

# The New York Central Railroad Company

## TOLEDO DIVISION

# Time Table No. 64

FOR EMPLOYEES ONLY

Effective 2:00 A. M. Eastern Standard Time

## Sunday, September 26, 1948

J. H. SPOONER,  
Superintendent

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**COMPANY SURGEONS**

**ADRIAN, MICH.:** W. E. Jewett, 121 East Maumee St.  
Phone 97

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

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

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

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

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

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

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

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

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

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

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

**HURON, O.:** C. E. Swanbeck, Homar. and Center Sts.  
Phone 41

**JACKSON, MICH.:** Thos. E. Hackett, 401 Carter Bldg.  
Phone 25271

E. A. Thayer, 1104 National Bank of  
Jackson Building  
John B. Holst, 1025 Francis St.  
Phone 23672  
Phone 23910

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

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

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

**SANDUSKY, O.:** H. B. Frederick, 817 Washington St.  
Phone 776

D. D. Love, 817 Washington St.  
Res. 4629  
Phone 776

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

**TOLEDO, O.:** Dr. O. W. Burkholder, 456 West Delaware Ave.,  
Toledo.  
Phone GA-7531

Dr. Arthur E. Cone, 456 West Delaware Ave.,  
Toledo.  
Phone GA-4211

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

**OCULISTS**

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

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

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

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

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

**HOSPITALS**

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

**ELKHART, IND.:** Elkhart General  
Phone 900

**ELYRIA, O.:** Memorial  
Phone 2213

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

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

**HILLSDALE, MICH.:** Hilldale.  
Phone 609

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

**SANDUSKY, O.:** Providence.  
Phone Main 465

**STURGIS, MICH.:** Sturgis Memorial.  
Phone 344

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

**SPECIAL INSTRUCTIONS**

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

**B-3. LAWS AND REGULATIONS.**

**Ohio.**

At railroad crossings and junctions at grade, not interlocked, all trains must come to a full stop, not nearer than two hundred (200) feet, nor farther than five hundred (500) feet from the crossing, and shall not cross until signaled to do so by the watchman nor until the way is clear.

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

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

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

**REPORTS.**

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

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

**DEFECTIVE CARS.**

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

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

**1. STANDARD TIME.**

Eastern Standard Time is in use.

**3. STANDARD CLOCKS.**

Elyria.....Yard office, coal dock.

Sandusky.....{Telegraph office.

{Yard masters office.

Fremont, Ohio....Telegraph office.

Adrian.....Telegraph office.

Hillsdale.....Telegraph office.

Elkhart.....{Passenger station

{Engine house.

{Yard masters office.

Jackson.....M. C. telegraph office.

Fort Wayne.....Telegraph office freight station.

**5. STATIONS. ADDITIONAL TO STATION COLUMN.**

Venice.....2.80 miles west of Sandusky.

Clay Center.....0.85 miles west of Martin

Ceylon.....3.8 miles east of Huron.

Brownhelm.....2.9 miles west of AR.

**6. LETTERS AND SIGNS.**

• Stop Saturday.

^ Stop daily except Sunday.

† Stop on signal to discharge passengers.

B Stop daily except Sunday for mail.

C Stop on signal to receive passengers for Toledo and beyond.

D Stop on signal to receive passengers for beyond Albany.

G Stop on signal to discharge passengers from beyond Albany and receive passengers for Chicago.

H Stop on signal to discharge passengers from Buffalo and east.

I Stop on signal to discharge passengers from Chicago and beyond, and receive passengers for Toledo and beyond.

J Stop on signal to discharge passengers from Toledo and beyond and receive passengers for Chicago.

K Stop on signal to pick up passengers for Buffalo and beyond.

M Stop to discharge passengers.

N Stop on Monday for express.

**12. HAND, FLAG AND LAMP SIGNALS.**

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

**EASTWARD**

By Day — Green and White flag.

By Night — Green and white light.

**WESTWARD**

By Day — Yellow and white flag.

By Night — Yellow and white light.

**14. ENGINE WHISTLE SIGNALS.**

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

Trains, eastward passenger, will stop at Elyria Coal Dock for coal or water, to be sounded at "AR".

