

5.50

MICHIGAN
CENTRAL
RAILROAD

TIME TABLE
No. 395

WEST DIVISION

(Covering Territory as shown on map hereon)

TO TAKE EFFECT

SUNDAY, JAN. 16th, 1921

AT 12:01 A. M.

CENTRAL STANDARD TIME

**For the Government and Information of
Employees Only**

J. L. McKEE,
General Superintendent

P. E. PFEIFER,
Division Superintendent

H. SHEARER,
General Manager

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Special Instructions

ALL DIVISIONS AND BRANCHES.

The capacity of passing tracks is shown in cars instead of feet, and figured at 42 feet per car. No allowance for engine or way car has been made.

1. All employes while on duty must have a copy of the book of rules.

2. All trains must run with care within Yard Limits.

3. The following signs placed before figures in the schedule indicate:

"s"—regular stop.

"f"—flag stop to receive or discharge passengers or freight.

"k"—stop only to discharge passengers.

"*"—see foot notes, also train order and block offices.

"m"—stop for meals.

"L"—leave.

"A"—arrive.

"D"—day telegraph stations.

"N"—night telegraph stations.

"DN"—day and night telegraph stations.

"T"—telephone stations.

"+"—more than one train to be met or passed.

4. Rules for Target Signals:—See Railroad Crossings.

5. On track not protected by automatic signals, enginemen finding a switch light not burning on a facing point switch at a time when it should be burning, will stop or reduce speed sufficiently to insure their knowing the position of the switch before using it.

6. When the home signal of an interlocking plant cannot be cleared, unless bulletin notice or train order has been issued advising that interlocker is out of service, trains will be forwarded on caution card Form "B." Enginemen must each have a copy of the caution card properly filled out and signed by towerman, who must personally deliver same to the Enginemen at a point beyond the derail in the direction from which the train is coming. If, for any reason, the Towerman is unable to furnish a caution card, or it is impossible to locate the Towerman, trains may proceed over the Interlocker, provided the conductor or brakeman first walks over the track within interlocking limits, and returns to the engine and reports to the engineer that he has inspected the track, and that it apparently is in good condition and safe to proceed over. This caution card must not be understood as giving authority to pass train order signal when same indicates "Stop."

7. The capacity of passing sidings is standing room clear of the main track.

8. Within Yard Limits, in making a movement from side track to main track, or across main track, Yard trains and engines or road trains must protect themselves against trains and engines moving in the normal direction of traffic on double track divisions by placing a red light or stationing a man on the side of train from which other trains would approach moving in the normal direction of traffic.

On single track divisions, red light must be placed or man stationed so as to prevent side collision.

This rule not to apply where automatic station protection signals or mechanical semaphore signals protecting switches are in operation.

9. When the telegraph wires are totally disabled and it becomes impossible for Operators to clear a Train Order Signal, which has been put in stop position for blocking purposes, operators will forward trains upon Caution Cards, which must not be issued until ten minutes have elapsed after the departure of the last preceding train.

10. When a train fails to make expected time between telegraph stations and falls back on time of a first-class train at a non-telegraph station on double track, where there is a crossover between main tracks it will not back over to the opposite track unless and until the regular train is known to be following on its own track.

11. By night when a train is to pass from a siding to the main track the marker lights must show red to the rear before any part of the train fouls the main track. Enginemen finding a train on any siding with markers showing red, it will indicate that such train is fouling the main track, and will proceed with such caution as will prevent accident until it is sure or known that the main track is clear.

12. Rules 18, 18-A, 18-B and 19, Book of Rules, of the Operating Department and diagrams pages 134, 138, 140, 144 and 145 are modified as follows:

Rule 18—Yard engines will display the headlight to the front and rear by night. When not provided with a headlight at the rear, a white and a red light shall be displayed at the upper corners of the rear of tender, the red light on the fireman's side and the white light on the engineman's side. Yard engines will not display markers.

Rules 18-A and 18-B—Road engines running backward at night or passing through station limits in either direction without a train under conditions not requiring display of tender markers will display a red and white light on upper corners of the rear of tender, the red light on the fireman's side and the white light on the engineman's side of engine.

Rule 19—Marker lamps will be used on all trains as markers day and night.

13. Employes are warned that extra trains may run at any time, and trains may run on any track in either direction without notice, except to those whom it is necessary to advise in order to insure proper movement of such trains. Employes must be governed accordingly, and exercise proper care to avoid being injured.

14. Lights will be used on all block and train order signals from sunset to sunrise and whenever signal indications cannot be clearly seen without them. In the absence of a light at night, trains will stop, and if the office is apparently closed, will be governed by the indication of the signal.

15. Trains which collect U. S. Mail pouches from mail cranes, will, when running on any other than their regular track, stop to exchange U. S. Mail.

16. Conductors of passenger trains, when approaching a meeting point, will sound two short and one long blast of air whistle as notice to engineer that his train is approaching a meeting point and engineer will acknowledge his understanding by two long and one short blast of whistle.

17. A green signal displayed to an approaching train from the window of an interlocking station, indicates train orders, and is to be acknowledged by two short blasts of the whistle, given after the engine has passed the distant signal. If the home signal is then cleared, the train will advance, but must not leave the interlocking station without receiving the orders and a proceed hand signal, given from the ground by the signalman. If the home signal is not cleared the conductor must at once report at the interlocking station.

18. "Red fusees only will be used on this railroad. No train will be permitted to pull over a lighted fusee. On track protected by automatic signals, trains finding a fusee upon the track burning must stop and remove the fusee from the center of the track and proceed with caution. On other parts of the railroad, trains stopped by a fusee will wait until it has completely burned out."

19. The Engineer's whistle signal to send out flagman as per Rule 14-C must be sounded whenever an Engineer has reason to believe that the Conductor has not the same knowledge as the Engineer that train is to be stopped, or delayed after stopping upon the main track by causes such as the breaking down of the engine, repairing hot journals at the front end of the train, etc. The trainmen, however, will not be excused when signal is not sounded for failing to obey all other rules requiring them to protect their trains.

20. On the Main Line west of Detroit River, special signals known as Take Siding signals are of the disc

type, located on the masts below the semaphore arms, and the indication is "caution." Mixed trains, special express trains, with either passenger or freight equipment or, "Freight trains take siding," and this indication will be given by the display of an intermittent yellow light, and in addition by day with a disc withdrawn, exposing a white center in the signal head.

Take siding indications do not supersede the superiority of trains nor dispense with the use or observance of other signals whenever and wherever they may be required.

SPEED RESTRICTION.

21. Following speeds must not be exceeded:

	Miles Per Hour	
	Main Line	Branch Lines
Passenger Trains	70	60
Mixed Trains	40	40
*Freight Trains	40	40
Engines Backing Up.....	25	25
Switch Engines	20	20
Track Tank (Summer) Apr. 1-Oct. 31	50	50
Track Tank (Winter) Nov. 1-Mar. 31	40	40

*H-7 Engines not to exceed 25 miles an hour on Eighty-pound Rail.

When double headers are used on main line passenger trains between Buffalo and Chicago the speed of train must not exceed 65 miles per hour. On Branch lines 55 miles per hour.

This does not cancel any local speed restrictions which show a less speed per hour at any point.

On double track, passenger trains must not scoop water from opposite tanks at the same time. West-bound passenger train will hold back to allow eastbound passenger trains to get by the track tank.

Freight trains will hold back to allow passenger trains in either direction to clear the track tank.

