

The New York Central Railroad Company

WESTERN DIVISION

Time Table No. 56

FOR EMPLOYEES ONLY

Effective 12:01 A. M. Central Standard Time

Sunday, November 1, 1942

T. L. GREEN,
Superintendent

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Ray S. Westline, 334 W. 63d St.
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P. H. Kreuzscher, 208 So. LaSalle St.
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Phone Wabash 4200, Local 402

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Phone 687

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

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Phone Gary 6106

HAMMOND, IND.: B. W. Chidlaw, 5141 Hohman Ave.
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H. C. Groman, 137 Rimbach Ave.
Phone 205

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

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KENTLAND, IND.: O. E. Glick, 3rd and Dunlap Sts.
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LAPORTE, IND.: W. W. Ross, 904 Madison St.
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SOUTH BEND, IND.: T. A. Olney, 407 J. M. S. Bldg.
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Phone Main 139

ELKHART, IND.: H. N. McKee, 319 Monger Bldg.
Phone 393
L. F. Swihart, 118 W. Marion St.
Phone 2223

HAMMOND, IND.: E. M. Shanklin, 5141 Hohman St.
Phone 517

KANKAKEE, ILL.: C. W. Geiger, 504 Arcade Bldg.
Phone Main 24

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 3006

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 Calumet Park Interlocking, trains run via M. C.; M. C. 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 N. Y. C. & St. L. before entering N. Y. C. & St. L. 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.

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 and holidays.
- * Stop daily; when two sections are operated passenger section only will stop.
- ^ Stop daily except Sunday.
- B Stop on signal to discharge passengers from Toledo and beyond.
- C Stop on signal to receive passengers for New York City.
- 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 on signal to discharge passengers from Buffalo and beyond and to receive passengers for Chicago.
- 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 daily, except Sunday and holidays, to discharge passengers.
- T Stop on signal to receive passengers for beyond Elkhart.
- V Stop on signal to receive passengers for Cleveland and beyond.
- 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 Saturday, Sunday and holidays, to receive U. S. Mail.
- Z Stop on signal to receive passengers for Columbus and East of Cleveland.

12. HAND, FLAG AND LAMP SIGNALS.

Elkhart: Freight trains must receive 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.

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.....		
Q. Crossing.....		
Lyons.....		

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.....	Passenger trains verbally by operator at telegraph office. Will not apply to No. 25 and No. 26.
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Olivers Yard.....	Eastward freight trains released by telephone by train dispatcher and cleared 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 train dispatcher.
Schneider.....	Freight trains northward doing work in yard, by telephone by train dispatcher.
Sheff.....	Freight trains northward doing work in yard, by telephone by train dispatcher.
Danville.....	Passenger trains by telephone by train dispatcher.
Lyons.....	Freight trains northward by telephone by leverman at Wyton.

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.
Wyton.....	Southward trains.

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:

West Kankakee...	Westward crossover at Butts crossing.
Enos.....	Northward trains, second switch.
Dunn.....	Northward trains, second switch.

93. YARD LIMITS.

Elkhart.	Streator Jct. and Vulcan, inclusive.
South Bend.	Howe.
South Bend and JK inclusive on the Kankakee Subdivision.	Ladd Jct., N. Y. C. Jct. and Churchill, inclusive.
LaPorte.	Granville Jct. and Granville.
Chicago, 105th St.	Osborn.
North Judson.	Danville.
Schneider.	
Kankakee and West Kankakee inclusive.	

Between Lyons and Wyton movements on siding may be made only by permission from signalman at Wyton.

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.....	Color light signal.
M. C. Connection.	N. J. I. & I.....	No signals.
WR.....	N. Y. C. & St. L.....	Interlocking.
JD.....	P. M.....	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.
 Whiting Pit.....{B. & O.....Interlocking.
 {E. J. & E.....Gate.
 South Chicago Belt
 Ry. Connection...Belt Ry. & B. & O.....Gate.
 Olivers.....M. C. Connection.....Target & Gate.
 JK.....N. J. I. & I. and Ind. Nor...Interlocking.
 North Liberty.....Wabash.....Interlocking.
 Walkerton.....N. Y. C. & St. L. and B. & O..Interlocking.
 Hamlet.....P. R. R.....Interlocking.
 Knox.....N. Y. C. & St. L.....Interlocking.
 North Judson.....Erie, P. R. R. and C. & O..Interlocking.
 San Pierre.....C. I. & L.....Automatic Interlocking.
 Wheatfield.....C. A. & S.....Target & Gate.
 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.....Alton.....Interlocking.
 Streator Jct.....Wabash, coal dock track...No signals.
 Streator Jct.
 5 mile east.....Alton.....Automatic
 Interlocking.
 No signals
 Streator.....{C. B. & Q.....Gate.
 {Alton.....Gate.
 {A. T. & S. F.....Semaphore
 Signal.
 {Wabash, Iowa track.....No signals.
 Lostant.....I. C.....Interlocking.
 Ladd.....C. B. & Q.....No signals.
 Osborn.....N. Y. C. & St. L.....Interlocking.
 ND.....Erie and C. & O.....Interlocking.
 Hays.....G. T. W.....Interlocking.
 DK.....C. I. & L.....Interlocking.
 Schneider.....Kankakee Subdivision.....Interlocking.
 Morocco.....C. A. & S.....Target & Gate.
 KN.....P. R. R.....Interlocking.
 Sheff.....C. C. C. & St. L.....Interlocking.
 Handy.....N. Y. C. & St. L.....Interlocking.
 Stewart.....C. & E. I.....Target & Gate.
 Danville.....C. C. C. & St. L.....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 crossings at Morocco and 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 No. 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, Cassopolis, Middlebury and Main Sts., Jackson Blvd., Edwardsburg Ave. and eastbound movements over Elkhart Ave.

South Bend, M. C. Connection: Trainmen must flag trains or engines over Western Avenue during hours crossing watchman is off duty. At night lighted fusee must be used.

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.

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 moving over U. S. Route 66 on wye track. At night lighted fusee must be used.

104. SWITCHES.

Remote Controlled Switches.

Remote controlled switch is located at:

Location	Signal Station	Signal	Tracks
1.28 miles west of.....	PO.....	501.2.....	No. 2 to siding.

Enginemen or trainmen finding signal governing movement over switch displaying the stop indication will call signalman at signal station for instructions. Additional instructions are located in telephone box.

Spring Switches.

Jackson Street, Danville: At junction of No. 1 and No. 2 tracks; normal position for No. 2 track. Trains moving from No. 1 track to single track will trail this switch. For switching movements the switch must be operated by hand. It must be left in normal position.

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

When signal indicates Stop the switch must be examined, and if found in proper position train may proceed, after obtaining permission from Signalman at Wyton; if not in proper position, switch must be operated by hand before movement is made over the switch. Rule 104B will govern if switch is found defective.

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.
- Wheatfield, wye switch from the C. A. & S.: For team track.
- Hays, wye switch: For G. T. W. wye.

105. SIDINGS. Capacity based on 44-ft. cars.

	Westward	Eastward
Mishawaka.....	...	259
HF.....	125	117
LaPorte.....	138	139
Pinola.....	76	...
Burdick.....	...	119
Chesterton.....	122	127
PO.....	125	114
Dune Park.....	105	...
Millers.....	...	123
Pine.....	179	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.....	94
Momence.....	94
East Kankakee.....	55
Goodrich.....	115
Union Hill.....	48
Reddick.....	87
Dwight.....	103	52	...
Budd.....	78
Streator Jct.....	200
Lostant.....	42
McNabb.....	64
Granville.....	38
Moronts.....	71
Howe.....	71
Seatonville.....	40

	Southward	Northward	Southward and Northward
St. John Yard.....	104
Schneider.....	67	77	...
Conrad.....	71
Enos.....	73
Morocco.....	128
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.
Schneider.....	Signal Station SG.
Danville.....	Baggage room.
Wyton.....	Signal Station WG.
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 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.

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.

Rule S-231 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: Wyton 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.

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. Enginemen 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.
Bendix Lead		& S. B. Proceed.
Whiting Pit	Gate	Over E.J.&E. Proceed.
So. Chicago		
Belt Ry.		
Conn.	Target	Horizontal Proceed.
Olivers NYC	Target	Vertical N. Y. C. trains proceed without stopping.
M.C. Conn.	Gate	Over M.C. Conn. Proceed on M. C. Conn.
	Target	Horizontal Proceed on M. C. Conn.
	Gate	Over N.Y.C. Conn.
Olivers GTW	Color	Green over
M.C. Conn.	Light	red Proceed on M.C. Conn.
Wheatfield	Target	Horizontal Proceed.
Streator,		
A.T.&S.F.	Sema-	
	phore	45 deg. Proceed.
C. & A.	Gates	Vertical Proceed.
Morocco	Target	Vertical Proceed.
	Gate	over C.A. & S. Proceed.
Stewart	Target	Vertical Proceed.
	Gate	over C. & E.I. Proceed.

305. MANUAL BLOCK SYSTEM.

Manual Block System is in use:

Single Track:

- Between South Bend and N. Y. C. Jet.
- Schneider and Morocco.
- Sheff and NX.
- Jackson Street—Danville 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.

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."

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.

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 50 sacks.....	3 ft.	251 to 300 sacks.....	18 ft.
51 to 100 sacks.....	6 ft.	301 to 350 sacks.....	21 ft.
101 to 150 sacks.....	9 ft.	351 to 400 sacks.....	24 ft.
151 to 200 sacks.....	12 ft.	401 to 450 sacks.....	27 ft.
201 to 250 sacks.....	15 ft.	451 to 500 sacks.....	30 ft.

Two (2) outside parcels equal one sack.

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	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	Pullman		
Obs., Coach, Diner.	Pullman Pullman Pullman	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.

932. AIR BRAKES.

Rules for the Operation and Supervision of Air Brakes and Train Air signal. Current Rules govern.

The note at foot of Air Brake Rule 1554 issued in paster form, modifying Rule 1554 of Rules for the Operation and Supervision of Air Brake, etc., Current Rules, is modified as follows:

Note:— It will be observed from the foregoing that the locomotive brake should be permitted to apply with the train brakes when making running tests, unless in the judgment of the engineman, it is necessary to prevent the locomotive brake applying to avoid stalling.

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, and train crew equipment in passenger service.

