

F. J. Hill
The Pennsylvania Railroad

WESTERN REGION

Northwestern Division *70x*

GRAND RAPIDS DIVISION

Time Table No. 12

In effect 10.00 P. M., Sunday, Sept. 28, 1930

FOR THE GOVERNMENT OF EMPLOYEES ONLY

CENTRAL STANDARD TIME

W. C. HIGGINBOTTOM,
General Manager.

HOWARD GINTER,
Supt. Pass. Transportation.

J. A. APPLETON,
General Superintendent.

A. F. McSWEENEY,
Supt. Frt. Transportation.

C. E. ADAMS,
Superintendent.

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JUNCTION TO MACKINAW CITY

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. Between Stations	Dist. from Richmond	STATIONS	Station Signals	Sidings assigned direct Car capacity 45 ft. cars		
							N	S	Both
	I	JU	1.4	91.9	FORT WAYNE (FT.W.DIV.)	WA			
		WF	6.3	98.3	JUNCTION	JU			
		WS	4.5	99.6	WALLEN				46
	I	SK	4.6	104.1	HUNTERTOWN	WS			44
		VA	4.6	108.7	LA OTTO	SK			58
		UC	5.6	114.3	AVILLA	VA			57
	I	IK	3.0	117.3	CONLOG		43	44	
		GR	2.8	120.1	KENDALLVILLE	UK			
		HO	1.4	121.5	HOFFMAN		46	40	
	I	FY	5.8	127.3	ROME CITY				
		GR	2.2	129.5	WOLCOTVILLE	V			48
		ID	8.9	138.4	LA GRANGE	GR			47
	I	RK	5.3	143.7	HOWE	D	49	36	
		SI	5.7	149.4	STURGIS	RK	45	42	
		RS	8.5	157.9	NOTTAWA				
	I	BU	1.6	159.5	WASEPI	SI			44
		BU	4.6	164.1	MENDON	RS	43	46	
		IAU	8.9	173.0	VICKSBURG	BU	44	40	
		OQ	5.0	178.0	AUSTIN LAKE				50
	I	KO	6.5	184.5	VINE SIDING	OQ			88
		DK	0.9	185.4	KALAMAZOO				
		JN	0.4	185.8	FOX				
	I	SV	1.3	187.1	DOCK SIDING	DK			106
		SV	9.6	196.7	PLAINWELL	J	47	39	
		IN	5.4	202.1	MARTIN	MD	52	79	
		MA	5.1	207.2	SHELBYVILLE	SV	45	40	
		RT	5.9	213.1	WAYLAND	IN	48	45	
		FR	4.5	217.6	MOLINE	MA			45
		BO	5.1	222.7	STEWART				44
	I		4.8	227.5	FISHER	FR	50	42	
		B	4.6	232.1	HUGHART	BO			15
		GO	1.1	233.2	SECOND AVE. JCT.				
		SF	0.4	233.6	WEALTHY ST. JCT.				
		FC	0.1	233.7	BARTLETT ST. JCT.	B			
		FK	0.3	234.0	WILLIAMS ST. JCT.	GN			
		RF	0.1	234.1	GRAND RAPIDS	GO			
		GS	0.6	234.7	FULTON ST.	SF			
		HI	1.9	236.6	WINTER ST.				
		W	0.3	236.9	MUSKEGON JCT.	FU			46
		MY	2.5	239.4	FULLER				43
		SD	4.3	243.7	COMSTOCK PARK				45
		FD	4.2	247.9	BELMONT	RF			
	I	PS	5.1	253.0	ROCKFORD				44
		NY	2.2	255.2	BURCHS MILL	CS			22
		GI	5.1	260.3	CEDAR SPRINGS	RN			
		FE	2.0	262.3	SAND LAKE	NS			
		SN	1.9	264.2	PIERSON				43
		BA	3.8	268.0	HIRAM				36
		MA	6.4	274.4	HOWARD CITY	W			44
		FA	6.6	281.0	MORLEY	MY			45
		KA	8.9	289.9	STANWOOD	FD			50
		NY	5.5	295.4	BIG RAPIDS	PS			42
		GI	1.2	296.6	PARIS		15	45	
		FE	6.1	302.7	UPPER PARIS				
		SN	6.9	309.6	REED CITY	K			
		BA	5.6	315.2	ASHTON				47
		MA	4.6	319.8	LE ROY	RY			55
		FA	6.2	326.0	TUSTIN	DN			
	I	NY	5.8	331.8	HOBART				10
		GI	1.3	333.1	CADILLAC	CN			
		FE	2.9	336.0	NORTH YARD	NY			
		SN	1.8	337.8	MISSAUKEE JCT.				49
		BA	6.2	344.0	BONDS MILL	GI			
		FA	1.8	345.8	MANTON				52
		SN	7.0	352.8	METHEANY				42
		BA	5.0	357.8	WALTON JCT.	FE			42
		FA	5.6	363.4	FIFE LAKE				
		SN	1.4	364.8	SOUTH BOARDMAN				43
		BA	6.7	371.5	STIMSON	A			47
		FA	13.4	384.9	KALKASKA	NA			77
		SN	6.5	391.4	MANCELONA	BA			37
		FA	8.7	400.1	ALBA	MH			
		SN	0.6	400.7	ELMIRA				54
		FA	8.3	409.0	HUNTWORTH	FA			37
		SN	7.2	416.2	BOYNE FALLS				
		FA	1.0	417.2	WALLOON LAKE				50
		SN	5.8	423.0	CAMPBELL				
		FA	1.8	424.8	FORMANS	P			425
		SN	0.9	425.7	PETOSKEY				
		FA	1.3	427.0	BAY VIEW				
		SN	3.0	430.0	KEGOMIC				
		FA	2.2	432.2	CONWAY				
		NO	2.7	434.9	ODEN				45
		NO	3.6	438.5	ALANSON	NO			
		NO	4.1	442.6	BRUTUS				45
		NO	6.0	448.6	PELLSTON	SA			75
		NO	4.1	452.7	LEVERING	VN			
		NO	7.0	459.7	CARP LAKE				47
		NO			MACKINAW CITY	MC			

MUSKEGON JUNCTION TO MUSKEGON

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. Between Stations	Dist. From Grand Rapids	STATIONS	Station Signals	Sidings assigned direc'n Car capacity 45 ft. cars		
							N	S	Both
	I	†JC BN	2.6 5.4	2.6 9.0	GRAND RAPIDS MUSKEGON JCT.	GN			
	★	†HN WN	1.0 7.2	10.0 17.2	PENN JCT. WALKER	BN			
		†WN SU	5.2 5.4	22.4 27.8	CONKLIN RAVENNA	HN WN			
		SW	28.7 1.5	36.5 38.0	SULLIVAN SHAW MUSKEGON HEIGHTS	SW			22
			1.5	39.5	DOCK STATION				
			1.3 0.4	39.3 39.7	WESTERN AVE. JCT. MUSKEGON	MS			

MISSAUKEE JUNCTION TO FALMOUTH

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. Between Stations	Dist. from Missaukee Junction	STATIONS	Station Signals	Sidings assigned direc'n Car capacity 45 ft. cars		
							N	S	Both
			6.1 4.5	6.1 10.6	MISSAUKEE JCT. WAGNER SANDSTOWN				
			1.0	11.6	LAKE CITY	WD			
			4.7 6.6	15.3 21.9	VENEER JCT. FALMOUTH				
			10.0 6.3	15.3 31.6	VENEER JCT. MERRITT MICHELSON				

WALTON JUNCTION TO TRAVERSE CITY

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. Between Stations	Dist. from Walton Junction	STATIONS	Station Signals	Sidings assigned direc'n Car capacity 45 ft. cars		
							N	S	Both
		†KY	2.2	6.2	WALTON JCT.				
		†NE	2.1	9.3	SUMMIT CITY	NE			
		†KE	2.3	12.6	KINGSLEY				
	I	CV	7.0 6.4	19.6 26.0	MAYFIELD KEYSTONE TRAVERSE CITY	CV			

KEGOMIC TO HARBOR SPRINGS

Emergency Whistle or Horn	Interlocking Stations	Block Stations	Dist. Between Stations	Dist. from Kegomic	STATIONS	Station Signals	Sidings assigned direc'n Car capacity 45 ft. cars		
							N	S	Both
		†KG	4.5 1.1	4.5 5.6	KEGOMIC WEQUETONSING HARBOR SPRINGS	VS			

★ Switches—Power operated from distant point of control.
(Special instruction D2601).

NOTE:—Block Stations are open continuously, except:

WS	Closed	Daily 3.00 P. M. to 6.00 A. M. Sunday 6.00 A. M. to 3.00 P. M.
GR	Closed	Daily 11.00 P. M. to 7.00 A. M.
D	Closed	Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
RS	Closed	Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
SV	Closed	Daily 4.00 P. M. to 7.00 A. M. Sunday 7.00 A. M. to 4.00 P. M.
MA	Closed	Daily 4.45 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.45 P. M.
FR	Closed	Daily 10.15 P. M. to 6.15 A. M. Sunday 6.15 A. M. to 10.15 P. M.
RF	Closed	Daily 4.00 P. M. to 7.00 A. M. Sunday 7.00 A. M. to 4.00 P. M.
W	Closed	Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
MY	Closed	Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
PS	Closed	Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
RY	Closed	Daily 4.00 P. M. to 7.00 A. M. Sunday 7.00 A. M. to 4.00 P. M.
DN	Closed	Daily 5.00 P. M. to 8.00 A. M. Sunday 8.00 A. M. to 5.00 P. M.
NY	Closed	Daily 7.59 A. M. to 11.59 P. M.
FE	Closed	Daily 5.00 P. M. to 8.00 A. M. Sunday 8.00 A. M. to 5.00 P. M.
A	Closed	Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
BA	Closed	Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
MH	Closed	Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
FA	Closed	Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
NO	Closed	Daily 4.15 P. M. to 7.15 A. M. Sunday 7.15 A. M. to 4.15 P. M.
SA	Closed	Daily 4.15 P. M. to 7.15 A. M. Sunday 7.15 A. M. to 4.15 P. M.
VN	Closed	Daily 4.15 P. M. to 7.15 A. M. Sunday 7.15 A. M. to 4.15 P. M.
MC	Closed	Daily 1.00 P. M. to 3.00 P. M. 11.00 P. M. to 5.00 A. M.
NE	Closed	Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
CV	Closed	Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.

NOTE:—Unattended Block Stations controlled by open Block Stations.

SIGN	LOCATION	CONTROLLED BY SIGNALMAN	PERIOD OPERATED
WF	Wallen	Junction	Continuously
WS	Hunter-town	LaOtto	Daily 3.00 P. M. to 6.00 A. M. Sunday 6.00 A. M. to 3.00 P. M.
CG	Conlog	Kendallville	Continuously
GR	LaGrange	Sturgis	Daily 11.00 P. M. to 7.00 A. M.
D	Howe	Sturgis	Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
RS	Mendon	Vicksburg	Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
AU	Austin L'ke	Vicksburg	Continuously
KO	Kalamazoo	Vine Siding	Daily except Sunday 7.00 P. M. to 9.00 P. M.
QS	Martin	Plainwell	Continuously
SV	Shelbyville	Wayland	Daily 4.00 P. M. to 7.00 A. M. Sunday 7.00 A. M. to 4.00 P. M.
MA	Moline	Wayland	Daily 4.45 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.45 P. M.
RT	Stewart	Fisher Hughart	Daily 6.15 A. M. to 10.15 P. M. Daily 10.15 P. M. to 6.15 A. M. Sunday 6.15 A. M. to 10.15 P. M.
FR	Fisher	Hughart	Daily 10.15 P. M. to 6.15 A. M. Sunday 6.15 A. M. to 10.15 P. M.
JC	Musk. Jet.	Winter St.	Continuously
MK	Corns'k Pk.	Fuller	Continuously
HI	Hiram	Howard City Cedar Springs	Daily 7.30 A. M. to 4.30 P. M. Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
W	Howard City	Cedar Springs	Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
MY	Morley	Big Rapids	Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
SD	Stanwood	Big Rapids	Continuously
RA	Ashton	Reed City	Continuously
DN	Tustin	Cadillac	Daily 5.00 P. M. to 8.00 A. M. Sunday 8.00 A. M. to 5.00 P. M.
NY	North Yard	Cadillac	Daily except Sunday 11.00 A. M. to 1.00 P. M.
BM	Bonds Mill	Manton	Continuously
KY	Walton Jet.	Manton	Continuously
SN	Stimson	Fife Lake Manton	Daily 8.00 A. M. to 5.00 P. M. Daily 5.00 P. M. to 8.00 A. M. Sunday 8.00 A. M. to 5.00 P. M.
A	Kalkaska	Mancelona	Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.

SIGN	LOCATION	CONTROLLED BY SIGNALMAN	PERIOD OPERATED
BA	Alba	Mancelona	Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
KS	Huntworth	Boyne Falls Mancelona	Daily 7.30 A. M. to 4.30 P. M. Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
FA	Boyne Falls	Petoskey	Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
CA	Campbell	Petoskey	Continuously
FO	Formans	Petoskey	Continuously
KG	Kegomic	Petoskey	Continuously
SA	Pellston	Petoskey	Daily 4.15 P. M. to 7.15 A. M. Sunday 7.15 A. M. to 4.15 P. M.
CK	Carp Lake	Mackinaw City Petoskey	Daily 5.00 A. M. to 11.00 P. M. Daily 11.00 P. M. to 5.00 A. M.
HN	Conklin	Shaw	Continuously
WN	Ravenna	Shaw	Continuously
SU	Sullivan	Shaw	Continuously
NE	Kingsley	Manton	Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.
KE	Keystone	Traverse City Manton	Daily 7.30 A. M. to 4.30 P. M. Daily 4.30 P. M. to 7.30 A. M. Sunday 7.30 A. M. to 4.30 P. M.

NOTE:—Train order offices other than Block Stations are open as follows:

GN—Grand Rapids, continuously.

WD—Lake City, 7:30 A. M. to 4:30 P. M.
Daily except Sunday.

VS—Harbor Springs, 7:30 A. M. to 4:30 P. M.,
Daily except Sunday.

