

SPECIAL INSTRUCTIONS TO FANS:

1. All reasonable requests for special stops will be granted, if a majority so desire.
2. To save time and temper be considerate; do not step into or block the other fellow's picture.
3. All fans will be considered as flagmen in that they must watch out for all trains and protect themselves properly without delaying regular trains.
4. Do not stand in front of nor behind any car on road or in shop-- it may move unexpectedly, and do not step onto any track without first making sure that no train is coming.

SPECIAL WHISTLE SIGNALS:

_____. Approaching meeting points or any other point where stop will be made for pictures.

_____ Calling in all fans, trains will leave in two minutes; come in at once so we can get pictures at all points on the line.

ELECTRIC RAILROAD FAN'S TRIP

OVER

VALPARAISO
DIV.

GARY RWYS

EFFECTIVE ONLY SUNDAY

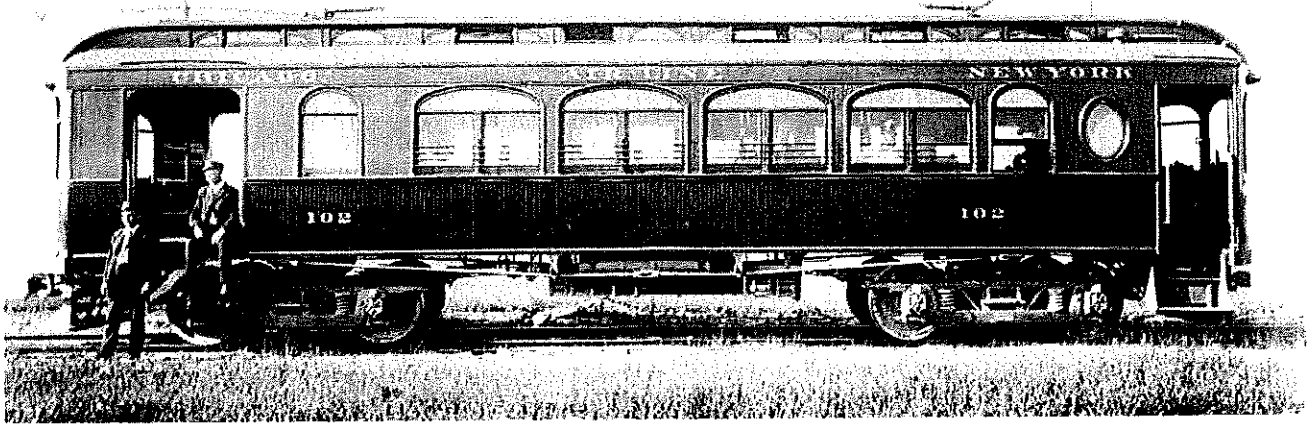
MAY 1, 1938

SUPERCEDING ALL TABLES
OF
PREVIOUS ISSUES

FOR THE GOVERNMENT OF
FANS ONLY

| Eastward | | | GARY - VALPARAISO | Westward | |
|----------|----|-------|-----------------------------|----------|-------|
| EXTRA | | | STATIONS | | EXTRA |
| ..... | DT | 0 | ...North Broadway (GARY)... | 24.44 | ..... |
| ..... | 10 | 1.10 | 11th Ave. | 23.34 | ..... |
| ..... | 2 | 2.80 | Kimmel | 21.64 | ..... |
| ..... | 3 | 4.70 | Pine St. | 19.74 | ..... |
| ..... | 10 | 5.74 | M.C. Crossing | 18.70 | ..... |
| ..... | 4 | 6.74 | East Gary | 17.70 | ..... |
| ..... | 3 | 8.54 | Garyton | 15.90 | ..... |
| ..... | 4 | 9.74 | Crisman | 14.70 | ..... |
| ..... | 4 | 11.49 | Mc Cool | 12.95 | ..... |
| ..... | 4 | 13.44 | Babcock | 11.00 | ..... |
| ..... | 3 | 15.14 | Esserman | 9.30 | ..... |
| ..... | 4 | 16.89 | Woodville Jct. | 7.55 | ..... |
| ..... | 6 | 18.99 | Wahob | 5.45 | ..... |
| ..... | 6 | 21.29 | Burlington Beach | 3.15 | ..... |
| ..... | 4 | 22.49 | Vale Park | 1.95 | ..... |
| ..... | 4 | 23.84 | Grand Trunk | 0.60 | ..... |
| ..... | Y | 24.44 | Valparaiso | 0 | ..... |

Extra trains will clear the time of regular trains five minutes.
 Figures in full face type denote meeting points.
 Trains in either direction have no superior right and will meet as per
 timetable unless otherwise ordered by dispatcher.
 All trains will register at 11th and Broadway.
 All trains will register at Garyton.



