THERE IS ALWAYS TIME FOR COURTESY

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The New York Central Railroad Company

TOLEDO DIVISION

Time Table No. 65

FOR EMPLOYES ONLY

Effective 2:00 A. M. Eastern Standard Time

Sunday, April 24, 1949

J. H. SPOONER,
Superintendent

A. S. GILMAN INC., CLEVELAND

COMPANY SURGEONS

ADRIAN, MICH.: John D. Rogers, 834½ So. Main St.
Phone 810-J

AIR LINE JCT., O.: A. E. Canfield, 827 Junction Ave.
Phone Adams 9971

ANGOLA, IND.: Donald W. Creel, Cameron Hospital.
Phone 94

ARCHBOLD, O.: E. R. Murbach, 224 N. Defiance St.
Phone 2 C. F. Murbach, 224 N. Defiance St.

BEREA, O.: W. P. Bowser, 31 E. Bridge St.
Phone 152

BRYAN, O.: J. W. Long, 112½ W. High St.
Phone 142

ELKHART, IND.: L. A. Elliott, 405 South Second St.
Phone J-59

ELYRIA, O.: T. F. Cushing, 124 Middle Ave.
Phone 3466

FORT WAYNE, IND.: Robert Brosius, 1603 Wells St.
Phone Anthony 3230

GOSHEN, IND.: R. H. Young, 111 E. Madison St.
Phone 159

HILLSDALE, MICH.: John A. MacNeal, 62 North Howell St.
Phone 583

HUDSON, MICH.: I. L. Spaulding, 106 So. Church St.
Phone 49F

HURON, O.: C. E. Swanbeck, Homan and Center Sts.
Phone 3411

JACKSON, MICH.: Thos. E. Hackett, 401 Carter Bldg.
Phone 25271
E. A. Thayer, 1104 National Bank of
Phone 23672 Jackson Building
John B. Holst, 1025 Francis St.
Phone 23910

KENDALLVILLE, IND.: H. O. Williams, 115 E. Rush St.
Phone 40J

NORWALK, O.: C. D. Thomas, 37 West Main St.
Phone 347

PORT CLINTON, O.: Cyrus R. Wood, 115 Madison St.
Phone 4501

SANDUSKY, O.: H. B. Frederick, 817 Washington St.
Phone 776
D. D. Love, 817 Washington St.
Phone 776 Res. 4629

TECUMSEH: H. H. Hammel, Hammel Building.
Phone 87-R-1

TOLEDO, O.: Dr. O. W. Burkholder, 456 West Delaware Ave., Toledo.
Phone GA-7531
Dr. Arthur E. Cone, 456 West Delaware Ave., Toledo.
Phone GA-4211
Dr. William G. Henry, 456 West Delaware Ave.
Phone GA-7531

VERMILION, O.: E. J. Henig, 112 E. Ohio St.
Phone 2852

OCULISTS

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

ELKHART, IND.: H. N. McKee, 319 Monger Bldg.
Phone 393

ELKHART: L. F. Swihart, 214 West Marion St.
Phone: Office 2223 Res. 3765

HILLSDALE, MICH.: E. W. Douglass, 61 North Howell St.
Phone 200-J

JACKSON, MICH.: W. Edward McGarvey, 802 Jackson City Bank Building. Office phone 3-6935. Residence phone, 2-3945.

HOSPITALS

ADRIAN, MICH.: Emma L. Bixby.
Phone 451

ELKHART, IND.: Elkhart General
Phone 900

ELYRIA, O.: Memorial
Phone 2213

FORT WAYNE, IND.: Methodist.
Phone A-2111

FORT WAYNE, IND.: St. Joseph's.
Phone A-4121

HILLSDALE, MICH.: Hillsdale.
Phone 609

JACKSON, MICH.: W. A. Foote Memorial.
Phone 7131

SANDUSKY, O.: Providence.
Phone Main 465

STURGIS, MICH.: Sturgis Memorial.
Phone 344

TOLEDO, O.: St. Vincent's.
Phone Main 8161

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.

B-3. LAWS AND REGULATIONS.

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 signaled to do so by the watchman nor until the way is clear.

Cabooses 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.

REPORTS.

When a train or engine crew has been on duty 14 hours, the conductor must send report to the Superintendent by wire.

When car of live stock is due to be fed, rested and watered within 3 hours, the conductor must send report to the Superintendent by wire.

DEFECTIVE CARS.

Cars becoming defective enroute when loaded with live stock or perishable freight may be hauled by chains instead of couplers to next repair point, and when so hauled at the rear of caboose must be chained in addition to being coupled unless the air brakes are in service.

Other defective cars must not be hauled by chain in revenue trains or in association with cars commercially used, beyond the first side track.

1. STANDARD TIME.

Eastern Standard Time is in use.

3. STANDARD CLOCKS.

Elyria	Yard office, coal dock.
Sandusky	Telegraph office.
	Yard masters office.
Fremont, Ohio	Telegraph office.
Adrian	Telegraph office.
Hillsdale	Telegraph office.
Elkhart	Passenger station.
	Engine house.
	Yard masters office.
Jackson	M. C. telegraph office.
Fort Wayne	Telegraph office freight station.

5. STATIONS. ADDITIONAL TO STATION COLUMN.

Venice	2.80 miles west of Sandusky.
Clay Center	0.85 miles west of Martin.
Ceylon	3.8 miles east of Huron.
Brownhelm	2.9 miles west of AR.

6. LETTERS AND SIGNS.

*	Stop Saturday.
▵	Stop daily except Sunday.
‡	Stop on signal to discharge passengers.
B	Stop daily except Sunday for mail.
C	Stop on signal to receive passengers for Toledo and beyond.
D	Stop on signal to receive passengers for beyond Albany.
G	Stop on signal to discharge passengers from beyond Albany and receive passengers for Chicago.
H	Stop on signal to discharge passengers from Buffalo and east.
I	Stop on signal to discharge passengers from Chicago and beyond, and receive passengers for Toledo and beyond.
J	Stop on signal to discharge passengers from Toledo and beyond and receive passengers for Chicago.
K	Stop on signal to pick up passengers for Buffalo and beyond.
M	Stop to discharge passengers.
N	Stop on Monday for express.

12. HAND, FLAG AND LAMP SIGNALS.

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

EASTWARD
By Day — Green and White flag.
By Night — Green and white light.

WESTWARD
By Day — Yellow and white flag.
By Night — Yellow and white light.

14. ENGINE WHISTLE SIGNALS.

Sound	Indication
— o —	Train, passenger or freight, will stop at Mina for coal or water. To be sounded by eastward trains at Waterloo and WB; by westward trains at D and DV.
	Trains, eastward passenger, will stop at Elyria Coal Dock for coal or water, to be sounded at "AR".

19. MARKERS.

Trains with passenger cars equipped with permanent built-in marker lights will only display red and yellow lights to rear, as required.

D-20a. OMISSION OF GREEN SIGNALS.

The display of green signals will be omitted on two or more tracks.

21a. OMISSION OF WHITE SIGNALS.

The display of white signals will be omitted by extra trains.

83. TRAIN REGISTERS.

Elyria Jct	Signal station.
Millbury Jct	Signal station.
Vulcan	Signal station.
Adrian	Telegraph office
Hillsdale	Telegraph office.
B	Signal station.
Elkhart	Passenger Station. Will apply to all passenger trains, except No. 26.
OD	Signal station.
Fort Wayne	Telegraph office in freight station.

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

Elyria Jct.: Signalmen register Norwalk Branch trains.
Millbury Jct.: Signalmen register Norwalk Branch trains.
Vulcan: Signalmen register Old Road trains.
Adrian: Signalmen register Old Road trains.
Hillsdale: Fort Wayne Branch trains register.
Signalmen register Old Road trains.
B: Signalmen register Old Road trains.
O D: Signalmen register Jackson Branch trains.
Fort Wayne: Operator register second class and extra trains

83d. CLEARING OF TRAINS.

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

Elkhart	Passenger trains verbally by operator at telegraph office. Will not apply to No. 26.

Trains originating at:

Elyria Coal Dock	Verbally by telephone by operator.
Sandusky	Westward verbally by telephone by operator.

Mina	Verbally by operator at "MN".

Trains will not leave the following stations without clearance Form A:

Elyria Junction	Norwalk Branch, westward trains.
Millbury Junction	Norwalk Branch, eastward trains.
Vulcan	Westward freight trains.
Lenawee Jct	Monroe and Jackson Branch trains.
Lenawee Jct	Old Road trains off Monroe and Jackson Branches.
Adrian	Monroe, Morenci and Jackson Branch trains.
Morenci	Eastward trains.
Jasper	Eastward trains.
Hillsdale	Southward, all trains. Eastward and westward freight trains originating at Hillsdale.
Sturgis	G. & M. Branch, southward trains.
White Pigeon	Old Road trains off Grand Rapids Branch.
B	Eastward freight trains, Old Road.
Elkhart	Passenger trains, Old Road.
Fort Wayne	All trains.
"OD"	Southward, all trains.
Waterloo	Trains off Air Line.
Goshen	G. & M. Branch, northward trains.
Grosvenor	After Morenci Branch trains report clear at Grosvenor they will not again occupy Old Road main track until permission is received from the Train Dispatcher.

S-90. SIDING SWITCHES.

Trains taking siding will take first switch except:

Norwalk	Westward passenger trains, second switch on north side east of station. Eastward, crossover west of station.
Bellevue	Westward passenger trains, crossover.
Clyde	Eastward crossover, west of station.
Fremont, Ohio.	Eastward, crossover.
Sylvania	Eastward, crossover east of station.
Blissfield	Eastward, third switch east of station.
Lenawee Jct.	Westward, first switch west of station except Jackson Branch trains.
Adrian	Eastward, Scale track, first switch east of Center St. overhead bridge. Westward, Detroit track.
Clayton	Westward, crossover west of station.
Hudson	Westward, crossover east of station.
Hillsdale	Eastward, first class, crossover west of passenger station. Eastward, second class and extra trains, west passing track switch. Westward, crossover east of station.
Coldwater	Westward crossover east of station.
Bronson	Westward, crossover east of station.
Sturgis	Westward, crossover east of station.
White Pigeon	Eastward, second switch except M. C. trains. Westward, crossover east of station.
Auburn	Northward, first switch north of B. & O. crossing. Southward, second switch north of B. & O. crossing.
Waterloo	Northward, crossover leading to east siding.
Lenawee Jct.	Jackson Branch trains, southward west wye.
Tecumseh	Southward, first switch south of stand pipe.
Clinton	Southward, crossover south of station.
Napoleon	Northward, first switch north of station.
OD	Provision for trains meeting and passing will be controlled by signalmen.

93. YARD LIMITS.

Adrian	Genoa	"OD"
Angola	Goshen (G&M Br.)	Pleasant Lake
Auburn	Haires	Quincy
Bellevue	Hillsdale	Reading
Blissfield	Jonesville	Sandusky
Clinton	Lenawee Jct.	Shipshewana
Clyde	Manchester	Sturgis
Coldwater	Manchester Jct.	Tecumseh
Elkhart	Middlebury	Vickers
Elyria	Montgomery	Vulcan
Fremont, Ohio	Monroe	Waterloo
Fremont, Indiana	Monroeville	White Pigeon
Fort Wayne Jct.	Nasby	
Fort Wayne	Norwalk	

Passenger trains must be given full protection at all times.

98. RAILROAD CROSSINGS AT GRADE.

Location	Railroad	Signals
Elyria Jct.	B. & O.	Interlocking.
Sandusky, pier track.	B. & O.	Target.
BO	B. & O.	Interlocking.
Bay Jct.	P. R. R.	Interlocking.
Vickers	T. T.	Interlocking.
Nasby	T. T.	Interlocking.
DW	Wabash	Interlocking.
D	D. T. & I.	Interlocking.
DV	C. C. C. & St. L.	Interlocking.
WB	Wabash	Interlocking.
Waterloo	Air Line and Fort Wayne Br.	Interlocking.
Kendallville	P. R. R.	Interlocking.
*Monroeville	W. & L. E. and B. & O.	Automatic Interlocking.
Bellevue	Nickel Plate and P.R.R.	Interlocking.
Clyde	C. C. C. & St. L.	Target.
Fremont, Ohio	Nickel Plate.	Target.
*Riga (1 Mi. East)	D. T. & I.	Automatic Interlocking.
WB	Wabash	Interlocking.
Adrian	D. T. & I.	Interlocking.
RK	P. R. R., Old Road and G. & M.	Interlocking.
Bimo	D. T. & I.	No Signals.
Fort Wayne	Nickel Plate.	Targets and derails.
	P. R. R.	Gate.
	P. R. R.	Interlocking.
Auburn	B. & O., P. R. R.	Interlocking.
*Steubenville	Wabash	Automatic Interlocking.
Lenawee Jct.	Monroe Branch	Gate.
Tecumseh	Dundee Branch	No Signals.
*Raisin Center	Wabash	Automatic Interlocking.
Monroe	C. & O.	Derails, Electrically locked.
**Federman	Ann Arbor, Normal position for A. A.	Interlocking.
Petersburg	D. T. & I.	Electrically operated Gates.

*Monroeville, Riga, Steubenville and Raisin Center: A signal indicating "Stop" may be passed only on hand signal from trainman on crossing. Trainman must first see that no train is approaching on any track, then unlock box at crossing and be governed by instructions contained therein.

Federman: **Trainmen will operate interlocking.

DRAWBRIDGES.

Location	Signals
*Sandusky, pier track, Bay Inlet	Semaphore.
DB, Sandusky Bay	Interlocking.
CO, Portage River	Interlocking.

*Bridge operated electrically. Normal position open and unlocked, as indicated by red light on outside of control station box on either side of channel. To operate bridge, trainman must first see that no boat is approaching, then open control box with switch key and be governed by instructions contained therein.

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.

All switching movements must be protected by a member of crew acting as flagman over the following crossings:

Norwalk:	Milan Ave Prospect Street. Foster Avenue. Wooster Street. Whittlesey Avenue.
Clyde:	Main Street (Route 101).
Fremont, Ohio:	Croghan Street. Garrison Street. Birchard Avenue.
Auburn:	Eleventh Street.

Trainmen must flag trains or engines over the following crossings:

Sandusky:	Milan Road, when making reverse movements on tracks 1 and 4.
Bellevue:	Monroe Street—Sunday only.
Fremont:	Napoleon St. between 4 P. M. and 10 P. M. except Sunday.
Holland:	Quarry Track, Chicago Pike.
Goshen:	Bag Track, Chicago St. Lateral Track, Pike St.
Hillsdale:	Union St. in moving from siding to main track, while cars or engines are standing upon Old Road main track between Union St. and passenger station.
Pleasant Lake:	Highway 727 first crossing north of station.
Waterloo:	West Lincoln St., all movements.
Monroe:	First and Monroe Sts.: Trains and engines must stop and be preceded over crossing by a member of crew who will flag trains across street in accordance with indication of traffic lights.
Sturgis:	G. & M. Branch, Chicago, St. Joseph and West Streets.
Litchfield:	Lansing Branch, main track and spur track Highway M-49.
Fort Wayne:	St. Marys Ave., Wells and Cass Sts. Fourth St., between 6 P. M. and 6 A. M. Harrison St., between 5 P. M. and 9 A. M. West Main St., crews must operate and be protected by crossing gates before using crossing.

Flashing Light Signals, and Automatic Gates:

Olmstead Falls	—Lewis Road and Columbia Road
Shawville	—State Route No. 76 (Beldon Road).
Oak Harbor	—Locust Street
Rocky Ridge	—Main Street
Spencer	—Midway Road
Goshen	—Highway No. 38
Dunlap	—County Road No. 13
Elkhart	—Hively Avenue

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

Trains or engines on main track stopping to do work must stop back of signs. When starting, if gates are raised, must proceed slowly by sign and not cross highway until gates are in horizontal position.

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

Trains or Engines must stop before moving over the following crossings:

Tecumseh:	Chicago St.
Monroe:	Highway, US-24, just west of C.& O. crossing, between 7:00 P. M. and 7:00 A. M.
Goshen:	East Lincoln Ave. (G. & M. Branch).
Hillsdale:	On either side of Carleton Road just South of the Enginehouse, irrespective of the movement being made over the East or the West wye.
Sturgis:	Nottawa St. (1st crossing East of station). Trains or engines must come to a stop on either side and cross only under flag protection by a member of train crew
Bryan—Highway U. S. 127, East of "DV".	Track 4 extension, must not proceed over crossing until flashing lights are operating.
Auburn (Siding across Seventh St.):	Flashing light signals to be started by insertion of switch key in box "A" and turning it to the right against "Stop", after which it can be removed. To stop flashing lights without train movement across street, insert switch key in box "B" and turn to right against "Stop".

Trains must be left on main track, unless taking siding, as follows:

Hudson:	Eastward, west of subway. Westward, At least 2 car lengths west of cross-over.

Crews on eastbound trains having cars to set out or pick up at the Pet Milk Company must leave train west of the insulated joints, about 100 feet west of the crossing, painted yellow, to avoid the unnecessary flashing of the lights on route M-34.

Vermilion:	Westward, trains on No. 1 track being held or stopping to do work must leave cars East of stop sign reading "Trains stopping to do work must leave cars East of this point."
Huron:	Eastward, trains on either No. 2 or No. 4 tracks being held or stopping to do work must leave cars West of stop sign reading "Trains stopping to do work must leave cars West of this point."

104. BRIMFIELD.

Operators at Brimfield will open the switch to the Westbound passing track for the passing of trains, switch will be closed by the train crew.

105. SIDINGS. Capacity, based on 44-ft. cars.

	Westward	Eastward	Eastward & Westward
Swanton	...	110	...
Delta Yard	...	132	...
Archbold	...	95	...
Butler	147	...	...
Waterloo	113	115	...
Corunna	124	...	...
Kendallville	...	120	...
Brimfield	127	117	...
Ligonier	119	133	...
La Carne	178	...	...
Oberlin			65
Kipton			24
Wakeman			49
Norwalk			54
Bellevue			45
Clyde			58
Fremont, Ohio			81
Lindsey			54
Elmore			54
Genoa			54
Sylvania			76
Ottawa Lake			59
Blissfield			70
Lenawee Jct			76
Adrian		Scale Track	53
		Detroit Track	48
Clayton			65
Hudson			24
Pittsford			67
Osseo			30
Hillsdale			80
Quincy			55
Coldwater			43
Bronson			53
Burr Oak			70
Sturgis			24
White Pigeon			48
Bristol			49
Carrolls			48
Auburn			34
Waterloo			40
Pleasant Lake			26
Angola			49
Tecumseh			45
Norvell			29

Following sidings must not be used without permission from train dispatcher or by flag protection.

