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The New York Central Railroad Company

WESTERN DIVISION

Time Table No. 29A

FOR EMPLOYES ONLY

Effective 12:01 A. M.

Sunday, June 23, 1929

CENTRAL STANDARD TIME

Superseding Time Table No. 29
dated April 28, 1929

A. E. LLOYD,
Superintendent

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(5000) THE A. S. GILMAN CO., CLEVELAND.

SPECIAL INSTRUCTIONS

Rules referred to by numbers are the Rules for the Government of the Operating Department, unless otherwise specified.

O. OBSERVANCE OF PASSING TRAINS.

When trains are passing, trainmen of freight trains must observe the general condition of trains on other tracks for the entire length of each train.

When a freight train is standing, trainmen of that train must place themselves in best position on ground to observe running gear of passing passenger trains, and, when other duties do not interfere the same observation must be made of passing freight trains.

When approaching track pans or immediately after passing them, and frequently at other points, rear trainmen must observe each side of their train.

When trains are passing, signalman or operator, whenever practicable, must observe from signal station or station platform, the condition of the train for its entire length. Trackmen, bridgemen, signal maintainers, pumpers and other employes must make similar observations.

If any indication of conditions endangering a train is observed, 'Stop' signal must be given. If there are no apparent defects, employes, except crossing watchmen, must give 'Proceed' signal.

All signals must be acknowledged.

Passenger trainmen will comply with the above as far as practicable.

DEFINITION.

Communicating Station.—A station where an operator or signalman is on duty, or where a trainman may communicate by telephone with train dispatcher, signalman or operator.

3. STANDARD CLOCKS.

Elkhart	B Engine house. Passenger station. Telegraph office, hump yard. West bound yard masters office.
Englewood	Engine house. General yard masters office.

6. SIGNS.

‡ Stop on signal to discharge passengers.
§ Stop for mail.
⊕ Stop Saturday.
▫ Stop Sunday.
B Stop to discharge passengers from Albany and beyond.
C Stop holidays.
D Stop to discharge revenue passengers from Toledo and east.
E Stop for express.
G Stop on signal to receive revenue passengers for Toledo and east.
H Stop to discharge passengers from Calumet and south.
J Stop to discharge passengers from Youngstown and beyond.
K Stop to discharge revenue passengers, Sunday.
M Stop to receive passengers for Danville and beyond.
N Stop to discharge revenue passengers from LaPorte and east, Sunday.
O Stop on signal to receive revenue passengers for New York City.
P Stop daily to receive passengers for LaPorte and east.
Q Stop on signal to receive revenue passengers for points east of Gary.
Stop Sunday and holidays to receive or discharge revenue passengers.
R Stop on signal Sunday, to receive revenue passengers.
T Stop on signal to receive revenue passengers for LaPorte and east.
U Stop to discharge revenue passengers from LaPorte and east.
V Stop on signal to receive passengers for Utica and beyond.
W Stop on signal to receive revenue passengers for Albany and beyond.
Y Stop daily except Sunday.

6a. SIGNS.

Rule 6a is eliminated.

12. HAND, FLAG AND LAMP SIGNALS.

The following will be used when giving signals in connection with Special Instruction O where other signals are not required.

	MANNER OF USING	INDICATION
By day:	Nose held with right hand, and left hand pointed toward track.....	Hot journal.
By night:	Lamp swung vertically in small circle: lamp to be held by guard wire around globe.....	Hot journal.
By day:	Raise and lower right hand slowly full length of body...	Car door swinging or about to fall.
By night:	Raise and lower lamp slowly full length of body and in addition give 'Stop' signal..	Car door swinging or about to fall.
By day:	Hand shoved in sliding motion out from body.....	Brakes sticking.
By night:	Lamp shoved in sliding motion out from body.....	Brakes sticking.
By day:	Hand raised and held stationary.....	All right.
By night:	'Proceed' signal.....	All right.

Elkhart: Freight trains must receive proceed hand signal from switch tender before passing track intersection at Oakland Ave.

14. WHISTLE SIGNALS.

Sound	Indication
— o	When running against current of traffic approaching curves, stations, or where view is obstructed.
o o — o	Relief engine required at Elkhart. To be sounded passing first two signal stations after defect develops.
o — —	Train will not stop at Pine for water; to be sounded by eastward freight train passing B. & O. signal station, Indiana Harbor.
o — —	Train will not stop at Pinola for coal or water; to be sounded by eastward freight train passing Otis and westward passenger and freight trains passing Rolling Prairie.

Rule 14, signal K: On double track, or three or more tracks, will be sounded only when passing trains. Second paragraph of Rule 14 (k) applies to single track territory only. Rule 14 is modified accordingly.

17. HEADLIGHTS.

When rules require the headlight to be displayed, it must be dimmed while passing through yards where yard engines are employed; approaching stations at which stops are to be made or where trains are receiving or discharging passengers; approaching train order signals, junctions, terminals, or meeting points or standing on main track at meeting points and on two or more tracks when approaching trains in the opposite direction.

19. MARKERS.

Trains with rear car not equipped to display markers, as per Rule 19, will display red flag by day and red light by night, on rear of train.

21. EXTRA TRAINS.

Extra trains will omit the display of white signals on two or more tracks.

34. COMMUNICATION OF SIGNAL INDICATIONS.

Indication of signals day and night will be communicated as follows: "red," "yellow" or "green." When other than the top arm, or top light, of an interlocking signal is "yellow" or "green," add "middle arm" or "middle light," or "bottom arm" or "bottom light," as the case may be. Rule 34 is modified accordingly.

83. TRAIN REGISTERS.

Elkhart	B Engine house. East bound yard masters office. West bound yard masters office. Passenger station.
Englewood	Engine house. General yard masters office.

Trains will be registered only at terminals.

83. CLEARING OF TRAINS.

On two or more tracks, trains will be cleared at initial station by signal indications, except as follows:

Elkhart.....Passenger trains verbally by operator at telegraph office.

South Bend,
Olivers Yard. Eastward Illinois Division freight trains by telephone by train dispatcher.

Pinola.....Freight trains stopping on Tracks No. 3 and No. 4 by telephone by train dispatcher.

Dune Park.....Eastward trains from G. & W. tracks verbally by operator excepting 5:30 A. M. until 1:30 P. M. by telephone by train dispatcher.

Englewood.....Eastward freight trains by telephone by train dispatcher.

93. YARDS. Limits defined by signs.

Elkhart.	Pinola.
South Bend.	Chicago, 105th St.
LaPorte.	

97. WORK EXTRAS.

On double track, or three or more tracks, conductors of work extras must advise Superintendent by wire before leaving initial station, specifying working limits, and must not proceed beyond such limits without permission from Superintendent. When work is completed for the day and train clear of main track, conductors must so report.

98. RAILROAD GRADE CROSSINGS.

Location	Railroad	Signals
South Bend	G. T.	Interlocking.
	Illinois Division	Interlocking.
Oliver	G. T.	Semaphore.
WR	N. Y. C. & St. L.	Interlocking.
LaPorte	P. M.	Interlocking.
Otis	C. I. & L.	Interlocking.
PO	M. C. & P. M.	Interlocking.
Indiana Harbor	B. & O. & I. H. B.	Interlocking.
Whiting	B. & O. C. T.	Interlocking.
Whiting Pit	B. & O.	Interlocking.
	E. J. & E.	R. R. grade crossing.

98. DRAW BRIDGES.

Location	Signals
Indiana Harbor, Ship Canal	Interlocking.
South Chicago, Calumet River	Interlocking.

98. SIDINGS. Capacity, based on 43-ft. cars.

Mishawaka	Eastward	230
	Westward	115
NX	Eastward	123
	Westward	125
Lydick	Eastward	118
	Westward	113
Terre Coupee	Eastward	94
Rolling Prairie	Eastward	86
	Westward	113
LaPorte	Eastward	136
	Westward	134
Pinola	Eastward	124
	Westward	75
Otis	Eastward	45
Burdick	Eastward	120
	Westward	91
Chesterton	Eastward	96
	Westward	119
PO	Eastward	140
	Westward	128
Dune Park	Eastward	125
	Westward	117
Millers	Eastward	125
	Westward	129
Pine	Eastward	195
	Westward	209

103. PUBLIC GRADE CROSSINGS.

Trainmen must flag trains or engines over the following crossings:

Elkhart, E. & W. Branch;
Edwardsburg Ave. and Jackson St. Trains and engines must stop before crossing.

106. PASSING TRAINS.

Passenger trains will, if practicable, be moving when passed by a train on an adjacent track.

108. WATER STATIONS.

Elkhart.	Pinola.
Lydick.	Chesterton.
Rolling Prairie.	Pine.
LaPorte.	Indiana Harbor.
	South Chicago, Englewood.

Except when scooping at track pans, engines of freight trains of more than 25 cars must be detached before taking water unless, in the judgment of the engineman, it is unnecessary. Rule 108 is modified accordingly.

108. TRACK PANS.

	Tracks
Lydick	No. 1, No. 2 and No. 3.
Chesterton	No. 1 and No. 2.

109. BULLETIN BOARDS AND BOOKS.

Elkhart	Engine house. Enginemans room pass. station. East bound yard masters office. West bound yard masters office. Passenger station.
South Bend	Passenger station. Illinois Division engine house. General yard masters office.
La Porte	Freight office.
Indiana Harbor	Yard masters office.
Englewood	Engine house. General yard masters office.

110. DESIGNATION AND USE OF MAIN TRACKS.

Double Track:

Between Elkhart passenger station and WG.
1.5 miles west of Osceola and Lydick.
Rolling Prairie and Signal Station JD LaPorte.
Durham and Signal Station NE Pine.
Signal Station JN 71st St. and Signal Station 61st St.

Tracks are numbered from the south.
No. 2, No. 1.

Tracks will be used as follows:
No. 2, Eastward.
No. 1, Westward.

Three Tracks:

Between Lydick and Rolling Prairie.
Tracks are numbered from the south.
No. 2, No. 1, No. 3.

Tracks will be used as follows:
No. 2, Eastward—Passenger.
No. 1, Westward—Passenger.
No. 3, Westward—Freight.

Four Tracks:
Between WG and 1.5 miles west of Osceola.
Signal Station JD LaPorte and Durham.
Signal Station NE Pine and Signal Station CR South Chicago.
Tracks are numbered from the south.
No. 4, No. 2, No. 1, No. 3.
Tracks will be used as follows:
No. 4, Eastward—Freight.
No. 2, Eastward—Passenger.
No. 1, Westward—Passenger.
No. 3, Westward—Freight.
Between Signal Station CR South Chicago and Signal Station JN 71st St.
Tracks are numbered from the south.
No. 2, No. 1, No. 4, No. 3.
Tracks will be used as follows:
No. 2, Eastward—Passenger.
No. 1, Westward—Passenger.
No. 4, Eastward—Freight.
No. 3, Westward—Freight.

251. MOVEMENT OF TRAINS BY BLOCK SIGNALS.

Between Elkhart and Chicago.
If train is not in condition to make usual running time, conductor or engineman must notify signalman.

253. TRAINS HAVING WORK IN BLOCK.

Westward freight trains with cars for Porter, will take siding at Chesterton.
Westward freight trains with work at Pine, will take siding.

718. TAKE-SIDING-SIGNAL.

Applies only to freight trains running with the current of traffic and will be displayed on the ground at, or from window of communicating station. Signal must be acknowledged by signal 14 (g).

751. TIME SIGNAL STATIONS ARE OPEN.

Signal stations are open as specified in list of Stations, Office Calls, Signals and Telephones.

801. INTERLOCKING SIGNALS.

Where a passenger train is to be diverted from a main track over crossover or switch shorter than a No. 16, the signalman must hold signal in stop position until the train has stopped.
Crossovers and switches, shorter than a No. 16, are at the following locations:

Signal Station	Tracks
M. S., Whiting	No. 4 to No. 2.
	No. 2 to No. 4.
	No. 1 to No. 3.
	No. 3 to No. 1.

901. MANUAL BLOCK SYSTEM.

Rule 917 is modified as follows:

A train must not go to a non-communicating station to be met or passed by other trains, unless the conductor and engineman have received a train order authorizing the movement and, in addition, have received a Permissive Card and a Clearance Card.

Rule 951 is modified as follows:

Signalmen must not permit a train to go to a non-communicating station to be met or passed by other trains until a train order, a Permissive Card and a Clearance Card have been delivered to the engineman and conductor authorizing the movement. When such orders are given the block signal must not be cleared.

1002. AUTOMATIC BLOCK SYSTEM.

Between Elkhart and Chicago.
Automatic Signals are in use in Manual Block territory as specified in list of Stations, Office Calls, Signals and Telephones.
Where an automatic signal is in use in Manual Block territory it will indicate condition of track only between automatic signal and fixed signal reading 'End of Automatic Block'.

