

No Weight

THERE IS ALWAYS TIME FOR COURTESY

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**Make
SAFETY
Your
POLICY**

The New York Central Railroad Company

WESTERN DIVISION

Time Table No. 79

FOR EMPLOYEES ONLY

Effective 2:00 A. M. Central Standard Time

Sunday, April 29, 1956

D. B. INGOLD,
Superintendent

SPECIAL INSTRUCTIONS

Special instructions prefixed by letter or number modify Rules for the Government of the Operating Department with corresponding letter or number, unless otherwise specified.

A-1. OTHER RAILROADS.

Between: Western Div. Crossing and Notre Dame, South Bend, West Div. time table governs.

"PO" and Ivanhoe and between Columbia Avenue and Calumet Park, trains run via West Div.; West Div. time table governs.

Indiana Harbor and Osborn, Ivanhoe and Columbia Avenue, and between Calumet Park and Blue Island, trains run via I. H. B.; I. H. B time table governs.

Chicago and Englewood, N. Y. C. and C. R. I. & P. Joint Instructions No. 1 govern.

Wyton and WR, Illinois Div. time table governs. N. Y. C. Jct. and Zearing, trains run via C. B. & Q.; C. B. & Q. time table governs.

Indiana Div., yard at Court Street and Western Div. connection at 5th Avenue, Kankakee, movements will be made at restricted speed. A trainman must ride on last car of train or cut. If main track is blocked for any reason, full protection must be given in accordance with Rule 99.

Kankakee on Indiana Div. and old K. & S. Ry. tracks, trains, cuts or engines moving in either direction between Western Div. connection at 5th Avenue and Kankakee must obtain permission from Signalman at the Indiana Div. Passenger Station before beginning such move, must report clear of main track at Western Div. connection at 5th Avenue or Schuyler Avenue, must not again enter main track without permission.

Greenwood and Schuyler Avenues, Kankakee, unless otherwise authorized, trains, cuts or engines will use middle track.

B-3. LAWS AND REGULATIONS.

Reports

When a train or engine crew has been on duty 14 hours, the conductor must send report to the superintendent by wire.

When car of livestock is due to be fed, rested and watered, within 3 hours, the conductor must send report to the superintendent by wire.

Defective Cars

Cars becoming defective enroute when loaded with live stock or perishable freight may be hauled by chains instead of couplers to next repair point, and when so hauled at the rear of caboose must be chained in addition to being coupled unless the air brakes are in service.

Other defective cars must not be hauled by chains in revenue trains or in association with cars commercially used, beyond the first side track.

M-2 ELECTRIC ZONE.

Terre Coupee; Entire length of C.S.S. & S.B. R.R. receiving and delivery tracks.

1. STANDARD TIME.

Central Standard Time is in use.

3. STANDARD CLOCKS.

Elkhart.....	{ B, Signal Station. Passenger station. Engine house 21st St. yard office.
Englewood.....	{ Engine house. General yard master's office.
South Bend.....	{ General yard master's office. Engine house.
Kankakee.....	{ Engine house. Telegraph office.
Q. Crossing.....	{ Telegraph office. East end yard office.
Gibson.....	{ Engine house. Ticket office.
Danville.....	{ Engine house. Yard office.
Lyons	{

12. HAND, FLAG AND LAMP SIGNALS.

Elkhart: Trains or engines must receive proceed hand signal from switch tender before passing track intersection at Oakland Ave. as follows:

EASTWARD

By Day—Green flag.
By Night—Green light.

WESTWARD

By Day — Yellow flag.
By Night — Yellow light.

13. EMERGENCY SIGNALS AT INTERLOCKING STATIONS.

Emergency whistle signals are in use at Polk Street Interlocking Station.

14. ENGINE WHISTLE SIGNALS.

Whistle signals for crossing should be spaced so last blast of whistle will not be completed before reaching the crossing.

19. MARKERS.

On passenger, mail, express, troop and deadhead equipment trains where the rear car is equipped with permanent built-in marker lights, such lights will be used in lieu of standard marker lamps and will be considered as complying with Rule 19.

West Division trains moving to and from the West Division at South Bend and at PO; G. T. W. trains between High and Arnold Streets, South Bend; C.&O. trains between NE and PO; and C. M. St. P. & P. trains between Ladd and Granville Jct., may display markers, showing green or yellow to the front and side and red to rear.

D-20a. OMISSION OF GREEN SIGNALS.

The display of green signals will be omitted on two or more tracks.

21. WHITE SIGNALS.

White signals may be displayed by G. T. W. extra trains between High and Arnold Sts., South Bend.

21a. OMISSION OF WHITE SIGNALS.

The display of white signals will be omitted by extra trains.

28. USE OF SIGNALS.

Note—Track No. 2:

Lower light of automatic signal 515.2 west of Gary and lower light of automatic signal 482.2 west of LaPorte, and middle light of Eastward home signal located west of West Division crossing, South Bend, flashing will indicate to passenger trains scheduled to stop on signal to receive passengers that there are passengers to be received.

83. TRAIN REGISTERS.

Elkhart..... Passenger station.
Kankakee..... Telegraph office.
Q Crossing..... Telegraph office.
Lyons..... Yard office.

Trains will be registered only at terminals.

Elkhart: Conductors of trains not terminating at Elkhart will leave register slip with station master or operator and operator will enter on register.

Kankakee: All trains register.

Q. Crossing: Operator will register all CB&Q trains not scheduled to stop.

83d. CLEARING OF TRAINS.

On two or more tracks, trains will be cleared at initial stations by signal indication, except as follows:

Elkhart..... Eastward passenger trains verbally by operator at telegraph office.
Westward passenger trains verbally by station master.

Olivers Yard.....Eastward freight trains by telephone by signalman "HF" signal station.
 N. Y. C. Jct.....Eastward trains by telephone by operator at Q. Crossing.
 Gibson.....Freight trains by telephone by operator Osborn Tower.
 Schneider.....Freight trains northward doing work in yard, by telephone by operator.
 Sheff.....Freight trains northward doing work in yard, by telephone by operator.
 Danville.....Passenger trains by telephone by operator Wyton Tower.
 Lyons.....Northward freight trains will get clearance Form A before leaving Bemis.

Trains will not leave the following stations without clearance Form A.

JK.....Westward trains.
 Kankakee.....All trains.
 Granville Jct.....Westward C. M. St. P. & P. trains.
 Depue.....All trains, during hours office is open.
 Q. Crossing.....Eastward trains.
 Schneider.....Southward trains.
 NX.....No. 462.

All eastward C. M. St. P. & P. trains will receive clearance from operator at Q. Crossing before leaving Ladd, and must obtain permission to enter block from operator at Q. Crossing by telephone before entering on N. Y. C. main track at Seatonville.

93. YARD LIMITS.

Elkhart.	Kankakee.
Elkhart and Mishawaka inclusive on E. & W. Branch.	Schneider.
South Bend.	Streator Jct. and Vulcan, inclusive.
South Bend and JK inclusive on the Kankakee Subdivision.	Howe.
LaPorte.	Ladd Jct., N. Y. C. Jct. and Churchill inclusive.
Chicago, 105th St. to Englewood, Incl.	Granville Jct. and Granville.
North Judson.	Osborn to Indiana Harbor Incl.
	Danville.

South Bend: Trains or engines occupying tracks 3 and 4 and main track between Arnold St. and JK must be protected as prescribed by Rule 99.

Northward movements from Lyons Yard, Lyons to main track will not foul main track except by permission of Signalman at Bemis.

Lyons: Between sunset and sunrise, a red light must be carried on rear of last car of all cuts occupying main track within yard limits.

Crews operating out of Twin Branch and Mishawaka when they have heavy train will arrange to stop just west of By-pass U.S. No. 112 and obtain clearance by telephone from "B" Tower before proceeding into Elkhart.

D-93a. MOVEMENTS AGAINST THE CURRENT OF TRAFFIC.

May be made on authority of the train dispatcher between:

(a) Columbia Malting Company switch and Signal Station CR on No. 4 track by permission of signalman at S.S. CR.

(b) Signal Station JD and LaPorte Lumber & Coal Company switch on No. 4 track by permission of signalman at S.S. JD.

(c) Caldak Manufacturing Company switch and Signal Station WR on No. 2 track by permission of signalman at S.S. WR.

(d) Signal Station B and the crossover west of Elkhart station platform on No. 2 track by permission of signalman at S.S. B.

98. RAILROAD CROSSINGS AT GRADE

Location	Railroad	Signals
HF.....	West Division Connection...	Interlocking.
*South Bend:		
Bendix Lead.....	C. S. S. & S. B.....	Gate.
O'Brien Track....	C. S. S. & S. B.....	No Signals.
*West Division		
Connection.....	C. S. S. & S. B.....	No Signals.
Olivers:		
West Division		
Connection.....	G. T. W.....	Interlocking.

West Division

Connection.....	N. J. I. & I.....	No Signals.
WR.....	Nickel Plate.....	Interlocking.
JD.....	C. & O.....	Interlocking.
Otis.....	C. I. & L.....	Interlocking.
PO.....	West Division.....	Interlocking.
Indiana Harbor....	B. & O. and I. H. B.....	Interlocking.
Whiting.....	B. & O. C. T.....	Interlocking.
South Chicago Belt		
Ry. Connection....	Belt Ry. & B. & O.....	Gate.
Olivers.....	West Division Connection...	Interlocking.
JK.....	N. J. I. & I. and Ind. Nor...	Interlocking.
North Liberty.....	Wabash.....	Interlocking.
Walkerton.....	Nickel Plate and B. & O.....	Interlocking.
Hamlet.....	P. R. R.....	Interlocking.
Knox.....	Nickel Plate.....	Interlocking.
North Judson.....	Erie, P. R. R. and C. & O.....	Interlocking.
**San Pierre.....	C. I. & L.....	Automatic Interlocking.
Shelby.....	C. I. & L.....	Interlocking.
Schneider.....	Danville Subdivision.....	Interlocking.
Delmar.....	C. M. St. P. & P.....	Interlocking.
MJ.....	C. & E. I.....	Interlocking.
Kankakee.....	I. C.....	Interlocking.
Reddick.....	Wabash.....	Interlocking.
Dwight.....	G. M. & O.....	Remote controlled signals.

Streator Jct.....Wabash, Iowa track.....No signals
 **Streator Jct.
 .5 mile east.....G. M. & O.....Automatic Interlocking.

	C. B. & O.....	No signals
	G. M. & O.....	Gate.
Streator.....	A. T. & S. F.....	Interlocking.
	Wabash, North Wye track..	No signals
**Lostant.....	I. C.....	Automatic Interlocking.
Ladd.....	C. B. & O.....	No signals.
Osborn.....	Nickel Plate.....	Interlocking.
ND.....	Erie and C. & O.....	Interlocking.
Hays.....	G. T. W.....	Interlocking.
DK.....	C. I. & L.....	Interlocking.
Schneider.....	Kankakee Subdivision.....	Interlocking.
KN.....	P. R. R.....	Interlocking.
Sheff.....	Indiana Division.....	Interlocking.
Handy.....	Nickel Plate.....	Interlocking.
***Stewart.....	C. & E. I.....	Target & Gate.
Wyton.....	I. T.....	Interlocking.

*West Division Connection, C. S. S. & S. B. Crossing: All trains and engines must stop before crossing, and, in addition, a member of the crew will first go on the crossing to see that there is no train approaching on the C. S. S. & S. B. Ry., before proceeding over crossing.

**San Pierre, C.I.&L. Crossing: Streator Jct., G.M.&O. Crossing, and Lostant, I. C. Crossing: A signal indicating "Stop" may be passed only on hand signal from trainman on crossing. Trainman must first see that no other train is approaching on any track, then unlock box at crossing and be governed by instructions contained therein.

***Stewart, trains on N. Y. C. will approach crossing prepared to stop; if crossing is seen to be clear and gates properly set, trains on N. Y. C. may proceed over and across crossing without coming to full stop.

DRAWBRIDGES.

Location	Signals
Indiana Harbor, Ship Canal.....	Interlocking.
South Chicago, Calumet River.....	Interlocking.
East of Depue Jct., Illinois River.....	Interlocking.

103. PUBLIC GRADE CROSSINGS.

When switching or when trains or cars are left standing on the approach track circuit of a highway flashing light signal, causing the continuous operation of the signal, a member of the crew must, when practicable, be stationed at the crossing to facilitate highway traffic, advising such traffic when it is safe to cross.

Trains and engines will not exceed speed of 5 m.p.h. over Prairie Street and Goshen Avenue crossings on Old Road at Elkhart between 6:00 AM and 4:00 PM Mondays to Fridays inclusive, during school period, legal holidays excepted.

Trains or engines moving against the current of traffic must proceed at slow speed over following highway crossings:

New Carlisle.....	County Line Road
New Carlisle.....	Arch Street
Lydick.....	Country Club Road

Chesterton.....Fourth Street
LaPorte.....Teegarden Street
LaPorte:

When making movements against current of traffic on tracks between JD and Durham, trains or engines must stop before crossing Orchard Avenue and Weller Avenue and trainmen must flag movements over these street crossings.

Chesterton, Calumet Road:

Westward trains with cars to set out at Porter when instructed to hold the main track will stop east of automatic signal 497.1 to cut off cars.

Shelby: Trains or engines operating eastward from Wye track or Lumber track over State Route 55, must proceed slowly past sign adjacent to track at approximately 13 feet from the crossing and not cross highway until flashing light signals are operating.

Schneider: U. S. Route 41: To operate flashing light signals trains in either direction will, when setting out cars at Schneider, stop a sufficient distance short of the home signal so that, after setting out or picking up cars and engine is back on train, engine will be clear of the home signal.

Kankakee: Flashing light signals are in service at Fifth Avenue, on K. & S. Railway. Circuits extend approximately 600 feet east of Fifth Avenue and approximately 200 feet west of Fifth Avenue. Trains or engines will approach this crossing at restricted speed.

Dwight: Trains or engines operating over old U. S. Route 66 on wye track must proceed slowly past signs adjacent to track and approximately 50 feet from crossing and not cross highway until flashlight signals are operating.

Trainmen must flag trains or engines over the following crossings:

Elkhart: Division Street—E & W—Big 4.
Middlebury Street—Old Road.
Main Street—Old Road.
Jackson Street—Big 4.
Edwardsburg Ave.—Big 4.

South Bend: Lincolnway West—West Division Connection,
Hartsdale: Kennedy Avenue.

Hamlet: U. S. Route 30 on P. R. R. wye track.

Walkerton: U. S. Route 6 on B. & O. wye track.

Streator: Broadway Street between 11:00 P.M. Saturday and 11:00 P.M. Sunday, account no towerman on duty during those hours.

Trains or engines must stop before moving over following crossings:

Elkhart: Beardsley Ave.—Big 4.
Jackson Street—E. & W. Branch.

Streator: Main and Shabbona Streets. After stopping, trainmen must flag movements over crossings during hours crossing watchman is off duty 4:30 P.M. to 6:30 A.M. daily, using lighted fusee at night.

Automatic Flashing Light Signals and Gates.

Elkhart: Indiana Avenue, McDonald Street, Prairie Street, Willard Street.

Osceloa-Beech Rd.

Mishawaka: Elder Street, Oakside Avenue, Kline Street, Capital Avenue, De Lorenzi Avenue, Beiger Street, Byrkit Avenue, South Merrifield Avenue, Laurel Street, Union Street*, Main Street*, Spring Street*, West Street*, Wells Street, Smith Street, Logan Street, Hendricks Street, Carlton Street, Russell Street, South Ironwood Drive.

Pinola: Pinola Crossing.

The following instructions will govern for passenger trains doing work at Mishawaka. Eastbound trains will stop one rail length west of Main Street crossing so as to clear the gate circuit.

