

ERIE RAILROAD COMPANY

Robert E. Woodruff and John A. Hadden, Trustees

WESTERN DISTRICT

Marion Division

Time Table No. 24

Effective 12.01 A. M.

SUNDAY, APRIL 28, 1940

FOR EMPLOYEES ONLY

CENTRAL STANDARD TIME

24

**THINK!
THEN
ACT
SAFELY**

H. V. BORDWELL
Assistant Superintendent

C. K. SCOTT
Superintendent

J. W. GRAVES
Assistant General Manager

F. W. ROSSER
General Manager

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GRAND CENTRAL TERMINAL

THE RAILROAD ENTHUSIASTS, Inc.

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The Williamson Library
by

Mr. Robert Mounce
July 1940

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. 48 sec. | 75.00 | 0 min. 55 sec. | 65.45 | 1 min. 20 sec. | 45.00 | 2 min. 11 sec. | 27.48 | 3 min. 25 sec. | 17.56 |
| 0 min. 49 sec. | 73.47 | 1 min. 0 sec. | 60.00 | 1 min. 30 sec. | 40.00 | 2 min. 24 sec. | 25.00 | 4 min. 0 sec. | 15.00 |
| 0 min. 50 sec. | 72.00 | 1 min. 5 sec. | 55.38 | 1 min. 42 sec. | 35.29 | 2 min. 40 sec. | 22.50 | 4 min. 48 sec. | 12.50 |
| 0 min. 51 sec. | 70.59 | 1 min. 12 sec. | 50.00 | 2 min. 0 sec. | 30.00 | 3 min. 0 sec. | 20.00 | 6 min. 0 sec. | 10.00 |

COMPANY SURGEONS

Dr. J. Frank Dinnen, Chief Surgeon, Cleveland, Ohio

| LOCATION | NAME | OFFICE | PHONE | RESIDENCE | PHONE |
|--------------|---|---|------------------|---|----------------------|
| Marion | W. A. Pennington | 198 W. Center St. | 3112 | 150 S. Greenwood St. | 1612 |
| Marion | E. L. Brady Oculist | 235 S. Main St. | 3183 | 483 Vernon Hgts. Bvd. | 1883 |
| Marion | F. V. Murphy | 203 S. State St. | 3166 | 333 N. Prospect St. | 1866 |
| Marion | A. A. Starner | Citizen's Bldg. | 3106 | Cor. Columbia & Main Sts. | 1806 |
| Kenton | B. L. Johnson | Cor. Franklin and Detroit Sts. | 2211 | 223 N. Main St. | 9147 |
| Kenton | C. G. Jackson | 101½ E. Columbus St. | 5250 | 333 N. Wayne St. | 5250 |
| Lima | T. R. Thomas | 620 Lima Trust Bldg. | Main 4114 | 2607 W. Market St. | Main 2607 |
| Lima | L. C. Thomas | 620 Lima Trust Bldg. | Main 4114 | 316 S. Rosedale Ave. | Main 3113 |
| Spencerville | J. R. Welch | 104½ N. Broadway | Main 91 | 105 N. College Ave. | Main 17 |
| Huntington | S. M. Casey | 408 E. Market St. | 479 | 408 E. Market St. | 479 |
| Huntington | M. G. Erehart Eye and Ear Specialist | 232 W. Market St. | 299 | Maple Grove Rd. | 866 |
| Rochester | M. O. King | 110½ E. Eighth St. | 14 | 110½ E. Eighth St. | 14 |
| Rochester | M. Leckrone | Woodlawn Hospital Seventh and Pontiac Sts. | 78 | 812 Pontiac St. | 470 |
| Kouts | S. E. Dittmer | Railroad St. | 22 | Railroad St. | 22 |
| Crown Point | J. K. Blackstone | 141 N. Main St. | 49 | 141 N. Main St. | 49 |
| Griffith | F. A. Malmstone | Main and Lafayette Sts. | 133-R | Main and Lafayette Sts. | 133-R |
| Hammond | H. J. White | 5434 Hohman Ave. | Hammond 156 | 70 Sibley St. | Hammond 115 |
| Hammond | H. G. Cole | 413 First Trust Bldg. | Hammond 1024 | 247 Humfer Ave. | Hammond 1023 |
| Hammond | E. M. Shanklin Oculist | Citizen's Bank Bldg. | 517 | 14 Ruth St. | 569 |
| Chicago | Jas. P. Fitzgerald Oculist | Room 808, People's Trust and Savings Bank, 30 North Michigan Ave. | Franklin 1686 | 12 Ravine Terrace, Highland Park, Ill. | Highland Park 963 |

SPECIAL INSTRUCTIONS.

