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The New York Central Railroad Company

Western Division

Time Table No. 62

FOR EMPLOYES ONLY

Effective 2:00 A. M. Central Standard Time

Sunday, September 28, 1947

F. H. GARNER,
Superintendent

A. S. GILMAN, INC. CLEVELAND

COMPANY SURGEONS

BLUE ISLAND, ILL.: A. B. Snider, 2458 E. Walnut St.
Phone 109

CHICAGO, ILL.: I. D. Siminson, 403 LaSalle St. Sta.
Phone Wabash 4200 Local 402

A. H. Conway, 403 La Salle St. Station
Phone Wabash 4200 Local 402

Ray S. Westline, 334 W. 63d St.
Phones Wentworth 1031 and Normal 0342

H. E. Turner, Suite 1331, 166 W. Jackson Blvd.
Phone Harrison 4135, (cases should be sent to his office when Dr. Siminson or Dr. Conway are not available)

CHESTERTON, IND.: J. P. Griffin, Bank Bldg.
Phone 4675

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

DANVILLE, ILL.: H. F. Hooker, 1511 N. Vermilion St.
Phone 866

M. L. Hole, Room 403, Daniel Bldg., 6 N. Vermilion St.
Phone 399

J. W. Moore, 305 Baum Bldg.
Phone 1200

ELKHART, IND.: L. A. Elliott, 405 So. Second St.
Phone J-59

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 291

H. C. Groman, 137 Rimbach Ave.
Phone 205

N. K. Forster, 137 Rimbach Ave.
Phone 205

INDIANA HARBOR, IND.: A V. Cole, 3406 Guthrie Ave.
Phone 126

J. A. Teegarden, 3336 Michigan Ave.
Phone 167

KANKAKEE, ILL.: E. S. Hamilton, 419 Arcade Bldg.
Phone 374

Chas. Allison, 708 Volkman Bldg.
Phone 357

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

LAPORTE, IND.: W W. Ross, 904 Madison St.
Phone 4-457

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 7764

G. H. Mundt, 6306 South Halsted St.
G. H. Mundt, Jr.
Phone Normal 1772

A. G. Peters, 7854 So. Ashland Ave.
Phone Radcliffe 1800

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

ELKHART, IND.: H. N. McKee, 319 Monger Bldg.
Phone 393

L. F. Swihart, 214 W. Marion St.
Phone 2223

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

KANKAKEE, ILL.: V. J. Kelly, 309-315 Arcade Bldg.
Phone Main 241

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

HOSPITALS

CHICAGO, ILL.: Mercy, 2537 Prairie Ave.
Phone Victory 4700

St. Bernard, 6337 Harvard Ave.
Phone Wentworth 8200

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

ELKHART, IND.: Elkhart General, Arcada St & E. Blvd.
Phone 900

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

Methodist
Phone 5301

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

INDIANA HARBOR, IND.: St. Catherines, 4321 Fir St.
Phone East Chicago 3008

KANKAKEE, ILL.: St. Mary's 192 South 5th Avenue.
Phone Main 741

LAPORTE, IND.: Holy Family, 201 E St.
Phone 29

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 and must keep clear of first class trains.

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.

⊙ Stop on signal, Sunday nights to discharge Company mail.

B Stop on signal to discharge passengers from Toledo and beyond.

D Stop Sunday for mail.

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 Stop to discharge passengers from Rochester and beyond.

J Stop on signal Saturday and Sunday to discharge passengers.

K Stop on signal to discharge passengers from east of Elkhart.

N Stop on signal to receive passengers for Albany and beyond.

O Stop Sunday and holidays.

P Stop on signal to discharge passengers from Chicago and Englewood.

Q Stop on signal to receive passengers for Danville and beyond.

R Stop on signal to receive passengers for Harmon and New York.

T Stop on signal to discharge revenue passengers.

W Stop on signal daily, except Sunday, to receive and discharge passengers, mail and express.

X Stop on signal to discharge passengers from New York.

Y Stop daily except, Sunday to receive U. S. Mail.

Z Stop on signal to receive passengers for Toledo and beyond.

Note—Track No. 2;

Lower light of automatic signal 514.2 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.

Trains with passenger cars equipped with permanent built-in marker lights will only display red and yellow lights to rear, as required. Rule 19, figures 4, 7, 8, 9, 10 and 11 modified accordingly.

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

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, coal dock track	No signals.
Streator Jct. .5 mile east	G. M. & O.	Automatic Interlocking.
Streator	C. B. & Q.	No signals
	G. M. & O.	Gate.
	A. T. & S. F.	Interlocking.
	Wabash, Iowa 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., Alton 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:
To operate flashing light signals, engines, with or without cars, making movement on track Nos. 1 and 2 over track pan for the purpose of scooping water or taking water at stand pipe must move at least five hundred (500) feet east of east end of track pan before making return movement; otherwise, crossing must be protected by trainman on the ground.

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

Elkhart: Trainmen 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 must stop before crossing U. S. Route 112 on E. & W. Branch, and trainmen must flag movements over crossing. At night lighted fuses must be used on both sides of highway.

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.

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.

South Bend—Leer Street, Arnold Street, Olive Street**, Meade Street**.

Otis—County Road.

Gary—Fulton Road, Clark Road.

* 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.

** 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.

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.

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	...	259
HF	125	109
Rolling Prairie	120	...
La Porte	115	115
Burdick	...	119
Chesterton	122	119
PO	125	114
Dune Park	105	...
Millers	...	123
Pine	175	193

	Westward	Eastward	Westward and Eastward
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	117	...
Delmar	...	...	98
Momence	...	...	94
Goodrich	...	...	115
Union Hill	...	...	48
Reddick	...	...	87
Dwight	63	52	...
Budd	...	...	78
Streator Jct	...	...	190
Lostant	...	...	42
McNabb	...	...	64
Granville	...	...	35
Howe	...	...	71
Seatonville	...	...	40

	Southward	Northward	Southward and Northward
St. John Yard	...		104
Schneider	77	67	...
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. Enginemens room, passenger station. 21st St. yard office. 10th Street switchtenders cabin.
South Bend	Engine house. General yardmasters office.
LaPorte	Freight office.
Englewood	Park Manor yard office. Engine house. General yardmasters office.
Blue Island	Engine house. East bound yardmasters office.
Kankakee	Engine house. Conductors Room.
Q Crossing	Telegraph office.
Zearing	Engine house. Telegraph office
Gibson	East end yard office. Engine house.
Danville	Baggage room.
Lyons	Engine house. Yard office

DESIGNATION AND USE OF MAIN TRACKS.

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

D-151.

Two Tracks:
Between: Elkhart passenger station and Signal Station JD.
Durham and Signal Station NE.
Signal Station JN and Signal Station 61st St.
Tracks are numbered from the south and will be used as follows:
No. 2, Eastward.
No. 1, Westward.
Between: Osborn and Schneider.
Morocco and Sheff.
NX and Jackson Street—Danville.
Wyton and Bemis.
Tracks are numbered from the west and will be used as follows:
No. 1, Southward.
No. 2, Northward.

Four Tracks:
Between: Signal Station JD and Durham.
Signal Station NE and Signal Station CR.
Tracks are numbered from the south and will be used as follows:
No. 4, Eastward—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 highway 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. & S. B.	Proceed.
Bendix Lead			
So. Chicago Belt Ry. Conn	Target	Horizontal	Proceed.
Streator G. M. & O.	Gates	Vertical	Proceed.
Stewart	Target Gate	Vertical over C.& E.I.	Proceed.

305. MANUAL BLOCK SYSTEM.

Manual Block System is in use:

Single Track:

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

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

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

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 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:

1 to 48 sacks	3 ft.	241 to 288 sacks	18 ft.
49 to 96 sacks	6 ft.	289 to 336 sacks	21 ft.
97 to 144 sacks	9 ft.	337 to 384 sacks	24 ft.
145 to 192 sacks	12 ft.	385 to 432 sacks	27 ft.
193 to 240 sacks	15 ft.	433 to 480 sacks	30 ft.

Two outside parcels equal one sack, except one box of baby chicks equals one 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 purpose.

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	Westward	31st St.	22nd St.
Elkhart	Eastward	Eastbound hump	*Between eastward signal 440.2 and switchman's shanty west of station platform.

* 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	Carry equipment in following location: Container and lanterns
Pullman Obs.	Pullman	On door catch of aisle 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 vestibule of car next to rear out of passageway and so placed as to avoid inconvenience to passengers using vestibule
Private or Official DeLuxe Obs., Coach, Diner.	Pullman		
	Pullman		
	Pullman		
	Coach	Rear of coach.	Rear of coach.
Pullman without observation end.		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.

HAND BRAKE TEST.

A running test of hand brakes must be made on a motor car upon leaving initial terminal when operating as a single unit. As soon as speed permits engineman must shut off power and signal for brakes. The Conductor or member of train crew must then apply hand brakes to determine if they are operating properly. In case hand brakes do not operate properly, motor car must proceed at restricted speed to the nearest point at which repairs can be made.

1056. JOURNAL BOXES.

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 the 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, precautions 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.

COOLING COMPOUND.

An approved hot journal cooling compound, and Form N. Y. C. S. RS-74 furnished by storekeeper, shall be carried as part of caboose equipment on all freight trains, and carried in containers provided on all locomotives 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 should 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 N.Y.C.S. 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
Diesel-electric Switch locomotives, all classes (except DEs-1) Light or in train.....40
DES-1, under own power.....25
When towed with pinion gear removed.....40
DES-10 and 12, when hauling first class trains, unless otherwise restricted.....60
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.
Engines running backward by night over public crossings....15
When automatic train stop device becomes inoperative after leaving terminal or when forestalling whistle fails to sound while forestalling:
Passenger, mail, express and milk trains.....35
Other trains.....20
Circus trains with freight equipped cars.....30
Trains with scale test cars or Jordan spreader.....25
Trains with snowloader and snowmelter not in service.....30
(Loader and melter units to be coupled and move in train with loader unit trailing.)
Revenue freight trains with cranes moving on own wheels.....25
Trains with dead engines not having all side or main rods...20
Work trains with cranes moving on their own wheels.....30
Freight trains with pushers.....25
Switches and crossovers, not interlocked, when diverging...10
Rail Detector Cars, under own power or on rear of passenger train.....40

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.

Note: General speed restrictions govern, except when further restricted by Division or Local speed restrictions.

Division

	Main Line Tracks 1 and 2	Main Line Tracks 3 and 4	Danville Subdivision	Kankakee Subdivision	E. & W. Branch
Troop trains with freight equipped cars.....	50	40	40	40	..
Trains with freight equipped cars.....	50	40	40	40	..
Freight and work trains.....	50	40	40	40	20
Except between Elkhart and Otis					
With 4300 to 6600 tons.....	45	40	..	..	..
With 6600 tons or over.....	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	30	30	..
Trains with locomotive cranes.....	30	25	..	..	..
Passenger, mail and express trains.....	..	50	55	55	..
With not more than 20% Baggage, Mail or Express Cars					
18 cars or less.....	80	..	..	..	..
19 to 25 cars (incl.).....	70	..	..	..	..
With 20% to 50% Baggage, Mail, or Express Cars					
16 cars or less.....	80	..	..	..	..
17 to 20 cars.....	75	..	..	..	..
21 to 25 cars (incl.).....	65	..	..	..	..
With more than 50% Baggage, Mail or Express Cars					
13 cars or less.....	80	..	..	..	..
14 to 16 cars.....	75	..	..	..	..
17 to 20 cars.....	70	..	..	..	..
21 to 35 cars (incl.).....	65	..	..	..	..
Rail motor cars, operating under their own power or being towed:					
M-10.....	55	50	55	55	..
M-404.....	50	50	50	50	..
All others.....	60	50	55	55	..
Engines,					
Class G and H.....	50	40	..	..	..
Class H-8.....	25	25	25	25	..