STATIONS	FIRST CLASS			
	299	201		
	DAILY	DAILY		
	EX. MON.			
Leave	A. M.	A. M.		
FORTWAYNE (FT. W. DIV.)				
JUNCTION				
WALLEN				
HUNTERTOWN				
LA OTTO				
AVILLA				
CONLOG				
KENDALLVILLE				
HOFFMAN				
ROME CITY				
WOLCOTTVILLE				
LA GRANGE				
HOWE				
STURGIS				
NOTTAWA				
WASEPI				
MENDON				
VICKSBURG				
AUSTIN LAKE				
VINE SIDING				
KALAMAZOO				
KALAMAZOO (M.C.R.R.)				
FOX				
DOCK SIDING				
PLAINWELL				
MARTIN				
SHELBYVILLE				
WAYLAND				
MOLINE				
STEWART				
FISHER				
HUGHART				
SECOND AVE. JCT.	1.20	3.25		
GODFREY AVE.				
WEALTHY ST. JCT.	1.22	3.27		
BARTLETT ST. JCT.	1.23	3.28		
WILLIAMS ST. JCT.				
GRAND RAPIDS	\$ 1.25	\$ 3.30		
Arrive	A. M.	A. M.		
	299	201		

FIRST CLASS					
101	509	301	537	539	103
DAILY	DAILY	DAILY	DAILY	SUNDAY	DAILY
EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	ONLY	EX. SUN.
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
			\$ 3.30	\$ 3.30	
			3.35	3.35	
			3.47	3.47	
			3.54	3.54	
			4.01	4.01	
			4.10	4.10	
			4.13	4.13	
			\$ 4.25	\$ 4.25	
			4.27	4.27	
			4.38	4.38	
			\$ 4.50	\$ 4.50	
			F 4.58	F 4.58	
			\$ 5.10	\$ 5.10	
			5.26	5.26	
			5.32	5.32	
			\$ 5.45	\$ 5.45	
			5.53	5.53	
			6.03	6.03	
			\$ 6.20	\$ 6.20	
	\$ 4.10				
	4.12		6.22	6.22	
	4.17		6.27	6.27	
	4.30		6.40	6.40	
	4.38		6.48	6.48	
	4.45		6.55	6.55	
	4.53		7.03	7.03	
	4.58		7.12	7.12	
	5.06		7.22	7.22	
	5.13		7.31	7.31	
	5.21		7.41	7.41	
	5.24		7.45	7.45	
		5.44			
		5.47			
	5.27	5.48	7.48	7.48	
3.39					10.34
\$ 3.40	\$ 5.35	\$ 5.50	\$ 7.50	\$ 7.50	\$ 10.35
A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
101	509	301	537	539	103

STATIONS	FIRST CLASS			
	105	203		
	DAILY	DAILY EX. SUN.		
Leave	A. M.	A. M.		
FORTWAYNE (FT. W. DIV.)				
JUNCTION				
WALLEN				
HUNTERTOWN				
LA OTTO				
AVILLA				
CONLOG				
KENDALLVILLE				
HOFFMAN				
ROME CITY				
WOLOTTVILLE				
LA GRANGE				
HOWE				
STURGIS				
NOTTAWA				
WASEPI				
MENDON				
VICKSBURG				
AUSTIN LAKE				
VINE SIDING				
KALAMAZOO				
KALAMAZOO (M.C.R.R.)				
FOX				
DOCK SIDING				
PLAINWELL				
MARTIN				
SHELBYVILLE				
WAYLAND				
MOLINE				
STEWART				
FISHER				
HUGHART				
SECOND AVE. JOT		11.30		
GODFREY AVE.				
WEALTHY ST. JOT		11.32		
BARTLETT ST. JOT		11.33		
WILLIAMS ST. JOT	10.42			
GRAND RAPIDS	\$ 10.43	\$ 11.35		
Arrive	A. M.	A. M.		
	105	203		

FIRST CLASS					
511	303	205	603	107	◇515
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	
A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 8.25					
8.30					
8.43					
\$ 8.50					
\$ 9.00					
\$ 9.10					
9.14					
\$ 9.28					
9.30					
\$ 9.42					
\$ 9.50					
\$ 10.02					
\$ 10.11					
\$ 10.25					
\$ 10.39					
\$ 10.45					
\$ 10.55					
\$ 11.10					
11.20					
11.35					
\$ 11.40					
12.01					
\$ 12.15					\$ 3.40
12.22					3.42
\$ 12.36					3.47
12.50					T 4.00
F 1.00					4.08
F 1.10					4.16
1.17					T 4.22
1.24					4.28
1.31					4.37
1.38					4.44
1.41		4.04			4.52
	2.54		4.14		4.55
	2.57	4.07	4.17		
1.43	2.58	4.08	4.18		4.58
				4.39	
\$ 1.45	\$ 3.00	\$ 4.10	\$ 4.20	\$ 4.40	\$ 5.00
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
511	303	205	603	107	515

STATIONS Leave	FIRST CLASS			
	305	207	231	109
	DAILY	DAILY	DAILY	DAILY
	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.
P. M.	P. M.	P. M.	P. M.	P. M.
FORT WAYNE (FT. W. DIV.)				
JUNCTION				
WALLEN				
HUNTERTOWN				
LA OTTO				
AVILLA				
CONLOG				
KENDALLVILLE				
HOFFMAN				
ROME CITY				
WOLCOTTVILLE				
LA GRANGE				
HOWE				
STURGIS				
NOTTAWA				
WASEPI				
MENDON				
VICKSBURG				
AUSTIN LAKE				
VINE SIDING				
KALAMAZOO				
KALAMAZOO (M.C.R.R.)				
FOX				
DOCK SIDING				
PLAINWELL				
MARTIN				
SHELBYVILLE				
WAYLAND				
MOLINE				
STEWART				
FISHER				
HUGHART				
SECOND AVE. JOT		7.55	8.05	
GODFREY AVE.	4.39			
WEALTHY ST. JOT	4.42	7.57	8.07	
BARTLETT ST. JOT	4.43	7.58	8.08	
WILLIAMS ST. JOT				8.14
GRAND RAPIDS	\$ 4.45	\$ 8.00	\$ 8.10	\$ 8.15
Arrive	P. M.	P. M.	P. M.	P. M.
	305	207	231	109

FIRST CLASS					
	605	503	517	307	311
	DAILY	DAILY	SUNDAY	DAILY	DAILY
	EX. SUN.	EX. SUN.	ONLY	EX. SUN.	DAILY
P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
		\$ 5.00			
		5.05			
		5.17			
		5.24			
	F	5.32			
	F	5.42			
		5.46			
	\$	5.57			
		6.00			
	F	6.12			
	F	6.18			
	\$	6.35			
	F	6.50			
	\$	7.05			
	F	7.19			
		7.22			
	F	7.29			
	\$	7.45			
		7.55			
		8.10			
		8.15			
	\$	8.30			
	\$	8.35	\$ 8.35		
		8.50	8.50		
	RT	9.03	T 9.03		
		9.11	9.11		
		9.17	9.17		
		9.26	9.26		
		9.33	9.33		
		9.40	9.40		
		9.48	9.48		
		9.57	9.57		
		10.00	10.00		
	10.29			10.14	11.44
	10.32			10.17	11.47
	10.33	10.03	10.03	10.18	11.48
	\$ 10.35	\$ 10.05	\$ 10.05	\$ 10.20	\$ 11.50
	P. M.	P. M.	P. M.	P. M.	P. M.
	605	503	517	307	311

STATIONS	FIRST CLASS			
	312			
	A. M.			
Arrive				
FORT WAYNE (Ft. W. Div.)				
JUNCTION				
WALLEN				
HUNTERTOWN				
LA OTTO				
AVILLA				
CONLOG				
KENDALLVILLE				
HOFFMAN				
ROME CITY				
WOLCOTTVILLE				
LA GRANGE				
HOWE				
STURGIS				
NOTTAWA				
WASEPI				
MENDON				
VICKSBURG				
AUSTIN LAKE				
VINE SIDING				
KALAMAZOO				
KALAMAZOO (M.C.R.R.)				
FOX				
DOCK SIDING				
PLAINWELL				
MARTIN				
SHELBYVILLE				
WAYLAND				
MOLINE				
STEWART				
FISHER				
HUGHART				
SECOND AVE. JCT.				
GODFREY AVE.	4.05			
WEALTHY ST. JCT.				
BARTLETT ST. JCT.	4.02			
WILLIAMS ST. JCT.	4.01			
GRAND RAPIDS	\$ 4.00			
Leave	A. M.			
	DAILY			
	312			

	FIRST CLASS				
	514	302	232	602	202
	A. M.	A. M.	A. M.	A. M.	A. M.
\$ 11.15					
11.10					
10.53					
F 10.44					
F 10.34					
F 10.24					
10.16					
\$ 10.10					
10.01					
F 9.54					
F 9.50					
\$ 9.38					
\$ 9.28					
\$ 9.14					
F 9.01					
F 8.58					
\$ 8.50					
\$ 8.35					
8.25					
8.15					
\$ 8.10					
7.55					
\$ 8.00					
7.50					
\$ 7.43					
F 7.30					
F 7.20					
F 7.10					
\$ 7.03					
F 6.56					
F 6.49					
6.43					
6.36					
6.32		6.55		7.05	
	6.36		7.01		
	6.33	6.52	6.57	7.02	
6.31	6.32	6.51	6.56	7.01	
\$ 6.30	\$ 6.31	\$ 6.50	\$ 6.55	\$ 7.00	
A. M.	A. M.	A. M.	A. M.	A. M.	
DAILY	DAILY	DAILY	DAILY	DAILY	
EX. SAT.	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	
514	302	232	602	202	

STATIONS	FIRST CLASS			
	102	204	108	
	A. M.	A. M.	A. M.	
Arrive				
FORTWAYNE (FT. W. DIV.)				
JUNCTION.....				
WALLEN.....				
HUNTERTOWN.....				
LA OTTO.....				
AVILLA.....				
CONLOG.....				
KENDALLVILLE.....				
HOFFMAN.....				
ROME CITY.....				
WOLCOTTVILLE.....				
LA GRANGE.....				
HOWE.....				
STURGIS.....				
NOTTAWA.....				
WASEPI.....				
MENDON.....				
VICKSBURG.....				
AUSTIN LAKE.....				
VINE SIDING.....				
KALAMAZOO.....				
KALAMAZOO (M.C.R.R.)				
FOX.....				
DOCK SIDING.....				
PLAINWELL.....				
MARTIN.....				
SHELBYVILLE.....				
WAYLAND.....				
MOLINE.....				
STEWART.....				
FISHER.....				
HUGHART.....				
SECOND AVE. JOT.....		11.25		
GODFREY AVE.....				
WEALTHY ST. JOT.....		11.22		
BARTLETT ST. JOT.....		11.21		
WILLIAMS ST. JOT.....	7.31		11.26	
GRAND RAPIDS.....	\$ 7.30	\$ 11.20	\$ 11.25	
Leave	A. M.	A. M.	A. M.	
	DAILY	DAILY	DAILY	
	EX. SUN.	EX. SUN.		
	102	204	108	

FIRST CLASS					
304	510	104	508	512	
P. M.	P. M.	P. M.	P. M.	P. M.	
			\$ 8.45		
			8.40		
			8.20		
			8.10		
			8.00		
			7.48		
			7.43		
			\$ 7.35		
			7.24		
		Z	7.16		
		F	7.13		
			\$ 7.02		
			F 6.50		
			\$ 6.34		
			V 6.21		
			V 6.19		
			F 6.13		
			\$ 6.00		
			5.47		
			5.37		
			\$ 5.32		
			5.20		
	\$ 1.20		\$ 5.22	\$ 5.22	
	1.18		5.18	5.18	
	1.14		5.13	5.13	
T	1.00	RT	4.58	T 4.58	
	12.50		4.48	4.48	
	12.41		4.41	4.41	
	12.33		4.34	4.34	
	12.27		4.28	4.28	
	12.20		4.21	4.21	
	12.14		4.15	4.15	
	12.07		4.06	4.06	
	12.03		4.02	4.02	
12.04					
12.01					
12.00	12.02		4.01	4.01	
		1.01			
\$ 11.59	\$ 12.01	\$ 1.00	\$ 4.00	\$ 4.00	
A. M.	P. M.	P. M.	P. M.	P. M.	
DAILY	DAILY	DAILY	DAILY	SUNDAY	
EX. SUN.		EX. SUN.	EX. SUN.	ONLY	
304	◇510	104	508	◇512	

STATIONS	FIRST CLASS			
	306	110	604	206
	P. M.	P. M.	P. M.	P. M.
Arrive				
FORTWAYNE (FT. W. DIV.)				
JUNCTION				
WALLEN				
HUNTERTOWN				
LA OTTO				
AVILLA				
CONLOG				
KENDALLVILLE				
HOFFMAN				
ROME CITY				
WOLCOTTVILLE				
LA GRANGE				
HOWE				
STURGIS				
NOTTAWA				
WASEPI				
MENDON				
VICKSBURG				
AUSTIN LAKE				
VINE SIDING				
KALAMAZOO				
KALAMAZOO (M.C.R.R.)				
FOX				
DOCK SIDING				
PLAINWELL				
MARTIN				
SHELBYVILLE				
WAYLAND				
MOLINE				
STEWART				
FISHER				
HUGHART				
SECOND AVE. JCT.				5.15
GODFREY AVE.	4.40		5.10	
WEALTHY ST. JCT.	4.37		5.07	5.12
BARTLETT ST. JCT.	4.36		5.06	5.11
WILLIAMS ST. JCT.		5.01		
GRAND RAPIDS	\$ 4.35	\$ 5.00	\$ 5.05	\$ 5.10
Leave	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY EX. SUN.	DAILY
	306	110	604	206