22. When using crossovers or switches to and from main tracks or sidings, trains must not exceed a speed of TEN miles per hour, or as much less as may be necessary to insure safety and must proceed over crossovers or switches and through sidings only as the way is known to be clear.

23. Passenger trains will not exceed 40 miles per hour, freight trains 30 miles per hour, while passing over Interlocking Crossings, except in the State of Michigan where the speed of Passenger Trains over all Interlocking Crossings is restricted to 30 miles per hour and Freight Trains to 20 miles per hour.

J. L. McKEE, General Supt. H. SHEARER, General Manager.

STANDARD CLOCKS ARE LOCATED AT

Niles	Michigan City Telegraph Office
New Terminal Building	Office
East End Office	Michigan City Round House
Hump. Yardmaster's Office	House
Eastbound. Yardmaster's Office	St. Joseph Joliet
Yardmaster's Office West end of Yard	East Gary
Round House	Kensington
Galien	Argo
M. C. Yard	Chicago, 12th St. Station
	Chicago Round House
	Chicago Yard

Signs have been placed on Standard Clocks and the time of no other clocks can be taken as Standard.

REGISTER STATIONS.

All Passenger Trains will register at Chicago.
 All West Division Freight Trains at Kensington and Niles.
 All Joliet Branch Trains at Joliet and East Gary.
 All Benton Harbor, St. Joseph Branch Trains at St. Joseph, Galien, S. S. & S. Jct. and South Bend.

BULLETIN BOARDS OR BOOKS ARE LOCATED AT:

Niles	AT:
Niles New Terminal Building	"Si" Kensington Yard
ing	Kensington Round House
Niles Hump	Chicago, 12th Street
Eastbound Yardmaster's Office	Chicago Yard
Niles Round House	Chicago Round House
Galien	Argo Yard
Michigan City Yard	Argo Round House
Michigan City Round House	Joliet Yard
East Gary	Joliet Round House
	St. Joseph Passenger Station
	St. Joseph Round House

CAPACITY OF SIDING BASED ON 42-FOOT CARS.

	Main Line	Cars
Calumet Park...	South Siding..	105 No. 1 passing track
Crisman	South Siding..	120
	North Siding..	110
East Gary.....	North Siding..	78
	South Siding..	64
Galien	North Siding..	97
	South Siding..	72
New Buffalo.....	North Siding..	124
	South Siding..	82
Porter	North Siding..	122 West of R.R. Cross'g
	South Siding..	122 West of R.R. Cross'g
	South Siding..	45 East of R.R. Cross'g
Three Oakes....	South Siding..	85
Bakertown	North Siding..	90
	South Siding..	90
Tolleston	North Siding..	150 West of R.R. Cross'g
	South Siding..	105 East of R.R. Cross'g

JOLIET BRANCH

Chicago Heights.	North Siding..	47
Hill Track, No. 3.....		70
Dyer	South Siding..	90
Frankfort	North Siding..	85
Hartsdale	North Siding..	85
Matteson	North Siding..	24
	South Siding..	85
Ross	South Siding..	85
Spencer	North Siding..	65

BENTON HARBOR—ST. JOSEPH BRANCH.

Baroda	North Siding..	32
Galien	South Siding..	53
Glendora	North Siding..	35
Derby	North Siding..	25
Warwick	North Siding..	33

TRAIN ORDER AND BLOCK OFFICES.

Train order and block offices other than 24 hour (D. N.) offices will be open as follows:

Buchanan, 9 a. m. to 6 p. m.
Ross 8 a. m. to 12 midnight.
Dyer 8 a. m. to 12 midnight.
Frankfort 7:30 a. m. to 11:30 p. m.
St. Joseph 8 a. m. to 5 p. m.
Glendora 8 a. m. to 5 p. m.
Baroda 8 a. m. to 5 p. m.
South Bend 8:30 a. m. to 5:30 p. m.

Train dispatchers and telegraph operators at Chicago are located in the Superintendent's office, at 120 East South Water Street.

DESPATCHERS' TELEPHONES ARE LOCATED AS FOLLOWS:

Niles hill crossover switches in pole box.
 Niles Yard.
 West end classification yard opposite crossover switches and pole boxes.
 Niles depot in Yardmaster's office and Ticket office.
 Buchanan, west end of House Track, in booth.
 Bakertown, east end of south siding, in booth.
 Bakertown, west end of north siding, in booth.
 Dayton waiting room.
 Galien east end of extension track in booth.
 Averys in pump house.
 Three Oaks, west end of passing track, in booth.
 Three Oaks east end of passing track in booth.
 New Buffalo west end of north siding in booth.
 Grand Beach in ticket office, entrance through baggage room.

On fifth telegraph pole west of crossover switches east of Olemachers' brick yard east of M. C. Yard, in booth. M. C. Yard, east end in Old Yardmaster's office, M. C. Yard, Yardmaster's office at Center St., M. C. Draw Bridge, in Towerman's station.

Trainmaster's office, Franklin St., Michigan City. Michigan City, 10th Street, in Interlocking tower. Michigan City, Prison Cut, crossover switches, in booth.

Between Michigan City and Furnessville at block signal No. 2331 in pole box.

Furnessville, in station behind waiting room door.

Porter, west end of north siding, in booth.

Crisman, at east end of south siding in pole box opposite depot.

Willow Creek Tower.

East Gary, west end of yard in Yardmaster's office.

Gary, east end of yard. Ticket office and freight office.

Gary Ticket Office between the hours of 7 A. M. and 11 P. M.

Tolleston, east end of south siding and west end of north siding, in booth.

Ivanhoe Tower.

Ivanhoe Transfer, east end of east yard in pole box.

Hammond depot ticket office and 3rd brakeman's room.

Hammond Tower.

Hammond freight office.

Calumet Park Tower and Yard office.

Calumet River Bridge, in booth.

Kensington Station, between the hours of 7 A. M. and 1 A. M. and Kensington, 124th Street, in yard master's office and in Kensington tower.

Chicago Station, in old telegraph office.

Chicago Yard, in Yardmaster's office.

Chicago, Roundhouse foreman's office.

Joliet Branch.

Liverpool Tower.

South Gary, in station.

Griffith Tower.

Hartsdale, east end yard, in booth.

Chicago Heights District Switch, in office 800 feet east of Switch.

Matteson, east end yard in pole box.

Spencer, in depot.

Steele, in booth.

Joliet, east end Davison Track in pole box.

Benton Harbor-St. Joseph Branch.

Galien Wye Switch, in booth.

Derby, in station, entrance through the freight house.

JOINT TRACK.

Between Kensington and Chicago.

All trainmen and enginemen will be governed by the Illinois Central Chicago Terminal District time table and special instructions while on the tracks of that company. The time table will be furnished by the heads of the respective departments.

Between Ivanhoe and U. S. Yards.

All trainmen and enginemen using the Indiana Harbor Belt Railroad tracks between Ivanhoe and Union Stock Yards will comply with rules and special instructions of that company.

Between S. S. & S. Jct. and South Bend.

All trainmen and enginemen running between S. S. & S. Junction and South Bend over the tracks of the N. Y. C. R. R. will comply with the rules and special instructions of that company.

DOUBLE TRACK.

Chicago to Niles.

Rules governing movement of trains on double track will apply.

Extra trains will not display white signals.

Rule D 85 will not apply to west bound passenger trains at Niles, clear train order signal at Lake Street, Niles, is permission to proceed. Rule D 85 will not apply at 12th Street Station, Chicago. All trains starting from the 12th Street Station, Chicago, will accept clear train order signal at Kensington (K. D.) as permission to proceed.

