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THE PENNSYLVANIA RAILROAD

WESTERN REGION

NORTHWESTERN DIVISION

LOGANSPORT DIVISION

Time-Table No. 1

In effect 12.01 A. M., Sunday, September 28, 1941

FOR THE GOVERNMENT OF EMPLOYEES ONLY

CENTRAL STANDARD TIME

J. M. SYMES,
General Manager.

HOWARD GINTER,
Supt. Pass. Transportation.

F. R. GERARD,
General Superintendent.

A. F. McSWEENEY,
Supt. Frt. Transportation

J. P. NEWELL, Jr.,
Superintendent.

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H. J. Harfelt
1910 North St
Logansport
Ind

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MAIN LINE

Interlocking	Interlocking Station	Block Stations	Block Limit Station	STATIONS	Dist. from Columbus	Sidings assigned direct'n Car Capacity 45 ft. cars		
						East	West	Both
X	X	X		COLUMBUS BRADFORD (Cols. Div.)	83.3			
				HORATIO	88.6			
				STELVIDEO	90.0			
				PIKEVILLE	92.9			
X				MEEKER	95.2			
				WOODINGTON	96.8			
X	X	X		UNION CITY	104.0		143	
				SARATOGA	110.4			
X	X	X		RIDGEVILLE	117.3		154	
X				WEST RIDGEVILLE	118.3			
				POWERS	121.4			
X	X	X		REDKEY	125.1			
				DUNKIRK	128.7			
				MILL GROVE	132.8			
				HARTFORD CITY	138.4	250	185	
				UPLAND	145.4			
				GAS CITY	152.6			
				BETHEVAN	155.1			
X	X	X		KENT	157.2	51	223	
				MARION	157.6			
				BECKER	160.0			
				SWEETSER	163.5			
				CONVERSE	169.0	147		
				AMBOY	172.3			
				NORTH GROVE	174.4			
X	X	X		McGRAWSVILLE	177.2			
				BUNKER HILL	182.3			
X	X	X		ONWARD	187.6			
X	X	X		ANOKA	192.8			
X	X	X		RACE	196.4			
				FOURTEENTH STREET	197.0			
			X	ELM	197.5			
				LOGANSPOUT	197.7			
				FORT	198.0			
X	X	X		VAN	198.9			
				KENNETH	203.4			
				DEASY	206.6			
				ROYAL CENTER	211.1			
				THORNHOPE	215.7			
				STAR CITY	219.3	141	111	
				WINAMAC	225.2			
				DENHAM	234.1			
X	X	X		NORTH JUDSON	239.9	154	151	
				ENGLISH LAKE	244.2			
X	X	X		LA CROSSE	249.2			
X	X	X		KOUTS	256.1		450	
				SANDY HOOK	258.5			
X				AYNES	260.0	210		
				AYLESWORTH	260.7			
				HEBRON	265.4			
				LEROY	270.0			
				CROWN POINT	276.3			
X	X	X		SCHERERVILLE	282.9			
				HARTSDALE	284.5	143	143	
				CHICAGO (C. T. Div.)	314.1			

NOTE.—X Indicates in Service.

SOUTH BEND BRANCH

Interlocking	Interlocking Station	Block Stations	Block Limit Station	STATIONS	Dist. from Logansport	Sidings assigned direc'n Car Capacity 45 ft. cars		
						East	West	Both
X	X	X		LOGANSPORT				
				VAN	1.2			
				FERN	2.5			
				LUCERNE	11.0			
				GRASS CREEK	16.5			
				KEWANNA	21.4			29
X	X			KEWANNA INT. STA.	21.7			
				BRUCE LAKE	25.0			
X	X	X		DE LONG	29.7			
				CULVER	35.5			
X	X	X		HIBBARD	38.4			45
				TWIN LAKES	41.5			
X	X	X		PLYMOUTH	45.7			
				MARSHALL	46.8			94
X	X	X		LAPAZ JUNCTION	54.0			81
X	X	X		LAKEVILLE	58.9			25
			X	DE	68.9			
				SOUTH BEND	69.0			

NOTE.—X Indicates in Service.

EFFNER BRANCH

Interlocking	Interlocking Station	Block Stations	Block Limit Station	STATIONS	Dist. from Logansport	Sidings assigned direc'n Car Capacity 45 ft. cars		
						East	West	Both
			X	LOGANSPORT				
				KENNETH	5.7			
				LAKE CIECOTT	8.7			
				BURNETTSTVILLE	12.1			
				IDAVILLE	15.1			
			X	MONTICELLO	21.2			33
				REYNOLDS	26.9			48
				SEAFIELD	32.8			
				WOLCOTT	35.8			42
		X		REMINGTON	41.5			21
		X		GOODLAND	48.9			50
				PERKINS	52.7			
				NEWTON	53.1			
X	X			KENTLAND	57.2			50
			X	SA	60.2			
				EFFNER	61.2			

NOTE.—X Indicates in Service.

Block Stations open continuously except:

Fort	Closed	Daily 6.00 A.M. to 11.30 A.M. 7.30 P.M. to 10.00 P.M.
Remington	Closed	Daily Ex. Sun. 3.00 P.M. to 7.00 A.M. Sunday Continuously
Goodland	Closed	Daily Ex. Sun. 3.00 P.M. to 7.00 A.M. Sunday Continuously

Block Limit Stations controlled by Open Block Stations.

Block Limit Station	Controlled by Signalman	Period Operated
DE	Lakeville	Continuously
Kenneth	Van	Continuously
Monticello	Van	Continuously
SA	Daily Ex. Sun. Goodland 7.00 A.M. to 3.00 P.M. Van 3.00 P.M. to 7.00 A.M.	Continuously
	Sunday Van	Continuously

Interlockings—Remote Controlled, Operated From:

Interlocking	Operated From
West Ridgeville Aynes	Ridgeville Kouts

Interlockings—Automatic:

Interlocking	Operated From
Meeker	Meeker

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

CW—Logansport—Continuously for passenger trains 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		Union City	All trains	
115	116	Ridgeville		
115	116	Red Key		
115	116	Dunkirk		
115	116	Hartford City		
115	116	Upland		
115	116	Gas City		
115	116	Marion	115	116
115	116	Converse		
All trains		Logansport	All trains	
216	215	Winamac		
216	208	North Judson	207	207
216	215	Crown Point		
316	316	Kewanna		
316	316	Culver		
All trains		Hibbard	All trains	
All trains		Plymouth	All trains	
All trains		South Bend	All trains	

STATIONS	FIRST CLASS			
	*3061	0*237	109	
	DAILY	DAILY	DAILY	
	A M.	* A. M.	P. M.	
COLUMBUS (E. T.)			\$ 11.50	
BRADFORD (Col. Div.)			12.50	
MEEKER			1.04	
WOODINGTON				
UNION CITY			\$ 1.18	
SARATOGA				
RIDGEVILLE			1.33	
WEST RIDGEVILLE				
REDKEY			1.42	
DUNKIRK			\$ 1.48	
MILL GROVE				
HARTFORD CITY			\$ 2.06	
UPLAND			F 2.20	
GAS CITY				
KENT			2.36	
MARION			\$ 2.45	
SWEETSER				
CONVERSE				
AMBOY				
NORTH GROVE				
MCGRAWSVILLE				
BUNKER HILL			3.17	
ONWARD				
ANOKA		2.36	3.30	
RACE		2.40	2.35	
LOGANSFORT		\$ 2.45	\$ 3.40	
LOGANSFORT	\$ 2.13	3.00	4.05	
VAN	2.20	3.05	4.08	
KENNETH		3.10	4.14	
ROYAL CENTER				
STAR CITY				
WINAMAC		*S 3.32		
NORTH JUDSON		3.46	\$ 5.03	
LACROSSE		3.56	5.15	
KOUTS		4.02	5.23	
AYNES		4.11	5.34	
HEBRON			5.40	
LEROY				
CROWN POINT			\$ 6.00	
SCHERERVILLE		*S 4.36		
HARTSDALE		4.41	6.20	
CHICAGO (C. T. Div.)		\$ 5.30	\$ 7.15	
Arrive	A. M.	A. M.	A. M.	
	3061	237	109	

