

**THERE IS ALWAYS TIME
FOR COURTESY**

CONTENTS

Special Instructions.....	1
Nasby - Vickers.....	6
Stanley - Alexis.....	6
Stations, Office Calls, Signals and Telephones...	8
Index of Book of Rules Stickers..	Inside Back Cover
Map.....	Outside Back Cover

**Make
SAFETY
Your
POLICY**

**The
New York Central
Railroad Company**

**TOLEDO TERMINAL
DISTRICT**

Time Table No. 77

FOR EMPLOYEES ONLY

Effective 2:00 A.M. Eastern Standard Time

Sunday, April 24, 1955

**W. A. SHEA,
Superintendent**

HOSPITALS

TOLEDO, O.; St. Vincent's 2213 Cherry St.
Phone Main 8161

OCULIST

TOLEDO, O.; E. C. Unckrich, 416 Colton Bldg.
Phone Main 2505

COMPANY SURGEONS

TOLEDO, O.; Dr. Ord W. Burkholder, 456 West
Delaware Avenue

Phone GA-7531

Dr. Harley B. Lehnert, 456 West
Delaware Avenue

Phone GA-5311

Dr. Arthur E. Cone, 1636 W Ban-
croft St.

Phone KL-9351

Residence JO-6736

Dr. A. E. Canfield, 827 Junction Ave.

Phone AD-9971

Residence GA-4744

SPECIAL INSTRUCTIONS

Special instructions prefixed by letter or number modify Rules for the Government of the Operating Department with corresponding letter or number, unless otherwise specified.

A1. OTHER RAILROADS.

Trains and engines operate via C. & O. and T. T. Ry. between Rockwell Junction and SA. C&O time table governs between Rockwell Junction and Walbridge; T. T. Ry. time table governs between Walbridge and SA.

N. Y. C. yard engines, with or without cars, moving to or from Nickel Plate Yard, must obtain permission from the Nickel Plate operator at M. C. Junction before occupying Nickel Plate main track between Nickel Plate Yard and Field Ave. When permission is given, the movement must be made under Nickel Plate Rule 93 (a).

On Westward trip, such permission can be obtained by use of yard telephone located at Field Ave.

N. Y. C. and Nickel Plate trains or engines making movements between the home signal at Broadway Tower and the Junction switch at Field Ave., must proceed expecting to find the track occupied.

Employees of the New York Central Railroad, while in service at the Lakefront Dock & Railroad Terminal Company will be governed by New York Central Operating Rules and Special Instructions.

B3. LAWS AND REGULATIONS.

Reports.

When a train or engine crew has been on duty 14 hours, the Conductor or Engineman must notify the General Yardmaster or the Assistant General Yardmaster.

Ohio.

At railroad crossings and junctions at grade, not interlocked, all trains must come to a full stop, not nearer than two hundred (200) feet, nor farther than eight hundred (800) feet from the crossing, and shall not cross until signalled to do so by watchman, nor until the way is clear.

Caboose must not be occupied while helper engines are coupled to the rear of the caboose, and assisting trains.

Trainmen will take position on other cars in train, or upon helper engine.

Trains being assisted will stop to detach helper engine and allow trainmen to return to caboose.

1. STANDARD TIME.

Eastern Standard Time is in use.

3. STANDARD CLOCKS.

Toledo.....	{ Train dispatcher's office. XD telegraph office. Baggage room.
Air Line Jct.	{ Engine house. Register Clerk's office.
Stanley.....	{ Telegraph office. Engine house.

12. HAND, FLAG AND LAMP SIGNALS.

Toledo: Trains and engines entering or leaving Toledo passenger yard must stop, unless proceed hand signal is received from switch tenders, located at each end of yard, who will use green flag by day, green light by night.

13. EMERGENCY SIGNALS AT INTERLOCKING STATIONS.

Emergency whistle signal in use at Maumee River.
Emergency horn signals in use at Oakdale, Wabash, Nasby, Z, and Alexis.

14. ENGINE WHISTLE SIGNALS.

Whistle signals for crossing should be spaced so last blast of whistle will not be completed before reaching the crossing.

19. MARKERS.

B. & O., C. & O., and Wabash trains will display as markers, by night, lights showing green, (or yellow,) to the front and side and red to rear.

On passenger, mail, express, milk, and deadhead equipment trains where the rear car is equipped with permanent built-in marker lights, such lights will be used in lieu of standard marker lamps and will be considered as complying with Rule 19.

D20a. OMISSION OF GREEN SIGNALS.

The display of green signals will be omitted on two or more tracks, by NYC (Toledo Division) trains.

21a. OMISSION OF WHITE SIGNALS.

The display of white signals will be omitted by NYC (Toledo Division) extra trains.

83. TRAIN REGISTERS.

Toledo.....	Baggage room.
Z.....	Interlocking.
Air Line Jct.....	Register Clerk's office.
Stanley.....	Telegraph office.
SA.....	Interlocking.

Except as shown below, trains will be registered only at terminals.

SA: Signalman register first class trains.

Z: Signalman register Old Road trains.

Eastward Old Road trains entering Inbound track at Vulcan will stop clear of Dorr Street and conductor report arrival to signalman at Z by telephone, identifying his train and giving information necessary for the train register.

83d. CLEARING OF TRAINS.

Toledo: Toledo Division passenger trains verbally by Train Dispatcher. B. & O., C. & O. and Detroit Branch passenger trains verbally by operator XD telegraph office.

Stanley: Trains or engines must not occupy track south of signal E-61 from Yard K lead, or south of Signal E-81, Yards O and S lead without permission from Train Dispatcher at Fostoria.

Vienna Jct.: Trains or engines must not occupy main track without permission of Train Dispatcher at Detroit. Trains will not leave the following stations without clearance Form A.