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

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

When applying cooling compound, packing in journal box 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
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 dead engines not having all side or main rods...	20
Work trains with locomotive cranes.....	30
Revenue freight trains with cranes moving on own wheels....	25
Freight trains with pushers.....	25
Switches and crossovers, not interlocked, when diverging...	10
Rail Detector Car X8015, under own power or on rear of passenger train.....	40

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

	Division		Danville Subdivision	Kankakee Subdivision	E. & W. Branch
	Main Line	Main Line			
	Tracks 1 and 2	Tracks 3 and 4			
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	..	..	..
Trains with steam cranes.....	50	40	30	30	..
Trains with locomotive cranes.....	30	25	..	..	..
Rail motor cars, operating under their own power or being towed:					
M-1 to M-7 incl., and 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 L					
On freight and work trains.....	50	40	..	..	..
On passenger, mail and express trains...	60	50	..	..	..
Except 2995, 2998 and 3000 to 3024 in- clusive, when passenger, mail and express train restrictions govern.					
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 haul- ing suburban trains.....	45	45	..	..	..
Snow plows and flangers.....	35	35	35	35	..
Passenger, mail and express trains.....	..	50	55	55	..
With not more than 20% Baggage, Mail or Ex- press 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 Ex- press Cars					
13 cars or less.....	80				
14 to 16 cars.....	75				
17 to 20 cars.....	70				
21 to 35 cars (incl.).....	65				
Main Line					
Local					
B: Through interlocking.....	10				
South Bend: Michigan Street 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 auto- matic train stop device through HF Interlocking.....	30				
Otis and Durham, inclusive, Track No. 2.....	60				
"PO" Interlocking, Porter					
North Wye track.....	10				
"JN" Interlocking, Chicago,					
Westward Nickel Plate connection.....	10				
To discharge U. S. mail:					
No. 43: Mishawaka.....	25				
No. 5: Otis, Sunday only.....	25				
No. 57: Gary.....	25				
No. 9: South Chicago.....	30				
No. 22: Gary.....	30				
Danville Subdivision					
Freight and work trains:					
At Northward home signal Hayes Interlocking.....	35				
Approach signals St. John Interlocking.....	20				
Approach signals Kentland Interlocking.....	25				
Approach signals Sheff Interlocking.....	25				
Approach signals Handy Interlocking.....	20				
Railroad grade crossings, interlocked.....	40				
Between Wyton and Oakwood Ave.....	20				
Wyton: At switch entering or leaving C. C. C. & St. L. Ry. main track.....	10				
Wyton: On P. & E. wye.....	10				
Lyons: At junction with running track either end of yard..	30				
Morocco: Over C. A. & S. crossing.....	20				
Morocco: Through crossover at depot.....	30				
Stewart: Over C. & E. I. crossing.....	20				
NX: Through north crossover.....	30				
Danville: Jackson Street.....	15				
Kankakee Subdivision					
Freight and work trains:					
At Approach signals Walkerton Interlocking.....	30				
Approach signals North Judson Interlocking.....	30				
Signal K89.2.....	30				
Approach signals Momence Interlocking.....	20				
Approach signals Alton Crossing Streator Jct.....	25				
Signal K184.1.....	25				
Approach signals Illinois River Drawbridge.....	20				
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:					
Railroad grade crossings, interlocked.....	40				
Kankakee: Kankakee river bridge.....	20				
Streator: Vermillion river bridge.....	15				
Knox: Heaton to Benton St. crossings, inclusive.....	25				
Wheatfield: Over C. A. & S. crossing.....	15				
Kersey: New industrial track, 200 feet west of station; engines.....	5				
Dwight: Over Alton crossing.....	30				
Streator Jct.: .5 mile east: Over Alton crossing.....	20				
Between Streator Jct. and Streator:					
On curves.....	25				
Streator: Bloomington St. curve.....	10				
Illinois River Drawbridge.....	15				
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, Granville and Granville Jct.:					
Second class and extra trains will approach Seatonville, Granville and Granville Jct. 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 Car X-8015 must not be operated in freight 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.
Elkhart and Mishawaka:	
All Industrial Tracks.....	G, H, J, K, L.
Mishawaka:	
Major Bros. Track.....	H-10, J, K, L.
Dodge Mfg. Co. Tracks.....	H-10, J, K, L.
Trunk Factory Track.....	H-10, J, K, L.
Western Indiana Gravel Co track.	K, J, L.
La Porte:	
South Wilson Track.....	H, J, K, L.
Rumley Tracks, Nos. 1 and 2.....	H, J, K, L.
Ove-Gnatt Track.....	G, H, J, K, L, U.
Niles & Scott Track.....	G, H, J, K, L, U.
Modine Manufacturing Company	
Westerly Tracks.....	G, H, J, K, L, U.
Otis:	
C. I. & L. east wye Track.....	H-10, J, K, L.
C. I. & L. west wye Track.....	H-10, J, K.
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
North Liberty:	
Lumber Track.....	H-10, J, K, L over entire track; H-6 over 90 ft. of track at stub end and where coal pits are located.
Hamlet:	
Back Tracks.....	H-6 and 10, J, K, L.
Knex:	
Two pickle Tracks.....	H-10, J, K, L.
Shelby:	
Cement Track.....	H-10, J, K, L.
East Bradley Branch.....	G, H, J, K, L, U.
West Bradley Branch:	
South of Center St.....	G, H, J, K, L.
North of Center St.....	G, H, J, K, L, U
Kankakee:	
Fifth Ave. team track.....	H-6 and 10, J, K, L
General Food Tracks.....	H-6 and 10, J, K, L
West Kankakee:	
Blue flame Track.....	H-6 and 10, J, K, L.
E-Z-Way Track.....	H-6 and 10, J, K, L.
West Kankakee to Seatonville Jct....	H-10, J, L-2.
Kankakee Bank Sand Company	
No engines beyond clearance point.	

Streator Jct.:

- Streator Clay Mfg. Co. and Purring-ton Paving Brick Co.....G, H, K, U.
- Illinois Water Service Co. Track...G, H, K, U.
- Metal Stamping Plant—
- Automobile Track.....G, K, U.

Streator:

- Campbell Bros. Packing Co. Track..G, H, K.

Lyons:

- Yard No. 2 — Grapecreek Coal Co.
- No engines closer than 75 feet to tipple on tracks Nos. 4, 5, 6, and 7.

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

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.

T. L. GREEN, Superintendent.

F. H. GARNER
A. W. LASKOSKE } Assistant Superintendents

W. O. PHILLIPS
E. W. KEMP
J. W. CROWLEY } Train Masters.

J. P. SMILIE
W. R. LOUGEE
R. C. FREDERICK } Chief Train Dispatchers.

TRAIN DISPATCHERS

MAIN LINE
J. C. FRAIZER
HARRY SABIN
J. P. DUTTON
F. S. ALLEN
B. A. STACK

KANKAKEE AND DANVILLE SUBDIVISIONS
C. W. SEVERS
JOHN DOCKERY
T. G. HARTIGAN
P. G. WATERHOUSE

ELKHART TO CHICAGO WESTWARD—FIRST-CLASS

CONTINUED ON PAGE 11

Miles from Elkhart	STATIONS	663	665	707	9	205	63	105	89	5	215	651	
		Local	Local	P. M. R. R.	Mail	G. T. W. R. R.	The Egyptian	N. Y. C. & St. L.	The Forest City	The Mohawk	G. T. W. R. R.	Local	
		Daily Except Sun.&Mon.	Sunday & Monday Only	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.	A. M.
.....	Elkhart.....				3.10				5.00	5.18			
4.82	WG.....				3.17				5.07	5.25			
5.51	Osceola.....					A. M.					A. M.		
11.11	Mishawaka.....				s 3.27					s 5.32			
14.23	High Street....					4.30					5.44		
15.09	South Bend....				s 3.43	s 4.35			s 5.25	s 5.40	s 5.47		
15.28	HF.....												
15.68	Arnold Street..					4.36					5.48		
22.06	Lydick.....												
28.48	New Carlisle...					A. M.					A. M.		
34.78	Rolling Prairie.												
40.78	WR.....												
41.80	La Porte.....				s 4.23				s 5.55	s 6.10			
42.15	JD.....												
45.88	Pinola.....												
48.19	Durham.....												
51.75	Otis.....	A. M.											
55.20	Burdick.....												
59.47	Chesterton.....	12.05			s 4.43								
60.35	Porter.....	s12.07		A. M.									
60.56	PO.....	12.08		3.50	4.44				6.18	6.31			
64.65	FN.....												
65.12	Dune Park.....	f 12.14											
66.69	Ogden Dunes..	f 12.16	A. M.									A. M.	
70.83	Millers.....	f 12.20											
74.42	Gary.....	s12.25	12.25		s 5.05				s 6.38	s 6.50		6.52	
75.24	Kirk Yard.....	f 12.27	f 12.27										
76.65	Curtis.....	f 12.29	f 12.29										
77.65	Pine.....	f 12.31	f 12.31										
78.48	NE.....			4.15									
79.40	Buffington.....	s12.34	s12.34				A. M.						
81.21	Indiana Harbor	s12.38	s12.38	A. M.			s 6.17		B 6.48	B 7.00		s 7.02	
81.58	HC.....				5.15								
81.93	Mahoning.....	s12.40	s12.40										
83.78	Whiting.....	s12.43	s12.43									s 7.07	
84.13	MS.....												
85.03	Robertsdale...	s12.46	s12.46									s 7.10	
87.37	East Side.....	s12.49	s12.49									s 7.13	
87.85	CR.....												
88.74	South Chicago.	s12.51	s12.51					A. M.	B 6.58	B 7.15		s 7.18	
92.28	JN.....							6.55					
92.45	71st Street....	s12.57	s12.57									s 7.25	
92.81	Park Manor....	s12.59	s12.59									s 7.27	
93.91	Englewood.....	s 1.02	s 1.02		s 5.41		s 6.41	s 7.03	s 7.15	s 7.25		s 7.30	
100.56	Chicago.....	1.15	1.15		5.55		6.55	7.17	7.30	7.40		7.46	
	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