	Division—Continued Main Line Tracks 1 and 2	Main Line Tracks 3 and 4	Danville Subdivision	Kankakee Subdivision	E. & W. Branch
Engines, Class L-3, L-4 and Class L-2, 2995 and 2998, 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	..	..	..
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**

Elkhart: Main St. Crossing, trains and engines....15
South Bend: Michigan St. curve, east of passenger station. 50
South Bend: Switch engines, without cars, through HF interlocking....15
South Bend: Grand Trunk switch engines....15
South Bend: Light movements of Diesel or Gas-Electric engines through HF Interlocking....10
South Bend: Grand Trunk engines not equipped with automatic train stop device through HF Interlocking:
Passenger....30
Freight....20
South Bend: Rail Motor Cars not equipped with automatic train stop device through HF Interlocking....30
Otis and Durham, inclusive, Track No. 2....70
Durham and Otis, inclusive, Track No. 1....70
"JN" Interlocking, Chicago,
Westward Nickel Plate connection....10
To discharge U. S. mail:
No. 9: South Chicago, daily except Sundays and Holidays....30
No. 14: South Bend....30
No. 52: Otis, Sundays, discharge papers....25

Danville Subdivision

All Trains and Engines:
Railroad grade crossings, interlocked....40
Except:
Handy, through Interlocking limits....20
Sheff, through Interlocking limits....20
KN, through Interlocking limits....20
DK, through Interlocking limits....20
Hayes, through Interlocking limits....35
Freight and Work Trains:
Hayes, Interlocking, at northward home signal....35
DK, Interlocking, at approach signals....20
Sheff, Interlocking, at approach signals....20
Handy, Interlocking, at approach signals....20
Wyton: At switch entering or leaving C. C. C. & St. L. Ry. main track....15
Wyton: On P. & E. wye....10
Lyons: At junction with running track either end of yard..30
Morocco: Through crossover at depot....30
Stewart: Over C. & E. I. crossing....20
NX: Through north crossover....30
Danville: Jackson Street... Northbound....30; Southbound....15

Kankakee Subdivision

All trains and engines:
Olivers, MC and G.T.W. Crossings, between Home Signals.20
Streator Jct., G.M.&O.Crossing, between home signals..20
Streator, A. T. & S. F. Crossing, between home signals.20
Illinois River Bridge, between home signals....15
Railroad Grade Crossings, Interlocked....40
Except:
Delmar, C. M. St. P. & P. Crossing....25
Lostant, I. C. R. R. Crossing....25
Freight and Work Trains:
Walkerton Interlocking, at approach signals....30
North Judson Interlocking, at approach signals....30
Momence Interlocking, at approach signals....20
Dwight, G. M. & O. Crossing, at approach signals....30
Signal K89.2....30
Signal K184.1....25
With 4300 tons or over, at all signals....30
South Bend; On main track between Arnold St. and JK, trains will run prepared to stop short of any obstruction, protecting against following trains.
Rupel: Western Indiana Sand and Gravel Co. track....5
Walkerton; N. Y. C.-B. & O. wye track....10
Knox· Heaton to Bender St. crossings, inclusive....25
Kersey; New industrial track, 200 feet west of station; engines....5
Kankakee; Kankakee river bridge....20
Between Streator Jct. and Streator; on curves....25
Streator; Bloomington St. curve....10
Streator; Vermillion river bridge....25
Between Seatonville Jct. and Ladd Jct....25
Between Ladd Jct. and N. Y. C. Jct....12
Ladd: Engines Class L over C. M. St. P. & P. tracks....10
Churchill branch....15
Seatonville:
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.

E. & W. Branch

Elkhart: Over Edwardsburg Ave....5

C. C. C. & St. L. Old Line

Elkhart: Westward trains over Elkhart Ave....5

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.

Engines must not be operated as shown below:

Locations	Classes
Territory where Automatic Train Stop is installed	M, NU
Other territory, except by special permission	M, NB, NE.
Elkhart: Big Four Branch, City Limits, All Industrial Tracks	G, H, J, K, L, S, DCA, DCB, DFA, DFB, DPA, DPB.

Elkhart and Mishawaka:
All Industrial Tracks.....G, H, J, K, L, S, DCA, DCB, DFA, DFB, DPA, DPB.

Mishawaka:
Major Brothers Track.....H-10, J, K, L, S, DCA, DCB, DFA, DFB, DPA, DPB.

Dodge Mfg. Co. Tracks.....H-10, J, K, L, S, DCA, DCB, DFA, DFB, DPA, DPB.

Trunk Factory Track.....H-10, J, K, L, S, DCA, DCB, DFA, DFB, DPA, DPB.

LaPorte:
Allis Chalmers Track.....H, J, K, L, S, DCA, DCB, DFA, DFB, DPA, DPB.

Allis Chalmers Trk. 1 & 2.....H, J, K, L, S, DCA, DCB, DFA, DFB, DPA, DPB.

Ove-Gnatt Track.....G, H, J, K, L, U, S, DCA, DCB, DFA, DFB, DPA, DPB.

Niles & Scott Track.....G, H, J, K, L, U, S, DCA, DCB, DFA, DFB, DPA, DPB.

Modine Mfg. Company
Westerly Tracks.....G, H, J, K, L, U, S, DCA, DCB, DFA, DFB, 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.

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.

Wheatfield:
No engines will be operated over unloading pit installed in north siding.

Shelby:
Cement Track.....H-10, J, K, L, S.

East Bradley Branch.....G, H, J, K, L, S, DCA, DCB, DFA, DFB, DPA, DPB.

West Bradley Branch.....G, H, J, K, L, U, S, DCA, DCB, DFA, DFB, DPA, DPB.

Kankakee:
St. Germain Coal Track.....H-6, H-10, J, K, L, S, DCA, DCB, DFA, DFB, DPA, DPB.

Fifth Ave. Team Track.....H-6, H-10, J, K, L, S, DCA, DCB, DFA, DFB, DPA, DPB.

General Food Tracks.....H-6, H-10, J, K, L, S, DCA, DCB, DFA, DFB, DPA, DPB.

Blue Flame Track.....H-6, H-10, J, K, L, S, DCA DCB, DFA, DFB, DPA, DPB.

E-Z-Way Track.....H-6, H-10, J, K, L, S, DCA, DCB, DFA, DFB, DPA, DPB.

Kankakee Bank Sand Company
No engines beyond clearance point.

Streator Jct:
Illinois Water Service Co.
Track.....G, H, J, K, L, S, U, DCA, DCB, DFA, DFB, 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.

Kankakee to Zearing.....J, S, L-2D (converted type)

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:

a. When used as pusher or second engine.
b. By specific authority of Superintendent.
c. 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.

F. H. GARNER, Superintendent.

W. F. DAVIS
F. C. BABCOCK } Assistant Superintendents.

J. A. HICKEY
W. R. HORTON
E. J. CROWLEY
E. J. RYAN
P. D. CROWE
L. W. PAYNE
E. W. KEMP } Trainmasters.

W. R. LOUGEE, Chief Train Dispatcher.

HARRY SABIN
P. G. WATERHOUSE } Ass't Chief Train Dispatchers.

MAIN LINE TRAIN DISPATCHERS

J. C. FRAIZER
R. C. FREDERICK
B. A. STACK
F. J. STEELE
J. H. NUGENT

DANVILLE-KANKAKEE SUB-DIVISION

Train Dispatchers

T. G. HARTIGAN **F. S. ALLEN** **H. W. KIRCHER** **C. F. LARSON**

ELKHART TO CHICAGO

WESTWARD—FIRST-CLASS

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Miles from Elkhart	STATIONS	663	665	9	205	707	89	5	215	63	105	1
		Local	Local	Mail	G. T. W. R. R.	C. & O. Ry.	The Forest City	The Mohawk	G. T. W. R. R.	The Egyptian	Nickel Plate	The Pacemaker
		Daily Except Sun.& Mon	Sunday & Monday Only	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
.....	Elkhart.....	.....	.....	3.10	.....	.....	4.15	4.45	.....	.....	.....	5.32
4.82	WG.....	.....	.....	3.17	.....	.....	4.22	4.52	.....	.....	.....	5.40
5.51	Osceola.....	.....	.....	.....	A. M.	.....	.....	.....	A. M.	.....	.....	.....
11.11	Mishawaka....	.....	.....	s 3.30		.....	.....	s 5.00		.....	.....	.....
14.23	High Street....	.....	.....	.....	4.20	.....	.....	.....	5.48	.....	.....	.....
15.09	South Bend....	.....	.....	s 3.45	s 4.35	.....	s 4.37	s 5.09	s 5.55	.....	.....	I 5.55
15.28	HF.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15.68	Arnold Street..	.....	.....	.....	4.36	.....	.....	.....	5.56	.....	.....	.....
22.06	Lydick.....	.....	.....	.....		.....	.....	.....		.....	.....	.....
28.48	New Carlisle...	.....	.....	.....	A. M.	.....	.....	.....	A. M.	.....	.....	.....
34.78	Rolling Prairie.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
40.78	WR.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6.15
41.80	La Porte.....	.....	.....	s 4.10	.....	.....	s 5.08	s 5.30	.....	.....	.....	.....
42.15	JD.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
45.88	Pinola.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
48.19	Durham.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
51.75	Otis.....	A. M.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
55.20	Burdick.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
59.47	Chesterton....	12.05	.....	§ 4.35	.....	.....	.....	.....	.....	.....	.....	.....
60.35	Porter.....	s12.07	.....	.....	.....	A. M.	.....	.....	.....	.....	.....	.....
60.56	PO.....	12.08	.....	4.37	.....	5.01	5.30	5.48	.....	.....	.....	6.35
64.65	FN.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
65.11	Dune Park....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
66.69	Ogden Dunes..	f 12.12	A. M.	.....	.....	.....	.....	.....	.....	.....	.....	.....
70.83	Millers.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
74.42	Gary.....	s12.25	12.25	s 5.05	.....	.....	s 6.00	s 6.08	.....	.....	.....	I 6.43
75.24	Kirk Yard.....	f 12.27	f 12.27	.....	.....	.....	.....	.....	.....	.....	.....	.....
76.65	Curtis.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
77.65	Pine.....	f 12.31	f 12.31	.....	.....	.....	.....	.....	.....	.....	.....	.....
78.48	NE.....	.....	.....	.....	.....	5.25	.....	.....	.....	.....	.....	.....
79.40	Buffington.....	s12.34	s12.34	.....	.....		.....	.....	.....	A. M.	.....	.....
						A. M.						
81.21	Indiana Harbor	s12.38	s12.38	.....	.....	.....	B 6.10	.....	.....	s 6.42	.....	.....
81.58	HC.....	.....	.....	5.15	.....	.....	.....	6.18	.....	.....	.....	6.50
81.93	Mahoning.....	s12.40	s12.40	.....	.....	.....	.....	.....	.....	.....	.....	.....
83.78	Whiting.....	s12.43	s12.43	.....	.....	.....	.....	.....	.....	.....	.....	.....
84.13	MS.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
85.03	Robertsdale....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
87.37	East Side.....	s12.49	s12.49	.....	.....	.....	.....	.....	.....	.....	.....	.....
87.85	CR.....	.....	.....	.....	.....	.....	.....	6.35	.....	.....	.....	.....
88.74	South Chicago.	s12.51	s12.51	.....	.....	.....	B 6.30	.....	.....	.....	A. M.	.....
92.28	JN.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7.20	.....
92.45	71st Street.....	s12.57	s12.57	.....	.....	.....	.....	.....	.....	.....	.....	.....
92.81	Park Manor...	s12.59	s12.59	.....	.....	.....	.....	.....	.....	.....	.....	.....
93.91	Englewood.....	s 1.02	s 1.02	s 5.41	.....	.....	s 6.45	s 6.56	.....	s 7.10	s 7.26	s 7.15
100.56	*Chicago*.....	*1.15*	*1.15*	*5.55*	.....	.....	*7.00*	*7.10*	.....	*7.25*	*7.40*	*7.30*
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

Time shown at *Chicago* is for information only.