	FIRST CLASS				
	298	506	518	106	308
	P. M.	P. M.	A. M.	P. M.	A. M.
	\$ 11.05				
	11.00				
	10.45				
	10.36				
	10.27				
	10.17				
	10.12				
	\$ 10.07				
	9.57				
	9.48				
	9.45				
	W 9.35				
	W 9.25				
	\$ 9.09				
	8.55				
	8.47				
	\$ 8.35				
	8.20				
	\$ 8.10				
	\$ 8.05				
	7.50				
	\$ 1.40				
	7.48	1.30			
	7.44	1.26			
	7.31	1.06			
	7.22	12.56			
	7.14	12.46			
	7.07	12.32			
	7.01	12.22			
	6.54	12.12			
	6.48	12.05			
	6.41	11.56			
	5.50	6.37	11.53		12.04
				12.01	
	5.47			11.57	12.01
	5.46	6.36	11.51	11.56	12.00
			11.52		
	\$ 5.45	\$ 6.35	\$ 11.50	\$ 11.51	\$ 11.55
	\$ 11.59				
	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY	DAILY	DAILY
	EX. SUN.				
	298	506	518	106	308
					208

STATIONS	FIRST CLASS			
	☆531 TUES. FRI.	☆521 DAILY EX. SUN.		
	A. M.	A. M.		
Leave				
GRAND RAPIDS		\$ 7.55		
FULTON ST.				
WINTER ST.		7.58		
MUSKEGON JOT.		8.04		
FULLER				
COMSTOCK PARK				
ROCKFORD				
CEDAR SPRINGS				
SAND LAKE				
PIERSON				
HIRAM				
HOWARD CITY				
MORLEY				
STANWOOD				
BIG RAPIDS				
PARIS				
REED CITY				
ASHTON				
LEROY				
TUSTIN				
HOBART				
CADILLAC	\$ 6.20			
NORTH YARD	6.25			
MISSAUKEE JOT.	6.35			
BONDS MILL				
MANTON				
WALTON JOT.				
FIFE LAKE				
SOUTH BOARDMAN				
STIMSON				
KALKASKA				
MANCERLONA				
ALBA				
ELMIRA				
HUNTWORTH				
BOYNE FALLS				
WALLOON LAKE				
CAMPBELL				
FORMANS				
PETOSKEY				
BAY VIEW				
KEGOMIO				
CONWAY				
ODEN				
ALANSON				
BRUTUS				
PELLSTON				
LEVERING				
CARP LAKE				
MACKINAW CITY				
Arrive	A. M.	A. M.		
	531	521		

	FIRST CLASS				
	537 DAILY EX. SUN.	☆551 DAILY EX. SUN.	☆523 DAILY EX. SUN.	503 DAILY EX. SUN.	517 SUNDAY ONLY
	A. M.	A. M.	A. M.	P. M.	P. M.
\$ 8.10			\$ 11.50	\$ 10.30	\$ 10.30
8.13			11.53	10.33	10.33
8.18			11.59		
8.19				10.39	10.39
8.27				10.45	10.45
\$ 8.45				F 11.00	F 11.00
\$ 8.58				F 11.13	F 11.13
\$ 9.10				11.22	11.22
F 9.13				11.25	11.25
9.16				11.29	11.29
\$ 9.25				\$ 11.38	\$ 11.38
\$ 9.35				11.47	11.47
\$ 9.45				11.55	11.55
\$ 10.08				\$ 12.10	\$ 12.10
F 10.18				12.19	12.19
\$ 10.35				\$ 12.34	\$ 12.34
F 10.48				12.44	12.44
\$ 10.58				12.54	12.54
\$ 11.08				1.03	1.03
F 11.18					
11.35					
\$ 11.55				\$ 1.50	\$ 1.50
12.05				1.55	1.55
12.13				2.10	2.10
\$ 12.25				\$ 2.22	\$ 2.22
\$ 12.40				2.35	2.35
\$ 1.00				V 2.45	V 2.45
\$ 1.10					
1.12				2.57	2.57
\$ 1.27				\$ 3.13	\$ 3.13
\$ 1.52				\$ 3.40	\$ 3.40
\$ 2.05				F 3.52	F 3.52
\$ 2.18				F 4.06	F 4.06
2.20				4.12	4.12
\$ 2.40				\$ 4.32	\$ 4.32
F 2.52				M 4.47	M 4.47
2.54				4.50	4.50
3.03				5.00	5.00
				5.05	5.05
\$ 3.20	\$ 8.30			\$ 5.30	\$ 5.30
M 3.22	M 8.32			M 5.32	M 5.32
3.25	8.36			5.35	5.35
F 3.30				M 5.40	M 5.40
F 3.34				M 5.45	M 5.45
\$ 3.40				F 5.51	F 5.51
F 3.48				M 5.58	M 5.58
\$ 3.58				\$ 6.08	\$ 6.08
\$ 4.10				\$ 6.20	\$ 6.20
F 4.20				M 6.30	M 6.30
\$ 4.40				\$ 6.50	\$ 6.50
P. M.	A. M.	A. M.	A. M.	A. M.	
537	551	523	503	517	

STATIONS	FIRST CLASS			
	552	522	508	
	A. M.	A. M.	P. M.	
Arrive				
GRAND RAPIDS.....		\$ 11.05	\$ 3.40	
FULTON ST.....				
WINTER ST.....		11.01	3.34	
MUSKEGON JCT.....		10.55	3.27	
FULLER.....			3.25	
COMSTOCK PARK.....			3.20	
ROCKFORD.....			\$ 3.00	
CEDAR SPRINGS.....			\$ 2.45	
SAND LAKE.....			F 2.35	
PIERSON.....			F 2.30	
HIRAM.....			2.25	
HOWARD CITY.....			\$ 2.20	
MORLEY.....			\$ 2.07	
STANWOOD.....			F 1.57	
BIG RAPIDS.....			\$ 1.43	
PARIS.....			F 1.28	
REED CITY.....			\$ 1.14	
ASHTON.....			F 12.59	
LEROY.....			\$ 12.49	
TUSTIN.....			\$ 12.39	
HOBART.....			F 12.25	
CADILLAC.....			\$ 12.15	
NORTH YARD.....			11.55	
MISSAUKEE JCT.....			11.45	
BONDS MILL.....			11.32	
MANTON.....			\$ 11.20	
WALTON JCT.....			\$ 11.00	
FIFE LAKE.....			\$ 10.50	
SOUTH BOARDMAN.....			\$ 10.40	
STIMSON.....			10.38	
KALKASKA.....			\$ 10.28	
MANCIELONA.....			\$ 10.02	
ALBA.....			\$ 9.52	
ELMIRA.....			\$ 9.40	
HUNTWORTH.....			9.38	
BOYNE FALLS.....			\$ 9.19	
WALLOON LAKE.....			F 9.05	
CAMPBELL.....			9.03	
FORMANS.....			8.55	
PETOSKEY.....			\$ 8.50	
BAY VIEW.....	M 9.43		M 8.31	
KEGOMIC.....	9.40		8.29	
CONWAY.....			F 8.23	
ODEN.....			F 8.17	
ALANSON.....			\$ 8.13	
BRUTUS.....			F 8.06	
PELLSTON.....			\$ 7.58	
LEVERING.....			\$ 7.46	
CARP LAKE.....			F 7.38	
MACKINAW CITY.....			\$ 7.25	
Leave	A. M.	A. M.	A. M.	
	DAILY	*DAILY	DAILY	
	EX. SUN.	EX. SUN.	EX. SUN.	
	*552	*522	508	

FIRST CLASS					
532	524	514	516		
P. M.	P. M.	A. M.	A. M.		
	\$ 4.45	\$ 5.55	\$ 5.55		
	4.42				
	4.38	5.50	5.50		
		5.41	5.41		
		5.35	5.35		
		5.18	5.18		
		5.03	5.03		
		4.53	4.53		
		4.49	4.49		
		4.44	4.44		
		4.35	4.35		
		4.21	4.21		
		4.10	4.10		
		\$ 3.55	\$ 3.55		
		3.42	3.42		
		\$ 3.30	\$ 3.30		
		3.15	3.15		
		3.05	3.05		
		2.55	2.55		
\$ 12.35		\$ 2.35	\$ 2.35		
12.30		2.25	2.25		
		2.20	2.20		
12.20					
		2.10	2.10		
	F 1.51	F 1.51			
	1.34	1.34			
	1.20	1.20			
	1.08	1.08			
	1.05	1.05			
	\$ 12.55	\$ 12.55			
	\$ 12.30	\$ 12.30			
	12.12	12.12			
	11.58	11.58			
	11.55	11.55			
	\$ 11.30	\$ 11.30			
	M 11.15	M 11.15			
	11.12	11.12			
	11.00	11.00			
	\$ 10.55	\$ 10.55			
		M 10.38	M 10.38		
		10.35	10.35		
	M 10.30	M 10.30			
	M 10.25	M 10.25			
	F 10.19	F 10.19			
		10.13	10.13		
	F 10.05	F 10.05			
	F 9.54	F 9.54			
	9.45	9.45			
	\$ 9.30	\$ 9.30			
P. M.	P. M.	P. M.	P. M.		
TUES. FRI.	DAILY	DAILY	SAT.		
*532	EX. SUN.	EX. SAT.	ONLY		
	*524	514	516		

24 MUSKEGON JUNCTION TO MUSKEGON—NORTHWARD

STATIONS	FIRST CLASS			
	57 DAILY	*521 DAILY EX. SUN.	*523 *DAILY EX. SUN.	21 DAILY
	Leave A. M.	A. M.	A. M.	P. M.
GRAND RAPIDS.....		\$ 7.55	\$ 11.50	
MUSKEGON JCT.....		8.04	11.59	
PENN JCT.....		8.17	12.12	
WALKER.....	4.58	8.19	12.14	4.47
CONKLIN.....	5.10	\$ 8.29	12.23	4.56
RAVENNA.....	5.18	\$ 8.38	12.31	5.04
SULLIVAN.....	5.27	\$ 8.47	12.39	5.12
SHAW.....	5.45	9.02	12.52	5.27
MUSKEGON HGTS.....		\$ 9.06	\$ 12.56	
WESTERN AVE. JCT.....		9.16	1.06	
MUSKEGON(P.M.RY)		\$ 9.20	\$ 1.10	
Arrive	A. M.	A. M.	P. M.	P. M.
	57	521	523	21

MUSKEGON TO MUSKEGON JUNCTION—SOUTHWARD

STATIONS	FIRST CLASS			
	522	56	524	54
	Arrive A. M.	P. M.	P. M.	A. M.
GRAND RAPIDS.....	\$ 11.05		\$ 4.45	
MUSKEGON JCT.....	10.55		4.33	
PENN JCT.....	10.41		4.17	
WALKER.....	10.39	12.15	4.15	12.30
CONKLIN.....	10.29	12.04	\$ 4.03	12.24
RAVENNA.....	10.19	11.56	\$ 3.52	12.11
SULLIVAN.....	10.10	11.49	\$ 3.44	12.00
SHAW.....	9.56	11.35	3.31	11.40
MUSKEGON HGTS.....	\$ 9.52		\$ 3.27	
WESTERN AVE. JCT.....	9.47		3.22	
MUSKEGON(P.M.RY)	\$ 9.45		\$ 3.20	
Leave	A. M.	A. M.	P. M.	P. M.
	*DAILY EX. SUN. *522	DAILY 56	DAILY EX. SUN. *524	DAILY 54

MISSAUKEE JUNCTION TO FALMOUTH—NORTHWARD 25

STATIONS	FIRST CLASS			
	☆531 TUES. FRI.			
	Leave A. M.			
CADILLAC.....	\$ 6.20			
MISSAUKEE JCT.....	6.35			
WAGNER.....	6.51			
LAKE CITY.....	\$ 7.08			
VENEER JCT.....	\$ 7.25			
FALMOUTH.....	\$ 7.48			
Arrive	A. M.			
	531			

FALMOUTH TO MISSAUKEE JUNCTION—SOUTHWARD

STATIONS	FIRST CLASS			
	532			
	Arrive P. M.			
CADILLAC.....	\$ 12.35			
MISSAUKEE JCT.....	12.20			
WAGNER.....	F 11.45			
LAKE CITY.....	\$ 11.30			
VENEER JCT.....	11.05			
FALMOUTH.....	\$ 10.40			
Leave	A. M.			
	TUES. FRI. ☆532			

26 WALTON JUNCTION TO TRAVERSE CITY—NORTHWARD

STATIONS	FIRST CLASS			
	☆541 DAILY EX. SUN.			
	P. M.			
Leave				
WALTON JCT.	\$ 12.40			
SUMMIT CITY	F 12.55			
KINGSLEY	\$ 1.05			
MAYFIELD	F 1.15			
KEYSTONE	1.35			
TRAVERSE CITY	\$ 2.00			
Arrive	P. M.			
	541			

TRAVERSE CITY TO WALTON JUNCTION—SOUTHWARD

STATIONS	FIRST CLASS			
	542			
	A. M.			
Arrive				
WALTON JCT.	\$ 10.20			
SUMMIT CITY	F 10.00			
KINGSLEY	\$ 9.50			
MAYFIELD	F 9.40			
KEYSTONE	9.20			
TRAVERSE CITY	\$ 9.00			
Leave	A. M.			
	DAILY EX. SUN. ☆542			

KEGOMIC TO HARBOR SPRINGS—NORTHWARD 27

STATIONS	FIRST CLASS			
	☆551 DAILY EX. SUN.			
	A. M.			
Leave				
PETOSKEY	\$ 8.30			
KEGOMIC	8.36			
WEQUETONSING	M 8.50			
HARBOR SPRINGS	\$ 9.00			
Arrive	A. M.			
	551			

HARBOR SPRINGS TO KEGOMIC—SOUTHWARD

STATIONS	FIRST CLASS			
	552			
	A. M.			
Arrive				
PETOSKEY	\$ 9.50			
KEGOMIC	9.40			
WEQUETONSING	M 9.24			
HARBOR SPRINGS	\$ 9.20			
Leave	A. M.			
	DAILY EX. SUN. ☆552			

TRAINS WAIT FOR CONNECTION

JUNCTION	TRAIN	DUE	MINS. WAIT	CONNECTION FROM	DUE	REMARKS
KALAMAZOO	NO. 509 GRAND RAPIDS DIV.	4.10 A. M.	INDEFINITELY	NO. 56 MICHIGAN CENTRAL	3.35 A. M.	
	NO. 511 GRAND RAPIDS DIV.	12.15 P. M.	INDEFINITELY	NO. 44 MICHIGAN CENTRAL	12.07 P. M.	
	NO. 515 GRAND RAPIDS DIV.	3.40 P. M.	INDEFINITELY	NO. 4 MICHIGAN CENTRAL	3.35 P. M.	
	NO. 503 GRAND RAPIDS DIV.	8.35 P. M.	INDEFINITELY	NO. 42 MICHIGAN CENTRAL	8.33 P. M.	
	NO. 517 GRAND RAPIDS DIV.	8.35 P. M.	INDEFINITELY	NO. 42 MICHIGAN CENTRAL	8.33 P. M.	