CONTINUED FROM PAGE 10

WESTWARD — FIRST-CLASS

CONTINUED ON PAGE 12

Miles from Elkhart	STATIONS	653	37	67	27	25	1	641	19	57	657	703
		Local	The Advance Commodore Vanderbilt	The Commodore Vanderbilt	New England States	Twentieth Century Limited	The Pacemaker	Accommodation	Lake Shore Limited	Mail	Local	P. M. R. R.
		Daily	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.	P. M.
4.82	Elkhart		6.26	6.41	7.10	7.18	7.34	9.40	10.07	11.35		
	WG		6.32	6.47	7.16	7.25	7.40	9.47	10.13	11.42		
5.51	Osceola											
11.11	Mishawaka							s 9.53		s 11.52		
14.23	High Street											
15.09	South Bend			I 7.00	s 7.28		s 7.52	s 10.00	s 10.27	s 12.10		
15.28	HF		6.43			7.35						
15.68	Arnold Street											
22.06	Lydick											
28.48	New Carlisle											
34.78	Rolling Prairie											
40.78	WR		7.07		7.52	7.58	8.17					
41.80	La Porte			I 7.28				s 10.30	s 10.57	s 12.45		
42.15	JD											
45.88	Pinola											
48.19	Durham											
51.75	Otis	A. M.									P. M.	
55.20	Burdick											
59.47	Chesterton	6.45						s 10.50			2.30	
60.35	Porter	s 6.47									s 2.32	P. M.
60.56	PO		7.26	7.48	8.12	8.16	8.36	10.52	11.15	1.05	2.33	2.48
64.65	FN											
65.12	Dune Park	f 6.54									f 2.38	
66.69	Ogden Dunes	f 6.56									f 2.40	
70.83	Millers	s 7.02									s 2.44	
74.42	Gary	s 7.09		X 8.02				s 11.05	B 11.32		s 2.55	
75.24	Kirk Yard	s 7.11									f 2.57	
76.65	Curtis										f 2.59	
77.65	Pine										f 3.01	
78.48	NE											3.06
79.40	Buffington	s 7.17									f 3.04	
81.21	Indiana Harbor	s 7.22						△ 11.15			s 3.40	P. M.
81.58	HC		7.46	8.10	8.33	8.35	8.57		11.41	1.25		
81.93	Mahoning	s 7.25									s 3.42	
83.78	Whiting	s 7.29						s 11.19			s 3.47	
84.13	MS											
85.03	Robertsdale	s 7.32									f 3.50	
87.37	East Side	s 7.36									s 3.53	
87.85	CR											
88.74	South Chicago	s 7.40									s 3.56	
92.28	JN											
92.45	71st Street	s 7.46									s 4.02	
92.81	Park Manor	s 7.48									s 4.04	
93.91	Englewood	s 7.51	s 8.06	s 8.26	s 8.48	s 8.46	s 9.07	s 11.31	s 11.58	s 1.46	s 4.07	
100.56	Chicago	8.05	8.20	8.40	9.02	9.00	9.21	11.45	12.12	2.00	4.20	
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. 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	107	59	35	673	681	139	151	217	705	31	609	
		N. Y. C. & St. L.	The Iroquois	Fast Mail	Local	Local	See Note	Railway Express	Interstate Express	G. T. W. R. R.	P. M. R. R.	The Twilight Limited	The Prairie State
		Daily	Daily	Daily	Daily Except Sunday	Saturday Only	Daily Except Monday	Daily	Daily	Daily	Daily	Daily	
LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
4.82	Elkhart		2.29	2.50				4.48				7.24	
5.51	WG		2.35	2.56				4.55				7.31	
11.11	Osceola								P. M.				
14.23	Mishawaka							S 5.04					
	High Street								5.52				
15.09	South Bend		S 2.52	S 3.12				S 5.17	S 5.57			S 7.45	
15.28	HF												
15.68	Arnold Street								5.58				
22.06	Lydick												
28.48	New Carlisle								P. M.				
34.78	Rolling Prairie												
40.78	WR			3.37									
41.80	La Porte		S 3.20					S 5.48				O 8.10	
42.15	JD												
45.88	Pinola												
48.19	Durham												
51.75	Otis					P. M.							
55.20	Burdick												
59.47	Chesterton					5.00							
60.35	Porter					S 5.02	P. M.			P. M.	P. M.		
60.56	PO		3.42	3.57		5.03	6.05	6.11		7.03	8.01	8.33	
64.65	FN												
65.12	Dune Park					f 5.08							
66.69	Ogden Dunes				P. M.	f 5.10							
70.83	Millers					f 5.15							
74.42	Gary		G 3.58		4.35	S 5.20		S 6.30					
75.24	Kirk Yard				S 4.37	f 5.22							
76.65	Curtis				f 4.39	f 5.24							
77.65	Pine				S 4.41	f 5.26							
78.48	NE									7.21			
79.40	Buffington				S 4.45	f 5.29							
81.21	Indiana Harbor				S 4.50	S 5.32				P. M.			
81.58	HC		4.05	4.19			6.27	6.40			8.21	8.53	
81.93	Mahoning				S 4.53	S 5.35							
83.78	Whiting				S 4.58	S 5.38		Y 6.45					
84.13	MS												
85.03	Robertsdale				f 5.01	f 5.41							
87.37	East Side				S 5.06	S 5.45							
87.85	CR												
88.74	South Chicago	P. M.			S 5.10	S 5.49							
92.28	JN	4.12											
92.45	71st Street				S 5.17	S 5.55							
92.81	Park Manor				S 5.19	S 5.57							
93.91	Englewood	S 4.18	S 4.26	S 4.41	S 5.22	S 6.02	6.45	S 7.01			S 8.31	S 9.06	
100.56	Chicago	4.30	4.40	4.55	5.35	6.15		7.15			8.45	9.20	
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	

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No. 139 will not run Nov. 27th, Dec. 26th, 1942, Jan. 2nd, or Feb. 23rd, 1943.

ELKHART TO CHICAGO

WESTWARD — FIRST-CLASS

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Miles from Elkhart	STATIONS	623	661	687	43					
		Accommodation	Local	Local	South Shore Express					
		Daily Except Sunday	Daily Except Sat. & Sun.	Saturday & Sunday Only	Daily					
		LEAVE	P. M.	P. M.	P. M.	P. M.				
.....	Elkhart.....	7.30	.....	.....	10.17	.....	.....	.....	.....	.....
4.82	WG.....	7.38	.....	.....	10.24	.....	.....	.....	.....	.....
5.51	Osceola.....	f 7.40	.....	.....	.....	.....	.....	.....	.....	.....
11.11	Mishawaka.....	s 7.52	.....	.....	.....	.....	.....	.....	.....	.....
14.23	High Street.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15.09	South Bend.....	s 8.10	.....	.....	s10.40	.....	.....	.....	.....	.....
15.28	HF.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15.68	Arnold Street.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22.06	Lydick.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
28.48	New Carlisle.....	s 8.28	.....	.....	.....	.....	.....	.....	.....	.....
34.78	Rolling Prairie.....	s 8.38	.....	.....	.....	.....	.....	.....	.....	.....
40.78	WR.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
41.80	La Porte.....	s 8.53	.....	.....	s11.13	.....	.....	.....	.....	.....
42.15	JD.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
45.88	Pinola.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
48.19	Durham.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
51.75	Otis.....	s 9.08	P. M.	P. M.	.....	.....	.....	.....	.....	.....
55.20	Burdick.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
59.47	Chesterton.....	s 9.20	10.30	10.30	.....	.....	.....	.....	.....	.....
60.35	Porter.....	.....	s10.32	s10.32	.....	.....	.....	.....	.....	.....
60.56	PO.....	9.23	10.33	10.33	11.35	.....	.....	.....	.....	.....
64.65	FN.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
65.12	Dune Park.....	.....	f 10.39	f 10.39	.....	.....	.....	.....	.....	.....
66.69	Ogden Dunes.....	.....	f 10.41	f 10.41	.....	.....	.....	.....	.....	.....
70.83	Millers.....	.....	s10.45	s10.45	.....	.....	.....	.....	.....	.....
74.42	Gary.....	s 9.45	s10.50	s10.50	DK 11.50	.....	.....	.....	.....	.....
75.24	Kirk Yard.....	.....	f 10.52	f 10.52	.....	.....	.....	.....	.....	.....
76.65	Curtis.....	.....	f 10.54	f 10.54	.....	.....	.....	.....	.....	.....
77.65	Pine.....	.....	f 10.56	f 10.56	.....	.....	.....	.....	.....	.....
78.48	NE.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
79.40	Buffington.....	.....	s11.00	s11.00	.....	.....	.....	.....	.....	.....
81.21	Indiana Harbor.....	s 9.58	s11.04	s11.04	.....	.....	.....	.....	.....	.....
81.58	HC.....	.....	.....	.....	11.59	.....	.....	.....	.....	.....
81.93	Mahoning.....	.....	s11.07	s11.07	.....	.....	.....	.....	.....	.....
83.78	Whiting.....	s10.05	s11.11	s11.11	.....	.....	.....	.....	.....	.....
84.13	MS.....	.....	.....	11.12	.....	.....	.....	.....	.....	.....
85.03	Robertsdale.....	.....	s11.14	P. M.	.....	.....	.....	.....	.....	.....
87.37	East Side.....	.....	s11.17	.....	.....	.....	.....	.....	.....	.....
87.85	CR.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
88.74	South Chicago.....	f 10.12	s11.21	.....	.....	.....	.....	.....	.....	.....
92.28	JN.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
92.45	71st Street.....	.....	s11.28	.....	.....	.....	.....	.....	.....	.....
92.81	Park Manor.....	.....	s11.30	.....	.....	.....	.....	.....	.....	.....
93.91	Englewood.....	s10.31	s11.33	.....	s12.16	.....	.....	.....	.....	.....
100.56	Chicago.....	10.45	11.47	.....	12.30	.....	.....	.....	.....	.....
	ARRIVE	P. M.	P. M.	P. M.	A. M.					

Time shown at *Chicago* is for information only.

CHICAGO TO ELKHART EASTWARD — FIRST-CLASS

CONTINUED ON PAGE 15

Miles from Chicago	STATIONS	702	664	206	52	32	650	654	656	608	108	706
		P. M. R. R.	Local	G. T. W. R. R.	The Easterner	Mail	Local	Local	Local	The Prairie State	N. Y. C. & St. L.	P. M. R. R.
		Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	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.
.....	Chicago.....				1.00	1.15	5.45	6.35		8.30	9.40	
6.65	Englewood.....				1.14	1.29	s 5.58	s 6.48		s 8.44	s 9.53	
7.75	Park Manor.....						s 6.01	s 6.51				
8.11	71st Street.....						s 6.03	s 6.53				
8.28	JN.....										9.57	
11.82	South Chicago.....						s 6.09	s 7.00		s 8.52	A. M.	
12.71	CR.....											
13.19	East Side.....						s 6.11	s 7.03				
15.53	Robertsdale.....						s 6.14	s 7.07				
16.43	MS.....		A. M.						A. M.			
16.78	Whiting.....		12.25				s 6.17	s 7.09	8.25	s 8.58		
18.63	Mahoning.....		s12.29				s 6.21	s 7.15	s 8.28	s 9.02		
18.98	HC.....				1.26	1.41						
19.35	Indiana Harbor.....	A. M.	s12.32				s 6.23	s 7.20	s 8.30	s 9.05		A. M.
21.16	Buffington.....		f 12.35				s 6.26	s 7.24	f 8.34	f 9.07		
22.08	NE.....	12.28										11.22
22.91	Pine.....						f 6.29	f 7.26				
23.91	Curtis.....						s 6.31	s 7.29				
25.32	Kirk Yard.....		s12.42				s 6.33	s 7.31	f 8.38			
26.14	Gary.....		s12.45		s 1.39	1.54	6.35	7.35	s 8.40	s 9.17		
29.73	Millers.....		f 12.50						s 8.46	f 9.22		
33.87	Ogden Dunes.....		f 12.54				A. M.	A. M.	f 8.50			
35.44	Dune Park.....								f 8.53			
35.91	FN.....											
40.00	PO.....	12.50	1.02		1.55	2.10			8.59			11.42
40.21	Porter.....	A. M.	s 1.03						s 9.00	f 9.31		A. M.
41.09	Chesterton.....		1.05						9.05	s 9.32		
45.36	Burdick.....											
48.81	Otis.....		A. M.						A. M.			
52.37	Durham.....											
54.68	Pinola.....											
58.41	JD.....											
58.76	La Porte.....				s 2.20	s 2.35				s 9.52		
59.78	WR.....											
65.78	Rolling Prairie.....											
72.08	New Carlisle.....											
78.50	Lydick.....			A. M.								
84.88	Arnold Street.....			1.11								
85.28	HF.....											
85.47	South Bend.....			s 1.16	s 3.05	s 3.20				s10.25		
86.33	High Street.....			1.18								
89.45	Mishawaka.....				s 3.25	s 3.40				s10.33		
95.05	Osceola.....			A. M.								
95.74	WG.....				3.33	3.48				10.41		
100.56	Elkhart.....				3.50	4.05				10.50		
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

Time shown at Chicago is for information only.

