

**THERE IS ALWAYS TIME
FOR COURTESY**

CONTENTS

Page

Surgeons, Oculists and Hospitals	Inside Front Cover
Special Instructions	1
Elkhart to Chicago	11
Chicago to Elkhart	15
South Bend to Kankakee	19
Kankakee to South Bend	19
Kankakee to Zearing	20
Zearing to Kankakee	20
Osborn to Lyons	21
Lyons to Osborn	21
Ladd and Churchill	22
Elkhart and Mishawaka, E & W Branch	22
Freight Trains	23
Stations, Office Calls, Signals and Telephones	24
Signal Aspects, Indications and Rules	35
Speed Table	Inside Back Cover
Map	Outside Back Cover

**The
New York Central
Railroad Company**

WESTERN DIVISION

Time Table No. 67

FOR EMPLOYEES ONLY

Effective 2:00 A. M. Central Standard Time

Sunday, April 30, 1950

W. F. DAVIS,
Superintendent

COMPANY SURGEONS

BLUE ISLAND, ILL.: A. B. Snider, 2458 E. Walnut St.
Phone 109
R. Wendell Vance, 12956 So. Greenwood Ave.
Phone Blue Island 131

CHICAGO, ILL.: I. D. Siminon, 403 LaSalle St. Sta.
Phone Wabash 2-4200 Ext. 402, 569
A. H. Conway, 403 La Salle St. Station
Phone Wabash 2-4200 Local 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. Siminon or Dr. Conway are not available)

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

DWIGHT, ILL.: Edward F. Joss, 108 South Franklin Street.
Phone 68

DANVILLE, ILL.: H. F. Hooker, 103 West North St.
Phone 2700
M. L. Hole, Room 403, Daniel Bldg., 6 N. Vermilion St.
Phone 399
J. W. Moore, 103 West North St.
Phone 2700

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

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

HAMMOND, IND.: B. W. Chidlaw, 5141 Hohman Ave.
Phone Sheffield 291
H. C. Groman, 137 Rimbach Ave.
Phone Sheffield 3938
A. C. Remich, 137 Rimbach Ave.
Phone Sheffield 3939

INDIANA HARBOR, IND.: A. V. Cole, 3406 Guthrie Ave.
Phone 125
J. A. Teegarden, 3336 Michigan Ave.
Phone 167

KANKAKEE, ILL.: E. S. Hamilton, 419 Arcade Bldg.
Phone 2-6431
Chas. Allison, 708 Volkmann Bldg.
Phone 3-5717

KENTLAND, IND.: G. H. Van Kirk, Graham St.
Phone 158

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

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

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

RIVERDALE, ILL.: J. A. Kollar
Phone Interocean 9718

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

STREATOR, ILL.: Roy Sexton, 129 S. Park St.
Phone 3317
D. Oris Conley, 223 East Main St.
Phone 2224

OCULISTS

CHICAGO, ILL.: G. H. Mundt, 30 North Michigan Ave.
G. H. Mundt, Jr.
Phone Central 6-7764
G. H. Mundt, 6306 South Halsted St.
G. H. Mundt, Jr.
Phone Normal 7-1772
A. G. Peters, 7854 S. Ashland Ave.
Phone Radcliffe 3-1800

DANVILLE, ILL.: H. E. Baldwin, Fifth Floor, Adams Bldg.
Phone Main 139

ELKHART, IND.: H. N. McKee, 319 Monger Bldg.
Phone 2-4403
L. F. Swihart, 214 W. Marion St.
Phone 2-7007

HAMMOND, IND.: A. H. Hanson, 5252 Hohman St.
Phone Hammond 197

KANKAKEE, ILL.: V. J. Kelly, 309-315 Arcade Bldg.
Phone 2-2431

SOUTH BEND, IND.: J. V. Cassady, Room 525, Sherland Bldg.
Phone 4-7811

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 Main 6300

ELKHART, IND.: Elkhart General, Arcada St. & E. Blvd.
Phone 3-5350

GARY, IND.: Mercy, 500 Tyler St.
Phone 9131
Methodist
Phone 5301

HAMMOND, IND.: St. Margaret's, 30 Clinton St.
Phone Sheffield 228

INDIANA HARBOR, IND.: St. Catherines, 4321 Fir St.
Phone East Chicago 3080

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

LAPORTE, IND.: Holy Family, 201 E St.
Phone 3151

SOUTH BEND, IND.: St. Joseph's, 401 Notre Dame Ave.
Phone 32168

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

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: N. Y. C. Crossing and Notre Dame, South Bend M. C. time table governs.

"PO" and Ivanhoe and between Columbia Avenue and Calumet Park, trains run via MC.; MC 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 Time Table governs.

Between Wyton and WR, C. C. C. & St. L. Ry. time table governs.
N. Y. C. Jct. and Zearing, trains run via C. B. & Q. C. B. & Q. time table governs.

Ladd: C. M. St. P. & P. trains use N. Y. C. tracks between C. M. St. P. & P. Jct., and C. M. St. P. and P. connection just east of Q crossing.

Knox: Engines turning must obtain permission from Nickel Plate before entering Nickel Plate tracks.

Between: C. C. C. & St. L. Ry., yard at Court Street and N. Y. C. 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 C. C. C. & St. L. and old K. & S. Ry. tracks: Trains, cuts or engines moving in either direction between N. Y. C. connection at 5th Avenue and Kankakee must obtain permission from Signalman at C. C. C. & St. L. Passenger Station before beginning such move, must report clear of main track at N. Y. C. connection at 5th Avenue or Schuyler Avenue, must not again enter main track without permission.

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

B-3. 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 live stock is due to be fed, rested and watered within 3 hours, the conductor must send report to the Superintendent by wire.

M2. ELECTRIC ZONE.

Lydick; C. S. S. & S. B. R.R. delivery track, west switch to a point 2400 feet east thereof.

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

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 chain in revenue trains or in association with cars commercially used, beyond the first side track.

1. STANDARD TIME.

Central Standard Time is in use.

3. STANDARD CLOCKS.

Elkhart..... {B. Passenger station.
Engine house.
21st St. yard office.

Englewood..... {Engine house.
General yard masters office.
South Bend..... General yard masters office.

Kankakee..... {Engine house.
Telegraph office.
Q. Crossing..... Telegraph office.
Gibson..... {East end yard office.
Engine house.
Danville..... Ticket office.
Lyons..... {Engine house.
Yard office.

6. LETTERS AND SIGNS.

- § Stop for mail.
- ▲ Stop daily except Sunday.
- B Stop on signal to discharge passengers from Toledo and beyond.
- C Stop daily except Saturdays, Sundays and Holidays.
- D Stop Sunday for mail and passengers.
- E Stop daily except Sunday. Stop on signal, Sunday, to receive passengers for Danville and beyond.
- G Stop on signal to discharge passengers from Buffalo and beyond.
- H Stop on signal, Sunday, to receive or discharge passengers.
- I Stops Sundays to receive or discharge passengers.
- J Stop on signal, Saturday, to discharge passengers.
- N Stop on signal to receive passengers for points beyond Albany.
- O Stop to discharge passengers from Chicago and Englewood.
- R Stop on signal to receive passengers for Harmon and New York.
- T Stop to discharge passengers.
- W Stop on signal daily, except Sunday to receive and discharge passengers, mail and express.
- Z Stop on signal to receive passengers for Toledo and beyond.

Note—Track No. 2:

Lower light of automatic signal 515.2 at Gary and lower light of automatic signal 482.2 at Laporte, flashing on and off will indicate to passenger trains scheduled to stop on signal to receive passengers that there are passengers to be received. This in lieu of signal prescribed by Rule 28.

12. HAND, FLAG AND LAMP SIGNALS.

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

EASTWARD

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

WESTWARD

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

13. EMERGENCY SIGNALS AT INTERLOCKING STATIONS.

Emergency whistle signals are in use at Polk Street Interlocking.

14. ENGINE WHISTLE SIGNALS.

Sound	Indication
— o —	Trains will stop at Morocco for water or coal; to be sounded passing open signal station next in advance of Morocco. Signalman will inform dispatcher, also, signal station at Morocco, when reporting train.

19. MARKERS.

On passenger, mail, express, milk 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 to indicate rear of train.

On other cars in above mentioned trains that are not equipped with permanent built-in marker lights, a red flag by day and a red light by night will be used in lieu of standard marker lamps to indicate rear of train.

M. C. 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; P. M. 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.

83. TRAIN REGISTERS.

Elkhart..... Passenger station. Will not apply to No. 25 and No. 26.
 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 C. & N. W. 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. Will not apply to No. 25 and No. 26.
 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 Osborne 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.
 Q. Crossing..... Westward trains.
 Schneider..... Southward freight 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.

S-90. SIDING SWITCHES.

Trains taking siding will take first switch, except:
 Enos..... Northward trains, second switch.
 Dunn..... Northward trains, second switch.

93. YARD LIMITS.

Elkhart..... DK and ND, inclusive.
 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..... Granville Jct. and Granville.
 North Judson..... Osborn.
 Kankakee..... Danville.

South Bend: Trains or engines occupying tracks 3 and 4 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.

Trains occupying main track between Wyton and north end of Lyons Yard must be protected as prescribed by Rule 99.

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 US No. 112 and obtain clearance by telephone from "B" Tower before proceeding into Elkhart.

Passenger trains must be given full protection at all times.

98. RAILROAD CROSSINGS AT GRADE.

Location	Railroad	Signals
HF.....	M.C. Connection.....	Interlocking.
South Bend:		
Bendix Lead.....	C. S. S. & S. B.....	Gate.
O'Brien Track.....	C. S. S. & S. B.....	No Signals.
M. C. Connection.....	C. S. S. & S. B.....	No Signals.
Olivers:		
M. C. Connection.....	G. T. W.....	Interlocking.
M. C. Connection.....	N. J. I. & I.....	No signals.
WR.....	Nickel Plate.....	Interlocking.
JD.....	C. & O.....	Interlocking.
Otis.....	C. I. & L.....	Interlocking.
PO.....	M. C.....	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.....	M. C. 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.....	Interlocking.
Streator Jct.....	Wabash, Iowa track.....	No signals
Streator Jct.		
.5 mile east.....	G. M. & O.....	Automatic Interlocking.
	C. B. & Q.....	No signals
	G. M. & O.....	Gate.
Streator.....	A. T. & S. F.....	Interlocking.
	Wabash, North Wye track.....	No signals
Lostant.....	I. C.....	Interlocking.
Ladd.....	C. B. & Q.....	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.....	C. C. C. & St. L.....	Interlocking.
Handy.....	Nickel Plate.....	Interlocking.
Stewart.....	C. & E. I.....	Target & Gate.
Wyton.....	I. T.....	Interlocking.

M. C. 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 and Streator Jct., G. M. & O. Crossing: A signal indicating "Stop" may be passed only on hand signal from trainman on crossing. Trainman must first see that no train is approaching on any track, then unlock box at crossing and be governed by instructions contained therein. Trains on N. Y. C. will approach crossing at Stewart 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.

LaPorte:

When making movements against current of traffic on tracks Nos. 2 and 4 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.
 Engines making eastward movement to take water must move east of automatic signal 497.1 when on track No. 1, or 200 feet east of east end of track pan when on track No. 2 before making return movement, otherwise crossing must be protected by trainman.

Elkhart, Jackson St. (E. & W. Branch): Trains and engines on the E. & W. Branch must stop before crossing.