Westbound trains must pull over Spring Street far enough for rear end of train to clear Main street crossing one rail length. Flagman will give engineer one whistle when train is clear of crossing by one rail length.

* After trains have been stopped 2 minutes at Station, automatic gates will raise. Operator must operate key in office to lower gates when train is ready to proceed. Train must not cross highway until gates are horizontal.

South Bend: Robinson Street, Caroline Street, Vernon Street, Twyckenham Drive, Leer Street, Arnold Street, Olive Street**, Meade Street**, Arnold Street (Kankakee Subdivision), Western Avenue—West Div. Connection, South Walnut St., Prairie St., Kemble St.

** When cars or engines are standing on Eastward or Westward siding adjacent to highway crossings, gates may be raised by inserting switch key in box marked "Stop" and turning to right. To lower gates insert switch key in box marked "Start" and turn to right. Gates must be lowered before train or engine occupies highway crossing.

LaPorte: Boston Street.

Trains or engines moving eastward on main tracks Nos. 1 and 2 or on eastward siding must not proceed over highway until interlocking signals at "WR" indicate proceed and must then move promptly.

Otis: County Road.

Gary: Fulton Road, Clark Road.

Osborn: 165th Street***, 171st Street****, 173rd Street****

Calumet; 148th and 149th Streets.

Kentland: Seymour St.

Sloan: State Route No. 28

North Judson: State Route 10

*** Trains or engines must not call for signals at Osborn Interlocking until ready to move across highway and must move promptly when signal indicates proceed.

**** Trains or engines on track No. 1 with cars for Nickel Plate must stop north of sign 300 feet north of 171st Street. If train consists of more cars than can be held between Nickel Plate switch and sign and movement into Nickel Plate cannot be made immediately trains must be cut north of sign and head end moved south to clear 173rd Street.

Trains or engines operating on other than main tracks must proceed slowly past sign adjacent to track and approximately 50 feet from crossing and not cross highway until gates are in horizontal position.

Trains or engines on main track stopping to do work must stop back of signs. When starting, if gates are raised, must proceed slowly past sign and not cross highway until gates are in horizontal position.

103a. BACKING OVER PUBLIC GRADE CROSSINGS

When a train moves over a public crossing at grade and a back-up movement over such crossing is to be made, the crossing must be protected by member of crew unless protected by a watchman or by manually operated gates.

104. SWITCHES.

Spring Switches.

Danville, Jackson Street: At Junction of No. 1 and No. 2 tracks; normal position for No. 2 track. Southward movements from No. 1 track will trail this switch. When signal indicates "Stop," switch must be examined, and if found in proper position, train may proceed, after obtaining permission from Signalman at Wyton.

Kankakee: At junction at east end of West Yard and main track, normal position for main track. Eastward movements from yard will trail this switch. Facing movements over switch will be governed by signal near switch. Indications of this signal must be observed when trailing movements through switch have been completed. If signal does not display "Proceed" engineman of opposing trains must be advised to approach switch prepared to stop and dispatcher notified from first communicating station.

Trains or engines while trailing through switch in normal position must not take slack or make reverse movement unless switch is properly lined by hand.

If switch is not in proper position, switch must be operated by hand before movement is made over it. Rule 104-B will govern if switch is found defective.

104a. NORMAL POSITION OF SWITCHES.

The normal position of switches is as follows:

Walkerton, team track switch: For B. & O. wye.

Hamlet, Lumber track switch: For Lumber Track.

Hays, wye switch: For G. T. W. wye.

105. SIDINGS.

Trains taking siding will take first switch, except:

Enos.....Northward trains, second switch.

Capacity based on 44 foot cars.

	Westward	Eastward
Mishawaka.....	116	259
HF.....	125	109
Lydict.....	84	...
Terre Coupee.....	142	...
Rolling Prairie.....	120	...
La Porte.....	115	115
Chesterton.....	122	119
PO.....	125	114
Pine.....	175	...
Ginger Hill.....	...	87
North Liberty.....	...	82
Hamlet.....	...	110
North Judson.....	...	211
Wheatfield.....	...	82
Demotte.....	...	84
Shelby.....	...	81
Schneider.....	117	...
Delmar.....	...	98

	Westward	Eastward	Westward and Eastward
Reddick.....	...	...	87
Dwight.....	...	...	63
Streator Jct.....	...	...	190
Lostant.....	...	...	42
Granville.....	...	...	35
	Southward	Northward	Southward and Northward
St. John Yard.....	...	...	104
Schneider.....	71	...	...
Enos.....	...	...	73
Sheff.....	...	...	60
Handy.....	76	86	...
NX.....	...	...	77

109. BULLETIN BOARDS AND BOOKS.

Bulletin Orders posted in books must be signed for by Train and Yard Service employees.

	Passenger Station.
	Engine House.
	Enginemen's room, Passenger Station.
	Switchtender's cabin, 10th Street.
Elkhart.....	Yardmaster's Office, Oakland Avenue.
	Yardmaster's Office, West End Yard 'C'.
	Yard Office, 21st Street.
	Cabin, Local Yard, 21st Street.
	Yardmaster's Office, East End Yard 'A'.
	Yardmaster's Office, West End Yard 'A'.
South Bend...	Engine House.
	General Yardmaster's Office.
LaPorte.....	Freight Office.
Indiana	
Harbor.....	Yardmaster's Office.
	Park Manor Yard Office.
Englewood....	Engine House.
	General Yardmaster's Office.
Blue Island...	Engine House.
	Eastbound Yardmaster's Office.
	Engine House.
Kankakee....	Conductor's Room, Fifth Avenue.
	Yardmaster's Office, West Yard.
Q. Crossing...	Telegraph Office.
Zearing.....	Engine House.
	Telegraph Office.
Gibson.....	East End Yard Office.
	Engine House.
Danville.....	Baggage Room.
Lyons.....	Engine House.
	Yard Office.

DESIGNATION AND USE OF MAIN TRACKS.

Single Track:

Between: South Bend and N. Y. C. Jct.
 Depue Jct. and Depue.
 Ladd Jct. and Churchill.
 Schneider and Morocco.
 Sheff and NX.
 Jackson Street, Danville and Wyton.
 Bemis and WR.

D-151.

Two Tracks:

Between: Elkhart passenger station and Signal Station JD.
 Durham and Signal Station NE.
 Signal Station JN and Signal Station 61st St.

Tracks are numbered from the south and will be used as follows:

No. 2, Eastward.
 No. 1, Westward.

Between: Osborn and Schneider.

Morocco and Sheff.
 NX and Jackson Street, Danville.
 Wyton and Bemis.

Tracks are numbered from the west and will be used as follows:

No. 1, Southward.
 No. 2, Northward.

Four Tracks:

Between: Signal Station JD and Durham.
 Signal Station NE and Signal Station CR.

Tracks are numbered from the south and will be used as follows:

No. 4, Eastward.
 No. 2, Eastward.
 No. 1, Westward.
 No. 3, Westward.

Between: Signal Station CR and Signal Station JN.

Tracks are numbered from the south and will be used as follows:

No. 2, Eastward.
 No. 1, Westward.
 No. 4, Eastward.
 No. 3, Westward.

221b. MOVEMENT BY TRAIN ORDERS.

Rule 221b governs at stations where T.O. signals are shown in list of Stations, Office Calls, Signals and Telephones.

MOVEMENT OF TRAINS BY BLOCK SIGNALS.

Rules S-231 to S-234 inclusive govern:

Between: Jackson Street, Danville and Wyton.

Rules S-241 to S-244 inclusive govern:

Between: Bemis and WR.

Rules D-251 to D-254 inclusive govern:

Between: Elkhart and Chicago.
 Osborn and Schneider.
 Morocco and Sheff.
 NX and Jackson Street, Danville.
 Wyton and Bemis.

SIGNAL ASPECTS, INDICATIONS, and RULES.

Special signal aspects, signal indications and signal rules will be found in the back of the time table.

TAKE-SIDING SIGNAL.

Take-siding signal will be given by the display of a green board by day and the green board and two green lights by night. This signal applies only to the movement of freight trains with the current of traffic and will be displayed on the ground at, or from the window of communicating station. Engineman must acknowledge the display of the signal by sounding engine whistle signal 14(g).

Westward freight trains receiving TAKE-SIDING SIGNAL at JD or Durham will take siding at Chesterton.

Westward freight trains receiving TAKE-SIDING SIGNAL at PO will take siding at Pine.

297. RAILROAD GRADE CROSSING SIGNALS.

Trains must stop before proceeding unless otherwise indicated.

Location	Signal	Position	Indication
South Bend: Bendix			
Lead.....	Gate.....	Over CSS&SB.	Proceed
So. Chicago: Belt Ry.			
Connection.....	Target.....	Horizontal.....	Proceed
Streator: G. M. & O.....	Gates.....	Vertical.....	Proceed
Stewart.....	Target.....	Vertical.....	Proceed
	Gate.....	Over C&EI...	Proceed

305. MANUAL BLOCK SYSTEM.

Manual Block System is in use:

Single Track:

Between JK and N. Y. C. Jct.
 Schneider and Morocco.
 Sheff and NX.
 Jackson Street, Danville and Wyton.
 Bemis and WR.

Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.

Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

Two or more Tracks:

Between ND and Schneider.
 Morocco and Sheff.
 NX and Jackson Street, Danville.
 Wyton and Bemis.

Rules 318-A and 331-A for absolute block for following movements only, govern the movement of passenger trains.

Rules 318-B and 331-B for permissive block, for following movements only, govern the movement of trains other than passenger trains.

Except where Rule D-261 is in effect, Manual Block System Rules will govern movements against the current of traffic.

Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.

Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

Single and Two or More Tracks:

A signalman may admit a train other than a passenger train to a block that is wholly or partly within yard limits under a clear block indication when it is known that the block is not occupied by a passenger train or not occupied by a train other than a passenger train outside of yard limits.

Indications of Manual Block Signals will convey to extra trains information as to condition of that portion of the block that is not within yard limits. Extra trains and engines must move within yard limits prepared to stop unless the main track is seen or known to be clear.

At interlockings where home (or dwarf) signals are also used as manual block signals, enginemen or trainmen must before passing stop-signal, in addition to clearance Form A, receive hand signal as provided in Rule 663, or permission from the signalman.

Where an automatic signal is in use in Manual Block territory, it will indicate condition of track only between automatic signal and fixed signal reading "End of Automatic Block."

When freight trains arrive Kankakee Yard, conductor must report to the signalman when train is clear.

Manual Block Signals are remotely controlled as follows:

Location	Control Station
Ginger Hill	North Liberty
Enos	Morocco
Jackson Street, Danville	Wyton

Trains must not pass these signals without entire train or to do switching without first notifying the controlling signalman of intended moves and must report to controlling signalman as soon as such moves have been completed.

At Remote Control Manual Block Signal signalman may accept office indication that train has passed signal. Rule 319 modified accordingly.

373. BLOCK STATIONS.

Block stations are open as specified in list of Stations, Office Calls, Signals and Telephones.

505. AUTOMATIC BLOCK SYSTEM.

Automatic Block System is in use:

Two or More Tracks:

Between: Elkhart and Chicago.
Osborn and ND.

Except where Rule D-261 is in effect, Manual Block System Rules will govern movements against the current of traffic.

Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.

Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

WG, Signal located south of westward yard lead track governs westward movements on westward yard lead track.

WG Interlocking, Westward trains and engines using eastward freight running track must not pass sign indicating "End of Automatic Block" without first obtaining permission from Operator WG Tower.

Porter, freight trains receiving indication as per Rule 291, at Signal 499.1, will STOP east of highway crossing east of Chesterton Station and must not proceed until indication changes or permission is received from Signalman at PO Interlocking.

Automatic signals are in use in Manual Block territory as specified in list of Stations, Office Calls, Signals and Telephones.

510. SIGNAL REPORT.

When a train is stopped by a block signal which is evidently out of order, the fact must be reported by engineman at the first communicating station.

515. ENGINES WITH LESS THAN THIRTY-TWO FEET WHEEL BASE.

Diesel engines class DES may be operated between Englewood and Indiana Harbor with or without cars.

605. REMOTE CONTROL SWITCHES AND SIGNALS.

Location	Control Station	Signal Tracks
Porter, West End of Eastward Siding. P.O.	INT.	No. 2 to Siding. (Dual Control)
South Bend, West End of Eastward Siding. H.F.	INT.	No. 2 to Siding.

Trains must not pass these signals without entire train or to do switching without first notifying the controlling signalman of intended moves and must report to controlling signalman as soon as such moves have been completed.

Interlocking rules govern.

Enginemen or trainmen finding signal indicating Stop must call signalman at Signal Station.

Train or engine may proceed on instructions from signalman after switch is spiked or thrown by hand-throw lever of dual control switch. Movement must be made at restricted speed.

Additional instructions for hand throwing of switch are located in signal station and in telephone box at switch.

606. INTERLOCKING SIGNALS.

Interlocking signals used as manual block signals will be indicated by the letters INT.-M.B. in list of Stations, Office Calls, Signals and Telephones.

611. NORMAL POSITION OF SIGNALS.

Normal position of signals governing movements with current of traffic will indicate "Proceed" at following locations, unless otherwise instructed by train dispatcher:

Track No. 1	Track No. 2
Interlockings: B&O Crossing (Indiana Harbor)	CR (South Chicago) MS (Whiting)
HC (Indiana Harbor)	HC (Indiana Harbor)
MS (Whiting)	B&O Crossing
CR (South Chicago)	(Indiana Harbor)
JN (71st St. Chicago)	NE (Pine)

Rule 611 modified accordingly.

703. MAKE-UP OF FREIGHT TRAINS.

Defective cars carded "Rear End Only" must not be placed forward of 15 cars from caboose. So far as possible, inspectors must apply these cards to cars requiring such movement prior to trains being made up in the yard.

Snow plows must not be hauled backward when being moved in freight train.

Cranes in non-revenue trains must be hauled ahead of cars occupied by crew unless otherwise instructed.

Scale test cars must be hauled only in slow or local freight trains.

Flat and gondola cars with loads apt to shift must be separated from occupied caboose by a solid end car.

705. LEAVING CARS ON SIDETRACKS.

During cold weather, when cars equipped with water system are left where there is no car inspector, conductor must notify Superintendent promptly. When impossible to place cars on steam and car inspector is not available, the steam connections should be parted and end valves, admission valves and blow off or drain valves opened. The water system should be drained by opening faucets at wash basin and drain valves in wash basin and behind hoppers. On cars not equipped with drain valve behind hopper, the hopper valve handle should be tied open. Water coolers should be drained. Steam Heat Equipment Rule 1725 is modified accordingly.

Cars must not be left bridging across insulated joints in track rails where tank cars are placed.

Cars with hot journals must not be left on any track in close proximity to where gasoline is loaded or unloaded.

824. MAKE-UP OF PASSENGER, MAIL, EXPRESS, TROOP AND DEADHEAD EQUIPMENT TRAINS.

Passenger equipment must be of steel construction with the exception that baggage, horse, refrigerator and milk cars of steel underframe construction may be hauled; also such steel underframe passenger cars as are used under special arrangement.

841. U. S. MAIL.

A train handling a postal car off its run must also make the stops of the train in which it is usually handled.

When necessary, in case of derailment or washout, employees must see that postal clerks and mail are promptly transferred and every possible convenience furnished for working the mail.

Railroad employees are required to handle, load and unload storage mail carried in baggage and storage cars, and in baggage end of apartment cars.

The loading of U. S. Mail must be given preference over baggage and express. Conductor must not start train until the handling of U. S. Mail is completed. Trains scheduled to stop to discharge passengers, and having U. S. Mail for such points, must stop to unload mail.

A train shall not depart from a station and leave mails which are being loaded or are being trucked from vehicles or from part of the station to the train or aboard a connecting train that has come to a stop in the same station.

Mail should not be carried on trains not regularly authorized to carry same unless requested in writing to do so by a representative of the Postal Transportation Service.