No. 32 will not carry passengers.

CHICAGO TO ELKHART EASTWARD — FIRST-CLASS

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Miles from Chicago	STATIONS	14	220	6	132	680	672	2	66	68	26	10
		Interstate Express	G. T. W. R. R.	Fifth Avenue Special	Henry Hudson	Local	Local	The Pacemaker	The Advance Commodore Vanderbilt	The Commodore Vanderbilt	Twentieth Century Limited	The Water Level Limited
		Daily	Daily	Daily	Daily	Saturday Only	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily
		LEAVE	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.....	Chicago.....	9.50	.....	11.00	11.30	1.20	1.45	2.15	2.30	3.15	4.00	4.10
6.65	Englewood....	s10.04	.....	s11.14	s11.44	s1.33	s 1.58	s 2.29	s 2.44	s 3.29	s 4.14	s 4.24
7.75	Park Manor....	.....	.....	.....	.....	s1.36	s 2.01	.....	.....	.....	.....	.....
8.11	71st Street....	.....	.....	.....	.....	s1.38	s 2.03	.....	.....	.....	.....	.....
8.28	JN.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11.82	South Chicago.	.....	.....	.....	s11.52	s1.44	s 2.09	.....	.....	.....	.....	.....
12.71	CR.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13.19	East Side.....	.....	.....	.....	.....	s1.47	s 2.12	.....	.....	.....	.....	.....
15.53	Robertsdale....	.....	.....	.....	.....	f 1.50	f 2.15	.....	.....	.....	.....	.....
16.43	MS.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16.78	Whiting.....	.....	.....	.....	s12.00	s1.53	s 2.18	.....	.....	.....	.....	.....
18.63	Mahoning.....	.....	.....	.....	.....	f 1.57	s 2.22	.....	.....	.....	.....	.....
18.98	HC.....	10.16	.....	.....	.....	.....	.....	2.42	2.57	3.42	4.27	4.37
19.35	Indiana Harbor	.....	.....	C11.28	s12.07	s2.00	s 2.25	.....	.....	.....	.....	.....
21.16	Buffington....	.....	.....	.....	R12.09	s 2.03	s 2.28	.....	.....	.....	.....	.....
22.08	NE.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22.91	Pine.....	.....	.....	.....	.....	f 2.07	f 2.32	.....	.....	.....	.....	.....
23.91	Curtis.....	.....	.....	.....	.....	f 2.09	f 2.34	.....	.....	.....	.....	.....
25.32	Kirk Yard....	.....	.....	.....	.....	s 2.11	s 2.37	.....	.....	.....	.....	.....
26.14	Gary.....	V10.23	.....	s11.35	s12.20	s 2.17	2.40	.....	N 3.04	.....	.....	V 4.44
29.73	Millers.....	.....	.....	.....	f 12.25	s 2.22	.....	.....	.....	.....	.....	.....
33.87	Ogden Dunes....	.....	.....	.....	J 12.28	f 2.27	P. M.	.....	.....	.....	.....	.....
35.44	Dune Park....	.....	.....	.....	f 12.32	f 2.31	.....	.....	.....	.....	.....	.....
35.91	FN.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
40.00	PO.....	10.36	.....	11.48	12.37	2.37	.....	2.58	3.17	3.58	4.43	4.57
40.21	Porter.....	.....	.....	.....	.....	s 2.38	.....	.....	.....	.....	.....	.....
41.09	Chesterton....	.....	.....	.....	s12.39	2.40	.....	.....	.....	.....	.....	.....
45.36	Burdick.....	.....	.....	.....	f 12.44	.....	.....	.....	.....	.....	.....	.....
48.81	Otis.....	.....	.....	.....	s12.49	P. M.	.....	.....	.....	.....	.....	.....
52.37	Durham.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
54.68	Pinola.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
58.41	JD.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
58.76	La Porte.....	.....	.....	s12.10	s 1.08	.....	.....	.....	.....	C 4.15	.....	.....
59.78	WR.....	10.54	.....	.....	.....	.....	.....	3.16	3.35	.....	5.01	5.16
65.78	Rolling Prairie.	.....	.....	.....	s 1.16	.....	.....	.....	.....	.....	.....	.....
72.08	New Carlisle...	.....	A. M.	.....	△ 1.23	.....	.....	.....	.....	.....	.....	.....
78.50	Lydick.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
84.88	Arnold Street..	.....	11.38	.....	.....	.....	.....	.....	.....	.....	.....	.....
85.28	HF.....	.....	.....	.....	.....	.....	.....	.....	.....	4.37	5.21	.....
85.47	South Bend....	*11.18	s11.40	s12.37	s 1.53	.....	.....	s 3.37	N 4.00	.....	.....	s 5.43
86.33	High Street....	.....	11.42	.....	.....	.....	.....	.....	.....	.....	.....	.....
89.45	Mishawaka....	.....	.....	s12.45	s 2.07	.....	.....	.....	.....	.....	.....	.....
95.05	Osceola.....	.....	A. M.	.....	# 2.15	.....	.....	.....	.....	.....	.....	.....
95.74	WG.....	11.31	.....	12.51	2.17	.....	.....	3.51	4.13	4.53	5.30	5.56
100.56	Elkhart.....	11.40	1.00	2.25	3.56	4.18	4.58	5.35	6.03
	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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Miles from Chicago	STATIONS	30	612	708	644	22	660	214	80	62	662
		The Twilight Limited	Accommodation	P. M. R. R.	Local	Lake Shore Limited	Local	G. T. W. R. R.	The Maumee	The Egyptian	Local
		Daily	Daily	Daily	Daily Except Sat. & Sun.	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.
.....	Chicago	4.30	4.35	.....	5.20	5.30	6.17	.....	8.10	10.15	10.30
6.65	Englewood	S 4.44	S 4.49	.....	S 5.33	S 5.44	S 6.30	.....	S 8.24	S 10.29	S 10.43
7.75	Park Manor .....	.....	.....	.....	S 5.36	.....	S 6.33	.....	.....	.....	S 10.46
8.11	71st Street .....	.....	.....	.....	S 5.38	.....	S 6.35	.....	.....	.....	S 10.49
8.28	JN .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11.82	South Chicago .....	.....	S 4.58	.....	S 5.44	.....	S 6.42	.....	.....	.....	S 10.55
12.71	CR .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13.19	East Side .....	.....	.....	.....	S 5.48	.....	S 6.45	.....	.....	.....	S 10.58
15.53	Robertsdale .....	.....	.....	.....	S 5.51	.....	S 6.48	.....	.....	.....	S 11.02
16.43	MS .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16.78	Whiting .....	.....	S 5.05	.....	S 5.55	.....	S 6.52	.....	.....	Q 10.41	S 11.05
18.63	Mahoning .....	.....	S 5.10	.....	S 5.59	.....	S 6.56	.....	.....	.....	S 11.09
18.98	HC	4.58	.....	.....	.....	5.58	.....	.....	.....	.....	.....
19.35	Indiana Harbor .....	.....	S 5.12	P. M.	S 6.01	.....	S 6.59	.....	S 8.38	S 10.46	S 11.12
21.16	Buffington .....	.....	S 5.15	.....	f 6.04	.....	S 7.02	.....	.....	P. M.	S 11.16
22.08	NE .....	.....	.....	5.52	.....	.....	.....	.....	.....	.....	.....
22.91	Pine .....	.....	.....	.....	f 6.07	.....	f 7.05	.....	.....	.....	.....
23.91	Curtis .....	.....	.....	.....	f 6.09	.....	.....	.....	.....	.....	.....
25.32	Kirk Yard .....	.....	S 5.20	.....	S 6.12	.....	S 7.09	.....	.....	.....	S 11.21
26.14	Gary .....	.....	S 5.23	.....	S 6.15	T 6.06	S 7.12	.....	S 8.50	.....	11.25
29.73	Millers .....	.....	S 5.29	.....	S 6.20	.....	S 7.18	.....	.....	.....	.....
33.87	Ogden Dunes .....	.....	.....	.....	S 6.23	.....	f 7.22	.....	.....	.....	P. M.
35.44	Dune Park .....	.....	.....	.....	f 6.26	.....	f 7.25	.....	.....	.....	.....
35.91	FN .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
40.00	PO	5.15	5.39	6.12	6.31	6.20	.....	.....	9.04	.....	.....
40.21	Porter	P. M.	S 5.40	P. M.	S 6.32	.....	S 7.32	.....	.....	.....	.....
41.09	Chesterton .....	.....	S 5.42	.....	6.35	.....	7.35	.....	.....	.....	.....
45.36	Burdick .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
48.81	Otis .....	.....	.....	.....	P. M.	.....	P. M.	.....	.....	.....	.....
52.37	Durham .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
54.68	Pinola .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
58.41	JD .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
58.76	La Porte .....	.....	S 6.05	.....	.....	S 6.42	.....	.....	S 9.28	.....	.....
59.78	WR .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
65.78	Rolling Prairie .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
72.08	New Carlisle .....	.....	.....	.....	.....	.....	.....	P. M.	.....	.....	.....
78.50	Lydick .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
84.88	Arnold Street .....	.....	.....	.....	.....	.....	.....	9.58	.....	.....	.....
85.28	HF .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
85.47	South Bend .....	.....	S 6.40	.....	.....	S 7.12	.....	S 10.00	S 10.05	.....	.....
86.33	High Street .....	.....	.....	.....	.....	.....	.....	10.02	.....	.....	.....
89.45	Mishawaka .....	.....	S 6.52	.....	.....	N 7.20	.....	.....	S 10.18	.....	.....
95.05	Osceola .....	.....	.....	.....	.....	.....	.....	P. M.	.....	.....	.....
95.74	WG	7.00	7.28	10.27
100.56	Elkhart	7.10	7.38	10.39
	ARRIVE	P. 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

