

The New York Central Railroad Company

TOLEDO DIVISION

Time Table No. 17A

FOR EMPLOYEES ONLY

Effective 12.01 A. M.

Sunday, May 6, 1923

CENTRAL STANDARD TIME

Superseding Time Table No. 17 Dated April 29, 1923

**STUDY THE SPECIAL INSTRUCTIONS AND
NOTE ALL CHANGES**

F. F. RIEFEL,
Superintendent

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SPECIAL INSTRUCTIONS

Rules referred to by numbers are the rules for the government of the Operating Department, unless otherwise specified.

M OTHER RAILROADS.

Between Alexis and North Toledo Yard or C. S. Jct.: M. C. trains will be moved on M. C. tracks under direction of North Toledo yard operator.

3. STANDARD CLOCKS.

N. Y. C.

Elkhart..... { Engine house.
Passenger station.
Yard masters office.

M. C.

North Toledo.... Telegraph office.
Slocum Jct..... Telegraph office.

4. TIME TABLES.

Detroit, north of South yard limit sign River Rouge: M. C. Detroit yard time-table governs.
Toledo Yard: Toledo yard time-table governs.

6. SIGNS.

- B Stop to discharge passengers from east of Toledo.
- C Stop Sunday only.
- E Stop to discharge passengers from Toledo and east and on signal to receive passengers for Waterloo and beyond.
- G Stop on signal to receive passengers for points south of Toledo, and to discharge passengers from Detroit.
- H Stop on signal to receive passengers for Toledo and beyond.
- J Stop to discharge passengers from south of Toledo.
- K Stop to discharge passengers from South of Toledo and stop on signal to receive passengers for points beyond Detroit.
- M Stop for Mail.
- Q Stop to discharge paying passengers from Elkhart and west.
- R Stop to discharge passengers from Cleveland and beyond.
- T Stop on signal to receive passengers for points south of Toledo.
- U Stop Sundays for mail.
- V Stop Mondays for mail.
- X Stop on signal to receive passengers for Chicago and beyond.

14. WHISTLE SIGNALS.

Sound	Indication
—O	Answer to Take-Siding-Signal.

Rule 14, signal K: On double track, or three or more tracks will be sounded only when passing trains. Second paragraph reading, "If not answered by a train, the train displaying signal must stop and ascertain cause," will apply only on single track.

Enginemen of eastward freight trains that do not intend to stop at Mina for coal or water will sound two short and one long blasts of the whistle passing Signal Station WB.

17. HEADLIGHTS.

When rules require the headlights to be displayed, electric headlights on engines will be dimmed:

- (a) In yards where yard engines are employed.
- (b) At meeting points.
- (c) Approaching stations at which stops are to be made, or where trains are receiving or discharging passengers.
- (d) When standing.
- (e) On two or more tracks when approaching trains running in the opposite direction.

19. MARKERS.

Trains with rear car not equipped to display markers, as per Rule 19, will display red flag by day and red light by night, on rear of train.

21. EXTRA TRAINS.

Extra trains will omit the display of white signals.

23. TRAIN REGISTERS.

N. Y. C.

Elkhart..... { Passenger station.
Yard masters office.

M. C.

C. S. Junction..... Yard office.
North Toledo..... Telegraph office.

23. CLEARING OF TRAINS.

Elkhart: Passenger trains verbally by operator at telegraph office.
North Toledo yard: M. C. freight trains verbally by yard operator.
River Rouge yard: Freight trains by telephone by train dispatcher.

23. YARDS. Limits defined by signs.

Alexis.
Elkhart.
Monroe.
River Rouge.
Wyandotte.

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

27. WORK EXTRAS.

On double track, or three or more tracks, conductors of work extras must advise superintendent by wire before leaving initial station, specifying working limits, and must not proceed beyond such limits without permission from superintendent. When work is completed for the day, and train clear of main track, conductors must so report.

98. RAILROAD GRADE CROSSINGS.

Location	Railroad	Signals
*Ecorse, Raup track	D. T. & I.	Interlocking.
*Ecorse, M. S. Co.	D. & T. S. L.	R. R. grade crossing.
Elkhart	Old South Yard	R. R. grade crossing.
Goshen	C. C. C. & St. L.	Interlocking.
Kendallville	G. R. & I.	Interlocking.
Monroe, Dock track	{ N. Y. C. R. R. grade crossing. M. C. R. R. grade crossing. D. & T. S. L. R. R. grade crossing.	
Monroe, Elm St.	D. U. R.	Interlocking.
Monroe, Greening's	D. & T. S. L.	R. R. grade crossing.
North Toledo	T. T. R. & A. A.	Interlocking.
*Sibley, Quarry	D. & T. S. L.	R. R. grade crossing.
*Sibley, River track	D. T. & I.	Interlocking.
Signal Station AV	T. T. R.	Interlocking.
Signal Station D	D. T. & I.	Interlocking.
Signal Station DV	C. N.	Interlocking.
Signal Station DW	Wabash	Interlocking.
Signal Station FN	{ D. T. & I. Interlocking. D. & T. S. L. Interlocking.	
Signal Station K	T. T. R.	Interlocking.
Signal Station N	P. M. & A. A.	Interlocking.
Signal Station WB	Wabash	Interlocking.
Signal Station YD	M. C.	Interlocking.
Slocum Jct.	D. & T. S. L.	Interlocking.
Waterloo	Ft. Wayne branch	Interlocking.
*Wyandotte, M. A. Co. No. 2 and Burrill Co.	D. T. & I.	Interlocking.
*Wyandotte, M. A. Co. No. 1 and Pa. Salt Co.	D. T. & I.	Interlocking.
*Wyandotte, Penna Salt Co. and Hiawatha Salt Co.	D. U. R.	Interlocking.

*Normal position against N. Y. C. or M. C. operated by trainmen.

98. DRAWBRIDGE.

Location	Signals
Grosse Isle, Detroit River	Semaphores not interlocked.

98. SIDINGS. AIR LINE. Capacity based on 42 foot cars

Archbold (Eastward)	95
Archbold (Westward)	46
Brimfield (Eastward)	92
Brimfield (Westward)	97
Butler (Eastward)	117
Butler (Westward)	151
Corunna (Eastward)	143
Corunna (Westward)	92
Delta (Eastward)	95
Delta (Westward)	56
Goshen (Eastward)	71
Goshen (Westward)	109
Kendallville (Eastward)	94
Kendallville (Westward)	99
Ligonier (Eastward)	119
Ligonier (Westward)	101
Mina (Eastward)	80
Mina (Westward)	86
Millersburg (Westward)	103
Spencer (Eastward)	83
Swanton (Eastward)	99
Swanton (Westward)	55
Stryker (Eastward)	99
Wauseon (Westward)	58
Waterloo (Eastward)	96
Waterloo (Westward)	98
Wawaka (Eastward)	116
Wawaka (Westward)	95

SIDINGS. Capacity based on 42 foot cars.

