Pere Marquette Railway

Chicago-Petoskey Division

Time Table No. 53

Effective Thursday, Sept. 8, 1938

AT 12:01 A. M.

Eastern 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 September 27th, 1936.

R. J. BOWMAN,
Vice-President,
DETROIT

A. E. BADGER,
General Superintendent,
DETROIT

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

J. A. GRIGWARE,
Superintendent,
GRAND RAPIDS

The Dean-Hicks Co., Grand Rapids, Mich. Made in U. S. A.

Pere Marquette Railway

Chicago-Petoskey Division

Time Table No. 53

Effective Thursday, Sept. 8, 1938

AT 12:01 A. M.

Eastern 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 September 27th, 1936.

R. J. BOWMAN,
Vice-President,
DETROIT

A. E. BADGER,
General Superintendent,
DETROIT

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

J. A. GRIGWARE,
Superintendent,
GRAND RAPIDS

The Dean-Hicks Co., Grand Rapids, Mich. Made in U. S. A.

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

Long Car Room on Other Tracks	Long Car Room on Siding	Locations of Coal, Water, Turn Tables, Wyes, Scales	TIME TABLE No. 53 Thursday, Sept. 8, 1938 — STATIONS		FIRST CLASS 2 Daily	6 Daily Except Sunday	8 Daily	SECOND CLASS 54 Daily CDF4	202 Daily	52 Daily CDF2	204 Daily	56 Daily CDF-6
		C W T	CHICAGO					AM				
			47.53		AM	PM	PM	57		PM		PM
150	104	W	PORTER		1 50	1 33	7 03	12 10		2 50		10 15
			4.85									
	93		Doran		1 57	1 40	7 08	12 20		3 00		10 23
			C.I.&L. 6.23 CR'S'G IN'L'D							3		
150	112		Michigan City	F	2 06	D 1 47	7 15	12 29		3 15		10 32
	75		5.36									
5	94		Merrick		2 13	1 54	7 21	12 37		3 25		10 40
			SUB DIV. 5.04 NO. 3		59		5					57
Y'rd	280	TCWO	NEW BUFFALO	S	2 23	S 2 03	S 7 30	1 10		3 55		11 00
			3.78									
6	83		Union Pier		2 29	2 08	7 40	1 17		4 05		11 37
			1.90									
10			Lakeside		2 32	2 10	7 42	1 20		4 08		11 40
			5.36									
25	94		Sawyer		2 38	2 16	7 48	1 28		4 16		11 48
			4.47									
80	86		Bridgman		2 43	2 21	7 53	1 35		4 23		11 55
			5.23									
35	86		Stevensville		2 50	2 27	7 59	1 42		4 30		12 02
			2.90									
			END OF TWO TRACKS			3		59				
			Vine		2 54	2 30	8 02	1 46		4 34		12 06
			4.17									
150	25		St. Joseph	S	3 05	S 2 37	S 8 09	1 54		4 42		12 14
			1.88									
Y'rd		TW	Benton Harbor	S	3 24	S 2 45	S 8 17	2 10		4 49		12 21
			END OF 5.84 TWO TRKS		7							
40			Riverside	F	3 34	2 55	8 26	2 20		4 59		12 31
			3.89									
35	90		Coloma	F	3 40	S 3 00	8 30	2 26		5 05		12 37
			2.41					7				
80	86	W	Watervliet	S	3 49	S 3 07	C 8 34	2 46		5 10		12 42
			SUB DIV. 5.03 NO. 4									
72	186	Y	Hartford	S	4 03	S 3 15	C 8 40	2 56		5 18		12 50
			4.05									59
	87		McDonald		4 09	3 20	8 44	3 02		5 24		1 00
			3.35									
3	85		Gross		4 14	3 24	8 48	3 07		5 29		1 05
			0.77									
35			Bangor	S	4 20	S 3 26	C 8 49	3 09		5 31		1 07
			2.91				57					
22	55		Breedsville		4 26	3 31	8 53	3 14		5 36		1 12
	116		M. C. 3.93 CR'S'G IN'L'D									
10	85	Y	Grand Junction	F	4 35	3 35	8 57	3 20		5 43		1 19
			5.64							5		
20	86		Pullman		4 45	3 41	9 03	3 28		5 53		1 27
			2.07									
			Bravo									
	80		5.58									7
30	126		Fennville	S	4 57	S 3 51	C 9 13	3 38		6 12		1 40
			4.24									
6	54	W	New Richmond		5 03	3 56	9 18	3 47		6 21		1 50
	54		3.34									
10	84		East Saugatuck		5 09	4 02	9 24	3 57		6 31		2 00
	69		3.04								PM	
	71		Boyd		5 12	4 05	9 27	4 02		6 36		2 05
			4.58				204		AM		8	
Y'rd	124		Holland	S	5 45	S 4 17	S 9 39	4 12	6 10	6 44	9 45	2 13
			SUB DIV. 0.85 NO. 2									
Y'rd	150	CWYO	WAVERLY		5 48	4 19	9 41	4 30	6 12	6 48	9 47	2 20
			3.77						AM		PM	
66	78		Zeeland	F	5 56	4 24	9 45	4 38		6 55		2 26
			4.36									
8	86		Vriesland		6 03	4 29	9 50	4 45		7 03		2 32
			4.57									
25	86		Hudsonville	F	6 17	4 34	9 55	4 52		7 11		2 39
			6.7									
			END OF TWO TRACKS			5				57		
30			Grandville	F	6 28	4 41	10 02	5 02		7 21		2 48
			N. Y. C. 2.48 CR'S'G IN'L'D									
			Lamar		6 33	4 45	10 05	5 10		7 40		2 55
			1.00					AM		PM		AM
		CWTYO	WYOMING		6 36	4 47	10 07					
			1.77									
			END OF TWO TRACKS									
			SUB. DIV. NO. 5									
			Sunnyside		6 40	4 50	10 10					
			0.74									
			GRAND RAPIDS		6 45	4 55	10 15					
					AM	PM	PM					
					Daily	Daily Except Sunday	Daily	Daily CDF4	Daily	Daily CDF2	Daily	Daily CDF-6
					2	6	8	54	202	52	204	56

Porter is initial station for all eastward trains.

Nos. 2 and 6 stop at all flag stop stations when requested by baggageman or RPO clerk or when flagged by Agent.

"C" indicates stop to discharge revenue passengers from Chicago, 63rd St. or South Chicago, or to pick up revenue passengers for Grand Rapids.

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

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

D Stop for revenue passengers for Grand Rapids or beyond.

Time shown at Sunnyside applies at Cross-over to Sub-Division No. 5.

Time shown at Grandville and Riverside applies at end of two tracks.

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

Plaster Creek is train order office.

No. 2 leaves Chicago at 11:30 P.M. Central Time.

No. 6 leaves Chicago at 11:20 A.M. Central Time.

No. 8 leaves Chicago at 4:50 P.M. Central Time.