U. S. MAIL WORK AT NON-STOP STATIONS

STATIONS	NORTHWARD					SOUTHWARD				
	537	539	511	503	517	508	506	514	516	
Huntertown.....				CD				CDJ		
LaOtto.....				CD				CDJ		
B. & O. Crossing.....	D	D								
Avilla.....				CD				CDJ		
Rome City.....	D	D		CD				CDJ		
Wolcottville.....				CD				CDJ		
Howe.....	D	D		CD						
Nottawa.....			CDJ			CD		CDJ		
Wasepi.....	DH	DH				CD	C	CDJ		
Mendon.....				CD		CD				
Plainwell.....	D	D								
Martin.....			CDJ			CD		CDJ		
Shelbyville.....			CDJ			CD		CDJ		
Bradley.....			CDJ			CD		CDJ		
Wayland.....	D	D	CDJ			CD	C			
Moline.....			CDJ			CD		CDJ		
Comstock Park.....	CDJ					CD				
Belmont.....	CDJ					CDJ				
Edgerton.....	CDJ					CDJ				
Sand Lake.....						CDJ				
Pierson.....	CDJ					CDJ				
Stanwood.....						CDJ				
Paris.....	CDJ					CDJ				
Reed City.....										
Ashton.....	CDJ					CDJ				
Hobart.....	CDJ					CDJ				
Manton.....								CD	CD	
South Boardman.....				D	D			CD	CD	
Kalkaska.....										
Leetsville.....	CDJ					CDJ				
Mancelona.....										
Walloon Lake.....	CDJ					CDJ				
Conway.....	CDJ					CDJ				
Oden.....	CDJ					CDJ				
Alanson.....										
Brutus.....	CDJ					CDJ				
Pellston.....										
Van.....	CDJ					CDJ				
Levering.....										
Carp Lake.....	CDJ					CDJ				

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

H—Pass station at reduced speed to exchange mail.

J—Stop on signal to receive or discharge bulky or fragile parcel post matter.

(Note—Letters and characters as used in this page have no reference to their application as provided for in S4.)

ARRANGED FREIGHT TRAIN SERVICE—NORTHWARD

STATIONS	GR-1 (2)	GR-3 (2)	GR-5 (1)	GR-7 (1)	GR-9 (5)	GR-11 (2)	GR-13 (2)	GR-15 (2)	GR-19 (3)	GR-21 (1)	GR-27 (2)	GR-31 (6)	GR-35 (7)	GR-37 (2)	GR-43 (2)
FORT WAYNE JUNCTION	A. M. 8.00	A. M. 8.00	A. M. 6.30	P. M. 7.30	A. M. 7.50	A. M. 5.50	A. M.	A. M.	A. M.	P. M. 11.00	P. M.	A. M.	A. M.	P. M.	A. M.
KENDALLVILLE	4.00	7.00	2.30	3.00	7.50				4.30	7.00					
WOLCOTTVILLE		3.00	5.00	5.45	3.50				6.45						
KALAMAZOO			8.00												
GRAND RAPIDS											6.30				
MUSKEGON											11.30				
CADILLAC			3.00	6.30		1.50	8.15					6.20	6.20		
LAKE CITY												7.08	7.08		
MERRITT												9.30	9.30		
MICHELSON													11.00		
WALTON JUNCTION													12.40		
TRAVERSE CITY													2.00		
PETOSKEY			2.00				4.15	7.30						8.30	
HARBOR SPRINGS														9.00	
MACKINAW CITY			3.30				10.40								
	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.	P. M.	A. M.	A. M.	P. M.	A. M.

① Daily.

② Daily Ex. Sunday.

③ Daily Ex. Monday.

④ Mon., Wed. and Fri.

⑤ Tues., Thurs. and Sat.

⑥ Tuesday only.

⑦ Friday only.

ARRANGED FREIGHT TRAIN SERVICE—SOUTHWARD

STATIONS	GR-2 (2)	GR-4 (2)	GR-6 (1)	GR-8 (1)	GR-10 (4)	GR-12 (2)	GR-14 (2)	GR-16 (2)	GR-20 (1)	GR-22 (2)	GR-28 (3)	GR-32 (6)	GR-36 (7)	GR-38 (2)	GR-42 (2)
FORT WAYNE JUNCTION	P. M. 12.45	P. M.	A. M. 7.30	P. M. 5.00	P. M.	P. M.	P. M.	P. M.	A. M. 7.00	P. M.	A. M.	P. M.	P. M.	A. M.	A. M.
KENDALLVILLE	4.45	4.15	12.15	10.00	3.45				11.00	9.45					
WOLCOTTVILLE		8.15	10.00	7.30	7.45					6.00					
KALAMAZOO			10.00	2.30	1.30						3.30				
GRAND RAPIDS															
MUSKEGON											12.15				
CADILLAC				6.30	5.30	2.00						2.20	5.00		
LAKE CITY				3.30								11.30	4.00		
MERRITT												10.00	1.00		
MICHELSON													12.01		
WALTON JUNCTION														10.20	
TRAVERSE CITY														9.00	
PETOSKEY				4.00		6.00	3.30								9.50
HARBOR SPRINGS															9.20
MACKINAW CITY				2.30		12.01									
	A. M.	A. M.	P. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.	P. M.	A. M.	A. M.

① Daily.

② Daily Ex. Sunday.

③ Daily Ex. Monday.

④ Mon., Wed. and Fri.

⑤ Tues., Thurs. and Sat.

⑥ Tuesday only.

⑦ Friday only.

**THE TICKET OFFICES OF STATIONS NAMED
BELOW WILL BE OPEN FOR THE SALE
OF TICKETS AS FOLLOWS:**

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
All Trains		Fort Wayne.....	All Trains	
All Trains		Huntertown.....		
All Trains		LaOtto.....	All Trains	
511	503	Avilla.....		
All Trains		Kendallville.....	All Trains	
511	503	Rome City.....		
511	514	Wolcottville.....		
514	506	LaGrange.....	506	506
514	508	Howe.....		
All Trains		Sturgis.....	All Trains	
All Trains		Wasepi.....		
514	511	Mendon.....		
All Trains		Vicksburg.....	All Trains	
All Trains		Kalamazoo.....	All Trains	
514	508	Plainwell.....		
All Trains		Martin.....		
All Trains		Shelbyville.....		
All Trains		Wayland.....	All Trains	
All Trains		Moline.....		
All Trains		Grand Rapids.....	All Trains	
537	508	Rockford.....		
537	508	Cedar Springs.....		
537	508	Sand Lake.....		
537	508	Pierson.....		
537	508	Howard City.....		
537	508	Morley.....		
537	508	Stanwood.....		
All Trains		Big Rapids.....	All Trains	
537	508	Paris.....		
All Trains		Reed City.....	All Trains	
537	508	Ashton.....		
537	508	LeRoy.....		
537	508	Tustin.....		
All Trains		Cadillac.....	All Trains	
All Trains		Manton.....	All Trains	
508	537	Fife Lake.....		
508	537	South Boardman.....		
All Trains		Kalkaska.....		
All Trains		Mancelona.....		
508	537	Alba.....		
509	537	Elmira.....		
508	537	Boyne Falls.....		
All Trains		Walloon Lake.....		
		Petoskey.....	All Trains	
		Bay View.....		
		Oden.....		
508	537	Alanson.....		
		Brutus.....		
508	537	Pellston.....		
508	537	Levering.....		
All Trains		Mackinaw City.....	All Trains	
All Trains		Conklin.....		
All Trains		Ravenna.....		
All Trains		Muskegon.....		
All Trains		Lake City.....		
All Trains		Falmouth.....		
All Trains		Kingsley.....		
All Trains		Traverse City.....		
All Trains		Wequetonsing.....		
All Trains		Harbor Springs.....		

SPECIAL INSTRUCTIONS.

S1. A rule referred to by number, unless otherwise specified, is a rule in the Book of Rules.

Employees whose duties are affected by time-table must have with them while on duty a copy with all effective supplements properly inserted for all divisions or foreign railroads over which they are qualified to run.

TRAIN RULES.

S2. STANDARD TIME.

S2A. Central Standard Time applies on this division as indicated on the cover and title pages.

D201. Standard clocks are located as follows:

Dock Siding.....Block Station.
 Hughart.....Block Station.
 Grand Rapids...{GN Telegraph Office.
 {Engine House.
 Cadillac.....Ticket Office.
 North Yard.....Block Station.
 Traverse City...Block Station.
 Petoskey.....Engine House.
 Mackinaw City Block Station.

TIME TABLE.

S3. SYMBOLS.

S3A. The following symbols will be used as indicated by Rule 5—@ @ @ @, etc.

S4. LETTERS AND CHARACTERS:

S4A. Rule 6 amplified:

The following letters and characters indicate:—

- R**—Regular stop.
- F**—Stop on signal to receive or discharge passengers.
- A**—Stop on signal to receive passengers.
- B**—Stop on signal to discharge passengers.
- C**—Regular stop to receive passengers.
- D**—Regular stop to discharge passengers.
- E**—Regular stop for express, mail, milk, newspapers or marketing.
- G**—Regular stop, Saturday only.
- H**—Regular stop to receive passengers, Saturday only.
- J**—Regular stop to discharge passengers, Saturday only.
- K**—Regular stop, Sunday only, to receive or discharge passengers.
- L**—Stop on signal, Sunday only, to discharge passengers.
- ‡**—Unattended Block Station.
- No baggage service.
- ⊙**—No baggage service Sunday.
- ◇**—Passenger train—No train baggageman.
- ☆**—Passenger train—Schedule assigned to handle passengers and freight equipment.
- ✱**—Passenger train—Schedule assigned to gas or gas electric rail motor cars.
- ‡**—Indicates trains that will not be operated on New Year's, Memorial, Independence, Labor, Thanksgiving and Christmas Days, or on Monday following when any of these holidays fall on Sunday.

D401.

M—Stop on signal to receive or discharge passengers to and including October 31, 1930.

N—Stop on signal to receive passengers for points north of Cadillac.

O—Stop on signal to discharge passengers from points north of Cadillac.

R—Stop on signal to discharge passengers from or to receive passengers for points south of Kalamazoo.

T—Stop on signal to discharge passengers from or to receive passengers for points on Michigan Central R. R. beyond Kalamazoo.

V—Stop on signal to discharge passengers from or to receive passengers for Grand Rapids and Fort Wayne and beyond.

W—Stop on signal to receive passengers for Fort Wayne and beyond.

Z—Stop on signal Sunday only to receive passengers for Fort Wayne and beyond, to and including October 31, 1930.

S5. COLOR SIGNALS.

S5A. At the end of double track where switches are not interlocked, when the switch is set for trains to move in normal direction, switch lamp will display white disc (green light at night). When the switch is set against train movement in normal direction, switch lamp will display red disc (red light at night).

D501. A track covered by a slow order, other than a train order or time-table Special Instructions, will be indicated by yellow flag or light placed to right of track a sufficient distance ahead of the obstruction to reduce from maximum authorized speed to the speed required at point of obstruction.

A green flag or light placed to right of track marks the end of restricted territory.

S6. HAND, FLAG AND LAMP SIGNALS.**S7. ENGINE WHISTLE SIGNALS.**

D701. Trains between Spy Run and Junction and on Dock Siding and Vine Siding or track connecting these sidings will be governed by Rule 14(dc) and 14(eg) to call in flagman.

D702. Rule 14 (l) amplified:

Sound	Indication
— — — o o	Approaching public crossings at grade, to be prolonged or repeated until crossing is reached, unless otherwise provided; also when view is obscured by weather and other conditions, approaching interlocking plants, stations, yards or other points where men may be at work on tracks.

S8. EMERGENCY WHISTLE AND HORN SIGNALS AT INTERLOCKING PLANTS.**S9. COMMUNICATING SIGNALS.**

D901. Passenger trains must be started by the communicating signal. When train is ready to start, signal will be passed from the rear end by hand or lamp, and the trainman nearest the engine will give the communicating signal to start train,

except when necessary to recall the flagman, the communicating signal to start train will be given from the rear. When the communicating signal is inoperative, and after proper understanding with engineman, a hand or lamp signal will be given by the trainman nearest the engine.

D902. Rule 16 amplified:

Sound	Indication
(ja) o o o o o	When standing—deplete brake pipe pressure.

S10. TRAIN SIGNALS.

D1001. Rule 17a amplified:

(g) Approaching a fixed signal affecting the movement of the train when the weather conditions are such that, in the judgment of the engineman, his view of the signal will be thereby improved.

D1002. On all portions of the division, including single track, the display of white flags and white lights, as prescribed by Rule 21, will be omitted on all extra trains except passenger extras.

(Single Track) A regular train will be identified by its engine number.

A train must be informed by train order as to the number of the engine on an opposing superior regular train; however, if the engine number is not received by train order, the identification will be made by a personal conference between the conductors and engineman of trains involved.

A train will obtain from the signalman the number of the engine on a superior regular train in the same direction it is moving.

When a regular train is named in a train order by its schedule number, the engine number must be stated in addition to the schedule number.

Signalmen must observe and record the engine number on regular trains, and when reporting them will give the engine number in addition to the train number.

D1003. Michigan Central and Pere Marquette trains may display green instead of yellow as marker indication within Grand Rapids yard limits.

G.T.W. trains may display green instead of yellow as marker indication between Shaw and Walker.

D1004. Rule 26 amplified:

When a blue flag or blue light is placed at one or both ends of an engine, or cars to which an engine is attached, the Engineman and Fireman must be notified, they must also be notified when the blue flag or blue light is removed.

S11. USE OF SIGNALS.

