ERIE – LACKAWANNA RAILROAD COMPANY

WESTERN DISTRICT

Marion Division

Time Table No. 65

Effective 2.01 A.M.

SUNDAY, OCTOBER 30, 1960

CENTRAL STANDARD TIME

FOR EMPLOYEES ONLY

65

THINK! THEN ACT SAFELY

H. E. Joyce
Assistant Superintendent

F. E. Navin
Superintendent

J. M. Moonshower
Assistant General Manager

J. P. Allison
General Manager

SPECIAL INSTRUCTIONS
RULES OF THE OPERATING DEPARTMENT
EFFECTIVE NOVEMBER 30, 1952

STANDARD CLOCKS.

Marion	Manifest Yard Office Terminal Building Kenton Avenue Westward Hump Office Engine Dispatchers' Office
Huntington	Train Dispatchers' Office Yard Office
Hammond	Yard Office

TIME TABLES.

Trains operating over another railroad will be subject to rules, special instructions and timetables of that railroad. Normal operation involves operating over the Chicago and Western Indiana Railroad between Hammond and Chicago.

Between Griffith and Hammond the tracks of the C. & O. R. R. and Erie will be operated as joint double track. Erie R. R. rules and time table will govern.

SIGNS. Additional to Rule 6.

B. Stop on signal to pick up passengers for Chicago.

C. Stop to discharge passengers from Chicago and receive passengers for Youngstown and east.

E. Fifteen minutes will be allowed for passengers to eat their lunch at Marion, Ohio.

M. Reduce speed to 40 miles per hour to discharge U. S. Mail, daily except Sundays.

Q. Reduce speed to 30 miles per hour to discharge U. S. Mail.

R. Reduce speed to 50 miles per hour to discharge U. S. Mail, daily except Sundays.

Trains scheduled to make flag stops at stations where no employe is on duty to give the necessary signal, will approach such points prepared to stop and will come to a full stop if there are any persons on the platform.

GENERAL SPEED RESTRICTIONS.

	Miles per Hour.
Passenger trains on tangent track	75
Passenger trains on curved track not otherwise restricted	70
Express and equipment trains with freight cars	50
Freight trains	50
Loaded cars carded Form 5432	30
All classes of yard engines, when operating as a single unit running light	25
All classes of road engines, including road switchers, when operating as a single unit running light	35
Yard engines, Classes SA (except SA-3), SB, SE, MSA and MSL, when operating or being towed in train	40

Special Mechanical Department instructions will govern the

movement of yard engines Classes SA-3 and SG when operated light or being towed in train.

Trains hauling dead steam engine unless otherwise provided .. 20
Trains hauling wrecking derrick 30
Trains handling 250 Ton diesel wrecking crane using yard or passing tracks over Bridges 2.24, 2.55, 25.73 and 64.25..... 15
Trains hauling 8-wheel swivel truck cranes, steam shovels and other similar pivoted machinery 30
The pivoted machinery listed immediately above is to be hauled on the rear of trains, not more than 15 cars from caboose.

Trains handling spreader cars 30
Spreader cars will be handled with blades in trailing position unless otherwise authorized by Superintendent.

Conductors will notify engineers before leaving terminals whether or not such equipment in train, and engineers will not leave terminals until so notified.

All trains entering or leaving sidings or yards, passing from double to single track or single to double track or through crossovers, except as otherwise provided 10

All trains passing through No. 15 cross-overs at the following locations: Eastward and Westward, HN Tower, SJ Tower, DA Tower, Kingsland, Wilders and Kouts; Westward Griffith, Eastward Griffith C & O trains only, Eastward HY Tower..... 30

All trains and engines entering the sidings at Manitou, Delong and the east end of Rochester siding under signal indication, Rule 283, Figure A or Rule 286, Figure A, Rules of the Operating Department, may operate at a speed not to exceed forty (40) miles per hour through turnouts.

All trains and engines leaving the east or west ends of Manitou siding, east end of Rochester siding, east or west end of Delong siding under Signal indication Rule 287, Figure B, Rules of the Operating Department, may operate at a speed not to exceed forty (40) miles per hour through turnouts.

All trains and engines entering or leaving west end of Rochester siding may operate at speed prescribed by signal indication displayed at west end of siding

FIRST SUB-DIVISION.

(Between C. & O. R. R. Crossing, Marion, and Huntington Station)

Curves 1 and 2, Marion Yard, MP 0.34 to MP 0.48, eastward track 35
Curve 3, Marion Yard, MP 0.48 to MP 0.49, westward track 25
Curves 4 and 5, MP 0.68 to MP 1.05 eastward track 40
Curves 6, 7, 10 and 11, MP 2.10 to MP 3.53, eastward track 60
Curves 8 and 9, MP 2.42 to MP 2.52, westward track 60
Curve 24, SJ Tower, M. P. 50.75 to MP 51.00, eastward and westward tracks 60

Between Reese Ave., Lima and Metcalf St., Lima, eastward and westward tracks 40

All trains over crossing frogs and curves between MP 79.20 and MP 79.45 at Ohio City, eastward and westward tracks 60

Curve 33, East of Decatur, MP 95.64 to MP 95.89 eastward and westward tracks 60

Curve 46, East of Huntington, MP 124.86 to MP 125.35 eastward track 50

Curve 46, East of Huntington, MP 124.85 to MP 125.34 westward track 60

SECOND SUB-DIVISION.

(Between Huntington Station and State Line Tower)

Curve 47, West of Huntington, MP 126.77 to MP 127.04, eastward and westward tracks 30

Curve 48, West of Huntington, MP 127.29 to MP 127.49, eastward and westward tracks 40

Curve 49, West of Huntington, MP 128.47 to MP 128.75 eastward track 60

Curve 49, West of Huntington, MP 128.49 to MP 128.74 westward track 50

Trains moving from double track to single track or from single track to double track, WO, MP 134.00..... 70

Trains moving from double to single track or from single track to double track, RX-Round Lake, MP 148.10..... 70

Trains moving from double to single track or from single to double track, AN-Akron, MP 158.60 70

Trains moving on Main Track or moving To or From Siding, GR-Pershing, MP 171.79 70

Trains moving from double to single track or from single to double track, AD-Aldine, MP 192.97 70

All trains over Railroad Crossings at North Judson, westward track 45

All trains over Railroad Crossings at North Judson, eastward track 55

All trains over Railroad Crossings at Griffith, westward track 45

All trains over Railroad Crossings at Griffith, eastward track 40

All trains over street crossings at Kennedy and Highland Avenues, Highland, Ind. 35

All trains over street crossings between 173rd Street and 165th Street, Hammond, Indiana 50

All trains between Douglas Street and 165th Street, Hammond 40

All trains between Hohman Avenue and Douglas Street, Hammond 25

All trains through interlocking limits at Michigan Central Crossing, Hammond 20

All trains through interlocking limits at Hammond Drawbridge 20

CLEARING OF TRAINS.