Fremont, O...	West of crossover.		
Lenawee Jct.		Jonesville.	Kipton
Adrian	Detroit track.	Batavia.	Wakeman
	Scale track.	Sturgis.	Collins
Hillsdale.			Monroeville
Morenci, Monroe and G. & M. Branches			**All sidings.**

109. BULLETIN BOARDS AND BOOKS.

Bulletin Orders posted in books must be signed for by Train and Yard service employes.

Elyria	Yard office, coal dock.
	Engine house.
Sandusky	Yard masters office.
	Engine house.
Fremont, Ohio	Telegraph office.
Mina	Coal dock office.

Elkhart	Engine house. Passenger station. Enginemens room, passenger station. 21st St. yard office.
Adrian	Engine house. Passenger station.
Hillsdale	Engine house. Telegraph office.
Jackson	M. C. engine house.
Fort Wayne	Engine house. Freight office.

DESIGNATION AND USE OF MAIN TRACKS.

Single Track:

Between Elyria Jct. and Millbury Jct., via Norwalk
Vulcan and Elkhart.
Grosvenor and Morenci
OD and Fort Wayne Jct.
Hillsdale and Fort Wayne.
OD and Lenawee Jct.
Sturgis and Goshen.
Lenawee Jct. and Monroe

D-151.

Two Tracks:

Between West Branch Black River Elyria, and Elyria Jct.
Vermilion and Huron.
Bay Bridge and Danbury.
CO and JU.
MN and Millersburg.

Tracks are numbered from the south and will be used as follows:
No. 2, Eastward.
No. 1, Westward.

Three Tracks:

Between AR and Vermilion.
Millersburg and Goshen.

Tracks are numbered from the south and will be used as follows:
No. 4, Eastward—Freight.
No. 2, Eastward—Passenger.
No. 1, Westward—Passenger.

Between BO and Bay Jct.
Holland and DW.
D and DV.

Tracks are numbered from the south and will be used as follows:
No. 2, Eastward—Passenger.
No. 1, Westward—Passenger.
No. 3, Westward—Freight.

Four Tracks:

Between BE and west branch Black River Elyria.
Elyria Jct. and AR.
Huron and BO.
Bay Jct. and Bay Bridge.
Danbury and CO.
JU and Vickers.
Nasby and Holland.
DW and D
DV and MN
Goshen and B

Tracks are numbered from the south and will be used as follows:
No. 4, Eastward—Freight.
No. 2, Eastward—Passenger.
No. 1, Westward—Passenger.
No. 3, Westward—Freight.

221b. MOVEMENT BY TRAIN ORDERS.

Rule 221b governs at stations where T.O. signals are shown in list of stations, Office Calls, Signals and Telephones

D-251. MOVEMENT OF TRAINS WITH CURRENT OF TRAFFIC ON TWO OR MORE TRACKS BY BLOCK SIGNALS

Rule D-251 governs:
Between BE and Vickers, via Sandusky.
Nasby and B.

SIGNAL ASPECTS, INDICATIONS, and RULES.

Special signal aspects, signal indications and signal rules will be found in the back of the time table.

TAKE-SIDING SIGNAL.

Take-siding signal will be given by the display of a green board by day and the green board and two green lights by night. This signal applies only to the movement of freight trains with the current of traffic and will be displayed on the ground at, or from the window of communicating station. Engineman must acknowledge the display of the signal by sounding engine whistle signal 14 (g)

GRADE SIGNALS.

A yellow disc, showing the letter G, displayed to the right of an automatic signal, indicates grade signal. Grade signals must be observed as prescribed in Rule 291, except heavy tonnage freight trains will not be required to stop, but may proceed as prescribed in Rule 509a.

293. SWITCH TARGETS.

Lights on main track switches are not in use at:
Wauseon
Melbern
Edgerton
MN

Lights on main track switches are not in use:
Between BE and Vickers, via Sandusky except at:
Elyria Coal Dock.
Hayes Ave., Sandusky.
Clay Center.
La Carne
Oak Harbor—Track 1—East end of extension.

297. RAILROAD GRADE CROSSING SIGNALS.

Trains must stop before proceeding unless otherwise indicated.

Location	Signal		Indication
Sandusky, Pier Track	Target	Vertical	Proceed.
Clyde	Target	Vertical	Proceed.
Fremont, Ohio	Target	Vertical	Proceed.
Blissfield, Sugar Track	Gate Target. Over O. & M.		Proceed.
	Normal position against N. Y. C.		
Fort Wayne P. R. R.	Gate Target. Over P. R. R.		Proceed.
	Normal position against N. Y. C.		
Fort Wayne Nickel Plate	Two Targets—Vertical, and two Derail Lamps, white by day, or green by night		Proceed.
	Operated by Nickel Plate.		
Lenawee Jct.	Gates at crossing of Jackson and Monroe Branches. Over Jackson Branch proceed on Monroe Branch. Over Monroe Branch proceed on Jackson Branch.		
	Normal position against Monroe Branch.		
Petersburg	Gates over D. T. & I.		Proceed.
	Normal position against N. Y. C.		

Trainmen will operate target when no signalman on duty, leaving it in the position last used, as follows:

Clyde—C. C. C. & St. L. crossing:
Fremont, Ohio—Nickel Plate crossing:
Sandusky, Pier Track:

Trainmen will operate gates, as follows:

Blissfield—O. & M. Crossing:
Fort Wayne—P. R. R. Crossing:
Lenawee Jct.—Jackson and Monroe Branch crossing:
Petersburg—D. T. & I. Crossing....Instructions for operation posted at crossing in pole box.

Trainmen will operate derails, as follows:

Monroe—C. & O. Crossing. Electrically locked derails.
Normal position against N. Y. C.
Instruction for operation posted in telephone box at Crossing.

305. MANUAL BLOCK SYSTEM.

Manual Block System is in use:

Single Track:

Between Elyria Jct. and Millbury Jct. via Norwalk
Vulcan and "B".
Grosvenor and Morenci.
Haires and Fort Wayne Jct.
Hillsdale and Fort Wayne.
OD and Lenawee Jct.
Sturgis and Goshen.
Monroe and Lenawee Jct.

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.

Single and Two or More Tracks:

A signalman may admit a train other than a passenger train to a block that is wholly or partly within yard limits under a clear block indication when it is known that the block is not occupied by a passenger train or not occupied by a train other than a passenger train outside of yard limits.

Indications of Manual Block Signals will convey to second class and extra trains information as to condition of that portion of the block that is not within yard limits. Second class and extra trains and engines must move within yard limits prepared to stop unless the main track is seen or known to be clear.

At the following locations, indication of block signals will convey to trains, irrespective of class, information as to condition of block only to "End of Manual Block" signs:

Haires, Hillsdale and Fort Wayne.....Fort Wayne Branch.

Between the "End of Manual Block" sign at Haires and signal station "OD", also between "End of Manual Block" signs and the passenger stations at Hillsdale and Fort Wayne, trains, irrespective of class, will run prepared to stop short of obstruction, protecting against following movements.

At interlockings where home (or dwarf) signals are also used as manual block signals, enginemen or trainmen must before passing stop-signal, in addition to clearance Form A, receive hand signal as provided in Rule 663, or permission from the signalman.

Where an automatic signal is in use in Manual Block territory, it will indicate condition of track only between automatic signal and fixed sign reading "End of Automatic Block."

373. BLOCK STATIONS ARE OPEN.

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

505. AUTOMATIC BLOCK SYSTEM.

Automatic Block System is in use:

Two or More Tracks:

Between BE and Vickers, via Sandusky.
Nasby and B.

When Signals A-5.2 and A-5.4, West of Nasby, do not display Rule 284 indication, trains will not proceed to Home Signal unless rear of train will clear Byrne Road.

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.

Automatic signals are in use in Manual Block territory as specified in list of Stations, Office Calls, Signals, and Telephones.

510. SIGNAL REPORT.

When a train is stopped by a block signal which is evidently out of order, the fact must be reported by engineman at the first communicating station.

605. REMOTE CONTROL SWITCHES AND SIGNALS

Location	Signal Station	Signal	Tracks
1.50 Miles west of	Vermilion	S14.2.	No. 2 to No. 4
1.28 Miles east of	Corunna	A84.1.	No. 1 to Siding
1.23 Miles west of	UK	A93.2.	No. 2 to Siding
1.0 Miles west of	Brimfield	A100.2.	No. 2 to Siding

Interlocking rules govern.

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

Train or engine 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.

606. INTERLOCKING SIGNALS.

Interlocking signals used as block signals will be indicated by the letters INT.-M.B. in list of Stations, Office Calls, Signals and Telephones.

703. DEFECTIVE CARS.

Cars 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 PLOW EQUIPMENT.

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

MAKE-UP OF FREIGHT TRAINS.

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.

705. LEAVING CARS ON SIDETRACKS.

During cold weather, when cars equipped with water system are left where there is no car inspector, conductor must notify Superintendent promptly. When impossible to place cars on steam and car inspector is not available, the steam connections should be parted and end valves, admission valves and blow off or drain valves opened. The water system should be drained by opening faucets at wash basin and drain valves in wash basin and behind hoppers. On cars not equipped with drain valve behind hopper, the hopper valve handle should be tied open. Water coolers should be drained. Steam Heat Equipment Rule 1725 is modified accordingly.

Cars must not be left bridging across insulated joints in track rails where tank cars are placed.

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

824. MAKE-UP OF PASSENGER, MAIL, EXPRESS AND MILK TRAINS.

Passenger equipment must be of steel construction with the exception that baggage, horse, refrigerator and milk cars of steel underframe construction may be hauled, also such steel underframe passenger cars as are used under special arrangement.

Trains containing more than 5 cars 60 ft. or over in length, limited to 30 cars.

Trains containing not more than 5 cars 60 ft. or over in length limited to 40 cars.

841. U. S. MAIL.

A train handling a postal car off its run must also make the stops of the train in which it is usually handled.

When necessary, in case of derailment or washout, employes must see that postal clerks and mail are promptly transferred and every possible convenience furnished for working the mail.

Railroad employes are required to handle, load and unload storage mail carried in baggage and storage cars, and in baggage end of apartment cars.

The loading of U. S. Mail must be given preference over baggage and express. Conductor must not start train until the handling of U. S. Mail is completed. Trains scheduled to stop to discharge passengers, and having U. S. Mail for such points, must stop to unload mail.

A train shall not depart from a station and leave mails which are being loaded or are being trucked from vehicles or from part of the station to the train or aboard a connecting train that has come to a stop in the same station.

Mail should not be carried on trains not regularly authorized to carry same unless requested in writing to do so by a representative of the Railway Mail Service.

When a train is regularly authorized to carry U. S. Mail, all mail offered at stations where the Post Office Department does not maintain a Transfer Clerk or Postal Clerk should be accepted regardless of the space authorized.

When a regular authorization is exceeded from any station at which the Post Office Department maintain a Transfer Clerk or Postal Clerk, the trainmen should secure a written request covering such excess. Failure to receive such request should be reported on the trip report of mail carried.

The Post Office Department Regulations provide the number of sacks, equivalent to units of space authorized as follows:

1 to 46 sacks	3 ft.	231 to 276 sacks	18 ft.
47 to 92 sacks	6 ft.	277 to 322 sacks	21 ft.
93 to 138 sacks	9 ft.	323 to 368 sacks	24 ft.
139 to 184 sacks	12 ft.	369 to 414 sacks	27 ft.
185 to 230 sacks	15 ft.	415 to 460 sacks	30 ft.

1¾ outside parcels equal one sack, except one box of baby chicks equals one sack and should be reported in the "Sacked" columns of train baggageman's report, Form Ar-702.

Utmost care must be used in handling fragile (red label) parcel post mail.

Mail pouches delivered unlocked must not be accepted but returned to Post Office Department, and immediate advice given to Superintendent by wire.

When mail arrives late at night, or when Government messenger is not on hand to receive it, it must be kept in a safe place until proper delivery can be made.

If a mail pouch is stolen, immediate advice must be given to Superintendent by wire.

U. S. Mail Clerks, required to deadhead on mail trains, will be permitted to ride in crew coach on presentation of their travel commission.

Train crews are not permitted to ride in Railway Post Office cars while in use, even though the railroad company may furnish a Railway Post Office car larger than the size authorized.

All full mail cars and parts of cars having the legend "United States Mail" or "U. S. Mail" shall be reserved exclusively for carrying the mails and shall not be used for any other purpose.

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

Rules for the Operation and Supervision of Steam Heat Equipment. Current Rules 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	Fearing St.	Swan Creek
	Eastward	Z Tower	Swan Creek
Elkhart	Westward	Hively Ave.	Home Signal B
Elkhart (OR)	Westward	Signal 437.1	Home Signal B

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.

917. PASSENGER BRAKEMEN.

Rear brakemen of passenger trains will be governed as follows:

When rear car is	And car next ahead is	Carry equipment in following location: Storm clothing	Container and lanterns
Pullman Obs., Private or Official DeLuxe Obs., Coach, Diner.	Pullman	On door next to rear car if drawing room is next to rear car. If not, place in rear vestibule of car next to rear.	Rear vestibule of car next to rear out of passageway and so placed as to avoid inconvenience to passengers using vestibule.
	Pullman		
	Pullman		
	Pullman		
	Coach	Rear of coach.	Rear of coach.
Pullman without observation end.		On door catch of aisle door at rear of train.	Rear vestibule, so placed as to avoid inconvenience to persons using vestibule.

When more than one private car, conductor will instruct rear brakeman where equipment will be carried.

Grips or other personal effects not required in line of duty must not be carried at rear of train.

HAND BRAKE TEST.

A running test of hand brakes must be made on a motor car upon leaving initial terminal when operating as a single unit. As soon as speed permits engineman must shut off power and signal for brakes. The Conductor or member of train crew must then apply hand brakes to determine if they are operating properly. In case hand brakes do not operate properly, motor car must proceed at restricted speed to the nearest point at which repairs can be made.

1056. LUBRICATION AND CARE OF JOURNAL BOXES.

Current "Instructions for the Lubrication and Care of Journal Boxes" govern.

When a journal is found overheating enroute, train must be stopped and examination made. Packing must be adjusted or box repacked if this will overcome trouble. If cause of heating cannot be corrected in this manner or car cannot be moved to the next terminal through the use of cooling compound, car should be set out.

Water or snow should not be used for cooling hot journals except in emergency, and when used, journal should be cooled as slowly as conditions will permit.

A number of New York Central System passenger locomotive and car bearings have been equipped with Twinplex Hot Box Alarm. In the event that any of these bearings become overheated a strong and somewhat disagreeable odor is released and also a dense white smoke. Train and engine crews, also towermen, crossing watchmen, maintenance of way forces and other employes will be on the lookout for these indications and whenever they are observed the train must be stopped immediately. When the hot box is located it must be given the usual attention in accordance with prescribed practices.

When cars with hot journals are set out where inspectors do not take immediate charge, precaution must be taken to know that journal is left in condition to avoid damage to car by fire

Conductor must make prompt report to Superintendent and car foreman of cars treated enroute, or set out account overheated journal, stating whether treated by cooling compound or by water or snow.

COOLING COMPOUND.

An approved hot journal cooling compound, and Form N. Y. C. S. FS-74 furnished by storekeeper, shall be carried as part of caboose equipment on all freight trains, and carried in containers provided on all locomotives in passenger service.

Cooling compound shall be used for emergency treatment of overheated journals of cars enroute in trains. Treatment should be given before journal becomes red.

Journals with broken brasses shall not be treated with cooling compound.

When applying cooling compound, packing in journal box should be loosened by use of packing iron, after which, cooling compound shall be applied along full length of rising side of journal; particular attention to be given to placing compound at back or inside end of journal.

Cars having journals treated with cooling compound shall be tagged in a prominent place near journal box, using Form N.Y.C.S. RS-74, at time compound is applied.

FATALITIES.

When a passenger dies in a sleeping car, the body may be left in berth properly screened until removed from train; when in parlor car or coach, body should be removed to baggage car and physician secured if available on train, who may certify as to cause of death.

The body of a person who dies on a train must be left at first station stop where a Health Officer is available and station employe on duty. Station employe must not permit the body to be removed from station without proper authority. If person who dies is accompanied by an attendant, conductor must confer with attendant as to disposition of body, and such information must be given to the station employe.

If train stops at a station other than where the body can be removed, conductor will give advance notice to the station where the body is to be left, and station employe must notify Health Officer promptly.

MOVEMENT OF DEAD ENGINES IN TRAINS.

Rules for Operation and Supervision of Air Brake and Train Air Signal. Current Rules govern.

All engines equipped with side rods must have them applied when handled dead in trains, suitable washers, of wooden blocks clamped together with bolts, being used where necessary on main rod bearings to keep the side rods in place.

SPEED RESTRICTIONS

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

General

Engines, Classes B and U under steam or being towed.....20
Diesel-Electric switch locomotives, all classes (except DEs-1) light or in train.....40
DEs-1, under own power.....25
When towed with pinion gear removed.....40
DEs-10 and 12, when hauling first class trains, unless otherwise restricted.....60
Diesel electric locomotives may be operated through water, not exceeding depth of three (3) inches above top of rail, proceeding at slow speed and with caution.
Engines running backward by night over public crossings....15
When automatic train stop device becomes inoperative after leaving terminal or when forestalling whistle fails to sound while forestalling:
Passenger, mail and express trains.....35
Other trains.....20
Circus trains with freight equipped 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.)

Wrecking cranes handled in wrecking service.....45
Trains with dead engines not having all side or main rods...20
Work trains with locomotive cranes or with cranes moving on their own wheels.....30
Revenue freight trains with cranes moving on own wheels...25
Freight trains with pushers.....25
Switches and crossovers, not interlocked, when diverging...10
Rail Detector Cars, under own power or on rear of passenger train.....40

Passenger trains, when scooping water, will not exceed 60 miles per hour if a train is moving over the water pan on an adjoining track (tracks 1 and 2). If visibility is such that the engineman cannot determine that adjoining track (tracks 1 and 2) will not be occupied when passing over water pan, he will proceed over water pan at a speed not exceeding 60 miles per hour. This regulation will not apply if engine tender is equipped with overflow control.

Note: General speed restrictions govern, except when further restricted by Division or Local speed restrictions.