CONTINUED FROM PAGE 16

Miles from Chicago	STATIONS	106	90	290						
		N. Y. C. & St. L.	Advance Forest City	The Forest City						
		Daily	Daily	Daily						
		LEAVE	P. M.	P. M.	P. M.					
.....	<i>Chicago</i>	11.20	11.30	11.40	.....	.....	.....	.....	.....
6.65	Englewood.....	s11.34	s11.44	s11.54	.....	.....	.....	.....	.....
7.75	Park Manor.....	.....	.....	.....	.....	.....	.....	.....	.....
8.11	71st Street.....	.....	.....	.....	.....	.....	.....	.....	.....
8.28	JN.....	11.37	.....	.....	.....	.....	.....	.....	.....
11.82	South Chicago.....	P. M.	.....	.....	.....	.....	.....	.....	.....
12.71	CR.....	.....	.....	.....	.....	.....	.....	.....	.....
13.19	East Side.....	.....	.....	.....	.....	.....	.....	.....	.....
15.53	Robertsdale.....	.....	.....	.....	.....	.....	.....	.....	.....
16.43	MS.....	.....	.....	.....	.....	.....	.....	.....	.....
16.78	Whiting.....	.....	.....	.....	.....	.....	.....	.....	.....
18.63	Mahoning.....	.....	.....	.....	.....	.....	.....	.....	.....
18.98	HC.....	.....	11.57	12.07	.....	.....	.....	.....	.....
19.35	Indiana Harbor.....	.....	.....	.....	.....	.....	.....	.....	.....
21.16	Buffington.....	.....	.....	.....	.....	.....	.....	.....	.....
22.08	NE.....	.....	.....	.....	.....	.....	.....	.....	.....
22.91	Pine.....	.....	.....	.....	.....	.....	.....	.....	.....
23.91	Curtis.....	.....	.....	.....	.....	.....	.....	.....	.....
25.32	Kirk Yard.....	.....	.....	.....	.....	.....	.....	.....	.....
26.14	Gary.....	.....	.....	.....	.....	.....	.....	.....	.....
29.73	Millers.....	.....	.....	.....	.....	.....	.....	.....	.....
33.87	Ogden Dunes.....	.....	.....	.....	.....	.....	.....	.....	.....
35.44	Dune Park.....	.....	.....	.....	.....	.....	.....	.....	.....
35.91	FN.....	.....	.....	.....	.....	.....	.....	.....	.....
40.00	PO.....	.....	12.14	12.24	.....	.....	.....	.....	.....
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.....	.....	.....	s12.44	.....	.....	.....	.....	.....
59.78	WR.....	.....	12.32	.....	.....	.....	.....	.....	.....
65.78	Rolling Prairie.....	.....	.....	.....	.....	.....	.....	.....	.....
72.08	New Carlisle.....	.....	.....	.....	.....	.....	.....	.....	.....
78.50	Lydick.....	.....	.....	.....	.....	.....	.....	.....	.....
84.88	Arnold Street.....	.....	.....	.....	.....	.....	.....	.....	.....
85.28	HF.....	.....	.....	.....	.....	.....	.....	.....	.....
85.47	South Bend.....	.....	Z12.56	s 1.14	.....	.....	.....	.....	.....
86.33	High Street.....	.....	.....	.....	.....	.....	.....	.....	.....
89.45	Mishawaka.....	
95.05	Osceola.....	
95.74	WG.....	1.09	1.27	
100.56	Elkhart.....	1.15	1.35	
	ARRIVE	P. M.	A. M.	A. M.						

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KANKAKEE SUBDIVISION

SOUTH BEND TO KANKAKEE

WESTWARD			
Miles from South Bend	STATIONS		
	LEAVE		
		<i>South Bend</i>	
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		
100.42	East Kankakee		
101.42	Kankakee		
	ARRIVE		

KANKAKEE TO SOUTH BEND

EASTWARD			
Miles from Zearing	STATIONS		
	LEAVE		
	98.96	Kankakee	
99.96	East 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	<i>South Bend</i>		
	ARRIVE		

On single track, eastward trains are superior to trains of the same class in the opposite direction, unless otherwise specified. Time shown at *South Bend* is for information only

KANKAKEE SUBDIVISION

KANKAKEE TO ZEARING				ZEARING TO KANKAKEE			
WESTWARD				EASTWARD			
Miles from South Bend	STATIONS			Miles from Zearing	STATIONS		
	LEAVE				LEAVE		
101.42	Kankakee.....				<i>Zearing</i>		
102.65	West Kankakee.....			6.10	N. Y. C. Jct.....		
108.40	New Lehigh.....						
111.24	Goodrich.....			7.21	Ladd.....		
115.94	Union Hill.....			7.11	Q. Crossing.....		
121.38	Reddick.....			6.59	Ladd Jct.....		
124.40	Blair.....			8.16	Seatonville Jct.....		
130.57	Dwight.....			8.90	Seatonville.....		
				12.10	Howe.....		
135.83	Sunbury.....			12.32	Depue Jct.....		
138.78	Adams.....						
140.69	Budd.....			13.59	Depue.....		
147.04	Missal.....						
150.57	Streator Jct.....						
152.38	Streator.....			12.32	Depue Jct.....		
154.68	Vulcan.....			15.53	Moronts.....		
157.00	Altmar.....			18.71	Mark.....		
162.05	Milla.....			19.71	Granville.....		
165.80	Lostant.....			19.81	Granville Jct.....		
170.00	Priscilla.....			25.64	McNabb.....		
174.74	McNabb.....			30.38	Priscilla.....		
180.57	Granville Jct.....			34.58	Lostant.....		
180.67	Granville.....			38.33	Milla.....		
181.67	Mark.....			43.38	Altmar.....		
184.85	Moronts.....			45.70	Vulcan.....		
188.06	Depue Jct.....			48.00	Streator.....		
189.33	Depue.....						
188.06	Depue Jct.....			49.81	Streator Jct.....		
188.28	Howe.....			53.34	Missal.....		
191.48	Seatonville.....			59.69	Budd.....		
192.22	Seatonville Jct.....			61.60	Adams.....		
193.79	Ladd Jct.....			64.55	Sunbury.....		
194.31	Q. Crossing.....			69.81	Dwight.....		
194.41	Ladd.....			75.98	Blair.....		
				79.00	Reddick.....		
194.28	N. Y. C. Jct.....			84.44	Union Hill.....		
200.38	<i>Zearing</i>			89.14	Goodrich.....		
				91.90	New Lehigh.....		
				97.73	West Kankakee.....		
				98.96	Kankakee.....		
	ARRIVE				ARRIVE		

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

DANVILLE SUBDIVISION

OSBORN TO LYONS

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

LYONS TO OSBORN

NORTHWARD		FIRST CLASS	SECOND CLASS
Miles from Lyons	STATIONS	462	
		The Egyptian	
		Daily	
	LEAVE	A. M.	
	<i>WR</i>	2.55	
	<i>Lyons</i>	3.00	
4.21	<i>Wyton</i>	3.07	
5.16	<i>Danville</i>	s 3.30	
10.38	<i>Campbell</i>	3.37	
15.11	<i>Allison</i>	3.43	
19.88	<i>NX</i>	W 3.49	
20.39	<i>Sloan</i>	Δ 3.52	
24.37	<i>Stewart</i>	Δ 3.58	
28.17	<i>Tab</i>	Δ 4.05	
34.09	<i>Handy</i>	W 4.13	
38.63	<i>Dunn</i>	W 4.21	
42.45	<i>Free</i>	W 4.27	
48.19	<i>Sheff</i>	4.34	
52.58	<i>KN</i>	4.39	
52.76	<i>Kentland</i>	s 4.40	
59.47	<i>Ade</i>	f 4.48	
64.80	<i>Morocco</i>	Δ H 5.05	
69.61	<i>Enos</i>	5.11	
75.94	<i>Conrad</i>	5.18	
78.09	<i>Lake Village</i>	Δ 5.22	
81.59	<i>Schneider</i>	Δ H 5.30	
86.29	<i>Belshaw</i>	5.37	
88.61	<i>North Hayden</i>	5.40	
94.68	<i>Cook</i>	f 5.47	
99.36	<i>St. John</i>	5.52	
99.81	<i>DK</i>	5.53	
102.04	<i>St. John Yard</i>		
104.17	<i>Hartsdale</i>	5.58	
105.27	<i>Hays</i>	6.00	
107.05	<i>Highlands</i>	6.02	
107.30	<i>ND</i>	6.03	
109.52	<i>Osborn</i>	6.06	
110.22	<i>Gibson</i>	Δ H 6.08	
133.61	<i>Chicago</i>	6.55	
	ARRIVE	A. M.	

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

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.	KANKAKEE LINE	D. L. S.	B. G.	KANKAKEE LINE	L. S.	K. G.					
		7	91	3	1	93	1	3					
		Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight				
		Daily	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	7.00	7.05	10.30	.....	.....	.....	.....
15.09	South Bend.....		5.00			7.45			.....	.....	.....	.....
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.			{ A. M. 2.00			.....	.....	.....	.....
215.09	Zearing.....		{ 2.30 9.15			{ 4.00 10.50			.....	.....	.....	.....
	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	C. D. N.	N. Y.	C. N.	X. N.	N. Y.	KANKAKEE LINE	KANKAKEE LINE					
		4	8	2	2	4	90	92					
		Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight				
		Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily				
	LEAVE	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	P. M.					
.....	Zearing.....						3.00		.....	.....	.....	.....
.....	Englewood.....			7.00	7.30	10.00			.....	.....	.....	.....
.....	Blue Island.....	8.00	6.00		7.00	12.15			.....	.....	.....	.....
.....	Gibson.....								.....	.....	.....	.....
.....	Kankakee.....						{ 8.30 10.30	{ P. M. 4.40	.....	.....	.....	.....
.....	South Bend.....						{ P. M. 5.25	10.00	.....	.....	.....	.....
93.91	Elkhart.....	11.00	9.30	9.15	10.30	3.15	6.30	10.30	.....	.....	.....	.....
	ARRIVE	A. M.	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.					

For information only; not conferring time table superiority.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SIGNAL STATION B TO CHICAGO

STATIONS	Office Calls	Miles from Buffalo via Norwalk and Old Road	SIGNALS				TELEPHONES					
			Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line			
B..... Open day and night	C.S.	B	436.6	INT.	INT.	INT.	INT.	Signal station.....	N	T.D.-M-Y		
Elkhart..... Open day and night	C.S.	RT	436.8					Station.....	N	T.D.-M-Y		
	C.S.							Hump office.....	S	T.D.-M-Y		
WG..... Open day and night	C.S.	WG	441.6	439.1			439.4					
				440.1	439.2							
				441.1	440.2							
				442.1	441.2							
				443.1	442.2							
				443.2	443.2							
			INT.	INT.			Signal station.....	N	T.D.-M-Y			
Osceola.....	C.S.	JH	442.3					Station.....	S	T.D.-M		
Mishawaka..... Open day and night	C.S.	AU	447.9	444.1				West end of track 4, on pole	S	T.D.-M		
				446.1	445.2							
				447.1	446.2							
				448.1	447.2							
				449.1	448.2							
				449.2					Eastward siding, east end, on pole.....	S	T.D.-M	
									Westward siding, west end, on pole.....	N	T.D.-M	
									Crossover, on pole.....	N	T.D.-M	
									Freight station.....	S	T.D.-M	
						T.O.	T.O.			Station.....	N	T.D.-M
							Eastward siding, west end, on pole.....	S	T.D.-M			
South Bend..... HF..... Open day and night	C.S.	H.F.	451.9	450.1	450.2			Just east of Leer St.....	N	Y		
				451.1	451.2			300 ft. west of Miami St....	{N&S	Y		
									Just east of G.T.W. home signal.....	N	Y	
									200 ft. west of Toy Works switch.....	N	Y	
									Just east of Fellows St.....	N	Y	
									Just east of Michigan St....	N	Y	
									Between tracks 2 and 2A, just east of platform.....		Y	
									In middle of eastward and westward island platforms.		T.D.-M	
						INT.	INT.	INT.	INT.	Signal station.....	N	T.D.-M-Y
										Just west of signal bridge, west of Chapin St.....	S	Y
							Just east of Arnold St.....	N	Y			
							Just west of Cherry St.....	N	Y			
	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				TELEPHONES		
			Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line
	C.S.						Pole box opposite round house.....	S	T.D.-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				Eastward siding, west end, in booth.....	S	T.D.-M-Y
	C.S.						Westward siding, west end, on pole.....	N	Y
			457.1G						
			458.1	457.2					
			459.1	458.2					
Lydick.....	C.S.		460.1	460.2			Eastward siding, east end in booth.....	S	T.D.-M-Y
.....	C.S.	459.2	461.1				On pole.....	S	T.D.-M-Y
			461.2						
Lydick Track Pans.....	C.S.	459.5	462.1	462.2			Pump station.....	S	T.D.-M-Y
			463.1	463.2					
Terre Coupee...	C.S.	463.6	464.1	464.2			Eastward siding, east end on pole.....	S	T.D.-M
			465.1	465.2					
			466.1	466.2					
New Carlisle....	C.S.						At house track switch.....	S	T.D.-M
	C.S. NC	465.3					Station.....	S	T.D.-M
			468.1	467.2					
			469.1	468.2					
			470.1	469.2					
			471.1	470.2					
			472.1	471.2					
			473.1	473.2					
Rolling Prairie..	C.S. RO	471.6	T.O.	T.O.			Station.....	N	T.D.-M
Open 6:30 a.m. to 3:30 p.m. Daily except Sunday	C.S.						Old westward siding, west end, on pole.....	N	T.D.-M
			474.1	474.2G					
			476.1	476.2					
			477.1	477.2					
			478.1						
WR—N. Y. C. & St. L. R. R....	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						
La Porte.....	C.S.	478.6		480.2			Freight station.....	S	T.D.-M-Y
	C.S.						Station.....	S	T.D.-M-Y
	C.S.						Track Suprs. office.....	S	T.D.-M
	C.S.						Madison St., east side, on pole	N	T.D.-M