1002. GRADE SIGNALS.

A yellow disc, showing the letter G. displayed to the right of an automatic signal, indicates grade signal. Grade signals must be observed as prescribed in Rule 1004, except when indicating "Stop; then Proceed," heavy tonnage freight trains will not be required to stop, but may proceed at slow speed to next signal in advance.

1002. SWITCH INDICATORS.

Switch indicators indicate when block is occupied or train is approaching, except in normal clear territory indicators located within 1500 feet in advance and in sight of automatic signal will not indicate when block is occupied, but will indicate when train is approaching. Switch indicators for crossovers between main tracks indicate the condition of the opposite track.

1051. RAILROAD GRADE CROSSING SIGNALS.

Location	Signal	Position	Indication
Elkhart, old south yard.	Pole Target.	Horizontal.	Trains and engines on running tracks proceed, and yard engines use lead to warehouse track.
		Diagonal.	Engine proceed from passenger yard to passenger engine-house when proceed hand signal is received from target man.
		Vertical.	Engine proceed from passenger engine-house to passenger yard when proceed hand signal is received from target man.
Oliver Yard, G. T.	Semaphore.	Third Arm Perpendicular.	Proceed on N. Y. C.
Whiting Pit....	Gate Target.	Over E.J.& E.	Proceed on N. Y. C.
South Chicago, track to B. & O. and Belt Ry.....	Pole Target.	Horizontal.	Proceed on N. Y. C.

1267. LEAVING CARS ON SIDE TRACKS.

Cars with hot journals must not be left on any track in close proximity to where gasoline is loaded or unloaded.

1305. ENGINEMEN.

When it becomes apparent that something is wrong with the valve gear of engines handling trains, the train must be brought to a stop immediately, proper investigation made and necessary action taken. Rule 1305 is modified accordingly.

1307. AIR BRAKES.

When stopping freight trains of 25 or more cars for water or coal, air brakes must be applied by engineman and engine detached, unless, in the judgment of the engineman, it is unnecessary. If on a grade, hand brakes must be applied to hold train. While taking coal or water, engine brake must be held applied. Rule 1549 of the Rules for the Operation and Supervision of Air Brake, Train Air Signal and Steam Heat Equipment is modified accordingly.

1401. SPEED RESTRICTIONS.

Speed restrictions are shown in miles per hour and apply to the entire train.

General	
Circus trains with freight equipped cars	30
Engines: Classes B, M and U under steam or being towed	15
Class NE	25
Engines running backward by night over public crossings	15
Engines, light or with caboose	40
Freight trains with pushers	25
Freight and work trains	40
Passenger, mail, express and milk trains with freight equipped cars	40
Railroad grade crossings, interlocked	50
Revenue freight trains with cranes moving on own wheels	25
Signal Indications, grade signals	10
Signal Indications, Rules 708 and 709, through interlocking	10
Signal Indications, Rules 705 and 707, through interlocking	30
Snow plows and flangers	35
Switches and crossovers, not interlocked when diverging	10
Trains scooping water	45
Trains with steam cranes, except as shown above	45
Trains with dead engines, not having all side or main rods	20
Trains consisting of 50 per cent or more of 55-ton capacity or greater coal cars, loaded	30
Troop trains with freight cars	30
Work trains with locomotive cranes	30

	TRACK	
	No. 1 and No. 2	No. 3 and No. 4.
Engines: Classes H-7a and L1.	40	40
Engines running backward.....	30	30
Passenger, mail, express and milk trains	70	50

Local

B: Through interlocking.....10

Elkhart: E. & W. Branch.....20
B and U Engines.....15

Mishawaka: Train 35, to discharge mail.....15
Train 43, to discharge mail.....25

South Bend: On Illinois division main track South Bend to JK, inclusive, trains will run prepared to stop short of any obstruction, protecting against following trains.

Durham to Otis, inclusive, westward trains moving against the current of traffic on Track No. 2.....50

Gary: Train 32, to discharge mail.....15

So. Chicago: Train 9, to discharge mail.....15

1402. ENGINE AND CAR RESTRICTIONS.

Engines must not be operated as shown below:

Steam engines must not be coupled head on when double heading or running light. In case of emergency instructions should be obtained from Superintendent.

Locations	Classes
Territory where Automatic Train Stop is installed.....	M-1, NU.
E&W Branch: Elkhart to Mishawaka.....	H, L, M, NB, NE.
Mishawaka: Major Bros. track.....	H, J-1, K, L, M, NB, NE, U.
LaPorte: South Wilson track.....	G, H, J-1, K, L, M, NB, NE, U.
Otis: CI&L wye connection.....	H, L, M, NB, NE.
Porter: Brick yard track.....	H, L, M, NB, NE.

1405. SPECIAL USE OF TRACKS.

Between west entrance to Indiana Harbor elevator yard and Signal Station MS Whiting:

First track south of Track No. 4 will be used westward by freight trains moving out of Indiana Harbor elevator yard, except between the hours of 7:45 A. M. and 9:45 A. M. this track will be used eastward by freight trains.

1406. TELEPHONES.

Conductors or enginemen must use telephone whenever necessary to facilitate the movement of trains. Instructions received by telephone must be repeated and name and occupation of the employes exchanged to avoid misunderstanding.

1801. AUTOMATIC TRAIN STOP.

Between Elkhart and Englewood.

All road engines operating between Bay View and Chicago and between Detroit and Toledo must have train stop device cut in and in working order.

Enginemen and Firemen must be qualified on Rules for Enginemen and Firemen for Operation of Automatic Train Stops.

In case of failure of any part of locomotive which renders train stop device inoperative, engineman will notify train dispatcher and a relief engine should be furnished at first engine terminal.

A. E. LLOYD, Superintendent.

J. P. SMILIE, Assistant Superintendent.

M. J. HANAFIN
H. W. MESSENGER } Train Masters.
F. H. GARNER

E. S. BRINK
J. A. MULDOWNEY } Chief Train Dispatchers.
J. C. FRAIZER

G. H. BONESTEEL
H. SABIN
W. R. LOUGEE } Train Dispatchers.
R. C. FREDERICK

ELKHART TO CHICAGO

WESTWARD—FIRST-CLASS

CONTINUED ON PAGE 6

Miles from Elkhart	STATIONS	137 See Note	699	9	51	111	651	801	61	681	89	3
		Railway Express	Local	Mail	P. M. R. R.	The Egyptian	Local	Local	P. M. R. R.	Local	The Forest City	Chicago Express
		Daily Except Tuesday	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily Ex.	Daily Except Sunday	Daily	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
.....	Elkhart	1.55	.....	3.30	.....	.....	.....	.....	.....	.....	4.40	5.05
4.82	WG	2.02	.....	3.38	.....	.....	.....	.....	.....	.....	4.47	5.12
5.51	Osceola	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11.11	Mishawaka	2.09	.....	§ 3.50	.....	.....	.....	.....	.....	.....	4.55	s 5.21
15.19	South Bend	E 2.20	.....	§ 4.08	.....	.....	.....	.....	.....	.....	5.02	s 5.30
16.11	NX	2.22	.....	4.10	.....	.....	.....	.....	.....	.....	5.04	5.32
22.06	Lydick	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22.59	CK	2.30	.....	4.18	.....	.....	.....	.....	.....	.....	5.12	5.40
28.48	New Carlisle	2.36	.....	4.25	.....	.....	.....	.....	.....	.....	5.19	5.47
30.16	Hudson Lake	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
34.78	Rolling Prairie	2.46	.....	4.33	.....	.....	.....	.....	.....	.....	5.29	5.55
40.78	WR	2.53	.....	4.40	.....	.....	.....	.....	.....	.....	5.37	6.02
41.80	La Porte	2.55	.....	§ 4.49	.....	.....	.....	.....	.....	.....	.....	s 6.05
42.15	JD	2.56	.....	4.50	.....	.....	.....	.....	.....	.....	5.39	6.06
45.88	Pinola	3.03	.....	4.56	.....	.....	.....	.....	.....	.....	5.44	6.12
48.19	Durham	3.06	.....	4.59	.....	.....	.....	.....	.....	.....	5.47	6.15
51.75	Otis	3.11	A. M.	5.04	.....	.....	.....	.....	.....	A. M.	5.52	6.20
55.20	Burdick	3.16		5.09	.....	.....	.....	.....	.....		5.57	6.24
59.47	Chesterton	3.22	L 5.00	5.14	A. M.	.....	.....	.....	A. M.	L 6.00	6.02	6.29
60.35	Porter	.....	s 5.02	.....		.....	.....	.....		s 6.02	.....	.....
60.56	PO	3.24	5.03	5.16	5.30	.....	.....	.....	5.58	6.03	6.03	6.31
64.65	FN	3.30	5.08	5.21	5.36	.....	.....	.....	6.03	6.11	6.09	6.36
65.12	Dune Park	.....	f 5.10	.....	.....	.....	A. M.	.....	.....	f 6.12	.....	.....
70.83	Millers	3.38	s 5.19	5.28	5.45	.....		.....	6.09	s 6.19	6.16	6.42
74.42	Gary	3.43	s 5.28	D 5.33	5.49	.....	L 6.05	.....	6.13	s 6.25	6.20	D 6.48
75.24	Kirk Yard	.....	s 5.29	.....	.....	.....	.....	.....	.....	s 6.27	.....	.....
76.65	Curtis	.....	f 5.32	.....	.....	.....	.....	.....	.....	.....	.....	.....
77.65	Pine	.....	f 5.36	.....	.....	.....	.....	.....	.....	.....	.....	.....
78.48	NE	3.50	5.37	5.39	5.53	A. M.	6.10	A. M.	6.18	6.31	6.27	6.53
79.40	Buffington	.....	f 5.39	.....	A. M.		.....			s 6.33	.....	.....
81.21	Indiana Harbor	.....	s 5.43	.....	.....	s 6.10	.....	s 6.16	A. M.	s 6.37	.....	.....
81.58	HC	3.55	5.44	5.43	.....	6.11	6.15	6.17	.....	6.38	6.34	6.59
81.93	Mahoning	.....	s 5.45	.....	.....	.....	.....	s 6.18	.....	s 6.39	.....	.....
83.78	Whiting	.....	s 5.52	.....	.....	.....	.....	s 6.22	.....	s 6.43	.....	.....
84.13	MS	4.00	5.53	5.47	.....	6.15	6.20	6 23	.....	6.44	6.40	7.04
85.03	Robertsdale	.....	s 5.55	.....	.....	.....	.....	s 6.27	.....	s 6.48	.....	.....
86.81	Colehour	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
87.37	East Side	.....	s 6.00	.....	.....	.....	s 6.25	s 6.33	.....	s 6.53	.....	.....
87.85	CR	4.06	6.01	5.51	.....	6.20	6.26	6.34	.....	6.54	6.46	7.09
88.74	South Chicago	.....	s 6.04	.....	.....	.....	.....	s 6.36	.....	s 6.57	.....	.....
92.28	JN	4.12	6.09	5.56	.....	6.28	6.33	6.43	.....	7.04	6.54	7.19
92.45	71st Street	.....	s 6.11	.....	.....	.....	s 6.34	s 6.44	.....	s 7.05	.....	.....
92.81	Park Manor	.....	s 6.13	.....	.....	.....	s 6.36	s 6.46	.....	s 7.07	.....	.....
93.91	Englewood	4.16	s 6.16	§ 6.00	.....	s 6.35	s 6.41	s 6.50	.....	s 7.11	s 7.00	s 7.25
100.56	*Chicago*	*4.30*	*6.30*	*6.15*	.....	*6.50*	*6.55*	*7.05*	.....	*7.25*	*7.15*	*7.40*
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

No. 137 will not carry passengers.
Time shown at *Chicago* is for information only.