First Class trains will not leave Marion or Huntington without Clearance Form A.

First Class trains will not leave Dearborn Station, Chicago, without combined Erie-C&WI Clearance Form 902.

Eastward First Class trains originating at Chicago (except Dearborn Station), or Hammond, will not leave HY Tower without Clearance Form A.

No train, except First Class, will leave Marion (westward), Huntington (eastward and westward) Griffith (westward C. & O. trains only) or Hammond (eastward) without permission from train dispatcher.

Trains (except first class) leaving Huntington, Griffith, or Hammond

through interlockings, will accept proceed signal as permission to leave.

MOVEMENT OF TRAINS.

The only time a Diesel Locomotive can be considered as operating backward is when a multiple unit road Diesel is operating with a blind unit or blind end ahead.

When light movements are made with multiple unit Diesel Locomotives equipped with double end control, the locomotive must be operated from the end in the direction that the movement is being made.

In multiple unit operation of Diesel Locomotives, the locomotive number will be displayed on the lead unit only.

Diesel Locomotives, Motor Cars, and roller bearing equipped freight and passenger cars must not be operated in water that is higher than the top of the rail.

SPECIAL ORDER BOOKS AND BULLETIN BOARDS.

Marion	Engine Dispatcher's Office Terminal Building Westward Hump Office Kenton Avenue
Lima	Freight Agent's Office
Huntington	Yard Office
Griffith	C. & O. Cabin
Hammond	HY. Tower Yard Office
Chicago	Dearborn Station, Train Dispatcher's Office 51 Street Yard Office

TRAIN REGISTERS.

Marion	Terminal Bldg., first class trains. Westward Hump Office, except first class trains.
Huntington	Yard Office.
Hammond	Yard Office, except first class trains.
Chicago	51st St. Yard Office, except first class trains. Dearborn Station, Dispatchers' Office, first class trains.

Trains not scheduled to stop at stations at which train registers are located, may register by throwing off train register slip, except when displaying signals for a following section when train must stop and the conductor register in person. When registering trains write out in full the color of the signals displayed. When not displaying signals, write out in full, "No signals," sign name and initials and use no ditto marks. It will be the duty of the employe in charge of the register station at points where trains are authorized to throw off train register slips, to enter the information on the train register and preserve the slip.

SIDINGS.

	Car capacity Based on 45 feet to the car allowing for engine and caboose Eastward		Westward
KN. Siding	163		0
Kenton	0		135
HD. Siding	79		0
KP. Siding	137		137
Spencerville	40		0
Ohio City	148		137
Kingsland	0		50
Markle	40		0
Manitou		307	
Rochester		425	
Delong		361	
North Judson	0		138
Crown Point	139		94
Griffith	93		132

YARD LIMITS. Indicated by signs.

Marion	Lima
Huntington	Hammond

RULE 93 (a)

Movement may be made against the current of traffic through the following yard limits by train orders and no further protection under Rule 93 (a) need be afforded: Lima, Huntington east of crossover at WR Tower and west of crossover CX-College Road.

RAILROAD CROSSINGS AT GRADE.

Except where interlocking or controlled signals are in operation, trains and engines must come to a full stop not less than 200 feet nor more than 800 feet from railroad crossings at grade in Ohio and not less than 40 feet nor more than 500 feet from railroad crossing at grade in Indiana.

CROSSOVER MOVEMENTS.

When necessary to enter upon main track or crossover from one main track to another, permission will be first obtained except in Marion and Hammond yards, crossovers between lead and westward main track Market Street, and between westward and eastward main tracks at west fueling station, and from track 25 to eastward main track, Huntington. This does not relieve enginemen and trainmen from protecting the movements as per Rule 99.

Permission to use main tracks or crossovers operated by interlockings will be given by signal indication.

INSTRUCTIONS GOVERNING CROSSOVER AND OTHER MOVEMENTS AT OHIO CITY.

When either eastward or westward trains are to be operated against the current of traffic from Ohio City, following procedure will govern:

Interlocking signals will be displayed at stop and train order indicating light will be displayed.

EASTWARD—Approaching trains will acknowledge this combination of signals and after receiving restricted speed signal may proceed into interlocking limits where operator will deliver necessary train order and permission to use crossover. Conductor will see that switches are properly lined after being used.

When restricted speed signal is displayed at eastward home signal, and train order indicating light is not displayed, trains will proceed looking out for instructions to enter siding.

WESTWARD—Trains will come to a stop to clear east switch of crossover and trainman will call on phone located on outside of east end of tool house for instructions and permission to use crossover. After permission is given, train will then cross over and proceed into interlocking limits on proper signal indication where necessary train orders will be delivered. Conductors will see that switches are properly lined after being used.

SPRING SWITCHES.

Marion-Griffith

The pull-out switch connecting C. & E. lead with westward main track at west end of Marion Yard, and switch at east end of eastward passing siding at Griffith are equipped with spring switch stands set normal for main track movements. Trains or engines may pull out of these tracks to main track without opening or closing switch by hand.

Extreme care must be taken to prevent back-up movements, slack running out of trains, or taking slack over spring switch before forward movement is completed. If necessary to make such movements, switch must be hand operated.

The switch at west end Marion Yard is protected by a semaphore type signal located 4600 feet west of the switch to govern the movements of trains operating against the current of traffic on westward main track, and the switch at east end of eastward passing siding at Griffith is protected by approach lighted color-light dwarf signal located 8400 feet east of the switch to govern movement of trains operating against the current of traffic on eastward main track. These signals will indicate as follows:

Clear—Proceed over spring switch.

Approach—Proceed to point of switch, then stop, examine switch points and make certain points are properly set before proceeding. If found out of order, use hand-throw switch and restore to normal position after using, reporting condition immediately to the Superintendent.

Trains moving against current of traffic on clear indication will pass over spring switches with entire train at a speed not to exceed 20 miles per hour.

These switches are equipped with electric switch signals which indicate as follows:

Green—Switch points properly lined for main track movement. Proceed over spring switch in accordance with special instructions.

Red—Switch points not properly lined for main track movement.

Trains moving on main track, stop and examine switch points, using hand-throw to correct alignment of switch, if necessary, and proceed only when switch is properly secured, reporting any improper conditions immediately to the Superintendent.

Trains authorized by train dispatcher to occupy main track, may proceed over spring switches without opening or closing the switch by hand when switch signal displays "Green" indication.

If electric switch signal displays "Red" indication, switch must be reversed by hand before movement is made and restored to normal position after entire train has passed.