ELKHART TO CHICAGO

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WESTWARD — FIRST-CLASS

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Miles from Elkhart	STATIONS	651	653	641	27	65	67	25	97	19	257	703
		Local	Local	Accommo-dation	New England States	Advance Commodore Vanderbilt	The Commodore Vanderbilt	Twentieth Century Limited	The Paul Revere	Lake Shore Limited	Mail	C. & O. Ry.
		Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.
.....	Elkhart	.....	.....	6.00	6.05	6.12	6.35	7.03	7.22	9.20	11.45	.....
4.82	WG	.....	.....	6.08	6.13	6.19	6.42	7.10	7.29	9.27	11.52	.....
5.51	Osceola	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11.11	Mishawaka	.....	.....	s 6.15	.....	.....	.....	.....	.....	.....	s12.02	.....
14.23	High Street	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15.09	South Bend	.....	.....	s 6.22	G 6.28	G 6.35	G 6.55	.....	s 7.45	s 9.45	s12.15	.....
15.28	HF	.....	.....	.....	.....	.....	.....	7.22	.....	.....	.....	.....
15.68	Arnold Street	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22.06	Lydick	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28.48	New Carlisle	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
34.78	Rolling Prairie	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
40.78	WR	.....	.....	.....	6.48	.....	7.19	7.42	8.05	.....	.....	.....
41.80	La Porte	.....	.....	s 6.55	.....	G 7.00	.....	.....	.....	s10.05	s12.40	.....
42.15	JD	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
45.88	Pinola	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
48.19	Durham	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
51.75	Otis	.....	A. M.	.....	.....	.....	.....	.....	.....	.....	.....	.....
55.20	Burdick	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
59.47	Chesterton	.....	6.40	s 7.13	.....	.....	.....	.....	.....	.....	.....	.....
60.35	Porter	.....	s 6.43	.....	.....	.....	.....	.....	.....	.....	.....	P. M.
60.56	PO	.....	.....	7.14	7.08	7.20	7.39	8.00	8.23	10.25	1.00	1.17
64.65	FN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
65.11	Dune Park	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
66.69	Ogden Dunes	A. M.	f 6.52	.....	.....	.....	.....	.....	.....	.....	.....	.....
70.83	Millers	.....	s 6.58	.....	.....	.....	.....	.....	.....	.....	.....	.....
74.42	Gary	6.50	s 7.05	s 7.30	.....	X 7.35	.....	.....	.....	s10.40	.....	.....
75.24	Kirk Yard	.....	s 7.08	.....	.....	.....	.....	.....	.....	.....	.....	.....
76.65	Curtis	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
77.65	Pine	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
78.48	NE	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1.35
79.40	Buffington	.....	s 7.14	.....	.....	.....	.....	.....	.....	.....	.....	P. M.
81.21	Indiana Harbor	s 7.00	s 7.18	s 7.40	.....	.....	.....	.....	.....	.....	.....	.....
81.58	HC	.....	.....	.....	7.27	7.43	8.00	8.16	8.39	10.47	1.20	.....
81.93	Mahoning	s 7.01	s 7.20	.....	.....	.....	.....	.....	.....	.....	.....	.....
83.78	Whiting	s 7.04	s 7.25	.....	.....	.....	.....	.....	.....	.....	.....	.....
84.13	MS	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
85.03	Robertsdale	s 7.08	s 7.29	.....	.....	.....	.....	.....	.....	.....	.....	.....
87.37	East Side	s 7.13	s 7.34	.....	.....	.....	.....	.....	.....	.....	.....	.....
87.85	CR	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
88.74	South Chicago	s 7.17	s 7.38	.....	.....	.....	.....	.....	.....	.....	.....	.....
92.28	JN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
92.45	71st Street	s 7.23	s 7.44	.....	.....	.....	.....	.....	.....	.....	.....	.....
92.81	Park Manor	s 7.26	s 7.46	.....	.....	.....	.....	.....	.....	.....	.....	.....
93.91	Englewood	s 7.30	s 7.50	s 7.55	s 7.45	s 8.00	s 8.25	s 8.45	s 9.00	s11.15	s 1.45	.....
100.56	*Chicago*	*7.43*	*8.03*	*8.10*	*8.00*	*8.15*	*8.40*	*9.00*	*9.15*	*11.30*	*2.00*	.....
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.

Time shown at *Chicago* is for information only.

ELKHART TO CHICAGO

WESTWARD—FIRST-CLASS

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Miles from Elkhart	STATIONS	59	107	657	35	673	681	135 See Note	139 See Note	251	217	705
		The Chicagoan	Nickel Plate	Local	The Iroquois	Local	Local	West Side Mail	Railway Express	Interstate Express	G T. W R. R.	C&O Ry.
		Daily	Daily	Daily	Daily	Daily Except Sunday	Saturday Only	Daily Except Monday	Daily Except Monday	Daily	Daily	Daily
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.....	Elkhart	1.23	.....	.....	2.35	.....	.....	3.51	.....	4.58	.....	.....
4.82	WG	1.30	.....	.....	2.43	.....	.....	3.59	.....	5.05	.....	.....
5.51	Osceola	.....	.....	.....	.....	.....	.....	.....	.....	.....	P. M.	.....
11.11	Mishawaka	.....	.....	.....	.....	.....	.....	.....	.....	s 5.15	.....	.....
14.23	High Street	.....	.....	.....	.....	.....	.....	.....	.....	.....	5.56	.....
15.09	South Bend	s 1.45	.....	.....	s 3.00	.....	.....	.....	.....	s 5.30	s 6.05	.....
15.28	HF	.....	.....	.....	.....	.....	.....	4.10	.....	.....	.....	.....
15.68	Arnold Street	.....	.....	.....	.....	.....	.....	.....	.....	.....	6.06	.....
22.06	Lydick	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28.48	New Carlisle	.....	.....	.....	.....	.....	.....	.....	.....	.....	P. M.	.....
34.78	Rolling Prairie	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
40.78	WR	2.05	.....	.....	.....	.....	.....	4.30	.....	.....	.....	.....
41.80	La Porte	.....	.....	.....	s 3.25	.....	.....	.....	.....	s 6.03	.....	.....
42.15	JD	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
45.88	Pinola	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
48.19	Durham	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
51.75	Otis	.....	.....	P. M.	.....	.....	P. M.	.....	.....	.....	.....	.....
55.20	Burdick	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
59.47	Chesterton	.....	.....	2.30	.....	.....	4.10	.....	.....	T 6.23	.....	.....
60.35	Porter	.....	.....	s 2.33	.....	.....	s 4.12	.....	P. M.	.....	.....	P. M.
60.56	PO	2.25	.....	.....	3.50	.....	.....	4.50	6.05	6.25	.....	7.00
64.65	FN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
65.11	Dune Park	.....	.....	f 2.39	.....	.....	f 4.18	.....	.....	.....	.....	.....
66.69	Ogden Dunes	.....	.....	f 2.42	.....	P. M.	f 4.21	.....	.....	.....	.....	.....
70.83	Millers	.....	.....	s 2.47	.....	.....	f 4.26	.....	.....	.....	.....	.....
74.42	Gary	.....	.....	s 2.55	B 4.10	4.35	s 4.35	.....	.....	s 6.45	.....	.....
75.24	Kirk Yard	.....	.....	s 2.58	.....	s 4.38	s 4.38	.....	.....	.....	.....	.....
76.65	Curtis	.....	.....	f 3.00	.....	f 4.40	f 4.40	.....	.....	.....	.....	.....
77.65	Pine	.....	.....	f 3.03	.....	s 4.42	s 4.42	.....	.....	.....	.....	.....
78.48	NE	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7.16
79.40	Buffington	.....	.....	s 3.06	.....	s 4.45	s 4.45	.....	.....	.....	.....	P. M.
81.21	Indiana Harbor	.....	.....	s 3.40	.....	s 4.50	s 4.50	.....	.....	.....	.....	.....
81.58	HC	2.45	.....	.....	4.20	.....	.....	5.16	6.27	6.55	.....	.....
81.93	Mahoning	.....	.....	s 3.42	.....	s 4.53	s 4.53	.....	.....	.....	.....	.....
83.78	Whiting	.....	.....	s 3.47	.....	s 4.58	s 4.58	.....	.....	Y 7.00	.....	.....
84.13	MS	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
85.03	Robertsdale	.....	.....	.....	.....	f 5.01	f 5.01	.....	.....	.....	.....	.....
87.37	East Side	.....	.....	s 3.52	.....	s 5.06	s 5.06	.....	.....	.....	.....	.....
87.85	CR	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
88.74	South Chicago	.....	P. M.	s 3.56	.....	s 5.10	s 5.10	.....	.....	.....	.....	.....
92.28	JN	.....	3.40	.....	.....	.....	.....	.....	.....	.....	.....	.....
92.45	71st Street	.....	.....	s 4.02	.....	s 5.17	s 5.17	.....	.....	.....	.....	.....
92.81	Park Manor	.....	.....	s 4.04	.....	s 5.19	s 5.19	.....	.....	.....	.....	.....
93.91	Englewood	s 3.05	s 3.45	s 4.07	s 4.45	s 5.22	s 5.22	.....	6.45	s 7.16	.....	.....
100.56	*Chicago*	*3.20*	*4.00*	*4.23*	*5.00*	*5.35*	*5.35*	*6.00*	.....	*7.30*	.....	.....
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M. 12th St.	P. M.	P. M.	P. M.	P. M.

Time shown at *Chicago* is for information only.
No. 139 will not run days following holidays.
No. 135 and 139 will not carry passengers.

ELKHART TO CHICAGO

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WESTWARD—FIRST-CLASS

Miles from Elkhart	STATIONS	31	73	661	687	43	137 See Note				
		The Twilight Limited	The Prairie State	Local	Local	South Shore Express	Railway Express				
		Daily	Daily	Daily Except Sat. & Sun.	Saturday & Sunday Only	Daily	Daily Except Monday				
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.				
.....	Elkhart	.....	7.31	.....	.....	10.17	10.50	.....	.....	.....	.....
4.82	WG	.....	7.38	.....	.....	10.24	10.58	.....	.....	.....	.....
5.51	Osceola	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11.11	Mishawaka	.....	s 7.43	.....	.....	s10.30	.....	.....	.....	.....	.....
14.23	High Street	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15.09	South Bend	.....	s 7.51	.....	.....	s10.40	△11.20	.....	.....	.....	.....
15.28	HF	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15.68	Arnold Street	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22.06	Lydick	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28.48	New Carlisle	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
34.78	Rolling Prairie	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
40.78	WR	.....	.....	.....	.....	.....	11.40	.....	.....	.....	.....
41.80	La Porte	.....	O 8.17	.....	.....	s11.05	.....	.....	.....	.....	.....
42.15	JD	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
45.88	Pinola	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
48.19	Durham	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
51.75	Otis	.....	.....	P. M.	P. M.	.....	.....	.....	.....	.....	
55.20	Burdick	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
59.47	Chesterton	.....	.....	10.30	10.30	.....	.....	.....	.....	.....	.....
60.35	Porter	P. M.	.....	s10.32	s10.32	.....	.....	.....	.....	.....	.....
60.56	PO	7.59	8.38	.....	.....	11.25	12.00	.....	.....	.....	.....
64.65	FN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
65.11	Dune Park	.....	.....	f 10.37	f 10.37	.....	.....	.....	.....	.....	.....
66.69	Ogden Dunes	.....	.....	f 10.40	f 10.40	.....	.....	.....	.....	.....	.....
70.83	Millers	.....	.....	s10.45	s10.45	.....	.....	.....	.....	.....	.....
74.42	Gary	.....	O 8.50	s10.50	s10.50	DK11.40	.....	.....	.....	.....	.....
75.24	Kirk Yard	.....	.....	s10.52	s10.52	.....	.....	.....	.....	.....	.....
76.65	Curtis	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
77.65	Pine	.....	.....	f 10.56	f 10.56	.....	.....	.....	.....	.....	.....
78.48	NE	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
79.40	Buffington	.....	.....	s11.00	s11.00	.....	.....	.....	.....	.....	.....
81.21	Indiana Harbor	.....	.....	s11.04	s11.04	.....	.....	.....	.....	.....	.....
81.58	HC	8.16	8.58	.....	.....	11.52	12.20	.....	.....	.....	.....
81.93	Mahoning	.....	.....	s11.07	s11.07	.....	.....	.....	.....	.....	.....
83.78	Whiting	.....	.....	s11.11	s11.11	.....	.....	.....	.....	.....	.....
84.13	MS	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
85.03	Robertsdale	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
87.37	East Side	.....	.....	s11.17	s11.17	.....	.....	.....	.....	.....	.....
87.85	CR	.....	.....	.....	11.18	.....	.....	.....	.....	.....	.....
88.74	South Chicago	.....	.....	s11.20	P. M.	.....	.....	.....	.....	.....	.....
92.28	JN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
92.45	71st Street	.....	.....	s11.26	.....	.....	.....	.....	.....	.....	.....
92.81	Park Manor	.....	.....	s11.28	.....	.....	.....	.....	.....	.....	.....
93.91	Englewood	s 8.30	s 9.15	s11.30	.....	s12.16	.....	.....	.....	.....	.....
100.56	*Chicago*	*8.45*	*9.30*	*11.43*	.....	*12.30*	*1.00*	.....	.....	.....	.....
	ARRIVE	P. M.	P. M.	P. M.	P. M.	A. M.	A. M. 12thSt.				