ELKHART TO CHICAGO

CONTINUED FROM PAGE 5

WESTWARD — FIRST-CLASS

CONTINUED ON PAGE 7

Miles from Elkhart	STATIONS	105	5	653	25	645	113	119	53	683	41	X19
		N. Y. C. & St. L.	The Mohawk	Local	The 20th Century Limited	La Salle Street Special	Illinois Division	N. Y. C. & St. L.	P. M. R. R.	Local	The Cayuga	Mail
		Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A.M.	A. M.	A. M.	A. M.	A. M.
.....	Elkhart	.....	5.40	.....	6.25	6.45	.....	.....	.....	.....	10.10	11.50
4.82	WG	.....	5.46	.....	6.31	6.51	.....	.....	.....	.....	10.17	11.56
5.51	Osceola	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11.11	Mishawaka	.....	5.54	.....	6.40	s 6.59	.....	.....	.....	.....	s10.28	12.04
15.19	South Bend	.....	s 6.03	.....	6.46	s 7.09	.....	.....	.....	.....	s10.38	s12.11
16.11	NX	.....	6.05	.....	6.48	7.11	.....	.....	.....	.....	10.40	12.13
22.06	Lydick	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22.59	CK	.....	6.13	.....	6.55	7.18	.....	.....	.....	.....	10.49	12.20
28.48	New Carlisle	.....	6.20	.....	7.02	7.25	.....	.....	.....	.....	10.58	12.27
30.16	Hudson Lake	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
34.78	Rolling Prairie	.....	6.28	.....	7.09	7.32	.....	.....	.....	.....	11.08	12.35
40.78	WR	.....	6.35	.....	7.16	7.39	.....	.....	.....	.....	11.16	12.42
41.80	La Porte	.....	.....	.....	.....	s 7.42	.....	.....	.....	.....	s11.22	.....
42.15	JD	.....	6.37	.....	7.18	7.43	.....	.....	.....	.....	11.23	12.44
45.88	Pinola	.....	6.43	.....	7.23	7.47	.....	.....	.....	.....	11.28	12.49
48.19	Durham	.....	6.46	.....	7.26	7.50	.....	.....	.....	.....	11.31	12.52
51.75	Otis	.....	6.50	.....	7.30	7.54	.....	.....	.....	A. M.	11.35	12.56
55.20	Burdick	.....	6.54	.....	7.34	7.58	.....	.....	.....	———	11.40	1.00
59.47	Chesterton	.....	6.59	.....	7.39	s 8.03	.....	.....	A. M.	L11.10	11.45	1.05
60.35	Porter	.....	.....	.....	.....	.....	.....	.....	———	s11.12	.....	.....
60.56	PO	.....	7.01	.....	7.41	8.05	.....	.....	10.40	11.13	11.47	1.07
64.65	FN	.....	7 06	.....	7.45	8.09	.....	.....	10.45	11.19	11.52	1.11
65.12	Dune Park	.....	.....	A. M.	.....	.....	.....	.....	.....	f11.21	.....	.....
70.83	Millers	.....	7.12	———	7.52	8.15	.....	.....	10.51	s11.28	12.00	1 18
74.42	Gary	.....	J 7.16	L 7.25	7.56	s 8.21	.....	.....	10.55	s11.35	U12.06	1.22
75.24	Kirk Yard	.....	.....	f 7.27	.....	.....	.....	.....	.....	f11.37	.....	.....
76.65	Curtis	.....	.....	.....	.....	.....	.....	.....	.....	⊕11.39	.....	.....
77.65	Pine	.....	.....	f 7.31	.....	.....	.....	.....	.....	f11.41	.....	.....
78.48	NE	.....	7.21	7.32	8.00	8.25	A. M.	.....	11.00	11.42	12.11	1.26
79.40	Buffington	.....	.....	s 7.34	.....	.....	———	.....	———	f11.44	.....	.....
81.21	Indiana Harbor	.....	.....	s 7.38	.....	.....	s10.06	.....	A. M.	s11.48	.....	.....
81.58	HC	.....	7.25	7.39	8.05	8.29	10.07	.....	.....	11.49	12.17	1.30
81.93	Mahoning	.....	.....	s 7.40	.....	.....	s10.08	.....	.....	s11.50	.....	.....
83.78	Whiting	.....	.....	s 7.44	.....	.....	s10.11	.....	.....	s11.55	.....	.....
84.13	MS	.....	7.29	7.45	8.09	8.33	10.12	.....	.....	11.56	12.22	1.34
85.03	Robertsdale	.....	.....	f 7.46	.....	.....	.....	.....	.....	f11.58	.....	.....
86.81	Colehour	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
87.37	East Side	.....	.....	s 7.49	.....	.....	s10.16	.....	.....	s12.03	.....	.....
87.85	CR	.....	7.33	7.50	8.13	8.37	10.17	.....	.....	12.04	12.27	1.38
88.74	South Chicago	A. M.	.....	s 7.53	.....	.....	s10.19	A.M.	.....	s12.08	.....	.....
92.28	JN	7.29	7.40	8.00	8.20	8.42	10.25	10.34	.....	12.15	12.35	1.45
92.45	71st Street	.....	.....	s 8.01	.....	.....	s10.26	.....	.....	s12.16	.....	.....
92.81	Park Manor	.....	.....	s 8.03	.....	.....	s10.28	.....	.....	s12.18	.....	.....
93.91	Englewood	s 7.35	s 7.45	s 8.06	s 8.30	s 8.46	s10.31	s10.40	.....	s12.21	s12 45	1.50
100.56	*Chicago*	*7.50*	*8.00*	*8.20*	*8.45*	*9.00*	*10.45*	*10.55*	.....	*12.35*	*1.00*	*2.05*
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A.M.	A. M.	P. M.	P. M.	P. M.

Time shown at *Chicago* is for information only.

ELKHART TO CHICAGO

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WESTWARD—FIRST-CLASS

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Miles from Elkhart	STATIONS	689	685	161	19	655	55	101	691	657	7	807
		Local	Local	Toledo-Chicago Express	The Lake Shore Limited	Local	P. M. R. R.	N. Y. C. & St. L.	Local	Local	The Westerner	Local
		Saturday only	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Saturday and Sunday Only	Daily Except Saturday and Sunday	Daily	Daily Except Sunday
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.....	Elkhart	.....	.....	12.03	1.10	.....	.....	.....	.....	.....	2.20	.....
4.82	WG	.....	.....	12.10	1.17	.....	.....	.....	.....	.....	2.26	.....
5.51	Osceola	.....	.....	s12.12	.....	.....	.....	.....	.....	.....	.....	.....
11.11	Mishawaka	.....	.....	s12.21	B 1.25	.....	.....	.....	.....	.....	s 2.37	.....
15.19	South Bend	.....	.....	s12.30	s 1.35	.....	.....	.....	.....	.....	s 2.45	.....
16.11	NX	.....	.....	12.33	1.37	.....	.....	.....	.....	.....	2.47	.....
22.06	Lydick	.....	.....	f12.43	.....	.....	.....	.....	.....	.....	.....	.....
22.59	CK	.....	.....	12.44	1.45	.....	.....	.....	.....	.....	2.55	.....
28.48	New Carlisle	.....	.....	s12.54	1.52	.....	.....	.....	.....	.....	3.03	.....
30.16	Hudson Lake	.....	.....	f12.57	.....	.....	.....	.....	.....	.....	.....	.....
34.78	Rolling Prairie	.....	.....	s 1.07	2.01	.....	.....	.....	.....	.....	3.11	.....
40.78	WR	.....	.....	1.17	2.08	.....	.....	.....	.....	.....	3.18	.....
41.80	La Porte	.....	.....	s 1.25	D2.12	.....	.....	.....	.....	.....	s 3.23	.....
42.15	JD	.....	.....	1.26	2.13	.....	.....	.....	.....	.....	3.24	.....
45.88	Pinola	.....	.....	f 1.36	2.18	.....	.....	.....	.....	.....	3.29	.....
48.19	Durham	.....	.....	f 1.41	2.21	.....	.....	.....	.....	.....	3.32	.....
51.75	Otis	P. M.	P. M.	s 1.48	2.25	.....	.....	.....	P. M.	.....	3.36	.....
55.20	Burdick			s 1.55	2.29	.....	.....	.....		.....	3.40	.....
59.47	Chesterton	L 1.10	L 2.00	s 2.05	2.34	.....	P. M.	.....	L 3.30	.....	3.45	.....
60.35	Porter	s 1.12	s 2.02	s 2.07	.....	.....		.....	s 3.32	.....	.....	.....
60.56	PO	1.13	2.03	2.08	2.36	.....	3.29	.....	3.33	.....	3.47	.....
64.65	FN	1.18	2.08	2.14	2.44	.....	3.34	.....	3.38	.....	3.52	.....
65.12	Dune Park	f 1.20	f 2.10	f 2.15	.....	P. M.	.....	.....	f 3.39	P. M.	.....	.....
70.83	Millers	s 1.28	s 2.17	s 2.25	2.49		3.41	.....	f 3.47		3.59	.....
74.42	Gary	s 1.35	s 2.25	s 2.35	2.54	L 3.28	3.47	.....	s 3.55	L 3.55	‡ 4.06	.....
75.24	Kirk Yard	f 1.37	s 2.27	.....	.....	s 3.30	.....	.....	s 3.57	s 3.57	.....	.....
76.65	Curtis	.....	s 2.29	.....	.....	f 3.32	.....	.....	s 3.59	s 3.59	.....	.....
77.65	Pine	.....	f 2.32	.....	.....	.....	.....	.....	s 4.02	s 4.02	.....	.....
78.48	NE	1.43	2.34	2.43	3.00	3.36	3.52	.....	4.03	4.03	4.11	P. M.
79.40	Buffington	f 1.44	s 2.36	.....	.....	s 3.39		.....	s 4.06	s 4.06	.....	
81.21	Indiana Harbor	s 1.48	s 2.40	s 2.50	.....	s 3.43	P. M.	.....	s 4.10	s 4.10	.....	s 4.25
81.58	HC	1.49	2.41	2.51	3.05	3.44	.....	.....	4.11	4.11	4.16	4.26
81.93	Mahoning	f 1.50	s 2.43	.....	.....	s 3.46	.....	.....	s 4.13	s 4.13	.....	s 4.28
83.78	Whiting	s 1.54	s 2.48	s 2.57	.....	s 3.51	.....	.....	s 4.18	s 4.18	.....	s 4.33
84.13	MS	1.55	2.49	2.58	3.10	3.52	.....	.....	4.19	4.19	4.21	4.34
85.03	Robertsdale	f 1.56	f 2.50	.....	.....	.....	.....	.....	f 4.20	f 4.20	.....	s 4.35
86.81	Colehour	.....	f 2.52	.....	.....	f 3.56	.....	.....	.....	.....	.....	.....
87.37	East Side	s 1.59	s 2.55	s 3.03	.....	s 3.59	.....	.....	s 4.25	s 4.25	.....	s 4.40
87.85	CR	2.00	2.56	3.04	3.16	4.00	.....	.....	4.26	4.26	4.28	4.41
88.74	South Chicago	s 2.03	s 2.58	s 3.08	.....	s 4.03	.....	P. M.	s 4.28	s 4.28	.....	s 4.43
92.28	JN	2.10	3.04	3.14	3.23	4.09	.....	4.29	4.34	4.34	4.36	4.49
92.45	71st Street	s 2.11	s 3.05	s 3.15	.....	s 4.10	.....	.....	s 4.35	s 4.35	.....	s 4.50
92.81	Park Manor	s 2.13	s 3.07	s 3.17	.....	s 4.12	.....	.....	s 4.37	s 4.37	.....	s 4.52
93.91	Englewood	s 2.16	s 3.11	s 3.21	s 3.30	s 4.16	.....	s 4.35	s 4.41	s 4.41	s 4.43	s 4.56
100.56	*Chicago*	*2.30*	*3.25*	*3.35*	*3.45*	*4.30*	.....	*4.50*	*4.55*	*4.55*	*4.58*	*5.10*
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Time shown at *Chicago* is for information only.