	FIRST CLASS				
	307	115	3161	215	*3201
	DAILY	DAILY	DAILY	DAILY	DAILY
	A M	A. M.	P. M.	P. M.	P. M.
		\$ 8.35			
		\$ 9.35			
		9.50			
		9.53			
		\$ 10.06			
		10.14			
		\$ 10.24			
		\$ 10.34			
		\$ 10.42			
		\$ 10.58			
		\$ 11.08			
		\$ 11.18			
		11.23			
		\$ 11.36			
		\$ 11.53			
		12.10			
		12.25		12.30	
		12.28		12.34	
		\$ 12.33		\$ 12.40	
			\$ 12.29	12.50	\$ 3.11
	4.20		12.33	12.54	3.15
	4.29			1.00	
	F 4.52			\$ 1.20	
	5.13			\$ 1.39	
	5.25			1.50	
	5.33			1.57	
	5.45			2.08	
	F 5.55				
	\$ 6.15			\$ 2.26	
	6.30			2.36	
	\$ 7.25			\$ 3.25	
	A. M	P. M.	P. M.	P. M.	P. M.
	307	115	3161	215	3201

STATIONS	FIRST CLASS			
	207	* + 319	309	
	DAILY	DAILY		
Leave	P. M.	P. M.	P. M.	
COLUMBUS (E. T.).....				
BRADFORD (Col. Div.).....				
MEEKER.....			Will Operate Sept. 29 Oct. 2, 5, 8, 11, 14, 17, 20, 23, 26, 29 Nov. 1, 4, 7, 10, 13, 16, 19, 22, 25, 28, Dec. 1 1941	/
WOODINGTON.....				
UNION CITY.....				
SARATOGA.....				
RIDGEVILLE.....				
WEST RIDGEVILLE.....				
REDKEY.....				
DUNKIRK.....				
MILL GROVE.....				
HARTFORD CITY.....				
UPLAND.....				
GAS CITY.....				
KENT.....				
MARION.....				
SWEETSER.....				
CONVERSE.....				
AMBOY.....				
NORTH GROVE.....				
MCGRAWSVILLE.....				
BUNKER HILL.....				
ONWARD.....				
ANOKA.....	5.22			
RACE.....	5.26			
LOGANSFORT.....	S 5.29			
LOGANSFORT.....	5.35	S 5.40		
VAN.....	5.38	5.43	7.57	
KENNETH.....	5.43			
ROYAL CENTER.....				
STAR CITY.....				
WINAMAC.....				
NORTH JUDSON.....	F 6.15		8.33	
LACROSSE.....	6.25		8.41	
KOUTS.....	6.31		8.47	
AYNES.....	6.40			
HEBRON.....				
LEROY.....				
CROWN POINT.....	S 7.00			
SCHERERVILLE.....				
HARTSDALE.....	7.10		9.13	
CHICAGO (C. T. Div.).....	S 7.55		S 9.55	
Arrive	P. M.	P. M.	P. M.	
	207	319	309	

[illegible]

STATIONS		FIRST CLASS			
		3 0 8	2 1 6	1 1 6	
		Arrive A. M.	P. M.	P. M.	
COLUMBUS (E. T.).....			\$ 6.15		
BRADFORD (Col. Div.).....			\$ 3.30		
MEEKER.....	Will Operate Sept. 30 Oct. 3, 6, 9, 12, 15, 18, 21, 24, 27, 30 Nov. 2, 5, 8, 11, 14, 17, 20, 23, 26, 29 1941		3.13		
WOODINGTON.....			\$ 3.03	/	
UNION CITY.....			F 2.52		
SARATOGA.....			\$ 2.42		
RIDGEVILLE.....					
WEST RIDGEVILLE.....			\$ 2.29		
REDKEY.....			\$ 2.19		
DUNKIRK.....			F 2.12		
MILL GROVE.....			\$ 2.05		
HARTFORD CITY.....			\$ 1.51		
UPLAND.....		\$ 1.41			
GAS CITY.....			1.34		
KENT.....			\$ 1.33		
MARION.....					
SWEETSER.....			\$ 1.13		
CONVERSE.....					
AMBOY.....					
NORTH GROVE.....					
MCGRAWSVILLE.....					
BUNKER HILL.....			W12.56		
ONWARD.....					
ANOKA.....		12.35	12.42		
RACE.....		12.32	12.37		
LOGANSFORT.....		12.27	\$ 12.32		
LOGANSFORT.....		\$ 12.17			
VAN.....	10.35	12.13			
KENNETH.....					
ROYAL CENTER.....					
STAR CITY.....					
WINAMAC.....		\$ 11.46			
NORTH JUDSON.....	9.59	\$ 11.27			
LACROSSE.....	9.51	11.17			
KOUTS.....	9.45	11.10			
AYNES.....					
HEBRON.....					
LEROY.....					
CROWN POINT.....		\$ 10.42			
SCHERERVILLE.....					
HARTSDALE.....	9.20	10.32			
CHICAGO (C. T. Div.).....	\$ 8.40	\$ 9.45			
Leave	A. M.	A. M.	P. M.		
		DAILY	DAILY		
	3 0 8	2 1 6	1 1 6		

[illegible]

STATIONS	FIRST CLASS		
	110	306	
Arrive	A. M.	A. M.	
COLUMBUS (E. T.).....	S 7.35		
BRADFORD (Col. Div.).....	4.38		
MEEKER.....	4.18		
WOODINGTON.....			
UNION CITY.....	S 4.05		
SARATOGA.....			
RIDGEVILLE.....	S 3.42		
WEST RIDGEVILLE.....			
REDKEY.....	3.32		
DUNKIRK.....	S 3.26		
MILL GROVE.....			
HARTFORD CITY.....	S 3.10		
UPLAND.....	2.51		
GAS CITY.....			
KENT.....	2.37		
MARION.....	S 2.35		
SWEETSER.....			
CONVERSE.....	2.16		
AMBOY.....			
NORTH GROVE.....			
MCGRAWSVILLE.....			
BUNKER HILL.....	2.01		
ONWARD.....			
ANOKA.....	1.49		
RACE.....	1.44		
LOGANSFORT.....	1.40		
LOGANSFORT.....	S 1.30	S 1.55	
VAN.....	1.23	1.47	
KENNETH.....	1.18	1.42	
ROYAL CENTER.....			
STAR CITY.....			
WINAMAC.....			
NORTH JUDSON.....	12.45	1.08	
LACROSSE.....	12.37	1.00	
KOUTS.....	12.29	12.52	
AYNES.....	12.20	12.43	
HEBRON.....			
LEROY.....			
CROWN POINT.....	S 12.05	S 12.28	
SCHERERVILLE.....			
HARTSDALE.....	11.57	12.20	
CHICAGO (C. T. Div.).....	S 11.10	S 11.30	
Leave	P. M.	P. M.	
	DAILY	DAILY	
	110	◇*306	