Time shown at *Chicago* is for information only.
No. 137 will not carry passengers.

CHICAGO TO ELKHART

EASTWARD — FIRST-CLASS

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Miles from Chicago	STATIONS	702	664	206	52	32 See Note	650	654	656	608	46	108
		C&O Ry.	Local	G. T. W. R. R.	The Easterner	Mail	Local	Local	Local	Accommodation	Interstate Express	Nickel Plate
		Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
.....	*Chicago*	.....	.....	.....	*1.00*	*1.30*	*5.20*	*6.35*	.....	*8.50*	*9.35*	*10.00*
6.65	Englewood	.....	.....	.....	.....	.....	s 5.33	s 6.48	.....	s 9.04	s 9.49	s10.13
7.75	Park Manor	.....	.....	.....	.....	.....	s 5.36	s 6.51	.....	.....	.....	.....
8.11	71st Street	.....	.....	.....	.....	.....	s 5.38	s 6.53	.....	.....	.....	.....
8.28	JN	.....	.....	.....	1.14	1.44	.....	.....	.....	.....	.....	10.18
11.82	South Chicago	.....	.....	.....	.....	.....	s 5.45	s 7.00	.....	.....	.....	A. M.
12.71	CR	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13.19	East Side	.....	.....	.....	.....	.....	s 5.48	s 7.04	.....	.....	.....	.....
15.53	Robertsdale	.....	.....	.....	.....	.....	s 5.53	s 7.08	.....	.....	.....	.....
			A. M.						A. M.			
16.43	MS	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16.78	Whiting	.....	12.25	.....	.....	.....	s 5.58	s 7.12	8.30	.....	.....	.....
18.63	Mahoning	.....	s12.29	.....	.....	.....	s 6.03	s 7.15	s 8.34	.....	.....	.....
18.98	HC	.....	.....	.....	1.25	1.55	.....	.....	.....	.....	10.02	.....
19.35	Indiana Harbor	.....	s12.32	.....	.....	.....	s 6.05	s 7.20	s 8.36	s 9.20	.....	.....
		A. M.										
21.16	Buffington	.....	f 12.35	.....	.....	.....	s 6.09	s 7.25	s 8.39	.....	.....	.....
22.08	NE	12.29	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22.91	Pine	.....	.....	.....	.....	.....	f 6.12	f 7.29	.....	.....	.....	.....
23.91	Curtis	.....	.....	.....	.....	.....	s 6.15	s 7.31	.....	.....	.....	.....
25.32	Kirk Yard	.....	s12.42	.....	.....	.....	s 6.18	s 7.35	s 8.47	.....	.....	.....
26.14	Gary	.....	s12.44	.....	s 1.38	.....	6.22	7.40	s 8.50	s 9.30	s10.09	.....
29.73	Millers	.....	s12.49	.....	.....	.....			s 8.56	.....	.....	.....
33.87	Ogden Dunes	.....	f 12.54	.....	.....	.....	A. M.	A. M.	f 9.01	.....	.....	.....
35.45	Dune Park	.....	.....	.....	.....	.....	.....	.....	f 9.05	.....	.....	.....
35.91	FN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
40.00	PO	12.49	.....	.....	1.54	2.14	.....	.....	.....	.....	10.20	.....
40.21	Porter	A. M.	s 1.03	.....	.....	.....	.....	.....	s 9.11	.....	.....	.....
41.09	Chesterton	.....	1.05	.....	.....	.....	.....	.....	9.15	s 9.45	.....	.....
45.36	Burdick	.....		.....	.....	.....	.....	.....		.....	.....	.....
48.81	Otis	.....	A. M.	.....	.....	.....	.....	.....	A. M.	f 9.52	.....	.....
52.37	Durham	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
54.68	Pinola	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
58.41	JD	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
58.76	La Porte	.....	.....	.....	s 2.15	s 2.40	.....	.....	.....	s10.10	.....	.....
59.78	WR	.....	.....	.....	.....	.....	.....	.....	.....	.....	10.37	.....
65.78	Rolling Prairie	.....	.....	.....	.....	.....	.....	.....	.....	f10.15	.....	.....
72.08	New Carlisle	.....	.....	A. M.	.....	.....	.....	.....	.....	f10.20	.....	.....
78.50	Lydick	.....	.....		.....	.....	.....	.....	.....	.....	.....	.....
84.88	Arnold Street	.....	.....	1.00	.....	.....	.....	.....	.....	.....	.....	.....
85.28	HF	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
85.47	South Bend	.....	.....	s 1.15	s 2.55	s 3.35	.....	.....	.....	s10.40	s10.57	.....
86.33	High Street	.....	.....	1.17	.....	.....	.....	.....	.....	.....	.....	.....
89.45	Mishawaka	.....	.....		s 3.05	s 3.55	.....	.....	.....	s10.50	.....	.....
95.05	Osceola	.....	.....	A. M.	.....	.....	.....	.....	.....	△10.55	.....	.....
95.74	WG	.....	.....	.....	3.15	4.03	.....	.....	.....	11.00	11.08	.....
100.56	Elkhart	.....	.....	.....	3.30	4.20	.....	.....	.....	11.15	11.20	.....
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

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CHICAGO TO ELKHART

CONTINUED FROM PAGE 14

EASTWARD—FIRST-CLASS

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Miles from Chicago	STATIONS	706	220	14 See Note	6	232	680	672	66	28	2	68
		C&O Ry.	G.T.W. R.R.	Mail	Fifth Avenue Special	Mail	Local	Local	Advance Commodore Vanderbilt	New England States	The Pacemaker	The Commodore Vanderbilt
		Daily Except Sunday	Daily	Daily	Daily	Daily	Saturday Only	Daily Except Sunday	Daily	Daily	Daily	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.....	*Chicago*	.....	.....	*11.20*	*11.30*	*11.35*	*1.40*	*1.45*	*2.20*	*2.30*	*3.30*	*4.00*
6.65	Englewood	.....	.....	.....	s11.44	s11.49	s 1.53	s 1.58	s 2.34	s 2.44	s 3.44	s 4.14
7.75	Park Manor	.....	.....	.....	.....	.....	s 1.56	s 2.01	.....	.....	.....	.....
8.11	71st Street	.....	.....	.....	.....	.....	s 1.58	s 2.03	.....	.....	.....	.....
8.28	JN	.....	.....	11.34	.....	.....	.....	.....	.....	.....	.....	.....
11.82	South Chicago	.....	.....	.....	.....	f11.55	s 2.04	s 2.09	.....	.....	.....	.....
12.71	CR	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13.19	East Side	.....	.....	.....	.....	.....	s 2.07	s 2.12	.....	.....	.....	.....
15.53	Robertsdale	.....	.....	.....	.....	.....	s 2.10	f 2.15	.....	.....	.....	.....
16.43	MS	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16.78	Whiting	.....	.....	.....	.....	s12.00	s 2.13	s 2.18	.....	.....	.....	.....
18.63	Mahoning	.....	.....	.....	.....	.....	s 2.17	s 2.22	.....	.....	.....	.....
18.98	HC	.....	.....	11.47	11.57	.....	.....	.....	2.46	2.56	3.56	4.26
19.35	Indiana Harbor	.....	.....	.....	.....	s12.05	s 2.19	s 2.25	.....	.....	.....	.....
		A. M.										
21.16	Buffington	.....	.....	.....	.....	f12.08	f 2.22	s 2.28	.....	.....	.....	.....
22.08	NE	11.10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22.91	Pine	.....	.....	.....	.....	.....	f 2.25	f 2.32	.....	.....	.....	.....
23.91	Curtis	.....	.....	.....	.....	.....	f 2.28	.....	.....	.....	.....	.....
25.32	Kirk Yard	.....	.....	.....	.....	.....	s 2.30	s 2.37	.....	.....	.....	.....
26.14	Gary	.....	.....	.....	s12.03	s12.15	s 2.33	2.40	Z 2.53	N 3.03	R 4.03	.....
29.73	Millers	.....	.....	.....	.....	.....	s 2.38		.....	.....	.....	.....
33.87	Ogden Dunes	.....	.....	.....	.....	J12.23	s 2.43	P. M.	.....	.....	.....	.....
35 45	Dune Park	.....	.....	.....	.....	.....	f 2.46	.....	.....	.....	.....	.....
35.91	FN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
40.00	PO	11.27	.....	12.03	12.16	12.30	.....	.....	3.04	3.14	4.14	4.42
40.21	Porter	A. M.	.....	.....	.....	.....	s 2.52	.....	.....	.....	.....	.....
41.09	Chesterton	.....	.....	.....	.....	s12.33	2.55	.....	.....	.....	.....	.....
45.36	Burdick	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....
48.81	Otis	.....	.....	.....	.....	.....	P. M.	.....	.....	.....	.....	.....
52.37	Durham	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
54.68	Pinola	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
58.41	JD	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
58.76	La Porte	.....	.....	.....	.....	s12.55	.....	.....	N 3.24	.....	.....	.....
59.78	WR	.....	.....	12.20	12.33	.....	.....	.....	.....	3.31	4.31	4.58
65.78	Rolling Prairie	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
72.08	New Carlisle	.....	A. M.	.....	.....	.....	.....	.....	.....	.....	.....	.....
78.50	Lydick	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....
84.88	Arnold Street	.....	11.31	.....	.....	.....	.....	.....	.....	.....	.....	.....
85.28	HF	.....	.....	12.40	.....	.....	.....	.....	.....	.....	.....	5.18
85.47	South Bend	.....	s11.40	.....	s12.56	s 1.35	.....	.....	s 3.44	s 3.51	s 4.51	.....
86.33	High Street	.....	11.42	.....	.....	.....	.....	.....	.....	.....	.....	.....
89.45	Mishawaka	.....		.....	.....	s 1.45	.....	.....	.....	.....	.....	.....
95.05	Osceola	.....	A. M.	.....	.....	.....	.....	.....	.....	.....	.....	.....
95.74	WG	.....	.....	12.53	1.09	1.50	.....	.....	3.55	4.02	5.02	5.29
100.56	Elkhart	.....	.....	1.00	1.20	2.10	.....	.....	4.08	4.13	5.13	5.40
	ARRIVE	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