When a train is regularly authorized to carry U. S. Mail, all mail offered at stations where the Post Office Department does not maintain a Transfer Clerk or Postal Clerk should be accepted regardless of the space authorized.

When a regular authorization is exceeded from any station at which the Post Office Department maintain a Transfer Clerk or Postal Clerk, the trainmen should secure a written request covering such excess. Failure to receive such request should be reported on trip report of mail carried, Form AR-702.

The Post Office Department Regulations provide the number of sacks, equivalent to units of space authorized as follows:

1 to 47 sacks..... 3 ft.	236 to 282 sacks..... 18 ft.
48 to 94 sacks..... 6 ft.	283 to 329 sacks..... 21 ft.
95 to 141 sacks..... 9 ft.	330 to 376 sacks..... 24 ft.
142 to 188 sacks..... 12 ft.	377 to 423 sacks..... 27 ft.
189 to 235 sacks..... 15 ft.	424 to 470 sacks..... 30 ft.

One outside parcel equals one sack. One box of baby chicks equals one sack, and should be reported in the proper column of train baggageman's report, form AR-702.

Every train baggageman, conductor, mail porter, express messenger or other train employee who handles, or has in his custody, any U. S. Mail on trains must take particular care to see that correct count of sacks and parcels received and delivered is properly reported on prescribed Form AR-702.

Under circumstances where heavy volume of mails handled at any point do not allow time for an actual count of the sacks and parcels, the record may be reported on an estimated linear footage basis.

In addition to all station receipts and deliveries reported on Form AR-702, all mails transferred enroute from or to an RPO or RPO apartment car must also be reported on this Form.

Utmost care must be used in handling fragile (red label) parcel post mail.

Mail pouches delivered unlocked must not be accepted but returned to Post Office Department, and immediate advice given to Superintendent by wire.

When mail arrives late at night, or when Government messenger is not on hand to receive it, it must be kept in a safe place until proper delivery can be made.

If a mail pouch is stolen, immediate advice must be given to Superintendent by wire.

U. S. Mail Clerks, required to deadhead on mail trains, will be permitted to ride in crew coach on presentation of their travel commission.

Train crews are not permitted to ride in Railway Post Office cars while in use, even though the railroad company may furnish a Railway Post Office car larger than the size authorized.

All full mail cars and parts of cars having the legend "United States Mail" or "U. S. Mail" shall be reserved exclusively for carrying the mails and shall not be used for any other purposes.

916. HEATING, LIGHTING, VENTILATION AND AIR CONDITIONING OF CARS.

Rules for the Operation and Supervision of Steam Heat Equipment govern.

The application of Steam Heat Equipment Rule No. 1724 is as follows:

Approaching	Direction	Open rear end train pipe valve	Engineman shut off steam at
Chicago Elkhart	Westward Eastward	31st St. Eastbound hump	22nd St. *Between eastward signal 440.2 and switchman's shanty west of station platform.
Terminating at Englewood Yard	Westward	So. Chicago Sta.	Westward Home Signal "JN".

* Should a train be stopped for this signal or for crossover switches, starting valve must not be closed until after train is again started.

Rear end train pipe valve must be opened gradually to full open position when blowing out steam line to avoid metal gaskets being blown out.

Before steam pressure is connected to standing cars, train line valve must be closed at opposite end of line.

917. PASSENGER BRAKEMEN.

Rear brakemen of passenger trains will be governed as follows:

When rear car is	And car next ahead is	Carry equipment in following location:	
		Storm clothing	Container and lanterns
Obs.	Pullman	On door catch of aisle door next to rear car	Rear vestibule of car next to rear out
Private or Official	Pullman	if drawing room is next to rear car. If not, place in rear vestibule of car next to rear.	of passageway and so placed as to avoid inconvenience to persons using vestibule.
Diner	Pullman	Rear of coach. On door catch of aisle door at rear of train.	Rear of coach. Rear vestibule, so placed as to avoid inconvenience to persons using vestibule.
Pullman without observation end.	Coach		

When more than one private or official car, conductor will instruct rear brakeman where equipment will be carried.

Grips or other personal effects not required in line of duty must not be carried at rear of train.

HAND BRAKE TEST

A running test of hand brakes must be made on a Rail Diesel Car or Rail Motor Car upon leaving initial terminal when operating as a single unit. As soon as speed permits, engineman must place throttle lever of RDC Car in No. 1 position (rail motor car in OFF position) and signal for brakes. The conductor or member of train crew must then apply hand brakes to determine if they are operating properly. In case hand brakes do not operate properly car must proceed at restricted speed to the nearest point at which repairs can be made.

RAIL DIESEL CARS, CLASS RDC.

When operating single unit RDC cars, arrangements must be made for an absolute block in the rear of each car operated.

When making stops in automatic block and interlocking signal territory, two stops must be made. After the first stop is made, the car will be moved forward at least six feet when making the second stop, to avoid stopping on sand.

At interlockings, switches in route taken by RDC cars will not be operated until it has been ascertained that movement through the interlocking has been completed.

LUBRICATION AND CARE OF JOURNAL BOXES.

All New York Central System modern road locomotives and all new passenger cars, as well as many of the older cars, are equipped with the Twinplex Hot-box Alarm. In the event that any of these bearings become overheated a strong and somewhat disagreeable odor is released and also a dense white smoke. Train and engine crews, also tower men, crossing watchmen, maintenance of way forces and other employees will be on the lookout for these indications and whenever they are observed the train must be stopped immediately. When the hot box is located it must be given the usual attention in accordance with prescribed practices.

Current "Instructions for the Lubrication and Care of Journal Boxes" govern.

When a journal is found overheating enroute, train must be stopped and examination made. Packing must be adjusted or box repacked if this will overcome trouble. If cause of heating cannot be corrected in this manner or car cannot be moved to the next terminal through use of cooling compound, car should be set out.

Water or snow should not be used for cooling hot journals except in emergency, and when used, journal should be cooled as slowly as conditions will permit.

When cars with hot journals are set out where inspectors do not take immediate charge, precaution must be taken to know that journal is left in condition to avoid damage to car by fire.

Conductor must make prompt report to Superintendent and car foreman of cars treated enroute, or set out account overheated journal, stating whether treated by cooling compound or by water or snow, also whether heating was detected by odor or smoke of Hot Box Alarm.

COOLING COMPOUND.

An approved hot journal cooling compound, and Form NYCS RS-74, furnished by storekeeper, shall be carried as part of caboose equipment and train crew equipment in passenger service.

Cooling compound shall be used for emergency treatment of overheated journals of cars enroute in trains. Treatment should be given before journal becomes red.

Journals with broken brasses shall not be treated with cooling compound.

When applying cooling compound, packing in journal box shall be loosened by use of packing iron, after which cooling compound shall be applied along full length of rising side of journal; particular attention to be given to placing compound at back or inside end of journal. Cars having journals treated with cooling compound shall be tagged in a prominent place near journal box, using Form NYCS RS-74, at time compound is applied.

FATALITIES.

When a passenger dies in a sleeping car, the body may be left in berth properly screened until removed from train; when in parlor car or coach, body should be removed to baggage car and physician secured if available on train, who may certify as to cause of death.

The body of a person who dies on a train must be left at first station stop where a Health Officer is available and station employe on duty. Station employe must not permit the body to be removed from station without proper authority. If person who dies is accompanied by an attendant, conductor must confer with attendant as to disposition of body, and such information must be given to the station employe.

If train stops at a station other than where the body can be removed, conductor will give advance notice to the station where the body is to be left, and station employe must notify Health Officer promptly.

MOVEMENT OF DEAD ENGINES IN TRAINS.

Rules for the Operation and Supervision of Air Brake and Train Air Signal. Current rules govern.

All engines equipped with side rods must have them applied when handled dead in trains, suitable washers, of wooden blocks clamped together with bolts, being used where necessary on main rod bearings to keep the side rods in place.

AIR BRAKES.

Diesel Equipment:

A. Engines. Leaving engine unattended outside of Engine House territory (Oil Engine Running).

1. Place automatic brake in running position.
2. Place throttle in idle, selector handles in "Off" and remove reverser handle.
3. Pull out generator field switch or, if equipped, place generator field circuit breaker in "Off". (Leave all other switches and circuit breakers in running position if desired).
4. Apply hand brakes.
5. If on grade, chain or block wheels.
6. Place independent brake in running position.
7. Close doubleheading cock. (No. 6 B.L. Eqp. Place 3 way cock in position dead).
8. All electric control jumpers must remain connected between units.
9. If oil engine is shut down—pull main battery switch, also open dead engine fixture.
10. Enginemen taking charge of engines outside of Engine House territory must expect to find them as listed above.

B. Air Brakes.

Diesel road engines must have the Controlled Emergency feature of 24 RL brake equipment set in Passenger (or Passenger Lap), except when coupled to a freight train.

Engines operating light in road service, yard or terminal territory, must have the Rotair Valve and Controlled Emergency Cocks set as follows:

Rotair Valve operating "A" unit set in "Pass" position.
Controlled Emergency Cock "B" unit set in "Pass" position.

Rotair Valve trailing "A" unit set in "Pass Lap" position.

C. Passing Over Railroad Crossings at Grade.

When crossing a railroad crossing at grade, throttle should be moved back to Run 3 and kept in that position until all locomotive units have passed over the crossing.

SPEED RESTRICTIONS

Speed restrictions are shown in miles per hour and apply to entire train.

General

(Unless otherwise restricted)

Engines Nos. 5000 to 5005; 5100; 5101; 8338 to 8352.....	75
Engines Nos. 5738 to 5807.....	70
Engines Nos. 1000 to 2474, 3300 to 3372, 3700 to 3821, 5006 to 5017, 5102 to 5104, 5600 to 5609, 5612 to 5623, 5626 to 5708, 5710, 5711, 5713 to 5737, 5808 to 5827, 5904 to 5927, 5949 to 5998, 6600 to 6607, 6900 to 6903, 7100 to 7113, 7115 to 7118, 8200 to 8337, 8353 to 8357.....	65

Note: Where different, stencil in cab will cover maximum permissible speed of diesel unit.

Engines Nos. 6200 to 6215, 6220 to 6236, 8100 to 8113.....	60
Engines Nos. 1000 to 8357, light or with caboose.....	50
Engines Nos. 506 to 513, with traction motor pinion removed, and Nos. 526 to 957, 8400 to 9820.....	45
Engines Nos. 506 to 513, with traction motor pinion engaged.....	25
Steam Engines, Class U, under steam or being towed.....	20
Engines running backward by night over public crossings.....	15
Engines operating through water.....	3

Note: Engines must not be operated through water more than 3 inches over top of rail.

Clearance Car X-8016 under its own power or being towed.....	55
Rail Detector Cars, under own power or on rear of passenger train.....	40
Trains having loaded ore cars under 25 feet in length.....	30
Circus trains with freight equipment cars.....	30
Trains with snow-loader and snow-melter, not in service....	30
(Loader and melter units to be coupled and moved in train with loader unit trailing)	
Work trains with cranes moving on their own wheels.....	30
Revenue freight trains with cranes moving on own wheels....	25
Freight trains with pushers.....	25
Trains with scale test cars or Jordan spreader.....	25
Trains with dead steam engines not having all side or main rods.....	20
Switches and crossovers, not interlocked, when diverging..	15
At night over all facing point hand operated switches, when operating against current of traffic in automatic block signal territory where switch lamps are not in use.....	15

Western Division
(Unless otherwise restricted)

Main Line

	Track 1	Track 2	Track 3	Track 4	Danville Subdivision	Kankakee Subdivision	E. & W. Branch
Passenger, Mail, Express and Troop trains..	..	..	..	..	45	40	..
Elkhart-Otis and							
NE-Englewood.....	80	80	50	50	..	..	..
25 cars or less.....	75	75	50	50	..	..	..
26 to 30 cars (incl.).....	70	70	50	50	..	..	..
31 to 40 cars (incl.).....	65	65	50	50	..	..	..
Otis-NE							
25 cars or less.....	80	80	..	..	..	..	..
26 to 30 cars (incl.).....	75	75	..	..	..	..	..
31 to 40 cars (incl.).....	70	70	..	..	..	..	..
With freight equipment cars.....	60	60	40	40	40	40	..
Except between NE and JN.....	..	..	50	..	..	..	..
Freight Trains.....	..	..	..	..	40	40	20
Elkhart-Englewood.....	60	60	40	40	..	..	..
Wrecking cranes handled in wrecking service..	45	45	40	40	30	30	..
Snow plows and flangers.....	35	35	35	35	35	35	..

Local

Main Line

Elkhart: Main St. Crossing.....	20
South Bend: Curves Arnold St. to Michigan St. incl.....	50
South Bend: Grand Trunk Switch engines.....	15
South Bend: Switch engines, engines Nos. 506 to 957, 8400	
to 9820 without cars through HF Interlocking.....	15
Durham and Otis, curves between M.P. 470.35 and 472.75..	70
South Chicago: Belt Ry. Connection.....	10
Englewood and Indiana Harbor inclusive, engines Nos. 506	
to 957, 8400 to 9820 without cars.....	15
To discharge newspapers:	
No. 5, Otis, Sundays.....	15
To discharge U. S. Mail:	
No. 9 South Chicago, daily except Sundays and Holidays..	30
No. 14, South Bend.....	30
No. 32, Mishawaka.....	30

Danville Subdivision

Lyons: Reverse curve south end of yard.....	30
Bemis: Entering or leaving southward track.....	30
Wyton: P.&E. wye.....	10
Danville: Jackson St. Northbound.....	30
Southbound.....	20
NX: Through north crossover.....	30
*Stewart: Over C. & E. I. crossing.....	20
Morocco: Through crossover at depot.....	30

(*) Applies to head end of train.

Kankakee Subdivision

*Olivers: West Division and G. T. W. Crossings, between	
home signals.....	20
Rupel: Western Indiana Sand and Gravel Co. track.....	5
*Walkerton Interlocking: At approach signals.....	30
Walkerton: N. Y. C.-B. & O. wye track.....	10
Knox: Heaton to Bender St. Crossings, inclusive.....	25
*North Judson Interlocking: At approach signals.....	30
Kersey: Industrial track.....	5
Delmar Interlocking: C. M. St. P. & P. Crossing.....	25
*Momence Interlocking: Between home signals.....	20
*Kankakee Interlocking: Between home signals.....	20
Kankakee: Kankakee river bridge.....	20
Lostant Interlocking: I. C. R. R. Crossing.....	25
*Streator Jct., G. M. & O. Crossing: Between home signals..	20
Between Streator Jct. and Streator: On curves.....	25
*Streator A. T. & S. F. Crossing: Between home signals..	20
Streator: Bloomington St. curve.....	10
Streator: Vermillion river bridge.....	25
*Signal K180.1.....	25
Westward only, between one (1) mile east and one-quarter	
(1/4) mile east of east switch at Moronts.....	30
Illinois river bridge: Between home signals.....	15
Between Seatonville Jct. and Ladd Jct.....	25
Between Ladd Jct. and N. Y. C. Jct.....	15
Churchill branch.....	15
Seatonville—Depue:	

Trains will approach Seatonville at slow speed and will run between Depue and Depue Jct., Seatonville Jct. and Seatonville, expecting to find main track occupied.

(*) Applies to head end of train.

E. & W. Branch

Elkhart: Over Edwardsburg Ave.....	5
Mishawaka: Twin Branch Tracks.....	5

RAIL DETECTOR CARS

Rail Detector Cars must not be handled in freight trains and, except NYC car X-8015, must not be handled in passenger trains. Following will govern when Rail Detector Cars are moving under their own power:

In Automatic or Manual Block System territory Train Dispatcher will arrange for Absolute Block between open signal stations for movements following such cars.

Cars approaching highway crossings which are provided with automatic protection, must not pass over crossings until manual protection is provided unless it is known that the automatic protection is functioning.