Toledo: Old Road passenger trains.

Ohio Division passenger trains.

Z: Westward Old Road freight trains leaving via either the main track or the Old Road inbound track.

93. YARD LIMITS.

Vickers.	Rockwell Jct.	Nasby.
Vulcan.	Vienna Jct.	Stanley.

Toledo passenger yard extends from the westward signals of Broadway interlocking to the eastward signals of Wabash interlocking.

D-93a. MOVEMENTS AGAINST THE CURRENT OF TRAFFIC.

May be made between:

- (a) Swan Creek Interlocking and Field Avenue on track No 1 by permission of the signalman at Swan Creek on authority of the train dispatcher.
- (b) Swan Creek Ry. switch and Swan Creek Interlocking on track No 1 by permission of the signalman at Swan Creek on authority of the train dispatcher.
- (c) Maumee River Interlocking and Oak Street on track No 1 by permission of the signalman at Maumee River on authority of the train dispatcher.
- (d) North switch West Toledo House track (School-house switch) and K Interlocking on Track No 1 by permission of the signalman at K on authority of the train dispatcher.
- (e) A & P siding and Z Interlocking on track No 2 by permission of the signalman at Z on authority of the train dispatcher.
- (f) Art Iron Works siding and Swan Creek Interlocking on track No 2 by permission of the signalman at Swan Creek on authority of the train dispatcher.
- (g) Fearing Street and Nasby Interlocking on track No 2 by permission of the signalman at Nasby on authority of the train dispatcher.
- (h) Oakdale Interlocking and Bay Terminal switch on track No 3 by permission of the signalman at Oakdale on authority of the train dispatcher.
- (i) Fassett St Interlocking and East Broadway on track No 3 by permission of the signalman at Fassett St on authority of the train dispatcher.
- (j) Oakdale Interlocking and west switch to W&LE Belt on track No 4 by permission of the signalman at Oakdale on authority of the train dispatcher.
- (k) South NYC switch Libbey Owens Ford Co. and Oakdale Interlocking on southbound main track by permission of the signalman at Oakdale on authority of the train dispatcher.
- (l) Nasby interlocking and yard limit board west of Byrne Road on track No. 4 by permission of the signalman at Nasby on authority of the train dispatcher.

98. RAILROAD CROSSINGS AT GRADE.

Location	Railroad	Signals
Vickers.....	T. T.....	Interlocking.
East Toledo		
(Yondota St.).....	P. R. R.....	Target and Derail.
Ohio Central switch and hand operated derails are bolt locked through target, which must be operated first.		
Wabash.....	Wabash	Interlocking.
C. S. Jct.....	Nickel Plate.....	Target.
Nasby.....	T. T.....	Interlocking.
Z.....	Freight Lead.....	Interlocking.
K.....	T. T.....	Interlocking.
Between K and Alexis..	C. & O.....	Target and Gate.
Alexis.....	C. & O. & A. A.....	Interlocking.
Vulcan.....	T. T.....	Interlocking.
SA.....	T. T.....	Interlocking.

DRAWBRIDGE.

Location	Signals.
Toledo Maumee River	Interlocking.

103. PUBLIC GRADE CROSSINGS.

When switching or when trains or cars are left standing on the approach track circuit of a highway flashing light signal, causing the continuous operation of the signal, a member of the crew must, when practicable, be stationed at the crossing to facilitate highway traffic, advising such traffic when it is safe to cross.

C. S. Jct.: Highway traffic signals for Anthony Wayne Trail crossing. Control switch on approach side to put signals at block and one on leaving side to clear them; to be operated by switchmen.

Sylvania Ave.: Train, yard and switching movements on all tracks must be protected by crew members except on the two main tracks, which are protected by flashing lights.

AUTOMATIC FLASHING LIGHT SIGNALS AND CROSSING GATES.

Nebraska Avenue, Detroit Branch.
Phillips Avenue, Detroit Branch.
Benore Road, Detroit Branch.

Stop signs are placed fifty (50) feet north and south of the crossing for running track west of southbound main track and also fifty (50) feet north and south of the crossing for old MC running track. These signs are placed 50 ft. from the street crossing to govern train movements over same using these tracks.

Trains or engines operating on other than main tracks must proceed slowly past sign adjacent to track approximately 50 ft. from crossing and not cross highway until gates are in horizontal position.

When a train moves over a public crossing at grade and a backup movement over such crossing is to be made, the crossing must be protected by a member of the crew unless gates are in the horizontal position.

104. SWITCHES.

Spring Switches

Stanley: At the junction of the leads out of Yards S and O at south end, normal position of switch is for lead to Yard S. At the junction of leads to and from the Western Sub-division, north of Walbridge Road, normal position of switch is towards incoming lead for Yard S.

Their location will be indicated by signs with the letters SS.

When engines or trains are stopped, in trailing through these switches, the slack must not be taken or back-up movements made until the switches have been properly set by means of hand-throw switch stands.

109. BULLETIN BOARDS AND BOOKS.

Bulletin orders posted in books must be signed for by train and yard service employees.

Toledo.....	Baggage room.
	Baggage room.
	Engine house.
	A.G.Y.M.'s office.
Air Line Jct.....	W. E. New Yard, Yard office.
	E. E. New Yard, Switchtender's Cabin.
	Airline Yard, Yard office.
	Detroit Yard, Yard office.
Piling.....	Yard office.
Oakdale.....	Locker room.
	Yard O, Yard office.
	Yard K, Yard office.
Stanley Yard.....	Telegraph office.
	Diesel house.
North Toledo.....	Yard office.
Wagon Works Jct....	Yard office.

DESIGNATION AND USE OF MAIN TRACKS.

Single Track:

Between Z and Vulcan.

