

ERIE RAILROAD COMPANY

CHICAGO REGION

Marion Division

Time Table No. 23

Effective 12.01 A. M.

SUNDAY, MAY 30, 1926,

Superseding Time Table No. 22

Dated May 31, 1925

FOR EMPLOYEES ONLY

CENTRAL STANDARD TIME

23

J. G. JUNE,
Superintendent
F. W. ROSSER,
Superintendent Transportation
F. G. ROBBINS,
Vice President

*3000 cards - 134.15
15 lines - 4.50
15 lines - 4.50
143.25*

TABLE SHOWING RATE OF SPEED REQUIRED PER MILE TO EQUAL A GIVEN NUMBER OF MILES PER HOUR

Time per Mile	Miles per Hour	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 55 sec.	65.45	1 min 20 sec.	45.00	2 min 0 sec.	30.00	2 min 40 sec.	22.50	4 min 0 sec.	15.00
1 min 0 sec.	60.00	1 min 30 sec.	40.00	2 min 11 sec.	27.48	3 min 0 sec.	20.00	4 min 48 sec.	12.50
1 min 5 sec.	55.38	1 min 42 sec.	35.29	2 min 24 sec.	25.00	3 min 25 sec.	17.56	6 min 0 sec.	10.00
1 min 12 sec.	50.00								

COMPANY SURGEONS

LOCATION	NAME	OFFICE	PHONE	RESIDENCE	PHONE
Marion	F. V. Murphy	203 S. State St.	3166	333 N. Prospect St.	1866
Kenton	B. L. Johnson	W. Columbus	2341	223 N. Main St.	2047
Lima	T. R. Thomas	84 Citizens Bldg.	Main 4114	1126 State St.	Main 2607
Spencerville	J. R. Welch	102½ N. Broadway	Main 91	105 North College Ave.	Main 17
Huntington	J. M. Hicks	350 N. Jefferson St.	76	46 W. Tipton St.	40
Huntington	B. H. B. Grayston Examining Physician only	310 N. Jefferson St.	100	648 N. Jefferson St.	1662-W
Huntington	R. S. Galbreath	14 W. Washington St.	32	1051 Warren St.	2007
Rochester	C. J. Loring	1028 S. Main St.	58	1028 S. Main St.	58
Kouts	P. D. Noland	S. Main St.	105 M	S. Main St.	105-M
Crown Point	J. Blackstone	Cor. Court & Joliet St	49	141 N. Main St.	449
Hammond	H. J. White	663 Hohman St.	Hammond 156	70 Sibley St.	Hammond 115
Chicago	F. A. Lofton.	449 W. 63rd. St.	Wentworth 0733	6340 Normal Ave.	Wentworth 3039

SPECIAL INSTRUCTIONS.

**RULES OF THE OPERATING DEPARTMENT
EFFECTIVE NOVEMBER 1, 1908.**

GENERAL NOTICE.

All train and enginemen are required to be familiar with Special Instructions and Condensed Bulletins in Hand Book issued December 1, 1920.

3. STANDARD CLOCKS.

Marion.....	} Union Depot } West bound Hump Office
Huntington.....	
Hammond.....	Yard Office

4. TIME TABLES.

Between Hammond and Chicago, Chicago and Western Indiana R. R. Rules and Time Table will govern.

Between Griffith and Hammond the tracks of the C. & O. R. R. and Erie R. R. will be operated as joint double track. Erie R. R. rules and time table will govern.

6. SIGNS. Additional to Rule 6.

- D. Day train order office.
- N. Day and night train order office.

* Conditional stop for paying passengers as follows:

No. 3 will stop at Akron to receive passengers for Chicago, and at Akron and 47th Street to discharge passengers from Marion and points east.

No. 4 will stop on signal at Hegewisch to receive passengers for New York, and at Akron to receive passengers for Marion and east, and discharge passengers from Chicago and points west.

No. 229 will stop at all established Milk Stands Huntington to Griffith, and at Clanricarde on signal to receive and discharge passengers.

No. 226 and No. 227 will stop on signal at Espyville, Moran, Converse, Conant and Simpson to receive and discharge passengers.

No. 228 will stop on signal at Saxony, Elliot, Wirts, Forest, Malones, Favorites, and Clanricarde to receive and discharge passengers.

No. 13 and No. 14 will not carry passengers.