Elkhart: Trainman must flag trains or engines over the following crossings on the C. C. C. & St. L. Old Line: Division, Middlebury and Main Sts., Jackson Blvd., Edwardsburg Ave., and eastbound movements over Elkhart Ave.

Elkhart: Trains and engines must stop before crossing Prairie Street on the Old Road and E. & W. Branch and Goshen Ave. on the Old Road between the hours of 7:00 A.M. and 5:00 P.M. Mondays to Fridays, inclusive, except Legal Holidays.

South Bend, M. C. Connection: Trainmen must flag trains or engines over Western Avenue and over Circle Avenue during hours crossing watchman is off duty. Watchmen on duty 7:00 A. M. to 5:00 P. M. daily excepting Sunday. At night lighted fusee must be used.

Trainmen must flag trains or engines over Lincolnway West. Streator: Trains must stop before crossing Main and Shabbona Streets and trainmen must flag movements over these crossings during hours crossing watchman is off duty. Watchman on duty 7:30 A. M. to 5:30 P. M. daily. At night lighted fusee must be used.

Flashing Light Signals and Automatic Gates.

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.

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 watch this and give engineer communication 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 Branch).

** 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.

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

*** 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.

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 gates are in horizontal position.

Hartsdale: Trainmen must flag movements over Kennedy Avenue.

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.

Hamlet: Trainmen must flag trains or engines moving over U. S. Route 30 on the P. R. R. wye track. At night lighted fuses must be used.

Walkerton: Trainmen must flag trains or engines moving over U. S. Route 6 on B. & O. wye track. At night lighted fusee must be used.

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: Trainmen must flag trains or engines over Old U. S. Route 66 on wye track. At night lighted fusee must be used.

104. 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 at Kankakee will be governed by signal near switch. Indications of this signal must be observed when trailing movements through switch has 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 open block office.

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.

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.

104a. NORMAL POSITION OF SWITCHES.

The normal position of switches is as follows:
 FN, switch connecting siding with G. & W. Branch track:
 For siding.

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. Capacity based on 44-ft. cars.

	Westward	Eastward
Mishawaka.....	125	259
HF.....	125	109
Rolling Prairie.....	120	...
La Porte.....	115	115
Burdick.....	119	119
Chesterton.....	122	119
PO.....	125	114
Dune Park.....	105	...
Millers.....	...	123
Pine.....	175	193
		Westward
	Westward	Eastward and Eastward
Rupel.....	...	85
Ginger Hill.....	...	87
North Liberty.....	...	82
Walkerton.....	...	97
Hamlet.....	...	110
Knox.....	...	120
North Judson.....	...	211

San Pierre.....	99
Wheatfield.....	82
Demotte.....	84
Shelby.....	81
Schneider.....	108
Delmar.....	117
Momence.....	98
Goodrich.....	94
Union Hill.....	115
Reddick.....	48
Dwight.....	87
Budd.....	63
Streator Jct.....	52
Lostant.....	78
McNabb.....	190
Granville.....	42
Howe.....	64
Seatonville.....	35
	71
	40

Southward and Northward

St. John Yard.....	Southward	Northward	Northward
Schneider.....	77	67	104
Conrad.....			71
Enos.....			73
Kentland.....			125
Sheff.....			60
Free.....			78
Dunn.....			78
Handy.....	76	86	
Tab.....			87
Stewart.....			180
Sloan.....			77

109. BULLETIN BOARDS AND BOOKS.

Bulletin Orders posted in books must be signed for by Train and Yard service employes.

Elkhart.....	Engine house.
	Passenger station.
South Bend.....	Enginemens room, passenger station.
	21st St. yard office.
	10th Street switchtenders cabin.
LaPorte.....	Engine house.
	General yardmasters office.
Englewood.....	Freight office.
	Park Manor yard office.
Blue Island.....	Engine house.
	General yardmasters office.
Kankakee.....	Engine house.
	East bound yardmasters office.
Q. Crossing.....	Engine house.
	Conductors Room.
Zearing.....	Telegraph office.
	Engine house.
Gibson.....	Telegraph office.
	East end yard office.
Danville.....	Engine house.
	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 J.D.
 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—Freight.
 No. 2, Eastward—Passenger.
 No. 1, Westward—Passenger.
 No. 3, Westward—Freight.

Between: Signal Station CR and Signal Station JN.

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

No. 2, Eastward—Passenger.
 No. 1, Westward—Passenger.
 No. 4, Eastward—Freight.
 No. 3, Westward—Freight.

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.

S-231. OPPOSING AND FOLLOWING MOVEMENT OF TRAINS ON SINGLE TRACK BY BLOCK SIGNALS.

Rules S-231 to S-234 inclusive governs:

Between: Jackson Street—Danville and Wyton.

S-241. MOVEMENT OF TRAINS IN SAME DIRECTION ON SINGLE TRACK BY BLOCK SIGNALS.

Rules S-241 to S-244 inclusive governs:

Between: Bemis and WR.

D-251. MOVEMENT OF TRAINS WITH CURRENT OF TRAFFIC ON TWO OR MORE TRACKS BY BLOCK SIGNALS.

Rule D-251 governs:

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 Durham will take siding at Chesterton.

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

GRADE SIGNALS.

A yellow disc, showing the letter G, displayed to the right of an automatic signal, indicates grade signal. Grade signals must be observed as prescribed in Rule 291, except heavy tonnage freight trains will not be required to stop, but may proceed as prescribed in Rule 509a.

SIGNAL INDICATIONS.

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

Porter, freight trains receiving indication as per Rule 291, Figure 192, "STOP, THEN PROCEED AT RESTRICTED SPEED", at Signal 499.1 at Porter, will STOP east of high-way crossing east of Chesterton Station and must not proceed until indication changes or permission is received from Signalman at PO Interlocking.

297. RAILROAD GRADE CROSSING SIGNALS.

Trains must stop before proceeding unless otherwise indicated.

Location	Signal	Indication
South Bend..	Gate.....	Over C. S. S.
Bendix Lead		& S. B..... Proceed.
So. Chicago		
Belt Ry.		
Conn.....	Target.....	Horizontal..... Proceed.
Streator		
G. M. & O..	Gates....	Vertical..... Proceed.
Stewart	Target....	Vertical..... Proceed
	Gate.....	over C. & E.I.}

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.

Trains must not pass Remote Controlled Manual Block Signals at Ginger Hill, Enos and Jackson Street, Danville, 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.

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 second class and extra trains information as to condition of that portion of the block that is not within yard limits. Second class and 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.

373. BLOCK STATIONS ARE OPEN.

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.

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 with thirty-one feet wheel base may be operated between Englewood and Indiana Harbor with or without cars.

605. REMOTE CONTROL SWITCHES AND SIGNALS

Location	Signal Station	Signal	Tracks
2.0 Miles west of.....	HF.....	455.2.....	No. 2 to Siding
1.28 Miles west of.....	PO.....	501.2.....	No. 2 to Siding

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

703. DEFECTIVE CARS.

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

SNOW PLOW EQUIPMENT.

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

MAKE-UP OF FREIGHT TRAINS.

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.

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 AND MILK 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.

Trains containing more than 5 cars 60 feet or over in length, limited to 30 cars

Trains containing not more than 5 cars 60 feet or over in length, limited to 40 cars.

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, employes must see that postal clerks and mail are promptly transferred and every possible convenience furnished for working the mail.

Railroad employes 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 Railway Mail 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 the trip report of mail carried.

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

No. of Sacks	Space Unit	No. of Sacks	Space Unit
1 to 46 sacks.....	3 ft.	231 to 276 sacks.....	18 ft.
47 to 92 sacks.....	6 ft.	277 to 322 sacks.....	21 ft.
93 to 138 sacks.....	9 ft.	323 to 368 sacks.....	24 ft.
139 to 184 sacks.....	12 ft.	369 to 414 sacks.....	27 ft.
185 to 230 sacks.....	15 ft.	415 to 460 sacks.....	30 ft.

One and three-fourths outside parcels equal one sack, except one box of baby chicks equals one (1) sack and should be reported in the "Sacked" columns of train baggageman's report, Form Ar-702.

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. Current Rules 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 "CS"—"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 off.

When one or more of the first five cars in train are equipped with rubber steam hose and 130 pounds steam pressure is not sufficient to properly heat the train, pressure may be increased to 150 pounds. Steam Heat Equipment Rules Nos. 1706, 1707 and 1712 are modified accordingly.

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
Pullman Obs.	Pullman	On door catch of aisle	Rear vestibule of car next to rear out of passageway and so placed as to avoid inconvenience to passengers using vestibule.
Private or Official DeLuxe	Pullman	On door next to rear car if drawing room is next to rear car. If not, place in rear vestibule of car next to rear.	Rear of coach.
Coach, Diner.	Pullman Pullman Coach	On door catch of aisle door at rear of train.	Rear vestibule, so placed as to avoid inconvenience to persons using vestibule.

When more than one private 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.

1056. 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 towermen, 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.

SPEED RESTRICTIONS

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

General

Engines, Classes B and U under steam or being towed.....	20	Trains with snowloader and snowmelter not in service.....	30
Diesel-electric Switch locomotives, all classes (except DES-1) Light or in train.....	40	(Loader and melter units to be coupled and moved in train with loader unit trailing.)	
DES-1, under own power.....	25	Revenue freight trains with cranes moving on own wheels... ..	25
When towed with pinion gear removed.....	40	Trains with dead engines not having all side or main rods... ..	20
DES-10 and 12, when hauling first class trains, unless otherwise restricted.....	60	Work trains with cranes moving on their own wheels.....	30
Fairbanks-Morse Diesel, Class DFT-1a, DFT-1b, Maximum speed.....	65	Freight trains with pushers.....	25
Diesel electric locomotives may be operated through water, not exceeding depth of three (3) inches above top of rail, proceeding at slow speed and with caution.		Switches and crossovers, not interlocked, when diverging... ..	10
Engines running backward by night over public crossings....	15	Rail Detector Cars, under own power or on rear of passenger train.....	40
When automatic train stop device becomes inoperative after leaving terminal or when forestalling whistle fails to sound while forestalling:		Passenger trains, when scooping water, will not exceed 60 miles per hour if a train is moving over the water pan on an adjoining track (tracks 1 and 2). If visibility is such that the engineman cannot determine that adjoining track (tracks 1 and 2) will not be occupied when passing over water pan, he will proceed over water pan at a speed not exceeding 60 miles per hour. This regulation will not apply if engine tender is equipped with overflow control.	
Passenger, mail, express and milk trains.....	35	Note: General speed restrictions govern, except when further restricted by Division or Local speed restrictions.	
Other trains.....	20		
Circuit trains with freight equipped cars.....	30		
Trains with scale test cars or Jordan spreader.....	25		

	Division					
	Tracks 1 and 2	Main Line Track 3	Track 4	Danville Subdivision	Kankakee Subdivision	E. & W. Branch
Troop trains with freight equipped cars.....	50	40	40	40	40	..
Except between NE and JN.....	..	50	..	..	..	..
Trains with freight equipped cars.....	50	40	40	40	40	..
Except between NE and JN.....	..	50	..	..	..	..
Freight and work trains.....	..	..	..	40	40	20
Elkhart to Otis						
Pine to Englewood						
With 2000 tons or less.....	60	40	40	..	..	..
With 2000-2500 tons.....	55	40	40	..	..	..
With 2500-3500 tons.....	50	40	40	..	..	..
With 3500-6500 tons.....	45	40	40	..	..	..
With 6500 tons or more.....	40	40	40	..	..	..
Otis to Pine						
With 3500 tons or less.....	60	40	40	..	..	..
With 3500-5000 tons.....	55	40	40	..	..	..
With 5000-6500 tons.....	50	40	40	..	..	..
With 6500 tons or more.....	45	40	40	..	..	..
Conductors must give the information to Enginemen before leaving terminals or when pickup is made enroute.						
Wrecking cranes handled in wrecking service	45	40	40	30	30	..
Trains with locomotive cranes.....	30	25	25	..	..	..
Passenger, Mail and Express trains.....	..	..	..	55	55	..
With not more than 20% Baggage, Mail or Express Cars						
18 cars or less						
Elkhart to Otis.....	80	50	50	..	..	..
Otis to Pine.....	85	50	50	..	..	..
Pine to Englewood.....	80	70	50	..	..	..
19 to 25 cars (incl.).....	70	50	50	..	..	..
With 20% to 50% Baggage, Mail or Express Cars						
16 Cars or less						
Elkhart to Otis.....	80	50	50	..	..	..
Otis to Pine.....	85	50	50	..	..	..
Pine to Englewood.....	80	70	50	..	..	..
17 to 20 cars (incl.).....	75	50	50	..	..	..
21 to 25 cars (incl.).....	65	50	50	..	..	..
With more than 50% Baggage, Mail or Express Cars						
13 cars or less						
Elkhart to Otis.....	80	50	50	..	..	..
Otis to Pine.....	85	50	50	..	..	..
Pine to Englewood.....	80	70	50	..	..	..
14 to 16 cars (incl.).....	75	50	50	..	..	..
17 to 20 cars (incl.).....	70	50	50	..	..	..
21 to 40 cars (incl.).....	65	50	50	..	..	..

