

THE PENNSYLVANIA RAILROAD

WESTERN REGION

NORTHWESTERN DIVISION

LOGANSPORT DIVISION

Time-Table No. 8

In effect 12.01 A. M., Sunday, April 27, 1947

FOR THE GOVERNMENT OF EMPLOYEES ONLY

CENTRAL STANDARD TIME

W. W. PATCHELL,
General Manager.

BOYD WILSON,
Supt. Pass. Transportation.

J. H. COOPER,
General Superintendent.

T. E. BOYLE
Supt. Frt. Transportation.

A. L. HUNT,
Superintendent.

30-

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MAIN LINE

Interlocking	Interlocking Station	Block Stations	Block-Limit Station	Station Signals	STATIONS	Dist. from Columbus	Sidings assigned direct'n Car Capacity 45 ft. cars		
							East	West	Both
X	X	X			COLUMBUS (Cols. Div.)				
					BRADFORD	83.0			
					DIVISION POST (Cols. Div.)	83.2			
					HORATIO	83.6			
					STELVIDEO	90.0			
					PIKEVILLE	92.9			
X					MEEKER	95.2			
					WOODINGTON	96.8			
X	X	X			UNION CITY	104.0		136	
					SARATOGA	130.4			
X	X	X			RIDGEVILLE	117.5		154	
X					WEST RIDGEVILLE	118.3			
X	X	X			POWERS	121.4			
					REDKEY	123.7			
					DUNKIRK	123.7			
					MILL GROVE	132.8			
					HARTFORD CITY	135.4	252	176	
					UPLAND	145.4			
					GAS CITY	152.6			
					BETHEVAN	155.1			
X	X	X			KENT	157.2	49	182	
					MARION	157.6			
					BECKER	160.0			
					SWEETSER	163.5			
					CONVERSE	169.0		144	
					AMBOY	172.3			
					NORTH GROVE	174.4			
X					McGRAWSVILLE	177.2			
					BUNKER HILL	182.3			
					ONWARD	187.6			
X	X	X			ANOKA	192.8			
X	X	X			RACE	196.4			
					FOURTEENTH STREET	197.0			
					ELM	197.5			
					LOGANSPORT	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	147	118	
					WINAMAC	225.2			
					DENHAM	234.1			
X	X	X			NORTH JUDSON	239.9	146	152	
					ENGLISH LAKE	244.2			
X	X	X			LA CROSSE	249.2			
X	X	X			KOUTS	256.1		455	
					SANDY HOOK	258.5			
X					AYNES	260.0	213		
					AYLESWORTH	260.7			
					HEBRON	265.4			
					LEROY	270.0			
					CROWN POINT	276.3			
					DIVISION POST (C. T. Div.)	282.8			
X	X	X			SCHERERVILLE (C. T. Div.)	282.9			
					HARTSDALE	284.5	143	143	
					CHICAGO	314.1			

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.
------	--------	--

Interlockings—Remote Controlled, Operated From:

Interlocking	Operated From
West Ridgeville Aynes	Ridgeville Kouts

Interlockings—Automatic:

Interlocking	Operated From
Bunker Hill Meeker	Bunker Hill Meeker

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

CW—Logansport—Continuously for passenger trains only.

SOUTH BEND BRANCH

Interlocking	Interlocking Station	Block Stations	Block-Limit Station	STATIONS	Dist. from Logansport	Sidings assigned direct'n Car Capacity 45 ft. cars		
						East	West	Both
X	X	X		LOGANSPORT.....	1.2			
				VAN.....	2.5			
				FERN.....	11.0			
				LUCERNE.....	16.5			
				GRASS CREEK.....	21.4			24
X	X			KEWANNA.....	21.7			
X	X	X		KEWANNA INT. STA.....	25.0			
X	X	X		BRUCE LAKE.....	29.7			
X	X	X		DE LONG.....	35.5			
X	X	X		CULVER.....	38.4			48
X	X	X		HIBBARD.....	41.5			
X	X	X		TWIN LAKES.....	45.7			
X	X	X		PLYMOUTH.....	46.8			97
X	X	X		MARSHALL.....	54.0			76
X	X	X		LAPAZ JUNCTION.....	58.0			21
X	X	X	X	LAKEVILLE.....	68.0			
				DE.....	69.0			
				SOUTH BEND.....				

NOTE.—X Indicates in Service.

Block-Limit Stations controlled by Open Block Stations.

Block-Limit Station	Controlled by Signalman	Period Operated
DE	Lakeville	Continuously

EFFNER BRANCH

Interlocking	Interlocking Station	Block Stations	Block-Limit Station	STATIONS	Dist. from Logansport	Sidings assigned direct'n Car Capacity 45 ft. cars		
						East	West	Both
			X	LOGANSPORT.....				
				KENNETH.....	5.7			
				LAKE CIECOTT.....	8.7			
				BURNETTSVILLE.....	12.1			
				IDAVILLE.....	15.1			
			X	MONTICELLO.....	21.2			36
				REYNOLDS.....	26.9			
				SEAFIELD.....	32.8			
				WOLCOTT.....	35.8			37
		X		REMINGTON.....	41.5			23
		X		GOODLAND.....	48.9			23
				PERKINS.....	52.7			
				NEWTON.....	53.1			
X	X			KENTLAND.....	57.0			
			X	KENTLAND INT. STATION.....	57.2			56
				SA.....	60.2			
				EFFNER.....	61.2			

NOTE.—X Indicates in Service.

Block Stations open continuously except:

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
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

The direction from Effner to Kenneth is Eastward.

STATIONS	FIRST CLASS			
	◇203*	237*	◇307*	
	DAILY	DAILY	DAILY	
Leave	A. M.	A. M.	A. M.	
COLUMBUS(Col.Div.)(E.T.)				
BRADFORD.....(C.T.)				
MEEKER.....				
WOODINGTON.....				
UNION CITY.....				
SARATOGA.....				
RIDGEVILLE.....				
WEST RIDGEVILLE.....	12.55			
REDKEY.....	1.05			
DUNKIRK.....				
MILL GROVE.....				
HARTFORD CITY.....				
UPLAND.....				
GAS CITY.....				
KENT.....	1.45			
MARION.....	S° 1.50			
SWEETSER.....				
CONVERSE.....				
AMBOY.....				
NORTH GROVE.....				
MCGRAWSVILLE.....				
BUNKER HILL.....				
ONWARD.....				
ANOKA.....	2.30	2.45		
RACE.....	2.35	2.50		
LOGANSFORT.....	S 2.40	S 2.55		
LOGANSFORT.....	2.50	3.05		
VAN.....	2.53	3.08	4.20	
KENNETH.....				
ROYAL CENTER.....				
STAR CITY.....				
WINAMAC.....		S° 3.35	S° 4.45	
NORTH JUDSON.....	3.33	S° 3.50	5.00	
LACROSSE.....	3.43	4.00	5.10	
KOUTS.....	3.50	4.07	5.17	
AYNES.....	4.00	4.17	5.27	
HEBRON.....		F° 4.25		
LERROY.....				
CROWN POINT.....		S° 4.40	S° 5.50	
SCHERERVILLE(C.T.Div.)		S° 4.55		
HARTSDALE.....	4.35	5.00	6.05	
CHICAGO.....	S 5.20	S 5.45	S 6.50	
Arrive	A. M.	A. M.	A. M.	
	203	237	307	

FIRST CLASS				
109	115	3161	215	◇3201*
DAILY	DAILY	DAILY	DAILY	DAILY
P. M.	A. M.	P. M.	P. M.	P. M.
S 11.50	S 8.25			
1.20	S 9.35			
S 1.55	S 10.05			
2.15	S 10.20			
2.25	S 10.30			
S° 2.35	S 10.35			
S° 2.55	S 11.00			
S° 3.05	S 11.10			
	S 11.20			
3.25	11.25			
S° 3.45	S 11.35			
	S 11.50			
	S 12.05			
4.30	12.20		12.25	
4.35	12.25		12.30	
S 4.40	S 12.30		S 12.35	
4.50		S 12.15	12.45	S 3.25
4.53		12.20	12.48	3.30
			S 1.15	
5.35			S 1.35	
5.45			1.46	
5.52			1.53	
6.02			2.04	
S° 6.18			S 2.20	
6.30			2.35	
S 7.15			S 3.20	
A. M.	P. M.	P. M.	P. M.	P. M.
109	115	3161	215	3201

