

THERE IS ALWAYS TIME FOR COURTESY

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**Make
SAFETY
Your
POLICY**

The New York Central Railroad Company

**LAKE DIVISION
TOLEDO DIVISION
WESTERN DIVISION**

Time Table No. 5

FOR EMPLOYEES ONLY

Effective 2:00 A. M. Eastern Standard Time

Effective 1:00 A. M. Central Standard Time

Sunday, April 26, 1959

**G. C. ELLERT
Transportation Superintendent
Lake Division**

**J. C. HOUSTON
Transportation Superintendent
Toledo Division**

**R. W. LANG
Acting Transportation Superintendent
Western Division**

COMPANY SURGEONS

ADRIAN, MICH.	John D. Rogers, 146 Toledo St. Phone Colfax 5-8222	DWIGHT, ILL.	Edward F. Joss, 106 S. Franklin St. Phone 0068
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		NORTH CARLISLE, IND.	J. R. Matthew, 520 North Lane St. Phone 84
		NORTH JUDSON, IND.	C. B. Thomas, 37 West Main St. Phone 2-4561
		NORWALK, O.	F. M. Summerville, 923 West First St. Phone 45851
		OIL CITY, PA.	M. G. Carmody, 54 North St. Clair Phone Elmwood 4-3737
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ELKHART, IND.	L. F. Swihart, 214 West Marion St. Phone Office 2-8897 Res. 4-0693	KANKAKEE, ILL.	V. J. Kelly, 139 N. Dearborn Ave. Phone WE 2-2431
		SOUTH BEND, IND.	J. V. Cassady, 921 Lincoln Way East Phone Atlantic 7-6529
		TOLEDO, O.	E. C. Unckrich, 416 Colton Bldg. Phone CH 1-2505
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CHICAGO, ILL.	Mercy, 2537 Prairie Ave. Phone Victory 2-4700 St. Bernard, 6337 Harvard Ave. Phone Triangle 6-8200	HILLSDALE, MICH.	Hillsdale Phone Hemlock 7-4451
CLEVELAND, O.	Lutheran, 2609 Franklin Ave. Phone PR 1-4200 Euclid Glenville, 101 East 185th St. Phone KE 1-9000	JACKSON, MICH.	W. A. Foote Memorial Phone 7131
DANVILLE, ILL.	St. Elizabeth, 602 Green St. Phone 6300	KANKAKEE, ILL.	St. Mary, 192 South 5th Avenue Phone 3-4451
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		TOLEDO, OHIO	St. Vincent Phone CH 1-8161
		YOUNGSTOWN, O.	Youngstown Hospital Association South Side Phone Riverside 70751

ATTENTION

TRAIN AND ENGINE CREWS

Always keep in mind that the customer is the BUYER and that it is your job to make every BUYER a satisfied customer. To that end, the following matters deserve your constant attention:

1. If an error or misstatement has been made somewhere along the route, put forth every effort to correct it. Nothing should be considered too trivial.
2. Ever be alert to the safety and comfort of your passengers, and freely give information and advice when requested. The aged, infirm and the young passenger traveling unaccompanied require special attention. Be helpful to them in every way possible, particularly in assisting them on and off trains, and occasionally inquire as to their comfort.
3. Protect both coach and sleeper passengers against undue noise or disturbance, particularly at night. Remember they pay to sleep.
4. The avoidance of arguments or friction with passengers is a test of your diplomacy. A calm and pleasant manner, regardless of the circumstances, is the best assurance of your success.
5. Keep posted on connecting line train service, arbitrary holds they have in effect for our trains, and advise passengers so as to avoid, as far as possible, any uneasiness on their part about missing connections, and when same is unavoidable, tell them what time the next connection is due to depart.
6. Cheerfully offer explanation of unusual delays and pass such information to other members of your crew—Brakeman, Porter, Sleeping Car, Pullman and Dining Car employees—so they too may advise passengers. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.
7. Neatness of appearance and courtesy bespeak pride in your job, and create good-will for the Railroad.
8. Being considerate of others is the key to popularity. This applies to the institution and individual alike. Many of your passengers may be riding a train for their first time. This is especially true of the younger generation. Kind and attentive treatment to make them feel at home creates additional passenger traffic.
9. Remember that people traveling on passes have a right to that privilege, and are entitled to the same courteous treatment as other passengers. A satisfied "free-transportation" passenger is always a booster.
10. On crowded trains, New York Central employees riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.
11. Train Porter should keep coaches clean and in tidy condition at all times. Toilets particularly are the source of adverse comment. Inspect them frequently.
12. **AVOID ROUGH HANDLING OF YOUR TRAIN.** New York Central engine-men have an enviable reputation for smooth starting, running and stopping of their trains. Never lose sight of this feature, as passengers are more disposed to avoid the route that does not give them a smooth ride, than they are to exert the effort involved in registering complaints about it.
13. Of equal importance is **SMOOTH HANDLING OF FREIGHT TRAINS.** Rough handling results in damaged lading and delays due to damaged equipment, which creates dissatisfied customers.
14. On-Time delivery of passengers, mail, express and freight at destination is what the customers pay for and expect. Your best efforts, always within the zone of safety, should be extended to keep your trains on time.

SPECIAL INSTRUCTIONS

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

A. The title Transportation Superintendent will be used instead of Superintendent.

A-1. OTHER RAILROADS.

Lake Division

Between: Mile Posts 80.29, 2.3 miles East of Franklin, Pa. and 81.41, 3.4 miles East of Franklin, Pa. Trains run via Erie R.R.
 Rose and Falls Creek, trains run via P.R.R.
 Falls Creek and Clearfield, trains run via B. & O.
 N.Y.C. Jct., Youngstown and East Youngstown, trains run via P. & L. E.
 East Youngstown and Struthers, trains run via P. & L. E. R.R.
 Struthers and Girard Jct., trains run via L.E.&E.R.R.
 Girard Jct. and Niles Jct., Minerva and Brady, trains run via P. R. R.
 CH Tower, Youngstown and Ravenna Jct., trains run via B. & O. R. R.

Toledo Division

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

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

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

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

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

Toledo Division trains via Old Road Subdivision will operate over Jackson-Elkhart Subdivision of Northern District between White Pigeon Jct. Michigan and B, Elkhart.

Western Division

Between: Portage Ave. overhead and Notre Dame, South Bend, via Michigan Division.
 Indiana Harbor and Osborn, Ivanhoe and Columbia Avenue, and between Calumet Park and Blue Island, trains run via I. H. B.
 Chicago and Englewood, N. Y. C. and C. R. I. & P. Joint Instructions No. 2 govern.
 Jackson St., Danville and WR via Illinois Division
 N. Y. C. Jct. and Zeiring, trains run via C. B. & Q.
 Fifth Avenue, Kankakee, and East yard limit board Kankakee on Indiana Division.
 I. C. R.R. tracks used between Kensington and Chicago.
 When diverging at Ivanhoe, will use I. H. B. tracks between Ivanhoe and Columbia Ave. West End of Gibson Yard, and between Calumet Park and U. S. Yards, via Argo.
 I. H. B. trains use Western Division tracks 3 and 4 between Columbia Ave. Hammond, and Calumet Park.
 On joint C. R. I. & P.—Western Division section at Joliet, interlocking signal will display C. R. I. & P. aspects.

B-2. LAWS AND REGULATIONS.

Hours of Service Law.

When train or engine service employees have been on duty 14 hours, they must notify the Transportation Superintendent promptly.

Employees must know when called for service that they are available under the Hours of Service Regulations, and if in any doubt, bring it to the attention of the proper official.

Reports.

When car of live stock is due to be fed, rested and watered within 3 hours, the conductor must send report to the Transportation 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 chains in revenue trains or in association with cars commercially used, beyond the first side track.

Ohio.

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

Within the State of Ohio, when a pusher or helper engine is used to assist and assemble train and the pusher or helper engine is located behind the caboose, employees are prohibited from riding in or on the caboose while train is being assisted.

L-2

Abuse, mis-use, defacing of or deliberate damage to or destruction of company property, tools or equipment is forbidden.

M. SAFETY.

Employees must provide themselves with the book of Safety Rules and be governed by the rules contained therein.

M-2 ELECTRIC ZONE.

Terre Coupee; Entire length of C.S.S. & S.B. R.R. receiving and delivery tracks.

O. While on duty, books, magazines or papers other than company instructions, must not be read.

1. STANDARD TIME.

Eastern Standard Time is in use on the Lake and Toledo Divisions. Central Standard Time is in use on the Western Division.

3. STANDARD CLOCKS.

Lake Division

Dunkirk.....	Passenger station.
Wesleyville.....	Engine house.
	Engine Dispatchers' office.
Ashtabula.....	Telegraph office.
	West Yard office.
Titusville.....	Register room.
East Youngstown.....	Y M C A.
Youngstown.....	McGuffey St. Yard Office.
Stoneboro.....	Signal station.
Sutton.....	Signal station.
Clearfield.....	DY telegraph office.
	Crew dispatcher's office.
Collinwood.....	Engine dispatcher's office.
	Diesel Electric Terminal, General foreman's office.
Rockport.....	Diesel Facilities
	East and West Yard Office
DK.....	Yard office.
Cleveland Union	Crew dispatcher's office.
Terminal.....	G H telegraph office.
Minerva.....	MI office.
	Engine house, Engine foreman's office

Toledo Division

Elyria.....	Yard office.
Sandusky.....	Telegraph office.
	Yard office.
Fremont.....	Freight station.
	Train dispatcher's office.
Toledo.....	XD telegraph office.
	Baggage room.
Air Line Jct.....	Register Clerk's office.
Stanley.....	Telegraph office.
	Diesel shop.
Adrian.....	W B.
Hillsdale.....	Telegraph office.
Edgerton.....	Station.

Elkhart.....	B. Passenger station. Engine house. Hump Yard office. Dormitory.
Jackson.....	Telegraph office at station.
Fort Wayne.....	Telegraph office in freight station.

Western Division

Elkhart.....	B. Passenger station. Engine house, north side of hump. Hump Yard office. Dormitory.
Englewood.....	Engine house. Trainmaster's office.
South Bend.....	General yard master's office.
Kankakee.....	Engine house. Telegraph office.
Ladd Jct.....	Telegraph office.
Gibson.....	East end yard office. Engine house.
Lyons.....	Engine house. Yard office.
East Gary.....	Telegraph office.
Joliet.....	Telegraph Office.

12. HAND, FLAG AND LAMP SIGNALS.

Lake Division

Ashtabula:

A blue signal, displayed from OD to westward freight trains only, indicates stop is to be made at W Crossover to leave or take cars. When blue signal is not displayed to trains having cars to leave at Ashtabula, it will indicate that cars are to be left on North Siding.

A double blue signal displayed from OD to westward freight trains only, indicates stop is to be made at Hill Track, Painesville, Ohio, to leave or take Perry cars.

Dorset Junction

A blue signal, displayed from "JD" to northward freight trains only, indicates stop is to be made at South End Carson Yard and to call on phone for instructions.

Erie:

A blue signal displayed from "XC" to eastward freight trains only, indicates a stop is to be made at Downing Road to call on telephone for instructions.

Collinwood Yard:

Westward trains or engines enroute from running track to local yard will not proceed west of Dille Road until proceed hand signal is received from switchtender located at east end of local yard, who will use yellow flag by day and yellow light by night.

Westward trains or engines enroute to Westbound Yard will not proceed west of crossovers between tracks 7 and 8 east of Dille Road until proceed hand signal is received from switch tender located at Dille Road, who will use yellow flag by day and yellow light by night.

Eastward trains or engines enroute to Eastbound yard will not proceed east of East 152nd St., until proceed hand signal is received from switchtender located at East 152nd St., who will use yellow flag by day and yellow light by night.

Trains or engines using yard lead in either direction will be governed by hand signal from switchtenders located at East 152nd St., No. 24 cabin and west end westbound yard.

Double Track and DB

Between Double Track and DB trains or engines moving in either direction on the main track will proceed on hand signal from the switchtender located at Double Track, in addition to signal indication.

P.R.R. movements permitted on South track, first track south of main track, between DB and West Third Street crossovers to P.R.R.

Movements to and from the P.R.R. through the connection at West Third Street will be made when proceed hand signal with green flag by day and green light by night is given by the switchtender at West Third Street handling this switch.

Such movements will be made only when authorized by the train dispatcher.

Cleveland Union Terminal:

Trains or engines entering or leaving coach yard at West end or moving in either direction via "Short way" at west end,

must receive proceed hand signal from switchtender in addition to interlocking signal indication.

Toledo Division

Toledo:

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

13. EMERGENCY SIGNALS.

Whistle or horn signals located at:

Lake Division

WV, XC, OD, BR, QD, CT, SL, BE, and MY

Toledo Division

Elyria Jct., Bay Jct., DB, CO, Maumee River, Oakdale, Wabash, Nasby, Z, Alexis and SA.

14. ENGINE WHISTLE SIGNALS.

The whistle must be sounded at whistle posts and where required by rule or law.

In sounding whistle signal 14 (I) the forward facing horn must be used. The rear facing horn will be used in sounding this signal only when the forward facing horn is inoperative.

Lake Division

Sound

Indication

o o —

Southward train desires C. & P. Crossing Target at Alliance.

o o o o

Southward train desires P. R. R. main line signal. To be sounded after receiving C. & P. target indication at Alliance.

19. MARKERS.

Lake Division

Erie and B. & O. trains may display markers, showing green to the front and side and red to the rear.

Toledo Division

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

Western Division

G. T. W. trains between High and Arnold Streets, South Bend; C.&O. trains between NE and PO; and C. M. St. P. & P. trains between Seatonville and Granville Jct., may display markers, showing green to the front and side and red to rear.

D-20a. OMISSION OF GREEN SIGNALS.

The display of green signals will be omitted.

21a. OMISSION OF WHITE SIGNALS.

The display of white signals will be omitted.

28. USE OF SIGNALS.

Western Division

Flashing lunar white light at signal 515.2 west of Gary, signal 482.2 west of LaPorte, and at eastward home signal located west of Michigan Division crossing South Bend will indicate to passenger trains scheduled to stop on signal to receive passengers that there are passengers to be received.

31. ENGINE WHISTLE AND BELL.

Enginemen will not sound whistle, except in emergency at the following locations:

Lake Division

Warren

Toledo Division

Vermilion

Toledo

Elkhart

Western Division

Hammond State Line to Gary, Fulton Road, except Calumet Avenue }
Lake Street } Robertsdale.

Clark Road-Gary,
Fulton Road at East limit, Gary.

LaPorte between WR Tower and JD Tower.

Remote Switch South Bend to Signal 446 at Mishawaka
21st Street Remote Elkhart to Signal Station B Elkhart.
Hammond, Gary (Porter Kensington Subdivision)
Chicago Heights, except East End Avenue and Halsted Street (Joliet Subdivision).

34. USE OF SIGNALS.

The following signals will be used by flagmen:

Day Signals—A Red Flag Night Signals—A White Light
Torpedoes Torpedoes
Fusees Fusees

83. TRAIN REGISTERS.

Lake Division

Ashtabula (Franklin Subdivision) Telegraph Office.
Stoneboro Telegraph Office.

Kingsbury Yard—Trains or engines must report arrival to signalman at QD.

Cleveland Union Terminal—GH Telegraph Office.
Valley Subdivision—Dunkirk, Warren, Titusville.

Toledo Division

Toledo.....Baggage room.

Stanley.....Telegraph office.

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

Z.....Eastward Old Road trains entering Inbound track at Vulcan will stop clear of Dorr Street and conductor report arrival to signalman at Z by telephone, identifying his train, giving his name and time cleared.

Western Division

Elkhart.....Passenger station.

Kankakee.....Telegraph office.

Ladd Jct.....Telegraph office.

Lyons.....Yard office.

East Gary.....Telegraph office.

Joliet.....Telegraph Office.

Trains will be registered only at terminals.

Elkhart: Conductors of trains not terminating at Elkhart will leave register slip with station master or operator and operator will enter on register.

Kankakee: All trains register.

Ladd Jct.: Operator will register all CB&Q trains not scheduled to stop.

83d. CLEARING OF TRAINS.

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

Lake Division

Ashtabula (Franklin Subdivision). Passenger trains, verbally by operator at OD.

Carson Yard: Southward trains on low grade, verbally by operator at MU Tower by telephone.

Youngstown Passenger Station: By train dispatcher by telephone.

East Youngstown, West Yard: Verbally by operator at JW.

GH Telegraph Office, Cleveland: Passenger, Mail and Express Trains will be cleared by Operator as follows:

Nickel Plate, Ohio, Lake and Toledo Division Trains originating at points other than Cleveland Union Terminal; verbally by telephone. Dial 357 CUT Exchange.

Buckeye Road and Kingsbury Yard; Trains or engines when authorized verbally by signalman at QD.

Toledo Division

Elkhart.....Passenger trains verbally by operator at telegraph office.

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

Stanley: Trains or engines must not occupy track south of signal E-61 from Yard K lead, or south of Signal E-81, Yards

O and S lead without permission from Train Dispatcher at Postoria.

Trains originating at:

Elyria Yard.....Verbally by telephone by operator.
Sandusky.....Westward verbally by telephone by operator.

Western Division

Elkhart.....Eastward passenger trains verbally by operator at telegraph office.
Westward passenger trains verbally by station master.

Eastward Toledo Division freight crew must telephone "BC" Office Elkhart for clearance before departing Robert R. Young Yard at Elkhart.

Olivers Yard.....Eastward freight trains by telephone by signalman "HF" signal station.

Gibson.....Freight trains by telephone by operator Osborn Tower.

Sheff.....Freight trains northward doing work in yard, by telephone by operator.

East Gary.....Eastward trains from Joliet Subdivision, in addition to indication of interlocking signal, must receive proceed hand signal from signalman, before fouling main track.

Ivanhoe.....Eastward trains coming off I. H. B. by interlocking signal.

Hammond, Columbia Ave.....Westward trains on tracks 3 and 4, by hand signal from switchtender.

Eastward trains by interlocking signal from interlocking station.

Calumet Park.....Eastward trains from Central Station, Chicago, or Chicago Yard, by interlocking signal. Eastward trains coming off the I. H. B. by interlocking signal.

Westward trains using other than tracks 1 and 2 enroute to Kensington or Chicago by interlocking signal.

Trains will be cleared on single track at NYC Jct. and Schneider as follows:

NYC Jct.....Eastward trains by operator at Ladd Jct. by telephone.

Schneider.....Freight trains Northward doing work in yard by telephone by operator.

Freight trains Eastward doing work in yard by telephone by operator.

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

Lake Division

Dunkirk, Warren

and Titusville.....Valley Subdivision.

Stoneboro.....Oil City Subdivision

Minerva.....Alliance Subdivision.

Cleveland.....Ohio Division Trains, except trains originating at points other than Cleveland Union Terminal.

Erie Railroad Trains (Erie Railroad Clearance Form A).

B. & O. Trains (B. & O. Clearance Form A).

Nickel Plate Trains (Nickel Plate Form A).

Toledo Division

Elyria Junction.....Norwalk Subdivision, westward trains.

Millbury Junction.....Norwalk Subdivision, eastward trains.

Air Line Jct.....Westward Old Road freight trains leaving via either the main track or the Old Road inbound track.

Adrian WB.....Ida, Morenci and Jackson Subdivision trains.

Hillsdale.....All trains.

White Pigeon.....Toledo Division Old Road trains east-bound off Michigan Division.

Fort Wayne.....Northward trains.

XN.....Southward, all trains.

Ida.....Westward trains.

Deerfield.....All trains.

Clinton.....All trains.

Jasper.....All trains.
Morenci.....Eastward trains.
Montgomery.....All trains.
Fremont, Ind.....All trains.
Angola.....All trains.
Auburn.....All trains.
RK Sturgis.....Southward trains via G&M Sub-
division.
Goshen.....Northward trains via G&M Sub-
division.

After any Subdivision train, or engine, has reported clear at a junction point on the Old Road they will not again occupy the Old Road main track until permission is obtained from the train dispatcher.

Western Division

JK.....Westward trains.
Kankakee.....All trains.
Granville Jct.....Westward C. M. St. P. & P. trains.
Ladd Jct.....Eastward trains.
DK.....Southward trains.

All eastward C. M. St. P. & P. trains will receive clearance from operator at Ladd Jct. before leaving, and must obtain permission to enter block from operator at Ladd Jct. by telephone before entering on N. Y. C. main track at Seatonville.

S-88. TRAINS TAKING SIDING.

Lake Division

Andover Jct: Westward freight trains desiring to use siding must first obtain permission from signalman Andover Jct.
Stoneboro: Trains desiring to use siding must first obtain permission from signalman Stoneboro.
Polk Jct.: Westward J. F. & C. Branch trains hold main track.

93. YARD LIMITS.

Lake Division

Dunkirk.
Between Wesleyville, and Dock Jct. inclusive.
Between Ashtabula Harbor, Ashtabula and Carson inclusive.
Falconer.
Between North Warren and Warren, inclusive.
Titusville.
Dorset.
Andover.
Between Branch, Stoneboro and Sandy Lake inclusive.
Between Franklin and Eclipse inclusive.
Oil City.
Sutton.
Between Coalburg, Youngstown and Ferrona inclusive.
Between 2.5 miles east of BR and Warner, Eastland Rd., (B4), and Sheldon Rd., (Lake Front) inclusive.
Between Newton Falls and Phalanx inclusive.
Between Piney Fork and Dillonville inclusive.
Alliance.
Minerva.

Toledo Division

Adrian	Goshen	Morenci
Angola	Haires	Norwalk
Auburn	Hillsdale	Quincy
Bellevue	Jackson	Rockwell Jct.
Blissfield	Jasper	Sandusky
Clyde	Jonesville	Shipshewana
Coldwater	Jonesville	Stanley
Deerfield	Litchfield	Sturgis
Elkhart	Lenawee Jct.	Tecumseh
Elyria	Manchester	Toledo Term. Subdivision:
Fremont, Ohio	Manchester Jct.	Nasby to Vickers
Fremont, Indiana	Middlebury	Vulcan to Vickers
Fort Wayne Jct.	Michigan	Vienna Jct. to Vickers
Fort Wayne	Elevator	Waterloo (Pt. Wayne Sub- division).
Genoa-Millbury	Montgomery	White Pigeon to White Pigeon Jct.
Junction	Monroeville	

Western Division

Elkhart.	North Judson.
Elkhart and Mishawaka inclusive on E. & W. Subdivision.	Kankakee. Schneider.
Illinois River.	Streator Jct. and Vulcan, inclusive.
South Bend.	Howe.
South Bend and JK in- clusive on the Kanka- kee Subdivision.	L X, NYC Jct. and Churchill inclusive. Granville Jct. and Granville.

LaPorte. Osborn to Indiana Harbor
Chicago, 105th St. to Inclusive.
Englewood, Incl. Danville.

Hammond, between Calumet Park Interlocking and Columbia
Ave., tracks 3 and 4.
Calumet Park to Kensington.
East Gary Chicago Heights
Hartsdale Joliet
Matteson

South Bend: Trains or engines occupying tracks 3 and 4 and main track between Arnold St., and JK must be protected against following movements.

Northward movements from Lyons Yard, Lyons to main track will not foul main track except by permission of Signalman at Bemis.

Crews operating out of Twin Branch and Mishawaka when they have heavy train will arrange to stop just west of By-pass U.S. No. 112 and obtain clearance by telephone from "B" Tower before proceeding into Elkhart.

S-93.

Lake Division

Between BR and BE, within yard limits, protection against following movements, by all trains and engines, is required.

D-93.

Lake Division

Within yard limits, protection against following movements, by all trains and engines, is required.

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

Movements against the current of traffic within yard limits, must be made prepared to stop short of train or obstruction.

May be made on authority of train dispatcher between:

Lake Division

- OD and Ceico on No. 3 track by permission of Signalman at OD.
- XC and interlocking signal 4500 feet east of General Electric Switch on No. 3 track, by permission of Signalman at XC.
- DJ and XC on Tracks No. 1 and No. 3 by permission of signalman at XC.
- XC and DJ on No. 4 track by permission of signalman at XC.
- MX Crossovers and MU on No. 1 track by permission of signalman at MU.
- Thorn Hill and General Fireproofing Switch on No. 1 track by permission of signalman at Doughton.
- East 131st Street and QD on No. 3 track by permission of signalman at QD
- QD and East 26th Street, Cleveland, on No. 4 track, under supervision of Yardmaster or Switchtender located at East 55th Street and East 26th Street.
When no switchtender is on duty at East 26th St.
Under Supervision of the Yardmaster or Switchtender located at East 55th St. and the Double track.
- West end of East 26th Street and Double Track, Cleveland, No. 4 track under supervision of Yardmaster or Switchtender located at Double Track.
- Price Brothers Company Switch and Short Line Jct. No. 1 track under supervision of signalman at Short Line Jct.
- The Cadillac Plant, west of Eastland Road, and the East End of Rockport Yard No. 3 track, under supervision of the signalman at Short Line Jct.
- Buckeye Road and Woodland Ave. on No. 3 Belt by permission of the Signalman at QD.

Toledo Division

- East Crossover Elyria Yard and Parsch Lumber Company switch, 600 feet west of Elyria Freight Station on Track No. 4 by permission of the signalman at Elyria Jct.
- Hayes Avenue Crossover Sandusky Yard and Bay Jct. Interlocking on No. 2 track by permission of the signalman at Bay Jct.
- Hayes Avenue Crossover Sandusky Yard and BO interlocking on No. 3 track by permission of signalman at BO.

- Maumee River Interlocking and Oak Street on track No. 1 by permission of the signalman at Maumee River.
- North switch West Toledo House track (Schoolhouse switch) and K Interlocking on Track No. 1 by permission of the signalman at K.
- Oakdale Interlocking and Bay Terminal switch on track No. 3 by permission of the signalman at Oakdale.
- Fassett St. Interlocking and East Broadway on track No. 3 by permission of the signalman at Fassett St.
- South NYC switch Libbey Owens Ford Co. and Oakdale Interlocking on southbound main track by permission of the signalman at Oakdale.
- A & P siding and Z Interlocking on track No. 2 by permission of the signalman at Z.

Western Division

- Columbia Malting Company switch and CR on No. 4 track by permission of signalman at CR.
- JD and LaPorte Lumber & Coal Company switch on No. 4 track by permission of signalman at JD.
- Cal-Dak Manufacturing Company switch and WR on No. 2 track by permission of signalman at WR.

S-97. EXTRA TRAINS.

Extra trains may be run without train orders:

Lake Division

Between Newton Falls and Phalanx. Piney Fork and Dillonvale.

Toledo Division

Between Millbury Jct. and Genoa.

Western Division

Churchill and E. & W. Subdivisions.

98. RAILROAD CROSSING AT GRADE.

Location	Railroad	Signals
Lake Division		
Erie, Hammermill West	P. R. R.	Target.
Lead Track		
Erie, Hammermill East	P. R. R.	Target.
Lead Track		
XC	P. R. R.	Interlocking.
Erie, west of freight house	P. R. R.	Target.
Ashtabula	Youngstown Subdivision and P. R. R.	Interlocking.
**Painesville	B. & O.	Interlocking.
Painesville	F. P. & E.	Flag pro- tection.
Dunkirk Yard, South End	P. R. R. & Nickel Plate	Interlocking.
Falconer Jct.	Erie	Interlocking.
Titusville	P. R. R.	Flag pro- tection.
Ashtabula	Main Line and P. R. R.	Interlocking.
Ashtabula	Nickel Plate	Interlocking.
Dorset Jct.	High and low grade	Interlocking.
Latimer	Erie R. R. and N. Y. C. high and low grade	Interlocking.
Youngstown: Valley St.	Erie	Interlocking.
Youngstown: Yard tracks	Erie and B. & O.	Target.
Republic Steel Corporation	Erie and B. & O.	Target.
Jamestown	P. R. R.	Target.
Amasa	Erie	Interlocking.
Hubbard	Erie	Target.
*Farrell	Erie	Interlocking.
Sharon	Erie	Flag pro- tection.
East 55th St. Team Track	P. R. R.	Switch Target.
C. and P. Crossing	P. R. R.	Target.
W. 3rd St. Pier Lead	P. R. R.	Target.
Parma	B. & O.	Interlocking.
Short Line Jct.	N. Y. C.	Interlocking.
Newton Falls	B. & O.	Target.
Alliance	P. R. R., C. & P. Div.	Target.
Minerva	P. R. R., Main Line	Interlocking.
Minerva	Nickel Plate	Target.
Minerva	P. R. R.	Target.
*Normal position for Erie R. R. Trainmen will operate interlocking in accordance with instructions posted in cabin.		

** When a train or engine is delayed by a STOP indication, (Rule 292) trainman or engineman must notify train dispatcher at Erie Control Station. When authorized by train dispatcher, trainman or engineman will unlock box at crossing marked "NYC Emergency Controls" and be governed by instructions posted therein.

†Automatic Interlocking.

Toledo Division

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.

East Toledo

(Yondota St.).....P. R. R.....Target and Derail.
Ohio Central switch and hand operated derails are bolt locked through target, which must be operated first.

Wabash.....Wabash.....Interlocking.
C. S. Jct.....Nickel Plate.....Target.
Nasby.....T. T.....Interlocking.
Z.....Freight Lead.....Interlocking.
K.....T. T.....Interlocking.
BetweenKandAlexis.....C. & O.....Target and Gate.
Alexis.....C. & O. & A. A.....Interlocking.
SA.....T. T.....Interlocking.
***33.....Wabash.....Interlocking.
***34.....D. T. & I.....Interlocking.
***38.....Ohio Division.....Interlocking.
***41.....Wabash.....Interlocking.
***42.....Fort Wayne Subdivision.....Interlocking.
***43.....P. R. R.....Interlocking.

†Monroeville.....Nickel Plate and B. & O.....Interlocking.
Bellevue.....Nickel Plate and P. R. R.....Interlocking.
Clyde.....Ohio Division.....Target.
Fremont, Ohio.....Nickel Plate.....Target.
Vulcan.....T. T.....Interlocking.
†Riga (1 Mi. East).....D. T. & I.....Interlocking.
WB—Adrian.....Wabash.....Interlocking.
Adrian.....D. T. & I.....Interlocking.
*RK.....P. R. R., Old Road and
G. & M.....Interlocking.

Bimo.....D. T. & I.....Stop Sign.
Fort Wayne.....Nickel Plate.....Interlocking.
P. R. R.....Gate.
P. R. R.....Interlocking.
Auburn.....B. & O., P. R. R.....Interlocking.
†Steubenville.....Wabash.....Interlocking.
Lenawee Jct.....Ida Subdivision.....Gate.
†Raisin Center.....Wabash.....Interlocking.
Tecumseh.....Industrial siding.....Flag pro-
tection.

**Federman.....Ann Arbor, normal position
for A. A.....Interlocking.

Petersburg.....D. T. & I.....Electrically
operated
Gates.

†Automatic Interlocking.

*During closed office hours, RK interlocking will be lined for Pennsylvania R. R.

**Federman: Trainmen will operate interlocking.
***When a train or engine is delayed by a STOP indication (Rule 292) trainman or engineman must notify train dispatcher at Toledo Control Station. When authorized by train dispatcher, trainman or engineman will unlock box at crossing marked "NYC Emergency Controls" and be governed by instructions posted therein.

Western Division

HF.....Michigan Division Conne-
tion.....Interlocking.

*South Bend.....
Bendix Lead.....C. S. S. & S. B.....Gate
O'Brien Track.....C. S. S. & S. B.....Flag pro-
tection.

*Michigan Division
Connection.....C. S. S. & S. B.....Flag pro-
tection.