These switches are also equipped with switch key-operated color light dwarf signals:

1. To operate dwarf signal, a member of crew will first secure permission from train dispatcher and then operate signal by inserting switch key in switch key operated controller located adjacent to switch, turning key to right as far as possible and remove key.
   a. When approach circuit is not occupied, signal will immediately display proper indication to leave siding.
   b. With approach circuit occupied, signal will display proper indication to leave siding after a time interval of four minutes.
2. If the intended movement out of the siding is not made after the controller has been actuated, signals must be restored to normal position by operating push-button at key controller.

RULES GOVERNING AUTOMATIC BLOCK SIGNAL SYSTEMS, EFFECTIVE NOVEMBER 30, 1952.

Automatic Block Signal System Rules will govern between Marion and Hammond.

SUPERIORITY OF TRAINS.

Trains operating in automatic block signal districts governed by telephone train order signals, may run with the current of traffic upon signal indication, which signal indication supersedes time table superiority.

POINTS WHERE INTERLOCKING RULES ARE IN EFFECT

Rules 605 to 672 inclusive, Rules of the Operating Department Effective November 30, 1952.

HN Tower
SJ Tower
BY Tower (B & O Jct.-Lima)
Ohio City
DA Tower
Kingsland
WR Tower
AH Tower (PRR-No. Judson)
Kouts
Griffith
ND Tower
HY Tower
Hammond Drawbridge

Except at the following points, in the direction specified, where Traffic Control System Rules are in effect:

Kouts Eastward
Griffith Westward
HY Tower Eastward

POINTS WHERE INTERLOCKING SIGNALS ARE USED AS TRAIN ORDER SIGNALS.

See Rule 221, Rules of the Operating Department effective November 30, 1952.

HN. Tower	Kingsland
SJ. Tower	WR. Tower
Ohio City	Kouts
DA. Tower	HY. Tower

THE USE OF MEDIUM APPROACH SIGNALS AT SPECIFIED LOCATIONS IN CONNECTION WITH RULE 221, RULES OF OPERATING DEPARTMENT, EFFECTIVE NOVEMBER 30, 1952.

In connection with Rule 221, Rules of the Operating Department, effective November 30, 1952, at the following locations: HN Tower (westward), SJ Tower, DA Tower, Kingsland, Kouts (westward), after the train order has been transmitted and made complete operators may line up the route and display a medium approach indication without first waiting for the approaching train to acknowledge the combination of signals. This applies only when medium approach signal indication is to be displayed.

No train or engine will proceed on opposing track without having received necessary train orders and clearance forms.

TELEPHONE TRAIN ORDER SIGNALS

EASTWARD		WESTWARD	
Auto.		Auto.	
Sig.	Location	Sig.	Location
728-2	Decliff	717-1	Kenton Ave., Marion
752-2	McGuffey	728-1	Decliff
761-2	HD Siding	752-1	McGuffey
772-2	KP Siding	760-1	HD Siding
783-2	Spencerville	771-1	KP Siding
805-2	Wren	781-1	Spencerville
835-2	Markle	795-1	Ohio City
845-2	Huntington	805-1	Wren
950-2	Crown Point	835-1	Markle
		841-1	Huntington
		915-1	North Judson
		937-1	Boone Grove
		948-1	Crown Point
		956-1	Griffith

REMOTE CONTROL INTERLOCKINGS

KN Tower, Kenton	Eastward & Westward
WO	Eastward (Eastward Track Only)
AD-Aldine	Westward
Wilders	Eastward

1. When movement is to be made at the above remote controlled interlockings in the direction specified only with the current of traffic and proper signal indication cannot be displayed, a member of the crew will call the operator or dispatcher and request permission for the move.

2. Instructions or permission received must be repeated to Train Dispatcher or Operator stating name and occupation of employee and train or engine identification.
3. After permission has been received, the movement through the interlocking may be made without signal indication at restricted speed to the next signal, after member of crew has ascertained that switches are properly lined for their movement.
4. Permission received from the Train Dispatcher or Operator will be acted upon in lieu of Clearance Form B.

UNATTENDED INTERLOCKINGS

During the hours that the interlockings are closed, the following instructions will govern.

(1) The home signals governing movements through the interlocking with the current of traffic will be set to display "Clear" indication before the operator closes the tower. Dwarf signals will be set to indicate "Stop."

(2) When the interlocking signals display "Stop" for a train or engine during the hours the towers are closed, a member of the crew will immediately call Train Dispatcher and request permission to make the desired move.

(3) After permission is received from Train Dispatcher, the movement through the interlocking may be made without signal indication when preceeded by a flagman, after a member of the crew has ascertained that signals governing other railroads are in "Stop Position", and that switches are properly lined for the movement.

(4) Permission received from Train Dispatcher for the move will be acted upon in lieu of Clearance Forms A and B.

INSTRUCTIONS COVERING HAND OPERATION OF REMOTE CONTROLLED SWITCHES

When necessary to operate a power operated switch by hand, following instructions will govern:

1. Communicate with dispatcher by telephone.
2. After receiving permission, remove crank from holder located on outside of instrument house.
3. Raise cover which is painted white on top of switch machine and place crank on square shaft located at that point and crank switch to desired position.
4. Examine switch points to be sure they fit up to rail properly, then spike and block points securely. When one or more switches are cranked, crank must not be removed from last switch machine cranked until train movement is completed and switch restored to normal.
5. Crank cover should then be locked and crank restored to holder on outside of instrument house.
6. Switch should not be hand operated except in emergency and Maintainer notified.
7. Switch blocks, spikes, spike maul and claw bar will be found in the emergency tool box and should be returned to the box after being used.

Schedules, special instructions and other information contained in this time table apply to that portion of the railroad formerly known as Erie Railroad Company.

TRAFFIC CONTROL SYSTEMS
OPERATING INSTRUCTIONS

The following territories are equipped with automatic block signal system upon which is superimposed manual control of certain signals and switches.

Westward track CX College Road to WO and the territory between WO and AD-Aldine, controlled by the Train Dispatcher at Huntington.

Eastward and Westward tracks between Wilders and Kouts (not including interlocking Wilders Eastward and interlocking Kouts Westward). Controlled by the operators at Kouts.

Eastward and Westward tracks between Griffith and HY Tower (not including interlocking Griffith Eastward; interlocking ND Tower, Highand, Eastward and Westward; and interlocking HY Tower Westward). Controlled by operators at Griffith and HY Tower.

In the above mentioned territory, trains or engines will be governed by block signals whose indications will supersede the superiority of trains for both opposing and following movements on the same track.