RULES OF THE OPERATING DEPARTMENT EFFECTIVE JULY 1, 1930.

STANDARD CLOCKS.

| | | |
|------------------|---|---------------------------|
| Marion | } | Manifest Yard Office |
| | | Terminal Bldg. |
| | | Kenton Ave. |
| | | Westward Hump Office |
| Huntington | } | Train Dispatchers' Office |
| | | Yard Office |
| Hammond | | Yard Office |

TIME TABLES.

Trains operating over another railroad will be subject to rules, special instructions and timetables of that railroad. Normal operation involves operating over the Chicago and Western Indiana Railroad between Hammond and Chicago.

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.

SIGNS. Additional to Rule 6.

- D. Day train order office.
- N. Day and night train order office.
- B. Stop at Englewood daily at (6:14 P.M.).
- C Stop at Englewood (9:59 P.M.) to receive passengers for east of Hammond.
- E. Stop at Englewood (7:40 A.M.) to discharge passengers from east of Hammond.
- G Stop at Englewood (12:33 A.M.) to discharge passengers from east of Hammond.
- H Stop at Englewood (9:20 A.M.) to receive passengers for east of Hammond.
- J Stop at Englewood (5:05 P.M.) to discharge passengers from east of Hammond.
- K. Reduce speed to 25 miles per hour to discharge U. S. mail.
- M. Reduce speed to 40 miles per hour to discharge U. S. Mail.
- Q. Reduce speed to 30 miles per hour to discharge U. S. mail.

Trains scheduled to make flag stops at stations where no employe is on duty to give the necessary signal, will approach such points prepared to stop and will come to a full stop if there are any persons on the platform.

MARKERS.

Rule D-19 is amplified as follows:

Yellow or green lights to the front and side and red lights to the rear must be displayed before a train fouls the main track on which the current of traffic is in the direction the train is moving.

CLASSIFICATION SIGNALS.

The display of two white flags and two white lights, as required under Operating Department Rule 21 will be omitted in single track territory where no trains are scheduled, and in double and multiple track territory.

GENERAL SPEED RESTRICTIONS. Miles per Hour.

| | |
|--|----|
| Passenger trains on tangent track | 75 |
| Passenger trains on curved track not otherwise restricted | 70 |
| All trains, including passenger and express trains, when using freight engines | 50 |
| Express and equipment trains with freight cars | 50 |
| Freight trains | 50 |
| Class R-1, R-2 and N-2 engines handling trains | 40 |
| Class R-3 engines handling trains | 45 |
| Light engines, or with cabooses only, are restricted to 15 miles per hour below the permissible speed when handling a train, with a maximum of | 45 |

Freight trains handling loaded covered hopper cars, loaded self-clearing hopper cars, loaded series 37000, H-43000 and H-44000 cars, and freight cars with six-wheel trucks

| | |
|--|----|
| Loaded cars carded Form 5432 | 30 |
| Trains hauling dead engines | 20 |
| Trains hauling wrecking derrick | 30 |
| Trains handling 8-wheel swivel truck cranes, steam shovels and other similar pivoted machinery | 30 |

Conductors will notify engineers before leaving terminals whether or not such equipment in train, and engineers will not leave terminals until so notified.

All trains entering or leaving sidings or yards, passing from double to single track or single to double track or through crossovers, except as otherwise provided

All trains passing through No. 15 crossovers at the following locations: Eastward and Westward, KN. Tower, SJ. Tower, DA. Tower, Kingsland, Bolivar, Newton, RS. Tower, Delong, Wilders and Kouts; Westward Griffith, Eastward Griffith C & O trains only, Eastward HY. Tower

Engines must not be operated backward at a speed to exceed 15 miles per hour on curves, or over grade crossings and must not exceed 25 miles per hour at other points.

Engines must not be operated backward beyond a point where a turntable or wye is located, without special authority from Superintendent.

Engines without engine trucks must not be operated to exceed speed of 15 miles per hour.