Olivers:
Michigan Division
Connection.....G. T. W.....Interlocking.
Michigan Division
Connection.....N. J. I. & I.....Flag Pro-
tection.

WR.....	Nickel Plate.....	Interlocking.
JD.....	C. & O.....	Interlocking.
Otis.....	Monon.....	Interlocking.
PO.....	Porter Kensington Subdivision.....	Interlocking.
Indiana Harbor.....	B. & O. and I. H. B.....	Interlocking.
Whiting.....	B. & O. C. T.....	Interlocking.
Willow Creek.....	{B. & O.} {Wabash.....}	Interlocking.
Tolleston.....	P. R. R.....	Interlocking.
Ivanhoe.....	E. J. & E.....	Interlocking.
Gibson.....	I. H. B.....	Interlocking.
Hammond.....	{N. Y. C. & St. L.} {Erie.....}	Interlocking.
	{Monon.....}	
	{C. & O.....}	
	{I. H. B.....}	
Calumet Park.....	{B. & O.} {P. R. R.....}	Interlocking.
Kensington.....	{I. C.} {C. S. S. & S. B.....}	Interlocking.
†Liverpool.....	P. R. R.....	Interlocking.
South Gary.....	N. Y. C. & St. L.....	Interlocking.
Griffith.....	{E. J. & E.} {Erie.....}	Interlocking.
	{G. T. W.....}	
	{C. & O.....}	
Hartsdale.....	P. R. R.....	Interlocking.
Dyer.....	Monon.....	Interlocking.
Chicago Heights.....	C. & E. I.....	Interlocking.
Joliet.....	E. J. & E. Crossing.....	Interlocking.
	E. J. & E.....	
	M. C. Junction.....	Interlocking.
	{A. T. & S. F.} {G. M. & O.....}	Interlocking.
Union Station.....	{G. M. & O.....}	Interlocking.
Olivers.....	Michigan Division Connection.....	Interlocking.
JK.....	N. J. I. & I. and Ind. Nor.....	Interlocking.
†North Liberty.....	Wabash.....	Interlocking.
Walkerton.....	Nickel Plate and B. & O.....	Interlocking.
Hamlet.....	P. R. R.....	Interlocking.
†Knox.....	Nickel Plate.....	Interlocking.
North Judson.....	Erie P. R. R. and C. & O.....	Interlocking.
†San Pierre.....	Monon.....	Interlocking.
Shelby.....	Monon.....	Interlocking.
Schneider.....	Danville Subdivision.....	Interlocking.
Delmar.....	C. M. St. P. & P.....	Interlocking.
MJ.....	C. & E. I.....	Interlocking.
Kankakee.....	I. C.....	Interlocking.
Reddick.....	Wabash.....	Interlocking.
Dwight.....	G. M. & O.....	Remote controlled signals.
Streator Jct.....	Wabash, Iowa track.....	Flag protection.
†Streator Jct. .5 mile east.....	G. M. & O.....	Interlocking.
	{C. B. & Q.....}	Flag protection.
	{G. M. & O.....}	Gate.
Streator.....	{A. T. & S. F.} {Wabash, North Wye track.....}	Interlocking. Flag protection.
†Lostant.....	I. C.....	Interlocking.
Ladd Jct.....	C. B. & Q.....	Flag protection.
Osborn.....	Nickel Plate.....	Interlocking.
ND.....	Erie and C. & O.....	Interlocking.
Hays.....	G. T. W.....	Interlocking.
DK.....	Monon.....	Interlocking.
Schneider.....	Kankakee Subdivision.....	Interlocking.
KN.....	P. R. R.....	Interlocking.
Sheff.....	Indiana Division.....	Interlocking.
Handy.....	Nickel Plate.....	Interlocking.
**Stewart.....	C. & E. I.....	Target&Gate
*Michigan Division Connection, C. S. S. & S. B. Crossing: All trains and engines must stop before crossing, and, in addition, a member of the crew will first go on the crossing to see that there is no train approaching on the C. S. S. & S. B. Ry., before proceeding over crossing.		
**Stewart, trains on N. Y. C. will approach crossing prepared to stop; if crossing is seen to be clear with gates and target properly set, trains on N. Y. C. may proceed over and across crossing without coming to full stop.		
†Automatic Interlocking.		

98 a. DRAWBRIDGES.

Lake Division

Location	Signals
Ashtabula Harbor, Ashtabula River.....	Interlocking.

Bridge No. 1, Cuyahoga River, Lake Front.....	Interlocking.
Bridge No. 2, Cuyahoga River.....	Interlocking.
Bridge No. 4, Lower Flats.....	Bridge Indicators.
Bridge No. 6, Central Flats.....	Interlocking.

Toledo Division

*Sandusky, pier track, Bay Inlet.....	Semaphore.
DB, Sandusky Bay.....	Interlocking.
CO, Portage River.....	Interlocking.
Toledo, Maumee 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 posted therein.

Western Division

Indiana Harbor, Ship Canal.....	Interlocking.
South Chicago, Calumet River.....	Interlocking.
East of Depue Jct., Illinois River.....	Interlocking.
**Calumet Drawbridge, Little Calumet River.....	Interlocking.

**Signal indicating "Stop" may be passed after conductor or engineman has inspected track over bridge, and bridge locks and derails at each end, and found all in proper condition.

101a. When a portion of a train is left on the main track, it must be protected against the return movement. At night, or when weather conditions require, torpedoes must be used, and, in addition, a white light must be displayed on the front of the head car. This does not relieve the engineman from using necessary caution to avoid accident in returning.

103. PUBLIC CROSSINGS AT GRADE.

Lake Division

Obstructing Public Crossings

Lake View, westward Freight trains of more than 100 cars, using Main Track No. 3, must stop if Automatic Signal 123-W does not display Figure 44, Rule 281-B, and must not proceed until authorized by Train Dispatcher.

Painesville, Newell St.: Standing cars must not be left closer than 350 feet from line of street.

North Warren, Jackson St.: Cars must not be left standing closer than 75 feet from line of street.

Oil City: Trains will not block public crossings more than three minutes.

Alliance, Ohio: P. R. R. Interlocking: Northward trains, when stopping for crossing, must stop south of Columbia Street. Market Street: Trains or engines moving north must not pass limit sign adjacent to track and approximately 15 feet south of Columbia Street until signal at Wall Street displays proceed indication.

Western Division

Porter:

Freight trains receiving indication as per Rule 291, at Signal 499.1, will STOP east of highway crossing east of Chesterton Station and must not proceed until indication changes or permission is received from Signalman at PO Interlocking.

Chesterton.....Calumet Road

Westward trains with cars to set out at Porter when instructed to hold the main track will stop east of automatic block signal 497.1 to cut off cars.

La Porte.....Boston Street

Trains or engines moving eastward on main tracks Nos. 1 and 2 or on eastward siding must not proceed over highway until interlocking signals at WR indicate proceed and must then move promptly.

Osborn.....165th Street

Trains or engines must not call for signals at Osborn Interlocking until ready to move across highway and must move promptly when signal indicates proceed.

Osborn.....171st Street and 173rd Street

Trains or engines on track No. 1 with cars for Nickel Plate must stop north of sign 300 ft. north of 171st Street. If train consists of more cars than can be held between Nickel Plate switch and sign and movement into Nickel Plate cannot be made immediately, trains must be cut north of sign and head end moved south to clear 173rd Street. North bound trains on Track No. 2 stopping to cut off cars for Gibson must leave train south of sign located 300 ft. south of 173rd Street.

Danville.....Bowman Ave. State Aid Rd. 3.

Trains stopping to do work at Pyrofax Gas Corporation, must work south of sign located 420 ft. south of Bowman Avenue.

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

Toledo Division

Elyria:	Infirmity Road. River Road.
Norwalk:	Milan Ave. Prospect Street. Foster Avenue. Wooster Street. Whittlesey Avenue.
Monroeville:	W. Monroe Street (Route 547).
Bellevue:	Monroe Street.
Clyde:	Main Street (Route 101).
Fremont, O:	Croghan Street. Napoleon Street. Garrison Street. Birchard Avenue. Hayes Avenue.
Auburn:	Eleventh Street.

Trains or engines moving against the current of traffic must proceed at slow speed over the following highway crossings:

Lake Division

Berea, Lake Front Tracks, Eastland Rd....	Tracks 1 and 2
Berea, Lake Front Tracks, Sheldon Rd....	Tracks 1, 2 and 3
Berea, Lake Front Tracks, E. Five Points Rd.	Tracks 1 and 2

Toledo Division

Olmsted Falls:	Columbia Road—Track 3. Railroad Street. Division Street.
Elyria:	Olive Street.
Amherst:	Middle Ridge Road. Leavitt Road—Rte. 58.
Sandusky:	Hancock Street. Edgewater Street. Campbell Street.
Gypsum:	Main Street—Tracks 3 and 4. Lockwood Road.
Graytown:	Walker Street.
Elliston:	Elliston Road.
Martin:	Williston Road.
Millbury:	Main Street. Phillips Road. County Line Road.
Vickers:	Drouillard Road. Walbridge Road. LeMoyné Road.

Western Division

New Carlisle.....	County Line Road
New Carlisle.....	Arch Street
Lydick.....	Country Club Road
Chesterton.....	Fourth Street

LaPorte:

When making movements against current of traffic on tracks between JD and FS, trains or engines must stop before crossing Orchard Avenue and Weller Avenue and trainmen must flag movements over these street crossings.

Trainmen must flag trains or engines over following crossings:

Lake Division

Erie:	East 12th Street.
Ashtabula:	State Road on track serving Archer-Daniels-Midland Co., running off Ceico lead, east and north of Ashtabula, Ohio.
Painesville:	North Ridge Road crossing over Wye tracks to P. P. E. R. R.

Andover:	East Main St. All sidings and old No. 1 main. Main track when making reverse movements. North Main St., Old No. 1 main and No. 1 siding.
Oil City:	Main St.
Eclipse:	Oil City Pike.
Franklin:	East Buffalo, Eleventh and Thirteenth Streets.
Sharon:	Washington, Ohio and Budd St. Long siding 6:00 P. M. until 7:00 A. M.
Bentley:	Highway 62, on track serving Jennings Manufacturing Co.
Dunkirk:	Talcott and Courtney Streets 6:00 A. M. until 6:00 P. M. Brooks Ave. and Route 5. West Doughty Street.
Fredonia:	Main Street, Water Street and Wheelers.
Frewsburg:	Main Street, when standing on or moving from the siding.
Gerry:	Jamestown Road, when standing on or moving from North end of siding.
Falconer:	Main Street.

Cleveland: Western Ave., West 110th St. and Berea Rd.

Toledo Division

Sandusky:	Milan Road, when making reverse movements on track 1.
Fremont, O.:	Napoleon St. Hayes Avenue.
Holland:	Quarry Track, Chicago Pike, Rte. 2.
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 on Old Road main track between Union St. and passenger station. Union and Oak Street, when operating on side track.
Pleasant Lake:	Highway 727, first crossing north of station.
Waterloo:	West Lincoln St., all movements.
Sturgis:	Nottawa St., first 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. G. & M. Subdivision. Chicago, St. Joseph and West Street.
Litchfield:	Main track and spur track Highway M-49.
Fort Wayne:	St. Marys Ave., Wells, and Cass Sts. All trains or engines must come to a stop on either side and cross only under flag protection by a member of train crew. Fourth Street Crossing protected by gates 9:00 a.m. to 5:00 p.m. daily except Sundays and Holidays. At all other times all trains or engines must come to a stop on either side and cross only under flag protection by a member of the crew.
Toledo:	*Sylvania Ave. **Anthony Wayne Trail C. S. Jct.

*Train, yard and switching movements on all tracks must be protected by crew members, except on the two main tracks which are protected by flashing light signals.

**Highway traffic signals for Anthony Wayne Trail. Member of crew must operate control switch on approach side to put signals at stop and the control switch on leaving side, to clear them.

Western Division

Elkhart:	Division Street—E & W—Old Big Four. Jackson Street—Old Big Four. Edwardsburg Ave.—Old Big Four.
South Bend:	Lincolnway West—Michigan Division Connection,
Crisman:	U. S. Highway No. 20 on sand spur.
Hartsdale:	Kennedy Avenue.
South Gary:	Georgia St., on Board of Education track and on main track after coming off Board of Education track.
Hamlet:	U. S. Route 30 on P. R. R. wye track.
Walkerton:	U. S. Route 6 on B. & O. wye track.
Streator:	Broadway Street between 12:01 P.M. to 1:01 P.M. 4:01 P.M. to 7:01 A.M. Daily except Saturdays and Sundays. 12:01 A.M. Saturday until 7:01 A.M. Mondays.

Trains and engines must stop before moving over the following crossings:

Lake Division

Dunkirk: Lampher Street and Lincoln Ave.
Titusville: Brown and Franklin Streets.
North Warren: Cars must not be dropped or switched over Warren-Jamestown road 4,088 feet south of North Warren.

Toledo Division

Tecumseh: Chicago St. Trains and engines will cross street in accordance with indication of traffic lights.
Goshen: East Lincoln Ave. (G. & M. Subdivision).
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.

Western Division

Elkhart: Beardsley Ave.—Old Big Four.
Jackson Street—E. & W. Subdivision.

Automatic Flashing Light Signals with or without Gates.

At all crossings where signs are provided on other than main tracks to indicate "End of Circuit", trains and engines operating on such tracks must proceed slowly past sign located adjacent to track and approximately fifty feet from crossing and not cross the highway until gates are in horizontal position. (Where flashing light signals are in service without gates, the flashing lights must be operating for at least 20 seconds.)

At all crossings where signs are provided on main tracks to indicate "End of Circuit" trains and engines stopping on main tracks must stop back of sign. When starting, if gates are raised (or flashing light not operating), must proceed slowly past sign and not cross highway until gates are in horizontal position. (Where flashing light signals are in service without gates, flashing lights must be operating for at least 20 seconds.)

Lake Division

Cleveland Lake Front Tracks:
Coit Road (Private Crossing)
East 70th Street
East 53rd Street
Marquette Street
East 49th Street
East 40th Street
East 38th Street
West 150th Street
Wolf Run Branch. County Highway No. 75

In addition to automatic operation, switch key controllers are provided for manual control of flashing light signals and gates at the above crossings, except at Coit Road.

Instructions for operation of the control switches are posted at the crossings.

Warren, Pa. Combined U. S. Routes No. 62 and 6
Ashtabula, Ohio. West Avenue—West Wye

Trains and engines must proceed slowly past sign adjacent to track on each side of the crossing and must not cross the highway until the gates are in horizontal position and the crossing is cleared of vehicles between the short arm gates.

Toledo Division

Toledo: *Nebraska Avenue, Detroit Subdivision.
*Phillips Avenue, Detroit Subdivision.

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

Auburn: Seventh Street Siding.

Flashing light signals to be started by insertion of key in box "A" and turning it to right against "STOP", after which it can be removed. To stop flashing light without movement across street, insert switch key in box "B" and turn to right against "STOP".

Western Division

Mishawaka: Union Street
Main Street
Spring Street
West Street

Laporte: Perry Street
Madison Street
Tyler Street, C&O connection
Detroit Street
Tipton Street
Pulaski Street

After trains have been stopped 2 minutes at station, automatic gates will raise, operator or trainmen must operate key at office to lower gates when train is ready to proceed. Train must not cross highway until gates are horizontal.

Mishawaka:

The following instruction will govern for trains doing work at Mishawaka: Eastward trains will stop one rail length west of Main Street crossing so as to clear the gate circuit.

Westward trains must pull over Spring Street far enough for rear end of train to clear Main Street crossing one rail length. Flagman will give engineer one whistle when train is clear of crossing by one rail length.

South Bend: Olive Street and Meade Street

When cars or engines are standing on eastward or westward sidings adjacent to highway crossings, gates may be raised by inserting switch key in box marked "STOP" and turning to right. To lower gates insert switch key in box marked "START" and turn to right. Gates must be lowered before train or engine occupies highway crossing.

Kankakee: Fifth Avenue-K. & S. Railway.

Trains or engines must approach this crossing at restricted speed.

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

Toledo Division

Hudson: Eastward, west of subway.
Westward, at least 2 car lengths west of cross-over.
Crews on eastward trains having cars to set out or pick up at East End 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.

104a. NORMAL POSITION OF SWITCHES.

The normal position of switches is as follows:

Lake Division

Reno, Pa.: For Erie R. R.
Polk Jct.: Junction switch for JF & C Subdivision.

Cleveland:

Trains or engines using eastward siding No. 4 must leave derails located about 800 feet east of West 117th St. and about 900 feet east of Detroit Avenue in derailing position.
WS Jct. No. 4 track for wye.
Darrowville siding, west end: for team track.

Toledo Division

Lenawee Junction:
North wye switch Jackson Subdivision lined for wye.

Western Division

Walkerton, team track switch: For B. & O. wye.
Hamlet, Lumber track switch: For Lumber Track.
Hays, wye switch: For G. T. W. wye.

104e. SPRING SWITCHES

When signal indicates stop, the switch must be examined, and if found in proper position, train may proceed; if not in proper position, switch must be operated by hand before movement is made over it. Rule 104b will govern if switch is found defective.

Lake Division

Location	Normal Position	Signal
Hugo Junction of Eastward and Westward main tracks.	For Eastward main track.	Automatic Block Signal B26.2.
Brandywine West end of siding.	For main track	*Switch repeating.
Warner Junction of Westward and Eastward main tracks.	For Westward main track.	**Switch repeating.
Big Four Wye Jct. Junction of East Wye track and South track.	For movements via East Wye track.	Switch repeating.

*Indication of fixed signal must be observed when Westward movement through switch has been completed. If signal does not display "Proceed," engineers of Eastward trains must be advised to approach switch prepared to stop and train dispatcher notified from first open block office.

**Indication of fixed signal must be observed when Eastward movement through switch has been completed. If signal does not display "Proceed," engineers of Westward trains must be advised to approach switch prepared to stop and train dispatcher notified from first open block office.

Toledo Division

Location	Normal Position	Signal
Stanley Junction of leads out of yards S and O.	For yard "S".	Switch repeating.
Stanley Junction of leads North of Walbridge road.	For yard "S".	Switch repeating.
Stanley (Diesel Facility —Crandall Road) Jct. No. 1 & 4— Diesel Shop Lead	No. 1	Switch repeating.
Jct. No. 3 & 1— Diesel Shop Lead	No. 3	Switch repeating.
Jct. No. 4 & 5— Diesel Shop Lead	No. 4	Switch repeating.

Western Division

Location	Normal Position	Signal
North End of Schneider Siding.	For main track	Switch repeating.
Kankakee Junction East end of West yard and main track.	For main track. ***Switch repeating.	

***Indications of the fixed signal must be observed when trailing movements through switch have been completed if signal does not display "Proceed," engineman of opposing trains must be advised to approach switch prepared to stop and dispatcher notified from first communicating station.

105. SIDINGS.

Lake Division

Trains taking siding will take first switch, except:		
Fredonia.....	Southward, north crossover. Northward, long track, first switch to east of main track.	
Falconer.....	Northward, first switch north of Main St. J. & C. Track on long siding. Southward, J. & C. Track, second switch west of main track.	
Falconer Jct.....	Scale track will be used as siding.	
Frewsburg.....	Southward, long siding, first switch to west of main track.	
North Warren....	Southward, long siding, first switch to west of main track.	
Warren.....	Northward, house track, second switch to east of main track.	
Irvineton.....	Southward, long siding, first switch south of station.	
Titusville.....	House track, first switch south of P. R. R. crossing to east of main track.	
Kinsman.....	Southward, first switch north of station.	
Jamestown.....	Eastward, first switch east of P. R. R. crossing.	
Stoneboro.....	Westward, at crossover at Sandy Lake. Eastward, first switch east of Branch north siding.	
Reno.....	Westward, first switch west of Erie R. R. station.	
Sutton.....	Westward at crossover opposite station.	

Capacity, based on 44-ft. cars.

Fredonia.....	27
Cassadaga.....	21
Sinclairville.....	26
Gerry.....	17
Falconer.....	41
Falconer Jct.....	16
Frewsburg.....	25
Russell.....	22
North Warren.....	25
Warren.....	29

Irvineton.....	34
Youngsville: House track will be used as siding.....	15
Garland.....	15
Carson.....	95
Jefferson.....	71
Dorset.....	43
Kinsman.....	20
Latimer.....	15
Coalburg.....	170
Andover Jct.....	99
Jamestown.....	43
Branch, North Side.....	66
Branch, South Side.....	40
Stoneboro.....	255
Reno.....	27
Oil City.....	24
Rose.....	59
Sutton.....	100
RN.....	77
Shipperville.....	67
Elmo.....	84
Van.....	47
Belmar.....	68
Polk Jct.....	85
Newton Falls.....	23
Alliance Yard, Track No. 4.....	42
Mount Union.....	43
Watheys.....	79
Bergholz.....	65
Hays.....	20
Apex.....	21
Hopedale.....	54
Piney Fork, Track No. 4.....	44
Darrowville.....	34
Brandywine.....	143
Northfield.....	25

Toledo Division

Trains taking siding will take first switch except:

Norwalk.....	Westward, second switch on north side east of station. Eastward, crossover west of station.
Bellevue.....	Westward, all trains, crossover. Eastward, all trains, second switch.
Clyde.....	Eastward, crossover west of station.
Premont, Ohio.....	Eastward, crossover.
Sylvania.....	Eastward, crossover east of station.
Blissfield.....	Eastward, third switch east of station. Westward, first switch west of station except Jackson Subdivision trains.
Lenawee Jct.....	Jackson Subdivision trains, southward west wye. Eastward, Scale track, first switch east of Center St. overhead bridge.
Adrian.....	Westward, crossover east of station.
Hudson.....	Eastward, second switch.
Hillsdale.....	Westward, crossover east of station.
Coldwater.....	Westward, crossover east of station.
Bronson.....	Westward, crossover east of station.
Sturgis.....	Westward, crossover east of station. Eastward, second switch except Northern District trains.
White Pigeon.....	Westward, crossover east of station. Northward, first switch north of B. & O. crossing.
Auburn.....	Southward, second switch north of B. & O. crossing.
Waterloo.....	Northward, crossover leading to east siding.
Tecumseh.....	Southward, first switch south of Dundee Subdivision.
Clinton.....	Southward, crossover south of station.
XN.....	Provision for trains meeting and passing will be controlled by signalman.

Capacity based on 44-ft. cars.			Eastward &
	Westward	Eastward	Westward
Delta Yard.....	...	132	...
Huron.....	225	225	...
La Carne.....	178	...	...
Oberlin.....	...	...	65
Norwalk.....	...	...	51
Bellevue.....	...	...	58
Clyde.....	...	...	69
Premont, Ohio.....	...	...	65
Elmore.....	...	...	45
Genoa.....	...	...	60

	Eastward & Westward
Sylvania.....	76
Ottawa Lake.....	59
Blissfield.....	70
Lenawee Jct.....	76
Adrian.....Scale track	53
Hudson.....	24
Hillsdale.....	80
Quincy.....	30
Coldwater.....	40
Bronson.....	53
Sturgis.....	25
White Pigeon.....	48

	Northward & Southward
Auburn.....	34
Waterloo.....	40
Pleasant Lake.....	26
Angola.....	49
Tecumseh.....	45

Western Division

Capacity based on 44 foot cars.

	Westward	Eastward
Mishawaka.....	125	109
HF.....	142	115
Terre Coupee.....	115	119
LaPorte.....	119	114
Chesterton.....	125	175
PO.....	175	...
Pine.....	...	...

	Westward and Eastward
Ginger Hill.....	87
North Liberty.....	82
Hamlet.....	110
North Judson.....	211
Wheatfield.....	82
Schneider.....	117
Delmar.....	98
Reddick.....	87
Dwight.....	63
Streator Jct.....	190
Granville.....	35

	Southward and Northward	Northward
St. John Yard.....	104	...
Schneider.....	...	300
Enos.....	...	73
Sheff.....	...	60
Handy.....	86	76
NX.....	...	93

	Westward and Eastward
East Gary.....	67
Hartsdale.....	100
Chicago Heights.....	65
Matteson.....	68

	Westward	Eastward
Porter (Porter Kensington Subdivision)	112	115
Willow Creek.....	96	115

CONTROLLED SIDINGS.

Capacity based on 44 foot cars.

Lake Division				Capacity	Capacity
BV-JA	South	200	SQ-SJ	North	440
NA-LA	South	197	SJ-SQ	South	440
MN-KN	North	200	MF-W	South	207
KN-MN	South	200	QB-SA	North	335
AX-X	North	356	EO-WO	North	252
X-CA	North	36	EK-WK	North	335
CA-X	South	48	WK-EK	South	335
X-AX	South	336	AE-AF	North	356
EW-WX	North	210	AF-AW	North	193
WX-EW	South	210	AW-AF	South	193
YN-N	North	274	AF-AR	South	155
DJ-CR	North	350	SW-FE	North	540
SE-GJ	North	286	FE-BR	North	475
GJ-SE	South	286	BR-FE	South	475

Toledo Division

	Capacity
AV-30 North	368
31-32 North	200
35-36 North	260
37-39 South	200
47-B South	680

Western Division

	Capacity
Oakland Ave.—WG South	460

109. BULLETIN BOARDS AND BOOKS.

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

Lake Division

Dunkirk.....	{ Engine house. Yard office. Passenger station.
Wesleyville.....	{ Engine house. West Yard, yard office. East Yard, yard office.
Erie.....	{ Engine Dispatchers' office. Baggage Room.
Ashtabula.....	{ Ashtabula Harbor..... Yard office. Painesville..... Freight station. Warren..... Freight station.
Youngstown.....	{ Passenger station, under platform stairs. Yard office, McGuffey St.
East Youngstown.....	{ P&LE Y.M.C.A. Building. Engine facility room.
Hubbard.....	{ Freight station. Signal station.
Stoneboro.....	{ Signal station. Signal station.
Sutton.....	{ DY telegraph office. Engine house.
Clearfield.....	{ Engine house.

Stoneboro and Clearfield: P. R. R. and B. & O. General Orders and Notices, governing territory between Rose and Clearfield, will be posted in Signal Station at Stoneboro and in DY Telegraph Office, Clearfield.

Elyria and East Youngstown. P. R. R. General Orders and Notices, governing territory between Brady and Ravenna will be posted at East Youngstown, Rockport and Elyria.

B. & O. General Orders and Notices, governing territory between Ravenna and East Youngstown will be posted at Elyria and East Youngstown.

Minerva and Brady. P. R. R. General Orders and Notices, governing the territory between Minerva and Brady will be posted at Rockport and Minerva.

Collinwood.....	{ Yard Office East End Local Yard. Yard Office East End Westbound Yard. Switchtender Cabin Dille Road. Switchtender Cabin East End of Eastbound Yard. Yard Office West End Westbound Yard. Switchtender No. 24 Cabin. Yard Office West End Eastbound Yard. Switchtender Cabin West End Local Yard. Crew Dispatcher's Office. Engine Dispatcher's Office. Yard Office Fisher Body Company.
East 131st St.....	{ Yard office.
East 55th St.....	{ Yard office.
East 26th St.....	{ Switchtenders Cabin. Crew dispatcher's office.
Cleveland Union Terminal.....	{ Enginemen's Room. G H telegraph office. Yard office, east end. Yard office, west end.
West 117th St.....	{ Yard office.
West Park.....	{ Yard office.
Rockport.....	{ Yard offices, east and west end Fueling Station.
Kinsman Rd.....	{ Yard office.
Kingsbury Yard.....	{ Yard office.
Orange Ave.....	{ Switchmen's locker room.
Marcy.....	{ Yard office.

Front St.....	{ Yard office.
DK.....	{ Yard office.
Clark Ave.....	{ Yard office.
Minerva.....	{ Enginemen's locker room. Yard office.

Toledo Division

Elyria.....	{ Yard office. Diesel Foreman's office.
Fairlane.....	{ Yard office.
Sandusky.....	{ Yard office.
Fremont.....	{ Telegraph office.
*Toledo.....	{ Engine Dispatcher's Office Baggage room. Register Clerks office. W. E. New Yard, Yard office.
*Air Line Jct.....	{ Yard office.
*Piling.....	{ Yard O, Yard office. Yard K, Yard office
*Stanley Yard.....	{ Telegraph office. Diesel shop.
*Wagon Works Jct.....	{ Yard office.
*Edgerton.....	{ Passenger station. Engine house. Passenger station.
*Elkhart.....	{ Enginemen's room, passenger sta. Hump Yard office. Dormitory.
*Adrian WB.....	{ Interlocking.
*Hillsdale.....	{ Engine house. Telegraph office.
*Jackson.....	{ Engine house, Jackson Jct.
*Fort Wayne.....	{ Freight office.
*Northern District Bulletins will be posted at these locations.	

Western Division

*Elkhart.....	{ Passenger Station. Engine House, north side of hump. Enginemen's room, Passenger Station. Hump Yard office. Dormitory.
South Bend.....	{ Engine House. General Yardmaster's Office.
LaPorte.....	{ Freight Office.
*East Gary.....	{ Telegraph office.
*Joliet.....	{ Yardmasters office. Engine terminal.
Indiana Harbor.....	{ Yardmaster's Office. Park Manor Yard Office.
*Englewood.....	{ Engine House. Trainmaster's Office.
Blue Island.....	{ Engine House. Eastbound Yardmaster's Office.
Kankakee.....	{ Engine House. Conductor's Room, Fifth Avenue. Yardmaster's Office, West Yard.
Ladd Jct.....	{ Telegraph Office.
Zearing.....	{ Engine House. Telegraph Office.
*Gibson.....	{ East End Yard Office. Engine House.
Lyons.....	{ Engine House. Yard Office.
*Northern District Bulletins will be posted at this location.	

DESIGNATION AND USE OF MAIN TRACKS.]

Lake Division

Single Track:

Between Dunkirk and Titusville.	
Carson and Brookfield Jct., High Grade.	
Andover Jct. and Oil City.	
Polk Jct. and Rose.	
Doughton and Hubbard.	
Double Track and DB.	
DB and Clark Ave.	
Phalanx and Dillonvale.	
Hugo and Warner.	
Short Line Jct. and Belt Jct. No. 3. Westward Freight.	

D-151.

Two Tracks:

Between KA and HC, DJ and WJ, W and BR. Tracks are numbered from the South and will be used as follows:
No. 2, Eastward and Westward.
No. 1, Westward and Eastward.

Between JM Ashtabula Harbor and Carson. Carson and Brookfield Jct. Low Grade. Brookfield Jct. and Thornhill. Valley Street and Youngstown.

Tracks are numbered from the west and will be used as follows:
No. 1, Southward.
No. 2, Northward.

Between Thorn Hill and Valley Street

Tracks are numbered from the West and will be used as follows:
No. 1 Southward and Northward.
No. 2 Northward and Southward.

Between BR and CT.

CT and BE
DB and Belt Jct.

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

Between QD and Short Line Jct., via Marcy.

Tracks are numbered from the South and will be used as follows:
No. 4, Eastward.
No. 3, Westward.

Between Brady and Hugo.

Warner and Marcy.

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

Three Tracks:

Between BV and KA.

Tracks are numbered from the South and will be used as follows:
No. 2 Eastward and Westward.
No. 1 Westward and Eastward.
No. 3 Westward and Eastward.

Between QD and E. 26th St.

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

Four Tracks:

Between HC and DJ.

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

Between WJ and W.

Tracks are numbered from the South and will be used as follows:
No. 4 Eastward and Westward.
No. 2 Eastward and Westward.
No. 1 Westward and Eastward.
No. 3 Westward and Eastward.

Between East 26th St. and Signal Bridge west of East 9th St.

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

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

Between Belt Jct. and BE.