1. When switching movements are to be made over switches that are signaled and equipped with power operated switch machines, an understanding must be had with the Train Dispatcher or operator who will advise working limits on main track and time in which switching may be done. When necessary to hand operate a power operated switch machine special instructions posted at the location will be followed.
2. When a train is delayed after a proceed signal has been displayed for it, the Train Dispatcher or operator must be notified promptly as to the cause and probable duration of the delay.
3. When a train is stopped by a STOP signal and there is no evidence of an approaching train, member of crew will immediately get in touch with Train Dispatcher or operator. Dispatchers may authorize trains and engines to proceed with necessary train orders as per Rule 551. If, in addition, the stop signal governs a foreign railroad crossing, after necessary train orders have been issued and permission is received from Train Dispatcher, movement may be made over the foreign railroad crossing without signal indication when preceded by a flagman after a member of the crew has ascertained that signals governing other railroads are in stop position and that switches are properly lined for their movement.
4. A train or engine must not make a reverse movement after accepting a CONTROLLED signal for straight away movement, except under flag protection or when movements are being made in accordance with Paragraph numbered 3.
5. Trains stopped or delayed after passing a distant signal displaying "CLEAR" must approach the CONTROLLED signal expecting to find that signal displaying its most restrictive indication.
6. Manitou, Rochester and Delong sidings are track circuited and protected by signals and may be used in either direction on signal indication.
7. A white light known as "Maintainers Call Signal" is located on instrument houses at KN, CX-College Road, WO, Bolivar, Newton, RX-Round Lake, AN-Akron, MU-Manitou, RS Tower, GR-Pershing, Delong, MY-Monterey, AD-Aldine and Wilders. Train crews working

in the vicinity and observing this signal lighted will immediately call the Train Dispatcher as this signal may be used on occasion to call train emloyees to telephone.

8. In all other respects Rules of the Operating Department effective November 30, 1952 will govern.

POINTS AT WHICH TRAINS WILL NOT BE PERMITTED TO CLEAR THE MAIN TRACKS.

No train or engine will be permitted to clear up in the following tracks:

Oil Spur	Bippus
Oil Spur	Laketon
Westward Spur	Disko
Eastward Spur	Disko
Mapes Spur	Griffith

ELECTRIC SWITCH LOCKS

Lima

Westward main track switch leading to Dunn Coal Co. track, Lima is equipped with an electric lock.

A hand thrown derail on Lima Locomotive Works lead located just west of B&O track is equipped with electric lock.

Permission must be secured from the B&O R.R. operator before using the above switch or derail.

Akron

The Eastward track switch to Sonoco and the east and west switches of the main track crossover at Akron, Indiana are equipped with electric switch locks.

The removal of the switch lock from the switch stands of either the East or West Switch of main track crossover will cause signals to go to Stop position in both directions and on both tracks. Instructions governing the use of these electric lock switches are posted in telephone shelter located nearby.

The hand thrown crossover at Akron, MP 157.84, leading from the Westward main track to the Pike Lumber Co. Spur will be electric locked and bolt locked.

To enter this spur it will be necessary to operate the Westward hand thrown main track switch to reverse position before the hand thrown inside switch can be reversed. Likewise, it will be necessary to restore the inside switch to normal before the Westward main track switch can be restored to normal.

Instructions covering the use of these electric lock switches are posted in telephone shelter located nearby.

Huntington—Bippus—Servia—Laketon
Rochester—Leiters—Delong—Monterey

The west crossover switch at CR Crossover, Huntington, the main track switches at Bippus (except oil spur), Servia, Bolivar, Laketon (except oil spur), Rochester, Leiters, Delong and Monterey are equipped with electric switch locks controlled by the Train Dispatcher. Before using these switches, permission must be secured from the Train Dispatcher, who will unlock the electric lock.

Athens—Ora—Bass Lake

The main track switches at Athens, Ora and Bass Lake are equipped with electric switch locks controlled by key operated time controller. A portion of train must occupy a short track circuit to effect release of switch lock. Instructions relating to handling of switches are posted in telephone booth at these locations.

Griffith

The switch to the Michigan Central Interchange is equipped with electric lock. Permission must be secured from the leverman at Griffith Tower before using this switch.

HY Tower

The switch from the eastward main track to C&O Industrial District is equipped with an electric lock. Permission must be secured from the operator at HY Tower before using this switch.

Hammond

The switch from the westward main track to the EJ&E, just east of State Line Interlocking, is equipped with an electric lock. Permission must be secured from the leverman at Hammond Drawbridge before using this switch.

SPECIAL INSTRUCTIONS GOVERNING AUTOMATIC CROSSING PROTECTION

Highway crossing protection operating circuits at certain locations are arranged for fast and slow speed trains. At certain other locations automatic cut out circuits have been installed to prevent gates being lowered or protection operating continuously while trains are switching in the near vicinity of the crossing. The following instructions will govern:

Elgin

The highway crossing over State Route 81, located at MP 72.27, west of Elgin, is equipped with automatic short arm gates. Both crossover switches and elevator spur track at Elgin are equipped with automatic cut outs, which will permit gates to rise when switches are thrown in reverse if there are no other trains occupying the flasher circuits. If automatic cutouts have been actuated, westward trains will approach State Route 81 crossing prepared to stop if the gates are not lowered.

Decatur

The highway crossing of State Route No. 33, Mercer Avenue, Decatur, Indiana, is protected by automatic gates.

Crews switching and opening the switch from the Eastward main track to the house track and removing derail from house track, the switch from the Westward main track to the east spur and removing derail from spur track, or both of the switches of the crossover between the Eastward and Westward main track at Decatur Freight House, will release the gates and permit them to rise, if there are no other trains occupying the flasher circuits.

Westward trains having work to perform at Decatur and stopping their train east of Mercer Avenue will stop east of curcuit opposite old water tower. After cutting away from train and then proceeding over crossing with engine or part of their train, this action will cause gates to rise as soon as the engine or cars have proceeded beyond the Westward home signal at DA Tower.

After switching moves have been completed and switches closed trains or engines must pull up to the crossing, stop and wait for the gates to re-lower before proceeding over the highway crossing.

Kingsland

Eastward trains operating on either track at a speed of 25 miles per hour or less passing through Kingsland interlocker must not exceed 25 miles per hour until after passing State Road No. 1, located at MP 108.75.

Bippus

Trains switching in Oil Spur, located East of Bippus will stop the flashers at State Route No. 113 East of Bippus. Westward trains will not proceed over State Route No. 113 until the flashers are again operating.

Trains switching in Elevator track at Bippus will stop the flashers at Main Street, Bippus and State Route No. 113, East of Bippus. Eastward trains will not proceed over these crossings until flashers are again operating.

Servia

Trains switching in Servia Spur will stop the flashers at Main Street, Servia. Westward trains will not proceed over this crossing until flashers are again operating.

Bolivar

Trains switching in Bolivar Interchange will stop the flashers at State Route No. 113, one-half mile East of this switch. Eastward trains must not proceed over this crossing until flashers are again operating.

Laketon

Trains switching in PRR interchange at Laketon will stop the flashers at Laketon Road. Westward trains must not proceed over Laketon Road crossing until flashers are again operating.

