

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, Assistant Supt., Grand Rapids.
W. J. GRADY, Train Master, Benton Harbor, Sub Divns. Nos. 1, 3, and 4.
P. K. PIERCE, Train Master and Road Foreman of Engines, Grand Rapids } Sub Divns. Nos. 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.

Pere Marquette Railway

Chicago-Petoskey
Division

Time Table No.57

Effective Sunday, Sept. 24, 1939

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 Employees Only.
Employees 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,
Asst. Gen. Superintendent,
DETROIT
J. A. GRIGWARE,
Superintendent,
GRAND RAPIDS

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Superintendent,
GRAND RAPIDS

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. 57 Sunday, September 24, 1939	FIRST CLASS					SECOND CLASS							
				2	6	8			56	202	52	204	40			54
				Daily	Daily Except Sunday	Daily			Daily CDF-6	Daily	Daily CDF-2	Daily	Daily Except Sunday			Daily
		CWT	CHICAGO													
150	104	W	47.53 PORTER	AM 1 50	PM 1 13	PM 7 13			AM 12 15		PM 12 05		PM 9 20	PM 11 15		
	93		4.85 Doran	1 57	1 20	7 18			12 23		12 13		9 27	11 23		
150	112		C.I.&L. 6.23 CR'S'G IN'L'D Michigan City	F 2 06	D 1 26	7 24			12 30		12 21		9 35	11 33		
	75		5.36 Merrick	2 13	1 33	7 31			12 38		12 29		9 43	11 42		
	94		SUB DIV. 5.04 NO. 3													
Y'd	280	TCWO	NEW BUFFALO	S 2 23	S 1 43	S 7 40			41-54 12 53		53 12 50		10 10	41-56 11 55	1 00	
			8.78													
25			Union Pier	2 29	1 48	7 45			1 00		1 00		10 18	1 10		
			7.26													
25	205		Sawyer	2 38	1 56	7 53			1 08		1 10		10 28	1 20		
			4.47													
30	86		Bridgman	2 43	2 01	7 58			1 15		1 18		10 35	1 28		
			5.23													
35	86		Stevensville	2 50	2 07	8 04			1 22		1 25		10 42	1 35		
			2.90													
			END OF TWO TRACKS													
			Vine	2 54	2 10	8 07			1 26		1 30		10 46	1 39		
			4.17													
150	25		St. Joseph	S 3 05	S 2 17	S 8 13			1 35		1 37		10 55	1 48		
			1.88													
Y'd		TW	Benton Harbor	S 3 24	S 2 26	S 8 22			1 40		1 40		11 00	2 00		
			END OF 5.84 TWO TRKS													
40			7 Riverside	F 3 34	2 36	8 28			1 50		1 50		11 10	2 10		
			8.89													
85	90		Coloma	F 3 40	S 2 41	8 32			1 55		2 00		11 16	2 17		
			2.41													
80	86	W	Watervliet	S 3 49	S 2 47	8 35			2 00		2 05		11 21	2 23		
			SUB DIV. 5.03 NO. 4													
72	186	Y	Hartford	S 4 03	S 2 55	8 40			2 08		2 13		11 27	2 36		
			4.05													
87			McDonald	4 09	3 00	8 44			2 15		2 18		11 33	2 45		
			8.35													
8	85		Gross	4 14	3 04	8 48			2 20		2 23		11 40	2 52		
			0.77													
85			Bangor	S 4 20	S 3 08	8 49			2 22		2 25		11 42	2 54		
			2.91													
22	55		Breedsville	4 26	3 13	8 53			2 28		2 30		11 47	3 02		
116			M. C. 8.93 CR'S'G IN'L'D													
10	85	Y	Grand Junction	F 4 35	3 18	8 57			2 35		2 36		11 54	3 10		
			5.64													
20	86		Pullman	4 47	3 24	9 03			2 43		2 44		12 03	3 20		
			7.65													
30	126		Fennville	S 4 57	S 3 35	9 10			2 54		2 55		12 11	3 30		
			4.24													
6	54	W	New Richmond	5 03	3 40	9 14			3 00		3 05		12 16	3 40		
			3.34													
			END OF TWO TRACKS													
10	69		East Saugatuck	5 09	3 46	9 20			3 10		3 12		12 24	3 50		
			END OF TWO TRACKS													
			7.62													
Y'd			Holland	S 5 45	S 4 01	S 9 32			3 22	AM 6 05	3 25	PM 9 37	207 12 34	4 02		
			SUB DIV. 0.85 NO. 2													
Y'd	220	CWYO	WAVERLY	5 48	4 03	9 34			3 25	6 07 AM	3 27	9 39 PM	12 37	4 30		
			8.77													
66	73		Zeeland	F 5 56	4 09	9 39			3 30		3 35		12 42	4 38		
			4.36													
8	86		Vriesland	6 03	4 14	9 44			3 37		3 43		12 50	4 45		
			4.57													
25	86		Hudsonville	F 6 17	4 19	9 49			3 43		3 50		12 56	4 52		
			6.7													
			END OF TWO TRACKS													
30			Grandville	F 6 28	4 26	9 56			3 50		4 00		1 04	5 01		
			N. Y. C. 2.48 CR'S'G IN'L'D													
			Lamar	6 33	4 30	10 00			4 00 AM		4 10 PM		1 10 AM	5 10 AM		
			1.00													
		CWYO	WYOMING	6 36	4 32	10 02										
			1.77													
			END OF TWO TRACKS													
			SUB. DIV. NO. 5													
			Sunnyside	6 40	4 35	10 05										
			0.74													
			GRAND RAPIDS	6 45	4 40	10 10										
				AM	PM	PM										
				Daily	Daily Except Sunday	Daily			Daily CDF-6	Daily	Daily CDF-2	Daily	Daily Except Sunday	Daily		
				2	6	8			56	202	52	204	40	54		