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

- No. 4, Eastward and Westward.
- No. 2, Eastward.
- No. 1, Westward.
- No. 3, Westward.

Toledo Division

Single Track:

Between: Elyria Jct. and Millbury Jct., via Norwalk Z and White Pigeon Jct. Grosvenor and Morenci. Haires and Fort Wayne Jct. Hillsdale and Fort Wayne. Jackson and Lenawee Jct. Sturgis and Goshen. Lenawee Jct. and Ida. SA Interlocking and 1.1 mi. south.

D-151.

Two Tracks:

Between: West Branch Black River Elyria, and Elyria Jct. Vermilion and BO. Bay Bridge and Danbury. CO and Oak Harbor. Fassett St. and Nasby. Swan Creek and Z.

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

- No. 2, Eastward.
- No. 1, Westward.

Between Nasby and B.

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

- No. 2, Eastward and Westward.
- No. 1, Westward and Eastward.

Between: Z and Alexis.

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

- No. 1 Southward.
- No. 2 Northward.

Three Tracks:

Between: AR and Vermilion.

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

- No. 4, Eastward
- No. 2, Eastward.
- No. 1, Westward.

Between: BO and Bay Jct.

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

- No. 2, Eastward.
- No. 1, Westward
- No. 3, Westward

Four Tracks:

Between: BE and West Branch Black River, Elyria. Elyria Jct. and AR. Bay Jct. and Bay Bridge. Danbury and CO. Oak Harbor and Fassett St.

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

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

Western Division

Single Track:

Between: South Bend and N. Y. C. Jct. Depue Jct. and Depue. LX and Churchill. DK and Morocco. Sheff and NX. East Gary and Joliet. Calumet Park to Kensington.

D-151.

Two Tracks:

Between "B" and "WG" Elkhart.

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

- No. 2 Eastward and Westward.
- No. 1 Westward and Eastward.

Between: WG and JD,

FS and NE, JN and 61st St., PO and west end Gibson Yard,

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

- No. 2, Eastward.
- No. 1, Westward.

Between: Osborn and DK.

Morocco and Sheff. NX and Jackson Street, Danville.

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

- No. 1, Southward.
- No. 2, Northward.

Four Tracks:

Between: JD and FS.

NE and CR.

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

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

Between: CR and JN.

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

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

Between: West end of Gibson Yard and Calumet Park.

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

- No. 1 Westward.
- No. 2 Eastward.
- No. 3 Westward, for westward freight.
- No. 4 Eastward, for eastward freight.

Movements on tracks 3 and 4 are controlled by signalman at Hammond Interlocking Station, Eastward trains at Calumet Park Interlocking Station will be governed by interlocking signals. Westward trains at Columbia Ave. will be governed by hand signals from switchtender. Signalman at Calumet Park Interlocking Station and switchtender at Columbia Ave. will obtain authority from Signalman at Hammond Interlocking Station before permitting trains to proceed. Trains must not foul these tracks between Calumet Park Interlocking Station and Columbia Ave. without authority from signalman at Hammond Interlocking Station.

Trains and engines moving against the current of traffic on tracks 3 and 4, when authorized by signalman at Hammond Interlocking Station, will be governed at Columbia Ave. by hand signal from switchtender with yellow flag or yellow light, and at Calumet Park Interlocking by signal indication Rule 290.

Signalman at Hammond Interlocking Station will arrange for a clear block between Columbia Avenue and Calumet Park when passenger train is operated in either direction on Tracks 3 and 4.

200. SPECIAL SIGNAL ASPECTS AND INDICATIONS.

Lake Division

Toledo Division



Fig. 2A

INDICATION—

No train orders

221. TRAIN ORDER SIGNALS.

Rules 221-A, 221-B and 221-C will apply at offices as listed under Stations, Office Calls and Office Hours

223. ABBREVIATIONS.

Automatic Block Signal System	ABS
Manual Block Signal System	MBS
Traffic Control System	TCS

MOVEMENT OF TRAINS BY BLOCK SIGNALS.

Track	Between	Assigned Direction	Operation
Lake Division			
3	BV and KA	None	Rules 550 to 562, inclusive
1	BV and HC	None	Rules 550 to 562, inclusive
2	HC and BV	None	Rules 550 to 562, inclusive
4	DJ and HC	Eastward	Rules 251 to 254, inclusive
2	DJ and HC	Eastward	Rules 251 to 254, inclusive
1	HC and DJ	Westward	Rules 251 to 254, inclusive
3	HC and DJ	Westward	Rules 251 to 254, inclusive
3	WJ and W	None	Rules 550 to 562, inclusive
4	W and WJ	None	Rules 550 to 562, inclusive
2	BR and DJ	None	Rules 550 to 562, inclusive
1	DJ and BR	None	Rules 550 to 562, inclusive
1	JM Ashtabula Harbor and Carson	Southward	Rules 251 to 254, inclusive
2	Carson and Ashtabula Harbor	Northward	Rules 251 to 254, inclusive
1	Low Grade Carson and Dorset Jct.	Southward	Rules 251 to 254, inclusive
2	Low Grade Dorset Jct. and Carson	Northward	Rules 251 to 254, inclusive
1	Low Grade Dorset Jct. and Latimer	Southward	Rules 300 to 373, inclusive
2	Low Grade Latimer and Dorset Jct.	Northward	Rules 300 to 373, inclusive
1	Low Grade Latimer and Brookfield Jct.	Southward	Rules 251 to 254, inclusive
2	Low Grade Brookfield Jct. and Latimer	Northward	Rules 251 to 254, inclusive
1	Brookfield Jct. to Thorn Hill	Southward	Rules 251 to 254, inclusive
2	Thorn Hill to Brookfield Jct.	Northward	Rules 251 to 254, inclusive
1	Thorn Hill to Valley Street	None	Rules 550 to 562, inclusive
2	Valley Street to Thorn Hill	None	Rules 550 to 562, inclusive
1	Valley Street to Youngstown	Southward	Rules 251 to 254, inclusive
2	Youngstown to Valley Street	Northward	Rules 251 to 254, inclusive
Single	High Grade Carson to Brookfield Jct.	None	Rules 300 to 373, inclusive
Single	Doughton to Hubbard	None	Rules 550 to 562, inclusive
Single	Andover Jct. to Oil City	None	Rules 300 to 373, inclusive
Single	Polk Jct. to Rose	None	Rules 300 to 373, inclusive
1 via CUT	BR and BE	Westward	Rules 251 to 254, inclusive
2 via CUT	BE and BR	Eastward	Rules 251 to 254, inclusive
1 Lake Front	QD and Double Track	Westward	Rules 251 to 254, inclusive
1 Lake Front	DB and BE	Westward	Rules 251 to 254, inclusive
3 Lake Front	East 26th St. and Double Track	Westward	Rules 251 to 254, inclusive
3 Lake Front	Belt Jct. and BE	Westward	Rules 251 to 254, inclusive
2 Lake Front	Double Track and QD	Eastward	Rules 251 to 254, inclusive
2 Lake Front	BE and DB	Eastward	Rules 251 to 254, inclusive
4 Lake Front	Double Track and QD	Eastward	Rules 251 to 254, inclusive
3 via CSL	QD and Belt Jct.	Westward	Rules 251 to 254, inclusive
4 via CSL	Short Line Jct. and QD	Eastward	Rules 251 to 254, inclusive
Single	Double Track and DB	None	Rules 300 to 373, inclusive
Single	Hugo and Warner	None	Rules 300 to 373, inclusive
1 LE & P	Brady and Hugo	Westward	Rules 300 to 373, inclusive
2 LE & P	Hugo and Brady	Eastward	Rules 300 to 373, inclusive
1 LE & P	Warner and Marcy	Westward	Rules 300 to 373, inclusive
2 LE & P	Marcy and Warner	Eastward	Rules 300 to 373, inclusive
Single	DB and Clark Avenue	None	Rules 550 to 562, inclusive
4	BE and West End Rockport Yard	None	Rules 550 to 562, inclusive
Toledo Division			
1	BE and Nasby, via Main Line	Westward	Rules 251 to 254, inclusive
3	BE and Nasby, via Main Line	Westward	Rules 251 to 254, inclusive
2	Nasby and BE, via Main Line	Eastward	Rules 251 to 254, inclusive
4	Nasby and BE, via Main Line	Eastward	Rules 251 to 254, inclusive
1	Nasby and B	None	Rules 550 to 562, inclusive
2	B and Nasby	None	Rules 550 to 562, inclusive
1	Swan Creek and Z	Westward	Rules 251 to 254, inclusive
2	Z and Alexis	Northward	Rules 251 to 254, inclusive

1	Alexis and Z	Southward	Rules 251 to 254, inclusive
2	Z and Swan Creek	Eastward	Rules 251 to 254, inclusive
Single	Z and Vulcan	None	Rules 550 to 562, inclusive
Single	SA and interlocking signals 1.1 Mi. South	None	Rules 550 to 562, inclusive

Western Division

1	B and WG	None	Rules 550 to 562, inclusive
1	WG and Englewood	Westward	Rules 251 to 254, inclusive
2	Englewood and WG	Eastward	Rules 251 to 254, inclusive
2	WG and B	None	Rules 550 to 562, inclusive
3	JD and FS	Westward	Rules 251 to 254, inclusive
4	FS and JD	Eastward	Rules 251 to 254, inclusive
3	NE and JN	Westward	Rules 251 to 254, inclusive
4	JN and NE	Eastward	Rules 251 to 254, inclusive
Single	JK and N Y C Jct.	None	Rules 300 to 373, inclusive
1	Osborn and ND	Southward	Rules 251 to 254, inclusive
1	ND and DK	Southward	Rules 300 to 373, inclusive
2	ND and Osborn	Northward	Rules 251 to 254, inclusive
2	DK and ND	Northward	Rules 300 to 373, inclusive
Single	DK and Morocco	None	Rules 300 to 373, inclusive
1	Morocco and Sheff	Southward	Rules 300 to 373, inclusive
2	Sheff and Morocco	Northward	Rules 300 to 373, inclusive
Single	Sheff and NX	None	Rules 300 to 373, inclusive
1	NX and Jackson St. Danville	Southward	Rules 251 to 254, inclusive
2	Jackson St. Danville and NX	Northward	Rules 251 to 254, inclusive
1	Porter & Calumet Park	Westward	Rules 251 to 254, inclusive
2	Calumet Park & Porter	Eastward	Rules 251 to 254, inclusive
3	Hammond and Calumet Park	Westward	Rules 251 to 254, inclusive
4	Calumet Park and Hammond	Eastward	Rules 251 to 254, inclusive
Single	East Gary and Joliet	None	Rules 300 to 373, inclusive

281. SPECIAL SIGNAL ASPECTS AND INDICATIONS.

Western Division



Fig. 22D

INDICATION—Proceed.
NAME—Clear.

291. GRADE SIGNALS.

At signals with letter "G" attached to mast, when displaying 291 indication, trains or engines may pass without stopping. Proceed at restricted speed.

293. TAKE SIDING SIGNAL.

Enginemen must acknowledge the display of the signal by sounding engine whistle signal 14(g).

Lake Division

Take Siding Signal indicated by letter "S" will be displayed on Signal Mast located at a point Two Hundred (200) feet west of "BE" Tower.

When letter "S" is lighted, Eastward Freight Trains will pull in on No. 4 Lead at Hummel Road.

Toledo Division

Take Siding Signal indicated by letter "S" will be displayed on eastward home signal mast at "BO". When letter "S" is lighted, eastward freight trains will take siding at first switch east of Rye Beach Road Crossing, 1.8 miles west of Huron.

Western Division

Take siding signal indicated by letter "S" will be displayed on mast of automatic signal 2441. When letter "S" is lighted, westward freight trains will take siding at east switch of westward siding at Willow Creek.

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. Westward freight trains receiving Take Siding Signal at JD or FS will take siding at Chesterton. Westward freight trains receiving Take Siding Signal at PO will take siding at Pine.

294. SWITCH TARGETS.

Lights on main track switches are not in use:

Lake Division

Between BR and BV, except crossover switches at: Myrtle Street, Erie.

Toledo Division

Between BE and B via Main Line except at: Elyria, west crossover. Sandusky, Hayes Ave. 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	Position	Indication
Lake Division			
Erie, Hammerrill	Track.....	Target.....	Horizontal.Proceed
Erie west of freight station.....	Target.....	Horizontal.Proceed.	
Youngstown			
Republic Steel Corporation.			
Erie R. R.....	Target.....	Diagonal...Proceed.	
B. & O. R. R.....	Target.....	Vertical...Proceed.	
Jamestown.....	Target.....	Horizontal.Proceed.	
Hubbard.....	Target.....	Vertical...Proceed.	
Cleveland:			
E. 55th St.	Team Track..	Switch	
	Target.....	Green.....	Proceed.
C. & P. crossing.	Target.....	Horizontal.Proceed	without stopping.
W. 3rd St.	Pier Lead.....	Target.....	Horizontal.Proceed.
Kingsbury Yard	Interchange...	Target.....	Horizontal.Proceed on N. Y. C. Vertical...Proceed on Nickel Plate to N. Y. C. Diagonal...All stop.
Newton Falls.....	Target.....	Vertical...Proceed	on Main track also over Standard. Steel Spring Company lead without stopping at restricted speed.
Alliance.....	Target.....	Vertical...Proceed.	
Minerva.....	2 Targets.	Vertical...Proceed.	
East 55th Street—crossing:			
Trainmen will operate target.			
Kingsbury Yard—Nickel Plate Interchange:			
Trainmen will operate target.			
Newton Falls—B. & O. crossing:			
Trainmen will operate target. Normal position for N. Y. C.			
Alliance—C. & P. Division, P. R. R. Crossing:			
Trainmen will operate target when no operator-targetman is on duty and restore and lock it in position for C. & P. Division, P. R. R.			
Minerva—Nickel Plate and P. R. R. crossings:			
Trainmen will operate the targets and leave in proceed position for N. Y. C. When targets indicate proceed trains and engines may proceed over the crossings at a speed not to exceed 15 miles per hour without stopping.			
Toledo Division			
Sandusky, Pier	Track.....	Target.....	Vertical...Proceed.
Clyde.....	Target.....	Vertical...Proceed.	
Fremont, Ohio.....	Target.....	Vertical...Proceed.	

East Toledo			
Yondota St.....	Target....	Vertical...Proceed.	(Target located just east of P. R. R. Tracks.)
Between K and Alexis	Gate Target...	Horizontal over C. & O..	Proceed.
Fort Wayne.....	Gate Target.	Over P. R. R...	Proceed.
P. R. R.....	Normal position	against N. Y. C.	
	Gates at crossing	of Jackson and Ida	
	Subdivision.		
Lenawee Jct.....	Normal position	against Jackson	
	Subdivision.		
Petersburg.....	Gates over D. T. & I.....	Proceed.	
	Normal position	against N. Y. C.	
Trainmen will operate target when no signalman is on duty, leaving it in the position last used, as follows:			
Clyde.....	Ohio Division Crossing.		
Fremont, Ohio.....	Nickel Plate crossing.		
Sandusky.....	Pier Track.		
Trainmen will operate gates, as follows:			
East Toledo.....	P. R. R. crossing.		
Between K and Alexis...	C. & O. crossing.		
Fort Wayne	P. R. R. crossing.		
Lenawee Jct.	Jackson and Ida Subdivision crossing.		
Petersburg	D. T. & I. crossing..	Instructions for operation	posted at crossing in pole box.
Western Division			
Location	Signal	Position	Indication
South Bend: Bendix	Lead.....	Gate.....	Over CSS&SB.Proceed.
So. Chicago: Belt Ry.	Connection.....	Target....	Horizontal....Proceed.
Streator: G. M. & O....	Gates.....	Vertical.....	Proceed.
Stewart.....	Target.....	Vertical.....	Proceed.
	Gate.....	Over C&EI...	Proceed.

300. MANUAL BLOCK SIGNAL SYSTEM.

Western Division

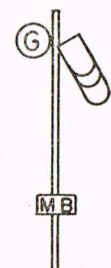


Fig. 272A

INDICATION—Proceed.

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 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 signal reading "End of Automatic Block."

Manual Block Signals are remotely controlled as follows: Trains must not pass these signals without entire train or do switching without first notifying the controlling signalman of intended moves and must report to controlling signalman as soon as such moves have been completed.

Location	Control Station
Lake Division	
For northward movement via High Grade	
Brookfield Jct., 5 miles north of	Doughton
Middle arm of Northward home signal track 2.	
Northward dwarf signal track 1.	

Western Division

Ginger Hill North Liberty
Enos Morocco
Jackson Street, Danville Wyton
When freight trains arrive Kankakee Yard, conductor must report to the signalman when train is clear.

305a.

Interlocking signals which serve also as Manual Block signals will display Manual Block indications on top arm or light. When other than top indication is used to display a "proceed" indication, Clearance Form A, Clearance Forms A and B, or Clearance Form A and a train order will be used to indicate the condition of the block, except as follows:

Lake Division

Brookfield Jct. northward movements via High Grade middle arm, northward home signal, track 2 and northward dwarf signal, track 1, will be used to display Manual Block indications.

Western Division

Schneider and Sheff middle arm will be used to display Manual Block indication for northward movement.

505. AUTOMATIC BLOCK SIGNAL SYSTEM.

Unless otherwise provided, Manual Block Signal System Rules will govern movements against current of traffic.

Toledo Division

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

512.

If it can be seen or known that track is clear to next signal and that such next signal displays a proceed indication, train having been delayed may proceed in accordance with the indication received at the last signal passed before delay occurred.

513.

Lake Division Between BR and BE.

At bolt-locked switches, not electrically locked, after operating the bolt lock, trainmen must wait three minutes before operating the switch. At non-bolt-locked switches, not electrically locked, trainmen will operate the switch and wait three minutes at the switch before making train or engine movement, unless it is known that the movement of an approaching train will not be affected.

Buckeye Road, trains or engines must not foul main tracks or cross from one main track to another without permission from signalman at QD when authorized by train dispatcher.

514.

A train or engine entering a block between signals must be protected as required by the rules and must proceed at restricted speed to the next signal in advance unless it can be seen or known that the track is clear to next signal in advance and such signal displays a proceed indication.

515. ENGINES WITH LESS THAN TWENTY-EIGHT FEET WHEEL BASE.

Western Division

May be operated between Englewood and Indiana Harbor with or without cars.

605. INTERLOCKING LIMITS.

Lake Division

Interlocking limits CT extend from East 34th Street to West 25th Street.

Toledo Division

For movements against the current of traffic.

Between	Tracks
Swan Creek and Z.....	1 and 2
Nasby and Swan Creek.....	1 and 2
Swan Creek and Broadway.....	1 and 2

611. NORMAL POSITION OF SIGNALS.

Western Division

Normal position of signals governing movements with current of traffic will indicate "Proceed" at following locations, unless otherwise instructed by train dispatcher:

Interlockings:	Track No. 1	Track No. 2
B&O Crossing	CR	
Indiana Harbor	MS	
HC	HC	
MS	B&O Crossing	
CR	Indiana Harbor	
JN	NE	

663a. REMOTE CONTROL SWITCHES AND SIGNALS.

At locations where remote controlled switches may be operated by hand in an emergency, additional instructions are posted in the phone booth at the locations.

Location	Control Station	Tracks
Lake Division		
Brookfield Jct.		
5 miles north of.....	Doughton	All Tracks
Thorn Hill,		
4 miles south of.....	Doughton	All Tracks
Hubbard		
1.22 miles east of.....	Doughton	Single Track
West End Rockport Yard		
3.2 miles east of.....	BE	No. 4 to Rockport Yard Leads.
Clark Ave.		
4.71 miles east of.....	SL	All Tracks
DK Interlocking		
2700 feet west of.....	OX	All Tracks

Western Division

Porter, West End of		
Eastward Siding.....	PO.....	No. 2 to Siding.
(Dual Control)		
South Bend, West End of		
Eastward Siding.....	HF.....	No. 2 to Siding.

Porter Kensington Subdivision

Porter, 1.2 miles west	25 feet west	Eastward main
of.....	Porter	of switch track to siding
(Dual Control)		

663b. AUTOMATIC INTERLOCKING.

Lake Division

Reno—
Location 2.3 miles east of Franklin Pa. switches are normally lined for Erie R.R. movement. N. Y. C. Control Signal will indicate Rule 283, Figure 91 and Rule 292, Figure 201. Instructions governing operation of automatic interlocking are posted in phone booth at above location.

Amasa—
After train or engine has passed approach signal permitting it to proceed and is delayed in the block, it must proceed at restricted speed, expecting to find the home signal in stop position.

701.

If any indication of conditions endangering a train is observed, "Stop" signal must be given. If there are no apparent defects, employees must give "Proceed" signal.

703. MAKE-UP OF FREIGHT TRAINS.

Trains containing one or more cars equipped with "K" type brake equipment are limited to 50 cars.

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

Snow plows must not be hauled backward when being moved in freight train and are to be placed on rear of train ahead of caboose.

705. LEAVING CARS ON SIDETRACKS.

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.

Gambling on Company Property by employees is forbidden.

824. MAKE-UP OF PASSENGER, MAIL, EXPRESS AND DEADHEAD EQUIPMENT 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.

HEATING, LIGHTING, VENTILATION AND AIR CONDITIONING OF CARS.

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.

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

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

Lake Division

Approaching	Direction	Open rear end train pipe valve	Engineman shut off steam at
Buffalo Central Term.	Eastward	FO	BC
Dunkirk	Westward	AX	AX
Erie	Eastward	DJ	Green Garden Road.
Erie	Westward	XC	XC
Ashtabula	Eastward	W.	W.
Ashtabula	Westward	State Road	State Road
Ashtabula	Northward	Center St.	Signal Bridge governing East Wye.
Youngstown	Southward	Overhead Bridge (McGuffey St.)	Erie Crossing
Cleveland Union Term.	Westward*	E. 34th St.	Eagle Avenue
Cleveland Union Term.	Eastward	W. 25th St.	First signal bridge east of Cuyahoga River.

* Except Erie R. R.:—Leaving Broadway.

Toledo Division

Toledo	Westward	Fassett St.	River Bridge
	Eastward	Fearing St.	Swan Creek
	Eastward	Z Tower	Swan Creek

Western Division

Elkhart	Westward	Hively Ave.	Home Signal B
Elkhart	Eastward	21st St.	**Between MP 440 and west end of passenger station platform.
South Bend	Westward	WG	Mishawaka
South Bend	Eastward	Lydick	West Divn. Crossing, South Bend
Englewood Yard	Westward	So. Chicago Sta.	Westward Home signals JN.
Chicago	Westward	31st St.	22nd St.

** Should a train be stopped between MP 440 or for crossover switches, starting valve must not be closed until after train is again started.

HAND BRAKE TEST.

A running test of hand brakes must be made on a Rail Diesel Car or Rail Motor Car upon leaving initial terminal when operating as a single unit. As soon as speed permits, engineman must place throttle lever of RDC car in No. 1 position (rail motor car in OFF position) and signal for brakes. The conductor or member of train crew must then apply hand brakes to de-

termine if they are operating properly. In case hand brakes do not operate properly, car must proceed at restricted speed to the nearest point at which repairs can be made.

RAIL DIESEL CARS, CLASS RDC.

When operating single unit RDC cars, arrangements must be made for an absolute block in the rear of each car operated.

When making stops in automatic block and interlocking signal territory, two stops must be made. After the first stop is made, the car will be moved forward at least six feet when making the second stop, to avoid stopping on sand.

At interlockings, remote controlled locations and in Traffic Control System Territory, switches in route taken by RDC cars will not be operated until it has been ascertained that movement through the route has been completed.

AIR BRAKES.

Passenger Equipment Cars handled in Passenger, Mail, Baggage, Express and Deadhead Equipment Trains, shall not exceed 40 cars when train contains not more than 5 cars over 60 ft. in length. Trains containing more than 5 cars over 60 ft. in length shall not exceed 30 cars.

When Passenger Equipment Cars are handled in freight trains, all such cars shall be handled at the head end of the train with not to exceed 20 such cars in one train. The total of all cars in train shall not exceed: (a) 150 cars when handling one (1) to four (4) Passenger Equipment Cars; or (b) 100 cars when handling more than four (4) Passenger Equipment Cars.

NOTE: Passenger Equipment Cars having Type AB-1-B brakes may be handled without restriction in freight trains.

Passenger brake equipment handled in Passenger, Mail, Baggage, Express and Deadhead Equipment Trains of over 30 cars shall be conditioned for DIRECT RELEASE on all cars beyond the 20th head car.

Passenger brake equipment handled in freight trains must be conditioned for DIRECT RELEASE and water raising system air supply must be cut out.

DIESEL EQUIPMENT:

LEAVING DIESEL LOCOMOTIVE UNATTENDED (ENGINES RUNNING)

1. Apply Independent Brake Full On.
2. Place automatic brake in running position.
3. Place throttle in idle, selector handles in "Off" and remove reverser handle.
4. Pull out generator field switch or, if equipped, place generator field circuit breaker in "Off". (Leave all other switches and circuit breakers in running position if desired.)
5. Apply hand brakes.
6. If on grade, chain or block wheels.
7. All electric control jumpers must remain connected between units.

*Note: Locomotives conditioned for towing, or movement "Dead" in train, or to be picked up by switching crews, may be left with the Independent Brake in running (release) position.

B. Air Brakes.

Diesel road engines must have the Controlled Emergency feature of 24 RL brake equipment set in Passenger (or Passenger Lap), except when coupled to a freight train. Engines operating light in road service, yard or terminal territory, must have the Rotair Valve and Controlled Emergency Cocks set as follows:

Rotair Valve operating "A" unit set in "Pass" position. Controlled Emergency Cock "B" unit set in "Pass" position.

Rotair Valve trailing "A" unit set in "Pass Lap" position

C. Passing Over Railroad Crossings at Grade.

When crossing a railroad crossing at grade, throttle should be moved back to Run 3 and kept in that position until all locomotive units have passed over the crossing.

D. Diesel stopping over open flames.

Diesel engines must not be stopped over burning fusees or other open flames, lights or fires when it can be avoided. When so stopped and engine cannot be promptly moved, the fusees or fire must be extinguished. Open flame switch heaters must be relighted after the engine has been moved.

LUBRICATION AND CARE OF JOURNAL BOXES.

All New York Central System road locomotives and all new passenger cars, as well as many of the older cars, are equipped with the 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 employees 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.

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.

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 Transportation 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. Also whether heating was detected by odor or smoke of Hot Box Alarm.

COOLING COMPOUND.

An approved hot journal cooling compound, and Form NYCS RS-74, furnished by storekeeper, shall be carried as part of caboose equipment and train crew equipment 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 shall 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.

Where the body of a person meeting violent death or death from unknown cause is located on railroad property, other than aboard train, the body should not ordinarily be moved from the place where found unless the Coroner is first notified and his permission is received to remove the body; but if it is apparent that the Coroner's permission cannot be secured without undue

delay to trains, the body may first be moved to a position where trains can conveniently pass, after noting its position and condition for the Coroner's information. This is particularly important where death appears due to foul play. In all cases an employee must be left with the body until arrival of the Coroner.

RAIL DETECTOR CARS AND CLEARANCE CAR X-8016.

Cars Operating Under Own Power:

Cars must be brought to full stop before movement is made on to turn tables.

Trains or engines must not be permitted to follow such cars into block between open signal stations in ABS territory or between controlled signals in TCS territory.

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.

At interlockings, remote controlled locations, and in Traffic Control System Territory, switches in route taken by these cars will not be operated until it has been ascertained that movement through the route has been completed.

In Automatic Train Stop territory, if car is not equipped with Automatic Train Stop device, movements will be authorized and made according to Time Table 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.

Cars X-8015 and X-8016 are equipped with Automatic Train Stop Devices for forward and reverse operation and rules governing such operation will apply.

When Towing Cars in Train:

During freezing weather, if heat is not provided in car, domestic water must be drained. Diesel engine and car heating water, if not protected with antifreeze solution, must be drained.

Rail detector cars, other than NYC, must not be handled in freight or passenger trains.

NYC cars X-8015 and X-8016 may be handled on rear end of passenger trains, (see speed restrictions).

Car X-8016 must be coupled to train at No. 1 end of car.

Car must not be coupled between a locomotive and any other car while switching at any time.

If fuel tanks have not been drained, they should be placarded as "Inflammable Material."

AUTOMATIC TRAIN STOP.

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

Engines operated between BV and BE via Lake Front and between QD and BE, via C.U.T.; between BE and Maumee River, Swan Creek and B, Swan Creek and Alexis, B and Englewood Main Line, and between Porter and Calumet Park. Main Line must be equipped with automatic train stop device in working order, and cut in, except:

- a. When used as a pusher or second engine.
- b. In emergency and by specific authority of Transportation Superintendent.
- c. When automatic train stop device becomes inoperative after leaving terminal, train must be operated in accordance with signal indication, but not exceeding 40 MPH. Engineman must notify Transportation Superintendent at first point of communication and relief engine, if available, must be obtained at the first engine terminal. When instructed verbally at the first point of communication by train dispatcher or signalman, the train may proceed on signal indication, but not exceeding 79 MPH and must not pass Restricting Signal (Rule 290) or Stop and Proceed Signal (Rule 291) except when permitted by Dispatcher or Signalman under authority of the Transportation Superintendent.
- d. Engines not equipped with automatic train stop device, operating in switching service, may be operated on main track within territories specified below at a speed that will permit stopping short of another train or obstruction, but not exceeding 20 MPH.

Lake Division

Dock Jct. and Wesleyville	
Interlockings.....	6.7 miles.
Ashtabula.....	3.0 miles.
BR to Wickliffe.....	3.0 miles.
BE to DB	
via Lakefront or Linndale.....	11.5 miles.
BR to C&P Crossing.....	10.4 miles.
DB to Belt Jct.....	9.3 miles.
CF Linndale to C.U.T.....	5.6 miles.
DB Interlocking Limits.....	1.04 miles.

Toledo Division

Elyria Jct. to Engine Terminal.....	2.2 miles.
BO and BJ Sandusky.....	2.0 miles.
Vickers to Nasby.....	6.7 miles.
West Toledo to Swan Creek.....	5.2 miles.

Western Division

South Bend.....	2.4 miles.
La Porte.....	1.3 miles.

- e. Engines not equipped with automatic train stop device operating in yard, puller, transfer or service other than switching service may be operated on main track within territories specified below at a speed that will permit stopping short of another train or obstruction but not exceeding 20 MPH. When instructed verbally by train dispatcher or signalman, train may proceed on signal indication but not exceeding 40 MPH and must not pass Restricting Signal (Rule 290) or Stop and Proceed Signal (Rule 291) except when permitted by Dispatcher or Signalman under authority of the Transportation Superintendent.

Lake Division

Wesleyville engine house and Erie Passenger Station.....	3.8 miles.
Ashtabula and Amboy.....	10.0 miles.
QD and DB.....	7.0 miles.
BE to DB	
via Lakefront or Linndale.....	11.5 miles.
BE to Short Line Jct.....	4.3 miles.
BE to Linndale.....	6.4 miles.
DB to Belt Jct.....	9.3 miles.

Toledo Division

Elyria Jct. to Engine Terminal.....	2.2 miles.
BO and BJ Sandusky.....	2.0 miles.
Vickers to Nasby.....	6.7 miles.
West Toledo to Swan Creek.....	5.2 miles.
Oakdale to Maumee River	
C&O Passenger engines.....	1.0 miles.

Western Division

Elkhart to South Bend.....	10.3 miles.
Indiana Harbor, to Englewood.....	10.4 miles.
South Bend, Grand Trunk freight and passenger locomotives.....	1.3 miles.