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SIGNAL STATION B TO CHICAGO—Continued

STATIONS	Office Calls	Miles from Buffalo via Norwalk and Old Road	SIGNALS				TELEPHONES		
			Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line
La Porte—P. M. R. R. Open day and night	C.S. JD	478.9	INT.	INT.	INT.	INT.	Signal station.....	N	T.D.-M-Y
Pinola.....	C.S.	482.7	482.1			482.3G	On pole just east of road crossing.....	S	T.D.-M-Y
				482.2		482.4			
			483.1		483.2	483.3G			
			483.1A		483.2	483.3A			
			484.1	484.2		484.4			
Durham..... Open day and night	C.S.	485.0		485.2		485.4	On pole just east of Forresters Crossing.....	N	Y
				486.2	485.3	486.4			
	C.S. FS		486.1		486.3	Signal station.....	S	T.D.-M-Y	
			487.1		487.3				
Otis..... Open 6:00 a.m. to 10:00 p.m.	C.S. HM	488.5		487.2			Signal station.....	S	T.D.-M
				488.2G					
			488.1		489.2G				
			489.1		490.2G				
			INT.	INT.					
	C.S.		491.1	491.2G			On pole, opposite switch leading to west end stub track.....	S	T.D.-M
			492.1	492.2G					
			493.1	493.2G					
Burdick.....	C.S.	492.0				On stub pole, near crossover.	S	T.D.-M	
Chesterton Track Pans.....	C.S.	496.1	495.1	495.2G			Pump station.....	N	T.D.-M
			496.1	496.2G					
			497.1	497.2					
Chesterton.....	C.S.	496.3				100 feet east of pass. station in booth.....	N	T.D.-M	
	C.S. CA					Station.....	S	T.D.-M	
Porter.....	C.S. WS	497.3	499.1				Station.....	S	T.D.-M-Y
	C.S.			499.2		East end E. J. & E. wye, on pole.....				S	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	T.D.-M-Y	

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SIGNAL STATION B TO CHICAGO—Continued

STATIONS	Office Calls	Miles from Buffalo via Norwalk and Old Road	SIGNALS				TELEPHONES			
			Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line	
Dune Park	C.S.		500.1	501.2			Adjacent to switch leading into Gary & Western Branch connection on pole	N	T.D.-M	
			501.1	502.2G						
			502.1	503.2G						
			503.1							
		501.4		504.2						
		501.9					Westward siding, west end, on pole	N	T.D.-M	
	C.S.		505.1	505.2						
				506.2						
			506.1							
			507.1	507.2						
			508.1	508.2						
			509.1	509.2						
Millers	C.S.						Eastward siding, east end, on pole	S	T.D.-M	
	C.S.						Station, on east end	N	T.D.-M	
	C.S.	507.6					Station	N	T.D.-M	
Gary	C.S.		510.1	510.2			Eastward siding, east end on pole	N	T.D.-M	
			511.1	511.2			Westward siding, west end, on pole	N	T.D.-M	
	C.S.		512.1							
				512.2			Eastward siding, west end, in booth	S	T.D.-M	
	C.S.		513.1							
				513.2						
	C.S.	511.2					Station {Baggage-room Ticket office}	S	T.D.-M-Y	
Pine			514.1	514.2						
			515.1							
	C.S.		516.1	515.2			Opposite Curtis station, on pole	S	T.D.-M	
	C.S.			516.2			Water plug, pole box	S	T.D.-M	
			517.1							
	C.S.	514.4		517.2			Station	N	T.D.-M-Y	
	C.S.						Station, on west end	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.R.R.. Open day and night			518.1	518.2	518.3	518.4				
	C.S.		519.1	519.2	519.3	519.4				
		517.8	INT.	INT.	INT.	INT.	Signal station	N	T.D.-M-Y	
Indiana Harbor	C.S.		517.9					Freight station	S	M-Y
	C.S.	BR						Station	S	T.D.-M-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	
Indiana Harbor Lift Bridge... 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, end of Indiana Harbor yard, on pole.....	S	T.D.-M-Y	
	C.S.		521.1		521.3		West end of yard, on pole..	S	Y	
			522.1	521.2	522.3	521.4				
			522.2		522.4					
Whiting.....	C.S.	520.8					Freight station.....	S	M	
	C.S.						West of freight station, on pole.....	S	T.D.-M	
	C.S.						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	
Robertsdale.....		521.9	524.1		524.3					
			525.1	524.2	525.3	524.4				
East Side.....	C.S.	524.1	526.1	526.2	526.3	526.4	Malthouse switch, on pole..	S	Y	
	C.S.						Station.....	S	Y	
Calumet Lift Bridge..... Open day and night	C.S. CR	524.7	INT.	INT.	INT.	INT.	Signal station.....	N	T.D.-M-Y	
South Chicago..	C.S.	525.5	527.1		527.3G		95th street joint train directors cabin.....	N	Y	
	C.S.						Station.....	N	T.D.-M-Y	
	C.S.				528.3		Opposite freight station, box on detached carbody.....	N	T.D.-M-Y	
	C.S.		528.1	528.2		528.4	87th street, on pole.....	N	Y	
			529.1		529.3					
				529.2		529.4				
	C.S.			530.1	530.2	530.3	530.4	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	
Englewood.....	C.S.	530.7	532.1	532.2			Station.....	W	City	
	C.S.		533.1	533.2A			General yard masters office.	E	T.D.-M-Y	
61st St..... Open day and night	C.S.	531.0	INT.	533.2 INT.	INT.		Signal station.....	W	T.D.-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		TELEPHONES			
			SINGLE TRACK		LOCATION	Side of Track	Line	
			Westward	Eastward				
South Bend.....	C.S.	HF	.0	INT.	INT.	Signal station.....	N	T.D.-M-Y
Olivers.....	C.S.		1.1	D		General yard masters office..	N	T.D.-M-B-Y
	C.S.		2.0			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
Rupel.....	C.S.		3.2		D	Gravel pit switch, on pole...	N	T.D.-M-B
	C.S.		5.3				Siding, east end, on pole....	N	T.D.-M-B
Ginger Hill..... Signals controlled from QN	C.S.		9.4	M.B.	M.B.	East end passing track, on pole.....	N	T.D.-M-B
	C.S.					Siding, west end, in booth...	N	T.D.-M-B
North Liberty.....	C.S.		13.5	27631		Old siding, east end, on pole..	N	T.D.-M-B
	C.S.					Station.....	S	T.D.-M-B
	C.S.					Siding, west end, on pole....	N	T.D.-M-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
Walkerton..... Open day and night	C.S.	KN	18.8	D	INT.-M.B.	Signal station.....	S	T.D.-M-B
	C.S.		19.5						INT.-M.B.
Walkerton.....	C.S.		19.6		D	Station.....	S	T.D.-M-B
	C.S.					Siding, east end, on pole....	N	T.D.-M-B
	C.S.					Siding, west end, on pole....	N	T.D.-M-B
	C.S.					West end of west yard.....	N	T.D.-M-B
HA..... Open day and night	C.S.	HA	27.5	27771 INT.-M.B.	INT.-M.B. 27792	Signal station.....	S	T.D.-M-B
	C.S.		27.6			Station.....	N	T.D.-M-B
Hamlet.....	C.S.					East end Penn. Delivery track on pole.....	N	T.D.-M-B
	C.S.					Siding, west end, on pole....	N	T.D.-M-B
	C.S.					Siding, center, on pole.....	N	T.D.-M-B
Knox.....	C.S.		33.8	27831		Station.....	S	T.D.-M-B
	C.S.					Siding, west end, in booth...	N	T.D.-M-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	T.D.-M-B
North Judson.....			42.6	D INT.	INT.			
			43.3					
North Judson..... Open day and night	C.S.		43.3	M.B.	M.B.	500 ft. east of coal dock, on pole.....	N	T.D.-M-B
	C.S.	J				Station.....	N	T.D.-M-B
	C.S.					Siding, east end, on pole....	N	T.D.-M-B
	C.S.					¼ mile west of coal dock, on pole.....	N	T.D.-M-B
	C.S.					Siding, west end, on pole....	N	T.D.-M-B
	C.S.		43.9		D	Erie wye switch.....	N	T.D.-M-B
	C.S.					300 ft. west of coal dock, on pole.....	N	T.D.-M-B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SOUTH BEND TO LADD—Continued