FOUR TRACKS.

The four main tracks between west end of Gibson Yard and Calumet Park are designated as tracks Nos. 1, 2, 3 and 4, numbering from the north, and used as follows:

Track No. 1 for westbound passenger and through freight trains.

Track No. 2 for eastbound passenger and through freight trains.

Track No. 3 for westbound trains as may by rule or otherwise be required to do work or allow trains to pass between Gibson Crossing and Calumet Park.

Track No. 4 for eastbound trains as may by rule or otherwise be required to do work or allow trains to pass between Calumet Park and Gibson Crossing.

Rules governing movement of trains on double track will apply on tracks Nos. 1 and 2.

Rule D 85 will not apply on track Nos. 3 and 4 but will apply to trains leaving these tracks to enter upon main tracks at Calumet Park.

Westbound trains for Ivanhoe Yard will sound four blasts of whistle approaching Ivanhoe crossing, to enable the crossing tender to give proper route.

All Westbound trains going to Kensington or Chicago using low speed tracks between Gibson Yard and Calumet Park tower, will when ready to proceed from Calumet Park, sound three (3) blasts of whistle and when given proper interlocking route, proceed. Operator at Calumet Park Tower will obtain permission from Dispatcher before giving trains crossing or allowing them to proceed as above.

Michigan Central eastbound trains approaching Calumet Park crossing on the I. H. Belt tracks will sound one long and one short blast of the whistle to indicate they are Michigan Central trains. Upon receiving proper interlocking route for track No. 2 will understand they have been cleared by the Dispatcher and may proceed.

Locomotive steam whistles must not be sounded between Columbia Avenue and Indiana-Illinois State line at Hammond, except when necessary to prevent accident.

East bound trains on track No. 4 desiring to enter Indiana Harbor Belt Line lead to receiving yard at Calumet Avenue, will so indicate to crossing gate man by hand or lamp signal pointing towards the diverging route.

WHERE RULE D-85 APPLIES.

When communication with the Train Dispatcher is interrupted, clearance cards may be issued by the operator, but freight trains must not be permitted to start close ahead of passenger trains.

All clearance cards issued without authority from the Train Dispatcher must be plainly marked "Wire Trouble." Trains receiving clearance cards marked "Wire Trouble" and moving ahead of and on the time of passenger trains must keep very close lookout for the approach of such trains and get clear at the first opportunity.

At Niles Yard, conductors of Westbound trains will advise dispatcher from Yard Master's office at West end of Yard of what their trains consist and when ready to proceed will advise enginemen by signal or otherwise as prescribed by rule.

Enginemen will then give two short blasts of steam whistle and when given proceed signal by switch tender located at West end of Yard, train will proceed on westward freight lead to Lake Street but will not proceed from Lake Street until signalled to do so by switch tenders, telegrapher, who will obtain permission from Train Dispatcher before allowing train to proceed.

In emergency cases, when it becomes necessary for the West Division to run eastbound trains into Niles against the current of traffic, trains that are not required to stop at Niles by Time Table, will be notified by train order at some station east of Niles over the signature of Superintendent of West Division.

In emergency cases when it becomes necessary for Middle Division to run westbound trains into Niles against the current of traffic, eastbound main line trains will be notified by train order at some station west of Niles over the signature of Superintendent of Middle Division.

Between Buchanan and Niles, when necessary for an eastbound train to take part of their train or run for water, they will arrange with Train Dispatcher by telephone from crossover on Niles Hill or leave flag at that point to protect return movement.

The space between main tracks at passenger station at Michigan City is not sufficient to allow baggage or express trucks between trains. East bound trains must not pass or pull into station while west bound trains are doing station work.

Westbound, Main Line, or Joliet Branch trains, must not use south siding at East Gary without permission from train dispatcher.

Whenever a train takes siding the crew will report to the Dispatcher at once as follows:

If at an open telegraph office, at office or nearest outside telephone, if non-telegraph office or if telegraph office is closed at the time, Conductor will report at outside telephone at once and in addition, enginemen or head brakemen will also report at outside telephone provided there is one at or near head end of train. The report must be frequently repeated at intervals of not more than 15 minutes to guard against delays by reason of sudden change in conditions.

Telegraphers will handle the entrance switch to south siding east of depot at Galien, for eastbound trains that are to take siding at that point.

Trains will, at all times, expect to find both sidings at East Gary blocked with cars and will be governed accordingly, when entering these tracks.

Eastbound trains approaching Ivanhoe on the Gary Branch of the Indiana Harbor Belt R. R. will sound one long and one short blast of the whistle to indicate to Towermen they are ready to proceed, and upon receiving proper interlocking route, will understand they have been cleared by Dispatcher and may proceed. Towerman at Ivanhoe will obtain permission from Dispatcher before allowing trains to proceed. Conductors of trains starting from or picking up cars at Gibson or the L. C. L. Yard, will give consists of their trains to Dispatcher before starting.

Trains Michigan Mdse. and N. Y.-2, when using the passenger track at Kensington, will accept clear train order signal at KD Kensington, as permission to proceed.

Eastbound trains leaving from Kensington Yard will advise Dispatcher of what their trains consist, and when ready to proceed, advise enginemen by signal or otherwise, as prescribed by the rules. Enginemen will then give two short blasts of whistle and will proceed when given proceed signal, by the Operator at KD Kensington.

Before allowing freight trains to proceed other than Michigan Mdse. and NY-2 using the passenger main, Operators will obtain permission from Train Dispatcher to do so.

"Westbound freight trains entering M. C. Yard will report to dispatcher from west end when ready to proceed. Eastbound freight trains entering M. C. Yard will report to dispatcher from east end when ready to proceed."

Westbound freight trains, after passing New Buffalo with sufficient time to make Porter ahead of a passenger train, is delayed or will be delayed so that they will be on the time of a passenger train before arriving at Porter, will stop at telephone east end M. C. Yard and report to dispatcher for instructions.

SIDING INDICATION SIGNALS.

Eastbound: On block signal No. 2512, west of East Gary.

On signal 2422 west of Porter; on signal 2202 west of New Buffalo; on signal 2122 west of Three Oaks; on signal 2062 west of Galien.

Westbound: On block signal No. 2041 east of Galien; on signal 2181 east of New Buffalo; on signal 2441 east of Crisman; on signal 2491 east of East Gary.

STATION PROTECTION SIGNALS. JOLIET BRANCH.

West of East Gary, east and west of Hartsdale, east of Beverly Farm Siding.

BENTON HARBOR-ST. JOSEPH BRANCH.

At Benton Harbor 2000 feet east of Junction of Benton Harbor Spur.

YARD LIMITS.

Main Line.

Niles Yard extends from Lincoln Avenue West of Niles Bridge East on Main Line to Yard Limit Sign located 500 feet east of East End office, on Air Line Division to A. L. Jct., and on Air Line Division to Yard Limit Sign located 500 feet east of east switch of Air Line Siding just east of East End office.

Buchanan Yard extends from 800 feet east of cross-over switches east of station to a point 800 feet west of Cabinet track switch.

Galien Yard extends from a point 800 feet east of cross-over switches to a point 800 feet west of west switches.

Three Oaks Yard extends from a point 800 feet east of cross-over switches to a point 2300 feet west of west switch.

New Buffalo Yard extends from a point 800 feet east of cross-over switches to a point 800 feet west of west switch of north passing track.