Nos. 2 and 6 stop at all flag stop stations when requested by baggage-man or RPO clerk or when flagged by Agent.
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.
B Stop for revenue passengers from Chicago.
D Stop for revenue passengers for Grand Rapids or beyond or Muskegon.

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. 6 leaves Chicago at 11:00 A.M. Central Time.
No. 8 leaves Chicago at 5:00 P.M. Central Time.
No. 2 leaves Chicago at 11:30 P.M. Central Time.

Sub Div. No. 1			GRAND RAPIDS TO CHICAGO						Westward Trains						
Distance from Grand Rapids	Telegraph Stations	TIME TABLE No. 57 Sunday, September 24, 1939	FIRST CLASS				SECOND CLASS								
			3	5	7		207	59	53	205	57	41			
			Daily Except Sunday	Daily	Daily		Daily	Daily DC-3	Daily DC-1	Daily	Daily BDC-1	Daily Except Sunday			
Miles		STATIONS													
183.87	D.N.	CHICAGO													
186.34	D.N.	47.53 PORTER	PM 3 23	PM 8 02	AM 4 50			AM 6 10	PM 1 50		PM 11 30	AM 1 21			
181.49	P	4.85 Doran	3 17	7 57	4 42			6 00	1 38		11 23	1 15			
185.26	D.N.	C.I.&L. 6.23 CR'S'G IN'L'D Michigan City	D 3 11	7 51	4 32			5 50	1 26		11 15	1 08			
119.90	P	Merrick	3 05	7 45	4 23			5 40	1 17		11 07	1 00			
114.86	D.N.	SUB DIV. 5.04 NO. 3 NEW BUFFALO	3 00	7 40	4 15			5 30	12 50		11 00	12 53			
111.08	P	3.78 Union Pier	2 52	7 30	4 05			4 55	12 35		10 38	12 33			
104.63	D.P.	7.26 Sawyer	2 44	7 23	3 55			4 45	12 25		10 28	12 23			
100.16	D.P.	4.47 Bridgman	2 39	7 18	3 50			4 38	12 18		10 18	12 17			
94.93	D.N.P	5.23 Stevensville	2 33	7 13	3 43			4 30	12 10		10 08	12 10			
92.08	P	2.90 Vine	2 30	7 10	3 40			4 25	12 06		10 03	12 05			
87.86	P	END OF 4.17 TWO TRKS St. Joseph	S 2 23	7 02	3 33			4 15	11 56		9 50	11 56			
85.98	D.N.P	1.88 Benton Harbor	S 2 15	6 53	3 20			4 10	11 51		9 45	11 52			
80.14	D.N.P	END OF 5.84 TWO TRKS Riverside	2 05	6 44	3 00			3 50	11 42		9 28	11 43			
76.25	D.P.	3.89 Coloma	2 00	6 39	2 53			3 40	11 37		9 20	11 38			
78.84	D.P.	2.41 Watervliet	S 1 56	6 36	2 46			3 31	11 33		9 15	11 34			
68.81	D.N.P	SUB DIV. 5.03 NO. 4 Hartford	S 1 47	6 29	2 36			3 26	11 25		9 05	11 27			