D151—Two Tracks:

Between Fassett St. and Nasby.
Swan Creek and Z.

Tracks are numbered from the south and will be used as follows:

No. 2 Eastward.
No. 1 Westward.

Between Z and Alexis.

Tracks are numbered from the west and will be used as follows:

No. 1 Southward.
No. 2 Northward.

Between SA and interlocking signal at end of double track, 1.1 miles south.
(Eastern Sub-Division)

Tracks are numbered from the west and will be used as follows:

No. 1 Southward.
No. 2 Northward.

Four Tracks

Between Vickers and Fassett St.

Tracks are numbered from the south and will be used as follows:

No. 4 Eastward
No. 2 Eastward
No. 1 Westward
No. 3 Westward

MOVEMENT OF TRAINS BY BLOCK SIGNALS.

Rule S-231 to S-234 inclusive govern:

Between Z and Vulcan.

Rule D-251 to D-254 inclusive govern:

Between: Vickers and Nasby.
Swan Creek and Alexis.

Rule D-261 to D-264 inclusive govern:

Between SA and interlocking signal at end of double track, 1.1 miles south.

293. SWITCH TARGETS.

Day indication not displayed for high main track switch targets, figure 225, rule 293.

297. RAILROAD GRADE CROSSING SIGNALS.

Trains must stop before proceeding unless otherwise indicated.

Location	Signal	Indication
East Toledo (Yondota St.)		
Target.....	Vertical	Proceed
Target located just east of P. R. R. Tracks.		
Between K\ Target	Horizontal }	Proceed
and Alexis } Gate	over C. & O. }	
Trainmen will operate targets and gate.		

305. MANUAL BLOCK SYSTEM.

Manual block signals are remotely controlled as follows:

Location.	Control Station.
Vulcan, home signals.	Z. Interlocking.

Trains must not pass these signals without entire train or do switching, without first notifying the control signalman of intended moves, and must report to control signalman as soon as such moves have been completed.

At remote controlled Manual Block Signal, signalman may accept office indication that train has passed signal. Rule 319 modified accordingly.

505. AUTOMATIC BLOCK SYSTEM.

Automatic Block System is in use:

Single Track:

Between Z and Vulcan.

Two or More Tracks:

Between: Vickers and Nasby.
Swan Creek and Alexis.
SA Interlocking and 1.1 miles south.

Except where Rule D-261 is in effect, Manual Block System Rules will govern movements against the current of traffic.

Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.

Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

Rules 305-A, 335 and 361. Trains and engines moving against the current of traffic at Maumee River Bridge, will be governed by signal indication and need not obtain Clearance Form A.

605. REMOTE CONTROL SWITCHES AND SIGNALS.

Location	Signal station.	Signals.	Tracks.
Vulcan, 1.8 miles west of...Z	Interlocking	Eastward INT Westward INT-MB	Main and sidings.

Trains must not pass these signals without entire train or to do switching without first notifying the controlling signalman of intended moves and must report to controlling signalman as soon as such moves have been completed.

Interlocking rules govern.

Enginemen or trainmen finding signal indicating Stop must call signalman at signal station.

Trains or engines may proceed on instructions from signalman after switch is spiked or thrown by hand-throw lever of dual control switch. Movement must be made at restricted speed.

Additional instructions for hand throwing of switch are located in signal station and in telephone box at switch.

703. MAKE-UP OF FREIGHT TRAINS

Defective cars carded "rear end only" must not be placed forward of 15 cars from caboose when so carded. So far as possible, inspectors must apply these cards to cars requiring such movement prior to trains being made up in the yard.

Snow plows must not be hauled backward when being moved in freight train.

Cranes in non-revenue trains must be hauled ahead of cars occupied by crew unless otherwise instructed.

Scale test cars must be hauled only in slow or local freight trains.

Flat and gondola cars with load apt to shift must be separated from occupied caboose by a solid end car.

916. HEATING, LIGHTING, VENTILATION AND AIR CONDITIONING OF CARS.

Rules for the Operation and Supervision of Steam Heat Equipment govern.

The application of Steam Heat Equipment Rule No. 1724 is as follows:

Approaching	Direction	Open rear end train pipe valve	Engineman shut off steam at
Toledo	Westward	Fassett St.	River Bridge
	Eastward	East of Z	Swan Creek

Rear end train pipe valve must be opened gradually to full open position when blowing out steam line to avoid metal gaskets being blown out.

When one or more of the first five cars in train are equipped with rubber steam hose and 130 pounds steam pressure is not sufficient to properly heat the train, pressure may be increased to 150 pounds. Steam Heat Equipment Rules Nos. 1706, 1707 and 1712 are modified accordingly.

Before steam pressure is connected to standing cars, train line valve must be closed at opposite end of line.

AIR BRAKES.

Diesel Equipment:

Diesel road locomotives must have the controlled emergency feature of 24-RL brake equipment set in PASSENGER (or PASSENGER LAP), except when coupled to a freight train. Locomotives operating light, in road service, yard or terminal territory, must have the Rotair valve and controlled emergency cocks set as follows:

Rotair valve operating "A" unit set in "PASS" position.
Controlled emergency cock "B" unit set in "PASS" position.

Rotair valve trailing "A" unit set in "PASS LAP" position.

SPEED RESTRICTIONS.