Michigan City Yard extends from Yard Limit sign 800 feet East of Olemacher Brick Plant switch East of M. C. Yard to Yard limit sign 800 feet West of cross-over switches West of Prison Cut.

East Gary Yard extends from a point 800 feet east of east cross-over switches to a point 1000 feet west of Kells Siding.

Hammond Yard extends from Yard Limit sign at Columbia Ave. to Yard Limit sign at west end of Calumet Park Yard and includes all tracks except Main Tracks, numbers 1 and 2.

Kensington Yard extends from a point 1000 feet east of switch leading to coal storage yard east of K. D. Kensington to connection with the Illinois Central R. R.

JOLIET BRANCH.

East Gary Yard extends to yard limit sign just east of Liverpool Bridge.

Hartsdale Yard extends from Yard Limit sign 1000 feet west of P. C. C. & St. L. Crossing to Yard Limit sign 800 feet east of E. J. & E. Crossing east of Griffith.

Chicago Heights Yard extends from yard limit sign one mile east of factory district switch to yard limit sign 600 feet west of west switch.

Matteson Yard extends from Yard Limit sign 2000 feet west of west switch to 2000 feet east of east switch.

Joliet Yard extends to yard limits sign 1000 feet east of Thompson Switch.

BENTON HARBOR-ST. JOSEPH BRANCH.

South Bend Yard extends west to yard limit sign 800 feet west of S. S. & S. Junction.

Galien Yard extends one half mile west of west switch to one half mile east of east switch of Branch siding.

St. Joseph Yard extends east to Napiers bridge located by green yard boards with name of station and word "Yard" printed in white.

SOUTH BEND BRANCH.

Niles Yard extends to paper track switch.

South Bend Yard extends from South Bend to Yard Limit sign located 500 feet north of St. Mary's Switch, including all tracks south of St. Mary's Switch.

RAILROAD CROSSINGS.

Michigan City—10th Street, C. L. S. and S. B. Interurban governed by Interlocking Signals.

Porter—N. Y. C. R. R. Governed by Interlocking Signals.

Willow Creek—B. & O. R. R., Wabash R. R. Governed by Interlocking Signals.

Tolleston—P. F. W. & C. Ry. Governed by Interlocking Signals.

Ivanhoe—Three miles west of Tolleston, E. J. & E. R. R. Governed by Interlocking Signals.

Gibson—I. H. B. R. R. governed by Interlocking Signals.

Hammond—N. Y. C. & St. L., Chicago & Erie, C. I. & L. Ry. Governed by Interlocking Signals.

Calumet Park—I. H. B. R. R., B. & O. C. T. R. R., S. C. & S. Ry. Governed by Interlocking Signals.

Kensington—Illinois Central Railroad, C. L. S. and S. B. Interurban governed by Interlocking Signals.

Liverpool—P. F. W. & C. Ry. Governed by Interlocking Signals.

South Gary—N. Y. C. & St. L. Ry. Governed by Target signals. When target is placed perpendicularly, Michigan Central Railroad trains will cross. When placed horizontally, N. Y. C. & St. L. Ry. trains will cross. When placed diagonally, all trains will stop. When not set for train to cross will be in diagonal position. The position of target by night will be indicated by red lights.

Griffith—E. J. & E., Chicago & Erie, Grand Trunk. Governed by Interlocking Signals.

Hartsdale—P. C. C. & St. L. Ry. Governed by Interlocking Signals.

Dyer—C. I. & L. Ry. Governed by Interlocking Signals.

Chicago Heights—C. & E. I. Ry. Governed by Interlocking Signals.

Matteson—Illinois Central R. R. Governed by Interlocking Signals.

Joliet—E. J. & E. Ry., and C. R. I. & P. Ry. Governed by Interlocking Signals.

S. S. & S. Jct.—Grand Trunk Ry., N. J. I. & I. R. R. Governed by Interlocking Signals.

DRAW BRIDGES INTERLOCKED.

Michigan City.
Calumet River.

DRAW BRIDGES NOT INTERLOCKED.

St. Joseph River, Benton Harbor.

Morrison Channel, Benton Harbor.

All engines, with or without trains, must come to a full stop before crossing. Enginemen will give four short blasts of the whistle and will not proceed unless signalled by bridge tender, and will reduce speed to six miles per hour while any portion of the train is on the bridge. Bridges will be locked open after last regular train of the day has passed until 5:30 A. M.

Signals have been placed at each end of the draw bridges. All trains and engines approaching these bridges in either direction will come to a full stop before reaching signals.

SPEED RESTRICTIONS. MAIN LINE.

Niles Bridge—Speed of trains over Niles bridge, in either direction, must not exceed 20 miles per hour. Air brakes must not be applied when crossing bridge unless absolutely necessary.

M. C. Yard—West bound trains will not exceed twenty miles per hour passing signal 2271 east of entrance switch M. C. Yard and not exceed speed of twenty miles an hour between signal 2271 and Michigan City depot. East bound trains will not exceed 25 miles per hour within these limits. Trains entering M. C. Yard from either direction will reduce speed not to exceed 10 miles per hour.

Michigan City—No train will exceed a speed of six miles per hour while forward portion of train is passing over Franklin Street crossing or 15 miles per hour over 10th Street crossing.

Gary—Speed of trains through Gary must not exceed 15 miles per hour.

Hammond—Speed of trains between Columbia Avenue

and Hohman St. must not exceed 12 miles per hour. Trains carrying U. S. mail cars that deliver mail at Hammond will reduce speed to 6 miles per hour passing Hammond station.

Calumet Park Yard—Speed of eastbound trains entering Calumet Park Yard and tracks 3 and 4 from the Indiana Harbor Belt must not exceed ten miles per hour.

Calumet River Bridge—Speed of trains over Calumet River draw bridge must not exceed 25 miles per hour. Air brakes must not be applied when crossing bridge unless absolutely necessary.

JOLIET BRANCH.

Speed of all trains will not, at any point, exceed thirty miles an hour.

Speed of trains over Deep River bridge between East Gary and Liverpool must not exceed 15 miles per hour.

Speed of freight trains 8 miles per hour through yard limits, Chicago Heights and Matteson yard.

BENTON HARBOR-ST. JOSEPH BRANCH.

Speed of passenger trains will not, at any point, exceed 45 miles per hour, and freight and mixed trains, will not exceed 35 miles per hour.

St. Joseph—Speed of all trains must not exceed five miles per hour between the viaduct and passenger station at St. Joseph. Speed of all trains, when backing up between Benton Harbor Jct. and Benton Harbor or Benton Harbor Jct. and viaduct, St. Joseph, in either direction will not exceed fifteen miles per hour.

Engines of F-82 class when used on Benton Harbor-St. Joseph Branch, speed must not exceed 25 miles per hour. Engines of F-82 or B-84 class must not exceed 6 miles per hour over draw bridges over Morrison's Channel and St. Joseph River and approaches to same. Engines of lighter weight will not exceed 15 miles per hour over these bridges.

The normal position of Wye Switch at Galien is set for the Wye.

All west bound trains will make full stop 200 feet east of the Wye switch, and will proceed only as the way is known to be clear.

SOUTH BEND BRANCH.

Trains and engines must not exceed 6 miles per hour through city limits at Niles and South Bend.

Trains and engines will come to full stop before entering main track at Niles.

WHERE MANUAL BLOCK SIGNAL RULES WILL APPLY.

