		Western Avenue		10 52	10 32		PM 3 11							
		0.10												
56.51	D	MUSKEGON		10 50 AM	10 30 PM		3 10 PM		PM 4 00					
		1.39												
50.36		Pickand												
		PENNA. SYSTEM 5.27 CR'S'G												
55.62		Kanitz												
		2.98												
57.90	DN	NORTH YARD							S 3 40	PM 1 15				
		3.73												
61.63	P	BERRY							S 3 20	1 00 PM				
		4.63												
66.26	P	Lakewood							F 3 00					
		5.23												
71.73	D	Whitehall-Mont'gue							S 2 40					
		6.66												
78.39		Rothbury							F 12 40					
		3.68												
82.08	D	New Era							S 12 20					
		4.08												
86.17	D	Shelby							S 11 50					
		5.65												
91.62	DP	MEARS							109 S 11 15					
		3.77												
95.39	D	HART							S 11 00					
		3.77												
91.62	D	MEARS							S 10 20					
		7.53												
98.96	DP	PENTWATER							10 00 AM					
			Daily Except Sunday	Daily Except Sunday	Daily		Daily Except Sunday		Daily Except Sunday	Daily Except Sunday				
			46	104	108		82 Penna Co		110	114				

Passenger trains must not exceed a speed of 40 miles per hour and freight trains 25 miles per hour between Waverly and Mears.

Passenger trains must not exceed a speed of 30 miles per hour and freight trains 20 miles per hour between Allegan and Holland.

Passenger trains must not exceed a speed of 25 miles per hour and freight trains 20 miles per hour between Pentwater and Mears and between Mears and Hart.

No. 110 will stop at Bender and Dalton to let off pasesngers and on signal to take on passengers.

No. 104 will stop at all flag stop stations for loading and unloading bulky and fragile parcel post mail, when requested by baggagemen or Railway Postal Clerk to do so, or when flagged by Agent.

Nos. 110 and 114 are mixed trains.

Sub Div. No. 5 — Northward Trains — GRAND RAPIDS AND TRAVERSE CITY — Southward Trains

TIME TABLE
No. 27
Sunday, Sept. 16, 1928

Long Car Room on Other Tracks	Long Car Room on Siding	Locations of Coal, Water, Turn Tables, Wyes, Scales	Second Class	FIRST CLASS		FIRST CLASS		STATIONS	FIRST CLASS				Second Class	Telegraph Stations	Distance from Sunnyside
			55			3	1		4	8			56		
			Daily Except Saturday			Daily Except Sunday	Daily Except Sunday		Daily Except Sunday	Daily Except Sunday			Daily Except Monday		Miles
			PM			PM	AM		AM	PM			AM		
.....	.....	CWTYO	8 50			3 06	8 16	SUNNYSIDE	10 42	9 40			11 25	P D N	0
								END OF 1.51 DOUBLE TRACK							
.....	.....		9 00			3 15	8 23	Fourth Street	10 39	9 35			11 15	.....	1.51
								3.38							
.....	80		8 9 26			3 23	8 33	Park	10 29	55 9 26			11 04	.....	4.89
								0.65							
								PENNA. SYSTEM CROSSING							
9	.....	.....	9 30			3 25	S 8 35	Comstock Park	10 26	9 24			11 01	P D N	5.54
								3.11							
20	.....	.....	9 39			3 34	F 8 43	Alpine	F 10 20	9 19			10 54	.....	8.65
								6.25							
103	58		9 54			S 3 44	S 8 55	Sparta	S 10 06	9 10			10 39	DP	14.90
								G T R R CR'S'G 5.14 INTERLOCKED							
44	.....	.....	10 09			F 3 52	S 9 05	Kent City	S 9 56	9 01			10 27	DP	20.04
								2.52							
68	75	.....	10 16			F 3 58	S 9 11	Casnovia	S 9 50	F 8 57			10 21	DP	22.56
								3.34							
22	.....	.....	10 26			F 4 04	S 9 19	Bailey	S 9 42	8 51			10 12	DP	25.90
								3.90	1						
39	65	W	10 36			S 4 12	S 4 9 32	Grant	S 9 32	8 45			10 02	P D	29.82
								6.45					1	P	
172	.....	.....	10 56			S 4 25	S 56 9 45	Newaygo	S 9 22	S 8 32			9 45	D N	36.27
								4.38	56				4		
.....	79	.....	11 10			4 34	9 55	Drew	9 13	8 22			9 13	.....	40.65
								3.11							
14	.....	.....	11 20			4 39	10 03	Uhl	F 9 07	8 17			8 51	.....	43.76
								3.56							
								SUB DIV. NO. 8 CROSSING							
158	85	C W Y	11 40			S 4 47	S 10 15	WHITE CLOUD	S 9 00	S 8 12			8 42	P D N	47.32
								4.67							
6	28	.....	11 55			4 56	F 10 25	Ramona	F 8 50	8 04			8 30	.....	51.99
								6.78							
.....	79	.....	12 15			5 06	10 39	Kopje	8 38	7 55			8 12	.....	58.77
								4.57							
27	65		12 25			S 5 13	S 10 48	Bitely	S 8 31	7 47			7 58	P D	63.34
								10.35							
								PM TOLEDO-LUDINGTON DIV CR'G	8 15						
165	70	C W Y	12 55			¶ 5 30	¶ 11 03	BALDWIN	S 8 00	S ¶ 7 32			7 30	P D N	73.69
						S 5 50	S 11 23	8.16		7 12					
.....	34	.....	1 20			6 04	F 11 38	Wolf Lake	7 45	6 56			7 08	.....	81.85
								3.15							
9	60	.....	1 30			F 6 10	F 11 43	Peacock	F 7 40	F 6 49			6 58	DP	85.00
								3.45							
.....	.....	.....	.....			6 16	F 11 49	Little Manistee	7 35	6 42			.....	.....	.....
								2.55							
.....	50	W	1 50			F 6 21	F 11 53	Irons	F 7 31	6 37			6 40	.....	91.66
						8		3.23		3					
20	40	.....	2 00			F 6 29	F 11 58	Dublin	F 7 26	6 29			6 30	.....	94.89
								2.86							
25	50	.....	2 10			F 6 34	F 12 03	Wellston	F 7 22	S 6 24			6 21	DP	97.75
								4.57							
31	.....	.....	2 22			6 40	12 11	High Bridge	7 15	6 17			6 12	.....	102.32
								3.40							
7	.....	.....	2 32			F 6 46	F 12 18	Brethren	F 7 09	F 6 10			6 02	.....	105.72
								M & N E CR'S'G 4.44 INTERLOCKED							
89	65	W	3 00			S 6 55	S 12 28	Kaleva	S 7 02	S 6 03			5 50	P D N	110.16
								6.86							
27	.....	.....	3 25			7 05	S 12 40	Henry	F 6 50	F 5 43			5 30	DP	117.02
								A A CROSSING 3.96 INTERLOCKED							
72	53	Y	3 50			S 7 12	S 12 52	Thompsonville	S 6 44	S 5 37			5 19	P D N	120.98
								4.34							
.....	.....	.....	4 05			7 19	F 1 01	Wallin	F 6 37	5 28			4 55	.....	125.32
								2.89							
.....	37	.....	4 15			7 24	1 07	Clary	6 33	5 23			4 40	.....	128.21
								2.29							
66	.....	.....	56 4 25			7 29	S 1 12	Bendon	S 6 29	F 5 17			55 4 25	DP	130.50
								M & N E CR'S'G 3.72 INTERLOCKED							
7	30	W	4 40			F 7 35	S 1 20	Interlochen	F 6 23	F 5 10			4 13	P D	134.22
								3.85							
47	22	.....	4 56			7 42	S 1 27	Grawn	6 17	F 5 04			3 53	DP	138.07
								9.18							
.....	35	CWTO	5 30			7 58	1 46	BOARDMAN	6 01	4 47			3 00	P D N	147.25
			AM			PM	PM		AM	PM			AM		
			Daily Except Saturday			Daily Except Sunday	Daily Except Sunday		Daily Except Sunday	Daily Except Sunday			Daily Except Monday		
			55			3	1		4	8			56		