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

General

(unless otherwise restricted)

Steam Engines, Class U under steam or being towed	20
Diesel Engines Nos. 1000 to 8357 light or with caboose	30
Diesel Engines Nos. 506 to 513, with traction motor pinion removed and Nos. 526 to 957, 8400 to 9820 in service or when hauled dead in train	30
Diesel Engines Nos. 506 to 513 with traction motor pinion engaged in service or when hauled dead in train	25
Diesel Engines Nos. 1000 to 2474, 3300 to 3372, 3700 to 3821, 5000 to 5017, 5100 to 5817, 5900 to 8357 when handling passenger, mail, express and troop trains and trains NC-1, BB-1, BNB-2, with Pace-maker equipment only or when hauled dead in train	65
Diesel Engines operating through water.	3
Note: Diesel Engines must not be operated through water more than 3 inches over top of rail.	
Engines running backward by night over public crossings	15
Circus trains with freight equipment cars	30
Trains with scale test cars or Jordan spreader	25
Trains with snow-loader and snow-melter, not in service	30
(Loader and melter units to be coupled and moved in train next to caboose with loader unit trailing.)	
Trains with dead engines not having all side or main rods	20
Revenue freight trains with cranes moving on own wheels	25
Freight trains with pushers	25
Switches and crossovers, not interlocked, when diverging	15
At night over all facing point hand operated switches, when operated against current of traffic in automatic block signal territory where switch lamps are not in use.	
Rail Detector Cars, under own power or on rear of passenger train	40
Trains having ore cars under 25 feet in length	30

LOCAL

(unless otherwise restricted)

PASSENGER, MAIL, EXPRESS AND TROOP TRAINS.

Between:	Tracks 1	2	Tracks 3	4
Vickers and Oakdale	60	60	40	40
Oakdale and Wabash	35	35	30	30
Broadway and Swan Creek	50	50		
Swan Creek and Nasby	70	60		
Swan Creek and crossover north of Sylvania Avenue	45	45		
Crossover north of Sylvania Avenue and Alexis	60	60		
Z and Vulcan, main track			30	
With freight equipment cars	30	30	20	20

FREIGHT TRAINS AND YARD ENGINES.

Tracks 1	2	Tracks 3	4
Freight trains and yard engines	30	30	20
Freight trains having loaded ore cars under 25 feet in length over Maumee River Drawbridge	10	10	

ALL TRAINS.

Toledo Passenger Station, all tracks	10
Light engines entering or leaving Toledo Passenger Station	10

Between Oakdale and Rockwell Jct.	30
Dorr St., 1,000 feet north and south of	15
Alexis, through crossover N.Y.C. and M.C.	25
A. A. connection	10
SA, through interlocking	10
Stanley Yard, facing point movements over spring switches	15

RAIL DETECTOR CARS.

Rail Detector Cars must not be handled in freight trains and, except NYC car X-8015, must not be handled in passenger trains.

Following will govern when Rail Detector Cars are moving under their own power.

In Automatic or Manual Block System territory Train Dispatcher will arrange for Absolute Block between open signal stations for movements following such cars.

Cars approaching highway crossings which are provided with automatic protection, must not pass over crossings until manual protection is provided unless it is known that the automatic protection is functioning.

At Railroad crossings where automatic interlocking is in use, such cars will come to a stop and must not proceed over crossings until all instructions covering emergency use of such crossings have been complied with.

Signalmen at interlocking stations must not operate any switches in the route lined for such cars while within interlocking limits.

In Automatic Train Stop territory, if car is not equipped with Automatic Train Stop device, movements will be authorized and made according to Timetable Special Instructions governing such moves, except that Train Dispatchers will arrange for clear block between open signal stations both in advance and in rear of train.

Rail Detector car X-8015 is equipped with Automatic Train Stop Device.

ENGINE AND CAR RESTRICTIONS.

Diesel Engines Nos. 1000 to 1123, 1600 to 1873, 2400 to 2474, 3200 to 3203, 3210, 3211, 3300 to 3372, 3500 to 3503, 3600, 3601, 3700 to 3709, 3800 to 3821, 4000 to 4061, 4100 to 4113, 4200 to 4214, 4300 to 4304, 4400 to 4405, 4500 to 4507, 5000 to 5017, 5100 to 5104, 6600 to 6607, 6900 to 6903 and steam engines classes J, L and S must not be operated on Elevator track Miami Street yard A and the Commercial Metal Treating Co. tracks.

Enginemen operating engines equipped with storm windshield wings must have windshields closed when operating in yards or on side tracks.

Engines must not be operated as shown below:

Locations

Toledo Passenger Station, with blind drivers.
Toledo Passenger Station, tracks adjacent to platform curbs, C&O Diesel Road Switchers Nos. 5570-5595.....Class MTA-16.

SPECIAL USE OF TRACKS.

All movements over the M. C. running track, between Wagon Works Junction and Alexis, irrespective of class of train, must be under Rule 105.

All trains and engines using this track must report into clear at Wagon Works Junction, or obtain permission from Train Dispatcher or Operator, before pulling out at this point.

Westward movements into the yard at Swan Creek off tracks 1 and 2 must not be continued beyond the first diverging hand-throw switch without a hand signal from switch-tender located at that point.

WATER STATIONS.

Toledo Passenger Station
Air Line Jct.

AUTOMATIC TRAIN STOP.

Enginemen and firemen must be qualified on Rules for the Operation of Automatic Train Stop.

Engines and motors, operated between Vickers and Nasby and between Swan Creek and Vienna Junction, must be equipped with automatic train stop device in working order, and cut in, except:

- When used as pusher or second engine.
- By specific authority of Superintendent.
- When automatic train stop device becomes inoperative after leaving terminal, trains must be operated at a speed not exceeding 35 miles per hour. Enginemen must notify Superintendent at the first communicating station and relief engine, if available, must be obtained at the first engine terminal. Train may proceed at normal speed but not exceeding 75 miles per hour when authorized by train order. Train dispatcher will arrange for clear block between open signal stations in advance of such train, within the limits of the train order.
- Engines not equipped with automatic train stop devices operating in switching, yard, puller and transfer service may be operated on main track within territories specified by the Superintendent at a speed that will permit stopping short of another train or obstruction, but not exceeding 20 miles per hour.
- Engines not equipped with automatic train stop devices operating in puller and transfer service may be operated on main track within territories specified by the Superintendent at a speed not exceeding 35 miles per hour when authorized by train order. Train dispatcher will arrange for clear block between open signal stations in advance of such train, within the limits of the train order.