STATIONS		FIRST CLASS		
Leave		◇ 207 DAILY P. M.	✠ ◇ 319 DAILY Ex. Sun. P. M.	◇ 309 P. M.
COLUMBUS (Cols. Div.) (E.T.)				Will Run
BRADFORD (C.T.)				April 28.
MEEKER				May 1, 4, 7,
WOODINGTON				10, 13, 16,
UNION CITY				19, 22, 25,
SARATOGA				28, 31.
RIDGEVILLE				June 3, 6,
WEST RIDGEVILLE				9, 12, 15,
REDKEY				18, 21, 24,
DUNKIRK				27, 30.
MILL GROVE				July 3, 6, 9,
HARTFORD CITY				12, 15, 18,
UPLAND				21, 24, 27,
GAS CITY				30.
KENT				August 2,
MARION				5, 8, 11, 14,
SWEETSER				17, 20, 23,
CONVERSE				26, 29.
AMBOY				Sept. 1, 4,
NORTH GROVE				7, 10, 13,
MC GRAWSVILLE				16, 19, 22,
BUNKER HILL				25, 28.
ONWARD				Oct. 1, 4, 7,
ANOKA	6.10			10, 13, 15,
RACE	6.15			19, 22, 25,
LOGANSPOUT	\$ 6.20			28, 31.
LOGANSPOUT				Nov. 3, 6, 9,
VAN	6.35	\$ 6.40		12, 15, 18,
KENNETH	6.38	6.43	8.49	21, 24, 27,
ROYAL CENTER				30.
STAR CITY				1947.
WINAMAC				
NORTH JUDSON	F° 7.13		9.27	
LACROSSE	7.22		9.36	
KOUTS	7.28		9.43	
AYNES	7.38			
HEBRON				
LEROY				
CROWN POINT	S° 7.53			
SCHEERERVILLE (C.T. Div.)				
HARTSDALE	8.05		10.11	
CHICAGO	\$ 8.50		\$ 10.55	
Arrive	P. M.	P. M.	P. M.	
	207	319	309	

[illegible]

STATIONS	FIRST CLASS	
	308	216
Arrive	A. M.	P. M.
COLUMBUS (E. T.)	Will Run	
BRADFORD (Col. Div.)		
	April 29.	
MEEKER	May 2, 5, 8,	
WOODINGTON	11, 14, 17,	
UNION CITY	20, 23, 26,	
SARATOGA	29, 1 st	
RIDGEVILLE	June 1, 4,	
WEST RIDGEVILLE	7, 10, 13,	
REDKEY	16, 19, 22,	
DUNKIRK	25, 28,	
MILL GROVE	July 1, 4, 7,	
HARTFORD CITY	10, 13, 16,	
UPLAND	19, 22, 25,	
GAS CITY	28, 31,	
KENT	Aug. 3, 6,	
MARION	9, 12, 15,	
SWEETSER	18, 21, 24,	
CONVERSE	27, 30,	
AMBOY	Sept. 2, 5,	
NORTH GROVE	8, 11, 14,	
MCGRAWSVILLE	17, 20, 23,	
BUNKER HILL	26, 29,	
ONWARD	Oct. 2, 5, 8,	
ANOKA	11, 14, 17,	
RACE	20, 23, 26,	
LOGANSPOUT	29,	
LOGANSPOUT	Nov. 1, 4, 7,	
VAN	10, 13, 16,	
KENNETH	19, 22, 25,	12.27
ROYAL CENTER	28, 31,	12.20
STAR CITY	1947.	12.15
WINAMAC		\$ 12.05
NORTH JUDSON	10.05	12.02
LACROSSE		
KOUTS		\$ 11.35
AYNES	9.29	\$ 11.18
HEBRON	9.21	11.07
LEROY	9.15	11.00
CROWN POINT		10.50
SCHERERVILLE		\$ 10.30
HARTSDALE	8.50	10.20
CHICAGO (C. T. Div.)	\$ 8.10	\$ 9.35
Leave	A. M.	A. M.
		DAILY
	\$ 308	216

FIRST CLASS					
116	3150	316	208	3190	236
P. M.	P. M.	A. M.	P. M.	P. M.	A. M.
\$ 6.15					
\$ 3.20					
\$ 2.53					
\$ 2.32					
\$ 2.19					
\$ 2.09					
\$ 1.55					
\$ 1.41					
\$ 1.31					
1.24					
\$ 1.23					
\$ 1.01					
\$ 12.44					
12.30			3.31		12.25
12.25			3.27		12.19
\$ 12.20			3.20		12.15
	\$ 12.38	\$ 11.50	\$ 3.17	\$ 6.28	\$ 11.59
	12.35	11.45	3.14	6.25	11.52
					F° 11.17
			F° 2.32		F° 11.02
			2.24		10.52
			2.18		10.46
			2.08		10.36
					F° 10.30
			S° 1.50		S° 10.20
			1.42		10.06
			\$ 1.00		\$ 9.20
P. M.	P. M.	A. M.	P. M.	P. M.	P. M.
DAILY	DAILY	DAILY EX. SUN.	DAILY	DAILY	DAILY
116	3150	316	208	3190*	236*

STATIONS	FIRST CLASS			
	204	110	306	
	A. M.	A. M.	A. M.	
Arrive				
COLUMBUS (E. T.)		\$ 7.30		
BRADFORD (Col. Div.)		4.35		
MEEKER				
WOODINGTON				
UNION CITY		\$ 4.05		
SARATOGA				
RIDGEVILLE		\$ 3.32		
WEST RIDGEVILLE	3.00			
REDKEY	2.50	3.22		
DUNKIRK		\$ 3.12		
MILL GROVE				
HARTFORD CITY		\$ 2.57		
UPLAND				
GAS CITY				
KENT	1.56	2.21		
MARION	\$ 1.55	\$ 2.20		
SWEETSER				
CONVERSE				
AMBOY				
NORTH GROVE				
MCGRAWSVILLE				
BUNKER HILL				
ONWARD				
ANOKA	1.10	1.25		
RACE	1.00	1.20		
LOGANSPORT	12.55	1.15		
LOGANSPORT	\$ 12.45	\$ 1.05		
VAN	12.42	1.00	1.12	
KENNETH				
ROYAL CENTER				
STAR CITY				
WINAMAC				
NORTH JUDSON	12.01	12.25	12.35	
LACROSSE	11.53	12.15	12.26	
KOUTS	11.47	12.08	12.20	
AYNES	11.37	11.58	12.12	
HEBRON				
LEROY				
CROWN POINT		\$ 11.40		
SCHERERVILLE				
HARTSDALE	11.15	11.30	11.50	
CHICAGO (C. T. Div.)	\$ 10.30	\$ 10.45	\$ 11.05	
Leave	P. M.	P. M.	P. M.	
	DAILY	DAILY	DAILY	
	♦204*	110	♦306*	

STATIONS	FIRST CLASS			
	319			
	DAILY Ex. Sun. P. M.			
Leave				
INDIANAPOLIS (Ind. Div.)	\$ 4.35			
LOGANSPORT	\$ 6.40			
VAN	6.43			
LUCERNE	\$ 7.04			
GRASS CREEK	\$ 7.13			
KEWANNA	\$ 7.20			
DE LONG	\$ 7.32			
OULVER	\$ 7.42			
HIBBARD	\$ 7.49			
PLYMOUTH	\$ 8.00			
MARSHALL	8.05			
LAPAZ JUNCTION	\$ 8.20			
LAKEVILLE	\$ 8.35			
SOUTH BEND	\$ 8.55			
Arrive	P. M.			
	319			

SOUTH BEND TO LOGANSPORT—EASTWARD

STATIONS	FIRST CLASS			
	316			
	P. M.			
Leave				
INDIANAPOLIS (Ind. Div.)	\$ 2.10			
LOGANSPORT	\$ 11.50			
VAN	11.45			
LUCERNE	\$ 11.24			
GRASS CREEK	\$ 11.15			
KEWANNA	\$ 11.06			
DE LONG	\$ 10.52			
OULVER	\$ 10.41			
HIBBARD	\$ 10.32			
PLYMOUTH	\$ 10.20			
MARSHALL	10.07			
LAPAZ JUNCTION	\$ 9.55			
LAKEVILLE	\$ 9.47			
SOUTH BEND	\$ 9.20			
Arrive	A. M.			
	DAILY Ex. Sun. 316			

TICKET OFFICES OPEN FOR SALE OF TICKETS

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.....		
216	319	Logansport.....	216	319
216	215	Winamac.....		
216	208	North Judson.....		
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	

TRANS WAIT FOR CONNECTION

Junction	Train	Due P. M.	Mins. Wait	Conspction From	Due P. M.
LOGANSPORT	No. 216 CINCINNATI DIV.	12.15	Indefinitely	No. 216 LOGANSPORT DIV.	12.05
	No. 116 LOGANSPORT DIV.	12.20	Indefinitely	No. 216 LOGANSPORT DIV.	12.05
	No. 316 INDIANAPOLIS DIV.	12.15	Indefinitely	No. 216 LOGANSPORT DIV.	12.05
	No. 215 LOGANSPORT DIV.	12.45	20	No. 115 LOGANSPORT DIV.	12.30
	No. 215 LOGANSPORT DIV.	12.45	20	No. 315 INDIANAPOLIS DIV.	12.38
	No. 215 LOGANSPORT DIV.	12.45	20	No. 215 CINCINNATI DIV.	12.35
	No. 320 INDIANAPOLIS DIV.	3.25	Indefinitely	No. 208 LOGANSPORT DIV.	3.17
	No. 319 LOGANSPORT DIV.	6.40	Indefinitely	No. 207 CINCINNATI DIV.	6.20
	No. 207 LOGANSPORT DIV.	6.35	20	No. 207 CINCINNATI DIV.	6.20
	No. 207 LOGANSPORT DIV.	6.35	20	No. 319 INDIANAPOLIS DIV.	6.28