At Railroad crossings where automatic interlocking is in use, such cars will come to a stop and must not proceed over crossings until all instructions covering emergency use of such crossings have been complied with.

Signalmen at interlocking stations must not operate any switches in the route lined for such cars while within interlocking limits.

In Automatic Train Stop territory, if car is not equipped with Automatic Train Stop device, movements will be authorized and made according to Timetable Special Instructions governing such moves, except that Train Dispatchers will arrange for clear block between open signal stations both in advance and in rear of train.

Rail Detector Car X-8015 is equipped with Automatic Train Stop Device.

CLEARANCE CAR X-8016

Car is equipped with Automatic Train Stop Device for forward and reverse operation and rules governing such operation will apply.

Car must be protected from freezing weather if heat is not provided in car by draining diesel engine water, water in car heating system and domestic water.

Car operating under its own power:

Car must be brought to full stop before being run onto turntables.

In Automatic or Manual Block System territory, Dispatcher will arrange for Absolute Block between open signal stations for movements following car.

When approaching highway crossings which are provided with automatic protection, do not pass over crossings until manual protection is provided, unless it is known that automatic protection is functioning.

At Railroad crossings where automatic interlocking is in use, car must stop and must not proceed over crossing until all instructions covering emergency use of such crossings have been complied with.

Signalmen at interlocking stations must not operate any switches in the route lined for car while within interlocking limits.

When towing car in train:

Car may be hauled on rear end of trains where maximum speed will not be exceeded. It should be accompanied by rider qualified on operation of car.

It should be coupled to train at No. 1 end of car.

Car must not be coupled between an engine and any other car while switching at any time.

If fuel tanks have not been drained, they should be placarded as "Inflammable Material".

Brake valve handle must be removed and valves and cocks adjusted as follows:

Valves and Cocks

Position

Brake pipe cutout cock under both brake valves.....	Closed
3-Way cutout cocks in pipe to application valve which are connected by levers.....	Closed
Cutout cock in supplementary reservoir branch pipe....	Closed
Cock in brake cylinder pipe to safety valve.....	Open
Drain cock in auxiliary reservoir.....	Closed
All other reservoir drain cocks including control air reservoir.....	Open

ENGINE AND CAR RESTRICTIONS.

ENGINES AND CARS MUST NOT BE OPERATED AS SHOWN BELOW:

Note: On Industrial sidings with sharp curvature and not shown below, care must be used in operating.

Cars weighing over 220,000 lbs. without permission from Superintendent.

Mishawaka

Major Bros. Engines Nos. 526 to 566; 1000 to 8411; 8590 to 9328; 9624 to 9646.

Porter

Rubbish track beyond sign: All engines.

East Side

Albert Schwill and Co., over unloading pits 400 feet from stub ends of two southerly tracks: All engines.

Kankakee

Kankakee Bank Sand Co. beyond R/W Line: All engines.

Old Lehigh

Huber Spur, beyond sign: All engines.

SPECIAL USE OF TRACKS.

Between west entrance to Indiana Harbor elevator yard and Signal Station MS:

First track south of track No. 4 will be used as a yard lead for the movement of trains and engines in either direction. Trains and engines using this track must proceed expecting to find it occupied and be able to stop short of any obstruction.

Schneider: Southward freight trains desiring to do work or being stopped at the home signal of interlocking will immediately call signalman on telephone who will advise them as to movements they can make.

AUTOMATIC TRAIN STOP.

Enginemen and firemen must be qualified on Rules for the Operation of Automatic Train Stop.

Engines and motors, operated between Elkhart and Chicago, Main Line, must be equipped with automatic train stop device in working order, and cut in, except:

- When used as pusher or second engine.
- By specific authority of Superintendent.

c. When automatic train stop device becomes inoperative after leaving terminal, trains must be operated at a speed not exceeding 35 miles per hour. Engineman must notify Superintendent at the first communicating station, and relief engine, if available, must be obtained at the first engine terminal. Train may proceed at normal speed, but not exceeding 75 miles per hour, when authorized by train order. Train dispatcher will arrange for clear block between open signal stations in advance of such train, within the limits of the train order.

d. Engines not equipped with automatic train stop device operating in switching, yard, puller and transfer service may be operated on main track within territories specified by the Superintendent at a speed that will permit stopping short of another train or obstruction, but not exceeding 20 miles per hour.

e. Engines not equipped with automatic train stop device operating in puller and transfer service may be operated on main track within territories specified by the Superintendent at a speed not exceeding 35 miles per hour when authorized by train order. Train Dispatcher will arrange for clear block between open signal stations in advance of such train, within the limits of the train order.

When forestalling whistle fails to sound while forestalling, engineman will reduce to and operate at speed specified in Paragraph C until he has occasion to again forestall as prescribed by the rules, and the whistle sounds; normal speed may then be resumed. Failure of whistle to sound must be reported on Form SC-1.

OVERHEAD CLEARANCES

Employees are warned of close overhead clearances at the following locations, and must not go on top of box cars, engines or other high equipment while movements are being made under these wires, bridges or structures:

Location	Description	Tracks
		Main Line
HC.....	Draw Bridge 8½...	2-1-3
NE.....	E.J.&E. Bridge 9...	4-2-1 and Westward Siding
Gary.....	Wires.....	Wholesale Grocery Lead Track
PO.....	Wires.....	West Divn. Wye Track
Chesterton...	Wires.....	Ameling Coal Track
LaPorte.....	Wires.....	Caldak Mfg. Co. Track
LaPorte.....	Wires.....	Metal Door & Trim Track
LaPorte.....	Wires.....	Saw Mill Track
LaPorte.....	Wires.....	Lande Scrap Iron Track
LaPorte.....	Wires.....	Athletic Shoe Co. Track
LaPorte.....	Wires.....	Allis Chalmers Co. Track
LaPorte.....	Wires.....	South Wye Track
LaPorte.....	Wires.....	Coleman Mfg. Co. Track
Terre Coupee.	Trolley Wires.....	C.S.S. & S.B.R.R. Receiving and Delivery Track.
Mishawaka...	Wires.....	Paramount Furniture Track
Mishawaka...	Wires.....	Am. Fdry. & Eg. Track
Mishawaka...	Wires.....	Clarks Laundry Tracks
Mishawaka...	Wires.....	Texaco Oil Co. Tracks
Osceola.....	Wires.....	Coal Track
Elkhart.....	Wires.....	Main Tracks Middlebury St.
Elkhart.....	Wires.....	Calvert Coal Co. Track
Elkhart.....	Wires.....	Storehouse Track

COMPANY SURGEONS

BLUE ISLAND, ILL.: A. B. Snider, 2458 W. Walnut St.
Phone Fulton 5-0109
R. Wendell Vance, 12956 So. Greenwood Ave.
Phone Fulton 5-0131

CHICAGO, ILL.: J. D. Claridge, 405 LaSalle St. Sta.
Phone Wabash 2-4200 Ext. 402, 569
Lester A. Kitzman, 405 La Salle St. Station
Phone Wabash 2-4200 Ext. 402
Ray S. Westline, 334 W. 63d St.
Phone Wentworth 6-5577
H. E. Turner, Suite 1331, 166 W. Jackson Blvd.
Phone Harrison 7-4135 (cases should be sent to his office
when Dr. Claridge or Dr. Kitzman are not available)

CHESTERTON, IND.: J. P. Griffin, 139 Calumet Road
Phone 4675

DWIGHT, ILL.: Edward F. Joss, 106 South Franklin Street.
Phone 68

DANVILLE, ILL.: H. F. Hooker, 101 West North St.
Phone 2700
M. L. Hole, Room 403, Daniel Bldg., 6 N.
Vermillion St.
Phone 399
J. W. Moore, 715 West Fairchild St.
Phone 1060

EAST CHICAGO, IND.: Edward A. Campagna, 3406 Guthrie
Ave.
Phone 125, 126, 127
J. A. Teegarden, 1919 E. Colum-
bus Drive
Phone East Chicago 1805 1806

ELKHART, IND.: L. A. Elliott, 405 So. Second St.
Phone 2-9850

GARY, IND.: R. N. Bills, 504 Broadway
Phone Turner 5-6106
C. O. Almquist, 504 Broadway
Phone Gary 6-9331

HAMMOND, IND.: B. W. Chidlaw, 5141 Hohman Ave.
Phone Westmore 3-0291
A. C. Remich, Medical Bldg., 30 Douglas St.
Phone Westmore 3-3938

KANKAKEE, ILL.: E. S. Hamilton, 187 So. Schuyler Ave.
Phone 2-6431
Chas. Allison, 258 East Court St.
Phone 3-7771

KENTLAND, IND.:

LAPORTE, IND.: J. C. Richter, 808 Michigan St
Phone 2841

NEW CARLISLE, IND.: J. E. Luzadder, 107 Michigan St.
Phone 100

NORTH JUDSON, IND.: J. R. Matthew, 135 So. Lane St.
Phone 84

RIVERDALE, ILL.: J. A. Kollar, 13750 Leyden Ave.
Chicago, Ill.
Phone Interocean 8-9718

SOUTH BEND, IND.: P. J. Birmingham, 426 Sherland Bldg.
Phone Central 3-2476

STREATOR, ILL.: D. Oris Conley, 223 East Main St.
Phone 2224

OCULISTS

CHICAGO, ILL.: G. H. Mundt, 6306 South Halsted St.
G. H. Mundt, Jr.
Phone Wentworth 6-6223
A. G. Peters, 7856 S. Ashland Ave.
Phone Radcliffe 3-1800

DANVILLE, ILL.: H. E. Baldwin, 139 N. Vermillion St.
Phone 139

ELKHART, IND.: L. F. Swihart, 214 W. Marion St.
Phone 2-8897

HAMMOND, IND.: A. H. Hansen, 5252 Hohman Ave.
Phone Westmore 3-0197

KANKAKEE, ILL.: V. J. Kelly, 187 So. Schuyler Ave.
Phone 2-2431

SOUTH BEND, IND.: J. V. Cassady, 921 Lincoln Way East.
Phone Atlantic 7-6529

HOSPITALS

CHICAGO, ILL.: Mercy, 2537 Prairie Ave.
Phone Victory 2-4700
St. Bernard, 6337 Harvard Ave.
Phone Wentworth 6-8200

DANVILLE, ILL.: St. Elizabeth's, 602 Green St.
Phone 6300

EAST CHICAGO, IND.: St. Catherine's, 4321 Fir St.
Phone East Chicago 3080

ELKHART, IND.: Elkhart General, 1100 South Boulevard.
Phone 3-5350

GARY, IND.: Mercy, 540 Tyler St.
Phone 6-9131
Methodist, 1600 West 6th St.
Phone 3-0491

HAMMOND, IND.: St. Margaret's, 25 Douglas St.
Phone Russel 2300

KANKAKEE, ILL.: St. Mary's 192 South 5th Avenue.
Phone 3-4451

LAPORTE, IND.: Holy Family, 205 E St.
Phone 3151

SOUTH BEND, IND.: St. Joseph's, 401 North Notre Dame Ave.
Phone Central 4-2151

STREATOR, ILL.: St. Mary, 615 Bloomington St.
Phone 2159

Kankakee Subdivision

Walkerton... Wires.....NKP Wye Track
 Walkerton... Wires.....B&O Wye Track
 Knox..... Wires.....Elevator Tracks
 North Judson. Wires.....C&O Wye Tracks
 San Pierre... Wires.....Elevator Tracks
 Momence.... Wires.....Gaines Plant Tracks
 Kankakee.... Wires.....East Bradley Branch
 Illinois River. Draw Bridge 187.11. Main Track
 Howe..... Highway Bridge
 188.18..... All Tracks

Danville Subdivision

Kentland.... Wires.....P.R.R. Wye Track
 KN..... Wires.....Main Tracks of Interlocker
 Sheff..... Wires.....West Wye Track
 Campbell.... C.M.St.P. & P.
 Bridge 123.47.... Main Tracks
 Danville
 North..... C.&E.I.R.R.
 Bridge 126.49.... Main Tracks
 Danville
 North..... Highway Bridge
 127.54..... Main Tracks

D. B. INGOLD, Superintendent

A. E. MITCHENER } Assistant Superintendents
 T. E. REYNOLDS }

R. I. GEARY, Division Trainmaster

M. M. BELL
 A. J. WAYNE
 R. E. NICHOLS
 L. E. WALSH
 F. J. STEELE } Trainmasters

W. H. FARRELL, Chief Road Foreman

C. R. HOFFMAN
 W. R. GALLAGHER
 J. W. WALSH
 N. L. LARZELERE } Road Foremen

R. F. LAWSON, Division Engineer

C. L. NOLAN, Asst. Division Engineer

H. W. RASOR, Master Mechanic

W. E. ANDERSON, Asst. Master Mechanic (Car)

C. F. LARSON, Chief Train Dispatcher

J. H. NUGENT
 C. A. HOFFMAN } Asst. Chief Train Dispatchers

B. A. STACK
 W. R. SABIN
 W. D. CUTSINGER
 R. M. STRICKLAND
 N. K. CAIN
 G. P. KASAMIS
 A. F. GIULIANI
 B. CAIN
 J. H. PHELPS
 J. A. LANDGRAF
 C. W. SLAUTER
 D. L. KERNAN } Train Dispatchers

ELKHART TO CHICAGO WESTWARD—FIRST-CLASS

CONTINUED ON PAGE 12

Miles from Elkhart	STATIONS	807	9	5	205	105	1	63	741	215	27	67
		C. & O. Ry.	See Note	See Note			See Notes	See Notes	See Note		See Notes	See Notes
		Daily Except Mon.	Mail	Chicago	G. T. W. R. R.	Nickel Plate	The Pacemaker	The Egyptian	Accommodation	G. T. W. R. R.	New England States	The Commodore Vanderbilt
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
.....	Elkhart.....	.....	1.55	3.40	.....	.....	4.48	.....	4.55	.....	5.20	5.42
4.82	WG.....	.....	2.10	3.50	.....	.....	4.56	.....	5.02	.....	5.30	5.52
5.51	Osceola.....	.....	.....	.....	A. M.	.....	.....	.....	.....	A. M.	.....	.....
11.11	Mishawaka.....	.....	.....	E 3.58	.....	.....	.....	.....	S 5.07	.....	.....	.....
14.23	High Street.....	.....	.....	.....	4.20	.....	.....	.....	.....	5.26	.....	.....
15.09	South Bend.....	.....	S 2.30	S 4.07	S 4.35	.....	D 5.06	.....	S 5.14	S 5.31	D 5.41	H 6.03
15.28	HF.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15.68	Arnold Street.....	.....	.....	.....	4.36	.....	.....	.....	.....	5.32	.....	.....
22.06	Lydick.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
26.16	Terre Coupee.....	.....	.....	.....	A. M.	.....	.....	.....	.....	A. M.	.....	.....
28.48	New Carlisle.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
34.78	Rolling Prairie.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
40.78	WR.....	.....	3.05	4.32	.....	.....	5.28	.....	5.33	.....	6.05	6.24
41.80	La Porte.....	.....	S 3.15	S 4.37	.....	.....	D 5.30	.....	S 5.35	.....	D 6.06	.....
42.15	JD.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
45.88	Pinola.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
48.19	Durham.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
51.75	Otis.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
55.20	Burdick.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
59.47	Chesterton.....	.....	B 3.50	S 4.55	.....	.....	.....	.....	S 5.55	.....	.....	.....
60.35	Porter.....	A. M.	.....	.....	.....	.....	.....	.....	S 5.57	.....	.....	.....
60.56	PO.....	3.29	3.52	4.58	.....	.....	5.49	.....	6.00	.....	6.25	6.41
64.65	FN.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
65.11	Dune Park.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
66.69	Ogden Dunes.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
70.83	Millers.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
74.42	Gary.....	.....	S 4.05	S 5.10	.....	.....	D 6.00	.....	S 6.11	.....	D 6.36	H 6.51
75.24	Kirk Yard.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
76.65	Curtis.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
77.65	Pine.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
78.48	NE.....	3.49	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
79.40	Buffington.....	A. M.	.....	.....	.....	.....	.....	A. M.	.....	.....	.....	.....
81.21	Indiana Harbor.....	.....	.....	S 5.20	.....	.....	.....	S 6.10	S 6.20	.....	.....	.....
81.58	HC.....	.....	4.20	5.21	.....	.....	6.08	6.13	6.23	.....	6.45	7.00
81.93	Mahoning.....	.....	.....	S 5.25	.....	.....	.....	.....	.....	.....	.....	.....
83.78	Whiting.....	.....	.....	S 5.32	.....	.....	.....	G 6.17	S 6.26	.....	.....	.....
84.13	MS.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
85.03	Robertsdale.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
87.37	East Side.....	.....	.....	S 5.38	.....	.....	.....	.....	S 6.33	.....	.....	.....
87.85	CR.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
88.74	South Chicago.....	.....	.....	S 5.45	.....	A. M.	.....	.....	S 6.37	.....	.....	.....
92.28	JN.....	.....	4.30	5.55	.....	6.10	6.25	6.35	6.45	.....	6.55	7.09
92.45	71st Street.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
92.81	Park Manor.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
93.91	Englewood.....	.....	B 4.40	S 6.00	.....	S 6.15	C 6.35	C 6.40	S 6.50	.....	C 7.00	C 7.15
100.56	Chicago.....	.....	4.55	6.15	.....	6.30	6.50	6.55	7.05	.....	7.15	7.30
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

No. 741 will not operate May 30, July 4 and September 3.