Division—Continued					
	Main Line		Danville Subdivision	Kankakee Subdivision	E. & W. Branch.
	Tracks 1 and 2	Tracks 3 and 4			
With more than 50% loaded box type Express Cars, 20 cars or less.....	70	40	..	..	..
Engines,					
Class G and H.....	50	40	..	..	..
Class H-8.....	25	25	25	25	..
Engines, Class L-3, L-4 and Class L-2, 2995 and 1998, operated on passenger, mail and express trains.....	70	50	..	..	..
Except on trains with more than 20 cars...	65	50	..	..	..
Engines, Class L-1 and L-2 except 2995 and 2998, operated on passenger, main and express trains.....	60	50	..	..	..
Freight Diesel Engines, operated on passenger, mail and express trains.....	60	50	..	..	..
Fairbanks-Morse Diesel Class, DFT-1a, DFT-1b, operated on passenger, mail and express trains.....	65	50	..	..	..
Light or with caboose.....	40	40	40	40	..
Running backward.....	30	30	30	30	..
Classes, NE and NU.....	..	..	25	..	..
Except Class K-11 running backward hauling suburban trains and work trains.....	45	45	..	..	..
Snow plows and flangers.....	35	35	35	35	..

Main Line	Local	Kankakee Subdivision
Elkhart: Main St. Crossing, trains and engines.....	15	All trains and engines:
South Bend: Michigan St. curve, east of passenger station.....	50	Olivers, MC and G. T. W. Crossings, between home signals.....
South Bend: Switch engines, without cars, through HF interlocking.....	15	Streator Jct., G.M.&O. Crossing, between home signals.....
South Bend: Grand Trunk switch engines.....	15	Streator, A. T. & S. F. Crossing, between home signals.....
South Bend: Light movements of Diesel or Gas-Electric engines through HF Interlocking.....	10	Illinois River Bridge, between home signals.....
South Bend: Grand Trunk engines not equipped with automatic train stop device through HF Interlocking:		Momence Interlocking between home signals.....
Passenger.....	30	Kankakee Interlocking, between home signals.....
Freight.....	20	Railroad Grade Crossings, Interlocked.....
South Bend: Rail Motor Cars not equipped with automatic train stop device through HF Interlocking.....	30	Except:
Otis and Durham, inclusive, Track No. 2.....	70	Delmar, C. M. St. P. & P. Crossing.....
Durham and Otis, inclusive, Track No. 1.....	70	Lostant, I. C. R. R. Crossing.....
"JN" Interlocking, Chicago, Westward Nickel Plate connection.....	10	Freight and Work Trains:
Englewood and Indiana Harbor, inclusive, Diesel engines with 31 foot wheel base without cars.....	15	Walkerton Interlocking, at approach signals.....
To discharge U. S. mail:		North Judson Interlocking, at approach signals.....
No. 9: South Chicago, daily except Sundays and Holidays.....	30	Momence Interlocking, at approach signals.....
No. 14: South Bend.....	30	Dwight, G. M. & O. Crossing, at approach signals.....
No. 52: Otis, Sundays, discharge papers.....	25	Signal K89.2.....
Danville Subdivision		Signal K184.1.....
All Trains and Engines:		With 4300 tons or over, at all signals.....
Railroad grade crossings, interlocked.....	40	South Bend: On main track between Arnold St. and JK, trains will run prepared to stop short of any obstruction, protecting against following trains.
Except:		Rupel: Western Indiana Sand and Gravel Co. track.....
Handy, through Interlocking limits.....	20	Walkerton: N. Y. C.-B. & O. wye track.....
Sheff, through Interlocking limits.....	20	Knox: Heaton to Bender St. crossings, inclusive.....
KN, through Interlocking limits.....	20	Kersey: New industrial track, 200 feet west of station.....
DK, through Interlocking limits.....	20	Pickle & Elevator Track.....
Hayes, through Interlocking limits.....	35	Kankakee: Kankakee river bridge.....
Freight and Work Trains:		Between Streator Jct. and Streator; on curves.....
DK, Interlocking, at approach signals.....	20	Streator: Bloomington St. curve.....
Sheff, Interlocking, at approach signals.....	20	Streator: Vermillion river bridge.....
Handy, Interlocking, at approach signals.....	20	Between Seatonville Jct. and Ladd Jct.....
Wyton: At switch entering or leaving C. C. C. & St. L. Ry. main track.....	15	Between Ladd Jct. and N. Y. C. Jct.....
Wyton: On P. & E. wye.....	10	Ladd: Engines Class L over C. M. St. P. & P. tracks.....
Lyons: At junction with running track either end of yard.....	30	Churchill branch.....
Morocco: Through crossover at depot.....	30	Seatonville:
Stewart: Over C. & E. I. crossing.....	20	Second class and extra 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.
NX: Through north crossover.....	30	E. & W. Branch
Danville: Jackson Street (Northbound.....)	30	Elkhart: Over Edwardsburg Ave.....
(Southbound.....)	15	Mishawaka: Twin Branch Tracks.....
		C. C. C. & St. L. Old Line
		Elkhart: Westward trains over Elkhart Ave.....

ENGINE AND CAR RESTRICTIONS.	
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.	
Steam engines must not be coupled head on when double heading or running light. In case of emergency, instructions should be obtained from the Superintendent.	
Motors in damaged condition, making them unfit to be operated at speeds specified in Speed Restrictions, must be hauled separately.	
Enginemen operating engines equipped with storm windshield wings must have windshields closed when operating in all yards or on side tracks.	
Locations	Classes
Engines must not be operated as shown below:	
Territory where Automatic Train Stop is installed..... M, NU.	
Other territory, except by special permission..... M, NU, NE.	
Elkhart:	
Big Four Branch, City Limits, All Industrial Tracks..... G, H, J, K, L, S, DPA, DPB.	
Elkhart and Mishawaka:	
All Industrial Tracks..... G, H, J, K, L, S, DPA, DPB	
Mishawaka Wye..... G, H, J, K, L, S, DPA, DPB.	
Mishawaka:	
Major Brothers Track..... H-10, J, K, L, S.	
Dodge Mfg. Co. Tracks..... H-10, J, K, L, S.	
Trunk Factory Track..... H-10, J, K, L, S.	
South Bend:	
Engines with P.T. tenders; no back-up or reverse movements as follows:	
Main Line to Olivers Yard, HF Interlocker—M.C. connection, through North East Wye Cherry Street.	
LaPorte:	
Allis Chalmers Track..... H, J, K, L, S, DPA, DPB.	
Allis Chalmers Trk. 1 & 2..... H, J, K, L, S, DPA, DPB.	
Ove-Gnatt Track..... G, H, J, K, L, U, S, DFA, DFB, DPA, DPB.	
Niles & Scott Track..... G, H, J, K, L, U, S, DFA, DFB, DPA, DPB.	
Modine Mfg. Company	
Westerly Tracks..... G, H, J, K, L, U, S, DPA, DPB.	
Otis:	
C. I. & L. east wye Track..... H-10, J, K, L, S.	
C. I. & L. west wye Track..... H-10, J, K, S.	
Indiana Harbor:	
Elevator Yard Tracks 13 and 14... A, G, H, J, K, L, S, DFA, DFB.	
East Side:	
Albert Schwill & Co. tracks.	
No engines will be operated over unloading pits 400 feet from stub ends of the two southerly tracks.	
South Chicago:	
Belt Ry. connection..... H-10, J, L, S.	
Rupel:	
Western Indiana Sand and Gravel Co. track..... H-10, J, K, L, S.	
North Liberty:	
Lumber Track..... H-10, J, K, L, S, H-6 over coal pits.	
Hamlet:	
Back Tracks..... H-10, J, K, L, S.	
Knox:	
Two pickle Tracks..... H-10, J, K, L, S.	
Kersey:	
Industrial Tracks..... H-10, J, K, L, S, DPA, DPB.	
Shelby:	
Cement Track..... H-10, J, K, L, S.	
East Bradley Branch..... G, H, J, K, L, S, DPA, DPB.	
West Bradley Branch..... G, H, J, K, L, S, DPA, DPB.	
North of IC Scale track..... U	
Belt Route Warehouse track... U	
Kankakee:	
St. Germain Coal Track..... H-6, H-10, J, K, L, S, DPA, DPB.	
Fifth Ave. Team Track..... H-6, H-10, J, K, L, S, DPA, DPB.	
General Food Tracks..... H-6, H-10, J, K, L, S.	
Blue Flame Track..... H-6, H-10, J, K, L, S.	
E-Z-Way Track..... H-6, H-10, J, K, L, S.	
Kankakee Bank Sand Company	
No engines beyond clearance point.	
Lehigh Stone Company..... L-2.	
Streator Jct:	
Illinois Water Service Co. Track..... G, H, J, K, L, S, U, DPA, DPB.	
Metal Stamping Plant—Automobile Track..... H-10, J, K, L, S, U.	
Streator:	
Streator Packing Co. Track..... H-10, J, K, L, S.	
West Kankakee to Zearing..... J, L-2D (Converted type), L-3, L-4, S.	
Ladd—C. & N. W. Wye..... L-2.	
Zearing:	
C. B. & Q. Yard Track No. 10... H-10, L, S.	
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 yard trains and engines in either direction. Trains using this track must proceed expecting to find track occupied and be able to stop short of any obstruction.	
Schneider: Southward freight trains doing 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.	

WATER STATIONS.

Elkhart.	Englewood.	Streator Jct.
Lydick.	Olivers.	Illinois River.
LaPorte.	North Judson.	Schneider.
Chesterton.	Ward.	Morocco.
Pine.	Kankakee.	Sheff.
Indiana Harbor.	Union Hill.	NX.

TRACK PANS.

Tracks

Lydick.....	No. 1 and No. 2.
Chesterton.....	No. 1 and No. 2.

AUTOMATIC TRAIN STOP.