64.76	P	4.05 McDonald	1 39	6 24	2 26			3 20	11 18		8 56	11 20			
61.41	P	3.35 Gross	1 35	6 19	2 20			3 14	11 13		8 48	11 14			
60.64	D.P.	0.77 Bangor	S 1 33	6 17	2 18			3 10	11 10		8 43	11 13			
57.78	P	2.91 Breedsville	1 27	6 11	2 10			3 02	11 04		8 38	11 09			
53.80	D.N.	M. C. 8.93 CR'S'G IN'L'D Grand Junction	1 22	6 06	2 02			2 52	10 58		8 33	11 04			
48.16	D.P.	5.64 Pullman	1 15	6 00	1 52			2 43	10 50		8 25	10 57			
46.09	P	2.07 Bravo			1 48										
40.51	D.P.	5.58 Fennville	S 1 05	5 52	1 40			2 32	10 40		8 15	10 43			
36.27	P	4.24 New Richmond	12 59	5 46	1 29			2 25	10 32		8 08	10 42			
32.93	N.P	3.34 END OF TWO TRACKS East Saugatuck	12 53	5 40	1 20			2 17	10 25		7 58	10 35			
25.81	D.N.	7.62 Holland	S 12 42	5 30	1 08			12 30	2 05	10 13	PM 5 05	7 40	10 23		
24.46	N.P	SUB DIV. 0.85 NO. 2 WAVERLY	12 36	5 23	12 37			12 25	2 00	10 10	5 00 PM	7 23	10 21		
20.69	D.P.	8.77 Zeeland	G 12 32	5 19	12 33			AM 1 30	10 03		7 18	10 16			
16.33	P	4.86 Vriesland	12 27	5 14	12 27			1 22	9 56		7 11	10 09			
11.76	D.P.	4.57 Hudsonville	12 22	5 09	12 21			1 15	9 50		7 05	10 03			
5.99	D.	6.7 END OF TWO TRACKS Grandville	12 15	5 02	12 13			40 1 05	9 40		6 55	9 56			
8.51	D.N.	N. Y. C. 2.48 CR'S'G IN'L'D Lamar	12 12	4 58	12 09			12 50	9 30		6 45	9 50			
2.51		1.00 WYOMING	12 10	4 56	12 07			AM AM			PM PM				
0.74		1.77 END OF TWO TRACKS SUB. DIV. NO. 5 Sunnyside	12 08	4 54	12 04										
0.0	D.N.	0.74 GRAND RAPIDS	12 05	4 50	11 59										
			Daily Except Sunday	Daily	Daily			Daily	Daily DC-3	Daily DC-1	Daily	Daily BDC-1	Daily Except Sunday		
			3	5	7			207	59	53	205	57	41		

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

D Stop for revenue passengers from Grand Rapids or Muskegon.
"G" indicates stop to pick up 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 3:40 P.M. Central time.
No. 5 arrives at Chicago at 8:15 P.M. Central time.

Northward Trains

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 West Olive 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.