¶—For Meals.

Marlborough flag stop for trains 1 and 4.

Nos. 1 and 4 will stop at all flag stop stations for loading and unloading bulky and fragile parcel post mail when requested by baggageman or Railway Postal Clerk to do so or when flagged by Agent.

Brohman flag stops for Nos. 1 and 4.

Petoskey Division Passenger trains will run via Sunnyside.

Passenger trains must not exceed a speed of 45 miles per hour and freight trains a speed of 25 miles per hour between Comstock Park and Boardman.

Sub Div. No. 6 Northward Trains TRAVERSE CITY AND PETOSKEY Southward Trains

Telegraph Stations	Distance from Sunnyside Miles	Location of Coal, Water, Turn Tables, Wyes, Scales	FIRST CLASS			3	1	TIME TABLE No. 27 Sunday, Sept. 16, 1928 STATIONS	FIRST CLASS					Long Car Room on Other Tracks	Long Car Room on Siding
						Daily Except Sunday	Daily Except Sunday		4 Daily Except Sunday	8 Daily Except Sunday					
P						PM	PM		AM	PM					
D N	147.25	CWTO				7 58	1 46	BOARDMAN	6 01	4 47					
						8 00	$ 1 50	0.57	6 00	4 45					
	147.82					PM	2 10	Traverse City	AM	$ 4 29					35
								PA. SYS. 6.04 CR'S'G IN'L'D							
	153.29						F 2 20	Acme		F 4 19				12	
								3.62							
P	156.90						F 2 26	Bates		F 4 13				20	
								1.86							
D P	158.76						$ 2 31	Williamsburg		$ 4 09				50	38
								5.06							
	163.83						F 2 41	Barker Creek		F 3 57				16	
								4.75							
D P	168.58	W					$ 2 50	Rapid City		$ 3 47				25	41
								3.18							
D P	171.76						$ 3 00	Alden		$ 3 40				19	18
							8	11.83		1					
D P	183.59	W Y					$ 3 22	Bellaire		$ 3 22				102	49
								8.01							
D P	191.60						$ 3 40	Central Lake		$ 3 06				35	43
								5.03							
								Harpers						36	
								1.68							
D P	198.31						$ 3 56	Ellsworth		$ 2 50				56	25
								4.43							
	202.64						F 4 04	Phelps		F 2 40				20	
								4.50							
	207.14						4 14	Cherrie		2 30					
								2.27							
	209.41							Belvedere							
								0.43							
D P	209.84	W					$ 4 24	Charlevoix		$ 2 24				79	17
								8.40							
	218.24						F 4 40	Bayshore		F 2 04				24	28
								3.64							
	221.88						4 47	Lamson		1 56				95	
								3.40							
D P	225.28	CWTO					4 55	PETOSKEY		1 50				175	15
							PM			PM					
						Daily Except Sunday	Daily Except Sunday		Daily Except Sunday	Daily Except Sunday					
						3	1		4	8					

Passenger trains will not exceed a speed of 45 miles per hour between Boardman and Rapid City, 35 miles per hour between Rapid City and Central Lake, 25 miles per hour between Central Lake and Phelps and 35 miles per hour between Phelps and Petoskey.

Freight trains will not exceed a speed of 25 miles per hour.

Freight trains must not go to Tunk to meet or be passed by passenger trains.

The Junction of Sub Division No. 8 and Sub Division No. 6 is the Crossover switch north of Williamsburg.

Nos. 1 and 8 will stop at all Flag stop stations for loading and unloading bulky and fragile parcel post mail when requested by baggageman or RPO clerk to do so, or when flagged by agent.

Sub Div. No. 3 — Northward Trains — NEW BUFFALO AND LA CROSSE — Southward Trains

Long Car Room on Other Tracks	Long Car Room on Siding	Location of Coal, Water, Turn Tables, Wyes, Scales	SECOND CLASS 161 Daily Except Sunday	TIME TABLE No. 27 Sunday, Sept. 16, 1928 STATIONS	SECOND CLASS 164 Daily Except Sunday	Telegraph Stations	Distance from La Crosse Miles
90		WY	AM 8 00	P. C. C. & ST. L CR'S'G IN'L'D **LA CROSSE** C. & O. OF I. 0.3 CROSSING	PM 5 00	D	0.0
				Meadow			0.3
26			$ 8 25	N. K. P. CR'S'G 5.83 IN'L'D **Thomaston**	$ 4 35	D	6.13
68			$ 8 40	P. CO. CR'S'G 2.82 IN'L'D **Hanna**	$ 4 20	D	8.94
110	35	Y	$ 9 00	B.&O.&G.T. 6.11 CR'S'G IN'L'D **Wellsboro**	$ 3 55	DN	15.05
44			$ 9 10	WABASH R.R. 2.41 CR'G IN'L'D **Magee**	$ 3 45		17.46
193		W	$ 9 30	N.Y.C.R.R. 5.75 CR'G IN'L'D **La Porte**	$ 3 30	D	23.12
27			$ 9 40	N. K. P. 3.18 CROSSING **Belfast** 10.49	$ 2 40	D	26.50
			10 20 AM	**NEW BUFFALO**	2 00 PM	DN	36.79

Engines should not go in over an engine length back of frog or shove loaded cars in on short switch track back end of Hill's Ice Track. It is OK to shove empty cars in, but not to use otherwise account light rail and track in bad shape.

Nos. 161 and 164 are mixed trains.

Trains must approach La Crosse under control and look out for engines of other railroads working on main line.

Trains must not go on line of C. I. & L. Ry. at La Crosse without protection.

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

Trains will reduce speed to 6 miles per hour over Second Street Crossing. La Porte. Switch movements over this crossing must be protected by trainmen, No cars must be placed on siding closer than 150 feet from center of street.