Akron—State Route 19

Trains switching in Pike Lumber Company Spur, main track crossover, or switch to Sonoco Industrial Track, Akron, Indiana, will cause these flashers to stop.

Westward trains that have used these switches will not cross State Route 19 until flashers are again working.

Rochester—U. S. Highway 31 (Main Street)

U. S. Highway 31 (Main St.) is protected by automatic gates. Trains switching on main track or eastward trains making station stop at Rochester station will approach U. S. 31 crossing prepared to stop if gates are not lowered. Trains switching on main track at Armour's Switch or Elevator Switch and moving westward will approach U.S. 31 crossing prepared to stop if gates are not lowered.

Eastward trains waiting or delayed more than 5 minutes in Rochester Siding in vicinity of Rochester station will approach U. S. 31 crossing prepared to stop if gates are not lowered. Eastward trains leaving rear end of train in Rochester Siding while switching will leave rear of train west of "Gate Start" sign located approximately 1100 feet west of Fulton Street so that gates will raise while engine is switching.

Rochester—Fourth Street

Trains switching in NKP Interchange Switch in Manitou Siding will stop flashers at Fourth Street and must not proceed over Fourth Street Crossing until flashers are again operating.

Eastward trains switching in Armour's Switch on main track will stop flashers at Fourth Street and must not proceed over Fourth Street crossing until flashers are again operating.

Rochester—Fulton Street

Trains switching in the Stock Yard Spur or Elevator Switch at Rochester will cause these flashers to stop. Trains or engines must not proceed over Fulton Street Crossing until flashers are again operating.

The above mentioned automatic flashing light signals do not protect movement on the House Track or Pickle Track over Fulton Street Crossing. Movements on these tracks over this crossing must be protected by a member of the train crew.

Leiters

When crews open the switch to the switching track and if their train occupies the main track east of the switch, the flashers will stop working.

After the switch has been closed and Westward trains proceed the flashers will again commence. Trains which have cut out the flashers will not exceed a speed of 10 miles per hour until engine has passed Main Street crossing.

Delong

State Route 17 is protected by automatic flashers. Westward trains opening the switch for the interchange track will cause the flashers to stop and they will not again commence until the switch has been closed and the train proceeds over it. Trains having stopped the flashers will not exceed a speed of 25 miles per hour until engine has passed over State Route 17.

Monterey

The Walnut Street crossing at Monterey, Indiana, is protected by automatic flashers, and the Washington Street crossing at Monterey, Indiana, is protected by automatic crossing bell.

When crews open either of the switches to the switching tracks and if their train occupies the main track east of the switch, the flashers and bell will stop working.

Trains which have cut out the flashers and crossing bell will not proceed over the crossing until the flashers at Walnut Street and the crossing bell at Washington Street are operating.

Ora

The Main Street crossing at Ora, Indiana, is protected by automatic flagmen.

When crews open the switch to the switching track and if their train occupies the main track east of the switch, the flagmen will stop working.

Trains which have cut out the flagmen will not exceed a speed of 10 miles per hour until engine has passed Main Street crossing.

Bass Lake

The highway crossing of U.S. 35, at Bass Lake, Indiana, is protected by automatic flashers.

When crews open the switch to the switching track and if their train

occupies the main track east of the switch, the flashers will stop working.

Trains which have cut out the flashers will not proceed over the crossing until the flashers are operating.

Kouts

Automatic gates are in service on highway crossings for State Route No. 8 and State Route No. 49, Kouts, Indiana. Trains switching on the main tracks or stopping at Kouts station will approach these crossings prepared to stop if the gates are not lowered and proceed over the crossing only when the gates have lowered. Trains or engines will not stop or stand within the limits of the starting point unnecessarily.

Crown Point

Westward trains on Westward track, making station stop at Crown Point will not exceed a speed of 60 miles per hour until after passing State Road 55, located at MP 233.62.

Griffith

Lake Street and Wiggs Avenue are protected by automatic gates. When the switch to Michigan Central Interchange track and the switches to Mapes Industrial Spur are reversed, the gates at these crossings will rise. Trains then moving over crossings in either direction will proceed cautiously and must not pass over crossing until gates have lowered.

Hammond

Westward trains on Westward track splitting train and leaving cars on Westward main track will leave them east of circuit sign located approximately 600 feet east of 175th Street. In so doing, after head end has moved over crossings, gates will rise at 175th, 173rd and White Oak Avenue.

Westward trains on Westward track, stopped, delayed, or running less than 10 miles per hour at Mile Post 245.00 just east of 175th Street, Hammond, Indiana, will approach 173rd Street and White Oak crossing cautiously and will not pass over crossing until gates are lowered.

Westward trains on Westward track stopped, delayed or running 20 miles per hour or less at Signal 963-1-1, located 800 feet east of 173rd Street, Hammond, Indiana, will not exceed 20 miles per hour until after passing 169th Street.

Switch to Woodmar Lumber Co. and switch to C&O Industrial District are equipped with automatic cutout. When trains or engines are switching at these locations and switch is reversed, gates will rise. Trains then moving over crossing in either direction will proceed cautiously and must not pass over crossing until gates have lowered. Trains having work to do at these locations will leave their train west of Highland Street.

Westward trains receiving a Stop signal at HY Tower and that are within 225 feet of the home signal will cause the automatic short arm gates and flashing lights at Standard Avenue (165th Street) to raise after the circuit has been occupied for 30 seconds. After trains receive a proceed signal they must not pass over this crossing until gates are lowered and flashing light signals are operating.

Trains switching at Biekers switch or Conkey spur will cause the gates at Kenwood Avenue to rise. Eastward trains will not proceed over this crossing until gates have lowered.

TONNAGE RATINGS.

Train tonnage will be determined by the Chief Train Dispatcher. Trains will be given maximum rating unless otherwise directed.

MISCELLANEOUS.

Unless otherwise instructed all trains and engines, except first class trains, arriving Huntington will not pass College Road Crossover, or crossover at east end of Yard A, without calling on telephone for instructions.

When a car is set out of a train at any point on account of a hot journal, trainmen will extinguish fire before leaving the car.

Powdered chemical known as Du-Gas, for extinguishing fires in hot boxes of freight cars, has been distributed to all locomotives and cabooses in through freight service, and should be used according to instructions on box.

CODE SIGNALS.

Employees must observe passing trains, and if any hot journals, defective brakes, defective running gear, flat wheels, etc. are observed, trainmen will be notified by use of following code:

Hot Journals:

By day—Hold nose with first finger and thumb of right hand and point down toward track with left hand.

By night—Hold lantern in hand by guard wires around the globe and swing in small verticle circle.

Connections Dragging

By day or night—give stop signal.

Car Door Swinging or About to Fall:

By day—Raise hand above head and hold it stationary.