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

TIME TABLE No. 53 Thursday, Sept. 8, 1938

Distance from Grand Rapids	Telegraph Stations	STATIONS	FIRST CLASS			SECOND CLASS				
			3	5	7	207	53	205	57	59
			Daily Except Sunday	Daily	Daily	Daily	Daily DC-1	Daily	Daily BDC-1	Daily DC-3
Miles										
188.87	D.N.	CHICAGO							AM	
	P	47.53	PM	PM	AM			PM	54	AM
186.34	D.N.	PORTER	3 28	8 00	4 50			1 10	12 08	3 38
		4.85								
181.49	P	Doran	3 23	7 54	4 42			12 59	12 01	3 30
	P	C. I. & L. 6.23 CR'S'G IN'L'D	52							
125.26	D.N.	Michigan City	D 3 15	7 47	$ 4 32			12 49	11 50	3 20
		5.36								
119.90	P	Merrick	3 07	7 40	4 23			12 40	11 40	3 00
	P	SUB DIV. 5.04 NO. 3		8					56	2
114.86	D.N.	NEW BUFFALO	3 00	7 30	$ 4 15			12 30	11 00	2 23
		3.78								
111.08	P	Union Pier	2 52	7 23	4 05			11 59	10 24	2 16
		1.90								
109.99	P	Lakeside	2 50	7 21	4 02			11 56	10 21	2 13
		5.36								
104.63	D.P.	Sawyer	2 44	7 15	3 55			11 48	10 13	2 05
		4.47								
100.16	D.P.	Bridgman	2 39	7 10	3 50			11 41	10 06	1 58
		5.23								
94.93	D.N.P	Stevensville	2 33	7 04	3 43			11 33	9 58	1 50
		2.90								54
92.03	P	Vine	6 2 30	7 01	3 40			11 29	9 54	1 46
		END OF 4.17 TWO TRKS								
87.86	P	St. Joseph	$ 2 23	$ 6 54	$ 3 33			11 20	9 45	1 37
		1.88								
85.98	D.N.P	Benton Harbor	$ 2 15	$ 6 46	$ 3 20			11 15	9 40	1 32
		END OF 5.84 TWO TRKS			2					
80.14	D.N.P	Riverside	2 05	6 35	3 00			11 06	9 30	1 23
		3.89								
76.25	D.P.	Coloma	2 00	6 30	F 2 53			11 01	9 25	1 18
		2.41			54					
73.84	D.P.	Watervliet	$ 1 56	G 6 26	$ 2 46			10 57	9 21	1 14
		SUB DIV. 5.03 NO. 4								
68.81	D.N.P	Hartford	$ 1 47	6 20	$ 2 36			10 49	9 13	1 06
		4.05								56
64.76	P	McDonald	1 39	6 15	F 2 26			10 43	9 07	1 00
		3.35								
61.41	P	Gross	1 35	6 11	2 20			10 38	9 02	12 55
		0.77								
60.64	D.P.	Bangor	$ 1 33	$ 6 09	$ 2 18			10 36	9 00	12 52
		2.91							8	
57.73	P	Breedsville	F 1 27	6 04	2 10			10 32	8 53	12 48
	P	M. C. 3.93 CR'S'G IN'L'D								
53.80	D.N.	Grand Junction	1 22	5 59	$ 2 02			10 26	8 46	12 42
		5.64		52						
48.16	D.P.	Pullman	F 1 15	5 53	1 52			10 18	8 38	12 34
		2.07								
46.09	P	Bravo			F 1 48					
		5.58			56					
40.51	D.P.	Fennville	$ 1 05	G 5 45	$ 1 40			10 06	8 28	12 24
		4.24								
36.27	P	New Richmond	12 59	5 40	F 1 29			10 00	8 21	12 17
		3.34								
32.93	N.P	East Saugatuck	12 53	5 34	F 1 20			9 53	8 13	12 10
		3.04								
29.89	P	Boyd	12 49	5 30	1 14			9 48	8 08	12 05
		4.58					AM		PM	
25.31	D.N.	Holland	$ 12 42	$ 5 23	$ 1 05		12 30	9 40	5 05	8 00	11 57
		SUB DIV. 0.85 NO. 2								
24.46	D.N.P	WAVERLY	12 36	5 17	12 38		12 25	9 38	5 00	7 52	11 55
		3.77					AM		PM	
20.69	D.P.	Zeeland	G 12 32	5 13	F 12 32			9 33		7 47	11 48
		4.36								
16.33	P	Vriesland	12 27	5 07	12 26			9 26		7 40	11 41
		4.57								
11.76	DNP.	Hudsonville	12 22	5 02	F 12 20			9 20		7 34	11 35
		6.7								
		END OF TWO TRACKS		6						52
5.99	D.	Grandville	12 15	4 55	12 10			9 10		7 24	11 25
	P	N. Y. C. 2.48 CR'S'G IN'L'D								
3.51	D.N.	Lamar	12 12	4 52	12 06			9 00		7 15	11 15
		1.00						AM		PM
2.51		WYOMING	12 10	4 50	12 04						
		1.77								
		END OF TWO TRACKS								
		SUB. DIV. NO. 5								
0.74		Sunnyside	12 08	4 48	12 02					
		0.74								
0.0	D.N.	GRAND RAPIDS	12 05	4 45	11 59					
			PM	PM	PM					
			Daily Except Sunday	Daily	Daily	Daily	Daily DC-1	Daily	Daily BDC-1	Daily DC-3
			3	5	7	207	53	205	57	59

All westward trains, except first class, secure clearance form 109 before leaving Lamar.

Nos. 3 and 7 stop at all flag stop stations when requested by baggageman or RPO clerk, or when flagged by Agent.

No. 5 stop on flag, Sundays and Holidays only, at Grand Junction, Hartford, Coloma and New Buffalo to receive revenue passengers for Chicago.

D Stop for revenue passengers from Grand Rapids.

All Baggage Car traffic for Michigan City is confined to trains 2 and 7.

"G" indicates stop to discharge revenue passengers from Grand Rapids, or to receive revenue passengers for Chicago.

Time shown at Riverside and Grandville applies at end of two tracks.

Time shown at Sunnyside applies at cross-over to Sub-Division No. 5.

No. 7 arrives at Chicago at 5:30 A.M. Central time.

No. 3 arrives at Chicago at 3:50 P.M. Central time.

No. 5 arrives at Chicago at 8:20 P.M. Central time.

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

Long Car Room on Other Tracks	Long Car Room on siding	Locations of Coal, Water, Turn Tables, Wyes, Scales	TIME TABLE No. 53 Thursday, Sept. 8, 1938	FIRST CLASS		SECOND CLASS	
				201	203		
			STATIONS	Daily	Daily		
97		W Y	Allegan				
			13.28				
86			Hamilton				
			9.69				
			Holland				
			SUB DIV. 0.58 NO. 1	AM	PM		
		CWYO	WAVERLY	6 14	9 47		
			5.61				
12	86		Harlem	F 6 25	F 9 57		
			3.92				
20			West Olive	F 6 33	F 10 02		
			3.29				
82			Agnew	F 6 38	F 10 07		
			7.60				
Y'rd		W	Grand Haven	S 6 55	S 10 18		
			0.81				
10	20		Ferrysburg	7 00	10 21		
			P. M. BELT 9.37 LINE CR'S'G				
			Muskegon Heights	S 7 18	S 10 35		
			PENNA SYSTEM 2.26 CR'S'G				
			Western Avenue	7 26	10 45		
			0.10				
Y'rd			MUSKEGON	7 30	10 50		
			1.39	AM	PM		
Y'rd		CWTO	NORTH YARD				
			SUB DIV. 3.78 NO. 7				
	21		Berry				
			10.10				
228			W'tehall–Mont'gue				
			10.35				
88		W	New Era				
			4.08				
129			Shelby				
			5.65				
26			Mears				
			3.77				
192		Y	Hart				
				Daily	Daily		
				201	203		

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

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

No. 201 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.

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

Distance from Allegan	Telegraph Stations	TIME TABLE No. 53 Thursday, Sept. 8, 1938	FIRST CLASS		SECOND CLASS			
			206	208				
Miles		STATIONS	Daily	Daily				
0.0	P	Allegan						
		13.28						
13.28		Hamilton						
		9.69						
22.98	DN	Holland						
		SUB DIV. 0.58 NO. 1	PM	AM				
23.56	DN	WAVERLY	5 00	12 25				
		5.61						
29.17		Harlem	F 4 49	F 12 12				
		3.92						
33.09		West Olive	F 4 43	F 12 05				
		3.29						
36.88	P	Agnew	F 4 38	F 12 00				
		7.60						
43.97	DP	Grand Haven	S 4 26	S 11 46				
		0.81						
44.78		Ferrysburg	4 22	11 38				
		P. M. BELT LINE 9.37 CR'S'G						
54.15	P	Muskegon Heights	S 4 10	S 11 25				
		PENNA. SYSTEM 2.26 CR'S'G						
56.41		Western Avenue	4 02	11 17				
		0.10						
56.51	D	MUSKEGON	4 00 PM	11 15 PM				
		1.39						
57.90	D	NORTH YARD						
		SUB DIV. 3.73 NO. 7						
61.63	P	Berry						
		10.10						
71.73	D	Whitehall-Mont'gue						
		10.35						
82.08		New Era						
		4.08						
86.17	D	Shelby						
		5.65						
91.62	P	Mears						
		3.77						
95.39	D	Hart						
			Daily	Daily				
			206	208				

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

All trains stop before fouling Junction Switch Sub-Division No. 7 at Berry. No. 208 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.

All southward trains secure Clearance Card Form 109 before leaving Muskegon Depot during open hours of that office.