When forestalling whistle fails to sound while forestalling, engineman will reduce to and operate at speed specified in Paragraph C until he has occasion to again forestall as prescribed by the rules, and the whistle sounds; normal speed may then be resumed. Failure of whistle to sound must be reported on Form SC-1.

OVERHEAD CLEARANCES.

Employees are warned of close overhead clearances at the following locations, and must not go on top of box cars, engines or other high equipment while movements are being made under these signal lines, bridges or structures.

Location	
Toledo	Air Way Mfg. Company siding, Bancroft Street.
Toledo	Community Traction Company siding at Wagon Works Jct.
Toledo	North wye track on the M. C. at Sylvania Avenue.
Toledo	Passenger Yard
Toledo	Overhead concourse
Toledo	Fassett Street Bridge
Toledo	Oak Street Bridge
Toledo	Pennsylvania Railroad Bridge
Toledo	O.C. Division Bridge
Toledo	Miami Street Bridge
Toledo	Maumee River Bridge
Toledo	Sumner Street Bridge
Toledo	Broadway Bridge
Toledo	Maumee Avenue Bridge
Toledo	Nickel Plate track and
Toledo	Field Avenue Bridge
Toledo	Nickel Plate Railroad
Toledo	Bridge
Toledo	Anthony Wayne Trail
Toledo	Bridge
Toledo	Curtis Street Bridge
Toledo	Junction Avenue Foot-bridge
Toledo	Doehler-Jarvis Footbridge
Toledo	Overhead structure Bridge
Toledo	No 13 over main line
Toledo	Overhead structure Bridge
Toledo	No 21 over B&O

W. A. SHEA, Superintendent

F. B. GILL } Assistant Superintendents
W. G. CHASE }

R. W. FULLER
E. H. SCHNELL
R. W. LANG
S. L. BURDEN
T. J. PRENDERGAST
C. S. HULBERT
E. R. MCGOWIN

Train Masters.

J. S. SHEA, Chief Train Dispatcher.

J. EGAN
D. J. PEASE } Assistant Chief Train Dispatchers.
C. H. FRITZ }

J. G. WELSH
R. W. HARRIS
J. W. CRIM
S. C. KANTOR
H. J. McMAHON
F. G. STOLTZ
L. T. LEHANEY
J. H. BENSE
H. G. LANDER
A. J. NOBLE
L. C. TUCKER
D. H. EGAN
J. P. TANSEY
R. L. LOWMAN
L. F. GOODEMAN

Train Dispatchers.

J. D. FRASER, Division Engineer.
J. J. CAREY, Assistant Division Engineer.

W. F. SMITH, District Road Foreman.

J. P. KIEFER, Chief Road Foreman.

R. D. ATWATER
W. L. TREECE
R. W. GORDON
G. S. MOORE, JR.
R. W. STONECYPHER
J. T. RYAN
W. L. FARNSWORTH

Road Foremen.

C. D. GRAHAM
F. T. SCHOEDEL

General Yard Masters.

EASTWARD and SOUTHWARD—FIRST CLASS

Miles from Toledo	STATIONS	NYC	MC Big 4	NYC 757 B & O	B & O	NYC	NYC	NYC	NYC	MC Big 4	MC	NYC	NYC	NYC	NYC 753 B & O	NYC	
		122	309	57	351	90	290 See Note	32	X-78	303	305	46	14	862	53	822	
		Daily	Daily	Daily	Daily except Mon.	Daily	Daily except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Sunday only	Daily	Daily except Sunday	
	LEAVE	A. M.	A. M.	A. M.		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
3.7	Nasby.....	12.02				3.13	3.47	7.22	8.10			2.22	2.32				
3.8	Vulcan.....													3.40		4.29	
8.7	Alexis.....		12.45	12.50						12.05	2.05				4.05		
7.5	K.....																
4.8	WagonWorksJct.....	12.52	12.57								2.12						
2.0	Z.....	12.58	1.03							12.14	2.18			3.45	4.18	4.34	
0.0	Toledo.....	12.10	1.05	1.10		3.20	3.55	7.30	8.20	12.25	2.25	2.30	2.40	3.55	4.25	4.44	
	ARRIVE										P. M.			P. M.			
	LEAVE				A. M.											P. M.	
0.0	Toledo.....	12.40	1.20	1.30	2.00	3.30	4.10	8.00	9.00	12.35		2.45	2.55		4.32		
0.7	Maumee River..			1.35	2.05										4.37		
1.2	Fassett St.....																
1.9	Oakdale.....	12.47	1.27			3.35	4.16	8.05	9.08	12.40		2.50	3.00				
2.6	Rockwell Jct.....		1.29							12.42							
3.0	Vickers.....	12.49				3.37	4.18	8.07	9.10			2.52	3.02				
5.3	SA.....		1.35							12.48							
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.		P. M.	P. M.		P. M.		