U. S. MAIL WORK

STATIONS	Westward					Eastward				
	237	109	307	115	215	306	110	116	216	316
Saratoga				CDH				CDIH		
Ridgeville		C								
Red Key							D			
Mill Grove				CD				CD		
Upland							CD			
Sweetser				CDH				CDH		
Converse		DL					D			
Amboy		D		CD			D	CD		
Van			E			E				
Royal Center					CD				CD	
Thornhope					CD				CD	
Star City					CD				CD	
North Judson			H							
Denham					CD				CD	
English Lake					CD				CD	
La Crosse					CD				CD	
Kouts					CD				CD	
Hebron	M	CDL			CD				CD	
LeRoy										
Grass Creek										CDI
Lakeville										CDI

C—Mail caught from crane only.
D—Mail delivered only.
CD—Mail caught and delivered.
E—Train stops, mail received or delivered, or both.
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.
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)	SD 1 (1)	NW 99 (1)	CO 5 (1)	FW 89 (1)	CO 3 (1)	NW 85 (1)	CC 3 (1)	LD 15 (1)	LD 1 (1)	LD 21 (5)	LD 3 (2)	LD 19 (2)	LD 5 (2)	RH 1 (2)	LD 7 (3)	IS 17 (2)
BRADFORD	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM	AM	AM	PM	PM	AM	PM
ANOKA	12.15				2.30			8.00	8.15								8.30	4.30	
VAN		12.15	12.30		6.15		7.30	8.30	10.15								8.30	12.01	.45
LOGANSFORT	12.30	12.30	12.45		6.30	7.45	8.45	8.15	12.01	10.30							8.45	12.15	3.00
LOGANSFORT				1.45		2.15		9.15	2.45	12.25	3.15	6.15	8.00	8.00	8.45				
VAN				2.00		2.30		9.30	3.00	12.40	3.30	6.30	8.15	8.15	9.00				
SANDY HOOK													12.01						
CROWN POINT																			
HARTSDALE						4.45		11.50	5.15			11.30				12.01			
CHICAGO						*5.45		*1.00	*6.30			*12.30				*3.00			
PYLMOUTH																			
SOUTH BEND													4.00						
EFFNER											6.30				3.00				
	AM	AM	AM	PM	PM	PM	PM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM

(3) Daily Ex. Mon.

(4) Tues., Thurs., Sat.

(5) Mon., Wed., Fri.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

STATIONS	CO 6 (1)	CO 8 (1)	FW 88 (1)	NW 86 (1)	SD 2 (1)	NW 82 (1)	IL 2 (1)	NW 82 (1)	CC 6 (1)	IS 18 (6)	LD 2 (1)	LD 8 (2)	LD 2 (2)	RH 2 (2)	LD 4 (2)	LD 22 (4)	LD 6 (2)	LD 20 (2)	LD 16 (1)
BRADFORD	AM	AM	AM	PM	PM	PM	PM	PM	PM	AM	AM	PM	PM	PM	PM	PM	AM	PM	PM
RIDGEVILLE							1.55												
ANOKA		11.00		12.40		9.50	11.50	4.00		7.00		8.15	9.00						
VAN	12.30		7.00	7.15			12.01	5.00		6.45		8.00	8.45						
LOGANSFORT	12.15	10.45	6.45	12.25	7.00	9.35	11.15	3.45	4.45										
LOGANSFORT				12.10		9.20	10.00	3.15	2.30		5.45				4.15	2.45		6.15	9.30
VAN				11.55		9.05	9.45	3.00	2.15		5.30				4.00	2.30		6.00	9.15
SANDY HOOK															12.30				
CROWN POINT																			
HARTSDALE				9.45		7.00	7.40	8.50	12.30		2.20						11.00		
CHICAGO				*8.00		*5.00	*6.25	*7.30	*10.30		*12.30						*8.00		
PYLMOUTH																			
SOUTH BEND															7.00			7.00	
EFFNER																		4.00	
	AM	AM	AM	AM	PM	PM	PM	PM	AM	AM	AM	AM	AM	AM	PM	PM	AM	PM	PM

(1) Daily.

(2) Daily Ex. Sun.

(3) Daily Ex. Sun.—Chicago to Logansport.

(4) Tues., Thurs., Sat.

(5) Mon., Wed., Fri.

(6) Daily Except Saturday

{ Polk St.

{ 55th St.

Daily—Logansport to Ridgeville.

*59th 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.

★1102 Referring to Rule 2, drivers of track cars must use reliable watches.

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 east of Logansport.

COLOR SIGNALS

★1302. A yellow flag or light placed to the right of track indicates the approach to a portion of track covered by a slow order and is located a sufficient distance ahead of the obstruction to permit the speed of train to be reduced from maximum authorized speed to the speed required.

The end of the restricted territory will be indicated by a green flag or light.

Note: The requirements of special instruction No. 1302 will be considered as having been complied with when standard slow and resume boards are used instead of yellow and green flags. Yellow and green lights will be used at night.

HAND, FLAG AND LAMP SIGNALS

★1401. An oil lamp must be used for the red light prescribed by Rule 35, night signals—to be used by flagmen.

ENGINE WHISTLE SIGNALS

1502. Rule 14 (r) will apply passing block station indicated before reaching water or coaling station at which stop will be made. Operator will notify Dispatcher.

Sound Engine Whistle at:
 Eastward trains—Union City
 Westward trains—Sandy Hook
 Ridgeville.
 LaCrosse.

1503. Rule 14 (l) will apply approaching vicinity of Coaling Station, Yard A, Logansport, when running with the current of traffic and 14 (q) when against the current of traffic for the protection of the employees at that location.

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.

USE OF SIGNALS

Fusees and Torpedoes

★1801. When a pusher engine is assisting a train, 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 fusees should be met by dropping them off between the cabin car and pusher engine on the track the train is using, and not between that track and an adjoining track.

1802. On account of fire hazard lighted fusees must not be displayed on bridges or trestles unless necessary to prevent an accident.

1803. Minimum number of fusees and torpedoes which must be carried as part of equipment in service indicated:

	Fusees	Torpedoes
Passenger Service	12	12
Freight Service	12	12
Engines in Road Service	3	6
Engines in Shifting Service	3	6
Track Cars	3	6

Switch Stands Not Equipped With Lighted Switch Lamps

1804. Switch stands at the following location either not equipped with switch lamps or equipped with switch lamps not lighted:

Location	Main, Secondary Track or Siding	Switch
Union City	Westward siding	To house, spur and industry tracks.
Ridgeville	Westward siding	To yard track.
Hartford City	Westward siding	To house, yard and industry tracks.
Hartford City	Eastward siding	To yard tracks.
Kent	Westward siding	To yard and industry tracks.
Kent	Eastward siding	To yard and industry tracks.
Converse	Eastward siding	To yard track.
Star City	Westward siding	To team and industry tracks.
North Judson	Eastward siding	To N. Y. C. storage.
Kouts	Westward siding	To repair track, coal track, at Sandyhook and crossover to eastward siding at Sandyhook and Aynes.
Lapaz	Passing siding	To storage track.
Marshall	Passing siding	To yard, house and industry tracks.
Kewanna	Passing siding	To industry track.
Wolcott	Passing siding	To industry track.
Remington	Passing siding	To industry track.
Goodland	Passing siding	To Bales Lumber track.
Kentland	Passing siding	To industry tracks.

SUPERIORITY OF TRAINS

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

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
X	X	X	Bradford—Block Station	Columbus
X	X	-----	Dunkirk—Water Station	-----
X	X	X	Kent—Block Station	-----
X	X	X	Logansport—C. W. Telegraph Office	Chicago Term. Cincinnati Columbus Fort Wayne Indianapolis St. Louis B. & O. R. R. I. U. Rwy.
X	X	X	Logansport—Crew Dispatcher's Office	Chicago Term. Cincinnati Columbus Fort Wayne Indianapolis St. Louis B. & O. R. R. I. U. Rwy.
X	X	X	Logansport Yard Office—Yard A	-----
X	X	-----	Logansport Yard Office Yard C and 18th St.	-----
X	X	X	South Bend Passenger Station	Indianapolis
X	X	-----	South Bend Yard Office	Indianapolis

† Passenger Station, South Bend, unattended 4:00 P. M. to 7:00 A. M., daily.

2002. Standard clocks at other points:
Train Dispatchers Office.

★ 2003. At points where there is no designated employee on duty to witness signatures as required by Rule 75b, conductor or engineman must witness the signatures of all members of his crew.

GENERAL ORDER ZONES

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

Zone A—Between division post Columbus Division located 1285 feet west of passenger station Bradford and Anoka exclusive;

Van exclusive to division post Chicago Terminal Division located 449 feet east of station at Schererville;

Kenneth to Logansport Division post located 100 feet west of station at Effner.

Zone B—Between division post Cincinnati Division located 710 feet east of Anoka Tower and division post of Indianapolis Division located 3210 feet east of Van Tower; division post of Ft. Wayne Division located 10306 feet east of Van tower and to Fern on South Bend Branch.

Zone C—Fern to South Bend.

Qualifications of Conductor or Engineman

2102. A conductor or an engineman who has not made a trip, either in service or a special trip in such manner as to keep posted on the physical characteristics of his own division, or a part of it, or over connecting divisions used in interdivisional service within a period of six months, must not be used on such portions of the road until he has made one or more trips. In such cases it will be necessary to go over the portion of the division involved, be examined and qualified by the proper division officer.