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CHICAGO TO ELKHART

EASTWARD—FIRST-CLASS

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CONTINUED ON PAGE 17

Miles from Chicago	STATIONS	64	30	644	26	708	612	660	10	22	280
		The Water Level	The Twilight Limited	Local	Twentieth Century Limited	C. & O. Ry.	Local	Local	The Mohawk	Lake Shore Limited	The Maumee
		Daily	Daily	Daily Except Sat.&Sun.	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.
.....	*Chicago*	*4.10*	*4.30*	*4.32*	*5.00*	.....	*5.20*	*5.30*	*5.40*	*6.15*	*8.00*
6.65	Englewood	s 4.24	s 4.44	s 4.47	s 5.14	.....	s 5.33	s 5.43	s 5.54	s 6.29	s 8.14
7.75	Park Manor	.....	.....	s 4.51	.....	.....	.....	s 5.46	.....	.....	.....
8.11	71st Street	.....	.....	.....	.....	.....	.....	s 5.49	.....	.....	.....
8.28	JN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11.82	South Chicago	.....	.....	s 4.58	.....	.....	.....	s 5.56	.....	.....	.....
12.71	CR	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13.19	East Side	.....	.....	s 5.01	.....	.....	.....	s 6.00	.....	.....	.....
15.53	Robertsdale	.....	.....	s 5.05	.....	.....	.....	s 6.04	.....	.....	.....
16.43	MS	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16.78	Whiting	.....	.....	s 5.09	.....	.....	.....	s 6.08	.....	.....	.....
18.63	Mahoning	.....	.....	s 5.14	.....	.....	.....	f 6.11	.....	.....	.....
18.98	HC	4.36	4.56	.....	5.26	.....	.....	.....	6.10	6.41	.....
19.35	Indiana Harbor	.....	.....	s 5.17	.....	.....	s 5.50	s 6.14	.....	.....	s 8.30
						P. M.					
21.16	Buffington	.....	.....	s 5.21	.....	.....	.....	s 6.18	.....	.....	.....
22.08	NE	.....	.....	.....	.....	5.40	.....	.....	.....	.....	.....
22.91	Pine	.....	.....	.....	.....	.....	.....	f 6.22	.....	.....	.....
23.91	Curtis	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25.32	Kirk Yard	.....	.....	s 5.35	.....	.....	.....	.....	.....	.....	.....
26.14	Gary	Z 4.43	.....	s 5.38	.....	.....	s 6.00	s 6.28	s 6.15	.....	s 8.40
29.73	Millers	.....	.....	s 5.43	.....	.....	s 6.04	s 6.33	.....	.....	.....
33.87	Ogden Dunes	.....	.....	s 5.48	.....	.....	s 6.08	s 6.38	.....	.....	.....
35.45	Dune Park	.....	.....	.....	.....	.....	.....	f 6.41	.....	.....	.....
35.91	FN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
40.00	PO	4.54	5.12	5.55	5.42	5.56	.....	.....	6.26	6.57	8.55
			P. M.			P. M.					
40.21	Porter	.....	P. M.	s 5.57	.....	P. M.	s 6.16	s 6.47	.....	.....	.....
41.09	Chesterton	.....	.....	6.00	.....	.....	s 6.20	6.50	.....	.....	.....
45.36	Burdick	.....	.....		.....	.....			.....	.....	.....
48.81	Otis	.....	.....	P. M.	.....	.....	P. M.	P. M.	.....	.....	.....
52.37	Durham	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
54.68	Pinola	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
58.41	JD	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
58.76	La Porte	s 5.14	.....	.....	.....	.....	.....	.....	s 6.45	.....	s 9.20
59.78	WR	.....	.....	.....	5.58	.....	.....	.....	.....	7.13	.....
65.78	Rolling Prairie	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
72.08	New Carlisle	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
78.50	Lydick	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
84.88	Arnold Street	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
85.28	HF	.....	.....	.....	6.17	.....	.....	.....	.....	.....	.....
85.47	South Bend	s 5.35	.....	.....	.....	.....	.....	.....	s 7.10	s 7.25	s 9.45
86.33	High Street	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
89.45	Mishawaka	.....	.....	.....	.....	.....	.....	.....	s 7.20	.....	s 9.55
95.05	Osceola	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
95.74	WG	5.47	.....	.....	6.26	.....	.....	.....	7.30	7.40	10.03
100.56	Elkhart	6.05	.....	.....	6.32	.....	.....	.....	7.45	8.00	10.28
	ARRIVE	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.

CHICAGO TO ELKHART

EASTWARD—FIRST-CLASS

CONTINUED FROM PAGE 16

Miles from Chicago	STATIONS	214	62	662	90	290	106				
		G. T. W. R. R.	The Egyptian	Local	The Chicagoan	The Forest City	Nickel Plate				
		Daily	Daily	Daily	Daily	Daily	Daily				
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.				
.....	*Chicago*	.....	*10.15*	*10.30*	*11.00*	*11.10*	*11.20*	.....	.....	.....	.....
6.65	Englewood	.....	s10.29	s10.43	s11.14	s11.24	s11.33	.....	.....	.....	.....
7.75	Park Manor	.....	.....	s10.46	.....	.....	.....	.....	.....	.....	.....
8.11	71st Street	.....	.....	s10.49	.....	.....	.....	.....	.....	.....	.....
8.28	JN	.....	.....	.....	.....	.....	11.37	.....	.....	.....	.....
11.82	South Chicago	.....	.....	s10.55	.....	.....	P. M.	.....	.....	.....	.....
12.71	CR	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13.19	East Side	.....	.....	s10.58	.....	.....	.....	.....	.....	.....	.....
15.53	Robertsdale	.....	.....	s11.02	.....	.....	.....	.....	.....	.....	.....
16.43	MS	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16.78	Whiting	.....	Q10.41	s11.05	.....	.....	.....	.....	.....	.....	.....
18.63	Mahoning	.....	.....	s11.09	.....	.....	.....	.....	.....	.....	.....
18.98	HC	.....	.....	.....	11.27	11.36	.....	.....	.....	.....	.....
19.35	Indiana Harbor	.....	s10.46	s11.12	.....	.....	.....	.....	.....	.....	.....
21.16	Buffington	.....	P. M.	s11.16	.....	.....	.....	.....	.....	.....	.....
22.08	NE	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22.91	Pine	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23.91	Curtis	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25.32	Kirk Yard	.....	.....	s11.21	.....	.....	.....	.....	.....	.....	.....
26.14	Gary	.....	.....	11.25	.....	.....	.....	.....	.....	.....	.....
29.73	Millers	.....	.....		.....	.....	.....	.....	.....	.....	.....
33.87	Ogden Dunes	.....	.....	P. M.	.....	.....	.....	.....	.....	.....	.....
35.45	Dune Park	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
35.91	FN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
40.00	PO	.....	.....	.....	11.43	11.52	.....	.....	.....	.....	.....
40.21	Porter	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
41.09	Chesterton	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
45.36	Burdick	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
48.81	Otis	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
52.37	Durham	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
54.68	Pinola	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
58.41	JD	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
58.76	La Porte	.....	.....	.....	.....	s12.10	.....	.....	.....	.....	.....
59.78	WR	.....	.....	.....	12.06	.....	.....	.....	.....	.....	.....
65.78	Rolling Prairie	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
72.08	New Carlisle	P. M.	.....	.....	.....	.....	.....	.....	.....	.....	.....
78.50	Lydick		.....	.....	.....	.....	.....	.....	.....	.....	.....
84.88	Arnold Street	9.52	.....	.....	.....	.....	.....	.....	.....	.....	.....
85.28	HF	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
85.47	South Bend	s10.00	.....	.....	s12.26	s12.35	.....	.....	.....	.....	.....
86.33	High Street	10.02	.....	.....	.....	.....	.....	.....	.....	.....	.....
89.45	Mishawaka		.....	.....	.....	.....	.....	.....	.....	.....	.....
95.05	Osceola	P. M.	.....	.....	.....	.....	.....	.....	.....	.....	.....
95.74	WG	.....	.....	.....	12.32	12.53	.....	.....	.....	.....	.....
100.56	Elkhart	.....	.....	.....	12.45	1.05	.....	.....	.....	.....	.....
	ARRIVE	P. M.	P. M.	P. M.	A. M.	A.M.	P. M.				

Time shown at *Chicago* is for information only.

KANKAKEE SUBDIVISION

SOUTH BEND TO KANKAKEE

WESTWARD

Miles from South Bend	STATIONS		
	LEAVE		
.....	*South Bend*	.....	.....
2.67	JK	.....	.....
5.38	Rupel	.....	.....
7.35	Steenberg	.....	.....
9.45	Ginger Hill	.....	.....
13.57	North Liberty	.....	.....
19.64	Walkerton	.....	.....
22.64	Garden City	.....	.....
27.64	Hamlet	.....	.....
33.89	Knox	.....	.....
38.41	Toto	.....	.....
43.33	North Judson	.....	.....
49.48	San Pierre	.....	.....
53.54	Tefft	.....	.....
58.06	Wheatfield	.....	.....
61.14	Stoutsburg	.....	.....
63.45	Kersey	.....	.....
65.62	DeMotte	.....	.....
73.43	Shelby	.....	.....
78.58	Schneider	.....	.....
82.72	Illinoi	.....	.....
85.39	Edgetown	.....	.....
86.94	Delmar	.....	.....
89.55	MJ	.....	.....
90.10	Momence	.....	.....
95.80	Exline	.....	.....
101.42	Kankakee	.....	.....
	ARRIVE		

KANKAKEE TO SOUTH BEND

EASTWARD

Miles from Zearing	STATIONS		
	LEAVE		
98.96	Kankakee	.....	.....
104.58	Exline	.....	.....
110.28	Momence	.....	.....
110.83	MJ	.....	.....
113.44	Delmar	.....	.....
114.99	Edgetown	.....	.....
117.66	Illinoi	.....	.....
121.80	Schneider	.....	.....
126.95	Shelby	.....	.....
134.76	DeMotte	.....	.....
136.93	Kersey	.....	.....
139.24	Stoutsburg	.....	.....
142.32	Wheatfield	.....	.....
146.84	Tefft	.....	.....
150.90	San Pierre	.....	.....
157.05	North Judson	.....	.....
161.97	Toto	.....	.....
166.49	Knox	.....	.....
172.74	Hamlet	.....	.....
177.74	Garden City	.....	.....
180.74	Walkerton	.....	.....
186.81	North Liberty	.....	.....
190.93	Ginger Hill	.....	.....
192.83	Steenberg	.....	.....
195.00	Rupel	.....	.....
197.71	JK	.....	.....
200.38	*South Bend*	.....	.....
	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

WESTWARD

Miles from South Bend	STATIONS			
	LEAVE			
101.42	Kankakee			
108.40	New Lehigh			
111.24	Goodrich			
115.94	Union Hill			
121.38	Reddick			
124.40	Blair			
130.57	Dwight			
135.83	Sunbury			
140.69	Budd			
147.04	Missal			
150.57	Streator Jct			
152.38	Streator			
154.68	Vulcan			
157.00	Altmar			
162.05	Milla			
165.80	Lostant			
170.00	Priscilla			
174.74	McNabb			
180.57	Granville Jct			
180.67	Granville			
181.67	Mark			
184.85	Moronts			
188.06	Depue Jct			
189.33	Depue			
188.06	Depue Jct			
188.28	Howe			
191.48	Seatonville			
192.22	Seatonville Jct			
193.79	Ladd Jct			
194.31	Q. Crossing			
194.41	Ladd			
194.28	N. Y. C. Jct			
200.38	*Zearing*			
	ARRIVE			

ZEARING TO KANKAKEE

EASTWARD

Miles from Zearing	STATIONS			
	LEAVE			
	Zearing			
6.10	N. Y. C. Jct			
7.21	Ladd			
7.11	Q. Crossing			
6.59	Ladd Jct			
8.16	Seatonville Jct			
8.90	Seatonville			
12.10	Howe			
12.32	Depue Jct			
13.59	Depue			
12.32	Depue Jct			
15.53	Moronts			
18.71	Mark			
19.71	Granville			
19.81	Granville Jct			
25.64	McNabb			
30.38	Priscilla			
34.58	Lostant			
38.33	Milla			
43.38	Altmar			
45.70	Vulcan			
48.00	Streator			
49.81	Streator Jct			
53.34	Missal			
59.69	Budd			
64.55	Sunbury			
69.81	Dwight			
75.98	Blair			
79.00	Reddick			
84.44	Union Hill			
89.14	Goodrich			
91.90	New Lehigh			
98.96	Kankakee			
	ARRIVE			

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

DANVILLE SUBDIVISION

OSBORN TO LYONS

Miles from Chicago	SOUTHWARD — STATIONS	FIRST CLASS	SECOND CLASS
		463	
		The Egyptian	
		Daily	
	LEAVE	P. M.	
.....	*Chicago*	*10.15*	.....
23.39	*Gibson* ⊙	E *10.57*	.....
24.09	Osborn	10.59	.....
26.31	ND	11.02	.....
26.56	Highlands	.....	.....
28.34	Hays	11.05	.....
29.44	Hartsdale	11.07	.....
31.57	St. John Yard	.....	.....
33.80	DK	11.13	.....
34.25	St. John	11.14	.....
38.93	Cook	P 11.20	.....
45.00	North Hayden	11.27	.....
47.32	Belshaw	11.30	.....
52.02	Schneider	E 11.37	.....
55.52	Lake Village	f 11.42	.....
57.67	Conrad	11.45	.....
64.00	Enos	11.52	.....
68.72	Morocco	E 11.59	.....
74.14	Ade	P 12.07	.....
80.85	Kentland	E 12.16	.....
81.03	KN	12.17	.....
85.42	Sheff	12.23	.....
91.16	Free	12.29	.....
94.98	Dunn	12.33	.....
99.53	Handy	12.39	.....
105.44	Tab	12.46	.....
109.24	Stewart	12.51	.....
113.73	NX (Sloan)	12.57	.....
118.50	Allison	1.04	.....
123.22	Campbell	1.09	.....
128.45	Danville	s 1.33	.....
129.40	*Wyton*	*1.35*	.....
132.61	*Bemis*	.....	.....
133.61	*Lyons*	*1.40*	.....
.....	*WR*	*1.45*	.....
	ARRIVE	A. M.	