FIRST SUB-DIVISION.

| | |
|---|----|
| Curves 1, 2 and 4, Marion Yard, MP 0.29 to MP 0.79 eastward track | 35 |
| Curve 24, SJ. Tower, MP 50.75 to MP 51.00 eastward and westward tracks | 60 |
| Curve 37, east of Decatur, MP 95.15 to MP 95.46 eastward track | 60 |
| Curve 38, east of Decatur, MP 95.64 to MP 95.89 eastward and westward tracks | 60 |
| Curve 46, east of Huntington, MP 124.90 to MP 125.35 westward track | 60 |

SECOND SUB-DIVISION.

| | |
|--|----|
| Curve 48, west of Huntington, MP 127.26 to MP 127.49 eastward track | 40 |
| Curve 49, west of Huntington, MP 128.64 to MP 128.92 westward track | 50 |
| Curve 49, west of Huntington, MP 128.64 to MP 128.92 eastward track | 65 |
| All trains over Railroad Crossings at North Judson, westward track | 45 |
| All trains over Railroad Crossings at North Judson, eastward track | 55 |
| All trains over Railroad Crossings at Griffith | 30 |
| HY. Tower to MP 249.40 west of Hammond Drawbridge, eastward and westward tracks | 40 |
| All trains through switches and movable point frogs leading to and from Nickle Plate Railroad Hammond Drawbridge | 30 |

CLEARING OF TRAINS.

First class trains will not leave Marion without train order or a Clearance Form A.

Westward trains, except first class, will not leave Marion Yard without first securing permission from train dispatcher.

No train will leave Huntington without train order or a Clearance Form A.

Westward C & O trains will not leave Griffith without train order or a Clearance Form A.

First class Eastward trains will not leave Hammond without train order or a Clearance Form A.

Eastward trains, except first class, will not leave HY. Tower without train order or a Clearance Form A.

TRAIN REGISTERS.

| | |
|-------------|---|
| Marion | } Terminal Bldg., first class trains. Westward Hump Office, except first class trains. |
| Huntington— |  | Yard Office. |
| Hammond ... | Yard Office, except first class trains. |
| Chicago .. | } 51st St. Yard Office except first class trains. Dearborn Station, Dispatchers' Office, first class trains. |

Trains not scheduled to stop at stations at which train registers are located, may register by throwing off train register slip, except when displaying signals for a following section when train must stop and the conductor register the train in person. When registering trains, write out in full the color of the signals displayed. When not displaying signals, write out in full, "No signals," sign name and initials and use no ditto marks. It will be the duty of the employe in charge of the register station at points where trains are authorized to throw off train register slips, to enter the information on the Train Register and preserve the slip.

SPECIAL ORDER BOOKS AND BULLETIN BOARDS.

| | |
|------------------|--|
| Marion | } Manifest Yard Office Terminal Bldg. Westward Hump Office. Kenton Ave. |
| Huntington ..... |  | Yard Office. |
| Griffith | |
| HY. Tower | |
| Hammond | Yard Office. |
| Chicago | } Dearborn Station Train Dispatchers' Office. |

SIDINGS.

| | Car Capacity | |
|--------------------|--------------|----------|
| | Eastward | Westward |
| Decliff | 0 | 130 |
| KN. Tower | 163 | 0 |
| Kenton | 0 | 135 |
| HD. Siding | 79 | 0 |
| KP. Siding | 137 | 137 |
| Spencerville | 138 | 134 |
| Ohio City | 148 | 137 |
| Kingsland | 0 | 132 |
| Markle | 138 | 0 |
| WO. Siding | 124 | 0 |
| Bolivar | 81 | 0 |
| Rochester | 143 | 164 |
| North Judson | 0 | 138 |
| Crown Point | 139 | 94 |
| Griffith | 93 | 132 |

GRADE CROSSINGS.

Except where interlocking signals are in operation, trains and engines must come to a full stop not less than 200 feet nor more than 800 feet from

railroad crossings at grade in Ohio and not less than 40 feet nor more than 500 feet from railroad crossings at grade in Indiana.

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

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.

HAMMOND.

At the crossing of the N. Y. C. & St. L. R. R., Hammond Drawbridge west of Hammond, the middle arm on both Eastward and Westward three unit home signals will govern Erie trains.

MOVEMENTS AGAINST THE CURRENT OF TRAFFIC.

At Griffith all westward trains and engines on eastward track must come to a full stop before passing over interlocking plant and will then proceed under proper signal indication only, or as prescribed by interlocking rule 628.

CROSSOVER MOVEMENTS.

When necessary to enter upon main tracks or cross over from one main track to another, permission will first be obtained, except 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 main tracks or crossovers operated by interlocking plants will be given by signal indications.

YARD LIMITS. Indicated by signs.

| | |
|------------|---------|
| Marion | Lima |
| Huntington | Hammond |

RULES GOVERNING MANUAL AND CONTROLLED MANUAL BLOCK SYSTEMS, AUTOMATIC BLOCK SYSTEM AND INTERLOCKING EFFECTIVE JULY 1, 1930.