Enginemen and firemen must be qualified on Rules for the Operation of Automatic Train Stop. Road 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.
- When automatic train stop device becomes inoperative after leaving terminal, passenger, mail, express and milk trains must be operated at a speed not exceeding 35 miles per hour, and other trains at a speed not exceeding 20 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 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.

W. F. DAVIS, Superintendent.

W. G. CHASE }
F. C. BABCOCK } Assistant Superintendents.

W. R. LOUGEE, Chief Train Dispatcher.

HARRY SABIN }
P. G. WATERHOUSE } Assistant Chief Train Dispatchers.
R. C. FREDERICK }

W. R. HORTON }
J. A. HICKEY }
W. T. FRAZIER }
E. J. RYAN }
L. W. PAYNE }
M. M. BELL }
A. J. WAYNE } Trainmasters.

J. C. FRAIZER }
B. A. STACK }
F. J. STEELE }
J. H. NUGENT }
T. G. HARTIGAN }
H. W. KIRCHER }
C. F. LARSON }
C. A. HOFFMAN } Train Dispatchers.

**ELKHART TO CHICAGO
WESTWARD—FIRST-CLASS**

CONTINUED ON PAGE 12

Miles from Elkhart	STATIONS	707	9	205	651	105	653	129	5	1	641	215
		C. & O. Ry.	Mail	G. T. W. R. R.	Local	Nickel Plate	Local	Mail and Express	The Monawk	The Pacemaker	Accommodation	G. T. W. R. R.
		Daily Except Sunday	Daily	Daily	Daily Except Sat. & Sun.	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
4.82	Elkart.....		3.10					3.55	4.25	4.58	5.05	
5.51	WG.....		3.17					4.03	4.32	5.05	5.12	
11.11	Osceola.....			A. M.								A. M.
14.23	Mishawaka.....		S 3.30						B 4.42		S 5.19	
	High Street.....			4.20								5.48
15.09	South Bend.....		S 3.45	S 4.35				S 4.39	S 4.57	T 5.20	S 5.25	S 5.55
15.28	HF.....			4.36								5.56
15.68	Arnold Street.....											
22.06	Lydick.....			A. M.								A. M.
26.16	Terre Coupee.....											
28.48	New Carlisle.....											
34.78	Rolling Prairie.....											
40.78	WR.....											
41.80	La Porte.....		S 4.10					S 5.20	S 5.25	T 5.45	S 5.50	
42.15	JD.....											
45.88	Pinola.....											
48.19	Durham.....											
51.75	Otis.....						A. M.					
55.20	Burdick.....											
59.47	Chesterton.....		S 4.35					5.30				S 6.10
60.35	Porter.....							S 5.33				
60.56	PO.....		3.52	4.37				5.45	5.42	6.07	6.12	
64.65	FN.....											
65.11	Dune Park.....											
66.69	Ogden Dunes.....				A. M.		f 5.42					
70.83	Millers.....						S 5.47					
74.42	Gary.....		S 5.05				5.42	S 5.53	S 6.10	S 5.58	T 6.20	S 6.25
75.24	Kirk Yard.....							S 5.55				
76.65	Curtis.....											
77.65	Pine.....											
78.48	NE.....		4.12									
79.40	Buffington.....							S 6.01				
81.21	Indiana Harbor.....		A. M.		S 5.52			S 6.05				S 6.35
81.58	HC.....			5.15				6.25	6.10	6.30		
81.93	Mahoning.....							S 6.07				
83.78	Whiting.....				S 5.57			S 6.12				
84.13	MS.....											
85.03	Robertsdale.....				S 6.00			S 6.15				
87.37	East Side.....							S 6.20				
87.85	CR.....							6.52	6.25			
88.74	South Chicago.....					A. M.		S 6.23				
92.28	JN.....							6.20				
92.45	71st Street.....							S 6.28				
92.81	Park Manor.....							S 6.30				
93.91	Englewood.....		S 5.41		6.15	S 6.25		S 6.35	S 6.41	S 6.49	S 6.55	
100.56	Chicago.....		5.55		A. M.	6.40		6.50	7.20	6.55	7.04	7.10
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

Time shown at Chicago is for information only. No. 651 will not carry passengers west of Robertsdale. No. 129 will not carry passengers. Suburban Sunday schedules will be in effect May 30th, July 4th and Sept. 4th.

**ELKHART TO CHICAGO
WESTWARD—FIRST-CLASS**

CONTINUED FROM PAGE 11

CONTINUED ON PAGE 13

Miles from Elkhart	STATIONS	63	67	27	25	17	19	257	657	107	59	681
		The Egyptian	The Commodore Vanderbilt	New England States	Twentieth Century Limited	The Wolverine	Lake Shore Limited	Mail	Local	Nickel Plate	The Chicagoan	Local
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Saturday Only
LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
4.82	Elkart		5.35	5.45	6.08		9.45	12.05			1.07	
5.51	WG		5.42	5.52	6.15		9.52	12.12			1.14	
11.11	Osceola											
14.23	Mishawaka							s12.23				
	High Street											
15.09	South Bend		G 5.57	T 6.05			s10.10	s12.35			s 1.28	
15.28	HF				6.23							
15.68	Arnold Street											
22.06	Lydick											
26.16	Terre Coupee											
28.48	New Carlisle											
34.78	Rolling Prairie											
40.78	WR		6.20		6.43						1.48	
41.80	La Porte			T 6.30			s10.35	s 1.05				
42.15	JD											
45.88	Pinola											
48.19	Durham											
51.75	Otis								P. M.			P. M.
55.20	Burdick											
59.47	Chesterton								1.30			3.05
60.35	Porter					A. M.			s 1.33			s 3.07
60.56	PO		6.37	6.47	7.01	9.50	10.53	1.25			2.06	
64.65	FN											
65.11	Dune Park								f 1.39			f 3.13
66.69	Ogden Dunes								f 1.42			f 3.16
70.83	Millers								s 1.47			f 3.21
74.42	Gary			T 7.00			s11.08		s 1.55			s 3.35
75.24	Kirk Yard								s 1.58			s 3.38
76.65	Curtis								f 2.00			f 3.40
77.65	Pine								f 2.03			s 3.42
78.48	NE	A. M.										
79.40	Buffington								s 2.06			s 3.45
81.21	Indiana Harbor	s 6.42							s 2.10			s 3.50
81.58	HC		6.53	7.10	7.17	10.11	11.16	1.40			2.22	
81.93	Mahoning								s 2.12			s 3.53
83.78	Whiting	T 6.47							s 2.17			s 3.58
84.13	MS											
85.03	Robertsdale											s 4.01
87.37	East Side											
87.85	CR											
88.74	South Chicago									P. M.		
92.28	JN									2.20		
92.45	71st Street											
92.81	Park Manor											
93.91	Englewood	s 7.10	s 7.13	s 7.30	s 7.45	s10.25	s11.44	s 2.15		s 2.25	s 2.45	
100.56	Chicago	7.25	7.28	7.45	8.00	10.40	11.59	2.30	2.40	2.40	3.00	4.27
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Time shown at Chicago is for information only. No. 657 will not carry passengers west of Whiting. No. 257 will not carry passengers. No. 681 will not carry passengers west of Robertsdale. Fo. 67 will not operate May 28th, 29th, 30th, July 2nd, 3rd, 4th, Sept. 3rd and 4th. Suburban Sunday schedules will be in effect May 30th, July 4th and Sept. 4th.

**ELKHART TO CHICAGO
WESTWARD—FIRST-CLASS**

CONTINUED FROM PAGE 12

CONTINUED ON PAGE 14

Miles from Elkhart	STATIONS	673	35	135	217	139	705	73	661	687	663	665
		Local	The Iroquois	See Note West Side Mail	G. T. W. R. R.	See Note Railway Express	C & O Ry	The Prairie State	Local	Local	Local	Local
		Daily Except Sat. & Sun.	Daily	Daily Except Monday	Daily	Daily Except Monday	Daily	Daily	Daily Except Sat. & Sun.	Saturday & Sunday Only	Daily Except Sat. & Sun.	Saturday & Sunday Only
LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
4.82	Elkart		2.45	3.17				7.40				
5.51	WG		2.52	3.25				7.47				
11.11	Osceola				P. M.							
14.23	Mishawaka							s 7.52				
	High Street				5.56							
15.09	South Bend		s 3.06		s 6.05			s 8.00				
15.28	HF			3.36								
15.68	Arnold Street				6.06							
22.06	Lydick											
26.16	Terre Coupee				P. M.							
28.48	New Carlisle											
34.78	Rolling Prairie											
40.78	WR			3.56								
41.80	La Porte		s 3.30					s 8.25				
42.15	JD											
45.88	Pinola											
48.19	Durham											
51.75	Otis							P. M.	P. M.	P. M.		
55.20	Burdick											
59.47	Chesterton							9.30	9.30	10.45		
60.35	Porter					P. M.	P. M.	s 9.32	s 9.32	f 10.47		
60.56	PO		3.50	4.16		5.59	6.38	8.42				
64.65	FN											
65.11	Dune Park								f 9.38	f 9.38	f 10.52	
66.69	Ogden Dunes	P. M.							f 9.41	f 9.41	f 10.55	P. M.
70.83	Millers								s 9.46	s 9.46	s 11.25	
74.42	Gary	3.35	B 4.10					B 8.55	s 9.52	s 9.52	s 11.25	11.25
75.24	Kirk Yard	s 3.38							s 9.54	s 9.54	f 11.27	f 11.27
76.65	Curtis	f 3.40							f 9.58	f 9.58	f 11.31	f 11.31
77.65	Pine	s 3.42										
78.48	NE						6.57					
79.40	Buffington	s 3.45							s 10.01	s 10.01	s 11.34	s 11.34
81.21	Indiana Harbor	s 3.50					P. M.		s 10.05	s 10.05	s 11.38	s 11.38
81.58	HC		4.20	4.42		6.25		9.05	s 10.07	s 10.07	s 11.40	s 11.40
81.93	Mahoning	s 3.53							s 10.11	s 10.11	s 11.43	s 11.43
83.78	Whiting	s 3.58										
84.13	MS											
85.03	Robertsdale	s 4.01										
87.37	East Side	s 4.06							s 10.17	s 10.17	s 11.49	
87.85	CR									10.18		
88.74	South Chicago	s 4.10							s 10.20	10.20	s 11.51	
92.28	JN										P. M.	
92.45	71st Street	s 4.17							s 10.26		s 11.57	
92.81	Park Manor	s 4.19							s 10.28		s 11.59	
93.91	Englewood	s 4.22	s 4.45					6.45	s 9.35	s 10.30	s 12.02	
100.56	Chicago	4.35	5.00	5.30				P. M.	9.50	10.43	12.15	12.10
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.

Time shown at Chicago is for information only. No. 665 will not carry passengers west of Whiting. Nos. 135 and 139 will not operate May 31st, July 5th and Sept. 5th. Nos. 135 and 139 will not carry passengers. Suburban Sunday schedules will be in effect May 30th, July 4th and Sept. 4th.