Division

	Main Line Tracks 1 and 2	Main Line Tracks 3 and 4	Norwalk Branch & Old Road	Fort Wayne Branch South of Hillsdale	Fort Wayne Branch North of Ft. Wayne Junction	Jackson Branch	Monroe Branch	G & M Branch	Morenci Branch
Passenger, mail and express trains	..	45	60	30	30	30	30	20	20
With not more than 20% Baggage, Mail or Express Cars									
18 cars or less BE to Vickers	85	45	..	..	..	..	..	..	..
18 cars or less Nasby to B	80	45	60	30	30	30	30	20	20
19 to 25 cars (incl.)	70	40	50	30	30	30	30	20	20
With 20% to 50% Baggage, Mail or Express Cars									
16 cars or less BE to Vickers	85	45	..	..	..	..	..	..	..
16 cars or less Nasby to B	80	45	60	30	30	30	30	20	20
17 to 20 cars	75	40	55	30	30	30	30	20	20
21 to 25 cars (incl.)	65	40	50	30	30	30	30	20	20
With more than 50% Baggage, Mail or Express Cars									
13 cars or less BE to Vickers	85	45	..	..	..	..	..	..	..
13 cars or less Nasby to B	80	45	60	30	30	30	30	20	20
14 to 16 cars	75	40	55	30	30	30	30	20	20
17 to 20 cars	70	40	50	30	30	30	30	20	20
21 to 35 cars (incl.)	65	40	50	30	30	30	30	20	20
With more than 50% loaded box type express cars:									
20 cars or less	70	40	50	30	30	30	30	20	20
For Detour movement of passenger trains J Engines; between Fort Wayne and Hillsdale	..	..	..	20	..	..	..	..	..
Troop trains with freight equipped cars	50	40	30	25	20	25	25	20	20
Freight Diesels operating on passenger trains	60	45	..	..	..	..	..	..	..
Trains with freight equipped cars	50	40	40	30	25	30	25	20	20
Freight and work trains	50	40	40	30	25	30	25	20	20
BE to Vickers	50	40	..	..	..	..	..	..	..
Except with 4000 tons or less	55	40	..	..	..	..	..	..	..
Nasby to "B"	50	40	..	..	..	..	..	..	..
Except with:									
4200 to 5200 tons	45	40	..	..	..	..	..	..	..
5200 to 6600 tons	40	40	..	..	..	..	..	..	..
6600 tons or over	35	35	..	..	..	..	..	..	..
Conductors must give the information to enginemen before leaving Terminals or when pick up is made enroute.									
Trains with steam crane X-54	45	40	35	25	20	25	25	20	20
Trains with steam crane X-63	45	40	35	15	15	20	20	20	..
Trains with steam cranes X-26, X-50 and X-59	45	40	35	15	15	20	20	..	..
Rail Motor cars, operating under their own power or being towed	55	45	55	30	30	30	30	20	..
All others	55	45	55	30	30	30	30	20	..
Passenger, Mail and express trains:									
Engines Class L-3, L-4, and Class L-2, 2995 and 2998	70	45	60	..	..	..	..	..	..
Except on trains of more than 20 cars	65	40	50	..	..	..	..	..	..
Engines Class L-1 and L-2, except 2995 and 2998	60	45	..	..	..	..	..	..	..
On Norwalk Branch	..	..	40	..	..	..	..	..	..
On Old Road	..	..	60	..	..	..	..	..	..
Engines:									
Class G and H	50	40	40	30	30	30	30	20	..

	Division			Fort Wayne Branch					
	Main Line Tracks 1 and 2	Main Line Tracks 3 and 4	Norwalk Branch & Old Road	South of Hillsdale	North of Ft. Wayne Junction	Jackson Branch	Monroe Branch	G & M Branch	Morenci Branch
P. & L. E. Engines:									
Class H-8	25	25	..	Not operated West of Elyria					
Class A-2-A, in freight service	50	40	..	Not operated west of Toledo					
Engines, Light or with caboose	40	40	40	25	25	25	25	20	20
Engines, Running backwards	30	30	30	20	20	20	20	20	20
Engines equipped with four axle tenders and without boosters:									
Class G-43	50	40	40	30	25	30	30	20	20
Class G-46	50	40	40	30	30	30	30	20	20
Classes G-46 and H-5 when doubleheaded.	40	40	40	25	20	25	25	20	..
Class H-6	50	40	40	30	20	25	25	20	..
Class I-40	80	45	60	30	30	30	30	20	20
Class K	80	45	60	30	30	30	30	20	..
Engines equipped with six axle tenders or boosters:									
Class H-5	50	40	40	25	25	25	25	..	..
Class H-6	50	40	40	25	25	25	25	..	..
Snow plows and flangers	35	35	35	30	30	30	30	20	20

Local

Main Line:

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.....10

Passenger, mail and express trains:
- Curve east of Elyria Jct. and east end of platform, passenger station, Elyria.....70
- Vermilion Curve.....70
- Millbury Curve.....70

To discharge U. S. mail:
- No. 32: Millersburg, Wawaka.....30
- No. 287: Sandusky, daily except Sunday and Monday...20

Freight Trains:

Mina: To pick up or let off third brakeman..... 5

All Trains:

Sandusky: Curve at West end of passenger station Track 3.....30

Elkhart, Main street crossing, trains and engines.....15

Movements against current of traffic:

Reynolds Road, West of Nasby	All tracks	10
Holland-Sylvania Rd., West of Nasby	All tracks	10
Stryker, O., West Street	All tracks	10
Bryan, O., Main Street	Track 1	10
Melbern, O., Main Street	All tracks	10
Goshen, Ind., First Street	Tracks 1, 2 & 3	10
Goshen, Ind., Indiana Ave	Tracks 1, 2 & 3	10
Goshen, Ind., Woods Crossing	Tracks 1, 2 & 3	10

Norwalk Branch:

Trains and Engines:

Norwalk:	Whittlesey, Foster and Milan Ave	10
	Prospect and Wooster Streets	10
Monroeville:	Monroe St. West of Station	10
Bellevue:	Through Interlocking limits	20
Between Bellevue and Clyde:		
	Trains with freight equipped cars	35
	Freight and work trains	35
	Rail Motor Cars	40
	Engines, Classes G, H, L and S	35
	Classes, J and K	40
	Light or with caboose	35
	Passenger, Mail and express trains	40
Clyde:	Main St. (Route 101)	10
	Bridge No. 71, P. & L. E. Class A-2-A engines in freight service	30
Fremont:	Croghan and Garrison Streets	10
	Birchard Ave	10
Millbury:	Bridge No. 23, P. & L. E. Class A-2-A engines in freight service	30

Freight and Work Trains:

	Bellevue, East Yard Limit Board	15
	At Signals 209.2 and 226.1	30

Passenger, mail and express trains:
- Between Oberlin and Elyria Jct.....50

Old Road: All trains:

'S' engines with P. T. tenders and Class 'L' engines,
- Bridge No. 175—Located 1.18 miles west of Lenawee Jct.....40
- Bridge No. 158—Located 5.93 miles west of Adrian...40
- Bridge No. 61—Located 3.69 miles west of Allen.....40
- Bridge No. 52—Located 0.23 miles west of Coldwater.....40
- Bridge No. 39—Located 3.27 miles west of Batavia.....40
- Bridge No. 10—Located 9.08 miles west of White Pigeon.....40

Sturgis: Through Interlocking limits..... 20

Freight and work trains:
- Through Sylvania..... 15
- Through Adrian..... 15
- At Signal 337.1..... 15
- Coldwater-switch signal..... 25
- At all other signals.....30

Passenger, mail and express trains:

Hillsdale and Osseo:

Between Mile Post C179 and C182 both directions,
- All trains..... 40
- Through Sylvania.....15

Lenawee Jct: Curve at station.....40

Coldwater: Over Division St.....10

B: Through interlocking.....10

Fort Wayne Branch:

Reverse curve south of Hillsdale.....25

Bankers: Curve at station.....25

Bankers: To Yard Limits at Hillsdale over any bridge...25

Reading: Reverse curve two miles north.....30
- Over Maple St..... 6
- Over Elm St.....10

Waterloo Interlocking: Between home signals.....15

Auburn: Over 7th St., first north of station..... 8
Auburn: Over 11th St., first south of station..... 6

Auburn Junction: Between home signals.....20

Jackson Branch:

Passenger, mail and express trains:

Between Norvell and five miles north of Napoleon:

Engines: Class K with 6-wheel tenders and boosters...25

Norvell: Over first highway south.....10

Manchester:..... 6

Bridge 46.....15

Engines when doubleheaded must not be working steam passing over bridge.

Clinton.....15

Tecumseh..... 6

Raisin Center: Bridge No. 15, three miles north.....30

Monroe Branch:

Petersburg..... 6

Over D. T. & I. Crossing.....20

Ida: Over highway, east of station..... 8

Monroe.....15

Trains: Circus with freight-equipped cars.....25

G & M Branch:

Sturgis: Over Magnolia St.....10

Goshen: Northward trains over East Lincoln Ave..... 5

Morenci Branch:

Grosvenor: Bridge No. 60, one and one-half miles west... 6

Morenci..... 6

South Lorain Branch:

All trains.....20

Northward trains and engines between Y connections and Route 20.....10

Sandusky Branch:

Pier Branch:

All trains, Sandusky Jct. to Bay Jct.....15

Camp Perry Branch:

All trains.....25

ENGINE AND CAR RESTRICTIONS.

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 inter locking 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.

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

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

Motors in damaged condition making them unfit to be operated at speeds specified in special instruction, "Speed Restrictions," must be hauled separately.

LaCarne:

Camp Perry Tracks.....Diesels DCA, DCB, DFA, DFB, DPA, DPB, must stop at buildings and proceed with care.

Engines must not be operated as shown below:

Locations	Classes
Territory where Automatic Train Stop is installed	M, NU
Other territory, except by special permission	M, NB, NE
Fort Wayne, Jackson, Monroe, G. & M. and Morenci Branches: except J-engines when operated on passenger trains in detour movement between Fort Wayne and Hillsdale, as shown in speed restrictions	J, H-7, H-10, L and S.
Olmsted Falls:	
Greenhouse track, trestle	All engines.
Greenhouse and Elevator tracks	L-3 and L-4.
Amherst:	
Quarry track	L,S.
Beyond sign 15,000 ft. south of Milan Rd.	J,K,H-6-7-8-9-10.
Gypsum:	
U. S. Gypsum Co	All engines.
Port Clinton:	
Industrial lead 3000 ft. east of CO.	J,K,H-6-7-8-9-10,L,S.
Swanton:	
A. D. Baker Co. beyond sign 800 ft. from main track switch	All engines.
Delta:	
John Pelton Coal Co. beyond west end of bridge account sharp curve	All engines.
Wauseon:	
West Mill	All engines.
Archbold:	
Milling Co. track	All engines.
Bryan:	
Lipe No. 1 and 2	All engines.
Kendallville:	
Flint & Walling Co	J, K, L, S.
Kendallville Lumber Co	J, K, L, S.
Goshen:	
Bag and Lateral tracks	H-6 to H-10 inc., J, K, L, S, DCA, DCB, DFA, DFB, DPA, DPB.

Old Road:

Blissfield:

Great Lakes Sugar Co.—Beyond sign 1800 feet from main track switch.....All Engines.

Norwalk Branch:

Wakeman:

Buckeye Pipe Line Co.....J,K,H-6-7-8-9-10,L,S.

Norwalk:

Rotary Printing Co	J,K,H-6-7-8-9-10,L,S.
Norwalk Upholstery Co	J,K,H-6-7-8-9-10,L,S.
Wye	J,K,H-6-7-8-9-10,L,S.
Team	J,K,H-6-7-8-9-10,L,S.
Standard Oil & Foundry	J,K,H-6-7-8-9-10,L,S.
Stewart Co	J,K,H-6-7-8-9-10,L,S.

Fremont, Ohio:

Fremont Foundry Co	J,K,H-6-7-8-9-10,L,S.
National Carbon Tracks	J,K,H-6-7-8-9-10,L,S.

Genoa:

U. S. Gypsum Co.....J,K,H-6-7-8-9-10,L,S.

Fort Wayne Branch:

Fort Wayne:

Engines and cars must not be handled beyond bridge over track serving Eckhart Packing Co.

Between Fort Wayne Jct. and Bankers: Track will not be used except by special permission

Jonesville:

Mill track.....J, K, H-6 to 10 inc., L, S, DCA, DCB, DFA, DFB, DPA, DPB.

G. & M. Branch:

Sturgis:

Millers track.....All engines.

Morenci Branch:

G-6, H-6-7-8-9-10, J, K, L, S, DCA, DCB, DFT, DPA, DPB.

Morenci:

United Milk Products Company track, beyond north end of the dock, approximately 240 feet from the south end of the track.....All engines.

SPECIAL USE OF TRACKS.

Sandusky: P. R. R. trains will use C. C. C. & St. L. main track between a point 400 ft. north of Bay Jct. and former P. R. R. passenger station.

Sandusky: N. Y. C. pier track in Water Street, between Franklin and Hancock streets, will be used jointly by N. Y. C. and B. & O. trains and engines. "Stop" signs are located on either side of the intersections. Trains and engines may proceed in accordance with the position of switches and as the way is known to be clear.

Danbury: N. Y. C. crews will not use the L. & M. Main track or pull out onto the Main track at the North end of the yard until permission has been obtained by telephone from the Yard Master or Yard Clerk located in the scale shanty at Lakeside. In the event Yard Master or Yard Clerk fail to answer the phone, the movement towards Marblehead on the L. & M. Main track, or in pulling out of the L. & M. Yard at the North end must be made under flag protection.

Haires: Fort Wayne Branch Northward trains must stop clear of the intersection with the M. C. (Air Line) and obtain verbal permission, by telephone, from the signalman at "OD" for movement between Haires and "OD".

The track between Haires and "OD" is part of Jackson Yard and the movement of all trains and engines must be governed by Rule 93.

Fort Wayne: N. Y. C. track between De Groff St. and P. R. R., main line crossing, and Nickel Plate track between P. R. R., main line crossing, and yard limit at Hugo, will be used jointly, Nickel Plate time table and rules govern. Nickel Plate yard engines use N. Y. C. track between De Groff St. and N. Y. C. yard, being governed by Rule 93.

Engines and Trains operating over the following tracks, will be governed by Rule 105.
- South Lorain Branch
- Camp Perry Branch
- Between Jonesville and Litchfield
- On the track leading from the eastbound siding at Archbold to the Lugbill Industry.

Tecumseh: D. T. & I. trains use N. Y. C. track between their connection and crossing at Tecumseh Jct., being governed by Rule 105.

Manchester: Michigan Central trains use Jackson Branch main track, between Manchester Jct. and Manchester, being governed by Manual Block Rules and Rule 93.

WATER STATIONS.

Elyria, coal dock.	Mina.	Morenci.
Elyria Jct.	Waterloo.	Adrian.
Vermilion.	Kendallville.	Hillsdale.
Sandusky.		Coldwater.
Danbury.	Goshen.	Sturgis.
Graytown.	Norwalk.	Fort Wayne.
Swanton.	Fremont, Ohio.	Angola.
Wauseon.	Blissfield.	Tecumseh.
Bryan.	Hudson.	

Water Stations and Track Pans	Tracks
Huron	No. 1 and No. 2.
Stryker	No. 1, No. 2 and No. 3
Corunna	No. 1 and No. 2.
Grismore	No. 1 and No. 2.

AUTOMATIC TRAIN STOP.

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

Road engines and motors, operated between BE and Vickers, and between Nasby and B, Main Line, must be equipped with automatic train stop device in working order, and cut in, except:

a. When used as pusher or second engine.
b. By specific authority of Superintendent.
c. When automatic train stop device becomes inoperative after leaving terminal, passenger, mail, express and milk trains must be operated at a speed not exceeding 35 miles per hour, and other trains at a speed not exceeding 20 miles per hour. Engineman 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 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.

RULES Governing Operation of Motor Cars on Main Tracks on the OLD ROAD AND NORWALK BRANCH SUPPLEMENTARY TO THE RULES FOR THE OPERATION OF TRACK MOTOR, VELOCIPEDE, HAND AND PUSH CARS Effective August 1, 1937

EFFECTIVE APRIL 1, 1948

The following instructions are supplementary to Rules for the Operation of Track Motor, Velocipede, Hand and Push Cars, effective August 1, 1937:

Automatic and Manual Block System Territory

1. Indications of block signals will not apply to track motor cars.
2. The movement of track motor cars will be authorized by Signalman with Motor Car Permit Form M. Track motor cars must move preferably with the current of traffic and where possible on Slow-Speed tracks.
3. A track motor car Operator, requesting permission to use main track at point other than Block Station, must state his location, name, number of track motor car and station or mile post destination, filling in Motor Car Permit Form M as authorized by Signalman, repeating same to and receiving OK from Signalman.
4. Motor Car Permit Form M will not apply for movements within yard limits. For operation within yard limits, information as to train and engine movements must be obtained from Signalman or Yardmaster.
5. Track motor cars must not pass an open block station without Motor Car Permit Form M.
6. A track motor car having received Motor Car Permit Form M to run from one point to another must not move in the reverse direction unless so authorized by Motor Car Permit Form M.
7. Upon arrival at destination or at expiration of the time limit, track motor car must be immediately removed from main track and Signalman notified and must not again occupy main track without Motor Car Permit Form M.
8. A train must not be permitted to follow a track motor car into block except as authorized by train order which will specify slow speed within the limits of the order. Train will proceed expecting to find track motor car in the territory specified.
9. Track motor cars must not be admitted to a block which is occupied by an opposing train or an opposing track motor car unless movements do not involve the same portion of the block.
10. Track motor cars may follow a train or another track motor car into the block.
11. When more than one track motor car is to work in the same block at the same time, Signalman will give to the Operator of each car full information concerning the movements of all cars.
12. Movements of track motor cars must be recorded by Signalman on block record showing track motor car number, time and station, or mile post limits. Signalman must retain copies of all permit cards.
13. If, due to failure of communication, track motor car Operator is unable to communicate with Signalman, movement of track motor car must be made under such flag protection as necessary to insure safety.
14. Track motor car Operator must report to Signalman if unusually delayed.
15. Track motor car Operators must be examined and qualified on track motor car rules and special instructions relating thereto.
16. Track motor cars must be equipped with flagman's day and night signals and, unless otherwise provided, must be equipped with portable telephones.

Manual Block System Territory

1. Before issuing Motor Car Permit Form M, Signalman must ascertain limits track motor car is to travel and communicate with next Block Station in advance for control of Block. Signalman at Signal Station in advance and in the rear must protect movement by displaying Stop signals until track motor car is reported clear.
2. Track motor car movements against the current of traffic will be authorized by Motor Car Permit Form M and the Signalman at each end of the block must display Stop Signals for the track occupied until the track motor car Operator or Signalman reports track motor car clear.
3. If, due to failure of communication, Signalman is unable to get control of block, the movement of track motor car must be made under such flag protection as necessary to insure safety.

J. H. SPOONER, Superintendent.

L. A. BROWN, F. B. GILL, Assistant Superintendents.

D. J. DONAHUE, Chief Train Dispatcher.

J. S. SHEA, E. L. GARN, Assistant Chief Train Dispatchers.

W. J. HAMANN, H. C. VAN BERGEN, R. W. FULLER, R. P. McLAUGHLIN, T. P. REARDON, J. C. HOUSTON, W. J. MULLIGAN, Trainmasters.