STATIONS	Office Calls	Miles from South Bend	SIGNALS		TELEPHONES			
			SINGLE TRACK		LOCATION	Side of Track	Line	
			Westward	Eastward				
San Pierre..... (C. I. & L.)			27991 28001	28002	Automatic interlocking.....			
San Pierre..... Open week days 8:00 a. m. to 5:00 p. m.	C.S. C.S. C.S.	JR	49.4	M.B.	M.B.	Station.....	N	T.D.-M-B
					Siding, east end, on pole.....	N	T.D.-M-B	
					Siding, west end, on pole.....	N	T.D.-M-B	
Tefft..... Open week days 8:00 a. m. to 5:00 p. m.	C.S.	DV	53.5	M.B.	M.B.	Station.....	N	T.D.-M-B
Wheatfield..... Open day and night	C.S. C.S. C.S.	WH	58.0	M.B.	M.B.	Station, in waiting room.....	S	T.D.-M-B
					Siding, west end, on pole.....	N	T.D.-M-B	
					Siding, east end, on pole.....	N	T.D.-M-B	
Stoutsburg.....	C.S.		61.1			Siding, west end, on pole.....	N	T.D.-M-B
Kersey.....	C.S.		63.1 63.4			Elevator switch, on pole.....	N	T.D.-M-B
DeMotte..... Open week days 7:00 a. m. to 4:00 p. m.	C.S. C.S. C.S. C.S.	FA	65.6	M.B.	M.B.	Station.....	N	T.D.-M-B
					Station, in baggage room.....	N	T.D.-M-B	
					Siding, east end, on pole.....	N	T.D.-M-B	
					Siding, west end, on pole.....	N	T.D.-M-B	
Shelby..... Open day and night	C.S. C.S.	BY	73.4	K73.1 INT.-M.B.	INT.-M.B. K75.2	Station.....	N	T.D.-M-B
						Siding, east end, on pole.....	N	T.D.-M-B
SG..... Open day and night	C.S.	SG	78.5	K78.1 INT.-M.B.	INT.-M.B.	Signal station.....	N	T.D.-M-B-Y
Schneider.....	C.S. C.S. C.S. C.S. C.S.		78.5			Station.....	S	T.D.-M-Y
					K80.2	East siding, east end, on pole..	N	Y
					K81.2	East siding, west end, on pole..	N	Y
						East end yard, on pole.....	N	T.D.-M-Y
						West siding, west end, on pole..	N	T.D.-M-B
Illinois.....	C.S.		82.7			Siding, west end, on pole.....	N	T.D.-M-B
Delmar..... Open day and night	C.S. C.S.	DA	86.3 86.9 87.5	K87.1 INT.-M.B.	INT.-M.B. K89.2	Signal station.....	N	T.D.-M-B
						Siding, east end, on pole.....	N	T.D.-M-B
Ward.....	C.S.		88.2			Opposite water plug, on pole..	N	T.D.-M-B
MJ..... Open day and night	C.S. C.S.	MJ	89.2 89.5 89.9	D INT.-M.B.	INT.-M.B. D	Signal station.....	S	T.D.-M-B
						East end yard, on pole.....	N	T.D.-M-B
Momence.....	C.S. C.S. C.S.		90.1			Station.....	N	T.D.-M-B
						Siding, west end, on pole.....	N	T.D.-M-B
						Siding, east end, on pole.....	N	T.D.-M-B
Exline.....	C.S.		95.8			Siding, west end, on pole.....	N	T.D.-M-B
East Kankakee.....	C.S. C.S. C.S. C.S. C.S.	EK	100.4			Siding, east end, on pole.....	N	T.D.-M-B
						Gen. Food lead, east end, on pole.....	N	T.D.-M-B
						Gen. Food lead, west end, on pole.....	S	T.D.-M-B
						Harrison Ave., on pole.....	N	B
						Scuyler Ave., on pole.....	N	B
						Siding, west end, on pole.....	N	T.D.-M-B
Kankakee.....	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		TELEPHONES			
			SINGLE TRACK		LOCATION	Side of Track	Line	
			Westward	Eastward				
Kankakee Open day and night	C.S.	K	101.4	M.B.	M.B.	Station	S	T.D.-M-Y
	C.S.					Engine house lead, on pole . . .	S	T.D.-M
West Kankakee	C.S.		102.6			West end KKK River bridge . . .	N	T.D.-M-Y
	C.S.					Yard masters office	N	T.D.-M-Y
	C.S.					West end yard, on pole	N	T.D.-M-B
New Lehigh Huber Spur	C.S.		108.4			New Quarry switch, in booth . .	N	T.D.-M-B
	C.S.					Pole box	N	T.D.-M-B
Goodrich	C.S.		111.2			Passing track, west end, on pole	N	T.D.-M-B
	C.S.					Passing track, east end, on pole	N	T.D.-M-B
	C.S.					Car house, east end	N	T.D.-M-B
Union Hill Open week days 7:30 a. m. to 4:30 p. m.	C.S.	UN	115.9	M.B.	M.B.	Station		T.D.-M-B
	C.S.					Siding, west end, on pole		N	T.D.-M-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
						C.S.	121.3		K123.2	Station . . . . .	N	T.D.-M-B
Siding, east end, on pole	N	T.D.-M-B						
Siding, west end, on pole	N	T.D.-M-B						
Blair	C.S.		124.4			West of elevator, in booth . . .	N	T.D.-M-B
UK Open day and night	C.S.	UK	129.5	K130.1 INT.-M.B.	INT.-M.B.	Signal station	S	T.D.-M-B
	C.S.					Siding, east end, on pole	N	T.D.-M-B
Dwight	C.S.		130.5		K131.2	Station	N	T.D.-M-B
	C.S.					Siding, west end, on pole	N	T.D.-M-B
Sunbury	C.S.		135.8			Siding, east end, on pole	N	T.D.-M-B
Budd Open week days 7:00 a. m. to 4:00 p. m.	C.S.	BD	140.6	M.B.	M.B.	Station	S	T.D.-M-B
	C.S.					Station, in baggage room	S	T.D.-M-B
	C.S.					Siding, east end, on pole	N	T.D.-M-B
Missal	C.S.		147.0			Siding, east end, on pole	N	T.D.-M-B
Streator (C & A)	C.S.		150.0	D 29001	29002	Automatic interlocking		
						Siding, east end, in booth . . . .			N	T.D.-M-Y
Streator Jct.	C.S.		150.5		D	Wabash connection, on pole . .	N	T.D.-M-Y
Streator Open day and night	C.S.	SA	152.3	M.B. INT.	M.B. INT.	Station	S	T.D.-M-B-Y
	C.S.					Vulcan switch, on pole	N	B
	C.S.					East end yard, on pole	N	Y
Altmar	C.S.		157.0			Opposite elevator, on pole . . .	N	T.D.-M-B
Milla	C.S.		162.0			East end of elevator track, on pole	N	T.D.-M-B
						C.S.	165.3	29151	INT.-M.B.	INT.-M.B.	Signal station . . . . .	S	T.D.-M-B-Y
ON Open day and night	ON	165.7	INT.-M.B.	INT.-M.B.	Signal station . . . . .						S	T.D.-M-B-Y
Lostant	C.S.		165.8			Station	N	M-Y
	C.S.					166.1			29172	Siding, west end, on pole . . . .	N	Y

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	T.D.-M-B
	C.S.					Siding, east end, on pole.....	N	T.D.-M-B
McNabb.....	C.S.	MC	174.7	M.B.	M.B.	Station.....	N	T.D.-M-B-Y
Open week days 8:00 a. m. to 4:00 p. m.	C.S.					Siding, east end, on pole.....	N	B-Y
	C.S.		175.0			Waiting room, station.....	N	T.D.-B
McNabb.....			175.4					
			176.0					
Granville Jct.....	C.S.		180.5	K180.1		Siding, east end, on pole.....	N	B-Y
Granville.....	C.S.	GV	180.6	M.B.	M.B.	Siding, west end, on pole....	N	B-Y
9:30 a. m. to 6:30 p. m.								
Colby's Pit.....			183.9					
Moronts.....	C.S.		184.8	K184.1		Siding, east end, on pole.....	N	T.D.-M-B
	C.S.					Siding, west end, on pole....	N	B-Y
	C.S.					Raffs siding switch, on pole..	N	B
Illinois River.....	C.S.		186.5	D	INT.	Signal station.....	S	Y
			187.0	INT.	INT.			
			187.4		D			
Depue.....	C.S.	D	189.5			Station.....	S	T.D.-M-Y
Open day and night	C.S.					East end yard.....	S	Y
Depue Jct.....	C.S.		187.5			Y switch, in booth.....	N	T.D.-M-B
Howe.....	C.S.	HI	187.7			Siding, west end, on pole....	N	B-Y
					K188.2 K189.2			
Seatonville.....	C.S.	SN	190.9			Pole box east end of passing siding.....	N	T.D.-M-B
Seatonville Jct.....	C.S.		191.7			Opposite switch, on pole.....	N	T.D.-M-B
Ladd Jct.....	C.S.		193.2			Opposite switch, on pole.....	N	B
Q. Crossing.....	C.S.	JC	193.7	M.B.	M.B.	Telegraph office.....	S	T.D.-M-B
Open day and night								
Ladd.....	C.S.		193.8			Station.....	S	M
N. Y. C. Jct.....	C.S.		194.2			Opposite switch, in booth....	S	T.D.-B

OSBORN TO LYONS

STATIONS	Office Calls	Miles from Chicago	SIGNALS		TELEPHONES			
			Track No. 2	Track No. 1	LOCATION	Side of Track	Line	
Osborn.....	C.S.	RN	24.0	INT.	INT.	Signal station.....	W	T.D.-M-B-Y
Open day and night	C.S.				26251	Yard, south end, on pole....	W	B
	C.S.					Cross-over south of Nickel Plate wye, on pole.....	W	B
ND.....	C.S.	ND	26.3	26262 INT.	INT.-M.B.	Signal station.....	W	T.D.-M-B-Y
Open day and night	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.....	C.S.		28.3	INT.	INT.	Signal station.....	E	T.D.-M
	C.S.		28.9			Crossover 2585 feet south....	W	T.D.-B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

OSBORN TO LYONS—Continued

STATIONS	Office Calls	Miles from Chicago	SIGNALS		TELEPHONES		
			Track No. 2	Track No. 1	LOCATION	Side of Track	Line
Hartsdale.....	C.S. C.S.	29.4	26302		Station..... North of bridge, on pole.....	E E	T.D.-M T.D.-M-B
St. John Yard.....	C.S. C.S. C.S.	31.5			Siding, north end, on pole... Siding, south end, on pole... Pump station.....	W W W	T.D.-M-B Y Y
DK..... Open day and night	C.S. DK	33.4 33.8	INT.-M.B.	D INT.-M.B.	Signal station.....	E	T.D.-M-B-Y
Cook..... Open week days 8:00 a. m. to 5:00 p. m.	C.S. KO C.S. C.S.	38.9	M.B.	M.B.	Station..... Waiting room..... Siding, south end, in booth..	W W W	T.D.-M-B T.D.-B T.D.-B
North Hayden..... Open week days 7:30 a. m. to 4:30 p. m.	C.S. AY C.S.	45.0	M.B.	M.B.	Station..... Waiting room.....	W W	T.D.-M-B T.D.-M-B
Belshaw..... Open week days 8:00 a. m. to 4:00 p. m.	C.S. BE C.S.	47.3	M.B.	M.B. H32.1	Station..... South of station, on pole....	W W	T.D.-M-B T.D.-M-B
SG..... Open day and night	C.S. SG	52.0	INT.-M.B.	INT.-M.B.	Signal station.....	E	T.D.-M-B-Y
Schneider.....	C.S.	52.0	SINGLE TRACK		Lead, north end, north yard.	E	T.D.-M-Y
	C.S.				Siding, north end, on pole...	W	Y
	C.S.				Pump station.....	W	Y
	C.S.				Siding, south end, on pole...	W	Y
	C.S.		Northward	Southward	Station.....	W	T.D.-M-Y
	C.S.		H34.2		North siding, south end, on pole.....	W	Y
Lake Village.....	C.S.	55.5			Station.....	W	T.D.-M
Conrad..... Open week days 2:00 p. m. to 6:00 a. m.	C.S. C.S.	57.6			Siding, north end, on pole... West of station, on pole.....	W W	B T.D.-M-B
Enos..... Signals controlled from Morocco..	C.S. C.S. C.S. C.S.	64.0	M.B.	M.B.	Siding, north end, on pole... Station..... Waiting room..... Siding, south end, on pole...	W W W W	Y-B T.D.-M-B-Y T.D.-B T.D.-B
Morocco..... Open day and night	C.S. MR	68.7	M.B.	M.B.	Siding, north end, on pole... Station.....	W W	Y T.D.-M-Y
	C.S.	69.2			Siding, south end, on pole...	E	B
Ade..... Open week days 8:00 a. m. to 5:00 p. m.	C.S. Z C.S.	74.1	M.B.	M.B.	Station..... Waiting room.....	E E	T.D.-M-B T.D.-B
Kentland.....	C.S.	80.3		D	Siding, south end, on coal house.....	E	Y
	C.S.	80.8			Station.....	E	T.D.-M-B-Y
	C.S.				Siding, north end, on pole...	W	Y
KN..... Open day and night	C.S. KN	81.0 81.8	INT.-M.B. D	INT.-M.B.	Signal station.....	W	T.D.-M-B-Y