**CHICAGO TO ELKHART
EASTWARD — FIRST-CLASS**

CONTINUED FROM PAGE 15

CONTINUED ON PAGE 17

Miles from Chicago	STATIONS	220	14 <small>See note</small>	232	6	680 <small>See Note</small>	672 <small>See Note</small>	28	8	68 <small>See Note</small>	2	644
		G. T. W. R. R.	Mail	Mail	Fifth Avenue Special	Local	Local	New England States	The Wolverine	The Commodore Vanderbilt	The Pacemaker	Local
		Daily	Daily	Daily	Daily	Saturday Only	Daily Except Sat. & Sun.	Daily	Daily	Daily	Daily	Daily Except Sat. & Sun.
		LEAVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
6.65	Chicago		11.20	11.35	12.30	Root St 12.50	P. M.	2.30	2.40	3.00	3.20	3.40
7.75	Englewood			\$11.49	\$12.44		1.00	\$ 2.44	\$ 2.54	\$ 3.14	\$ 3.34	\$ 3.55
8.11	Park Manor											\$ 3.59
8.28	71st Street											
	JN		11.34									
11.82	South Chicago			\$11.57								\$ 4.06
12.71	CR											
13.19	East Side											\$ 4.09
15.53	Robertsdale					\$ 1.10	\$ 1.15					\$ 4.13
16.43	MS											
16.78	Whiting			\$12.04		\$ 1.13	\$ 1.18					\$ 4.17
18.63	Mahoning					\$ 1.17	\$ 1.22					\$ 4.22
18.98	HC		11.47	12.56				2.56	3.07	3.26	3.46	
19.35	Indiana Harbor			\$12.10		\$ 1.20	\$ 1.25					\$ 4.25
21.16	Buffington					\$ 1.23	\$ 1.28					\$ 4.29
22.08	NE											
22.91	Pine					f 1.26	f 1.32					
23.91	Curtis											
25.32	Kirk Yard					\$ 1.31	\$ 1.37					\$ 4.37
26.14	Gary			\$12.20	Z 1.03	\$ 1.33	1.40	N 3.03			Z 3.53	\$ 4.40
29.73	Millers					\$ 1.38						\$ 4.46
33.87	Ogden Dunes					\$ 1.43	P. M.					\$ 4.52
35.45	Dune Park					f 1.46						
35.91	FN											
40.00	PO		12.03	12.34	1.14			3.14	3.27	3.42	4.04	4.59
40.21	Porter					\$ 1.52						\$ 5.01
41.09	Chesterton			\$12.36		1.55			P. M.			5.05
45.36	Burdick											
48.81	Otis						P. M.					P. M.
52.37	Durham											
54.68	Pinola											
58.41	JD											
58.76	La Porte			\$ 1.05	Z 1.34			N 3.32			\$ 4.24	
59.78	WR		12.20							3.58		
65.78	Rolling Prairie											
72.08	New Carlisle											
76.18	Terre Coupee	A. M.										
78.50	Lydick	11.31										
84.88	Arnold Street											
85.28	HF		12.40							4.17		
85.47	South Bend	\$11.40		\$ 1.45	\$ 1.56			\$ 3.52			\$ 4.47	
86.33	High Street	11.42										
89.45	Mishawaka			\$ 2.10								
95.05	Osceola	A. M.										
95.74	WG		12.53	2.18	2.07			4.04		4.26	4.58	
100.56	Elkhart		1.00	2.30	2.20			4.14		4.35	5.09	
	ARRIVE	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Time shown at Chicago is for information only. Nos. 680 and 672 will not carry passengers west of Robertsdale.
 No. 14 will not carry passengers.
 No. 68 will not operate May 27th, 28th, 29th, July 1st, 2nd, 3rd, Sept. 2nd and 3rd.
 Suburban Sunday schedules will be in effect May 30th, July 4th and Sept. 4th.

**CHICAGO TO ELKHART
EASTWARD — FIRST-CLASS**

CONTINUED FROM PAGE 16

CONTINUED ON PAGE 18

Miles from Chicago	STATIONS	26	616	10	708	22	122 <small>See Note</small>	662	214	62	106	90
		Twentieth Century Limited	Local	The Mohawk	C. & O. Ry.	Lake Shore Limited	Mail and Express	Local	G. T. W. R. R.	The Egyptian	Nickel Plate	The Chicagoan
		Daily	Daily	Daily	Daily	Daily	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.
6.65	Chicago	4.00	4.30	4.40		6.15	12th St. 6.30	9.25		10.15	10.45	11.00
7.75	Englewood	\$ 4.14	\$ 4.43	\$ 4.54		\$ 6.29		\$ 9.38		\$10.29	\$10.58	\$11.14
8.11	Park Manor		\$ 4.46					\$ 9.41				
8.28	71st Street		\$ 4.48					\$ 9.43				
	JN					6.46					11.01	
11.82	South Chicago		\$ 4.54					\$ 9.49			P. M.	
12.71	CR											
13.19	East Side		\$ 4.58					\$ 9.52				
15.53	Robertsdale		\$ 5.03					\$ 9.56				
16.43	MS											
16.78	Whiting		\$ 5.07					\$10.00		\$10.41		
18.63	Mahoning		f 5.11					\$10.06				
18.98	HC		4.26		5.08	6.41	7.00	\$10.08		\$10.46		11.27
19.35	Indiana Harbor		\$ 5.13					\$10.08				
21.16	Buffington		\$ 5.17			P. M.		\$10.11		P. M.		
22.08	NE				6.20							
22.91	Pine		f 5.22									
23.91	Curtis											
25.32	Kirk Yard							\$10.18				
26.14	Gary		\$ 5.28	\$ 5.15								
29.73	Millers		\$ 5.33					10.22				
33.87	Ogden Dunes		\$ 5.38					P. M.				
35.45	Dune Park		f 5.41									
35.91	FN											
40.00	PO		4.42	5.46	5.30	6.36	6.56	7.15				11.43
40.21	Porter		\$ 5.47			P. M.						
41.09	Chesterton		5.50	C 5.33								
45.36	Burdick											
48.81	Otis		P. M.									
52.37	Durham											
54.68	Pinola											
58.41	JD											
58.76	La Porte			\$ 5.55								
59.78	WR		4.58			7.13	7.35					11.58
65.78	Rolling Prairie											
72.08	New Carlisle											
76.18	Terre Coupee								P. M.			
78.50	Lydick								9.52			
84.88	Arnold Street											
85.28	HF		5.17				8.00					
85.47	South Bend				\$ 6.25		\$ 7.35		\$10.00			\$12.20
86.33	High Street								10.02			
89.45	Mishawaka			\$ 6.35					P. M.			
95.05	Osceola		5.26		6.43		7.46	8.13				12.32
95.74	WG						8.00	8.30				12.45
100.56	Elkhart		5.34		6.50							
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.

Time shown at Chicago is for information only.
 No. 122 will not carry passengers.
 Suburban Sunday schedules will be in effect May 30th, July 4th and Sept. 4th.

**CHICAGO TO ELKHART
EASTWARD—FIRST-CLASS**

CONTINUED FROM PAGE 17

Miles from Chicago	STATIONS	664	290	52						
		Local	The Forest City	The Easterner						
		Daily	Daily	Daily						
	LEAVE	P. M.	P. M.	P. M.						
6.65	Chicago		11.10	11.50						
7.75	Englewood		\$11.24							
8.11	Park Manor									
8.28	71st Street									
	JN			12.04						
11.82	South Chicago									
12.71	CR									
13.19	East Side									
15.53	Robertsdale									
		P. M.								
16.43	MS									
16.78	Whiting	11.25								
18.63	Mahoning	\$11.29								
18.98	HC		11.36	12.15						
19.35	Indiana Harbor	\$11.31								
21.16	Buffington	\$11.34								
22.03	NE									
22.91	Pine									
23.91	Curtis									
25.32	Kirk Yard	\$11.42								
26.14	Gary	\$11.44	Z 11.43	\$12.23						
29.73	Millers	\$11.49								
33.87	Ogden Dunes	\$11.54								
35.45	Dune Park									
35.91	FN									
40.00	PO		11.52	12.38						
40.21	Porter	\$12.03								
41.09	Chesterton	12.05								
45.36	Burdick									
48.81	Otis	A. M.								
52.37	Durham									
54.68	Pinola									
58.41	JD									
58.76	La Porte		\$12.10	\$ 1.00						
59.78	WR									
65.78	Rolling Prairie									
72.08	New Carlisle									
76.18	Terre Coupee									
78.50	Lydick									
84.88	Arnold Street									
85.28	HF									
85.47	South Bend		\$12.35	\$ 1.40						
86.33	High Street									
89.45	Mishawaka			\$ 1.50						
95.05	Osceola									
95.74	WG		12.53	2.00						
100.56	Elkhart		1.05	2.20						
	ARRIVE	A. M.	A. M.	A. M.						

Time shown at *Chicago* is for information only.
Suburban Sunday schedules will be in effect May 30th, July 4th and Sept. 4th.

KANKAKEE SUBDIVISION

SOUTH BEND TO KANKAKEE

KANKAKEE TO SOUTH BEND

Miles from South Bend	STATIONS	WESTWARD		EASTWARD	
		LEAVE		LEAVE	
	<i>South Bend</i>				
3.67	JK			98.96	Kankakee
5.38	Rupel			104.58	Exline
7.35	Steenberg			110.28	Momence
				110.83	MJ
9.45	Ginger Hill			113.44	Delmar
13.57	North Liberty			114.99	Edgetown
19.64	Walkerton			117.66	Illinoi
22.64	Garden City			121.80	Schneider
				126.95	Shelby
27.64	Hamlet				
33.89	Knox			134.76	DeMotte
38.41	Toto			136.93	Kersey
43.33	North Judson			139.24	Stoutsburg
49.48	San Pierre			142.32	Wheatfield
				146.84	Tefft
53.54	Tefft			150.90	San Pierre
58.06	Wheatfield			157.05	North Judson
61.14	Stoutsburg			161.97	Toto
63.45	Kersey			166.49	Knox
65.62	DeMotte			172.74	Hamlet
73.43	Shelby			177.74	Garden City
78.58	Schneider			180.74	Walkerton
82.72	Illinoi			186.81	North Liberty
85.39	Edgetown			190.93	Ginger Hill
86.94	Delmar				
89.55	MJ			192.83	Steenberg
90.10	Momence			195.00	Rupel
95.80	Exline			197.71	JK
101.42	Kankakee			200.38	<i>South Bend</i>
	ARRIVE				

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

KANKAKEE SUBDIVISION

KANKAKEE TO ZEARING				ZEARING TO KANKAKEE			
WESTWARD				EASTWARD			
Miles from South Bend	STATIONS			Miles from Zearing	STATIONS		
	LEAVE				LEAVE		
101.42	Kankakee.....				Zearing.....		
108.40	New Lehigh.....			6.10	N. Y. C. Jct.....		
111.24	Goodrich.....						
115.94	Union Hill.....			7.21	Ladd.....		
				7.11	Q. Crossing.....		
121.38	Reddick.....						
124.40	Blair.....			6.59	Ladd Jct.....		
130.57	Dwight.....			8.16	Seatonville Jct.....		
				8.90	Seatonville.....		
135.83	Sunbury.....			12.10	Howe.....		
140.69	Budd.....			12.32	Depue Jct.....		
147.04	Missal.....						
150.57	Streator Jct.....			13.59	Depue.....		
152.38	Streator.....			12.32	Depue Jct.....		
154.68	Vulcan.....			15.53	Moronts.....		
157.00	Altmar.....			18.71	Mark.....		
162.05	Milla.....			19.71	Granville.....		
165.80	Lostant.....			19.81	Granville Jct.....		
170.00	Priscilla.....			25.64	McNabb.....		
174.74	McNabb.....			30.38	Priscilla.....		
180.57	Granville Jct.....			34.58	Lostant.....		
180.67	Granville.....			38.33	Milla.....		
181.67	Mark.....			43.38	Altmar.....		
184.85	Moronts.....			45.70	Vulcan.....		
188.06	Depue Jct.....			48.00	Streator.....		
189.33	Depue.....			49.81	Streator Jct.....		
				53.34	Missal.....		
188.06	Depue Jct.....			59.69	Budd.....		
188.28	Howe.....			64.55	Sunbury.....		
191.48	Seatonville.....						
192.22	Seatonville Jct.....			69.81	Dwight.....		
193.79	Ladd Jct.....			75.98	Blair.....		
				79.00	Reddick.....		
194.31	Q. Crossing.....			84.44	Union Hill.....		
194.41	Ladd.....			89.14	Goodrich.....		
				91.90	New Lehigh.....		
194.28	N. Y. C. Jct.....			98.96	Kankakee.....		
200.38	Zearing.....						
	ARRIVE				ARRIVE		