Southward Trains

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

Long Car Room on Other Tracks	Long Car Room on Siding	Locations of Coal, Water, Turn Tables, Wyes, Scales	FIRST CLASS				TIME TABLE No. 57 Sunday, Sept. 24, 1939		FIRST CLASS				Telegraph Stations	Distance from Sunnyside Miles
					105	101			104	108				
					Daily Except Sunday	Daily Except Sunday			Daily Except Sunday	Daily Except Sunday				
					PM	AM			AM	PM				
					5 26	7 46	SUNNYSIDE	11 40	10 23				P	0
					5 31	7 51	END OF 1.51 TWO TRACKS Fourth Street	11 34	10 17					1.51
		W			5 36	7 56	GTRR 1.53 CROSSING Fuller	11 28	10 11				DNP	3.04
	80				5 39	7 59	1.85 Park	11 25	10 08				P	4.89
	9				5 41	8 01	0.65 PENNA. SYSTEM CROSSING Comstock Park	11 23	10 06				P	5.54
	18				5 46	8 08	8.11 Alpine	11 18	10 01				P	8.65
	88 48				5 55	8 18	6.25 Sparta	11 09	9 52				DP	14.90
	30				6 03	8 27	GTRR 5.14 CR'SG Kent City	11 01	9 44				DP	20.04
	80 62				6 08	8 34	2.52 Casnovia	10 56	9 39				P	22.56
	5				6 13	8 41	3.34 Bailey	10 50	9 33				P	25.90
	50 58	W			6 19	8 48	3.90 Grant	10 43	9 26				DP	29.82
	146 51				6 31	9 00	6.45 Newaygo	10 31	9 15				DP	36.27
	63				6 39	9 08	4.33 Drew	10 23	9 07				P	40.65
	55 77	W Y			6 50	9 21	6.67 SUB DIV NO. 7 WHITE CLOUD	10 13	8 58				D P	47.32
	28				6 57	9 29	4.67 Ramona	10 05	8 51				P	51.99
	5 60				7 06	9 39	6.78 Kopje	9 55	8 42				P	58.77
	14 55				7 13	9 47	4.57 Blitely	9 47	8 35				P	63.84
Y'rd	70	C W Y			7 27	10 05	10.35 PM TOL-LUD DIV CR'G INTERLOCKED BALDWIN	9 30	8 20				P	78.69
	33				7 41	10 20	8.16 Wolf Lake	9 17	7 53				D N	81.85
	4 51				7 59	10 38	3.15 Peacock	9 12	7 46				P	85.00
	50				8 09	10 47	6.00 Irons	9 03	7 37				P	91.66
	35				8 15	10 53	3.23 Dublin	8 58	7 32				P	94.89
	40				8 21	10 58	2.86 Wellston	8 54	7 28				P	97.75
	5				8 36	11 12	7.97 Brethren	8 41	7 14					105.72
	52 52				8 45	11 20	M&NE 4.44 CR'SG Kalve	8 33	7 06				D P	110.16
	20 58	W Y			9 01	11 42	A A CROSSING 10.32 INTERLOCKED Thompsonville	8 15	6 48				P	120.98
	47				9 16	11 57	9.92 Bendon	8 00	6 33				P	130.50
	28				9 22	12 04	3.72 Interlochen	7 53	6 27				DP	134.22
	22 24				9 28	12 11	3.85 Grawn	7 46	6 20				DP	138.07
Y'rd														

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

Telegraph Stations	Distance from Sunnyside	Location of Coal, Water, Turn Tables, Wyes, Scales	FIRST CLASS		TIME TABLE No. 57 Sunday, September 24, 1939	FIRST CLASS					Long Car Room on Other Tracks	Long Car Room on Siding	
						105	101	104	108				
Miles					Daily Except Sunday	Daily Except Sunday	STATIONS	Daily Except Sunday	Daily Except Sunday				
P D N	147.25	CWTO			PM 9 44	PM 12 33	SUB DIV. NO. 5 BOARDMAN 0.57	AM 7 31	PM 6 01				
	147.82				PM 9 45	\$ 12 35 12 45	Traverse City PA SYS 11.52 CR'S'G	7 30 AM	\$ 6 00				12
D P	158.76					\$ 1 03	SUB DIV. NO. 8 Williamsburg 9.81		\$ 5 32			38	80
P	168.58	W				\$ 1 18	Rapid City 3.18		\$ 5 18			12	83
D P	171.76					\$ 1 24	Alden 11.83		\$ 5 13			15	15
D P	183.59	W Y				\$ 1 41	Bellaire 8.01		\$ 4 57			78	37
D P	191.60					\$ 1 52	Central Lake 5.03		\$ 4 44			63	
P							Harpers 1.68					22	
D P	198.81					\$ 2 04	Ellsworth 11.20		\$ 4 33			85	23
	209.41						Belvedere 0.43						
D P	209.84	W				\$ 2 24	Charlevoix 8.40		\$ 4 15			49	14
P	218.24					F 2 44	Bayshore 3.64		F 3 54				40
P	221.88					2 52	Lamson 3.40		3 47			95	
D P	225.28	CWTO				3 00 PM	PETOSKEY 0.89		3 40 PM			151	14
	226.17						Bay View					12	17
					Daily Except Sunday	Daily Except Sunday		Daily Except Sunday	Daily Except Sunday				
					105	101		104	108				