Between Marion and HY. Tower automatic block system rules will govern.

POINTS WHERE TRAIN ORDER SIGNALS ARE USED AS MANUAL BLOCK SIGNALS.

See Rule 221-A, Rules of the Operating Department effective July 1, 1930.

HY. Tower, westward.

Indications of manual block signals do not supersede Rule 93.

SUPERIORITY OF TRAINS.

Trains operating in automatic block signal districts governed by telephone train order signals, may run with the current of traffic upon signal indication, which signal indication supersedes time table superiority.

TRAFFIC ROUTE CONTROL DISTRICTS.

Eastward and westward tracks between interlocking plants at Bolivar and Newton, Wilders and Kouts, and Griffith and HY. Tower, are equipped with traffic route control. Trains or engines may proceed on proper signal indication without regard to train or time table rights, against opposing trains or following superior trains. It is forbidden to accept the proceed indication if there is any known cause that will prevent making usual running time. When a train accepts a proceed indication and for any cause is unable to make usual running time, the train must be protected as prescribed by Rule 99.

Westward home and distant signals on eastward track, and eastward home and distant signals on westward track at "ND" Tower, Highland, govern the approach to and movements over New York Central crossings, and have no relation to traffic route control between Griffith and "HY" Tower for trains operating against the current of traffic. The distant signal east of "ND" Tower on eastward track is located at MP 241.88 and is designated as Signal 959-3-1. The distant signal west of "ND" Tower on westward track is located at MP 245.36 and is designated as Signal 963-2-2.

Switch in westward main track at Griffith leading to Michigan Central interchange, is equipped with electric lock. Before using this switch permission must be secured over telephone from the leverman at Griffith Tower, who will unlock the electric lock.

Switch in eastward main track at HY. Tower leading to C. & O. industrial district, is equipped with electric lock. Before using this switch permission must be secured over telephone from operator at HY. Tower, who will unlock the electric lock.

Switch in eastward main track to the I. H. B. connection east of Hammond Drawbridge and the switch in the westward main track to the E. J. E. just east of State Line Interlocking are equipped with electric locks. Before using these switches, permission must be secured over telephone from leverman at Hammond Drawbridge Interlocking, who will unlock the electric lock.

POINTS WHERE INTERLOCKING SIGNALS ARE USED AS TRAIN ORDER SIGNALS.

See Rule 221-A, Rules of the Operating Department effective July 1, 1930.

| | |
|---------------------|-----------|
| KN. Tower | Newton |
| SJ. Tower | RS. Tower |
| DA. Tower | Delong |
| Kingsland | Wilders |
| Bolivar | Kouts |
| HY. Tower, Eastward | |

TELEPHONE TRAIN ORDER SIGNALS.

Eastward

| | | | |
|-------|------|-------|--------------|
| Auto. | Sig. | 728—2 | Decliff |
| " | " | 735—2 | Hepburn |
| " | " | 752—2 | McGuffey |
| " | " | 761—2 | HD. Siding |
| " | " | 772—2 | KP. Siding |
| " | " | 782—2 | Spencerville |
| " | " | 789—2 | Elgin |
| " | " | 797—2 | Ohio City |
| " | " | 805—2 | Wren |
| " | " | 835—2 | Markle |
| " | " | 845—4 | Huntington |
| " | " | 851—2 | WO. Siding |
| " | " | 870—2 | Disko |
| " | " | 881—2 | Athens |
| " | " | 887—2 | RS. Tower |
| " | " | 902—2 | Monterey |
| " | " | 911—2 | Aldine |
| " | " | 923—2 | Lomax |
| " | " | 937—2 | Boone Grove |
| " | " | 950—2 | Crown Point |

Westward

| | | | |
|-------|------|-------|---------------------|
| Auto. | Sig. | 717—1 | Kenton Ave., Marion |
| " | " | 728—1 | Decliff |
| " | " | 735—1 | Hepburn |
| " | " | 752—1 | McGuffey |
| " | " | 760—1 | HD. Siding |
| " | " | 771—1 | KP. Siding |
| " | " | 781—1 | Spencerville |
| " | " | 789—1 | Elgin |
| " | " | 795—1 | Ohio City |
| " | " | 805—1 | Wren |
| " | " | 835—1 | Markle |
| " | " | 841—3 | Huntington |
| " | " | 851—1 | WO. Siding |
| " | " | 870—1 | Disko |
| " | " | 881—1 | Athens |
| " | " | 884—1 | RS. Tower |
| " | " | 900—1 | Monterey |
| " | " | 911—1 | Aldine |
| " | " | 915—1 | North Judson |
| " | " | 922—3 | Lomax |
| " | " | 937—1 | Boone Grove |
| " | " | 949—1 | Crown Point |
| " | " | 956—1 | Griffith |