By night—Same signal with lantern, in addition give stop signal.

Brakes Sticking:

By day—Shove hand in sliding movement from body.

By night—Same signal with lantern, in addition give stop signal.

Flat Wheels:

By day—Place palms of both hands together in horizontal position.

By night—Hold lantern at arm's length with globe in horizontal position.

All Clear:

By day or night: Proceed signal.

Care will be taken that the above code signals are not used with passing trains, as sign of greeting.

OVERHEAD CLEARANCES.

The clear space between the lowest signal line conductor and the surface of track rails at the following locations is less than 27 feet. Employees must not ride on top of freight cars at these locations:

Location	Mile Post
Laketon Asphalt Corp. private siding, Laketon	147.38
Winona R.R. interchange track, Akron	157.61
PRR interchange track, Delong	179.61
PRR interchange track, Kouts	213.76
Standard Oil Co. track, Crown Point	232.70
Erie-Monon interchange track, Hammond	247.35

Telephone line.....747 ft. west of point of switch
Fire alarm line.....963.5 ft. west of point of switch
Electric transmission line.....618 ft. west of point of switch

AUTOMATIC TRAIN STOP

See Rules 520, 520 (a) and 520 (b), Rules of the Operating Department effective November 30, 1952 and Progressive Examination Questions and Answers on the Operation of Diesel-Electric Locomotives, effective June 1, 1954.

Open inductors are now in service on engine dispatching track at Marion Diesel Shop.

Enginemen are required to take a brake application passing over the first of these inductors and to acknowledge passing over the other.

W. J. Donnelly, Train Master
W. E. Boh, Road Foreman of Engines
N. T. Emrick, Road Foreman of Engines
J. R. Michael, Chief Train Dispatcher
G. W. Brodbeck, Asst. Chief Train Dispatcher
W. E. Coffman, Asst. Chief Train Dispatcher
J. E. Aughinbaugh, Asst. Chief Train Dispatcher

FIRST SUB-DIVISION

Distance from Marion	Distance Between Stations	STATIONS AND SIDINGS	WESTWARD TRAINS — FIRST CLASS			
			1 Daily	5 Daily	9 Sunday Only	7 Daily Except Sunday
		Eastern Standard Time	A.M.	P.M.	A.M.	A.M.
.....		HOBOKEN L	9.30	8.15	12.45	12.45
		Central Standard Time	A.M.	P.M.	P.M.	P.M.
0.0	0.0	MARION ....L N P.R.R. C.&O.	2.56	12.14	5.13	E 8.14
3.6	3.6	MJ. CROSSOVER .	3.01	12.19	5.18	8.19
10.7	7.1	DECLIFF	.....	.....	.....	.....
17.3	6.6	HEPBURN	.....	.....	.....	.....
25.0	7.7	KENTON ..... N.Y.C.	Q 3.18	B 12.37	s 5.38	s 8.40
25.2	0.2	HN. TOWER ...N N.Y.C.	.....	.....	.....	.....
32.3	7.1	FORAKER	.....	.....	.....	.....
34.9	2.6	McGUFFEY	.....	.....	.....	.....
38.1	3.2	ALGER	.....	.....	.....	.....
42.3	4.2	HARRODS	.....	.....	.....	.....
43.2	0.9	HD. CROSSOVER .	.....	.....	.....	.....
51.0	7.8	S.J. TOWER ...N D.T.&I.	3.40	12.58	6.01	9.03
52.0	1.0	LIMA ..... B.&O. N.K.P.	s 3.51	s 1.01	s 6.15	s 9.17
54.5	2.5	KP. CROSSOVER .	.....	.....	.....	.....
64.8	10.3	SPENCERVILLE .	4.04	1.12	6.28	9.30
71.8	7.0	ELGIN	.....	.....	.....	.....
79.3	7.5	OHIO CITY ....N N.Y.C. N.K.P.	s 4.17	1.24	s 6.42	s 9.44
83.8	4.5	GLENMORE	.....	.....	.....	.....
87.9	4.1	WREN	.....	.....	.....	.....
96.0	8.1	DECATUR	s 4.38	1.38	s 7.01	s 10.05
96.3	0.3	DA. Tower .....N P.R.R.	.....	.....	.....	.....
100.8	4.5	PREBLE	.....	.....	.....	.....
105.8	5.0	TOCSIN	.....	.....	.....	.....
109.3	3.5	KINGSLAND ...N N.K.P.	4.51	1.49	7.14	10.18
112.6	3.3	UNIONDALE	.....	.....	.....	.....
117.8	5.2	MARKLE	.....	.....	.....	.....
126.6	8.8	HUNTINGTON AN WAB.	5.07	2.05	7.30	10.35
		Central Standard Time	A.M.	P.M.	P.M.	P.M.

FIRST SUB-DIVISION

Distance from Huntington	Distance Between Stations	STATIONS AND SIDINGS	EASTWARD TRAINS FIRST CLASS			
			6 Daily	2 Daily	8 Daily	
		Eastern Standard Time				
			A.M.	P.M.	P.M.	
.....		HOBOKEN .....A	8.25	6.55	9.55	
		Central Standard Time	P.M.	P.M.	A.M.	.....
126.6	0.0	MARION .....AN P.R.R. C.&O.	3.02	11.45	2.35	.....
123.0	3.6	MJ. CROSSOVER .	2.56	11.39	2.29	.....
115.9	7.1	DECLIFF	.....	.....	.....	.....
109.3	6.6	HEPBURN	.....	.....	.....	.....
101.6	7.7	KENTON ..... N.Y.C.	c 2.36	s 11.14	M 2.09	.....
101.4	0.2	HN. TOWER ...N N.Y.C.	.....	.....	.....	.....
94.3	7.1	FORAKER	.....	.....	.....	.....
91.7	2.6	McGUFFEY	.....	.....	.....	.....
88.5	3.2	ALGER	.....	.....	.....	.....
84.3	4.2	HARRODS	.....	.....	.....	.....
83.4	0.9	HD. CROSSOVER .	.....	.....	.....	.....
75.6	7.8	S.J. TOWER ...N D.T.&I.	2.14	10.40	1.47	.....
74.6	1.0	LIMA ..... B.&O. N.K.P.	s2.13	s 10.38	s 1.45	.....
72.1	2.5	KP. CROSSOVER .	.....	.....	.....	.....
61.8	10.3	SPENCERVILLE .	2.00	10.17	1.27	.....
54.8	7.0	ELGIN	.....	.....	.....	.....
47.3	7.5	OHIO CITY ....N N.Y.C. N.K.P.	1.48	s 10.03	1.15	.....
42.8	4.5	GLENMORE	.....	.....	.....	.....
38.7	4.1	WREN	.....	.....	.....	.....
30.6	8.1	DECATUR	1.34	s 9.43	1.00	.....
30.3	0.3	DA. TOWER ...N P.R.R.	.....	.....	.....	.....
25.8	4.5	PREBLE	.....	.....	.....	.....
20.8	5.0	TOCSIN	.....	.....	.....	.....
17.3	3.5	KINGSLAND ...N N.K.P.	1.23	9.24	12.50	.....
14.0	3.3	UNIONDALE	.....	.....	.....	.....
8.8	5.2	MARKLE	.....	.....	.....	.....
0.0	8.8	HUNTINGTON LN WAB.	1.06	9.07	12.34	.....
			P.M.	P.M.	A.M.	
		Central Standard Time				