14. WHISTLE SIGNALS.

Rule 14 K will apply to trains on double, as well as single track, and whistle signal will be sounded as per rule while passing cabooses as well as engine.

19. MARKERS.

It is required that the following signals be displayed,

one on each side of the rear of every train, as markers, to indicate the rear of the train: By day, marker lamps (not lighted); by night, a green light to the front and side and red light to the rear; except when the train is clear of the main track, when it is required that a green light be displayed to the side and rear.

When a train by night, is turned out against the current of traffic, or when a train is running against the current of traffic, on double track, it is required that green lights be displayed to the side, a green light to the rear on the side next to the main track on which the current of traffic is in the direction the train is standing or moving, a red light to the rear on the opposite side, with cupola light (if the train has a caboose) turned low.

When a train has no caboose or when a freight car is located behind the caboose, it is required a red flag be displayed on the rear car by day and two or more red lights by night.

21. CLASSIFICATION SIGNALS.

The display of white classification flags and white classification lights as required under Rule 21 will be omitted on all extra trains between Marion and Hammond, except passenger extras, express extras, and passenger equipment trains.

26-B. SPEED RESTRICTIONS.

	Miles Per hour.
Passenger trains	60
Express trains with freight equipment	45
Freight trains	45
R-1, 2 and 3 engines.....	30
N-1 and 2 engines.....	35
Light engines or with caboose only.....	30
Trains hauling wrecking derrick.....	30
Trains on Eastward and Westward tracks between Hammond and H Y Tower	25
Trains hauling eight wheel swivel truck cranes	20
Trains hauling dead engines.....	20
All trains over railroad crossings at grade....	40
Except railroad crossings at North Judson and Griffith	20

All trains entering or leaving sidings or yards, passing from double to single or single to double track, or through cross-overs

All engines except N-1, K-2A and K-5 engines eastbound over Palmer Trestle

N-1, K-2A and K-5 engines eastbound over Palmer Trestle

Engineers of trains on eastward track, within a

distance of 500 feet east and west of Palmer Trestle, will not use steam or apply air brakes while engine is on Trestle.

All trains, on westward track over Palmer Arch and through turnout west of it25

All trains thro city limits Kenton..... 8

C. & O. engines 2-6-6-2 Mallet Type and 2-8-2 Mikado Type on westward track, bridge 242.66 one-half mile east of Highlands25

All trains on eastward track from Canal Bridge west of Spencerville to SV tower 40

81. CLASSIFICATION OF TRAINS.

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

83. CLEARING OF TRAINS.

First class trains will not leave Marion without train order or a clearance card (Form 1012).

No train will leave Huntington without orders or a clearance card (Form 1012).

Eastbound trains, except first class, will not leave H Y Tower without train order or a clearance card (Form 1012).

Westbound trains, except first class, will not leave Griffith without train order or a clearance card (Form 1012).

Westbound trains, except first class, will not leave Marion Yard without first securing permission.

83-A. TRAIN REGISTERS.

Union Depot, First class trains.
Marion..... Westbound Hump Office, except first class trains.

Huntington Yard Office.

Griffith.....First class trains, west bound.

Hammond.... Yard Office, except first class trains.

Conductors of first class trains will leave register slips at HY Tower. Conductors of westbound first class trains will leave register slips at Griffith.

90. SIDINGS.

	Car Capacity	
	Eastward	Westward
Decliff	85	85
Hepburn	85	85
K. N. Tower	85	0
Kenton	0	100
W. X. Sidings.....	85	80
H. D. Sidings.....	85	85
K. P. Sidings.....	85	85
S. V. Tower.....	85-85	85-85
Elgin	85	85
Ohio City	85	85

State Line	85	85
D. A. Sidings	85	85
Kingsland	85	85
Markle	85	85
W. O. Sidings	85	85
Bolivar	85	85
Disko	85	85
Athens	85	85
Pershing	85	85
Monterey	85	50
Aldine	85	85
J. O. Tower.....	85-85	85-85
Lomax	85	85
Kouts	85	85
M. A. Sidings	85	85
Palmer Sidings	85	70
Crown Point	85	85
Griffith	85	85
Highland	0	85

98. GRADE CROSSINGS.

Except where Interlocking Signals are in operation at railroad crossings at grade, trains and engines are required to come to a full stop as follows:

In Ohio, not less than 200 feet, nor more than 800 feet from crossing.