When acknowledging whistle fails to sound while acknowledging a restrictive signal indication, engineman will reduce speed of train to not exceeding 40 MPH and notify Transportation Superintendent at the first point of communication where stop can be made without excessive delay. When instructed

verbally by train dispatcher or signalman, train may proceed on signal indication but not exceeding 79 MPH and must not pass Restricting Signal (Rule 290) or Stop and Proceed Signal (Rule 291) except when permitted by Dispatcher or Signalman under authority of the Transportation Superintendent. If engineman has occasion to again acknowledge a signal indication, as prescribed by the rules, and the acknowledging whistle sounds, normal speed may then be resumed. Failure of acknowledging whistle to sound must be reported to Division Superintendent on Form SC-1.

Should signal aspect change after acknowledging handle has been moved to acknowledging position, the train must be operated in accordance with the more restrictive indication.

HANDLING TRAINS ON GRADE

Lake Division

Between Cassadaga and Fredonia northbound, before descending grade, brake pipe pressure must be increased to 90 lbs.

Freight trains of less than 8,000 tons, when handled by two or more Diesel units on head end of train equipped with dynamic brakes in operative condition, will stop at Carson Yard Office using the automatic air brakes before descending Carson Grade. Such trains, with proper signal indications, can proceed without stopping at Signals Y3.2, NP, West 32nd Street and Y1.2.

Freight trains descending Carson Grade after stopping for any cause, must not be started until train remains standing for at least five minutes.

Mount Union: Northward freight trains must stop and test air brakes, taking up slack if necessary. Enginemen must not start train until they have full train line and main reservoir pressure. If engineman is in doubt as to his ability to control the train by air, he must notify the conductor and the train must descend Mount Union Hill in such portions as can be controlled by air.

Cleveland Union Terminal: Engineers, on arrival at station, will apply automatic brakes and will not release them until instructed by car inspectors.

When performing switching service, on either end of trains, engineers will not release brakes until after cuts are made and they receive signal to move, to prevent brakes being released on portion of train remaining.

TRACK CARS:

Rules 1926 to 1944 inclusive, apply in following territories:

Lake Division

High Grade Subdivision.
Low Grade Subdivision.
Oil City Subdivision.
J F & C Subdivision.
L E & P Subdivision.

Toledo Division

BE to Vickers via Sandusky Subdivision.

Western Division

Entire Division except between B and WG.

SPEED RESTRICTIONS

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

GENERAL

(Unless otherwise restricted)

Engines:			
Nos. 509 to 510 with traction motor pin engaged.....	25	*Nos. 1000 to 5104	
Nos. 509 to 510 with traction motor pin removed.....	45	6600 to 6903, operating backward by night over public crossings.....	
Nos. 567 to 957.....	45	15	
Nos. 1000 to 8357, light or with cabooses, limited to maximum track speed but not to exceed.....	60	Nos. 1000 to 3372	65
Nos. 8400 to 9820, light or with cabooses, limited to maximum track speed but not to exceed.....	45	3700 to 3701	65
*Nos. 1000 to 5104		3702 to 3709	70
6600 to 6903, operating backward.....		3800 to 3803	65
		3804 to 3821	70
		5000 to 5005	75
		5006 to 5017	65
		5100 to 5101	75
		5102 to 5104	65
		5600 to 5610	65
		5611	70
		5612 to 5708	65
		5713 to 5737	65
		5808 to 5827	65
		5904 to 5927	65

SPEED RESTRICTIONS (Cont.)

GENERAL

5949 to 5998	65	8255 to 8265	65
5999	70	8267 to 8269	65
6000 to 6001	65	8271	65
6002	70	8275 to 8276	65
6003 to 6006	65	8278 to 8285	65
6007	70	8287 to 8289	65
6008 to 6010	65	8291 to 8292	65
6012 to 6022	65	8295 to 8305	65
6025 to 6026	65	8307 to 8309	65
6028 to 6038	65	8311 to 8316	65
6041 to 6075	65	8318 to 8337	65
6200 to 6236	60	8338	75
6600 to 6903	70	8340	75
7000 to 7012	70	8342	75
7100 to 7118	65	8344	65
8000 to 8008	65	8345 to 8348	75
8100 to 8113	60	8349	65
8201 to 8220	65	8352	75
8222 to 8224	65	8353 to 8357	65
8227 to 8248	65	8400 to 9820	45
8250	65		

Trains or engines operating against the current of traffic in ATS territory where wayside equipment for automatic train stop device is not provided for reverse movements, limited to maximum track speed but not to exceed.....79

Diesel engines operating through water.....	3
Note:—Diesel engines must not be operated through water more than 3 inches above top of rail.	
Clearance car X-8016, under own power or being towed.....	55
Rail detector cars, under own power or being towed.....	40
Trains handling cars equipped with K type brakes.....	40
Snow plows and flangers.....	35
Trains handling Speno Ballaster Equipment.....	30
Circus trains with freight equipped cars.....	30
Trains with snow loader and snow melter units not in service.....	30
(Loader and melter units to be coupled and moved in train with loader unit trailing)	
Trains with loaded ore cars less than 25 feet in length.....	30
Work trains with cranes moving on own wheels.....	30
Revenue trains with cranes moving on own wheels.....	25
Trains with scale test cars or Jordan Spreader.....	25
At night, over facing point hand operated switches, when operating against the current of traffic in Automatic Block Signal System territory where switch lights are not in use.....	
Switches and crossovers not interlocked, when diverging.....	15

*An engine consisting of more than one unit is considered as operating backward when the employee in the leading unit does not have full control of the engine.

SPEED RESTRICTIONS

ERIE SUB-DIVISION BV TO BR

(Unless otherwise restricted)

	BV and BR		Youngstown Subdivision		Oil City Subdivision		JF&C Subdivision	
	Tracks 1 and 2	Tracks 3 and 4	High Grade	Low Grade	Sharon Sub-division	Andover Jct. to Oil City	Polk Jct. to Rose division	Valley Sub-division
Passenger, Mail, Express and Deadhead Equipment Trains.....	80	50	59	59	20	35	30	30
With freight equipment cars.....	60	50	40	40	20	35	30	30
Freight Trains.....	60	40	40	40	20	35	30	30
Wrecking cranes handled in wrecking service	45	30	35	35	15	30	25	25
Snow plows and flangers.....	35	30	35	35	20	35	30	20

LOCAL

(Unless otherwise restricted)

Main Line	MPH
*All trains operating on controlled sidings.....	30
*Applies to head end of train.	
Trains with steam cranes X14 or X15 will stop and proceed carefully by station platform at Dunkirk.	
Ashtabula: OD Tower railroad crossing, interlocked	
Passenger, Mail, Express and Deadhead Equipment Trains	50
Freight Trains.....	40
Tracks 1 and 2.....	40
Tracks 3 and 4.....	30
Painesville, First curve east.....	70
Willoughby.....	70
Youngstown Subdivision—High Grade	
Ashtabula—Tracks Nos. 1 and 2:	
Between OD Interlocking and NP Interlocking—All trains and engines.....	20
Northward freight trains MU Interlocking to NP Interlocking.....	30
Trains with steam crane X-62, between Kinsman and Williamsfield on curves.....	25
Ashtabula: East and West wye.....	15
Ashtabula: West Ave., West Wye.....	10
OD Interlocking to Ashtabula Harbor draw-bridge, inclusive: Freight trains.....	15
OD Interlocking Ashtabula Northwest Wye Track.....	10
NP Interlocking to MU Interlocking Tracks Nos. 1 and 2.....	40
Jefferson: Over public crossings.....	30
Dorset Junction: East and West wye.....	15
Valley St. to NYC Jct. (Youngstown):	
All trains and engines.....	30
*Latimer to Brookfield Jct:	
All trains and engines.....	30
Latimer: Northward trains between home signals.....	20
Brookfield Junction: High Grade Track 2 to Low Grade Track 2.....	59

Fire Proofing curve 0.6 miles north of Thornhill cross-over—Tracks 1 and 2.....	40
Hot metal run, with loaded cars.....	10
Hot metal run, with empty cars.....	20
Youngstown Subdivision—Low Grade	
Passenger trains between Carson and Latimer track 1.....	40
Passenger trains between Latimer and Carson track 2.....	40
Sharon Subdivision	
Sharon: Through City.....	6
Over West Silver Street and North Water Avenue.....	4
Hot metal run, with loaded cars.....	10
Hubbard—North Main Street Crossing.....	10
Oil City Subdivision	
Polk Jct. to Franklin.....	25
Franklin.....	6
Franklin to Oil City.....	15
Oil City Tunnel.....	6
J. F. & C. Subdivision	
Cut one mile west of Coder.....	10
East end No. 1 Tunnel at Carl, to 800 feet East.....	10
Proceed with caution at all exposed points looking out for slides and falling rock, at all points east of Stoneboro, Pa. on the Oil City and JF&C Subdivision.	
Valley Subdivision	
Between Lakeside and Laona:	
Freight trains.....	25
*Dunkirk-Nickel Plate Crossing between home signals.....	20
Bridge 26.27.....	10
Bridge 29.64.....	5
Bridge 60.16.....	10
Bridge 60.48.....	10
Bridge 82.17.....	10
Warren—Through city.....	6
*Falconer Junction—Erie Crossing between Home Signals.....	20
*Applies to head end of train.	

SPEED RESTRICTIONS CLEVELAND SUBDIVISION BR TO BE (Unless otherwise restricted)										
	BR and BE via Lake Front Tracks 1 and 2 3 and 4		QD and Belt Jct. via Marcy Track 3 4		QD and Linndale via C.U.T. Tracks 1 and 2 4		DB and Clark Ave.	Linndale and BE Tracks 1 and 2	Alliance Sub- division	L. E. & P. Sub- division
Passenger, Mail, Express and Deadhead Equipment Trains. With freight equipment cars..	70	25	40	40	60	40	30	70	30	40
Freight trains.....	45	25	40	40	40	40	30	40	30	40
With wrecking cranes handled in wrecker service.....	40	25	40	40	40	40	30	40	30	40

LOCAL (Unless otherwise restricted)	
BR and BE, via Lake Front:	
Passenger, Mail, Express and Deadhead Equipment Trains:	
Between:	
E. 9th St. and E. 105th St.....	Track 2.....60
W. 117th St. and Triskett Rd.....	Track 1.....60
Freight trains:	
Westward—From INT signal East 26th St. to Double Track	
Track 1.....	25
All trains or engines:	
Between Double Track and DB, Main Track, at restricted speed.	
Cleveland Short Line:	
All trains:	
Through Tunnels.....	25
QD and Linndale, via C.U.T.:	
Curve between E. 140th St. and Coit Rd.....	35

Superior Ave. curve; Track 1.....	45
Track 2.....	35
Between East Cleveland and East 34th St., Tracks 1 and 2..	50
Between east end of E. 34th St. curve and east end Central Ave. curve.....	Track 2.....40
Central Ave. curve.....	25
Between east end Cuyahoga viaduct and Clark Ave:	Track 1.....40
Track 2.....	30
Through crossovers and turnouts leading to and from Nickel Plate tracks at E. 34th St., E. 9th St. and W. 25th St.....	15
DB and Clark Ave.	
Between DB and OX.....	20
Alliance Subdivision:	
Freight trains:	
Newton Falls, Bridge St.....	10
Between Phillips and Jense mine.....	15
Bridge 74.08, Pan.....	20
L. E. & P. Subdivision:	
Boston Ledges, one mile east of Brandywine.....	20

Toledo Division (unless otherwise restricted)									
Main Line Tracks 1 and 2 3 and 4		Fort Wayne Subdivision North of Jackson		Ida Sub- division		G & M Norwalk Sub- division		Morenci Subdivision	
Passenger, Mail, Express and Deadhead Equipment Trains.....	80 45	59	30	30	30	20	40		
Between BE and Vickers, Between Nasby and B	85								
With freight equipment cars.....	60 40	40	30	25	30	25	20	40	
Freight trains	60 40	40	30	25	30	25	20	40	
Wrecking cranes handled in wrecking service:									
Trains with steam crane X-15 and X-16.....	45 40	35	15	15	20	20	35		
Trains with steam cranes X-26, X-50 and X-63	45 40	35	15	15	20	20	35		

Local (Unless otherwise restricted)		Between: Tracks 1 and 2 3 and 4	
Main Line.		Vickers and Oakdale.....	60 40
*All trains operating on controlled siding.....		Oakdale and Wabash.....	35 30
*Applies to head end of train.		Broadway and Swan Creek.....	50 ..
Passenger, Mail, Express and Deadhead Equipment trains:		Swan Creek and Nasby.....	60 ..
Tracks No. 1 and No. 2 curve east of Elyria Jct. and east end of platform, passenger station, Elyria.....		Swan Creek and crossover north of Sylvania Avenue.....	45 ..
Tracks No. 1 and No. 2 Vermilion curve.....		Crossover north of Sylvania Avenue and Alexis.....	60 ..
Tracks No. 1 and No. 2 Goshen first curve west of station.....		Z and Vulcan, main track.....	30 ..
		With freight equipment cars.....	30 20

Freight Trains and Light Engines:

	Tracks 1 and 2 3 and 4	
Between Vickers and Nasby.....	30	20
Between Swan Creek and Alexis.....	30	..
Between Z and Vulcan.....	..	30
Trains having ore cars under 25 feet in length loaded 180,000 to 210,000 lbs. will be governed by the following speed restrictions:		
Huron, Bridge No. 106, Huron River.....	10	
Toledo, Bridge No. 1, Maumee River.....	10	

All Trains:

Between Bay Bridge and Elyria Jct....	Track 4.....	30
Between Elyria Jct. and BE.....	Track 4.....	40
Between BE and Bay Bridge.....	Track 3.....	30
Sandusky: Campbell Street.....	Track 4 extension..	10
Toledo Passenger Station, all tracks.....		10
Light engines entering or leaving Toledo Passenger Station..		10

Between Oakdale and Rockwell Jct.....	30
Alexis, through crossover N.Y.C. and M.C.....	25
Alexis, A. A. connection.....	10
SA, through interlocking.....	10
Stanley Yard, facing point movements over spring switches..	15
Bryan, South Controlled Siding between remote inter- lockings 37 and 39.....	15
Elkhart: Main street crossing.....	20

Norwalk Subdivision

All Trains:	
Norwalk:	Whittlesey, Foster and Milan Ave.....10
	Prospect and Wooster Streets.....10
Monroeville:	Monroe St. West of Station.....10
	Between Home Signals.....20
Bellevue:	Between Home Signals.....20
Between Bellevue and Clyde:	
	Trains with freight equipped cars.....35
	Freight trains.....35
Clyde:	Main St. (Route 101).....10
Fremont:	Croghan and Garrison Streets.....10
	Birchard Ave.....10

Freight Trains:

Bellevue, East Yard Limit Board.....	15
Old Road Subdivision	
Passenger, Mail, Express and Deadhead Equipment trains:	
Between Vulcan and Ottawa Lake both directions.....	45
Hillsdale and Osseo:	
Between MP C179 and MP C182 both directions.....	40

All Trains:

Through Sylvania.....	15
Lenawee Jct.: Curve at station.....	40
Lenawee Jct.: East switch siding, when diverging ..	10
Hillsdale: Over street crossings.....	25
Coldwater: Over Division St.....	10
Sturgis: Between Home Signals.....	20

White Pigeon Jct: Trains entering or leaving Michigan Division Main track.....	15
B: Between Home Signals.....	10

Freight Trains:

Through Adrian.....	15
Trains having ore cars under 25 feet in length loaded 180,000 to 210,000 lbs. will be governed by the follow- ing speed restrictions:	
Bridge No. 175, located 1.18 miles west of Lenawee Jct..	20
Bridge No. 39, located 3.27 miles west of Batavia.....	20

Fort Wayne Subdivision

Reverse curve south of Hillsdale.....	25
Bankers: Curve at station.....	25
Bankers: To Yard Limits at Hillsdale over all bridges.....	25
Reading: Over Maple St.....	6
Over Elm St.....	10
Angola: Over U. S. Route 20.....	5
Over U. S. Route 27.....	10
*Waterloo Interlocking: Between home signals.....	15
Auburn: Over 1st Sts. North and South of station.....	6
*Auburn Junction: Between home signals.....	20
*Pt. Wayne: (Nickel Plate Crossing) Between home signals..	20

Jackson Subdivision

Norvell: Over first highway south.....	10
Manchester.....	6
Bridge No. 46, 1 mile south of Manchester.....	15
Clinton.....	15
Tecumseh.....	6

Ida Subdivision

Petersburg.....	6
Over D. T. & I. Crossing.....	20
Ida: Over highway, east of station.....	8

G & M Subdivision

Trains with steam crane X-26, X-50 and X-63.....	20
All Trains:	
Sturgis: Over Magnolia St.....	10
*Between Home Signals.....	15

Morenci Subdivision

Morenci.....	6
Grosvenor: Bridge No. 60, two miles west.....	5
Trains with steam cranes X-26, X-50, and X-63, over all other bridges.....	10

Elyria to South Lorain

All trains.....	20
Northward trains and engines between wye connections and Route 20.....	10

BO to BJ via Sandusky Pier

All trains.....	15
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LaCarne crossover to Camp Perry

All trains.....	25
*Applies to head end of train.	

Western Division

(Unless otherwise restricted)

	Main Line			Porter Kensington Subdivision	Joliet Sub- division	Danville Subdivision	Kankakee Subdivision	E. & W. Sub- division
	Tracks 1 and 2	Track 3	Track 4	Tracks 1 and 2				
Passenger, Mail, Express and Deadhead Equipment trains.....	80	50	50	60	40	45	50	..
With freight equipment cars.....	60	40	40	..	40	40	50	..
Except between NE and JN.....	..	50	..	..	..	40	..	..
Freight Trains.....	60	40	40	60	40	40	50	20
Wrecking cranes handled in wrecking service.	45	40	40	45	30	30	30	..

Local	
Main Line	
Elkhart: Main St. Crossing.....	20
South Bend: Curves Arnold St. to Michigan St. incl.....	50
South Bend: Grand Trunk Switch engines.....	15
South Bend: Switch engines, engines Nos. 506 to 957, 8400 to 9820 without cars through HF Interlocking.....	15
Eastward trains between signal 524-2-4 (Robertsdale) and signal 522-2-4 (Mahoning).....	55
Westward trains between signal 522-1-3 (Mahoning) and signal 524-1-3 (Robertsdale).....	55
South Chicago: Belt Ry. Connection.....	10
Englewood and Indiana Harbor inclusive, engines Nos. 506 to 957, 8400 to 9820 without cars.....	15
To discharge U. S. Mail:	
No. 14, South Bend.....	30
No. 39, Gary.....	30
Porter Kensington Subdivision	
Calumet Park to Kensington.....	15
Gary, over street and road crossings within city limits.....	45
Hammond, over street crossing between Columbia Ave. and Sohl St., incl.....	40
Hammond, over street crossings at Oakley St. and Holman Ave.....	25
Crisman:	
Sand Pit track—between switch and US-20.....	15
—North of US-20.....	5
Joliet Subdivision	
Liverpool, between interlocking home signals.....	20
South Gary, turn-out to Glenn Park Side Track, when diverging.....	10
Griffith, turn-out to Erie Wye, when diverging.....	10
Griffith, eastward trains between interlocking home signals.....	20
Hartsdale, between interlocking home signals.....	20
Dyer, between interlocking home signals.....	20
Chicago Heights, through yard limits.....	20
Joliet (E. J. & E. Crossing) between interlocking home signals.....	20
Joliet, CRI&P interlocking switches in old main track and track 67, and turn-out to Yard track, when diverging.....	10
Danville Subdivision	
All trains Southward only Tab to NX.....	50
Track No. 1 NX to Jackson Street, Danville, Ill.....	50
Danville: Jackson St. {Northbound.....	30
{Southbound.....	20
*Stewart: Over C. & E. I. crossing.....	20
Morocco: Through crossover at depot.....	30
(*) Applies to head end of train.	
Kankakee Subdivision	
*Olivers: Michigan Division and G. T. W. Crossings, between home signals.....	20
Rupel: Western Indiana Sand and Gravel Co. track.....	5
*North Liberty: Center Street Crossing.....	40
*Walkerton Interlocking: At approach signals.....	30
Walkerton: N. Y. C. B. & O. wye track.....	10
*Hamlet: Westward Approach signal.....	40
Knox: Heaton to Bender St. Crossings, inclusive.....	25
*North Judson Interlocking: At approach signals.....	30
*San Pierre: Eastward and Westward Approach signals.....	40
Kersey: Industrial track.....	5
*Shelby: Eastward and Westward Approach signals.....	40
*Schneider: Westward Approach signal.....	40
Delmar Interlocking: C. M. St. P. & P. Crossing.....	25
*Delmar: Westward Approach signal.....	45
*Mومence Interlocking: Between home signals.....	20
*Kankakee Interlocking: Between home signals.....	20
*GM&O Crossing Dwight Approach signals.....	40
*Streator Jct., G. M. & O. Crossing: Between home signals.....	20
Between Streator Jct. and Streator: On curves.....	25
*Streator A. T. & S. F. Crossing: Between home signals.....	20
Streator: Bloomington St. curve.....	10
Lostant Interlocking: I. C. R. R. Crossing.....	25
*Signal K180.1.....	25
Signal 180.1 to Seatonville Jct.....	40
Westward only, between one (1) mile east and one-quarter (1/4) mile east of east switch at Moronts.....	30

Illinois river bridge: Between home signals.....	15
Between Seatonville Jct. and LX.....	25
Between LX and N Y C Jct.....	15
Churchill Subdivision.....	15
Seatonville—Depue:	
Trains will approach Seatonville at slow speed and will run between Depue and Depue Jct., Seatonville Jct. and Seatonville, expecting to find main track occupied.	
(*) Applies to head end of train.	
E. & W. Subdivision	
Elkhart: Over Edwardsburg Ave.....	5
Mishawaka: Twin Branch Tracks.....	5
ENGINE AND CAR RESTRICTIONS.	
Engines and cars must not be operated as shown below.	
Cars weighing over 220,000 lbs. without permission from the Transportation Superintendent.	
On industrial sidings with sharp curvature and not shown care must be used in operating.	
Lake Division	
Erie Subdivision	
Brocton:	
Huntley Mfg. Co. No. 2 on coal trestle.....	All engines.
North East:	
Electric Material Co. Private tracks in Shop and easterly loop track.....	All engines.
Willoughby:	
The Browning Co., Inside building.....	All engines.
Valley Subdivision	
Between Dunkirk and Titusville:	
Engines Nos. 526 to 566, 1000 to 1603, 1606 to 1875, 2414 to 2475, 3307 to 3311, 3323 to 3821, 4400 to 4405, 4500 to 5599, 5818 to 5827, 6076 to 7999, 8009 to 8199, 8244 to 8411, 8537 to 8539, 8590 to 8632, 8700 to 9328, 9500 to 9516, 9624 to 9646.	
Cars weighing over 160,000 lbs. without permission from the Transportation Superintendent.	
Cleveland Subdivision	
Between Double Track and DB. Account of close clearance, passenger trains must not be operated on main track or south running track except when curve in adjacent track just East of Eastward Signals at C. & P. crossing is clear.	
Between DB and BE via Lake Front:	
Freight trains with ore cars under 25 feet in length containing ore.....	
Not permitted.	
Cleveland Union Terminal	
The maximum height of equipment or loads that may be moved is 16 feet 0 inches.	
Tracks 11 and 22.....	
Nickel Plate S engines	
Alliance Subdivision	
Under overhead tipples and between tippie and empty track switch except under the Marion Mine Tipple at Hopedale, Ohio.....	
All engines.	
NYCX-15 and PRR99073, Wrecking Cranes capacity 250 tons must be separated from locomotive and cars weighing in excess of 160,000 lbs. by at least two (2) cars weighing loaded not in excess of 160,000 lbs. each. Speed not to exceed 20 miles per hour.	
Toledo Division	
LaCarne:	
Camp Perry Tracks ... All engines must stop at buildings and proceed with care, account of close clearance.	
Olmsted Falls:	
Greenhouse track and United Farmers Exchange Track over unloading pits.....	
All engines	
Amherst:	
Quarry track beyond sign 15,000 ft. south of Milan Road.....	
All engines	
Toledo:	
Toledo Passenger Station, tracks adjacent to platform curbs, C&O Diesel Road Switchers Nos. 5570-5595.	
Swanton:	
A. D. Baker Co. beyond sign 800 ft. from main track switch.....	
All engines.	
Delta:	
John Pelton Coal Co. beyond east end of bridge.....	
All engines.	

Old Road:	
Blissfield:	
Great Lakes Sugar Co.—Beyond sign 1800 feet from main track switch.....	
All Engines.	
Fort Wayne Subdivision	
North of Fort Wayne Jct.: Main Tracks	
Engines Nos. 526 to 566, 1000 to 3821, 4040 to 4095, 4400 to 9820.	
Fort Wayne:	
Beyond Bridge Over Track Serving Eckhart Packing Co. ... All Engines and cars.	
Morenci Subdivision	
Cars weighing over 160,000 lbs. without permission from Transportation Superintendent.	
Main Tracks.....	
Engines Nos. 526 to 566, 1000 to 1603, 1606 to 1875, 2414 to 2475, 3307 to 3311, 3323 to 3821, 4400 to 8411, 8537 to 8539, 8590 to 8632, 8700 to 9516, 9624 to 9646.	
Morenci:	
Parker Rust Proof Company track, beyond north end of the dock, approximately 240 feet from the south end of the track.....	
All engines.	
Western Division	
Mishawaka	
Major Bros. Engines Nos. 526 to 566; 1000 to 8411; 8590 to 9328; 9624 to 9646.	
Porter	
Rubbish track beyond sign.....	
All engines.	
East Side	
Albert Schwill and Co., over unloading pits 400 feet from stub ends of two southerly tracks: All engines.	
New Lehigh	
Kankakee Bank Sand Co. beyond R/W Line: All engines	
Azzarrelli, Sand track beyond N. Y. C. Communication Pole Line.....	
All engines.	
Old Lehigh	
Huber Spur, beyond sign.....	
All engines.	
Gary:	
Gary Lumber Co.: Engines Nos. 1000 to 5104, 6220 to 7012, 7300, 7301, 8223 to 8357.	
Chicago Heights:	
Leising Track: All engines over unloading pit 600 ft. from switch.	
Joliet:	
Old Quarry lead and other tracks: Engines Nos. 526 to 566, 1000 to 5599, 5608 to 5611, 5709 to 5712, 5900 to 5903, 5928 to 6199, 6220 to 8099, 8223 to 8399, 9104, 9105, 9111 to 9120.	
60 ton Twin Flex Van Cars.	
Lake Division	
No Restrictions.	
Toledo Division	
Stanley Yard Hump.	
Western Division	
Note: Restricted at the following locations under joint CRI&P and NYC jurisdiction.	
Root Street Yard, Mogg Coal Company.	
18th Street Yard, track into warehouse F.	
SPECIAL USE OF TRACKS	
Lake Division	
Cleveland Subdivision:	
Trains or engines must not use or occupy the following tracks without permission from Train Dispatcher:	
Eastward siding No. 4 between Belt Jct. and Bulkley Blvd.	
East Wye track between WS Jct. and Rockport.	
No. 3 Yard track between QD and East 72nd Street.	
Trains or engines from Nickel Plate connection located east of Clinton Road will obtain permission from signalman at SL before fouling N. Y. C. tracks.	
Trains or engines using main track between DK and Clark Ave., will report to signalman at SL, from nearest telephone when clear at intermediate point.	
Between Clark Ave., and Short Line Jct.	
No. 1 lead track between Clark Ave. and SL will be used by trains or engines in either direction, with the permission	

of Train Dispatcher and under supervision of signalman at SL.	
When clear of No. 1 lead at intermediate point, conductor will report to signalman at SL. Trains or engines must not enter No. 1 lead at intermediate point until permission has been obtained from signalman at SL. Westward trains picking up cars while occupying No. 1 lead must not pass West 130th Street until permission has been given. Eastward trains from Rockport will be notified of any trains working at West 130th Street and will be governed accordingly.	
Between DK and Clark Ave.:	
The switching lead, first track south of main track, will be used by trains or engines in either direction, with permission of train dispatcher and under supervision of signalman at OX and SL, entering track at DK and Clark Ave. on signal indication. When clear of the switching lead at intermediate point the conductor must so report to signalman at SL.	
Trains or engines must not enter switching lead at intermediate point until permission has been obtained from signalman at SL.	
Between Double Track and DB, Lake Front.	
When authorized by the train dispatcher, the South Track, first track south of Main Track, will be used by trains or engines in either direction, entering track at Double Track when given proceed hand signal by the switch tender, on signal indication at Big Four Wye Jct., and DB.	
Between QD and East 72nd Street.	
When authorized by train dispatcher, No. 3 yard track will be used by trains and engines in either direction.	
Between DB and Big Four Wye Jct.	
When authorized by the train dispatcher the East Wye track will be used by trains or engines in either direction entering track at DB and Big Four Wye Jct. on signal indication.	
Toledo Division	
Sandusky: P. R. R. trains will use Ohio Div. 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 Yardmaster or Yard Clerk located in the scale shanty at Lakeside. In the event Yardmaster 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.	
Toledo: All movements over the M. C. running track, between Wagon Works Junction and Alexis, irrespective of class of train, will be under Rule 105. All trains and engines using this track must report into clear at Wagon Works Junction, or obtain permission from Train Dispatcher or Operator, before departing.	
Swan Creek: Westward movements into the yard off tracks 1 and 2 must not be continued beyond the first diverging hand-throw switch without a hand signal from switch-tender.	
White Pigeon Jct.: Trains or engines must not occupy the main track west of White Pigeon Jct. unless authorized by the Michigan Division Train Dispatcher.	
Haires: Fort Wayne Subdivision Northward trains must stop clear of the intersection with the Michigan Division, Jackson-Elkhart subdivision and obtain verbal permission, by telephone, from the signalman at XN for movement between Haires and XN.	
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, and will be governed by Rule S93.	
Between Fort Wayne Jct. and Bankers: Track will not be used except by special permission.	
Manchester: Mich. Div. trains use Jackson Subdivision main track, between Manchester Jct. and Manchester, and will be governed by Rule S93.	

Western Division

Between west entrance to Indiana Harbor elevator yard and Signal Station MS:

First track south of track No. 4 will be used as a yard lead for the movement of trains and engines in either direction. Trains and engines using this track must proceed expecting to find it occupied and be able to stop short of any obstruction.

Schneider: Southward freight trains desiring to do work or being stopped at the home signal of interlocking will immediately call signalman on telephone who will advise them as to movements they can make.

Trains, cuts or engines moving in either direction between Greenwood Avenue and Fifth Avenue, Kankakee, must obtain permission from signalman at Court Street Passenger Station before beginning such move, must report clear of Main Street at Fifth Avenue or Schuyler Avenue, must not again enter Main Track without permission.

Greenwood and Schuyler Avenue, Kankakee; Unless otherwise authorized, trains, cuts or engines will use middle track.