When a conductor or engineman makes a trip (not in service) for the purpose of retaining his qualifications he must notify the Superintendent in writing, giving necessary details, and have conductor or engineman witness his certification.

Conductors or enginemen extending their qualifications by making trips (not in service) must be re-examined after the expiration of one year.

TRACK ASSIGNMENTS

2201. Single Track

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

2202. Two or More Tracks

Current of Traffic is as follows:

Main Line Between:	No. 2 Track	No. 1 Track
Division Post (Cols. Div.) and Division Post (C. T. Div.)	Westward	Eastward

NOTE—Tracks are numbered from south to north.

MOVEMENT OF TRACK CARS

2301. Track cars will be governed as specified by Rule 80, on portions of the Division as follows:
All main tracks and sidings.

★ 2304. Signalmen will not admit a one-man track car to a block which is occupied by an approaching train, nor permit any train to enter a block which is occupied by a one-man track car without instructions from the Superintendent.

Movement of Detector Cars, Burro Cranes, etc.

★ 2305. Unless otherwise provided, Rules and Special Instructions applying to movement of track cars will apply to detector cars (device for detecting defective rails), burro cranes or cars of similar type or construction, except that detector cars will display markers in accordance with Rules 19 and 19a, and will not be required to conform to speed for track cars.

Detector cars will be designated as Detector car extra, burro cranes as Burro crane extra and other cars in a like manner.

When detector cars are testing rail in manual block system territory, Rule 316 will apply to following movements.

MOVEMENT OF TRAINS

2401. Location of Train Dispatchers—
Logansport.

Movements on Main Tracks will be in charge of Train Dispatcher of this division except as indicated below:

Between Van and Division Post Fort Wayne Division located 10,306 feet east of Van movements will be in charge of Train Dispatcher Fort Wayne Division and orders issued over signature of Superintendent of that Division.

Between Anoka and Division Post Cincinnati Division located 710 feet East of Anoka movements will be in charge of Train Dispatcher, Cincinnati Division and orders issued over signature of Superintendent of that division.

Movements on Main Tracks of that portion of connecting division as indicated below will be in charge of Train Dispatcher of this division and orders issued over signature of Superintendent of this division.

Between Hartsdale and Division Post Chicago Terminal Division.

Between Bradford and Division Post Columbus Division.

★ 2402. **Rule S-83:** Except on portions of the railroad where Rule 261 is in effect, the information as to the arrival or departure of superior trains will be furnished on Form CT 1246 or by message, by the signalman at initial stations, junctions or where trains pass from one of two or more tracks to single track or by train orders if furnished to trains before arrival at the points mentioned.

Engineman Pilot

★ 2404. Enginemen, when acting as pilots, will operate the engine of train to which assigned, unless otherwise instructed.

2405. Referring to Rule 291—Between:

Bradford and Elm.
Van and Schererville.

When a train receives a stop and proceed signal between interlocking stations, except where grade markers are displayed, the engineman or conductor must immediately communicate with the signalman from telephone located at fixed signal and be governed by his instructions.

If unable to establish communication, train may proceed governed by signal indication.

2406. While a freight train is passing an open block or interlocking station, a member of the crew must be stationed on the rear of the train to receive or deliver messages.

Train service employees in or on cabins must take position on platform of cabin car while train is entering, passing through, or leaving yards and be prepared to acknowledge signal from any person in the vicinity, affecting the movement of their train.

2409. Signalmen in charge of main track hand operated switches when block station is open:

Location	Switches
Elm	Crossover between No. 1 and No. 2 main tracks East end Nos. 1, 2, 3 and 4 station tracks
Fort	Crossover between No. 1 and No. 2 main tracks Crossover between No. 1 and 2 station tracks West end No. 1 and No. 2 station tracks

Note—Hand signal from signalman will be authority for trains or engines to enter main track at Elm and Fort.

Trains or engines must approach switches at Elm and Fort prepared to stop and must stop clear of switches or routes unless signal to proceed is received from signalman.

Signalmen must not set a switch to divert an approaching train or engine until he is assured of its identity and that its speed does not exceed 15 miles per hour.

Hand Operated Switches Equipped With Electric Locks

2411. The following switches are equipped with electric lock; permission to unlock must be obtained from signalman:

Location	Switch	Controlled By
Bradford	Facing switch from No. 2 track to siding	Bradford
Red Key	Facing switch from No. 2 track to former Westward siding	Red Key
Van	Logansport Machine Co. switch	Van

Yards and Yard Instructions

2417. Yards indicated by yard limit boards located at:

Logansport (South Bend Branch):

Between Van and Yard Board 0.9 mile west of Fern.

Logansport (Ft. Wayne Division):

Between Van and Yard Board 0.6 mile east of Fern.

Plymouth:

Between Yard Board 0.2 mile east of Ft. Wayne Division
Crossing and Yard Board 0.5 mile west of west switch
Marshall Siding.

South Bend:

Between Yard Board 2.9 miles east of Ewing Avenue and end of branch.

Effner:

Between Yard Board one mile east of Effner Station to 100 feet west of Effner Station.

2418. Rule D-93 in effect as follows:

Track	Between	And
No. 1 and No. 2	Anoka	Van

Operation Of Pusher Engines In State Of Ohio

2420. The operation of pusher engines behind occupied cabin cars of assembled freight trains in the State of Ohio is prohibited.

In the State of Ohio, employees 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.

Non-Interlocked Railroad Crossings At Grade

2427. Movement of trains or engines on tracks of this Division over non-interlocked railroad crossings at grade will be governed as follows:

Location	Signals, Etc. Governing Movement Over Crossings		Requirements	Note
	Type	Indication or Position		
Becker: Crossing with C. & O. R. R.	Gate. Displaying red light at night.	Clear of P. R. R. movement.	Stop before crossing.	
Logansport: Wabash R. R.	Position Light.	More favorable than Stop.	Stop, unless proceed hand signal is re- ceived from signal- man at Elm and pro- ceed signal aspect is displayed. Maximum speed over Wabash crossing 15 M.P.H.	
Monticello: C. I. & L. R. R.	Combina- tion High Target and Gate, Target Displaying Two Red Lights at Night.	Diagonal Position of Target, Proceed.	Stop before crossing.	
Reynolds: C. I. & L. R. R.	Combina- tion High Target and Gate, Target Displaying Two Red Lights at night.	Diagonal Position of Target, Proceed.	Stop before crossing.	

Automatic Highway Crossing Signals

★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:

Track	Crossing	Location	Control Device Located	Movements
No. 1	Washington Street	Hartford City	In white box on post, east side of Washington Street	Eastward and Westward
No. 2	Washington Street	Hartford City	In white box on post, east side of Washington Street	Westward and Eastward
So. Bend Branch	Bates Street	Logansport	In white box on instrument case between Van home signal and Bates Street	Eastward and Westward
Butler Branch	Bates Street	Logansport	In white box on instrument case between Van home signal and Bates Street	Eastward and Westward
No. 1	Washington Street	Winamac	In white box on instrument case at Washington Street.	Eastward and Westward
No. 1	Washington Street	Winamac	In white box at crossover Adam Street	Eastward only
No. 2	Washington Street	Winamac	In white box on instrument case at Washington Street	Westward and Eastward
No. 1	Main Street	Crown Point	In white box on instrument case at Main Street	Eastward and Westward
No. 2	Main Street	Crown Point	In white box on instrument case at Main Street	Westward and Eastward
Efner Branch	U. S. Road 41	Kentland	In white box on instrument case at crossing U. S. Road 41.	Eastward and Westward

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.

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 normal source of 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
Main Track South Bend South Bend South Bend South Bend South Bend South Bend	Indiana Ave. Broadway Stull St. Garst St. Sample St. Tutt St.		9.00 P.M. to 6.00 A.M. Daily except Sunday 12.01 A.M. to 8.30 A.M. Sunday 10.30 A.M. to 2.30 P.M. only 8.30 P. M. to 12.00 M. Switches located at Indiana and Tutt Sts.
South Bend	Eckman St.	X	
Siding Hartford City Gas City Gas City Winamac Winamac Winamac Winamac North Judson North Judson North Judson	Washington St. "H" St. Main St. Washington St. Adams St. Main St. Madison St. Talmar St.* Main St.* Sycamore St.*	X X X X X X	Continuously Continuously Continuously Switch for all 3 crossings located at Sycamore St.
Wolcott Kentland 2900 Feet East of Lapaz Junction	Ranger St. U. S. Road 41 U. S. Road 6	X X X	Continuously

*For through movement on eastward siding and while crews are switching signalman in interlocking tower will operate flashers.

2454. At Winamac all eastward trains on No. 1 track, cutting off engine or part of train at Madison Street to take water or make shifting movements, will protect reverse movement over Adams and Main Streets in accordance with **Rule 103a**.