STATIONS	FIRST CLASS		
	*319 DAILY		
Leave	P. M.		
INDIANAPOLIS.....	S 3.38		
(Ind. Div.).....			
LOGANSFORT.....	S 5.40		
VAN.....	5.43		
LUCERNE.....	S 6.05		
GRASS CREEK.....	F 6.15		
KEWANNA.....	S 6.25		
DE LONG.....	E 6.37		
CULVER.....	S 6.47		
HIBBARD.....	S 6.54		
PLYMOUTH.....	S 7.04		
MARSHALL.....	7.09		
LAPAZ JUNCTION.....	S 7.21		
LAKEVILLE.....	S 7.29		
SOUTH BEND.....	S 7.50		
Leave	P. M.		
	319		

SOUTH BEND TO LOGANSFORT—EASTWARD

STATIONS	FIRST CLASS		
	316		
Arrive	P. M.		
INDIANAPOLIS.....	S 2.17		
(Ind. Div.).....			
LOGANSFORT.....	S 12.05		
VAN.....	11.57		
LUCERNE.....	S 11.39		
GRASS CREEK.....	F 11.30		
KEWANNA.....	S 11.21		
DE LONG.....	E 11.07		
CULVER.....	S 10.56		
HIBBARD.....	S 10.47		
PLYMOUTH.....	S 10.35		
MARSHALL.....	10.22		
LAPAZ JUNCTION.....	S 10.10		
LAKEVILLE.....	W 10.02		
SOUTH BEND.....	S 9.35		
Leave	A. M.		
	DAILY		
	*316		

TRAINS WAIT FOR CONNECTION

Junction	Train	Due P. M.	Mins. Wait	Connection From	Due P. M.
LOGANSPORT.....	No. 216 CINCINNATI DIV.	12.27	Indefinitely	No. 216 LOGANSPORT DIV.	12.17
	No. 116 LOGANSPORT DIV.	12.32	Indefinitely	No. 216 LOGANSPORT DIV.	12.17
	No. 316 INDIANAPOLIS DIV.	12.29	Indefinitely	No. 216 LOGANSPORT DIV.	12.17
	No. 215 LOGANSPORT DIV.	12.50	20	No. 115 LOGANSPORT DIV.	12.33
	No. 215 LOGANSPORT DIV.	12.50	20	No. 315 INDIANAPOLIS DIV.	12.36
	No. 215 LOGANSPORT DIV.	12.50	20	No. 215 CINCINNATI DIV.	12.40
	No. 320 INDIANAPOLIS DIV.	3.11	Indefinitely	No. 208 LOGANSPORT DIV.	3.03
	No. 319 LOGANSPORT DIV.	5.40	Indefinitely	No. 207 CINCINNATI DIV.	5.29
	No. 207 LOGANSPORT DIV.	5.35	20	No. 207 CINCINNATI DIV.	5.29
	No. 207 LOGANSPORT DIV.	5.35	20	No. 319 INDIANAPOLIS DIV.	5.25

U. S. MAIL WORK

STATIONS	Westward					Eastward				
	109	115	215	237		110	116	216	316	
Woodington							JCD			
Saratoga		CDH					CDIH			
Ridgeville	C									
Red Key						D				
Mill Grove		CD								
Upland	CDI					D				
Sweetser		CDH					CDH			
Converse	DL					D				
Amboy	D	CD				D	CD			
McGrawsville		CDH					CDH			
Bunker Hill	D	CDJ				D	CDJ			
Royal Center			CD					CD		
Thornhope			CD					CD		
Star City			CD					CD		
Denham			CD					CD		
English Lake			CD					CD		
La Crosse			CD					CD		
Kouts			CD					CD		
Hebron	CDL		CD	M				CD		
LeRoy			CD					CD		
Grass Creek									CDI	
Bruce Lake									CD	
Lakeville									CDI	

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

H—Pass station at reduced speed to exchange mail.

I—Stop on signal or on notice of postal clerk to receive or deliver U. S. Mail.

J—Regular stop daily ex. Sun. to exchange mail.

L—Reduce speed to 40 miles per hour to exchange mail.

M—Reduce speed to 40 miles per hour to discharge mail—Monday only.

NOTE—Letters and characters as used in this page have no reference to their application as provided for in special instructions ★1201 or 1202.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority.

STATIONS	CO 1 (1)	IL 1 (1)	IL 5 (1)	JC 5 (1)	SD 1 (1)	NW 99 (1)	CO 5 (5)	FW 89 (1)	CO 7 (1)	CO 3 (1)	NW 85 (1)	LD 11 (1)	LD 15 (1)	LD 1 (1)	LD 3 (2)	LD 21 (6)	LD 9 (2)	LD 19 (1)	IS 17 (2)	LD 5 (2)	RH 1 (2)	LD 7 (2)
BRADFORD	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM
ANOKA	12.15			4.00		2.30					8.15											
VAN		12.15	12.30			6.15	7.30	8.30			11.45								12.45		8.00	1.30
LOGANSFORT	12.30	12.30	12.45	10.45		6.30	7.45	8.45	9.00	9.30	12.01	3.45	3.15	6.15	7.00	8.00		8.45	1.00		8.15	9.00
LOGANSFORT					1.45		2.15			10.00	2.45	4.00	3.30	6.30	7.15	8.15		9.00				
VAN					2.00		2.30			10.15	3.00											
CROWN POINT																						
HARTSDALE							4.45			12.30	5.15			11.30	1.30					4.01		
CHICAGO							*5.45			*1.00	*6.30			*12.30	*3.45		8.30			5.00		
PYLMOUTH																				*7.45		
SOUTH BEND													6.30			4.00	10.00					
EFFNER	AM	AM	AM	AM	PM	PM	AM	PM	PM	AM	AM	AM	AM	PM	PM	PM	AM	PM	PM	PM	PM	PM

(1) Daily. (2) Daily Ex. Sun. (3) Daily Ex. Mon. (4) Sat., Tues., Thurs. (5) Daily Ex. Sunday—Van to Logansport. Daily—Logansport to Chicago. (6) Mon., Wed., Fri. *59th St. †Roby. ‡Polk St.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

STATIONS	CO 6 (1)	CO 8 (1)	FW 88 (1)	CO 4 (1)	NW 86 (1)	SD 2 (1)	NW 88 (1)	IL 2 (1)	NW 82 (1)	CO 2 (4)	IS 18 (2)	LD 2 (1)	LD 10 (2)	LD 8 (2)	RH 2 (2)	LD 12 (1)	LD 6 (2)	LD 22 (5)	LD 4 (2)	LD 20 (1)	LD 16 (2)
BRADFORD	AM	AM	AM	AM	PM	PM	PM	AM	AM	AM	AM	AM	AM	PM	AM	AM	PM	PM	PM	PM	PM
RIDGEVILLE																					
ANOKA		1.15		7.45	12.40		9.50		11.35	11.30				6.45	9.00						
VAN								12.01						6.30	8.45						
LOGANSFORT		1.00		7.30	12.25		9.35		11.15	11.15											
LOGANSFORT	12.15		4.30		12.10	7.15	9.20		11.00	10.00	4.45	5.45	9.45			9.45		4.45	4.45	6.15	9.30
VAN	12.30		4.45		11.55	7.00	9.05	10.40	10.45	9.45	5.00	5.30				9.30		4.30	4.30	6.00	9.15
CROWN POINT																	3.01				
HARTSDALE					9.45		7.00	8.30	8.40	7.40		2.20				2.00			10.15		
CHICAGO					*8.00		*5.00	*7.30	*7.30	*6.25		1.30				*12.01			*8.45		
PYLMOUTH													3.30								
SOUTH BEND												2.30				7.30		8.45		4.00	7.00
EFFNER	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM	AM	AM	AM	AM	AM	PM	AM	AM	PM	PM

(1) Daily. (2) Daily Ex. Sun. (3) Daily Ex. Mon. (4) Daily Ex. Sun. (5) Daily Ex. Sunday—Van to Logansport. Daily—Logansport to Ridgeville. (6) Mon., Wed., Fri. *59th St. †Roby. ‡Polk St.