N. Y. C. R. R.	(Detroit Line)
Alexis	97
Ecorse	45
LaSalle	90
Newport	90
Rockwood	90
Trenton	90
Vienna	90
Warner	90
Wyandotte (West)	62
Wyandotte (East)	90

M. C. R. R.	(Detroit Line)
Alexis (East)	85
Alexis (West)	60
LaSalle (East)	78
LaSalle (West)	52
Monroe (East)	68
Monroe (West)	85
Newport (East)	45
Newport (West)	80
Rockwood (East)	80
Rockwood (West)	65
Slocum Jct.	90
Vienna (East)	56
Vienna (West)	85
Warner	80
Wyandotte (East)	100
Wyandotte (West)	80

103. PUBLIC GRADE CROSSINGS.

Monroe, Track No. 2, light engines and trains switching must stop not less than 25 feet from First St. and not proceed over crossing until protected by trainman.

Wyandotte, switching movements must not be made over Eureka Ave. until crossing is protected by trainman.

106. PASSING TRAINS.

Passenger trains will, if practicable, be moving when passed by a train on an adjacent track.

108. WATER STATIONS.

Bryan	North Toledo.
Delta	River Rouge.
Goshen	Rockwood.
Grosse Isle	Swanton.
Kendallville	Waterloo.
Mina	Wauseon.
Monroe	Wyandotte.

108. TRACK PANS. TRACKS.

Corunna	No. 1 and No. 2.
Grismore	No. 1 and No. 2.
Stryker	No. 1, No. 2 and No. 3.

109. BULLETIN BOARDS AND BOOKS.

	N. Y. C.
Elkhart	{ Engine house. Passenger station. Yard masters office.
Mina	Coal Dock office.
Monroe	Passenger station.
	M. C.
North Toledo	{ Conductors room. Engine house.
Wyandotte	Telegraph office.

110. DESIGNATION AND USE OF MAIN TRACKS.

Double Track:
 Between Edgerton Switch and Millersburg.
 Tracks are numbered from the south
 No. 2, No. 1.
 Tracks will be used as follows:
 No. 2, Eastward.
 No. 1, Westward.
 Between Signal Station YD and Signal Station N Alexis.
 Tracks are numbered from the west.
 No. 1, No. 2.
 Tracks will be used as follows:
 No. 1, Southward.
 No. 2, Northward.

Three Tracks:
 Between Holland and Signal Station DW.
 Signal Station D and Signal Station DV.
 Tracks are numbered from the south.
 No. 2, No. 1, No. 3.
 Tracks will be used and designated as follows:
 No. 2, Eastward—Passenger.
 No. 1, Westward—Passenger.
 No. 3, Westward—Freight.
 Between Millersburg and Signal Station CX Goshen.
 Tracks are numbered from the south.
 No. 4, No. 2, No. 1.
 Tracks will be used and designated as follows:
 No. 4, Eastward—Freight.
 No. 2, Eastward—Passenger.
 No. 1, Westward—Passenger.

Four Tracks:
 Between Signal Station AV Nasby and Holland.
 Signal Station DW and Signal Station D.
 Signal Station DV and Edgerton Switch.
 Signal Station CX Goshen and Signal Station B.
 Tracks are numbered from the south.
 No. 4, No. 2, No. 1, No. 3.
 Tracks will be used and designated as follows:
 No. 4, Eastward—Freight.
 No. 2, Eastward—Passenger.
 No. 1, Westward—Passenger.
 No. 3, Westward—Freight.

251. MOVEMENT OF TRAINS BY BLOCK SIGNALS.

Between Signal Station AV Nasby and Elkhart.
 Signal Station N Alexis and Signal Station YD.
 If train is not in condition to make usual running time, conductor or engineman must notify signalman.

718. TAKE SIDING SIGNAL.

Applies only to freight trains running with the current of traffic and will be displayed on the ground at, or from window of communicating station. Signal must be acknowledged as prescribed in Special Instruction 14.

751. TIME SIGNAL STATIONS ARE OPEN.

Signal Stations are open as specified in list of, "Stations, Telegraph Calls, Signals and Telephones."

901. MANUAL BLOCK SIGNALS.

Between Signal Station N Alexis and Signal Station YD.
Rule 947. Second paragraph reading, "A train must not be admitted to a block which is occupied by an opposing train or by a passenger train, nor a passenger train admitted to a block occupied by a preceding train except as provided in Rule 958 or by train orders," will not apply within yard limits in connection with movements of second-class and extra trains. Indications of manual block signals will convey to second-class and extra trains information as to conditions of block only to yard limit signs.

1002. AUTOMATIC BLOCK SIGNALS.

Between Signal Station AV Nasby and Elkhart.

1008. SWITCH INDICATORS.

Switch indicators indicate when block is occupied or train is approaching, except in normal clear territory indicators located within 1500 feet in advance and in sight of automatic signal will not indicate when block is occupied, but will indicate when train is approaching. Switch indicators for crossovers between main tracks will indicate the condition of the opposite track.

1051. RAILROAD GRADE CROSSING SIGNALS.

Location	Signal	Position	Indication
Ecorse	Gate Target.	Over D. & T. S. L.	*Proceed on N. Y. C.
Elkhart old south yard	Pole Target.	Horizontal	Trains and engines on running tracks proceed and yard engines use lead to warehouse track.
		Diagonal	Engine proceed from passenger yard to passenger engine-house when proceed hand signal is received from target man.
		Vertical	Engine proceed from passenger engine-house to passenger yard when proceed hand signal is received from target man.
Monroe dock track	Gate Target.	Over N. Y. C., M. C. and D. & T. S. L.	Proceed on Dock track.
Monroe, Green-ing track	Gate Target.	Over D. & T. S. L.	Proceed on M. C.
Sibley, Quarry.	Gate Target.	Over D. & T. S. L.	*Proceed on N. Y. C.

*Normal position against N. Y. C.
 †Normal position against M. C.

1401. SPEED RESTRICTIONS.

Speed restrictions apply to the entire train. Miles per hour.
 Engines running backward by night over public crossings. . . 15
 Engines, Class NE. 25
 Engines, Class NU. 20
 Engines, Class M. 15
 Passenger, Mail, Express and Milk trains with freight equipped cars. 40
 Troop trains with freight cars. 30
 Trains with dead engines not having all side or main rods. . . 20
 Railroad grade crossings, interlocked. 50
 Signal indications, Rules 708 and 709, through interlocking 10
 Signal indications, Rules 705 and 707, through interlocking 30
 Switches and crossovers, not interlocked. 10

	AIR LINE		Miles per hour	
	Passenger tracks	Freight	Trains	Stone Ballast Gravel Bal.
Passenger, Mail, Express and Milk trains.	70	50	40	40
Freight trains	40	40	40	40
Engines, Classes H-7-a H-10 and L-1.	40	35	25	25
*Trains handling Steam Wrecking Crane	40	40	35	35
Engines running backward:				
Passenger.	40	40	25	25
Freight.	25	25	25	25
Engines Switch	20	20	20	20
Track pans: Engines with vestibule, scooping water.			60	60
Track pans: Engines without vestibule, scooping water.			45	45
Track pans: During winter weather.			45	45
Elkhart, over Interlocking Signal Station B.			10	10
Goshen, Lincoln Ave. and Main St.			20	20
Ligonier, Johnson St.			10	10

DETROIT BRANCH

Passenger, Mail, Express and Milk trains.	60
Freight Trains	40
Engines, Classes H-7, H-10 and L-1 No. 1 track north of Monroe.	25
*Trains handling Steam Wrecking Crane.	25
Engines running backward.	25
Engines, Switch.	20
Railroad grade crossings, interlocked, passenger trains.	30
Railroad grade crossings, interlocked, freight trains.	20
Alexis, Northbound N. Y. C. to M. C. track.	25
Monroe.	6
Rockwood, Southward.	20
Wyandotte.	15
River Rouge Draw Bridge.	25

*Maximum speed should not be attained immediately after leaving terminal, the first five miles should be at moderate speed to allow lubrication of journals to become effective.