Protection For Public Highway Crossings At Grade

2455. Trains or engines must stop before passing over the following public highway crossings at grade, during the hours there is no crossing watchman on duty and, unless otherwise provided, a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location	No Crossing Watchman on Duty Between the Hours of	Note
So. Bend Branch	Garro Street	Plymouth 400 ft. west of Passenger Station	10.30 P.M. to 6.30 A.M. Daily except Sunday Continuously on Sunday	
So. Bend Branch	Washington Street	Plymouth	2.30 P.M. to 6.30 A.M. Daily except Sunday Continuously on Sunday	1
So. Bend Branch	Adams Street	Plymouth	2.30 P.M. to 6.30 A.M. Daily except Sunday Continuously on Sunday	1
So. Bend Branch	Jefferson Street	Plymouth	2.30 P.M. to 6.30 A.M. Daily except Sunday Continuously on Sunday	1
So. Bend Branch	Harrison Street	Plymouth 2800 ft. west of Passenger Station	2.30 P.M. to 6.30 A.M. Daily except Sunday Continuously on Sunday	

NOTE 1.—Except Passenger Trains.

2456. Trains or Engines must stop before passing over the following public highway crossings at grade and a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location
Effner Branch	Main Street	Monticello
Effner Branch	Illinois Street	Monticello

Gas-Electric, Gasoline and Oil-Electric Rail Motor Cars

★2475. Gas-electric rail motor cars and gasoline rail motor cars, and oil-electric 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, it should not consist of more than 15 cars. If handled by freight train, should not consist of more than 35 cars.

Four-Wheel Cabin Cars

★2476. Four-wheel cabin cars must not be allowed to stand in an automatic block unless the block is occupied by other cars or engine. Necessary care must be used at all interlockings and such cabin cars must not be permitted to stand alone between the signals of a block or interlocking station without permission of signalman.

Dragging Equipment Detector

★2478. 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.

MOVEMENT BY TRAIN ORDERS

2502. A train must not leave its initial station without reporting for train orders.

2503. At Logansport, enginemen of passenger trains are relieved from reporting for orders. Conductor will personally deliver a copy of each order to the engineman who will compare with the conductor by reading the order aloud.

When there are no orders or messages the conductor will personally notify the engineman before train departs.

★2505. While train order signal (Rule 294, Fig. A) 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 Rule 221a.

★2506. Referring to Rule 221a, message form C.T. 1250 will be used.

MOVEMENT OF TRAINS IN THE SAME DIRECTION BY BLOCK SIGNALS

★2601. Rules 251, 253 and 254 in effect:

	Track	Between	And
Main Line	No. 1 and No. 2	Division Post (Cols. Div'n.)	Division Post (C.T.Div.)

On two or more tracks signal indication or permission of the Signalman will be authority for a train to proceed as an extra.

When a train is to be run as a Passenger Extra it will be notified by the signalman, except:

At Logansport Passenger Station; by Operator CW Office.

FIXED SIGNALS

2701. Signal aspects not in conformity with typical aspects in service.

Logansport—Fourteenth Street, No. 1 track.

Kentland Interlocking Station—Eastward Home Signal.

BLUE LIGHT

Indications—One track intervenes between signal and track it governs.

Name—Signal Mast Bracket Marker.

CAB SIGNALS

★2753. Required departure tests of engines and trains must be made before entering territory in which the use of cab signals is prescribed.

★2754. Departure test of cab signals on engines equipped for forward and backward running will be made from both ends.

When two or more electric engines are coupled in multiple, departure test will be made from front end of leading unit and trailing end of rear unit, noting that all cab signals and warning whistles are operative.

When two or more engines are coupled and it becomes necessary enroute to operate one of the engines from an end from which departure test of cab signals has not been made, the engine must be considered as not equipped.

MANUAL BLOCK SYSTEM

2801. 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:

	Track	Between	And
Main Line	No. 1 and No. 2	Elm	Van
South Bend Branch	Single	Van	DE
Effner Branch	Single	Kenneth	SA

2802. Rule 316 will apply:

To following movements when detector cars are testing rail in manual block system territory.

2803. Rule 317 will apply:

Between Elm and Van

Between Van and DE

Between Kenneth and SA

Two or more tracks—movement against current of traffic.

AUTOMATIC BLOCK SYSTEM

2901. Rules 501 to 512, inclusive, are in effect on portions of the Division as follows:

For movements with current of traffic.

	Track	Between	And
Main Line	No. 1 and No. 2	Division Post (Cols. Div.)	Elm
	No. 1 and No. 2	Van	Division Post (C.T. Div.)

INTERLOCKING

3003. Bunker Hill and 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. at Meeker or N. Y. C. & St. L. R. R. at Bunker Hill and 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 at Meeker or five minutes at Bunker Hill, 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. at Meeker or N. Y. C. & St. L. R. R. at Bunker Hill, 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. at Meeker or N. Y. C. & St. L. R. R. at Bunker Hill.

3004. 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.

SPEEDS

★3101.

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	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	

3102. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED, PASSENGER TRAINS AND FREIGHT TRAINS

MAIN LINE	Single Track		No. 2 Track		No. 1 Track	
	Psg.	Ft.	Psg.	Ft.	Psg.	Ft.
Between:	Miles per Hour					
Division Post (Cols. Div.) and Anoka			55	45	55	45
Anoka and Race			70	50	70	50
Race and Van			30	30	30	30
Van and Division Post (C.T. Div.)			70	50	70	50
With Frt. engines			50		50	
South Bend Branch						
Between:						
Van and Fern	35	35				
Fern and Plymouth (Ft. Wayne Div. Crossing)	40	35				
Plymouth (Ft. Wayne Div. Crossing) and Plymouth (Harrison St.)	15	15				
Plymouth (Harrison St.) and South Bend (Ewing Ave.)	40	35				
South Bend (Ewing Ave.) and South Bend (Passenger Station)	15	15				
Effner Branch						
Between:						
Kenneth and Effner	35	35				
Butler Branch						
Between:						
Van and Fern	30	30				

Passenger trains with freight cars not equipped for passenger service must not exceed maximum speed for freight trains, unless otherwise instructed.

WRECK TRAINS

	Boom Trailing	Boom Forward
	Miles per Hour	
Main Line		
Between:		
Division Post (Cols. Div.) and Race.....	40	30
Race and Van.....	30	30
Van and Division Post (C.T. Div.).....	50	40
South Bend Branch		
Between:		
Van and South Bend	30	30
Effner Branch		
Between:		
Kenneth and Effner	30	30

WORK TRAINS

	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
Main Line			
Between:			
Division Post (Columbus Div.) and Division Post (C.T.Div.)	30	20	20
South Bend Branch			
Between:			
Van and South Bend.....	25	20	20
Effner Branch			
Between:			
Kenneth and Effner.....	25	20	20

Work trains without crane may operate at speed authorized for freight trains, unless otherwise instructed.

VARIOUS

MAIN LINE

Miles
per Hour

Circus Trains.....

30

Revenue Trains handling machinery of rotary or swinging type such as cranes, derricks, steam shovels, etc., moving on own wheels—see Special Instructions ★3601.

—on straight track.....

30

—on curves.....

25

Solid trains of tank cars loaded with petroleum products..

40

Freight trains consisting of 50 per cent or more tank cars loaded with petroleum products.....

40

Freight trains that consist entirely of mineral freight or have a mineral freight fill out of more than 50 cars in a solid block.....

40

Note—When handling such trains conductors must know that enginemen have been so advised.

Snow Plows in service.....

25

Snow Flangers in service.....

20

Passing station platforms and trains on adjacent tracks....

5

NOTE—When operating over territory other than Main Line, shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.

Operating against current of traffic, except where Rule 261 is in effect—Passenger Trains.....

50

—Freight Trains.....

40

Trains consisting of 50 per cent or more P. R. R. cars of MP-54 and MBM-62 types or Long Island Rail Road cars of P-54 type.....

65

NOTE—For purpose of identification, P. R. R. suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms.

Long Island Rail Road suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet.

When handling such cars, conductors must know that enginemen have been properly advised.

Passenger train assisted by an engine on rear and air brake controlled by leading engine.....

30

Pushing Cars—Passenger Trains.....

30

—Freight Trains.....

20

NOTE—Trains handling foamite cars must be operated in accordance with freight train speed.

Track Cars—unless restricted.....

20

—when hauling track cars or trailers.....

15

—hand cars operated under Rule 80.....

8

—through crossovers and turnouts, and over highway and railway crossings.....

5

Freight trains handling test weight cars other than non-truck 4 wheel type.....

30

Freight trains handling test weight cars of non-truck 4 wheel type.....

25

3103. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED

TURNOUTS

ENTIRE DIVISION

Miles
per Hour

Non-Interlocking turnouts—diverging movements.....

10

3104. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED

CURVES, BRIDGES, ETC.

MAIN LINE

Miles
per Hour

Union City—Between passenger station and Big Four Crossing.....

40

Red Key—Over Street Crossings.....

20

Gas City—Over Main Street Crossings.....

40

Marion—Over Street Crossings.....

25

Logansport—Over North Third and Sixth Streets.....
(South Bend and Butler Branches)

5

First curve west of Kenneth, No. 1 track.....

60

First curve west of Kenneth, No. 2 track.....

50

Between home signals at Elm.....

15

Between home signals at Lakeville.....