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

TIME TABLE No. 53 Thursday, Sept. 8, 1938

Long Car Room on Other Tracks	Long Car Room on Siding	Locations of Coal, Water, Turn Tables, Wyes, Scales	FIRST CLASS 105 Daily Except Sunday PM	FIRST CLASS 101 Daily Except Sunday AM	STATIONS	FIRST CLASS 104 Daily Except Sunday AM	FIRST CLASS 108 Daily Except Sunday PM	Telegraph Stations	Distance from Sunnyside Miles
			5 26	7 46	SUNNYSIDE	11 40	10 33	P	0
			5 31	7 51	END OF 1.51 TWO TRACKS Fourth Street	11 34	10 27		1.51
		W	5 36	7 56	G T R R 1.53 CROSSING Fuller	11 28	10 21	DNP	3.04
	80		5 39	7 59	1.85 Park	11 25	10 18	P	4.89
9			5 41	$ 8 01	0.65 PENNA. SYSTEM CROSSING Comstock Park	11 23	10 16	P	5.54
18			5 46	8 08	3.11 Alpine	11 18	10 11	P	8.65
88	48		$ 5 55	$ 8 18	6.25 Sparta	$ 11 09	C 10 02	DP	14.90
30			F 6 03	$ 8 27	G T R R 5.14 CR'S'G Kent City	$ 11 01	C 9 54	DP	20.04
30	62		F 6 08	$ 8 34	2.52 Casnovia	$ 10 56	C 9 49	P	22.56
5			F 6 13	F 8 41	3.34 Bailey	F 10 50	C 9 43	P	25.90
50	58	W	F 6 19	$ 8 48	3.90 Grant	$ 10 43	C 9 36	DP	29.82
146	51		$ 6 31	$ 9 00	6.45 Newaygo	$ 10 31	$ 9 24	DP	36.27
	63		6 39	9 08	4.38 Drew	10 23	9 15	P	40.65
55	77	W Y	$ 6 50	$ 9 21	6.67 SUB DIV NO. 7 WHITE CLOUD	$ 10 13	$ 9 06	D P	47.32
	28		6 58	9 29	4.67 Ramona	10 05	8 58	P	51.99
5	60		7 08	9 39	6.78 Kopje	9 55	8 48	P	58.77
14	55		F 7 16	$ 9 47	104 4.57 Bitely	101 $ 9 47	C 8 40	P	63.34
			$ 7 31	$ 10 05	10.35 PM TOL-LUD DIV CR'G INTERLOCKED		8 25	P	
Y'rd	70	C W Y	7 45	10 20	BALDWIN	$ 9 30	$ 8 11	D N	78.69
	33		108 7 58	F 10 32	8.16 Wolf Lake	F 9 17	105 7 58	P	81.85
4	51		F 8 03	F 10 38	3.15 Peacock	F 9 12	C 7 51	P	85.00
	50		F 8 12	F 10 47	6.00 Irons	F 9 03	C 7 42	P	91.66
	35		F 8 17	F 10 53	3.23 Dublin	F 8 58	C 7 37	P	94.89
	40		F 8 22	F 10 58	2.86 Wellston	F 8 54	C 7 33	P	97.75
5			F 8 36	$ 11 12	7.97 Brethren	F 8 41	C 7 19		105.72
52	52		$ 8 45	$ 11 20	M & N E 4.44 CR'S'G Kaleva	$ 8 33	$ 7 11	D P	110.16
20	53	W Y	$ 9 01	$ 11 42	A A CROSSING 10.82 INTERLOCKED Thompsonville	$ 8 15	$ 6 53	P D N	120.98
47			F 9 16	$ 11 57	9.92 Bendon	F 8 00	C 6 38	P	130.50
28			F 9 22	$ 12 04	3.72 Interlochen	F 7 53	$ 6 32	DP	134.22
22	24		F 9 28	$ 12 11	3.85 Grawn	F 7 46	C 6 25	DP	138.07
Y'rd		CWTO	9 44	12 27	SUB DIV. 9.18 NO. 6 BOARDMAN	7 31	6 10	D P	147.25
			PM	PM		AM	PM		
			Daily Except Sunday	Daily Except Sunday		Daily Except Sunday	Daily Except Sunday		
			105	101		104	108		

Marlborough and Brohman flag stop for trains 101 and 104.

Nos. 101 and 104 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.

Train No. 101 leave Grand Rapids 7:40 A.M.

Train No. 105 leave Grand Rapids 5:20 P.M.

Petoskey Division Passenger trains will run via Sunnyside.

Time shown at Baldwin for passenger trains will apply at the passenger station; and not at the switch where an inferior train enters siding.

Train No. 104 arrive Grand Rapids 11:45 A.M.

Train No. 108 arrive Grand Rapids 10:40 P.M.

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

C Stop for revenue passengers from Traverse City or for Grand Rapids.

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 105 Daily Except Sunday	FIRST CLASS 101 Daily Except Sunday	TIME TABLE No. 53 Thursday, Sept. 8, 1938 STATIONS	FIRST CLASS 104 Daily Except Sunday	FIRST CLASS 108 Daily Except Sunday	Long Car Room on Other Tracks	Long Car Room on Siding
P			PM	PM	SUB DIV. NO 5	AM	PM		
D N	147.25	CWTO	9 44	12 33	**BOARDMAN**	7 31	6 06		
					0.57				
	147.82		9 45 PM	$ 12 35 12 45	**Traverse City** PA. SYS 11.52 CR'S'G	7 30 AM	$ 6 05		12
					SUB DIV NO. 8				
D P	158.76			$ 1 03	**Williamsburg**		$ 5 37	38	30
					9.81				
P	168.58	W		$ 1 18	**Rapid City**		$ 5 22	12	33
					3.18				
D P	171.76			$ 1 24	**Alden**		$ 5 17	15	15
					11.83				
D P	183.59	W Y		$ 1 41	**Bellaire**		$ 5 01	78	37
					8.01				
D P	191.60			$ 1 52	**Central Lake**		$ 4 47	63	
					5.03				
P					**Harpers**			22	
					1.68				
D P	198.81			$ 2 04	**Ellsworth**		$ 4 35	35	23
					11.20				
	209.41				**Belvedere**				
					0.43				
D P	209.84	W		$ 2 24	**Charlevoix**		$ 4 17	49	14
					8.40				
P	218.24			F 2 44	**Bayshore**		F 3 55		40
					3.64				
P	221.88			2 52	**Lamson**		3 47	95	
					3.40				
D P	225.28	CWTO		3 00 PM	**PETOSKEY**		3 40 PM	151	14
					0.89				
	226.17				**Bay View**			12	17
			Daily Except Sunday	Daily Except Sunday		Daily Except Sunday	Daily Except Sunday		
			105	101		104	108		

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

Nos. 101 and 108 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.

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

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	TIME TABLE No. 53 Thursday, Sept. 8, 1938 STATIONS	SECOND CLASS	Telegraph Stations	Distance from LaCrosse (Miles)
90		Y		P. C. C. & ST. L CR'S'G IN'L'D **LA CROSSE**		DP	0.0
				C. & O. OF I. 0.3 CROSSING **Meadow**			0.3
26				N. K. P. CR'S'G 5.83 IN'L'D **Thomaston**		D	6.13
68				P CO. CR'S'G 2.82 IN'L'D **Hanna**		DN	8.94
110	35	Y		B.&O.&G.T. 6.11 CR'S'G IN'L'D **Wellsboro**		DN	15.05
44				WABASH R.R 2.41 CR'G IN'L'D **Magee**			17.46
193		W		N.Y.C.R.R. 5.75 CR'G IN'L'D **La Porte**		D	23.12
27				N. K. P 3.18 CROSSING **Belfast**		P	26.50
				SUB DIV. 10.49 NO. 1 **NEW BUFFALO**		DN	36.79

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

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

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	TIME TABLE No. 53 Thursday, Sept. 8, 1938 STATIONS	SECOND CLASS	Telegraph Stations	Distance from South Haven Miles
100			Lawton			34.29
			3.47			
124	W		Paw Paw			30.82
			8.34			
54			Lawrence			22.48
			6.52			
			Sub Div. No. 1			
52	WY		HARTFORD		DN	15.96
			8.01			
38			Covert			7.95
			6.91			
30			Cableton			1.04
			1.04			
36	W		South Haven			0.00

In emergency, water for locomotives may be taken at Paw Paw by securing hose and key from depot and attaching to two-inch pipe at old stand pipe. When so taken report must be made to Superintendent and agent at Paw Paw.

Sub Div. No. 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	TIME TABLE No. 53 Thursday, Sept. 8, 1938 STATIONS	SECOND CLASS	Telegraph Stations	Distance from Muskegon Miles
				SUB DIV. NO. 2			
				Berry			5.12
				12.33			
45				Holton			17.45
				2.32			
20				Brunswick		D	19.77
				4.92			
122	23	W		Fremont		D	24.69
				SUB DIV 11.39 NO. 5			
135		W Y		White Cloud		D	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.

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 mainline trains have passed White Cloud, or getting time on them that would permit of their using the track.

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. 53 Thursday, Sept. 8, 1938 STATIONS	SECOND CLASS	Telegraph Stations	Distance from Williamsburg Miles
			SUB DIV. NO. 6			
45			Williamsburg		D	
			4.35			
17			Angell			4.35
			4.33			
60			Elk Rapids			8.68

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

SPECIAL INSTRUCTIONS

Rule 1—Superiority of Trains.

Southward and Eastward trains are of superior directions.

Rule 2—Train Order Signals.

At Junction points where only one train order signal is maintained the signal governs trains of the main line only. Branch line trains at such points will be governed by rule 83 (c).

Rule 3—Designation and Use of Main Tracks.

Sub-Division No. 1

Single track
Porter to Vine
Riverside to Grandville

Two tracks
Vine to Riverside
Grandville to Seymour.

Tracks are numbered from the south,
No. 2 No. 1
No. 2 Eastward,
No. 1 Westward.

Sub-Division No. 5

Single track: 4th Street Grand Rapids to Boardman,
Two tracks: 4th Street Grand Rapids to Sunnyside.
Tracks are numbered from the west,
No. 1 No. 2
No. 1 Southward,
No. 2 Northward.

Sub-Divisions 2, 3, 4, 6, 7 and 8:

Single track.

Rule 4—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 at restricted speed, unless the switches are seen to be right and the track clear.

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

Rule 5—Standard Clocks.

Grand Rapids Chief Dispatcher's office, Wyoming Yard office, Wyoming Engine House, Waverly Yard office, Benton Harbor telegraph office, New Buffalo telegraph office, Muskegon passenger Station, North Yard yard office and Round House, Baldwin telegraph office, Boardman yard office, Petoskey telegraph office, Rockwell St. yard office.

Rule 6—Register Points.

Register stations are printed in full faced type.

Rule 7—Location of General Order Books and General Notice Boards.