OVERHEAD CLEARANCES

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

Lake Division

Location	Description
Main Line:	
East of Waites Crossing	
MP 35.56.....	Overhead Bridge No. 198. All Tracks
West of Waites Crossing	
MP 37.64.....	Highway Bridge No. 191. All Tracks
Westfield.....	Portage Street, Bridge No. 115..... All Tracks
State Line MP 70.83	Bridge No. 57..... All Tracks
MP 69.55	Bridge No. 59..... All Tracks
MP 69.29	Bridge No. 60..... All Tracks
North East.....	Overhead Crane..... Canning Co. Track
Erie.....	East Ave. Signal Bridge. All Tracks
Erie.....	West of P & E Crossing
	Signal Bridge..... All Tracks
DJ.....	Peninsula Road Bridge. All Tracks
GJ.....	Route 5 Bridge..... All Tracks
Conneaut.....	Power House Door..... Conneaut Can Co. Track
Geneva.....	Cross Walk and Steam Pipes..... Geneva Metal Wheel Co. Track

Valley Subdivision

Falconer.....	Overhead Crane..... Falconer Plate Glass Co. Track
Irvineton.....	Bridge No. 60.48..... All Tracks
Youngsville.....	Bridge No. 63.50..... All Tracks
Fieldmore Springs.....	Bridge No. 88.27..... All Tracks

Oil City Subdivision

Osgood.....	Bridge No. 109..... All Tracks
Osgood.....	Bridge No. 113..... All Tracks
Osgood.....	Bridge No. 113½..... All Tracks
Hadley.....	Bridge No. 155..... All Tracks
Oil City.....	Bridge No. 349..... All Tracks
Oil City.....	Tunnel..... All Tracks

J. F. & C. Subdivision

Pecan.....	Bridge No. 72.14..... All Tracks
Carl-MP 81.30.....	Tunnel No. 1..... All Tracks
Elmo.....	Bridge No. 99.13..... All Tracks
Electra-MP 105.34.....	Tunnel No. 2..... All Tracks
Electra-MP 106.06.....	Tunnel No. 3..... All Tracks
Reidsburg.....	Bridge No. 112.53..... All Tracks
	Bridge No. 114.47..... All Tracks
	Bridge No. 114.61..... All Tracks
Limestone.....	Bridge No. 121.64..... All Tracks
Kingsville.....	Bridge No. 122.73..... All Tracks
Viaduct-MP 124.35.....	Bridge No. 129.23..... All Tracks
Brookville.....	PRR Tunnel..... All Tracks

Sharon Subdivision

Sharon.....	Bridge No. 51..... All Tracks
Sharon to Farrell Yard.	Bridge No. 1..... All Tracks

High Grade Subdivision

Youngstown—1700 Feet north of McGuffey Street.....	Cantilever Signal..... All Tracks
Youngstown.....	Overhead Steam Pipes.. Kopper Products Co. Track
Youngstown.....	Overhead Door..... Raymond Concrete Pile Track

Cleveland Subdivision

Collinwood.....	Overhead Crane..... Colonial Iron Co. Track
Collinwood.....	Overhead Door..... Midwest Forge Co. Track
Cleveland.....	Overhead Cranes and Doors..... Bowman Products Co. Track
Cleveland.....	Overhead Cranes and Doors..... Kromex Corporation Track
DK.....	Erie RR Bridge..... All Tracks
Marcy.....	Tunnels..... C.S.L. Main Tracks 3 and 4 east of Mill Creek

Toledo Division

Main Line:	
Olmsted Falls.....	Telephone Cable over Falls Greenhouse track.
West of Elyria Jct.....	Telegraph Road
	Bridge No. 175..... 1, 2, 3, 4.
East of Amherst.....	Nickel Plate Overhead Bridge No. 169½..... 1, 2, 3, 4.
East of AR.....	Highway Jackson Street Bridge No. 165..... 1, 2, 3, 4.
West of AR.....	Highway Bridge No. 150..... 1, 2, 4.
East of Vermilion.....	Highway, High Bridge Road, Bridge No. 138..... 1, 2, 4.
Sandusky.....	Signal Line..... Security Terminal track.
Sandusky.....	Signal Line..... Industrial Nut Co.
One half mile west of overhead bridge, just west of Danbury station.....	Signal Line..... 1, 2, 3, 4.
West of Oak Harbor.....	Nickel Plate Overhead Bridge No. 32..... 1, 2, 4.
Toledo.....	Air Way Mfg. Company siding, Bancroft St.
Toledo.....	Community Traction Company siding at Wagon Works Jct.
Toledo.....	North wye track on the M. C. at Syl- vania Avenue.
Toledo.....	Passenger Yard
	Overhead concourse..... 1 to 8 incl.
Toledo.....	Fassett Street Bridge..... 1, 2, 3, 4.
Toledo.....	Oak Street Bridge..... 1 and 2.
Toledo.....	Pennsylvania Railroad Bridge..... 1 and 2.
Toledo.....	O. C. Division Bridge..... 1 and 2.
Toledo.....	Miami Street Bridge..... 1 and 2.
Toledo.....	Maumee River Bridge..... 1 and 2.
Toledo.....	Summer Street Bridge..... 1 and 2.
Toledo.....	Broadway Bridge..... 1 and 2.
Toledo.....	Maumee Ave. Bridge
	Nickel Plate track and..... 1 and 2.
Toledo.....	Field Avenue Bridge..... 1 and 2.
Toledo.....	Nickel Plate Railroad
Toledo.....	Nickel Plate Railroad Bridge..... 1 and 2.
Toledo.....	Anthony Wayne Trail Bridge..... 1 and 2.
Toledo.....	Curtis Street Bridge..... 1 and 2.
Toledo.....	Junction Avenue Foot- bridge..... All tracks.

Toledo.....	Doehler-Jarvis Foot- bridge..... All tracks.
Toledo.....	Overhead structure
	Bridge No. 13 over Whitmore and Ele- main line..... vator Jct.
Toledo.....	Overhead structure
	Bridge No. 21 over Whitmore and Ele- B&O..... vator Jct.
Toledo.....	East Broadway plant of Libbey Owens Ford Glass Co..... Track 8.
Holland.....	Signal Line..... Quarry track.
Wauseon.....	Signal Line..... Team track.
Wauseon.....	Signal Line..... Mill track.
Wauseon.....	Signal Line..... D. T. & I. wye.
Stryker.....	Signal Line..... Team track.
Bryan.....	Signal Line..... Holabird track.
Bryan.....	Signal Line..... Elevator track.
1.13 miles west of Bryan.....	Overhead Bridge No. 7.1 and 2.
3.19 miles west of Bryan.....	Overhead Bridge No. 6.1 and 2.
1.11 miles west of Melbern.....	Overhead Bridge No. 5½..... 1 and 2.
Waterloo.....	Signal Line..... Elevator track.
Corunna.....	Overhead Bridge No. 5. All tracks.
5.00 miles west of Kendallville.....	Overhead Bridge No. 3. All tracks.
Brimfield.....	Overhead Bridge No. 2. All tracks.
1.00 miles east of Ligonier.....	Overhead Bridge No. 1. All tracks.
Millersburg.....	Wabash R. R. over- head Bridge No. 18½. All tracks.
Millersburg.....	Overhead highway bridge No. ½..... All tracks.
Goshen.....	Overhead footbridge on Goshen Lateral..... All tracks.
Goshen.....	Signal Bridge..... All tracks.
Goshen approxi- mately 150 feet south of.....	Signal Line..... Indiana Div. Main track.

Norwalk Subdivision

East of Fremont Ohio.....	Highway overhead Bridge No. 60..... Single.
West of Oberlin.....	Nickel Plate Overhead Bridge No. 158½..... Single.

Old Road Subdivision

Riga.....	Signal Line..... Elevator track.
0.50 miles west of Blissfield.....	Overhead Bridge No. 184..... Single.
3.00 miles west of Lenawee Jct.....	Overhead Bridge No. 171..... Single.
Adrian.....	Overhead Bridge No. 169..... All tracks.
Hillsdale.....	Signal Line..... Hillsdale Steel Pro- ducts Co. track.
Coldwater.....	Signal Line..... Mill track.
Coldwater.....	Signal Line..... Gas Co. track.
Coldwater.....	Signal Line..... Kraut Co. track.
0.50 miles west of Batavia.....	Overhead Bridge No. 42½..... Single.

Jackson Subdivision

Manchester.....	Signal Line..... Mich. Div. Main track.
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Morenci Subdivision

2.00 miles west of Grosvenor.....	Bridge No. 60..... Single.
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G. & M. Subdivision

1.00 miles south of Middlebury.....	Overhead Bridge No. 26½..... Single.
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Fort Wayne Subdivision:

0.70 miles south of Angola.....	Overhead Bridge No. 113..... Single
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Western Division

Main Line	
Elkhart.....	Wires..... Storehouse Track
Elkhart.....	Wires..... Calvert Coal Co. Track
Elkhart.....	Wires..... Main Tracks Middlebury St.
Osceola.....	Wires..... Coal Track
Mishawaka.....	Wires..... Texaco Oil Co. Tracks
Mishawaka.....	Wires..... Clarks Laundry Tracks
Mishawaka.....	Wires..... Am. Fdry. & Eg. Track
Mishawaka.....	Wires..... Bendix Aviation Corp. Track
Terre Coupee. Trolley Wires.....	C.S.S. & S.B.R.R. Receiving and Delivery Track
LaPorte.....	Wires..... Coleman Mfg. Co. Track
LaPorte.....	Wires..... South Wye Track
LaPorte.....	Wires..... Allis Chalmers Co. Track
LaPorte.....	Wires..... Athletic Shoe Co. Track
LaPorte.....	Wires..... Lande Scrap Iron Track
LaPorte.....	Wires..... Saw Mill Track
LaPorte.....	Wires..... Metal Door & Trim Track
LaPorte.....	Wires..... Cal-Dak Mfg. Co. Track
Chesterton.....	Wires..... Ameling Coal Track
PO.....	Wires..... Wye Track
Gary.....	Wires..... Old Wholesale Grocery Lead Track
NE.....	E.J. & E. Bridge 9... 4-2-1 and Westward Siding
HC.....	Draw Bridge 8½... 2-1-3

Kankakee Subdivision

Walkerton.....	Wires..... NKP Wye Track
Walkerton.....	Wires..... B&O Wye Track
Knox.....	Wires..... Elevator Tracks
North Judson.....	Wires..... C&O Wye Tracks
San Pierre.....	Wires..... Elevator Tracks
Momence.....	Wires..... Gaines Plant Tracks
Kankakee.....	Wires..... East Bradley Branch
Illinois River. Draw Bridge 187.11.	Main Track
Howe.....	Highway Bridge 188.18..... All tracks

Danville Subdivision

Kentland.....	Wires..... P.R.R. Wye Track
KN.....	Wires..... Main Tracks of Interlocker
Sheff.....	Wires..... West Wye Track
Campbell.....	C.M.St.P. & P. Bridge 123.47..... Main Tracks
Danville North.....	C.&E.I.R.R. Bridge 126.49..... Main Tracks
Danville North.....	Highway Bridge 127.54..... Main Tracks

Porter Kensington Subdivision

Willow Creek. Wires, Eastward.....	Sand pit spur from main track
Willow Creek. Wires, Interlocking. MC-B & O Transfer track	
East Gary.....	Wires, Westward... Spur from main track
Gary.....	Wires, Eastward... Yard tracks
Gary.....	Wires, Westward... Spur from main track
Gary.....	Wires, Westward... At Grant St. Spur from main track
Gary.....	Wires, Westward... Near Signal 2571 Spur from main track
Hammond.....	Wires, Westward... Yard track
Hammond.....	Wires, Westward... At signal bridge, Yard track
Kensington.....	Wires, Eastward... South Shore transfer track and connecting track

Joliet Subdivision

South Gard.....	Wires, Eastward... At. Georgia St. Spur from main track
South Gary.....	Wires, Interlocking. Main track
Liverpool.....	Wires, Interlocking. Main track
Griffith.....	Wires, Interlocking. Main track

LAKE DIVISION		TOLEDO DIVISION		WESTERN DIVISION	
Acting Division Superintendent R. C. Marquis		Division Superintendent C. F. Grimes		Division Superintendent T. E. Reynolds	
Transportation Superintendent G. C. Ellert		Transportation Superintendent J. C. Houston		Acting Transportation Superintendent R. W. Lang	
Assistant Transportation Superintendents J. A. Zinck H. N. Curtiss R. J. Ulrich—Labor Relations		Assistant Transportation Superintendents A. J. Wayne—Toledo Terminal E. H. Schnell—Road E. R. McGowin—Labor Relations		Terminal Superintendent J. N. Page	
Trainmasters P. J. Burkart H. W. Dixon J. J. Hoenes R. C. Madsen T. V. Mangan T. E. Murphy E. M. Platz J. R. Stledger G. S. Wieland		Trainmasters R. W. Fuller P. R. Hindmarsh J. E. Martin J. C. Perry T. J. Prendergast R. A. Ohle Jr.		Assistant Transportation Superintendents L. E. Walsh M. M. Bell—Labor Relations	
Assistant Trainmaster C. C. Felger		Rules Examiner F. G. Stoltz		Trainmasters R. J. Grimes C. F. Larson J. R. Stuart J. W. Walsh V. B. Wayne	
Rules Examiner A. B. Vajda		Road Foremen R. W. Stonecypher W. L. Farnsworth B. J. Bick		Rules Examiner R. M. Strickland	
Road Foremen C. E. Johnson V. E. Dorsey		Chief Train Dispatcher C. H. Fritz		Division Road Foreman R. E. Nichols	
Chief Train Dispatcher W. F. Cross		Assistant Chief Train Dispatchers W. N. Clark R. L. Lowman J. A. Kerins		Road Foreman C. R. Hoffman	
Assistant Chief Train Dispatchers Cleveland Office C. R. Bachman R. L. Miller J. G. Kavanaugh A. G. Black		Train Dispatchers D. J. Pease S. C. Kantor H. J. McMahon L. T. Lehaney J. H. Bense H. G. Lander A. J. Noble L. C. Tucker D. H. Egan L. F. Goodeman R. C. Duncan W. H. Delventhal B. P. Thompson G. R. Bowsher R. Root		Chief Train Dispatcher N. K. Cain	
Erie Office G. L. Heath F. H. McCurdy W. A. Hillstrom J. J. Hoenes Jr.		Assistant Chief Train Dispatchers W. N. Clark R. L. Lowman J. A. Kerins		Assistant Chief Train Dispatchers J. H. Nugent W. R. Sabin W. D. Cutsinger	
Train Dispatchers Cleveland Office A. R. Johnson J. E. Devine J. E. Coleman C. J. Gallagher W. E. Deeley R. D. Gandee W. F. Broa J. A. Luthringer R. D. Ferguson A. R. McAllister W. L. Ohlrich		Train Dispatchers D. J. Pease S. C. Kantor H. J. McMahon L. T. Lehaney J. H. Bense H. G. Lander A. J. Noble L. C. Tucker D. H. Egan L. F. Goodeman R. C. Duncan W. H. Delventhal B. P. Thompson G. R. Bowsher R. Root		Train Dispatchers B. A. Stack C. A. Hoffman R. M. Strickland G. P. Kasamis B. Cain J. H. Phelps J. A. Landgraf D. L. Kernan E. E. Keck J. E. Winterfeldt C. J. Markey R. L. Reoh R. N. Nickerson R. P. Thompson H. S. Bernatski J. W. Sheeler W. L. Bremer	
Train Dispatchers Erie Office H. B. Klang W. J. Nicholson D. J. Kurtis C. J. Weber F. W. Mascaro, Jr. E. O. Hass G. R. Morrow L. Albert T. J. Siegel V. J. Ruth D. W. Kennedy R. P. Rose W. L. Harmon		Division Engineer R. J. Hardenbergh		Division Engineer C. L. Nolan	
Division Engineer R. W. Orr		Assistant Division Engineer R. L. Teeter		Assistant Division Engineer C. L. Nolan	
Assistant Division Engineer W. W. Kerr		Master Mechanic F. H. McHenry		Master Mechanic R. S. Ash	
Master Mechanic J. J. Larson		Assistant Master Mechanic J. J. Keating		Assistant Master Mechanic W. E. Anderson (Car)	
Youngstown W. P. French, Terminal Trainmaster					

BUFFALO TO TOLEDO — ABS														
WESTWARD — FIRST CLASS													CONTINUED ON PAGE 30	
	Miles from Buffalo	STATIONS	25	279	57	627	629	321	75	117	1007	21	59	625
			Century-Commodore	See Note Buffalo Pitts- burgh Express	See Note Cleveland Limited	Erie	Erie	The Mid-western	The Cleveland Mercury	B. & O.	Nickel Plate	See Note The North Star	See Note The Chicagoan	Erie
			Daily	Daily	Daily Except Sunday	Sun. and Holidays Only	Daily Ex. Sun. and Hols.	Daily	Daily	Daily	Daily	Sunday Only	Daily	Daily
LEAVE			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
Lake Division		Buffalo.....	12.30	1.21	3.36							5.10	6.53	
	7.95	BV.....	12.45	1.36	3.51							5.25	7.08	
	40.25	Dunkirk.....										S 6.00		
	57.45	Westfield.....										S 6.23	C 7.51	
	72.95	North East.....												
TCS		HC.....												
	79.00	Erie.....	1.45	S 2.45	S 4.56							S 7.00	S 8.18	
	86.89	DJ.....												
	89.74	GJ.....												
	103.56	Conneaut.....										S 7.30	C 8.44	
TCS		Ashtabula.....	2.17	S 3.33	5.30							S 7.55	8.54	
	137.07	Geneva.....										S 8.10	C 9.06	
	153.18	Painesville.....										S 8.35		
	171.38	BR.....	2.53	4.25	6.15							9.05	9.57	
	174.66	QD.....	3.06		6.20							9.10	10.02	
MBS		East Cleveland.....			B 6.25							B 9.15	S10.07	
	180.50	East 26th St.....												
	181.75	Double Track.....												
	181.75	C. & P. Crossing.....	3.21											
		DB.....				A.M.	A.M.			A.M.				A.M.
	182.65	East 34th St.....				6.41	6.46			7.50	7.53			10.46
	182.99	Broadway.....												
	183.24	East 9th St.....												
	184.24	Cleveland.....		4.55	6.45	6.45	6.50			8.00	8.00	9.35	10.27	10.50
		Union Terminal		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.		A.M.		A.M.
MBS		Cleveland.....						7.05	7.15		8.15		10.45	
	184.24	Union Terminal									8.20			
	185.59	West 25th St.....												
	190.24	Linndale.....						S 7.15	S 7.25				S10.55	
	192.15	Short Line Jct.....						7.23	7.34		A.M.		11.03	
Toledo Division	193.91	BE.....	3.40					7.29	7.40				11.09	
	206.52	Elyria.....							S 7.55					
	207.89	Elyria Jct.....	3.53						7.58				11.24	
	220.93	Vermilion.....												
	241.57	Sandusky.....							S 8.25				S11.50	
	242.77	Bay Jct.....	4.19										11.58	
	254.45	Port Clinton.....											S12.06	
	280.73	Millbury Jct.....	4.51						9.08				12.35	
	285.36	Vickers.....	4.56						9.13				12.40	
	288.34	Toledo.....	5.03						9.20				12.47	
ARRIVE			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.
Time shown at Buffalo for information only.														
No. 279 will not carry passengers between Ashtabula and Cleveland.														
B—Nos. 57 and 21 will stop at East Cleveland to discharge revenue passengers.														
C—No. 59 will stop on signal at Westfield, Conneaut and Geneva to discharge revenue passengers from Buffalo and East.														

BUFFALO TO TOLEDO — ABS

CONTINUED FROM PAGE 29

WESTWARD — FIRST CLASS

CONTINUED ON PAGE 31

			35	323	3	313	43	51	1009	623	315	209	235	1005
		Miles from Buffalo			See Notes		See Note	See Note					See Note	
		STATIONS	The Iroquois	Cleveland Cincinnati Special	Mail	Indianapolis Special	South Shore	Empire State Express	Nickel Plate	Erie	The Gateway	Mail	Mail and Express	Nickel Plate
			Daily	Daily	Daily Ex. Sun. and Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Mon.	Daily
		LEAVE	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Lake Division		Buffalo.....	8.01		11.10		1.06	4.36					6.15	
	7.95	BV.....	8.16		11.25		1.21	4.51					6.33	
TCS	40.25	Dunkirk.....	S 8.45				S 1.50	S 5.18					S 7.28	
	57.45	Westfield.....	S 9.05				S 2.10	S 5.37					S 7.53	
	72.95	North East.....					C 2.22							
TCS	79.00	HC.....												
	86.89	Erie.....	S 9.35		12.30		S 2.40	S 6.07					S 8.38	
	89.74	DJ.....												
	103.56	GJ.....												
TCS	114.45	Conneaut.....					S 3.08							
	127.70	Ashtabula.....	S 10.15		1.04		S 3.27	S 6.50					S 9.35	
	137.07	Geneva.....												
TCS	153.18	Painesville.....	S 10.45				S 3.55	S 7.15					S 10.30	
	171.38	BR.....	11.10		1.47		4.25	7.47					10.59	
	174.66	QD.....	11.15		1.52		4.35	8.00					11.05	
MBS	177.26	East Cleveland.....	S 11.25				S 4.40	B 8.05						
	180.50	East 26th St.....			{ 2.10 2.40								11.30	
	181.75	Double Track.....												
	181.75	C. & P. Crossing.....			2.50								P.M.	
														P.M.
	182.26	DB.....								P.M.				
	182.65	East 34th St.....												10.25
	182.99	Broadway.....								8.01				
	183.24	East 9th St.....												
	184.24	Cleveland.....	11.42				4.55	8.25		8.05				10.35
MBS		Union Terminal		A.M.		P.M.		P.M.	P.M.	P.M.	P.M.	P.M.		
	184.24	Cleveland.....	12.10	11.15		12.20	5.30		6.00		9.15	9.30		10.59
	185.59	West 25th St.....							6.05					11.03
	190.24	Linndale.....		S 11.25										
	192.15	Short Line Jct.....	12.29	11.33		12.38	5.49		P.M.		9.33	9.49		P.M.
	193.91	BE.....	12.35	11.39	3.15	12.44	5.55				9.39	9.55		
Toledo Division	206.52	Elyria.....					S 6.10					S 10.15		
	207.89	Elyria Jct.....	12.48		3.30		6.13					10.18		
	220.93	Vermilion.....												
	241.57	Sandusky.....					S 6.45					S 10.50		
	242.77	Bay Jct.....	1.12		4.00		6.48					10.53		
	254.45	Port Clinton.....					S 7.02							
	280.73	Millbury Jct.....	1.48		4.33		7.28					11.33		
	285.36	Vickers.....	1.53		4.38		7.33					11.38		
288.34	Toledo.....	2.00		4.45		7.40					11.45			
		ARRIVE	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

Time shown at Buffalo for information only.

Nos. 3 and 235 will not carry passengers.

No. 3 will not operate September 8, 1959.

B—No. 51 will stop on signal at East Cleveland to discharge revenue passengers.

C—No. 43 will stop at North East on signal to discharge or receive revenue passengers.

BUFFALO TO TOLEDO — ABS

CONTINUED FROM PAGE 30

WESTWARD — FIRST CLASS

	Miles from Buffalo	STATIONS	327	289	15	341	27							
			Night Special	The Forest City	Ohio State Limited	The Knicker- bocker	New England States							
			Daily	Daily	Daily	Daily	Daily							
		LEAVE	P.M.	P.M.	P.M.	A.M.	P.M.							
Lake Division		Buffalo.....			10.55		11.44							
	7.95	BV.....			11.10		11.59							
	40.25	Dunkirk.....			11.35									
	57.45	Westfield.....			11.54									
	72.95	North East.....												
TCS														
	79.00	HC.....												
	86.89	Erie.....			12.28		12.59							
	89.74	DJ.....												
	103.56	GJ.....												
TCS	114.45	Conneaut.....												
	127.70	Ashtabula.....			12.55		1.31							
	137.07	Geneva.....												
	153.18	Painesville.....												
	171.38	BR.....			1.39		2.12							
MBS	174.66	QD.....			1.44		2.23							
	177.26	East Cleveland.....												
	180.50	East 26th St.....												
	181.75	Double Track.....												
	181.75	C. & P. Crossing.....					2.38							
	182.26	DB.....												
	182.65	East 34th St.....												
	182.99	Broadway.....												
	183.24	East 9th St.....												
	184.24	Cleveland..... <i>Union Terminal</i>			2.01									
			P.M.	P.M.		A.M.								
	184.24	Cleveland..... <i>Union Terminal</i>	11.00	11.30	2.45	2.31								
	185.59	West 25th St.....												
	190.24	Linndale.....												
	192.15	Short Line Jct.....	11.18	11.49	3.03	2.49								
193.91	BE.....	11.24	11.55	3.09	2.55	2.57								
Toledo Division	206.52	Elyria.....		12.10										
	207.89	Elyria Jct.....		12.13			3.10							
	220.93	Vermilion.....												
	241.57	Sandusky.....		12.45										
	242.77	Bay Jct.....		12.48			3.36							
	254.45	Port Clinton.....												
	280.73	Millbury Jct.....		1.28			4.08							
	285.36	Vickers.....		1.33			4.13							
	288.34	Toledo.....		1.40			4.20							
		ARRIVE	P.M.	A.M.	A.M.	A.M.	A.M.							

Time shown at Buffalo for information only.

TOLEDO TO CHICAGO — ABS

WESTWARD — FIRST CLASS

CONTINUED ON PAGE 33

	Miles from Buffalo	STATIONS	807	369	209	289	205	215	105	241	27	25	39	809
			See Notes	See Note	See Note	See Note	See Note	See Note	See Note	See Note	See Note	See Note	See Note	See Note
			C. & O. R. R.	Motor City Special	Mail	The Forest City	G.T.W. R.R.	G.T.W. R.R.	Nickel Plate	Accommodation	New England States	Century-Commodore	North Shore Limited	C. & O. R.R.
			Daily Except Monday	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sat. and Sun.	Daily	Daily	Daily	Daily Except Sunday
		LEAVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
Toledo Division	288.34	Toledo			12.15	2.00					4.25	5.08		
	292.05	Nasby			12.22	2.10					4.32	5.13		
	320.24	Wauseon												
	320.47	34			12.47	2.40					4.54	5.37		
	328.75	Archbold												
TCS	341.92	Bryan												
	342.53	39			1.05	3.00					5.12	5.55		
	352.23	Edgerton												
	352.64	40												
	359.09	Butler									H 5.31			
Western Division	367.01	Waterloo												
	379.72	Kendallville			S 1.40	3.32					5.43	6.24		
	390.88	Wawaka												
	396.26	Ligonier												
	403.32	Millersburg												
Western Division	411.50	Goshen				S 4.05								
	421.45	B			2.34	4.24					6.19	6.58		
	421.61	Elkhart			2.35	4.25					6.20	6.59		
		Elkhart			1.50	3.30				4.40	5.25	6.04		
	426.43	WG			2.00	3.40				4.48	5.35	6.14		
Western Division	432.72	Mishawaka				E 3.50	A.M.	A.M.		S 4.52				
	435.84	High Street					4.04	5.26						
	436.70	South Bend			S 2.40	S 4.00	S 4.14	S 5.31		S 4.59	H 5.46	I 6.25		
	436.89	HF					4.16	5.32						
	437.29	Arnold Street												
Western Division	462.39	WR			3.05	4.30	A.M.	A.M.		5.23	6.10	6.49		
	463.41	La Porte			S 3.15	S 4.35				S 5.25	H 6.12			
	463.76	JD												
	469.82	FS												
	481.08	Chesterton			C 3.45	S 4.55				S 5.45				
Western Division	481.99	Porter	A.M.	A.M.						S 5.47			A.M.	A.M.
	482.18	PO	3.08	3.40	3.50	4.58				5.50	6.28	7.06	7.13	9.22
	486.27	FN												
	496.03	Gary		B 3.52	S 4.10	S 5.10				S 6.01	H 6.40	I 7.16	G 7.25	9.42
	500.09	NE	3.28											
Western Division	502.82	Indiana Harbor	A.M.			S 5.20				S 6.10				A.M.
	503.19	HC		4.03	4.20	5.21				6.13	6.50	7.23	7.33	
	503.54	Mahoning				S 5.25								
	505.38	Whiting				S 5.32				S 6.16				
	505.74	MS												
Western Division	508.98	East Side				S 5.38				S 6.23				
	509.46	CR												
	510.35	South Chicago				S 5.45				S 6.27				
	513.89	JN		4.20	4.40	5.55			6.15	6.35	7.01	7.38	7.45	
	515.52	Englewood		D 4.25	C 4.45	S 6.00			D 6.20	S 6.40	D 7.10	D 7.45	7.50	
Western Division	522.17	Chicago		4.40	5.00	6.15			6.35	6.55	7.25	8.00	8.10	
		ARRIVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.

Time shown at Chicago for information only.

No. 241 will not operate September 7, 1959.

B—No. 369 will stop at Gary on signal to discharge revenue passengers from Niles and East. Will also stop at Gary daily except Sunday and Monday to discharge express.

C—No. 209 will stop at Chesterton for U.S. Mail, and at Englewood for U.S. Mail and to discharge passengers.

D—Nos. 369, 105, 27 and 25 will stop at Englewood to discharge passengers.

E—No. 289 will stop at Mishawaka on signal to discharge revenue passengers.

from Toledo and beyond. Will stop at New Carlisle and Rolling Prairie Saturdays to discharge U. S. mail.

G—No. 39 will stop at Gary on signal to discharge revenue passengers from stations east of Detroit.

H—No. 27 will stop at Waterloo daily, except Sunday and Monday, to discharge U. S. Mail and daily on signal to discharge revenue passengers from Buffalo and east; will stop at South Bend, LaPorte and Gary on signal to discharge revenue passengers.

I—No. 25 will stop at South Bend and Gary on signal to discharge revenue passengers.

TOLEDO TO CHICAGO — ABS

WESTWARD — FIRST CLASS

CONTINUED FROM PAGE 32

CONTINUED ON PAGE 34

	Miles from Buffalo	STATIONS	17	201	107	59	355	35	13	217	3	813	357	243
			See Notes	See Notes	See Note	See Notes	See Note	See Note	See Notes	See Notes	See Notes	See Notes	See Notes	See Notes
			The Wolverine	Chicago	Nickel Plate	The Chicagoan	The Michigan	The Iroquois	Express	G.T.W. R.R.	Mail	C. & O. R. R.	The Twilight Limited	South Shore
			Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Monday	Daily	Daily Except Sun. and Mon.	Suns. and Holidays Only	Daily	Sunday and Mon. Only
		LEAVE	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Toledo Division	288.34	Toledo		9.50		12.57		2.10			4.55			8.00
	292.05	Nasby		9.57		1.04		2.17			5.02			8.07
	320.24	Wauseon												
	320.47	34		10.20		1.26		2.40			5.25			8.32
	328.75	Archbold												
TCS	341.92	Bryan		S 10.37		E 1.43								S 8.55
	342.53	39		10.38		1.44		2.58			5.43			8.56
	352.23	Edgerton												
	352.64	40												
	359.09	Butler												
Western Division	367.01	Waterloo		S 11.02		E 2.04								S 9.24
	379.72	Kendallville		S 11.17		2.16		S 3.30			6.13			S 9.43
	390.88	Wawaka												S 10.03
	396.26	Ligonier												S 10.03
	403.32	Millersburg												S 10.23
Western Division	411.50	Goshen												S 10.23
	421.45	B		12.04		2.56		4.14			6.54			10.44
	421.61	Elkhart		12.05		2.57		4.15			6.55			10.45
		Elkhart		11.15		2.02		3.20			6.00			10.00
	426.43	WG		11.25		2.11		3.30			6.10			10.10
Western Division	432.72	Mishawaka		S 11.32						P.M.				S 10.15
	435.84	High Street								5.48				
	436.70	South Bend		S 11.47		S 2.21		S 3.45		S 5.57				S 10.30
	436.89	HF									6.20			
	437.29	Arnold Street								5.58				
Western Division	462.39	WR		12.09		2.45		4.10		P.M.	6.40			10.56
	463.41	La Porte		S 12.14		S 2.48								S 11.01
	463.76	JD												
	469.82	FS												
	481.08	Chesterton												
Western Division	481.99	Porter	A.M.				P.M.		P.M.			P.M.	P.M.	
	482.18	PO	11.35	12.32		3.06	3.30	4.25	5.31		7.05	8.19	8.38	11.18
	486.27	FN												
	496.03	Gary	B 11.47	C 12.46		S 3.17							G 8.50	
	500.09	NE										8.40		
Western Division	502.82	Indiana Harbor									P.M.			
	503.19	HC	11.55	12.53		3.25	3.50	4.43	5.51		7.25		9.03	11.38
	503.54	Mahoning												
	505.38	Whiting												
	505.74	MS												
Western Division	508.98	East Side												
	509.46	CR			P.M.									
	510.35	South Chicago												
	513.89	JN	12.07	1.05	2.20	3.45	4.05	4.55	6.05		7.35		9.15	11.50
	515.52	Englewood	D 12.15	D 1.10	D 2.25	D 3.50	D 4.10	5.00	6.15		7.40		D 9.20	11.55
Western Division	522.17	Chicago	12.30	1.25	2.40	4.05	4.25	5.15			7.55		9.35	12.10
		ARRIVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M. 1st St.	P.M.	P.M.	A.M.