ELKHART TO CHICAGO

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WESTWARD—FIRST-CLASS

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Miles from Elkhart	STATIONS	661	693	131 See Note	663	665	151	35 See Note	63	695	23	57
		Local	Local	Mail	Local	Local	Interstate Express	Mail	P. M. R. R.	Local	Western Express	P. M. R. R.
		Daily Except Sunday	Daily	Daily Except Monday	Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Monday	Daily Ex.	Daily	Daily	Daily
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.....	Elkhart	.....	.....	3.30	.....	.....	4.55	5.00	.....	.....	6.27	.....
4.82	WG	.....	.....	3.37	.....	.....	5.03	5.06	.....	.....	6.34	.....
5.51	Osceola	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11.11	Mishawaka	.....	.....	3.44	.....	.....	s 5.14	5.17	.....	.....	s 6.44	.....
15.19	South Bend	.....	.....	3.50	.....	.....	s 5.24	§ 5.27	.....	.....	s 6.54	.....
16.11	NX	.....	.....	3.52	.....	.....	5.26	5.29	.....	.....	6.56	.....
22.06	Lydick	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22.59	CK	.....	.....	3.59	.....	.....	5.34	5.37	.....	.....	7.05	.....
28.48	New Carlisle	.....	.....	4.06	.....	.....	5.41	5.44	.....	.....	7.12	.....
30.16	Hudson Lake	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
34.78	Rolling Prairie	.....	.....	4.14	.....	.....	5.50	5.54	.....	.....	7.21	.....
40.78	WR	.....	.....	4.21	.....	.....	5.58	6.02	.....	.....	7.29	.....
41.80	La Porte	.....	.....	.....	.....	.....	s 6.03	§ 6.07	.....	.....	s 7.35	.....
42.15	JD	.....	.....	4.23	.....	.....	6.04	6.08	.....	.....	7.36	.....
45.88	Pinola	.....	.....	4.28	.....	.....	6.09	6.13	.....	.....	7.42	.....
48.19	Durham	.....	.....	4.31	.....	.....	6.12	6.16	.....	.....	7.45	.....
51.75	Otis	.....	P. M.	4.35	.....	.....	6.16	6.20	.....	P. M.	7.50	.....
55.20	Burdick	.....		4.39	.....	.....	6.20	6.24	.....		7.55	.....
59.47	Chesterton	.....	L 4.40	4.44	.....	.....	6.25	6.29	P. M.	L 7.35	K 8.00	P. M.
60.35	Porter	.....	s 4.42	.....	.....	.....	.....	.....		s 7.37	.....	
60.56	PO	.....	4.43	4.46	.....	.....	6.27	6.30	7.35	7.38	8.02	8.10
64.65	FN	.....	4.50	4.50	.....	.....	6.31	6.34	7.40	7.43	8.07	8.15
65.12	Dune Park	P. M.	f 4.52	.....	P. M.	P. M.	.....	.....	.....	f 7.45	.....	.....
70.83	Millers		f 4.59	4.57			6.38	6.41	7.46	s 7.52	8.15	8.22
74.42	Gary	L 4.20	s 5.05	5.01	L 5.35	L 6.15	6.42	6.45	7.50	s 8.00	‡ 8.22	8 27
75.24	Kirk Yard	s 4.22	s 5.07	.....	s 5.37	f 6.17	.....	.....	.....	f 8.02	.....	.....
76.65	Curtis	s 4.24	s 5.09	.....	.....	f 6.19	.....	.....	.....	.....	.....	.....
77.65	Pine	.....	s 5.12	.....	.....	f 6.21	.....	.....	.....	.....	.....	.....
78.48	NE	4.29	5.13	5.06	5.40	6.22	6.46	6.50	7.55	8.07	8.28	8.32
79.40	Buffington	s 4.31	s 5.16	.....	.....	f 6.24	.....	.....		.....	8.30	
81.21	Indiana Harbor	s 4.35	s 5.20	.....	s 5.46	s 6.26	.....	.....	P. M.	s 8.11	N 8.34	P. M.
81.58	HC	4.36	5.21	5.10	5.47	6.27	6.50	6.55	.....	8.12	8.35	.....
81.93	Mahoning	s 4.38	f 5.23	.....	s 5.48	f 6.28	.....	.....	.....	f 8.13	.....	.....
83.78	Whiting	s 4.43	s 5.28	.....	s 5.56	s 6.32	.....	.....	.....	s 8.17	.....	.....
84.13	MS	4.44	5.29	5.14	5.57	6.33	6.54	6.59	.....	8.18	8.40	.....
85.03	Robertsdale	s 4.45	s 5.30	.....	.....	f 6.34	.....	.....	.....	f 8.19	.....	.....
86.81	Colehour	.....	f 5.32	.....	.....	.....	.....	.....	.....	8.21	.....	.....
87.37	East Side	s 4.50	s 5.35	.....	s 6.03	s 6.37	.....	.....	.....	s 8.22	.....	.....
87.85	CR	4.51	5.36	5.18	6.04	6.38	6.58	7.04	.....	8.23	8.44	.....
88.74	South Chicago	s 4.53	s 5.38	.....	s 6.07	s 6.40	.....	.....	.....	s 8.25	K 8.48	.....
92.28	JN	4.59	5.44	5.25	6.14	6.45	7.07	7.13	.....	8.30	8.54	.....
92.45	71st Street	s 5.00	s 5.45	.....	s 6.15	s 6.46	.....	.....	.....	s 8.31	.....	.....
92.81	Park Manor	s 5.02	s 5.47	.....	s 6.17	s 6.48	.....	.....	.....	s 8.33	.....	.....
93.91	Englewood	s 5.05	s 5.51	5.30	s 6.21	s 6.51	s 7.15	7.20	.....	s 8.36	s 9.00	.....
100.56	*Chicago*	*5.20*	*6.05*	*5.45*	*6.35*	*7.05*	*7.30*	*7.35*	.....	*8.50*	*9.15*	.....
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Time shown at *Chicago* is for information only.
Nos. 131 and 35 will not run July 5 or November 29, 1929.

Nos. 131 and 35 will not carry passengers.

ELKHART TO CHICAGO

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WESTWARD—FIRST-CLASS

Miles from Elkhart	STATIONS	115	103	667	609	697	669	43				
		Illinois Division	N. Y. C. & St. L.	Local	The Prairie State	Local	Local	South Shore Express				
		Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily				
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.				
.....	Elkhart	.....	.....	.....	7.55	.....	.....	10.25	.....	.....	.....	.....
4.82	WG	.....	.....	.....	8.01	.....	.....	10.31	.....	.....	.....	.....
5.51	Osceola	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11.11	Mishawaka	.....	.....	.....	8.08	.....	.....	10.39	.....	.....	.....	.....
15.19	South Bend	.....	.....	.....	s 8.15	.....	.....	s10.49	.....	.....	.....	.....
16.11	NX	.....	.....	.....	8.17	.....	.....	10.51	.....	.....	.....	.....
22.06	Lydick	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22.59	CK	.....	.....	.....	8.24	.....	.....	10.59	.....	.....	.....	.....
28.48	New Carlisle	.....	.....	.....	8.31	.....	.....	11.06	.....	.....	.....	.....
30.16	Hudson Lake	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
34.78	Rolling Prairie	.....	.....	.....	8.38	.....	.....	11.16	.....	.....	.....	.....
40.78	WR	.....	.....	.....	8.46	.....	.....	11.23	.....	.....	.....	.....
41.80	La Porte	.....	.....	.....	C□8.50	.....	.....	s11.30	.....	.....	.....	.....
42.15	JD	.....	.....	.....	8.51	.....	.....	11.31	.....	.....	.....	.....
45.88	Pinola	.....	.....	.....	8.56	.....	.....	11.36	.....	.....	.....	.....
48.19	Durham	.....	.....	.....	8.59	.....	.....	11.39	.....	.....	.....	.....
51.75	Otis	.....	.....	.....	9.03	P. M.	.....	11.44	.....	.....	.....	.....
55.20	Burdick	.....	.....	.....	9.07	.....	.....	11.48	.....	.....	.....	.....
59.47	Chesterton	.....	.....	.....	9.12	L10.00	.....	11.53	.....	.....	.....	.....
60.35	Porter	.....	.....	.....	.....	s10.02	.....	.....	.....	.....	.....	.....
60.56	PO	.....	.....	.....	9.14	10.03	.....	11.55	.....	.....	.....	.....
64.65	FN	.....	.....	.....	9.19	10.08	.....	12.00	.....	.....	.....	.....
65.12	Dune Park	.....	.....	P. M.	.....	f10.09	P. M.	.....	.....	.....	.....	.....
70.83	Millers	.....	.....	.....	9.26	s10.17	.....	12.07	.....	.....	.....	.....
74.42	Gary	.....	.....	L 9.10	9.30	s10.27	L11.25	12.11	.....	.....	.....	.....
75.24	Kirk Yard	.....	.....	f 9.12	.....	f10.29	f 11.27	.....	.....	.....	.....	.....
76.65	Curtis	.....	.....	f 9.14	.....	.....	f 11.29	.....	.....	.....	.....	.....
77.65	Pine	.....	.....	f 9.16	.....	f10.34	f 11.31	.....	.....	.....	.....	.....
78.48	NE	P. M.	.....	9.18	9.35	10.36	11.32	12.16	.....	.....	.....	.....
79.40	Buffington	.....	.....	f 9.19	.....	s10.38	s11.34	.....	.....	.....	.....	.....
81.21	Indiana Harbor	s 8.37	.....	s 9.21	.....	s10.41	s11.38	.....	.....	.....	.....	.....
81.58	HC	8.38	.....	9.22	9.39	10.42	11.39	12.21	.....	.....	.....	.....
81.93	Mahoning	.....	.....	s 9.23	.....	s10.44	s11.40	.....	.....	.....	.....	.....
83.78	Whiting	s 8.43	.....	s 9.27	.....	s10.50	s11.45	.....	.....	.....	.....	.....
84.13	MS	8.44	.....	9.28	9.44	10.51	11.46	12.26	.....	.....	.....	.....
85.03	Robertsdale	.....	.....	f 9.29	.....	f10.52	s11.48	.....	.....	.....	.....	.....
86.81	Colehour	.....	.....	f 9.31	.....	.....	.....	.....	.....	.....	.....	.....
87.37	East Side	s 8.48	.....	s 9.32	.....	s10.55	s11.51	.....	.....	.....	.....	.....
87.85	CR	8.49	.....	9.33	9.49	10.56	11.52	12.31	.....	.....	.....	.....
88.74	South Chicago	s 8.52	P. M.	s 9.35	.....	s10.59	s11.54	.....	.....	.....	.....	.....
92.28	JN	8.58	9.04	9.40	9.55	11.05	11.59	12.38	.....	.....	.....	.....
92.45	71st Street	s 8.59	.....	s 9.41	.....	s11.06	s12.00	.....	.....	.....	.....	.....
92.81	Park Manor	s 9.01	.....	s 9.43	.....	s11.08	s12.02	.....	.....	.....	.....	.....
93.91	Englewood	s 9.05	s 9.10	s 9.46	s10.00	s11.11	s12.05	s12.45	.....	.....	.....	.....
100.56	*Chicago*	*9.20*	*9.25*	*10.00*	*10.15*	*11.25*	*12.20*	*1.00*	.....	.....	.....	.....
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.				

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CHICAGO TO ELKHART

EASTWARD — FIRST-CLASS

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Miles from Chicago	STATIONS	50	32 See Note	52	680	800	650	682	802	652	678	162
		P. M. R. R.	Mail	Chicago Buffalo Express	Local	Local	Local	Local	Local	Local	Local	Accommodation
		Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Sunday Only	Daily Except Sunday
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A.M.
.....	*Chicago*.....	.....	*1.50*	*2.20*	*4.10*	*4.25*	*4.35*	*5.00*	*5.25*	*5.35*	*5.35*	*5.50*
6.65	Englewood.....	.....	2.02	2.32	s 4.23	s 4.38	s 4.48	s 5.13	s 5.38	s 5.48	s 5.48	s 6.03
7.75	Park Manor.....	.....	.....	.....	s 4.26	s 4.41	s 4.51	s 5.16	s 5.41	s 5.51	s 5.51	s 6.06
8.11	71st Street.....	.....	.....	.....	s 4.28	s 4.43	s 4.53	s 5.18	s 5.43	s 5.53	s 5.53	s 6.08
8.28	JN.....	.....	2.04	2.34	4.29	4.44	4.54	5.19	5.44	5.54	5.54	6.09
11.82	South Chicago....	.....	.....	.....	s 4.34	s 4.50	s 5.00	s 5.26	s 5.50	s 6.00	s 6.00	s 6.16
12.71	CR.....	.....	2.09	2.39	4.36	4.52	5.02	5.27	5.52	6.02	6.02	6.17
13.19	East Side.....	.....	.....	.....	.....	s 4.54	s 5.04	s 5.31	s 5.54	s 6.05	s 6.05	s 6.21
13.75	Colehour.....	.....	.....	.....	.....	.....	f 5.06	f 5.33	.....	.....	.....	f 6.23
15.53	Robertsdale.....	.....	.....	.....	.....	.....	f 5.09	s 5.36	f 5.58	s 6.09	f 6.09	s 6.26
16.43	MS.....	.....	2.15	2.45	4.41	5.00	5.11	5.37	6.01	6.12	6.12	6.28
16.78	Whiting.....	.....	.....	.....	.....	s 5.02	s 5.12	s 5.40	s 6.02	s 6.13	s 6.13	s 6.30
18.63	Mahoning.....	.....	.....	.....	s 4.47	.....	s 5.16	s 5.44	.....	s 6.17	s 6.17	s 6.34
18.98	HC.....	.....	2.18	2.48	4.48	5.07	5.17	5.45	6.07	6.18	6.18	6.35
19.35	Indiana Harbor...	A. M.	.....	.....	s 4.49	s 5.08	s 5.18	s 5.46	s 6.08	s 6.20	s 6.20	s 6.36
21.16	Buffington.....		.....	.....	f 4.53		s 5.22	s 5.50		s 6.24	s 6.24	s 6.40
22.08	NE.....	12.50	2.22	2.52	4.57	A. M.	5.24	5.51	A. M.	6.26	6.26	6.41
22.91	Pine.....	.....	.....	.....	.....	.....	f 5.25	.....	.....	f 6.27	f 6.27	.....
23.91	Curtis.....	.....	.....	.....	.....	.....	s 5.28	.....	.....	s 6.30	f 6.30	s 6.46
25.32	Kirk Yard.....	.....	.....	.....	s 5.02	.....	s 5.30	s 5.56	.....	s 6.32	s 6.32	s 6.48
26.14	Gary.....	12.56	2.26	2.56	s 5.05	.....	A 5.35	s 6.20	.....	A 6.35	s 7.20	s 7.20
29.73	Millers.....	1.01	2.30	3.00	f 5.10	.....		s 6.26	.....		f 7.26	s 7.26
35.44	Dune Park.....	.....	.....	.....	f 5.17	.....	A. M.	f 6.34	.....	A. M.	f 7.34	f 7.34
35.91	FN.....	1.08	2.36	3.06	5.18	.....	.....	6.35	.....	.....	7.35	7.35
40.00	PO.....	1.15	2.41	3.11	5.23	.....	.....	6.40	.....	.....	7.40	7.40
40.21	Porter.....		.....	.....	.....	.....	.....	s 6.41	.....	.....	s 7.41	s 7.41
41.09	Chesterton.....	A. M.	2.43	3.13	A 5.25	.....	.....	A 6.44	.....	.....	A 7.45	s 7.45
45.36	Burdick.....	.....	2.48	3.18		.....	.....		.....	.....		f 7.51
48.81	Otis.....	.....	2.52	3.22	A. M.	.....	.....	A. M.	.....	.....	A. M.	s 7.57
52.37	Durham.....	.....	2.56	3.26	.....	.....	.....	.....	.....	.....	.....	f 8.04
54.68	Pinola.....	.....	2.59	3.29	.....	.....	.....	.....	.....	.....	.....	f 8.09
58.41	JD.....	.....	3.03	3.33	.....	.....	.....	.....	.....	.....	.....	8.14
58.76	La Porte.....	.....	§ 3.05	s 3.35	.....	.....	.....	.....	.....	.....	.....	s 8.19
59.78	WR.....	.....	3.07	3.37	.....	.....	.....	.....	.....	.....	.....	8.21
65.78	Rolling Prairie....	.....	3.14	3.43	.....	.....	.....	.....	.....	.....	.....	s 8.29
70.40	Hudson Lake.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	f 8.35
72.08	New Carlisle.....	.....	3.22	3.50	.....	.....	.....	.....	.....	.....	.....	s 8.39
77.97	CK.....	.....	3.29	3.57	.....	.....	.....	.....	.....	.....	.....	8.45
78.50	Lydick.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	f 8.47
84.45	NX.....	.....	3.36	4.04	.....	.....	.....	.....	.....	.....	.....	8.54
85.37	South Bend.....	.....	§ 3.47	s 4.10	.....	.....	.....	.....	.....	.....	.....	s 9.09
89.45	Mishawaka.....	.....	§ 4.04	s 4.20	.....	.....	.....	.....	.....	.....	.....	s 9.19
95.05	Osceola.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	f 9.28
95.74	WG.....	.....	4.15	4.30	.....	.....	.....	.....	.....	.....	.....	9.30
100.56	Elkhart.....	.....	4.25	4.40	.....	.....	.....	.....	.....	.....	.....	9.40
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A.M.