S11A. Rule 99 amplified:

When a pusher engine assisting a train is coupled behind the cabin car, and the flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fuseses should be met by throwing a fusee off between the cabin car and pusher engine on the track the train is using and not dropping them between that track and adjoining track.

D1101. Proper application of Rule 27 in connection with Rule 287, Figure 1:

The absence of a marker light does not prevent correct reading of the signal, but should be reported from the next point of communication where it can be done without serious delay to the train.

D1102. Rule 34—In calling signals, the name as it appears in the Book of Rules shall be used omitting the word "signal," except Rule 275.

S12. SUPERIORITY OF TRAINS.

D1201. Southward trains are superior by direction to trains of the same class in the opposite direction, except northward trains between Kegonic and Harbor Springs are superior by direction to southward trains of the same class in the opposite direction.

S13. BULLETIN BOARDS.

D1301. Location of bulletin board points on this Division where all General Orders of this Division will be posted and delivered.

General Orders of other Divisions will be posted and delivered at points on this Division as indicated.

Location	Other Divisions	Zones
WOLCOTTVILLE..Block Station	Fort Wayne	C
KALAMAZOO..{ Engine House Dock Siding Block Station	Fort Wayne	C
	Fort Wayne	C
GRAND RAPIDS.....{ Hughart Block Station Engine House	Fort Wayne	C
	Fort Wayne	C
	Fort Wayne	C
	GN Telegraph Office	C-F-G D
MUSKEGON.....{ Engine House Freight Office		
CADILLAC.....{ Passenger Station Yard Office		
TRAVERSE CITY.....{ Engine House Block Station		
PETOSKEY.....Engine House		
MACKINAWCITY..Freight Office		

S14. GENERAL ORDERS.

S14A. Rule 75 amplified:

D1401. 1. Conductors and enginemen must have a copy of all General Orders that pertain to any portion of a General Order Zone over which they are qualified to run either in part or as a whole. Conductors and enginemen will not be required to understand a General Order pertaining to territory over which they are not qualified to run.

The qualification page in each conductor and engineman's Home Division time table must show their Home Division, Name, Occupation and all General Order Zones over which they are qualified to run either in part or as a whole. If a conductor or engineman is qualified to run over a Foreign Division, the qualification page in their time table for that Division must show General Order Zones of that Division over which they are qualified to run.

The Bulletin Board Attendant will be governed accordingly in checking time tables.

2. The Bulletin Board Attendant will supervise the handling of the employee's register, matters pertaining to General Orders and delivery of time slips to conductors and enginemen.

He must personally witness the signatures of conductors and enginemen on their register, personally inspect time-tables to ascertain that they contain all General Orders as outlined in paragraph (1), punch and insert sticker copies of such General Orders in time-tables, and, after each conductor and engineman has registered and had his time-table verified as to containing all copies of General Orders required, he will cancel the figures on Form "Z" so as to indicate the date of reporting for duty and numbers of necessary General Orders, then deliver to the person presenting the time-table and Form "Z" his time slip and Form "Z" properly prepared.

An additional Form "Z" card or cards must be used if a conductor or engineman is qualified to run over more than eight (8) General Order Zones and a notation made following his name indicating the number of cards.

If a conductor or engineman reports for duty at a point where the General Orders received do not cover all the territory over which he is qualified to run, the General Order Clearance received there does not apply to territory not covered by General Orders sent there and he must not run over such territory until after having received General Order Clearance at a point to which General Orders covering it are sent, unless otherwise instructed by the Superintendent of that territory.

The use of a receipted card furnished by the Bulletin Board Attendant, and as referred to in the second paragraph of Rule 75, also the use of column with caption "last General Order" on employee's register, will be discontinued.

The method of preparing Form "Z" is as follows: To indicate date of reporting for duty, cancel the star under proper date; however, if a conductor or engineman reports for duty twice on the same date, cancel the figure or figures of that date to indicate the second time reporting for duty. To indicate General Order information, cancel the star under proper number. The figures 1 to 9, inclusive, represent the last figure of numbers above an even hundred, and from 10 on the last two figures above an even hundred. The use of this punch must be confined to the Bulletin Board Attendant.

When a new time-table is effective, or after a Form "Z" card is used up, it must be turned in to the Bulletin Board Attendant, who will prepare a new card as follows:

At the end of a month, with no change in time-table, prepare a new card in such a manner as to show the same General Order information as was shown on the old card, and proper information for first trip.

When a new time-table is effective, the information shown on the old Form "Z" card need not be shown on the new one, but proper information for first trip must be shown.

Cards turned in must be sent to the Superintendent by the Bulletin Board Attendant.

3. Before starting out on a run the engineman must show his General Orders to his fireman, and when he has no conductor he must also show his Form "Z" to his fireman. The conductor must show his General Orders to his trainmen.

4. When conductors and enginemen compare time, as required by Regulations 803, 807 and 817, they must in addition be governed as follows:

(a) Check the qualification page in each other's time-tables to determine necessary qualification information for that trip.

(b) Check the latest General Orders in each other's time-tables.

(c) Compare their Forms "Z" for that trip.

5. In the application of these instructions, a pilot will be regarded the same as a conductor or engineman.

6. The foregoing instructions apply to conductors and enginemen when serving in that capacity.

All qualified conductors and enginemen when not serving in that capacity must be provided with a Form Z, and when they register at the beginning of each day's work present to the bulletin board attendant their time-tables and have necessary General Orders inserted, also present their Form Z to be punched as provided by instructions covering conductors and enginemen serving in that capacity.

D1402. General Order Zones of this Division are as follows:

A. Mackinaw City and Comstock Park, including Missaukee, Traverse City and Harbor Springs Branches.

B. Grand Rapids Yard Limits.

C. Hughart and Junction.

D. Muskegon Branch.

General Orders for each zone will be numbered consecutively followed by the proper Zone letter.

S15. TRACK ASSIGNMENTS.

D1501. (Double Track).

Winter Street and Second Ave., Jct.

D1502. There are three main tracks between Bartlett St. Junction and Second Ave. Junction. The most easterly track (adjacent to M. C. main track) operated as single track, the two westerly tracks via Wealthy St. Junction operated as double track.

Pennsylvania first class trains use single track between Bartlett St. Junction and Second Ave. Junction.

Yard engines and Pere Marquette Detroit Division first class trains use northward and southward main tracks between Second Ave. Jct. and connections with Union Station tracks Williams St.

Pere Marquette Chicago-Petoskey Division first class trains use main track Plaster Mill branch between Godfrey Ave. and Wealthy St. Junction and northward and southward main tracks between Wealthy St. Junction and connections with Union Station tracks Williams St.

Michigan Central trains and Yard Engines use northward main track between Michigan Central crossover Williams St. and Union Station tracks.

Trains other than passenger trains use northward and southward yard leads (formerly known as northward and southward sidings) between Second Ave. Jct. and Silver Creek, Hughart.

D1503. When siding switches are numbered the following will apply:

Only those main track switches connecting a siding used in train movement will be numbered, No. 1 being the most southward switch, with the numbers increasing toward the north.

When trains meet at a numbered switch by train order, the train which can enter the siding without backing must do so.

In the use of sidings at Conlog and Fisher, northward trains will use north siding and southward trains south siding unless otherwise instructed.

S16. MOVEMENT OF TRAINS.

D1601. Train Dispatchers in charge of train movements are located at Grand Rapids.

D1602. Trains and engines will run between Second Ave. Jct. and Winter St. prepared to stop within range of vision.

Signalmen may authorize trains and engines to run against current of traffic within this territory.

D1603. Switch tenders located and handle switches as follows:

Vine Siding	Switch 1.
Fox	Crossover and wye switches 5.30 A. M. to 9.30 P. M.
Wealthy St. Jct.	Crossover and junction switches.
Sunnyside (Godfrey Ave.)	Crossover and junction switches.
Bartlett St. Jct.	Junction switch Bartlett St. Jct.
Williams St. Jct.	Pennsylvania and Michigan Central crossover switches and switches leading to shed tracks.
Fulton St.	Crossover and switches leading to shed tracks. A-28 track switch and derail.
Winter St.	Switch at end of double track.
Shaw	Junction switch.

D1604. Movement of trains and engines between Bartlett St. Jct. and Williams St. Jct. are governed by hand signals from switch tenders.

D1605. Northward trains on Plaster Mill branch after stopping at stop post Wealthy St. Jct. will proceed only on receiving proceed hand signal from switch tender.

Trains approaching Wealthy St. Jct. on northward and southward main tracks will stop before fouling junction and crossover switches unless proceed hand signal is received from switch tender. After stopping will proceed only on receiving proceed hand signal from switch tender.

D1606. Movement of trains and engines on Plaster Mill branch between Wealthy St. Jct. and Sunnyside is under direction of switch tenders.

Proceed hand signal from switch tender is authority for trains or engines in either direction to run between Wealthy St. Jct. and Sunnyside prepared to stop within range of vision, and are relieved from observing Rule 83 at Wealthy St. Jct. and Sunnyside.

D1607. Northward trains after stopping at stop post Bartlett St. Jct., will proceed only on receiving proceed hand signal from switch tender.

D1608. Trains approaching Williams St., Fulton St. and Sunnyside will stop before fouling clearance point of all switches and routes unless proceed hand signal is received from switch tender. After stopping will proceed only on receiving proceed hand signal from switch tender.

Switch tender Sunnyside will use yellow hand signal for movements to or from Plaster Mill branch single track.

D1609. Movement of trains, other than passenger trains, between Vine Siding and Dock Siding is under direction of the signalman at Dock Siding.

The display of Standard Signal Aspects, Rule 280, Fig. 3 or Rule 287, Fig. 3 at Vine Siding or Dock Siding will permit the use of main track between Vine Siding and Dock Siding by other than passenger trains, in accordance with Special Instruction D1801.

When through movement is to be made between Vine Siding and Dock Siding, conductor or engineman need not notify signalman before entering the block at Vine Siding or Dock Siding.

D1610. Trains will use following tracks expecting to find cars thereon:

Grand Rapids Northward and southward main tracks between Williams St. and Fulton St.

Fuller South lead of siding—7.00 A. M. to 3.00 P. M.

Harbor Springs Main track opposite passenger station.

D1611. Trains may enter Petoskey siding to clear under the rules but permission to make further movements thereon must be obtained from signalman at Petoskey.

D1612. In the application of Rule 5, schedule time will apply as follows:

Vine Siding Switch 1, Vine Siding.

Kalamazoo Northward — Switch 3, Vine Siding.
Southward — Switch 2, Vine Siding.

Traverse City House track switch.

Petoskey Northward — Switch 4, Petoskey.
Southward — Switch 3, Petoskey.

Mackinaw City Crossover switch — South end run-around track.

S16A. Rules 83 and 83a.

The information required by rules 83 and 83a must be obtained as indicated below:

D1613. Rule 83—Signalman, after consulting the train dispatcher will furnish clearance message, form CT 1246, and deliver under the rule governing the delivery of "19" train orders. If this information is given by the train dispatcher to a train before reaching the point where clearance is required, it should be done by a train order.

Rule 83A. Verbally by Signalman or by Signal indication.

S16B. Rule 98.

D1614. In accordance with Rule 98, stop must be made at the following non-interlocked railroad crossings:

PLACE AND RAILROAD CROSSING	PERMITS TRAINS ON TRACKS ON THIS DIVISION TO CROSS AFTER STOPPING
Fort Wayne N. Y. C. & St. L. R. R.	Gate in clear position. Indicated at night by green light.
Fort Wayne N. Y. C. & St. L. R. R.	Target vertical. Indicated at night by two red lights.
Kalamazoo N. Y. C. R. R.	Target vertical. Indicated at night by two red lights.
Grand Rapids (Plaster Mill Main Track.) U. S. Ry.	Gate in clear position. Indicated at night by green light. Normal position of gate is for P. R. R. trains. Operated by U. S. Ry. employees only.
Grand Rapids (Plaster Mill Anti-Kalsomine track.) U. S. Ry.	Gate in clear position. Indicated at night by green light. Normal position of gate is against P. R. R. trains. Operated by P. R. R. employees only.
Grand Rapids Godfrey Mill Spur, M. C. R. R.	Gate in clear position.
Winter Street P. M. Ry.	Target vertical. Indicated at night by two red lights.
Shawmut Avenue N. Y. C. R. R.	Target vertical. Indicated at night by two red lights.
Fuller G. T. W. Ry.	Gate in clear position. Indicated at night by green light.
Comstock Park P. M. Ry.	Target vertical. Indicated at night by two red lights.
Reed City P. M. Ry.	Target vertical. Indicated at night by two red lights.
Reed City P. M. Ry. (Horner Track.)	Gate in clear position.
Cadillac (Gimlet track) A. A. R. R.	Gate in clear position.
Muskegon Heights (Main Line) M. R. & N. Co.	No signal. It must be known that crossing is clear before proceeding.
Muskegon Heights (Industrial Spur) M. R. & N. Co.	Gate in clear position.
Muskegon P. M. Ry. (Main Line.) (B-18 track.)	Gate in clear position.
Western Avenue (Dock Station tracks) P. M. Ry.	Target horizontal.

D1615. The following non-interlocked railroad crossings may be used without stopping:

PLACE AND RAILROAD CROSSING	PERMITS TRAINS ON TRACKS ON THIS DIVISION TO CROSS WITHOUT STOPPING
Grand Rapids (Front Avenue) M. C. R. R.	Gate in clear position. Indicated at night by green light. Trains must approach crossing under control and when gate in clear position and crossing clear, may proceed without stopping at a speed not exceeding fifteen (15) miles per hour.
Fruitport Jct. P. M. Ry.	
Big Rapids P. M. Ry.	
Alba M. C. R. R.	Gate in clear position. Indicated at night by green light. Trains must approach crossing under control and when gate in clear position and crossing clear, may proceed without stopping at a speed not exceeding twenty (20) miles per hour.

S16C. Rules 106 and 106a.

S16D. Rules 251, 253, 254.

D1616. (Double Track) Rules 251, 253, and 254 are in effect.

S16E. HIGHWAY GRADE CROSSING PROTECTION.

D1617. Automatic Highway Grade Crossing signals do not operate for trains running on other than main tracks. Trains running on other than main tracks must use care to avoid accidents, sounding a second warning whistle, Rule 14L, when necessary.