In Indiana, not less than 40 feet, nor more than 500 feet from crossing.

LIMA.

B. & O. R. R. and N. Y. C. & St. L. R. R.; Target horizontal, proceed on Erie R. R. Target vertical, no train will proceed.

OHIO CITY.

C. N. R. R. and N. Y. C. & St. L. R. R.; Target horizontal, proceed on Erie R. R. Display of red ball, by day, and in addition a red light by night under target board and lights, no train will proceed.

The position of targets at night will be indicated by two red lights.

At the crossing of N. Y. C. & St. L. R. R. Hammond Draw Bridge west of Hammond the lower arm on the two double arm home signals will govern Erie trains.

109. CROSSOVER MOVEMENTS.

When necessary to crossover to other main track permission will be obtained before using crossovers except those in Marion, Lima, Huntington and Hammond Yards. This does not relieve Enginemen and Trainmen from protecting the movement as per Rule 99. Permission to use crossovers operated by interlocking plants will be given by signal indication.

Passenger trains will make a full stop before entering a crossover providing train is not scheduled to pass through the crossover regularly.

111. YARD LIMITS. Indicated by signs.

- Marion
- Kenton
- Lima
- Spencerville
- Ohio City
- Decatur
- Huntington
- Rochester
- North Judson
- Griffith
- Hammond

112. REGULAR WATER AND COALING STATION LIMITS. Indicated by signs.

- Hepburn
- Kenton
- Alger
- Lima
- S. V. Tower
- Spencerville
- Ohio City
- Decatur
- Uniondale
- Laketon
- Rochester
- Monterey
- J. O. Tower
- Lomax
- Favorites
- Crown Point

201. MOVEMENTS NOT PROVIDED BY TIME TABLE.

Between Griffith and Hammond extra trains will proceed without running orders.

**443 SPECIAL ORDER BOOKS AND
566 BULLETIN BOARDS.
590**

Marion.....	Westbound Hump Office Union Depot
Huntington.....	Yard Office
Griffith	
HY Tower	
Hammond.....	Yard Office
Chicago.....	Dispatcher's Office Dearborn Station

201. FORM R—INSTRUCTIONS COVERING TRAINS MOVING AGAINST THE CURRENT OF TRAFFIC.

Unless otherwise provided, all trains moving against the current of traffic, are required to:

1. Approach public crossings at grade carefully giving the due warnings of approach as provided by the rules.

2. Reduce speed to 20 miles per hour over facing switches.

3. Keep a careful lookout for workmen.

4. Observe temporary and permanent slow order requirements as prescribed by Operating Rules 26 A and 26 B.

5. Stop before crossing drawbridges and proceed only under pilot protection of the Bridge Tenders; maintain a speed not to exceed 5 miles per hour crossing draw span and until rear car of train is clear

6. Proceed only under flag or pilot protection in established yard limits within which trains and engines are permitted to cross-over without first obtaining permission from the Train Dispatcher or Signalman.

7. Approach interlocking plants under full control, prepared to stop, and proceed only under proper signal indication, or as prescribed by interlocking rule 58.

8. As a warning to employees who may be upon the track, sound the whistle and bell signal when approaching curves where the view of the track is obscured and if such curves are long, repeat the signals at short intervals until the view is clear.

Note—These instructions do not modify the rule requiring protection of switching movements over highway crossings.

RULES GOVERNING AUTOMATIC SIGNAL, INTERLOCKING AND TELEPHONE OPERATION, EFFECTIVE MAY 15, 1914

Between Griffith and Marion, Automatic Block Signal Rules will govern.

6. RIGHTS OF TRAINS.

Trains in Automatic Territory will run, on double track, with the current of traffic, upon signal indication, which signal indication supersedes time table superiority. See Rules 30 and 55.