20

3105. MAXIMUM SPEEDS, UNLESS OTHERWISE RESTRICTED

ENGINES

Class Steam Engines	Miles per Hour		
	Backward	Forward— Light	Forward— with Train
A.....	15	15	15
B.....	20	20	20
C.....	20	20	20
D.....	25	50	70
E.....	25	50	70
G.....	35	50	70
H.....	35	40	50
I.....	25	40	50
J.....	25	40	50
K.....	35	50	70
L.....	25	40	50
M.....	35	50	60
N.....	25	40	50
Q.....	25	40	50
S-1.....	35	50	70
S-2.....	10	50	70
T.....	35	50	70
Note: Oil-electric rail Motor Cars	60	60	60

Class Diesel Engines	Miles per Hour	
	Forward— Light	Forward— with Train
A6.....	20	20
A6B.....	20	20
AA5.....	25	40
AA-5-A.....	25	50
AA-5-B.....	25	50
AA10-B.....	25	50
AA-10-E.....	25	50
4000 H. P. Pass. 2(A-1-A-A-1-A).....	50	70
6000 H. P. Passenger, Articulated 2D+D2+2D+D2.....	50	70

3106. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED
SECONDARY TRACKS AND SIDINGS

Track	Between	And	Miles per Hour
All Sidings.....			15

★3107. Movements on tracks, other than main, secondary and sidings must be made at restricted speed.

ENGINE RESTRICTIONS

3108. ENGINES ARE RESTRICTED AT LOCATIONS SHOWN BELOW:

NOTE—Letters and figures indicate:

X—Prohibited.

R—Restricted account of Light Rail.

Figures 5, 10, 15, etc., indicate maximum speed at which engines specified may be operated.

LOCATION	CLASS OF ENGINES															Engines with Tender Capacity of Over 15,000 Gallons
	B	C	G	H8	H8, H9, H10-L	H15-N1	J-Q2-S2	K2	K3, K5	K4	M	N2	Q1	S1	T1	
LOGANSPOUT DIVISION All tracks, bridges, etc. Main Line South Bend Branch Effner Branch NOTE 1—15 M.P.H. over all bridges.		X	X			R	R	X	X	X	R		R	R	R	Note 1 Note 1
MAIN LINE BRADFORD: Lumber Track						X	X	X	X		X	X	X	X	X	
HORATIO: Westbound Storage 500 ft. east of De-rail to End	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
MEEKER: N.Y.C. Connection Eastbound Storage Westbound Storage	R	R	R	R	R	X	R	X	R	R	X		X	R	X	R
UNION CITY: Parent Elevator Co. Track All House Tracks Furniture Co. Track Body Works Track East Storage	R	R	R	R	R	X	X	X	X	R	X		X	X	X	R
SARATOGA: Canning Co. Track Oil Track East Storage Tee Garden Elevator	R	R	R	R	R	X	X	X	X	R	X		X	X	X	R
RIDGEVILLE: House Track East of Sheridan St. West of Sheridan St. N. E. Wye Track North House and Team Tracks All Yard Tracks N. W. Wye Track						X	X	X	X		X		X	X	X	X
RED KEY: Belt Track Nickel Plate Connection All House and Team Tracks Former Westward Siding East of Water Station Former Eastward Siding Between Overhead Bridge Red Key and Road Crossing East of Harts Crossing Remaining Portion						X	X	X	X		X	X	X	X	X	X

LOCATION	CLASS OF ENGINES															Engines with Tender Capacity of Over 15,000 Gallons
	B	C	G	H6	H8, H9, H10-L	I15-N1	J-Q2-S2	K2	K3, K5	K4	M	N2	Q1	S1	T1	
DUNKIRK:																
Armstrong Cork Co.						X	X	X	X		X		X	X	X	
Track No. 1						X	X	X	X		X		X	X	X	
Track No. 2 and 3						X	X	X	X		X		X	X	X	
Coal Trestle						X	X	X	X		X		X	X	X	
Stock Pen Track						X	X	X	X		X		X	X	X	
Team Track						X	X	X	X		X		X	X	X	
Dunkirk Lmbr. Track						X	X	X	X		X		X	X	X	
Dunkirk Coal Co. Track						X	X	X	X		X		X	X	X	
Indiana Glass Co. Tracks						X	X	X	X		X	X	X	X	X	X
Trestle Indiana Glass Co.						X	X	X	X		X	X	X	X	X	X
BRIDGE 137.56: 0.49 mile East of Hartford City	20	20	55	45	45	40	40	55	55	55	55	45	45	55	55	
HARTFORD CITY:																
Ft. Wayne Paper Co.						X	X	X	X		X	X	X	X	X	X
Nickel Plate Connection						X	X	X	X		X	X	X	X	X	X
American Window Glass						X	X	X	X		X	X	X	X	X	X
Hartford City Paper		X				X	X	X	X		X	X	X	X	X	X
All Team and House Tracks						X	X	X	X		X	X	X	X	X	X
Johnson Glass Co.						X	X	X	X		X	X	X	X	X	X
Sneath Glass Co.						X	X	X	X		X	X	X	X	X	X
Trestle Sneath Glass Co.			X			X	X	X	X		X	X	X	X	X	X
Window Glass Sales Agency						X	X	X	X		X	X	X	X	X	X
Cottrel Coal Co.						X	X	X	X		X	X	X	X	X	X
Overhead Door Corp.						X	X	X	X		X	X	X	X	X	X
All tracks off Eastward Siding and former portion						X	X	X	X		X	X	X	X	X	X
All Tracks off Westward Siding						X	X	X	X		X	X	X	X	X	X
UPLAND:																
North Side Tracks		R				R	R	R	R	R	R		R	R	R	R
South Side Track		R				R	R	R	R	R	R		R	R	R	R
Standard Oil Siding		R				R	R	R	R	R	R	X	R	R	R	R
GAS CITY:																
Owens-Illinois Glass Co. Tracks						X	X	X	X		X	X	X	X	X	X
All House and Team Tracks						X	X	X	X		X	X	X	X	X	X
Slick Glass Co. Tracks						X	X	X	X		X	X	X	X	X	X
Trestle Slick Glass Co.		X				X	X	X	X		X	X	X	X	X	X
BETHEVAN: Glass Co. Tracks						X	X	X	X		X	X	X	X	X	X
MARION:																
All yard tracks East of Traction Line																
Under Grade Bridge						X	X	X	X		X		X	X	X	X
Snyder Preserve Co. Tracks						X	X	X	X		X	X	X	X	X	X
Crossover to Engine Layout East of Pearl St.						X	X	X	X		X		X	X	X	X
Lincoln Oil Co.						X	X	X	X		X		X	X	X	X
N. Y. C. Connection						X	X	X	X		X		X	X	X	X
All House and Team Tracks at Freight House						X	X	X	X		X		X	X	X	X
Custer Lbr. Co.						X	X	X	X		X	X	X	X	X	X
Osborn and Midwest Paper Co's Loading Track				X	X	X	X	X	X		X	X	X	X	X	X
Midwest Paper Co. North Track				X	X	X	X	X	X		X	X	X	X	X	X
Grant Co. Farm Bureau Track				X	X	X	X	X	X		X	X	X	X	X	X
U. S. Glove Co. Track				X	X	X	X	X	X		X	X	X	X	X	X
Canton Belt				X	X	X	X	X	X		X	X	X	X	X	X
Semi-Belt (Becker)				X	X	X	X	X	X		X	X	X	X	X	X

LOCATION	CLASS OF ENGINES															Engines with Tender Capacity of Over 15,000 Gallons
	B	C	G	H6	H8, H9, H10-L	IIS-N1	J-Q2-S2	K2	K3, K5	K4	M	N2	Q1	S1	T1	
BRIDGE 165.06: 2.0 Mi. West of Sweetster	20	20	55	45	45	40	35	55	55	55	55	45	45	55	55	
BRIDGE 167.85: 0.73 Mi. East of Converse	20	20	55	45	45	30	30	55	55	55	50	45	45	50	55	
CONVERSE: All South Yard Tracks	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
All North Yard Tracks	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
Elevator and Team Tracks					X	X	X	X	X	X	X		X	X	X	
Westward Storage to First Crossing East of Switch	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
Remaining Portion																
AMBOY: North and South Tracks						R	R				R		R	R	R	R
BUNKER HILL: Eastward Storage	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
Nickel Plate Conn.	R	R	R	R	R	X	X	X	X	R	X	R	X	X	X	R
Westward Storage	R	R	R	R	R	X	X	X	X	R	X	R	X	X	X	R
ONWARD: Elevator Track						X	X				X		X	X	X	
BRIDGE 194.16: 2.01 Mi. West of Anoka Tower	20	20	70	50	50	40	50	70	70	70	60	50	50	60	60	
BRIDGE 194.18: 2.03 Mi. West of Anoka Tower	20	20	70	50	50	40	50	70	70	70	60	50	50	60	60	
BRIDGE 4.32: 2.83 Mi. West of Van Tower	20	20	70	50	50	40	70	70	70	70	60	50	50	60	60	
KENNETH: Yard Tracks South Side: 1 and 2						R	R	R	R	R	R	R	R	R	R	R
3 and 4	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
France Quarry						R	R	R	R	R	R	R	R	R	R	R
American Aggregates Corp. Tracks						R	R	R	R	R	R		R	R	R	
No. 1, 2 and 3 Tracks Under Tipple and from Private Bridge to Tipple	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
No. 1, 2 and 3 tracks Remaining Portion						R	R				R		R	R	R	
ROYAL CENTER: Team Track						X	X				X		X	X	X	
Storage East of Oil Company	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
STAR CITY: Team Track						X	X				X		X	X	X	
Standard Oil						X	X				X		X	X	X	
DENHAM: Team Track						X	X	X	X		X	X	X	X	X	X
RIPLEY: West Storage						X	X	X	X		X	X	X	X	X	X
East Storage						X	X	X	X		X	X	X	X	X	X
NORTH JUDSON: Sand Pit Track						X	X	X	X		X	X	X	X	X	
Trailing Turnout N. Y. C. Interchange																
Track to Eastward Siding						X	X				X		X	X	X	X
N.Y. C. Connection						X	X				X		X	X	X	X
LA CROSSE: Turnouts of five tracks leading to former C. A. & S.						X	X	X	X		X		X	X	X	
Five former C. A. & S. tracks west of old elevator		X			X	X	X	X	X	X	X	X	X	X	X	X
Monon Connection						X	X	X	X	X	X	X	X	X	X	X