Time shown at Chicago for information only.

Nos. 13 and 3 will not carry passengers.

No. 13 will not operate May 31, July 5 and September 8, 1959.

No. 3 will not operate September 8, 1959.

B—No. 17 will stop at Gary on signal to discharge revenue passengers from Niles and beyond.

C—No. 201 will stop at Gary on signal to discharge revenue passengers.

D—Nos. 17, 201, 107, 59, 355, and 357 will stop at Englewood to discharge passengers.

E—No. 59 will stop at Bryan on signal to receive revenue passengers and at Waterloo on signal to discharge revenue passengers.

G—No. 357 will stop on signal at Gary to discharge revenue passengers from Niles and beyond.

WESTWARD — FIRST CLASS

	Miles from Buffalo	STATIONS	43																
			South Shore																
				Daily Ex. Sun. and Mon.															
				LEAVE	P.M.														
Toledo Division	288.34	Toledo.....	8.00																
	292.05	Nasby.....	8.07																
	320.24	Wauseon.....																	
	320.47	34.....	8.32																
	328.75	Archbold.....																	
TCS	341.92	Bryan.....	s 8.56																
	342.53	39.....	8.57																
	352.23	Edgerton.....																	
	352.64	40.....																	
	359.09	Butler.....																	
	367.01	Waterloo.....	s 9.29																
	379.72	Kendallville.....	s 9.48																
	390.88	Wawaka.....																	
	396.26	Ligonier.....	s10.08																
	403.32	Millersburg.....																	
411.50	Goshen.....	s10.28																	
Western Division	421.45	B.....	10.54																
	421.61	Elkhart.....	10.55																
		Elkhart.....	10.10																
	426.43	WG.....	10.20																
	432.72	Mishawaka.....	s10.27																
	435.84	High Street.....																	
	436.70	South Bend.....	s10.45																
	436.89	HF.....																	
	437.29	Arnold Street.....																	
	462.39	WR.....	11.10																
	463.41	La Porte.....	s11.25																
	463.76	JD.....																	
	469.82	FS.....																	
	481.08	Chesterton.....																	
	481.99	Porter.....																	
	482.18	PO.....	11.50																
	486.27	FN.....																	
	496.03	Gary.....																	
	500.09	NE.....																	
	502.82	Indiana Harbor.....																	
	503.19	HC.....	12.13																
	503.54	Mahoning.....																	
	505.38	Whiting.....																	
	505.74	MS.....																	
	508.98	East Side.....																	
	509.46	CR.....																	
	510.35	South Chicago.....																	
	513.89	JN.....	12.25																
	515.52	Englewood.....	12.30																
	522.17	Chicago.....	12.45																
		ARRIVE	A.M.																

Time shown at Chicago for information only.

No. 14 will not carry passengers.

B—Nos. 222 and 234 will stop at LaPorte and South Bend on signal to discharge passengers from Chicago and to receive revenue passengers for Toledo and beyond.

C—No. 44 will stop at Englewood to receive passengers, also at Gary on signal to receive revenue passengers for Niles and beyond.

D—No. 6 will stop at Englewood to receive passengers, also at Kendallville and Waterloo on signal to discharge revenue passengers from Chicago or to receive revenue passengers for Toledo and beyond. Will make regular stop Saturday and Sunday at Waterloo.

E—No. 6 will stop at Bryan on signal to discharge or receive revenue passengers.

G—Nos. 368, 8 and 28 will stop at Englewood to receive passengers.

H—No. 28 will stop at Gary on signal to receive revenue passengers for Toledo and beyond.

CONTINUED ON PAGE 36

	Miles from Chicago	STATIONS	368	810	206	222	234	44	14	108	220	6	8	28
			See Note			See Note	See Note	See Note	See Note			See Notes	See Note	See Notes
			Motor City Special	C. & O. R. R.	G.T.W. R.R.	Mail	Mail	New York Special	Mail	Nickel Plate	G.T.W. R.R.	Fifth Avenue Cleveland Limited	The Wolverine	New England States
			Daily	Daily Except Sunday	Daily	Daily Except Sunday	Sunday Only	Daily	Daily	Daily	Daily	Daily	Daily	Daily
LEAVE			A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	
Western Division		Chicago	12.01			12.10	1.20	9.00	9.30	10.20		11.35	1.00	2.00
	6.65	Englewood	12.15					9.14		10.34		11.49	1.14	2.14
	8.28	JN	12.19			12.29	1.37	9.18	9.47	10.38		11.53	1.18	2.17
	11.82	South Chicago												
	12.71	CR								A.M.				
	13.19	East Side												
	16.43	MS												
	16.79	Whiting												
	18.63	Mahoning												
	18.98	HC	12.30			12.39	1.48	9.30	9.56			12.01	1.28	2.27
	19.35	Indiana Harbor		A.M.										
	22.08	NE		12.20										
	26.14	Gary	12.37					9.35				12.11		2.34
	35.90	FN												
	39.99	PO	12.55	12.38		1.00	2.04	9.55	10.11			12.26	1.48	2.47
	40.18	Porter	A.M.	A.M.				A.M.					P.M.	
	41.09	Chesterton												
	52.35	FS												
	58.41	JD												
	58.76	La Porte				B 1.23	B 2.26					12.44		3.05
	59.78	WR			A.M.	1.26	2.29		10.27		A.M.	12.46		3.08
	84.88	Arnold Street		12.41							11.47			
	85.28	HF							10.44					
	85.47	South Bend			12.48	B 1.56	B 3.00				11.52	1.10		3.30
86.33	High Street		12.50							11.54				
89.45	Mishawaka			A.M.						A.M.				
95.74	WG				2.07	3.15		11.05			1.25		3.45	
100.56	Elkhart				2.20	3.30		11.15			1.40		3.55	
	Elkhart				3.50	5.00		12.20			2.45		5.00	
100.72	B				3.53	5.03		12.23			2.48		5.03	
Toledo Division	110.67	Goshen				S 4.05	S 5.15							
	118.85	Millersburg												
	125.91	Ligonier				S 4.23	S 5.33							
	131.29	Wawaka												
	142.45	Kendallville				S 4.45	S 5.55		12.56			D 3.23		5.35
	155.16	Waterloo										D 3.36		5.46
	163.08	Butler												
	169.53	40												
	169.94	Edgerton												
	179.64	39				5.20	6.30		1.28			3.56		6.06
	180.25	Bryan				S 5.25	S 6.35					E 3.58		
	TCS	193.42	Archbold											
201.70		34				5.43	6.53		1.45			4.19		6.24
201.93		Wauseon												
230.12		Nasby				6.12	7.22		2.13			4.43		6.48
233.83		Toledo				6.20	7.30		2.20			4.50		6.55
		ARRIVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.

Time shown at Chicago for information only.

No. 14 will not carry passengers.

B—Nos. 222 and 234 will stop at LaPorte and South Bend on signal to discharge passengers from Chicago and to receive revenue passengers for Toledo and beyond.

C—No. 44 will stop at Englewood to receive passengers, also at Gary on signal to receive revenue passengers for Niles and beyond.

D—No. 6 will stop at Englewood to receive passengers, also at Kendallville and Waterloo on signal to discharge revenue passengers from Chicago or to receive revenue passengers for Toledo and beyond. Will make regular stop Saturday and Sunday at Waterloo.

E—No. 6 will stop at Bryan on signal to discharge or receive revenue passengers.

G—Nos. 368, 8 and 28 will stop at Englewood to receive passengers.

H—No. 28 will stop at Gary on signal to receive revenue passengers for Toledo and beyond.

CHICAGO TO TOLEDO — ABS

CONTINUED FROM PAGE 35

EASTWARD — FIRST CLASS

CONTINUED ON PAGE 37

Miles from Chicago	STATIONS	26	356	232	2	808	210	4	358	214	90	106	370
		See Notes	See Note		See Notes		See Note	See Note	See Note		See Note		See Note
		Century-Com-modore	The Twilight Limited	Mail and Express	The Pace-maker	C. & O. R.R.	Accom-modation	Mail and Express	Canadian Niagara	G.T.W. R.R.	The Chicagoan	Nickel Plate	Express and Mail
		Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Ex. Sat. & Sunday	Daily	Daily	Daily	Daily	Daily	Daily
	LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Western Division	Chicago.....	3.30	3.45	3.47	4.00		4.35	5.45	7.50		9.45	10.30	11.00
	Englewood.....	D 3.44	B 3.59	S 4.01	D 4.14		S 4.49		E 8.04		G 9.59	S 10.44	
	JN.....	3.48	4.03	4.04	4.18		4.52	6.05	8.08		10.03	10.48	11.17
	South Chicago.....			S 4.09			S 4.58					P.M.	
	CR.....												
	East Side.....			S 4.13			S 5.02						
	MS.....												
	Whiting.....			S 4.19			S 5.08						
	Mahoning.....			S 4.23									
	HC.....	3.57	4.12	4.24	4.28		5.11	6.15	8.20		10.13		11.27
TCS	Indiana Harbor.....			S 4.27									
	NE.....			4.31		5.02							
	Gary.....	C 4.02	B 4.18	S 4.43	H 4.30		S 5.20		E 8.27		S 10.20		
	FN.....												
	PO.....	4.15	4.36	4.55	4.44	5.22	5.35	6.35	8.45		10.31		11.50
	Porter.....		P.M.	S 4.56		P.M.			P.M.				P.M.
	Chesterton.....			S 4.58			S 5.38				G 10.33		
	FS.....												
	JD.....			5.20							S 10.54		
	La Porte.....			S 5.25			S 6.00			P.M.			
Toledo Division	WR.....	4.31		5.27	5.00		6.03	6.55		9.59	10.57		
	Arnold Street.....												
	HF.....							7.15					
	South Bend.....	C 4.53		S 6.05	S 5.24		S 6.25			S 10.05	S 11.20		
	High Street.....									10.07			
	Mishawaka.....			S 6.15			S 6.33			P.M.			
	WG.....	5.12		6.25	5.37		6.38	7.30			11.40		
	Elkhart.....	5.20		6.40	5.47		6.50	7.40			11.50		
	Elkhart.....	6.25			6.52			9.10			1.05		
	B.....	6.28		Ar.	6.55		Ar.	9.13			1.08		
TCS	Goshen.....												
	Millersburg.....												
	Ligonier.....												
	Wawaka.....												
	Kendallville.....	6.59			7.27			9.46			1.40		
	Waterloo.....				S 7.38								
	Butler.....												
	40.....												
	Edgerton.....												
	39.....	7.26			7.59			10.18			2.12		
TCS	Bryan.....				S 8.00								
	Archbold.....												
	34.....	7.43			8.22			10.35			2.25		
	Wauseon.....												
	Nasby.....	8.06			8.47			11.01			2.53		
	Toledo.....	8.13			8.55			11.10			3.00		
	ARRIVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.

Time shown at Chicago for information only.

No. 210 will not operate September 7, 1959.

Nos. 4 and 370 will not carry passengers.

B—No. 356 will stop at Englewood to receive passengers also at Gary on signal to receive revenue passengers for Niles and beyond.

C—No. 26 will stop at Gary and South Bend on signal to receive revenue passengers for Albany and beyond.

D—Nos. 26 and 2 will stop at Englewood to receive passengers.

E—No. 358 will stop at Englewood to receive passengers also at Gary for U. S. Mail, daily except Sunday, and daily to receive revenue passengers for Niles and beyond.

G—No. 90 will stop at Englewood to receive passengers also at Chesterton on signal to discharge revenue passengers.

H—No. 2 will stop at Gary on signal to receive revenue passengers for Toledo and beyond.

TOLEDO TO BUFFALO — ABS

EASTWARD — FIRST CLASS

CONTINUED ON PAGE 38

Miles from Chicago	STATIONS	314	90	306	1006	624	328	1010	222	234	52	56	316
		See Notes	See Note				See Note						
		Indian-apolis Special	The Chicagoan	Night Special	Nickel Plate	Erie	Eastern Mail	Nickel Plate	Mail	Mail	The Easterner	The Easterner	Cleveland Special
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Sunday Only	Daily Except Sunday	Sunday Only	Daily
	LEAVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.
Toledo Division	Toledo.....		3.15						6.50	8.00			
	Vickers.....		3.22						6.58	8.08			
	Millbury Jct.....		3.27						7.03	8.13			
	Port Clinton.....		B 3.47						S 7.35	S 8.40			
	Bay Jct.....		3.59						7.55	8.52			
	Sandusky.....		C 4.02						S 8.05	S 9.00			
	Vermilion.....												
	Elyria Jct.....		4.32						8.54	9.35			
	Elyria.....		S 4.35						S 9.05	S 9.40			
	ARRIVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.
Lake Division	BE.....	4.13	5.00	5.08			7.30		9.40	10.05			12.58
	Short Line Jct.....				A.M.			A.M.					
	Linndale.....												
	West 25th St.....				7.00			7.35					
	Cleveland.....	4.35	5.22	5.30	7.10			7.45	10.05	10.30			1.20
	Union Terminal					A.M.					A.M.	A.M.	
	Cleveland.....	A.M.	6.15	A.M.	7.30	7.15			A.M.	A.M.	11.10	11.45	P.M.
	East 9th St.....												
	Broadway.....					7.18							
	East 34th St.....				7.35								
MBS	DB.....				A.M.								
	C. & P. Crossing.....												
	Double Track.....												
	East 26th St.....						8.00						
	East Cleveland.....		S 6.24				A.M.				S 11.19	S 11.54	
	QD.....		6.41								11.35	12.12	
	BR.....		6.48								11.40	12.15	
	Painesville.....		S 7.05								S 11.57	S 12.30	
	Geneva.....										S 12.17	S 12.48	
	Ashtabula.....		S 7.30								S 12.32	S 1.00	
TCS	Conneaut.....										S 12.50	S 1.15	
	GJ.....												
	DJ.....												
	Erie.....		S 8.10								S 1.25	S 1.50	
	HC.....												
	North East.....												
	Westfield.....		S 8.38								S 2.00	S 2.15	
	Dunkirk.....		S 8.58								S 2.20	S 2.35	
	BV.....		9.50								3.05	3.05	
	Buffalo.....		10.05								3.20	3.20	
TCS	ARRIVE	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.

Time shown at Buffalo for information only.

No. 328 will not carry passengers.

B—No. 90 will stop at Port Clinton Saturday only to handle U. S. mail.

C—No. 90 will stop at Sandusky on signal to discharge or receive revenue passengers.

TOLEDO TO BUFFALO — ABS

CONTINUED FROM PAGE 37

EASTWARD — FIRST CLASS

CONTINUED ON PAGE 39

	Miles from Chicago	STATIONS	322	14	628	630	208	1008	6	118	312	16	78	28
			See Note	See Note					See Note		See Note	See Note		
			The State Special	Mail	Erie	Erie	Great Lakes	Nickel Plate	Fifth Avenue Cleveland Limited	B. & O.	The South-western	Ohio State Limited	The Cleveland Mercury	New England States
			Daily	Daily	Daily Except Sun. & Hol.	Sunday & Holidays only	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		LEAVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Toledo Division	233.83	Toledo.....		2.35					4.55				6.35	7.00
	236.81	Vickers.....		2.42					5.02				6.42	7.07
	241.44	Millbury Jct.....		2.47					5.07				6.47	7.12
	267.72	Port Clinton.....							S 5.32					
	279.40	Bay Jct.....		3.21					5.43				7.19	7.43
	280.60	Sandusky.....							S 5.48				S 7.21	
	301.24	Vermilion.....												
	314.28	Elyria Jct.....		3.53					6.20				7.50	8.10
	315.65	Elyria.....							S 6.25				S 7.52	
Lake Division	328.26	BE.....	3.38	4.08					6.43		7.33	7.53	8.08	8.25
	332.53	Short Line Jct.....						P.M.						
	334.44	Linndale.....	B 3.45						B 6.50			B 8.00	B 8.15	
	339.09	West 25th St.....						6.18						
	340.44	Cleveland.....	4.00	4.30				6.30	7.05		7.55	8.15	8.30	
		Union Terminal			P.M.	P.M.	P.M.			P.M.				
			P.M.											
	340.44	Cleveland.....		4.50	4.20	4.45	5.20	6.45	7.30	7.30	P.M.	8.40	P.M.	
	341.44	East 9th St.....								7.35				
	341.69	Broadway.....			4.23	4.48								
MBS	342.03	East 34th St.....			P.M.	P.M.		6.50		P.M.				
	339.91	DB.....						P.M.						
	340.42	C. & P. Crossing.....												8.41
	340.42	Double Track.....												
	341.67	East 26th St.....						S 5.29	S 7.39					
	347.42	East Cleveland.....												
	347.51	QD.....		5.13		5.45			7.55			9.00		9.08
	350.79	BR.....		5.20		5.50			8.00			9.05		9.15
	368.99	Painesville.....				S 6.07		S 8.17						
	385.10	Geneva.....				S 6.23		S 8.40				9.40		9.50
TCS	394.47	Ashtabula.....		5.58		S 6.43		S 8.40						
	407.72	Conneaut.....					S 7.00							
	418.61	GJ.....												
	432.43	DJ.....												
	435.28	Erie.....		S 6.34		S 7.35		S 9.25			S 10.10			10.20
	443.17	HC.....												
	449.22	North East.....					S 8.05		S 9.50					
	464.72	Westfield.....					S 8.30		S 10.10					
	481.92	Dunkirk.....					S 9.20		10.45			11.25		11.35
	514.22	BV.....		7.54			9.35		11.00			11.40		11.50
TCS	522.17	Buffalo.....		8.09										
		ARRIVE	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

Time shown at Buffalo for information only.

No. 14 will not carry passengers.

B—Nos. 322, 6, 78, and 16 will stop on signal at Linndale to discharge revenue passengers.

TOLEDO TO BUFFALO — ABS

CONTINUED FROM PAGE 38

EASTWARD — FIRST CLASS

	Miles from Chicago	STATIONS	26	686	2	4								
			See Note											
			Century-Commodore	Erie	The Pace-maker	Mail and Express								
			Daily	Daily	Daily	Daily								
		LEAVE	P.M.	P.M.	P.M.	P.M.								
Toledo Division	233.83	Toledo.....	8.18		9.00	11.40								
	236.81	Vickers.....	8.25		9.07	11.48								
	241.44	Millbury Jct.....	8.30		9.12	11.53								
	267.72	Port Clinton.....												
	279.40	Bay Jct.....	9.01		9.43	12.28								
	280.60	Sandusky.....												
	301.24	Vermilion.....												
	314.28	Elyria Jct.....	9.28		10.10	1.05								
	315.65	Elyria.....												
Lake Division	328.26	BE.....	9.41		10.27	1.30								
	332.53	Short Line Jct.....												
	334.44	Linndale.....												
	339.09	West 25th St.....												
	340.44	Cleveland.....			10.49									
		Union Terminal			P.M.									
	340.44	Cleveland.....		8.45	11.15									
	341.44	East 9th St.....												
	341.69	Broadway.....		8.48										
MBS	342.03	East 34th St.....												
	339.91	DB.....		P.M.										
	340.42	C. & P. Crossing.....	9.57											
	340.42	Double Track.....												
	341.67	East 26th St.....				2.00								
	347.42	East Cleveland.....				2.45								
	347.51	QD.....	10.21		11.38	3.02								
	350.79	BR.....	10.28		11.45	3.10								
	368.99	Painesville.....												
	385.10	Geneva.....												
TCS	394.47	Ashtabula.....	11.03		S 12.35	3.45								
	407.72	Conneaut.....												
	418.61	GJ.....												
	432.43	DJ.....												
	435.28	Erie.....	11.34		S 1.18	4.40								
	443.17	HC.....												
	449.22	North East.....												
	464.72	Westfield.....												
	481.92	Dunkirk.....												
	514.22	BV.....	12.37		2.35	6.15								
TCS	522.17	Buffalo.....	12.52		2.50	6.30								
		ARRIVE	A.M.	P.M.	A.M.	A.M.								

Time shown at Buffalo for information only.

No. 4 will not carry passengers.

LAKE DIVISION — High Grade Subdivision

YOUNGSTOWN TO ASHTABULA

NORTHWARD — FIRST-CLASS

	Miles from Youngstown	STATIONS	272 Pittsburgh Buffalo Express Daily P. M.
		LEAVE	
ABS		Youngstown.....	10.25
TCS	0.57	Valley St.....	
	1.87	Thorn Hill.....	
	5.90	Doughton.....	10.33
ABS	7.77	Coalburg.....	
	10.95	Brookfield Jct.....	10.39
	11.10	Brookfield.....	
	14.07	Tyrrell.....	Low
	16.83	Fowler.....	Grade
	20.18	Latimer.....	10.55
	25.71	Kinsman.....	11.04
MBS	32.99	Williamsfield.....	11.14
	38.10	Andover Jct.....	11.23
	38.33	Andover.....	MBS s 11.25
	42.18	Leon.....	
	46.01	Dorset.....	11.42
	46.39	Dorset Jct.....	11.44
	51.98	Jefferson.....	f 11.54
	58.35	Carson.....	12.03
ABS	62.85	Ashtabula.....	12.15
ARRIVE			A. M.

ASHTABULA TO YOUNGSTOWN

SOUTHWARD — FIRST-CLASS

	Miles from Ashtabula	STATIONS	281 Buffalo Pittsburgh Express Daily A. M.
		LEAVE	
ABS	4.50	Ashtabula.....	3.43
	10.87	Carson.....	3.54
	16.46	Jefferson.....	s 4.05
	16.84	Dorset Jct.....	4.15
	20.67	Dorset.....	4.17
	24.52	Leon.....	MBS s 4.30
	24.75	Andover.....	4.32
	29.86	Andover Jct.....	4.32
	37.14	Williamsfield.....	4.41
	42.67	Kinsman.....	4.53
	46.02	Latimer.....	5.00
	48.78	Fowler.....	Low
	51.75	Tyrrell.....	Grade
	51.90	Brookfield.....	
	55.08	Brookfield Jct.....	5.13
ABS	56.95	Coalburg.....	
	60.98	Doughton.....	5.24
TCS	62.28	Thorn Hill.....	
ABS	62.85	Valley St.....	
		Youngstown.....	5.38
ARRIVE			A. M.

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

LAKE DIVISION — Low Grade Subdivision

BROOKFIELD JCT. TO CARSON

NORTHWARD — FIRST-CLASS

	Miles from Youngstown	STATIONS	272 Pittsburgh Buffalo Express Daily P. M.
		LEAVE	
ABS	10.95	Brookfield Jct.....	10.39
	11.10	Brookfield.....	
	16.51	Hartford.....	
	19.62	Latimer.....	10.55
	20.88	WB Crossover.....	
MBS	27.29	Gustavus.....	
	30.60	Wick.....	
	35.91	Mann.....	
	43.29	Dorset Jct.....	
ABS	51.04	MX Crossover.....	
	53.70	Carson.....	
ARRIVE			A. M.

CARSON TO BROOKFIELD JCT.

SOUTHWARD — FIRST-CLASS

	Miles from Ashtabula	STATIONS	281 Buffalo Pittsburgh Express Daily A. M.
		LEAVE	
ABS	4.50	Carson.....	
	7.16	MX Crossover.....	
	14.91	Dorset Jct.....	
	22.29	Mann.....	
MBS	27.60	Wick.....	
	30.91	Gustavus.....	
	37.32	WB Crossover.....	
	38.58	Latimer.....	5.00
	41.69	Hartford.....	
ABS	47.10	Brookfield.....	
	47.25	Brookfield Jct.....	5.13
ARRIVE			A. M.

CLEVELAND SUBDIVISION CLEVE. SHORT LINE RAILWAY—ABS

	Miles from QD	STATIONS AND SIDINGS	Miles from Belt Jct.
		QD.....	20.29
	5.22	Quincy Ave.....	15.07
	5.90	Buckeye Rd.....	14.39
	6.72	Kinsman Rd.....	13.57
	7.52	Union Ave.....	12.77
	10.04	Marcy.....	10.25
	16.80	Parma.....	3.49
	17.93	Short Line Jct.....	2.36
	19.16	Rockport.....	1.13
	20.29	Belt Jct.....	

LAKE DIVISION— L E & P SUBDIVISION — MBS

	Miles from Brady	STATIONS AND SIDINGS	Miles from Marcy
		Brady.....	27.76
	2.19	Hugo.....	24.57
	6.26	Darrowville.....	21.50
	9.85	Chittenden.....	17.91
	13.53	Brandywine.....	14.23
	17.33	Northfield.....	10.43
	20.90	Egypt.....	6.86
	24.20	Hathaway.....	3.56
	26.04	Warner.....	1.72
	27.76	Marcy.....	

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

LAKE DIVISION—ALLIANCE SUBDIVISION

	Miles from Phalanx	STATIONS	Miles from Dillonvale
	1.34	Phalanx.....	87.64
	4.38	Braceville.....	86.30
	11.20	Newton Falls.....	83.26
	18.48	Palmyra.....	76.44
	24.73	North Benton.....	69.16
	25.08	Alliance C.&P. Crossing.....	62.91
	26.57	Alliance.....	62.56
	32.79	Mount Union.....	61.07
	41.42	Freeburg.....	54.85
	42.11	Minerva.....	46.22
	46.09	Minerva Yard.....	45.53
	48.20	Augusta.....	41.55
	52.52	Watheys.....	39.44
	56.00	Mechanicstown.....	35.12
	60.87	Wattsville.....	31.64
	62.42	Bergholz.....	26.77
	65.00	Phillips.....	25.22
	68.18	Amsterdam.....	22.64
	69.57	Hays.....	19.46
	76.71	Apex.....	18.07
	82.81	Hopedale.....	10.93
	87.64	Piney Fork.....	4.83
		Dillonvale.....	

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

Lake Division — Valley Subdivision DUNKIRK TO TITUSVILLE SECOND CLASS

SOUTH- WARD	515	511	STATIONS	514	516	NORTH- WARD
Miles from Dunkirk Read Down	Mon.- Wed. Fri. only	Daily Except Sunday		Daily Except Sunday	Mon.- Wed. Fri. only	Miles from Titusville Read Up
	A. M.	A. M.		P. M.	A. M.	
0.92		7.45	LvDunkirk.Ar	2.00		90.49
3.14			Nickel Plate..			89.62
4.56		8.10	Fredonia.....	1.45		87.35
7.18			Laona.....			85.93
14.13			Nortons.....			83.31
21.82		8.40	Cassadaga....	1.15		76.36
26.50		8.55	Sinclairville..	1.00		68.67
32.39			Gerry.....			63.99
32.79			Falconer.....			58.10
38.30		9.45	Falconer Jct..	12.35		57.70
44.75		10.00	Frewsburg.....	12.15		52.19
46.70			Akeley.....			45.74
51.90	A. M.	10.20	Russell.....	11.55		43.79
54.46			North Warren..		A. M.	38.59
57.26	7.15	10.40	Warren...Lv	11.30	11.45	36.03
60.74			Starbrick.....	A. M.		33.23
63.04	7.40		Irvineton.....			29.75
67.05			Youngsville...			27.45
71.00	8.05		Pittsfield.....			23.44
73.66			Garland.....			19.49
76.36			Torpedo.....			16.83
79.58			Newton.....			14.13
82.77			Grand Valley..			10.91
88.95			Selkirk.....			7.72
90.49	9.10		Fieldmore Sps.			1.54
			ArTitusvilleLv	9.50		
	A. M.	A. M.		A. M.	A. M.	

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

Lake Division — Oil City Subdivision OIL CITY TO ANDOVER JCT.—MBS

EASTWARD	STATIONS	WESTWARD
Miles from Ashtabula		Miles from P. R. R. Jct.
24.75	Andover Jct.....	62.33
30.22	Simons.....	56.86
36.11	Jamestown.....	50.97
40.98	Osgood.....	46.10
41.20	Amasa.....	45.88
42.95	Salem.....	44.13
48.44	Hadley.....	38.64
51.69	Clarks Mills.....	35.39
56.22	Branch.....	30.86
57.43	Stoneboro.....	29.65
58.72	Sandy Lake.....	28.36
64.86	Raymilton.....	22.22
68.48	Polk Jct.....	18.60
69.09	Polk.....	17.99
77.99	Franklin.....	9.09
79.69	Eclipse.....	7.39
82.74	Reno.....	4.34
85.89	Oil City.....	1.19
87.08	P. R. R. Jct.....	

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

Lake Division — J. F. & C. Subdivision ROSE TO POLK JCT.—MBS

EASTWARD	STATIONS	WESTWARD
Miles from Ashtabula		Miles from Rose
68.52	Polk Jct.....	61.19
72.20	Pecan.....	57.51
79.22	Belmar.....	50.49
87.69	Van.....	42.02
94.57	Elmo.....	35.14
99.23	Shipperville.....	30.48
108.35	R. N.....	21.36
109.69	Reidsburg.....	20.02
113.48	Wilson.....	16.23
115.02	Limestone.....	14.69
116.68	Pew.....	13.03
118.03	Kingsville.....	11.68
120.98	Sutton.....	8.73
121.30	L. E. F. & C. Jct.....	8.41
129.71	Rose.....	

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

Lake Division — Sharon Subdivision

	Miles from Doughton	STATIONS	Miles from Ferrona	
TCS		Doughton.....	7.81	TCS
	1.30	Hubbard.....	6.51	
	5.26	Bentley.....	2.55	
	5.87	Farrell.....	1.94	
	7.00	Sharon.....	0.81	
	7.81	Ferrona.....		