29. TELEPHONE TRAIN ORDER SIGNALS.

Eastbound

Auto.	Sig.	735—2	Hepburn
"	"	753—2	W. X. Sidings
"	"	761—2	H. D. Sidings
"	"	771—2	K. P. Sidings
"	"	782—2	S. V. Tower
"	"	789—2	Elgin
"	"	797—2	Ohio City
"	"	807—2	State Line
"	"	815—2	D. A. Sidings
"	"	835—2	Markle
"	"	845—2	Huntington

"	"	851—2	W. O. Sidings
"	"	870—2	Disko
"	"	881—2	Athens
"	"	891—2	Pershing
"	"	902—2	Monterey
"	"	911—2	Aldine
"	"	923—2	Lomax
"	"	936—4	M. A. Sidings
"	"	942—2	Palmer Sidings
"	"	950—2	Crown Point

Westbound

Auto. Sig.	735—1	Hepburn	
"	"	753—1	W. X. Sidings
"	"	760—3	H. D. Sidings
"	"	771—3	K. P. Sidings
"	"	780—1	S. V. Tower
"	"	789—1	Elgin
"	"	797—1	Ohio City
"	"	807—1	State Line
"	"	815—1	D. A. Sidings
"	"	835—1	Markle
"	"	842—1	Huntington
"	"	851—1	W. O. Sidings
"	"	870—1	Disko
"	"	881—1	Athens
"	"	891—1	Pershing
"	"	900—1	Monterey
"	"	911—1	Aldine
"	"	915—1	JO Tower
"	"	922—1	Lomax
"	"	930—1	Kouts
"	"	936—3	M. A. Sidings
"	"	942—1	Palmer Sidings
"	"	949—1	Crown Point
"	"	957—1	Griffith

55. TOWERS WHERE INTERLOCKING SIGNALS ARE USED AS TRAIN ORDER SIGNALS.

See Rule 221, Book of Rules of the Operating Department effective Nov., 1, 1908.

K. N. Tower
S. J. Tower
Decatur
Kingsland
Bolivar
Newton
R. S. Tower
DeLong
Wilders
Kouts

In addition to interlocking signals a red flag by day, and a red light by night, displayed on side of tower from which train is approaching will indicate that form 31 order is held for delivery.

A yellow flag by day, and yellow light by night, displayed at telegraph offices indicates form 19 order held for delivery.

All trains and engines (except freight trains having 90 per cent and over engine rating) are required to stop before passing a call-on-signal or a dwarf signal used as a call-on-signal, and then proceed at reduced speed prepared to stop short of any obstruction.

All trains and engines going into Griffith against the current of traffic will come to a full stop before passing over interlocking plant.

MOZIER BLOCK RULES

In effect May 14, 1893.

Between Griffith and Hammond, Mozier Block Rules will govern.

STATIONS AND TOWERS WHERE TRAIN ORDER SIGNALS ARE USED AS MANUAL BLOCK SIGNALS.

See Rule 221, Book of Rules of the Operating Department effective Nov. 1st., 1908.

Griffith (Westbound).

Highland Tower.

H. Y. Tower.

Indications of manual block signals do not convey information as to the condition of that part of a block within yard limits. It must be understood that a clear block displayed at a manual block station at the entrance to a block in which there are yard limits, indicates condition of the block outside of yard limits only.

HOURS DURING WHICH DAY OR NIGHT TRAIN ORDER AND BLOCK OFFICES ARE IN OPERATION.

Day or night Train Order and Block Offices are specified as opening and closing at certain times, but it is frequently necessary to have them open at hours before or after the time specified for operation, and trains will be governed by the signals at such points regardless of the time specified for operation. All concerned entering a block under caution signal displayed at a Day and Night Block Signal Office will run under caution to the next Day and Night Block Signal Office regardless of a proceed signal that may be displayed at intermediate Day or Night Block Signal Office, except when Enginemen have positive information that the Day or Night Block Signal Office is actually in operation. If a stop signal is displayed trains will stop and ascertain cause.

RATING FOR ORDINARY TRAINS

To obtain the rating for a locomotive, add to

the actual gross weight in tons of each car the car factor shown until the total equals the number of tons shown as the rating for the locomotive in question. The caboose is to be counted as one car, using its stenciled weight, and giving it the same car factor as is used for the other cars in the train. When the rating totals a fraction of a car less than the assigned rating, add one more car to the train.

To obtain the rating for a train handled by more than one locomotive, add together the ratings for each locomotive used and proceed as above.

In every case the temperature will determine the rating and car factor to be used. The following temperatures govern:

Rating	Temperature
A.....	50° and above
B.....	49° to 35°
C.....	34° to 20°
D.....	19° to 5°
E.....	4° to 10° below zero
F.....	11° below zero and lower

In case of high winds, bad rail conditions, or if, for any other reason, the Superintendent deems it advisable, the rating next lower than the specified rating should be used.