F. F. RIEFEL, Superintendent
 C. M. WILLIAMS, Assistant Superintendent

C. A. BUTTNER }
 L. J. PETROT } Train Masters

W. J. NAGELY, Chief Train Dispatcher
 A. W. COLTER, Night Chief Train Dispatcher

G. E. COLLINGWOOD }
 W. A. LEFFINGWELL }
 D. J. DONAHUE }
 W. L. SAVERCOOL } Train Dispatchers
 A. W. SWEENEY }
 J. S. SHEA }
 E. L. GARN }
 R. R. HUDSON }

1405. SPECIAL USE OF TRACKS.

M. C. trains for North Toledo Yard will leave N. Y. C. track at Signal Station K.
 Trenton, Siding between Trenton and Slocum Jct. will be used by southward Grosse Isle trains, and must not be used as a passing track except by permission of dispatcher.
 Southward M. C. trains going to Grosse Isle will leave N. Y. C. track at Crossover south of Trenton and use siding to Slocum Jct.
 Warner, Northward trains having work at Warner will use siding west of M. C. main track.
 Wyandotte, Southward trains having work to do at Wyandotte will take east siding south of Oak St.

1406. TELEPHONES.

Conductor or engineman must use the telephone whenever necessary to facilitate the movement of trains. Instructions received by telephone must be repeated and names and occupations of the employees exchanged to avoid misunderstanding.

1420. LAWS.

The following rules are shown in time-tables in compliance with the Ohio Law:
 Trains must approach the end of double track, junctions, railroad crossings at grade and drawbridges, with caution. Where required by rule or by law trains must stop.
 Trains must stop not less than 200 feet nor more than 800 feet before crossing any drawbridge or steam railroad at grade, except where interlocking signals are in use.
 Enginemen must observe the indication of fixed signals until passing them.
 The engineman and fireman must, when practicable, communicate to each other by its name, the indication of all signals affecting the movement of their train.

TOLEDO TO ELKHART
WESTWARD—FIRST-CLASS CONTINUED ON PAGE 6

Miles from Toledo	STATIONS	89	3	9	5	65	25	41	635	19	151	35	
		Cleveland-Chicago Special	Chicago Express	Mail	Buffalo-Chicago Special	American Railway Express	The 20th Century Limited	New York Boston Chicago Special	Accommodation	The Lake Shore Limited	Interstate Express	Mail	See Note
		Daily	Daily	Daily	Daily	Daily Except Tuesday	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Monday	
LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	
.....	Toledo.....	N 1.05	2.00	2.05	2.50	3.30	4.45	6.35	7.20	10.15	2.15	2.23	
3.67	Nasby S.S.AV.....	N 1.15	2.10	2.15	3.00	3.40	4.55	6.45	7.30	10.25	2.25	2.33	
8.95	Holland.....	N 1.23	2.18	2.23	3.08	3.48	5.01	6.53	7.39	10.33	2.31	2.39	
14.21	Spencer.....												
18.43	Swanton.....	N 1.36	2.28	2.35	3.18	4.01	5.10	7.04	7.52	10.43	2.40	2.49	
24.41	Delta.....	D 1.44	2.35	2.42	3.25	4.09	5.16	7.11	8.03	10.50	2.47	2.56	
29.28	Signal Station DW.....	N 1.50	2.40	2.47	3.30	4.15	5.21	7.18	8.12	10.55	2.52	3.02	
31.90	Wauseon.....								s 8.18				
32.13	Signal Station D.....	N 1.54	2.44	2.51	3.34	4.19	5.24	7.21	8.19	10.59	2.55	3.06	
36.38	Pettisville.....								s 8.28				
40.41	Archbold.....	N 2.08	2.53	3.03	3.43	4.33	5.34	7.32	8.37	11.09	3.05	3.15	
46.41	Stryker.....	D 2.16	3.00	3.11	3.51	4.41	5.41	7.39	8.49	11.17	3.12	3.23	
53.08	Signal Station DV.....	N 2.26	3.10	3.21	4.00	4.51	5.49	7.47	9.01	11.26	3.20	3.32	
53.58	Bryan.....							s 7.49	s 9.04				
58.84	Melbern.....								s 9.15				
62.16	Mina.....	2 39	3.22	3.35	4.11	5.04	5.58	8.04	9.22	11.38	3.29	3.44	
63.89	Edgerton.....								s 9.26				
65.17	Edgerton Switch.....	N 2.42	3.25	3.38	4.14	5.07	6.01	8.09	9.30	11.41	3.32	3.48	
70.12	Signal Station WB.....	N 2.51	3.33	3.46	4.21	5.16	6.07	8.18	9.36	11.49	3.38	3.56	
70.75	Butler.....								s 9.39				
78.66	Waterloo.....	N 3.02	R 3.43	3.56	4.31	5.27	6.17	s 8.32	s 9.55	11.59	3.48	4.06	
85.01	Corunna.....	N 3.12	3.53	4.06	4.39	5.37	6.24	8.44	s 10.11	12.07	3.55	4.14	
91.38	Kendallville.....	N 3.23	s 4.05	M 4.20	4.47	5.48	6.31	s 8.56	s 10.25	12.15	V 4.02	M 4.24	
98.10	Brimfield.....	N 3.33	4.16	4.31	4.55	5.58	6.38	9.06	s 10.36	12.24	4.09	4.33	
102.54	Wawaka.....	D 3.39	4.22	4.37	5.00	6.04	6.43	9.12	s 10.45	12.29	4.14	4.38	
107.93	Ligonier.....	N 3.46	4.29	U 4.44	X 5.07	6.11	6.49	s 9.20	s 10.56	12.35	4.20	4.44	
111.33	Grismore.....												
114.98	Millersburg.....	N 3.55	4.38	4.53	5.16	6.20	6.57	9.32	s 11.08	12.43	4.28	4.53	
122.78	Goshen.....	N 4.05	4.47	5.02	s 5.25	s 6.30	7.06	s 9.45	s 11.23	12.52	s 4.37	5.02	
132.86	Signal Station B.....	N											
133.01	Elkhart.....	N 4.25	5.05	5.20	5.45	6.50	7.21	10.05	11.45	1.10	4.55	5.20	
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.	