TOLEDO TERMINAL SUBDIVISION — ABS												
EASTWARD AND SOUTHWARD—FIRST-CLASS												
Miles from Detroit	STATIONS	385	381	77	383	13	46					
		N. Y. C.	N. Y. C.		N. Y. C.							
		57	53	N. Y. C.	21	Wabash	C. & O.					
		B. & O.	B. & O.		B. & O.							
		Daily	Daily	Daily	Daily	Daily	Daily					
	LEAVE	P. M.	P. M.	P. M.	P. M.		P. M.					
50.3	Alexis.....	11.45	12.49	6.16	7.05		7.45					
51.4	K.....											
54.7	Wagon Works Jct.	11.52					7.52					
56.9	Z.....	11.58	1.00	6.25	7.15		7.58					
59.0	Toledo.....	12.05	1.05	6.30	7.20		8.05					
	ARRIVE			P. M.								
Miles from Toledo	LEAVE					P. M.						
0.0	Toledo.....	12.30	1.12		7.25	8.10	8.35					
0.7	Maumee River...	12.35	1.17		7.30							
1.2	Fassett St.....											
1.9	Oakdale.....						8.40					
2.6	Rockwell Jct....						8.41					
5.3	SA.....											
	ARRIVE	A. M.	P. M.		P. M.	P. M.	P. M.					
WESTWARD AND NORTHWARD—FIRST-CLASS												
Miles from Toledo	STATIONS	47	58	22	12	76	54					
		C. & O.	B. & O.	B. & O.			B. & O.					
		380	382	Wabash	N. Y. C.	384	N. Y. C.					
		N. Y. C.	N. Y. C.			N. Y. C.						
		Daily	Daily	Daily	Daily	Daily	Daily					
	LEAVE	A. M.	A. M.	A. M.	A. M.		P. M.					
5.3	SA.....											
2.6	Rockwell Jct....	4.31										
1.9	Oakdale.....	4.38										
1.2	Fassett St.....											
0.7	Maumee River...		5.45	6.20			2.25					
0.0	Toledo.....	4.45	5.50	6.25	7.30		2.30					
	ARRIVE				A. M.							
Miles from Toledo	LEAVE					A. M.						
0.0	Toledo.....	5.20	6.10	6.30		9.35	2.40					
2.1	Z.....	5.25	6.15	6.35		9.40	2.46					
4.3	Wagon Works Jct.	5.31	6.20									
7.6	K.....											
8.7	Alexis.....	5.39	6.25	6.44		9.47	2.54					
	ARRIVE	A. M.	A. M.	A. M.		A. M.	P. M.					

Toledo Division — Old Road Subdivision				
*		Miles from Buffalo	STATIONS	Miles from Elkhart
ABS		288.34	Toledo.....	142.42
		290.34	Z.....	140.42
TCS		292.14	Vulcan.....	138.62
		298.50	Sylvania.....	132.26
		303.12	Ottawa Lake....	127.64
		308.33	Riga.....	122.43
		310.49	Blissfield.....	120.27
		313.14	Grosvenor.....	117.62
		314.76	Palmyra.....	116.00
		316.58	Lenawee Jct....	114.18
		320.17	WB.....	110.59
		320.69	Adrian.....	110.07
		327.86	Cadmus.....	102.90
		331.71	Clayton.....	99.05
		338.15	Hudson.....	92.61
		344.47	Pittsford.....	86.29
		348.23	Osseo.....	82.53
		354.02	Hillsdale.....	76.74
		357.92	Fort Wayne Jct..	72.84
		358.52	Jonesville.....	72.24
		363.62	Allen.....	67.14
		370.13	Quincy.....	60.63
		376.52	Coldwater.....	54.24
		381.72	Batavia.....	49.04
		387.28	Bronson.....	43.48
		394.01	Burr Oak.....	36.75
		400.24	Sturgis.....	30.52
		400.52	RK.....	30.24
		405.88	Klinger Lake....	24.88
		411.98	White Pigeon...	18.78
		413.13	White Pigeon Jct.	17.63
			Northern District	
		422.40	Bristol.....	8.36
			Northern District	
		430.61	B.....	15
		430.76	Elkhart.....	
Toledo Division — Norwalk Subdivision				
*		Miles from Buffalo	STATIONS	Miles from Toledo
		207.89	Elyria Jct.....	86.47
		215.88	Oberlin.....	78.48
		220.52	Kipton.....	73.84
		225.78	Wakeman.....	68.58
		230.46	Collins.....	63.90
		237.08	Norwalk.....	57.28
		241.60	Monroeville....	52.76
		249.14	Bellevue.....	45.22
		256.53	Clyde.....	37.83
		264.87	Fremont.....	29.49
		271.98	Lindsey.....	22.38
		277.23	Elmore.....	17.11
		281.96	Genoa.....	12.40
		286.75	Millbury Jct....	7.61
Toledo Division — Ida Subdivision				
*		Miles from Lenawee Jct.	STATIONS	Miles from Ida
		0.00	Lenawee Jct....	19.39
		8.75	Deerfield.....	10.64
		12.23	Petersburg.....	7.16
		16.84	Federman.....	2.55
		19.39	Ida.....	
Toledo Division — Morenci Subdivision				
*		Miles from Grosvenor	STATIONS	Miles from Morenci
		0.00	Grosvenor.....	18.22
		4.59	Ogden.....	13.63
		7.98	Jasper.....	10.24
		11.64	Weston.....	6.58
		18.22	Morenci.....	
Toledo Division — Ft. Wayne Subdivision				
#		Miles from Ft. Wayne	STATIONS	Miles from Jackson
			Fort Wayne.....	96.24
		14.61	New Era.....	81.63
		20.80	Auburn.....	75.44
		25.81	Waterloo.....	70.43
		31.57	Summit.....	64.67
		32.79	Steubenville....	63.45
		35.78	Pleasant Lake...	60.46
		40.03	Angola.....	56.21
		47.38	Fremont.....	48.86
		51.45	Ray.....	44.79
		55.08	Montgomery....	41.16
		60.45	Reading.....	35.79
		65.15	Bankers.....	31.09
		69.37	%Hillsdale.....	29.19
		70.95	Fort Wayne Jct..	25.29
		71.66	Jonesville.....	24.58
		77.41	Mosherville....	18.83
		82.20	Hanover.....	14.04
		85.81	Horton.....	10.43
		91.11	Haires.....	5.13
		96.24	Jackson.....	
Toledo Division — Jackson Subdivision				
#		Miles from Lenawee Jct.	STATIONS	Miles from Jackson
			Lenawee Jct....	42.45
		2.15	Raisin Center...	40.30
		9.01	Tecumseh.....	33.44
		13.48	Clinton.....	28.97
		21.34	Manchester.....	21.11
		21.98	Manchester Jct..	20.47
		28.69	Norvell.....	13.76
		32.03	Napoleon.....	10.42
		42.45	Jackson.....	
Toledo Division — G & M Subdivision				
#		Miles from Goshen	STATIONS	Miles from Sturgis
		0.00	Goshen.....	29.32
		9.24	Middlebury....	20.08
		16.41	Shipshewana...	21.91
			RK.....	
		29.32	Sturgis.....	0.00
Toledo Division — Old Road Subdivision				
* On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified.				
Toledo Division — Norwalk Subdivision				
* On single track, southward trains are superior to northward trains of the same class, unless otherwise specified.				

WESTERN DIVISION
DANVILLE SUBDIVISION
OSBORN TO DANVILLE

NORTHWARD		SOUTHWARD	
	Miles from Indiana Harbor	STATIONS	Miles from Lyons
ABS	.....	Indiana Harbor.....	114.45
	4.23	Gibson.....	110.22
	4.93	Osborn.....	109.52
	7.15	ND.....	107.30
	7.40	Highlands.....	107.05
	9.18	Hays.....	105.27
	10.28	Hartsdale.....	104.17
	12.41	St. John Yard.....	102.04
	14.64	DK.....	99.81
	15.09	St. John.....	99.36
	19.77	Cook.....	94.68
	25.84	North Hayden.....	88.61
	28.16	Belshaw.....	86.29
	32.86	Schneider.....	81.59
	36.36	Lake Village.....	78.09
	38.51	Conrad.....	75.94
	44.84	Enos.....	69.61
MBS	49.56	Morocco.....	64.89
	54.98	Ade.....	59.47
	61.69	Kentland.....	52.76
	61.87	KN.....	52.58
	66.26	Sheff.....	48.19
	72.00	Free.....	42.45
	75.82	Dunn.....	38.63
	80.37	Handy.....	34.08
	86.28	Tab.....	28.17
	90.08	Stewart.....	24.37
	94.57	NX.....	19.88
	104.06	Campbell.....	10.39
	109.29	Danville.....	
	.....	Danville.....	5.16
	110.24	Wyton.....	4.21
	113.45	Bemis.....	1.00
	114.45	Lyons.....	
	.....	WR.....	

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

WESTERN DIVISION
CHURCHILL SUBDIVISION

		STATIONS	
.00	.....	Ladd Jct.....	2.79
.10	.....	Cherry Branch Jct...	2.69
.34	.....	C. M. St. P. & P. Jct.	2.45
2.79	.....	Churchill.....	.00

WESTERN DIVISION
PORTER-KENSINGTON
SUBDIVISION — ABS

Westward		Eastward	
	Miles from Detroit	STATIONS	Miles from Kensington
240.69	Porter.....	31.08
246.67	Willow Creek.....	25.10
249.87	East Gary.....	21.90
255.14	Gary.....	16.63
256.37	Tolleston.....	15.40
260.50	Ivanhoe.....	11.27
261.77	Gibson.....	10.00
264.77	Hammond.....	7.00
266.62	Calumet Park.....	5.15
.....	Calumet River Bridge.....	
271.77	Kensington.....	

WESTERN DIVISION
JOLIET SUBDIVISION — MBS

Westward		Eastward	
	Miles from East Gary	STATIONS	Miles from Joliet
.....	East Gary.....	44.37
2.94	Liverpool.....	41.43
5.38	South Gary.....	38.99
7.79	Ross.....	36.58
10.35	Griffith.....	34.02
12.17	Hartsdale.....	32.20
15.43	Dyer.....	28.94
21.36	Chicago Heights.....	23.01
24.79	Matteson.....	19.58
32.47	Frankfort.....	11.90
37.14	Spencer.....	7.23
38.60	Steele.....	5.77
44.37	Joliet.....	

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

WESTERN DIVISION — KANKAKEE SUBDIVISION — MBS

SOUTH BEND AND KANKAKEE

Miles from South Bend	STATIONS	Miles from Zearing
.....	South Bend.....	200.38
2.67	JK.....	197.71
5.38	Rupel.....	195.00
9.45	Ginger Hill.....	190.93
13.57	North Liberty.....	186.81
19.64	Walkerton.....	180.74
22.54	Garden City.....	177.84
27.64	Hamlet.....	172.74
33.89	Knox.....	166.49
38.41	Toto.....	161.97
43.33	North Judson.....	157.05
49.48	San Pierre.....	150.90
53.54	Tefft.....	146.84
58.06	Wheatfield.....	142.32
63.45	Kersey.....	136.93
65.62	DeMotte.....	134.76
73.43	Shelby.....	126.95
78.58	Schneider.....	121.80
82.72	Illinoi.....	117.66
85.39	Edgetown.....	114.99
86.94	Delmar.....	113.44
89.55	MJ.....	110.83
90.10	Momence.....	110.28
95.80	Exline.....	104.58
101.42	Kankakee.....	98.96

KANKAKEE AND ZEARING

Miles from South Bend	STATIONS	Miles from Zearing
101.42	Kankakee.....	98.96
107.82	New Lehigh.....	92.56
111.24	Goodrich.....	89.24
115.94	Union Hill.....	84.44
121.38	Reddick.....	79.00
124.40	Blair.....	75.98
130.57	Dwight.....	69.81
135.83	Sunbury.....	64.55
140.69	Budd.....	56.69
147.04	Missal.....	53.34
150.57	Streator Jct.....	49.81
152.38	Streator.....	48.00
157.00	Altmar.....	43.38
162.05	Milla.....	38.33
165.80	Lostant.....	34.58
170.00	Priscilla.....	30.38
174.74	McNabb.....	25.64
180.57	Granville Jct.....	19.81
180.67	Granville.....	19.71
184.85	Moronts.....	15.53
187.36	Illinois River.....	13.02
188.06	Depue Jct.....	12.32
189.33	Depue.....	13.59
188.06	Depue Jct.....	12.32
188.28	Howe.....	12.10
192.22	Seatonville Jct.....	8.16
193.79	LX.....	6.59
194.31	Ladd Jct.....	7.11
194.28	N. Y. C. Jct.....	6.10
200.38	Zearing.....	

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

WESTERN DIVISION — E & W SUBDIVISION

		Miles from Elkhart	STATIONS	Miles from Mishawaka				
.....	.....	.00	*Elkhart.....	12.69	.....	.....	.....	.....
.....	.....	9.38	Twin Branch.....	3.31	.....	.....	.....	.....
.....	.....	12.69	Mishawaka.....	.00	.....	.....	.....	.....

* Via Old Road.

STATIONS, OFFICE CALLS AND OFFICE HOURS

BAY VIEW TO SIGNAL STATION BR

STATIONS	Miles from Buffalo	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
BV.....INT. Open day and night	8.0	BV	*			C
ATHOL SPRINGS.....	9.2	HA				
HAMBURG ON THE LAKE Remote Int.....	10.0	JA				
NORTH EVANS Remote Int.....	15.5	KA				
ANGOLA EAST Remote Int.....	21.2	NA				
ANGOLA..... Open 7:00 A.M. to 4:00 P.M. daily except Saturday and Sunday	21.4	NA				
ANGOLA WEST Remote Int.....	23.0	LA				
IRVING.....	27.6	VR				
SILVER CREEK EAST Remote Int.....	30.8	MN				
SILVER CREEK..... Open 7:00 A.M. to 4:00 P.M. daily except Sunday	31.4	SI				
SILVER CREEK WEST Remote Int.....	32.7	KN				
DUNKIRK EAST Remote Int.....	37.0	AX				
DUNKIRK Remote Int.....	40.1	X				
DUNKIRK..... Open 6:30 A.M. to 10:30 P.M. daily.	40.3	DO				
CANADAWAY Remote Int.....	40.8	CA				
VAN BUREN Remote Int.....	47.2	VU				
BROCTON.....	49.3	BX				
BROCTON Remote Int.....	50.0	BX				
WESTFIELD Remote Int.....	56.2	EW				
WESTFIELD..... Open 6:00 A.M. to 10:00 P.M. daily	57.5	WB				
GALE STREET Remote Int.....	58.2	WX				
RIPLEY EAST Remote Int.....	63.8	RE				
RIPLEY.....	65.3	RY				
RIPLEY WEST Remote Int.....	66.0	RW				
NORTH EAST Remote Int.....	70.9	YN				
NORTH EAST..... Open 7:00 A.M. to 4:00 P.M. daily except Saturday and Sunday	73.0	N				
"N" CROSSOVERS Remote Int.....	73.3	N				
HARBOR CREEK Remote Int.....	79.0	HC				
WESLEYVILLE.....INT. Open day and night	83.0	WV	*		*	C
XC.....INT. Open day and night	85.6	XC	*		*	C
ERIE..... Open day and night	86.9	MS	*			
DOCK JCT. Remote Int.....	89.7	DJ				
CHAPEL ROAD Remote Int.....	93.0	CR				

BAY VIEW TO SIGNAL STATION BR

STATIONS	Miles from Buffalo	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
FAIRVIEW Remote Int.....	97.5	FR				
FAIRVIEW.....	97.8	FW				
LAKE CITY Remote Int.....	101.0	SE				
LAKE CITY..... Open 7:00 A.M. to 4:00 P.M. daily except Saturday and Sunday	102.2	SX				
GIRARD JCT. Remote Int.....	103.6	GJ				
CONNEAUT Remote Int.....	113.1	SQ				
CONNEAUT..... Open 7:00 A.M. to 4:00 P.M. daily except Sunday.	114.5	SK				
AMBOY Remote Int.....	117.0	SJ				
LOCKWOOD Remote Int.....	124.6	WJ				
ASHTABULA..... Open 7:00 A.M. to 11:00 P.M. daily	127.7	SD				
OD Interlocking..... Open day and night	127.9	OD	*			C
"W" CROSSOVERS Remote Int.....	130.3	W				
SAYBROOK Remote Int.....	132.4	MF				
MEYERS ROAD Remote Int.....	134.8	QB				
GENEVA..... Open 7:00 A.M. to 4:00 P.M. daily except Saturday and Sunday	137.1	SB				
GENEVA Remote Int.....	137.8	SA				
UNIONVILLE.....	140.2	DX				
MADISON EAST Remote Int.....	141.2	EO				
MADISON..... Open 7:00 A.M. to 4:00 P.M. daily except Saturday and Sunday	142.5	OX				
MADISON WEST Remote Int.....	143.6	WO				
PERRY EAST Remote Int.....	145.2	EK				
PERRY.....	147.5	KI				
PERRY-WEST Remote Int.....	148.7	WK				
PAINESVILLE EAST Remote Int.....	150.8	AE				
FOBES STREET Remote Int.....	152.4	AR				
PAINESVILLE..... Open 5:30 A.M. to 9:30 P.M. daily	153.2	OQ				
PAINESVILLE Remote Int.....	154.0	AF				
PAINESVILLE WEST Remote Int.....	155.8	AW				
MENTOR..... Open 6:30 A.M. to 3:30 P.M. daily except Saturday and Sunday	159.4	OR				
WILLOUGHBY Remote Int.....	162.1	SW				

STATIONS, OFFICE CALLS AND OFFICE HOURS

BAY VIEW TO SIGNAL STATION BR—Continued

STATIONS	Miles from Buffalo	Office Calls	Train Order Office	Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
WILLOUGHBY..... Open 7:00 A.M. to 4:00 P.M. daily except Saturday and Sunday	163.7	BY				
WICKLIFFE Remote Int.....	167.0	FE				
WICKLIFFE..... Open 7:00 A.M. to 4:00 P.M. daily except Saturday and Sunday	168.3	F				
BR Interlocking..... Open day and night	174.4	BR	*		*	C

CARSON TO BROOKFIELD JCT.—Via Low Grade

STATIONS	Miles from Ashtabula	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
CARSON.....INT. Open day and night	4.5	MU	*	*	*	C
MX CROSSOVER.....	7.2	MX				
DORSET JUNCTION.....INT. Open day and night	14.9	JD	*	*	*	C
MANN.....	22.3	AN				
WICK.....	27.6	W				
GUSTAVUS.....	30.9					
WB CROSSOVER.....	37.3	WB				
LATIMER.....INT. Open day and night	38.6	MR	*	*	*	C
HARTFORD.....	41.7	HF				
BROOKFIELD JUNCTION Remote Int.....	47.3	BR				

ASHTABULA TO YOUNGSTOWN—Via High Grade

STATIONS	Miles from Ashtabula	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
ASHTABULA HARBOR.....INT. Open day and night	1.41	JM	*		*	C
ASHTABULA..... Open 7:00 A.M. to 11:00 P.M. daily		SD				
OD.....INT. Open day and night	0.22	OD	*		*	C
NICKEL PLATE CROSSING.....INT. Open day and night	1.05	NP	*		*	C
CARSON.....INT. Open day and night	4.50	MU	*	*	*	C
JEFFERSON..... Open 7:00 A.M. to 4:00 P.M. daily except Saturday and Sunday	10.87	BF	*	*		C
DORSET JUNCTION.....INT. Open day and night	16.46	JD	*	*		C
DORSET.....	16.64					
LEON.....	20.67	QI				
ANDOVER..... Open 7:00 A.M. to 4:00 P.M. daily except Saturday and Sunday	24.52	VA				
ANDOVER JUNCTION.....INT. Open 11:00 A.M. to 7:00 P.M.; 8:00 P.M. to 4:00 A.M. daily	24.75	BG	*	*		C

ASHTABULA TO YOUNGSTOWN—Via High Grade Continued

STATIONS	Miles from Ashtabula	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
WILLIAMSFIELD.....	29.86					
KINSMAN.....	37.14					
LATIMER.....INT. Open day and night	42.67	MR	*	*		C
FOWLER.....	46.02	FV				
TYRELL.....	48.78					
BROOKFIELD.....	51.75	BN				
BROOKFIELD JUNCTION Remote Int.....	51.90	BR		*		
COALBURG.....	55.08	CU				
DOUGHTON.....INT. Open day and night	56.95	DN	*	*	*	C
THORN HILL.....	61.0					
YOUNGSTOWN.....INT. Valley Street, Open day and night	62.28	VY	*	*	*	C
EAST YOUNGSTOWN.....						

DOUGHTON TO SHARON

STATIONS	Miles from Doughton	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
DOUGHTON.....INT. Open day and night	.00	DN				
COALBURG.....	.60	CU				
HUBBARD..... Open 7:00 A.M. to 4:00 P.M. daily except Sunday	1.30	HB				
BENTLEY.....	5.26					
FARRELL.....	5.87	B				
SHARON.....	7.00	NX				
FERRONA.....	7.81	JU				

ANDOVER TO OIL CITY

STATIONS	Miles from Ashtabula	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
ANDOVER..... Open 7:00 A.M. to 4:00 P.M. daily except Saturday and Sunday	24.5	VA				
ANDOVER JUNCTION.....INT. Open 11:00 A.M. to 7:00 P.M.; 8:00 P.M. to 4:00 A.M. daily	24.8	BG	*	*		C
SIMONS.....	30.2	MO				
JAMESTOWN.....	36.1	JS				
OSGOOD..... Open 9:00 A.M. to 6:00 P.M. daily	41.0	AJ				

STATIONS, OFFICE CALLS AND OFFICE HOURS

ANDOVER TO OIL CITY—Continued

STATIONS	Miles from Ash-tabula	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
AMASA.....	41.2	AM				
SALEM.....	43.0	SM				
HADLEY.....	48.4	HD				
CLARKS MILLS.....	51.7	CV				
BRANCH.....	56.2	BH				
STONEBORO..... Open day and night.	57.4	SA	*	*		C
SANDY LAKE..... Open 7:00 A.M. to 4:00 P.M. daily except Saturday and Sunday	58.7	KC				
RAYMILTON.....	64.9	RC				
POLK JUNCTION..... Open 8:00 A.M. to 4:00 P.M. daily except Saturday and Sunday	68.5	JC	*	*		C
POLK..... Open 7:00 A.M. to 4:00 P.M. daily except Saturday and Sunday	69.1	WD				
PENNA STATE ASYLUM.....	69.8					
NILES.....	71.9	NI				
FRANKLIN..... Open 7:00 A.M. to 4:00 P.M. daily except Sunday	78.0	FI				
ECLIPSE.....	79.7	EC				
RENO.....	82.7	RP				
OIL CITY..... Open 7:00 A.M. to 4:00 P.M. daily except Sunday	85.9	OC				

POLK JCT. TO ROSE

STATIONS	Miles from Ash-tabula	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
POLK JUNCTION..... Open 8:00 A.M. to 4:00 P.M. daily except Saturday and Sunday	68.5	JC	*	*		C
PECAN.....	72.2	PN				
BELMAR.....	79.2	AR				
EMLENTON.....	82.1					
VAN.....	87.7	VN				
ELMO.....	94.6	CM				
SHIPPENVILLE..... Open 7:30 A.M. to 3:30 P.M. daily except Sunday	99.2	SI	*	*		C
KNOX.....	100.5					
RN.....	108.4	RN				
REIDSBURG.....	109.7					
WILSON.....	113.5					
LIMESTONE.....	115.0	NE				
PEW.....	116.7					
KINGSVILLE.....	118.0					
SUTTON..... Open day and night except 3:00 P.M. to 11:00 P.M. Sunday and Monday	121.0	SU	*	*		C
L. E. F. & C. JUNCTION.....	121.3	FJ				
ROSE..... Open day and night.	129.7	GH	*	*		C

DUNKIRK TO TITUSVILLE

STATIONS	Miles from Dunkirk	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
DUNKIRK..... Open 6:30 A.M. to 10:30 P.M. daily	0.00	DO	*			C
DUNKIRK, Nickel Plate..... INT.	0.92					
FREDONIA..... Open 7:00 A.M. to 4:00 P.M. daily except Saturday and Sunday	3.14	FD				
NORTONS.....	7.18					
CASSADAGA.....	14.13	G				
SINCLAIRVILLE.....	21.82	V				
GERRY.....	26.50					
FALCONER..... Open 7:00 A.M. to 4:00 P.M. daily except Saturday and Sunday	32.39	H				
FALCONER JUNCTION..... INT. Open 7:00 A.M. to 11:00 P.M. daily except Sunday	32.79	DV	*			C
FREWSBURG.....	33.30	B				
AKELEY.....	44.75					
RUSSELL.....	46.70	R				
NORTH WARREN.....	51.90					
WARREN..... Open 7:00 A.M. to 4:00 P.M. daily except Sunday	54.46	W	*			C
STARBRICK.....	57.26					
IRVINETON.....	60.74					
YOUNGVILLE.....	63.04					
PITTSFIELD.....	67.05					
GARLAND.....	71.00	GI				
TORPEDO.....	73.06					
NEWTON.....	76.36					
GRAND VALLEY.....	79.58					
SELKIRK.....	82.77					
FIELDMORE SPRINGS.....	88.95					
TITUSVILLE..... Open 7:00 A.M. to 4:00 P.M. daily except Sunday	90.49	Z	*			C

STATIONS, OFFICE CALLS AND OFFICE HOURS

BR TO BE VIA C.U.T.

STATIONS	Miles from BR	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
BR..... INT		BR	*			C
Open day and night.						
ND COLLINWOOD..... Open day and night.	2.51	ND				
QD..... INT	3.28	QD	*			C
Open day and night.						
EAST CLEVELAND.....	5.97					
CT..... INT	12.97	CT	*			C
Open day and night.						
GH OFFICE..... Open day and night.	12.97	GH	*			
CLARK AVE..... INT Remotely controlled from SL.	16.16					
CF.....	18.54	CF				
LINNDALE STATION.....	18.98					
SHORT LINE JUNCTION..... INT Open day and night.	20.87	SL	*			C
BEREA..... Open 7:00 A.M. to 4:00 P.M. daily except Saturday and Sunday.	25.12					
BE..... INT Open day and night.	25.14	BE	*			C

QD TO BE VIA LAKE FRONT

STATIONS	Miles from Buffalo	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
QD..... INT	174.7	QD	*			C
Open day and night.						
EAST 26th STREET..... Open day and night.	180.5					
DOUBLE TRACK..... Open day and night.	181.8	RN		*		
C. & P. CROSSING..... Open day and night.	181.8		*			C
DB..... INT Open day and night.	182.3	DB	*	*		C
BEREA..... Open 7:00 A.M. to 4:00 P.M. daily except Saturday and Sunday.	193.9					
BE..... INT Open day and night.	193.9	BE	*			C

BIG FOUR WYE JCT. TO CLARK AVENUE

STATIONS	Miles from C & P Crossing	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
DB..... INT Open day and night.	.33	DB				
BRIDGE 2..... INT Open day and night.	.93	OX	*			C
DK..... INT Remotely controlled from OX.		DK				
CLARK AVENUE..... INT Remotely controlled from SL.	3.83	SM				

ALLIANCE SUBDIVISION

STATIONS	Miles from Phalanx	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
NEWTON FALLS..... Open 6:00 A.M. to 3:00 P.M. daily except Saturday and Sunday.	4.4	NF	*			A
PALMYRA..... Open 6:30 A.M. to 3:30 P.M. daily except Saturday and Sunday.	11.2	LM				
ALLIANCE P. R. R. C. & P. DIVISION CROSSING..... Open 7:30 A.M. to 4:30 P.M. daily except Saturday and Sunday.	24.7	HD	*			A
MINERVA YARD..... Open day and night except 6:55 A.M. to 10:55 P.M. Sunday.	42.1	MI	*			A
PHILLIPS..... Open 2:00 P.M. to 11:00 P.M. daily except Saturday and Sunday	62.4	JR	*			A
PINEY FORK..... Open 8:00 A.M. to 4:00 P.M., and 10:00 P.M. to 6:00 A.M. daily except Saturday and Sunday.	82.8	RK	*			A

L. E. & P. SUBDIVISION

STATIONS	Miles from Marcy	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
MARCY..... INT Open day and night.	0.0	MY	*	*		C
BRANDYWINE..... Open 6:30 A.M. to 3:30 P.M. daily except Saturday and Sunday.	14.2	BY	*	*		C
HUGO..... Open 7:00 A.M. to 4:00 P.M. daily except Saturday and Sunday	24.6	HU	*	*		C
BRADY..... INT Open day and night.	27.8	BA	*	*		C

CLEVELAND SHORT LINE

STATIONS	Miles from QD	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
QD..... INT Open day and night.		QD	*			C
BUCKEYE ROAD.....	5.9					
MARCY..... INT Open day and night.	10.0	MY	*			C
PARMA..... INT Open day and night.	16.8	PA	*			C
SHORT LINE JUNCTION..... INT Open day and night.	17.9	SL	*			C
ROCKPORT.....	19.2					
BELT JCT.....	20.3					

STATIONS, OFFICE CALLS AND OFFICE HOURS

BEREA TO ELKHART—Via MAIN LINE

STATIONS	Miles from Buffalo	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
BE.....INT. Open day and night.	193.9	BE	*		*	C
OLMSTED FALLS.....	196.6	OF				
SHAWVILLE.....	202.5					
ELYRIA YARD.....	204.6					
ELYRIA.....	206.5	U				
ELYRIA JCT.....INT. Open day and night.	207.9	BS	*		*	C
AMHERST.....	213.2					
AR.....INT. Open day and night.	214.3	AR	*		*	C
FAIRLANE.....	215.9					
BROWNHELM.....	217.7					
VERMILION.....	220.9	VN				
XI.....	222.5					
CEYLON.....	228.5					
HURON.....INT. Open daily 7:55 A.M. to 11:55 P.M.	232.3	GK	*		*	C
BO.....INT. Open day and night.	240.7	BO	*		*	C
SANDUSKY.....	241.6	RH				
BAY JCT.....INT. Open day and night.	242.8	BJ	*		*	C
VENICE.....	244.4					
BAY BRIDGE.....	247.0	MD				
DB.....INT. Open day and night.	248.0	DB	*		*	B
DANBURY.....	249.1	DU				
GYPSUM.....	251.2	PD				
PORT CLINTON.....	254.5	HO				
CO.....INT. Open day and night.	256.0	CO	*		*	C
LACARNE..... Open daily except Sat. and Sun., 8:00 A.M. to 6:00 P.M.	260.2	FT	*		*	B
OAK HARBOR.....	265.7	OH				#B
JU.....	266.1					
ROCKY RIDGE.....	268.9					
GRAYTOWN.....	271.6					
MARTIN.....	276.1	MA				
CLAY CENTER.....	277.0					
MILLBURY JCT.....INT. Open day and night.	280.7	JX	*		*	C
VICKERS.....INT. Open day and night.	285.4	VK	*		*	C
OAKDALE.....INT. Open day and night.	286.5	OD	*		*	C
FASSETT ST.....INT. Open daily 11:55 P.M. to 7:55 A.M.	287.1	FS	*		*	C
MAUMEE RIVER.....INT. Open day and night.	287.6	MB				
WABASH.....INT. Open day and night.	287.9	WS	*		*	C
TOLEDO..... Open day and night.	288.3	XD	*			
BROADWAY.....INT. Open day and night.	288.7	BY	*		*	C
SWAN CREEK.....INT. Open day and night.	289.6	SK	*			C
NASBY.....INT. Open day and night.	292.1	AV	*			C

BEREA TO ELKHART—Via MAIN LINE—Continued

STATIONS	Miles from Buffalo	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
HOLLAND EAST Remote Int.....	297.2	30				
HOLLAND.....	297.3					
HOLLAND QUARRY.....	298.3					
SWANTON EAST Remote Int.....	304.8	31				
SWANTON.....	306.8	SA				
SWANTON WEST Remote Int.....	306.9	32				
DELTA.....	312.8	DA				
DELTA YARD.....	315.0					
WABASH WAUSEON Remote Int.....	317.6	33				
WAUSEON.....	320.2	WN				
D. T. & I. WAUSEON Remote Int.....	320.5	34				
PETTISVILLE.....	324.7					
ARCHBOLD EAST Remote Int.....	326.6	35				
ARCHBOLD.....	328.8	DR				
ARCHBOLD WEST Remote Int.....	329.8	36				
STRYKER.....	334.8	SR				
BRYAN EAST Remote Int.....	340.3	37				
BRYAN Remote Int.....	341.4	38				
BRYAN.....	341.9	RN				
BRYAN WEST Remote Int.....	342.5	39				
MELBERN.....	347.2					
MINA.....	350.5					
EDGERTON.....	352.2	DN				
EDGERTON WEST Remote Int.....	352.6	40				
BUTLER EAST Remote Int.....	358.5	41				
BUTLER.....	359.1	BY				
WATERLOO.....	367.0	WO				
WATERLOO Remote Int.....	367.0	42				
CORUNNA.....	373.4					
KENDALLVILLE.....	379.7	UK				
KENDALLVILLE Remote Int.....	379.7	43				
BRIMFIELD.....	386.5					
WAWAKA.....	390.9					
LIGONIER EAST Remote Int.....	395.4	44				
LIGONIER.....	396.3	NI				
LIGONIER WEST Remote Int.....	397.7	45				
MILLERSBURG.....	403.3					
GOSHEN.....	411.5	N				
GOSHEN WEST Remote Int.....	412.4	46				
DUNLAP Remote Int.....	415.6	47				
B.....INT. Open day and night.	421.5	B	*			C
ELKHART..... Open day and night.	421.6	RT	*			
# No. 3 track only.						