E. H. SCHNELL, Assistant Trainmaster.

J. G. WELSH, H. E. HALE, H. D. WHITE, R. W. HARRIS, J. W. CRIM, D. J. PEASE, S. C. KANTOR, H. J. McMAHON, C. H. FRITZ, F. G. STOLTZ, J. H. BENSE, Train Dispatchers.

CLEVELAND TO TOLEDO

WESTWARD—FIRST-CLASS

CONTINUED ON PAGE 12

Miles from Cleveland Union Terminal	STATIONS	5 The Mohawk Daily	1 The Pacemaker Daily	67 The Commodore Vanderbilt Daily	27 New England States Daily	287 Lake Cities Special Daily	25 Twentieth Century Limited Daily	97 The Paul Revere Daily	19 Lake Shore Limited Daily	75 Cleveland Mercury Daily	257 See Note Mail Daily	59 The Chicagoan Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
.0	*Cleveland Union Terminal*	*12.45*	*C. & P. Crossing 2.10*	*C. & P. Crossing 2.39*	*C. & P. Crossing 3.08*	*3.05*	*C. & P. Crossing 3.30*	*C. & P. Crossing 4.32*	*6.05*	*6.45*	*8.00*	*C. & P. Crossing 9.55*
6.02	*Linndale*	s*12.55*	.....	.....	.....	s*3.15*	.....	.....	s *6.15*	s *6.55*	s *8.10*	.....
12.07	*Berea*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12.18	BE	1.10	2.30	2.59	3.28	3.32	3.50	4.52	6.30	7.09	8.26	10.15
14.85	Olmsted Falls	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
20.76	Shawville	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23.99	Elyria Coal Dock	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
25.19	Elyria	s 1.25	.....	.....	.....	.....	.....	.....	s 6.44	.....	s 8.46	.....
26.16	Elyria Jct	1.28	2.42	3.11	3.40	3.44	4.01	5.04	6.47	7.20	8.49	10.27
31.67	Amherst	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
32.56	AR	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
39.20	Vermilion	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
50.59	Huron	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
58.95	BO	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
59.84	Sandusky	s 2.00	.....	.....	.....	.....	.....	.....	s 7.20	.....	s 9.25	.....
61.04	Bay Jct	2.04	3.10	3.39	4.08	4.12	4.28	5.32	7.23	7.47	9.28	10.55
65.27	Bay Bridge	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
66.29	DB	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
67.37	Danbury	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
69.48	Gypsum	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
72.73	Port Clinton	.....	.....	.....	.....	.....	.....	.....	.....	.....	s 9.44	.....
74.30	CO	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
78.49	La Carne	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
83.94	Oak Harbor	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
84.36	JU	2.30	3.31	4.00	4.29	4.33	4.47	5.53	7.49	8.06	10.00	11.16
87.18	Rocky Ridge	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
89.87	Graytown	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
94.38	Martin	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
99.01	Millbury Jct	2.43	3.43	4.12	4.41	4.45	4.59	6.05	8.02	8.18	10.13	11.28
103.64	Vickers	2.48	3.48	4.17	4.46	4.50	5.03	6.10	8.07	8.22	10.18	11.33
106.62	*Toledo*	*2.55*	*3.55*	*4.24*	*4.53*	4.57	*5.10*	*6.17*	*8.15*	8.29	*10.25*	*11.40*
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

Time shown at *Cleveland*, *Linndale* and *Toledo* is for information only.
No. 257 will not carry passengers.

CLEVELAND TO TOLEDO

CONTINUED FROM PAGE 11

WESTWARD—FIRST-CLASS

Miles from Cleveland Union Terminal	STATIONS	35 The Iroquois	135 See Note West Side Mail	73 The Prairie State	627 See Note Accommodation	43 South Shore Express	137 See Note Railway Express	129 See Note Mail and Express	9 Mail			
		Daily	Daily Except Monday	Daily	Daily Except Sunday	Daily	Daily Except Monday	Daily	Daily			
	LEAVE	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.			
.0	*Cleveland Union Terminal*	*11.15*	*East 26th Street* 12.20	4.00	*4.25*	*5.40*	*C. & P. Crossing* 7.00	*East 26th Street* 9.30	*10.35*			
6.02	*Linndale*	s11.25		s 4 10	s *4.35*	s *5.50*			s10.45			
12.07	*Berea*				s *4.50*							
12.18	BE	11.40	12.50	4.25	4.51	6.05	7.30	9.55	11.03			
14.85	Olmsted Falls				s 4.55				‡11.06			
20.76	Shawville				s 5.03							
23.99	Elyria Coal Dock											
25.19	Elyria	s11.52		s 4.37	s 5.12	s 6.20		s10.25	s11.23			
26.16	Elyria Jct	11.55	1.03	4.40	5.15	6.23	7.45	10.30	11.28			
31.67	Amherst											
32.56	AR											
39.20	Vermilion											
50.59	Huron											
58.95	BO											
59.84	Sandusky	s12.25		s 5.12		s 6.57		s11.15	s12.15			
61.04	Bay Jct	12.28	1.35	5.15		7.00	8.19	11.20	12.18			
65.27	Bay Bridge											
66.29	DB											
67.37	Danbury											
69.48	Gypsum											
72.73	Port Clinton					s 7.15						
74.30	CO											
78.47	La Carne											
83.94	Oak Harbor											
84.36	JU	12.55	1.58	5.47		7.30	8.46	11.55	12.48			
87.18	Rocky Ridge											
89.87	Graytown											
94.38	Martin											
99.01	Millbury Jct	1.07	2.10	6.00	f 8.22	7.44	9.00	12.12	1.01			
103.64	Vickers	1.12	2.15	6.05	8.30	7.49	9.05	12.20	1.06			
106.62	*Toledo*	*1.20*	*2.23*	*6.12*	*8.40*	*7.57*	*9.15*	*12.30*	*1.15*			
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.			

Operates via Norwalk Branch

Time shown at *Cleveland*, *Linndale*, *Berea* and *Toledo* is for information only.
Nos. 135, 137 and 129 will not carry passengers.
No. 627 will not operate May 30, July 4 or September 5, 1949.

TOLEDO TO CLEVELAND

EASTWARD—FIRST-CLASS

CONTINUED ON PAGE 14

Miles from Toledo	STATIONS	122 See Note Mail and Express	288 Pittsburgh Special	626 See Note Accommodation	90 The Chicagoan	290 The Forest City	X-78 See Note Mail and Express	52 The Easterner	32 See Note Mail	46 Interstate Express	14 See Note Mail	66 Advance Commodore Vanderbilt
		Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Monday	Daily	Daily	Daily	Daily	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.
.0	*Toledo*	*12.30*	*1.00*	*1.45*	*3.55*	*4.20*	*7.45*	*9.45*	*10.00*	*2.55*	*4.10*	*5.43*
2.98	Vickers	12.38	1.07	1.52	4.02	4.28	7.52	9.52	10.07	3.02	4.17	5.50
7.61	Millbury Jct	12.43	1.12	1.59	4.07	4.34	7.57	9.57	10.12	3.07	4.22	5.55
12.24	Martin											
16.75	Graytown											
19.44	Rocky Ridge											
22.26	JU	1.00	1.24		4.19	4.48	8.09	10.12	10.27	3.19	4.34	6.07
22.68	Oak Harbor						△ 8.13					
28.14	La Carne											
32.32	CO											
33.89	Port Clinton					s 5.07	s 8.30	s10.27	N 10.42	s 3.34		
37.14	Gypsum						△ 8.40					
39.25	Danbury											
40.34	DB											
41.35	Bay Bridge											
45.58	Bay Jct	1.40	1.45		4.41	5.25	8.55	10.43	10.57	3.48	4.55	6 25
46.78	Sandusky					s 5.35	s 9.00	s10.48	N 11.03	s 3.51		s 6 28
47.67	BO											
56.03	Huron											
67.42	Vermilion											
74.06	AR											
74.95	Amherst											
80.46	Elyria Jct	2.20	2.13	5.30	5.10	6.05	9.35	11.24	11.40	4.23	5.23	6.57
81.43	Elyria			s 5.35		s 6.15	s 9.40	s11.30	N 11.50	s 4.26		s 7.00
82.63	Elyria Coal Dock											
85.86	Shawville			s 5.46								
91.77	Olmsted Falls			s 5.57								
94.44	BE	3.00	2.25	6.07	5.25	6.45	9.55	11.52	12.10	4.45	5.35	7.15
94.55	*Berea*			s 6.09								
100.60	*Linndale*		s *2.32*	s *6.20*	s *5.32*	s *6.52*		s*11.59*		s *4.52*	*5.42*	
106.62	*Cleveland Union Terminal*	*3.25* *East 26th Street*	*2.50*	*6.40*	*5.50*	*7.10*	*10.20* *C. & P. Crossing*	*12.18*	*12.27* *C. & P. Crossing*	*5.10*	*6.00*	*7.37*
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Operates via Norwalk Branch

Time shown at *Toledo*, *Berea*, *Linndale* and *Cleveland* is for information only.
No. 626 will not operate May 30, July 4 or September 5, 1949.
Nos. 122, X-78, 32 and 14 will not carry passengers.

TOLEDO TO CLEVELAND

CONTINUED FROM PAGE 13

EASTWARD—FIRST-CLASS

Miles from Toledo	STATIONS	76	28	68	98	2	26	232 See Note	22	10		
		Cleveland Mercury	New England States	The Commodore Vanderbilt	The Paul Revere	The Pacemaker	Twentieth Century Limited	Mail	Lake Shore Limited	The Mohawk		
		Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily		
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
.0	*Toledo*	*6.50*	*7.13*	*7.42*	*8.00*	*8.15*	*8.28*	*8.48*	*11.10*	*11.15*		
2.98	Vickers	6.57	7.20	7.49	8.07	8.22	8.35	8.55	11.17	11.22		
7.61	Millbury Jct	7.02	7.25	7.54	8.12	8.27	8.40	9.00	11.22	11.27		
12.24	Martin											
16.75	Graytown											
19.44	Rocky Ridge											
22.26	JU	7.14	7.37	8.06	8.24	8.39	8.52	9.15	11.34	11.39		
22.68	Oak Harbor											
28.14	La Carne											
32.32	CO											
33.89	Port Clinton							s 9.35				
37.14	Gypsum											
39.25	Danbury											
40.34	DB											
41.35	Bay Bridge											
45.58	Bay Jct	7.32	7.55	8.26	8.44	8.59	9.10	9.50	11.54	12.02		
46.78	Sandusky							s10.10		s12.05		
47.67	BO											
56.03	Huron											
67.42	Vermilion							s10.30				
74.06	AR											
74.95	Amherst											
80.46	Elyria Jct	7.59	8.22	8.54	9.12	9.27	9.37	10.50	12.22	12.37		
81.43	Elyria							s11.30		s12.40		
82.63	Elyria Coal Dock											
85.86	Shawville											
91.77	Olmsted Falls											
94.44	BE	8.10	8.33	9.07	9.25	9.40	9.48	12.20	12.35	1.00		
94.55	*Berea*											
100.60	*Linndale*	s *8.17*			s *9.32*					s *1.07*		
106.62	*Cleveland Union Terminal*	*8.35*	*8.49* C. & P. Crossing	*9.23* C. & P. Crossing	*9.50*	*9.56* C. & P. Crossing	*10.04* C. & P. Crossing	*12.45* C. & P. Crossing	*12.52* C. & P. Crossing	*1.25*		
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.		

Time shown at *Toledo, Linndale* and *Cleveland* is for information only.
No. 232 will not carry passengers.

TOLEDO TO ELKHART—AIR LINE

WESTWARD—FIRST-CLASS

CONTINUED ON PAGE 16

Miles from Toledo	STATIONS	129 See Note	9	5	1	67	27 See Note	25	97	643	19	257 See Note
		Mail and Express	Mail	The Mohawk	The Pacemaker	The Commodore Vanderbilt	New England States	Twentieth Century Limited	The Paul Revere	Accommodation	Lake Shore Limited	Mail
		Daily	Daily	Daily	Daily	Daily	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.
.....	*Toledo*	*1.15*	*1.45*	*3.05*	*4.00*	*4.29*	*4.58*	*5.15*	*6.22*	*6.35*	*8.20*	*10.35*
3.67	Nasby	1.23	1.52	3.12	4.07	4.35	5.04	5.21	6.28	6.42	8.27	10.42
8.95	Holland									s 6.51		
14.21	Spencer											
18.43	Swanton									s 7.02		
24.41	Delta									s 7.11		
26.62	Delta Yard											
29.28	DW											
31.90	Wauseon									s 7.25		
32.13	D	1.51	2.16	3.38	4.32	4.58	5.27	5.44	6.52	7.27	8.53	11.08
36.38	Pettisville									s 7.34		
40.41	Archbold									s 7.44		
46.41	Stryker									s 7.53		
53.08	DV											
53.58	Bryan									s 8.05	s 9.15	
58.84	Melbern									s 8.13		
62.16	Mina	2.25	2.42	4.04	4.57	5.21	5.50	6.07	7.16	8.19	9.27	11.33
63.89	Edgerton									s 8.23		
65.17	MN											
70.12	WB											
70.75	Butler									s 8.34		
78.66	Waterloo						H 6.04		s 7.30	s 8.48		
85.01	Corunna									s 8.59		
91.38	Kendallville	s 3.05	s 3.14	J 4.30	5.22	5.46	6.18	6.30	7.45	s 9.15	s 9.57	11.58
98.10	Brimfield									s 9.25		
102.54	Wawaka									s 9.33		
107.93	Ligonier	s 3.35								s 9.45		
111.33	Grismore											
114.98	Millersburg									s 9.56		
122.78	CX											
123.12	Goshen	s 4.10		s 5.03						s10.13		s12.27
132.86	B											
133.01	Elkhart	4.45	4.00	5.20	5.58	6.23	6.53	7.03	8.22	10.30	10.40	12.45
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.

Time shown at *Toledo* is for information only.
No. 27 will stop at Waterloo daily, except Sunday and Monday to discharge U. S. Mail.
Nos. 129 and 257 will not carry passengers.

TOLEDO TO ELKHART—AIR LINE

CONTINUED FROM PAGE 15

WESTWARD—FIRST-CLASS

Miles from Toledo	STATIONS	59	35	135 See Note	73	139	43	137 See Note				
		The Chicagoan	The Iroquois	West Side Mail	The Prairie State	Accommodation	South Shore Express	Railway Express				
		Daily	Daily	Daily Except Monday	Daily	Daily Except Sunday	Daily	Daily Except Monday				
	LEAVE	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.				
.....	*Toledo*	*11.45*	*1.30*	*2.35*	*6.26*	.....	*8.12*	*9.30*				
3.67	Nasby	11.51	1.36	2.42	6.33	.....	8.19	9.37				
8.95	Holland	.....	.....	.....	.....	.....	.....	.....				
14.21	Spencer	.....	.....	.....	.....	.....	.....	.....				
18.43	Swanton	.....	.....	.....	.....	.....	.....	.....				
24.41	Delta	.....	.....	.....	.....	.....	.....	.....				
26.62	Delta Yard	.....	.....	.....	.....	.....	.....	.....				
29.28	DW	.....	.....	.....	.....	.....	.....	.....				
31.90	Wauseon	.....	.....	.....	.....	.....	.....	.....				
32.13	D	12.17	2.00	3.08	6.57	.....	8.45	10.05				
36.38	Pettisville	.....	.....	.....	.....	.....	.....	.....				
40.41	Archbold	.....	.....	.....	.....	.....	.....	.....				
46.41	Stryker	.....	.....	.....	.....	.....	.....	.....				
53.08	DV	.....	.....	.....	.....	.....	.....	.....				
53.58	Bryan	.....	.....	.....	s 7.15	.....	s 9.10	.....				
58.84	Melbern	.....	.....	.....	.....	.....	.....	.....				
62.16	Mina	12.42	2.24	3.34	7.27	.....	9.22	10.33				
63.89	Edgerton	.....	.....	.....	.....	.....	.....	.....				
65.17	MN	.....	.....	.....	.....	.....	.....	.....				
70.12	WB	.....	.....	.....	.....	.....	.....	.....				
70.75	Butler	.....	.....	.....	.....	.....	.....	.....				
78.66	Waterloo	.....	.....	.....	.....	.....	s 9.41	.....				
85.01	Corunna	.....	.....	.....	.....	.....	.....	.....				
91.38	Kendallville	1.07	2.49	4.02	7.55	.....	s10.02	11.00				
98.10	Brimfield	.....	.....	.....	.....	.....	.....	.....				
102.54	Wawaka	.....	.....	.....	.....	.....	.....	.....				
107.93	Ligonier	.....	.....	.....	.....	.....	s10.27	.....				
111.33	Grismore	.....	.....	.....	.....	.....	.....	.....				
114.98	Millersburg	.....	.....	.....	.....	P. M.	.....	.....				
122.78	CX	.....	.....	.....	.....	10.40	.....	.....				
123.12	Goshen	.....	.....	.....	.....	s10.42	s10.52	.....				
132.86	B	.....	.....	.....	.....	.....	.....	.....				
133.01	Elkhart	1.45	3.25	4.42	8.35	11.00	11.12	11.45				
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.				

Time shown at *Toledo* is for information only.
Nos. 135 and 137 will not carry passengers.