No. 32 will not carry passengers.
Time shown at *Chicago* is for information only.

CHICAGO TO ELKHART

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EASTWARD—FIRST-CLASS

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Miles from Chicago	STATIONS	110	684	150	54	654	686	4	6	10	102	688
		Ill. Div.	Local	Interstate Express	P. M. R. R.	Local	Local	Mail	Fifth Avenue Special	The Easterner	N. Y. C. & St. L.	Local
		Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Sunday Only	Daily	Daily	Daily	Daily	Saturday Only
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
.....	*Chicago*	*6.10*	*7.30*	*8.25*	.....	*9.35*	*9.35*	*9.50*	*10.30*	*10.35*	*11.00*	*11.20*
6.65	Englewood	s 6.23	s 7.43	s 8.38	.....	s 9.48	s 9.48	10.03	s10.43	s10.48	s11.13	s11.33
7.75	Park Manor	s 6.26	s 7.46	.....	.....	s 9.51	s 9.51	.....	.....	.....	.....	s11.36
8.11	71st Street	s 6.28	s 7.48	.....	.....	s 9.53	s 9.53	.....	.....	.....	.....	s11.38
8.28	JN	6.29	7.49	8.41	.....	9.54	9.54	10.06	10.46	10.51	11.17	11.39
11.82	South Chicago	s 6.35	s 7.55	.....	.....	s10.00	s10.00	.....	.....	T10.59	A. M.	s11.45
12.71	CR	6.36	7.56	8.45	.....	10.01	10.01	10.10	10.50	11.00	.....	11.46
13.19	East Side	s 6.39	s 7.59	.....	.....	s10.05	s10.05	.....	.....	.....	.....	s11.49
13.75	Colehour	f 6.41	f 8.02	.....	.....	.....	.....	.....	.....	.....	.....	.....
15.53	Robertsdale	f 6.45	f 8.04	.....	.....	f10.09	f10.09	.....	.....	.....	.....	f11.53
16.43	MS	6.46	8.05	8.49	.....	10.10	10.10	10.15	10.54	11.05	.....	11.54
16.78	Whiting	s 6.48	s 8.07	.....	.....	s10.13	s10.13	.....	.....	.....	.....	s11.56
18.63	Mahoning	s 6.52	s 8.11	.....	.....	s10.17	s10.17	.....	.....	.....	.....	f12.00
18.98	HC	6.53	8.12	8.52	.....	10.18	10.18	10.18	10.58	.....	.....	12.01
19.35	Indiana Harbor	s 6.55	s 8.14	.....	A. M.	s10.20	s10.20	.....	.....	T11.10	.....	s12.03
21.16	Buffington		s 8.18	.....		s10.24	s10.24	.....	.....	.....	.....	s12.07
22.08	NE	A. M.	8.20	8.56	9.44	10.25	10.25	10.22	11.02	11.14	.....	12.09
22.91	Pine	.....	f 8.21	.....	.....	f10.27	f10.27	.....	.....	.....	.....	f12.10
23.91	Curtis	.....	‡ 8.23	.....	.....	f10.30	f10.30	.....	.....	.....	.....	f12.12
25.32	Kirk Yard	.....	s 8.26	.....	.....	s10.32	s10.32	.....	.....	.....	.....	s12.14
26.14	Gary	.....	s 8.30	P 9.04	9.49	A10.35	s10.35	10.26	W11.06	P11.22	.....	s12.16
29.73	Millers	.....	s 8.36	9.09	9.53		s10.41	10.30	11.10	11.28	.....	s12.22
35.44	Dune Park	.....	f 8.44	.....	.....	A. M.	s10.49	.....	.....	.....	.....	s12.29
35.91	FN	.....	8.45	9.15	9.59	.....	10.50	10.36	11.16	11.35	.....	12.30
40.00	PO	.....	8.50	9.20	10.05	.....	10.55	10.41	11.21	11.40	.....	12.35
40.21	Porter	.....	s 8.51	.....		.....	s10.56	.....	.....	.....	.....	f12.36
41.09	Chesterton	.....	A 8.55	9.22	A. M.	.....	A11.00	10.43	11.23	R11.42	.....	A12.40
45.36	Burdick	.....		9.26	.....	.....		10.48	11.28	11.48	.....	
48.81	Otis	.....	A. M.	9.31	.....	.....	A. M.	10.52	11.33	11.53	.....	P. M.
52.37	Durham	.....	.....	9.36	.....	.....	.....	10.56	11.38	11.58	.....	.....
54.68	Pinola	.....	.....	9.39	.....	.....	.....	10.58	11.41	12.01	.....	.....
58.41	JD	.....	.....	9.44	.....	.....	.....	11.03	11.45	12.05	.....	.....
58.76	La Porte	.....	.....	s 9.47	.....	.....	.....	.....	O11.46	s12.08	.....	.....
59.78	WR	.....	.....	9.49	.....	.....	.....	11.05	11.48	12.10	.....	.....
65.78	Rolling Prairie	.....	.....	9.56	.....	.....	.....	11.11	11.55	12.18	.....	.....
70.40	Hudson Lake	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
72.08	New Carlisle	.....	.....	10.03	.....	.....	.....	11.18	12.02	12.25	.....	.....
77.97	CK	.....	.....	10.10	.....	.....	.....	11.25	12.09	12.32	.....	.....
78.50	Lydick	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
84.45	NX	.....	.....	10.17	.....	.....	.....	11.32	12.16	12.39	.....	.....
85.37	South Bend	.....	.....	s10.22	.....	.....	.....	11.34	s12.21	s12.47	.....	.....
89.45	Mishawaka	.....	.....	s10.31	.....	.....	.....	11.39	12.29	s12.57	.....	.....
95.05	Osceola	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
95.74	WG	.....	.....	10.40	.....	.....	.....	11.45	12.37	1.05	.....	.....
100.56	Elkhart	.....	.....	10.50	.....	.....	.....	11.51	12.45	1.15	.....	.....
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	A. M.	P. M.

Time shown at *Chicago* is for information only.

CHICAGO TO ELKHART

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EASTWARD — FIRST-CLASS

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Miles from Chicago	STATIONS	26	56	656	608	690	660	614	142	120	692	16
		The 20th Century Limited	P. M. R. R.	Local	Local Express	Local	Local	Eastern Express	The Prairie State	N. Y. C. & St. L.	Local	The Knicker-bocker
		Daily	Daily	Daily Except Sunday	Daily	Saturday and Sunday Only	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily
	LEAVE	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.....	*Chicago*	*11.40*	.....	*12.20*	*12.50*	*12.55*	*1.30*	*2.00*	*2.30*	*2.40*	*2.50*	*3.00*
6.65	Englewood	s11.52	.....	s12.33	s 1.03	s 1.08	s 1.43	s 2.13	s 2.43	s 2.55	s 3.03	s 3.13
7.75	Park Manor	.....	.....	s12.36	.....	s 1.11	s 1.46	.....	.....	.....	s 3.06	.....
8.11	71st Street	.....	.....	s12.38	.....	s 1.13	s 1.48	.....	.....	.....	s 3.08	.....
8.28	JN	11.54	.....	12.39	1.06	1.14	1.49	2.16	2.46	2.59	3.09	3.16
11.82	South Chicago	.....	.....	s12.45	s 1.13	s 1.20	s 1.55	s 2.25	.....	P. M.	s 3.16	.....
12.71	CR	11.58	.....	12.46	1.14	1.21	1.56	2.26	2.50	.....	3.17	3.20
13.19	East Side	.....	.....	s12.49	.....	s 1.23	s 1.59	.....	.....	.....	s 3.20	.....
13.75	Colehour	.....	.....	f12.51	.....	.....	.....	.....	.....	.....	.....	.....
15.53	Robertsdale	.....	.....	f12.53	.....	f 1.27	f 2.03	.....	.....	.....	f 3.24	.....
16.43	MS	12.02	.....	12.55	1.18	1.29	2.04	2.31	2.55	.....	3.26	3.25
16.78	Whiting	.....	.....	s12.57	.....	s 1.30	s 2.06	Q 2.33	.....	.....	s 3.28	.....
18.63	Mahoning	.....	.....	s 1.01	.....	s 1.34	s 2.11	.....	.....	.....	f 3.33	.....
18.98	HC	12.05	.....	1.02	1.22	1.35	2.12	2.37	2.59	.....	3.34	3.29
19.35	Indiana Harbor	.....	P. M.	s 1.03	.....	s 1.36	s 2.13	Q 2.38	.....	.....	s 3.35	.....
21.16	Buffington	.....		f 1.07	.....	f 1.40	s 2.16	□ 2.41	.....	.....	s 3.39	.....
22.08	NE	12.09	1.00	1.08	1.26	1.41	2.17	2.43	3.03	.....	3.41	3.33
22.91	Pine	.....	.....	f 1.10	.....	f 1.43	f 2.19	.....	.....	.....	.....	.....
23.91	Curtis	.....	.....	f 1.13	.....	f 1.45	f 2.21	.....	.....	.....	f 3.44	.....
25.32	Kirk Yard	.....	.....	f 1.16	.....	f 1.47	s 2.23	.....	.....	.....	f 3.47	.....
26.14	Gary	12.13	1.05	A 1.20	s 1.32	s 1.50	A 2.25	s 3.00	G 3.09	.....	s 3.50	3.38
29.73	Millers	12.17	1.09		1.37	s 1.56		f 3.07	3.14	.....	s 3.56	3.43
35.44	Dune Park	.....	.....	P. M.	.....	s 2.03	P. M.	f 3.15	.....	.....	f 4.04	.....
35.91	FN	12.23	1.15	.....	1.44	2.04	.....	3.16	3.20	.....	4.05	3.50
40.00	PO	12.27	1.20	.....	1.49	2.09	.....	3.25	3.25	.....	4.09	3.55
40.21	Porter	.....		.....	.....	s 2.10	.....	.....	.....	.....	s 4.10	.....
41.09	Chesterton	12.28	P. M.	.....	1.51	A 2.12	.....	s 3.30	3.27	.....	A 4.15	3.57
45.36	Burdick	12.33	.....	.....	1.56		.....	f 3.37	3.32	.....		4.02
48.81	Otis	12.37	.....	.....	2.01	P. M.	.....	s 3.44	3.36	.....	P. M.	4.06
52.37	Durham	12.41	.....	.....	2.06	.....	.....	f 3.51	3.41	.....	.....	4.11
54.68	Pinola	12.43	.....	.....	2.09	.....	.....	3.55	3.43	.....	.....	4.14
58.41	JD	12.47	.....	.....	2.13	.....	.....	4.00	3.47	.....	.....	4.19
58.76	La Porte	.....	.....	.....	s 2.16	.....	.....	s 4.06	s 3.49	.....	.....	.....
59.78	WR	12.49	.....	.....	2.18	.....	.....	4.08	3.51	.....	.....	4.21
65.78	Rolling Prairie	12.55	.....	.....	2.25	.....	.....	f 4.16	3.57	.....	.....	4.27
70.40	Hudson Lake	.....	.....	.....	.....	.....	.....	f 4.23	.....	.....	.....	.....
72.08	New Carlisle	1.02	.....	.....	2.33	.....	.....	Y 4.26	4.04	.....	.....	4.34
77.97	CK	1.08	.....	.....	2.39	.....	.....	4.40	4.10	.....	.....	4.40
78.50	Lydick	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
84.45	NX	1.14	.....	.....	2.46	.....	.....	4.48	4.17	.....	.....	4.46
85.37	South Bend	1.15	.....	.....	s 2.59	.....	.....	s 4.53	s 4.20	.....	.....	V 4.48
89.45	Mishawaka	1.20	.....	.....	s 3.15	.....	.....	s 5.06	s 4.27	.....	.....	4.55
95.05	Osceola	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
95.74	WG	1.26	.....	.....	3.25	.....	.....	5.15	4.35	.....	.....	5.05
100.56	Elkhart	1.31	.....	.....	3.35	.....	.....	5.25	4.45	.....	.....	5.15
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Time shown at *Chicago* is for information only.