LYONS TO OSBORN

Miles from Lyons	NORTHWARD — STATIONS	FIRST CLASS	SECOND CLASS
		462	
		The Egyptian	
		Daily	
	LEAVE	A. M.	
.....	*WR*	*2.55*	.....
.....	*Lyons*	*3.00*	.....
1.00	*Bemis*	.....	.....
4.21	*Wyton*	*3.07*	.....
5.16	Danville	s 3.30	.....
10.38	Campbell	3.37	.....
15.11	Allison	3.43	.....
19.88	NX (Sloan)	△ 3.49	.....
24.37	Stewart	s 3.58	.....
28.17	Tab	s 4.05	.....
34.08	Handy	W 4.13	.....
38.63	Dunn	4.21	.....
42.45	Free	4.27	.....
48.19	Sheff	4.34	.....
52.58	KN	4.39	.....
52.76	Kentland	s 5.00	.....
59.47	Ade	s 5.08	.....
64.80	Morocco	△H 5.25	.....
69.61	Enos	5.31	.....
75.94	Conrad	5.38	.....
78.09	Lake Village	s 5.42	.....
81.59	Schneider	△H 5.50	.....
86.29	Belshaw	5.57	.....
88.61	North Hayden	6.00	.....
94.68	Cook	f 6.07	.....
99.36	St. John	6.12	.....
99.81	DK	6.13	.....
102.04	St. John Yard	.....	.....
104.17	Hartsdale	6.18	.....
105.27	Hays	6.20	.....
107.05	Highlands	6.22	.....
107.30	ND	6.23	.....
109.52	Osborn	6.26	.....
110.22	*Gibson*	△H 6.28	.....
133.61	*Chicago*	*7.25*	.....
	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.....	3.45	4.15	4.30	6.35	10.00	7.05	10.30	.....	.....	.....	.....
15.09	South Bend.....	.....	5.00	.....	.....	10.45	.....	.....	.....	.....	.....	.....
82.00	Gibson.....	.....	.....	10.00	11.45	.....	.....	4.00	.....	.....	.....	.....
91.00	Blue Island.....	.....	.....	10.30	12.15	.....	.....	4.30	.....	.....	.....	.....
93.91	Englewood.....	6.00	.....	.....	.....	.....	11.00	.....	.....	.....	.....	.....
116.51	Kankakee.....	.....	9.00 P. M. 2.30	.....	.....	A. M. 3.00 5.00	.....	.....	.....	.....	.....	.....
215.09	Zearing.....	.....	9.15	.....	.....	10.00	.....	.....	.....	.....	.....	.....
	ARRIVE	A. M.	P. M.	P. M.	A. 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	N. Y. 8	C. N. 2	X. N. 2	N. Y. 4	KANKAKEE LINE 90	KANKAKEE LINE 92					
		Freight	Freight	Freight	Freight	Freigh.	Freight					
		Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily					
	LEAVE	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.					
.....	Zearing.....	.....	.....	.....	.....	3.00	.....	.....	.....	.....	.....	.....
.....	Englewood.....	.....	7.00	7.30	10.00	.....	.....	.....	.....	.....	.....	.....
.....	Blue Island.....	6.00	.....	7.00	12.15	.....	.....	.....	.....	.....	.....	.....
.....	Gibson.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	Kankakee.....	.....	.....	.....	.....	P. M. 8.30 10.30	P. M. 5.40	.....	.....	.....	.....	.....
.....	South Bend.....	.....	.....	.....	.....	P. M. 5.25	9.00	.....	.....	.....	.....	.....
93.91	Elkhart.....	9.30	9.15	10.30	3.15	6.30	9.30	.....	.....	.....	.....	.....
	ARRIVE	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. C.S.	RT	436.8					Station Hump office	N S	T.D.-M-Y T.D.-M-Y
				439.1			439.4			
					439.2					
				440.1	440.2					
				441.1	441.2					
				442.1	442.2					
	C.S.			443.1				1500 feet east of "WG"	S	Y
					443.2					
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						
	C.S.				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					
	C.S.							Eastward siding, east end, on pole	S	T.D.-M
	C.S.							Westward siding, west end, on pole	N	T.D.-M
	C.S.							Crossover, on pole	N	T.D.-M
	C.S.							Freight station	S	T.D.-M
Mishawaka Open day and night	C.S. C.S.	AU	447.9	T.O.	T.O.			Station Eastward siding, west end, on pole	N S	T.D.-M T.D.-M
				450.1	450.2					
				451.1	451.2					
	C.S.							Just east of Leer St	N	Y
	C.S.							300 ft. west of Miami St	N& S	Y
	C.S.							Just east of G.T.W. home signal	N	Y
	C.S.							200 ft. west of Toy Works switch	N	Y
	C.S.							Just east of Fellows St	N	Y
	C.S.							Just east of Michigan St	N	Y
	C.S.							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. C.S.	H.F.		INT.	INT.	INT.	INT.	Signal station Just west of signal bridge, west of Chapin St	N S	T.D.-M-Y Y
	C.S.							Just east of Arnold St	N	Y
	C.S.							Just west of Cherry St	N	Y
	C.S.		452.5					Just west of M. C. connection, 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 Track No. 1	Track No. 2	Track No. 3	Track No. 4	TELEPHONES 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.							O'Brien plant switch, on pole	N	Y
	C.S.			455.1G				Bendix switch	N	Y
	C.S.				455.2			Eastward siding, west end, in booth	S	Y
				457.1G						
					457.2					
				458.1						
					458.2					
	C.S.			459.1				Eastward stub track, east end on pole	S	T.D.-M-Y
					460.2					
Lydick			459.2	460.1						
	C.S.			461.1				In booth, near old crossover	S	T.D.-M-Y
					461.2					
Lydick Track Pans				462.1						
	C.S.		459.5		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
				464.1	464.2					
	C.S.							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			On east end maintainers, car house	S	T.D.-M
				466.1G						
	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
					467.2					
				468.1G						
					468.2					
				469.1G						
					469.2					
	C.S.			470.1G				Back of signal box, signal 470-1G, Wood yard crossing	S	T.D.-M
					470.2					
				471.1	471.2					
				472.1						
					473.2					
				473.1						
Rolling Prairie Open week days 7:30 a.m. to 4:30 p.m.	C S. C.S.	RO	471.6	T.O.	T.O.			Station Westward siding, east end on pole	N S	T.D.-M T.D.-M
				474.1						
					474.2G					
				476.1	476.2					
				477.1	477.2					
				478.1						
WR	C.S.				479.2			Modine Mfg. Co. switch	S	T.D.-M
Open day and night	C.S.	WR	477.6	INT.	INT.			Signal station	S	T.D.-M-Y
				480.1						
					480.2					
La Porte	C.S.		478.6					Freight station, yard office	S	Y
	C.S.							Station	S	T.D.-M-Y
	C.S.							Track Suprs. office	S	M-Y
	C.S.							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 Track No. 1	Track No. 2	Track No. 3	Track No. 4	TELEPHONES 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
				483.1	483.2	483.3G	483.4			
				483.1A	484.2	483.3A	484.4			
				484.1		484.3				
Pinola.....	C.S.		482.7					On pole, east of road crossing.....	S	Y
	C.S.							Old station.....	S	Y
					485.2		485.4			
	C.S.			485.1		485.3		On pole east of Forresters		
					486.2		486.4	Crossing.....	N	Y
Durham..... Open day and night	C.S.			486.1		486.3		On pole at Anderson Crossing	S	Y
				487.1		487.3				
	C.S.	FS	485.0					Signal station.....	S	T.D.-M-Y
	C.S.				487.2			On pole east of Holmesville Crossing near Signal 487.2.	S	T.D.-M
	C.S.				488.2G			At signal 488.2G.....	S	T.D.-M
				488.1						
					489.2G					
				489.1						
					490.2G					
Otis..... Open day and night	C.S.	HM	488.5	INT.	INT.			Signal station.....	S	T.D.-M
	C.S			491.1	491.2G			On pole, opposite switch		
				492.1	492.2G			leading to west end stub		
				493.1	493.2G			track.....	S	T.D.-M
	C.S.							Eastward siding, east end, on pole.....	S	T.D.-M
Burdick.....	C.S.		492.0					On stub pole, near crossover.	S	T.D.-M
				495.1	495.2G					
				496.1	496.2G					
Chesterton Track Pans.....	C.S.		496.1	497.1	497.2			Pump station.....	N	T.D.-M-Y
	C.S.							25 feet east of Main Street crossing, in booth.....	N	T.D.-M-Y
Chesterton.....	C.S.	CA	496.3					Station.....	S	T.D.-M-Y
	C.S.			499.1				East end E. J. & E. wye, on		
					499.2			pole.....	S	Y
Porter.....	C.S	WS	497.3					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
	C.S.			500.1 501.1 502.1 503.1	501.2 502.2G 503.2G			On pole at signal 502-2G...	S	Y
	C.S.							On pole opposite switch leading to Gary & Western Branch.....	N	T.D.-M
Dune Park.....			501.4 501.9		504.2					
	C.S.							Westward siding, west end, on pole.....	N	T.D.-M
				505.1 506.1 507.1 508.1 509.1	505.2 506.2 507.2 508.2 509.2					
	C.S.							Eastward siding, east end, on pole.....	N	T.D.-M
	C.S.							Station, on east end.....	N	T.D.-M
Millers.....	C.S.		507.6					Station.....	N	T.D.-M
				510.1 511.1 512.1	510.2 511.2					
	C.S.							Westward siding, east end on pole.....	N	T.D.-M
	C.S.				512.2			Westward siding, west end, on pole.....	N	T.D.-M
	C.S.			513.1				Eastward siding, west end, in booth.....	N	T.D.-M
					513.2					
Gary.....	C.S.		511.2					Station {Baggage-room.... / Ticket office.....}	S	T.D.-M
				514.1 515.1	514.2 515.2					
	C.S.			516.1				Opposite Curtis station, on pole.....	S	T.D.-M
					516.2					
				517.1						
Pine.....	C.S.		514.4		517.2			Station.....	N	Y
	C.S.							Station, in waiting room....	N	Y
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	518.1 519.1 INT.	518.2 519.2 INT.	518.3 519.3 INT.	518.4 519.4 INT.	Signal station.....	N	T.D.-M-Y
Indiana Harbor.	C.S.		517.9					Freight station.....	S	Y
	C.S.	BR						Station.....	S	T.D.-M-Y
	C.S.							West side of station 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
HC..... Open day and night	C.S.	HC	518.4	INT.	INT.	INT.	INT.	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
				522.1	522.2	522.3	522.4			
	C.S.							Freight station.....	S	M
	C.S.							West of freight station, on pole.....	S	T.D.-M
Whiting.....	C.S.		520.8					Station.....	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	525.1	525.2	525.3	525.4	On pole, back of crossing watchman's shanty.....	S	Y
	C.S.			526.1	526.2	526.3	526.4	Malthouse switch, on pole..	S	Y
East Side.....	C.S.		524.1					Station.....	S	Y
CR..... Open day and night	C.S.	CR	524.7	INT.	INT.	INT.	INT.	Signal station.....	N	T.D.-M-Y
	C.S.			527.1		527.3G		95th street joint train directors cabin.....	N	Y
South Chicago..	C.S.		525.5					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			
				530.1	530.2	530.3	530.4			
	C.S.							Stony Island Ave., on pole .	S	T.D.-M
				531.1	531.2	531.3	531.4A			
			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
				532.1	532.2					
				533.1						
Englewood.....	C.S.		530.7		533.2A			Station.....	W	City
	C.S.							General yard masters office.	E	T.D.-M-Y
Chicago..... Open day and night	*C.S.*	*SC*	*537.3*							