Grand Rapids telegraph office, Wyoming Yard office and enginehouse, Waverly Yard office and enginehouse, Hartford, Benton Harbor telegraph office and round house, New Buffalo Yard office and enginehouse, Rockwell Street Yard office, Lacrosse Depot, Baldwin telegraph office, Boardman telegraph office, Petoskey telegraph office, North Yard yard office and enginehouse.

Rule 8—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.

Rule 9—Spacing Trains.

Except in automatic block, centralized control or manual block territory, two passenger trains in the same direction will not be allowed in the same block at the same time, but freight trains may follow passenger trains after the expiration of ten (10) minutes.

Immediately after the departure of a passenger train, Operator must place his train order signal in stop position and not change it to proceed until the expiration of ten (10) minutes.

If another passenger train is following, Dispatcher must notify Operator to hold signal red until he is notified that the leading train has arrived at the next station.

Rule 10—Speed Restrictions.

LIMITS	Maximum Speed Miles per Hour Passenger	Other than Passenger
Sub-Division No. 1 except as noted below	65	40
Grand Rapids City Limits	20	20
Over Division Ave., Grand Rapids	10	10
Over Jefferson Avenue (Grand Rapids)	10	10
Over Interlocked Crossing Pleasant St. (G. R.)	20	15
Over Interlocked Crossing Lamar	50	30
Through Grandville corporate limits	30	30
Curves at Jenison	55	
Through Vriesland Swamp (1 Mile E. to 1 Mile W.)	40	40
Through Zeeland Corporate Limits	25	25
Between wye switches at Waverly	35	25
Through Holland City Limits	25	25
Between East Saugatuck and New Richmond	35	30
Between New Richmond and 1 Mile West	50	
Bet. Main St. crossing and West switch Fennville	55	
Over interlocked crossing and house track switch Grand Junction	50	30
Between East switch Breedsville and Bangor	50	
Through Bangor corporate limits	25	25
Over Sink Hole ¾ Mile E. McDonald	45	35
Through Hartford corporate limits	30	30
Through Watervliet corporate limits	30	30
Through Coloma corporate limits	25	25
Over Paw Paw Ave., East End Benton Harbor	30	30
Over Willow Drive, Benton Harbor	25	25
Over St. Joseph River bridge	6	6
Around Curve east of St. Joseph river bridge	15	15
Through Turn Out at Vine	30	30
Over Galien River Bridge, 1 Mile West of Union Pier	30	25
Between Tilden and Ohio Sts. (Michigan City)	25	25
Over Interlocked Crossing CI&L RR (Michigan City)	50	30
Over Connection between PM and NYC at Porter	25	25
Sub-Division No. 2 except as noted below	45	30
Between Holland and Allegan	20	20
Around Cronje Curve	6	6
Through city limits Grand Haven	6	6
Over trestle North of Grand Haven depot	10	10
Over Bridge between Grand Haven and Ferrysburg	10	10
Over Broadway and Sanford Sts., Muskegon Heights	5	5
Through Muskegon City limits	15	15
Over 9th St. Crossing, Muskegon	6	6
Over Laketon Ave., Muskegon	15	15
Between Muskegon and Mears	40	25
Through Tunnel at Whitehall	6	6
Over Second Street Crossing (Shelby)	8	8
Sub-Division No. 3 except as noted below	35	25
2 miles North to 1½ miles South of Hanna	20	20
Over Truesdale Ave., Madison, Lake, 1st, 2nd and 5th Sts., LaPorte	5	5
Over Interlocked crossing LaPorte	20	20
Over Interlocked crossing Magee	20	20
Over Interlocked crossing Wellsboro	20	20
Over Interlocked crossing Hanna	20	20
Over Interlocked crossing Thomaston	20	20
Over Interlocked crossing LaCrosse	35	25
Sub-Division No. 4 except as noted below	25	20
Hartford to 4 miles East of South Haven	15	15
Through South Haven City limits	6	6
Sub-Division No. 5 except as noted below	50	30
Comstock Park to White Cloud	45	
Through corporate limits Grant	35	30
Over Bridge at Newaygo	20	20
Around curve approaching Depot, White Cloud	10	10
Over Manistee River Bridge (Highbridge)	10	10
Over Interlocked crossing Thompsonville	20	20
Sub-Division No. 6 except as noted below	50	25
Over PCO Crossing Kerry (Traverse City)	15	15
Through Central Lake	20	20
¾ mile South to 2½ miles South of Ellsworth	20	20
2 miles North of Charlevoix to Petoskey	30	25
All trains over Bridge at Charlevoix	6	6
Sub-Division No. 7	25	20
Sub-Division No. 8	20	20
Steam Derricks, Straight Track		30
Steam Derricks, on Curve		20
1100 class engines	40	40
Trains handling Dead Engines		20
Engines backing up. Main Lines Porter to Charlevoix Tangent	25	25
Engines backing up. Main Lines Porter to Charlevoix Curves	15	15
Engines backing up. All other Main Lines, Side Lines and Branches	15	15
Switch Engines. Main Line Move	20	20
C-1 and C-2 Class Engines in Passenger Service	35	
Trains handling derricks, trucks, cranes, steam-shovels or other pivoting machinery on own wheels, and freight cars with 6-wheel trucks		30
Trains handling loaded or empty self-clearing hopper cars, on Sub-Division No. 1		35
Sidings, cross-overs and turnouts, except at East End, New Richmond	10	10

The speed limit of trains CDF-2, CDF-4, CDF-6, BDC-1, DC-3 and DC-1 is 50 miles per hour instead of 40 miles per hour, between Porter and Lamar.

Scale test cars will be handled only in slow or local freight and mixed trains which trains must not exceed thirty miles per hour when handling such cars. On freight trains these cars will be handled next ahead of caboose, and on mixed trains next ahead of passenger equipment.

Through Spring Switches in Trailing Movements, 15 miles per hour.

Through Spring Switches in Facing Movements, 10 miles per hour.

New Richmond, East End, both sidings have No. 15 Turnouts which permit trains to move out of sidings at a speed of 20 miles per hour.

Trains running against current of traffic must approach crossovers at restricted speed, and not exceed 20 miles per hour over facing point switches.

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

Rule 11—Yard Limits.

Grand Rapids Yard Limits include all territory from a point 1700 ft. east of end of two tracks Seymour to Yard Limit board 1 mile east of Grandville, also territory between Sunnyside and Yard Limit board ½ mile north of Comstock Park.

Waverly. Yard Limits extend from 1000 feet east of east switch Waverly meeting siding, to 1000 feet west of Furnace lead switch west of Holland.

Bangor, Hartford, Watervliet, yard limits defined by Yard limit boards.

Benton Harbor yard limit includes territory 1000 feet East of River Bridge east of Benton Harbor to 4500 feet west of Spring Switch, St. Joe.

New Buffalo, Michigan City, Porter, defined by Yard Limit Boards.

Muskegon Yard Limits include all territory between 1.25 miles South of Muskegon Heights to a point ½ mile north of Over Head bridge north of North Muskegon.

Grand Haven Yard Limits embraces all territory between Yard Limit Boards located South of Baker Track, and a point 700 feet North of Ferrysburg.

White Cloud, Baldwin, Kaleva, Petoskey, LaPorte and LaCrosse defined by Yard Limit boards.

Boardman Yard limits embraces all territory between Yard Limit boards located 2000 feet North of Kerry to 4000 feet South of South switch.

Rule 12—Foreign Time Tables and Rules.

Pennsylvania System rules and special instructions govern between Sunnyside, Second Ave. and Union Depot, Grand Rapids.

New York Central rules and time table govern between Porter and Pine Jct. B&OCT rules and time table govern between Pine Jct. and Rock Island Jct. CRI&P rules and time table govern between Rock Island Jct. and Beverly Jct. B&OCT rules and time table govern between Beverly Jct. and Grand Central station, Chicago.

BRC rules and time table govern between Rock Island Jct. and Clearing.

Rule 13—Other Signals.

Rule 14—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.