Nos. 9, 65 and 35 will not carry passengers.
 No. 35 will not run on May 31, July 5, September 4, November 30, December 26, 1923, and January 2, 1924.
 Time shown at Toledo is for information only.

TOLEDO TO ELKHART
WESTWARD—FIRST-CLASS CONTINUED FROM PAGE 5

Miles from Toledo	STATIONS	23	43										
		Western Express	Fast Mail										
		Daily	Daily										
LEAVE	P. M.	P. M.											
.....	Toledo.....	N 2.35	7.30										
3.67	Nasby S.S.AV.....	N 2.45	7.40										
8.95	Holland.....	N 2.53	7.48										
14.21	Spencer.....												
18.43	Swanton.....	N 3.04	7.59										
24.41	Delta.....	D s 3.12	8.05										
29.28	Signal Station DW.....	N 3.19	8.11										
31.90	Wauseon.....	s 3.22											
32.13	Signal Station D.....	N 3.23	8.14										
36.38	Pettisville.....												
40.41	Archbold.....	N 3.34	8.23										
46.41	Stryker.....	D E 3.43	8.31										
53.08	Signal Station DV.....	N 3.52	8.38										
53.58	Bryan.....	s 3.55	s 8.40										
58.84	Melbern.....												
62.16	Mina.....	4.09	8.54										
63.89	Edgerton.....	f 4.13											
65.17	Edgerton Switch.....	N 4.17	8.57										
70.12	Signal Station WB.....	N 4.23	9.03										
70.75	Butler.....	s 4.25											
78.66	Waterloo.....	N s 4.37	9.14										
85.01	Corunna.....	N s 4.48	9.22										
91.38	Kendallville.....	N s 4.59	s 9.35										
98.10	Brimfield.....	N C 5.11	9.45										
102.54	Wawaka.....	D C 5.16	9.50										
107.93	Ligonier.....	N s 5.27	9.56										
111.33	Grismore.....												
114.98	Millersburg.....	N C 5.39	10.05										
122.78	Goshen.....	N s 5.52	s 10.16										
132.86	Signal Station B.....	N											
133.01	Elkhart.....	N 6.12	10.35										
ARRIVE	P. M.	P. M.											

Time shown at Toledo is for information only.

ELKHART TO TOLEDO
EASTWARD—FIRST-CLASS

CONTINUED ON PAGE 8

Miles from Elkhart	STATIONS	90	28	X28	32	636	150	6	10	26	2	16	
		Chicago-Cleveland Special	Buffalo Express	American Railway Express	Mail	Accommodation	Interstate Express	Fifth Avenue Special	Chicago-New York Boston Special	The 20th Century Limited	Mail	New York New England Express	
		Daily	Daily	Daily except Monday	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	
LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
.....	Elkhart..... N	1.20	1.50	4.30	4.40	5.35	10.55	12.50	1.25	2.45	3.50	4.10	.....
.15	Signal Station B... N												.....
10.23	Goshen..... N	1.37	s 2.07	s 4.58	M 4.58	s 5.57	s 11.12	1.06	s 1.41	2.59	s 4.08	s 4.28	.....
18.03	Millersburg..... N	1.48	2.18	5.15	5.10	s 6.10	11.23	1.16	1.53	3.09	s 4.20	4.40	.....
21.68	Grismore.....												.....
25.08	Ligonier..... N	1.58	2.28	5.26	5.21	s 6.21	s 11.32	1.25	s 2.04	3.17	4.31	s 4.51	.....
30.47	Wawaka..... D	2.05	2.35	5.33	5.28	s 6.31	11.39	1.32	2.11	3.24	f 4.38	4.58	.....
34.91	Brimfield..... N	2.11	2.41	5.40	5.35	s 6.41	11.45	1.38	2.17	3.29	f 4.45	5.04	.....
41.63	Kendallville..... N	2.21	s 2.51	5.55	M 5.50	s 6.56	s 11.54	1.47	s 2.29	3.37	s 4.56	s 5.15	.....
48.00	Corunna..... N	2.31	3.01	6.07	6.00	s 7.08	12.02	1.55	2.39	3.44	5.08	s 5.27	.....
54.35	Waterloo..... N	2.40	Q 3.10	6.19	6.08	s 7.20	12.09	2.02	s 2.51	3.50	s 5.20	s 5.39	.....
62.26	Butler.....					s 7.33			s 3.03		s 5.34		.....
62.89	Signal Station WB. N	2.50	3.20	6.33	6.19	7.35	12.17	2.10	3.05	3.58	5.35	5.53	.....
67.84	Edgerton Switch... N	2.57	3.27	6.43	6.25	7.42	12.23	2.16	3.11	4.04	5.44	6.00	.....
69.12	Edgerton.....					s 7.45			s 3.14				.....
70.85	Mina.....	3.00	3.30	6.47	6.28	7.50	12.26	2.19	3.18	4.07	5.48	6.03	.....
74.17	Melbern.....					s 7.58							.....
79.43	Bryan.....				M 6.39	s 8.09			s 3.32		s 6.00	s 6.16	.....
79.93	Signal Station DV.. N	3.10	3.40	7.01	6.41	8.11	12.35	2.28	3.35	4.16	6.01	6.17	.....
86.60	Stryker..... D	3.18	3.48	7.11	6.49	s 8.21	12.42	2.36	3.42	4.23	6.12	6.26	.....
92.60	Archbold..... N	3.26	3.56	7.18	6.56	s 8.31	12.49	2.44	3.49	4.30	6.19	s 6.34	.....
96.63	Pettisville.....					s 8.40							.....
100.88	Signal Station D... N	3.38	4.08	7.29	7.06	8.47	12.58	2.54	3.58	4.39	6.30	6.44	.....
101.11	Wauseon.....					s 8.49					s 6.31	s 6.45	.....
103.73	Signal Station DW. N	3.42	4.12	7.34	7.09	8.53	1.01	2.57	4.01	4.42	6.34	6.49	.....
108.60	Delta..... D	3.48	4.18	7.41	7.15	s 9.01	1.07	3.03	4.07	4.47	s 6.44	6.56	.....
114.58	Swanton..... N	3.55	4.25	7.49	7.22	s 9.12	1.13	3.10	4.13	4.53	6.52	7.04	.....
118.80	Spencer.....												.....
124.06	Holland..... N	4.05	4.35	7.59	7.32	s 9.27	1.23	3.21	4.23	5.03	7.04	7.14	.....
129.34	Nasby S.S.AV..... N	4.12	4.42	8.08	7.38	9.38	1.30	3.28	4.30	5.08	7.13	7.23	.....
133.01	Toledo..... N	4.20	4.50	8.15	7.45	9.50	1.37	3.35	4.37	5.15	7.20	7.30	.....
ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	

No. X28 will not carry passengers.
Time shown at Toledo is for information only.