Sub Div. No. 4 — Westward Trains — LAWTON-SOUTH HAVEN — Eastward Trains

Long Car Room on Other Tracks	Location of Coal, Water, Turn Tables, Wyes, Scales	SECOND CLASS 71 Daily Except Sunday	TIME TABLE No. 27 Sunday, Sept. 16, 1928 STATIONS	SECOND CLASS 72 Daily Except Sunday	Telegraph Stations	Distance from South Haven Miles
100			**LAWTON** 3.47		D	34.29
124	CWT		**PAW PAW** 3.00		D	30.82
7			**Millers** 0.24			27.82
8			**Benway** 1.54			27.58
10			**Lake Cora** 3.56			26.04
54			**Lawrence** 6.52		D	22.48
52	WY	PM 12 30	Sub Div. No. 1 **HARTFORD** 4.76	PM 3 30	DN	15.96
7		F 12 42	**Toquin** 3.25	F 3 19		11.20
38		F 12 55	**Covert** 2.62	$ 3 07	D	7.95
4		F 1 03	**Roosevelt Hills** 2.52	F 2 58		5.33
4		F 1 10	**Fruitland** 1.77	F 2 50		2.81
30			**Cableton** 1.04			1.04
36	CWT	1 35 PM	**SOUTH HAVEN**	2 40 PM	D	0.00

Nos. 71 and 72 are mixed trains. No. 72 wait at South Haven until No. 71 arrives.

Speed limit through South Haven, 6 miles per hour.
Trains must not exceed 25 miles per hour.

Sub Div. No. 7 Northward Trains MUSKEGON-WHITE CLOUD Southward Trains

Long Car Room on Other Tracks	Long Car Room on Siding	Location of Coal, Water, Turn Tables, Wyes, Scales	SECOND CLASS				111	TIME TABLE No. 27 Sunday, Sept. 16, 1928 STATIONS	SECOND CLASS					Telegraph Stations	Distance from Muskegon
							Daily Except Sunday		114 Daily Except Sunday						Miles
							AM 6 15	BERRY	PM 1 00						5.12
								6.36							
25							S 6 40	Twin Lake	S 12 35						11.48
								5.97							
45							S 7 05	Holton	S 12 15					D	17.45
								2.32							
20							S 7 25	Brunswick	S 11 57					D	19.77
								1.65							
10							F 7 31	Reeman	F 11 45						21.42
								3.27							
122	23	W					S 8 03	Fremont	S 11 30					D	24.69
								5.48							
13							F 8 20	Wooster	F 10 40						30.17
								1.06							
	32						8 24	Ryerson	10 35						31.23
								4.85							
								P. M. SUB DIV NO. 6 CROSSING							
135		C W Y					8 40 AM	WHITE CLOUD	10 20 AM					DN	36.08

Freight and extra trains approaching the Junction at Berry must come to a stop, not less than 200 feet before reaching the switch.

Freight and extra trains must stop and flag over Main street Crossing at Fremont.

Passenger trains will not exceed a speed of 25 miles per hour and freight trains 20 miles per hour between Berry and White Cloud.

Trains from Sub Division No. 7 must not occupy the main track of Sub Division No. 2 at Berry until after getting a clearance.

Sub Division No. 7 Passenger trains will stop 200 feet back of the junction switch at White Cloud and then proceed to the clearance point expecting to find the main line occupied, it being understood that Sub Division No. 7 trains cannot occupy the main line without knowing that all regular main line trains have passed White Cloud, or getting time on them that would permit of their using the track.

Nos. 111 and 114 are mixed trains.

No. 114 wait at White Cloud for No. 111.

Sub Div. No. 8 Northward Trains ELK RAPIDS-WILLIAMSBURG Southward Trains

Long Car Room on Other Tracks	Location of Coal, Water, Turn Tables, Wyes, Scales	SECOND CLASS					TIME TABLE No. 27 Sunday, Sept. 16, 1928 STATIONS	SECOND CLASS					Telegraph Stations	Distance from Williamsburg
														Miles
45							WILLIAMSBURG						D	
								4.35						
17							Angell							4.35
								4.33						
60							ELK RAPIDS						D	8.68

The Junction of Sub Division No. 8 and Sub Division No. 6 will be at the cross-over switch north of Williamsburg.

Trains must not exceed 20 miles per hour.

SPECIAL INSTRUCTIONS

(1) Superiority of Trains.

Southward and Eastward trains are of superior directions.

(2) Normal Position of Train Order Signal.

Rule 221B as modified in Supplemental Book of Rules will govern.

(3) Operators Examine Train Order Signals.

Upon approach of trains, operators must examine train order signals and know that lamps are burning properly.

(4) Signal for 19 order and Location.

Rule 211D in Supplemental Book of Rules on Sub-division No. 1.

On all other sub-divisions a yellow flag by day and a yellow light by night, displayed at a train order office, will indicate 19 order for delivery.

Finding 19 order signal displayed, trains must secure a copy of 19 order or a clearance card form 109 before proceeding.

(5) Double Track.

Double track is in use between Fourth St., Grand Rapids, and Sunnyside. Godfrey Ave., Grand Rapids and Grandville between Riverside and St. Joseph River Bridge. Trains will use right-hand track.

(6) Trains Protected.

In territory not protected by automatic block signals all except first and second class trains will approach fuel and water stations and pass through all station limits under control, unless the switches are seen to be right and the track clear.

This will not relieve trainmen from protecting in accordance with Rule 99.

(7) Standard Clocks.

Grand Rapids Dispatcher's Office, Wyoming, Waverly, Benton Harbor, New Buffalo, LaCrosse, Muskegon, North Yard, White Cloud, Baldwin, Boardman and Petoskey.

(8) Register Stations.

Register stations are printed in full faced type.

All trains not scheduled to stop will register by ticket.

(9) Register by Ticket.

Operators at Register Stations will be outside when trains do not stop to receive these tickets and will enter in register book all information shown on ticket. If ticket is not found operator must not enter anything in register book except as authorized by train dispatcher.

(10) Other Registering Points.

Stations at which trains start and terminate are registering points for such trains. Holland and Williamsburg are registering stations for trains that terminate there only.

(11) Bulletin Books.

Grand Rapids (telegraph office). Wyoming, Waverly, Holland, Benton Harbor, New Buffalo, Rockwell St., Chicago, White Cloud, Baldwin, Boardman, Petoskey, North Yard, Muskegon ticket office and all engine houses.

(12) Automatic Block Signals.

Electric Automatic Block Signals are in operation:

Grand Rapids, Graham St. to Seymour.

Sunnyside to Porter.

See Rules 501 to 514, inclusive.

(13) Spacing Trains.

The following rules apply in spacing trains, except in Automatic Block Signal Territory:

Two passenger trains in the same direction will never be allowed in the same block at the same time.

Freight trains are permitted to follow passenger trains under caution, after the expiration of ten minutes.

Freight trains are permitted to follow each other under caution after the expiration of ten minutes.

The above to be followed except where special rules are provided for greater safety.

These instructions do not relieve trains from protecting strictly in accordance with General Rule No. 99.