**19. MARKERS.**

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

**D-20a. OMISSION OF GREEN SIGNALS.**

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

**21a. OMISSION OF WHITE SIGNALS.**

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

**83. TRAIN REGISTERS.**

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

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

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

**83d. CLEARING OF TRAINS**

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

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

Trains originating at:  
Elyria Coal Dock.....Verbally by telephone by operator.  
Sandusky.....Westward verbally by telephone by operator.



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

**DESIGNATION AND USE OF MAIN TRACKS.**

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

**D-151.**  
**Two Tracks:**  
Between West Branch Black River Elyria, and Elyria Jct.  
Vermilion and Huron.  
Bay Bridge and Danbury.  
CO and JU.  
MN and Millersburg.

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

**Three Tracks:**  
Between AR and Vermilion.  
Millersburg and Goshen.  
Tracks are numbered from the south and will be used as follows:  
No. 4, Eastward—Freight.  
No. 2, Eastward—Passenger.  
No. 1, Westward—Passenger.

Between BO and Bay Jct.  
Holland and DW.  
D and DV.  
Tracks are numbered from the south and will be used as follows:  
No. 2, Eastward—Passenger.  
No. 1, Westward—Passenger.  
No. 3, Westward—Freight.

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

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

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

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

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

**SIGNAL ASPECTS, INDICATIONS, and RULES.**

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

**TAKE-SIDING SIGNAL.**

Take-siding signal will be given by the display of a green board by day and the green board and two green lights by

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

**GRADE SIGNALS.**

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

**293. SWITCH TARGETS.**

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

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

**297. RAILROAD GRADE CROSSING SIGNALS.**

Trains must stop before proceeding unless otherwise indicated.

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

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

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

Trainmen will operate gates, as follows:  
Blissfield—O. & M. Crossing:  
Fort Wayne—P. R. R. Crossing:  
Lenawee Jct.—Jackson and Monroe Branch crossing:  
Tecumseh—Dundee Branch crossing.  
Petersburg—D. T. & I. Crossing.... Instructions for operation posted at crossing in pole box.

Trainmen will operate derails, as follows:  
Monroe—C. & O. Crossing. Electrically locked derails.  
Normal position against N. Y. C.  
Instruction for operation posted in telephone box at Crossing.

**305. MANUAL BLOCK SYSTEM.**

Manual Block System is in use:  
**Single Track:**  
Between Elyria Jct. and Millbury Jct. via Norwalk.  
Vulcan and "B".  
Grosvenor and Morenci.  
Haires and Fort Wayne Jct.  
Hillsdale and Fort Wayne.

OD and Lenawee Jct.  
Sturgis and Goshen.  
Monroe and Lenawee Jct.

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

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

**Single and Two or More Tracks:**

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

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

At the following locations, indication of block signals will convey to trains, irrespective of class, information as to condition of block only to "End of Manual Block" signs:  
Haires, Hillsdale and Fort Wayne.....Fort Wayne Branch.

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

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

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

**373. BLOCK STATIONS ARE OPEN.**

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

**505. AUTOMATIC BLOCK SYSTEM.**

Automatic Block System is in use:  
**Two or More Tracks:**  
Between BE and Vickers, via Sandusky.  
Nasby and B.

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

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

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

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

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

**510. SIGNAL REPORT.**

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

**605. REMOTE CONTROL SWITCHES AND SIGNALS**

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

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

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

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

**606. INTERLOCKING SIGNALS.**

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

**703. DEFECTIVE CARS.**

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

**SNOW PLOW EQUIPMENT.**

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

**MAKE-UP OF FREIGHT TRAINS.**

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

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

**705. LEAVING CARS ON SIDETRACKS.**

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

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

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

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

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

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

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

**841. U. S. MAIL.**

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

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

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

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

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

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

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

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

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

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

1 1/4 outside parcels equal one sack, except one box of baby chicks equals one sack and should be reported in the "Sacked" columns of train baggageman's report, Form Ar-702.