ELKHART TO TOLEDO—AIR LINE

EASTWARD—FIRST-CLASS

CONTINUED ON PAGE 18

Miles from Elkhart	STATIONS	90	290	X-78 See Note	32	140	46	14 See Note	232	66	28	68
		The Chicagoan	The Forest City	Mail and Express	Mail	Accommodation	Interstate Express	Mail	Mail	Advance Commodore Vanderbilt	New England States	The Commodore Vanderbilt
		Daily	Daily	Daily Except Monday	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.....	Elkhart	1.50	2.10	4.10	5.35	6.25	12.15	2.05	3.35	3.48	5.16	5.45
.15	B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9.89	Goshen	.....	.....	s 4.27	s 6.00	s 6.38	s12.30	.....	s 3.52	.....	.....	.....
10.23	CX	.....	.....	.....	.....	6.43	.....	.....	.....	.....	.....	.....
18.03	Millersburg	.....	.....	.....	.....		.....	.....	f 4.03	.....	.....	.....
21.68	Grismore	.....	.....	.....	.....	A. M.	.....	.....	.....	.....	.....	.....
25.08	Ligonier	.....	.....	s 4.52	s 6.25	.....	C12.46	.....	s 4.14	.....	.....	.....
30.47	Wawaka	.....	.....	.....	.....	.....	.....	.....	M4.22	.....	.....	.....
34.91	Brimfield	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
41.63	Kendallville	2.27	2.47	s 5.12	s 7.00	.....	s 1.03	2.41	s 4.35	4.22	5.51	6.20
48.00	Corunna	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
54.35	Waterloo	.....	.....	s 5.27	s 7.25	.....	s 1.18	.....	s 4.54	.....	.....	.....
62.26	Butler	.....	.....	Δ 5.37	B 7.40	.....	.....	.....	s 5.05	.....	.....	.....
62.89	WB	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
67.84	MN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
69.12	Edgerton	.....	.....	.....	s 7.53	.....	.....	.....	s 5.15	.....	.....	.....
70.85	Mina	2.52	3.12	5.50	7.57	.....	1.34	3.05	5.19	4.45	6.16	6.45
74.17	Melbern	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
79.43	Bryan	.....	.....	.....	s 8.15	.....	s 1.45	.....	s 5.40	.....	.....	.....
79.93	DV	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
86.60	Stryker	.....	.....	.....	.....	.....	.....	.....	s 5.52	.....	.....	.....
92.60	Archbold	.....	.....	.....	.....	.....	.....	.....	s 6.07	.....	.....	.....
96.63	Pettisville	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
100.88	D	3.16	3.36	6.30	8.40	.....	2.11	3.29	6.17	5.07	6.38	7.07
101.11	Wauseon	.....	.....	.....	s 8.45	.....	.....	.....	s 6.23	.....	.....	.....
103.73	DW	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
106.39	Delta Yard	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
108.60	Delta	.....	.....	.....	.....	.....	.....	.....	s 6.38	.....	.....	.....
114.58	Swanton	.....	.....	.....	.....	.....	.....	.....	s 6.55	.....	.....	.....
118.80	Spencer	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
124.06	Holland	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
129.34	Nasby	3.42	4.02	7.05	9.12	.....	2.38	3.53	7.15	5.31	7.01	7.30
133.01	*Toledo*	*3.50*	*4.10*	*7.15*	*9.20*	.....	*2.45*	*4.00*	*7.30*	*5.38*	*7.08*	*7.37*
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

Time shown at *Toledo* is for information only.
Nos. X-78 and 14 will not carry passengers.

ELKHART TO TOLEDO—AIR LINE

CONTINUED FROM PAGE 17

EASTWARD—FIRST-CLASS

Miles from Elkhart	STATIONS	98	2	26	10	22	122					
		The Paul Revere	The Pacemaker	Twentieth Century Limited	The Mohawk	Lake Shore Limited	See Note Mail and Express					
		Daily	Daily	Daily	Daily	Daily	Daily					
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.					
.....	Elkhart	6.03	6.18	6.35	8.00	9.05	9.35					
.15	B											
9.89	Goshen				s 8.20							
10.23	CX											
18.03	Millersburg											
21.68	Grismore											
25.08	Ligonier				s 8.37							
30.47	Wawaka											
34.91	Brimfield											
41.63	Kendallville	6.38	6.53	7.08	s 9.00	9.40	10.20					
48.00	Corunna											
54.35	Waterloo				s 9.18	K 9.54						
62.26	Butler											
62.89	WB											
67.84	MN											
69.12	Edgerton											
70.85	Mina	7.03	7.18	7.31	9.33	10.07	10.50					
74.17	Melbern											
79.43	Bryan				s 9.52							
79.93	DV											
86.60	Stryker											
92.60	Archbold											
96.63	Pettisville											
100.88	D	7.25	7.40	7.53	10.18	10.31	11.25					
101.11	Wauseon											
103.73	DW											
106.39	Delta Yard											
108.60	Delta											
114.58	Swanton											
118.80	Spencer											
124.06	Holland											
129.34	Nasby	7.48	8.03	8.16	10.45	10.58	11.55					
133.01	*Toledo*	*7.55*	*8.10*	*8.23*	*10.54*	*11.05*	*12.05*					
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.					

Time shown at *Toledo* is for information only.
No. 122 will not carry passengers.

TOLEDO TO ELKHART—OLD ROAD

WESTWARD

		FIRST-CLASS		SECOND-CLASS					
Miles from Toledo	STATIONS	607	647	91	93	95			
		Accommodation	Accommodation	Through Freight	Way Freight	Way Freight			
		Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Tuesday Thursday Saturday			
	LEAVE	A. M.	P. M.	A. M.	A. M.	A. M.			
.....	*Toledo*	*6.30*	*3.20*						
3.80	Vulcan	6.37	3.27	1.30		10.10			
10.16	Sylvania	s 6.46	s 3.36	1.45		10.35			
14.85	Ottawa Lake	s 6:54	s 3.45	1.55		10.55			
20.06	Riga	s 7.02	f 3.52						
22.15	Blissfield	s 7.08	s 3.59	2.10		11.55			
24.80	Grosvenor	7.11	4.02			12.05			
26.42	Palmyra	s 7.14	s 4.06						
28.24	Lenawee Jct	7.18	s 4.10	2.20		12.15			
31.83	WB								
32.35	Adrian	s 7.30	s 4.23	2.40		1.05			
39.52	Cadmus	△ 7.37	f 4.31						
43.37	Clayton	s **7.45** 52	s 4.38	3.00		1.30			
49.81	Hudson	s 8.00	s 4.50	3.10		2.00			
56.12	Pittsford	s 8.12	s 5.01	3.25	A. M.	2.25			
59.88	Osseo	s 8.20	s 5.08	3.35		2.40			
65.68	Hillsdale	s 8.35	s 5.23	3.45	9.30	3.15			
69.58	Fort Wayne Jct	8.41	5.29	A. M.	9.40	P. M.			
70.18	Jonesville	s 8.44	s 5.31		9.45				
75.28	Allen	s 8.52	s 5.39		10.00				
81.79	Quincy	s 9.02	s 5.50		10.15				
88.18	Coldwater	s 9.15	s 6.05		**12.40** 96				
93.38	Batavia	s 9.23	f 6.13		1.00				
98.94	Bronson	s 9.33	s 6.22		2.05				
105.67	Burr Oak	s 9.43	s 6.32		2.25				
111.90	Sturgis	s **9.55** 96	s **6.50** 614		3.20				
112.18	RK								
117.54	Klinger Lake	f 10.02	f 6.57						
123.64	White Pigeon	s 10.12	s 7.05		3.45				
134.06	Bristol	s 10.23	s 7.20		4.10				
142.27	B	10.32	7.40		4.25				
142.42	Elkhart	10.35	7.50		4.35				
	ARRIVE	A. M.	P. M.	A. M.	P. M.	P. M.			

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified.
Time shown at *Toledo* is for information only.

ELKHART TO TOLEDO—OLD ROAD

EASTWARD — FIRST-CLASS — SECOND-CLASS

Miles from Elkhart	STATIONS	52	614	96	94	92			
		The Easterner	Accommodation	Way Freight	Way Freight	Through Freight			
		Daily	Daily	Daily Except Sunday	Monday Wednesday Friday	Daily Except Sunday			
	LEAVE	A. M.	P. M.	A. M.	A. M.	P. M.			
.....	Elkhart	4.30	6.05	8.30					
.15	B	4.32	6.07	8.40					
8.35	Bristol	△ 4.42	s 6.18	8.55					
18.78	White Pigeon	s 5.00	s 6.33	9.25					
24.88	Klinger Lake		f 6.41						
30.24	RK								
30.52	Sturgis	s 5.38	s **6.50** 647	**9.55** 607					
36.75	Burr Oak	s 5.48	s 7.05	10.45					
43.48	Bronson	s 5.58	s 7.18	11.30					
49.04	Batavia	‡ 6.05	‡ 7.26	11.45					
54.24	Coldwater	s 6.20	s 7.45	**12.40** 93					
60.63	Quincy	s 6.30	s 7.57	1.50					
67.14	Allen		f 8.05	2.10					
72.23	Jonesville	s 6.44	s 8.13	2.25					
72.84	Fort Wayne Jct	6.46	8.15	2.30	A. M.	P. M.			
76.74	Hillsdale	s 7.05	s 8.35	2.45	10.00	10.00			
82.54	Osseo	s 7.14	s 8.45	P. M.	10.15	10.10			
86.29	Pittsford	s 7.22	s 8.54		10.35	10 18			
92.61	Hudson	s 7.35	s 9.09		11.30	10.30			
99.05	Clayton	f **7.45** 607	s 9.19		11.50	10.42			
102.90	Cadmus								
110.07	Adrian	s 8.10	s 9.45		12.50	11.40			
110.54	WB								
114.18	Lenawee Jct	8.18	9.52		1.02	11.50			
115.99	Palmyra		‡ 9.55						
117.62	Grosvenor	8.23	9.59		1.10	11.59			
120.27	Blissfield	s 8.30	s 10.05		2.00	12.05			
122.36	Riga								
127.57	Ottawa Lake	8.40	10.15		2.25	12.20			
132.26	Sylvania	8.48	10.23		2.40	12.33			
138.62	Vulcan	8.55	10.31		3.00	12.50			
142.42	*Toledo*	*9.15*	*10.45*						
	ARRIVE	A. M.	P. M.	P. M.	P. M.	A. M.			

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified.
Time shown at *Toledo* is for information only.

NORWALK BRANCH

ELYRIA JCT. TO MILLBURY JCT.

WESTWARD—FIRST CLASS

Miles from Cleveland Union Terminal	STATIONS	627 See Note
		Accommodation
		Daily Except Sunday
	LEAVE	P. M.
.0	*Cleveland*	*4.25*
26.16	Elyria Jct	5.15
34.15	Oberlin	s 5.30
38.79	Kipton	s 5.37
44.05	Wakeman	s 5.46
48.73	Collins	s 5.55
55.35	Norwalk	s 6.15
59.87	Monroeville	s 6.30
67.41	Bellevue	s 6.50
74.80	Clyde	s 7.05
83.14	Fremont	s 7.40
90.25	Lindsey	s 7.55
95.50	Elmore	s 8.03
100.23	Genoa	s 8.12
105.02	Millbury Jct	f 8.22
112.63	*Toledo*	*8.40*
	ARRIVE	P. M.

MILLBURY JCT. TO ELYRIA JCT.

EASTWARD—FIRST CLASS

Miles from Toledo	STATIONS	626 See Note
		Accommodation
		Daily Except Sunday
	LEAVE	A. M.
.0	*Toledo*	*1.45*
7.61	Millbury Jct	1.59
12.40	Genoa	s 2.07
17.11	Elmore	s 2.17
22.38	Lindsey	s 2.27
29.49	Fremont	s 3.00
37.83	Clyde	s 3.14
45.22	Bellevue	s 3.29
52.76	Monroeville	s 3.41
57.28	Norwalk	s 4.15
63.90	Collins	s 4.25
68.58	Wakeman	s 4.35
73.84	Kipton	s 4.45
78.48	Oberlin	s 5.10
86.47	Elyria Jct	5.30
112.63	*Cleveland*	*6.40*
	ARRIVE	A. M.

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified.
Time shown at *Cleveland* and *Toledo* is for information only.
No. 626 and No. 627 will not operate May 30, July 4 or September 5, 1949.

FT. WAYNE BRANCH

JACKSON TO FORT WAYNE

SOUTHWARD

SECOND CLASS

72

Way Freight

Daily Except Sunday

Miles from Jackson	STATIONS	LEAVE A. M.
.....	*Jackson*	.....
1.12	OD	.....
5.13	Haires	.....
10.43	Horton	.....
14.04	Hanover	.....
18.83	Mosherville	.....
24.58	Jonesville	.....
25.29	Fort Wayne Jct.	A. M.
29.19	Hillsdale	9.00
33.41	Bankers	9.15
38.11	Reading	9.45
43.48	Montgomery	10.00
47.11	Ray	10.15
51.18	Fremont	11.10
58.53	Angola	12.25
62.78	Pleasant Lake	12.40
65.77	Steubenville	.....
66.99	Summit	12.55
72.75	Waterloo	1.15
77.76	Auburn	1.30
83.95	New Era	.....
87.08	Stoners	.....
90.71	Carrolls	2.00
98.56	Fort Wayne	2.30
		ARRIVE P. M.

FORT WAYNE TO JACKSON

NORTHWARD

Miles from Ft. Wayne	STATIONS	LEAVE
.....	Fort Wayne	.....
7.85	Carrolls	.....
11.48	Stoners	.....
14.61	New Era	.....
20.80	Auburn	.....
25.81	Waterloo	.....
31.57	Summit	.....
32.79	Steubenville	.....
35.78	Pleasant Lake	.....
40.03	Angola	.....
47.38	Fremont	.....
51.45	Ray	.....
55.08	Montgomery	.....
60.45	Reading	.....
65.15	Bankers	.....
69.37	Hillsdale	.....
73.27	Fort Wayne Jct.	.....
73.98	Jonesville	.....
79.73	Mosherville	.....
84.52	Hanover	.....
88.13	Horton	.....
93.43	Haires	.....
97.44	OD	.....
98.56	*Jackson*	.....
		ARRIVE

On single track, southward trains are superior to northward trains of the same class, unless otherwise specified.

JACKSON BRANCH

JACKSON TO LENAWEE JCT.

SOUTHWARD

Miles from Jackson	STATIONS
.....	*Jackson*
1.12	OD
10.42	Napoleon
13.76	Norvell
20.47	Manchester Jct.
21.11	Manchester
28.97	Clinton
33.44	Tecumseh
40.30	Raisin Center
42.45	Lenawee Jct.

LENAWEE JCT. TO JACKSON

NORTHWARD

Miles from Lenawee Jct.	STATIONS
.....	Lenawee Jct.
2.15	Raisin Center
9.01	Tecumseh
13.48	Clinton
21.34	Manchester
21.98	Manchester Jct.
28.69	Norvell
32.03	Napoleon
41.33	OD
42.45	*Jackson*

On single track, southward trains are superior to northward trains of the same class, unless otherwise specified.

MORENCI BRANCH

GROSVENOR TO MORENCI

WESTWARD

Miles from Adrian	STATIONS
7.55	Grosvenor
12.14	Ogden
15.53	Jasper
19.19	Weston
25.77	Morenci

MORENCI TO GROSVENOR

EASTWARD

Miles from Morenci	STATIONS
.....	Morenci
6.58	Weston
10.24	Jasper
13.63	Ogden
18.22	Grosvenor

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified.

MONROE BRANCH

LENAWEE JCT. TO MONROE

EASTWARD

Miles from Adrian	STATIONS
4.11	Lenawee Jct
12.86	Deerfield
16.34	Petersburg
20.95	Federman
23.50	Ida
27.21	Strasburg
31.86	P. M. Crossing
33.40	Monroe

MONROE TO LENAWEE JCT.

WESTWARD

Miles from Monroe	STATIONS
.....	Monroe
1.54	P. M. Crossing
6.19	Strasburg
9.90	Ida
12.45	Federman
17.06	Petersburg
20.54	Deerfield
29.29	Lenawee Jct

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified.

G & M BRANCH

STURGIS TO GOSHEN

SOUTHWARD

Miles from Sturgis	STATIONS
.....	Sturgis
.....	R.K
12.91	Shipshewana
20.08	Middlebury
29.68	Goshen

GOSHEN TO STURGIS

NORTHWARD

Miles from Goshen	STATIONS
.....	Goshen
9.60	Middlebury
16.77	Shipshewana
.....	R.K
29.68	Sturgis

On single track, southward trains are superior to northward trains of the same class, unless otherwise specified.

COLLINWOOD TO ELKHART

WESTWARD—FREIGHT TRAINS

Miles from Collinwood via Rockport	STATIONS	Spl.-L. S. 1	C. D. 1	P. C. 1	P. T 1	S. C. 1	L. S. 1	A. L. 83	C 95	C 91		
		New York-Chicago	Collinwood Detroit	Pittsburg-Chicago	Pittsburg-Toledo	Cleveland-Chicago	New York-Chicago	Way Freight	Norwalk Branch Local Freight	Way Freight		
		Daily Except Monday	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday		
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.					
.....	*Struthers*	.....	.....	*5.00*	*5.30*	.....	.....	.....	.....	.....	.....	.....
.0	*Collinwood*	*3.10*	4.00	.....	.....	.....	*7.15*	.....	.....	.....	.....	.....
18.90	*Rockport*	.....	.....	.....	.....	*5.00*	.....	.....	.....	.....	.....	.....
23.41	BE	4.20	5.15	9.30	10.00	5.30	8.15	.....	A. M.	.....	.....	.....
35.22	Elyria Coal Dock.	.....	.....	10.00 10.30	10.30 11.00	.....	.....	.....	8.30	A. M.	.....	.....
71.07	Sandusky	.....	.....	.....	.....	.....	.....	.....	.....	10.00	.....	.....
114.87	Vickers	8.00	11.25	1.00	1.30	10.15	12.00	.....	3.15	3.30	.....	.....
117.85	Toledo	.....	.....	.....	.....	.....	.....	A. M.	.....	.....	.....	.....
119.76	Air Line Jct	8.30 10.00	12.01	1.30 2.30	2.00	10.45 12.00	12.30 1.45	8.00	3.45	4.00	.....	.....
180.01	Mina	.....	.....	.....	.....	.....	.....	3.30	P. M.	P. M.	.....	.....
250.75	Elkhart	3.00	.....	6.30	.....	5.00	6.00	.....	.....	.....	.....	.....
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.				

For information only, not conferring time table superiority.

Miles from Collinwood via Rockport	STATIONS	A. L. 87	L. S. 7	D. L. S. 3
		Way Freight	Philadelphia-Chicago	Boston-Gibson
		Daily Except Sunday	Daily	Daily
	LEAVE		P. M.	P. M.
.....	*Struthers*	.....	.....	.....
.0	*Collinwood*	.....	*6.00*	*10.30*
18.90	*Rockport*	.....	.....	A. M.
23.41	BE	.....	7.45	12.01
35.22	Elyria Coal Dock.	.....	.....	.....
71.07	Sandusky	.....	.....	.....
114.87	Vickers	.....	10.30	6.00
117.85	Toledo	.....	.....	.....
119.76	Air Line Jct	A. M.	11.00 12.15	6.30 8.00
180.01	Mina	9.30	.....	.....
250.75	Elkhart	5.30	3.30	3.00
	ARRIVE	P. M.	A. M.	P. M.

For information only, not conferring time table superiority.