B—No. 9 will stop at Chesterton for U. S. Mail, and at Englewood for U. S. Mail and to discharge passengers.

C—Nos. 1, 63, 27 and 67 will stop at Englewood to discharge passengers.

D—Nos. 1 and 27 will stop at South Bend, LaPorte and Gary on signal to discharge revenue passengers.

E—No. 5 will stop at Mishawaka on signal to discharge revenue passengers from Toledo and beyond.

G—No. 63 will stop at Whiting to discharge passengers entraining Gibson and South.

H—No. 67 will stop at South Bend and Gary on signal to discharge revenue passengers.

ELKHART TO CHICAGO WESTWARD — FIRST-CLASS

CONTINUED FROM PAGE 11

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Miles from Elkhart	STATIONS	25	17	809	19	257	107	29	59	35	139	217
		See Notes	See Note		See Notes	See Note		See Notes	See Notes	See Note	See Notes	
		Twentieth Century Limited	The Wolverine	C. & O. Ry.	Lake Shore Limited	Mail	Nickel Plate	The Chicagoan	The Chicagoan	The Iroquois	Railway Express	G. T. W. R. R.
		Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily Except Tuesday	Daily	Sunday Only	Daily Except Sunday	Daily	Daily Except Monday	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.....	Elkhart.....	6.02						1.05	12.59	3.00		
4.82	WG.....	6.11			10.24	11.55		1.15	1.08	3.10		
5.51	Osceola.....				10.34	12.05						
11.11	Mishawaka.....				s10.44							P. M.
14.23	High Street.....											6.06
15.09	South Bend.....				s10.50	s12.20		s 1.25	s 1.20	s 3.20		s 6.15
15.28	HF.....	6.20										
15.68	Arnold Street.....											6.16
22.06	Lydick.....											
26.16	Terre Coupee.....											P. M.
28.48	New Carlisle.....											
34.78	Rolling Prairie.....											
40.78	WR.....	6.40			11.12	12.45		1.48	1.43	3.43		
41.80	La Porte.....				s11.15	s12.50				s 3.48		
42.15	JD.....											
45.88	Pinola.....											
48.19	Durham.....											
51.75	Otis.....											
55.20	Burdick.....											
59.47	Chesterton.....											
60.35	Porter.....		A. M.	A. M.							P. M.	
60.56	PO.....	6.58	9.55	10.00	11.38	1.10		2.08	2.03	4.08	5.39	
64.65	FN.....											
65.11	Dune Park.....											
66.69	Ogden Dunes.....											
70.83	Millers.....											
74.42	Gary.....				B11.53					s 4.25		
75.24	Kirk Yard.....											
76.65	Curtis.....											
77.65	Pine.....											
78.48	NE.....			10.20								
79.40	Buffington.....											
81.21	Indiana Harbor.....			A. M.								
81.58	HC.....	7.15	10.19		12.10	1.35		2.23	2.28	4.40	6.12	
81.93	Mahoning.....											
83.78	Whiting.....											
84.13	MS.....											
85.03	Robertsdale.....											
87.37	East Side.....											
87.85	CR.....											
88.74	South Chicago.....						P. M.					
92.28	JN.....	7.25	10.35		12.20	1.50	2.29	2.35	2.40	4.55	6.22	
92.45	71st Street.....											
92.81	Park Manor.....											
93.91	Englewood.....	C 7.30	C10.40		C12.25	S 2.00	S 2.32	C 2.40	C 2.50	C 5.00	6.30	
100.56	Chicago.....	7.45	10.55		12.40	2.30	2.45	2.55	3.05	5.15		
	ARRIVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

No. 25 will not operate May 28, 29, 30, 31, June 1, July 2, 3, 4, 5 and September 3.
 Nos. 257 and 139 will not carry passengers.
 No. 59 will not operate May 30, July 4 and September 3.
 No. 29 will operate May 30, July 4 and September 3.
 No. 139 will not operate May 31, July 5 and September 4.
 B—No. 19 will stop at Gary on signal to discharge revenue passengers.
 C—Nos. 25, 17, 19, 29, 59 and 35 will stop at Englewood to discharge passengers.

ELKHART TO CHICAGO

WESTWARD—FIRST-CLASS

CONTINUED FROM PAGE 12

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Miles from Elkhart	STATIONS	73	3	813	243	43						
		See Note The Prairie State	See Notes Mail		See Notes South Shore Express	See Notes South Shore Express						
		Daily	Daily Except Monday	Sunday & Holidays Only	Sunday and Monday Only	Daily Except Sun.-Mon.						
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.						
.....	Elkhart.....	6.33	6.50	.....	10.45	11.15	.....	.....	.....	.....	.....	.....
4.82	WG.....	6.43	7.00	.....	10.55	11.25	.....	.....	.....	.....	.....	.....
5.51	Osceola.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11.11	Mishawaka....	s 6.49	.....	.....	s11.00	s11.33	.....	.....	.....	.....	.....	.....
14.23	High Street....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15.09	South Bend....	s 7.00	.....	.....	s11.15	s11.55	.....	.....	.....	.....	.....	.....
15.28	HF.....	.....	7.15	.....	.....	.....	.....	.....	.....	.....	.....	.....
15.68	Arnold Street..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22.06	Lydick.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
26.16	Terre Coupee..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28.48	New Carlisle...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
34.78	Rolling Prairie..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
40.78	WR.....	7.22	7.35	.....	11.37	12.20	.....	.....	.....	.....	.....	.....
41.80	La Porte.....	s 7.25	s 7.40	.....	s11.45	s12.30	.....	.....	.....	.....	.....	.....
42.15	JD.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
45.88	Pinola.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
48.19	Durham.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
51.75	Otis.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
55.20	Burdick.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
59.47	Chesterton....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
60.35	Porter.....	.....	.....	P. M.	.....	.....	.....	.....	.....	.....	.....	.....
60.56	PO.....	7.47	8.00	8.26	12.10	12.55	.....	.....	.....	.....	.....	.....
64.65	FN.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
65.11	Dune Park.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
66.69	Ogden Dunes..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
70.83	Millers.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
74.42	Gary.....	s 8.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
75.24	Kirk Yard.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
76.65	Curtis.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
77.65	Pine.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
78.48	NE.....	.....	.....	8.45	.....	.....	.....	.....	.....	.....	.....	.....
79.40	Buffington....	.....	.....	P. M.	.....	.....	.....	.....	.....	.....	.....	.....
81.21	Indiana Harbor	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
81.58	HC.....	8.10	8.20	.....	12.30	1.30	.....	.....	.....	.....	.....	.....
81.93	Mahoning.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
83.78	Whiting.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
84.13	MS.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
85.03	Robertsdale....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
87.37	East Side.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
87.85	CR.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
88.74	South Chicago..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
92.28	JN.....	8.20	8.30	.....	12.40	1.40	.....	.....	.....	.....	.....	.....
92.45	71st Street....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
92.81	Park Manor....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
93.91	Englewood....	c 8.25	c 8.40	.....	c12.45	c 1.45	.....	.....	.....	.....	.....	.....
100.56	Chicago.....	8.40	9.00	.....	B 1.00	D 2.05	.....	.....	.....	.....	.....	.....
	ARRIVE	P. M.	P. M. 12th St.	P. M.	A. M. 12th St.	A. M. 12th St.						

No. 3 will not carry passengers, and will stop at LaPorte for U. S. Mail.

Nos. 3 and 43 will not operate May 31, July 5 and September 4.

No. 243 will operate May 31, July 5 and September 4.

B—No. 243's passenger carrying equipment arrives LaSalle St. Station at 1:15 A.M.

C—Nos. 73, 243 and 43 will stop at Englewood to discharge passengers and No. 3 at Englewood to discharge U. S. Mail.

D—No. 43's passenger carrying equipment arrives LaSalle St. Station at 2:20 A.M.

CHICAGO TO ELKHART EASTWARD — FIRST-CLASS

CONTINUED ON PAGE 15

Miles from Chicago	STATIONS	810	206	32	708	46	108	14	220	6	242	8
		C. & O. Ry.	G. T. W. R. R.	Mail	See Notes Accom- modation	Interstate Express	Nickel Plate	See Note Mail	G. T. W. R. R.	See Note Fifth Avenue Special	Mail	The Wolverine
		Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Sunday Only	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
.....	Chicago.....	.....	.....	12.01	6.50	8.45	9.20	9.45	.....	11.30	1.00	1.50
6.65	Englewood.....	.....	.....	.....	s 7.04	s 8.59	s 9.34	.....	.....	s 11.44	s 1.14	s 2.04
7.75	Park Manor.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8.11	71st Street.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8.28	JN.....	.....	.....	12.24	7.10	9.03	9.38	10.02	.....	11.48	1.18	2.08
11.82	South Chicago.....	.....	.....	.....	.....	.....	A. M.	.....	.....	.....	.....	.....
12.71	CR.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13.19	East Side.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15.53	Robertsdale.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16.43	MS.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16.78	Whiting.....	.....	.....	.....	s 7.20	.....	.....	.....	.....	.....	s 1.28	.....
18.63	Mahoning.....	.....	.....	.....	s 7.24	.....	.....	.....	.....	.....	.....	.....
18.98	HC.....	.....	.....	12.36	7.25	9.11	.....	10.10	.....	11.56	1.32	2.16
19.35	Indiana Harbor.....	.....	.....	.....	s 7.26	.....	.....	.....	.....	.....	s 1.35	.....
		A. M.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
21.16	Buffington.....	.....	.....	.....	s 7.29	.....	.....	.....	.....	.....	.....	.....
22.08	NE.....	12.25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22.91	Pine.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23.91	Curtis.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25.32	Kirk Yard.....	.....	.....	.....	f 7.37	.....	.....	.....	.....	.....	.....	.....
26.14	Gary.....	.....	.....	.....	s 7.50	s 9.19	.....	.....	.....	B 12.04	s 1.45	.....
29.73	Millers.....	.....	.....	.....	s 7.56	.....	.....	.....	.....	.....	.....	.....
33.87	Ogden Dunes.....	.....	.....	.....	f 8.01	.....	.....	.....	.....	.....	.....	.....
35.45	Dune Park.....	.....	.....	.....	f 8.05	.....	.....	.....	.....	.....	.....	.....
35.91	FN.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
40.00	PO.....	12.42	.....	12.49	8.10	9.32	.....	10.25	.....	12.17	2.00	2.38
40.21	Porter.....	A. M.	.....	.....	s 8.11	.....	.....	.....	.....	.....	.....	P. M.
41.09	Chesterton.....	.....	.....	.....	s 8.16	.....	.....	.....	.....	.....	s 2.03	.....
45.36	Burdick.....	.....	.....	.....	f 8.25	.....	.....	.....	.....	.....	.....	.....
48.81	Otis.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
52.37	Durham.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
54.68	Pinola.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
58.41	JD.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
58.76	La Porte.....	.....	.....	s 1.24	s 8.45	s 9.48	.....	.....	.....	.....	s 2.23	.....
59.78	WR.....	.....	.....	1.26	8.48	9.50	.....	10.40	.....	12.32	2.25	.....
65.78	Rolling Prairie.....	.....	.....	.....	f 8.56	.....	.....	.....	.....	.....	.....	.....
72.08	New Carlisle.....	.....	.....	.....	f 9.05	.....	.....	.....	.....	.....	.....	.....
74.40	Terre Coupee.....	.....	A. M.	.....	.....	.....	.....	.....	A. M.	.....	.....	.....
78.50	Lydick.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
84.88	Arnold Street.....	.....	1.00	.....	.....	.....	.....	.....	11.48	.....	.....	.....
85.28	HF.....	.....	.....	.....	.....	.....	.....	10.55	.....	.....	.....	.....
85.47	South Bend.....	.....	s 1.15	s 2.20	s 9.40	s 10.15	.....	.....	s 11.52	s 12.55	s 2.52	.....
86.33	High Street.....	.....	1.17	.....	.....	.....	.....	.....	11.54	.....	.....	.....
89.45	Mishawaka.....	.....	.....	.....	s 9.50	.....	.....	.....	.....	.....	s 3.02	.....
95.05	Osceola.....	.....	A. M.	.....	s 10.00	.....	.....	.....	A. M.	.....	.....	.....
95.74	WG.....	.....	.....	2.45	10.05	10.40	.....	11.10	.....	1.15	3.10	.....
100.56	Elkhart.....	.....	.....	2.55	10.20	10.55	.....	11.30	.....	1.30	3.20	.....
	ARRIVE	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.

No. 708 will not operate May 30, July 4 and September 3.

No. 14 will not carry passengers.

B—No. 6 will stop at Gary on signal to receive revenue passengers for Toledo and beyond.

f—No. 708 will stop at Kirk Yard, Ogden Dunes, Dune Park, Otis, Rolling Prairie and New Carlisle on signal to receive or discharge passengers.