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

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

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

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

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

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

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

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

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

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

Approaching	Direction	Open rear end train pipe valve	Engineman shut off steam at
Toledo	Westward	Fassett St.	River Bridge
	Eastward	Pearing St.	Swan Creek
	Eastward	Z Tower	Swan Creek
Elkhart Elkhart (OR)	Westward	Hively Ave.	Home Signal B
	Westward	Signal 437.1	Home Signal B

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

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

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

**917. PASSENGER BRAKEMEN.**

Rear brakemen of passenger trains will be governed as follows:

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

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

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

**HAND BRAKE TEST.**

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

**1056. JOURNAL BOXES.**

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

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

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

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

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

**COOLING COMPOUND.**

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

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

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

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

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

**FATALITIES.**

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

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

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

**MOVEMENT OF DEAD ENGINES IN TRAINS.**

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

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

**SPEED RESTRICTIONS**

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

**General**

Engines, Classes B and U under steam or being towed..... 20	Wrecking cranes handled in wrecking service..... 45
Diesel-Electric switch locomotives, all classes (except DEs-1) light or in train..... 40	Trains with dead engines not having all side or main rods... 20
DEs-1, under own power..... 25	Work trains with locomotive cranes or with cranes moving on their own wheels..... 30
When towed with pinion gear removed..... 40	Revenue freight trains with cranes moving on own wheels... 25
DEs-10 and 12, when hauling first class trains, unless otherwise restricted..... 60	Freight trains with pushers..... 25
Diesel electric locomotives may be operated through water, not exceeding depth of three (3) inches above top of rail, proceeding at slow speed and with caution.	Switches and crossovers, not interlocked, when diverging... 10
Engines running backward by night over public crossings... 15	Rail Detector Cars, under own power or on rear of passenger train..... 40
When automatic train stop device becomes inoperative after leaving terminal or when forestalling whistle fails to sound while forestalling:	Passenger trains, when scooping water, will not exceed 60 miles per hour if a train is moving over the water pan on an adjoining track (tracks 1 and 2). If visibility is such that the engineman cannot determine that adjoining track (tracks 1 and 2) will not be occupied when passing over water pan, he will proceed over water pan at a speed not exceeding 60 miles per hour. This regulation will not apply if engine tender is equipped with overflow control.
Passenger, mail and express trains..... 35	
Other trains..... 20	
Circus trains with freight equipped cars..... 30	
Trains with scale test cars or Jordan spreader..... 25	
Trains with snow-loader and snow-melter, not in service... 30	
(Loader and melter units, to be coupled and moved in train next to caboose with loader unit trailing.)	