In reporting tonnage, take no account of the car factor added for the purpose of rating locomotives, but only report the actual tonnage as per bills. Yard Masters, in all cases, should so load trains as to give the tonnage specified for each locomotive, being careful not to run trains with all empty cars unless the full rating of the locomotives can be made with empty cars within the car limit. Yard Masters will show on consist reports and Conductors will show on Form 3749 the car factor used on each train.

CLASSIFICATION OF ENGINES

H-21	1618	1680	1745	1751	1753
	1757	1758	1761	1769	1770
	1771	1778	1783	2005	2010
	2011	2021	2042	2047	2050
	2083				
H-21 A	1617	1620	1623	1624	1635
	1638	1639	1644	1645	1650
	1654	1656	1667	1669	1677
	1683	1690	1692	1694	1696
	1697	1698	1714	1718	1719
	1722	1724	1741	1746	1749
	1756	1767	1775	1782	1784
	1786	1788	2006	2016	2019
	2025	2029	2041	2067	2075
H-21 B	1674	1723	1774	1780	2009
	2027	2059	2084		
H-21 B+	1633	1648	1657	1658	1662
	1664	1675	1709	1717	2020

H-22	1801	1806	1809	1813	1819
	1842	1862			
H-22 A	1856				
K-1	2554	2555	2556	2560	2562
K-2A	2906	2912	2913	2914	

MARION TO HAMMOND

Rating	A	B	C	D	E	F
Car Factor	21	23	25	26	27	28
H-21A-B	5300	5035	4770	4505	4240	3975
H-21 B+	5645	5365	5080	4800	4515	4235
H-21	4825	4575	4350	4200	4065	3915
K-1	4150	3915	3715	3575	3455	3325
K-2A	4625	4375	4150	4000	3865	3715

HAMMOND TO HUNTINGTON

Rating	A	B	C	D	E	F
Car Factor	13	15	16	17	18	19
H-21A-B	4035	3830	3630	3430	3225	3025
H21 B+	4400	4175	3955	3740	3515	3300
H-21	3835	3630	3430	3230	3025	2825
K-1	3190	3050	2940	2840	2775	2700
K-2A	3635	3430	3230	3030	2825	2625

HUNTINGTON TO MARION

Rating	A	B	C	D	E	F
Car Factor	13	15	16	17	18	19
H-21A-B	4265	4050	3840	3635	3410	3200
H21 B+	4760	4520	4285	4045	3810	3570
H-21	4065	3850	3640	3435	3210	3000
K-1	3190	3050	2940	2840	2775	2700
K-2 A	3865	3650	3440	3235	3010	2800

Wm. White
D. M. Raney
C. E. Booth
C. F. Morrett

Train Masters

M. V. Huffman, Chief Train Dispatcher.
J. J. Kreisel, Night Chief Train Dispatcher.

Train Dispatchers.