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

OSBORN TO LYONS—Continued

STATIONS	Office Calls	Miles from Chicago	SIGNALS		TELEPHONES		
			SINGLE TRACK		LOCATION	Side of Track	Line
			Northward	Southward			
Sheff	C.S.	84.8		D	North end of yard, on pole...	W	Y
	C.S.				North switch, on pole.....	W	T.D.-M-Y
Sheff	C.S.	85.2			Freight station.....	E	T.D.-M-Y
	C.S.				Siding, south end, on pole...	W	Y
Sheff	C.S.	85.4	INT.-M.B.	INT.-M.B.	Signal station.....	W	T.D.-M-B-Y
	C.S.				South end of yard, on pole...	E	Y
Hawkins.....	C.S.	89.0			Opposite switch.....	W	T.D.-B
Free	C.S.	91.1	M.B.	M.B.	Station.....	W	T.D.-M-B-Y
	C.S.				Waiting room.....	W	T.D.-B
	C.S.				Siding, south end, on pole...	W	Y-B
Dunn	C.S.	94.9	M.B.	M.B.	Station.....	E	T.D.-M-B-Y
	C.S.				Waiting room.....	E	T.D.-B
	C.S.				Siding, north end, on pole...	W	Y-B
Handy.....	C.S.	99.0		D	Siding, north end, on pole...	W	Y
	C.S.				Siding, south end, on pole...	W	Y
Handy	C.S.	99.5	INT.-M.B.	INT.-M.B.	Signal station.....	W	T.D.-M-B-Y
	DY				D		
Tab	C.S.	105.4	M.B.	M.B.	Siding, north end, on pole...	W	B
	C.S.				Station.....	E	T.D.-M-B-Y
	C.S.				Waiting room.....	E	T.D.-B
	C.S.				Siding, south end, on pole...	W	B
Stewart.....	C.S.	108.6	M.B.	M.B.	Signal station.....	W	T.D.-M-B-Y
	WA				109.2		
Stewart.....	C.S.	109.2			Waiting room.....	W	T.D.-B
	C.S.				Siding, north end, on pole...	W	Y-B
	C.S.				Siding, south end, on pole...	W	Y-B
Sloan	C.S.	113.2			Siding, north end, on pole...	W	Y
	C.S.				Station.....	W	T.D.-M-Y
NX.....	C.S.	113.7	M.B.	M.B.	Freight room.....	W	Y
	C.S.				Signal station.....	W	T.D.-M-B-Y
Allison.....	C.S.	118.5			Water station, on pole 1500 feet south of NX....	W	B
					Opposite elevator, on pole...	W	B
Campbell.....	C.S.	123.2			Crossover, north switch, in booth.....	W	T.D.-M-B
					Baggage room.....	W	T.D.-M-Y
Danville.....	C.S.	127.9	M.B.	M.B.	Passenger station.....	W	T.D.-M-B
	C.S.				Freight station.....	E	M
	C.S.				Siding, south end East Jack- son St. on pole.....	W	T.D.-M-Y
Wyton.....	C.S.	129.3	INT.-M.B.	INT.-M.B.	Signal station.....	W	T.D.-M-B
	WG						
WR.....	C.S.	135.62	INT.-M.B.	INT.	Signal station.....	W	T.D.-M-B

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:

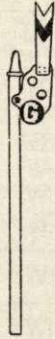


FIG. 48
RULE 281
PROCEED.

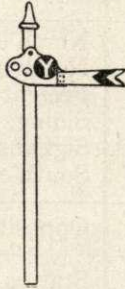


FIG. 102
RULE 285

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.

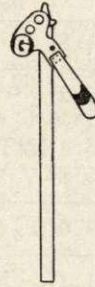


FIG. 152
RULE 289C
NO TRAIN ORDERS.

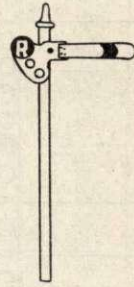
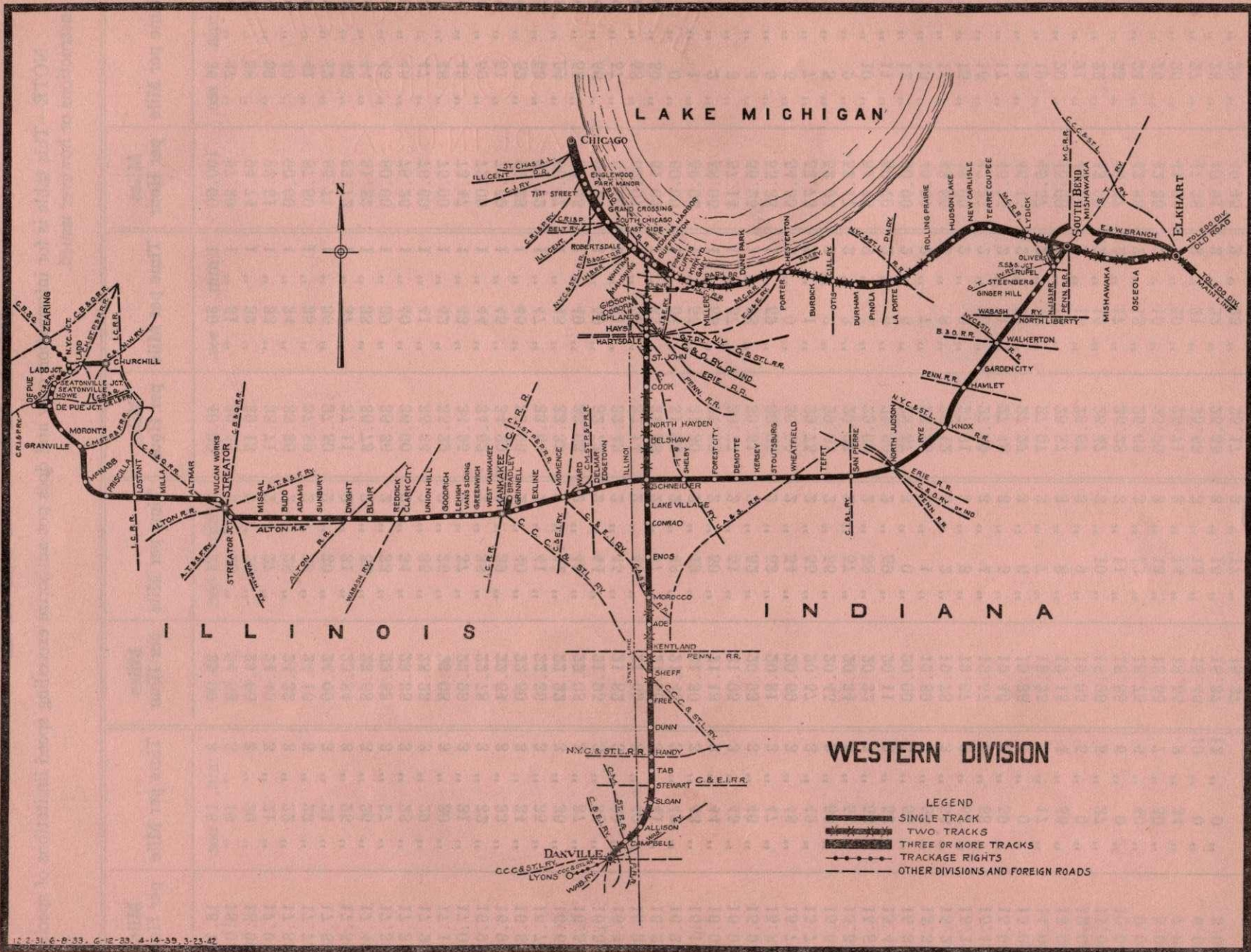


FIG. 164
RULE 289E
TRAIN ORDERS.

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
0 " 51 "	70.59	1 " 45 "	34.29	2 " 39 "	22.64	3 " 33 "	16.90
0 " 52 "	69.23	1 " 46 "	33.96	2 " 40 "	22.50	3 " 34 "	16.82
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
1 " 5 "	55.38	1 " 59 "	30.25	2 " 53 "	20.81	3 " 47 "	15.86
1 " 6 "	54.55	2 " 0 "	30.00	2 " 54 "	20.69	3 " 48 "	15.79
1 " 7 "	53.73	2 " 1 "	29.75	2 " 55 "	20.57	3 " 49 "	15.72
1 " 8 "	52.94	2 " 2 "	29.51	2 " 56 "	20.45	3 " 50 "	15.65
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
1 " 11 "	50.70	2 " 5 "	28.80	2 " 59 "	20.11	3 " 53 "	15.45
1 " 12 "	50.00	2 " 6 "	28.57	3 " 0 "	20.00	3 " 54 "	15.38
1 " 13 "	49.31	2 " 7 "	28.35	3 " 1 "	19.89	3 " 55 "	15.32
1 " 14 "	48.65	2 " 8 "	28.12	3 " 2 "	19.78	3 " 56 "	15.25
1 " 15 "	48.00	2 " 9 "	27.91	3 " 3 "	19.67	3 " 57 "	15.19
1 " 16 "	47.37	2 " 10 "	27.69	3 " 4 "	19.57	3 " 58 "	15.13
1 " 17 "	46.75	2 " 11 "	27.48	3 " 5 "	19.46	3 " 59 "	15.06
1 " 18 "	46.15	2 " 12 "	27.27	3 " 6 "	19.35	4 " 0 "	15.00
1 " 19 "	45.57	2 " 13 "	27.07	3 " 7 "	19.25	4 " 17 "	14.00
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 36 "	13.00
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	5 " 0 "	12.00
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	5 " 27 "	11.00
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	6 " 0 "	10.00
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	6 " 40 "	9.00
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	7 " 30 "	8.00
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	8 " 34 "	7.00
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	10 " 0 "	6.00
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	12 " 0 "	5.00
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27		



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 - ▩ THREE OR MORE TRACKS
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