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

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

	Division							
	Main Line Tracks 1 and 2	Norwalk Tracks 3 and 4	Norwalk Branch & Old Road	Fort Wayne Branch South of Ft. Wayne Hillsdale Junction	North of Ft. Wayne Jackson Branch	Monroe Branch	G & M Branch	Morenci Branch
<b>P. &amp; L. E. Engines:</b>					Not operated	West of Elyria		
Class H-8.....	25	25	..	..	Not operated	West of Toledo		
Class A-2-A, in freight service.....	50	40	..	..	25	25	25	20
Engines, Light or with caboose.....	40	40	40	20	20	20	20	20
Engines, Running backwards.....	30	30	30	20	20	20	20	20
Engines equipped with four axle tenders and without boosters:								
Class G-43.....	50	40	40	30	25	30	30	20
Class G-46.....	50	40	40	30	30	30	30	20
Classes G-46 and H-5 when doubleheaded.....	40	40	40	25	20	25	25	20
Class H-6.....	50	40	40	30	20	25	25	20
Class I-40.....	80	45	60	30	30	30	30	20
Class K.....	80	45	60	30	30	30	30	20
Engines equipped with six axle tenders or boosters:								
Class H-5.....	50	40	40	25	25	25	25	..
Class H-6.....	50	40	40	25	25	25	25	..
Snow plows and flangers.....	35	35	35	30	30	30	30	20
	<b>Local</b>							
<b>Main Line:</b>	Over all facing point hand operated switches, when operated against current of traffic in automatic block signal territory where switch lamps are not in use.....10							
<b>Passenger, mail and express trains:</b>	Curve east of Elyria Jct. and east end of platform, passenger station, Elyria.....70							
	Vermilion Curve.....70							
	Millbury Curve.....70							
<b>To discharge U. S. mail:</b>	No. 32: Millersburg, Wawaka.....30							
	No. 287: Sandusky, daily except Sunday and Monday...20							
<b>All Trains:</b>	Sandusky: Curve at West end of passenger station Track 3.....30							
	Elkhart, Main street crossing, trains and engines.....15							
<b>Movements against current of traffic:</b>	Reynolds Road, West of Nasby..... All tracks.....10							
	Holland-Sylvania Rd., West of Nasby.. All tracks.....10							
	Stryker, O., West Street..... All tracks.....10							
	Bryan, O., Main Street..... Track 1.....10							
	Melbern, O., Main Street..... All tracks.....10							
	Goshen, Ind., First Street..... Tracks 1, 2 & 3...10							
	Goshen, Ind., Indiana Ave..... Tracks 1, 2 & 3...10							
	Goshen, Ind., Woods Crossing..... Tracks 1, 2 & 3...10							
<b>Norwalk Branch:</b>	<b>Trains and Engines:</b>							
	Norwalk: Whittlesey, Foster and Milan Ave.....10							
	Prospect and Wooster Streets.....10							
	Monroeville: Monroe St. West of Station.....10							
	Bellevue: Through Interlocking limits.....20							
	Between Bellevue and Clyde:							
	Trains with freight equipped cars.....35							
	Freight and work trains.....35							
	Rail Motor Cars.....40							
	Engines, Classes G, H, L and S.....35							
	Classes, J and K.....40							
	Light or with caboose.....35							
	Passenger, Mail and express trains.....40							
Clyde:	Main St. (Route 101).....10							
	Bridge No. 71, P. & L. E. Class A-2-A engines in freight service.....30							
Fremont:	Croghan and Garrison Streets.....10							
	Birchard Ave.....10							
Millbury:	Bridge No. 23, P. & L. E. Class A-2-A engines in freight service.....30							
<b>Freight and Work Trains:</b>	Bellevue, East Yard Limit Board.....15							
	At Signals 209.2 and 226.1.....30							
Passenger, mail and express trains:	Between Oberlin and Elyria Jct.....50							
<b>Old Road: All trains:</b>	'S' engines with P. T. tenders and Class 'L' engines, Bridge No. 175—Located 1.18 miles west of Lenawee Jct.....40							
	Bridge No. 158—Located 5.93 miles west of Adrian...40							
	Bridge No. 61—Located 3.69 miles west of Allen.....40							
	Bridge No. 52—Located 0.23 miles west of Coldwater.....40							
	Bridge No. 39—Located 3.27 miles west of Batavia.....40							
	Bridge No. 10—Located 9.08 miles west of White Pigeon.....40							
	Sturgis: Through Interlocking limits.....20							
	Freight and work trains:							
	Through Sylvania.....15							
	Through Adrian.....15							
	At Signal 337.1.....15							
	Coldwater-switch signal.....25							
	At all other signals.....30							
	Passenger, mail and express trains:							
	Hillsdale and Osseo:							
	Between Mile Post C179 and C182 both directions, All trains.....40							
	Through Sylvania.....15							
	Lenawee Jct.: Curve at station.....40							
	Coldwater: Over Division St.....10							
	B: Through interlocking.....10							
<b>Fort Wayne Branch:</b>	Hillsdale.....10							
	Between passenger station and west wye, passenger trains running backward.....6							
	Over Spring St.....15							
	Reverse curve south of Hillsdale.....25							
	Bankers: Curve at station.....25							
	Bankers: To Yard Limits at Hillsdale over any bridge...25							
	Reading: Reverse curve two miles north.....30							
	Over Maple St.....6							
	Over Elm St.....10							
	Waterloo Interlocking: Between home signals.....15							
	Auburn: {Over 7th St., first north of station.....8							
	{Over 11th St., first south of station.....6							
	Auburn Junction: Between home signals.....20							
<b>Jackson Branch:</b>	Passenger, mail and express trains:							
	Between Norvell and five miles north of Napoleon: Engines: Class K with 6-wheel tenders and boosters...25							
	Norvell: Over first highway south.....10							
	Manchester: Bridge 46.....6							
	Bridge 46.....15							
	Engines when doubleheaded must not be working steam passing over bridge.....15							
	Clinton.....6							
	Tecumseh.....6							
	Raisin Center: Bridge No. 15, three miles north.....30							
<b>Monroe Branch:</b>	Petersburg.....6							
	Over D. T. & I. Crossing.....20							
	Ida: Over highway, east of station.....8							
	Monroe.....15							
	Trains: Circus with freight-equipped cars.....25							
<b>G &amp; M Branch:</b>	Sturgis: Over Magnolia St.....10							
	Goshen: Northward trains over East Lincoln Ave.....5							
<b>Morenci Branch:</b>	Grosvenor: Bridge No. 60, one and one-half miles west...6							
	Morenci.....6							
<b>South Lorain Branch:</b>	All trains.....20							