On Joliet Branch between Davisons Road Crossing at Joliet and Automatic Block Signal 312-J, located 850 feet west of station at Hartsdale, and between Automatic Signal No. 313-J, located 6000 feet east of station at Hartsdale, and stand pipe at East Gary.

At Joliet, all trains will run under full control between Davisons Road Crossing at Joliet and Joliet station, expecting to find the main track occupied.

At Chicago Heights, westbound trains running against the schedule time of eastbound superior class trains to Chicago Heights are permitted to pass the block signal at Chicago Heights to enter the siding when interlocking signal holds the eastbound trains west of fouling point, otherwise must clear the time of the superior train as required by rules.

Trains No. 141 and 142 may follow train, other than passenger train, in the block under caution card. It must be understood, however, that trains following Nos. 141 and 142 must not be permitted to enter the block until the block is clear.

FOOT NOTES. MAIN LINE.

Nos. 32 and 39 will not carry passengers.

Trains will stop as follows:

Nos. 45, 41, 5, 46, 2, 24 and 6 will stop on signal at shelter shed at West End Classification Yard at Niles to pick up and let off employees for Michigan City.

No. 1 at Michigan City, Gary and Hammond to let off

passengers from Niagara Falls, N. Y., Buffalo and points east.

No. 5, regular stop at Gibson Transfer House.

No. 7 at Gary, Hammond and Kensington on signal to let off passengers from Detroit and from Rives Jct.—Bay City Branch.

No. 13 at Gary and Hammond on signal to let off passengers from Detroit and points east thereof.

No. 15 at Gary and Hammond on signal to let off passengers from Detroit and east.

No. 17 at Hammond on signal to let off passengers from east of Buffalo.

No. 19 at all points to let off passengers coming from points on the Canadian Pacific Ry.; at Gary, Hammond and Kensington to let off passengers from Detroit and east thereof and from Rives Junction-Bay City Branch; at Buchanan to let off passengers from Detroit and east, and on signal to pick up Chicago passengers.

No. 23 at Galien on signal to let off passengers from Detroit and points east thereof; at New Buffalo on signal Sundays to pick up passengers for Chicago; at Gary to let off passengers from Buffalo, Niagara Falls and points east thereof; at Hammond to let off passengers from Detroit and points east thereof.

No. 43 at Grand Beach on signal Sundays to pick up Chicago passengers.

No. 45 at Galien, Three Oaks, New Buffalo and Porter to let off passengers from points east of Kalamazoo and from points on P. R. R. north of Kalamazoo; at Porter on signal Sundays to pick up passengers.

No. 2, regular stop at Gibson Transfer House.

No. 8 at Hammond on signal for passengers for New York, Boston and Philadelphia.

No. 10 at Buchanan on signal to let off passengers from Chicago and pick up passengers for Detroit and east thereof.

No. 14 at Galien on signal for passengers for Kalamazoo and points east thereof; at Three Oaks and Galien regular stops Sundays.

No. 20 at Kensington, Hammond and Gary on signal for passengers for Kalamazoo and points beyond; at Hammond on signal for passengers for points on the Benton Harbor-St. Joseph Branch north of Galien; at

Galien on signal to let off passengers for points on the Benton Harbor-St. Joseph Branch north of Galien; at Buchanan on signal to let off passengers from Chicago.

No. 32 at Kensington Station on signal for U. S. Mail.

No. 36 at Kensington and Gary on signal to pick up passengers for points on P. R. R. north of Kalamazoo and for passengers to points east of Detroit.

No. 40 at Hammond, Gary and Michigan City, on signal for passengers for New York.

No. 46 at Three Oaks and Galien Sundays to dispatch mail.

JOLIET BRANCH.

Rule 86A will apply on Joliet Branch.

Eastbound trains are superior to westbound trains of the same class.

Nos. 141 and 142 will carry passengers.

Trains will at all times use extreme care in heading in the siding at Chicago Heights, expecting to find it blocked.

Extra trains will not display White signal on Joliet Branch.

BENTON HARBOR-ST. JOSEPH BRANCH.

Rule 86A will apply on Benton Harbor—St. Joseph Branch.

Eastbound trains are superior to westbound trains of the same class. All trains must obtain train orders or clearance card at Galien.

SOUTH BEND BRANCH and AIR LINE DIVISION

Rule 86A will apply on South Bend Branch and Air Line Division.

H. L. MARGETTS, Asst. Div. Supt., Niles.

E. E. WRIGHT, Trainmaster, Michigan City.

W. B. GIBBS, Trainmaster, Kensington.

T. J. KEENAN, Asst. Trainmaster, U. S. Yard.

R. B. TURNEY, Passenger Trainmaster.

J. H. REMICK, Supervisor, Passenger Service, Detroit.

T. L. GREEN, Chief Despatcher, Chicago.

T. F. MURPHY, Night Chief Despatcher.

DESPATCHERS

O. H. Herran

G. A. Quance

R. Nickerson

G. J. Tone

E. W. McLean

F. A. Zahn

Ivan Henderson

F. B. Homan

TIME TABLE
No. 395

NILES TO CHICAGO

WESTBOUND—FIRST CLASS

Telegraph Stations.	Miles from Niles	CENTRAL STANDARD TIME	STATIONS											
			45	7	19	1	41	17	13	43	5	15	23	39
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Monday
LEAVE			A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
D★	0 00	NILES	3 45	4 35	5 20	5 47	9 50	11 29	12 33	2 29	4 22	4 53	6 35	9 05
	6 60	BUCHANAN	f 4 05	4 48	★ 5 33	5 58	10 02	11 39	12 45	2 43	4 33	5 06	6 48	9 18
	11 10	DAYTON									4 40			
DN	14 12	GALIEN	★ 4 15	4 58	5 41	6 09	10 12	11 47	12 53	2 52	4 46	5 16	★ 6 56	9 28
DN	19 84	THREE OAKS	★ 4 25	5 06	5 48	6 17	10 27	11 53	1 00	2 59	4 59	5 24	★ 7 03	9 36
DN	27 05	NEW BUFFALO	★ 4 40	5 15	5 56	6 25	10 38	12 01	1 08	3 09	5 15	5 32	★ 7 10	9 46
	30 18	GRAND BEACH								★ 3 13	f 5 23			
	35 45	M. C. YARD	4 55	5 26	6 06	6 37	10 51	12 11	1 17	3 20	5 29	5 42	7 22	9 57
DN	36 98	MICHIGAN CITY	5 00	5 30	6 10	★ 6 41	10 55	12 15	1 21	3 24	5 33	5 46	7 26	10 01
		MICHIGAN CITY	L 5 05	5 30	6 10	6 41	10 55	12 15	1 21	3 24	5 42	5 46	7 26	10 01
	44 71	FURNESVILLE	5 20	5 45	6 22	6 54	11 10	12 26	1 33	3 35	5 55	5 58	7 38	10 17
DN	48 72	PORTER	★ 5 26	5 50	6 27	6 59	11 15	12 31	1 37	3 40	6 07	6 04	7 43	10 23
	54 16	CRISMAN	5 33	5 58	6 32	7 06	11 24	12 37	1 44	3 46	6 16	6 10	7 50	10 31
DN	57 90	EAST GARY	s 5 38	6 03	6 37	7 10	f 11 30	12 42	1 48	3 50	6 22	6 16	7 54	10 37
	63 17	GARY	f 5 47	★ 6 13	★ 6 46	★ 7 18	11 40	12 50	★ 1 54	★ 3 56	6 31	★ 6 24	★ 8 00	10 48
DN	64 40	TOLLESTON	5 50	6 16	6 50	7 20	11 43	12 53	1 57	3 59	f 6 35	★ 6 27	★ 8 02	10 52
DN	69 80	GIBSON	5 57	6 23	6 59	7 26	11 49	1 01	2 04	4 07	6 42	6 34	★ 8 08	11 00
	72 80	HAMMOND	s 6 05	★ 6 32	★ 7 08	★ 7 33	11 56	★ 1 09	★ 2 11	4 14	6 48	★ 6 41	★ 8 18	11 08
	74 65	CALUMET PARK	6 08	6 37	7 11	7 37	12 00	1 12	2 15	4 17	7 12	6 45	★ 8 18	11 12
DN	77 79	KENSINGTON K. D.	6 13	6 43	7 18	7 45	12 06	1 17	2 20	4 21	7 17	6 55	★ 8 22	11 17
	79 80	KENSINGTON STA.	k 6 20	★ 6 50	★ 7 25	7 50	f 12 15	1 25	2 28	4 30	7 25	7 00	★ 8 30	11 25
	86 45	63D STREET	s 6 35	s 7 05	s 7 40	s 8 07	s 12 32	s 1 42	s 2 44	s 4 45	s 7 42	s 7 15	s 8 47	s 11 39
	87 79	HYDE PARK	s 6 38	s 7 08	s 7 43	s 8 10	s 12 35	s 1 45	s 2 47	s 4 48	s 7 45	s 7 18	s 8 51	s 11 42
	89 12	43D STREET	s 6 41	s 7 11	s 7 46	s 8 14	s 12 39	s 1 49	s 2 50	s 4 51	s 7 49	s 7 21	s 8 55	s 11 45
T	92 92	CHICAGO	6 55	7 25	8 00	8 25	12 50	2 00	3 00	5 00	8 00	7 30	9 06	11 55
ARRIVE			A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
			45	7	19	1	41	17	13	43	5	15	23	39