(14)

LIMITS	Miles Per Hour Maximum Speed Passenger	Freight
Sub-division No. 1 except as noted below	60	30
Grand Rapids Terminal	20	20
Over Jefferson Ave., Grand Rapids	10	10
Through Grandville and Zeeland corporate limits	25	20
Between Hudsonville to 1½ miles north	50	25
Approaching Waverly	20	20
Through Holland, Bangor	20	20
Through Vriesland Swamp, 1 mile north to 1 mile south of Vriesland	30	20
Through Hartford, Watervliet, Coloma	6	6
Over Main St. Crossing n. of Depot Grand Junction	25	25
Between East Saugatuck and New Richmond	35	20
Over East Main St. Crossing, Benton Harbor	10	10
Through and Under Coal Dock, Benton Harbor	15	15
Over Lake Drive Crossing, Benton Harbor	6	6
Between Benton Harbor and St. Joseph	20	20
Over St. Joseph River Bridge	6	6
All trains over sharp curve, end of double track just north of St. Joe River	15	15
All trains on connection between P. M. Ry. and N. Y. Central at Porter	25	20
Sub-Division No. 2 except as noted below	40	20
Between Wye Switches and Allegan	10	10
Through corporate limits of Grand Haven	6	6
Over Bridge at Grand Haven	6	6
Through corporate limits of Muskegon	6	6
Over Second St. Crossing, Shelby	8	8
Around Cronje curve	6	6
Through Tunnel at White Hall	10	10
Over bridge C-2-1 on freight line 1½ miles south of Pickand	5	5
Sub-division No. 3 except as noted below	20	20
Sub-division No. 4 except as noted below	25	20
Sub-division No. 5 except as noted below	45	25
Trains handling stone	....	20
Through Grant	12	12
Approaching Newaygo	Under Control	
Down Grade approaching Newaygo from North	25	20
Between south switch south end of yard to north switch on cross-over north of coal dock, White Cloud	10	10
Across Manistee River Bridge	15	15
Sub-division No. 6	45	25
Williamsburg	Under Control	
Through corporate limits of Traverse City and Petoskey	6	6
Over swamps between France and 1 mile south of Rapid City	25	25
Central Lake and Phelps	25	20
Around sharp curve 1 mile south of Ellsworth	15	15
Over bridge on curve 2 miles south of Ellsworth	20	20
Through Central Lake	20	20
700 Class Engine over Bridge at Charlevoix	6	6
Sub-division No. 7, except as noted below	25	20
Sub-division No. 8, except as noted below	20	20

(15) Speed Restriction.

When engineers are using the flangers on engines they must not exceed a speed of 15 miles per hour and must give careful attention to the work to avoid striking switches, road crossing plank and other obstructions.

The State Law prohibits speed in excess of 30 miles per hour for passenger trains and 20 miles per hour for freight trains over interlocked crossings.

Steam derricks must not exceed a speed of 30 miles per hour on straight track and 20 miles per hour on curves.

Engines backing up will not exceed a speed of 15 miles per hour.

Switch engines in road movement will not be moved on main line at a speed to exceed 20 miles per hour.

Sc, c-1, c2a, c2 m and ml class engines must not exceed maximum speed of 35 miles per hour and mk class engines must not exceed maximum speed of 50 miles per hour on passenger trains.

C2 engines must not exceed 20 miles per hour between Waverly and Berry and must not exceed 10 miles per hour between Pickand and North Yard.

No train or Engine will exceed a speed of ten miles per hour while entering, passing through or leaving any siding.

Trains must not exceed a speed of four miles per hour pulling out of south end siding Casnovia.

Trains running against current of traffic must approach cross-overs under full control and not exceed twenty miles an hour over facing point switches.

(16) Yard Limits.

Grand Rapids—Wyoming; Waverly and Holland; Fenville, Grand Junction, Hartford, Watervliet, Coloma, Benton Harbor—Includes to end of track on what was known as Buchanan Branch South of Napier—St. Joseph; New Buffalo; Michigan City, Porter, Allegan, Muskegon—North Yard—Newago; White Cloud; Baldwin; Boardman; Petoskey, Williamsburg, Rapid City, LaPorte, LaCrosse, Grand Haven embraces all territory within yard limit posts located south of Sheldon and North of Grand Haven; Phoenix St., South Haven.

(17) Joint Time Tables and Rules.

Penna. System rules and time table governs between Godfrey Avenue and Union Depot.

N. Y. C., B. & O., C. R. I. P., B. & O. C. T. R. R. and B. R. C. rules and time tables govern between Porter and Chicago.

(18) Interlocking Plants.

Grand Rapids—Pleasant St., M. C. R. R. and Penna. System.

Interlocking signal rules will govern operation of plant. Top arm on all two-arm signals controls main line movements. Dwarf signals control movements from secondary track which they govern. There are derails located on all tracks, located 25 and 50 feet in advance of all signals.

High signal located at Graham Street is a color light signal with standard indications.

Green Light governs movements on main line leading to Depot.

Yellow Light governs movement into east or southward Wyes leading to Wyoming.

High signal located on wye track near Buckley St., top arm governs trains on to eastward main line. Lower arm governs trains into westward main or coach yard also up to two-arm signals, located near Grant St., on Penna. System tracks.

High signal located on Wye track near Buckley Street is a color light signal with standard indications.

Green Light governs movements on to eastward main line.

Yellow Light governs movement onto Westward main line or to Coach Yard and also permits movement up to the two-arm signal near Grant Street located on P. Co. tracks.

High signal located near Buckley St. on west side of main line joint double track, top arm will govern Pere Marquette eastward main line trains only. Lower arm working to 45 degrees will govern Penna. System trains only. Dwarf signal fastened to base of this signal 10 feet above the ground will govern P. M. trains only into coach yard or onto westward main line through cross-over located between Grant St. and Graham St. This signal will indicate in upper Quadrant. Blade in 45 degrees, day indication, proceed. Green light, night indication, proceed. Pere Marquette trains must not proceed on lower signal at this point as this arm governs Penna. System trains only.

Dwarf signal located west of crossing on right hand side, westward track, will govern trains into Coach Yard, onto westward main, against current traffic, or onto Penna. System track.

All switching movements over plant should be completed before reverse movement is made and Engineman and Trainman must know that they have a clear signal for reverse movement before making same, to assure that the route is properly lined up.

Grand Rapids—Division Avenue and Madison Avenue, Grand Rapids Railway Co.

Grand Rapids, Watson St.—Michigan Railway.

Wyoming Yard—North End.

Lamar—N. Y. C. Ry.

The following whistle code in effect for train movements over interlocking plant at Lamar:

Two long blasts of whistle for main line movement in both directions; for movement through the cross-over south of N. Y. C. crossing, one long and one short; for movement from northbound main through cross-over into odd yard, and vice versa: three short and one long.

For movements from northbound main through cross-over into odd yard and vice versa, three short and one long.

For movements from northbound main into even yard north of N. Y. C. crossing, three short and two long.

From even yard to southbound main and vice versa, five short.

From the odd yard to southbound main and vice versa, two short.

From even yard to switch lead and vice versa, four short. From odd yard to lead and vice versa, three short.

Grand Junction—M. C. R. R.

Michigan City (one-mile south)—C. I. & L. Ry.

North End of the South passing track, Michigan City, interlocked and movement out of siding governed by three position color light dwarf signal. Red indicates Stop.