Station	Railroad Crossed	Character of Signal	Position of signal indicating clear route to PM trains
Grand Rapids			
Pleasant St.	MC RR & P RR	Interlocker	St'rd Interlkr Indications
Lamar	NYC RR	Interlocker	St'rd Interlkr Indications
Grand Jct.	MC RR	Interlocker	St'rd Interlkr Indications
Michigan City	CI&L RR	Interlocker	St'rd Interlkr Indications
Belfast	NKP RR	Gate and Smashboard	Gate set against NKP. Normal position, set against PM trains.
LaPorte	NYC	Interlocker	St'rd Interlkr Indications
Magee	Wabash	Interlocker	St'rd Interlkr Indications
Wellsboro	B&O & GT RR	Interlocker	St'rd Interlkr Indications
Hanna	P.F.W.&C. RR	Interlocker	St'rd Interlkr Indications
Thomaston	NKP RR	Auto. Interlocker and Smashboards	St'rd Interlkr Indications
LaCrosse	C&O RR	Gate	Gate set against C&O Normal position, set against PM trains.
LaCrosse	P.C.C.St.L. RR	Interlocker	St'rd Interlkr Indications
Grand Rapids			Gates set against MC.
Watson St.	MC RR	Gates	Normal position set for
Winter St.	P. RR & NYC Siding	Semaphore	movement PM trains. Arm in Horizontal position
Fuller	GT RR	Gate	Gate set against GT trains
Comstock Park	P. RR	Semaphore	Arm in Horizontal position
Sparta	GT RR	Gates	Gates set against G.T.
Baldwin	Ludington Divn.	Interlocker Color light	St'rd Interlkr Indications
Kaleva	M&NE RR	Gate	Gate set against M & NE trains.
Thompsonville	AA RR	Interlocker	St'rd Interlkr Indications
Traverse City	P. RR	Gates	Normal position set for PM movements.
Muskegon Hts.	PM Belt Line	Gate	Gate set against Belt Line trains. Normal position, set against Belt line trains.
Muskegon (Main line and South Horn)	GT Dock Track	Semaphore and Gate	Semaphore vertical and showing green lights and gates set against GT trains. Normal position, set against GT trains.
Muskegon	P. RR Belt	Semaphore	Semaphore 45 degrees and showing yellow light.
Muskegon (South Horn)	P. RR	Semaphore	Semaphore vertical and showing green light.
Muskegon B18 Track	P. RR	Gate	Gate set against P. RR trains. Normal position, set against PM trains.
Muskegon Henry St.	P. RR	Gate	Gate set against P. RR Normal position, set against P. RR trains.
Muskegon Western Ave.	P. RR	Gate	Gate set against P. RR.
Muskegon Freight Main	GT. RR	Gate	Gate set against GT RR. Normal position, set against PM trains.
Kanitz	P. RR	Gate	Gate set against P. RR. Normal position, set against PM trains.

Rule 15—Instructions to be followed at Interlockings.

At Pleasant St. (2nd Ave., Grand Rapids) Interlocking rules govern.

Top and middle lights on all signals are slotted (light extinguishes or arm returns to stop position as soon as signal is passed).

Derails located on all tracks 25 and 50 feet in advance of signals.

Interlocking rules govern at Sunnyside. Signals are color light type and protect junction switch with P. RR plaster track and cross-over used by Sub-Division No. 1 passenger trains.

An Eastward two-light advance Home signal is located on Bridge at Godfrey Avenue, and repeats indications of Eastbound home signal at Sunnyside, and must be treated as a stop and stay stop signal when two red lights are showing.

At Lamar, interlocking rules govern and the following whistle code in effect:

For main line movements in both directions:	2 Long Blasts
Through cross-over west of NYC crossing:	1 Long 1 Short
From No. 2 track through cross-over to Odd Yard and vice versa:	3 Short 1 Long
From No. 2 track through cross-over to Even Yard and vice versa:	3 Short 2 Long
From Even Yard to No. 1 track and vice versa:	5 Short
From Odd Yard to No. 1 track and vice versa:	2 Short
From Even Yard to Switch lead and vice versa:	4 Short

At St. Joseph River Bridge, interlocking rules govern.

East end of West meeting siding at Michigan City interlocked. Movements controlled by three position color light dwarf signal with standard indications. Red indicates Stop. Yellow indicates movements may be made within interlocker limits, but if movements outside of such limits are to be made, protection in line with rule No. 99 must be provided. Green indicates track is clear to Automatic signal No. 1254, located west of depot. Westward trains receiving lower arm on Home signal will construe indication as meaning route is lined for siding, but this arm may also be used to permit main line movements within interlocking limits.

2 Short blasts of whistle calls for main line.
4 Short blasts of whistle calls for siding.

Porter, Ind., Home signal of three-arm type top arm is marker only, showing red at night, and a yellow blade in horizontal position by day. Middle arm governs movement from PM rails to NYC Westbound main track, and displays standard indications, red, yellow and green. Lower or calling on arm governs movements to any route. An inductor is installed 80 feet in advance of home signal, which must be acknowledged by enginemen when home signal displays yellow or red by night, or 45 degrees or horizontal by day. There is also an inductor located 90 feet in advance of automatic signal 135.4 East end of Porter yard, which must be acknowledged at all times.

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

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

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

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

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

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

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

A Train occupying any part of the track between the Southbound home signal and the Northbound Marker for the Interlocking will prevent the Southbound home signal from clearing, likewise a train occupying any part of the track between the Northbound home signal and the Southbound marker for the interlocking will prevent the Northbound home signal from clearing. A PM train standing within these limits will also tie up movements on the NYCSTL. Therefore trains or cars should not be left within these limits. However, for through movements a train will not tie up the plant after it has passed the opposing home signal. In order to receive a signal indication for a reverse movement, it is necessary for train to clear the marker signal.

Rule 16—Draw Bridges.

0.25 miles east of St. Joseph.....St. Joseph River
0.71 miles north of Grand Haven Station (GT Bridge).....Grand River
0.25 miles south of Charlevoix.....Charlevoix River

In no case must a train exceed a speed of 10 miles per hour over a draw bridge. Under no circumstances must any part of a train or engine be allowed to stand upon the draw bridge portion of any bridge.

Rule 17—Normal Position of Switches.

Siding extension switches must be set for straight track.
At Waverly, North Wye switch, set for East leg of Wye.
Grandville, End of two tracks, set for No. 2 track.
Riverside, End of two tracks, set for No. 1 track.
St. Joseph, Spring switch, set for No. 1 track.
Vine, End of two tracks, set for No. 2 track.
4th Street, Grand Rapids, spring switch, set for No. 1 track.
Boardman Main line switch set for Sub-Division No. 6.
Berry Junction switch set for Sub-Division No. 7.

During closed hours at Riverside, Train and Enginemen are responsible for the handling of switches at end of two tracks and must approach such points at restricted speed, prepared to handle such switches. Switches must be left in normal position.

Rule 18—Prepaid Stations.

Union Pier, McDonald, Breedsville, Bravo, Pearle, Filmore, Harlem, West Olive, Agnew.

Comstock Park, Alpine, Englishville, Bailey, Uhl, Irons, Dublin, Brethern, Rapid City, Berry, Wooster, Rothbury, Mears.

Barrison, Benway, Toquin, Roosevelt Hills, Cableton.

Car Load only: Chambers, Youngs, Ackerman, Harbert, Glenlord, Vrooman, Vriesland, Jenison, Mill Grove, Ramona, Bates, Harpers, Angell.

Rule 19—Restricted Tracks.

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

Grandville—Spears Lumber track.

Zeeland—All tracks except Meeting sidings, house track and team tracks.

Fennville—Oil track.

Watervliet—Paper mill track and trestle track.

La Porte—Chippie track beyond Tyler Street.

Oakhall Sand Pit—Engines must not enter or go beyond run around track.

Between Ferrysburg and Grand Haven, engines 1001 to 1010 class must not double-head over bridges and trestle; engines 1011 to 1040 class and 1100 class cannot be used between these points.

Ferrysburg—Wye.

1100 class must not be used on No. 2 track between Sunnyside and 4th St.

Rosymound—Sand track must not be used beyond derail.

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

NYC—Porter to Pine, windshields must be closed.

B&O—Pine Jct. to Rock Island Junction, windshields must be closed, and speed reduced to forty (40) miles per hour over draw bridge 252.0 at Indiana Harbor.

Brainerd Jct. to Baltimore Jct. windshields must be closed.

B&OCT—Baltimore Jct. to Harrison St., Chicago. Windshields must be closed. Reduce speed to six (6) miles per hour over Mud Lake Bridge south of 26th St. Must not enter Grand Central Station due to insufficient clearance of train control appliances at Platforms.

Rule 20—Outside Telephones.

SUB-DIVISION No. 1

GRANDVILLE—Dispatcher's phone and short line phone to Lamar in box at eastward home signal.

JENISON—Box phone in box opposite switch.

1⅛ Miles West of JENISON. Box phone near signal No. 90.

HUDSONVILLE—Box phone at both ends of siding.

VRIESLAND—Box phone at both ends of siding.

ZEELAND—Box phones at east end of siding, on pole at east end of depot, and on pole at block signals at west end.

WAVERLY—Booth at east end of siding, Box with dispatcher's and yard phone at cross-over, east of yard office. Box with yard phone at bridge at west end of yard, and at west wye switch.

HOLLAND—Box with yard phone at cross-over east of depot, and at west switch to siding. Box with dispatcher's phone at Furnace lead switch.

BOYD—Booth at west end, box at east end.

EAST SAUGATUCK—Box at east end and on pole just west of depot.

2 Miles West of EAST SAUGATUCK. Box phone on pole.

NEW RICHMOND—Box phone in depot, and booth at West end.

FENNVILLE—Booth at east end east siding, box on pole opposite depot, and booth at west end west siding.

½ Mile East of PEARLE—Box phone on pole between signals 432 and 437.

BRAVO—Box on pole opposite depot.

PULLMAN—Box at both ends of siding.

GRAND JUNCTION—Box at east end east siding, booth at west end east siding, and box at west end west siding.

BREEDSVILLE—Box at both ends of siding.

2¼ Miles East of GRAND JUNCTION—Box between signals 509 and 504.

BANGOR—Box at signal 603.

GROSS—Box at east end, booth at west end of siding.