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

Long Car Rooms on Other Tracks	Long Car Room on Siding	Location of Coal, Water, Turn Tables, Wyes, Scales	SECOND CLASS				TIME TABLE No. 57 Sunday, September 24, 1939	SECOND CLASS				Telegraph Sta- tions	Distance from LaCrosse
													Miles
90		Y					P. C. C. & ST. L. CR'S'G IN'L'D LA CROSSE C. & O. OF I. 0.3 CROSSING Meadow					DP	0.0
26							N. K. P. CR'S'G 5.83 IN'L'D Thomaston					D	6.18
68							P. CO. CR'S'G 2.82 IN'L'D Hanna					DN	8.94
110	35	Y					B. & O. & T. 6.11 CR'S'G IN'L'D Wellboro					DN	15.06
44							WABASH R.R. 2.41 CR'G IN'L'D Magee						17.46
198		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	26.60
							SUB DIV. 10.49 NO. 1 NEW BUFFALO					DN	36.79

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					TIME TABLE No. 57 Sunday, September 24, 1939							
						STATIONS							
100						Lawton						Telegraph Stations	Distance from South Haven
124	W					8.47 Paw Paw							Miles
54						8.34 Lawrence							
						6.52							
52	WY					Sub Div. No. 1 HARTFORD						DN	15.96
88						8.01 Covert							7.95
80						6.91 Cableton							1.04
86	W					1.04 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					TIME TABLE No. 57 Sunday, September 24, 1939				Telegraph Stations	Distance from Muskegon Miles	
							STATIONS						
							SUB DIV. NO. 2						
							Berry					5.12	
							12.33						
45							Holton					17.45	
							2.32						
20							Brunswick					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	

All trains must stop and flag over Main street Crossing at Fremont.
All Sub-Division No. 7 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					TIME TABLE No. 57 Sunday, September 24, 1939							
						STATIONS							
							SUB DIV. NO. 6						Distance from Williamsburg
							Williamsburg						Miles
							4.85						
45							Angell						4.85
17							4.83						
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
East Saugatuck between spring switches.
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.....		
Grand Rapids City Limits.....	70	50
Over Division Ave., Grand Rapids.....	20	20
Over Jefferson Avenue (Grand Rapids).....	10	10
Over Interlocked Crossing 2nd Avenue (G. R.).....	10	10
Over Interlocked Crossing Lamar.....	20	15
Through Grandville corporate limits.....	50	30
Curves at Jenison.....	30	30
Zeeland between west switch and depot.....	55	
Through turn-out east end Waverly siding.....	30	30
Between wye switches at Waverly.....	25	25
Holland between depot and Furnace Works.....	45	25
Through turn-outs East Saugatuck.....	25	25
Between New Richmond and 1 Mile West.....	30	30
Between Main St. crossing and West switch Fennville.....	50	
Over interlocked crossing and house track switch Grand Junction.....	55	
Between East switch Breedsville and Bangor.....	50	30
Bangor over main street crossing.....	50	
Hartford over main street crossing.....	30	25
Watervliet over main street crossing.....	30	30
Coloma over main street crossing.....	35	30
Through turn-out Riverside.....	30	25
Over Paw Paw Ave., East End Benton Harbor.....	30	30
Over Willow Drive, Benton Harbor.....	30	
Over St. Joseph River bridge.....	25	25
Around Curve east of St. Joseph river bridge.....	6	6
Through Turn Out at Vine.....	15	30
Over Interlocked Crossing C&L RR (Michigan City).....	30	30
Over Connection between PM and NYC at Porter.....	25	25
Trains handling loaded or empty self-clearing hopper cars.....		35
SUB-DIVISION NO. 2 except as noted below.....		
Between Holland and Allegan.....	50	30
Around Cronje Curve.....	20	20
From north switch of siding at Bakers to G. T. connection at north end of Bridge at Ferrysburg.....	6	6
Over Broadway and Sanford Sts., Muskegon Heights.....	10	10
From Laketon Ave. to north yard office.....	5	5
Over 9th St. Crossing, Muskegon.....	15	15
Between Muskegon and Mears.....	6	6
Through Tunnel at Whitehall.....	40	25
	6	6
SUB-DIVISION NO. 3 except as noted below.....		
Over Truesdale Ave., Madison, Lake, 1st, 2nd and 5th Sts., LaPorte.....	35	30
Over Interlocked crossing La Porte, Magee, Wellsboro, Hanna Thomaston, LaCrosse.....	5	5
	20	20
SUB-DIVISION NO. 4 except as noted below.....		
Through South Haven City limits.....	25	20
	6	6
SUB-DIVISION NO. 5 except as noted below.....		
Comstock Park to White Cloud.....	50	30
Through corporate limits Grant.....	45	
Over Bridge at Newaygo.....	35	30
Around curve approaching Depot, White Cloud.....	20	20
Over Interlocked crossing Thompsonville.....	10	10
	20	20
SUB-DIVISION NO. 6 except as noted below.....		
Over PCO Crossing Kerry (Traverse City).....	50	30
Through Central Lake.....	15	15
4 miles North of Charlevoix to Petoskey.....	20	20
All trains over Bridge at Charlevoix.....	30	25
	6	6
SUB-DIVISION NO. 7.....		
	25	20
SUB-DIVISION NO. 8.....		
Steam Derricks, Straight Track.....	20	20
Steam Derricks, on Curve.....		30
1100 class engines.....	40	20
Trains handling Dead Engines.....		40
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
Trains handling derricks, trucks, cranes, steamshovels or other pivoting machinery on own wheels, and freight cars with 6-wheel trucks.....		30
Sidings, cross-overs and turn-outs, except as noted above.....	10	10