CHICAGO TO ELKHART

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EASTWARD — FIRST-CLASS

CONTINUED ON PAGE 14

Miles from Chicago	STATIONS	58	694	662	664	112	64	666	22	104	60	696
		P. M. R. R.	Local	Local	Local	Illinois Division	Chicago-Buffalo Special	Local	The Lake Shore Limited	N. Y. C. & St. L.	P. M. R. R.	Local
		Daily Ex.	Daily	Daily Except Saturday & Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.....	*Chicago*	.....	*3.50*	*4.14*	*4.20*	*4.50*	*5.00*	*5.20*	*5.30*	*6.10*	.....	*7.50*
6.65	Englewood	.....	s 4.03	s 4.26	s 4.33	s 5.03	s 5.13	s 5.33	s 5.43	s 6.23	.....	s 8.03
7.75	Park Manor	.....	s 4.06	.....	s 4.36	s 5.06	.....	s 5.36	.....	.....	.....	s 8.06
8.11	71st Street	.....	s 4.08	s 4.30	s 4.38	s 5.08	.....	s 5.38	.....	.....	.....	s 8.08
8.28	JN	.....	4.09	4.31	4.39	5.09	5.16	5.39	5.46	6.27	.....	8.09
11.82	South Chicago	.....	s 4.15	.....	s 4.45	s 5.15	.....	s 5.45	.....	P. M.	.....	s 8.15
12.71	CR	.....	4.16	4.36	4.46	5.16	5.23	5.46	5.52	.....	.....	8.16
13.19	East Side	.....	s 4.19	s 4.37	s 4.49	s 5.19	.....	s 5.49	.....	.....	.....	s 8.19
13.75	Colehour	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15.53	Robertsdale	.....	f 4.23	.....	s 4.53	s 5.23	.....	s 5.52	.....	.....	.....	‡ 8.23
16.43	MS	.....	4.25	4.41	4.55	5.25	5.29	5.54	5.57	.....	.....	8.25
16.78	Whiting	.....	s 4.27	.....	s 4.57	s 5.27	.....	s 5.57	.....	.....	.....	s 8.27
18.63	Mahoning	.....	f 4.31	.....	s 5.01	s 5.31	.....	s 6.01	.....	.....	.....	s 8.31
18.98	HC	.....	4.32	4.45	5.02	5.32	5.33	6.02	6.02	.....	.....	8.32
19.35	Indiana Harbor	P. M.	s 4.33	s 4.47	s 5.04	s 5.34	.....	s 6.04	.....	.....	P. M.	s 8.34
21.16	Buffington		f 4.37	.....	.....		.....	s 6.07	.....	.....		.....
22.08	NE	4.30	4.39	4.50	5.10	P. M.	5.37	6.09	6.07	.....	6.19	8.40
22.91	Pine	.....	f 4.41	.....	.....	.....	.....	f 6.10	.....	.....	.....	.....
23.91	Curtis	.....	f 4.43	.....	.....	.....	.....	.....	.....	.....	.....	.....
25.32	Kirk Yard	.....	s 4.46	.....	s 5.17	.....	.....	s 6.13	.....	.....	.....	s 8.46
26.14	Gary	4.35	s 4.50	A 5.00	A 5.20	.....	P 5.42	A 6.17	W6.14	.....	6.25	s 8.50
29.73	Millers	4.39	s 4.56			.....	5.48		6.19	.....	6.30	s 8.56
35.44	Dune Park	.....	f 5.04	P. M.	P. M.	.....	.....	P. M.	.....	.....	.....	f 9.04
35.91	FN	4.45	5.05	.....	.....	.....	5.54	.....	6.26	.....	6.37	9.05
40.00	PO	4.50	5.09	.....	.....	.....	5.59	.....	6.31	.....	6.42	9.09
40.21	Porter		s 5.10	.....	.....	.....	.....	.....	.....	.....		s 9.10
41.09	Chesterton	P. M.	A 5.15	.....	.....	.....	6.01	.....	6.33	.....	P. M.	A 9.15
45.36	Burdick	.....		.....	.....	.....	6.06	.....	6.38	.....	.....	
48.81	Otis	.....	P. M.	.....	.....	.....	6.11	.....	6.45	.....	.....	P. M.
52.37	Durham	.....	.....	.....	.....	.....	6.16	.....	6.52	.....	.....	.....
54.68	Pinola	.....	.....	.....	.....	.....	6.19	.....	6.56	.....	.....	.....
58.41	JD	.....	.....	.....	.....	.....	6.24	.....	7.04	.....	.....	.....
58.76	La Porte	.....	.....	.....	.....	.....	s 6.28	.....	.....	.....	.....	.....
59.78	WR	.....	.....	.....	.....	.....	6.30	.....	7.07	.....	.....	.....
65.78	Rolling Prairie	.....	.....	.....	.....	.....	6.38	.....	7.15	.....	.....	.....
70.40	Hudson Lake	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
72.08	New Carlisle	.....	.....	.....	.....	.....	6.47	.....	7.24	.....	.....	.....
77.97	CK	.....	.....	.....	.....	.....	6.54	.....	7.31	.....	.....	.....
78.50	Lydick	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
84.45	NX	.....	.....	.....	.....	.....	7.02	.....	7.38	.....	.....	.....
85.37	South Bend	.....	.....	.....	.....	.....	s 7.12	.....	s 7.45	.....	.....	.....
89.45	Mishawaka	.....	.....	.....	.....	.....	s 7.25	.....	7.55	.....	.....	.....
95.05	Osceola	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
95.74	WG	.....	.....	.....	.....	.....	7.36	.....	8.05	.....	.....	.....
100.56	Elkhart	.....	.....	.....	.....	.....	7.50	.....	8.15	.....	.....	.....
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Time shown at *Chicago* is for information only.

CHICAGO TO ELKHART

EASTWARD—FIRST-CLASS

CONTINUED FROM PAGE 13

Miles from Chicago	STATIONS	62	80	668	698	114	128	106	90	28		
		P. M. R. R.	The Maumee	Local	Local	The Egyptian	Railway Express	N. Y. C. & St. L.	The Forest City	Cleveland Express		
		Daily Ex.	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily		
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
.....	*Chicago*.....	.....	*9.00*	*9.30*	*10.40*	*11.00*	*11.02*	*11.20*	*11.33*	*11.37*	.....	.....
6.65	Englewood.....	.....	s 9.13	s 9.43	s10.53	s11.13	11.15	s11.33	s11.46	s11.50	.....	.....
7.75	Park Manor.....	.....	.....	s 9.46	s10.56	.....	.....	.....	.....	.....	.....	.....
8.11	71st Street.....	.....	.....	s 9.48	s10.58	.....	.....	.....	.....	.....	.....	.....
8.28	JN.....	.....	9.16	9.49	10.59	11.16	11.19	11.37	11.49	11.53	.....	.....
11.82	South Chicago....	.....	G 9.22	s 9.55	s11.05	.....	.....	P. M.	.....	.....	.....	.....
12.71	CR.....	.....	9.23	9.56	11.06	11.21	11.25	.....	11.54	11.58	.....	.....
13.19	East Side.....	.....	.....	s 9.59	s11.09	.....	.....	.....	.....	.....	.....	.....
13.75	Colehour.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15.53	Robertsdale.....	.....	.....	s10.03	f11.14	.....	.....	.....	.....	.....	.....	.....
16.43	MS.....	.....	9.27	10.05	11.15	11.25	11.31	.....	12.00	12.03	.....	.....
16.78	Whiting.....	.....	.....	s10.07	s11.16	M11.27	.....	.....	.....	.....	.....	.....
18.63	Mahoning.....	.....	.....	s10.11	s11.20	.....	.....	.....	.....	.....	.....	.....
18.98	HC.....	.....	9.31	10.12	11.21	11.31	11.36	.....	12.04	12.07	.....	.....
19.35	Indiana Harbor...	P. M.	.....	s10.14	s11.23	s11.33	.....	.....	.....	.....	.....	.....
21.16	Buffington.....	.....	.....	s10.18	s11.26	.....	.....	.....	.....	.....	.....	.....
22.08	NE.....	8.45	9.35	10.19	11.27	P. M.	11.41	.....	12.08	12.11	.....	.....
22.91	Pine.....	.....	.....	.....	f11.29	.....	.....	.....	.....	.....	.....	.....
23.91	Curtis.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25.32	Kirk Yard.....	.....	.....	s10.23	f11.33	.....	.....	.....	.....	.....	.....	.....
26.14	Gary.....	8.54	s 9.42	A10.25	s11.36	.....	11.46	.....	12.12	P12.16	.....	.....
29.73	Millers.....	9.00	9.47	P. M.	s11.42	.....	11.51	.....	12.16	12.21	.....	.....
35.44	Dune Park.....	.....	.....		f11.50	.....	.....	.....	.....	.....	.....	.....
35.91	FN.....	9.08	9.53	.....	11.51	.....	11.58	.....	12.22	12.27	.....	.....
40.00	PO.....	9.15	9.58	.....	11.56	.....	12.03	.....	12.27	12.32	.....	.....
40.21	Porter.....	.....	.....	.....	s11.57	.....	.....	.....	.....	.....	.....	.....
41.09	Chesterton.....	P. M.	10.00	.....	A12.01	.....	12.05	.....	12.29	12.34	.....	.....
45.36	Burdick.....	.....	10.05	.....		.....	12.11	.....	12.34	12.39	.....	.....
48.81	Otis.....	.....	10.09	.....	A. M.	.....	12.17	.....	12.38	12.43	.....	.....
52.37	Durham.....	.....	10.14	.....	.....	.....	12.23	.....	12.42	12.48	.....	.....
54.68	Pinola.....	.....	10.16	.....	.....	.....	12.26	.....	12.45	12.51	.....	.....
58.41	JD.....	.....	10.20	.....	.....	.....	12.31	.....	12.50	12.55	.....	.....
58.76	La Porte.....	.....	s10.23	.....	.....	.....	E12.40	.....	.....	s12.57	.....	.....
59.78	WR.....	.....	10.25	.....	.....	.....	12.43	.....	12.52	12.59	.....	.....
65.78	Rolling Prairie....	.....	10.32	.....	.....	.....	12.51	.....	12.58	1.07	.....	.....
70.40	Hudson Lake.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
72.08	New Carlisle.....	.....	10.40	.....	.....	.....	1.00	.....	1.06	1.14	.....	.....
77.97	CK.....	.....	10.46	.....	.....	.....	1.21	.....	1.13	1.21	.....	.....
78.50	Lydick.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
84.45	NX.....	.....	10.53	.....	.....	.....	1.32	.....	1.20	1.29	.....	.....
85.37	South Bend.....	.....	s11.00	.....	.....	.....	s 1.50	.....	1.23	s 1.35	.....	.....
89.45	Mishawaka.....	.....	s11.10	.....	.....	.....	E 2.14	.....	1.29	s 1.45	.....	.....
95.05	Osceola.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
95.74	WG.....	.....	11.20	.....	.....	.....	2.25	.....	1.36	1.56	.....	.....
100.56	Elkhart.....	.....	11.30	.....	.....	.....	2.35	.....	1.42	2.05	.....	.....
	ARRIVE	P. M.	P. M.	P. M.	A. M.	P. M.	A. M.	P. M.	A. M.	A. M.		