Rule 509-d, paragraph b, is amplified as follows:

When telephone train order signals are set at 45 degrees above horizontal or yellow light, indicating that the train should take siding and siding cannot be used, making it necessary to back the train over to the opposite track, this signal may be passed without first bringing the train to a

stop and may proceed at restricted speed until the rear end of train clears the crossover. After permission has been received from the train dispatcher or signalman in charge, the train may back over to the opposite track, protecting the movement as prescribed by Rule 99.

ROUTE SIGNALS.

Route signals are the middle unit on 3-unit home signals at KN. Tower, SJ. Tower, DA. Tower and Kingsland both eastward and westward; Bolivar eastward; Newton westward; RS. Tower and Delong both eastward and westward; Wilders eastward; Kouts westward; Griffith eastward for C. & O. trains only.

Normal position of route arm is horizontal, red light by night. Forty-five degrees above horizontal, yellow light by night indicates that the route from one main track to the other has been set up. Trains may proceed on the latter signal indication but if the necessary train order and clearance form or forms are not received before passing beyond the interlocking limits, they will stop, awaiting the receipt of such orders.

TONNAGE RATINGS.

Train tonnage will be determined by the Chief Train Dispatcher.

Trains will be given maximum rating unless otherwise directed.

MISCELLANEOUS.

When a car is set out of a train at any point on account of a hot journal, trainmen will extinguish fire before leaving the car.

AUTOMATIC TRAIN CONTROL.

Instructions for enginemen with engines equipped with automatic train control over districts not equipped.

Starting Up.

To latch up actuator and brake valve rotary: First, headlight generator must be running. Second, main reservoir must be pumped up. Third, reset button must be depressed for two seconds. Fourth, brake valve handle must be moved to full service position, thus latching up handle to rotary valve.

Actuator.

The actuator is controlled automatically. The rotary in the brake valve moves to service position only when an automatic application is received, but the brake handle does not move. The enginemen, however, can manually go from service to emergency. When an automatic application has been received, the train will come to a stop. It will then be necessary for the engineer to get down from the engine and press the reset button located on the right hand side of tender frame, for

two seconds, and release. This will reset the system and indicator on top of actuator will again go to the reset position, arrow pointing to "R."

It is then possible for the engineer to relatch the brake valve handle with the rotary valve by moving brake valve handle to the service position which is the relatching position. He can then put the brake valve in any position desired.

Broken Air Pipes.

If pipe on actuator cylinder is broken or leaking, plug it. It will then be necessary to break seal and raise seal cock handle to cut out position.

When air pipe to whistle valve breaks, same should be plugged and train control not cut out.

Acknowledging Contactor.

When required to acknowledge, acknowledger handle must be pulled down before passing a signal displaying other than "Proceed." If held down more than 15 seconds, an automatic application will result. Acknowledger handle must be released when whistle stops blowing or indicator has been passed.

Failure of acknowledging whistle to blow while acknowledging should be reported on Form 5322-A.

Enginemen must not acknowledge until after signal indication has been observed and is being obeyed.

Control Cutout Cock.

This is connected under left hand actuator cylinder and is only to be used in case of failure of apparatus to admit air to left hand actuator cylinder. This cuts in train control when in the horizontal position of handle. To cut out control, raise handle.

Light Defect.

With train control in service and a short occurs on the light circuit, it causes a drop in voltage until fuse on light circuit is blown, which, as a rule, will cause an application of the brakes. If such occurs, enginemen will push reset button, which will develop the condition of generator and automatic stop circuit, and if both prove to be in working condition, enginemen will proceed without cutting out automatic train control.

Defects or Failure of Apparatus.

These shall be reported on regular engineer's defect form. Improper application at clear signals or other points should be reported at first telegraph office.