LOCATION	CLASS OF ENGINES															Engines with Tender Capacity of Over 15,000 Gallons
	B	C	G	H6	H8, H9, H10-L	IIS-N1	J-Q2-S2	K2	K3, K5	K4	M	N2	Q1	S1	T1	
SANDY HOOK: All tracks between Eastward and Westward Sidings						X	X	X	X		X		X	X	X	
AYLESWORTH: Elevator and team track						X	X	X	X		X		X	X	X	
HEBRON: Tailtrack						X	X	X	X		X		X	X	X	
CROWN POINT: Letz Mfg. Co. Letz Mfg. Co. middle loading track east of new warehouse. Letz Mfg. Co. south track to new warehouse, 30 ft. west of Gate. Mont's coal track. Tuttle coal track. Team track No. side	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	
						X	X	X	X		X		X	X	X	

LOCATION	CLASS OF ENGINES															Engines with Tender Capacity of Over 15,000 Gallons
	B	C	G	H8	H8, H9, H10-L	H15-N1	J-Q2-S2	K2	K3, K5	K4	M	N2	Q1	S1	T1	
WOLCOTT: So. Elevator track..... Dye Lumber track.....	---	---	---	---	---	X	X	X	X	---	X	X	X	X	X	X
REMINGTON: Standard Oil track..... W. end of north track..... Middle track—So. side..... Elevator track So. side.....	---	---	---	---	---	X	X	X	X	---	X	X	X	X	X	X
GOODLAND: Bales Lbr. Track beyond a point 423 feet from P. R. R. main track switch..... Sherman White & Co. track.....	---	---	X	---	---	X	X	X	X	---	X	X	X	X	X	X
NEWTON: Newton County Stone Co. Under Tipple.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

3115. OTHER EQUIPMENT RESTRICTIONS

Main Line

Marion, Farm Bureau.....X-40 type box cars
Crown Point, Letz Co. Middle Track.....X-40 type box cars

Effner Branch

Newton, Newton County Stone Co. tipple..All box cars

South Bend Branch

South Bend, Studebaker Aviation.....X-40 type box cars
South Bend, Campbell Box.....X-40 type box cars
South Bend, Freight house No. 1 track.....X-40 type box cars.

Steam Suburban Cars

★3116. The following classes of passenger cars must not be hauled between heavier steel cars or between heavier steel cars and the engine:

Coaches	Combined Passenger and Baggage	Passenger—Baggage and Mail
P-54 MP-54 MP-54c	PB-54 MPB-54 MPB-54b MPB-54c	MPBM-54 MBM-62

NOTE—For purpose of identification, P. R. R. suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms.

Long Island Rail Road Suburban Cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet.

Cabin Cars In Passenger Trains

★3117. Cabin cars, other than all-steel construction equipped with four-wheel trucks, must not be moved in passenger, mail, express or Main trains.

Cars Utilizing Compressed Inflammable Gas

★3118. Cars utilizing acetylene, butane, propane or other compressed inflammable gas for cooking, lighting, or other purposes, must not be accepted for movement unless the pintsch or acetylene gases have been drained from the permanent containers on cars so equipped, or unless the portable containers with other types of gases have been removed.

Cars Seventy Feet Or More In Length

★3119. Cars having a stenciled length of load space of seventy feet or more, or passenger-carrying cars of P70 car length or greater, must not be coupled to cabin cars of the 2-axle type or to cabin cars having 4-wheel trucks if the latter have couplers of the riveted yoke type.

Passenger—Mail—Express—Main Trains

★3120. The following restrictions must be observed with reference to physical condition of foreign railroad cars received for movement over our lines:

(a) Passenger equipment cars of all-wood construction must not be operated in passenger, mail, express or Main trains nor accepted from foreign railroads for movement in such trains.

(b) Cars having steel underframe with wood superstructure or having steel underframe with composite superstructure and wood sheathing must not be used for transporting passengers.

(c) Baggage or kitchen cars with steel underframe and wood superstructure assigned in Main movement, may be moved in Main trains or exclusive express trains to any point on line except when required to operate through East and North River Tunnels, New York Division.

(d) Passenger refrigerator cars with steel underframe and wood or composite superstructure, without lights or heating stoves, will be accepted for movement through East and North River Tunnels, New York Division.

(e) Passenger equipment cars with trucks having wood side and end members, with or without plates bolted thereto, must not be operated in passenger, mail, express or Main trains nor accepted from foreign railroads for movement in such trains.

(f) Cars with cast iron wheels must not be operated in passenger trains. Mail, express or Main trains having such cars must be operated at freight train speed.

Cars offered for movement in violation of clearances or any of these physical restrictions must not be accepted for movement over our lines.

Passenger Car Buffer Plates

★3121. Passenger train cars having continuous buffer plates must not be coupled to freight cars having coupler release levers with a center projecting arm.

Folding Steps

★3122. Folding steps which operate in conjunction with vestibule trap doors on passenger cars are not within the established clearance limits, unless in fully closed position or fully open position. Vestibule traps of cars equipped with folding steps must not be opened or closed while cars are in motion.

Dead or Disabled Engines

★3123. Dead engines of a design having two or three pairs of drivers and no trucks, may be moved only at speeds not exceeding 20 miles per hour. Dead engines of a design having four pairs of drivers and no trucks shall be restricted to speeds not exceeding 25 miles per hour.

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

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

Class of Engines	Miles per Hour
C1	8
HH1	
I1s	
I1sa	
J1	
J1a	
N1s	
N2sa	15
All others.....	

If engines with any main or side rods disconnected while on the main track, have interference between crossheads or guide and front crank pin, on account of front wheels getting out of register, engineman 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.

When necessary to tow a diesel engine designed for road service, the reverser drum must be locked in neutral position. All isolation switches must be placed in "start" position. If necessary to keep power units idling, the fuel pumps and control switches must be in closed position.

Roller Bearing Equipment

★3124. Engines and cars equipped with roller bearing journals must not be operated through water, except in emergency when authorized by the Superintendent and then, only as specified below:

(a) Steam and electric engines and cars, other than MU cars and rail motor cars, may be run through water when its depth does not exceed 7 inches (measured from top of rail) at a speed not exceeding 2 miles per hour.

(b) MU cars, rail motor cars and diesel engines may be run through water when its depth does not exceed 2 inches (measured from top of rail), at a speed not exceeding 2 miles per hour.

USE OF TELEPHONES

★3501. Employees using telephones in connection with train movement must satisfy themselves that they are in communication with the proper persons and must not consider conversation finished until the persons taking part are assured that they have heard all of the conversation and that it is understood.

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.

★3502. Train and engine service employees using telephone in connection with the movement of their train will identify themselves to the signalman by giving their name, occupation and identification and location of train involved.

Operators and signalmen when answering telephones will identify themselves by name and station.

GENERAL INSTRUCTIONS

Machinery of Rotary or Swinging Type

★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 affect 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 or trailing end. All locking pins and hold-downs must be in secured position.

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.

Heavy Machinery Over Tracks At Grade Crossing

★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 Supervisor-Track 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.

Container Cars

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

Overhead Clearance

★3610. Employees are warned of close overhead clearance at the following locations:

MAIN LINE

Dunkirk, Armstrong Cork Co.....	Shed Roof
Hartford City, Ft. Wayne Corrugated Paper Co....	Bridge
Hartford City, Overhead Door Co.....	Wires
Bunker Hill, Main Tracks.....	Bridge
Kenneth, American Aggregates.....	Tipplers
Sandy Hook, Coaling Station.....	Coal Chutes
Crown Point, Letz Mfg. Co.....	Bridge

SOUTH BEND BRANCH

Plymouth, Plymouth Seed Co.....	Building
South Bend, Studebaker Aviation.....	Building
South Bend, Studebaker Plant No. 8.....	Pipes
South Bend, U. S. Gypsum Co.....	Pipes and Wires
South Bend, Campbell Paper Box Co.....	Building
South Bend, Freight Station.....	Shed Roof

EFFNER BRANCH

Newton County Stone Co.....	Tipple
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and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures.

Spectacles With Colored Glass

★3615. The use of spectacles with colored glass by employees whose duties require them to distinguish the position or color of signals is prohibited.

Observation Of Trains For Defects

3620. Referring to Rule 77, a train must be stopped when it is observed with any of the following defects or other indications of conditions endangering the train:

Hot Journal
Sliding Wheels
Broken Wheels
Defective Truck
Dragging Brake Connection
Lading Shifted Over Side Or End Of Car
Swinging Car Door

PERSONAL INJURIES

★3701. 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. 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.