Automatic Signals at following locations are manually controlled for trains and engines running on both main track and siding during period indicated:

Location	Manually operated
Kalamazoo	First St. Third St. Parsons St. Patterson St. Bush St.
Cadillac	Mason St. Harris St.
Petoskey	Petoskey St. State St. Michigan St. Howard St. Mitchell St. Lake St.
	6:00 A. M. to 6:00 P. M.
	8:00 A. M. to 6:00 P. M. Daily except Sunday.
	6:00 A. M. to 2:00 P. M. Daily except Sunday.

At highway grade crossings protected by Automatic Highway Grade Crossing signals, before making a reverse movement or a forward movement after making a reverse movement, it must be known that the Highway Grade Crossing signals are operating, or the movement must be otherwise protected.

S17. MOVEMENT BY TRAIN ORDERS.

D1701. While a train order signal is displayed in the direction of an approaching train or trains, it must not be passed by any such train on any track except as provided in the last paragraph of Rule 221a.

D1702. Employes copying train orders direct from the Train Dispatcher or Signaller, will endorse thereon their name and occupation and at end of tour of duty forward same to the Division Operator.

S18. YARDS AND YARD INSTRUCTIONS.

D1801. Rules 93 and 317d amplified:

The use of the main track within yard limits authorized by Rules 93 and 317d applies to engines not authorized by timetable schedule or train order to use the main track within yard limits, and they may do so without train orders. Under Manual Block operation, before entering the block, the conductor or engineman must notify the signalman when it is desired to make such a yard movement; they must not exceed a speed of 15 miles per hour, prepared to stop short of other yard movements, extra trains or obstructions; they are not required to protect against other yard movements and extra trains.

Rules 19 and 21 will not apply to such yard movements, but by night at least one red light must be displayed on the rear, and if the movement is made past a block station by day at least one yellow flag must be displayed on the rear to indicate the rear.

Except as hereby provided, all Rules and Special Instructions applicable to trains must be observed.

D1802. Yards indicated by Yard Limit boards are located at:

Junction — Fort Wayne
Sheldrake—County Spur
Hughart—Comstock Park
Cadillac—North Yard
Formans—Petoskey
Mackinaw City
Muskegon Jct.
Fruitport Jct.—Muskegon
Traverse City

5.30 A. M. to 5.30 P. M. daily except Sunday

Kendallville
Wolcottville
Sturgis
Vicksburg
Big Rapids
Reed City

S18A. Rule 97.

S19. SPEED TABLE.							
Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
Min. Sec.	Hour	Min. Sec.	Hour	Min. Sec.	Hour	Min. Sec.	Hour
0.51	70.59	1.27	41.38	2.02	29.51	2.37	22.93
0.52	69.23	1.28	40.91	2.03	29.27	2.38	22.78
0.53	67.92	1.29	40.45	2.04	29.03	2.39	22.64
0.54	66.67	1.30	40.00	2.05	28.80	2.40	22.50
0.55	65.45	1.31	39.56	2.06	28.57	2.41	22.36
0.56	64.29	1.32	39.13	2.07	28.35	2.42	22.22
0.57	63.16	1.33	38.71	2.08	28.13	2.43	22.09
0.58	62.07	1.34	38.30	2.09	27.91	2.44	21.95
0.59	61.02	1.35	37.89	2.10	27.69	2.45	21.82
1.00	60.00	1.36	37.50	2.11	27.48	2.46	21.69
1.01	59.02	1.37	37.11	2.12	27.27	2.47	21.56
1.02	58.06	1.38	36.73	2.13	27.07	2.48	21.43
1.03	57.14	1.39	36.36	2.14	26.87	2.49	21.30
1.04	56.25	1.40	36.00	2.15	26.67	2.50	21.18
1.05	55.38	1.41	35.64	2.16	26.47	2.51	21.05
1.06	54.55	1.42	35.29	2.17	26.28	2.52	20.93
1.07	53.73	1.43	34.95	2.18	26.09	2.53	20.81
1.08	52.94	1.44	34.62	2.19	25.90	2.54	20.69
1.09	52.17	1.45	34.29	2.20	25.71	2.55	20.57
1.10	51.43	1.46	33.96	2.21	25.53	2.56	20.45
1.11	50.70	1.47	33.64	2.22	25.35	2.57	20.34
1.12	50.00	1.48	33.33	2.23	25.17	2.58	20.22
1.13	49.32	1.49	33.03	2.24	25.00	2.59	20.11
1.14	48.65	1.50	32.73	2.25	24.83	3.00	20.00
1.15	48.00	1.51	32.43	2.26	24.66	3.15	18.46
1.16	47.37	1.52	32.14	2.27	24.49	3.30	17.14
1.17	46.75	1.53	31.86	2.28	24.32	3.45	16.00
1.18	46.15	1.54	31.58	2.29	24.16	4.00	15.00
1.19	45.57	1.55	31.30	2.30	24.00	5.00	12.00
1.20	45.00	1.56	31.03	2.31	23.84	6.00	10.00
1.21	44.44	1.57	30.77	2.32	23.68	6.46	8.87
1.22	43.90	1.58	30.51	2.33	23.53	7.30	8.00
1.23	43.37	1.59	30.25	2.34	23.38	8.34	7.00
1.24	42.86	2.00	30.00	2.35	23.23	10.00	6.00
1.25	42.35	2.01	29.75	2.36	23.08	12.00	5.00
1.26	41.86						

S20. SPEED RESTRICTIONS.

S20A. On account of braking arrangement, when passenger trains have class X-25, X-29, R-7, R-F, or other types of freight cars equipped for passenger train service, they must have passenger equipment cars in proportion to freight cars, not less than:

1 passenger to 1 freight, when lading is between 25,000 and 50,000 pounds.

2 passenger to 1 freight, when lading is between 50,000 and 75,000 pounds.

3 passenger to 1 freight, when lading is between 75,000 and 100,000 pounds.

For two such passenger equipped freight cars operated, the lading of which is less than 25,000 pounds, at least one regular passenger equipment car must be included in the make-up of the train.

1 empty freight car of the same type to equal 1 passenger car.

Otherwise the train must not be operated exceeding the highest speed restrictions which apply to freight trains.

When freight cars not equipped for passenger train service are placed in a passenger train, the above speed restrictions apply, and the train must be operated with the air pressures which apply to freight trains.

The weight of lading in an express car loaded with mixed freight does not normally exceed 25,000 pounds. Occasional shipments in carload lots of castings, Scenery, etc., do exceed 50,000 pounds. In the latter case the weight of lading may be ascertained from the Express Company.

Class R-7 and R-F milk cars average 215 cans, maximum 225 cans. A 40-quart can of milk weighs 100 pounds, a 46-quart can 125 pounds, ice 5 tons, so that the weight of lading would be less than 50,000 pounds. R-7 cars equipped with shelves will carry 400 cans of milk; if these are of 40-quart capacity, weight of lading and ice will be 50,000 pounds; 46-quart capacity, weight of lading and ice will be 60,000 pounds, based on full load.

Freight cars to comply with the above instructions must be equipped with steam heat line, air signal line, ten-inch air brake cylinder, three position retaining valve, E-7 safety valve, H-2 triple valve and steel wheels.

D2001. MAXIMUM SPEED.

Miles
Per Hour

Unless otherwise specified:

MAIN LINE:

Between Junction and Grand Rapids:

With passenger engines 60

With freight engines 45

Gas-electric cars 60

Between Grand Rapids and Mackinaw City:

With passenger engines 50

With freight engines 45

Gas-electric cars 50

PASSENGER TRAINS.....

MUSKEGON BRANCH:

With passenger engines 50

With freight engines 45

Gas-electric cars 50

MISSAUKEE BRANCH:

With passenger or freight engines 25

Gas-electric cars 25

TRAVERSE CITY BRANCH:

With passenger or freight engines 25

Gas-electric cars 25

Unless otherwise specified:

MAIN LINE:

Between Junction and Grand

Rapids 40

Between Grand Rapids and Alba 35

Between Alba and Mackinaw City 30

MUSKEGON BRANCH: 35

MISSAUKEE BRANCH: 25

TRAVERSE CITY BRANCH: 25

HARBOR SPRINGS BRANCH: 25

CIRCUS

TRAINS..... Unless otherwise specified 20

MAIN LINE:

Between Junction and Cadillac

Boom trailing 25

Boom forward 20

Between Cadillac and Mackinaw City

Boom trailing 20

Boom forward 15

MUSKEGON BRANCH:

Boom trailing 20

Boom forward 15

MISSAUKEE BRANCH: 15

TRAVERSE CITY BRANCH: 15

HARBOR SPRINGS BRANCH: 15

TRAINS HAULING WRECK OR INDUSTRIAL DERRICKS

Note—Where speed of freight trains is restricted by time table or otherwise to less than maximum authorized speed, the speed of wreck trains or trains hauling wreck or industrial derricks, will be five miles per hour less than freight train restriction if boom is trailing and ten miles per hour less if boom is forward, except when the restriction for freight trains is limited to ten miles per hour or less, the speed restriction for wreck trains or trains hauling wreck or industrial derricks will be the same as for freight trains.

Miles
per Hour

When necessary to clear the main track, engines with any main or side rods disconnected may be moved to a terminal not exceeding the following speeds:

N-1-s	
C-1	8
I-1-s	
All others	15

If engines with any main or side rods disconnected while on the main track, have interference between crosshead or guide and front crank pin, on account of front wheels getting out of register, Enginemen must notify the Superintendent and receive instructions for further movement.

When it is necessary to move a light engine with any main or side rods disconnected, from a terminal to another point, the Master Mechanic or Road Foreman of Engines will notify the Superintendent the speed permitted before the engine is dispatched and the latter will then issue the necessary instructions. Rule 750 Amplified.

Dead engines of a design having two or three pairs of drivers and no trucks may be moved at speeds not exceeding 20

Dead engines of a design having four pairs of drivers and no trucks shall be restricted to speeds not exceeding 25

Two or more dead engines in the same train shall be separated by one or more cars.

When running without trucks.... 15

The following classes of engines must not exceed speed as indicated:

CLASS	FORWARD			Back-wards
	With Train		Light	
	Passr.	Frt.		
A.....		15	15	15
B.....		20	20	20
C.....		20	20	20
D.....	70	40	50	25
E.....	70	40	50	25
G.....	70	40	50	25
H.....	50	50	50	25
I.....	40	40	40	25
K.....	70	50	50	25
L.....	50	50	50	25
M.....	70	50	50	25
N.....	50	50	50	25

ENGINES

Miles
Per Hour

TRACK CARS

Unless otherwise specified	20
When hauling trailers loaded with material	10
Over switches, frogs, street and highway crossings	5

TRACKS

On sidings	15
Through all main track turn-outs, except where otherwise specified	10

DISTANT SIGNALS

LaOtto Northward	35
LaOtto Southward	35
Avilla Northward	35
Avilla Southward	35

CURVES

MAIN LINE:	
Reverse curve south of M. P. 96	40
First north of Kendallville	45
First north of M. P. 127 (Rome City)	50
Reverse curves at M. P. 200	30
Reverse curves at M. P. 325	30
MUSKEGON BRANCH:	
First south of Ravenna	30
MISSAUKEE BRANCH:	
Reverse curves ½ mile north of Veneer Jct. (Merritt Spur)	10
First and second north of Mynnings	10

D2002

BRIDGES

LOCATION	CLASS OF ENGINES						
	E2sd E7s	G5s K2s	K3s K4s	H6s H8s	H9s H10s	L1s	N2s
	Miles per Hour						
MAIN LINE							
234.33 Grand River..... Grand Rapids.....	---	15	10	20	15	10	5
350.66 Manistee River South of Walton Junction.....	25	25	10	30	25	10	10
TRAVERSE CITY BRANCH							
367.84 Boardman River North of Mayfield	30	30	20	30	25	20	20

D2003. VARIOUS:

Miles
per Hour

PASSENGER TRAINS

Between M.P. 96½ and M.P. 114	40
Between M.P. 122 and M.P. 124½	45
Between M.P. 150½ and M.P. 154½	45
Over M.C. Crossing, Wasepi	25
Between M.P. 173 and 900 feet north of G. T. W. Crossing, Vicksburg	25
Between M.P. 183½ and M.P. 184	20
Through Kalamazoo city limits between Michigan Traction Co. undergrade and ½ mile south of Dock Siding	10
Over N.Y.C. Crossing, Plainwell	25
Between M.P. 231 and M.P. 237	20
Between M.P. 237 and M.P. 245	40

PASSENGER TRAINS.....

	Miles Per Hour
Between M. P. 250 and M. P. 252. Over G. T. W. Crossing, Cedar Springs.....	40
Between M.P. 260 and M.P. 267½ Over Lincoln St., Bitner St. and Todd Avenue, Reed City.....	30
Between Boulevard Drive Cadillac and A. A. Crossing, Cadillac....	40
Between A. A. Crossing and Pas- senger Station, Cadillac.....	10
Between Passenger Station, Cadillac and M. P. 333.....	20
Between M. P. 333 and M. P. 344. Between M. P. 356 and M. P. 366. Between M. P. 377½ and M. P. 378½.....	40
Over M. C. Crossing, Alba.....	20
Between M. P. 401 and M. P. 409. Between M. P. 417 and M. P. 421. Between M. P. 423 and M. P. 424. Between M. P. 424 and M. P. 425.	40
Over second highway crossing south of Alanson (Warren St.). Between M.P. 456 and M.P. 456½	15
MUSKEGON BRANCH: Over Alpine Ave., Grand Rapids. Between Muskegon Jct. and M. P. 7.....	40
Between M. P. 7 and M. P. 10... Between M. P. 10 and M. P. 12.5 Between M. P. 27 to Acorn St., Muskegon Heights (M.P. 37.7) Between Acorn St. and Western Ave., Muskegon.....	40
TRAVERSE CITY BRANCH: Over East Eighth, Washington, Webster, State and East Front Streets, Traverse City.....	15
MISSAUKEE BRANCH: Between Sandstown and Lake City Between Sandstown and Merritt. Between Merritt and Michelson.. Between Veneer Jct. and Falmouth	8

FREIGHT TRAINS.....