No. 128 will not carry passengers.
Time shown at *Chicago* is for information only.

SOUTH BEND TO J. K.

WESTWARD—FIRST-CLASS

Miles from South Bend	STATIONS	1	5						
		Ill. Div.	Ill. Div.						
		Daily Except Sunday	Daily Except Sunday						
	LEAVE	A. M.	P. M.						
.....	South Bend.....	6.20	4.10	.....	.....	.....	.....	.....	.....
2.67	JK.....	6.30	4.18	.....	.....	.....	.....	.....	.....
	ARRIVE	A. M.	P. M.						

J. K. TO SOUTH BEND

EASTWARD—FIRST-CLASS

Miles from JK	STATIONS	2	4						
		Ill. Div.	Ill. Div.						
		Daily Except Sunday	Daily Except Sunday						
	LEAVE	A. M.	P. M.						
.....	JK.....	11.30	6.28	.....	.....	.....	.....	.....	.....
2.67	South Bend.....	11.40	6.35	.....	.....	.....	.....	.....	.....
	ARRIVE	A. M.	P. M.						

ELKHART TO GIBSON AND ENGLEWOOD

WESTWARD—FREIGHT TRAINS

Miles from Elkhart	STATIONS	P. C. 1	L. S. 3	L. S. 1	B. C. 3	K. G. 1	K. G. 3					
		Freight	Freight	Freight	Freight	Freight	Freight					
		Daily	Daily	Daily	Daily	Daily	Daily					
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.					
.....	Elkhart.....	2.30	4.30	5.30	6.45	9.00	10.30	.....	.....	.....	.....	.....
60.57	Porter.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
82.00	Gibson.....	.....	10.00	.....	.....	1.00	4.00	.....	.....	.....	.....	.....
93.91	Englewood.....	9.00	.....	10.30	11.00	.....	.....	.....	.....	.....	.....	.....
	ARRIVE	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.					

For information only; not conferring time table superiority.

ENGLEWOOD AND GIBSON TO ELKHART

EASTWARD—FREIGHT TRAINS

Miles from Englewood	STATIONS	C. W. 10	N. Y. 8	Advance N. Y. 4	X. N. 2	N. Y. 4	C. S. 4					
		Freight	Freight	Freight	Freight	Freight	Freight					
		Daily Except Monday	Daily	Daily	Daily	Daily	Daily Except Sunday					
	LEAVE	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.					
.....	Englewood.....	6.00	1.00	6.30	7.00	11.00	11.00	.....	.....	.....	.....	.....
.....	Gibson.....	6.00	1.00	6.30	7.00	11.00	.....	.....	.....	.....	.....	.....
93.91	Elkhart.....	10.30	5.30	10.30	11.30	3.00	6.00	.....	.....	.....	.....	.....
	ARRIVE	A. M.	P. M.	P. M.	P. M.	A. M.	A. M.					

For information only; not conferring time table superiority.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SIGNAL STATION B TO CHICAGO

STATIONS		Office Calls	Miles from Buffalo via Norwalk and Old Road	SIGNALS Track No. 1	Track No. 2	Track No. 3	Track No. 4	TELEPHONES LOCATION	Side of Track	Line
B..... Open day and night	C.S.	B	436.6	INT.	INT.	INT.	INT.	Interlocking signal station..	N	T.D.-M-Y
Elkhart..... Open day and night	C.S.	RT	436.8					Station.....	N	T.D.-M-Y
	C.S.							Hump office.....	S	T.D.-M-Y
	C.S.							Westward yard office.....	S	T.D.-M-Y
	C.S.							Eastward yard office.....	S	T.D.-M-Y
				438.1			439.4			
					439.2					
				439.1						
				440.1	440.2					
				441.1	441.2					
				442.1	442.2					
				443.1						
					443.2					
WG..... Open day and night	C.S.	WG	441.6	INT.	INT.	INT.	INT.	Interlocking signal station..	N	T.D.-M-Y
Osceola..... Open week days. 7:30 a. m. to 4:30 p. m.	C.S.	JH	442.3					Station.....	S	T.D.-M
				444.1		444.3				
	C.S.				445.2			Power house switch, on pole.	N	T.D.-M
	C.S.			446.1		446.3		On pole.....	S	T.D.-M
					446.2					
				447.1	447.2					
				448.1	448.2					
				449.1	449.2					
	C.S.							Eastward siding, east end, on pole.....	S	T.D.-M
Mishawaka..... Open day and night	C.S.	AU	447.9	T.O.	T.O.			West end of westward siding.		
	C.S.							in pole box.....	N	T.D.-M
	C.S.							Crossover, on pole.....	N	T.D.-M
								Station.....	N	T.D.-M
	C.S.							Freight station.....	S	T.D.-M
								Eastward siding, west end,		
	C.S.							on pole.....	S	T.D.-M
					450.2					
				450.1						
					451.2					
	C.S.			451.1				Pole box at Leer St.....	S	T.D.-M
				452.1	452.2					
	C.S.				453.2G			Pole box 300 ft. east of High St. at crossover.....	N	T.D.-M
	C.S							Pole box 200 ft. east of Michigan St.....	N	T.D.-M
South Bend..... Open week days 7:15 a. m. to 5:15 p.m.	C.S.	HF	451.9					Station.....	N	T.D.-M-Y
	C.S.									
	C.S.									
	C.S.									
South Bend— G. T. Ry.....	C.S.		452.5	INT.	INT.			G. T. crossover.....	N	T.D.-M-Y
	C.S.							Interlocking signal station..	N	Y
NX..... Open day and night	C.S.	NX	452.9	INT.	INT.			Pole box opposite round house.....	S	T.D.-M
	C.S.							Interlocking signal station..	N	T.D.-M-Y
								Eastward siding, west end, in booth.....	S	T.D.-M-Y

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SIGNAL STATION B TO CHICAGO—Continued

STATIONS		Office Calls	Miles from Buffalo via Norwalk and Old Road	SIGNALS				TELEPHONES		
				Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line
	C.S.			455.1G				O'Brien plant switch, on pole	N	Y
	C.S.				456.2			Singer plant switch, on pole..	S	Y
				457.1G	457.2			Westward siding, west end,		
	C.S.			458.1	458.2			on pole.....	N	Y
					459.2					
				459.1				Eastward siding, east end		
	C.S.				460.2		460.4	in booth.....	S	T.D.-M-Y
Lydick.....	C.S.		459.2	460.1				Station.....	N	Y
	C.S.									
CK.....	C.S.	CK	459.4	INT.	INT.	INT.		Interlocking signal station..	N	T.D.-M-Y
Open day and night										
Lydick Track				462.1		462.3				
Pans.....	C.S.		459.5		462.2			Pump station.....	S	Y
				463.1	463.2	463.3				
				464.1	464.2	464.3				
Terre Coupee...	C.S.		463.6					Eastward siding, east end on pole.....	S	T.D.-M
				465.1	465.2	465.3G				
				466.1		466.3G				
					466.2					
	C.S.							At house track switch.....	S	T.D.-M
New Carlisle....	C.S.	NC	465.3	T.O.	T.O.	T.O.		Station.....	S	T.D.-M
Open week days 7:00 a. m. to 7:00 p. m.										
					467.2					
				468.1		468.3G				
					468.2					
				469.1		469.3G				
					469.2					
				470.1		470.3G				
					470.2					
				471.1	471.2	471.3				
				472.1		472.3				
					473.2					
				473.1		473.3				
Rolling Prairie..	C.S.	RO	471.6		T.O.			Station.....	N	T.D.-M
Open day and night	C.S.							Eastward siding, west end, on pole.....	S	T.D.-M
				474.1						
					474.2G					
				476.1	476.2					
				477.1	477.2					
				478.1						
WR—N. Y. C. &					479.2					
St. L. R. R...	C.S.	WR	477.6	INT.	INT.			Interlocking signal station..	S	T.D.-M-Y
Open day and night										
				480.1						
					480.2					
La Porte.....	C.S.		478.6					Freight station.....	S	T.D.-M-Y
	C.S.							Station.....	S	T.D.-M-Y
	C.S.							Track Suprs. office.....	S	T.D.-M
	C.S.							Madison St., east side,on pole	N	T.D.-M
	C.S.							Rumley plant switch, on pole	N	Y

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SIGNAL STATION B TO CHICAGO—Continued

STATIONS		Office Calls	Miles from Buffalo via Norwalk and Old Road	SIGNALS				TELEPHONES		
				Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line
La Porte—P. M. R. R..... Open day and night	C.S.	JD	478.9	INT.	INT.	INT.	INT.	Interlocking signal station..	N	T.D.-M-Y
	C.S.			482.1 483.1 483.1A 484.1	482.2 483.2 484.2	482.3G 483.3G 483.3A 484.3	482.4 483.4 484.4	On pole at Orchard Ave. road crossing.....	S	T.D.-M
Pinola.....	C.S. C.S. C.S.		482.7					Station..... Station, on west side..... Coal dock engine room.....	S S S	T.D.-M-Y T.D.-M T.D.-M-Y
				485.1 486.1 487.1	485.2 486.2	485.3 486.3 487.3	485.4 486.4	On pole just east of Forresters Crossing.....	N	Y
Durham..... Open day and night	C.S.	FS	485.0					Signal station.....	S	T.D.-M-Y
				488.1 489.1	487.2 488.2G 489.2G 490.2G					
HM..... Open day and night	C.S.	HM	488.5	INT.	INT.			Interlocking signal station..	S	T.D.-M
				491.1 492.1 493.1	491.2G 492.2G 493.2G					
Burdick.....	C.S. C.S.		492.0					Station, on west end..... Westward siding, east end, on pole.....	N N	T.D.-M T.D.-M
Chesterton Track Pans.....	C.S.		496.1	495.1 496.1 497.1	495.2G 496.2G 497.2			Pump station.....	N	T.D.-M
Chesterton..... Open 6:45 a. m. to 2:45 p. m.	C.S. C.S.	CA	496.3					Station..... On pole 100 feet east of pass. station.....	S N	T.D.-M T.D.-M
Porter..... Open day and night	C.S. C.S.	WS	497.3	499.1	499.2			Station..... East end E.J.& E.wye,on pole	S S	T.D.-M-Y Y
PO..... Open day and night	C.S. C.S.	PO	497.4	INT.	INT.			Interlocking signal station.. Eastward siding, west end, in booth.....	N S	T.D.-M-Y T.D.-M-Y

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SIGNAL STATION B TO CHICAGO—Continued

STATIONS		Office Calls	Miles from Buffalo via Norwalk and Old Road	SIGNALS				TELEPHONES		
				Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line
				500.1	501.2					
				501.1	502.2G					
				502.1	503.2G					
				503.1	504.2					
Dune Park.....	C.S.	FN							N	T.D.-M
Open 1:30 p. m. to 5:30 a. m.	C.S.		501.9					Eastward siding, east end, on pole.....	S	T.D.-M
	C.S.							Eastward siding, west end, on pole.....	S	T.D.-M
	C.S.							Westward siding, west end, on pole.....	N	T.D.-M
				505.1	505.2					
				506.1	506.2					
				507.1	507.2					
				508.1	508.2					
				509.1	509.2					
Millers.....	C.S.	MR	507.6	T.O.	T.O.			Station.....	N	T.D.-M
Open day and night	C.S.							Eastward siding, east end, on pole.....	S	T.D.-M
				510.1	510.2					
				511.1	511.2					
				512.1	512.2					
				513.1	513.2					
Gary.....	C.S.		511.2					Station.....	S	T.D.-M-Y
	C.S.							Freight station.....	N	T.D.-M-Y
	C.S.							Eastward siding, east end, on pole.....	N	T.D.-M
	C.S.							Eastward siding, west end, in booth.....	N	T.D.-M
				514.1	514.2					
				515.1	515.2					
	C.S.			516.1				Opposite Curtis station, on pole.....	S	Y
					516.2					
				517.1						
Pine.....	C.S.		515.5		517.2			Station.....	N	T.D.-M-Y
	C.S.							Station, on west end.....	N	Y
NE.....	C.S.	NE	515.8	INT.	INT.	INT	INT.	Interlocking signal station..	S	T.D.-M-Y
Open day and night										
				518.1	518.2	518.3	518.4			
				519.1	519.2	519.3	519.4			
Indiana Harbor —B.& O.R.R..	C.S.		517.8	INT.	INT.	INT.	INT.	Interlocking signal station...	N	T.D.-M-Y
Indiana Harbor..	C.S.	BR	517.9					Station.....	S	T.D.-M-Y
Open 5:00 a. m. to 11:45 p. m.	C.S.							Freight station.....	S	M-Y