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.

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.

Grand Junction, 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	MC RR & P RRR	Interlocker	St'd Interlkr Indications
Pleasant St.	NYC RR	Interlocker	St'd Interlkr Indications
Lamar	MC RR	Interlocker	St'd Interlkr Indications
Grand Jct.	CI&L RR	Interlocker	St'd Interlkr Indications
Belfast	NKP RR	Gate and Smashboard	Gate set against NKP. Normal position, set against PM trains.
LaPorte	NYC	Interlocker	St'd Interlkr Indications
Magee	Wabash	Interlocker	St'd Interlkr Indications
Wellsboro	B&O & GT RR	Interlocker	St'd Interlkr Indications
Hanna	P.F.W.&C. RR	Interlocker	St'd Interlkr Indications
Thomaston	NKP RR	Auto. Interlocker and Smashboards	St'd 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'd Interlkr Indications
Grand Rapids	MC RR	Gates	Gates set against MC. Normal position set for movement PM trains.
Watson St.	P. RR & NYC	Siding	Arm in Horizontal position
Fuller	GT RR	Semaphore	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	Interlocker	
Kaleva	Divn. M&NE RR	Color light	St'd Interlkr Indications
Thompsonville	AA RR	Interlocker	St'd 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.

Station	Railroad Crossed	Character of Signal	Position of signal indicating clear route to PM 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).

Derrails 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 engine-men 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.

Lamar. West end of running track, spring switch set for No. 1 track. Grandville. End of two tracks, interlocked switch set for No. 2 track. Waverly. Switch at north end of wye, set for east leg of wye. East Saugatuck. Spring switch at east end, set for No. 1 track. East Saugatuck. Spring switch at west end, 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, interlocked switch set for No. 2 track. 4th St., Grand Rapids. End of two tracks, 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.

Rule 18—Prepaid Stations.

Union Pier, McDonald, Breedsville, Bravo, Pearle, Fillmore, Harlem, West Olive, Agnew, Twin Lake, Holton, Brunswick, Wooster, Berry, Rothbury, Mears, Barrison, Benway, Toquim, Covert, Roosevelt Hills, Cableton, Comstock Park, Alpine, Englishville, Bailey, Uhl, Peacock, Wellston, Irons, Dublin, Brethren, Bendon, Interlochen, Rapid City.

Carload only: Chambers, Youngs, Ackerman, Harbert, Glenlord, Vroman, Vriesland, Jenison, Millgrove, 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

LAMAR—West end running track. Booth phone.

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

JENISON—Box phone in box opposite switch.

1½ 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 interlocked switch. Box with dispatcher's phone at Furnace lead switch.

Booth at Block 303. Box at Block 296.

EAST SAUGATUCK—Phones in booths at spring switches.

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 and at Block 803, west of Riverside.

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—3 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 at signal 977.

BRIDGMAN—Box at both ends of siding.

OAKHALL—Box at switch.

SAWYER—Box at both ends of siding.

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 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.

NEW ERA—On pole near water tank.

HART—Box on pole on wye at section house.