SECOND SUB-DIVISION

Distance from Marion	Distance Between Stations	STATIONS AND SIDINGS	WESTWARD TRAINS — FIRST CLASS			
			1 Daily	5 Daily	9 Sunday Only	7 Daily Except Sunday
		Central Standard Time	A.M.	P.M.	P.M.	P.M.
126.6	0.0	HUNTINGTON LN	5.17	2.13	7.40	10.45
		WAB.				
134.0	7.4	WO	.....	.....	.....	.....
135.5	1.5	BIPPUS	.....	.....	.....	.....
141.8	6.3	SERVIA				
144.3	2.5	BOLIVAR ..N	5.33	2.29	7.56	11.02
		N.Y.C.				
146.0	1.7	NEWTON	.....	.....	.....	.....
		P.R.R.				
146.6	0.6	LAKETON ...	.....	.....	.....	.....
148.1	1.5	RX-Round Lake	.....	.....	.....	.....
152.8	4.7	DISKO	.....	.....	.....	.....
157.9	5.1	AKRON	.....	.....	.....	.....
158.6	0.7	AN-AKRON .	.....	.....	.....	.....
167.9	9.3	RS. TOWER	.....	.....	.....	.....
		N.K.P.				
168.3	0.4	ROCHESTER	s 5.58	s 2.52	s 8.18	s 11.25
171.8	3.5	GR-PERSHING	.....	.....	.....	.....
177.8	6.0	LETTERS	.....	.....	.....	.....
179.7	1.9	DELONG	6.09	3.02	8.29	11.37
		P.R.R.				
183.6	3.9	MONTEREY .	M.....	.....	.....	.....
187.4	3.8	ORA	.....	.....	.....	.....
193.0	5.6	AD-ALDINE .	.....	.....	.....	.....
199.4	6.4	NORTH JUDSON N	f 6.27	3.18	s 8.46	11.55
		C.&O. N.Y.C. P.R.R.				
205.1	5.7	LOMAX	.....	.....	.....	.....
206.3	1.2	WILDERS	.....	.....	.....	.....
		MONON				
213.7	7.4	KOUTS .....N	R 6.41	3.31	8.59	12.09
		P.R.R.				
220.0	6.3	BOONE GROVE .	.....	.....	.....	.....
232.9	12.9	CROWN POINT .	s 6.59	3.46	9.16	12.27
240.2	7.3	GRIFFITH .....N	7.08	3.53	9.24	12.35
		C&O EJ&E GT MC				
243.6	3.4	ND. TOWER ...N	.....	.....	.....	.....
		N.Y.C.				
246.8	3.2	HY. TOWER ...N	7.18	4.00	9.33	12.43
248.3	1.5	HAMMOND	s 7.25	s 4.05	s 9.45	s 12.55
		MC NKP B&OCT				
		MONON				
269.5	21.2	CHICAGO ....AN	8.00	4.40	10.20	1.30
		Central Standard Time	A.M.	P.M.	P.M.	A.M.

SECOND SUB-DIVISION

Distance from Chicago	Distance Between Stations	STATIONS AND SIDINGS Central Standard Time	EASTWARD TRAINS FIRST CLASS 6 Daily	2 Daily	8 Daily	
			P.M.	P.M.	A.M.	
142.9	0.0	HUNTINGTON AN	12.56	8.57	12.24	
		WAB.				
135.7	7.4	WO	.....	.....	.....	.....
134.0	1.5	BIPPUS	.....	.....	.....	.....
127.7	6.3	SERVIA				
125.2	2.5	BOLIVAR ..N	12.40	8.40	12.07	.....
		N.Y.C.				
123.5	1.7	NEWTON ..N	.....	.....	.....	.....
		P.R.R.				
122.9	0.6	LAKETON ..	.....	.....	.....	.....
121.4	1.5	RX-Round Lake	.....	.....	.....	.....
116.7	4.7	DISKO	.....	.....	.....	.....
111.6	5.1	AKRON	.....	.....	.....	.....
110.9	0.7	AN-AKRON .	.....	.....	.....	.....
101.6	9.3	RS. TOWER	.....	.....	.....	.....
		N.K.P.				
101.2	0.4	ROCHESTER	s 12.19	s 8.17	f 11.47	.....
97.7	3.5	GR-PERSHING	.....	.....	.....	.....
91.7	6.0	LEITERS	.....	.....	.....	.....
89.8	1.9	DELONG	12.07	8.01	11.35	.....
		P.R.R.				
85.9	3.9	MONTEREY .	.....	.....	.....	.....
82.1	3.8	ORA	.....	.....	.....	.....
76.5	5.6	AD-ALDINE .	.....	.....	.....	.....
70.1	6.4	NORTH JUDSON N	11.51	f 7.43	11.18	.....
		C.&O. N.Y.C. P.R.R.				
64.4	5.7	LOMAX	.....	.....	.....	.....
63.2	1.2	WILDERS	.....	.....	.....	.....
		MONON				
55.8	7.4	KOUTS .....N	11.39	7.29	11.07	.....
		P.R.R.				
49.5	6.3	BOONE GROVE .	.....	.....	..	.....
36.6	12.9	CROWN POINT .	11.23	s 7.11	10.51	.....
29.3	7.3	GRIFFITH .....N	11.17	7.02	10.44	.....
		C&O EJ&E GT MC				
			.....	.....	.....	.....
25.9	3.4	ND. TOWER ...N	.....	.....	.....	.....
		N.Y.C.				
22.7	3.2	HY. TOWER ...N	11.10	6.55	10.38	.....
21.2	1.5	HAMMOND	s 11.06	s 6.51	s 10.34	.....
		MC NKP B&OCT				
		MONON				
0.0	21.2	CHICAGO ....LN	10.30	6.10	9.55	.....
		Central Standard Time	A.M.	P.M.	P.M.	

STATION LIST

For the use of Agents, Conductors and Others, for reporting movements of Trains, Locomotives and Cars.