L. J. Roche, Train Master.

C. E. Carroll, Chief Train Dispatcher.

J. J. Kreisel, Asst. Chief Train Dispatcher.

FIRST SUB-DIVISION

| Distance from Marion | STATIONS AND SIDINGS | WESTWARD TRAINS | | |
|-------------------------|---|-----------------|---------------|---------------|
| | | FIRST CLASS | | |
| | | 1 | 15 | 7 |
| | | Daily | Daily | Daily |
| | Eastern Standard Time NEW YORK ....L.. | A.M. 8.30 | P.M. 7.30 | P.M. 11.30 |
| 0.0 | Central Standard Time P.R.R. MARION .....L N C.&O. | A.M. 2.29 | P.M. 12.23 | P.M. 6.55 |
| 3.5 | 3.5 MJ. CROSSOVER | 2.35 | 12.29 | 7.01 |
| 10.7 | 7.2 DECLIFF | | | |
| 17.3 | 6.6 HEPBURN | | | |
| 24.2 | N.Y.C. 6.9 KN. TOWER .....N | 2.54 | 12.47 | 7.21 |
| 25.0 | C.C.C.&St.L. 0.8 KENTON | 2.55 | 12.48 | s 7.26 |
| 32.3 | 7.3 FORAKER | | | |
| 34.9 | 2.6 McGUFFEY | 3.04 | 12.57 | 7.38 |
| 38.1 | 3.2 ALGER | | | |
| 42.3 | 4.2 HARRODS | | | |
| 43.2 | 0.9 HD. CROSSOVER | | | |
| 51.0 | D.T.&I. 7.8 SJ. TOWER .....N | 3.18 | 1.11 | 7.52 |
| 52.0 | B.&O. 1.0 N.Y.C.&St.L. LIMA s | s 3.26 | s 1.15 | s 8.06 |
| 54.5 | 2.5 KP. CROSSOVER | | | |
| 64.8 | 10.3 SPENCERVILLE | 3.45 | 1.34 | 8.27 |
| 71.8 | 7.0 ELGIN | | | |
| 79.3 | C.N. 7.5 N.Y.C.&St.L. OHIO CITY .....N | 4.02 | 1.50 | 8.44 |
| 83.8 | 4.5 GLENMORE | | | |
| 87.9 | 4.1 WREN | | | |
| 96.0 | 8.1 DECATUR s | s 4.23 | 2.06 | 9.01 |
| 96.3 | P.R.R. 0.3 DA. TOWER .....N | 4.24 | 2.07 | 9.02 |
| 100.8 | 4.5 PREBLE | | | |
| 105.8 | 5.0 TOCSIN | | | |
| 109.3 | I.S.C. 3.5 N.Y.C.&St.L. KINGSLAND .....N | 4.37 | 2.18 | 9.15 |
| 112.6 | 3.3 UNIONDALE | | | |
| 117.8 | 5.2 MARKLE | | | |
| 126.6 | WAB. 8.8 HUNTINGTON ...A N | 4.55 A.M. | 2.36 P.M. | 9.34 P.M. |
| 269.5 | CHICAGO ....A N Central Standard Time | 7.55 A.M. | 5.20 P.M. | 12.50 A.M. |

| Distance from Huntington | STATIONS AND SIDINGS | FIRST SUB-DIVISION | | |
|-----------------------------|---|--------------------|---------------|--------------|
| | | EASTWARD TRAINS | | |
| | | FIRST CLASS | | |
| | | 8 | 16 | 2 |
| | Eastern Standard Time | Daily | Daily | Daily |
| | NEW YORK ...A.. | P.M. 11.59 | A.M. 8.16 | P.M. 7.34 |
| | Central Standard Time | A.M. | P.M. | P.M. |
| 126.6 | P.R.R. MARION ...A N C.&O. | 3.09 | 1.51 | 11.48 |
| 123.1 | 3.5 MJ. CROSSOVER | 3.04 | 1.46 | 11.43 |
| 115.9 | 7.2 DECLIFF | | | |
| 109.3 | 6.6 HEPBURN | | | |
| 102.4 | N.Y.C. 6.9 KN. TOWER ...N | 2.43 | 1.28 | 11.23 |
| 101.6 | C.C.C.&St.L. 0.8 KENTON | s 2.41 | 1.27 | M 11.22 |
| 94.3 | 7.3 FORAKER | | | |
| 91.7 | 2.6 McGUFFEY | 2.27 | 1.19 | 11.12 |
| 88.5 | 3.2 ALGER | | | |
| 84.3 | 4.2 HARRODS | | | |
| 83.4 | 0.9 HD. CROSSOVER | | | |
| 75.6 | D.T.&I. 7.8 SJ. TOWER ...N | 2.10 | 1.05 | 10.56 |
| 74.6 | B.&O. 1.0 N.Y.C.&St.L. LIMA | s 2.07 | s 1.03 | s 10.53 |
| 72.1 | 2.5 KP. CROSSOVER | 1.57 | 12.59 | 10.43 |
| 61.8 | 10.3 SPENCERVILLE | 1.45 | 12.48 | 10.31 |
| 54.8 | 7.0 ELGIN | | | |
| 47.3 | C.N. 7.5 N.Y.C.&St.L. OHIO CITY ...N | 1.25 | 12.30 | s 10.10 |
| 42.8 | 4.5 GLENMORE | | | |
| 38.7 | 4.1 WREN | | | |
| 30.6 | 8.1 DECATUR | 1.08 | 12.14 | s 9.48 |
| 30.3 | P.R.R. 0.3 DA. TOWER ...N | 1.07 | 12.13 | 9.43 |
| 25.8 | 4.5 PREBLE | | | |
| 20.8 | 5.0 TOCSIN | | | |
| 17.3 | I.S.C. 3.5 N.Y.C.&St.L. KINGSLAND ...N | 12.56 | 12.02 | 9.31 |
| 14.0 | 3.3 UNIONDALE | | | |
| 8.8 | 5.2 MARKLE | | | |
| 0.0 | WAB. 8.8 HUNTINGTON ...L N | 12.37 A.M. | 11.44 A.M. | 9.10 P.M. |
| | CHICAGO ...L N Central Standard Time | 9.45 P.M. | 9.05 A.M. | 6.00 P.M. |