SPECIAL INSTRUCTIONS

Note—Five Point Star Symbol (★) indicates Special Instructions of System application.

★1001. A rule referred to by number, unless otherwise specified, is a rule in the Operating Signal and Interlocking Rules.

STANDARD TIME

★1101. Central Standard Time applies on this division.

LETTERS AND CHARACTERS

★1201. The following letters and characters in schedules indicate:

- S**—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 or newspapers.
- G**—Regular stop, Saturday only.
- H**—Regular stop, Saturday only, to receive passengers.
- J**—Regular stop, Saturday only, to discharge passengers.
- K**—Regular stop, Sunday only.
- L**—Stop on signal, Sunday only, to receive or discharge passengers.
- M**—Regular stop daily except Saturday and Sunday.
- N**—Regular stop daily except Sunday.
- No baggage service.
- ⊕—No baggage service Sunday.
- ✦—Passenger train—schedule assigned to gas or gas electric rail motor cars.
- *—Passenger train—schedule assigned to handle passenger and freight equipment.
- ◇—Passenger train—No train baggageman.
- ‡—Indicates trains that will not be operated on specified dates or holidays shown on schedule pages.

1202.

- W**—Stops on signal to receive or deliver express.
- ↓—Train baggageman Anoka to Logansport.

COLOR SIGNALS

★1301. At the end of two main tracks where switch is not interlocked nor spring switch is in service, 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).

HAND, FLAG AND LAMP SIGNALS

1401.

ENGINE WHISTLE SIGNALS

1501.

COMMUNICATING SIGNALS

★1601. When communicating signal is inoperative and cannot be put in working condition without detention, train may proceed after conductor and engineman have an understanding as to how train is to be operated.

TRAIN SIGNALS

1701.

USE OF SIGNALS

1801.

SUPERIORITY OF TRAINS

★1901. Eastward trains are superior by direction to trains of the same class in the opposite direction.

GENERAL ORDERS, BULLETIN BOARDS, EMPLOYEES' REGISTERS, STANDARD CLOCKS

★2001. Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of Employees' Registers and Standard Clocks on this Division, also locations on this Division where General Orders of other Divisions will be posted and delivered:

Bulletin Board	Employees' Register	Standard Clocks	Location	Other Divisions	Zones
X	X	X	Bradford—Block Station	Columbus	A, B, D.
X	X		Dunkirk—Water Station		
X	X	X	Kent—Block Station		
X			Logansport—Conductors Room	Chicago Term. Cincinnati Columbus Fort Wayne Indianapolis St. Louis B. & O. R. R.	A, B, C. B, D, E. A, B, D. B, C, D. A, B, D. B, G.
X	X	X	Logansport—Crew Dispatcher's Office	Chicago Term. Cincinnati Columbus Fort Wayne Indianapolis St. Louis B. & O. R. R.	A, B, C. B, D, E. A, B, D. B, C, D. A, B, D. B, G.
X	X	X	Logansport Yard Office—Yard A		
	X	X	C. W. Telegraph office		
X	X	X	Race Block Station		
X	X	X	‡South Bend Passenger Station	Indianapolis	A, B.
X	X	X	South Bend Engine House	Indianapolis	A, B.
		X	Effner—Telegraph office		

‡Passenger Station, South Bend, unattended 4:00 P. M. to 7:00 A. M., daily except Sunday. All day Sunday.

Employees reporting for duty during that time will be governed by second paragraph of Rule 75b.

2002. Standard Clocks At Other Points:

GENERAL ORDER ZONES

★2101. General Order Zones of this division are as follows:

- Zone A—Bradford to Anoka exclusive.
Van exclusive to Schererville exclusive.
Kenneth to Effner.
- Zone B—Anoka to Van and Van to Fern, all inclusive.
- Zone C—Fern exclusive to South Bend.

TRACK ASSIGNMENTS

2201. Single Track

Track	Between	And
Effner Branch	Kenneth	Effner
South Bend Branch	Van	South Bend

2202. Two or More Tracks
Current of Traffic is as follows:

Main Line	No. 2 Track	No. 1 Track
Bradford to Schererville	Westward	Eastward

NOTE—Tracks are numbered from south to north.

2203. Secondary Tracks of Assigned Direction

2204. Secondary Tracks of No Assigned Direction

2205. Passenger trains as specified will use tracks as follows unless interlocking signals otherwise indicate:

MOVEMENT OF TRACK CARS

2301. Rules 80 to 80f inclusive will apply on all main tracks.

★2302. Track cars will not operate spring switches.

MOVEMENT OF TRAINS

2401. Location of Train Dispatchers—
Logansport.

Train Dispatchers, Logansport Division, will direct train movement between Schererville and Hartsdale over Signature of Superintendent Logansport Division.

The foregoing does not otherwise alter the jurisdiction of Chicago Terminal Division within this territory.

2402. Rule S-83:
Clearance message or train order.

2403. Rule D-83:
Verbally by signalman or by signal indication.

2408. Switch tenders are stationed at and have charge of main track switches as indicated:

2409. Signalmen in charge of main track hand operated switches:

Elm
Fort { 10.00 P.M. to 6.00 A.M.
11.30 A.M. to 7.30 P.M.

2410. Rule D-93 in effect as follows:
Van and Anoka.

★2415. Spring Switches Located _____

2416. The following switches are equipped with electric lock. When necessary to use switch trainmen will receive unlock from the signalmen at office indicated:

Bradford—Facing point switch connecting No. 2 track to Logan Siding. Receive unlock from Bradford.

Red Key—Facing point switch connecting No. 2 track to former Westward Siding. Receive unlock from Red Key.

2425. Movement of Trains in the Same Direction by Block Signals, Rules 251, 253, 254 in effect:

Track No. 2 between Bradford and Schererville.

Track No. 1 between Schererville and Bradford.

2426. Opposing and Following Movements of Trains by Block Signals. Rules 261, 262, 263, 264 in effect:

2427. In the use of non-interlocked railroad crossings, trains on the tracks of this division are governed as follows:

NOTE: At night the position of gates and targets, if used, is indicated by red lights.

Location	Requirements
Becker C. & O.	Stop. Gate displaying red light at night. Clear, proceed.
Logansport: Wabash.	Stop. High target displaying two red lights at night. Diagonal position of target, proceed.
Monticello: C. I. & L.	Stop. Combination high target and gate, Target displaying two red lights at night. Diagonal position of target, proceed.
Reynolds: C. I. & L.	Stop. Combination high target and gate, Target displaying two red lights at night. Diagonal position of target, proceed.
Goodland: C. A. & S.	Combination high target and gate, Target displaying two red lights at night. Diagonal position of target, proceed. Note: Trains may pass over this crossing at a speed not exceeding (10) ten miles per hour without stopping when the signal is in diagonal position (indicated at night by two red lights), and the crossing is known to be clear. Signals operated by crews of the C. A. & S. Railroad.

★2440. After each actuation of a dragging equipment detector, the train crew must examine the entire train and advise the signalman when this has been done before proceeding.

2441. Dragging equipment detectors located:

Hartsdale—Westward—No. 2 Track—Signal 2781.

★2450. Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with Rules 14 (1) and 30. They operate when trains approach crossings with or against the current of traffic on main tracks only.

Trains approaching a highway crossing on a siding or yard track, adjacent to tracks crossing a highway protected by automatic highway crossing signals, will run carefully sounding the warning as prescribed by Rules 14 (1) and 30.

When a train passes entirely over a highway crossing protected by automatic highway crossing signals, it must not move in opposite direction over the crossing until protection is provided as prescribed by Rule 103a.

To avoid unnecessary operation of the automatic highway crossing signals, switches must not be left open, nor cars left standing on the main track longer than necessary within operating limits of such signals.