FIRST SUB-DIVISION

Marion	718
Swan Creek	721
DeCliff	728
Hepburn	735
Kenton	743
Foraker	750
McGuffey	753
Alger	756
Harrods	760
Westminister	763
Lima	770
Hercules Torpedo Spur	773
Kemp	776
Spencerville	782
Converse	786
Elgin	789
Ohio City	797
Glenmore	801
Wren	805
Decatur	814
Preble	818
Tocsin	823
Kingsland	828
Uniondale	830
Markle	836
Simpson	840
Huntington	844

INTERCHANGE POINTS IN FOREIGN YARDS

Calumet City (I.H.B.)	2967
East Chicago (B.&O.C.T.)	2969
87th St. (B.R.C.)	2977
Clearing (B.R.C.)	2983
Loomis St. (C.J.)	2984
Leavitt St. (C.R.&I.)	2987
18th St. (A.T.&S.F.)	2988
South Chicago (C.R.I.&P.)	975
Woods St. (C.N.W.)	2986
Corwith Yard (A.T.&S.F.)	3983
Western Ave. (C.M.St.P.&P.)	3986
Cicero Yard (C.B.&Q.)	3987

SECOND SUB-DIVISION

Bippus	853
Servia	859
Bolivar	862
Newton	863
Laketon	864
Disko	870
Akron	876
Athens	881
Rochester	886
Leiters	895
Delong	898
Monterey	901
Ora	905
Bass Lake	908
Aldine	912
North Judson	918
Lomax	922
Wilders	924
Clanricarde	927
Kouts	932
Boone Grove	938
Palmer	944
Crown Point	951
Griffith	958
Highland	961
H. Y. Tower	965
Hammond	966
State Line (E.J.E.)	967
Hegewisch (C.&C.R.) Ill.	969
112th St. (So. Deering) (C.S.L.)	972
Pullman Jct. (95th St.)	975
81st St. (C.&W.I.-Belt)	979
Englewood (63d St.)	981
51st St.	982
47th St.	983
40th St.	986
22nd St.	9908
18th St.	9909
14th St.	9910
Chicago (Dearborn Station)	987

COMPANY SURGEONS—Dr. W. E. Mishler, Chief Surgeon Cleveland, Ohio

LOCATION	NAME	OFFICE	PHONE	RESIDENCE	PHONE
Marion	D. M. Murphy	399 E. Church St.	3-7182	666 Virginia Ave.	3-7182
Marion	Frank V. Murphy	399 E. Church St.	3-7182	991 Uhler Road	2-3102
Marion	E. L. Brady, Oculist	247 S. Main St.	2-0601	329 Franklin St.	2-0325
Marion	Clovis J. Altmaier	286 S. Main St.	2-0155	669 Bexly Ave.	2-1604
Marion	A. E. Morrison	344 E. Center St.	2-3545	663 Virginia Ave.	2-0832
Marion	J. S. Greetham, Oculist	313 Bradford St.	2-1096	386 Brightwood Dr.	2-1097
Marion	J. E. Imbody, Oculist	313 Bradford St.	3-2353	354 Bradford St.	3-1887
Kenton	Jack C. Lindsey	214 No. Main St.	2-4125	660 No. High St.	2-4237
Kenton	Calvin G. Jackson	214 No. Detroit St.	4925	696 No. Cherry St.	4925
Lima	John E. Talbott	907 Citizens Bldg.	CA-5-8706	108 S. Pears Blvd.	CA-6-6581
Lima	L. C. Thomas	405 Cook Tower	CA-6-5050	1533 Shawnee Rd.	CA-6-8541
Lima	J. M. McBride	405 Cook Tower	CA-6-8836	808 Pears	CA-6-1596
Decatur	Gerald J. Kohne	134 S. Third St.	3-2617	304 W. Adams St.	3-2996
Huntington	S. M. Casey	408 E. Market St.	479	408 E. Market St.	479
Huntington	Thomas James, Jr.	202 U. B. Bldg.	676	1044 Poplar St.	766
Huntington	M. G. Erchart, Oculist	232 W. Market St.	299	R. R. 8	866
Huntington	J. B. Eviston	34 E. Washington St.	51	1362 Poplar St.	782
Huntington	R. D. Meiser, Oculist	612 N. Jefferson St.	236	1738 Cherry St.	1127
Huntington	William A. Clunie (Asst. Oculist)	323 W. Park Dr.	370	323½ W. Park Dr.	1334
Rochester	Dean K. Stinson	816 Main St.	CA-3-3121	1318 Main St.	CA-3-3300
Rochester	C. L. Richardson	121 W. 8th St.	CA-3-2287	506 Pontiac St.	CA-3-2806
North Judson	J. R. Matthew	520 N. Lane St.	84	605 Keller Ave.	78
Kouts	Jack E. Dittmer	23 Lincoln Way Valparaiso, Ind.	39611	Railroad Ave., Kouts	3745
Crown Point	Daniel E. Gray	182 West North St.	82	Timber Lane, R. R. 1	1639
Griffith	R. J. Purcell	145 N. Griffith Blvd.	Temple 8-1340	300 N. Lafayette St.	Temple 8-2693
Griffith	J. M. Siekierski	145 N. Griffith Blvd.	Temple 8-1340	445 N. Broad St.	Temple 8-1300
Hammond	C. A. McVey	5231 Hohman Ave.	Westmore 1-1024	252 Humpfer St.	Westmore 2-1027
Hammond	W. H. Howard	5231 Hohman Ave.	Westmore 3-0068	41 Glendale	Westmore 1-3083
Hammond	David S. Koransky, Oculist	7217 Indianapolis Blvd.	Tilden 5-0210	7048 Forest Ave.	Westmore 1-9222
Chicago	A. T. G. Remmert	209 W. Jackson Blvd.	Harrison 7-1421	988 Elm St., Winnetka	Hillcrest 6-5614
Chicago	E. J. Gallagher	1750 E. 87th St.	Regent 1-8666	7806 S. Crandon Ave.	S. Shore 8-3081
Chicago	Virgil Wescott, Oculist	30 N. Michigan Ave.	Dearborn 2-3127	244 E. Pearson St.	Superior 7-5847

Table showing rate of speed required per mile to equal a given number of miles per hour

Time per Mile	Miles per Hour
0 min. 48 sec.	75.00
0 min. 49 sec.	73.47
0 min. 50 sec.	72.00
0 min. 51 sec.	70.59
0 min. 55 sec.	65.45
1 min. 0 sec.	60.00
1 min. 5 sec.	55.38
1 min. 12 sec.	50.00
1 min. 20 sec.	45.00
1 min. 30 sec.	40.00
1 min. 42 sec.	35.29
2 min. 0 sec.	30.00
2 min. 11 sec.	27.48
2 min. 24 sec.	25.00
2 min. 40 sec.	22.50
3 min. 0 sec.	20.00
3 min. 25 sec.	17.56
4 min. 0 sec.	15.00
4 min. 48 sec.	12.50
6 min. 0 sec.	10.00