MAIN LINE: Between M.P. 96½ and M.P. 114 Between M.P. 122 and M.P. 124½ Between M. P. 127 and M. P. 128 Between M.P. 150½ and M.P. 154½.....	30
Over M. C. Crossing, Wasepi... Between M.P. 173 and 900 feet north of G. T. W. Crossing, Vicksburg.....	25
Between M.P. 183½ and M.P. 184 Through Kalamazoo city limits between Michigan Traction Co. undergrade and ½ mile south of Dock Siding.....	20
Over N. Y. C. Crossing, Plainwell Between M.P. 231 and M.P. 237 Between M.P. 237 and M.P. 252 Over G. T. W. Crossing, Cedar Springs.....	30
Between M.P. 260 and M.P. 267½ Between M. P. 273½ and M. P. 285½.....	30
Between M. P. 293 and M. P. 296 Over Lincoln, St., Bitner St., and Todd Avenue, Reed City.....	30

Miles
Per Hour

FREIGHT TRAINS.....

Between M. P. 320 and Boulevard Drive, Cadillac.....	30
Between Boulevard Drive, Cadil- lac and A. A. Crossing, Cadillac	20
Between A. A. Crossing and Pass- enger Station, Cadillac.....	10
Between Passenger Station, Cadil- lac and M. P. 333.....	20
Between M. P. 333 and M. P. 344 Between M. P. 351 and M. P. 354. Between M. P. 356 and M. P. 366 Between M. P. 377½ and M. P. 378½.....	30
Over M. C. Crossing, Alba.....	20
Between M. P. 401 and M. P. 409. Between M. P. 417 and M. P. 421. Between M. P. 423 and M. P. 424. Between M. P. 424 and M. P. 425. Over second highway crossing south of Alanson (Warren St.). Between M.P. 456 and M.P. 456½	20
MUSKEGON BRANCH: Over Alpine Ave., Grand Rapids. Between M.P. 2.6 and M.P. 10.. Between M.P. 27 and Acorn St., Muskegon Heights (M.P. 37.7) Between Acorn St., Muskegon Heights and Western Avenue, Muskegon.....	15
TRAVERSE CITY BRANCH: Between M. P. 19 and M. P. 20.. Between M. P. 22 and M. P. 23.. Over East Eighth, Washington, Webster, State and East Front Streets, Traverse City.....	8
MISSAUKEE BRANCH: Between Sandstown and Lake City Between Sandstown and Merritt. Between Merritt and Michelson.. Between Veneer Jct. and Falmouth	10

D2004. MINIMUM RUNNING TIME FOR PASSENGER TRAINS EITHER DIRECTION.

BETWEEN	Dis- tance	Min.	Sec.
Junction and Wolcottville....	36.2	63	00
Wolcottville and Sturgis.....	19.9	22	00
Sturgis and Kalamazoo.....	36.0	60	00
Kalamazoo and Grand Rapids	48.6	70	00
Grand Rapids and Howard City	34.0	67	00
Howard City and Reed City..	34.7	53	00
Reed City and Cadillac.....	29.1	45	00
Cadillac and Kalkaska.....	39.7	70	00
Kalkaska and Huntworth....	29.2	50	00
Huntworth and Petoskey.....	24.1	45	00
Petoskey and Mackinaw City.	34.9	60	00

In case of delay enroute the number of minutes delayed must be added to the minimum time.

S21. SIGNAL ASPECTS.

D2101. In applying Rule 282 (Caution Signal) and Rule 283 (Approach Signal) the speed of train should not exceed one-half its maximum authorized speed when passing the signal. Where signal cannot be seen to do so, reduce as soon as proper handling will permit, which requires a reduction of speed immediately upon the signal being in sight.

S22. BLOCK SIGNAL RULES.**S23. MANUAL BLOCK SYSTEM.**

D2301. Rules 301 to 375, inclusive, are in effect as follows, except that Rules 317a, 317b, 318a, and 318b will apply only on portions of the Division as specified.

Between Junction and Mackinaw City.
Muskegon Branch.
Missaukee Branch.
Traverse City Branch.
Harbor Springs Branch.

D2302. Rule 317b will apply on all single track, and as prescribed by Rule 307.

D2303. Rule 318b will apply on all double track, except between Second Ave. Jct. and Williams St. Jct.

D2304. Engines may be given permission by block signalmen to enter block occupied by passenger, circus or relief trains for the purpose of switching such train.

D2305. The Southward Signal at Hoffman is a Manual Block and an Approach Signal. When Aspect Rule 283, Fig. 1 or Rule 286, Fig. 1, is displayed, such Aspect will also indicate that the block is clear.

D2306. 362 amplified:

Trains must not pass a Stop-signal without receiving a Caution Card (Form D), a Clearance Card (Form C), or a train order authorizing them to do so, nor must an engine returning to its train in the block pass a Stop-signal without Clearance Card (Form C.)

D2307. Rule 362 modified:

At block stations below indicated, after a thorough understanding with the signalman and upon written permission from him, if the track to be used is seen or known to be clear, trains or engines may pass Block-signal in the Stop position to make movements outlined, while the block is occupied by other than an opposing train, but must not proceed from that point without proper Block System information.

BLOCK STATION	MOVEMENTS BETWEEN
Mackinaw City	Southward Block-signal and South Yard Limit Board.
Petoskey	Northward Block-signal and 200 Feet North of Switch 4. Southward Block-signal and Emmet Street.
Boyne Falls	Northward Block-signal and North end House Track. Southward Block-signal and South end Siding.
Mancelona	Northward Block-signal and North end House Track. Southward Block-signal and South end Siding
Kalkaska	Northward Block-signal and North end Siding. Southward Block-signal and Bridge 371.13.
Reed City	Northward Block-signal and North Yard-limit Board. Southward Block-signal and South end Old Scale Track.
Big Rapids	Northward Block-signal and Engine House Track. Southward Block-signal and South Yard-limit Board.
Rockford	Northward Block-signal and Standard Oil Track. Southward Block-signal and Rouge River Bridge.
Wayland	Northward Block-signal and Switch 4. Southward Block-signal and Switch 1.
Plainwell	Northward Block-signal and Switch 4. Southward Block-signal and South End Harwood Track.
Dock Siding	Northward Block-signal and North end No. 1 Track. Southward Block-signal and Switch No. 2 Dock Siding.
Vicksburg	Northward Block-signal and Switch No. 4. Southward Block-signal and Paper Mill Spur.
Red Oak	Northward Block-signal and Switch No. 4 Southward Block-signal and South Yard-limit Board.
LaGrange	Northward Block-signal and Switch No. 2. Southward Block-signal and South end House Track.
Wolcottville	Northward Block-signal and North Wye Switch Gravel Pit Spur. Southward Block-signal and Switch No. 1.
Kendallville	Northward Block-signal and North Yard-limit Board. Southward Block-signal and South Yard-limit Board.
LaOtto	Northward Block-signal and M. P. 109. Southward Block-signal and M. P. 108.

FORM OF WRITTEN PERMISSION TO BE USED BY
SIGNALMAN AFTER CONSULTING WITH AND BEING
AUTHORIZED BY THE TRAIN DISPATCHER:

C. & E. Train.....

You may pass.....ward Stop-signal in accordance with
time table special instruction D2307.

.....
Signalman.

S23A. UNATTENDED BLOCK STATIONS.

An unattended block station is a point designated by a sign, indicating the limits of a block, the use of which is controlled by Manual Block System Rules, except as hereby modified.

D2308. Unattended block stations are controlled by the signalman specified in time-table, or Special Instructions.

The sign indicating an unattended block station will display by day the station call, and, in addition, by night a red light and a yellow light horizontal; the yellow light next to the main track.

The signalman may give a train oral permission to enter one block, and by the use of Clearance Card (Form K) may authorize a train to pass one or more unattended block stations.

Unless otherwise provided, trains must stop at unattended block stations, and Conductor or engineman must obtain permission from the signalman to enter, and ascertain condition of the block, and report clear.

If from any cause, the conductor or engineman is unable to communicate with the signalman either by the usual means of communication or the use of commercial lines and should no cause for detaining the train be known, it may proceed through that block on its rights or time-table authority, preceded by a flagman to the next point of communication and report to the Superintendent.

Conductors and enginemen finding an unattended block station sign imperfectly displayed, or absent, must, if practicable, correct it, or replace the light, and report the fact to the Superintendent.

A train receiving Clearance Card (Form K) to pass an unattended block station, and arriving at such station after the time for it to become an open block station, must identify the train to the signalmen before accepting a signal to proceed at that station, as Clearance Card (Form K) is thereby annulled.

FORM K	THE PENNSYLVANIA RAILROAD CLEARANCE CARD		FORM K
	Block Station, _____ M. _____ 19____		
To Conductor and Engineman: Train _____			
Proceed at _____ as though _____ signal was displayed.			
Report clear at _____			
Signalman.			
<i>The signalman may issue this card only when authorized by the superintendent. Before issuing it, the signalman must have proper understanding with other signalmen, if any, having authority over blocks mentioned, and must know that blocks mentioned above have been duly reported clear of opposing trains, and clear of trains that may not be followed in the same block by the train addressed.</i> <i>The conductor and engineman receiving this card properly filled out and signed, or authorized by the signalman to fill it out, may proceed as directed above.</i>			

S24. CONTROLLED MANUAL BLOCK SYSTEM.

S25. AUTOMATIC BLOCK SYSTEM.

D2501. (DOUBLE, THREE, OR MORE TRACKS.) In Automatic Block System territory at interlockings where there is no block-signal that governs the use of the block from the limits of the interlocking, the Home-signals governing the use of routes leading to that block will, in addition, govern the use of the block with the current of traffic to the next block-signal beyond the interlocking.

D2502. Unless it is known that gasoline motor cars, and cars of similar type or construction will operate Automatic signals and shunt track circuits at interlockings and electric switch locking, they must not be operated in Automatic Block signal territory unless special provision is made for Manual Block protection, and such gasoline motor cars, and cars of similar type or construction, must not be permitted to stand alone between the signals of a block or interlocking station without permission from signalman; signalmen and levermen must assure themselves that such cars have cleared the switches of an interlocking before attempting to operate them.

S25A. Rule 505a.

S25B. AUTOMATIC TRAIN CONTROL.

S25C. GRADE SIGNALS.

S26. INTERLOCKING RULES.

D2601. SWITCHES—POWER OPERATED FROM DISTANT POINT OF CONTROL.

Location	Control Station
Walker: Junction Switch	Penn Jet.

Interlocking Rules 601 to 685 inclusive, govern the use of power operated switches when operating from distant point of control; when necessary to operate manually, the Conductor or Engineman must notify the Signalman and obtain permission to do so.

When, in the application of Rule 663, it becomes necessary to issue Clearance Card, (Form C), conductor or engineman will promptly co-operate with the signalman and will prepare (Form C) under his direction. A supply of (Form C) is provided in telephone shelter.

When a train is stopped by a stop signal at a switch operated from a distant point of control, if means of communication have failed, and should no cause for detaining the train be known, the Conductor, after a thorough understanding with the engineman, will arrange for Manual operation of the switch or switches in the route to be used, after which it may proceed under stop signal, preceded by a flagman, to the next point of communication or to the next block signal displaying a more favorable indication than stop and proceed, expecting to find a train in the block, broken rail, obstruction or switch not properly set. After train has cleared the plant all switches must be restored to normal operating position and complete report made to the Superintendent from the first point of communication.

Instructions for Manual operation of switches are posted in telephone shelter.

S27. NON-INTERLOCKED SWITCHES CONNECTED WITH MANUAL AND CONTROLLED MANUAL BLOCK STATION SIGNALS.

S28. TRACK CARS, ETC.

General definition of track car — amplified:

(a) **TRACK CAR** — A hand car, or self-propelled car or truck, which may be manually moved to or from the track.

Rule 829 paragraph 10 amplified:

(b) Track cars must not be operated except as prescribed by Rule 80 when so provided in time-table.

Rule 206 amplified:

(c) The prefix H. C. to hand car running number will be used when issuing train orders or instructions to drivers of hand cars.

Rule 80 amplified:

(d) When track cars are approaching road crossings at grade, the trackman's whistle or other alarm signal provided for the purpose must be sounded before reaching the crossing, and track cars must approach all such crossings prepared to stop.

(e) The last three numerals of the present M. W. number shall be known as the running number.

(f) Track cars will not operate Automatic or Semi-Automatic signals, or high-way crossing warning signals; neither will they shunt track circuits at interlockings. Electric switch locking must not be depended upon for protection to movements made by such cars; signalmen and levermen must assure themselves that such cars have cleared the switches before operating same.

(g) Pony trucks must use the least important track available, and be loaded so as to permit prompt removal from the track upon the approach of a train; when practicable they must be run on the rail nearest the ditch, and on double, three, or more tracks, on a track against the current of traffic; they must not use a track under conditions when an approaching train cannot be seen in ample time to clear the track for the train, except in cases of emergency and then not until after a flagman has been placed in position where a train can be stopped before reaching the pony truck. In yards they must not be used except by permission of the yard master and under proper protection.

D2802. Rule 80 modified:

(a) Track cars will be numbered for identification and will be in charge of a qualified employee.

(b) Track car must not be placed on a main track until the driver has obtained written information from the Superintendent as to train movement, and the location of trains which will permit at that time.

Track car extras must not pass a block station without permission from the signalman.

When necessary, they may move on a main track under flag protection to the nearest point of communication, or until removed from the track.

They must not be used at night, nor when dense fog or other weather conditions obscure the view, except when necessary, and then only after obtaining written permission from the Superintendent and the driver has been advised by the signalman that the movement is protected.

(c) Lookout must be maintained in both directions. Track cars must not be attached to trains in motion nor follow trains or other track cars closer than 500 feet. They must be equipped with flagman's signals as prescribed in Rule 99.

(d) When night signals, as prescribed by Rule 9 are required, a white light must be displayed to the front and rear of track cars.

(e) When approaching curves, or other locations, where the view is obstructed, unless the way is seen or known to be clear track car and motor must be stopped in order that an approaching train may be heard; when conditions require, a flagman must be sent ahead to protect the movement.

S29. ENGINE AND OTHER EQUIPMENT RESTRICTIONS.