ELKHART TO TOLEDO

EASTWARD—FIRST-CLASS

CONTINUED FROM PAGE 7

Miles from Elkhart	STATIONS	64	22										
		Chicago-Buffalo Special	The Lake Shore Limited										
		Daily	Daily										
LEAVE	P. M.	P. M.											
.....	Elkhart..... N	7.55	8.15										.....
.15	Signal Station B... N												.....
10.23	Goshen..... N	s 8.13	8.32										.....
18.03	Millersburg..... N	8.25	8.43										.....
21.68	Grismore.....												.....
25.08	Ligonier..... N	s 8.36	8.53										.....
30.47	Wawaka..... D	8.43	9.00										.....
34.91	Brimfield..... N	8.49	9.06										.....
41.63	Kendallville..... N	s 9.00	9.17										.....
48.00	Corunna..... N	9.10	9.25										.....
54.35	Waterloo..... N	9.17	9.32										.....
62.26	Butler.....												.....
62.89	Signal Station WB. N	9.26	9.41										.....
67.84	Edgerton Switch... N	9.32	9.48										.....
69.12	Edgerton.....												.....
70.85	Mina.....	9.35	9.51										.....
74.17	Melbern.....												.....
79.43	Bryan.....	s 9.45											.....
79.93	Signal Station DV.. N	9.48	10.01										.....
86.60	Stryker..... D	9.56	10.08										.....
92.60	Archbold..... N	10.03	10.15										.....
96.63	Pettisville.....												.....
100.88	Signal Station D... N	10.13	10.26										.....
101.11	Wauseon.....												.....
103.73	Signal Station DW. N	10.16	10.29										.....
108.60	Delta..... D	10.21	10.35										.....
114.58	Swanton..... N	10.28	10.42										.....
118.80	Spencer.....												.....
124.06	Holland..... N	10.38	10.52										.....
129.34	Nasby S.S.AV..... N	10.43	10.58										.....
133.01	Toledo..... N	10.50	11.05										.....
		P. M.	P. M.										

Time shown at Toledo is for information only.

DETROIT TO TOLEDO
SOUTHWARD—FIRST-CLASS

Miles from Detroit N. Y. C.	STATIONS	1	301	303	305	3	315	5	307	309			
		N. Y. C.	M.C.R.R.	M.C.R.R.	M.C.R.R.	N. Y. C.	M.C.R.R.	N. Y. C.	M.C.R.R.	M.C.R.R.			
		Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily			
	LEAVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.			
.....	Detroit..... N	7.00	8.10	11.45	12.06	2.45	4.20	5.12	10.00	10.20			
4.73	Signal Station YD.. N	7.18	8.28	12.03	12.24	3.03	4.38	5.30	10.18	10.38			
5.37	River Rouge.....							f 5.31					
7.26	Ecorse..... D	7.23	8.33	12.08	12.29	3.08	s 4.42	5.35	10.22	10.42			
10.30	Wyandotte..... N s	7.27	G 8.37	H 12.12	H 12.34	s 3.12	s 4.46	s 5.41	H 10.26	s 10.46			
13.22	Sibley.....						f 4.50						
14.10	Signal Station FN.. N	7.32	8.42	12.17	12.39	3.18	4.51	5.47	10.31	10.51			
14.67	Trenton.....	7.33	8.43	12.18	12.40	3.19	s 4.53	5.48	10.32	10.52			
.....	Slocum Jct..... N						4.55						
.....	West Grosse Isle.....						s 4.57						
.....	Grosse Isle.....						5.00						
20.83	Rockwood..... N	7.40	8.50	12.25	12.49	3.26	P. M.	s 5.56	10.41	11.01			
26.49	Newport..... N	7.47	8.57	12.32	12.57	3.33		s 6.05	10.48	11.08			
32.56	Warner.....	7.54	9.04	12.39	1.05	3.40		6.13	10.55	11.15			
33.83	Monroe..... N s	8.00	s 9.10	s 12.43	s 1.10	s 3.47		s 6.25	s 11.00	T 11.19			
38.69	La Salle..... N	8.08	9.18	12.51	1.18	3.55		6.34	11.08	11.26			
43.61	Vienna..... N	8.14	9.24	12.57	1.25	4.02		f 6.42	11.14	11.32			
48.91	Alexis S.S.N..... N	8.20	9.30	1.05	1.32	4.10		6.50	11.20	11.39			
57.58	Toledo..... N	8.40	9.50	1.25	1.52	4.30		7.10	11.40	11.59			
	ARRIVE	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.			

Between Grosse Isle and Slocum Jct., eastward trains are superior to westward trains of the same class unless otherwise specified.

Time shown at Toledo and Detroit is for information only.

No. 22 will not carry passengers.

Time shown at Toledo is for information only.

Time shown at Toledo is for information only.

STATIONS TOLEDO TO DETROIT
NORTHWARD—FIRST-CLASS

Miles from Toledo Mich. Cent.	STATIONS	302	304	314	332	4	312	6	310	306			
		M.C.R.R.	M.C.R.R.	M.C.R.R.	M.C.R.R.	N. Y. C.	M.C.R.R.	N. Y. C.	M.C.R.R.	M.C.R.R.			
		Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.			
.....	Toledo..... N	4.55	5.15		5.45	10.13	2.18	4.50	6.10	6.25			
8.64	Alexis..... N	5.13	5.35		6.03	10.33	2.38	5.10	6.30	6.45			
13.97	Vienna..... N	5.20	5.42		6.10	10.41	2.44	5.17	6.37	6.52			
18.88	La Salle..... N	5.26	5.49		6.16	10.47	2.50	5.23	6.43	6.58			
23.61	Monroe..... N	5.33	5.58		s 6.26	s 10.58	s 3.00	s 5.33	s 6.51	s 7.05			
25.50	Warner.....	5.35	6.00		6.28	11.01	3.02	5.35	6.55	7.07			
31.31	Newport..... N	5.43	6.07		6.35	11.10	3.09	5.42	7.02	7.15			
36.18	Rockwood..... N	5.49	6.14	A. M.	6.41	11.17	3.15	5.48	7.08	7.21			
.....	Grosse Isle.....			6.35									
.....	West Grosse Isle.....			s 6.38									
41.98	Slocum Jct..... N	5.55	6.21	6.40	6.48	11.24	3.22	5.55	7.15	7.27			
42.97	Trenton.....	5.56	6.23	s 6.42	6.49	11.25	3.23	5.56	7.16	7.28			
43.53	Signal Station FN.. N	5.57	6.25	6.44	6.50	11.26	3.24	5.57	7.17	7.29			
44.41	Sibley.....	5.59	6.27	f 6.45	6.52	11.27	3.26	5.59	7.19	7.31			
47.33	Wyandotte..... N	6.03	s 6.34	s 6.49	J 6.58	s 11.32	K 3.30	B 6.04	s 7.24	R 7.34			
50.00	Ecorse..... D	6.07	6.38	s 6.53	7.02	11.36	3.34	6.08	7.28	7.38			
52.27	River Rouge.....					f 11.40							
52.53	Signal Station YD.. N	6.12	6.42	6.57	7.07	11.41	3.37	6.12	7.32	7.42			
57.68	Detroit..... N	6.30	7.00	7.15	7.25	11.59	3.55	6.30	7.50	8.00			
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.			