ELKHART TO COLLINWOOD

EASTWARD—FREIGHT TRAINS

Miles from Elkhart via Rockport	STATIONS	C. W. 10	X. N. 2	C. N. 2	S. C. N. 2	N. Y. 4	C. B. 2	A. L. 82	C 96	A. L. 86	C 92	
		Toledo-Buffalo	Chicago-Buffalo	Chicago-Toledo	Elkhart-Cleveland	Chicago-New York	Chicago-Buffalo	Way Freight	Norwalk Branch Local Freight	Way Freight	Way Freight	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	
	LEAVE		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.		A. M.		
.....	Elkhart	.....	12.30	1.45	2.15	5.20	6.20	.....	.....	8.15	.....	.....
.15	B	.....	12.40	1.55	2.25	5.30	6.30	.....	.....	8 25	.....	.....
70.85	Mina	A. M.	.....	.....	.....	.....	.....	6.45	A. M.	3.15	A. M.	.....
131.10	Air Line Jct	12.30	5.00 6.00	5.00	5.30 7.00	9.30 11.00	10.45 11.45	1.00	7.00	P. M.	11.00	.....
133.01	Toledo	....	.....	A. M.	.....	.....	.....	P. M.	.....	.....	.....	.....
135.99	Vickers	12.50	6.30	.....	7.30	11.30	12.15	.....	7.30	.....	11.30	.....
179.79	Sandusky	.....	.....	.....	.....	.....	.....	.....	.....	.....	5.00	
215.64	Elyria Coal Dock	.....	.....	.....	.....	.....	.....	.....	3.00	.....	P. M.	.....
227.45	BE	4.45	10.30	.....	9.30	2.45	4.00	.....	P. M.	.....	.....	.....
232.12	*Rockport*	*4.55*	*10.45*	.....	9.45	.....	.....	.....	.....	.....	.....	.....
250.75	*Collinwood*	*6.15*	*12.01*	.....	11.30	*4.00*	*5.15*	.....	.....	.....	.....	.....
.....	*Struthers*	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	ARRIVE	A. M	P. M.		A. M.	P. M.	P. M.					

For information only, not conferring time table superiority.

Miles from Elkhart via Rockport	STATIONS	W. M. 6	X. N. 6	T. S. 2	N. Y. 8
		Toledo Pittsburgh	Chicago Buffalo	Toledo Collinwood	Chicago-New York
		Daily	Daily	Daily	Daily
	LEAVE		P. M.		P. M.
.....	Elkhart	.....	4.00	.....	11.15
.15	B	.....	4.10	.....	11.25
70.85	Mina	P. M.	.....	P. M.	.....
131.10	Air Line Jct	12.30	8.30 9.30	11.30	3.25 4.55
133.01	Toledo	.....	.....	.....	.....
135.99	Vickers	12.59	10.00	12.30	5.25
179.79	Sandusky	.....	.....	.....	.....
215.64	Elyria Coal Dock	4.00 5.00	.....	.....	.....
227.45	BE	5.30	2.00	6.30	7.55
232.12	*Rockport*	*6.00*	.....	.....	.....
250.75	*Collinwood*	.....	*3.30*	*8.45*	*8.55*
.....	*Struthers*	*10.45*	.....	.....	.....
	ARRIVE	P. M.	A. M.	A. M	A. M.

For information only, not conferring time table superiority.

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

BEREA TO VICKERS—VIA SANDUSKY

STATIONS		Office Calls	Miles from Buffalo	SIGNALS Track No. 1	Track No. 2	Track No. 3	Track No. 4	TELEPHONES LOCATION	Side of Track	Line
BE Open day and night	C.S.	BE	194.2	INT.	INT.	INT.	INT.	Signal station	S	T.D.-M-Y
				196.1		196.3				
	C.S.				196.2		196.4G			
Olmsted Falls	C.S.	OF	196.6	197.1	197.2	197.3	197.4	East of station, first pole	S	T.D.-M
								Station	S	T.D.-M
				198.1	198.2	198.3	198.4			
				200.1	200.2	200.3	200.4			
				201.1	201.2	201.3	201.4G			
				202.1	202.2	202.3	202.4G			
Shawville	C.S.	G	202.5	203.1		203.3		Station, west end	N	T.D.-M
					203.2		203.4G			
	C.S.							Burns crossover, booth	N	T.D.-M
	C.S.							East end of West Bound Yard, on pole	N	Y
				204.1		204.3				
	C.S.				205.2		205.4	E. end east bound yd., 2700 ft. east of Abbey Rd., on pole	S	T.D.-M-Y
				205.1		205.3				
	C.S.			206.1		206.3		Lorain Br. west wye switch, booth	N	Y
	C.S.							Abbey Rd., 100 ft. west, in switchmen's shanty	N	T.D.-M-Y
	C.S.							Car Inspector's shanty, 600 ft. west of Abbey Rd	N	T.D.-M-Y
Elyria Coal Dock Open day and night	C.S.	UN	205.7					Yard office	S	T.D.-M-Y
	C S.				206.2		206.4	Olive St. in booth	S	Y
				207.1		207.3				
	C.S.				207.2		207.4	East Bridge St., on pole	S	Y
Elyria	C.S.	U	206.7					Station, on platform	S	T.D.-M-Y
	C.S.							Station, on platform	N	T.D.-M-Y
	C.S.							Station	....	T.D.-M-Y
	C.S.							West of Murbach Siding switch, on pole	S	Y
Elyria Jct Open day and night	C.S.	BS	207.9	INT.	INT.	INT.	INT.	Signal station	N	T.D.-M-Y
	C.S.							Engine house	S	T.D.-Y
	C.S.							Eastward home signal, booth	S	Y
			Miles from Elyria Jct.	S1.1	S1.2	S1.3G	S1.4			
				S2.1	S2.2	S2.3G	S2.4G			
				S3.1	S3.2	S3.3	S3.4G			
				S4.1		S4.3				
					S4.2		S4.4G			
Amherst	C.S.		5.5	S5.1		S5.3		Freight station, west end on pole	S	T.D.-M
					S5.2		S5.4G			
AR Open day and night	C.S.	AR	6.4	INT.	INT.	INT.	INT.	Signal station	N	T.D.-M
	C.S.							West switch, in booth	N	T.D.-M
				S7.1	S7.2		S7.4			
				S9.1	S9.2		S9.4G			
Brownhelm			9.3							
				S10.1	S10.2		S10.4G			
	C.S.				S11.2		S11.4G	East of crossing, first pole	N	T.D.-M
				S12.1						
	C.S.				S12.2		S12.4	Crossover, on pole	S	T.D.-M
Vermilion Open day and night	C.S.	VN	13.0					Signal station	S	T.D.-M
				S13.1						
					S13.2		S13.4			
	C.S.			S14.1				Cabin, east side	S	T.D.-M
					S14.2					
				S15.1	S15.2					
				S16.1	S16.2					
				S17.1	S17.2					
				S19.1	S19.2					
				S20.1	S20.2					
Ceylon	C.S.		20.6					Main Street, 300 ft. West, on pole	S	T.D.-M

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

BEREA TO VICKERS—VIA SANDUSKY—Continued

STATIONS		Office Calls	Miles from Elyria Jct.	SIGNALS Track No. 1	Track No. 2	Track No. 3	Track No. 4	TELEPHONES LOCATION	Side of Track	Line
				S21.1						
					S21.2					
	C.S.			S22.1	S22.2			Berlin Road, on pole	S	T.D.-M
				S23.1	S23.2					
Track Pans	C.S.		23.5					East, pump house	S	T.D.-M-Y
Huron	C.S.	GK	24.4	INT.	INT.	INT.	INT.	Signal station	S	T.D.-M-Y
Open day and night	C.S.			S25.1	S25.2	S25.3	S25.4	West of station 700 ft., on pole	S	T.D.-M
				S26.1	S26.2	S26.3	S26.4			
				S27.1	S27.2	S27.3	S27.4			
				S28.1	S28.2	S28.3	S28.4			
				S29.1	S29.2	S29.3	S29.4			
Sandusky Jct.	C.S.			S30.1		S30.3		On pole	S	T.D.-M
					S30.2		S30.4			
				S31.1		S31.3				
					S31.2		S31.4			
B.O.	C.S.	BO		INT.	INT.	INT.	INT.	Signal station	S	T.D.-M-Y
Open day and night										
	C.S.			S33.1		S33.3		Opposite crossover switch	N	Y
	C.S.				S33.2			Yard masters office	S	T.D.-M-Y
Sandusky	C.S.	RH	33.7					Station	N	T.D.-M-Y
	C.S			S34.1		S34.3		Engine house	S	T.D.-M-Y
	C.S.				S34.2			Mill St., on pole	N	Y
Bay Jct.	C.S.	BJ	34.9	INT.	INT.	INT.	INT.	Signal station	S	T.D.-M-Y
Open day and night	C.S.							200 ft. west, of Chain Works Crossing	S	T.D.-M
				S35.1		S35.3				
					S36.2		S36.4			
Venice	C.S.		36.5					Station, east side	S	T.D.-M
				S37.1		S37.3				
	C.S.				S37.2		S37.4	1100 ft. east of station in booth	N	T.D.-M
	C.S.			S38.1		S38.3		Station	N	T.D.-M-Y
					S38.2		S38.4			
Bay Bridge	C.S.		39.1					Shanty, near track 3 switch	N	T.D.-M-Y
				INT.		INT.				
					INT.					
DB	C.S.	DB	40.1					Signal station		T.D.-M-Y
Open day and night	C.S.							Shanty, opposite remote controlled switches	N	Y
	C.S.							On pole, at crossover	N	Y
	C.S.			INT.				In booth, near home signal	S	T.D.-M
					INT.		INT.			
Danbury	C.S.		41.2					Station, west side	N	T.D.-M-Y
	C.S.							Opposite Pump house, in booth	S	T.D.-M
				S41.1		S41.3				
					S41.2		S41.4			
				S42.1		S42.3				
					S42.2		S42.4			
	C.S.							Station, east side	N	T.D.-M
Gypsum	C.S.	PD	43.3					Station	N	T.D.-M
				S44.1		S44.3				
					S44.2		S44.4			
	C.S.			S45.1	S45.2	S45.3	S45.4	American Gypsum Co. siding,		
				S46.1		S46.3		west end, on pole	N	T.D.-M
	C.S.				S46.2		S46.4	Crossover, Kelly Road, in booth	S	T.D.-M
Port Clinton	C.S.	HO	46.6					Station, on platform		T.D.-M
	C.S.			S47.1		S47.3		Industrial lead, 3000 ft. east of CO	N	T.D.-M
					S47.2		S47.4			
CO	C.S.	CO	48.1	INT.	INT.	INT.	INT.	Signal station	S	T.D.-M
Open day and night										

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

BEREA TO VICKERS—VIA SANDUSKY—Continued

STATIONS		Office Calls	Miles from Elyria Jct.	SIGNALS Track No. 1	Track No. 2	Track No. 3	Track No. 4	TELEPHONES LOCATION	Side of Track	Line
				S49.1						
					S50.2					
	C.S.			S50.1				1500 feet west of S49.1, on pole	S	T.D.-M
					S51.2					
				S51.1						
	C.S.				S52.2			Camp Perry station		T.D.-M
	C.S.							At route No. 2, pole box	W	T.D.-M-Y
	C.S.			S52.1				Crossover switch	S	T.D.-M
La Carne	C.S.							Station, east side	S	T.D.-M
Open week days 8:00a.m. to 5:00p.m.	C.S.	FT	52.6	T.O.	T.O.			Station	S	T.D.-M
				S53.1	S53.2					
				S55.1	S55.2					
				S56.1	S56.2					
	C.S.			S57.1				Siding, east end, booth	S	T.D.-M
	C.S.				S57.2			Station, east side	S	T.D.-M
Oak Harbor	C.S.		58.0					Station	S	T.D.-M
				S58.1						
JU	C.S.	JU	58.4					Signal station	S	T.D.-M
Open day and night	C.S.				S58.2		S58.4	One-half mile west, on pole	S	T.D.-M
				S59.1		S59.3				
					S59.2		S59.4			
				S60.1		S60.3				
	C.S.				S61.2		S61.4	500 ft. east of crossing, on pole	S	T.D.-M
Rocky Ridge			61.3							
				S62.1		S62.3				
					S62.2		S62.4			
				S63.1	S63.2	S63.3	S63.4			
	C.S.			S64.1		S64.3		Station, east side	S	T.D.-M
Graytown	C.S.	WF	64.0					Station	S	T.D.-M
Open week days 7:00a.m. to 4:00p.m.					S64.2		S64.4			
				S65.1	S65.2	S65.3	S65.4			
				S66.1	S66.2	S66.3	S66.4			
				S67.1	S67.2	S67.3	S67.4			
				S68.1	S68.2	S68.3	S68.4			
	C.S.							Station, east side	S	T.D.-M
Martin	C.S.	MA	68.5					Station	S	T.D.-M
				S69.1		S69.3				
					S69.2		S69.4			
Clay Center	C.S.		69.3					Crossover switch, booth	S	T.D.-M
				S70.1		S70.3				
					S70.2		S70.4			
				S71.1		S71.3				
					S71.2		S71.4			
				S72.1		S72.3				
	C.S.				S72.2		S72.4	Yard track, east end, on pole	S	T.D.-M
Millbury Jct.	C.S.	JX	73.1	INT.	INT.	INT.	INT.	Signal station	S	T.D.-M-Y
Open day and night										
			Miles from Buffalo							
Millbury			286.9	S88.1		S88.3				
					S88.2		S88.4			
				S89.1	S89.2	S89.3	S89.4			
				S90.1	S90.2	S90.3	S90.4			
				S91.1	S91.2	S91.3	S91.4			
	C.S.							East end of siding, on pole	N	T.D.-M
	C.S.							West end of siding, on pole	N	T.D.-M
Vickers	C.S.	VK	291.1	INT.	INT.	INT.	INT.	Signal station	S	T.D.-M-Y
Open day and night										

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

ELYRIA JCT. TO MILLBURY JCT.—VIA NORWALK

STATIONS		Office Calls	Miles from Buffalo	SIGNALS — SINGLE TRACK Westward	SIGNALS — SINGLE TRACK Eastward	TELEPHONES — LOCATION	Side of track	Line
Elyria Jct. Open day and night	C.S.	BS	207.9	INT.-M.B.	INT.	Signal station	N	T.D.-M-Y
	C.S.				209.2	Switch, Fox Furnace	S	Y
Oberlin. Open week days 5:00 a.m. to 2:00 p.m.	C.S.	OB	216.6	M.B.	M.B.	Station	N	T.D.-M
	C.S.					West of station, first pole	N	T.D.-M
Kipton	C.S.		220.5			East of station on pole, near east switch	N	T.D.-M
Wakeman. Open week days 9:00 a.m. to 6:00 p.m.	C.S.	RI	225.8	226.1		East of station, first pole	S	T.D.-M
	C.S.					Station	S	T.D.-M
				M.B.	M.B.			
Collins	C.S.		230.5			Siding, east end, in booth	S	T.D.-M
Norwalk	C.S.	MC	237.1			East of station, in booth	S	T.D.-M
	C.S.					Station	S	T.D.-M
	C.S.					Pleasant St., in booth	S	T.D.-M
Monroeville. Open week days 9:00 a.m. to 6:00 p.m.	C.S.	VI	241.6	M.B.	M.B.	East of freight station, first pole	S	T.D.-M
	C.S.					Station	S	T.D.-M
	C.S.					East of W. & L. E. crossing, in booth	S	T.D.-M
Bellevue. Open week days 7:30 a.m. to 4:30 p.m.	C.S.	SF	249.1	D	INT.	Siding, east end	S	T.D.-M
	C.S.			INT.	M.B.	In Booth East of station	S	T.D.-M
	C.S.			M.B.	D	Station	S	T.D.-M
						Watchman's Shanty	S	Y
						East and west of int. on pole	S	Y
Clyde. Open week days 7:30 a.m. to 8:30 p.m.	C.S.	W	256.5	M.B.	M.B.	Station	S	T.D.-M
	C.S.					West of station, third pole	S	T.D.-M
Fremont. Open week days 8:30 a.m. to 5:30 p.m.	C.S.	JA	265.8	M.B.	M.B.	Booth, east of station	S	T.D.-M
	C.S.					Station	S	T.D.-M
Lindsey. Open week days 7:30 a.m. to 4:30 p.m.	C.S.	3	272.7	M.B.	M.B.	Station, east side	S	T.D.-M
	C.S.					Station	S	T.D.-M
Elmore. Open week days 9:00 a.m. to 6:00 p.m.	C.S.	RA	277.3	M.B.	M.B.	Station, east side	S	T.D.-M
	C.S.					Station	S	T.D.-M
Genoa	C.S.					U. S. Gypsum switch, booth	N	T.D.-M
	C.S.					Station, east side	S	T.D.-M
	C.S.	OA	282.0			Freight station	N	T.D.-M
Millbury Jct. Open day and night	C.S.	JX	286.9	287.1 INT.	INT.-M.B.	Yard track, east end	N	T.D.-M
						Signal station	S	T.D.-M

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

NASBY TO ELKHART

STATIONS		Office Calls	Miles from Toledo	SIGNALS Track No. 1	Track No. 2	Track No. 3	Track No. 4	TELEPHONES — LOCATION	Side of Track	Line
Nasby. Open day and night	C.S.	AV	3.7	INT.	INT.	INT.	INT.	Signal station	S	T.D.-M-Y
	C.S.			A5.1		A5.3		Byrne Road, in booth	S	T.D.-M-Y
	C.S.				A5.2		A5.4	Treating Plant, crossover, on pole	S	T.D.-M
				A6.1	A6.2	A6.3	A6.4			
				A8.1	A8.2	A8.3	A8.4			
				A9.1	A9.2A	A9.3	A9.4			
				A9.1A		A9.3A				
Holland. Open day and night	C.S.	CW	9.0		A9.2			Signal station	N	T.D.-M
				A10.1		A10.3				
HollandQuarry	C.S.				A10.2			Quarry track, in booth	S	T.D.-M
				A12.1	A12.2	A12.3				
				A13.1	A13.2	A13.3				
				A14.1	A14.2	A14.3				
				A16.1	A16.2	A16.3				
				A17.1	A17.2	A17.3				
				A18.1	A18.2	A18.3				
	C.S.							Siding, east end, in booth	S	T.D.-M
Swanton. Open day and night	C.S.	SA	18.4	T.O.	T.O.	T.O.		Station	N	T.D.-M
	C.S.			A20.1	A20.2	A20.3		Crossover on Pole	S	T.D.-M
				A21.1	A21.2	A21.3				
				A23.1	A23.2	A23.3				
	C.S.			A24.1		A24.3		300 ft. East of Subway in Booth	S	T.D.-M
	C.S.				A24.2			Freight office	N	T.D.-M
	C.S.			A25.1		A25.3		West of Crossover, in booth	N	T.D.-M
Delta	C.S.	DA	24.4					Station	N	T.D.-M
				A26.1	A26.2	A26.3				
				A27.1		A27.3				
	C.S.				A27.2			Siding, east end, in booth	S	T.D.-M
Delta Yard	C.S.			A28.1		A28.3		Yard office	S	T.D.-M
	C.S.				A28.2			Crossover, west end, in booth	S	T.D.-M
				A29.1		A29.3				
					A29.2					
DW. Open day and night	C.S.	DW	29.3	INT.	INT.	INT.	INT.	Signal station	S	T.D.-M
				A31.1		A31.3				
					A31.2		A31.4			
				A32.1		A32.3				
	C.S.				A32.2		A32.4	East of Main St., on pole	N	T.D.-M-Y
Wauseon	C.S.		31.9					Station	N	T.D.-M-Y
D. Open day and night	C.S	D	32.1	INT.	INT.	INT.	INT.	Signal station	N	T.D.-M-Y
				A33.1		A33.3				
					A34.2					
				A35.1	A35.2	A35.3				
	C.S.			A36.1	A36.2	A36.3		East switch, on pole	S	T.D.-M
Pettisville	C.S.	JG	36.4					Station	S	T.D.-M
	C.S.			A38.1	A38.2	A38.3		Siding, east end, in booth	S	T.D.-M
	C.S.			A39.1	A39.2	A39.3		East of crossover, in booth	S	T.D.-M
Archbold. Open day and night	C.S.	DR	40.4	A40.1 T.O.	A40.2 T.O.	A40.3 T.O.		Station	S	T.D.-M
								LaChoy Co., In pole box 1 mile west	S	T.D.-M
				A42.1	A42.2	A42.3				
				A43.1		A43.3				
					A43.2					
				A44.1		A44.3				
					A45.2					
				A45.1		A45.3				
Track Pans	C.S.		45.0					Track pans heating plant	S	T.D.-M-Y
	C.S.				A46.2			Crossover, in booth	S	T.D.-M
	C.S.			A46.1		A46.3		Station	N	T.D.-M-Y
					A47.2					
Stryker	C.S.	SR	46.4					Pump house	S	T.D.-M