TIME TABLE
No. 395

CHICAGO TO NILES

EAST BOUND—FIRST CLASS

Telegraph Stations	Miles from Chicago	CENTRAL STANDARD TIME	STATIONS											
			36	46	2	8	10	4	14	24	20	40	32	6
			Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily
LEAVE			A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
T	0 00	CHICAGO	12 05	2 15	7 10	9 05	10 30	12 30	3 00	3 10	5 05	8 00	9 35	10 00
	3 80	43D STREET	s 12 14	s 2 22	s 7 18	s 9 13	s 10 39	s 12 38	s 3 09	s 3 18	s 5 12	s 8 07	s 9 43	s 10 09
	5 13	HYDE PARK	s 12 18	s 2 25	s 7 21	s 9 16	s 10 42	s 12 41	s 3 12	s 3 21	s 5 15	s 8 10	s 9 46	s 10 13
	6 47	63D STREET	s 12 21	s 2 27	s 7 24	s 9 19	s 10 45	s 12 44	s 3 15	s 3 24	s 5 18	s 8 13	s 9 49	s 10 16
DN	13 12	KENSINGTON STA.	★ 12 40	2 40	7 40	9 35	11 05	1 00	3 35	3 40	★ 5 35	8 30	★ 10 07	10 35
DN	15 13	KENSINGTON K. D.	12 45	2 43	7 45	9 39	11 09	1 03	3 39	3 45	5 38	8 33	10 11	10 40
	18 27	CALUMET PARK	12 50	2 47	7 50	9 42	11 13	1 07	3 43	3 50	5 42	8 37	10 15	10 45
DN	20 12	HAMMOND	s 12 53	s 2 51	s 7 56	★ 9 44	11 15	1 09	3 45	3 54	★ 5 44	★ 8 39	10 17	10 48
DN	23 12	GIBSON	1 00	3 03	8 04	9 51	11 22	1 16	3 52	f 4 04	5 51	8 44	10 24	10 55
DN	28 52	TOLLESTON	1 06	3 11	8 12	9 57	11 28	1 22	3 58	f 4 11	5 57	8 49	10 31	11 01
	29 75	GARY	★ 1 08	s 3 14	s 8 16	s 9 59	s 11 30	1 24	4 00	s 4 15	★ 5 59	★ 8 51	s 10 33	s 11 04
DN	35 02	EAST GARY	1 15	3 22	8 26	10 05	11 38	1 30	4 08	s 4 23	6 05	8 57	10 41	f 11 14
	38 76	CRISMAN	1 20	3 26	8 34	10 09	11 42	1 34	4 12	s 4 29	6 09	9 01	10 46	11 20
DN	44 20	PORTER	1 27	3 32	8 44	10 15	11 49	1 40	4 19	s 4 37	6 15	9 07	10 52	f 11 27
	48 21	FURNESVILLE	1 32	3 36	8 54	10 19	11 54	1 44	4 24	s 4 42	6 19	9 11	10 57	f 11 32
DN		MICHIGAN CITY	A 1 45	3 47	9 08	10 29	12 05	1 54	4 35	s 4 55	6 30	★ 9 20	s 11 10	s 11 45
	55 94	MICHIGAN CITY	L 1 45	4 00	9 10	10 29	12 05	1 54	4 35	5 03	6 30	9 20	11 15	11 45
	57 47	M. C. YARD	1 49	4 04	9 15	10 32	12 08	1 57	4 38	s 5 08	6 34	9 23	11 19	11 49
	62 74	GRAND BEACH			f 9 22					f 5 16				
DN	65 87	NEW BUFFALO	1 59	4 14	9 29	10 41	12 19	2 06	4 48	s 5 25	6 44	9 31	11 30	f 12 05
DN	73 08	THREE OAKS	2 08	★ 4 22	9 39	10 49	12 27	2 14	★ 4 56	s 5 33	6 52	9 38	11 39	f 12 16
DN	78 80	GALIEN	2 19	★ 4 30	9 53	10 56	12 34	2 21	★ 5 03	s 5 43	★ 7 00	9 44	11 48	f 12 29
	81 82	DAYTON			s 9 58					s 5 58				
D★	86 32	BUCHANAN	2 31	f 4 42	10 09	11 04	★ 12 44	2 29	s 5 19	s 6 08	★ 7 15	9 51	11 58	f 12 44
	92 92	NILES	A 2 45	s 4 55	10 25	s 11 18	s 1 03	s 2 34	s 5 38	s 6 30	s 7 31	s 10 00	s 12 09	s 1 03
ARRIVE			A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.
			36	46	2	8	10	4	14	24	20	40	32	6

TIME TABLE
No. 395

NILES TO CHICAGO

WESTBOUND—FIRST CLASS

CENTRAL
STANDARD
TIME

STATIONS

LEAVE

NILES.....
BUCHANAN.....
DAYTON.....
GALIEN.....
THREE OAKS.....
NEW BUFFALO.....
GRAND BEACH.....
M. C. YARD.....
MICHIGAN CITY.....A

MICHIGAN CITY.....L
FURNESVILLE.....
PORTER.....
CRISMAN.....
EAST GARY.....

GARY.....
TOLLESTON.....
GIBSON.....
HAMMOND.....
CALUMET PARK.....
KENSINGTON K. D.....
KENSINGTON STA.....

63D STREET.....
HYDE PARK.....
43D STREET.....
CHICAGO.....

ARRIVE

TIME TABLE
No. 395

CHICAGO TO NILES

EASTBOUND—FIRST CLASS

CENTRAL
STANDARD
TIME

STATIONS

LEAVE

CHICAGO.....
43D STREET.....
HYDE PARK.....
63D STREET.....