Between Grosse Isle and Slocum Jct., eastward trains are superior to westward trains of the same class unless otherwise specified. Time shown at Toledo and Detroit is for information only.

This information only; not collecting time table rates.

Station: N D-M

Main St., Toledo, Mich. N D-M

Station: N D-M

Main St., Toledo, Mich. N D-M

Station: N D-M

Main St., Toledo, Mich. N D-M

Station: N D-M

Main St., Toledo, Mich. N D-M

Station: N D-M

Main St., Toledo, Mich. N D-M

Station: N D-M

Main St., Toledo, Mich. N D-M

Station: N D-M

Main St., Toledo, Mich. N D-M

Station: N D-M

Main St., Toledo, Mich. N D-M

Station: N D-M

Main St., Toledo, Mich. N D-M

AIR LINE JUNCTION TO ELKHART

WESTWARD—FREIGHT TRAINS

Miles from Air Line Junction	STATIONS	P. C.			L. S.	L. S.	S. C.				
		1			1	3	1				
		Freight	Way Freight	Way Freight	Freight	Freight	Freight				
		Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Tuesday	Daily	Daily				
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.				
	Vickers.....	6.00			8.45	9.45	11.30				
	Air Line Jct.....	8.00	7.00		10.15	11.15	3.30				
62.16	Mina.....		3.00	7.00							
131.10	Elkhart.....	6.00		3.00	7.05	7.35	5.00				
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.				

ELKHART TO AIR LINE JUNCTION

EASTWARD—FREIGHT TRAINS

Miles from Elkhart	STATIONS	X. N.	N. Y.	C. B.	K. B.	N. Y.		W. M.	W. S.	N. Y.					
		2	4	2	2	10	6	4	8						
		Freight	Freight	Freight	Freight	Way Freight	Way Freight	Freight	Freight	Freight	Freight				
		Daily Except Monday	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	Daily				
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.				
	Elkhart.....	12.01	3.00	4.15	5.00	7.00		7.00	12.25	1.00	6.15				
70.85	Mina.....					3.00	7.00								
131.10	Air Line Jct.....	{ 6.30 7.00	{ 9.00 10.00	{ 10.15 11.15	{ 1.00 2.30		3.00	{ 2.35 4.05	{ 9.00 2.20	{ 10.30 7.00	{ 1.30 2.30				
	Vickers.....	7.30	10.25	11.45	3.00			4.35	2.50	8.00	3.00				
	ARRIVE	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.				

For information only; not conferring time table rights.

STATIONS, TELEGRAPH CALLS, SIGNALS AND TELEPHONES

STATIONS	Tele- graph Calls	Miles from Toledo	SIGNALS				TELEPHONES		
			Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line
Nasby.....	AV	3.7	INT	INT	INT	INT	Interlocking Signal Station.....	S	DMY
			A5.1 A6.1 A8.1 A9.1 A9.1A	A5.2 A6.2 A8.2 A9.2A	A5.3 A6.3 A8.3 A9.3A	A5.4 A6.4 A8.4 A9.4	Crossover on pole.....	S	D
Holland.....	CW	9.0					Signal Station.....	N	D-M
			A10.1 A12.1 A13.1 A14.1 A16.1 A17.1 A18.1 TO	A9.2 A10.2 A12.2 A13.2 A14.2 A16.2 A17.2 A18.2 TO	A10.3 A12.3 A13.3 A14.3 A16.3 A17.3 A18.3 TO		Quarry track, on pole.....	S	D-M
Swanton.....	SA	18.4					Siding, east end, on pole.....	S N	D D-M
			A20.1 A21.1 A23.1 A24.1 A25.1 TO	A20.2 A21.2 A23.2 A24.2 TO	A20.3 A21.3 A23.3 A24.3 A25.3 TO		Station.....	N	D-M
Delta.....	DA	24.4					Main St., on pole.....	N	D-M
			A26.1 A27.1 A28.1 A29.1 INT	A26.2 A27.2 A28.2 A29.2 INT	A26.3 A27.3 A28.3 A29.3 INT		Interlocking Signal Station.....	S	D-M
Signal Station—DW.....	DW	29.3							
			A31.1 A32.1	A31.2 A32.2	A31.3 A32.3	A31.4 A32.4	Main St., crossing tenders.....	N	Y
Wauseon.....		31.9					Cabin.....	N	Y
							Station.....	N	Y
							Freight station.....	N	Y
							East of sig. sta. D on pole.....	S	Y
Signal Station—D.....	D	32.1	INT	INT	INT	INT	Interlocking Signal Station.....	N	DMY
			A33.1 A35.1 A36.1	A33.2 A35.2 A36.2	A33.3 A35.3 A36.3		Station.....	S	D-M
Pettisville.....	JG	36.4					East switch, on pole.....	S	D-M
			A38.1 A39.1 A40.1 TO	A38.2 A39.2 A40.2 TO	A38.3 A39.3 A40.3 TO		Siding, east end, on pole.....	S	D
Archbold.....	DR	40.4					East crossover, on pole.....	S	D-M
			A42.1 A43.1 A44.1 A45.1	A42.2 A43.2 A45.2	A42.3 A43.3 A44.3 A45.3		Station.....	S	D-M
Stryker Track Pans.....		45.0					Tenders cabin.....	S	DMY
			A46.1 TO	A46.2 A47.2 TO	A46.3 TO		Station.....	N	DMY
Stryker.....	SR	46.4					Main St., east side, on pole.....	N	D-M
							Pump station.....	S	Y