MC DONALD—Box on depot, and at west end of siding.

HARTFORD—Booth at both ends of siding, and box at east wye switch.

WATERVLIET—Box at both ends of siding.

COLOMA—Box at both ends of siding.

½ Mile East of RIVERSIDE—Box at west end of bridge.

BENTON HARBOR—Box at cross-over near roundhouse, at team track switch, booth at west end of yard, and box at Upton lead.

ST. JOSEPH—Box at team track switch, booth at spring switch.

ST. JOSEPH HILL—8 pole lengths east of overhead bridge. Box phone on pole.

VINE—Box in booth.

STEVENSVILLE—Box at both ends of siding.

2½ Miles East of BRIDGMAN. Box on pole between signals 977 and 972.

BRIDGMAN—Box at both ends of siding.

OAKHALL—Box at switch.

SAWYER—Box at both ends of siding.

HARBERT—Box between signals 1071 and 1076.

LAKESIDE—Box on pole opposite depot.

UNION PIER—Box at east end, booth at west end.

NEW BUFFALO—Box at east end old yard, at old depot, at west end of siding, and at west end of west lead.

MERRICK—Box at both ends of siding.

MICHIGAN CITY—Box at both ends of east siding, booth at west end west siding.

DORAN—Booth at east end, box at west end of siding.

1 Mile East of PORTER—Box between signals 1338 and 1341.

PORTER—Box at Car Foreman's office containing short line to Norwood Tower. Box with dispatcher's phone at west end of siding.

SUB-DIVISIONS 2 AND 7

HARLEM—Booth at north end of siding.

WEST OLIVE—Box in section house.

AGNEW—Box on pole about 30 car lengths south of north switch.

ROSYMOUND—Box at switch.

GRAND HAVEN—Box at south end Baker track, and on pole near Junction switch to GTW. RR.

FERRYSBURG—Box on first pole north of bridge.

MUSKEGON HEIGHTS—Booth at south end of set-off track, and box in yard office.

MUSKEGON—Box at south end warehouse platform at 3rd St.

BERRY—Booth at Junction switch.

HART—Box at house track switch.

HOLTON—Box phone in depot.

FREMONT—Box at north end of house track.

SUB-DIVISION No. 3

BELFAST—Box near diamond crossing.

LA PORTE—Box on pole north of depot.

THOMASTON—Box at diamond crossing.

LA CROSSE—Box on pole, 500 feet north of Depot, and at North Wye switch.

SUB-DIVISIONS 5 AND 6

FOURTH ST. (GRAND RAPIDS)—Booth at spring switch.

PARK—Booth at south end.

ALPINE—Box at north end.

SPARTA—Booth at south end, box at north end of siding.

KENT CITY—Box at house track switch.

CASNOVIA—Box at both ends of siding.

GRANT—Booth at south end, box at north end of siding.

NEWAYGO—Box at south end of siding.

DREW—Booth at both ends of siding.

WHITE CLOUD—Booth at north end, box at south end of siding.

RAMONA—Booth at south end.

KOPJE—Booth at south end.

BITELY—Booth at south end, box at north end of siding.

WOLF LAKE—Booth at south end.

PEACOCK—Booth near depot.

IRONS—Booth at north end.

DUBLIN—Booth at north end.

WELLSTON—Box in freight house.

KALEVA—Box at switch of south wye, and at north end of siding.

BENDON—Box in waiting room.

INTERLOCKEN—Box at north end siding.

GRAWN—Box at south end siding.

WILLIAMSBURG—Box at north end siding.

RAPID CITY—Box in waiting room.

BELLAIRE—Box at north end.

ELLSWORTH—Box at south end house track.

HARPERS—Booth at pump house.

CENTRAL LAKE—Box at south end house track.

CHERRIE—Booth at south end.

CHARLEVOIX—Box at south end, and near hand car house south of bridge.

BAY SHORE—Box in waiting room.

LAMSON—Box at north end.

PETOSKEY—Box at north end of house track.

Rule 21—Spring Switches.

Fourth Street, Grand Rapids.
St. Joseph.

Rule 22—Highway Crossing Protection.

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

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

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

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

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

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

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

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

At Lake Michigan Drive and Winter St., Grand Rapids, when for any reason flash lights are caused to operate from track circuits without

making movement over crossing, a member of crew must be stationed on ground at crossing to direct traffic.

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

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

At Grandville, Wilson Ave. track circuit extends east to west bound home signal, and westward trains must not exceed 30 miles per hour to provide proper protection.

At Third St., Muskegon, all trains and engines reduce speed to six miles per hour passing over crossing.

All trains and engines will between the hours of 9:30 PM and 9:30 AM stop at Goodrich St., Muskegon, and a member of crew flag the crossing.

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

Account Short track circuits connected to Flash light signals at Ashland Avenue, CRI&P RR trains must use full two minutes between Beverly Jct. and Brainerd Jct.

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

Rule 23—Operation of Trains.

At Plaster Creek all movements over switches are governed by switch tenders who will give a green proceed signal for through main line movements, and a yellow proceed signal for movements from main lines into yard or from yard to main lines.

All trains making through main line movements with current of traffic must approach Plaster Creek at restricted speed.

If automatic signal is green or yellow, and a green hand signal received from switch tender, such trains may pass without stopping, not to exceed twenty (20) miles per hour.

Trains moving from No. 1 track into Wyoming Yard receiving proper hand signal may pass westbound automatic signal located near pump house without stopping, but not to exceed ten (10) miles per hour, if switches are properly lined and route ahead is clear.

All trains or engines making other movements must come to a full stop clear of switches and proceed only on proper hand signal.

Trains or engines will not enter or foul either of the main tracks between Lamar and Plaster Creek, and between Plaster Creek and Sunnyside, without first receiving permission from the Leverman at Lamar.

At Lamar, Plaster Creek and Sunnyside, the proper signal will be construed as authority to enter and use main track with the current of traffic, in accordance with existing instructions.

At all intermediate points, where the main tracks may be entered or cleared, box telephones have been installed, and permission must be obtained from the Leverman at Lamar before fouling or entering main tracks, and at same points crews must report to Leverman at Lamar as soon as train or engines are clear of main track and switch closed.

Trains or engines must not run against the current of traffic within these limits without flag protection ahead unless authorized by permissive card Form No. 194 issued by and bearing the name of the Leverman at Lamar. Engineer and Conductor are required to have a copy of the permissive card on Form No. 194 in making moves against the current of traffic. Blank forms will be supplied in telephone boxes at intermediate points.

Trains or engines moving to the main line from yard track at Plaster Creek, enroute to Sunnyside, in continuous movement, will know that in receiving proper signal, that past-due first-class trains have passed, or sufficient time is available to make such movement unless delay occurs, in which event protection is necessary as prescribed by Rule 99.

Likewise, light engines moving from yard track to main line enroute to Lamar, will interpret the proper signals at Plaster Creek, as indicating the same; should delay occur, immediate protection as described by Rule 99, is necessary.

Westbound trains and engines will interpret the proper signals at Sunnyside as indicating same, should delay occur, immediate protection as required by Rule No. 99, is necessary.

The foregoing applies only to movements made with the current of traffic.

Trains or Engines will not enter or foul either of the main tracks between Seymour and Second Avenue, without first receiving permission from the operator at Seymour. At Seymour and Second Avenue, the proper display of signal will be construed as authority to enter and use main track with the current of traffic, in accordance with existing instructions. At all intermediate points where the main tracks may be entered or cleared, box telephones have been installed, and permission must be obtained from the operator at Seymour, before fouling or entering main tracks, and at same points, crews must report to operator, Seymour, as soon as trains or engines are clear of main track, and switch closed. Trains or engines must not run against current of traffic within these limits without flag protection, ahead, unless authorized by permissive card Form 194, issued by and bearing the name of the Operator at Seymour. Engineer and Conductor are required to have a copy of the Permissive Card on Form 194, in making moves against current of traffic. For westward movements, a clear position of the train order signal at Seymour, and for eastward movements, a proceed indication on the home signal at Second Avenue will be authority to operate in this territory with the current of traffic.

The following instructions must be observed at all crossings of any track with the MC-P Co. Madison Avenue Spur. All trains and engines must come to a full stop before reaching the crossing or stop board and must not proceed over the crossing until a hand signal is received from a member of the crew at the crossing. The hand signal must be given in such a manner that there can be no doubt as to what train it is intended for.

Trains or engines may move at restricted speed between Sunnyside and Second Avenue, with or against current of traffic, without written instructions, when the switches are properly lined and the proper signals given by the leverman at Sunnyside or Second Avenue.

A caution board has been erected, seventy-five (75) feet south of Wealthy Street, Grand Rapids, and located at fouling point of two main tracks on Sub-Division No. 5. Southward movements from Sub-Division No. 5 to No. 1 track, Sub-Division No. 1, must stop before reaching caution signal, unless they receive a proceed hand-signal with yellow flag or yellow light, from leverman at Tower. Receipt of such signal is authority to enter and use No. 1 track in accordance with existing instructions.

Levermen at Sunnyside are in charge of hand-throw cross-over, Sub-Division No. 1, and end of two tracks Sub-Division No. 5 switches used in movements to and from Sub-Division No. 5.