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

**Sandusky Branch:**  
Pier Branch:  
All trains, Sandusky Jct. to Bay Jct.....15

**Camp Perry Branch:**  
All trains.....25

**ENGINE AND CAR RESTRICTIONS.**

**Rail Detector Cars**  
Rail Detector Cars must not be handled in freight trains and, except NYC car X-8015, must not be handled in passenger trains. Following will govern when Rail Detector Cars are moving under their own power:  
In Automatic or Manual Block System territory Train Dispatcher will arrange for Absolute Block between open signal stations for movements following such cars.  
Cars approaching highway crossings which are provided with automatic protection, must not pass over crossings until manual protection is provided unless it is known that the automatic protection is functioning.  
At Railroad crossings where automatic interlocking is in use, such cars will come to a stop and must not proceed over crossings until all instructions covering emergency use of such crossings have been complied with.  
Signalmen at interlocking stations must not operate any switches in the route lined for such cars while within interlocking limits.  
In Automatic Train Stop territory, if car is not equipped with Automatic Train Stop device, movements will be authorized and made according to Timetable Special Instructions governing such moves, except that Train Dispatchers will arrange for clear block between open signal stations both in advance and in rear of train.  
Steam engines must not be coupled head on when double heading or running light. In case of emergency, instructions should be obtained from Superintendent.  
Enginemen operating engines equipped with storm windshield wings must have windshields closed when operating in yards or on side tracks.  
Motors in damaged condition making them unfit to be operated at speeds specified in special instruction, "Speed Restrictions," must be hauled separately.  
LaCarne:  
Camp Perry Tracks..... Diesels DCA, DCB, DFA, DFB, DPA, DPB, must stop at buildings and proceed with care.

**Engines must not be operated as shown below:**

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

**Old Road:**  
Blissfield:  
Great Lakes Sugar Co.—Beyond sign 1800 feet from main track switch..... All Engines.

**Norwalk Branch:**  
Wakeman:  
Buckeye Pipe Line Co..... J, K, H-6-7-8-9-10, L, S.

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

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

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

**Fort Wayne Branch:**  
Fort Wayne:  
Engines and cars must not be handled beyond bridge over track serving Eckhart Packing Co.  
Between Fort Wayne Jct. and Bankers: Track will not be used except by special permission.

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

**G. & M. Branch:**  
Sturgis:  
Millers track..... All engines.

**Morenci Branch:**  
G-6, H-6-7-8-9-10, J, K, L, S, DCA, DCB, DFA, DFB, DFT, DPA, DPB.

**SPECIAL USE OF TRACKS.**

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

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

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

**Haires:** Fort Wayne Branch Northward trains must stop clear of the intersection with the M. C. (Air Line) and obtain verbal permission, by telephone, from the signalman at "OD" for movement between Haires and "OD".  
The track between Haires and "OD" is part of Jackson Yard and the movement of all trains and engines must be governed by Rule 93.

**Fort Wayne:** N. Y. C. track between De Groff St. and P. R. R., main line crossing, and Nickel Plate track between P. R. R., main line crossing, and yard limit at Hugo, will be used jointly, Nickel Plate time table and rules govern. Nickel Plate yard engines use N. Y. C. track between De Groff St. and N. Y. C. yard, being governed by Rule 93.  
Engines and Trains operating over the following tracks, will be governed by Rule 105.  
South Lorain Branch  
Camp Perry Branch  
Between Jonesville and Litchfield  
On the track leading from the eastbound siding at Archbold to the Luginbill Industry.