Yellow indicates movements may be made within interlocking limits, but if movement is to be made outside of limits, protection in accordance with flagging rule must be furnished. Green indicates track is clear to automatic block signal 1254 near Depot.

Southward trains receiving lower arm, indicates route is lined for passing track, but this arm may also be used to permit main line movement within interlocking limits.

2 blasts of whistle calls for main line.

4 blasts of whistle calls for siding.

LaCrosse—P. C., C. & St. L. Ry.

Thomaston—N. K. P.

Hanna—P., F. W. & C. Ry.

Wellsboro—G. T. R. R. and B. & O. R. R.

Magee—Wabash Ry.

La Porte—N. Y. C. R. R.

Sparta—G. T. R. R.

Kaleva—M. & N. E. R. R.

Thompsonville—Ann Arbor Ry.

Interlochen—M. & N. E. R. R.

Kerry—Penna. System.

North switch of siding, Traverse City, is of hand-throw type, and is pipe-connected to Hayes derail. When switch is set for siding, Penna. home signals cannot be cleared; if Penna. home signals are clear, this switch cannot be opened.

Main line derails on P. M. tracks have been removed, and home signals are of two-position upper quadrant type, red and yellow night indication; lower arm marker only, red night indication.

(20) Railway Crossings.

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

At Grand Rapids with Penna. System engines working upon the Penna. System plaster track across the Chicago Division main track through the cross-over switches near Godfrey Avenue, Grand Rapids. All trains and engines must approach that point under full control, expecting to find main track obstructed.

All trains or engines moving from 9th Ave. District, or Detroit Division, over the switches at Sunnyside, will proceed only when switches are properly lined for movement of such train, and they receive a proceed signal given by switch tender, with a GREEN flag by day, and GREEN lantern by night.

Unless it is known that switches are properly lined, and proceed signal with green flag or green lantern given is meant for your train, a stop will be made before fouling any switch or track at Sunnyside.

All trains or engines moving from Penna. "Plaster Track" (route to P. M. freight house and Union Depot), over switches at Sunnyside, will proceed only when switches are properly lined for movement of such train and proceed signal received from switch tender with YELLOW flag by day and YELLOW lantern by night.

Unless it is known that switches are properly lined for such movement, and proceed signal given with yellow flag or yellow lantern is intended for such train, a stop will be made before fouling any track or switch at Sunnyside.

At Winter Street, Grand Rapids with Penna. System main line and N. Y. C. siding.

The semaphore in a perpendicular position will permit Penna. System trains to cross; in a horizontal position will permit Pere Marquette trains to cross.

The position of the signal at night will be indicated by red lights.

At Grandville with G. R. H. & C. Ry. Half-interlocking. Two Hayes derails installed on Elevator track located as follows: North derail 60 feet north of crossing; south derail, 125 feet south of crossing. These derails are operated with two levers. Lever No. 1 operates both signals on Interurban track. Before P. M. trains or engines can cross, lever No. 1 must be reversed or put in normal position, which will put signals on the electric road to block, then reverse lever No. 2 to remove derails from rail. When through using track, levers should be reversed and signals left in clear position for the electric road.

The position signals connected and operated with derails on P. M. Ry. tracks, day indication, red blade right angle with track—STOP; night indication, red light—STOP; and green light—PROCEED. Train and enginemen should be careful not to move levers until their train has cleared derails, as they will derail equipment moving in either direction.

At Meadow with C. & O. Ry. Trains must not cross until gate is opened. The position of gate at night will be indicated by red lights.

At Belfast with N. K. P. R. R. Trains must not cross until gate is opened. The position of gate at night will be indicated by red lights.

Target in horizontal position will allow Pere Marquette trains to cross. In perpendicular position will allow N. K. P. trains to cross.

Trains passing Belfast during the night, or when there is no station man on duty, must place the crossing gate across Pere Marquette main track after the train has passed over the crossing.

At Muskegon Heights with Pere Marquette Ry. Belt Line. Train must not cross until gate is opened. The position of gate at night will be indicated by red lights.

At Muskegon Pere Marquette main line and South Horn track with G. T. Ry. dock track. When the arm on semaphore is lowered and shows a green light at night and gate turned across the G. T. track, trains upon the Pere Marquette track can cross. When arm on semaphore is in a horizontal position, or red light shown at night and gate turned across Pere Marquette track, trains upon the G. T. dock tracks can cross. The position of gates at night will be indicated by red lights.

At Muskegon, Pere Marquette South Horn track with Penna. System track. When semaphore arm is in horizontal position Penna. System trains may cross. When in vertical position Pere Marquette trains may cross. The position of signal at night will be indicated by green and red lights.

Junction with main line and South Horn tracks near Western Avenue, Muskegon. When the two-arm signal is placed in a vertical position, trains can pass on the main line. When the signal is placed in a horizontal position, trains can pass to and from South Horn track. Position of signal at night indicated by red lights.

At Muskegon, Pere Marquette freight main line with Grand Trunk main line. Protected by crossing gates. Normal position of gates will be against traffic on the Pere Marquette at all times except when our trains or engines are using them. Trainmen must see that gates are placed back in normal position and locked when through using them.

At Muskegon Heights, Muskegon Traction & Lighting Co. Crossing Sanford Street. All trains and engines must stop and crossing flagged by trainmen.

At Kanitz and at Crossing near Western Avenue, Muskegon, on Lake Harbor Line, with Penna. System trains must not cross until gate is opened. The position of gate at night will be indicated by red light.

Kanitz—The normal position of the gates will be against the traffic on the Pere Marquette and clear for traffic on the Penna. System at all times except when our trains or engines are using them. Trainmen will be particular to see that the gate is placed back to its normal position when through using it.

Pere Marquette Ry. trains will approach the switches at the G. T. Ry. at Grand Haven with extreme caution; and enginemen must keep a sharp lookout for G. T. Ry. trains at this point. In foggy or stormy weather when track cannot be seen to be clear, extra trains or delayed regular trains must be flagged between switches.

At Comstock Park. The signal in a vertical position will permit Penna. System trains to cross.

The signal in a horizontal position will permit P. M. trains to cross.

At Baldwin, the crossing with Ludington Division is protected by two semaphore signals, a signal for each division. The signal, when at an angle of 65 degrees or greater, allows the Petoskey Division trains to pass. The position of the signal at night is indicated by red and green lights.

At Traverse City, with M. & N. E. R. R. Trains must not cross until gate is opened. The position of gate at night will be indicated by red lights.

At Traverse City, P. M. dock track with M. & N. E. main line.

All trains must come to full stop before passing over crossing. When target blade is in a vertical position M. & N. E. trains may proceed. Crossing gate must be kept locked in position across Pere Marquette track, except when crossing is being used by P. M. trains, at which time the gate will be swung across M. & N. E. track, after target has been set in a horizontal position. When P. M. trains are through using the crossing gate, target must be returned to former position clear for M. & N. E. trains.

Green lights on target blades will indicate position of target at night. A red light will indicate position of gate at night.

(21) Drawbridges.