C. McCahill
C. E. Smith
W. J. Briggs
D. C. Carrick

J. E. Curran
E. E. Woolery
J. D. Thomas
A. J. Paddock

FIRST DISTRICT

Distance from Marion	STATIONS AND SIDINGS	WEST BOUND TRAINS			
		FIRST CLASS			
		3	2 2 7	1 3	7
		Daily	Daily Except Sunday	Daily Except Monday	Daily
	NEW YORK.....Dp.	P.M. 2.40			A.M. 12.30
0.0	Penna Lines MARION.....Dp. N 3.9 H.V.	A.M. 10.25	P.M. 5.00	P.M. 5.55	A.M. 12.20
2.9	M. J. TOWER.....	10.30	5.05	6.00	12.25
10.7	7.8 DE CLIFF.....	10.40	s 5.17	6.09	12.37
17.3	6.6 HEPBURN..... 6.9	10.48	s 5.27	6.18	12.45
24.2	K. N. TOWER.....N N.Y.C. 0.8	10.56	5.36	6.27	12.53
25.0	KENTON..... C.C.C.&St.L. 7.3	s 10.59	s 5.40	6.29	s 12.57
32.3	FORAKER.....		s 5.52		
34.9	2.6 McGUFFEY..... 0.9		s 5.56		
35.8	W. X. SIDINGS.....	11.11	5.58	6.41	1.11
38.1	2.3 ALGER.....		s 6.02		
42.2	4.1 HARRODS..... 1.5		s 6.09		
43.7	H. D. SIDINGS.....	11.20	6.12	6.51	1.20
46.0	2.3 WESTMINSTER..... D.T.&I. O.E. 4.9		f 6.16		
50.9	S. J. TOWER.....N	11.29	6.23	7.01	1.29
51.9	B.&O. 1.0 N.Y.C. & St.L. LIMA..... 2.0	s 11.37	s 6.32	7.05	s 1.39
53.9	K. P. SIDINGS.....	11.40	6.35	7.08	1.43
58.3	4.4 KEMP.....		s 6.42		
64.0	5.7 S. V. TOWER.....	11.52	6.50	7.25	1.56
64.8	0.8 SPENCERVILLE.....N 6.9	s 11.57	s 6.56	7.30	s 2.02
71.7	ELGIN.....	12.06	s 7.06	7.40	2.11
79.3	7.6 OHIO CITY.....N N.Y.C. & St.L. 4.1 C.N.	s 12.18	s 7.21	7.51	s 2.24
83.4	GLENMORE.....		f 7.28		
87.8	4.4 WREN..... 2.3		s 7.35		
90.1	STATE LINE.....	12.32	7.39	8.07	2.36
91.4	1.3 RIVARE.....		f 7.42		
96.0	4.6 DECATUR.....N Penna. Lines 1.8	s 12.42	s 7.52	8.15	s 2.48
97.8	3.0 D. A. SIDINGS.....	12.49	7.55	8.18	2.52
100.8	PREBLE.....		s 8.01		
102.8	2.0 MAGLEY.....		s 8.05		
105.8	3.0 TOCSIN..... 3.5		s 8.11		
109.3	I.S.C. KINGSLAND.....N N.Y.C. & St.L. 3.3	1.03	s 8.18	8.34	3.07
112.5	UNIONDALE.....		s 8.25		
117.8	5.3 MARKLE..... Wabash 8.8	1.13	s 8.35	8.52	3.17
126.6	HUNTINGTON...Ar. N	1.25	8.50	9.10	3.30
269.5	CHICAGO.....Ar. N	P.M. 5.10		P.M. 1.30	A.M. 7.20

Distance from Huntington	STATIONS AND SIDINGS	FIRST DISTRICT			
		EAST BOUND TRAINS			
		FIRST CLASS			
		S	226	4	14
	Daily	Daily Except Sunday	Daily	Daily Except Sunday	
	NEW YORK ... Ar.	A.M. 7.14		P.M. 3.50	
126.6	MARION ... Ar. N Penna. Lines 2.9 H. V.	A.M. 5.30	P.M. 12.05	P.M. 5.40	P.M. 8.15
123.7	M. J. TOWER	5.23	11.57	5.32	8.07
115.9	DE CLIFF 7.8	5.13	s 11.43	5.22	7.55
109.3	HEPBURN 6.6 6.9	5.06	s 11.32	5.13	7.43
102.4	K. N. TOWER ... N N.Y.C. 0.8	4.57	11.21	5.04	7.32
101.6	KENTON C.C.C. & St.L. 7.3	s 4.55	s 11.19	s 5.02	s 7.30
94.3	FORAKER		s 11.05		
91.7	McGUFFEY 2.6		s 11.00		
90.8	W.X. SIDINGS 0.9	4.40	10.57	4.46	7.07
88.5	ALGER 2.3		s 10.52		
84.4	HARRODS 4.1 1.5		s 10.43		
82.9	H. D. SIDINGS	4.30	10.39	4.37	6.57
80.6	WESTMINSTER 2.3		f 10.34		
75.7	S. J. TOWER ... N D.T. & I. O.E. 4.9	4.18	10.24	4.27	6.43
74.7	LIMA B. & O. 1.0 N.Y.C. & St.L. 2.0	s 4.15	s 10.21	s 4.25	s 6.40
72.7	K. P. SIDINGS	4.05	10.11	4.18	6.25
68.3	KEMP 4.4		f 10.03		
62.6	S. V. TOWER	3.51	9.54	4.05	6.13
61.8	SPENCERVILLE ... N 0.8 6.9	s 3.49	s 9.51	s 4.03	s 6.11
54.9	ELGIN	3.35	s 9.36	3.51	5.55
47.3	OHIO CITY ... N 7.6 C.N. 4.1 N.Y.C. & St.L.	s 3.25	s 9.26	s 3.42	s 5.45
43.2	GLENMORE		s 9.18		
38.8	WREN 4.4 2.3		s 9.09		
36.5	STATE LINE	3.07	9.05	3.25	5.29
35.2	RIVARE 1.3		f 9.03		
30.6	DECATUR ... N 4.6	s 2.57	s 8.57	s 3.17	s 5.18
28.8	D. A. SIDINGS Penna. Lines 1.8	2.50	8.52	3.12	5.09
25.8	PREBLE 3.0		s 8.46		
23.8	MAGLEY 2.0		s 8.42		
20.8	TOCSIN 3.0 3.5		s 8.37		
17.3	KINGSLAND ... N I.S.C. N.Y.C. & St.L. 3.2	2.36	s 8.30	2.57	4.56
14.1	UNIONDALE		s 8.25		
8.8	MARKLE 5.3	2.26	s 8.15	2.46	f 4.46
0.0	HUNTINGTON ... Dp. N Wabash 8.8	2.11	8.00	2.35	4.35
		A.M.	A.M.	P.M.	P.M.
	CHICAGO ... Dp. N	10.20		11.00	12.35
		P.M.		A.M.	P.M.