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

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

**WATER STATIONS.**

Elyria, coal dock.	Mina.	Morenci.
Elyria Jct.	Waterloo.	Adrian.
Vermilion.	Kendallville.	Hillsdale.
Sandusky.		Coldwater.
Danbury.	Goshen.	Sturgis.
Graytown.	Norwalk.	Fort Wayne.
Swanton.	Fremont, Ohio.	Angola.
Wauseon.	Blissfield.	Tecumseh.
Bryan.	Hudson.	
<b>Water Stations and Track Pans</b>		<b>Tracks</b>
Huron.....	No. 1 and No. 2.	
Stryker.....	No. 1, No. 2 and No. 3	
Corunna.....	No. 1 and No. 2.	
Grismore.....	No. 1 and No. 2.	

**AUTOMATIC TRAIN STOP.**

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

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

- When used as pusher or second engine.
- By specific authority of Superintendent
- When automatic train stop device becomes inoperative after leaving terminal, passenger, mail, express and milk trains must be operated at a speed not exceeding 35 miles per hour, and other trains at a speed not exceeding 20 miles per hour. Engineman must notify Superintendent at the first communicating station and relief engine, if available, must be obtained at the first engine terminal. Train may proceed at normal speed when authorized by train order. Train Dispatcher will arrange for clear block between open signal stations in advance of such train, within the limits of the train order.

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

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

**EFFECTIVE APRIL 1, 1948**

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

**Automatic and Manual Block System Territory**

- Indications of block signals will not apply to track motor cars.
- The movement of track motor cars will be authorized by Signalman with Motor Car Permit Form M. Track motor cars must move preferably with the current of traffic and where possible on Slow-Speed tracks.
- A track motor car Operator, requesting permission to use main track at point other than Block Station, must state his location, name, number of track motor car and station or mile post destination, filling in Motor Car Permit Form M as authorized by Signalman, repeating same to and receiving OK from Signalman.

**J. H. SPOONER,** Superintendent.  
**L. A. BROWN** } Assistant Superintendents.  
**E. C. JOHNSON** }  
**D. J. DONAHUE,** Chief Train Dispatcher.  
**J. S. SHEA** } Assistant Chief Train Dispatchers.  
**E. L. GARN** }

**W. J. HAMANN**  
**H. C. VAN BERGEN**  
**A. G. TEETS**  
**R. W. FULLER**  
**R. P. McLAUGHLIN**  
**T. P. REARDON**  
**J. C. HOUSTON**  
**E. H. SCHNELL,** Assistant Trainmaster.

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

- Motor Car Permit Form M will not apply for movements within yard limits. For operation within yard limits, information as to train and engine movements must be obtained from Signalman or Yardmaster.
- Track motor cars must not pass an open block station without Motor Car Permit Form M.
- A track motor car having received Motor Car Permit Form M to run from one point to another must not move in the reverse direction unless so authorized by Motor Car Permit Form M.
- Upon arrival at destination or at expiration of the time limit, track motor car must be immediately removed from main track and Signalman notified and must not again occupy main track without Motor Car Permit Form M.
- A train must not be permitted to follow a track motor car into block except as authorized by train order which will specify slow speed within the limits of the order. Train will proceed expecting to find track motor car in the territory specified.
- Track motor cars must not be admitted to a block which is occupied by an opposing train or an opposing track motor car unless movements do not involve the same portion of the block.
- Track motor cars may follow a train or another track motor car into the block.
- When more than one track motor car is to work in the same block at the same time, Signalman will give to the Operator of each car full information concerning the movements of all cars.
- Movements of track motor cars must be recorded by Signalman on block record showing track motor car number, time and station, or mile post limits. Signalman must retain copies of all permit cards.
- If, due to failure of communication, track motor car Operator is unable to communicate with Signalman, movement of track motor car must be made under such flag protection as necessary to insure safety.
- Track motor car Operator must report to Signalman if unusually delayed.
- Track motor car Operators must be examined and qualified on track motor car rules and special instructions relating thereto.
- Track motor cars must be equipped with flagman's day and night signals and, unless otherwise provided, must be equipped with portable telephones.