SECOND SUB-DIVISION

WESTWARD TRAINS

| Distance from Marion | STATIONS AND SIDINGS | FIRST CLASS | | | |
|-------------------------|--|----------------|------------------------|----------------|-----------------|
| | | 1 | 117 | 15 | 7 |
| | | Daily | Daily Except Sunday | Daily | Daily |
| | Eastern Standard Time NEW YORK ...L | A.M. 8.30 | | P.M. 7.30 | P.M. 11.30 |
| | Central Standard Time | A.M. | | P.M. | P.M. |
| 126.6 | WAB. HUNTINGTON ...LN | 5.02 | | 2.42 | 9.47 |
| 133.7 | 7.1 WO. SIDING | | | | |
| 135.5 | 1.8 BIPPUS | 5.14 | | 2.52 | 9.59 |
| 141.8 | 6.3 SERVIA | | | | |
| 144.3 | C.C.C.&St.L. 2.5 BOLIVAR ...N | K 5.22 | | 3.00 | 10.07 |
| 146.0 | P.R.R. 1.7 NEWTON ...N | 5.24 | | 3.02 | 10.09 |
| 146.6 | 0.6 LAKETON | | | | |
| 152.8 | 6.2 DISKO | | | | |
| 157.9 | 5.1 AKRON | Q 5.35 | | 3.12 | 10.20 |
| 163.3 | 5.4 ATHENS | | | | |
| 167.9 | N.Y.C.&St.L. 4.6 RS. TOWER ...N | 5.45 | | 3.21 | 10.30 |
| 168.3 | 0.4 ROCHESTER | s 5.51 | | s 3.26 | 10.31 |
| 173.7 | 5.4 PERSHING | | | | |
| 177.8 | 4.1 LETTERS | | | | |
| 179.7 | P.R.R. 1.9 DELONG ...N | 6.03 | | 3.37 | 10.42 |
| 183.6 | 3.9 MONTEREY | M. | | | |
| 187.4 | 3.8 ORA | | | | |
| 190.0 | 2.6 BASS LAKE | 6.12 | | 3.46 | 10.51 |
| 193.8 | 3.8 ALDINE | | | | |
| 199.4 | C.&O. N.Y.C. 5.6 P.R.R. NORTH JUDSON ...N | 6.21 | | 3.54 | 11.00 |
| 205.1 | 5.7 LOMAX | | | | |
| 206.3 | C.I.&L. 1.2 C.A.&S. WILDERS ...N | 6.28 | | 4.01 | 11.15 |
| 213.7 | P.R.R. 7.4 KOUTS ...N | 6.34 | | 4.08 | 11.22 |
| 220.0 | 6.3 BOONE GROVE | | | | |
| 226.1 | 6.1 PALMER | | | | |
| 232.9 | 6.8 CROWN POINT | s 6.55 | | 4.26 | 11.40 |
| 240.2 | C.&O. E.J.&E. 7.3 G.T. M.C. GRIFFITH ...N | 7.04 | s P.M. 3.27 | 4.33 | 11.47 |
| 243.2 | 3.0 HIGHLAND | | s 3.31 | | |
| 243.6 | N.Y.C. 0.4 ND. TOWER ...N | | 3.32 | | |
| 246.8 | 3.2 HY. TOWER ...N | 7.12 | 3.36 | 4.40 | 11.55 |
| 248.6 | 1.8 HAMMOND | s 7.15 | 3.40 | s 4.43 | s 12.05 |
| | MC NYC&StL 20.9 B&OCT CI&L | | P.M. | | |
| 269.5 | CHICAGO ...A N Central Standard Time | E 7.55 A.M. | | J 5.20 P.M. | G 12.50 A.M. |