HOLTON—Box phone in section house.

FREMONT—Box at north end of house track.

SUB-DIVISION No. 3

BELFAST—Booth near diamond crossing.

LA PORTE—Box on pole north of depot.

THOMASTON—Booth 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.

Running track, Lamar.

East end of Waverly siding.

Both ends East Saugatuck.

St. Joe end of two tracks.

Fourth Street, Grand Rapids.

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 P.M. and 9:30 A.M. 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 operators who will give a green proceed signal for through mail 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 operators, 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 proceed indication on home signal at Lamar or at west end of running track may proceed to Grandville on the track to which the route as lined takes them.

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.

The track extending from the interlocked switch west of Holland Depot, to first cross-over west of wye switch Waverly is a running track, over which movements may be made in either direction, at restricted speed, when authorized to do so by the operator at Holland. Eastward trains receiving proper proceed indication at interlocked switch, will construe such signal as authority to use this running track.

The siding at Waverly extends from first cross-over, west of wye switch to east switch.

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 receiving 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 interlocked switch at end of two tracks at Vine is controlled and operated by the Dispatcher. The interlocked switch west of Holland Depot is controlled and operated by Operator at Holland. The interlocked switch at end of two tracks Grandville is controlled and operated by Operator at Lamar.

The hand operation of these switches must be made in compliance with Rule 270, page 78, in rules of Operating Department.

Eastward signals at both ends of Stevensville siding at end of two tracks Vine and Riverside at west end of Coloma siding and at both ends of Hudsonville siding and westward signals at end of two tracks Grandville at east end of Hudsonville siding at both ends of Coloma siding at end of two tracks at Riverside and Vine and at east end of Stevensville siding are two arm or two color light positive signals. Trains finding both arms or lights in stop position must stop and immediately call Dispatcher for instructions and must not proceed until signal gives proceed indication unless authorized to do so by Dispatcher on form 118.

Between west switch of Stevensville siding and Vine between Riverside and east switch of Coloma siding between west switch at Hudsonville siding and end of two tracks Grandville these two arm positive signals supersede time table and train order superiority. Trains receiving proceed indication on operating arm of these signals may proceed to next two arm positive signal in advance ahead of or against superior trains.

Westward trains coming into Grandville on No. 2 track may accept proceed indication on Dwarf Signal at end of two tracks as proper authority to proceed to next two arm positive signal in the manner provided in above paragraph.

Eastward trains unable to proceed out of Coloma ahead of or against superior trains must stop at west end of siding and call Dispatcher.

Westward trains unable to proceed out of Hudsonville or Stevensville ahead of or against superior trains must stop at east end of siding and call Dispatcher.

Trains taking siding at Coloma, Hudsonville or Stevensville and eastward trains coming into Riverside on track No. 1 and westward trains coming into Vine on track No. 2 must obtain permission from Dispatcher before opening main track switch or fouling main track.

Between Grandville and east end of siding at Hudsonville trains finding intermediate one arm automatic block signal red must stop and may then proceed at restricted speed to next automatic signal without flagman ahead.

All trains must continue to approach the end of two tracks at Grandville, 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 Stevensville, Riverside, Coloma, Hudsonville and Grandville.

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.

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.

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.

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 crossing 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	STATION	Long Car Room on Side Track	LOCATION	STATION	Long Car Room on Side Track	LOCATION
Sub-Division No. 1			Sub-Division No. 3			Sub-Division No. 5		
Lakeside.....	10	1.9 Mls. E. of Union Pier	Machler.....	6	2.0 Mls. N. of LaCrosse	Englishville.....	5	3.05 Mls. N. of Alpine
Oakhall.....	35	1.7 " " Sawyer	Hilt.....	6	1.0 " " LaPorte	Uhl.....	31	3.11 " " Drew
Harbert.....	3	1.5 " W. " Sawyer	Ackerman.....	6	5.0 " " Belfast	Brohman.....	4	6.09 " N. " Ramona
Glenlord.....	15	2.1 " E. " Stevensv'll	Youngs.....	8	3.3 " " Belfast	Henry.....	18	3.46 " S. " Thompsonv'll
Vrooman.....	4	1.0 " " Riverside				Sub-Division No. 6		
Pearl.....	10	2.0 " " Bravo				Bates.....	10	1.86 Mls. S. of Williamsb'g
Jenison.....	8	1.17 " W. " Grandville				Barker Creek.....	13	5.0 " N. " Williamsb'g
Sub-Division No. 2			Sub-Division No. 4			Cherrie.....	22	2.7 " S. " Charlevoix
Millgrove.....	21	4.2 Mls. N. of Allegan	Millers.....	7	3.0 Mls. W. of Paw Paw	Bell's Landing.....	14	2.0 " " Bay Shore
Fillmore.....	20	3.8 " " Hamilton	Wildeys.....	10	3.74 " " Paw Paw	Sub-Division No. 7		
Rosy Mound.....	50	2.9 " S. " G'd Haven	Kirby.....	12	2.8 " E. " Lawrence	Twin Lake.....	17	6.36 Mls. S. of Berry
Stone Siding.....	4	3.8 " " Mkg. Hts.	Toquin.....	7	4.2 " W. " Hartford	Reeman.....	10	1.65 " " Brunswick
Rothbury.....	14	3.7 " " New Era				Wooster.....	13	5.48 " " Fremont