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

NASBY TO ELKHART—Continued

STATIONS		Office Calls	Miles from Toledo	SIGNALS Track No. 1	Track No. 2	Track No. 3	Track No. 4	TELEPHONES LOCATION	Side of Track	Line
				A47.1		A47.3				
					A48.2					
				A49.1	A49.2	A49.3				
				A50.1	A50.2	A50.3				
				A52.1	A52.2	A52.3				
DV	C.S.			A53.1	A53.2	A53.3		East switch, in booth	S	T.D.-M-Y
Open day and night	C.S.	DV	53.1	INT.	INT.	INT.	INT.	Signal station	N	T.D.-M-Y
Bryan	C.S.		53.6					Station	S	T.D.-M-Y
	C.S.							East end of freight house on pole	S	T.D.-M
	C.S.							West crossover, on pole	S	Y
				A55.1		A55.3				
					A55.2		A55.4	Opposite Sig. A55.4 on pole	S	Y
				A56.1	A56.2	A56.3	A56.4			
				A57.1	A57.2	A57.3	A57.4			
				A58.1	A58.2	A58.3	A58.4			
Melbern	C.S.		58.8					In booth	S	T.D.-M
	C.S.			A60.1	A60.2	A60.3	A60.4	East Crossover, in booth	N	T.D.-M
	C.S.			A61.1	A61.2	A61.3	A61.4	At Crossover, on pole	N	T.D.-M-Y
	C.S.			A62.1	A62.2	A62.3	A62.4	Engineers Bunk Room	S	M-Y
Mina	C.S.			A63.1		A63.3		Coal Dock Office	S	T.D.-M-Y
	C.S.		62.2		A63.2		A63.4	Trainmens Bunk Room	S	M-Y
	C.S.							West End-Westbound Siding	S	T.D.-M-Y
	C.S.			A64.1	A64.2	A64.3	A64.4	Station, east end	N	T.D.-M-Y
Edgerton	C.S.		63.9					Station	N	T.D.-M
	C.S.			A65.1	A65.2	A65.3	A65.4	Crossover, on pole	S	T.D.-M-Y
MN	C.S.	MN	65.2	A66.1		A66.3		Signal Station	S	T.D.-M-Y
Open day and night					A66.2					
				A67.1						
					A67.2					
				A68.1	A68.2					
				A69.1						
					A69.2					
				A70.1						
WB					A70.2					
Open day and night	C.S.	WB	70.1	INT.	INT.			Signal station	S	T.D.-M
Butler	C.S.	BY	70.8					Station	N	T.D.-M
	C.S.			A72.1				Station, west end	N	T.D.-M
	C.S.				A72.2			West switch	S	T.D.-M
				A73.1	A73.2					
				A74.1	A74.2					
				A76.1	A76.2					
				A77.1	A77.2					
				A78.1						
	C.S.				A79.2			East switch, on pole	S	Y
Waterloo	C.S.							Station	N	T.D.-M
WX	C.S.	WX	78.7	INT.	INT.			Signal station	S	T.D.-M-Y
Open day and night	C.S.							Wye switch, on pole	S	Y
	C.S.			A80.1				West switch, on pole	S	T.D.-M
					A80.2					
				A81.1						
					A81.2					
				A82.1	A82.2					
				A83.1						
					A84.2					
				A84.1						
	C.S.				A85.2			Siding, east end, in booth	N	T.D.-M
	C.S.			A85.1				Crossover, on pole	S	T.D.-M
Corunna	C.S.	NA	85.0	T.O.	T.O.			Station	S	T.D.-M
Open day and night	C.S.							Pump station	S	T.D.-M

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

NASBY TO ELKHART—Continued

STATIONS		Office Calls	Miles from Toledo	SIGNALS Track No. 1	Track No. 2	Track No. 3	Track No. 4	TELEPHONES LOCATION	Side of Track	Line
				A86.1	A86.2					
				A87.1	A87.2					
	C.S.			A89.1	A89.2			East end, old eastbound siding on pole	S	T.D.-M
					A90.2					
	C.S.			A90.1						
				A91.1	A91.2			West of Park Ave., on pole	S	T.D.-M
	C.S.							Gate tower, Main St	S	T.D.-M-Y
Kendallville	C.S.							Station	S	T.D.-M-Y
UK	C.S.	UK	91.4	INT.	INT.			Signal station	N	T.D.-M-Y
Open day and night	C.S.			A93.1				West switch, in shanty	S	T.D.-M
					A93.2			East bound home signal	S	Y
				A94.1						
					A94.2					
				A95.1	A95.2					
				A97.1	A97.2					
				A98.1	A98.2					
	C.S.			A99.1				Crossover, on pole	S	T.D.-M
Brimfield	C.S.	BI	98.1		A99.2			Station	S	T.D.-M
Open day and night	C.S.			A100.1				Siding, west end, in shanty	S	T.D.-M
					A100.2					
	C.S.			A101.1	A101.2			Siding, east end, on pole	S	T.D.-M
	C.S.			A102.1				Station	S	T.D.-M
Wawaka	C.S.	GF	102.5		A102.2			Siding, west end, on pole	S	T.D.-M
				A104.1	A104.2					
				A105.1	A105.2					
				A106.1						
					A107.2					
				A107.1						
					A108.2					
					T.O.					
Ligonier	C.S.	NI	107.9	A108.1				Station	S	T.D.-M
Open day and night	C.S.				A109.2			East end of carhouse	S	T.D.-M
	C.S.			A109.1				Siding, west end, on pole	S	T.D.-M
					A110.2					
			111.3	A111.1	A111.2					
Grismore	C.S.							Pump station	N	T.D.-M
				A112.1	A112.2					
				A113.1						
					A114.2					
				A114.1						
					A115.2					
Millersburg	C.S.	QN	115.0	A115.1				Station	N	T.D.-M
Open day and night					A116.2		A116.4			
	C.S.			A117.1				Highway west of station, pole	S	T.D.-M
					A117.2		A117.4			
				A118.1	A118.2		A118.4			
				A119.1	A119.2		A119.4			
				A120.1	A120.2		A120.4			
				A121.1	A121.2		A121.4			
				A123.1						
					A123.2		A123.4			
								Monroe St., pole box	S	Y
CX	C.S.	CX	122.8	INT.	INT.	INT.	INT.	Signal station	S	T.D.-M
Open day and night								Cottage Ave., pole box	S	Y
Goshen	C.S.		123.1					Station	S	T.D.-M-Y
	C.S.			A124.1		A124.3		5th Street, pole box	S	Y
	C.S.				A124.2		A124.4	Lateral switch, on pole	S	B
	C.S.			A125.1		A125.3		Bag Co. switch, on pole	S	B
	C.S.				A125.2		A125.4	Opposite Signal A125-2, pole	N	B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

NASBY TO ELKHART—Continued

STATIONS		Office Calls	Miles from Toledo	SIGNALS Track No. 1	Track No. 2	Track No. 3	Track No. 4	TELEPHONES LOCATION	Side of Track	Line
				A127.1	A127.2	A127.3	A127.4	Infirmary switch	N	B
				A128.1	A128.2	A128.3	A128.4	Clayton Ave., 250 feet East, on pole	N	B
				A129.1	A129.2	A129.3	A129.4	Hively Ave., in booth	S	Y
				A130.1	A130.2	A130.3	A130.4	Lusher Ave., 100 ft. east, pole box	S	Y
				A131.1	A131.2	A131.3	A131.4	Indiana Ave., 800 ft east. pole box	S	Y
					A132.2		A132.4	Home signal, pole box	N	Y
				A132.1		A132.3		Signal station	N	T.D.-M-Y
	C.S.				A133.2		A133.4			
B Open day and night	C.S.	B	132.9	INT.	INT.	INT.	INT.			
Elkhart Open day and night	C.S.	RT	133.0					Station	N	T.D.-M-Y

VULCAN TO ELKHART

STATIONS		Office Calls	Miles from Buffalo via Norwalk	SIGNALS SINGLE TRACK Westward	Eastward	TELEPHONES LOCATION	Side of Track	Line
Vulcan Open day and night	C.S.	VN	292.4	INT.-M.B.	INT. 301.2	Signal station	N	T.D.-M-B
Sylvania Open week days 6:30 a. m. to 3:30 p. m.	C.S. C.S. C.S.	NY	298.8	M.B.	M.B. 309.2	Siding, east end, on pole Station Station, west end	N N N	T.D.-M-B T.D.-M-B T.D.-M-B
Ottawa Lake Open week days 6:45 a. m. to 3:45 p. m.	C.S. C.S.	KA	303.5	M.B.	M.B.	Station Station, west end	N N	T.D.-M-B T.D.-M-B
Riga (1 Mile East) (D. T. & I.)			307.7	315.1 316.1	 316.2	Automatic Interlocking		
Riga	C.S.		308.7		317.2	On pole-opposite station	N	T.D.-M-B
Blissfield Open week days 6:45 a. m. to 10:45 p. m. Sundays—6:45 a.m. to 9:45 a.m.	C.S. C.S. C.S. C.S.	BN	310.8	M.B.	M.B.	Main siding, east end, on pole. Main siding, west end, on pole Station Station, north side	N N S S	T.D.-M-B T.D.-M T.D.-M-B T.D.-M-B
Grosvenor	C.S.		313.4			On pole	S	T.D.-M-B
Palmyra			315.1					
Lenawee Jct Open week days 9:00 a. m. to 6:00 p. m.	C.S. C.S. C.S. C.S.	WA	317.0	M.B.	M.B.	Station Station, west end, on pole Siding, west end, on pole East Wye, on pole	N N N	T.D.-M-B T.D.-M-B T.D.-M-B T.D.-M-B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

VULCAN TO ELKHART—Continued

STATIONS		Office Calls	Miles from Buffalo via Norwalk	SIGNALS SINGLE TRACK Westward	Eastward	TELEPHONES LOCATION	Side of Track	Line
WB Open day and night	C.S.	WB	320.2	327.1 INT.-M.B.	INT.-M.B. 328.2	Signal station	S	T.D -M-B-Y
Adrian Open week days 7:00 a. m. to 11:00 p. m. Open Sundays 7:00 a. m. to 10:00 a. m.	C.S. C.S. C.S.	AN	321.0	M.B.	M.B. 329.1	Station Yard office Freight station	N N N	T.D.-M-B-Y T.D.-M-Y T.D.-M-Y
D. T. & I. Crossing	C.S.		321.4	INT.	INT. 331.2		S	Y
Cadmus	C.S.		328.1			Middle of siding, on pole	N	T.D.-M-B
Clayton Open week days 7:15 a. m. to 4:15 p. m. Open Sundays 7:15 a. m. to 10:15 a. m.	C.S. C.S. C.S.	CN	332.0	M.B.	M.B.	Station East end of house track on pole Siding, west end on pole	N N N	T.D.-M-B T.D.-M-B T.D.-M-B
Hudson Open week days 7:00 a. m. to 9:30 a. m. 11:59 a. m. to 11:00 p. m. Open Sundays 7:00 a. m. to 10:00 a. m.	C.S. C.S. C.S. C.S.	HN	338.4	337.1 M.B.	M.B.	Condensary track, on pole Station East of station, on pole Freight station	N N N S	T.D.-M. T.D.-M-B T.D.-M-B T.D.-M-B
Pittsford Open week days 7:10 a. m. to 4:10 p. m. Open Sundays 7:10 a. m. to 10:10 a. m.	C.S. C.S. C.S.	FR	344.8	M.B.	M.B.	Station Station, south side Siding, west end, on pole	N N N	T.D.-M-B T.D.-M-B T.D.-M-B
Osseo Open week days 7:00 a. m. to 4:00 p. m.	C.S. C.S.	HK	348.5	M.B.	M.B.	Station Station, west end	N N	T.D.-M-B T.D.-M-B
Hillsdale Open week days 6:30 a. m. to 10:30 p. m. Open Sundays 6:30 a. m. to 9:30 a. m.	C.S. C.S. C.S. C.S. C.S.	D	354.3	M.B.	M.B. 355.2 356.2	¾ mile east of Park siding, on pole Station Engine house West wye switch, on pole Siding, west end, pole box Opposite Sig. 356-2, on pole	N N S N N N	T.D.-M-B T.D.-M-B-Y T.D.-M-Y Y T.D.-M-Y T.D.-M
Fort Wayne Jct	C.S.		358.2	S.W.	S.W.	In booth	N	T.D.-M-B
Jonesville Open week days 5:55 a. m. to 9:55 p. m. Open Sundays 5:55 a. m. to 8:55 a. m.	C.S. C.S.	JO	358.8	M.B.	M.B.	Station 3000 ft. west of station, on pole	N N	T.D.-M-B T.D.-M-B
Allen	C.S. C.S.	A	363.9	M.B.	M.B.	Station Station, west side	N N	T.D.-M-B T.D.-M-B
Quincy Open week days 5:50 a. m. to 9:50 p. m. Open Sundays 6:10 a. m. to 9:10 a. m.	C.S. C.S.	CY	370.4	M.B.	M.B.	Station Station, west end	N N	T.D.-M-B T.D.-M-B

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

VULCAN TO ELKHART—Continued

STATIONS		Office Calls	Miles from Buffalo via Norwalk	SIGNALS SINGLE TRACK Westward	SIGNALS SINGLE TRACK Eastward	TELEPHONES LOCATION	Side of Track	Line
Coldwater Open week days 5:50 a. m. to 9:00 p. m. Open Sundays 6:10 a. m. to 9:10 a. m.	C.S. C.S. C.S. C.S	C	376.8	M.B.	M.B. S.W.	East of station, on pole Station West end of siding, on pole Cement works switch, on pole.	N N N N	T.D.-M-B T.D.-M-B T.D.-M-B T.D.-M-B
Batavia Open week days 6:00 a. m. to 3:00 p. m.	C.S. C.S.	BA	382.0	M.B.	M.B.	Station Station, west side	N N	T.D.-M-B T.D.-M-B
Bronson Open week days 5:15 a. m. to 8:30 p. m. Open Sundays 5:15 a. m. to 8:15 a. m.	C.S. C.S.	BR	387.6	M.B.	M.B.	Station North side of main track, on pole opposite station	S N	T.D.-M-B T.D.-M-B
Burr Oak Open week days 9:00 a. m. to 6:00 p. m.	C.S. C.S.	UR	394.3	M.B.	M.B.	Station Station, east end	S S	T.D.-M-B T.D.-M-B
Sturgis Open week days 9:00 a. m. to 6:00 p. m.	C.S. C.S. C.S.	RS	400.5	D M.B.	M.B.	Station East crossover switch, on pole Freight station	N N S	T.D.-M-B T.D.-M-B T.D.-M
RK Open day and night	C.S.	RK	400.7	INT.-M.B.	INT.-M.B. D	Signal station	S	T.D.-M-B
Klinger Lake	C.S.		406.2			On pole	N	T.D.-M-B
White Pigeon Open week days 7:55 a. m. to 11:55 p. m.	C.S. C.S.	GN	412.3	M.B.	M.B.	Station Grand Rapids branch wye, ½ mile west of station	N N	T.D.-M-B-Y T.D.-M-B-Y
Bristol Open week days 9:00 a. m. to 6:00 p. m.	C.S. C.S. C.S.	KS	422.7	M.B.	M.B.	Station Station, west end Siding, west end, on pole	N N N	T.D.-M-B T.D.-M T.D.-M
	C.S.			429.1		Clapp Food Co., in booth	N	T.D.-M
B Open day and night	C.S.	B	430.9	INT.	M.B. INT.	Signal station	S	T.D.-M-Y
Elkhart Open day and night	C.S.	RT	431.0			Station	N	T.D.-M-Y

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

JACKSON TO FORT WAYNE

STATIONS		Office Calls	Miles from Jackson	SIGNALS SINGLE TRACK Southward	SIGNALS SINGLE TRACK Northward	TELEPHONES LOCATION	Side of Track	Line
OD Open day and night	C.S.	OD	1.1	M.B.		Signal Station	E	T.D.-M-B-Y
Haires	C.S.	R	5.1			In booth	W	T.D.-M
Horton	C.S.	QR	10.4			South of Road Crossing, on pole	E	T.D.-M-B
Hanover	C.S.		14.0			South of Main Street, on pole	E	T.D.-M
Mosherville	C.S.		18.9			On pole	E	T.D -M
Jonesville Open week days 7:00 a.m. to 4:00 p.m.	C.S.		24.5	M.B.	M.B.	Rear of station, on pole	E	T.D.-M
Fort Wayne Jct.	C.S.		25.3			In booth	W	T.D.-M-B
Hillsdale (See Old Road)	C.S.	D	29.2	M.B.	M.B.	Station	N	T.D.-M-B-Y
Bankers	C.S.		33.4			In booth	W	T.D.-M-B
Reading Open week days 9:00 a. m. to 6:00 p. m.	C.S. C.S.	RG	38.1	M.B.	M.B.	At crossover, north end, in booth Freight station	E E	T.D.-M T.D.-M-B
Montgomery Open week days 9:00 a. m. to 6:00 p. m.	C.S. C.S.	US	43.4	M.B.	M.B.	Station South of station, on pole	E E	T.D.-M-B T.D.-M
Ray	C.S. C.S.	RA	47.1			Station Opposite station, on pole	W E	T.D.-M-B T.D.-M
Fremont Open week days 9:00 a. m. to 6:00 p. m.	C.S. C.S.	DW	51.1	M.B.	M.B.	Station Opposite station, on pole	W E	T.D.-M-B T.D.-M
Angola Open week days 8:15 a. m. to 5:15 p. m.	C.S. C.S.	RM	58.5	M.B.	M.B.	Van Camp track switch, in booth Station	E E	T.D.-M T.D.-M-B
Pleasant Lake Open week days 9:00 a. m. to 6:00 p. m.	C.S. C.S.	PA	62.7	M.B.	M.B.	Station North of station, on pole	E E	T.D.-M-B T.D.-M
Steubenville (Wabash Ry.)	C.S.		65.8	16631 16641	16642 16652	Automatic Interlocking	E	T.D.
Summit	C.S.		66.9			Siding, north end, on pole	E	T.D.-M
WX Open day and night	C.S. C.S.	WX	72.7	INT.-M.B.	INT.-M.B.	Signal station Siding, south end, on pole	E E	T.D.-M-B T.D.-M
Auburn Open week days 8:30 a. m. to 5:30 p. m.	C.S. C.S. C.S.	GA	77.7 78.9	M.B. INT.	M.B. INT.	Freight station Station, south wall, in booth Siding, south end, on pole	W E E	T.D.-M-B T.D.-M T.D.-M
New Era	C.S.		83.9			South of Road Crossing, on pole	W	T.D.-M
Stoners	C.S.		87.0			North of Highway, on pole	E	T.D.-M
Carrolls	C.S.		90.7			Center of siding, in booth	E	T.D.-M
Fort Wayne Open week days 8:30 a. m. to 5:30 p. m.	C.S. C.S. C.S. C.S.	FW	98.5			South storage track switch, on pole Engine house Freight station 4th St. on pole	E W E W	T.D.-M T.D.-M-Y T.D.-M-B-Y T.D.-M-Y

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

GROSVENOR TO MORENCI

STATIONS		Office Calls	Miles from Adrian	SIGNALS SINGLE TRACK Westward	SIGNALS SINGLE TRACK Eastward	TELEPHONES LOCATION	Side of Track	TELEPHONES Line
Grosvenor (See Old Road)	C.S.		7.6			On pole	S	T.D.-M-B
Ogden			12.1					
Jasper Open week days 8:00 a. m. to 5:00 p. m.	C.S.	J	15.3	M.B.	M.B.	Station	N	T.D.
Weston			19.1					
Morenci Open week days 9:00 a. m. to 6:00 p. m.	C.S.	MG	25.7		M.B.	Station	N	T.D.