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SOUTH BEND TO LADD

STATIONS		Office Calls	Miles from South Bend	SIGNALS SINGLE TRACK Westward	SIGNALS SINGLE TRACK Eastward	TELEPHONES LOCATION	Side of Track	Line
South Bend	C.S.	HF	.0	INT.	INT.	Signal station	N	T.D.-M-Y
			.8	INT.	INT.	Signal station G. T. W.	N	Y
Olivers	C.S.		1.1			General yard masters office	N	T.D.-M-B-Y
			2.0	D				
	C.S.					No. 11 track, west end, on pole	S	Y
JK Open day and night	C.S.	JK	2.6	INT. M.B.	INT. M.B.	Signal station	N	T.D.-M-B-Y
			3.2		D			
Rupel	C.S.		5.3			Gravel pit switch, on pole	N	B
	C.S.					Siding, east end, on pole	N	B
Ginger Hill Signals controlled from QN	C.S.		9.4	M.B.	M.B.	East end passing track, on pole	N	B
	C.S.					Siding, west end, in booth	N	B
	C.S.			27631		Old siding, east end, on pole	N	B
North Liberty	C.S.		13.5			Station	S	T.D.-M-B
	C.S.					Siding, west end, on pole	N	B
QN Open day and night	C.S.	QN	13.7	INT.-M.B.	INT.-M.B. 27652	Signal station	S	T.D.-M-B
			18.8	D				
Walkerton Open day and night	C.S.	KN	19.5	INT.-M.B.	INT.-M.B.	Signal station	S	T.D.-M-B
Walkerton	C.S		19.6			Station	S	T.D.-M-B
	C.S.					Siding, east end, on pole	N	B
	C.S		20.2		D	Siding, west end, on pole	N	B
	C.S.					West end of west yard	N	B
	C.S.					Liberty Highway, in booth	N	B
				27771				
HA Open day and night	C.S.	HA	27.5	INT.-M.B.	INT.-M.B. 27792	Signal station	S	T.D.-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
	C.S.					Siding, center, on pole	N	B
				27831				
Knox	C.S.		33.8			Station	S	T.D.-M-B
	C.S.					Siding, west end, in booth	N	B
X Open day and night	C.S.	X	33.8	INT.-M.B.	INT.-M.B. 27862 27872G	Signal station	N	T.D.-M-B
Toto	C.S.		38.4			Station, on east side	N	B
			42.6	D				
North Judson			43.3	INT.	INT.			
	C.S.					500 ft. east of coal dock, on pole	N	B
North Judson Open day and night	C.S.	J	43.3	M.B.	M.B.	Station	N	T.D.-M-B
	C.S.					Siding, east end, on pole	N	B
			43.9		D			
	C.S.					¼ 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 SINGLE TRACK Westward	SIGNALS SINGLE TRACK Eastward	TELEPHONES LOCATION	Side of Track	Line
				27991				
San Pierre..... (C. I. & L.)				28001	28002	Automatic interlocking.....		
San Pierre.....	C.S.	JR	49.4	M.B.	M.B.	Station.....	N	T.D.-M-B
Open week days 7:00 a. m. to 4:00 p. m.	C.S.					Siding, east end, on pole.....	N	B
	C.S.				28012	Siding, west end, on pole....	N	B
Tefft.....	C.S.	DV	53.5	M.B.	M.B.	Station.....	N	T.D.-M-B
Open week days 8:00 a. m. to 5:00 p. m.								
Wheatfield.....	C.S.	WH	58.0	M.B.	M.B.	Station, in waiting room.....	S	T.D.-M-B
Open week days 8:00 a.m. to 5:00 p. m.	C.S.					Siding, west end, on pole....	N	B
	C.S.					Siding, east end, on pole.....	N	B
Stoutsburg.....			61.1					
	C.S.					Siding, west end, on pole....	N	B
			63.1					
Kersey.....	C.S.		63.4			Elevator switch, on pole.....	N	B
DeMotte.....	C.S.	FA	65.6	M.B.	M.B.	Station.....	N	T.D.-M-B
Open week days 8:00 a. m. to 5:00 p. m.	C.S.					Station, in baggage room....	N	T.D.-M-B
	C.S.					Siding, east end, on pole.....	N	B
	C.S.					Siding, west end, on pole....	N	B
				K73.1				
Shelby.....	C.S.	BY	73.4	INT.-M.B.	INT.-M.B.	Station.....	N	T.D.-M-B
Open day and night	C.S.				K75.2	Siding, east end, on pole.....	N	B
				K78.1				
SG.....	C.S.	SG	78.5	INT.-M.B.	INT.-M.B.	Signal station.....	N	T.D.-M-B-Y
Open day and night								
Schneider.....	C.S.		78.5			Station.....	S	T.D.-M-Y
	C.S.				K80.2	East siding, east end, on pole..	N	Y
	C.S.				K81.2	East siding, west end, on pole.	N	Y
	C.S.					East end yard, on pole.....	N	Y
	C.S.					West siding, west end, on pole.	N	B
Illinoi.....	C.S.		82.7			Siding, west end, on pole....	N	B
			86.3	K87.1				
Delmar.....	C.S.	DA	86.9	INT.-M.B.	INT.-M.B.	Signal station.....	N	T.D.-M-B
Open day and night	C.S.		87.5		K89.2	Siding, east end, on pole.....	N	B
Ward.....	C.S.		88.2			Opposite water plug, on pole..	N	B
			89.2	D				
MJ.....	C.S.	MJ	89.5	INT.-M.B.	INT.-M.B.	Signal station.....	S	T.D.-M-B
Open day and night	C.S.		89.9		D	East end yard, on pole.....	N	B
Momence.....	C.S.		90.1			Station.....	N	T.D.-M-B
	C.S.					Siding, west end, on pole....	N	B
	C.S.					Siding, east end, on pole....	N	B
Exline.....	C.S.		95.8			Siding, west end, on pole....	N	B
Kankakee.....	C.S.		100.4			Siding, east end, on pole.....	N	B
	C.S.					Gen. Food lead, east end, on pole.....	N	B
	C.S.					Gen. Food lead, west end, on pole.....	S	B
	C.S.					Harrison Ave., on pole.....	N	B
	C.S.					Scuyler Ave., on pole.....	N	B
	C.S.					Siding, west end, on pole....	N	B
Kankakee I. C. Tower	C.S.		101.4	INT.	INT.	Signal station.....	S	M

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SOUTH BEND TO LADD—Continued

STATIONS		Office Calls	Miles from South Bend	SIGNALS SINGLE TRACK Westward	SIGNALS SINGLE TRACK Eastward	TELEPHONES LOCATION	Side of Track	Line
Kankakee Open day and night	C.S. C.S.	K	101.4	M.B.	M.B.	Station Engine house lead, on pole	S S	T.D.-M-Y B
	C.S. C.S. C.S. C.S.					West end KKK River bridge Butts Crossing, on pole Yard masters office West end yard, on pole	N N N N	Y Y T.D.-M-Y B
New Lehigh Huber Spur	C.S. C.S.		108.4			New Quarry switch, in booth Pole box	N N	B B
Goodrich	C.S. C.S. C.S.		111.2			Passing track, west end, on pole Passing track, east end, on pole Car house, east end	N N N	B B B
Union Hill Open week days 7:30 a. m. to 4:30 p. m.	C.S. C.S.	UN	115.9	M.B.	M.B.	Station Siding, west end, on pole Siding, east end, on pole	 N N	T.D.-M-B B 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		K123.2	Station Siding, east end, on pole Siding, west end, on pole	N N N	T.D.-M-B B 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 Siding, east end, on pole	S N	T.D.-M-B B
Dwight	C.S. C.S.		130.5		K131.2	Station Siding, west end, on pole	N N	T.D.-M-B B
Sunbury	C.S.		135.8			Siding, east end, on pole	N	B
Budd Open week days 8:00 a. m. to 5:00 p. m.	C.S. C.S. C.S.	BD	140.6	M.B.	M.B.	Station Station, in baggage room Siding, east end, on pole	S S N	T.D.-M-B T.D.-M-B B
Missal	C.S.		147.0			Siding, east end, on pole	N	B
Streator (G.M.&O.)				D 29001	29002	Automatic interlocking		
	C.S.		150.0			Siding, east end, in booth	N	Y
Streator Jct	C.S.		150.5	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 Vulcan switch, on pole East end yard, on pole	S N N	T.D.-M-B-Y B 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
			165.3	29151				
ON Open day and night	C.S. C.S.	ON	165.7 166.1	INT.-M.B.	INT.-M.B. 29172	Signal station Siding, west end, on pole	S N	T.D.-M-B 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.		170.0			Siding, west end, on pole	N	B
	C.S.							
McNabb Open week days 8:00 a. m. to 5:00 p. m.	C.S.	MC	174.7	M.B.	M.B.	Station	N	T.D.-M-B
	C.S.					Siding, east end, on pole	N	B
	C.S.		175.0			Waiting room, station	N	T.D.-B
McNabb			175.4					
			176.0					
				K180.1				
Granville Jct	C.S.		180.5			Siding, east end, on pole	N	B
Granville Open week days 9:00 a.m., to 6:00 p. m.		GV	180.6	M.B.	M.B.	Signal station	N	T.D.-M-B
	C.S.					Siding, west end, on pole	N	B
Colby's Pit			183.9					
	C.S.			K184.1		Siding, east end, on pole	N	B
Moronts			184.8					
	C.S.					Siding, west end, on pole	N	B
	C.S.					Raffs siding switch, on pole	N	B
			186.5	D				
Illinois River	C.S.		187.0	INT.	INT.	Signal station	S	T.D.-M-B-Y
			187.4		D			
Depue Open day and night	C.S.	D	189.5			Station	S	T.D.-M-Y
	C.S.					East end yard	S	Y
Depue Jct	C.S.		187.5			Y switch, in booth	N	B
Howe		HI	187.7	M.B.	M.B.	Signal Station	S	B-Y
	C.S.					Siding, west end, on pole	N	B
					K188.2			
					K189.2			
		SN	190.9					
Seatonville	C.S.					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 Open day and night	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 Open day and night	C.S.	RN	24.0	INT.	INT.	Signal station	W	T.D.-M-B-Y
	C.S.				26251	Yard, south end, on pole	W	B
	C.S.					Cross-over south of Nickel Plate wye, on pole	W	B
				26262				
ND Open day and night	C.S.	ND	26.3	INT.	INT.-M.B.	Signal station	W	T.D.-M-B-Y
	C.S.					Spur tracks, 3000 feet south, on pole	W	B
Highlands	C.S.		26.5		26271	Station	E	T.D.-M-Y
	C.S.			26282		Spur track, 2500 feet north, on pole	W	B
Hays			28.3	INT.	INT.	Signal station	E	T.D.-M
	C.S.		28.9					
	C.S.					Crossover 2585 feet south	W	B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