Miles from Toledo	STATIONS	NYC	NYC 761 76	NYC 2	NYC 28	NYC 242	NYC 721 B & O	NYC 68	C & O	Wabash	NYC 26 See Note	NYC 232	NYC 22	MC Big 4 307			
		6	76	2	28	242	721	68	46	13	26	232	22	307			
		Daily	Daily	Daily	Daily	Sunday only	Daily	Daily	Daily	Daily	Daily except Sat.	Daily except Sunday	Daily	Daily except Sat. and Sun.			
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		P. M.	P. M.	P. M.	P. M.			
3.7	Nasby.....	4.40		6.34	6.48	7.05		7.41			8.23	10.30	11.22				
3.8	Vulcan.....																
8.7	Alexis.....		6.11				7.15		7.35					11.50			
7.5	K.....																
4.8	WagonWorksJct.....								7.41					11.57			
2.0	Z.....		6.20				7.25		7.47					12.03			
0.0	Toledo.....	4.47	6.25	6.41	6.56	7.15	7.30	7.48	7.55		8.30	10.40	11.30	12.10			
	ARRIVE																
	LEAVE					P. M.				P. M.							
0.0	Toledo.....	4.52	6.31	6.46	7.01		7.35	7.53	8.05	7.55	8.35	11.25	11.35	12.35			
0.7	Mamuee River ..						7.40										
1.2	Fassett St.....																
1.9	Oakdale.....	4.57	6.36	6.51	7.06			7.58	8.10		8.40	11.31	11.40	12.42			
2.6	Rockwell Jct.....								8.12					12.44			
3.0	Vickers.....	4.59	6.38	6.53	7.08			8.00			8.42	11.33	11.42				
5.3	SA.....													12.50			
	ARRIVE	P. M.	P. M.	P. M.	P. M.		P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.			

No. 290 will not operate May 30, July 4 and Sept. 5.
No. 26 will not operate May 29, July 3 and Sept. 4.

WESTWARD AND NORTHWARD—FIRST CLASS

Miles from Toledo	STATIONS	NYC	NYC	NYC	NYC	B & O	Big 4 MC	NYC	NYC	NYC	MC Big 4	B & O 58 NYC 758	C & O	B & O NYC	NYC	Wabash	NYC
		5	1	27	67	350	302	25	817	807	304	58	47	722	843	12	19
		Daily	Daily	Daily	Daily	Daily except Mon.	Daily	Daily except Sun.	Sunday only	Daily except Sunday	Daily except Sun. and Mon.	Daily	Daily	Daily	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.		A. M.	A. M.
5.3	SA.....						4.40				5.10						
3.0	Vickers.....	1.58	3.37	4.09	4.34			4.54									8.38
2.6	Rockwell Jct.....						4.46				5.16		5.21				
1.9	Oakdale.....	2.00	3.39	4.11	4.36		4.51	4.56			5.21		5.28				8.40
1.2	Fassett St.....																
0.7	Maumee River ..					4.49						5.25		6.25			
0.0	Toledo.....	2.05	3.44	4.16	4.41	4.55	4.58	5.01			5.28	5.30	5.35	6.30		8.00	8.45
	ARRIVE					A. M.										A. M.	
	LEAVE								A. M.	A. M.						A. M.	
0.0	Toledo.....	2.20	3.49	4.21	4.46		5.30	5.06	5.20	5.35	6.10	5.50	5.55	6.35	6.55		8.55
2.0	Z.....							5.25	5.40		6.15	5.56	6.00	6.40			
4.8	WagonWorksJct.....						5.42				6.22	6.02	6.06				
7.5	K.....																
8.7	Alexis.....						5.49				6.29	6.09	6.13	6.49			
3.8	Vulcan.....							5.32	5.47								
3.7	Nasby.....	2.28	3.56	4.28	4.53			5.13							7.03		9.02
	ARRIVE	A. M.	A. M.	A. M.	A. M.		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