CHICAGO TO ELKHART

EASTWARD — FIRST-CLASS

CONTINUED FROM PAGE 14

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Miles from Chicago	STATIONS	28	2	68	26	232	210	808	22	122	214	62
		See Note	See Note	See Note	See Note					See Note		See Note
		New England States	The Pacemaker	The Commodore Vanderbilt	Twentieth Century Limited	Mail	Accommodation	C. & O. Ry.	Lake Shore Limited	Mail and Express	G. T. W. R. R.	The Egyptian
		Daily	Daily	Daily	Daily Except Saturday	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.....	Chicago.....	2.00	2.30	3.00	3.45	3.47	4.35	.....	6.00	12th St.	.....	9.50
6.65	Englewood.....	S 2.14	S 2.44	S 3.14	S 3.59	S 4.01	S 4.49	.....	S 6.14	6.35	.....	B10.04
7.75	Park Manor.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8.11	71st Street.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
8.28	JN.....	2.18	2.48	3.17	4.02	4.04	4.52	.....	6.18	6.55	.....	10.08
11.82	South Chicago.....	.....	.....	.....	.....	S 4.09	S 4.58	.....	.....	.....	.....	.....
12.71	CR.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13.19	East Side.....	.....	.....	.....	.....	S 4.13	S 5.02	.....	.....	.....	.....	.....
15.53	Robertsdale.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16.43	MS.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16.78	Whiting.....	.....	.....	.....	.....	S 4.19	S 5.08	.....	.....	.....	.....	B10.16
18.63	Mahoning.....	.....	.....	.....	.....	S 4.23	.....	.....	.....	.....	.....	.....
18.98	HC.....	2.27	2.57	3.26	4.11	4.24	5.11	.....	6.28	7.05	.....	10.20
19.35	Indiana Harbor.....	.....	.....	.....	.....	S 4.27	.....	.....	.....	.....	.....	B10.25
21.16	Buffington.....	.....	.....	.....	.....	.....	.....	P. M.	.....	.....	.....	P. M.
22.08	NE.....	2.30	3.00	3.29	.....	4.31	5.15	5.28	.....	.....	.....	.....
22.91	Pine.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23.91	Curtis.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25.32	Kirk Yard.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
26.14	Gary.....	C 2.34	B 3.04	D 3.32	.....	S 4.43	S 5.20	.....	.....	.....	.....	.....
29.73	Millers.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
33.87	Ogden Dunes.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
35.45	Dune Park.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
35.91	FN.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
40.00	PO.....	2.46	3.16	3.43	4.26	5.00	5.35	5.47	6.44	7.25	.....	.....
40.21	Porter.....	.....	.....	.....	.....	S 5.01	.....	P. M.	.....	.....	.....	.....
41.09	Chesterton.....	.....	.....	.....	.....	S 5.03	S 5.38	.....	.....	.....	.....	.....
45.36	Burdick.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
48.81	Otis.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
52.37	Durham.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
54.68	Pinola.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
58.41	JD.....	.....	.....	.....	.....	5.20	.....	.....	.....	.....	.....	.....
58.76	La Porte.....	C 3.01	S 3.31	.....	.....	S 5.25	S 6.00	.....	.....	.....	.....	.....
59.78	WR.....	3.03	3.33	3.59	4.40	5.27	6.03	.....	6.59	7.45	.....	.....
65.78	Rolling Prairie.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
72.08	New Carlisle.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
74.40	Terre Coupee.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	P. M.	.....
78.50	Lydick.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
84.88	Arnold Street.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10.06	.....
85.28	HF.....	.....	.....	.....	5.00	.....	.....	.....	.....	8.15	.....	.....
85.47	South Bend....	S 3.28	S 3.58	D 4.18	.....	S 6.05	S 6.25	.....	S 7.19	.....	S10.11	.....
86.33	High Street.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	10.13	.....
89.45	Mishawaka.....	.....	.....	.....	.....	S 6.15	S 6.33	.....	.....	.....	.....	.....
95.05	Osceola.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	P. M.	.....
95.74	WG.....	3.38	4.08	4.32	5.09	6.25	6.38	.....	7.30	8.25	.....	.....
100.56	Elkhart.....	3.53	4.25	4.45	5.20	6.40	6.50	.....	7.47	8.45	.....	.....
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

No. 26 will not operate May 27, 28, 29, 30, 31, July 1, 2, 3, 4 and September 2.

No. 122 will not carry passengers.

B—No. 2 will stop at Gary on signal to receive revenue passengers for Toledo and beyond.

No. 62 will stop daily at Englewood, Whiting and Indiana Harbor to receive passengers for Gibson and beyond.

C—No. 28 will stop at Gary and LaPorte on signal to receive revenue passengers for beyond Albany.

D—No. 68 will stop at Gary and South Bend on signal to receive revenue passengers for New York.

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No. 290 will not operate May 29, July 3 and September 2.
B—No. 90 will stop at Gary on signal Saturdays, also May 29, July 3 and September 2, to receive revenue passengers.
C—No. 90 will make regular stop at LaPorte Saturdays, also May 29, July 3 and September 2.
D—No. 290 will stop at Gary on signal to receive revenue passengers, also at Chesterton to discharge revenue passengers.

KANKAKEE SUBDIVISION

SOUTH BEND AND KANKAKEE

Miles from South Bend	STATIONS	Miles from Zearing	
.....	<i>South Bend</i>	200.38	.....
2.67	JK	197.71	.....
5.38	Rupel	195.00	.....
7.35	Steenberg	192.83	.....
9.45	Ginger Hill	190.93	.....
13.57	North Liberty	186.81	.....
19.64	Walkerton	180.74	.....
22.64	Garden City	177.74	.....
27.64	Hamlet	172.74	.....
33.89	Knox	166.49	.....
38.41	Toto	161.97	.....
43.33	North Judson	157.05	.....
49.48	San Pierre	150.90	.....
53.54	Tefft	146.84	.....
58.06	Wheatfield	142.32	.....
63.45	Kersey	136.93	.....
65.62	DeMotte	134.76	.....
73.43	Shelby	126.95	.....
78.58	Schneider	121.80	.....
82.72	Illinoi	117.66	.....
85.39	Edgetown	114.99	.....
86.94	Delmar	113.44	.....
89.55	MJ	110.83	.....
90.10	Momence	110.28	.....
95.80	Exline	104.58	.....
101.42	Kankakee	98.96	.....

KANKAKEE AND ZEARING

Miles from South Bend	STATIONS	Miles from Zearing	
101.42	Kankakee	98.96	.....
108.40	New Lehigh	91.90	.....
111.24	Goodrich	89.14	.....
115.94	Union Hill	84.44	.....
121.38	Reddick	79.00	.....
124.40	Blair	75.98	.....
130.57	Dwight	69.81	.....
135.83	Sunbury	64.55	.....
140.69	Budd	56.69	.....
147.04	Missal	53.34	.....
150.57	Streator Jct.	49.81	.....
152.38	Streator	48.00	.....
157.00	Altmar	43.38	.....
162.05	Milla	38.33	.....
165.80	Lostant	34.58	.....
170.00	Priscilla	30.38	.....
174.74	McNabb	25.64	.....
180.57	Granville Jct.	19.81	.....
180.67	Granville	19.71	.....
184.85	Moronts	15.53	.....
187.36	Illinois River	13.02	.....
188.06	Depue Jct.	12.32	.....
189.33	Depue	13.59	.....
188.06	Depue Jct.	12.32	.....
188.28	Howe	12.10	.....
191.48	Seatonville	8.90	.....
192.22	Seatonville Jct.	8.16	.....
193.79	Ladd Jct.	6.59	.....
194.31	Q. Crossing	7.11	.....
194.41	Ladd	7.21	.....
194.28	N. Y. C. Jct.	6.10	.....
200.38	<i>Zearing</i> .....	.....	.....

On single track, eastward trains are superior to trains of the same class in the opposite direction, unless otherwise specified.

DANVILLE SUBDIVISION

OSBORN TO LYONS

SOUTHWARD		FIRST CLASS	SECOND CLASS
Miles from Chicago	STATIONS	463 See Notes The Egyptian	
		Daily	
		P. M.	
	LEAVE		
.....	Chicago.....	9.50	.....
23.39	Gibson.....	S 10.40	.....
24.09	Osborn.....	10.42	.....
26.31	ND.....	10.45	.....
26.56	Highlands.....		.....
28.34	Hays.....	10.48	.....
29.44	Hartsdale.....	10.50	.....
31.57	St. John Yard.....		.....
33.80	DK.....	10.56	.....
34.25	St. John.....	10.57	.....
38.93	Cook.....	B 11.03	.....
45.00	North Hayden.....	11.11	.....
47.32	Belshaw.....	11.15	.....
52.02	Schneider.....	C 11.23	.....
55.52	Lake Village.....	f 11.28	.....
57.67	Conrad.....	11.31	.....
64.00	Enos.....	11.40	.....
68.72	Morocco.....	C 11.53	.....
74.14	Ade.....	B 12.01	.....
80.85	Kentland.....	C 12.19	.....
81.03	KN.....	12.20	.....
85.42	Sheff.....	12.27	.....
91.16	Free.....	12.40	.....
94.98	Dunn.....	12.47	.....
99.53	Handy.....	12.57	.....
105.44	Tab.....	1.03	.....
109.24	Stewart.....	1.09	.....
113.73	NX.....	1.25	.....
123.22	Campbell.....	1.40	.....
128.45	Danville.....	A 1.50	.....
.....	Danville.....	L 2.20	.....
129.40	Wyton.....	2.22	.....
132.61	Bemis.....		.....
133.61	Lyons.....	2.30	.....
.....	WR.....	2.33	.....
ARRIVE		A. M.	

LYONS TO OSBORN

NORTHWARD		FIRST CLASS	SECOND CLASS
Miles from Lyons	STATIONS	462 See Notes The Egyptian	
		Daily	
		A. M.	
	LEAVE		
.....	WR.....	2.23	.....
.....	Lyons.....	2.27	.....
1.00	Bemis.....		.....
4.21	Wyton.....	2.35	.....
5.16	Danville.....	A 2.40	.....
	Danville.....	L 2.55	.....
10.38	Campbell.....	3.03	.....
19.88	NX.....	3.15	.....
24.37	Stewart.....	3.21	.....
28.17	Tab.....	f 3.27	.....
34.08	Handy.....	D 3.38	.....
38.63	Dunn.....	3.45	.....
42.45	Free.....	3.51	.....
48.19	Sheff.....	3.58	.....
52.58	KN.....	4.05	.....
52.76	Kentland.....	S 4.10	.....
59.47	Ade.....	f 4.20	.....
64.80	Morocco.....	E 4.40	.....
69.61	Enos.....	4.48	.....
75.94	Conrad.....	4.56	.....
78.09	Lake Village.....	S 5.02	.....
81.59	Schneider.....	E 5.11	.....
86.29	Belshaw.....	5.17	.....
88.61	North Hayden.....	5.20	.....
94.68	Cook.....	f 5.30	.....
99.36	St. John.....	5.36	.....
99.81	DK.....	5.37	.....
102.04	St. John Yard.....		.....
104.17	Hartsdale.....	5.43	.....
105.27	Hays.....	5.45	.....
107.05	Highlands.....		.....
107.30	ND.....	5.51	.....
109.52	Osborn.....	5.55	.....
110.22	Gibson.....	E 5.57	.....
133.61	Chicago.....	6.55	.....
ARRIVE		A. M.	

On single track, northward trains are superior to trains of the same class in the opposite direction, unless otherwise specified. Time shown at *Chicago, Gibson, Wyton, Lyons* and *WR* is for information only.

B—Stop to discharge revenue passengers from Chicago and Englewood.

C—Stop daily except Sunday. Stop Sunday on signal to receive revenue passengers for Danville and beyond.

D—Stop on signal daily, except Sunday to receive and discharge revenue passengers, mail and express.

E—Stop daily except Sunday. Stop Sunday on signal to receive or discharge revenue passengers.

f—No. 463 will stop at Lake Village on signal to receive or discharge revenue passengers. No. 462 will stop at Tab, Ade and Cook on signal to receive or discharge revenue passengers.

CHURCHILL BRANCH

				Miles from Ladd	STATIONS	Miles from Churchill				
				.00	Ladd.....	2.55				
				.10	Cherry Branch Jct.....	2.45				
				.24	C. M. St. P. & P. Jct.....	2.31				
				2.55	Churchill.....	.00				

Operated Under Yard Rules.

E & W BRANCH

[illegible]

Operated Under Yard Rules.

SIGNAL ASPECTS, SIGNAL INDICATIONS AND SIGNAL RULES

THE FOLLOWING SPECIAL SIGNAL ASPECTS, SIGNAL INDICATIONS AND SIGNAL RULES ARE IN EFFECT:

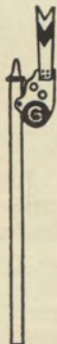


FIG. 48
RULE 281
PROCEED

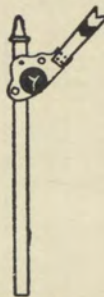


FIG.102B
RULE 285

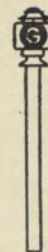


FIG. 226
RULE 293

MAIN TRACK HIGH SWITCH TARGETS

LINED FOR MAIN TRACK

PROCEED PREPARING TO STOP AT SWITCH
OR NEXT SIGNAL. TRAIN EXCEEDING MEDIUM
SPEED MUST AT ONCE REDUCE TO THAT SPEED.
REDUCTION TO MEDIUM SPEED MUST COMMENCE
BEFORE PASSING SIGNAL AND BE COMPLETED
BEFORE ACCEPTING A MORE FAVORABLE INDICATION.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SIGNAL STATION B TO CHICAGO

STATIONS		Office Calls	Miles from Buffalo via Norwalk and Old Road	SIGNALS				TELEPHONES		
				Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line
B..... Open day and night	C.S.	B	436.6	INT.	INT.	INT.	INT.	Signal station.....	N	T.D.-M-Y
Elkhart..... Open day and night	C.S.	RT	436.8					Station..... Booth..... Hump office.....	N N S	TD-M-Y-B B T.D.-M-Y
				439.1			439.4	Booth near M.P. 422+38 ...	N	B
					439.2			Booth.....	N	B
				440.1	440.2			Booth.....	N	B
					441.2			Booth.....	N	B
				442.1	442.2			Booth.....	N	B
					443.2			1500 feet east of "WG" on pole	S	B
WG..... Open day and night	C.S.	WG	441.6	INT.	INT.			Signal station.....	N	TD-M-Y-B
								Booth near M.P. 427-0....	N	B
Osceola.....	C.S.	JH	442.3					Station.....	S	T.D.-M-B
				444.1	445.2			Opposite Menaugh Coal Co., Switch leading to track 1, on pole.....	N	B
				446.1	446.2			Booth.....	S	B
					447.2			Booth.....	S	B
				448.1	448.2			Booth.....	S	B
					449.2			Eastward siding, east end, on pole.....	S	B
								Westward siding, west end, on pole.....	N	B
								Crossover, on pole.....	N	B
Mishawaka.....	C.S.	AU	447.9					Freight station.....	S	B
								Station.....	N	B
								Eastward siding, west end, on pole.....	S	B
				450.1				Texas Co. switch.....	S	B
					451.2			Booth.....	S	B
								Booth near M.P. 434+71...	S	B
				INT.	INT.			Just east of Leer St.....	N	B
				INT.			INT.	300 ft. west of Miami St....	N& S	B
						INT.	INT.	Just east of G.T.W. home signal.....	N	B
								200 ft. west of Toy Works switch.....	N	B
				INT.	INT.	INT.	INT.	Just east of Fellows St.....	N	B
				INT.	INT.	INT.	INT.	Just east of Michigan St....	N	B
								Between tracks 2 and 2A, just east of platform.....		B
								East end of eastward platform		B
								East end of westward platform		B
South Bend.....	C.S.	SU	451.9					In middle of eastward and westward island platforms.		T.D.-M.B
								West end of westward platform		B
								West end of eastward platform		B
								Station master's office.....	N	T.D.-M-Y
HF..... Open day and night	C.S.	HF		INT.	INT.	INT.		Signal station.....	N	TD-M-Y-B
								Just west of signal bridge, west of Chapin St.....	N	B
				INT.				Just east of Arnold St.....	N	B
								Just west of Cherry St.....	N	B
								Just west of West Division connection, on pole.....	S	B
			452.5	INT.	INT.					