KENSINGTON STA.....
KENSINGTON, K. D.....
CALUMET PARK.....
HAMMOND.....
GIBSON.....
TOLLESTON.....
GARY.....

EAST GARY.....
CRISMAN.....
PORTER.....
FURNESVILLE.....
MICH. CITY.....A

MICH. CITY.....L
M. C. YARD.....
GRAND BEACH.....
NEW BUFFALO.....
THREE OAKS.....
GALIEN.....
DAYTON.....
BUCHANAN.....

NILES.....

ARRIVE

16

Daily

P. M.

11.45
11.53
11.57
12.01

12.20
12.26
12.31
12.34
12.41
12.48
12.51

12.59
1.05
1.11
1.15
1.25

1.25
1.29

1.40
1.49
1.57

2.07
2.20

A. M.

16

JOLIET BRANCH

Telegraph Stations	Miles from East Gary.	WESTBOUND			TIME TABLE No. 395		EASTBOUND			Miles from Joliet.
		SECOND CLASS			CENTRAL STANDARD TIME	SECOND CLASS			THIRD CLASS	
		141				STATIONS	142			
		Daily Except Sunday			Daily Except Sunday					
		P. M.	LEAVE	ARRIVE	A. M.					
DN	0.00		1.00	EAST GARY	11.50				44.37	
	2.93	f	1.10	LIVERPOOL	11.35	f			41.44	
	5.39	f	1.20	SOUTH GARY	11.20	f			38.98	
DN★	7.81	f	1.45	ROSS	11.05	f			36.56	
	10.15	f	1.55	GRIFFITH	10.55	f			34.22	
DN	12.18	f	2.05	HARTSDALE	10.45	f			32.19	
DN★	15.44	s	2.25	DYER	10.25	f			28.93	
DN	21.37	s	2.55	CHICAGO HEIGHTS	10.00	f			23.00	
DN	24.80	s	3.25	MATTESON	9.45	f			19.57	
DN★	32.47	s	3.55	FRANKFORT	9.20	f			11.90	
	37.14	f	4.25	SPENCER	9.00	f			7.23	
	38.00	f	4.35	STEELE	8.50	f			5.77	
DN	44.37		5.15	JOLIET	8.30				0.00	
			P. M.	ARRIVE	LEAVE					
			141		142					

WESTBOUND Trains are superior to Eastbound Trains of the same class.

BENTON HARBOR AND ST. JOSEPH BRANCH

Telegraph Stations	Miles from South Bend.	WESTBOUND			TIME TABLE No. 395		EASTBOUND			Miles from St. Joseph
		SECOND CLASS			CENTRAL STANDARD TIME	SECOND CLASS			FOURTH CLASS	
		501				STATIONS	504			
		Daily Except Sunday		Daily Except Sunday			Daily Except Sunday			
		A. M.	P. M.	LEAVE	ARRIVE	P. M.		A. M.		
DN	0.00		6.15	SO. BEND	5.45				39.29	
	2.58	s	6.30	S. S. & S. JCT.	5.30	s			36.71	
	8.47		6.40	LYDICK	5.20				30.82	
	13.50	A. M.	f	6.50	WARWICK	f	5.05	A. M.	25.79	
DN	18.04	10.15	{s	7.05	GALIEN	{s	4.50	9.20	21.25	
D★	23.34	s	7.10	7.20	GLENDORA	s	4.40	9.00	15.95	
	25.99	f	7.25	SNOW	4.13	f		8.50	13.30	
D★	28.25	s	7.30	BARODA	4.03	s		8.40	11.04	
	32.32	f	7.40	DERBY	3.53	f		8.25	6.97	
	35.47	f	7.46	VINELAND	3.40	f		8.15	3.97	
D★	39.29	s	7.55	ST. JOSEPH	3.30	s		8.00	0.00	
	39.71	11.45		8.10	BENTON HARBOR	3.15		7.45		
			P. M.	ARRIVE	LEAVE	P. M.		A. M.		
			501		505			504		

EASTBOUND Trains are superior to Westbound Trains of the same class.

SOUTH BEND BRANCH

	Miles from Niles	FOURTH CLASS	SOUTH BOUND		TIME TABLE	NORTH BOUND		FOURTH CLASS	Miles from South Bend	Telegraph Stations
		132	FIRST CLASS		No. 395	FIRST CLASS		131		
		DAILY		Daily Except Sunday	CENTRAL STANDARD TIME	Daily Except Sunday		DAILY		
		A. M.		P. M.	LEAVE ARRIVE	P. M.		A. M.		
	0.00	11.30		2.35NILES.....	4.05		8.00	11.67	
	1.06			f 2.43	... MAIN STREET ...	f 3.57			10.61	
	4.81			f 2.54	... BERTRAND ...	f 3.46			6.86	
	6.86				... WEBSTER ...				4.81	
	9.56	12.30		s 3.03	... NOTRE DAME ...	s 3.37		7.00	2.11	
	11.67			3.10	... SOUTH BEND ...	3.30			0.00	D★
		P. M.		P. M.	ARRIVE LEAVE	P. M.		A. M.		
		132		134		133		131		

SOUTHWARD trains are superior to Northward trains of the same class.
No. 132 waits at Niles for No. 131.

Company Surgeons

MAIN LINE.

- DR. W. L. HARTMAN, Surgeon in Chief, Detroit.**
Office, Room 313 M. C. Depot, Phone Main 7000,
Line 210. Hours 2 to 4 p. m.
Residence, Phone Trenton 198.
- DR. WALTER R. PARKER, Chief Oculist, Detroit.**
Office, 1025 David Whitney Building, Phone Main 489.
Residence, Phone East 276.
- DR. G. B. LOWRIE, Asst. to Chief Surgeon, Detroit.**
Office, 612 Washington Arcade, Phone Main 722.
Residence, Phone Grand 1507. Hours 2 to 4 p. m.
- DR. BURTON D. GIDDINGS, Niles, Mich.**
Office, 204 East Main St., Phone Bell 380-J.
Residence, Phone Bell 380-L.
- DR. ROBT. HENDERSON, Niles, Mich., Asst. Surgeon**
Office, 202 North 2nd St., Phone 18-F-1.
Residence, 701 Main St., Phone 18-F-2.
- DR. LeROY A. WILSON, Michigan City, Ind.**
Office, 204 East 5th St., Phone 45.
Residence, Phone 45.
- DR. T. B. TEMPLIN, Gary, Ind.**
Office, 583 Broadway, Phone 44.
Residence, Phone 250.
- DR. G. S. GREEN, Asst., Gary, Ind.**
Office, 583 Broadway, Phone 44.
Residence, Phone 466.
- DR. C. F. CLAYTON, Kensington, Ill.**
Office, 115th St. and South Park Ave., Phone Pullman
233.
Residence, 619 East 111th St., Phone Pullman 138.
- DR. W. H. BOHART, Local Surgeon, Chicago, Ill.**
Office, 304 63rd Street, Phone Wentworth 1031-1032.
Residence, Phone Normal 5873.
- DR. F. G. DOUGLAS, Asst. Local Surgeon, Chicago, Ill.**
Office, 304 63rd Street, Phone Wentworth 1031-1032.
Residence, Phone Stewart 30.
- DR. G. H. MUNDT, Oculist, Chicago, Ill.**
Office, 25 East Washington St., Phone Central 7764.
Residence, Phone Wentworth 516.