STATIONS, TELEGRAPH CALLS, SIGNALS AND TELEPHONES

STATIONS	Telegraph Calls	Miles from Toledo	SIGNALS				TELEPHONES		
			Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line
Signal Station DV.....	DV	53.1	A47.1	A48.2	A47.3		East switch, on pole.....	S	Y
			A49.1	A49.2	A49.3		Interlocking Signal Station.....	N	DMY
			A50.1	A50.2	A50.3				
			A52.1	A52.2	A52.3				
			A53.1	A53.2	A53.3				
Bryan.....		53.6				Station.....	S	DMY	
						Freight station.....	S	M-Y	
						West crossover, on pole.....	S	Y	
Melbern.....	PN	58.8	A55.1	A55.2	A55.3	A55.4	Station, on west end.....	S	D-M
			A56.1	A56.2	A56.3	A56.4	Station.....	S	D-M
			A57.1	A57.2	A57.3	A57.4			
			A58.1	A58.2	A58.3	A58.4			
Mina.....		62.2	A60.1	A60.2	A60.3	A60.4			
			A61.1	A61.2	A61.3	A61.4			
			A62.1	A62.2	A62.3	A62.4			
			A63.1	A63.2A	A63.3	A63.4A	Crossover, cabin.....	N	D-M
							Coal dock office.....	N	DMY
Edgerton.....		63.9	A64.1	A63.2	A64.3	A63.4			
			A65.1	A64.2	A65.3	A64.4	Station.....	N	DMY
				A65.2		A65.4	Station, on east end.....	N	DMY
Edgerton Switch.....	MN	65.1	A66.1		A66.3				
Signal Station WB.....	WB	70.1	A66.1A	A66.2A					
			A68.1	A68.2			Interlocking Signal Station.....	S	DMY
			A69.1	A69.2					
			A70.1	A70.2					
			INT	INT					
Butler.....	BY	70.3				Station.....	N	DMY	
						Freight station.....	N	Y	
Waterloo.....	WX	78.7	A72.1	A72.2					
			A73.1	A73.2			Interlocking Signal Station.....	S	DMY
			A74.1	A74.2			East switch, on pole.....	S	Y
			A76.1	A76.2			Freight station.....	S	DMY
			A77.1	A77.2			Wye switch, on pole.....	S	Y
A79.1	A79.2			West switch, on pole.....	S	Y			
Corunna.....	NA	85.0	A80.1	A80.2					
			A81.1	A81.2			Siding, east end, on pole.....	S	D
			A82.1	A82.2					
			A84.1	A84.2			Station.....	S	D-M
			A85.1	A85.2			Crossover, on pole.....	S	D-M
				Pump station.....	S	D-M			
Kendallville.....	UK	91.4	A86.1	A86.2					
			A87.1	A87.2					
			A89.1	A89.2					
			A90.1	A90.2					
			A91.1	A91.2					
						Section House, on east end.....	S	DM	
						Interlocking Signal Station.....	N	DMY	
						East switch, on pole.....	S	DM	

STATIONS, TELEGRAPH CALLS, SIGNALS AND TELEPHONES

STATIONS	Telegraph Calls	Miles from Toledo	SIGNALS				TELEPHONES			
			Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line	
Kendallville.....		91.4					Freight station.....	S	Y	
							House track, on pole.....	S	Y	
Brimfield.....	BI	98.1	A93.1	A93.2						
			A94.1	A94.2						
			A95.1	A95.2						
			A97.1	A97.2			Station.....	S	D-M	
			A98.1	A98.2			Crossover, on pole.....	S	D-M	
			TO	TO		Siding, east end, on pole.....	S	D-M		
Wawaka.....	GF	102.5	A99.1	A99.2						
			A101.1	A101.2						
			A102.1	A102.2			Station.....	S	D-M	
			TO	TO			Siding east end, on pole.....	S	D-M	
							Siding, west end, on pole.....	S	D-M	
Ligonier.....	NI	107.9	A104.1	A104.2						
			A105.1	A105.2						
			A107.1	A107.2			Station.....	S	D-M	
			A108.1	A108.2			Freight station.....	S	M	
			TO	TO						
Ligonier.....		107.9	A109.1	A109.2		Siding, west end, on pole.....	S	D-M		
Grismore.....		111.3	A111.1	A111.2		Grismore pump, station.....	N	D-M		
Millersburg.....	QN	115.0	A112.1	A112.2						
			A114.1	A114.2						
			A115.1	A115.2			Station.....	N	D-M	
			TO	TO			Section house, on east end.....	S	D-M	
Goshen.....	CX	122.8	A117.1	A116.2		A116.4				
			A118.1	A117.2		A117.4				
			A119.1	A118.2		A118.4				
			A120.1	A119.2		A119.4				
			A121.1	A120.2		A120.4				
A123.1	A121.2		A121.4							
			A123.2	INT	INT	A123.4	INT	Interlocking Signal Station.....	S	D-M
Goshen.....		122.8				Station.....	N	M		
			A124.1	A124.2	A124.3	A124.4	Freight station.....	N	D-M	
							Lateral switch, on pole.....	S	D	
							Bag Co. switch, on pole.....	N	D	
Dunlap.....		127.7	A125.1	A125.2	A125.3	A125.4				
			A127.1	A127.2	A127.3	A127.4				
			A128.1	A128.2	A128.3	A128.4				
Signal Station B.....	B	132.9	A129.1	A129.2	A129.3	A129.4				
			A130.1	A130.2	A130.3	A130.4				
			A131.1	A131.2	A131.3	A131.4				
			A132.1	A132.2	A132.3	A132.4				
			A133.1	A133.2	A133.3	A133.4				
			INT	INT	INT	INT	Luscher Ave., on pole.....	S	D-M	
							Interlocking Signal Station.....	N	DMY	
Elkhart.....	RT	133.0						N	DMY	

STATIONS, TELEGRAPH CALLS, SIGNALS AND TELEPHONES

N. Y. C. R. R. TRACK

STATIONS	Telegraph Calls	Miles from Detroit	SIGNALS		TELEPHONES		
			SINGLE TRACK		LOCATION	Side of Track	Line
			Southward	Northward			
River Rouge.....		5.3	D54.1 INT		Interlocking Signal Station..... MC hump office..... South of station, on pole..... Station.....	E E E E	D D-M D-Y D-M
Pleasant St.—YD.....	YD	5.6	INT		Interlocking Signal Station..... Coal dock office.....	E W	D-M-B-Y D-M-Y
Ecorse.....	RC	8.2	MB		Station..... Station, on south end..... Siding, south end, on pole.....	E E E	D-M-B D-B D-M-B
Wyandotte.....	WY	10.9	MB		Michigan Alkalai switch, on pole..... Lumber Co. switch, in booth..... West siding, north end, in booth..... Station..... Yard masters office..... East siding, south end, in booth..... Penn. Salt Co. switch.....	E E E E E E E	D-M-B D-M-B D-M-B D-M-B D-M D-M-B D-M-B
Stone track.....		13.0	SW				
Sibley.....		13.5				W	D-M-B
Sibley.....	SI	13.8				E	D-M
Signal Station FN.....	FN	14.6	D45.1 INT		Interlocking Signal Station.....	E	D-M-B
Trenton.....	FA	15.2	MB		Crossover switch, in booth..... Siding, south end, on pole.....	E E E	D-M D-M-B D-M-B
Rockwood.....	HU	21.4	MB		Station..... Siding, north end, in booth.....	W E	D-M-B D-M-B
Newport.....	PR	27.0	MB		Station..... Siding, south end, on pole.....	W E	D-M-B D-M-B
Warner.....		33.1			Crossover wye switch, in yard cabin..... Siding, south end, in booth.....	E W	D-M-B-Y D-M-B-Y
Monroe.....		34.1	INT		Interlocking Signal Station.....	W	Y
Monroe.....	MO	34.4	MB		Station..... Stone Quarry track, in booth.....	W W	D-M-B-Y D-M-B
LaSalle.....	SA	39.2	MB		Siding, south end, in booth..... Station.....	E E	D-M-B D-M-B
Vienna.....	QA	44.1	MB		Station..... Siding, south end, in booth.....	E E	D-M-B D-M-B
Alexis.....	N	49.4	D10.1 INT		1 Mile north of Int, in booth..... Interlocking Signal Station.....	E E	D-M-B D-M-B