When shifting movements are made in the vicinity of a highway crossing protected by automatic highway crossing signals, or when a train is stopped, thereby operating the signals unnecessarily, every effort must be made by trainmen to avoid delay to highway traffic. When it is safe for vehicles or pedestrians to cross the track, the trainman will say "all right" and beckon to cross.

At the following locations a device is provided to cut out the operation of the automatic highway crossing signals by trainmen. When such device is used, no movement may be made over the crossing by their train until protection is provided as prescribed by Rule 103a, or the automatic operation of these signals has been restored:

Hartford City-Washington St.

Winamac	Washington St.	{	Instrument case at crossing
			Telephone box at water spout
			Watchman's house, Main St.
			East end of freight house

Crown Point	Main St.
Kentland	U. S. Road 41

Employees should observe the operation of automatic highway crossing signals and report promptly to the Superintendent any failures to operate properly.

★2451. (For Automatic Highway Crossing Signals.)

Electric light indicators are in service on or adjacent to instrument cases of flashing light signals and crossing bells protecting road crossings.

Indicator light will be displayed when train is operating the flashing light signals or crossing bells. Absence of indicator light indicates commercial power has failed and that signals or bells will be entirely dependent upon storage battery.

If indicator light is not displayed as train approaches crossing, prompt report must be made to Superintendent.

2452. Before and after making movements over crossings at following locations, a member of train or engine crew must manually operate flasher lights by means of a hand switch located on adjacent instrument case or post.

At crossings as indicated cars must not be left standing on short track circuits on siding, whose limits are marked by yellow stripes on rails, within the limits of which flashers or gates operate automatically.

Location	Crossing	Short Track Circuit	Period Manual Operation by Crews								
Siding											
Hartford City	Washington St.	x	Continuously								
Gas City	Main St.		Continuously								
Gas City	"H" St.		Continuously								
Winamac	Washington St.	x	Continuously								
<table border="0"> <tr> <td>North Judson</td><td>Sycamore St.</td><td rowspan="3">}</td><td rowspan="3">*</td></tr> <tr> <td>North Judson</td><td>Main St.</td></tr> <tr> <td>North Judson</td><td>Talmar St.</td></tr> </table> 11.00 A.M. to 11.45 P.M. and 4.30 P.M. to 7.45 A.M. daily except continuously on Saturday and Sunday. Switch for all 3 crossings located at Sycamore Street				North Judson	Sycamore St.	}	*	North Judson	Main St.	North Judson	Talmar St.
North Judson	Sycamore St.	}	*								
North Judson	Main St.										
North Judson	Talmar St.										
Wolcott	Ranger St.	x	Continuously								
Kentland	U. S. Road 41	x	Continuously								
2900' East of LaPaz Junction	U. S. Road 6		Continuously								
Main Track											
South Bend	Indiana Avenue		10.00 P.M. to 6.00 A.M. weekdays.								
South Bend	Broadway		12.01 A.M. to 1.00 P.M. Sundays.								
South Bend	Stull St.		Switches located at Indiana and Tutt Sts.								
South Bend	Garst St.										
South Bend	Sample St.										
South Bend	Tutt St.										

*For through movements on eastward siding signalman in interlocking tower will operate flashers.

2453. Train crews (except on passenger trains) will protect following crossings as indicated before movement over crossing: Plymouth—Between 2.30 P.M. and 6.00 P.M.

Garro St.	Washington St.	Harrison St.
Adams St.	Jefferson St.	
Monticello—Continuously, Main St., Illinois St.		

★2475. Gas-electric rail motor cars and gasoline rail motor cars must not use sand in automatic block system territory, except to avoid accidents. When these cars are used as trailers or are being towed, they must be placed only at end of train. If handled by passenger train, should not consist of more than 15 cars. If handled by freight train, should not consist of more than 35 cars.

MOVEMENT BY TRAIN ORDERS

2501. "C.W."—Logansport:

Conductors of passenger trains must report and personally deliver copy of each message or order to engineman, who will compare with conductor by reading message or order aloud. If there are no messages or orders, the conductor will notify the engineman before train departs.

YARDS AND YARD INSTRUCTIONS

2601. Yards indicated by yard limit boards located at:

Logansport (South Bend and Butler Branches).
Plymouth. South Bend. Effner.

SPEEDS **SPEED TABLE**

★2701.

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.		Min.	Sec.		Min.	Sec.		Min.	Sec.	
0	36	100	0	48	75	1	12	50	2	24	25
0	38	95	0	51	70	1	20	45	3	00	20
0	40	90	0	55	65	1	30	40	4	00	15
0	42	85	1	00	60	1	43	35	6	00	10
0	45	80	1	05	55	2	00	30	12	00	5

2702. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED, PASSENGER TRAINS AND FREIGHT TRAINS GENERAL

MAIN LINE	Single Track		No. 2 Track		No. 1 Track	
	Psg.	Frt.	Psg.	Frt.	Psg.	Frt.
	Miles per Hour					
Bradford to Anoka			55	45	55	45
Anoka to Race			70	50	70	55
Race to Van			30	30	30	30
Van to Schererville			70	50	70	50
With Frt. engines			50		50	
South Bend Branch Van to Fern	35	35				
Fern to South Bend	40	35				
With Frt. engines	35					
Effner Branch Kenneth to Effner		35				
Butler Branch Van to Fern		30				

VARIOUS

MAIN LINE AND BRANCHES						Miles per hour
Circus Trains.....						30
South Bend Branch.....						30
Effner Branch.....						20
Miles per Hour						
Boom Trailing			Boom Forward			
150 Ton	120 Ton	100 Ton	150 Ton	120 Ton	100 Ton	
Wreck Trains No. 2 Track— MP 83 to MP 207; MP 216 to MP 223; MP 237 to MP 280.....						
35	40	45	25	30	40	
MP 207 to MP 216; MP 223 to MP 237 No. 1 Track— MP 85 to MP 198; MP 229 to MP 256; MP 274 to MP 280.....						
50	50	50	40	40	40	
MP 198 to MP 229; MP 256 to MP 274 South Bend Branch.....						
35	40	45	25	30	40	
Effner Branch.....						
50	50	50	40	40	40	
30	30	35	20	20	30	
30	30	35	20	20	30	
Miles per hour						
Work Trains—on straight track—boom trailing.....						30
—on straight track—boom forward.....						20
—on curves.....						20
Revenue Trains handling machinery of rotary or swing- ing type such as cranes, derricks, steam shovels, etc., moving on own wheels—see special instructions						
—on straight track.....						30
—on curves.....						20

	Miles per Hour
Snow plows in service.....	25
Snow flangers in service.....	20
Note—When operating over territory other than Main Line, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.	
Track Cars—unless otherwise restricted.....	20
—when hauling track cars or trailers.....	15
—hand cars operated under rules 80 to 80f, inclusive.....	8
—through crossovers and turn outs, and over highway and railroad crossings.....	5

2703. MAXIMUM SPEEDS—UNLESS OTHERWISE SPECIFIED TURNOUTS

Spring Switches—trailing movement.....	15
—facing movement.....	30
Non-interlocked turnouts—diverging movements.....	10

2704. MAXIMUM SPEEDS—UNLESS OTHERWISE SPECIFIED CURVES

MAIN LINE

Union City—Between passenger station and Big Four Crossing.....	40
Kenneth—First curve west of.....	60
No. 2 track between Royal Center and Kenneth against current of traffic.....	60

2705. MAXIMUM SPEEDS—UNLESS OTHERWISE SPECIFIED BRIDGES

Location	Class of Engine								
	D	E	F	G	H	I	K	L	M
	Miles per Hour								
Main Line:									
137.56 0.49 Mi. east of Hartford City.....							40		
165.06 2.0 Mi. west of Sweetser (See Note A).....									
167.85 0.73 Mi. east of Converse.....							30		50
194.16 East end of yard "A", Logansport.....							40		60
219.41 2.9 Mi. west of Star City.....									60
South Bend Branch:									
All Bridges (See Note B).....								35	30
Effner Branch:									
All Bridges (See Note B).....									