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SIGNAL STATION B TO CHICAGO—Continued

STATIONS		Office Calls	Miles from Buffalo via Norwalk and Old Road	SIGNALS				TELEPHONES		
				Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line
HF—Continued..			452.9					Pole box opposite round house.....	S	B
								Eastward siding, east end, on pole.....	S	B
			455.1	INT.				O'Brien plant switch, on pole	N	B
								Bendix switch.....	N	B
								Eastward siding, west end, in booth.....	S	B
								Booth.....	S	B
				457.1				Booth.....	S	B
					457.2			Booth.....	S	B
				458.1				Booth.....	S	B
					458.2			Booth.....	S	B
				459.1				Eastward stub track, east end on pole.....	S	B
					460.2					
Lydick.....			459.2	460.1				In booth, near old crossover.	S	B
				461.1				Booth near M.P. 443+30...	S	B
					461.2			Booth near M.P. 444+14...	S	B
				462.1				Pump station.....	S	B
			459.5		462.2					
				463.1	463.2			Eastward stub track, east end on pole.....	S	B
				464.1	464.2			Pole box M.P. 466+30....	N	B
								Elevator switch, on pole....	S	B
Terre Coupee...			463.6					So. shore office.....	N	B
								Westward siding, west end on pole.....	S	B
				465.1	465.2			On east end maintainers, car house.....	S	B
				466.1				At house track switch.....	S	B
New Carlisle....	C.S.	NC	465.3		466.2			Station.....	S	T.D.-M-B
								Booth near M.P. 450+09...	S	B
					467.2			Booth near M.P. 450+19...	S	B
				468.1				Booth near M.P. 450+48...	S	B
					468.2			Booth near M.P. 451+00...	S	B
				469.1				Booth near M.P. 451+10...	S	B
					469.2			Booth near M.P. 451+26...	S	B
				470.1				Back of signal box, signal 470.1, Wood yard crossing near M.P. 453+34...	S	B
				471.1	471.2			Booth near M.P. 454+33...	S	B
				472.1				Booth M.P. 455+08.....	S	B
					473.2					
Rolling Prairie..	C.S.			INT.				Booth near M.P. 455+60...	S	B
Open daily except Saturdays, Sundays and legal holidays 6:00 a. m. to 2:00 p. m.		RO	471.6		T.O.			Station.....	N	T.D.-M-B
								Westward siding, east end on pole.....	S	B
				474.1				Booth.....	S	B
					474.2			Booth near M.P. 458+00...	S	B
				476.1	476.2			Booth.....	S	B
				477.1	477.2			Booth.....	S	B
								Booth.....	S	B
								Booth.....	S	B
								Booth.....	S	B
				478.1				Caldak Co. switch.....	S	B
WR.....	C.S.				479.2			Modine Mfg. Co. switch....	S	B
Open day and night		WR	477.6	INT.	INT.			Signal station.....	S	T.D.-M-B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SIGNAL STATION B TO CHICAGO—Continued

STATIONS		Office Calls	Miles from Buffalo via Norwalk and Old Road	SIGNALS				TELEPHONES		
				Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line
La Porte.....	C.S.	AP	478.6	480.1	480.2			Booth near M.P. 462+36...	N	B
								Freight station, yard office..	S	M-Y-B
								Booth near M.P. 463+13...	N	B
								Station.....	S	T.D.-M-B
								Track Suprs. office.....	S	M-Y
JD	C.S.	JD	478.9	INT.	INT.	INT.	INT.	Madison St., east side, on pole	N	B
								Signal station.....	N	TD-M-Y-B
Pinola			482.7		482.2		482.4	Just west of Orchard Ave. crossing, Booth.....	S	T.D.-M
				483.1		483.3		Pole box near M.P. 465+10	S	B
					484.2		484.4	Booth near M.P. 465+50...	N	B
				484.1		484.3		Booth near M.P. 466+42...	N	B
								East of road crossing on pole.	S	B
Durham.....	C.S.	FS	485.0		486.2		486.4	On pole east of Forresters Crossing.....	N	B
								Booth near M.P. 468+46...	N	B
								Booth near M.P. 469+30...	N	B
				INT.	INT.	INT.		Signal station.....	S	T.D.-M-B
								Booth near M.P. 470+10...	S	B
Otis	C.S.	HM	488.5					Toll Road bridge booth....	S	B
								On pole east of Holmesville Crossing near Signal.....	S	B
					488.2			At signal 488.2.....	S	B
				488.1				Booth M.P. 471+10.....	S	B
					489.2			Pole box M.P. 471+65.....	S	B
				489.1				Booth M.P. 472+04.....	S	B
					490.2			Booth.....	S	B
				INT.	INT.			Signal station.....	S	T.D.-M-B
								Station.....	N	T.D.-M-B
								Pole west end stub track...	S	B
Burdick.....			492.0					Booth.....	S	B
								Booth.....	S	B
								Booth M.P. 479+40.....	S	B
								Booth.....	S	B
								Eastward stub track, east end, on pole.....	S	B
Chesterton.....	C.S.	CA	496.3					On stub pole, near crossover.	S	T.D.-M-B
								Booth.....	S	B
								Booth.....	S	B
								Booth M.P. 479+40.....	S	B
								Booth.....	S	B
Porter.....	C.S.	WS	497.3		499.1		499.2	25 feet east of Main Street crossing, in booth.....	N	B
								Station.....	S	T.D.-M-B
								West end on station.....	S	B
								East end E. J. & E. wye, on pole near M.P. 481+42...	S	B
								Station.....	S	TD-M-Y-B
PO	C.S.	PO	497.4	INT.	INT.			Signal station.....	N	TD-M-Y-B
								Swedish crossing, on stub pole near M.P. 482+53...	N	B
								Eastward siding, west end, in booth.....	N	B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SIGNAL STATION B TO CHICAGO—Continued

STATIONS	Office Calls	Miles from Buffalo via Norwalk and Old Road	SIGNALS				TELEPHONES		
			Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line
PO-Continued			500.1	INT.			Booth.....	N	B
			501.1	502.2			On pole at signal 502-2.....	S	B
			502.1	503.2			Booth.....	N	B
							Booth.....	N	B
FN.....			503.1				In shanty at crossover.....	N	T.D.-M-B
		501.4		504.2					
Dune Park.....		501.9					Westward siding, west end, on pole.....	N	B
			505.1	505.2			Pole box near M.P. 487+28..	N	B
				506.2			Booth near M.P. 488+20..	N	B
			506.1				Booth.....	N	B
			507.1	507.2			Booth.....	N	B
			508.1	508.2			Booth.....	N	B
			509.1	509.2					
Millers.....		507.6					East end, on pole, near M.P. 491+23.....	N	B
							Brick building west of old Station.....	N	T.D.-M-B
							Westward Stub on pole....	N	B
			510.1	510.2			Booth.....	N	B
			511.1	511.2			Booth.....	N	B
			512.1				Westward siding, east end on pole.....	N	B
				512.2			Westward siding, west end, on pole.....	N	B
			513.1				Eastward siding, west end, in booth.....	N	B
				513.2					
Gary.....	C.S.	GA	511.2				Station {Baggage-room.... Ticket office.....}	S	B T.D.-M-B
			514.1	514.2			Booth, M.P. 496+40.....	N	B
			515.1				Booth.....	S	B
			516.1	515.2			Opposite Curtis station, on pole.....	S	B
				516.2					
Pine.....		514.4	517.1	517.2			Pole box near MP. 499+16..	N	TD-M-Y-B
NE.....	C.S.	NE	515.2	INT.	INT.	INT.	Signal station.....	S	TD-M-Y-B
Open day and night									
Indiana Harbor			518.1	518.2	518.3	518.4	Booth.....	S	B
—B.&O. cross-	C.S.		519.1	519.2	519.3	519.4	Booth.....	S	B
ing.....		517.8	INT.	INT.	INT.	INT.	Signal station.....	N	T.D.-M-Y
Indiana Harbor.	C.S.	BR	517.9				Freight station.....	S	M-Y
							Station.....	S	T.D.-M-Y
							West side of station on pole.	S	B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SIGNAL STATION B TO CHICAGO—Continued

STATIONS		Office Calls	Miles from Buffalo via Norwalk and Old Road	SIGNALS				TELEPHONES		
				Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line
HC..... Open day and night	C.S.	HC	518.4	INT.	INT	INT.	INT.	Just east of HC tower at Inland Gate No. 1..... Signal station..... West side of canal, near crossover from track No. 4 to yard track No. 1, east end of Indiana Harbor yard, on pole..... Booth near M.P. 504+41.. Yard office, west end Ind. Harbor yard.....	S N S S S	B T.D.-M-B B B M-Y
Whiting.....	C.S.		520.8					Freight station..... Pole box on station Station.....	S S S	M-Y B B
MS..... Open day and night	C.S.	MS	520.9	INT.	INT.	INT.	INT.	Signal station.....	N	T.D.-M-B
Robertsdale.....			521.9	524.1 525.1 526.1	524.2 525.2 526.2	524.3 525.3 526.3	524.4 525.4 526.4	On pole, back of crossing watchman's shanty..... Malthouse switch, on pole.. Station.....	 S S S	 B B B
East Side.....	C.S.		524.1							
CR..... Open day and night	C.S.	CR	524.7	INT.	INT.	INT.	INT.	Signal station.....	N	T.D.-M-B
South Chicago..	C.S.	RW	525.5	527.1		527.3		95th street joint train directors cabin..... Station..... Opposite freight station, on pole box.....	N N N	B T.D.-M-B B
				528.1 529.1 530.1 531.1	528.2 529.2 530.2 531.2	529.3 529.4 530.3 531.3	528.4 529.4 530.4 531.4A 531.4	87th street, on pole..... 81st Street, in booth.....	N N	B B
JN..... Open day and night	C.S.	JN	529.0	INT.	INT.	INT.	INT.	Signal station.....	N	T.D.-M-B
Park Manor....	C.S.		529.6					67th St., yard masters office.	N	PBX-Y
				532.1 533.1	532.2					
Englewood.....	C.S.		530.7		533.2A			Station..... General yard masters office. 61st St. Bridge, in booth... 61st St. Tower.....	W E E W	City T.D.-M-Y T.D.-T.S. T.D
Chicago..... Open day and night	C.S.	SC J	537.3					Telegraph Office..... Dispatchers Office.....		All T.D.-M T.S. Cit

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SOUTH BEND TO LADD

STATIONS		Office Calls	Miles from South Bend	SIGNALS		TELEPHONES		
				SINGLE TRACK		LOCATION	Side of Track	Line
				Westward	Eastward			
South Bend.....	C.S.	HF	.0	INT.	INT.	Signal station.....	N	T.D.-M-Y
Olivers.....	C.S.		.8	INT.	INT.	Signal station G. T. W.....	N	Y
			1.1	D		General yard masters office..	N	T.D.-M-B-Y
			2.0			No. 11 track, west end, on pole	S	Y
JK.....	C.S.	JK	2.6	INT.	INT.	Signal station.....	N	T.D.-M-B-Y
Open day and night				M.B.	M.B.			
Rupel.....			3.2		D			
			5.3					
Steenberg.....						Gravel pit switch, on pole...	N	B
Ginger Hill.....			9.4	M.B.	M.B.	Booth.....	N	B
						At Route 23, in booth.....	N	B
						East end passing track, on pole.....	N	B
						Siding, west end, in booth...	N	B
						Old siding, east end, on pole..	N	B
North Liberty.....	C.S.		13.5	27631		Station.....	S	T.D.-M-B
						Siding, west end, in booth...	N	B
QN.....	C.S.	QN	13.7	INT.-M.B.	INT.-M.B.	Signal station.....	S	T.D.-M-B
Open day and night					27652			
KN.....	C.S.	KN	18.8	D		Signal station.....	S	T.D.-M-B
			19.5	INT.-M.B.	INT.-M.B.			
Walkerton.....	C.S.		19.6		D	Station.....	S	T.D.-M-B
						Siding, west end, in booth...	N	B
						B&O wye switch, in booth...	N	B
						NKP transfer switch, on pole	N	B
						West end of west yard.....	N	B
Liberty Highway, in booth...	N	B						
Garden City.....				27771		Pole Box.....	N	B
HA.....	C.S.	HA	27.5	INT.-M.B.	INT.-M.B.	Signal station.....	S	T.D.-M-B
Open day and night					27792			
Hamlet.....	C.S.		27.6			Station.....	N	T.D.-M-B
						East end Penn. Delivery track on pole.....	N	B
						Siding, west end, on pole....	N	B
						Siding, center, in booth.....	N	B
Knox.....	C.S.		33.8	27831		Siding, east end, on pole.	N	B
						Station.....	S	T.D.-M-B
X.....	C.S.	X	33.8	INT.-M.B.	INT.-M.B.	Signal station.....	N	T.D.-M-B
Open day and night					27862 27872			
Toto.....			38.4			Station, on east side pole box.	N	B
PRR Crossing.....			42.6	D				
			43.3	INT.	INT.			
North Judson.....	C.S.	J	43.3	M.B.	M.B.	500 ft. east of coal dock, in booth.....	N	B
			43.9	D		Station.....	N	T.D.-M-B
						Siding, east end, on pole.....	N	B
Open day and night						Siding, west end, on pole....	N	B
						Erie wye switch, in booth...	N	B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SOUTH BEND TO LADD—Continued

STATIONS	Office Calls	Miles from South Bend	SIGNALS		TELEPHONES		
			SINGLE TRACK		LOCATION	Side of Track	Line
			Westward	Eastward			
San Pierre..... (C. I. & L.) Open daily except Saturdays, Sundays and Legal Holidays 7:00 a. m. to 11:30 a. m. 12:30 p. m. to 4:00 p. m.	C.S.	JR	49.4	27991 INT. M.B. M.B. 28012	Automatic interlocking..... Station..... Siding, east end, in booth... Siding, west end, on pole....	N N N	T.D.-M-B B B
Tefft..... Open daily except Saturdays, Sundays and Legal Holidays 7:00 a. m. to 11:00 a. m. 12 Noon to 4:00 p. m.	C.S.	DV	53.5	M.B. M.B.	Station.....	N	T.D.-M-B
Wheatfield..... Open daily except Saturdays, Sundays and Legal Holidays 7:00 a. m. to 11:00 a. m. 12:00 Noon to 4:00 p. m.	C.S.	WH	58.0	M.B. M.B.	Station, in waiting room.... Siding, west end, on pole.... Siding, east end, on pole....	S N N	T.D.-M-B B B
Kersey.....			63.1 63.4		Elevator switch, in booth....	N	B
DeMotte..... Open daily except Saturdays, Sundays and Legal Holidays 7:00 a. m. to 11:59 a. m. and 1:00 p. m. to 4:00 p. m.	C.S.	FA	65.6	M.B. M.B.	Station..... Station, in baggage room.... Siding, east end, on pole.... Siding, west end, on pole....	N N N N	T.D.-M-B T.D.-M-B B B
Shelby..... Open day and night	C.S.	BY	73.4	K73.1 INT.-M.B. INT.-M.B. K75.2	Station..... Siding, east end, in booth....	N N	T.D.-M-B B
SG..... Open day and night	C.S.	SG	78.5	K78.1 INT.-M.B. INT.-M.B.	Signal station.....	N	T.D.-M-B-Y
Schneider.....	C.S.		78.5	K80.2 K81.2	Station..... East siding, east end, in booth East siding, west end, in booth East end yard, in booth....	S N N N	T.D.-M-Y Y Y Y
Illinoi.....			82.7		Siding, west end, on pole....	N	B
Delmar..... Open day and night	C.S.	DA	86.3 86.9 87.5	K87.1 INT.-M.B. INT.-M.B. K89.2	Signal station..... Siding, east end, in booth....	N N	T.D.-M-B B
MJ..... Open day and night	C.S.	MJ	89.2 89.5 89.9	D INT.-M.B. INT.-M.B. D	Signal station..... East end yard, on pole....	S N	T.D.-M-B B
Momence.....	C.S.		90.1		Station..... Siding, east end, in booth....	N N	T.D.-M-B B
Exline.....			95.8		Siding, west end, in booth....	N	B
Kankakee.....			100.4		Siding, east end, in booth.... Gen. Food lead, east end, on pole..... Gen. Food lead, west end, in switch shanty..... Harrison Ave., on pole..... Schuyler Ave., on pole..... Siding, west end, in booth...	N N S N N N	B B T.D.-M-B B B B
Kankakee I. C. Tower	C.S.		101.4	INT. INT.	Signal station.....	S	T.D.-B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SOUTH BEND TO LADD—Continued