ONE OF TWO NILES CARS USED ON THE CHICAGO-NEW YORK ELECTRIC AIR LINE

OUTLINE HISTORY OF VALPARAISO LINE

Sept. 1, 1906 Beginning of construction near La Porte, Ind. of the Chicago-New York Electric Air Line Railroad. This company was the original predecessor of the Gary Railways and was organized for the claimed purpose of building and operating a high speed electric railroad over the shortest possible route between Chicago and New York.

June 15, 1907 Beginning of operation on the Air Line. Cars 101 and 102 operated on 5 miles of line between La Porte and South La Porte. From South La Porte, work continued west with the service being extended as portions of the line were completed. These car operations were apparently merely to aid stock sales.

1907 Gary & Interurban Railway organized by the same promoters for the purpose of operating local car lines in and around Gary, Ind. which was then rapidly growing up around the steel mills.

May 20, 1908 Gary & Interurban Ry. started city car operation on Broadway with their car No. 101.

1909 Valparaiso & Northern Ry. organized also by same promoters to operate an electric line between Valparaiso and Chesterton crossing the main line of the Air Line. Construction was begun at both ends of the line.

July 4, 1910 Service begun on a portion of the Valparaiso & Northern between Valparaiso and Flint Lake. This was the first operation on any interurban portion of the system still in operation.

Feb. 18, 1911 Service begun between La Porte and Chesterton over the main line to its crossing with the V & N and then north on that road. This junction was known as Goodrum.

Oct. 7, 1911 Service begun on V & N from Valparaiso to the point now called Woodville Jct. The bridge over the B & O tracks was not yet completed and passengers for points on the La Porte-Chesterton line walked over the highway bridge.

Feb. 17, 1912 Bridge over the B & O put in service. V & N cars then operated between Valparaiso and Chesterton and Air Line cars operated La Porte to Goodrum. About this time another subsidiary company appeared, the Goshen, South Bend & Chicago Railroad, this company owning the main line between La Porte and Goodrum.

1911 The Gary Connecting Railways organized to build the next portion of the Air Line system west to Gary.

Jan. 6, 1912 Portion of the Gary Connecting Rys. put in service between East Gary and Gary.

Aug. 5, 1912 Gary Connecting Rys. completed Gary to Woodville Jct. Service then given between Gary, La Porte, Valparaiso and Chesterton.

Aug. 14, 1912 As a publicity stunt a car was run through from Hammond to South Bend going over the Chicago, South Bend & Northern Indiana from La Porte to South Bend.

Jan. 28, 1913 The Gary & Interurban Railroad Co. was organized by the Air Line as a merger of its other four subsidiaries, namely, the Gary & Interurban Railway Co., the Valparaiso & Northern Ry., the Gary Connecting Rys., and the Goshen, South Bend & Chicago Railroad Co.

Late 1917 Service abandoned from La Porte to Goodrum. Rest of the system was broken up and reorganized as follows: Gary Street Ry. Co. took over lines in Gary and Hammond; Gary Connecting Railroad was successor to Gary Connecting Rys. and held the property Gary to Woodville Jct.; Gary & Valparaiso Ry. Co. was successor to V & N and also leased the Gary Connecting Railroad.

1925 Gary Railways formed by merger of the above companies and the Gary & Hobart Traction Co. which up to this time was independent of the Air Line system.