SECOND DISTRICT

WEST BOUND TRAINS.

Distance from Marion	STATIONS AND SIDINGS	FIRST CLASS.					
		103	7	229	3	107	13
		C. & O. No 3				C. & O. No 7	
		Daily	Daily	Daily	Daily	Daily	Daily Except Monday
	NEW YORK Dp.		A.M. 12.30		P.M. 2.40		
126.6	Wabash HUNTINGTON Dp. N		A.M. 3.37	A.M. 4.45	P.M. 1.30		P.M. 9.20
133.4	6.8 W.O. SIDINGS		3.49	4.55	1.40		9.35
135.7	2.3 BIPPUS			s 5.00			
141.8	6.1 SERVIA			s 5.09			
	2.4						
144.2	CCC & St L BOLIVAR N		4.03	f 5.12	1.53		9.47
146.0	Penna Lines 1.8 NEWTON N		4.06	f 5.15	1.55		9.50
146.6	0.6 LAKETON			s 5.18			
	6.3						
152.9	DISKO		4.16	s 5.27	2.05		10.00
158.0	5.1 AKRON			s 5.37	* 2.11		
	5.3						
163.3	ATHENS		4.29	s 5.45	2.18		10.13
168.1	N.Y.C. & St.L. 4.8 R. S. TOWER N		4.35		2.23		
168.5	0.4 ROCHESTER		s 4.40	s 6.00	s 2.28		10.20
173.9	5.4 PERSHING		4.47	f 6.07	2.35		10.27
177.8	3.9 LETTERS			s 6.13			
179.8	2.0 DE LONG N		4.54	s 6.16	2.42		10.35
183.7	Penna Lines 3.9 MONTEREY		4.59	s 6.22	2.47		10.40
	3.7						
187.4	ORA			s 6.27			
190.3	2.9 BASS LAKE JUNCTION			s 6.32			
194.0	3.7 ALDINE		5.11	s 6.38	2.58		10.52
198.5	4.5 J. O. TOWER		5.17	6.45	3.03		10.59
	0.9						
199.4	C & O NYC NORTH JUDSON N		5.19	s 6.58	3.05		11.01
205.3	Penna Lines 5.9 LOMAX		5.26	f 7.05	3.12		11.15
206.3	CI & L 1.0 WILDERS N		5.28	s 7.08	3.13		11.17
213.9	Penna Lines 7.6 KOUTS N		5.37	s 7.24	3.22		11.28
	4.3						
218.1	M. A. SIDINGS		5.43	7.32	3.28		11.35
220.0	1.9 BOONE GROVE			s 7.38			
222.5	2.5 HURLBURT			s 7.45			
225.0	2.5 PALMER SIDINGS		5.51	7.49	3.37		11.45
226.1	1.1 PALMER			s 7.53			
228.5	2.4 WINFIELD			s 7.57			
232.8	4.3 CROWN POINT N		s 6.04	s 8.10	s 3.50		11.58
	7.5						
240.3	C & O E J & E 7 T MC GRIFFITH N		A.M. 5.27	6.14	s 8.30	4.04	P.M. 4.12
243.2	2.9 HIGHLAND		f 5.32	6.19	s 8.35	4.09	f 4.17
243.7	NYC 0.5 HIGHLAND TOWER N						
247.0	3.3 H. Y. TOWER N		f 5.38	6.25	8.45	4.15	f 4.23
248.7	1.7 HAMMOND Dp.		s 5.43	s 6.30	s 8.50	s 4.20	s 4.28
	MC NYC & STL 20.8 B & OCT CI & L		A. M.				P. M.
269.5	CHICAGO Ar. N		7.20 A.M.	9.50 A.M.	5.10 P.M.		1.30 A.M.