1.1 miles north of St. Joseph	Paw Paw River
0.5 miles north of Benton Harbor	Paw Paw River
0.2 miles north of New Richmond	Kalamazoo River
Grand Rapids (Freight Track)	Grand River
0.1 miles north of Allegan	Kalamazoo River
0.71 miles north of Grand Haven Station (Grand Trunk bridge)	Grand River
0.9 miles north of North Yard, Muskegon	Muskegon River
0.2 miles south of Montague	White River

In no case must a train run over a drawbridge at a speed greater than ten miles per hour.

Under no circumstances must any part of a train or engine be allowed to stand upon the drawbridge portion of any bridge.

St. Joe River bridge between St. Joseph and Benton Harbor governed by standard interlocking signals. Interlocking rules govern movement of all trains.

Northbound home signal located 50 feet in advance of derail south of bridge. Top arm semi-automatic governs Northward trains moving with the current of traffic to the next automatic block. Lower arm is a calling on arm for Northward movements with the current of traffic through interlocking limits only; also governs to diverging routes.

Southward home signal located 70 feet in advance of derail north of bridge. Top arm semi-automatic governs Southward trains to the next automatic block. Lower arm is a calling on arm; governs Southward movements through interlocking limits only.

In switch movements from one track to the other at north end of bridge it will be absolutely necessary for engine or train to complete movement over the entire plant before position of switches can be changed. This is, for example, an engine coming south on south-bound track desiring to move over north-bound track, will have to cross bridge and pass signals at south end before reverse movements can be made.

The drawbridge over Pine River at Charlevoix is governed by interlocking signals.

(22) Buildings and Structures.

Icing platform at Wyoming, New Buffalo and Benton Harbor will not clear a man on side of car.

Derrick shed over Magoon & Co.'s team track, Muskegon, will not clear man on top of car.

Projecting roofs over doors at furniture factory on Factory Tracks at Sparta will not clear man on top of box car.

Derrick over Rumely track at LaPorte will not clear man on top of car.

Platform on west side of station Bridgman will not clear man on side of car.

Roof projection at Slys will not clear man on box car.

(23) Normal Position Switches.

Sparta switch leading from north end of long siding must be set for Mill track when not in use.

Siding extension. Switches must be set for straight track.

Waverly north wye switch for north leg of wye.

Grandville end of double track switch set for northward track.

Riverside switch set for southward track.

Boardman main line switch set for Petoskey Division main line.

Normal position of spring switch located at end of double track at 4th St., Grand Rapids, is for southward movements onto southward main track and this position of switch is indicated by signal arm of signal located fifty feet north of switch being in 45 degree position or yellow light showing. Southward trains finding this signal horizontal or red light showing must stop and examine switch points to see that they are in proper position before using switch.

Northward trains trail thru this switch but must not make reverse movement until all cars are clear of switch points and switch thrown by hand for reverse movement against current of traffic.

Switch must be left in normal position when not in use.

Speed restrictions over this switch are 15 miles per hour for southward trains and 10 miles per hour for northward trains.

Prepaid Stations.

Harbert, Livingston, Glenlord, Dunning, Mill Grove, Harlem, Agnew, Kirk, Pickand, Comstock Park, Alpine, Englishville, Uhl, Ramona, Brohman, Irons, Dublin, High Bridge, Brethren, Beitner, Acme, Bates, Lake Forest, Snow Flake, Wooster, Angell, Wallin, Union Pier, Hilltop, Vrooman, McDonald, Bravo, Vriesland, Jenison, Filmore, Berry, Lakewood, Rothbury, Barrison, Benway, Lake Cora, Toquin, Roosevelt Hills, Fruitland and Cableton.

(24) Restricted Tracks.

The use of the following tracks by 900, 1000, 1100 class engines is restricted:

Grandville, Hudsonville, Zeeland, Fennville, Pullman, Hartford and Watervliet, all tracks except passing tracks and Fruit exchange tracks at Fennville.

Waverly, all tracks except repair track, round house tracks and main yard tracks.

Holland, all tracks except Nos. 1 and 2 passing track.

Bangor, can use either team track and hole track as far as the spur track switch to elevator.

Coloma, all tracks except passing track and the new team track on east side of main line and Fruit Exchange track.

Garbage Track, Uhl.

900 and 1000 Class Engines working in Bridgman sand pit must not go beyond pump house.

Rosymond sand track must not be used by 600 class engines beyond a point 1,000 feet west of the highway.

Engines 1001 to 1010, inclusive, must not go into sand pit, Bridgman or on Petoskey Division, or on B & O C T R. R.

(25) Siding Telephone Booths.

Vriesland, Zeeland—Holland Furnace track, Boyd, New Richmond, Fennville, Grand Jct., Gross, North Siding, Hartford, Vine, Union Pier, New Buffalo, Merrick, Doran, Porter, Alpine, Drew, North End White Cloud, Ramona, Kopje, Bitely, North End Baldwin, Wolf Lake, North of Peacock, Irons, Dublin, High Bridge, Wellston, Phelps, Cherrie, Bay Shore, Lamson, Sheldon, Muskegon Heights, Twin Lake, Ryerson.

(26) Location of Outside Station Phones.

Lamar, Hudsonville, Pullman, Breedsville, McDonald, Watervliet, Coloma, Bridgman, Sawyer, Michigan City, Fuller, Park Siding, Bellaire and Central Lake.

(27) Miscellaneous.

Northward trains coming from N. Y. C. at Porter will use main line to allow rear end of train to clear derail. Southward trains must approach Porter under control.

Engines equipped with electric headlights when meeting trains on double track, or standing on main line, to meet other trains which are to

take siding, or when entering yards or conjested territory, electric headlights must be dimmed.

Sidings must not be blocked without getting authority from Chief Dispatcher.

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

(28) Crossing Protections.

Manually operated flash light signals in service at Logan, Buckley, Pleasant, Grant Sts. and Century Ave. Operated from Second Ave. tower. Signals are started flashing just before home signals are cleared. Crews moving out of East Side yard must know that signal at Logan St. is flashing or protect the crossing before using.

Flash light signals manually operated from tower sixteen hours of the day and on track circuit the remaining eight hours are in service at Godfrey and Oakland Aves. All trains and engines reduce speed to 10 miles per hour over these crossings. All switching movements made on other than the main track during the eight-hour period when operator is not working must be protected by crew.

Flash light signals have been installed on the crossings at Eastern Ave., Grand Rapids; Eighth St., Lincoln Ave., Twelfth St. and Sixteenth St., Holland. These are connected up with the main line only. Any movements over sidings across these streets must be protected by Trainmen proceeding ahead of engines or cars.

Automatic Flash Light Signals protect first highway crossing south of Bay View passenger station; and operate for main track movement only.

Movements over this crossing on transfer track must be made at a speed of not more than 6 miles per hour.

Account short track circuits connected to flash lights at Ashland Avenue, C R I & P rails, trains must use full two minutes between Beverly Jct. and Brainerd Jct.

All movements on Pickle Track, over cement highway crossing, and over main street crossing, Hudsonville, will be protected by a member of train crew using red flag by day, and red lantern at night; and, under no circumstances will switching be done over cement highway crossing on pickle track, but such switching will be done at south end of south siding, to minimize movements over the cement highway. Trainmen must satisfy themselves that highway traffic is stopped at both locations.