Note A. I-1 and N-1 engines restricted to 40 miles per hour with tenders of 21,000 and 25,000 gallon capacity.

Note B. Engines restricted to 15 miles per hour with tenders of 21,000 and 25,000 gallon capacity.

Note C. Streamliner K4s engine 3768 with tender 180-P-75 will be governed by speed restrictions applying to M-1 engines with less than 15,000 gallon tender.

2706. MAXIMUM SPEEDS—UNLESS OTHERWISE RESTRICTED ENGINES

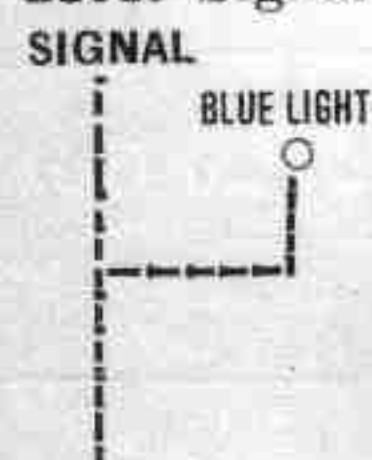
CLASS	Miles per Hour		
	Forward	Backward	
		Main Line	Branch Line
A.....	15	15	15
B.....	20	20	20
C.....	20	20	20
D.....	70	25	25
E.....	70	25	25
G.....	70	35	25
H.....	50	35	25
I.....	40	25	25
K.....	70	35	25
L.....	50	25	25
M.....	70	35	25
N.....	50	25	25
Gas-electric rail motor car.....	60	60	40
Gasoline rail motor cars.....	40	25	25

MAXIMUM SPEED FOR ENGINES WHEN RUNNING FORWARD LIGHT

Passenger engines.....	50
Freight engines.....	40

FIXED SIGNALS

2801. Signal aspects not standard in service:



Indication: One track intervenes between signal and track it governs.

Location: No. 1 Track:

- Elm.-250 Feet East of.
- Fourteenth St.

CAB SIGNALS

2851. Cab signal rules 295 to 298, inclusive, are in service as follows:

★2853. Required departure tests of engines and trains must be made before entering territory in which the use of cab signals is prescribed.

MANUAL BLOCK SYSTEM

2901. Rules 305 to 373, inclusive, are in effect as follows, except that Rules 316 and 317 will apply only on portions of the Division as specified:

Elm and Van.
Van and South Bend.
Kenneth and Effner.

2902. Rule 316 will apply:

2903. Rule 317 will apply:

Elm and Van.
Van and South Bend.
Kenneth and Effner.
All main tracks governing movement against current of traffic.

AUTOMATIC BLOCK SYSTEM

3001. Rules 501 to 512, inclusive, are in effect as follows:

(Double Track) Tracks No. 1 and No. 2.
Between Bradford and Elm.
Between Van and Schererville.

3015. Rules 501 to 518, inclusive, are in effect as follows:

3016. Rule 515—Following exception authorized:

INTERLOCKING

3101. Rule 672—instructions for manual operation of remote controlled interlocking switches are located:

Telephone Shelter—
Aynes.
West Ridgeville.

3102.

MEEKER

When a train is stopped by the home signal and there is no train approaching on the C. C. C. & St. L. R. R., or should no other cause for detaining train be known. The Conductor will, after a thorough understanding with the engineman, arrange for manual operation of signal by operating P. R. R. time release in shelter box, and after signal displays proceed indication train may proceed over crossing. If signal does not display proceed indication three minutes after release has been operated, Conductor will report to the Superintendent and be governed by instructions. If means of communication have failed and should no cause for not proceeding over crossing be known, Conductor will reach understanding with Engineman, provide full protection against trains of the C. C. C. & St. L. R. R., after which train may pass stop signal and proceed over crossing.

A reverse movement, or forward movement after making a reverse movement, must not be made over the crossing until P. R. R. time release, located in shelter box, is operated and proceed signal displayed for the movement to be made.

Track cars must stop and not proceed over crossing until track car driver has provided full protection against trains of the C. C. C. & St. L. R. R.

3103. Ridgeville—Rule 605 applies on connecting track between the Logansport and Cincinnati divisions; on No. 1 and No. 2 main tracks between the Cincinnati division crossing and connecting track with the Logansport division.

ENGINE AND OTHER EQUIPMENT RESTRICTIONS

3201. Equipment as designated must not be permitted on tracks, bridges, etc., named.

	CLASS OF ENGINE												Engines with Tender Capacity of Over 15,000 Gallons
	C1	CC2-S	E (Excl E6)	G	H6	H8, H9, H10	IIS-N1	K2	K4	L1, L2, K3, K5	M	N2	
LOGANSPOUT DIVISION All tracks, bridges, etc.		C											
MAIN LINE BRADFORD: Storage from 300 ft. west of lumber track switch to end	R	R	R	R	R	R	R	R	R	R	R	R	R
HORATIO: Westbound storage 500 ft. east of derail to end	R	R	R	R	R	R	R	R	R	R	R	R	R
MEEKER: Eastbound storage Westbound storage	R	R	R	R	R	R	R	R	R	R	R	R	R
UNION CITY: East storage	R	R	R	R	R	R	R	R	R	R	R	R	R
SARATOGA: East storage Teegarten Elevator	R	R	R	R	R	R	R	R	R	R	R	R	R
RIDGEVILLE: House track East of Sheridan St. West of Sheridan St.							CR	CR	CR	CR	CR	CR	CR
RED KEY: Nickel Plate connection Former Westward Siding East of Water Station Former Eastward Siding Between Overhead Bridge Red Key and Road Crossing East of Harts Factory Remaining Portion	R						C	C	C	C	C	R	R
HARTFORD CITY: Hartford City Paper Co.	B						C	C	C	C	C	B	B
UPLAND: South Side track West of Stock Pens East of Stock Pens	R						R	R	R	R	R	R	R
MARION: Chicago Novelty Works track Midwest Paper Co. N. track Grant Co. Farm Bureau track U. S. Glove Co. track Canton Belt							C	C	C	C	C	C	C
CONVERSE: Elevator and Team track Westward Storage							R	R	R	R	R	R	R
AMBOY: North side track E. of stock pens	R						R	R	R	R	R	R	R
BUNKER HILL: Eastward Storage Westward Storage	R						R	R	R	R	R	R	R
ONWARD: Elevator track							C	C	C	C	C		
KENNETH: Yard tracks, South side Leads to American Aggregates Corp. Tracks							C	C	C	C	C		
ROYAL CENTER: Team track							C	C	C	C	C		

3201—Concluded.