OSBORN TO LYONS—Continued

STATIONS		Office Calls	Miles from Chicago	SIGNALS		TELEPHONES		
				Track No. 2	Track No .1	LOCATION	Side of Track	Line
Hartsdale.....	C.S.		29.4	26302		Station.....	E	T.D.-M-B
	C.S.					North of bridge, on pole.....	E	B
St. John Yard.....	C.S.		31.5			Siding, north end, on pole...	W	B
	C.S.					Siding, south end, on pole...	W	B
	C.S.							
			33.4		D			
DK.....	C.S.	DK	33.8	INT.-M.B.	INT.-M.B.	Signal station.....	E	T.D.-M-B
Open day and night			34.4	D				
Cook.....	C.S.	KO	38.9	M.B.	M.B.	Station.....	W	T.D.-M-B
Open week days 7:00 a. m. to 4:00 p. m.	C.S.					Waiting room.....	W	T.D.-B
	C.S.					Siding, south end, in booth..	W	B
North Hayden.....	C.S.	AY	45.0	M.B.	M.B.	Station.....	W	T.D.-M-B
Open week days 6:30 a. m. to 3:30 p. m.	C.S.					Waiting room.....	W	T.D.-M-B
Belshaw.....	C.S.	BE	47.3	M.B.	M.B.	Station.....	W	T.D.-M-B
Open week days 7:00 a. m. to 4:00 p. m.	C.S.		51.0		H32.1	South of station, on pole....	W	B
SG.....	C.S.	SG	52.0	INT.-M.B.	INT.-M.B.	Signal station.....	E	T.D.-M-B-Y
Open day and night								
	C.S.					Lead, north end, north yard.	E	Y
	C.S.					Siding, north end, on pole...	W	Y
	C.S.					Pump station.....	W	Y
	C.S.			SINGLE TRACK		Siding, south end, on pole...	W	Y
Schneider.....	C.S.		52.0	Northward	Southward	Station.....	W	T.D.-M-Y
	C.S.					North siding, south end, on		
			53.3	H34.2		pole.....	W	Y
Lake Village.....	C.S.		55.5			Station.....	W	T.D.-M
	C.S.					Siding, north end, on pole...	W	B
Conrad.....	C.S.		57.6			West of station, on pole.....	W	B
	C.S.					Siding, north end, on pole...	W	B
Enos.....	C.S.		64.0	M.B.	M.B.	Station.....	W	T.D.-M-B
Signals controlled from Morocco..	C.S.					Waiting room.....	W	T.D.-B
	C.S.					Siding, south end, on pole...	W	B
				Track No. 2	Track No. 1			
Morocco.....	C.S.	MR	68.7	M.B.	M.B.	Siding, north end, on pole...	W	B
Open day and night	C.S.					Station.....	W	T.D.-M-B
	C.S.		69.2			Siding, south end, on pole...	E	B
Ade.....	C.S.	Z	74.1	M.B.	M.B.	Station.....	E	T.D.-M-B
Open week days 5:00 a. m. to 2:00 p. m.	C.S.					Waiting room.....	E	T.D.-B
Kentland.....	C.S.		80.3		D	Siding, south end, on coal house.....	E	B
	C.S.		80.8			Station.....	E	T.D.-M-B
	C.S.					Siding, north end, on pole..	W	B
			81.0					
KN.....	C.S.	KN	81.8	INT.-M.B. D	INT.-M.B.	Signal station.....	W	T.D.-M-B
Open day and night								

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

OSBORN TO LYONS—Continued

STATIONS		Office Calls	Miles from Chicago	SIGNALS SINGLE TRACK Northward	SIGNALS SINGLE TRACK Southward	TELEPHONES LOCATION	Side of Track	Line
	C.S.		84.8		D	North end of yard, on pole...	W	Y
	C.S.					North switch, on pole.....	W	Y
Sheff.....	C.S.		85.2			Freight station.....	E	M-Y
	C.S.					Siding, south end, on pole...	W	Y
Sheff.....	C.S.	F	85.4	INT.-M.B.	INT.-M.B.	Signal station.....	W	T.D.-M-B-Y
Open day and night	C.S.		85.9	D		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.....	C.S.	FD	91.1	M.B.	M.B.	Station.....	W	T.D.-M-B
Open week days	C.S.					Waiting room.....	W	T.D.-B
7:00 a. m. to 4:00 p. m.	C.S.					Siding, south end, on pole...	W	B
Dunn.....	C.S.	UN	94.9	M.B.	M.B.	Station.....	E	T.D.-M-B
Open week days	C.S.					Waiting room.....	E	T.D.-B
8:00 a. m. to 5:00 p. m.	C.S.					Siding, north end, on pole...	W	B
			99.0		D			
Handy.....	C.S.		99.5			Siding, north end, on pole...	W	B
	C.S.					Siding, south end, on pole...	W	B
Handy.....	C.S.	DY	99.5	INT.-M.B.	INT.-M.B.	Signal station.....	W	T.D.-M-B
Open day and night			101.1	D				
	C.S.					Siding, north end, on pole...	W	B
Tab.....	C.S.	BN	105.4	M.B.	M.B.	Station.....	E	T.D.-M-B
Open week days	C.S.					Waiting room.....	E	T.D.-B
8:00 a. m. to 5:00 p. m.	C.S.					Siding, south end, on pole...	W	B
	C.S.					Siding, north end, on pole...	W	B
Stewart.....	C.S.	WA	109.2	M.B.	M.B.	Signal station.....	W	T.D.-M-B
Open week days	C.S.					Siding, south end, on pole...	W	B
8:00 a. m. to 4:00 p.m.	C.S.					Siding, north end, on pole...	W	B
	C.S.					Siding, north end, on pole...	W	B
Sloan.....	C.S.		113.2	Track No. 2	Track No. 1	Station.....	W	T.D.-M-B
NX.....	C.S.	NX	113.7	M.B.	M.B.	Signal station.....	W	T.D.-M-B
Open day and night	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
	C.S.					Waiting Room.....	W	T.D.-M-B-Y
	C.S.		127.9			Passenger station.....	W	T.D.-M-B-Y
Danville.....	C.S.		128.4	M.B.	M.B.	Freight station.....	E	M
Jackson St. signals controlled from Wyton.	C.S.					Siding, south end East Jackson St. on pole.....	W	B
				SINGLE TRACK				
				Track No. 2	Track No. 1			
Wyton.....	C.S.	WG	129.3	INT.-M.B.	INT.-M.B.	Signal station.....	W	T.D.-M-B-Y
Open day and night								
Bemis.....	C.S.	NY	132.61	M.B.	M.B.	Signal Station.....	W	T.D.-M-B-Y
Open day and night.				SINGLE TRACK				
Lyons.....	C.S.	HF	133.61			Yard Office.....	E	T.D.-M-B-Y
Open day and night.								
WR.....	C.S.	WR	135.62	M.B.	M.B.	Signal station.....	W	T.D.-M-B-Y
Open day and night								

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.

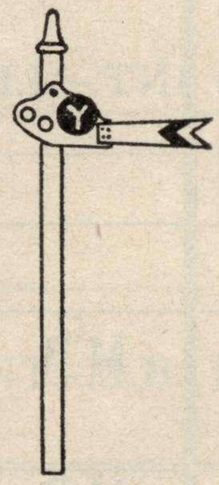


FIG. 102

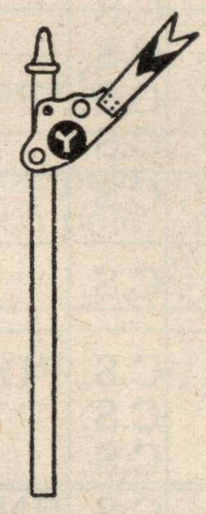


FIG. 102B

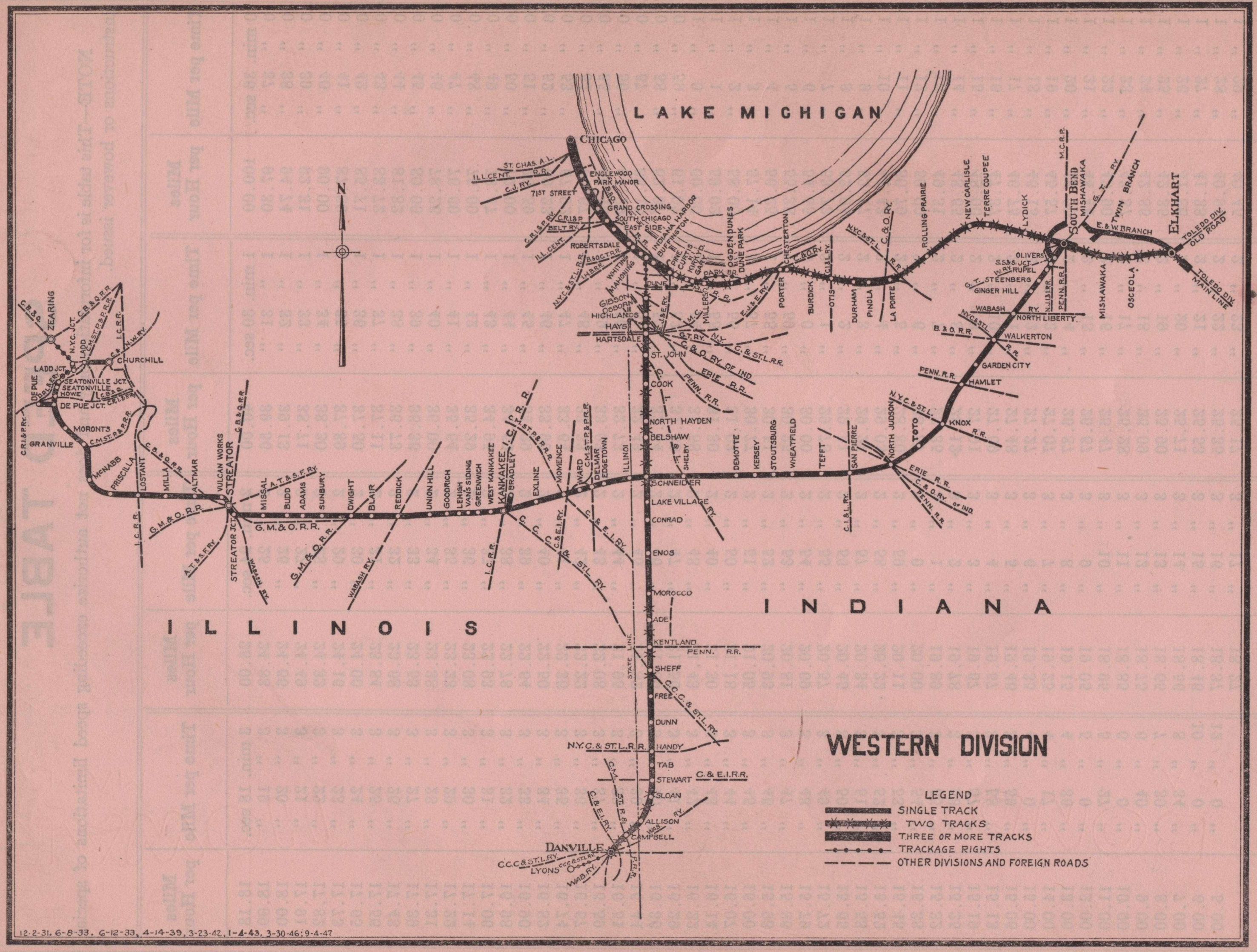
RULE 285

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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0 " 53 "	67.92	1 " 47 "	33.64	2 " 41 "	22.36	3 " 35 "	16.74
0 " 54 "	66.67	1 " 48 "	33.33	2 " 42 "	22.22	3 " 36 "	16.67
0 " 55 "	65.45	1 " 49 "	33.03	2 " 43 "	22.08	3 " 37 "	16.59
0 " 56 "	64.29	1 " 50 "	32.73	2 " 44 "	21.95	3 " 38 "	16.51
0 " 57 "	63.16	1 " 51 "	32.43	2 " 45 "	21.82	3 " 39 "	16.44
0 " 58 "	62.07	1 " 52 "	32.14	2 " 46 "	21.69	3 " 40 "	16.36
0 " 59 "	61.02	1 " 53 "	31.86	2 " 47 "	21.56	3 " 41 "	16.29
1 " 0 "	60.00	1 " 54 "	31.58	2 " 48 "	21.43	3 " 42 "	16.22
1 " 1 "	59.02	1 " 55 "	31.30	2 " 49 "	21.30	3 " 43 "	16.14
1 " 2 "	58.06	1 " 56 "	31.03	2 " 50 "	21.18	3 " 44 "	16.07
1 " 3 "	57.14	1 " 57 "	30.77	2 " 51 "	21.05	3 " 45 "	16.00
1 " 4 "	56.25	1 " 58 "	30.51	2 " 52 "	20.93	3 " 46 "	15.93
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1 " 9 "	52.17	2 " 3 "	29.27	2 " 57 "	20.34	3 " 51 "	15.58
1 " 10 "	51.43	2 " 4 "	29.03	2 " 58 "	20.22	3 " 52 "	15.52
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1 " 14 "	48.65	2 " 8 "	28.12	3 " 2 "	19.78	3 " 56 "	15.25
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1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27		



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