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)			Keystone 2368		
Nights—call			Portsmouth	6337 So. Central Ave.	Portsmouth
Rockwell Yds..	W. J. Reilly.....	6424 So. Central Ave.	9400, 9401		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.....	JOHN K. WINTER.....	14 W. 8th St.	3726	573 Lawndale Ct.	3708
	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..	R. C. Boelkins.....	127 Fountain St., N.E.	80623	1026 Calvin, S.E.	30583
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
	H. R. Moores.....		103-F2		103-F3
Newaygo.....	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 8-1281.

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

Sub Division No. 1		Sub Division No. 3	
Grandville.....	8:00 AM to 5:00 PM	LaPorte.....	8:00 AM to 5:00 PM
Hudsonville.....	8:00 AM to 5:00 PM	Magee.....	2:00 PM to 11:00 PM
Zeeland.....	8:30 AM to 5:30 PM	Thomaston.....	9:00 AM to 6:00 PM
Waverly.....	9:00 PM to 5:00 AM	LaCrosse.....	9:00 AM to 6:00 PM
East Saugatuck.....	12:00 MN to 8:00 AM		
Fennville.....	9:00 AM to 6:00 PM	Sub Division No. 5	
Pullman.....	9:00 AM to 6:00 PM	Sparta.....	8:00 AM to 5:00 PM
Grand Junction.....	{ 10:30 AM to 6:30 PM 9:00 PM to 5:00 AM	Kent City.....	8:00 AM to 5:00 PM
Bangor.....	9:00 AM to 6:00 PM	Grant.....	8:00 AM to 5:00 PM
Watervliet.....	9:00 AM to 6:00 PM	Newaygo.....	8:00 AM to 5:00 PM
Coloma.....	8:00 AM to 5:00 PM	White Cloud.....	9:00 AM to 6:00 PM
Benton Harbor.....	9:00 AM to 11:00 PM	Kaleva.....	8:00 AM to 5:00 PM
Stevensville.....	{ 7:30 AM to 3:30 PM 10:00 PM to 6:00 AM	Grawn.....	8:00 AM to 5:00 PM
Bridgman.....	8:00 AM to 5:00 PM	Boardman.....	{ 7:15 AM to 3:15 PM 8:30 PM to 4:30 AM
Sawyer.....	8:00 AM to 5:00 PM	Sub Division No. 6	
Michigan City.....	9:00 AM to 1:00 AM	Williamsburg.....	9:00 AM to 6:00 PM
Porter.....	8:00 AM to 6:00 AM	Alden.....	9:00 AM to 6:00 PM
Sub Division No. 2		Bellaire.....	9:00 AM to 6:00 PM
Grand Haven.....	{ 8:30 AM to 4:30 PM 5:00 PM to 1:00 AM	Central Lake.....	8:00 AM to 5:00 PM
Muskegon Depot.....	7:30 AM to 11:30 PM	Ellsworth.....	8:00 AM to 5:00 PM
North Yard.....	5:00 PM to 1:00 AM	Charlevoix.....	9:00 AM to 6:00 PM
Whitehall-Montague.....	8:00 AM to 5:00 PM	Petoskey.....	8:00 AM to 5:00 PM
Shelby.....	8:00 AM to 5:00 PM	Sub Division No. 7	
Hart.....	8:00 AM to 5:00 PM	Fremont.....	8:00 AM to 5:00 PM