3702. Medical Examiners and Company Surgeons MEDICAL EXAMINERS

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. L. W. Blackwood Office 412 East Melbourne Ave. Res. Barnes Hotel Office Hours: 8.00 A.M. to 11.30 A.M. } Monday and 1.00 P.M. to 3.00 P.M. } Wednesday 8.00 A.M. to 11.30 A.M. } Friday 1.00 P.M. to 4.30 P.M. } 8.00 A.M. to 12.00 Noon Saturday	Penn. Exc. 37 4191

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. Herbert L. Buckles Office, 1st National Bank Bldg. Res., 608 N. High St.	272 226
Marion	Dr. R. W. Lavengood Office, Glass Block Bldg. Res. 515 West 5th.	2424 811-W If no answer call 1277
Logansport	Dr. F. W. Terflinger Office, 422 North Res., 2607 Forest Park.	3486 3537
Logansport	Dr. W. A. Holloway, Ass't Office, 201 3rd St. Res., 200 Eel River Ave.	4379 3005
Logansport	Dr. M. S. Adamski, Company Oculist Office 408-410 North Street Res. 614-17th Street	4448 3736
North Judson	Dr. C. R. Farabee Office and Residence, Cor. Lain and Central. Office Residence	16 21
Crown Point	Dr. W. F. Houk Office, East St. Res., East St.	279 279
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

3703. 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 400 N. Notre Dame	3-2168

3704. 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.
Tool Houses.
Yard Offices.
Wreck Train.
Engine Houses and M. of E. Shop.
Sandyhook Coaling Station.
Dunkirk Coaling Station.

Employees Injured on Duty

3705. Personal injuries must be immediately reported to the Head of the Department and, if Medical Service is rendered, the name of the attending physician included.

Home Division.....

Name.....

Occupation.....

QUALIFIED FOR SERVICE

DIVISION

ZONE

PART OF ZONE QUALIFIED FOR

**THE PENNSYLVANIA RAILROAD
LOGANSPORT DIVISION**

Logansport, Ind., April 27, 1947.

GENERAL ORDER No. 801

Effective 12.01 A.M., Sunday, April 27, 1947.

Applies in All Zones

(a) Time-Table No. 8 takes effect and contains the necessary instructions in General Orders up to and including:

No. 708

all of which must be removed from the Bulletin Boards.

Each employe must carefully examine Time-Table No. 8 to see that his copy is complete with all schedule pages properly lined up and note the changes.

Employes must turn in old Time-Tables to Bulletin Board Attendant after Time-Table No. 8 takes effect.

This General Order is printed in Time-Table No. 8 and will not be issued in sticker form.

A. L. Hunt,
Superintendent.

**THE PENNSYLVANIA RAILROAD
LOGANSPORT DIVISION**

Logansport, Ind., May 12, 1947.

GENERAL ORDER No. 802

Effective 1.00 P.M., Wednesday, May 14, 1947.

Applies in Zone A

MAIN LINE

(a) **RED KEY**

Position Light Home Signal governing westward movements on No. 2 track, located 732 feet east of and controlled from Red Key Interlocking Tower, relocated 101 feet east of present location.

Effective 1.00 P.M., Thursday, May 15, 1947.

Automatic highway crossing signals at Meridian Street (State Highway 1) located 780 feet east of Red Key Interlocking Tower, in service.

Device to cut out operation of automatic highway crossing signals by trainmen located as follows:

Track	Control Device Located	Movements
No. 1	In white box on post West side of Meridian Street	Eastward and Westward
No. 2	In white box on post East side of Meridian Street	Eastward and Westward

Crossing bells at Union and Oak Streets operated by Signalman in interlocking tower.

Special Instruction No. ★2450 changed.

Effective 12.01 A.M., Thursday, May 15, 1947.

Applies in all Zones

(b) **OTHER EQUIPMENT RESTRICTIONS**

Reading Company passenger train equipment cars, all types, are subject to the same restrictions as provided for P.R.R. MP-54 types.

Special Instruction ★3116 changed.

A. L. Hunt,
Superintendent.

WEH
THE PENNSYLVANIA RAILROAD
LOGANSPORT DIVISION

Logansport, Ind., August 9, 1947.

GENERAL ORDER NO. 803

Effective 12.01 A.M., Friday, August 15, 1947.

Applies in All Zones

- (a) FORMS OF TRAIN ORDERS CHANGED
Form T—Second paragraph—Trains addressed, receiving this order, will proceed as directed, prepared to stop short of a train or obstruction, but not exceeding 15 miles per hour.
- (b) RULE CHANGED
Rule 289—
INDICATION—Block occupied; for passenger trains, stop; for trains other than passenger trains, proceed prepared to stop short of a train or obstruction, but not exceeding 15 miles per hour.
- NAME: Permissive-block.
- (c) RULE CHANGED
Rule 333—
When a signalman is unable to communicate with the next block station in advance, he must stop all trains approaching in that direction. Should no cause for detaining a train be known, it may then be permitted to proceed by train order.
- (d) RULE CHANGED
Rule 362—
A train must stop clear of a block signal indicating Stop. A train must not pass a Stop-signal except when authorized by Clearance Card (Form C) or by train order.
- (e) CAUTION CARD (FORM D)
Form D annulled.
- (f) TRAIN SIGNALS
When a train equipped with an oscillating red light on either locomotive or rear car is disabled or stopped suddenly by an emergency application of the air brakes or other causes, the oscillating red light or lights will be turned on immediately. Trains approaching from either direction must stop clear of train displaying oscillating red light or lights until it is ascertained that it is safe to proceed.

Applies in Zone A

(g) AUTOMATIC HIGHWAY CROSSING SIGNALS
MAIN LINE
WOODINGTON

Automatic highway crossing signals at State Highway 49, in service.

Device to cut out operation of automatic highway crossing signals by trainmen located as follows:

Track	Control Device Located	Movements
No. 1	In white box on post, east side of State Highway 49	Eastward and Westward
No. 2	In white box on post, east side of State Highway 49	Eastward and Westward

Special Instruction #2450 changed.

(h) RED KEY

That part of General Order No. 802, dated May 12, 1947, reading as follows:

"Crossing bells at Union and Oak Streets operated by Signalman in interlocking tower" annulled.

Bells now operate automatically.

A. L. HUNT,
Superintendent.

WEH
THE PENNSYLVANIA RAILROAD
LOGANSPORT DIVISION

Logansport, Ind., September 15, 1947

GENERAL ORDER No. 804

Effective 12.01 A. M., Sunday, September 28, 1947

Applies in All Zones

OPERATING, SIGNAL AND INTERLOCKING RULES,
EFFECTIVE SEPTEMBER 28, 1941—EDITION OF
SEPTEMBER 28, 1947, IN EFFECT WITH FOLLOWING
CHANGES:

- (a) OPERATING RULES
"NOTE" under caption "OPERATING RULES" changed.
Rule 14, changed.
Rule 92, NOTE added.
Rule 206, changed.
Rule 217, changed.
Rule 223, changed.
- (b) FORMS OF TRAIN ORDERS
"NOTE" under caption "FORMS OF TRAIN ORDERS" changed.
Form R, added.
Form T, changed.
- (c) SIGNAL RULES
"NOTE" under caption "SIGNAL RULES" changed.
Rule 289, changed.
Rule 294, changed.
- (d) MANUAL BLOCK SYSTEM
Rule 327, changed.
Rule 333, changed.
Rule 362, changed.
- (e) AUTOMATIC BLOCK SYSTEM
Rule 513, changed.
Rule 516, changed, and NOTE added.
- (f) FORMS OF BLANKS
Caution Card (Form D), annulled.
Clearance Card (Form K), changed.

All employees whose duties are in any way affected thereby must secure copy of Operating, Signal and Interlocking Rules, edition of September 28, 1947, see that copy is complete and note the changes.

All previous editions of Operating, Signal and Interlocking Rules should be turned in or destroyed after September 28, 1947.

A. L. Hunt,
Superintendent.



● A recent survey of public opinion indicated that nine out of ten people thought 6% or more would be a fair profit for railroads. But the fact is that the railroads don't come out anywhere near that well.

In the years since 1938—four of them war years of tremendous traffic—the railroads earned an average of only 4% per year on their net investment in tracks, cars, engines, shops, stations and all the things it takes to produce the rail service which the nation needs.

In 1946—with wages and prices of material and fuel up more than 50% above prewar levels—railroads still hauled freight at prewar rates. Even with a slight rate increase during the last half of the year, earnings on net investment dropped to an average of only 2¾%. Some railroads earned more, but others showed no profit at all—were, indeed, in the red for the year of the heaviest peacetime traffic in history.

At the end of 1946, the Interstate Commerce Commission authorized higher freight rates to become effective in 1947. These increases will help railroads meet their rising costs, and will give them a better chance to improve equipment, roadways, and other facilities—improvements necessary for continually better service.

But even with these increases, in 1947 railroads as a whole will probably average little more than 3% on their investments—just about half the 6% which is as little as anyone would consider a fair profit.

LOGANSPORT DIVISION TIME TABLE No. 8

THE-ABC's OF SAFETY
ALWAYS

BE

CAREFUL