1929 Gary Rys. leased the Gary & Southern Traction Co. which operated a line to Crown Point.

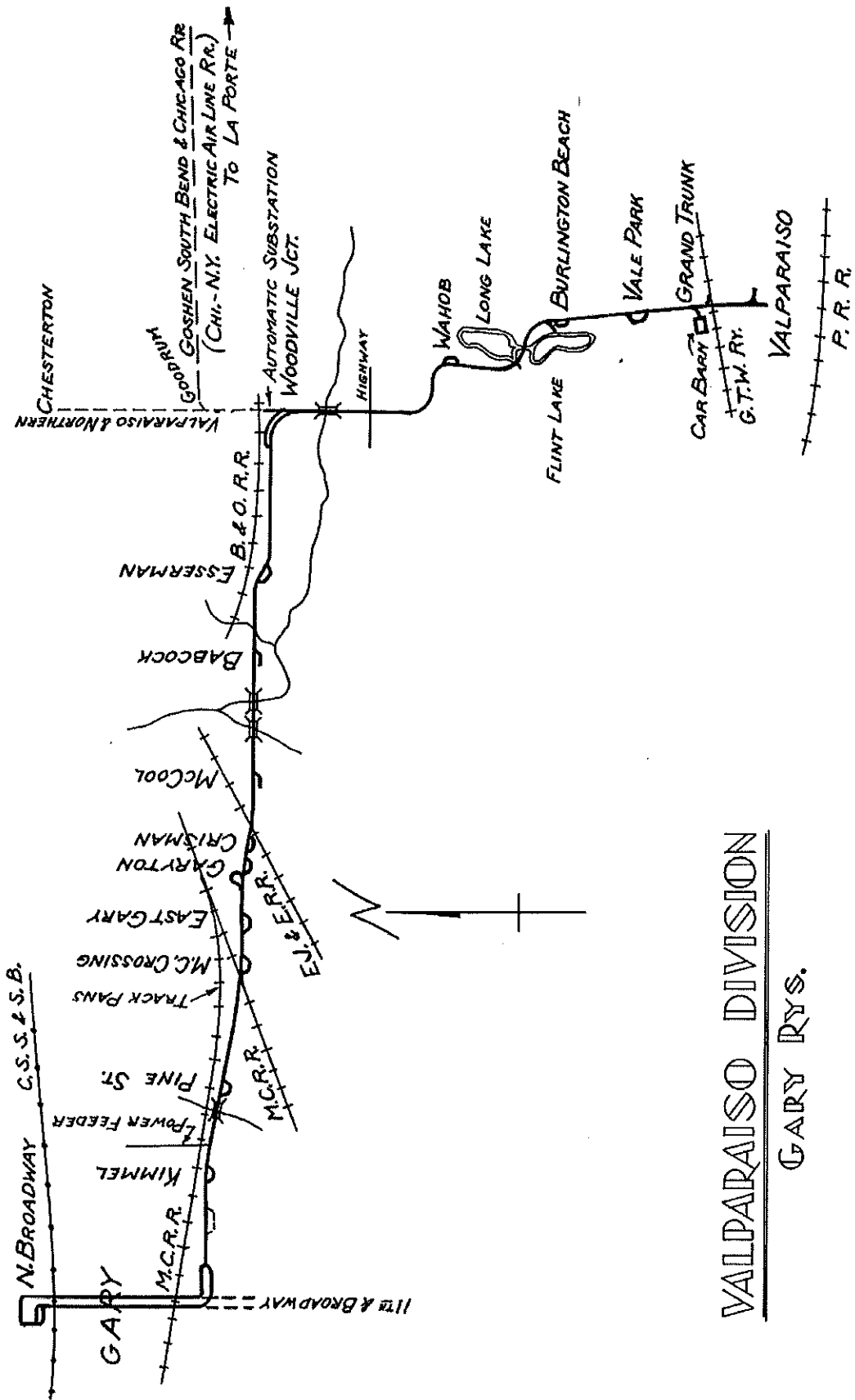
June 17, 1933 Electric car service abandoned to Crown Point.

May 11, 1938 Hearing to be held on proposed abandonment of line from Garyton to Valparaiso.

EQUIPMENT ROSTER OF GARY RAILWAYS

| CAR NUMBER | BUILT FOR | BUILDER | DATE BUILT |
|-------------|-----------------|---|------------|
| 1, 2 | G. & V. Ry. | G.C. Kuhlman Car Co. | 1924 |
| 3 - 5 | G. & H. T. Co. | " | 1925 |
| 6 - 8 10 | Gary Railways | Cummings Car & Coach Co. | 1926 |
| 11-17 | " | " | 1926 |
| 9, 18 | " | " | 1927 |
| 19-27 | " | " | 1927 |
| 50, 51 | " | " (for Gary & Southern line to Crown Point) Cummings Car & Coach Co. | 1929 |
| 109 | Gary & Int. Ry. | McGuire-Cummings Car Co. | 1910 |
| 120 | " | " | 1911 |
| 121-128 | " | " | 1913 |
| 203-212 | Gary St. Ry. | G.C. Kuhlman Car Co. | 1919 |
| 213-218 | " | " | 1919 |

¹Cars 203-218 were called "Erie Type" and were remodeled from double end Peter Witt style cars.



VALPARAISO DIVISION
GARY RYS.