STATIONS, OFFICE CALLS AND OFFICE HOURS

ELYRIA JCT. TO MILLBURY JCT.—
Via NORWALK SUBDIVISION

STATIONS	Miles from Buffalo	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
ELYRIA JCT.....INT. Open day and night.	207.9	BS	*			C
OBERLIN..... Open daily except Sat. and Sun., 7:30 A.M. to 4:30 P.M.	215.9	OB	*			A
KIPTON.....	220.5					
WAKEMAN.....	225.8					
COLLINS.....	230.5					
NORWALK..... Open daily except Sat. and Sun., 8:00 A.M. to 5:00 P.M.	237.1	MC	*			A
MONROEVILLE.....INT. Open daily except Sat. and Sun., 9:00 A.M. to 6:00 P.M.	241.6	VI	*			C
BELLEVUE.....INT. NKP and PRR Crossing	249.0					
BELLEVUE..... Open daily except Sat. and Sun., 8:00 A.M. to 5:00 P.M.	249.1	SF	*			A
CLYDE..... Open daily except Sat. and Sun., 8:00 A.M. to 5:00 P.M.	256.5	W	*			A
FREMONT..... Open daily except Sat. and Sun., 8:00 A.M. to 5:00 P.M.	264.9	JA	*			A
LINDSEY.....	272.0					
ELMORE..... Open daily except Sat. and Sun., 8:00 A.M. to 5:00 P.M.	277.2	RA	*			A
GENOA..... Open daily except Sun., 7:45 A.M. to 4:45 P.M.	282.0	OA	*			A
MILLBURY JCT.....INT. Open day and night.	286.8	JX	*			C

ALEXIS TO SWAN CREEK

STATIONS	Miles from Detroit	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
ALEXIS.....INT. Open day and night.	50.3	N	*		*	C
K.....INT. Open day and night.	51.4	K	*		*	C
CROSSOVER NORTH OF SYLVANIA AVE.....	52.5					
OVERLAND YARD.....	53.2					
WAGON WORKS JCT.....	54.7					
DORR ST.....	55.7					
A. & P. SIDING.....	56.1					
Z.....INT. Open day and night.	56.9	Z	*		*	C
SWAN CREEK.....INT. Open day and night.	57.7	SK				

SA STANLEY

SA.....INT. Open day and night.	#5.3	SA	*			C
# Miles from Toledo						

VULCAN TO ELKHART
Via OLD ROAD SUBDIVISION

STATIONS	Miles from Buffalo	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
Z.....INT. Open day and night.	290.3	Z	*	*		C
VULCAN..... Remote Int.	292.1					
SYLVANIA..... Open daily except Sat. and Sun., 7:00 A.M. to 4:00 P.M.	298.5	NY	*			A
MICHIGAN ELEVATOR.....	300.7					
OTTAWA LAKE.....	303.1					
RIGA-D.T.&I. CROSSING.....INT.	307.4					
RIGA.....	308.3					
BLISSFIELD..... Open daily except Sat. and Sun., 7:30 A.M. to 4:30 P.M.	310.5	BN	*			A
GROSVENOR.....	313.1					
PALMYRA.....	314.8					
LENAAWEE JCT.....	316.6					
WB.....INT. Open daily 7:30 A.M. to 11:30 P.M.	320.2	WB	*			C
ADRIAN.....	320.7	AN				
D. T. & I. CROSSING.....INT.	321.1					
CADMUS.....	327.9					
CLAYTON.....	331.7					
HUDSON..... Open daily except Sat. and Sun., 7:30 A.M. to 9:45 A.M., 11:59 A.M. to 4:30 P.M.	332.2	HN				
PITTSFORD.....	344.5					
OSSEO.....	348.2					
HILLSDALE..... Open daily except Sat. and Sun., 7:00 A.M. to 4:00 P.M.	354.0	D	*			
FORT WAYNE JCT.....	357.9					
JONESVILLE..... Open daily except Sat. and Sun., 8:00 A.M. to 5:00 P.M.	358.5	JO	*			A
ALLEN.....	363.6					
QUINCY..... Open daily except Sat. and Sun., 8:00 A.M. to 5:00 P.M.	370.1	CY	*			A
COLDWATER.....	376.5	C				
BATAVIA.....	381.7					
BRONSON..... Open daily except Sat. and Sun., 7:00 A.M. to 4:00 P.M.	387.3	BR	*			A
BURR OAK..... Open daily except Sat. and Sun., 8:00 A.M. to 5:00 P.M.	394.0	UR	*			A
STURGIS.....	400.2	RS				
RK.....INT. Open daily except Sunday 12:01 A.M. to 4:00 P.M.	400.5	RK	*			C
KLINGER LAKE.....	405.9					
WHITE PIGEON..... Open daily except Sat. and Sun., 7:00 A.M. to 4:00 P.M.	412.0	GN	*			A
WHITE PIGEON JCT..... Northern District	413.1					
BRISTOL..... Northern District	422.4	KS				
B.....INT. Open day and night.	430.6	B	*			A
ELKHART..... Open day and night.	430.8	RT	*			

STATIONS, OFFICE CALLS AND OFFICE HOURS

FORT WAYNE TO JACKSON

STATIONS	Miles from Ft. Wayne	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
FORT WAYNE.....	0.0	FW	*			
Open daily except Sat. and Sun., 8:00 A.M. to 5:00 P.M.						
AUBURN JCT.....INT.	19.6					
AUBURN.....	20.8	GA	*			
Open daily except Sat. and Sun., 8:00 A.M. to 5:00 P.M.						
WATERLOO.....Remote Int.	25.8	WO				
Open daily 9:00 A.M. to 6:00 P.M. except Sat. and Sun.						
SUMMIT.....	31.6					
STEBENVILLE.....INT.	32.8					
PLEASANT LAKE.....	35.8					
ANGOLA.....	40.0	RM	*			
Open daily except Sat. and Sun., 8:00 A.M. to 5:00 P.M.						
FREMONT.....	47.4	DW	*			
Open daily except Sat. and Sun., 9:00 A.M. to 6:00 P.M.						
RAY.....	51.5					
MONTGOMERY.....	55.1	US	*			
Open daily except Sat. and Sun., 9:00 A.M. to 6:00 P.M.						
READING.....	60.5					
BANKERS.....	65.2					
HILLSDALE.....	69.4	D	*			
Open daily except Sat. and Sun., 7:00 A.M. to 4:00 P.M.						
FORT WAYNE JCT.....	71.0					
JONESVILLE.....	71.7					
MOSHERVILLE.....	77.4					
HANOVER.....	82.2					
HORTON.....	85.8					
HAIRES.....	91.1					
XN.....	96.2	XN	*			
Open daily day and night.						

LENAWEE JCT. TO JACKSON

STATIONS	Miles from Lenawee Jct.	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
LENAWEE JCT.....	0.0					
RAISIN CENTER.....INT.	2.2					
TECUMSEH.....	9.0	SU	*			A
Open daily except Sat. and Sun., 9:00 A.M. to 6:00 P.M.						
CLINTON.....	13.5	CK	*			
Open daily except Sat. and Sun., 8:00 A.M. to 5:00 P.M.						
MANCHESTER.....	21.3	UD	*			A
Open daily except Sat. and Sun., 8:00 A.M. to 5:00 P.M.						
MANCHESTER JCT.....	22.0					
NORVELL.....	28.7					
NAPOLÉON.....	32.0					
XN.....	42.2	XN	*			
Open daily day and night.						

GROSVENOR TO MORENCI

STATIONS	Miles from Grosvenor	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
GROSVENOR.....	0.0					
OGDEN.....	4.6					
JASPER.....	8.0	J	*			
Open daily except Sat. and Sun., 8:00 A.M. to 5:00 P.M.						
WESTON.....	11.6					
BIMO.....	14.5					
MORENCI.....	18.2	MG	*			
Open daily except Sat. and Sun., 8:00 A.M. to 5:00 P.M.						

GOSHEN TO STURGIS

STATIONS	Miles from Goshen	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
GOSHEN.....	0.0	N	*			
Open daily except Sat. and Sun., 8:00 A.M. to 5:00 P.M.						
MIDDLEBURY.....	9.2	MY				
SHIPSHEWANA.....	16.4	MX				
RK.....INT.	28.9	RK	*			C
Open daily except Sunday 8:00 A.M. to 4:00 P.M.						
STURGIS.....	29.3	RS				

LENAWEE JUNCTION TO IDA

STATIONS	Miles from Lenawee Jct.	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
LENAWEE JCT.....	0.0					
DEERFIELD.....	8.8	HG	*			
Open daily except Sat. and Sun., 8:00 A.M. to 5:00 P.M.						
PETERSBURG.....	12.2					
D. T. & I. CROSSING.....	14.1					
FEDERMAN.....INT.	16.8					
IDA.....	19.4	DY	*			
Open daily except Sun. and Mon., 9:00 A.M. to 6:00 P.M.						

STATIONS, OFFICE CALLS AND OFFICE HOURS

SIGNAL STATION B TO CHICAGO

STATIONS	Miles from Buffalo	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
MAIN LINE						
B.....INT.	421.5	B	*			C
Open day and night.						
ELKHART.....	421.6	RT	*			
Open day and night.						
OAKLAND AVE.....	422.2					
Remote Int.						
21st STREET.....	422.5					
Remote Int.						
WG.....	426.4	WG				
Remote Int.						
OSCEOLA.....	427.1	JH				
Open daily 6:15 A.M. to 2:15 P.M. except Sat., Sun. and Holidays						
MISHAWAKA.....	432.7	AU				
Open 6:30 A.M. to 2:30 P.M. except Saturday, Sunday and Holidays						
SOUTH BEND.....	436.7	SU				
HF.....INT.	436.9	HF	*			C
Open day and night.						
LYDICK.....	443.7					
TERRE COUPEE.....	448.4					
NEW CARLISLE.....	450.1	NC				
Open daily except Sat., Sun. and Holidays, 8:00 A.M. to 4:00 P.M.						
ROLLING PRAIRIE.....	456.4	RO	*			C#
Open daily except Sat., Sun. and Holidays, 6:00 A.M. to 2:00 P.M.						
WR.....INT.	462.4	WR	*			C
Open day and night.						
LAPORTE TICKET.....	463.4	AP				
Open 9:15 A.M. to 6:15 P.M. daily except Saturday, Sunday and Holidays						
JD.....INT.	463.8	JD	*			C
Open daily 6:00 A.M. to 10:00 P.M.						
PINOLA.....	467.5					
FS.....	469.8	FS	*			C
Open daily 7:00 A.M. to 3:00 P.M. 5:00 P.M. to 1:00 A.M.						
OTIS.....INT.	473.4	HM	*			C
Open daily 6:30 A.M. to 10:30 P.M.						
BURDICK.....	476.8					
CHESTERTON.....	481.1	CA				
Open 4:30 A.M. to 12:30 P.M. daily except Saturday, Sunday and Holidays						
PORTER.....	482.0	WS				
Open daily 5:30 A.M. to 1:30 P.M. 5:00 P.M. to 1:00 A.M.						
PO.....INT.	482.2	PO	*			C
Open day and night.						
FN.....	486.3	FN				
DUNE PARK.....	486.7					
MILLERS.....	492.4					
GARY.....	496.0	GA				
Open daily 7:00 A.M. to 5:30 P.M.						
PINE.....	499.3					
NE.....INT.	500.1	NE	*			C
Open day and night.						
B. & O. CROSSING.....INT.	502.7					
Open day and night.						
INDIANA HARBOR.....	502.8	BR				
Open daily 5:00 A.M. to 1:00 P.M. daily except Saturday, Sunday and Holidays						
HC.....INT.	503.2	HC	*			C
Open day and night.						
WHITING.....	505.4	WH				
Open daily 7:15 A.M. to 3:15 P.M. except Sat., Sun. and Holidays						

SIGNAL STATION B TO CHICAGO — Continued

STATIONS	Miles from Buffalo	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
MS.....INT.	505.7	MS	*			C
Open day and night.						
EAST SIDE.....	509.0					
CR.....INT.	509.5	CR	*			C
Open day and night.						
JN.....INT.	513.9	JN	*			C
Open day and night.						
ENGLEWOOD.....	515.5					
CHICAGO.....	522.2	SC J	*			
Open day and night.						

#—Refers to Westbound trains only.
x—Refers to Eastbound trains only.

SOUTH BEND TO LADD

STATIONS	Miles from South Bend	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
KANKAKEE SUBDIVISION						
SOUTH BEND.....INT.	0.0	HF	*			C
Open day and night.						
OLIVERS.....	1.1	SR				
JK.....INT.	2.7	JK	*	*		C
Open day and night.						
RUPEL.....	5.4					
GINGER HILL.....	9.5	GH		*		
NORTH LIBERTY.....	13.6					
Open daily 7:00 A.M. to 3:00 P.M. except Sat., Sun. and Holidays						
NORTH LIBERTY.....INT.	13.8					
Wabash Crossing						
KN.....INT.	19.6	KN	*	*		C
Open day and night.						
WALKERTON.....	19.6					
Open 7:00 A.M. to 4:00 P.M. except Sat., Sun. and Holidays						
GARDEN CITY.....	22.5					
HA.....INT.	27.6	HA	*	*		C
Open day and night.						
KNOX.....	33.9					
Open daily except Sat., Sun. and Holidays, 7:00 A.M. to 3:00 P.M.						
KNOX.....INT.	33.9					
N.Y.C. and St. L.						
TOTO.....	38.4					
NORTH JUDSON.....	43.3	J	*	*		C
Open day and night.						
NORTH JUDSON.....INT.	43.4					
P. R. R. Crossing						
SAN PIERRE.....INT.	49.5	JR	*	*		C
Open daily except Sat., Sun. and Holidays, 7:00 A.M. to 4:00 P.M.						
SAN PIERRE.....INT.	49.5					
Monon Ry.						
WHEATFIELD.....	58.1	WH	*	*		C
Open daily except Sat., Sun. and Hol., 7:00 A.M. to 4:00 P.M.						
KERSEY.....	63.5					
DeMOTTE.....	65.6	FA				
Open daily except Sat., Sun. and Hol., 7:00 A.M. to 3:00 P.M.						
SHELBY.....INT.	73.4	BY	*	*		C
Open day and night.						
SG.....INT.	78.6	SG	*	*		C
Open day and night.						

STATIONS, OFFICE CALLS AND OFFICE HOURS

SOUTH BEND TO LADD—Continued

STATIONS	Miles from So. Bend	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
SCHNEIDER.....	78.6					
ILLINOI.....	82.7					
DELMAR.....INT. Open day and night.	86.9	DA	*	*		C
MJ.....INT. Open day and night.	89.6	MJ	*	*		C
MOMENCE..... Open daily except Sat., Sun. and Hol., 7:00 A.M. to 4:00 P.M.	90.1					
EXLINE.....	95.8					
KANKAKEE I. C. R. R.....INT.	101.0					
KANKAKEE, 5th Ave..... Open day and night.	101.4	K	*	*		
WEST KANKAKEE.....	103.4					
NEW LEHIGH.....	107.8					
HUBER SPUR.....	109.1					
UNION HILL..... Open daily except t., Sun. and Hol., 8:00 A.M. to 4:00 P.M.	115.9	UN	*	*		C
RA.....INT. Open day and night.	121.1	RA	*	*		C
REDDICK.....	121.4					
BLAIR.....	124.4					
G. M. & O. CROSSING.....INT.	130.1					
DWIGHT..... Open daily except Sat., Sun. and Hol., 8:00 A.M. to 5:00 P.M.	130.6	DG	*	*		C
SUNBURY.....	135.8					
BUDD.....	140.7					
MISSAL.....	147.0					
STREATOR G. M. & O. R. R.....	149.9					
STREATOR JCT.....	150.6					
STREATOR.....INT. Open day and night	152.4	SA	*	*		C
MILLA.....	162.1					
LOSTANT I. C. R. R.....	165.7					
PRISCILLA.....	170.0					
McNABB..... Open daily except Sat., Sun. and Hol., 7:00 A.M. to 3:00 P.M.	174.7	MC	*	*		C
GRANVILLE JCT.....	180.6					
GRANVILLE..... Open daily except Sat., Sun. and Hol., 8:00 A.M. to 5:00 P.M.	180.7	GV	*	*		C
MORONTS.....	184.9					
ILLINOIS RIVER.....INT. Open day and night.	187.4		*	*		C
DEPUE JCT.....	188.1					
DEPUE..... Open daily except Sundays 6:00 A.M. to 10:00 P.M.; open Sun- days 6:00 A.M. to 2:00 P.M.	189.3	D	*			
HOWE.....	188.3					
SEATONVILLE JCT.....	192.2					
LX.....	193.8					
LADD JCT..... Open day and night.	194.3	JC	*	*		A
N. Y. C. JCT.....	194.3					

OSBORN TO LYONS

STATIONS	Miles from Indiana Harbor	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
DANVILLE SUBDIVISION						
OSBORN.....INT. Open day and night.	4.9	RN	*		*	C
ND.....INT. Open day and night.	7.2	ND	*	*	*	C
HAYS G. T. W. R. R.....INT.	9.2	BX				
HARTSDALE..... Open day and night.	10.3	HD	*			
ST. JOHN YARD.....	12.4					
DK.....INT. Open day and night.	14.6	DK	*	*	*	C
COOK.....	19.8					
NORTH HAYDEN..... Open daily except Sat., Sun. and Hol., 7:00 A.M. to 3:00 P.M.	25.8	AY	*	*	*	C
BELSHAW.....	28.2					
SG.....INT. Open day and night.	32.9	SG	*	*	*	C
SCHNEIDER.....	32.9					
ENOS..... Open daily except Sat., Sun. and Hol., 7:00 A.M. to 3:00 P.M.	44.8	FO		*		
MOROCCO..... Open daily 9:00 A.M. 1:00 A.M. exc. Mon. and Tues. Open Mon. and Tues. 9:00 A.M. to 5:00 P.M.	49.6	MR	*	*	*	C
ADE..... Open daily except Sat., Sun. and Hol., 7:00 A.M. to 3:00 P.M.	55.0	Z	*	*	*	C
KENTLAND..... Open daily except Sat., Sun. and Hol., 7:00 A.M. to 4:00 P.M.	61.7					
KN.....INT. Open day and night.	61.9	KN	*	*	*	C
SHEFF.....	66.3					
F.....INT. Open day and night.	66.3	F	*	*	*	C
YORK SWITCH.....	66.6					
FREE.....	72.0	FD				
DUNN..... Open daily except Sat., Sun. and Hol., 7:00 A.M. to 3:00 P.M.	75.8	UN	*	*		C
HANDY.....INT. Open day and night.	80.4	DY	*	*		C
TAB..... Open daily except Sat., Sun. and Hol., 7:00 A.M. to 3:00 P.M.	86.3	BN	*	*		C
STEWART.....	90.1					
NX..... Open daily 8:00 A.M. to 4:00 P.M. except Sat., Sun. and Holidays.	94.6	NX	*	*	*	C
CAMPBELL.....	104.1					
DANVILLE, Jackson St.....	109.3			*		
WYTON.....INT. Open day and night.	110.2	WG	*	*		C
BEMIS..... Open day and night.	113.5	NY	*	*		
LYONS..... Open day and night.	114.5	HF				
WR..... Open day and night.	116.5	WR	*	*		

STATIONS, OFFICE CALLS, OFFICE HOURS

JOLIET SUBDIVISION

STATIONS	Miles from East Gary	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
EAST GARY..... Open day and night	0.0	AK	*	*		221C
LIVERPOOL.....INT.	2.9					
SOUTH GARY.....INT. Open day and night	5.4	JO	*	*		221C
ROSS.....	7.8					
GRIFFITH.....INT.	10.4	FH				
HARTSDALE.....INT. Open day and night	12.2	HD	*	*		221A
DYER.....INT. Open daily 6:00 A.M. to 3:00 P.M. except Sat., Sun. and Holidays.	15.4					
CHICAGO HEIGHTS.....INT. Open day and night	21.4	MC	*	*		221C
MATTESON..... Open daily 7:00 A.M. to 4:00 P.M. except Sunday.	24.8	MS	*	*		221A
FRANKFORT..... Open daily except Sat., Sun. and Hol. 7:30 A. M. to 4:30 P. M.	32.5	RF	*	*		221A
SPENCER.....	37.1					
STEELE.....	38.6	SR				
JOLIET.....INT. Open daily 9:00 A.M. to 5:00 P.M. and 8:00 P.M. to 4:00 A.M.	44.4	CK	*	*		221A

PORTER-KENSINGTON SUBDIVISION

STATIONS	Miles from Detroit	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
PORTER.....INT. Open day and night	240.7	PO	*		*	221C
WILLOW CREEK.....INT. Open day and night	246.7	WC	*		*	221C
EAST GARY..... Open day and night	249.9	AK	*		*	221C
GARY.....	255.1	GR				
TOLLESTON.....INT. Open day and night	256.4	JI	*		*	221C
IVANHOE.....INT. Open day and night	260.5	IH	*		*	221C
GIBSON.....INT. Open day and night	261.8	GB	*		*	221C
HAMMOND.....	264.8	MD				
CALUMET PARK.....INT. Open day and night	266.6	MS	*		*	221B
CALUMET RIVER BRIDGE.....						
KENSINGTON.....INT. Open day and night	271.8	CA				

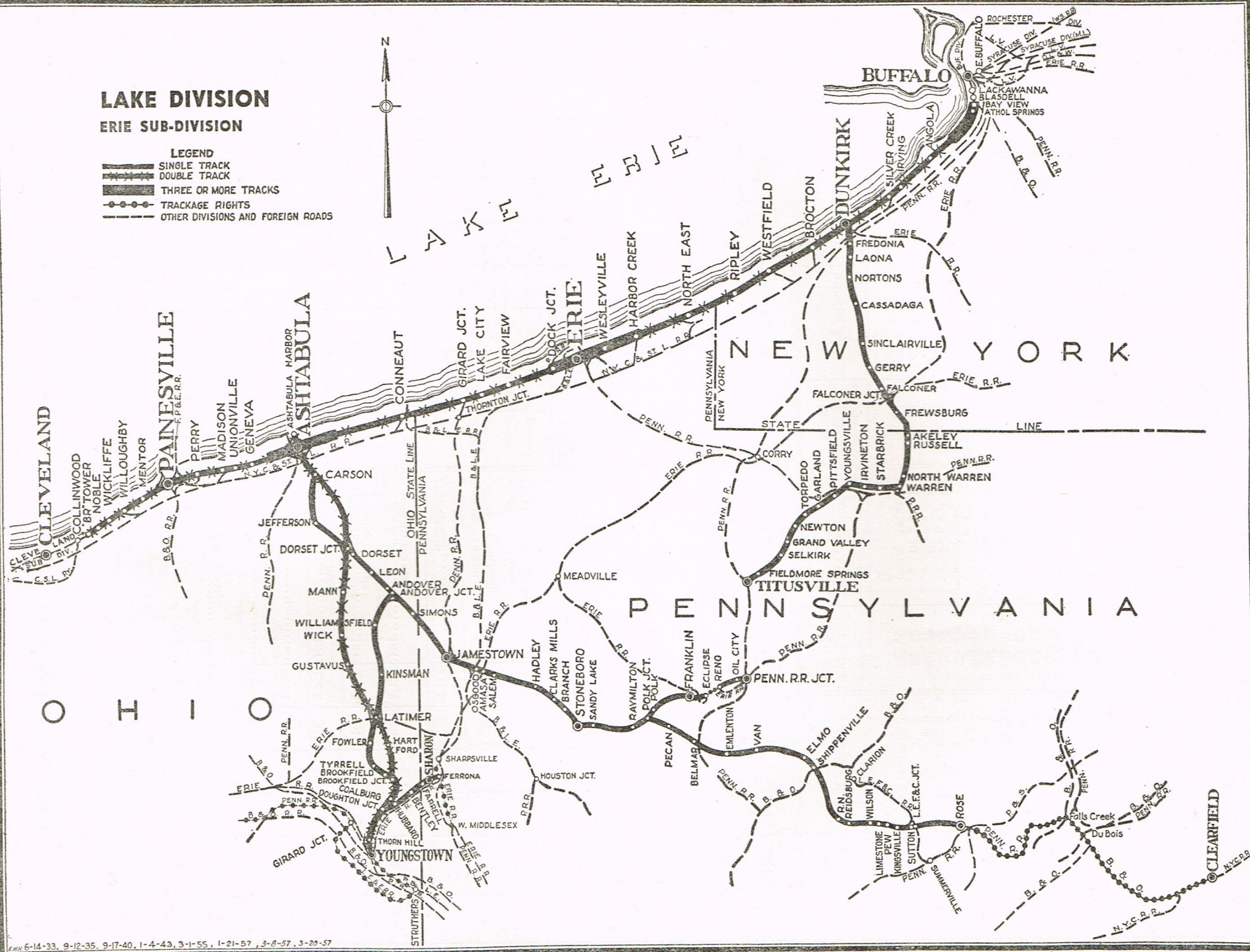
SPEED TABLE

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

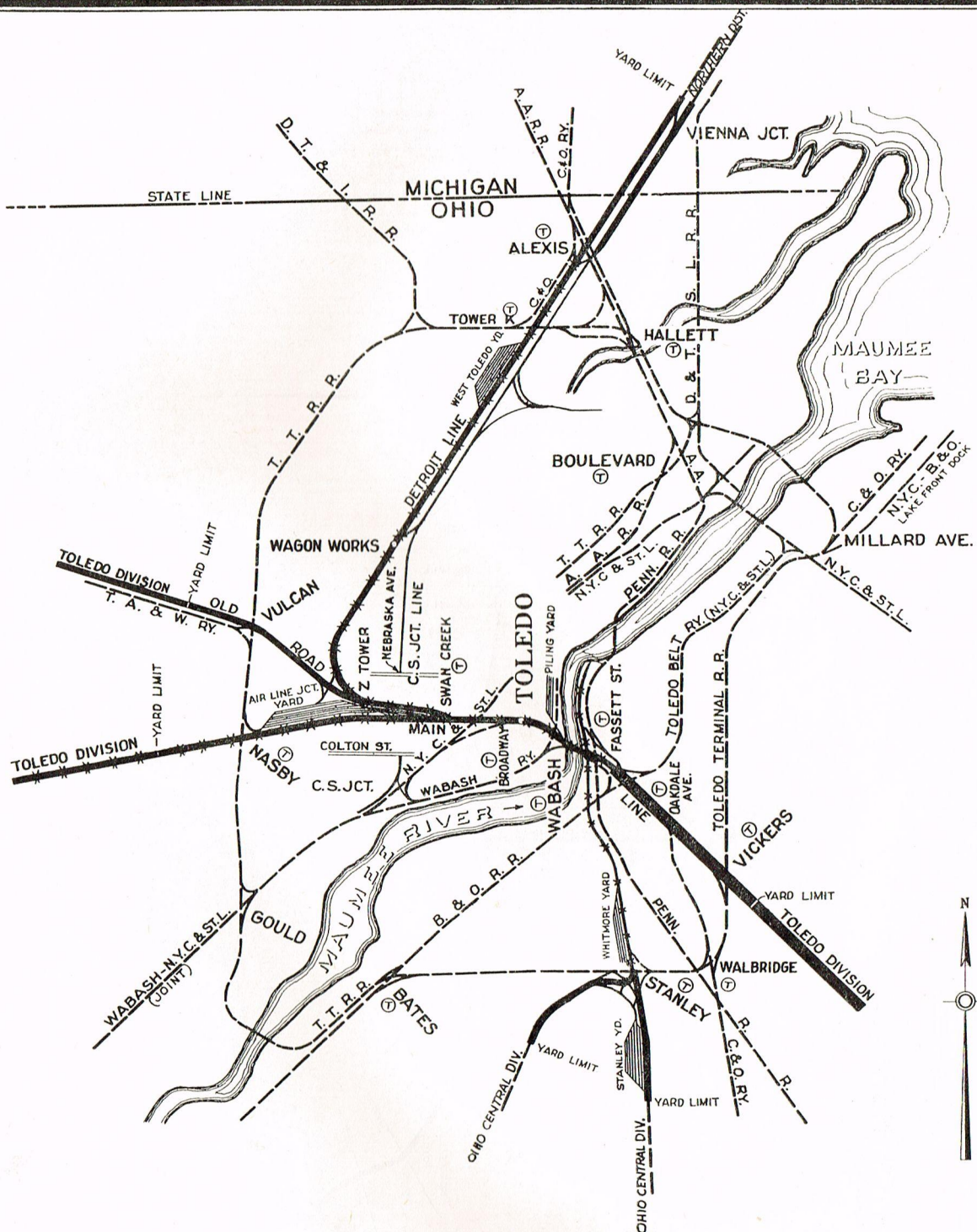
Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 36 sec.	100.00	0 min. 50 sec.	72.00	1 min. 5 sec.	55.38	2 min. 0 sec.	30.00
0 " 40 "	90.00	0 " 51 "	70.59	1 " 10 "	51.43	2 " 10 "	27.69
0 " 41 "	87.80	0 " 52 "	69.23	1 " 15 "	48.00	2 " 20 "	25.71
0 " 42 "	85.71	0 " 53 "	67.92	1 " 20 "	45.00	2 " 30 "	24.00
0 " 43 "	83.72	0 " 54 "	66.67	1 " 25 "	42.35	2 " 40 "	22.50
0 " 44 "	81.82	0 " 55 "	65.45	1 " 30 "	40.00	2 " 50 "	21.18
0 " 45 "	80.00	0 " 56 "	64.29	1 " 35 "	37.89	3 " 0 "	20.00
0 " 46 "	78.26	0 " 57 "	63.16	1 " 40 "	36.00	3 " 30 "	17.14
0 " 47 "	76.60	0 " 58 "	62.07	1 " 45 "	34.29	4 " 0 "	15.00
0 " 48 "	75.00	0 " 59 "	61.02	1 " 50 "	32.73	5 " 0 "	12.00
0 " 49 "	73.47	1 " 0 "	60.00	1 " 55 "	31.30	6 " 0 "	10.00

LAKE DIVISION ERIE SUB-DIVISION

- LEGEND**
- SINGLE TRACK
 - DOUBLE TRACK
 - THREE OR MORE TRACKS
 - TRackage RIGHTS
 - OTHER DIVISIONS AND FOREIGN ROADS



REV 6-14-33, 9-12-35, 9-17-40, 1-4-43, 3-1-55, 1-21-57, 3-8-57, 3-20-57



TOLEDO TERMINAL DISTRICT

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

6-27-33:10-15-46:5-5-52:2-25-58