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

DANVILLE SUBDIVISION

OSBORN TO LYONS				LYONS TO OSBORN			
SOUTHWARD				NORTHWARD			
Miles from Chicago	STATIONS	FIRST CLASS	SECOND CLASS	Miles from Lyons	STATIONS	FIRST CLASS	SECOND CLASS
	LEAVE	The Egyptian			LEAVE	The Egyptian	
		463				462	
		Daily				Daily	
		P. M.				A. M.	
.....	Chicago.....	10.15		.....	WR.....	2.55	
23.39	Gibson.....	10.57		.....	Lyons.....	3.00	
24.09	Osborn.....	10.59		1.00	Bemis.....		
26.31	ND.....	11.02		4.21	Wyton.....	3.07	
26.58	Highlands.....			5.16	Danville.....	3.30	
				10.38	Campbell.....	3.37	
28.34	Hays.....	11.05		15.11	Allison.....	3.43	
29.44	Hartsdale.....	11.07		19.88	NX (Sloan).....	3.49	
31.57	St. John Yard.....						
33.80	DK.....	11.13		24.37	Stewart.....	3.58	
34.25	St. John.....	11.14		28.17	Tab.....	4.05	
				34.08	Handy.....	4.13	
38.93	Cook.....	O 11.20		38.63	Dunn.....	4.21	
45.00	North Hayden.....	11.27					
47.32	Belshaw.....	11.31		42.45	Free.....	4.27	
52.02	Schneider.....	E 11.37		48.19	Sheff.....	4.34	
				52.58	KN.....	4.39	
55.52	Lake Village.....	f 11.42		52.76	Kentland.....	5.00	
57.67	Conrad.....	11.45		59.47	Ade.....	5.08	
64.00	Enos.....	11.52					
68.72	Morocco.....	E 12.10		64.80	Morocco.....	5.25	
				69.61	Enos.....	5.31	
74.14	Ade.....	O 12.18		75.94	Conrad.....	5.38	
80.85	Kentland.....	E 12.40		78.09	Lake Village.....	5.42	
81.03	KN.....	12.42					
85.42	Sheff.....	12.48		81.59	Schneider.....	5.50	
91.16	Free.....	12.54		86.29	Belshaw.....	5.57	
				88.61	North Hayden.....	6.00	
94.98	Dunn.....	1.00		94.68	Cook.....	6.07	
99.53	Handy.....	1.06					
105.44	Tab.....	1.12		99.36	St. John.....	6.12	
109.24	Stewart.....	1.17		99.81	DK.....	6.13	
				102.04	St. John Yard.....		
113.73	NX (Sloan).....	1.25		104.17	Hartsdale.....	6.18	
118.50	Allison.....	1.31		105.27	Hays.....	6.20	
123.22	Campbell.....	1.36					
128.45	Danville.....	s 2.15		107.05	Highlands.....	6.22	
129.40	Wyton.....	2.17		107.30	ND.....	6.23	
132.61	Bemis.....			109.52	Osborn.....	6.26	
133.61	Lyons.....	2.22		110.22	Gibson.....	6.28	
	WR.....	2.27		133.61	Chicago.....	7.25	
	ARRIVE	A. M.			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.

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

		Miles from Elkhart	STATIONS	Miles from Mishawaka				
		.00	Elkhart	13.34				
		.15	B	13.19				
		9.85	Twin Branch	3.49				
		13.34	Mishawaka	.00				

Operated Under Yard Rules.

ELKHART TO GIBSON, BLUE ISLAND AND ENGLEWOOD ELKHART AND SOUTH BEND TO ZEARING

WESTWARD—FREIGHT TRAINS

Miles from Elkhart	STATIONS	L. S. 7	KANKAKEE LINE 91	D. L. S. 3	B. G. 1	KANKAKEE LINE 95	L. S. 1	K. G. 3				
		Freight	Freight	Freight	Freight	Freight	Freight	Freight				
		Daily	Daily	Daily	Daily	Daily	Daily	Daily				
	LEAVE	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.				
.....	Elkhart	2.45	3.00	4.30	6.35	10.00	7.05	10.30				
15.09	South Bend		3.45			10.45						
82.00	Gibson			10.00	10.55			3.20				
91.00	Blue Island											
93.91	Englewood	5.00					11.00					
116.51	Kankakee		7.45 P. M.			A. M. 3.00 5.00						
215.09	Zearing		2.30 9.15			10.00						
	ARRIVE	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.				

For information only; not conferring time table superiority.

ENGLEWOOD, BLUE ISLAND AND GIBSON TO ELKHART ZEARING AND SOUTH BEND TO ELKHART

EASTWARD—FREIGHT TRAINS

Miles from Englewood	STATIONS	X. N. 6	N. Y. 8	C. N. 2	X. N. 2	N. Y. 4	KANKAKEE LINE 90	KANKAKEE LINE 92				
		Freight	Freight	Freight	Freight	Freight	Freight	Freight				
		Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily				
	LEAVE	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.				
.....	Zearing						3.00					
.....	Englewood			7.00	7.30	10.00						
.....	Blue Island	10.30	6.00		7.00	12.15						
.....	Gibson											
.....	Kankakee						8.30 10.30 P. M.	5.45				
.....	South Bend						5.30	9.00				
93.91	Elkhart	2.00	9.30	9.15	10.30	3.15	6.30	9.30				
	ARRIVE	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.				

For information only; not conferring time table superiority.

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 C.S.	436.8					Station..... Hump office.....	N S	T.D.-M-Y T.D.-M-Y
			439.1			439.4			
			440.1	439.2					
			441.1	440.2					
			442.1	441.2					
			443.1	442.2			1500 feet east of "WG"....	S	Y
WG..... Open day and night	C.S. WG	441.6	INT.	INT.			Signal station.....	N	T.D.-M-Y
Osceola.....	C.S. JH	442.3					Station.....	S	T.D.-M
			444.1	445.2			Opposite Menaugh Coal Co., Switch leading to track 2, on pole.....	S	T.D.-M
			446.1	446.2					
			447.1	447.2					
			448.1	448.2					
			449.1	449.2					
							Eastward siding, east end, on pole.....	S	T.D.-M
							Westward siding, west end, on pole.....	N	T.D.-M
							Crossover, on pole.....	N	T.D.-M
							Freight station.....	S	T.D.-M
Mishawaka..... Open day and night	C.S. AU	447.9					Station.....	N	T.D.-M
							Eastward siding, west end, on pole.....	S	T.D.-M
			450.1	450.2					
			451.1	451.2			Just east of Leer St.....	N	Y
							300 ft. west of Miami St....	N&S	Y
							Just east of G.T.W. home signal.....	N	Y
							200 ft. west of Toy Works switch.....	N	Y
							Just east of Fellows St.....	N	Y
							Just east of Michigan St....	N	Y
							Between tracks 2 and 2A, just east of platform.....		Y
South Bend.....	C.S.	451.9					In middle of eastward and westward island platforms.		Y
HF..... Open day and night	C.S. H.F. C.S.		INT.	INT.	INT.	INT.	Signal station.....	N	T.D.-M-Y
							Just west of signal bridge, west of Chapin St.....	S	Y
							Just east of Arnold St.....	N	Y
							Just west of Cherry St.....	N	Y
							Just west of M. C. connec- tion, on pole.....	S	Y

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..	C.S.						Pole box opposite round house.....	S	M
	C.S.	452.9	454.1				Eastward siding, east end, on pole.....	S	Y
	C.S.		455.1G				O'Brien plant switch, on pole	N	Y
	C.S.			455.2			Bendix switch.....	N	Y
	C.S.						Eastward siding, west end, in booth.....	S	Y
			457.1G						
			458.1	457.2					
			459.1	458.2					
	C.S.			460.2			Eastward stub track, east end on pole.....	S	T.D.-M-Y
Lydick.....	C.S.	459.2	460.1				In booth, near old crossover	S	T.D.-M-Y
	C.S.		461.1						
			461.2						
Lydick Track Pans.....	C.S.	459.5	462.1	462.2			Pump station.....	S	T.D.-M-Y
	C.S.		463.1	463.2			Eastward stub track, east end on pole.....	S	T.D.-M
	C.S.		464.1	464.2			Elevator switch, on pole....	S	T.D.-M-Y
Terre Coupee...	C.S.	463.6					Westward siding, west end on pole.....	S	T.D.-M
	C.S.		465.1	465.2					
	C.S.		466.1G				On east end maintainers, car house.....	S	T.D.-M
	C.S.			466.2			At house track switch.....	S	T.D.-M
New Carlisle....	C.S. NC	465.3					Station.....	S	T.D.-M-Y
			468.1G	467.2					
			469.1G	468.2					
			470.1G	469.2					
			471.1	470.2					
			472.1	471.2			Back of signal box, signal 470-1G, Wood yard cross- ing.....	S	T.D.-M
			473.1	473.2					
Rolling Prairie.. Open daily except Satur- days, Sundays and legal holidays 7:30 a. m. to 4:30 p. m.	C.S. RO C.S.	471.6	T.O.	T.O.			Station.....	N	T.D.-M
							Westward siding, east end on pole.....	S	T.D.-M
			474.1	474.2G					
			476.1	476.2					
			477.1	477.2					
			478.1						
WR..... Open day and night	C.S. WR	477.6	INT.	INT.			Modine Mfg. Co. switch....	S	T.D.-M
							Signal station.....	S	T.D.-M-Y
			480.1						
				480.2					
La Porte.....	C.S. C.S. C.S. C.S.	478.6					Freight station, yard office..	S	Y
							Station.....	S	T.D.-M-Y
							Track Suprs. office.....	S	M-Y
							Madison St., east side, on pole	N	Y