MAIN TRACK MUST NOT BE FOULED, OR HAND-THROW SWITCHES OPENED, AT EAST END OF OLD 17-TRACK, PLASTER TRACK, AND GIMLET TRACK, UNTIL PERMISSION IS GRANTED BY LEVERMAN AT SUNNYSIDE.

Centralized control rules will govern operation of trains between end of two tracks Grandville and Lamar. The signal governing eastward trains located just west of end of two tracks Grandville is a two-light type, top light governs movements to No. 2 track, and lower light governs movements to No. 1 track. Trains or engines westbound when receiving home signal at Lamar may proceed to Grandville on the track to which the route as lined takes them.

Special Instructions Governing Operation on P. RR Tracks to and from Union Station, Grand Rapids

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

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

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

Rule 104: Unless hand operated switches in main track are listed in the time table as being in charge of a switch-tender or a signalman, they must be operated by a member of the train or engine crew using the switch, except as otherwise provided in Rule 104 and at a meeting point where the train holding the main track may set switch for opposing train to enter siding. Trains or engines must approach switch where switch tenders are stationed, prepared to stop and must stop clear of any switch or route unless signal to proceed is received from the switch-tender. A switch-tender must not set a switch to divert an approaching train until he is assured of its identity and that its speed does not exceed 15 miles per hour. Switch-tenders are stationed at and have charge of main track switches as indicated:

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

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

In the hand operation of the remote control swtich at Holland, Rule 270 will govern. In mechanical operation interlocking rules govern. Eastward signal located just west of switch, westward main track signal located about 75 feet east of switch. Dwarf signal governing movements out of siding located about 75 feet east of switch. Operators at Holland depot have charge of this switch, phones are located at the switch, cross-over east of Waverly yard office—Waverly yard office and switch leading to yard near Bridge west end Waverly yard. The siding from this remote control switch to the west cross-over switch located east of the yard office at Waverly will be considered the Holland meeting siding. The Waverly meeting siding extends from east cross-over switch east of Waverly yard office to the east end of track.

Single track operation between St. Joseph River Bridge and spring switch at St. Joseph, is controlled by signals operated by bridge tender. Westward trains receiving green or yellow indication at westbound home signal, St. Joseph River Bridge, may proceed to spring switch ahead of or against superior trains; but must be governed by intermediate signal indication. Automatic signal, located 560 feet west of spring switch on No. 2 track is of two-position approach color light type; bottom light red, as marker only; top light red indicates Stop and Stay Stopped until yellow indication is given, or permission is given by dispatcher to proceed against stop indication. Eastward trains on No. 2 track receving yellow indication may proceed ahead of or against superior trains, but must be governed by eastbound home signal indication at St. Joseph River Bridge. Eastward trains using No. 1 track must stop at clearance point at spring switch and secure permission from train dispatcher before proceeding and will then be governed by eastbound home signal indication at St. Joseph.

The switch at the end of two tracks, Vine, is interlocked, and is controlled by the Dispatcher.

The automatic signals governing eastward trains at west and east ends of Stevensville siding, at end of two tracks Vine, at end of two tracks Riverside, and at west end of Coloma siding are two arm positive signals, top arm operative, lower arm fixed.

The automatic signals governing westward trains at east and west ends of Coloma siding, at end of two tracks Riverside, at end of two tracks Vine, and at east end of Stevensville siding are two arm positive signals, giving following indications:

Westward two arm positive signal at east end Coloma siding, top arm operative, lower arm fixed.

Westward two arm positive signal at west end Coloma siding, both arms operative, (see page 115 in book of rules).

Westward two arm positive signal at end of two tracks Riverside, and at end of two tracks Vine, top arm fixed, lower arm operative.

Westward two arm positive signal at east end Stevensville siding, top arm operative, lower arm fixed.

Trains finding both indications on these two arm signals at stop position must stop and not proceed until proceed position is received on operating signal, unless authorized to do so by train dispatcher on Form 118. When trains stop because of stop indication on these signals, dispatcher must be called at once.

On that portion of railroad between west end Stevensville siding and end of two tracks Vine, and between end of two tracks Riverside and clearance point at east end of siding at Coloma, these signals supersede time-table and train order superiority in their governing direction. An eastward train receiving yellow or green indication on operating arm of eastward signal at west end of Stevensville siding may proceed to two

arm positive signal at east end of Stevensville siding, and if yellow or green indication is received on operating arm of eastward positive signal at east end of siding at Stevensville such train may proceed to the two arm positive signal at end of two tracks, Vine ahead of or against superior trains. Likewise an eastward train on No. 2 track receiving yellow or green indication on operating arm of eastbound two arm positive signal at end of two tracks Riverside is authorized to proceed to eastward two arm positive signal at west end of siding Coloma, and if yellow or green indication is received on operating arm of eastward two arm positive signal at west end of siding at Coloma, it may proceed to clearance point of siding at east end of Coloma ahead of or against superior trains.

Eastward trains unable to proceed east of Coloma against superior trains must stop at west end of siding at Coloma and call dispatcher.

Eastward trains operating on No. 1 track, must stop at clearance point at end of two tracks Riverside, where a dwarf signal is installed, indicating stop, and is a marker only, and must be governed by written instructions from train dispatcher, and must remain at clearance point, until such instructions are received.

A westward train receiving yellow or green indication on operating arm of westward two arm positive signal at east end of siding at Coloma is authorized to proceed to the westward two arm positive signal at the west end of the siding at Coloma and if yellow indication is received on upper arm of this two arm positive signal at the west end of siding at Coloma, such train is authorized to proceed to the two arm positive signal at end of two tracks Riverside, ahead of, or against, superior trains.

The lower arm on the westward positive signal at west end of siding at Coloma, repeats the position of the lower arm of the two arm positive signal governing westward trains at end of two tracks Riverside. Westward trains that take siding at Coloma, must call dispatcher for authority to open main track switch or to use the main track. Likewise, a westward train receiving yellow or green indication on operating arm of the two arm positive signal governing westward trains at Vine may proceed to westward two arm positive signal located at east end of siding at Stevensville, and if yellow or green indication is received on operating arm of the westward two arm positive signal at east end of siding at Stevensville, such train is thereby authorized to proceed to the clearance point of the siding at west end of Stevensville, ahead of or against superior trains.

Westward trains unable to proceed west of Stevensville against superior trains must stop at east end of Stevensville and call dispatcher.

All trains must continue to approach the end of two tracks at Riverside and Vine prepared to stop clear of the switch at end of two tracks unless the signals can be seen to indicate proceed.

All trains will continue to be governed by train order signals at Riverside, Coloma, and Stevensville.

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

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

Trains or engines must not enter main track in Benton Harbor yard without permission from train dispatcher by telephone.

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

The middle arm on N.Y.C. eastbound home signal at Po Tower governs movement to P.M. main track only, and is extended to govern the block to automatic signal 1353 at east end Porter Yard.

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

Operators at Porter will handle siding switch at east end for trains to enter or leave.

Westward trains receiving red train order signal will take siding. Westward trains receiving clear train order signal and green or yellow automatic signal at East end are thereby authorized to use main track, at restricted speed to westbound home signal Po Tower, ahead of or against any train.

Normal position of gates at Sparta G.T. crossing set against G.T. trains. All trains approach crossing at restricted speed, and if gates are properly set for P.M. movements, such trains may pass over crossing without stopping, not to exceed twenty miles per hour.

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

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

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

Freight Trains: From Baldwin to Boardman; a 900-class engine may be double-headed with one lighter engine; from Boardman to Bay View, a 500-class engine may be double-headed with one lighter engine, except over Charlevoix Draw Bridge; Speed restrictions of double-headers, both in passenger and freight service, over Manistee River Bridge at High Bridge, ten (10) miles per hour.

NYCStL trains at Belfast and C&O trains at LaCrosse are permitted to pass over crossing without stopping unless gate is set against movement of their trains.

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

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

All movements over the Joint Section will be made by signal indication, as given by automatic signals which will supersede time table superiority and take the place of train orders.

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

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

Rule 24—City Ordinances.

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

Ordinance enacted by the City of Holland is as follows: The rate of speed of engines and cars on all railroad tracks within the limits of the City of Holland shall not exceed twenty-five (25) miles per hour; and no person shall cause an engine, car or train of cars to travel over any railroad track within the City of Holland at a greater speed.

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

Grandville village ordinance restricts speed of all trains to 30 miles per hour.

Zeeland city ordinance restricts speed of all trains to 25 miles per hour. Two short blasts of whistle must be sounded at open crossings, and whistle must not be sounded at crossings protected by official signal lighting devices except in case of imminent danger.

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

At Michigan City standard speed signs are installed to cover territory Tilden to Ohio Sts. where two short blasts of whistle will be used instead of regulation crossing whistle.

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

At Coloma, the speed of all trains is restricted by Ordinance, to 25 miles per hour through the corporate limits, and the locomotive warning whistle is to be sounded at a point not less than 500 feet west of the street crossing, west end of depot; or not less than 500 feet east of the main street crossing. No other warning whistles to be sounded within the corporate limits, unless in the case of unexpected danger.