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

SIGNAL STATION B TO CHICAGO—Continued

STATIONS		Office Calls	Miles from Buffalo via Norwalk and Old Road	SIGNALS Track No. 1	Track No. 2	Track No. 3	Track No. 4	TELEPHONES LOCATION	Side of Track	Line
Indiana Harbor Lift Bridge... Open day and night	C.S.	HC	518.4	INT.	INT.	INT.	INT.	Interlocking signal station...	N	T.D.-M-Y
	C.S.							Yard office.....	S	T.D.-M-Y
	C.S.							West end of yard, on pole....	S	Y
				521.1		521.3				
					521.2		521.4			
				522.1		522.3				
					522.2		522.4			
	C.S.							Freight station.....	S	M
	C.S.							West of freight station, on pole.....	S	T.D.-M
Whiting.....	C.S.		520.8					Station.....	S	T.D.-M
MS..... Open day and night	C.S.	MS	520.9	INT.	INT.	INT.	INT.	Interlocking signal station...	N	T.D.-M
	C.S.									
				524.1		524.3				
					524.2		524.4			
Robertsdale.....			521.9							
	C.S.			525.1	525.2	525.3	525.4	State Line, on pole.....	S	T.D.-M
	C.S.									
				526.1	526.2	526.3	526.4			
East Side.....	C.S.		524.1					Station.....	S	Y
Calumet Lift Bridge..... Open day and night	C.S.	CR	524.7	INT.	INT.	INT.	INT.	Interlocking signal station..	N	T.D.-M-Y
				527.1		527.3G				
South Chicago..	C.S.		525.5					Station.....	N	T.D.-M-Y
	C.S.							Freight station.....	N	T.D.-M-Y
	C.S.					528.3		Manistee Ave., switch tenders cabin.....	N	T.D.-M-Y
				528.1	528.2		528.4			
				529.1		529.3				
					529.2		529.4			
				530.1	530.2	530.3	530.4			
	C.S.							Stony Island Ave., on pole...	S	T.D.-M
				531.1	531.2	531.3	531.4A			
Grand Crossing..			528.3							
							531.4			
71st St..... Open day and night	C.S.	JN	528.9	INT.	INT.	INT.	INT.	Interlocking signal station..	N	T.D.-M-Y
Park Manor....	C.S.		529.6					67th St., yard masters office	N	T.D.-M-Y
				532.1	532.2					
				533.1						
Englewood.....	C.S.		530.7		533.2A					
	C.S.							Station.....	W	City
	C.S.							General yard masters office..	E	T.D.-M-Y
	C.S.							61st St., yard office.....	E	City
					533.2					
61st St.....			531.0	INT.	INT.	INT.		Interlocking signal station..		
45th St.....			532.9	INT.	INT.	INT.	INT.	Interlocking signal station..		
Root St.....			533.6	INT.	INT.			Interlocking signal station..		
16th St.....			536.3	INT.	INT.	INT.	INT.	Interlocking signal station..		
Polk St.....			537.1	INT.	INT.	INT.	INT.	Interlocking signal station..		
Chicago..... Open day and night		SC	537.3							

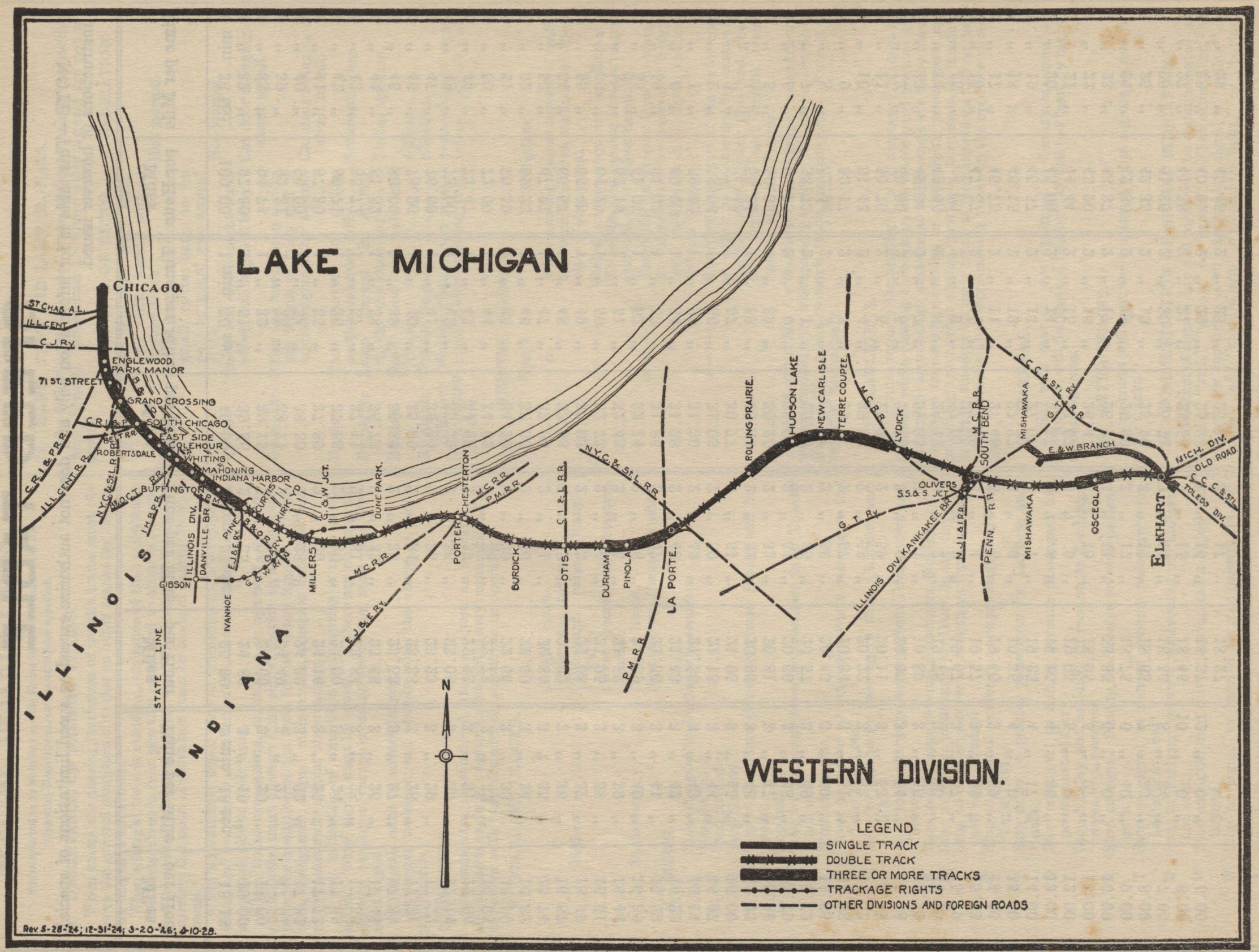
ABBREVIATIONS

Train dispatching	T. D.	Automatic	Number
Message	M	Train order	T. O.
Block	B	Manual block	M. B.
Yard	Y	Interlocking	INT.
North	N	Distant	D
South	S	Switch	SW.
East	E	Communicating station	C. S.
West	W		

SPEED TABLE

NOTE—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 36 sec.	100.00	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	3 min. 18 sec.	18.18
0 " 37 "	97.30	1 " 31 "	39.56	2 " 25 "	24.83	3 " 19 "	18.09
0 " 38 "	94.74	1 " 32 "	39.13	2 " 26 "	24.66	3 " 20 "	18.00
0 " 39 "	92.31	1 " 33 "	38.71	2 " 27 "	24.49	3 " 21 "	17.91
0 " 40 "	90.00	1 " 34 "	38.30	2 " 28 "	24.32	3 " 22 "	17.82
0 " 41 "	87.80	1 " 35 "	37.89	2 " 29 "	24.16	3 " 23 "	17.73
0 " 42 "	85.71	1 " 36 "	37.50	2 " 30 "	24.00	3 " 24 "	17.65
0 " 43 "	83.72	1 " 37 "	37.11	2 " 31 "	23.84	3 " 25 "	17.56
0 " 44 "	81.82	1 " 38 "	36.73	2 " 32 "	23.68	3 " 26 "	17.48
0 " 45 "	80.00	1 " 39 "	36.36	2 " 33 "	23.53	3 " 27 "	17.39
0 " 46 "	78.26	1 " 40 "	36.00	2 " 34 "	23.38	3 " 28 "	17.31
0 " 47 "	76.60	1 " 41 "	35.64	2 " 35 "	23.23	3 " 29 "	17.22
0 " 48 "	75.00	1 " 42 "	35.29	2 " 36 "	23.08	3 " 30 "	17.14
0 " 49 "	73.47	1 " 43 "	34.95	2 " 37 "	22.93	3 " 31 "	17.06
0 " 50 "	72.00	1 " 44 "	34.62	2 " 38 "	22.78	3 " 32 "	16.98
0 " 51 "	70.59	1 " 45 "	34.29	2 " 39 "	22.64	3 " 33 "	16.90
0 " 52 "	69.23	1 " 46 "	33.96	2 " 40 "	22.50	3 " 34 "	16.82
0 " 53 "	67.92	1 " 47 "	33.64	2 " 41 "	22.36	3 " 35 "	16.74
0 " 54 "	66.67	1 " 48 "	33.33	2 " 42 "	22.22	3 " 36 "	16.67
0 " 55 "	65.45	1 " 49 "	33.03	2 " 43 "	22.08	3 " 37 "	16.59
0 " 56 "	64.29	1 " 50 "	32.73	2 " 44 "	21.95	3 " 38 "	16.51
0 " 57 "	63.16	1 " 51 "	32.43	2 " 45 "	21.82	3 " 39 "	16.44
0 " 58 "	62.07	1 " 52 "	32.14	2 " 46 "	21.69	3 " 40 "	16.36
0 " 59 "	61.02	1 " 53 "	31.86	2 " 47 "	21.56	3 " 41 "	16.29
1 " 0 "	60.00	1 " 54 "	31.58	2 " 48 "	21.43	3 " 42 "	16.22
1 " 1 "	59.02	1 " 55 "	31.30	2 " 49 "	21.30	3 " 43 "	16.14
1 " 2 "	58.06	1 " 56 "	31.03	2 " 50 "	21.18	3 " 44 "	16.07
1 " 3 "	57.14	1 " 57 "	30.77	2 " 51 "	21.05	3 " 45 "	16.00
1 " 4 "	56.25	1 " 58 "	30.51	2 " 52 "	20.93	3 " 46 "	15.93
1 " 5 "	55.38	1 " 59 "	30.25	2 " 53 "	20.81	3 " 47 "	15.86
1 " 6 "	54.55	2 " 0 "	30.00	2 " 54 "	20.69	3 " 48 "	15.79
1 " 7 "	53.73	2 " 1 "	29.75	2 " 55 "	20.57	3 " 49 "	15.72
1 " 8 "	52.94	2 " 2 "	29.51	2 " 56 "	20.45	3 " 50 "	15.65
1 " 9 "	52.17	2 " 3 "	29.27	2 " 57 "	20.34	3 " 51 "	15.58
1 " 10 "	51.43	2 " 4 "	29.03	2 " 58 "	20.22	3 " 52 "	15.52
1 " 11 "	50.70	2 " 5 "	28.80	2 " 59 "	20.11	3 " 53 "	15.45
1 " 12 "	50.00	2 " 6 "	28.57	3 " 0 "	20.00	3 " 54 "	15.38
1 " 13 "	49.31	2 " 7 "	28.35	3 " 1 "	19.89	3 " 55 "	15.32
1 " 14 "	48.65	2 " 8 "	28.12	3 " 2 "	19.78	3 " 56 "	15.25
1 " 15 "	48.00	2 " 9 "	27.91	3 " 3 "	19.67	3 " 57 "	15.19
1 " 16 "	47.37	2 " 10 "	27.69	3 " 4 "	19.57	3 " 58 "	15.13
1 " 17 "	46.75	2 " 11 "	27.48	3 " 5 "	19.46	3 " 59 "	15.06
1 " 18 "	46.15	2 " 12 "	27.27	3 " 6 "	19.35	4 " 0 "	15.00
1 " 19 "	45.57	2 " 13 "	27.07	3 " 7 "	19.25	4 " 17 "	14.00
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 36 "	13.00
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	5 " 0 "	12.00
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	5 " 27 "	11.00
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	6 " 0 "	10.00
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	6 " 40 "	9.00
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	7 " 30 "	8.00
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	8 " 34 "	7.00
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	10 " 0 "	6.00
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	12 " 0 "	5.00
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27		



Rev 5-28-'24; 12-31-'24; 3-20-'26; 4-10-28.