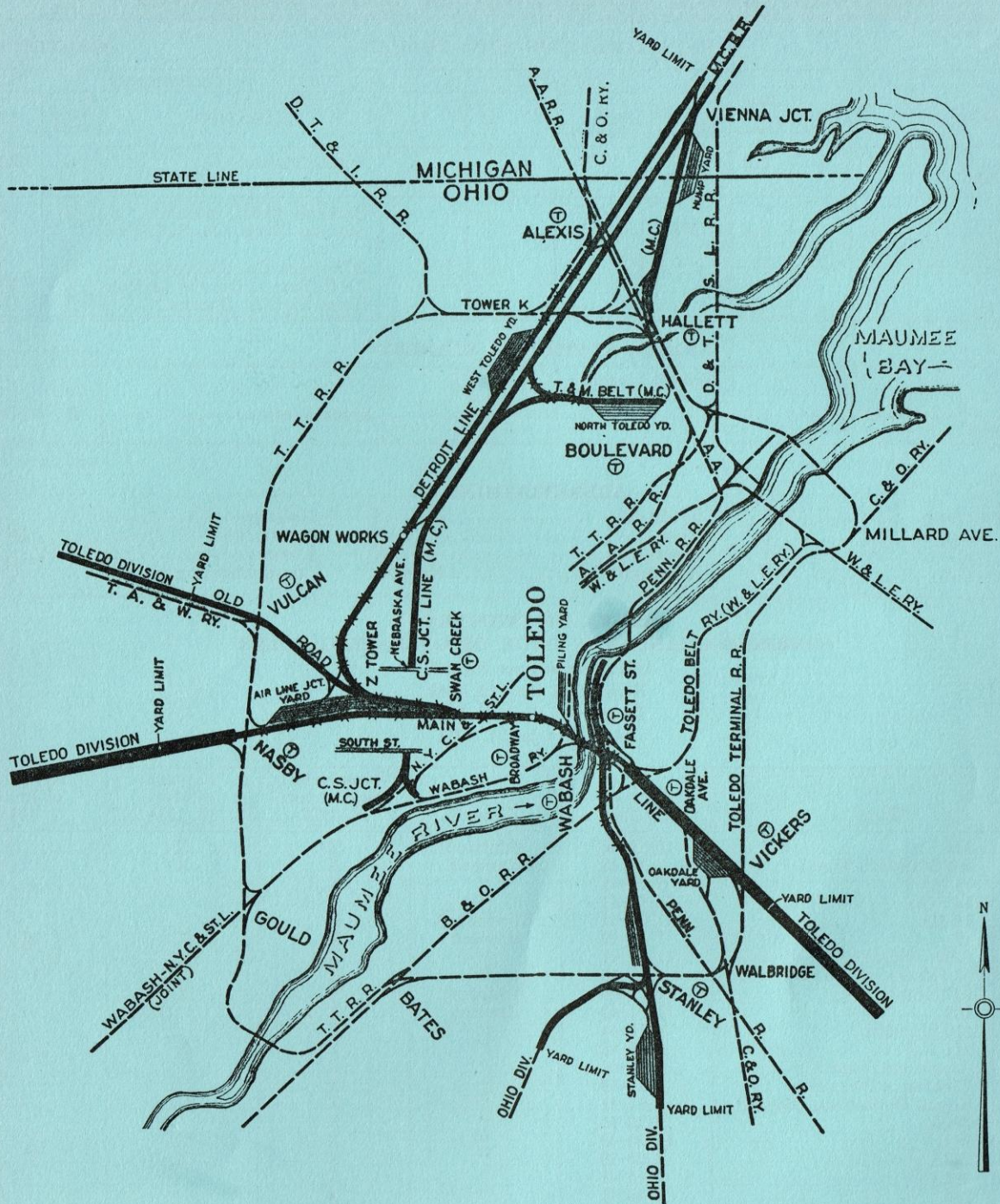
Miles from Toledo	STATIONS	NYC	NYC	NYC	NYC	NYC	Big 4 MC	NYC	NYC	B & O	MC	NYC	NYC	NYC	NYC	NYC	NYC
		75 750	59 See Note	257	29 See Note	35	312	3	73	54 NYC 754	306	243	43	X-43 See Note	129	9	
		Daily	Daily except Sun.	Daily	Sun. only	Daily	Daily	Daily except Mon.	Daily	Daily	Daily	Sunday Monday Only	Daily	Daily	Daily	Daily	
	LEAVE	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.		P. M.	P. M.	P. M.	P. M.	P. M.	
5.3	SA.....						2.15										
3.0	Vickers.....	8.59	9.55	10.00	11.34	1.18		4.48	5.08			8.10	8.10	8.15	11.20	11.49	
2.6	Rockwell Jct.....						2.21										
1.9	Oakdale.....	9.01	9.57	10.02	11.36	1.20	2.23	4.50	5.10			8.12	8.12	8.17	11.22	11.51	
1.2	Fassett St.....																
0.7	Maumee River ..							5.15									
0.0	Toledo.....	9.06	10.07	10.10	11.41	1.25	2.30	4.55	5.15	5.20		8.20	8.20	8.25	11.30	11.59	
	ARRIVE																
	LEAVE										P. M.						
0.0	Toledo.....	9.10	10.12	10.30	11.46	1.35	2.50	5.05	5.25	5.30	5.35	8.30	8.55		12.15	12.30	
2.0	Z.....	9.15					2.56		5.36	5.40							
4.8	Wagon Works Jct.....									5.46							
7.5	K.....																
8.7	Alexis.....	9.22					3.05		5.44	5.53							
3.8	Vulcan.....																
3.7	Nasby.....		10.19	10.37	11.53	1.42		5.12	5.32			8.37	9.02		12.23	12.37	
	ARRIVE	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		A. M.	A. M.	

No. 25 will not operate May 30, July 4 and Sept. 5.
Nos. 3 and X-43 will not operate May 31, July 5 and Sept. 6.
No. 29 will operate May 30, July 4 and Sept. 5.
No. 59 will not operate May 30, July 4 and Sept. 5.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES											
VICKERS TO NASBY											
STATIONS		Office Calls	Miles from Toledo	SIGNALS				TELEPHONES			
				Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	LINE	
Vickers..... Open day and night	C. S. C. S. C. S.	VK	3.0	291.1 INT.	INT.	291.3 INT.	INT.	East and West end of siding on Pole..... Signal station..... Bay Terminal Conn.....	S N	T.D.M. T.D.M-Y T.D.	
Oakdale..... Open day and night	C. S. C. S. C. S.	OD	1.9	292.1 INT.	293.2 INT.	292.3 INT.	293.4 INT.	L. O. F. No. 6 Sw. Pole Box.. Between LOF 7&8 Sw. Booth Signal station.....	S S S	Y Y T.D.M-Y	
Fassett St..... Open day and night	C. S.	FS	1.2	INT.	INT.	INT.	INT.	Signal station.....	N	T.D.-Y	
Maumee River..... Open day and night	C. S. C. S.	MB	.7	INT.	295.2 INT.			Oak St. gateman's cabin..... Signal Station.....	N S	Y T.D.-Y.	
Wabash..... Open day and night	C. S. C. S. C. S.	WS	.4	INT.	INT.			Piling yard office Signal station..... Eastbound home signal pole box.....	N S S	Y T.D.M-Y Y	
Toledo..... Open day and night	C. S. C. S. C. S.	XD	0.0					East end switch tender cabin . Passenger station..... West end switch tender cabin	N N N	Y T.D.M-Y Y	
Broadway..... Open day and night	C. S. C. S.	BY	.3	INT.	INT.			Signal station..... Maumee Ave. on Pole	S S	T.D.-Y Y	
Swan Creek..... Open day and night	C. S.	SK	1.2	297.1 INT.	297.2 INT.			Art Iron Works..... Signal station.....	S S	Y T.D.-Y	
Nasby..... Open day and night	C. S. C. S. C. S.	AV	3.7	A3.1 INT. A5.1	A3.2 INT.	A5.3	A5.4	Diamond..... Fearing St. yard office..... 50 ft. West of Fearing Street on Pole..... Signal station..... East of Byrne Road in Booth. Treating Plant Crossover on Pole.....	N N S S S	T.D.-Y T.D.M-Y Y T.D.M-Y T.D.M	