City Ordinance of the Village of Grant, restricts the speed of all trains to thirty-five (35) miles per hour, through the corporate limits.

Rule 25—Automatic Train Stop.

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

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

Rule 26—Miscellaneous.

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

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

The following letters appearing on time table schedules indicate:

D—Day train order station.
N—Night train order station.
DN—Day and Night train order station.
P—Dispatcher's telephone.
C—Coaling station.
O—Scales.
T—Turntable.
W—Water Station.
Y—Wye.

TRACKS NOT OTHERWISE SHOWN

STATION	Long Car Room on Side Track		LOCATION
Sub-Division No. 1			
Harbert	8	4.5	Mls. E. of Union Pier
Oakhall	35	1.7	" " " Sawyer
Glenlord	15	2.1	" " " Stevensv'll
Vrooman	4	1.0	" " " Riverside
Pearl	10	2.0	" " " Bravo
Jenison	8	1.17	" W. " Grandville
Sub-Division No. 2			
Millgrove	21	4.2	Mls. N. of Allegan
Fillmore	20	3.8	" " " Hamilton
Rosy Mound	50	2.9	" S. " G'd Haven
Stone Siding	4	3.8	" " " Mkg. Hts.
Bottje	4	2.5	" " " G'd Haven
Neilson	4	3.1	" " " Whitehall
Rothbury	14	3.7	" " " New Era

STATION	Long Car Room on Side Track		LOCATION
Sub-Division No. 3			
Machler	6	2.0	Mls. N. of LaCrosse
Chambers	3	3.0	" " " Hanna
Hilt	6	1.0	" " " LaPorte
Ackerman	6	5.0	" " " Belfast
Youngs	8	3.3	" " " Belfast
Sub-Division No. 4			
Millers	7	3.0	Mls. W. of Paw Paw
Wildeys	10	3.74	" " " Paw Paw
Kirby	12	2.8	" E. " Lawrence
Toquin	7	4.2	" W. " Hartford
Hills Siding	3	.96	" " " Covert
Fruitland	4	5.1	" " " Covert

STATION	Long Car Room on Side Track		LOCATION
Sub-Division No. 5			
Englishville	5	3.05	Mls. N. of Alpine
Uhl	31	3.11	" " " Drew
Brohman	4	6.09	" N. " Ramona
Henry	18	3.46	" S. " Thompsonv'll
Sub-Division No. 6			
Bates	10	1.86	Mls. S. of Williamsb'g
Barker Creek	13	5.0	" N. " Williamsb'g
Cherrie	22	2.7	" S. " Charlevoix
Bell's Landing	14	2.0	" " " Bay Shore
Sub-Division No. 7			
Twin Lake	17	6.36	Mls. N. of Berry
Reeman	10	1.65	" " " Brunswick
Wooster	13	5.48	" " " Fremont
Muskegon Freight Line			
Simpson	50	6.0	Mls. N. of Pickands

CHICAGO-PETOSKEY DIVISION
COMPANY SURGEONS

TOWN	NAME OF DOCTOR	OFFICE	PHONE	RESIDENCE	PHONE
Chicago	RALPH H. WHEELER	108 N. State St.	State 7387	446 Oakdale Ave.	Wellington 0130
Chicago	J. F. SINCLAIR	108 N. State St.	State 7387	4536 No. Troy	Keystone 2368
(Emergency Calls Only) Nights—call			Keystone 2368		
Rockwell Yds.	W. J. Reilly	6424 So. Central Ave.	Hemlock 9400 9401	6337 So. Central Ave.	Hemlock 9400 9401
Michigan City	Leroy A. Wilson	501 Pine St.	2020—2021	201 East Fifth St.	45
Michigan City	F. V. Martin	501 Pine St.	2020—2021	132 West Eighth St.	79 W
New Buffalo	M. E. Friedman		33		
LaPorte	E. F. W. Crawford	1004 Madison St.	409	902 Harrison St.	409
Benton Harbor	Carl A. Mitchell	84 W. Main St.	Harbor 7823	444 Pipestone	Harbor 6523
Bangor	John R. Giffen	Bangor, Michigan	4111	Bangor, Michigan	4112
Holland	H. C. Irvin	35 West 8th Street	2622	572 Pine Avenue	9802
Grand Rapids	ROWLAND F. WEBB	127 Fountain St., N. E.	80623	751 Cambridge Blvd., S.E.	31350
Grand Rapids	J. Hoogerhyde	127 Fountain St., N. E.	80623		38177
Grand Haven	Wm. J. Presley	700 Washington St.	331-F1	315 Washington St.	331-F2
Muskegon	C. L. A. ODEN	804 Hackley Union Bk. Bldg.	22-746	1593 Jefferson St.	28-839
Muskegon	V. S. Laurin	804 Hackley Union Bk. Bldg.	22-300	408 Webster Avenue	23-088
Shelby	Arthur R. Hayton	327 No. Michigan Ave.	96	327 No. Michigan Ave.	96
Fremont	Willis Geerlings	Old State Bank Bldg.	72	345 East Main	110
Fremont	L. J. Geerlings	Old State Bank Bldg.	72	17 Decker Ave.	30
Sparta	Frank L. Bull	McGowan Bldg.	84F2	State St.	84F3
Newaygo	H. R. Moores		103-F2		103-F3
	L. J. Geerlings	First State Bank Bldg.	166	17 Decker Ave. (Fremont)	30
White Cloud	H. R. Moores	Newaygo			
Traverse City	L. SWANTON	201 East Front St.	76-F1	336 W. Seventh St.	76-F2
Charlevoix	F. F. McMillan	Post Office Bldg.	17	219 Park Avenue	120
Petoskey	Dean C. Burns	314½ Howard Street	17	215 Division St.	848
Bay View	Wm. H. Parks	Petoskey		Petoskey	

Examining physicians shown in capital letters

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

HOSPITALS

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

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

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

GRAND RAPIDS—Butterworth—Bostwick, N. E.—Phone 81281.

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

Sub Division No. 1

Grandville	8:00 AM to 5:00 PM
Hudsonville	8:00 AM to 4:00 PM 11:00 PM to 7:00 AM
Zeeland	8:30 AM to 5:30 PM
Waverly	9:00 PM to 5:00 AM
East Saugatuck	12:00 MN to 8:00 AM
Fennville	9:00 AM to 6:00 PM
Pullman	9:00 AM to 6:00 PM
Grand Junction	8:00 AM to 4:00 PM 9:00 PM to 5:00 AM
Bangor	9:00 AM to 6:00 PM
Watervliet	9:00 AM to 6:00 PM
Coloma	8:00 AM to 5:00 PM
Benton Harbor	9:00 AM to 11:00 PM
Stevensville	11:00 PM to 3:00 PM
Bridgman	8:00 AM to 5:00 PM
Sawyer	8:00 AM to 5:00 PM
Michigan City	8:30 AM to 12:30 AM

Sub Division No. 2

Grand Haven	8:30 AM to 4:30 PM 5:00 PM to 1:00 AM
Muskegon Depot	7:30 AM to 11:30 PM
North Yard	5:00 PM to 1:00 AM
Whitehall-Montague	8:00 AM to 5:00 PM
Shelby	8:00 AM to 5:00 PM
Hart	8:00 AM to 5:00 PM

Sub Division No. 3

LaPorte	8:00 AM to 5:00 PM
Magee	8:00 PM to 4:00 AM
Thomaston	9:00 AM to 6:00 PM
LaCrosse	9:00 AM to 6:00 PM

Sub Division No. 5

Sparta	8:00 AM to 5:00 PM
Kent City	8:00 AM to 5:00 PM
Grant	8:00 AM to 5:00 PM
Newaygo	8:00 AM to 5:00 PM
White Cloud	8:00 AM to 5:00 PM
Kaleva	8:00 AM to 5:00 PM
Interlochen	7:30 AM to 4:30 PM
Grawn	7:30 AM to 4:30 PM
Boardman	7:15 AM to 3:15 PM 6:00 PM to 2:00 AM

Sub Division No. 6

Williamsburg	9:00 AM to 6:00 PM
Alden	9:00 AM to 6:00 PM
Bellaire	9:00 AM to 6:00 PM
Central Lake	8:30 AM to 5:30 PM
Ellsworth	8:00 AM to 5:00 PM
Charlevoix	9:00 AM to 6:00 PM
Petoskey	8:00 AM to 5:00 PM

Sub Division No. 7

Brunswick	8:00 AM to 5:00 PM
Fremont	8:00 AM to 5:00 PM

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, Trainmaster, Grand Rapids, Sub Divn. Nos. 1, 3, and 4.

W. J. GRADY, Terminal Train Master, Grand Rapids, Grand Rapids Terminal.

P. K. PIERCE, Train Master and Road Foreman of Engines, Grand Rapids } **Sub Divns. Nos. 2, 5, 6, 7 and 8.**

G. A. LUSCHER, Road Foreman of Engines Grand Rapids } **Sub Divns. Nos. 1, 3, and 4.**

C. L. McGRAIN, Chief Train Dispatcher, Grand Rapids.

R. F. BRUCE, Night Chief Train Dispatcher, Grand Rapids.