	CLASS OF ENGINE												Engines with Tender Capacity of Over 15,000 Gallons
	C1	CC2-S	E (Excl E6)	G	H6	H8, H9, H10	IIS-N1	K2	K4	L1, L2, K3, K5	M	N2	
WINAMAC Crossover No. 2 track to team track at freight house								C	C	C	C	C	
DENHAM: Team track								C	C	C	C	C	C
ENGLISH LAKE: Team track								C	C	C	C	C	
LA CROSSE: Monon connection								C	C	C	C	C	C
KOUTS: Team track								C	C	C	C	C	
AYLESWORTH: Elevator and team track								C	C	C	C	C	
HEBRON: Tail track								C	C	C	C	C	
CROWN POINT: Team track—No. Side								C	C	C	C	C	
SOUTH BEND BRANCH	B						B						
PLYMOUTH: Basket Factory tracks Metal Works track Foundry tracks Willett Mfg. Co. tracks								C	C	C	C	C	C
LAKEVILLE: Wabash connections								C	C	C	C	C	C
SOUTH BEND: No. 1 house track, Tutt St. No. 2 team track, Tutt St.								C		C	C		C
EFFNER BRANCH	B						B		B	B	B		
LAKE CIECOTT: Great Lake track Million Sand Co. track								C	C	C	C	C	
MONTICELLO: Monon connection								C	C	C	C	C	C
REYNOLDS: Monon connection 300 ft. East of State Road								C	C	C	C	C	
WOLCOTT: So. elevator track Dye Lumber track								C	C	C	C	C	C
REMINGTON: W. end of North track Middle track—So. Side Elevator track—So. Side								C	C	C	C	C	
GOODLAND: South C. A. & S. connection beyond a point 423 feet from P. R. R. main track switch													

NOTE—Letters indicate use prohibited account:

B—Bridge
C—Curve
D—Clearance
R—Rail

★3252. P-54, MP-54, and MP-54c coaches; PB-54, MPB-54, MPB-54b and MPB-54c combined passenger and baggage cars; MPBM-54 passenger, baggage and mail cars; and MBM-62 baggage cars, must not be hauled between heavier steel cars or between heavier steel cars and the engine.

★3253. Cabin cars, other than those having two four-wheel trucks, must not be moved in passenger trains.

★3254. Cars utilizing acetylene or propane gas for cooking, lighting or other purposes, must not be accepted for movement unless acetylene gas tanks are drained and propane gas cylinders are removed.

★3255. Cars seventy feet or more in length, not equipped with pivoted head couplers, must not be coupled to cabin car when moved in trains.

★3256. Freight cars equipped for passenger train service must have steam heat line, air signal line, steel wheels, E7 safety valve, three-position retaining valve, and air brake cylinder—10" minimum diameter.

On account of braking arrangement, when passenger trains have class X-29, 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, the lading of which is less than 25,000 pounds each, at least one regular passenger equipment car must be included in the make-up of the train.

1 empty passenger equipped freight car to equal 1 passenger car.

The weight of lading in a car in express service loaded with mixed freight normally does not exceed 25,000 pounds—occasional carload shipments exceed 50,000 pounds in which case the weight should be ascertained from the Railway Express Agent.

When the make-up of a passenger train is such that the number of allowable loaded freight cars exceeds the limit above prescribed, the train must be operated under the regulations and speed restrictions which apply to freight trains, as well as the use of retaining valves on grades as required by the Brake and Train Air Signal Instructions No. 99-B-1.

★3257. A car having air brakes inoperative must not be the rear car of a passenger train unless authorized by the Superintendent.

PERSONAL INJURIES

★3401. Emergency calls for surgeons will have preference over other business, except train orders and power emergency calls.

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

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.

3402. Medical Examiners and Company Surgeons

Location	Name and Address	Telephone number
Chicago	Dr. Walter Aye Office: Rooms 246 and 251 Union Station Building.	Central 7200 Local 348 and 349
Logansport	Dr. C. L. Canada, Ass't Office 412 East Melbourne Ave. Res. 940 No. Hawthorne Lane, Indianapolis, Ind. Office Hours: Monday and Wednesday 8.30 A.M.-3.00 P.M. Saturday 8.30 A.M.-12.00 Noon	Penn. Exc. 37 Irvington 6210

COMPANY SURGEONS

Location	Name and Address	Telephone Number
Union City	Dr. R. A. Voisinet Office, 309 W. Oak St. Res. 402 N. Howard St.	97 316
Ridgeville	Dr. G. H. Schenk Office and Residence	80
Dunkirk	Dr. E. C. Garber Office, 317 S. Main St. Res., 330 W. Pleasant	1-J 1-A
Hartford City	Dr. J. U. Dodds Office, 227 W. Main St. Res. 702 N. Jefferson St.	430 395
Marion	Dr. R. W. Lavengood Office, 908 S. Washington St. Res. 908 S. Washington St.	2424 811-W If no answer call 1277
Logansport	Dr. F. W. Terflinger Office, 422 North Res., 912 North St.	3486 3537
Logansport	Dr. W. A. Holloway, Ass't Office, 201 3rd St. Res., 200 Eel River Ave.	4379 3005
Crown Point	Dr. W. F. Houk Office, East St. Res., East St.	279 279
Culver	Dr. H. H. Tallman Office, 107 N. Jefferson St. Res., 306 W. Washington St.	365 W 365 R
Plymouth	Dr. Harry Knott Office, 1st Nat'l Bank Bldg. Res., 217 N. Center St.	455 680
South Bend	Dr. P. J. Birmingham Office, 426 Sherland Bldg. Res., 1302 E. Ewing St.	3-2476 3-3376
Monticello	Dr. H. B. Gable Office, 103 E. Broadway Res., 710 S. Main St.	390 15
Kentland	Dr. O. E. Glick Office and Residence, Cor. 3rd and Dunlap Streets.	273-B

3403. Locations of Hospitals

Location	Name and Address	Telephone Number
Union City	Union City Hospital 702 W. Division St.	726
Hartford City	Blackford Co. Hospital E. VanCleve St.	471
Marion	Grant Co. Hospital Wabash Ave.	1887
Logansport	St. Joseph Hospital 26th and High Sts.	4145
	Cass Co. Hospital North Michigan Ave.	3117
Crown Point	Lake Co. Infirmary Three miles east	87
Culver	Military Hospital Academy Grounds	89
Plymouth	Marshall Co. Hospital North Michigan St.	3361
	Aspinall Sanitarium Pennsylvania Ave.	100
South Bend	Epworth Hospital 604 North Main St.	3-1131
	St. Joseph Hospital 401 N. Notre Dame	3-2168

3404. First-Aid Boxes and Stretchers:

First-Aid Boxes, location of:

Passenger, Baggage, Mail and Cabin Cars.
 M. of W. Cabins and Camp Cars.
 Wreck Trains.
 Track and Hand Cars.
 Passenger and Freight Stations.
 Block Stations and Interlocking Stations.
 Engine Houses and M. of E. Shops.
 Car Inspectors' Offices.
 Power Plant and Sub-Stations.

Stretchers:

Combined, Baggage Cars and all Passenger Trains.

USE OF TELEPHONES

★3501. Employees using telephones in connection with train movements must satisfy themselves that they are in communication with proper persons.

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

If telephones fail, 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 their trains, the conductor, engineman or driver 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 106.

Verbal arrangements and instructions in regard to trains being clear of, or desiring to occupy certain tracks, etc., must be repeated by the person receiving the information.

GENERAL INSTRUCTIONS

★3601. Machinery of rotary or swinging type such as cranes, derricks, steam shovels, etc., whether loaded on cars or moving on own wheels, must not be moved in revenue trains unless form CT-310 covering the specific movement is attached, one to each side of the car on which it is loaded or one to each side of the machine when moving on own wheels, and form CT-310-A is attached to the billing.

When such shipments are set off for repairs that may effect the requirements of the A.A.R. Loading Rules, they must not again be moved except upon authority of the Superintendent, and not until proper inspection has been made and billing endorsed by agent or yardmaster "Re-inspected at _____ and loaded as per A.A.R. Loading Rules". Conductors when setting off such shipments for repairs must notify the proper officer that it is rotary type machinery.

In all movements of such rotary or swinging type machinery on own wheels in revenue trains the boom end must trail, except that when necessary the Superintendent may authorize movement with boom end forward, in which event the authority will include any additional speed restrictions that may be required.