STATIONS	Office Calls	Miles from South Bend	SIGNALS		TELEPHONES		
			SINGLE TRACK		LOCATION	Side of Track	Line
			Westward	Eastward			
Kankakee .5th Ave.. Open day and night	C.S. K	101.4			Station.....	S	T.D.-M-Y
					Engine house lead, on pole...	S	B
					East end Kankakee River bridge. Pole box.....	S	B
					West end KKK River bridge, in booth.....	N	Y
West Kankakee.....		10.4			Butts Crossing, on pole.....	N	Y
					Yard masters office.....	N	T.D.-M-Y
					West end yard, in booth.....	N	T.D.-M-B
New Lehigh.....		108.4			Siding East End.....	N	B
Huber Spur.....					New Quarry switch, in booth.	N	B
					Pole box.....	N	B
Union Hill..... Open daily except Saturdays and Sundays and legal Holidays 7:30 a. m. to 11:30 a. m. 12:30 p. m. to 4:30 p. m.	C.S. UN	115.9	M.B.	M.B.	Station.....		T.D.-M-B
					Siding, west end, on pole....	N	B
RA..... Open day and night	C.S. RA	121.1	K121.1 INT.-M.B.	INT.-M.B.	Signal station.....	S	T.D.-M-B
Reddick.....		121.3			Siding, east end, in booth....	N	B
				K123.2	Siding, west end, in booth....	N	B
Blair.....		124.4			East of elevator, in booth ...	N	B
G.M.&O. Crossing... Signals Remotely controlled from G.M.&O. passenger station.....		129.5	K130.1 INT.	INT.	G.M.&O. Passenger station..		T.D.-M
Dwight..... Open daily except Saturdays and Sundays and legal Holidays 7:00 a. m. to 11:00 a.m. 12:00 Noon to 4:00 p. m.	C.S. DG	130.5	M.B.	M.B. K131.2	Station.....	N	T.D.-M-B
					West end Westward siding in booth.....	N	B
					East end Westward siding in pole box.....	N	B
Sunbury.....		135.8			Siding, east end, on pole.....	N	B
Budd.....		140.6			West switch, in booth.....	N	T.D.-M-B
Missal.....		147.0			Siding, east end, in booth....	N	B
Streator..... (G.M.&O.)		150.0	D INT.	INT.	Automatic interlocking.....		
Streator Jct.....		150.5	D	D	Siding, east end, in pole box.	N	Y
					Wabash connection, in booth.	N	Y
Streator..... Open 6:00 a.m. to 2:00 p.m. daily 4:00 p.m. to 12 Midnight daily	C.S. SA	152.3	M.B. INT.	M.B. INT.	Station.....	S	T.D.-M-B-Y
		153.0		D	Vulcan switch, in booth.....	N	B
					East end yard, in booth.....	N	Y
Altmar.....		157.0					
Milla.....		162.0			West end of elevator track, in booth.....	N	B
Lostant.....		165.3	29151		Freight House.....	N	B
I. C. Crossing.....		165.7	INT.	INT.	Automatic Interlocking.....	N	B
		166.1		29172	Siding, west end, in booth...	N	B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SOUTH BEND TO LADD—Continued

STATIONS	Office Calls	Miles from South Bend	SIGNALS		TELEPHONES		
			SINGLE TRACK		LOCATION	Side of Track	Line
			Westward	Eastward			
Priscilla		170.0			Siding, east end, in booth....	N	B
McNabb	C.S. MC	174.7	M.B.	M.B.	Station.....	N	T.D.-M-B
Open daily except Saturdays and Sundays and legal Holidays 6:00 a. m. to 11:00 a. m. 12:00 noon to 3:00 p. m.					Waiting room, station.....	N	T.D.-B
Granville Jct.....		180.5	K180.1		Siding, east end, in booth ...	N	B
Granville	C.S. GV	180.6	M.B.	M.B.	Signal station.....	N	T.D.-M-B
Open daily except Saturdays and Sundays and legal Holidays 8:00 a. m. to 11:00 a. m. 12:00 noon to 5:00 p. m.					Siding, west end, in booth...	N	B
Moronts		184.8			Siding, east end, in booth....	N	B
					Illinois Power Co. Switch....		
					Siding, center, in pole box...	N	B
Illinois River	C.S.	186.5 187.0 187.4	D INT.	INT. D	Signal station.....	S	T.D.-M-B-Y
Open day and night							
Depue	C.S. D	189.5			Station.....	S	T.D.-M-Y
Open daily except Sundays 6:00 a. m. to 10:00 p. m. Open Sundays 6:00 a. m. to 2:00 p. m.					East end yard.....	S	Y
Depue Jct.....		187.5			Y switch, in booth.....	N	T.D.-M-B-Y
Howe		187.7			In booth.....	N	B-Y
				K188.2 K189.2	Siding, west end, in booth...	N	B
Seatonville.....		190.9					
Seatonville Jct.....		191.7			Opposite switch, in booth....	N	B
Ladd Jct.		193.2			Opposite switch, on pole....	N	B
Q. Crossing.....	C.S. JC	193.7	M.B.	M.B.	Telegraph office.....	S	T.D.-B.-M
Open day and night							
Ladd		193.8			Station.....	S	M
N. Y. C. Jct.....		194.2			Opposite switch, in booth....	S	B

OSBORN TO LYONS

STATIONS	Office Calls	Miles from Chicago	SIGNALS		TELEPHONES		
			Track No. 2	Track No. 1	LOCATION	Side of Track	Line
Osborn	C.S. RN	24.0	INT.	INT. 26251	Signal station.....	W	T.D.-M-B-Y
Open day and night					Wye Switch, in booth.....	W	B
					500 feet south of 173rd Street in booth.....	W	B
ND	C.S. ND	26.3	26262 INT.	INT.-M.B. 26271	Signal station.....	W	T.D.-M-B-Y
Open day and night					Spur tracks, 3000 feet south, in booth.....	W	B
Hays	C.S. BX	28.3 28.9	26282 INT.	INT.	Signal station.....	E	T.D.-M B
					Crossover 2585 feet south, in booth.....	W	B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

OSBORN TO LYONS—Continued

STATIONS	Office Calls	Miles from Chicago	SIGNALS		TELEPHONES		
			Track No. 2	Track No. 1	LOCATION	Side of Track	Line
Hartsdale..... Open day and night	C.S.	29.4	26302		Station..... Crossover north of bridge, in booth.....	E E	T.D.-M-B B
St. John Yard.....		31.5			Siding, north end, on pole... Siding, south end, on pole...	W W	B B
DK..... Open day and night	C.S. DK	32.4 33.8 35.4	INT.-M.B. 26362	26331 INT.-M.B.	Signal station.....	E	T.D.-M-B
Cook.....	C.S.	38.9	M.B.	M.B.		W W	M-B B
North Hayden..... Open daily except Saturdays and Sundays and legal Holidays 7:00 a. m. to 11:00 a. m. 12:00 noon to 4:00 p. m.	C.S. AY	45.0	M.B.	M.B.	Station..... Waiting room.....	W W	T.D.-M-B T.D.-M-B
Belshaw.....		47.3 51.0		H32.1	Crossover on pole.....	W	B
SG..... Open day and night	C.S. SG	52.0	INT.-M.B.	INT.-M.B.	Signal station.....	E	T.D.-M-B-Y
Schneider.....	C.S.	52.0 53.3	H34.2		North siding, north end, on pole..... Lead north end, north yard, in booth..... Opposite Elevator, on pole... North siding, south end, on pole..... Station..... Northward home signal, in booth.....	W E W W W W	Y Y Y Y T.D.-M-Y Y
					SINGLE TRACK		
					Northward	Southward	
Lake Village.....	C.S.	55.5			Station.....	W	T.D.-M
Conrad.....		57.6			Siding, south end, on pole...	W	B
Enos..... Signals controlled from Morocco	C.S.	64.0	M.B.	M.B.	Siding, north end, in booth . Station..... Siding, south end, on pole...	W W W	B T.D.-M-B B
Morocco..... Open day and night	C.S. MR	68.7 69.2	M.B.	M.B.	Station..... Crossover, south of state highway, on pole.....	W W	T.D.-M-B B
Ade..... Open daily except Saturdays and Sundays and legal Holidays 8:00 a. m. to 4:00 p. m.	C.S. Z	74.1	M.B.	M.B.	Station..... Waiting room.....	E E	T.D.-M-B T.D.-B
Kentland.....	C.S.	79.4 80.8		D	Factory Track, in booth . . . Siding, south end, on coal house..... Station.....	W E E	B B T.D.-M-B
KN..... Open day and night	C.S. KN	81.0 82.6	INT.-M.B. D	INT.-M.B.	Signal station.....	W	T.D.-M-B
Sheff.....		83.8		D	North end of yard, in booth... North switch, in booth.....	W W	Y Y
		85.2			Freight station.....	E	M-Y

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

OSBORN TO LYONS—Continued

STATIONS	Office Calls	Miles from Chicago	SIGNALS		TELEPHONES		
			SINGLE TRACK		LOCATION	Side of Track	Line
			Northward	Southward			
F..... Open day and night	C.S.	F	85.4 87.0	INT.-M.B. 26882	INT.-M.B. Near south bound home signal, on pole..... Signal station..... Siding, south end, in booth..	W W W	Y T.D.-M-B-Y Y
York Switch.....			87.3		In pole box.....	W	B
Free..... Open daily except Saturdays and Sundays and legal Holidays 8:00 a. m. to 4:00 p. m.	C.S.	FD	91.1		Station..... Elevator track, on pole....	W W	T.D. B
Dunn..... Open daily except Saturdays and Sundays and legal Holidays 8:00 a. m. to 4:00 p. m.	C.S.	UN	94.9	M.B.	M.B. Station..... Waiting room.....	E E	T.D.-M-B T.D.-B
Handy.....			98.0 99.5		D Siding, north end, in booth.. Siding, south end, on pole...	W W	B B
DY..... Open day and night	C.S.	DY	99.5 101.1	INT.-M.B. D	INT.-M.B. Signal station.....	W	T.D.-M-B
Tab..... Open daily except Saturdays and Sundays and legal Holidays 7:00 a. m. to 3:00 p. m.	C.S.	BN	105.4	M.B.	M.B. Station..... Freight room..... Siding, south end, on pole...	E E W	T.D.-M-B T.D.-B B
Stewart.....			109.2		C. & E. I. Crossing, in booth..	W	B
NX..... Open day and night	C.S.	NX	113.2 113.7	Track No. 2 INT.-M.B.	Track No. 1 INT.-M.B. Siding, north end, in booth.. Signal Station..... In booth, 1500 feet south of NX.... South of highway No. 28, in booth.....	W W W W W	B T.D.-M-B B B
Campbell.....			123.2		Crossover, north switch, in booth.....	W	B
Danville..... Jackson St. signals controlled from Wyton.	C.S.		127.9 128.4	M.B.	M.B. Voorhees St., in booth..... 500 feet north of end of double track, Jackson Street, in booth..... Passenger station..... In entry, on wall..... Freight station.....	W W E E E	T.D.-M-B T.D.-M-B M-B-Y T.D.-M-B-Y M-Y
Wyton..... Open day and night	C.S.	WG	129.3	Track No. 2 INT.-M.B.	Track No. 1 INT.-M.B. Signal station.....	W	T.D.-M-B-Y
Bemis..... Open day and night	C.S.	NY	132.61	M.B.	M.B. Signal Station.....	W	T.D.-M-B-Y
Lyons..... Open day and night	C.S.	HF	133.61				
WR..... Open day and night	C.S.	WR	135.62	M.B.	M.B. Yard Office..... Signal station.....	E W	T.D.-M-B-Y T.D.-M-B-Y

ABBREVIATIONS

Communicating station.....	C. S.	Train dispatching.....	T. D.
Signal Station.....	S. S.	Traffic Supervisor.....	T. S.
Automatic.....	Number	Message.....	M
Manual Block.....	M. B.	Block.....	B
Train order.....	T. O.	Yard.....	Y
Interlocking.....	INT.	North.....	N
R. R. Grade Crossing.....	X	South.....	S
Switch.....	SW	East.....	E
Distant.....	D	West.....	W

INDEX OF STICKERS COVERING CHANGES IN BOOK OF OPERATING RULES

Dated September 26, 1937

Reprint of May 15, 1944

Reprint of June 1, 1948

Reprint of January 1, 1951

Page Nos.	Rule	Date of Sticker	Change	Book Dated September 26, 1937	Reprint of May 15, 1944	Reprint of June 1, 1948
11	M.....	10- 1-46	Addition	X	X	
16-17	2-3 (Standard Time).....	3-15-48	Revised	X	X	
23	14 (1).....	2-15-41	"	X		
23	14 S(n).....	11- 1-41	"	X		
25	16 (1).....	11- 1-41	Eliminated	X		
25	17.....	1-10-49	Revised	X	X	X
39	S-90.....	11- 1-41	"	X		
40	93 (Note).....	5- 1-43	"	X		
42	99 (Note).....	10- 1-46	Addition	X	X	
45-46	109.....	11- 1-42	Revised	X		
52	210-211-211a.....	4-15-44	"	X		
56-57	221 (C).....	3-15-48	"	X	X	
84	Clearance Form A.....	4-15-44	"	X		
85	Clearance Form B.....	4-15-44	"	X		
90	Signal Definitions (Speed).....	2-15-41	"	X		
93	281A.....	2-15-41	"	X		
94	282.....	12-20-49	"	X	X	X
95	282A.....	4-26-49	"	X	X	X
97	284.....	2-15-41	"	X		
98	285.....	2-15-41	"	X		
101	289A.....	8-15-47	"	X	X	
104	291.....	2-15-41	"	X		
117	326a.....	4-15-44	Eliminated	X		
117	327.....	5- 1-45	Revised	X	X	
118	330.....	3-15-48	"	X	X	
139	701.....	10-24-50	"	X	X	X
140	703.....	11- 1-41	"	X		
140	706.....	12-20-49	"	X	X	X
141	708.....	4-15-44	"	X		
146	733.....	No date	Addition	X		
161-162	937.....	4-15-44	Eliminated	X		

NOTE—

Date of reprinted Book of Rules appears on inside cover page 1 immediately under the original date of September 26, 1937

Reprint of May 15, 1944 includes all changes up to and including that date.

Reprint of June 1, 1948 includes all changes up to and including that date.

Reprint of January 1, 1951 includes all changes up to and including that date.

NOTE—Symbol X indicates sticker has been issued for the book listed.

SPEED TABLE

NOTE.—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 36 sec.	100.00	0 min. 50 sec.	72.00	1 min. 5 sec.	55.38	2 min. 0 sec.	30.00
0 " 40 "	90.00	0 " 51 "	70.59	1 " 10 "	51.43	2 " 10 "	27.69
0 " 41 "	87.80	0 " 52 "	69.23	1 " 15 "	48.00	2 " 20 "	25.71
0 " 42 "	85.71	0 " 53 "	67.92	1 " 20 "	45.00	2 " 30 "	24.00
0 " 43 "	83.72	0 " 54 "	66.67	1 " 25 "	42.35	2 " 40 "	22.50
0 " 44 "	81.82	0 " 55 "	65.45	1 " 30 "	40.00	2 " 50 "	21.18
0 " 45 "	80.00	0 " 56 "	64.29	1 " 35 "	37.89	3 " 0 "	20.00
0 " 46 "	78.26	0 " 57 "	63.16	1 " 40 "	36.00	3 " 30 "	17.14
0 " 47 "	76.60	0 " 58 "	62.07	1 " 45 "	34.29	4 " 0 "	15.00
0 " 48 "	75.00	0 " 59 "	61.02	1 " 50 "	32.73	5 " 0 "	12.00
0 " 49 "	73.47	1 " 0 "	60.00	1 " 55 "	31.30	6 " 0 "	10.00