D2901. Equipment as designated must not be permitted on tracks, bridges, etc., named:

MAIN LINE:

Between Junction and Grand Rapids.....	{ C-1, CC-1s, CC-2s, I-1s, K-3s, K-4s, M-1, N-1s engines (except K-3s, K-4s, M-1 engines permitted in detour service.)
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Between Grand Rapids and Mackinaw City	{ C-1, CC-1s, CC-2s, E-6s, I-1s, K-3s, K-4s, L-1s, M-1, N-1s engines.
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Spy Run Storage Allen County Spur Kendallville McCray tracks except north 500 feet Wolcottville North Wye beyond Transfer house switch Sturgis Aulsbrook & Jones Saw Mill track Mendon House track Vicksburg Lee Paper Co. tracks Elevator track off north wye	Engines heavier than H-9s.
Kalamazoo All industrial tracks	Engines with longer wheelbase than H-6s.
Plainwell Mich. Paper Co. tracks House track Wayland House, Elevator and East Milk tracks Moline Lumber track Ross All tracks Fisher Coal tracks Solvay All tracks	Engines heavier than H-9s.
Grand Rapids Judson & A-35 tracks	Engines with longer wheelbase than H-6s.
W16, W-24, W-25, W-33, P-10, P-12A, P-23, P-25, P-27, P-29 tracks	Engines with longer wheel base than B-8.
Childsdaile Spur Sand Lake Ice House track	Engines heavier than H-6s.
Big Rapids Tioga Spur	Engines heavier than H-9s.
Antrim Wood and Stock House Trestles	All engines.
Petoskey Coal Dock Trestle	Engines heavier than H-6s.
Muskegon Branch	Engines heavier than H-9s. E-6s (E-7s and G-5s permitted in detour service only.)
Missaukee Branch	Engines heavier than H-6s.
Traverse City Branch	Engines heavier than H-9s. E-2sd, E-6s, E-7s. (G-5s permitted in detour service only.)

S30. ELECTRICAL OPERATION.

S31. EMPLOYES' REGISTER.

S31A. When reporting for duty, trainmen, enginemen and firemen in road and yard service must personally sign a register in the presence of Assistant Train Master, Yard Master, Station Master, Agent, Engine House Foreman or their representatives, or Operator when register is signed at a Block Station, who will witness the signatures.

D3101. Registers for this purpose are in charge of Bulletin Board Attendants.

S32. PERSONAL INJURIES.

S32A. Emergency calls for Surgeons will have preference over other business, except train orders.

Employees injured on company property, or while on company business, will be treated by the nearest physician named below, without cost, throughout their disability. If hospital attention is necessary, they should be sent, if practicable, to one of the hospitals listed in Special Instructions D3202.

Passengers or others injured on company property will receive first attention by the Medical Examiner or Company Surgeon, without cost; at points where it is impossible to obtain their services, the company will be responsible for the cost of reasonable surgical attention by an outside Surgeon for the first services rendered, subsequent attention will be determined by direction of proper official.

D3201. MEDICAL EXAMINERS.

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Grand Rapids...	Dr. O. C. Crawford Office, Penna. Bldg.....	8-7848
Grand Rapids...	Dr. M. H. Barbouhr, Res. Asst. Office, Penna. Bldg..... Res. 849 Burton St., S. E.....	8-7848 3-0315
Fort Wayne....	Dr. L. W. Brown, Res. Asst. Office, Old Passgr. Station.... Res., 118 N. Seminole Circle..	PRR 20-21 H-56013

COMPANY SURGEONS

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Fort Wayne....	Dr. B. VanSweringen Office, 701 Wayne Med. Bldg. Res. 2609 East Drive.....	A 5334 A45193
Fort Wayne....	Dr. D. R. Benninghoff Office, 1241 E. Lewis St..... Res., 2491 N. Anthony Blvd...	A 1435 A79923
Fort Wayne....	Dr. S. H. Havice, Oculist Office, 180 W. Wayne St..... Res., 328 W. Jefferson St....	A 0252 A77173

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Kendallville....	Dr. H. O. Williams Office, Keller Bldg..... Res. 735 E. Mitchell St.....	40-J 40-M
LaGrange.....	Dr. A. J. Hostetler Office, 103 S. Detroit St..... Res., 503 N. Detroit St.....	1381 1382
Sturgis.....	Dr. Fred W. Robinson 110 Pleasant Ave.....	58
Kalamazoo.....	Dr. R. G. Cook Office, 22 McNarr Bldg..... Res., 615 Clinton Ave.....	2-4323 2-6133
Grand Rapids...	Dr. R. J. Hutchinson Office, 55 Sheldon Ave., S. E... Res., Woodward Ave., East Grand Rapids.....	6-5759 2-1788
Grand Rapids...	Dr. W. B. Mitchell Office 55 Sheldon Ave., S. E... Res., 220 Eastern Ave., N. E.	6-5759 8-2260
Grand Rapids...	Dr. Alfred Dean, Oculist Office 308 Medical Arts Bldg. Res. 315 Logan, S. E.....	6-6440 6-7452
Muskegon.....	Dr. A. B. Poppen Office, 501-506 Union Nat. Bank Bldg..... Res., 173 Jefferson St.....	Home 2621 Home 2525
Big Rapids.....	Dr. James B. Campbell Office, 117 S. Michigan Ave... Res., 120 Locust St.	72 29
Cadillac.....	Dr. J. M. Wardell Office, Granite Block..... Res., 302 E. Cass St.....	448 117
Cadillac.....	Dr. G. D. Miller Office, 115 S. Mitchell St..... Res., 407 Chapin St.....	3 7-F-3
Traverse City...	Dr. H. B. Kyselka Office, 2 City Opera House... Res. 216 W. Eighth St.....	128 519
Kalkaska.....	Dr. E. B. Babcock Office, 120 Cedar St..... Res., Cor. Third and Cherry St..	115 1
Petoskey.....	Dr. J. J. Reycraft Office, 314 1/2 Howard St.....	46
Mackinaw City.	Dr. A. C. Tiffany Telephone	2

D3202.

HOSPITALS

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Fort Wayne....	Methodist Hospital West Lewis St.....	2111
Kalamazoo.....	New Borgess Hospital Gull Road.....	7181
Kalamazoo.....	Bronson Hospital John St.....	8107
Grand Rapids...	Butterworth Hospital Michigan St. and Bostwick Ave.	8-1281
Grand Rapids...	St. Mary's Hospital 250 Cherry S. E.....	9-3131
Muskegon.....	Hackley Hospital Forest Ave.....	3384
Cadillac.....	Mercy Hospital Oak and Hobart Sts.....	460
Traverse City...	General Hospital 11th and Elmwood Ave.....	900
Petoskey.....	Petoskey Hospital 105 W. Lake St.....	432

D3203. First Aid Boxes, location of, and Stretchers in cars; First Aid Boxes:

In baggage, combined, cabin cars and in flagman's equipment box on trains not hauling such cars.

At each passenger and freight station.

At yard masters' and car inspectors' offices, power plants, block and interlocking stations, tool houses, pump houses, M. W. cabins, wreck trains, shops and engine houses, camp cars, and on each track and hand car, and as provided by a State law.

Stretchers:

One stretcher should be carried on each combined car and baggage car, to be placed in stretcher box.

S33.

USE OF TELEPHONES.

S33A. Employees using telephones in connection with train movements must satisfy themselves beyond doubt that they are in communication with proper persons.

Persons using telephones must yield the line promptly for train movements.

If telephone fails, trainmen will use any means of communication, to avoid delay.

When used for Block Operations, transmitting train orders or making any arrangement pertaining to the movement of trains by trainmen, the conductor or enginemen must personally receive all orders on the telephone and make all verbal arrangements pertaining to the movement of his train, but neither is relieved of any responsibility as prescribed by Rule 105.

The same precaution must be taken to insure accurate transmission and proper delivery of train orders and instructions as is required by the rules in transmitting by telegraph. The essential features of all verbal arrangements and instructions such as train numbers, engine number, information in regard to trains being clear of, or desiring to occupy certain tracks, etc., must be repeated by the person receiving the information.

D3301. Telephones are located at Block Stations, hand operated siding and crossover switches, switches—power operated from distant point of control; also at other points necessary for train operation.

S34. MISCELLANEOUS.

S34A. Locomotive cranes and such other pivoted machinery equipped with swinging booms of which a part may swing or extend outward, must not be moved in revenue trains unless Form CT310 is attached, one to each side of the pivoted machinery when moving on its own wheels or to the car upon which it may be loaded, and Form CT310A to the billing. When such shipments are set off for repairs that may affect the requirements of A. R. A. Loading Rules, they must not be moved except upon authority of the Trainmaster, and not until after proper inspection and billing has been endorsed by Agent or Yard Master "Re-inspected at.....and loaded as per A. R. A. Loading Rules."

Conductors when setting off such shipments for repairs must notify the proper officer that it is pivoted machinery.

D3401. Rule 701 modified:

When a freight train is stopped for coal or water at a point outside of interlocking limits, the engine need not be detached from the train if in the judgment of the engineman it is unnecessary.

D3402. Rule 702 modified:

The end of car towards which the cylinder push rod travels shall be known as "B" end and the opposite end shall be known as "A" end.

D3403. Rule 737 modified:

Search or flood lights located under vestibule of business cars may be displayed on the rear end of trains.

D3404. General Regulations for Employees — 832, amplified:

(Second and third paragraphs). To the signal equipment for each crossing watchman or gateman, add:

"Fuses"
"Whistle"

(Fourth paragraph.) When a train, engine, or any type of rail equipment is approaching, watchmen must place themselves in the middle of the highway, near the track, and will display a

STOP sign by day, holding it in an upright position so that the flat side will plainly appear to any person approaching on the highway. By night, or when STOP sign cannot be plainly seen, they will take the same position and protect crossings with Red Lamp, displayed towards the highway in both directions, care being used not to show the red light in the direction of the track, except when necessary to display Stop-signal to an approaching train, engine or any type of rail equipment.

D3405. AUTOMATIC BLOCK SYSTEM RULES FOR SINGLE TRACK.

D3406. AMPLIFICATION OF CONTROLLED MANUAL BLOCK RULES.

D3407. ELECTRIC ILLUMINATED SIGNS ON REAR OF TRAINS.

S35. INSPECTION OF PASSING TRAINS.

D3501. Rule 703 amplified:

The following instructions must be observed as far as practical and other duties will permit. Employees will observe passing trains for defects, and should there be any indication of conditions endangering the train, take such measures for its protection as may be practicable.

Trainmen of freight and passenger trains will observe passing trains and if any defects are noted, such as brakes sticking, brake rigging down, swinging doors, hot boxes, objects protruding that may result in damage or injury, will signal members of such trains calling attention to dangerous conditions, and if nothing irregular is noted, will give proceed signal to rear of passing train when it is practicable to do so.

Train and engine crews on moving trains will be on the lookout for signals, when passing other trains, interlocking, block, water, coaling and other stations, sidings and points where trackmen are working, and when practicable, exchange signals.

The following signals will be used where other signals are not required:

	BY DAY—Nose held with one hand with other hand pointed toward track.
HOT JOURNAL.....	BY NIGHT—Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.
	BY DAY—Hands shoved in sliding motion out from body.
BRAKES STICKING.....	BY NIGHT—Lamp raised and held stationary.
BROKEN WHEELS.....	
DEFECTIVE TRUCK.....	
DRAGGING BRAKE CONNECTION.....	
LADING SHIFTED OVER SIDE OR END OF CAR..	Stop Signal.
SWINGING CAR DOOR OR ANY OTHER DANGEROUS CONDITIONS.....	

GENERAL ORDERS

Home signal located at clearance point of Petoskey siding at Kegonic discontinued.

(c) Normal position of junction switch (Northward main and Pennsylvania single track) Bartlett St. Jct. is for movement on northward main track.

Switch lamp disc and light changed accordingly.

(d) Passenger trains with H-6s engines must observe freight train speed.

(e) No. 503 and No. 516 will make regular stop at Fife Lake, Sunday only, to receive and discharge U. S. Mail and newspapers.

(f) N-2s engines must not be permitted to use northward main track between south line of Weston Street and South line of Fulton Street, Grand Rapids or sidings at Comstock Park, Belmont and Cedar Springs.

Fuller siding may be used between switch 2 and scale house.

N-2s engines must not be permitted to use any industrial or yard track between Grand Rapids and Mackinaw City except the following:

Rockford	West track.
Big Rapids	House track.
Reed City	Peacock track, East track, House track.
Ashton	House track.
Dewings	Spur track.
Tustin	North end house track as far as stock chute.
	West track.
Hobart	House track.
North Yard	Round house track as far as cinder pit.
	All yard tracks except turnouts in north ladder track.
Manton	East track.
Walton Jct.	House track.
South Boardman	House track. East track.
Boyne Falls	North End House Track as far as station.
Walloon Lake	Wye.
Bay View	North 1500 feet transfer track.
Mackinaw City	No. 1 track, including runaround track.

In turning N-2s engines on wye at Mackinaw City, south leg of wye restricted to forward movements. North leg may be used for backing movement.

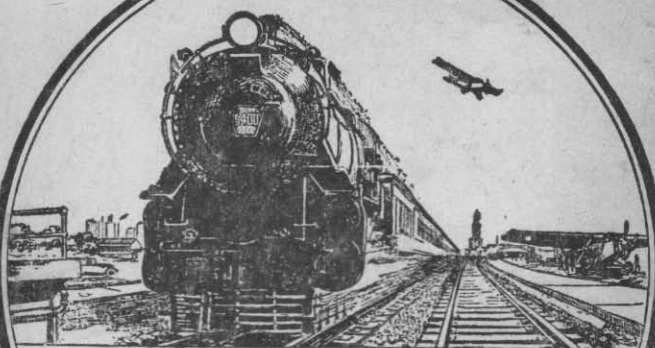
All engines prohibited on ice house track Sand Lake west of second highway crossing.

GENERAL ORDERS

GENERAL ORDERS

GENERAL ORDERS

GENERAL ORDERS



**PRACTICE SAFETY
IT PAYS**

GRAND RAPIDS DIVISION TIME TABLE NO. 12