SECOND DISTRICT

Distance from Chicago	STATIONS AND SIDINGS	EAST BOUND TRAINS.					
		FIRST CLASS.					
		102 C. & O. No 2	108 C. & O. No 8	4	14	228	8
	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	
	NEW YORK..... Ar			P.M. 3.50			A.M. 7.14
142.9	Wabash HUNTINGTON... Ar. N			P.M. 2.30	P.M. 4.25	P.M. 6.40	A.M. 2.03
136.1	6.8 W. O. SIDINGS			2.20	4.13	6.25	1.53
133.8	2.3 BIPPUS					s 6.21	
127.7	6.1 SERVIA					f 6.09	
	2.4						
125.3	CCC & St L BOLIVAR..... N			2.09	3.55	f 6.04	1.39
123.5	Penna Lines NEWTON..... N			2.06	3.52	f 6.00	1.36
122.9	0.6 LAKETON					f 5.57	
	6.3						
116.6	DISKO.....			1.58	3.43	f 5.48	1.28
111.5	5.1 AKRON			* 1.52		s 5.41	
	5.3						
106.2	ATHENS			1.46	3.29	f 5.31	1.15
101.4	N.Y.C. & St.L. 4.8 R. S. TOWER..... N			1.40			1.09
101.0	0.4 ROCHESTER			s 1.38	s 3.22	s 5.23	s 1.08
95.6	5.4 PERSHING			1.28	3.10	f 5.10	12.56
91.7	3.9 LEITERS					s 5.05	
89.7	2.0 DE LONG..... N			1.21	3.02	s 5.01	12.49
85.8	Penna Lines 3.9 MONTEREY			1.16	2.58	s 4.55	12.44
	3.7						
82.1	ORA					s 4.49	
79.2	2.9 BASS LAKE JUNCTION					f 4.43	
75.5	3.7 ALDINE			1.04	2.46	f 4.37	12.32
71.0	4.5 J. O. TOWER			12.58	2.40	4.30	12.26
	0.9						
70.1	C&O NYC NORTH JUDSON..... N			12.56	2.38	s 4.24	12.24
64.2	Penna Lines 5.9 LOMAX			12.49	2.30	f 4.14	12.16
63.2	CI&L 1.0 WILDERS..... N			12.47	2.28	s 4.11	12.14
55.6	Penna Lines 7.6 CA & S KOUTS..... N			12.39	2.20	s 4.01	12.05
	4.2						
51.4	M.A. SIDINGS			12.33	2.14	3.54	11.59
49.5	1.9 BOONE GROVE					s 3.51	
47.0	2.5 HURLBURT					f 3.43	
44.5	2.5 PALMER SIDINGS			12.24	2.05	3.39	11.51
43.4	1.1 PALMER					s 3.37	
41.0	2.4 WINFIELD					f 3.32	
36.7	4.3 CROWN POINT..... N			s 12.13	s 1.55	s 3.24	s 11.39
	G. & S. 7.5						
29.2	C&O E J & E GTMC GRIFFITH..... N	A.M. s 12.55	A.M. s 8.11	11.58	1.38	s 3.06	11.23
26.3	2.9 HIGHLAND	f 12.46	f 8.06	11.53	1.33	s 3.01	11.18
25.8	NY C 0.5 HIGHLAND TOWER. N						
22.5	3.3 H. Y. TOWER..... N	f 12.40	8.00	11.48	1.28	2.55	11.13
20.8	1.7 HAMMOND..... Dp.	s 12.35	s 7.55	s 11.45	1.25	s 2.50	s 11.10
	MCNYC & STL 20.8 B&OCT CI&L	A.M.	A.M.				
0.0	CHICAGO..... Dp. N			11.00 A.M.	12.35 P.M.	2.00 P.M.	10.20 P.M.

Supplement for Train No. 108 of Time Table No. 23, page 11. Effective 7:55 A. M. Sunday, April 3, 1927