SWAN CREEK TO ALEXIS											
STATIONS		Office Calls	Miles from Toledo	SIGNALS				TELEPHONE			
				Track No. 2	Track No. 1	Track No. 3	Track No. 4	LOCATION	Side of Track	LINE	
Swan Creek..... Open day and night	C. S. C. S.	SK	1.2	INT.	INT.			Signal station..... Southbound home signal pole box.....	S E	T.D.-Y Y	
Z..... Open day and night	C. S. C. S.	Z	2.0	INT.	298.1 INT.			Signal station..... Nebraska Ave., in booth.....	S E	T.D.M-Y Y	
				Track No. 1	Track No. 2						
A. & P. Siding.....	C. S.		2.8	D561	D562			In Booth.....	E	T.D.-Y	
Dorr St.....	C. S.		3.2					Detroit In-bound, in booth...	E	T.D.-Y	
	C. S. C. S.			D551	D552			Oakwood Ave., in booth..... Bancroft St. in Booth	W E	T.D.-Y T. D.	
Wagon Works Jct.....	C. S. C. S. C. S.		4.8	D541	D542			Post St. in booth..... Yardmaster's Office..... Crossover, Pole Box.....	W W E	T.D. T.D.-Y T.D.-Y	
				D531							
Overland Yard.....	C. S.				D522			Switch Shanty.....	W	T.D.-Y	
Crossover North of Sylvania Ave.....	C. S. C. S.		6.4	D521				Ten Mile Creek, in booth.... North of Sylvania Avenue....	W E	T.D. T. D.	
	C. S.			D511	D512			West Toledo north end of.... yard, in booth..... Signal station.....	E E	T.D. T.D.M-Y	
K..... Open day and night	C. S.	K	7.5	INT.	INT.						
Alexis..... Open day and night	C. S.	N	8.7	INT.	INT.			Signal station.....		T.D.M-Y	

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES											
SIGNAL STATION Z TO VULCAN (CONTINUED)											
STATIONS		Office Calls	Miles from Toledo	SIGNALS				TELEPHONES			
				Single Track				LOCATION	Side of Track	LINE	
				Westw'd	Eastw'd						
Z..... Open day and night	C. S.	Z	2.0	INT. 299.1	INT.			Signal Station.....	S	T.D.M.Y.B	
Vulcan.....	C. S. C. S.		3.8	INT.	299.2 INT.			Parkside Blvd., in booth..... Surface Comb. Co. Siding on Pole..... E.W.Bliss Co. Siding on Pole 200 ft. East of Dorr St. on Pole Home Signals, Booths.....	N N N N	Y Y Y-B T.D.M-B	
SIGNAL STATION SA STANLEY											
SA..... Open day and night	C. S.	SA	5.3	Northw'd INT.	Southw'd INT.			Signal station.....	E	T.D.M-Y	
ABBREVIATIONS											
Train dispatching.....	T.D.	South	S	Message	M						
Block	B	East	E	Interlocking	INT.						
Yard	Y	West	W	Distant	D						
North	N	Automatic	Number	Communicating station	C.S.						
INDEX OF STICKERS COVERING CHANGES IN BOOK OF OPERATING RULES											
Dated September 26, 1937 Reprint of May 15, 1944 Reprint of June 1, 1948 Reprint of Jan. 1, 1951											
Page Nos.	Rule	Date of Sticker	Change	Book Dated September 26, 1937	Reprint of May 15, 1944	Reprint of June 1, 1948					
11	M	10- 1-46	Addition	X	X						
16-17	2-3 Standard Time)	3-15-48	Revised	X	X						
23	14 (1)	2-15-41	"	X							
23	14 S(n)	11- 1-41	"	X							
25	16 (1)	11- 1-41	Eliminated	X							
25	17	1-10-49	Revised	X	X	X					
39	S-90	11- 1-41	"	X							
40	93 (Note)	5- 1-43	"	X							
42	99 (Note)	10- 1-46	Addition	X	X						
45-46	109	11- 1-42	Revised	X							
52	210-211-211A	4-15-44	"	X							
56-57	211 (C)	3-15-48	"	X	X						
84	Clearance Form A	4-15-44	"	X							
85	Clearance Form B	4-15-44	"	X							
90	Signal Definitions (Speed)	2-15-41	"	X							
93	281A	2-15-41	"	X							
94	282	12-20-49	"	X	X	X					
95	282A	4-26-49	"	X	X	X					
97	284	2-15-41	"	X							
98	285	2-15-41	"	X							
101	289A	8-15-47	"	X	X						
104	291	2-15-41	"	X							
117	326A	4-15-44	Eliminated	X							
117	327	5- 1-45	Revised	X	X						
118	330	3-15-48	"	X	X						
139	701	10-24-50	"	X	X	X					
140	703	11- 1-41	"	X							
140	706	12-20-49	"	X	X	X					
141	708	4-15-44	"	X							
146	733	No date	Addition	X							
161-162	937	4-15-44	Eliminated	X							
NOTE —Date of reprinted Book of Rules appears on inside cover page 1 immediately under the original date of September 26, 1937. Reprint of May 15, 1944 includes all changes up to and including that date. Reprint of June 1, 1948 includes all changes up to and including that date. Reprint of Jan. 1, 1951 includes all changes up to and including that date. NOTE —Symbol X indicates sticker has been issued for the book listed.											



TOLEDO TERMINAL DISTRICT

LEGEND

-  SINGLE TRACK
-  DOUBLE TRACK
-  THREE OR MORE TRACKS
-  FOREIGN ROADS AND OTHER DIVISIONS
-  TOWER