SECOND SUB-DIVISION

EASTWARD TRAINS

FIRST CLASS

| Distance from Chicago | STATIONS AND SIDINGS | 118 C.&O. No. 18 | | | |
|-----------------------|-------------------------------|---------------------|--------|--------|---------|
| | | Daily Except Sunday | 16 | 2 | 8 |
| | | Daily | Daily | Daily | |
| | Eastern Standard Time | | A.M. | P.M. | P.M. |
| ..... | NEW YORK ...A | ..... | 8.16 | 7.34 | 11.59 |
| | Central Standard Time | | A.M. | P.M. | A.M. |
| 142.9 | WAB. HUNTINGTON ...A N | ..... | 11.38 | 8.58 | 12.30 |
| 135.8 | 7.1 WO. SIDING | ..... |  |  |  |
| 134.0 | 1.8 BIPPUS | ..... | 11.29 | 8.47 | 12.20 |
| 127.7 | 6.3 SERVIA | ..... |  |  |  |
| 125.2 | C.C.C.&St.L. 2.5 BOLIVAR | N | 11.21 | 8.39 | 12.12 |
| 123.5 | P.R.R. 1.7 NEWTON | N | 11.19 | 8.37 | 12.10 |
| 122.9 | 0.6 LAKETON | ..... |  |  |  |
| 116.7 | 6.2 DISKO | ..... |  |  |  |
| 111.6 | 5.1 AKRON | ..... | 11.09 | M 8.26 | 12.00 |
| 106.2 | 5.4 ATHENS | ..... |  |  |  |
| 101.6 | N.Y.C.&St.L. 4.6 RS. TOWER | N | 10.59 | 8.15 | 11.51 |
| 101.2 | 0.4 ROCHESTER | s | 10.58 | s 8.14 | 11.50 |
| 95.8 | 5.4 PERSHING | ..... |  |  |  |
| 91.7 | 4.1 LEITERS | ..... |  |  |  |
| 89.8 | P.R.R. 1.9 DELONG | N | 10.44 | 7.58 | 11.40 |
| 85.9 | 3.9 MONTEREY | ..... |  |  |  |
| 82.1 | 3.8 ORA | ..... |  |  |  |
| 79.5 | 2.6 BASS LAKE | ..... | 10.35 | 7.49 | 11.31 |
| 75.7 | 3.8 ALDINE | ..... |  |  |  |
| 70.1 | C.&O. N.Y.C. 5.6 NORTH JUDSON | N | 10.26 | 7.39 | 11.22 |
| 64.4 | 5.7 LOMAX | ..... |  |  |  |
| 63.2 | C.I.&L. 1.2 WILDERS | N | 10.20 | 7.32 | 11.09 |
| 55.8 | P.R.R. 7.4 KOUTS | N | 10.14 | 7.25 | 11.02 |
| 49.5 | 6.3 BOONE GROVE | ..... |  |  |  |
| 43.4 | 6.1 PALMER | ..... |  |  |  |
| 36.6 | 6.8 CROWN POINT | ..... | 9.58 | s 7.05 | 10.45 |
| 29.3 | C.&O. E.J.&E. 7.3 GRIFFITH | N | s 9.02 | 6.51 | 10.36 |
| 26.3 | 3.0 HIGHLAND | s | 8.58 | | |
| 25.9 | N.Y.C. 0.4 ND. TOWER | N | 8.57 | | |
| 22.7 | 3.2 HY. TOWER | N | 8.53 | 9.45 | 6.44 |
| 20.9 | 1.8 HAMMOND | ..... | 8.50 | s 9.42 | s 6.40 |
| | MC NYC&StL 20.9 B&OCT CI&L | ..... | A.M. | | s 10.25 |
| 0.0 | CHICAGO ...L N | ..... | H 9.05 | B 6.00 | C 9.45 |
| | Central Standard Time | | A.M. | P.M. | P.M. |