State Street crossing on State Highway, U. S. 31, at Hart—must be flagged by a member of crew, whenever trains are using this crossing.

Automatic flash light signals protect 7th, 9th and 11th Streets, Grand Rapids; and do not operate for movements on other than main track except between the hours of 8:00 A. M. and 6:00 P. M., when they are manually controlled from 9th St. tower; all movements on other than main track between 6:00 P. M. and 8:00 A. M. must be protected by member of crew.

Automatic flash light signals protect Richmond St., Grand Rapids, and are operated manually 6:30 A. M. to 6:30 P. M., except Sundays. The balance of time they are automatic. In making switch moves, crews must determine that signals are flashing and, if not, a member of crew flag the crossing.

All southward trains and all switch engines will, between the hours of 8:30 P. M. and 8:30 A. M. stop at Goodrich St., Muskegon, and a member of crew flag the crossing. Northward trains pass over crossing carefully. Do not exceed speed of 6 miles per hour passing over crossing at Laketon Avenue, Muskegon.

(29) INSTRUCTIONS IN CASE OF ACCIDENTS

Cover every wound promptly with sterile gauze or clean linen. Do not use old rags, waste, used towels or handkerchiefs.

Put nothing on the wound but clean dressing. Do not use soap or water, salves, vaseline, oil or any other substance.

Control hemorrhage by bandage or tourniquet.

Immobilize fractured bones by means of a board, cardboard or folded newspapers bound on externally.

If faint, place injured on their back, loosen clothing; give plenty of air.

Convey to nearest company doctor; if he is at too great distance and injury is serious, secure attendance of nearest reputable physician.

For minor injuries observe Bulletin No. 2.

If derailment or collision is experienced, render first aid to all injured and await instructions for their further care.

In all serious injuries, promptly report facts to proper officials giving location of injured and name of attending physician.

TRACKS NOT OTHERWISE SHOWN

(30) STATION	Long Car Room on Side Track	LOCATION	STATION	Long Car Room on Side Track	LOCATION	STATION	Long Car Room on Side Track	LOCATION
Machler	4	2.0 mls. n. of LaCrosse	Jenison	12	1.17 mls. s. of Grandville	Alderson	6	4.3 mls. n. of Bitely
Chambers	6	3.0 " " Hanna	Brick Yard	35	3.8 mls. n. of Dunning	Tunk	10	3.5 " " William'b
Hilt	11	1.0 " " LaPorte	Simpson	153	6.0 " " Pickand	Sugar	75	1.1 " " Cherrie
Ackerman	4	5 " " Belfast	Rosy Mound	50	2.2 mls. s. of Sheldon	Seed	30	1.3 " " Cherrie
Youngs	6	3.3 " " Belfast	Bottje	2	1.5 " " Sheldon	Sly	60	0.77 " " Bay Shore
Harbert	25	4.5 " " Union Pier	Dalton	4	2.4 mls. n. of Berry	Bells Landing	15	2. " " Bay Shore
Oakhall	33	1.7 " " Sawyer	Muskegon Co.	10	2.8 mls. s. of Whitehall	Kirby	16	.75 mls.w. of Lake Cora
Glen Lord	18	2.1 " " Stevensv'll	Englishville	6	3.05 mls. n. of Alpine	Gravel Pit	40	.75 " " Lake Cora
Hill Top	22	1.25 " " Vine	Brooks	35	1.6 " " Grant	Wildeys	10	.50 " " Benway
Vrooman	9	1.0 " " Riverside	Brohman	8	6.09 " " Ramona	Hills Siding	3	.96 " " Covert
Garden City	8	1.3 " " Riverside						
Lee		3.40 " " Gd. Jct.						

COMPANY SURGEONS

TOWN	NAME OF DOCTOR	ADDRESS	TELEPHONE NO.
Chicago	Ralph H. Wheeler	108 N. State St.	Majestic 7387
Michigan City	Leroy A. Wilson and F. V. Martin	501 Pine St.	2020
LaPorte	E. F. W. Crawford	1004 Madison St.	409 1 Ring
New Buffalo	James Muir	Merchant & Thompson Sts.	7
Benton Harbor	C. N. Sowers	Traction Bldg.	193 F-1
Coloma	W. T. Bertrand	Paw Paw St.	36
Bangor	John R. Griffen	Harvey Block	2 J
Holland	H. C. Irwin	10 West 8th St.	2261-1R—Res. 2622-2R
Grand Rapids	Rowland E. Webb	125 Fountain St.	Citz. 65694—Bell M184
Grand Haven	Wm. J. Presley	201 Washington St.	331 F-1
Muskegon	C. L. A. Oden V. S. Lauren	Occidental Hotel	2746
		184 W. Webster Ave.	3088
Shelby	Arthur R. Hayton	Michigan Ave.	Citz. 96
Fremont	Dr. Willis Geerling	9½ Division Ave.	72
Kent City	Fred H. Shorts	Main St.	Bell 309-2 rings
Newaygo	L. J. Geerlings	166 State St.	No. 1
White Cloud	J. C. Branch	North Ave.	Citz. 9
Baldwin	George T. Field	Baldwin, Mich.	Citz. 316 B—Bell 84-32
Traverse City	L. Swanton	204 E. Front St.	76-2 rings
		Office, Post Office Bldg.	17
Charlevoix	Fray F. McMillan	Res. 219 Park Ave.	120
Petoskey	John J. Reycraft	316½ Howard St.	46

The attention of all employes is called to Rules found on pages 143, 144, 145, 146 in Book of Rules