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	
JD..... Open day and night	C.S.	JD	478.9	INT.	INT.	INT.	INT.	Signal station.....	N	T.D.-M-Y
	C.S.			482.1	482.2	482.3G	482.4	Just west of Orchard Ave. crossing.....	S	T.D.-M
Pinola.....	C.S.		482.7	483.1	483.2	483.3G	483.4	On pole, east of road crossing..... Old station.....	S	Y
	C.S.			483.1A	483.3A	484.2	484.4			
	C.S.			484.1	484.2	484.3	484.4			
Durham..... Open day and night except closed Sundays 6:30 a. m. to 2:30 p. m.	C.S.			485.1	485.2	485.3	485.4	On pole east of Forresters Crossing.....	N	Y
	C.S.			486.1	486.2	486.3	486.4	On pole at Anderson Crossing	S	Y
	C.S.	FS	485.0	487.1	487.2	487.3		Signal station.....	S	T.D.-M-Y
Otis..... Open day and night except closed Sundays 7:30 a. m. to 3:30 p. m.	C.S.			487.2				On pole east of Holmesville Crossing near Signal 487.2.	S	T.D.-M
	C.S.			488.1	488.2G			At signal 488.2G.....	S	T.D.-M
	C.S.	HM	488.5	489.1	489.2G			Signal station.....	S	T.D.-M
	C.S.			491.1	491.2G			On pole, opposite switch leading to west end stub track.....	S	T.D.-M
	C.S.			492.1	492.2G					
Burdick.....	C.S.							Eastward siding, east end, on pole.....	S	T.D.-M
	C.S.		492.0					On stub pole, near crossover.	S	T.D.-M
Chesterton Track Pans.....	C.S.			495.1	495.2G			Pump station.....	N	T.D.-M-Y
	C.S.		496.1	496.1	496.2G					
	C.S.			497.1	497.2					
Chesterton.....	C.S.							25 feet east of Main Street crossing, in booth.....	N	T.D.-M-Y
	C.S.	CA	496.3					Station.....	S	T.D.-M-Y
Porter.....	C.S.			499.1				East end E. J. & E. wye, on pole.....	S	Y
	C.S.	WS	497.3	499.2				Station.....	S	T.D.-M-Y
PO..... Open day and night	C.S.	PO	497.4	INT.	INT.			Signal station.....	N	T.D.-M-Y
	C.S.							Swedish crossing, on stub pole.....	S	Y
	C.S.							Eastward siding, west end, in booth.....	S	Y

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	
Dune Park.....	C.S.		501.4 501.9	500.1	501.2			On pole at signal 502-2G....	S	Y
				501.1	502.2G					
				502.1	503.2G					
				503.1						
				504.2						
Durham.....	C.S.			505.1	505.2			In shanty at Crossover.....	N	T.D.-M
				506.1	506.2					
				507.1	507.2					
				508.1	508.2					
				509.1	509.2					
Millers.....	C.S.		507.6					Eastward siding, east end, on pole..... Station, on east end..... Station.....	N N N	T.D.-M T.D.-M T.D.-M
Gary.....	C.S.		511.2	510.1	510.2			Westward siding, east end on pole..... Westward siding, west end, on pole..... Eastward siding, west end, in booth..... Station {Baggage-room.....} {Ticket office.....}	N N N S	T.D.-M T.D.-M T.D.-M T.D.-M
				511.1	511.2					
				512.1	512.2					
				513.1	513.2					
				514.1	514.2					
Pine.....	C.S.		514.4	515.1	515.2			Opposite Curtis station, on pole.....	S	T.D.-M
				516.1	516.2					
				517.1	517.2					
NE..... Open day and night	C.S.	NE	515.2	INT.	INT.	INT.	INT.	Signal station.....	S	T.D.-M-Y
Indiana Harbor —B.&O. crossing.....	C.S.		517.8	518.1	518.2	518.3	518.4	Signal station.....	N	T.D.-M-Y
				519.1	519.2	519.3	519.4			
Indiana Harbor.....	C.S.	BR	517.9					Freight station..... Station..... West side of station on pole	S S S	Y T.D.-M-Y Y

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.....	S	Y
								Signal station.....	N	T.D.-M-Y
	C.S.							West side of canal, near crossover from track No. 4 to yard track No. 1, east end of Indiana Harbor yard, on pole.....	S	Y
	C.S.		521.1	521.2	521.3	521.4	Yard office, west end Ind. Harbor yard.....	S	M-Y	
Whiting.....	C.S.							Freight station.....	S	M
	C.S.		520.8					West of freight station, on pole.....	S	T.D.-M
MS..... Open day and night	C.S.	MS	520.9	INT.	INT.	INT.	INT.	Signal station.....	N	T.D.-M
				524.1	524.2	524.3	524.4			
Robertsdale.....	C.S.		521.9					On pole, back of crossing watchman's shanty.....	S	Y
	C.S.			525.1	525.2	525.3	525.4	Malthouse switch, on pole..	S	Y
East Side.....	C.S.			526.1	526.2	526.3	526.4	Station.....	S	Y
	C.S.		524.1							
CR..... Open day and night	C.S.	CR	524.7	INT.	INT.	INT.	INT.	Signal station.....	N	T.D.-M-Y
South Chicago.....	C.S.			527.1				95th street joint train directors cabin.....	N	Y
	C.S.		525.5			527.3G		Station.....	N	T.D.-M-Y
	C.S.					528.3		Opposite freight station, box on detached carbody.....	N	Y
	C.S.			528.1	528.2		528.4	87th street, on pole.....	N	Y
				529.1		529.3				
					529.2		529.4			
	C.S.			530.1	530.2	530.3	530.4			
	C.S.			531.1	531.2	531.3	531.4A	Stony Island Ave., on pole..	S	Y
			528.3			531.4				
JN..... Open day and night	C.S.	JN	529.0	INT.	INT.	INT.	INT.	Signal station.....	N	T.D.-M-Y
Park Manor.....	C.S.		529.6					67th St., yard masters office.	N	T.D.-M-Y
Englewood.....	C.S.			532.1	532.2					
	C.S.		530.7	533.1	533.2A			Station.....	W	City
Chicago..... Open day and night	C.S.	SC	537.3					General yard masters office.	E	T.D.-M-Y