STATIONS, TELEGRAPH CALLS, SIGNALS AND TELEPHONES

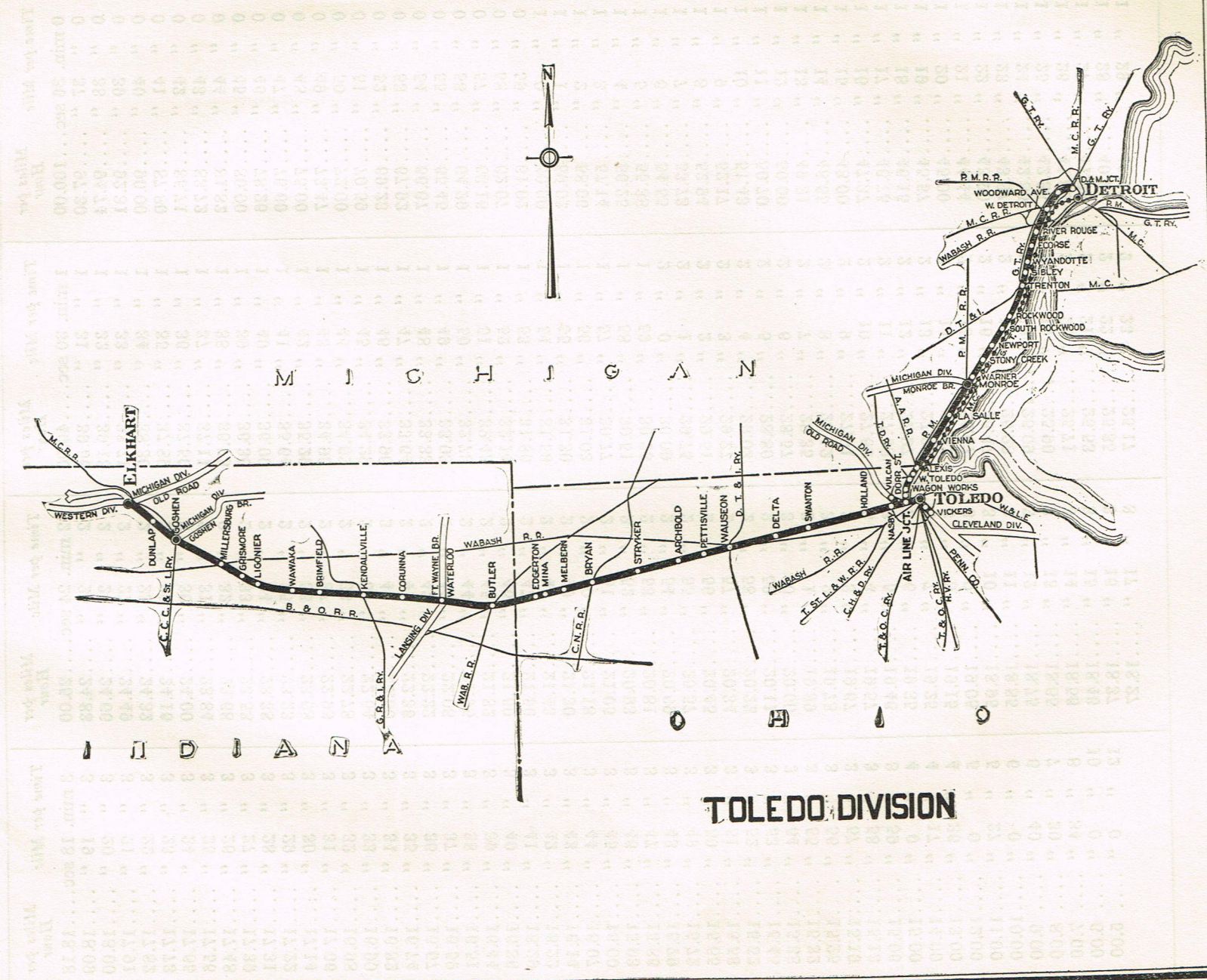
M. C. R. R. TRACK

STATIONS	Telegraph Calls	Miles from Toledo	SIGNALS		TELEPHONES		
			SINGLE TRACK		LOCATION	Side of Track	Line
			Southward	Northward			
Alexis.....	N	8.7	INT	INT	Siding, north end, in booth.....	W	D-B
Vienna.....	QA	13.9		MB	West siding, south end, in booth.....	W	D-B
La Salle.....	SA	18.8		MB	West siding, south end, in booth.....	W	D-B
Greening Siding.....		22.2		SW	West siding, south end, in booth..... Station.....	W W	D-B D-B
Passing Siding.....		22.3		SW			
Monroe.....	MO	23.5					
Monroe T. & M. R.R. (N. Y. C.).....		24.8					
Monroe T. & M. R.R. (M. C.).....		24.8		INT			
Passing Siding.....		24.4		SW	Siding, south end, in booth.....	E	D-B
Warner.....		24.9			Siding, north end, in booth.....	E	D-B
Newport.....	NO	31.2		MB	Siding, south end, in booth..... Station.....	E E	D-B D-B
Rockwood.....	RO	36.0		MB	Siding, south end, in booth..... Station.....	E W	D-B D-B
Slocum Jet.....	S	42.7		T412 INT T424	Interlocking Signal Station..... Siding, south end, in booth.....	E E	D-B D-B
Signal Station FN.....	FN	43.4		INT	Interlocking Signal Station.....	W	D-B
Sibley.....	SI	44.6			West side N.Y.C., opposite Quarry, track in booth.....	E	D-B
Side track.....		45.2		SW			
Yard Switch.....		46.2		SW			
Wyandotte.....	WY	47.2		MB	Penn. Salt Co. track switch, in booth..... South end M. C. yard, in booth..... 100 ft. south of switch to M. A. Co. No. 2 in booth..... Yard masters office north of Eureka Ave..... Vine St., south end of west siding..... North end of extension to east siding.....	E W W W E	D-B D-B D-B D-B D-B
Receiving Yard Track.....		49.7		T92			
Ecorse.....	RC	49.9		MB	Station, south end.....	E	D-B
Pleasant St.....	YD	52.5		T512 INT	Salliotte road (intersection of crossover), in booth..... Hump office..... 2000 ft. south of sig. sta. YD, in booth..... Interlocking Signal Station.....	W E E W	D-B D-B D-B D-B

ABBREVIATIONS

Telephone Lines	Signals	Side of Track
Dispatcher..... D	Train Order..... TO	North..... N
Message..... M	Manual Block..... MB	South..... S
Block..... B	Interlocking..... INT	East..... E
Yard..... Y	Switch..... SW	West..... W
	Distant..... DS	

Notes—This table is for information only and does not authorize exceeding speed limitations of equipment or power used.



TOLEDO DIVISION