LENAWEE JCT. TO JACKSON

STATIONS		Office Calls	Miles from Lenawee Jct.	SIGNALS SINGLE TRACK Southward	SIGNALS SINGLE TRACK Northward	TELEPHONES LOCATION	Side of Track	TELEPHONES Line
Lenawee Jct (See Old Road)	C.S. C.S.	WA	.6			Station	E	T.D.-M-B
Raisin Center (Wabash)	C.S.		2.1	13332 13342	13321 13331	Automatic Interlocking, north of Railroad Crossing, on pole	E	T.D.-M-B
Tecumseh Open week days 8:00 a. m. to 5:30 p. m.	C.S. C.S. C.S. C.S. C.S.	SU	9.1	M.B.	M.B.	Siding, south end, on pole Station South of station, on pole Freight station Siding, north end, in booth	E E W E	T.D.-M-B T.D.-M-B T.D.-M-B T.D.-M-B
Clinton Open week days 8:00 a. m. to 5:00 p. m.	C.S. C.S.	CK	13.4	M.B.	M.B.	Siding, north end, on pole Station	E E	T.D.-M T.D.-M-B
Manchester Open week days 8:30 a. m. to 5:30 p. m.	C.S. C.S.	UD	21.3	M.B.	M.B.	Freight Station North of Freight Station, in booth	E E	T.D.-M-B T.D.-M
Manchester Jct.	C.S.		21.9			In cabin	E	T.D.-B
Norvell	C.S.		28.7			Siding, north end, on pole	E	T.D.-M
Napoleon	C.S.		32.1			House track, north end on pole	E	T.D.-M
OD Open day and night	C.S. C.S.	OD	41.4	M.B.	M.B.	Signal station Jct. Switch, 300 ft. south in booth	W W	T.D.-M-Y T.D.-M-Y

STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

GOSHEN TO STURGIS

STATIONS		Office Calls	Miles from Goshen	SIGNALS SINGLE TRACK Southward	SIGNALS SINGLE TRACK Northward	TELEPHONES LOCATION	Side of Track	TELEPHONES Line
Goshen (See Air Line)	C.S.	CX			INT.-M.B.	Signal station	S	T.D.
Middlebury Open week days 9:00 a. m. to 6:00 p. m.	C.S.	MY	9.2	M.B.	M.B.	Station	E	T.D.
Shipshewana Open week days 9:00 a. m. to 6:00 p. m.	C.S.	MX	16.4			Station	W	T.D.
Sturgis (See Old Road)	C.S.	RS	29.0			Station	E	T.D.
RK Open day and night.	C.S.	RK	29.3	INT.-M.B. D	INT.-M.B.	Signal station	S	T.D.

MONROE TO LENAWEE JUNCTION

STATIONS		Office Calls	Miles from Monroe	SIGNALS SINGLE TRACK Westward	SIGNALS SINGLE TRACK Eastward	TELEPHONES LOCATION	Side of Track	TELEPHONES Line
Monroe Open day and night	C.S.	MO				Station	S	T.D.
Monroe, (C. & O. Crossing)	C.S.		1.5	INT. D	D INT.	Signal station	N	T.D.
Strasburg			6.9					
Ida Open week days 8;00 a. m. to 5:00 p. m.	C.S.	DY	9.9	M.B.	M.B.	Station	N	T.D.
Federman (Ann Arbor)	C.S.		12.4	INT.	INT.	Signal station		T.D.
Petersburg (D. T. & I.)	C.S.					Signal Dep't building, East Side	N	T.D.
Petersburg	C.S.		17.0			West of station, on pole	N	T.D.
Deerfield Open week days 8:00 a. m. to 5:00 p. m.	C.S.	HG	20.5	M.B.	M.B.	Station	N	T.D.
Lenawee Jct (See Old Road)	C.S.	WA	29.3		M.B.	Station	S	T.D.

ABBREVIATIONS

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

SIGNAL ASPECTS, SIGNAL INDICATIONS AND SIGNAL RULES.

THE FOLLOWING SPECIAL SIGNAL ASPECTS, SIGNAL INDICATIONS AND SIGNAL RULES ARE IN EFFECT:

FIG. 49A

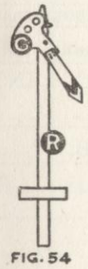


FIG. 54

RULE 281
PROCEED.

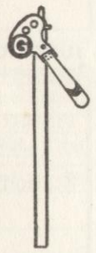


FIG. 128
RULE 289
PROCEED.

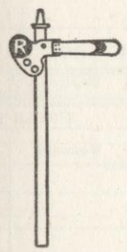


FIG. 145
RULE 289B
STOP.

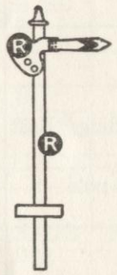


FIG. 197
RULE 291
STOP. THEN PROCEED AT RESTRICTED SPEED.

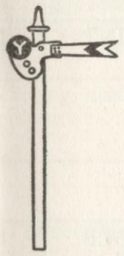


FIG. 102

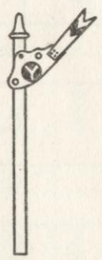


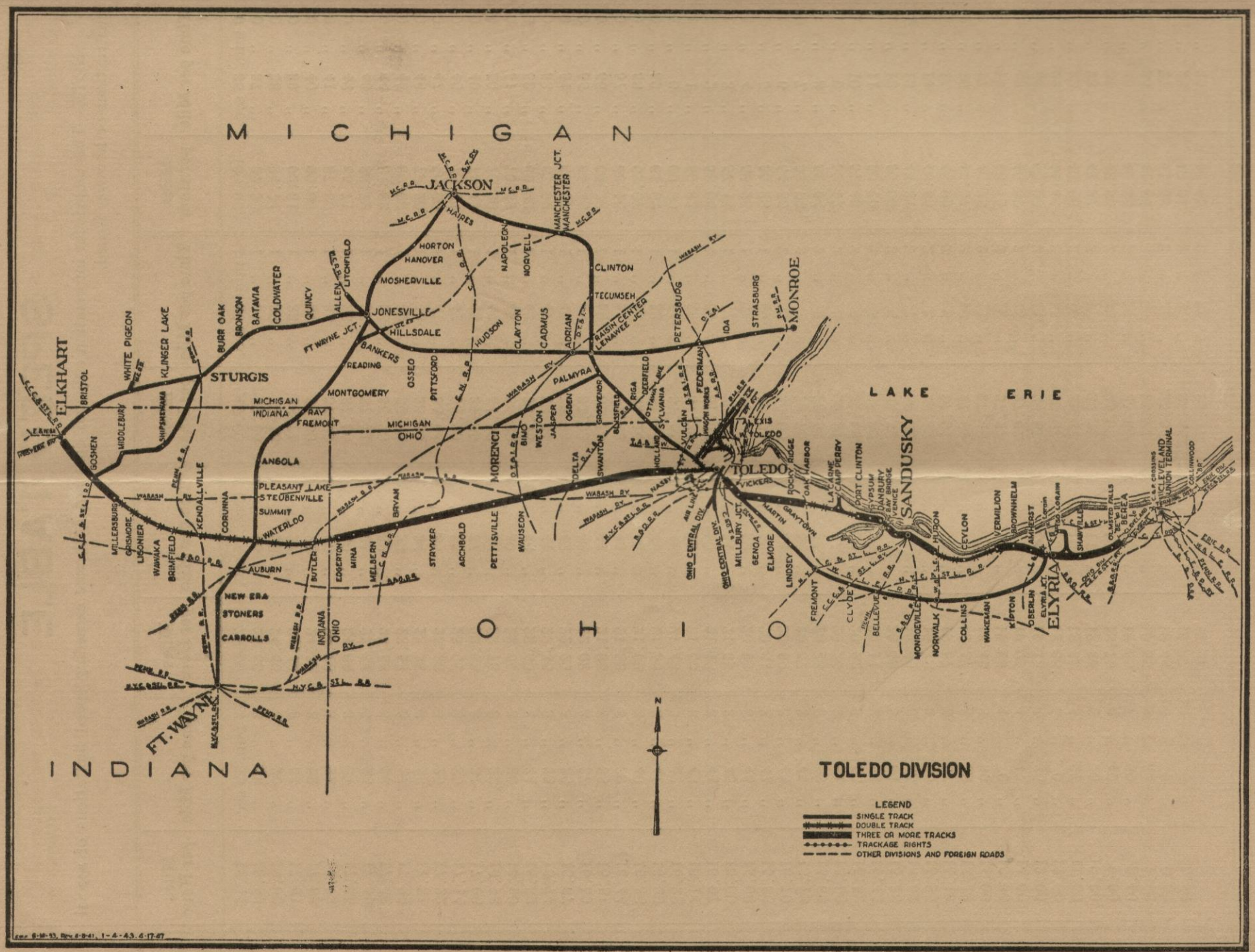
FIG. 102 B

RULE 285
PROCEED PREPARING TO STOP AT SWITCH OR NEXT SIGNAL.
TRAIN EXCEEDING MEDIUM SPEED MUST AT ONCE REDUCE TO THAT SPEED. REDUCTION TO MEDIUM SPEED MUST COMMENCE BEFORE PASSING SIGNAL AND BE COMPLETED BEFORE ACCEPTING A MORE FAVORABLE INDICATION.

SPEED TABLE

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

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 36 sec.	100.00	1 min. 30 sec.	40.00	2 min. 24 sec.	25.00	3 min. 18 sec.	18.18
0 " 37 "	97.30	1 " 31 "	39.56	2 " 25 "	24.83	3 " 19 "	18.09
0 " 38 "	94.74	1 " 32 "	39.13	2 " 26 "	24.66	3 " 20 "	18.00
0 " 39 "	92.31	1 " 33 "	38.71	2 " 27 "	24.40	3 " 21 "	17.91
0 " 40 "	90.00	1 " 34 "	38.30	2 " 28 "	24.32	3 " 22 "	17.82
0 " 41 "	87.80	1 " 35 "	37.89	2 " 29 "	24.16	3 " 23 "	17.73
0 " 42 "	85.71	1 " 36 "	37.50	2 " 30 "	24.00	3 " 24 "	17.65
0 " 43 "	83.72	1 " 37 "	37.11	2 " 31 "	23.84	3 " 25 "	17.56
0 " 44 "	81.82	1 " 38 "	36.73	2 " 32 "	23.68	3 " 26 "	17.48
0 " 45 "	80.00	1 " 39 "	36.36	2 " 33 "	23.53	3 " 27 "	17.39
0 " 46 "	78.26	1 " 40 "	36.00	2 " 34 "	23.38	3 " 28 "	17.31
0 " 47 "	76.60	1 " 41 "	35.64	2 " 35 "	23.23	3 " 29 "	17.22
0 " 48 "	75.00	1 " 42 "	35.29	2 " 36 "	23.08	3 " 30 "	17.14
0 " 49 "	73.47	1 " 43 "	34.95	2 " 37 "	22.93	3 " 31 "	17.06
0 " 50 "	72.00	1 " 44 "	34.62	2 " 38 "	22.78	3 " 32 "	16.98
0 " 51 "	70.59	1 " 45 "	34.29	2 " 39 "	22.64	3 " 33 "	16.90
0 " 52 "	69.23	1 " 46 "	33.96	2 " 40 "	22.50	3 " 34 "	16.82
0 " 53 "	67.92	1 " 47 "	33.64	2 " 41 "	22.36	3 " 35 "	16.74
0 " 54 "	66.67	1 " 48 "	33.33	2 " 42 "	22.22	3 " 36 "	16.67
0 " 55 "	65.45	1 " 49 "	33.03	2 " 43 "	22.08	3 " 37 "	16.59
0 " 56 "	64.29	1 " 50 "	32.73	2 " 44 "	21.95	3 " 38 "	16.51
0 " 57 "	63.16	1 " 51 "	32.43	2 " 45 "	21.82	3 " 39 "	16.44
0 " 58 "	62.07	1 " 52 "	32.14	2 " 46 "	21.69	3 " 40 "	16.36
0 " 59 "	61.02	1 " 53 "	31.86	2 " 47 "	21.56	3 " 41 "	16.29
1 " 0 "	60.00	1 " 54 "	31.58	2 " 48 "	21.43	3 " 42 "	16.22
1 " 1 "	59.02	1 " 55 "	31.30	2 " 49 "	21.30	3 " 43 "	16.14
1 " 2 "	58.06	1 " 56 "	31.03	2 " 50 "	21.18	3 " 44 "	16.07
1 " 3 "	57.14	1 " 57 "	30.77	2 " 51 "	21.05	3 " 45 "	16.00
1 " 4 "	56.25	1 " 58 "	30.51	2 " 52 "	20.93	3 " 46 "	15.93
1 " 5 "	55.38	1 " 59 "	30.25	2 " 53 "	20.81	3 " 47 "	15.86
1 " 6 "	54.55	2 " 0 "	30.00	2 " 54 "	20.69	3 " 48 "	15.79
1 " 7 "	53.73	2 " 1 "	29.75	2 " 55 "	20.57	3 " 49 "	15.72
1 " 8 "	52.94	2 " 2 "	29.51	2 " 56 "	20.45	3 " 50 "	15.65
1 " 9 "	52.17	2 " 3 "	29.27	2 " 57 "	20.34	3 " 51 "	15.58
1 " 10 "	51.43	2 " 4 "	29.03	2 " 58 "	20.22	3 " 52 "	15.52
1 " 11 "	50.70	2 " 5 "	28.80	2 " 59 "	20.11	3 " 53 "	15.45
1 " 12 "	50.00	2 " 6 "	28.57	3 " 0 "	20.00	3 " 54 "	15.38
1 " 13 "	49.31	2 " 7 "	28.35	3 " 1 "	19.89	3 " 55 "	15.32
1 " 14 "	48.65	2 " 8 "	28.12	3 " 2 "	19.78	3 " 56 "	15.25
1 " 15 "	48.00	2 " 9 "	27.91	3 " 3 "	19.67	3 " 57 "	15.19
1 " 16 "	47.37	2 " 10 "	27.69	3 " 4 "	19.57	3 " 58 "	15.13
1 " 17 "	46.75	2 " 11 "	27.48	3 " 5 "	19.46	3 " 59 "	15.06
1 " 18 "	46.15	2 " 12 "	27.27	3 " 6 "	19.35	4 " 0 "	15.00
1 " 19 "	45.57	2 " 13 "	27.07	3 " 7 "	19.25	4 " 17 "	14.00
1 " 20 "	45.00	2 " 14 "	26.87	3 " 8 "	19.15	4 " 36 "	13.00
1 " 21 "	44.44	2 " 15 "	26.67	3 " 9 "	19.05	5 " 0 "	12.00
1 " 22 "	43.90	2 " 16 "	26.47	3 " 10 "	18.95	5 " 27 "	11.00
1 " 23 "	43.37	2 " 17 "	26.28	3 " 11 "	18.85	6 " 0 "	10.00
1 " 24 "	42.86	2 " 18 "	26.09	3 " 12 "	18.75	6 " 40 "	9.00
1 " 25 "	42.35	2 " 19 "	25.90	3 " 13 "	18.65	7 " 30 "	8.00
1 " 26 "	41.86	2 " 20 "	25.71	3 " 14 "	18.56	8 " 34 "	7.00
1 " 27 "	41.38	2 " 21 "	25.53	3 " 15 "	18.46	10 " 0 "	6.00
1 " 28 "	40.91	2 " 22 "	25.35	3 " 16 "	18.37	12 " 0 "	5.00
1 " 29 "	40.45	2 " 23 "	25.17	3 " 17 "	18.27		


MICHIGAN
OHIO
INDIANA
LAKE ERIE
TOLEDO DIVISION
LEGEND
SINGLE TRACK
DOUBLE TRACK
THREE OR MORE TRACKS
TRACKAGE RIGHTS
OTHER DIVISIONS AND FOREIGN ROADS
JACKSON
JONESVILLE
HILLSDALE
STURGIS
ELKHART
FT. WAYNE
TOLEDO
SANDUSKY
ELYRIA
MONROE
MORENCI
CLEVELAND UNION TERMINAL
MICHIGAN INDIANA
MICHIGAN OHIO
INDIANA OHIO
FT WAYNE JCT.
MANCHESTER JCT.
RAISIN CENTER LENAWEE JCT
OHIO CENTRAL DIV.
MILLBURY JCT.
ELYRIA JCT.
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