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			General yard masters office..	N	T.D.-M-B-Y
	C.S.		2.0	D		No. 11 track, west end, on pole	S	Y
JK..... Open day and night	C.S.	JK	2.6	INT.	INT.	Signal station.....	N	T.D.-M-B-Y
				M.B.	M.B.			
Rupel.....	C.S.		3.2		D			
	C.S.		5.3			Gravel pit switch, on pole...	N	B
Ginger Hill..... Signals controlled from QN	C.S.			M.B.	M.B.			
	C.S.		9.4			East end passing track, on pole.....	N	B
North Liberty.....	C.S.			27631		Siding, west end, in booth...	N	B
	C.S.		13.5			Old siding, east end, on pole..	N	T.D.-M-B
QN..... Open day and night	C.S.	QN	13.7	INT.-M.B.	INT.-M.B.	Station.....	S	T.D.-M-B
				27652		Siding, west end, on pole....	N	B
Walkerton..... Open day and night	C.S.	KN	18.8	D		Signal station.....	S	T.D.-M-B
	C.S.		19.5	INT.-M.B.	INT.-M.B.			
Walkerton.....	C.S.					Station.....	S	T.D.-M-B
	C.S.		19.6			Siding, east end, on pole.....	N	B
	C.S.				D	Siding, west end, on pole....	N	B
	C.S.		20.2			West end of west yard.....	N	B
HA..... Open day and night	C.S.	HA	27.5	27771	INT.-M.B.	Signal station.....	S	T.D.-M-B
				27792	INT.-M.B.			
Hamlet.....	C.S.		27.6			Station.....	N	T.D.-M-B
	C.S.					East end Penn. Delivery track on pole.....	N	B
	C.S.					Siding, west end, on pole....	N	B
Knox.....	C.S.			27831		Siding, center, on pole.....	N	B
	C.S.		33.8			Station.....	S	T.D.-M-B
X..... Open day and night	C.S.	X	33.8	INT.-M.B.	INT.-M.B.	Siding, west end, in booth...	N	B
				27862	27872G	Signal station.....	N	T.D.-M-B
Toto.....	C.S.		38.4			Station, on east side.....	N	B
North Judson.....	C.S.		42.6	D				
	C.S.		43.3	INT.	INT.			
North Judson..... Open day and night	C.S.	J	43.3	M.B.	M.B.	500 ft. east of coal dock, on pole.....	N	B
	C.S.					Station.....	N	T.D.-M-B
	C.S.		43.9		D	Siding, east end, on pole....	N	B
	C.S.					1/4 mile west of coal dock, on pole.....	N	B
	C.S.					Siding, west end, on pole....	N	B
	C.S.					Erie wye switch.....	N	B
	C.S.					300 ft. west of coal dock, on pole.....	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.) San Pierre..... Open daily except Saturdays and Sundays and legal Holidays 9:00 a. m. to 6:00 p. m.	C.S. C.S. C.S.	JR	49.4	27991 28001 M.B.	28002 M.B.	Automatic interlocking.....		
Tefft..... Open daily except Saturdays and Sundays and legal Holidays 7:00 a. m. 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 and Sundays and legal Holidays 7:00 a. m. to 4:00 p. m.	C.S. C.S. C.S.	WH	58.0	M.B.	M.B.	Station, in waiting room.....	S	T.D.-M-B
Stoutsburg.....	C.S.		61.1			Siding, west end, on pole....	N	B
Kersey.....	C.S.		63.1 63.4			Elevator switch, on pole.....	N	B
DeMotte..... Open daily except Saturdays and Sundays and legal Holidays 8:00 a. m. to 5:00 p. m.	C.S. C.S. C.S. C.S.	FA	65.6	M.B.	M.B.	Station.....	N	T.D.-M-B
Shelby..... Open day and night	C.S. C.S.	BY	73.4	K73.1 INT.-M.B.	INT.-M.B. K75.2	Station.....	N	T.D.-M-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. C.S. C.S. C.S.		78.5		K80.2 K81.2	Station.....	S	T.D.-M-Y
Illinois.....	C.S.		82.7			East siding, east end, on pole..	N	Y
Delmar..... Open day and night	C.S. C.S.	DA	86.3 86.9 87.5	K87.1 INT.-M.B.	INT.-M.B. K89.2	Signal station.....	N	T.D.-M-B
Ward.....	C.S.		88.2			Siding, east end, on pole.....	N	B
MJ..... Open day and night	C.S. C.S.	MJ	89.2 89.5 89.9	D INT.-M.B.	INT.-M.B. D	Signal station.....	S	T.D.-M-B
Momence.....	C.S. C.S. C.S.		90.1			East end yard, on pole.....	N	B
Exline.....	C.S.		95.8			Station.....	N	T.D.-M-B
Kankakee.....	C.S. C.S. C.S. C.S. C.S. C.S.		100.4			Siding, west end, on pole....	N	B
Kankakee I. C. Tower	C.S.		101.4	INT.	INT.	Gen. Food lead, east end, on pole.....	N	B
						Gen. Food lead, west end, on pole.....	S	B
						Harrison Ave., on pole.....	N	B
						Schuyler Ave., on pole.....	N	B
						Siding, west end, on pole....	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				
Kankakee..... Open day and night	C.S. C.S.	K	101.4	M.B.	M.B.	Station.....	S	T.D.-M-Y
	C.S. C.S. C.S.					Engine house lead, on pole...	S	B
						West end KKK River bridge..	N	Y
						Butts Crossing, on pole.....	N	Y
						Yard masters office.....	N	T.D.-M-Y
						West end yard, on pole.....	N	B
New Lehigh..... Huber Spur.....	C.S. C.S.		108.4			Siding East End.....	N	B
						New Quarry switch, in booth.	N	B
						Pole box.....	N	B
Goodrich.....	C.S. C.S. C.S.		111.2			Passing track, west end, on pole.....	N	B
						Passing track, east end, in booth.....	N	B
						Car house on pole.....	N	B
Union Hill..... Open daily except Saturdays and Sundays and legal Holidays 7:30 a. m. to 4:30 p. m.	C.S. C.S.	UN	115.9	M.B.	M.B.	Station.....	N	T.D.-M-B
						Siding, west end, on pole....	N	B
						Siding, east 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.....	C.S. C.S. C.S.		121.3					
						Siding, east end, on pole....	N	B
						Siding, west end, on pole....	N	B
Blair.....	C.S.		124.4			East of elevator, in booth...	N	B
UK..... Open day and night	C.S. C.S.	UK	129.5	K130.1 INT.-M.B.	INT.-M.B.	Signal station.....	S	T.D.-M-B
						Siding, east end, on pole....	N	B
Dwight.....	C.S. C.S.		130.5			Station.....	N	T.D.-M-B
						Siding, west end, on pole....	N	B
Sunbury.....	C.S.		135.8					
						Siding, east end, on pole....	N	B
Budd.....	C.S. C.S. C.S.		140.6			West switch in booth.....	N	B
						Siding, east end, on pole....	N	B
Missal.....	C.S.		147.0			Siding, east end, on pole....	N	B
Streator..... (G.M.&O.)	C.S. C.S.		150.0 150.5	D 29001	29002	Automatic interlocking.....		
						Siding, east end, in booth....	N	Y
Streator Jct.....	C.S.			D	D	Wabash connection, on pole..	N	Y
Streator..... Open day and night	C.S. C.S. C.S.	SA	152.3	M.B. INT.	M.B. INT.	Station.....	S	T.D.-M-B-Y
						Vulcan switch, on pole.....	N	B
						East end yard, on pole.....	N	Y
Altmar.....	C.S.		157.0			Opposite elevator, on pole...	N	B
Milla.....	C.S.		162.0			East end of elevator track, on pole.....	N	B
ON..... Open day and night	C.S. C.S.	ON	165.3 165.7 166.1	29151 INT.-M.B.	INT.-M.B. 29172	Signal station.....	S	T.D.-M-B
						Siding, west end, on pole....	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	C.S. C.S.	170.0			Siding, west end, on pole	N	B Y
McNabb	C.S. C.S. C.S.	MC 174.7 175.0	M.B.	M.B.	Station Siding, east end, on pole Waiting room, station	N N N	T.D.-M-B B T.D.-B
McNabb		175.4 176.0					
Granville Jct.	C.S.	180.5	K180.1		Siding, east end, on pole	N	B
Granville	C.S.	GV 180.6	M.B.	M.B.	Signal station Siding, west end, on pole	N N	T.D.-M-B B
Colby's Pit		183.9					
Moronts	C.S. C.S. C.S.	184.8	K184.1		Siding, east end, on pole Siding, west end, on pole Raffs siding switch, on pole	N N N	B B B
Illinois River	C.S.	186.5 187.0 187.4	D INT.	INT. D	Signal station	S	T.D.-M-B-Y
Depue	C.S. C.S.	D 189.5			Station East end yard Y switch, in booth	S S N	T.D.-M-Y Y B
Depue Jct.	C.S.	187.5			Signal Station	S	B-Y
Howe	C.S.	HI 187.7	M.B.	M.B.	Siding, west end, on pole	N	B
							K188.2 K189.2
Seatonville	C.S.	SN 190.9			Pole box east end of passing siding	N	B
Seatonville Jct.	C.S.	191.7			Opposite switch, on pole	N	B
Ladd Jct.	C.S.	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
Ladd	C.S.	193.8			Station	S	M
N. Y. C. Jct.	C.S.	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. C.S. C.S.	RN 24.0	INT.	INT. 26251	Signal station Yard, south end, on pole Cross-over south of Nickel Plate wye, on pole 500 feet south of 173rd Street in booth	W W W W	T.D.-M-B-Y B B B
ND	C.S. C.S.	ND 26.3	26262 INT.	INT.-M.B.	Signal station Spur tracks, 3000 feet south, on pole	W W	T.D.-M-B-Y B
Highlands	C.S.	26.5		26271	Station	E	T.D.-M-Y
Hays	C.S. C.S.	28.3 28.9	26282 INT.	INT.	Spur track, 2500 feet north, on pole Signal station Crossover 2585 feet south	W E W	B T.D.-M 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	C.S. C.S.	29.4	26302		Station North of bridge, on pole	E E	T.D.-M-B B
St. John Yard	C.S. C.S. C.S.	31.5			Siding, north end, on pole Siding, south end, on pole	W W	B B
DK	C.S.	DK 33.4 33.8 34.4	INT.-M.B. D	INT.-M.B.	Signal station	E	T.D.-M-B
Cook	C.S. C.S. C.S.	KO 38.9	M.B.	M.B.	Station Waiting room Siding, south end, in booth	W W W	T.D.-M-B T.D.-B B
North Hayden	C.S. C.S.	AY 45.0	M.B.	M.B.	Station Waiting room	W W	T.D.-M-B T.D.-M-B
Belshaw	C.S. C.S.	BE 47.3 51.0	M.B.	M.B. H32.1	Station South of station, on pole	W W	T.D.-M-B B
SG	C.S.	SG 52.0	INT.-M.B.	INT.-M.B.	Signal station	E	T.D.-M-B-Y
Schneider	C.S. C.S. C.S. C.S. C.S.	52.0 53.3	SINGLE TRACK Northward Southward H34.2		Lead, north end, north yard Siding, north end, on pole Pump station Siding, south end, on pole Station North siding, south end, on pole	E W W W W W	Y Y Y Y T.D.-M-Y Y
Lake Village	C.S.	55.5			Station	W	T.D.-M
Conrad	C.S. C.S.	57.6			Siding, north end, on pole West of station, on pole	W W	B B
Enos	C.S. C.S. C.S. C.S.	64.0	M.B.	M.B.	Siding, north end, on pole Station Waiting room Siding, south end, on pole	W W W W	B T.D.-M-B T.D.-B B
Morocco	C.S. C.S. C.S.	MR 68.7 69.2	M.B.	M.B.	Siding, north end, on pole Station Siding, south end, on pole	W W E	B T.D.-M-B B
Ade	C.S. C.S.	Z 74.1	M.B.	M.B.	Station Waiting room	E E	T.D.-M-B T.D.-B
Kentland	C.S. C.S. C.S.	80.3 80.8		D	Siding, south end, on coal house Station Siding, north end, on pole	E E W	B T.D.-M-B B
KN	C.S.	KN 81.0 81.8	INT.-M.B. D	INT.-M.B.	Signal station	W	T.D.-M-B
Sheff	C.S. C.S.	84.8		D	North end of yard, on pole North switch, on pole Freight station	W W E	Y Y 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				
Sheff. Open day and night	C.S.	F	85.4	INT.-M.B.	INT.-M.B.	Near south bound home signal, on pole.....	W	Y
	C.S.					Siding, south end, on pole.....	W	Y
	C.S.					Signal station.....	W	T.D.-M-B-Y
	C.S.					South end of yard, on pole...	E	Y
York Switch.....	C.S.		87.3			In pole box.....	W	B
Hawkins.....	C.S.		89.0			Opposite switch.....	W	B
Free..... Open daily except Saturdays and Sundays and legal Holidays 8:00 a. m. to 5:00 p. m.	C.S.	FD	91.1	M.B.	M.B.	Station.....	W	T.D.-M-B
	C.S.					Waiting room.....	W	T.D.-B
	C.S.					Siding, south end, on pole...	W	B
Dunn..... Open daily except Saturdays and Sundays and legal Holidays 8:00 a. m. to 5:00 p. m.	C.S.	UN	94.9	M.B.	M.B.	Station.....	E	T.D.-M-B
	C.S.					Waiting room.....	E	T.D.-B
	C.S.					Siding, north end, on pole...	W	B
Handy.....	C.S.		99.0		D	Siding, north end, on pole...	W	B
	C.S.					Siding, south end, on pole...	W	B
Handy..... Open day and night	C.S.	DY	99.5	INT.-M.B.	INT.-M.B.	Signal station.....	W	T.D.-M-B
	C.S.					D		
Tab..... Open daily except Saturdays and Sundays and legal Holidays 7:00 a. m. to 4:00 p. m.	C.S.	BN	105.4	M.B.	M.B.	Siding, north end, on pole...	W	B
	C.S.					Station.....	E	T.D.-M-B
	C.S.					Waiting room.....	E	T.D.-B
	C.S.					Siding, south end, on pole...	W	B
Stewart..... Open daily except Saturdays and Sundays and legal Holidays 7:00 a. m. to 4:00 p. m.	C.S.	WA	109.2	M.B.	M.B.	Siding, north end, on pole...	W	B
	C.S.					Signal station.....	W	T.D.-M-B
	C.S.					Siding, south end, on pole...	W	B
Sloan.....	C.S.		113.2	Track No. 2	Track No. 1	Siding, north end, on pole...	W	B
	C.S.					Station.....	W	T.D.-M-B
NX..... Open day and night	C.S.	NX	113.7	M.B.	M.B.	Signal station.....	W	T.D.-M-B
	C.S.					Water station, on pole 1500 feet south of NX...	W	B
Allison.....	C.S.		118.5			Opposite elevator, on pole...	W	B
Campbell.....	C.S.		123.2			Crossover, north switch, in booth.....	W	B
Danville..... Jackson St. signals controlled from Wyton.	C.S.		127.9	M.B.	M.B.	Waiting Room.....	W	T.D.-M-B-Y
	C.S.					Passenger station.....	W	T.D.-M-B-Y
	C.S.					Freight station.....	E	M
	C.S.					Siding, south end East Jackson St. on pole.....	W	B
Wyton..... Open day and night	C.S.	WG	129.3	Track No. 2	Track No. 1	Signal station.....	W	T.D.-M-B-Y
	C.S.					INT.-M.B.	INT.-M.B.	
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	SINGLE TRACK		Yard Office.....	E	T.D.-M-B-Y
	C.S.							
WR..... Open day and night	C.S.	WR	135.62	M.B.	M.B.	Signal station.....	W	T.D.-M-B-Y

ABBREVIATIONS

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

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.

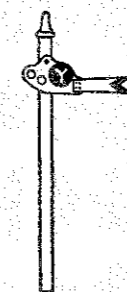


FIG. 102

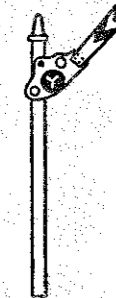


FIG. 102B

RULE 285

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.

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	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	3 min. 18 sec.	18.18
0 " 37 "	97.30	1 " 31 "	39.56	2 " 25 "	24.83	3 " 19 "	18.09
0 " 38 "	94.74	1 " 32 "	39.13	2 " 26 "	24.66	3 " 20 "	18.00
0 " 39 "	92.31	1 " 33 "	38.71	2 " 27 "	24.49	3 " 21 "	17.91
0 " 40 "	90.00	1 " 34 "	38.30	2 " 28 "	24.32	3 " 22 "	17.82
0 " 41 "	87.80	1 " 35 "	37.89	2 " 29 "	24.16	3 " 23 "	17.73
0 " 42 "	85.71	1 " 36 "	37.50	2 " 30 "	24.00	3 " 24 "	17.65
0 " 43 "	83.72	1 " 37 "	37.11	2 " 31 "	23.84	3 " 25 "	17.56
0 " 44 "	81.82	1 " 38 "	36.73	2 " 32 "	23.68	3 " 26 "	17.48
0 " 45 "	80.00	1 " 39 "	36.36	2 " 33 "	23.53	3 " 27 "	17.39
0 " 46 "	78.26	1 " 40 "	36.00	2 " 34 "	23.38	3 " 28 "	17.31
0 " 47 "	76.60	1 " 41 "	35.64	2 " 35 "	23.23	3 " 29 "	17.22
0 " 48 "	75.00	1 " 42 "	35.29	2 " 36 "	23.08	3 " 30 "	17.14
0 " 49 "	73.47	1 " 43 "	34.95	2 " 37 "	22.93	3 " 31 "	17.06
0 " 50 "	72.00	1 " 44 "	34.62	2 " 38 "	22.78	3 " 32 "	16.98
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1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27		