ENGINE TONNAGE RATINGS

TONNAGE RATING BETWEEN	OPERATING GRADE IN %	NUMBER OF TONS PER CAR TO BE ADDED FOR ALL OVER THE ADJUSTMENT CAR LIMIT	ENGINE NUMBERS, INCLUSIVE															
			1001-1040		901-925		601-625		351-365		REBORED CYL'DERS 276, 277, 279 281, 282, 285, 287, 289, 291, 297, 301, 302, 313, 366, 368, 370, 375, 501, 503, 505, 508, 510. 511, 512		273-275, 278, 280, 283, 284, 286-288, 290, 293, 294, 295, 296-300, 303-312, 367, 369, 371, 372, 373, 374, 502-504, 506, 507, 509.		314-350		200-201	
			TONS	ADJUSTMENT CAR LIMIT	TONS	ADJUSTMENT CAR LIMIT	TONS	ADJUSTMENT CAR LIMIT	TONS	ADJUSTMENT CAR LIMIT	TONS	ADJUSTMENT CAR LIMIT	TONS	ADJUSTMENT CAR LIMIT	TONS	ADJUSTMENT CAR LIMIT	TONS	ADJUSTMENT CAR LIMIT
Wyoming and Waverly	0.66	7	2575	45	2400	40	2093	30	1645	25	1563	25	1485	25	1417	25	1285	20
Waverly and E. Saugatuck	0.85	6	2300	40	1960	35	1750	25	1353	25	1280	20	1240	20	1160	20	1050	20
E. Saugatuck and Benton Harbor	0.60	7	2760	50	2400	45	2225	35	1760	30	1673	30	1590	25	1517	25	1377	25
Benton Harbor and Hill Top	0.95	5	2300	40	1960	30	1615	25	1230	20	1167	20	1110	20	1053	20	953	15
Hill Top and Wolf Lake	0.50	8	3104	55	2904	50	2055	40	2000	35	1900	30	1800	30	1724	30	1570	25
Wolf Lake and Glenlord	0.50	8	3104	55	2904	50	2505	40	2000	45	1900	30	1800	30	1724	30	1570	25
Glenlord and Hill Top	0.70	7	2465	50	2280	40	2006	30	1570	25	1490	25	1415	25	1352	25	1224	20
Hill Top and New Richmond	0.60	7	2760	50	2400	45	2225	35	1760	30	1673	30	1590	25	1517	25	1377	25
New Richmond and E. Saugatuck	1.40	0	1424	40	1224	40	1190	15	860	15	820	15	780	15	741	10	660	10
E. Saugatuck and Wyoming	0.60	7	2760	55	2400	45	2235	35	1760	30	1673	30	1590	25	1517	25	1377	25
LaCrosse to New Buffalo	0.50	5	.....	....	.....	....	.....	....	.....	....	1600	30	1550	30	1500	30	1400	25
New Buffalo to LaCrosse	0.80	5	.....	....	.....	....	.....	....	.....	....	1400	25	1350	25	1300	25	1200	20
Allegan and Waverly	1.10	5	.....	....	.....	....	.....	....	.....	....	970	25	928	25	900	25	834	25
Waverly and North Yard	0.50	8	.....	....	.....	....	.....	....	.....	....	1800	30	1724	30	1700	25	1570	25
North Yard and Pentwater	1.00	5	.....	....	.....	....	.....	....	.....	....	1060	25	1010	20	980	20	910	20
Pentwater and North Yard	1.10	5	.....	....	.....	....	.....	....	.....	....	970	20	928	20	900	20	834	20
North Yard and Waverly	0.40	9	.....	....	.....	....	.....	....	.....	....	2080	35	1988	35	1900	35	1841	35
Waverly and Allegan	0.80	6	.....	....	.....	....	.....	....	.....	....	1320	25	1217	25	1185	25	1120	20

TONNAGE RATING BETWEEN	OPERATING GRADE IN %	NUMBER OF TONS PER CAR TO BE ADDED FOR ALL OVER THE ADJUSTMENT CAR LIMIT	ENGINE NUMBERS, INCLUSIVE															
			1011-1040		901-925		601-625		351-365		REBORED CYL'DERS 276, 277, 279 281, 282, 285, 287, 298, 291, 297, 301, 302, 313, 366, 368, 370, 375, 501, 503, 505, 508, 510, 511, 512		273-275, 278, 280, 283, 284, 286-288, 290, 293, 294, 295, 296-300, 303-312, 367, 369, 371, 372, 373, 374, 502-504, 506, 507, 509.		314-350		200-201	
			TONS	ADJUSTMENT CAR LIMIT	TONS	ADJUSTMENT CAR LIMIT	TONS	ADJUSTMENT CAR LIMIT	TONS	ADJUSTMENT CAR LIMIT	TONS	ADJUSTMENT CAR LIMIT	TONS	ADJUSTMENT CAR LIMIT	TONS	ADJUSTMENT CAR LIMIT	TONS	ADJUSTMENT CAR LIMIT
Wyoming and Newaygo	1.30	0	1550	....	1250	....	1062	20	930	15	879	15	835	15	769	15	712	10
Newaygo and White Cloud	1.50	0	1450	....	1150	....	925	15	805	15	765	15	725	10	693	10	616	10
White Cloud and Baldwin	0.80	6	2100	....	1850	....	1627	25	1250	25	1150	20	1140	20	1100	20	1050	20
Baldwin and Boardman	0.75	6	.....	....	1850	....	1625	....	1495	25	1417	25	1367	25	1285	20	1163	20
Boardman and Petoskey	1.00	5	.....	....	.....	....	.....	....	.....	....	1115	20	2080	20	1010	15	910	10
Petoskey and Ellsworth	1.20	0	.....	....	.....	....	.....	....	.....	....	947	15	895	15	857	15	770	15
Ellsworth and Barker Creek	0.40	9	.....	....	.....	....	.....	....	.....	....	2190	35	2080	35	1988	35	1814	30
Barker Creek and Williamsburg	1.10	5	.....	....	.....	....	.....	....	.....	....	1022	15	970	15	928	15	834	15
Williamsburg and Boardman	0.40	9	.....	....	.....	....	.....	....	.....	....	2190	35	2080	35	1988	35	1814	30
Boardman and Grawn (Double)	1.30	0	.....	....	.....	....	2000	25	1700	15	1600	15	1550	15	1500	15	1400	10
Grawn and Baldwin (Double)	1.20	0	.....	....	.....	....	2000	25	1700	15	1600	15	1550	15	1500	15	1400	15
Baldwin and Wyoming (Double)	0.65	7	2300	....	2200	....	1790	30	1500	30	1400	25	1350	25	1300	25	1200	20
North Yard and White Cloud	1.10	5	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	850	20
White Cloud and North Yard	0.80	6	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	.....	....	1300	25

TRAIN TONNAGE INSTRUCTIONS

To compute the tonnage of a train add the respective stenciled light weights plus the weight of the contents (as shown on the waybills) for all cars up to the number shown in the "Adjustment Car Limit" column. After this adjustment car limit has been reached, add the respective stenciled light weights plus the weight of the contents (as shown on the waybills) plus the "Number of tons per car for all cars over the adjustment car limit" (as shown in the column under that heading) until the tonnage is equal to the rating as shown.

Yard Masters and Conductors will see that Engines are loaded as outlined and Conductors will pick up at intermediate stations, such as Porter, New Buffalo, Waverly, etc., keeping their trains filled up to full rating from such points where cars are offered for movement. This rating is subject to change only over the signature of proper authority as indicated in Rule 103.

TABLE OF TRAIN SPEEDS

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

M. M. CRONK, Asst. Supt., Grand Rapids

W. J. GRADY, Train Master Grand Rapids } **Grand Rapids Terminal and Sub Divn. No. 2.**

B. GONDER, Train Master Benton Harbor } **Sub Divns. Nos. 1, 3 and 4.**

P. K. PIERCE, Train Master and Road Foreman of Engines, Grand Rapids } **Sub Divns. Nos. 5, 6, 7 and 8.**

H. F. COWELL, Road Foreman of Engines Grand Rapids } **Sub Divns. Nos. 1, 3 and 4.**

C. A. ETCHASON, Chief Train Dispatcher, Grand Rapids.

W. H. HENDERSON, Night Chief Dispatcher, Grand Rapids.

S. H. GUDDAL,
F. J. FARMER,
J. S. KELLER,
J. D. SULLIVAN,
G. F. HAYNES,
C. S. HICKS,
C. Z. WILLIAMS Grand Rapids. } **Dispatchers**

G. E. BIRD,
WM. WICKSALL Grand Rapids. } **Extra Dispatchers**