BENTON HARBOR-ST. JOSEPH BRANCH.

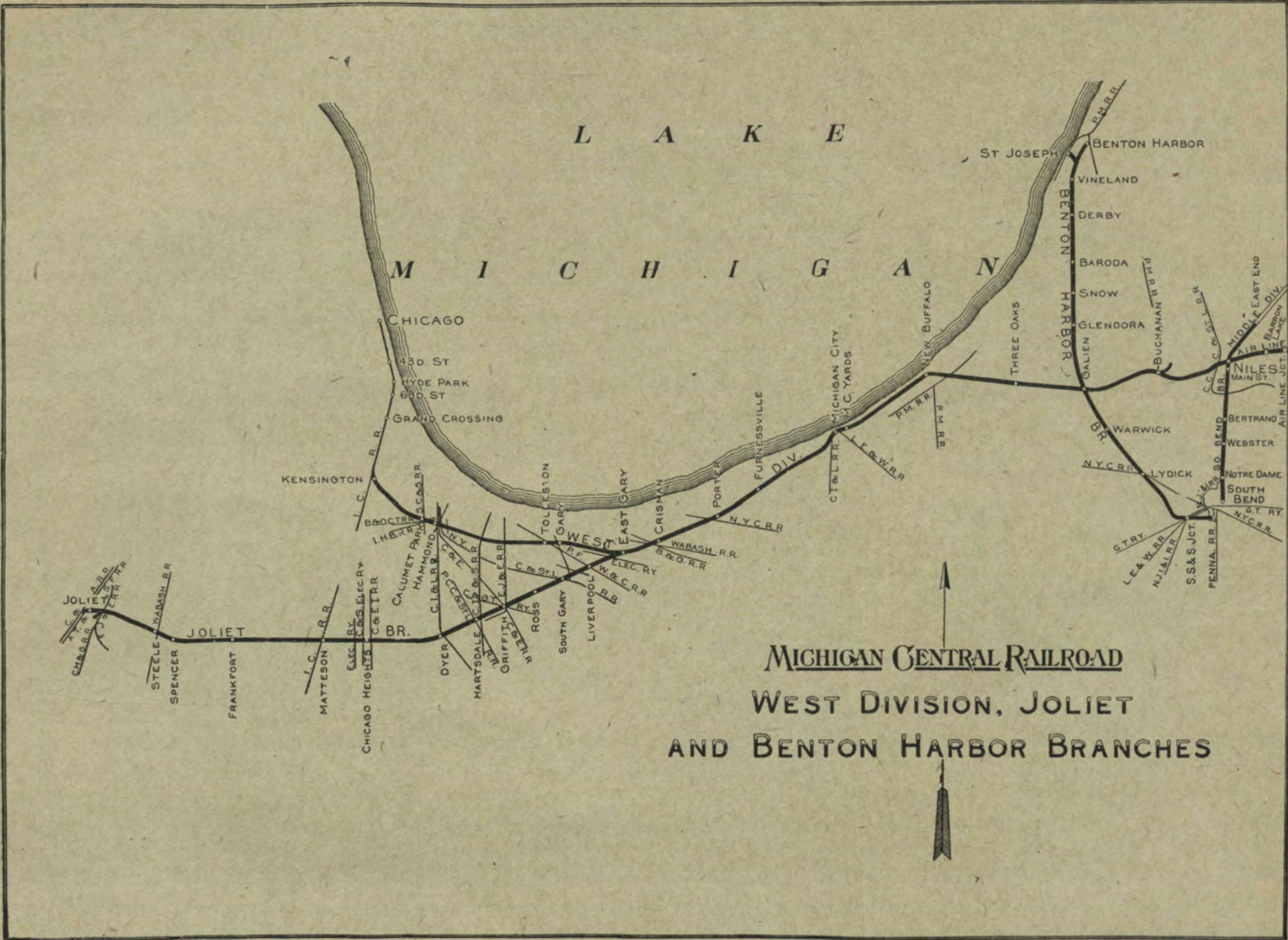
- DR. E. R. BORLEY, South Bend, Ind.**
Office, 404 J. M. S. Building, Phone Bell 800, Home
5800.
Residence, Phone Bell 2525, Home 2525.

JOLIET BRANCH

- W. B. HUEY, Local Surgeon, Joliet, Ill.**
Office, Joliet National Bank Bldg., Phone 2855.
Residence, 625 Western Ave., Phone 3450.

SPEED SCHEDULE

<i>Time per Mile</i>	<i>Miles per Hour</i>	<i>Time per Mile</i>	<i>Miles per Hour</i>	<i>Time per Mile</i>	<i>Miles per Hour</i>
0 min. 36 sec.	100.00	1 min. 48 sec.	33.33	3 min. 0 sec.	20.00
0 " 37 "	97.30	1 " 49 "	33.03	3 " 1 "	19.89
0 " 38 "	94.74	1 " 50 "	32.73	3 " 2 "	19.78
0 " 39 "	92.31	1 " 51 "	32.43	3 " 3 "	19.67
0 " 40 "	90.00	1 " 52 "	32.14	3 " 4 "	19.57
0 " 41 "	87.80	1 " 53 "	31.86	3 " 5 "	19.46
0 " 42 "	85.71	1 " 54 "	31.58	3 " 6 "	19.35
0 " 43 "	83.72	1 " 55 "	31.30	3 " 7 "	19.25
0 " 44 "	81.82	1 " 56 "	31.03	3 " 8 "	19.15
0 " 45 "	80.00	1 " 57 "	30.77	3 " 9 "	19.05
0 " 46 "	78.26	1 " 58 "	30.51	3 " 10 "	18.95
0 " 47 "	76.60	1 " 59 "	30.25	3 " 11 "	18.85
0 " 48 "	75.00	2 " 0 "	30.00	3 " 12 "	18.75
0 " 49 "	73.47	2 " 1 "	29.75	3 " 13 "	18.65
0 " 50 "	72.00	2 " 2 "	29.51	3 " 14 "	18.56
0 " 51 "	70.59	2 " 3 "	29.27	3 " 15 "	18.46
0 " 52 "	69.23	2 " 4 "	29.03	3 " 16 "	18.37
0 " 53 "	67.92	2 " 5 "	28.80	3 " 17 "	18.27
0 " 54 "	66.67	2 " 6 "	28.57	3 " 18 "	18.18
0 " 55 "	65.45	2 " 7 "	28.35	3 " 19 "	18.09
0 " 56 "	64.29	2 " 8 "	28.12	3 " 20 "	18.00
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0 " 58 "	62.07	2 " 10 "	27.69	3 " 22 "	17.82
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1 " 0 "	60.00	2 " 12 "	27.27	3 " 24 "	17.65
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1 " 3 "	57.14	2 " 15 "	26.67	3 " 27 "	17.39
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1 " 24 "	42.86	2 " 36 "	23.08	3 " 48 "	15.79
1 " 25 "	42.35	2 " 37 "	22.93	3 " 49 "	15.72
1 " 26 "	41.86	2 " 38 "	22.78	3 " 50 "	15.65
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1 " 39 "	36.36	2 " 51 "	21.05	5 " 0 "	12.00
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1 " 46 "	33.96	2 " 58 "	20.22	12 " 0 "	5.00
1 " 47 "	33.64	2 " 59 "	20.11		



MICHIGAN CENTRAL RAILROAD
WEST DIVISION, JOLIET
AND BENTON HARBOR BRANCHES