When cranes are shipped on their own wheels, all coal must be removed from the coal bunkers, and all water removed from the boilers and reservoirs. When boom is detached the light end of crane should trail. Where trucks are secured to body with keyed or nutted center pin, key or nut should be removed from pin on trailing end.

When pivoted machinery, equipped with swinging booms of which a part may swing or extend outward, is moved from one service point to another in work trains, boom anchors and cables must be in place and locking devices fastened. When such equipment is moved during the progress of work on or about main tracks, stops must be in use to prevent fouling adjacent tracks, and crane operator must be in cab.

Boom must be securely anchored, with center lock in place, and crane operator must be in cab while train movements are being made on adjacent tracks.

★3602. To provide against possible accident to railroad property, and insure the safe passage of heavy machinery or implements at grade crossings, special provision should be made to protect such movement over the tracks.

Agents and foremen should keep closely in touch with such matters and give the Track Supervisor advance information to enable him to make proper arrangements with the owners or those in charge of the equipment to insure full protection is afforded while tracks are to be crossed.

★3605. Trainmen must not pass over container cars while cars are in motion.

★3606. Trainmen riding in cabin cars must make frequent observations of air brake gauge to see that brake pipe pressure is normal. If gauge indicates brake pipe pressure is not normal, arrangements must be made to stop train and ascertain cause.

3607. The operation of pusher engines behind occupied cabin cars of assembled freight trains in Ohio is prohibited.

In Ohio, employes and others are prohibited from riding on a cabin car when a pusher engine is operated behind a cabin car of an assembled freight train; they may ride on the pusher engine.

The train shall be stopped to cut off the pusher engine.

Home Division

Name

Occupation

QUALIFIED FOR SERVICE

PART OF ZONE QUALIFIED FOR

DIVISION

ZONE

GENERAL ORDER No. 101

 ZONE A
 ZONE B
 ZONE C

Effective 12.01 A. M. Sunday September 28, 1941.

New Book of Rules and Time-Table No. 1 will take effect at 12.01 A. M. Sunday, September 28, 1941, and contain the necessary instructions issued in General Orders up to and including:

 No. 3304 Zone A
 No. 3302 Zone B
 No. 3304 Zone C

all of which must be removed from the Bulletin Boards.

Each employee must carefully examine Time-Table to see that his copy is complete with all schedule pages properly lined up and note the changes.

Employees must turn in old Time-Table to Bulletin Board Attendants after Time-Table takes effect.

This General Order is printed in Time-Table and will not be issued in sticker form.

MAIN LINE—DUNKIRK

Emergency coaling station, for servicing engines on No. 1 eastward main track, located 7200 feet east of Dunkirk; trailing point connection in No. 1 eastward maintrack located 7600 feet east of Dunkirk, leading to coal storage track. IN SERVICE.

Printed instructions covering operation of emergency coaling station are posted above platform and must be strictly complied with.

MAIN LINE—WINAMAC

All trains reduce speed to fifty (50) miles per hour on eastward and westward main tracks, over Bridge No. 219.41, 2.9 miles west of Star City.

J. P. Newell, Jr.

Superintendent.

175
THE PENNSYLVANIA RAILROAD

Logansport Division

Logansport, Indiana, January 14, 1942.

GENERAL ORDER No. 104 { Zone A
Zone B
Zone C

Effective 12.01 A. M., Saturday, January 17, 1942.

Schedule for train No. 310. **WITHDRAWN.**

Effective 12.01 A. M., Monday, January 19, 1942.

Schedule for train No. 311. **WITHDRAWN.**

Coupons to Time Table No. 1 issued accordingly and must be pasted on proper page in Time Table.

Effective 10.01 A. M., Tuesday, January 20, 1942.

SOUTH BEND BRANCH—KEWANNA

Eastward distant signal located 5000 feet west of eastward home signal, relocated at a point 6000 feet west of eastward home signal and changed from semaphore to position light type.

EFFNER BRANCH—REYNOLDS

Main track switch at east end of passing siding, located 462 feet west of station. **OUT OF SERVICE.**

J. P. NEWELL, JR.,
Superintendent.

311

310

WITHDRAWN

Effective 12.01 A. M. Monday, January 19, 1942, Zones A-B-C.
Logansport Division General Order No. 104, Zones A-B-C.

WITHDRAWN

Effective 12.01 A. M. Saturday, January 17, 1942, Zones A-B-C.
Logansport Division General Order No. 104, Zones A-B-C.

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THE PENNSYLVANIA RAILROAD

Logansport Division

Logansport, Ind., March 30, 1942.

GENERAL ORDER No. 106 { Zone A
Zone B
Zone C

Effective 12:01 A. M., Sunday, April 5, 1942.

Schedule for train No. 304 continued until Friday, April 17, 1942, inclusive.

Schedule for train No. 305 continued until Sunday, April 19, 1942, inclusive.

Schedule for train No. 308 continued until Friday, May 1, 1942, inclusive.

Schedule for train No. 309 continued until Sunday, May 3, 1942, inclusive.

Coupons to Time-Table No. 1 issued accordingly and must be pasted on proper page in Time-Table.

H. M. Wood,
Superintendent.

305	309	304	308
P. M.	P. M.	A. M.	A. M.
Will operate April 7, 10, 13, 16, 19, 1942	Will operate April 6, 9, 12, 15, 18, 21, 24, 27, 30, 1942	Will operate April 5, 8, 11, 14, 17, 1942	Will operate April 7, 10, 13, 16, 19, 22, 25, 28, May 1, 1942
Effective 12:01 A. M. Sunday, April 5, 1942 Logansport Division General Order No. 106 A-B-C.	Effective 12:01 A. M. Sunday, April 5, 1942 Logansport Division General Order No. 106 A-B-C.	Effective 12:01 A. M. Sunday, April 5, 1942 Logansport Division General Order No. 106 A-B-C.	Effective 12:01 A. M. Sunday, April 5, 1942 Logansport Division General Order No. 106 A-B-C.
5.07	8.42	10.55	11.35
5.43	9.18	10.19	10.59
5.51	9.26	10.11	10.51
5.57	9.32	10.05	10.45
6.23	9.58	9.40	10.20
S 7.05	S 10.40	S 9.00	S 9.40
P. M.	P. M.	A. M.	A. M.
305	309	304	308
Page 8 Col. 1	Page 8 Col. 4	Col. 1 Page 10	Col. 2

H. J. Harfelt
Logansport
Ind.

1910 North St



We **WON'T** let him down

MAYBE he is your son—who smiled so cheerfully when he boarded the troop train. Or maybe he is that serious young fellow who worked next to you. Or that happy-go-lucky boy of your neighbor's.

Whoever he is, he's an American and he is proud to do his bit for Uncle Sam. *He won't let us down!*

And we won't let him down either!

We're going to do our part to provide him with the food and clothing and things he needs to keep healthy and strong and comfortable. We're going to do our part to provide him with the planes, ships, guns, tanks, and all the other implements of modern warfare he needs to protect himself and to defend America.

Remember this—only the railroads can transport the huge quantities of food and materials and supplies and equipment he will need. Only the railroads handle that job and, at the same time, take care of the other mass transportation needs of the nation.

The speed and vastness of the defense program and the need for adequate, efficient railroad transportation constitutes a challenge to every railroader. But so far we have met that challenge. And we will continue to meet it in the future!

We have the plant. We have the man-power. We have the skill and the ingenuity to do the transportation job that only the railroads can do. Above all, we have a tradition of service to the nation that is the proud heritage of every railroader.

Neither the railroads nor the nation's loyal army of railroaders will let America down!

★ ★ ★ ★ ★

ASSOCIATION OF
AMERICAN RAILROADS

LOGANSPORT DIVISION TIME TABLE No. 1