**Manual Block System Territory**

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

**CLEVELAND TO TOLEDO**  
**WESTWARD—FIRST-CLASS**

CONTINUED ON PAGE 12

Miles from Cleveland Union Terminal	STATIONS	5	1	27	65	67	287	25	97	19	75	257
		The Mohawk	The Pacemaker	New England States	The Advance Commodore Vanderbilt	The Commodore Vanderbilt	Lake Cities Special	Twentieth Century Limited	The Paul Revere	Lake Shore Limited	The Mercury	Mail
		Daily	Daily	Daily	Daily	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.	A. M.	A. M.
.0	Cleveland Union Terminal.....											
6.02	Linndale.....	\$ 1.05										
12.07	Berea.....											
12.18	BE.....	1.20	3.00	3.28	3.40	3.55	3.59	4.50	4.57	6.45	8.09	8.26
14.85	Olmsted Falls.....											
20.76	Shawville.....											
23.99	Elyria Coal Dock.....											
25.19	Elyria.....	\$ 1.35										
26.16	Elyria Jct.....	1.38	3.12	3.40	3.52	4.07	4.11	5.01	5.09	7.02	8.20	8.49
31.67	Amherst.....											
32.56	AR.....											
39.20	Vermilion.....											
50.59	Huron.....											
58.95	BO.....											
59.84	Sandusky.....	\$ 2.10										
61.04	Bay Jct.....	2.14	3.40	4.08	4.20	4.35	4.39	5.28	5.37	7.38	8.47	9.28
65.27	Bay Bridge.....											
66.29	DB.....											
67.37	Danbury.....											
69.48	Gypsum.....											
72.73	Port Clinton.....											
74.30	CO.....											
78.49	La Carne.....											
83.94	Oak Harbor.....											
84.36	JU.....	2.40	4.01	4.29	4.41	4.56	5.00	5.47	5.58	8.04	9.06	10.00
87.18	Rocky Ridge.....											
89.87	Graytown.....											
94.38	Martin.....											
99.01	Millbury Jct.....	2.53	4.13	4.41	4.53	5.08	5.12	5.59	6.10	8.17	9.18	10.13
103.64	Vickers.....	2.58	4.18	4.46	4.58	5.13	5.17	6.03	6.15	8.22	9.22	10.18
106.62	Toledo.....	3.05	4.25	4.53	5.05	5.20	5.24	6.10	6.22	8.30	9.29	10.25
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

Time shown at Cleveland, Linndale and Toledo is for information only.

CLEVELAND TO TOLEDO

CONTINUED FROM PAGE 11

WESTWARD—FIRST-CLASS

CONTINUED ON PAGE 13

Miles from Cleveland Union Terminal	STATIONS	59	35	135	251	73	627	43	137	9	129	89
		The Chicagoan	The Iroquois	See Note West Side Mail	Interstate Express	The Prairie State	See Note Accommodation	South Shore Express	Railway Express	Mail	Mail and Express	The Forest City
		Daily	Daily	Daily Except Monday	Daily	Daily	Daily Except Sunday	Daily	Daily Except Monday	Daily	Daily	Daily
LEAVE	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
.0	Cleveland Union Terminal.....	C. & P. Crossing 10.01	11.30	East 26th Street 12.20	12.30	4.00	5.25	5.40	C. & P. Crossing 7.00	10.35	11.00	11.59
6.02	Linndale.....	11.40	12.40	4.10	5.35	5.50	10.45	12.09				
12.07	Berea.....											
12.18	BE.....	10.23	11.55	12.50	12.56	4.28	5.51	6.05	7.30	11.03	11.25	12.24
14.85	Olmsted Falls.....						5.55			11.06		
20.76	Shawville.....						6.03					
23.99	Elyria Coal Dock.....											
25.19	Elyria.....				1.15	4.40	6.12	6.20		11.23	11.50	12.42
26.16	Elyria Jct.....	10.35	12.07	1.03	1.20	4.43	6.15	6.23	7.45	11.28	11.55	12.47
31.67	Amherst.....											
32.56	AR.....											
39.20	Vermilion.....											
50.59	Huron.....											
58.95	BO.....											
59.84	Sandusky.....				1.55	5.15		6.57		12.15	12.35	1.25
61.04	Bay Jct.....	11.03	12.37	1.35	2.00	5.18		7.00	8.19	12.18	12.40	1.30
65.27	Bay Bridge.....											
66.29	DB.....											
67.37	Danbury.....											
69.48	Gypsum.....											
72.73	Port Clinton.....				2.20			7.15				
74.30	CO.....											
78.47	La Carne.....											
83.94	Oak Harbor.....											
84.36	JU.....	11.24	1.00	1.58	2.38	5.50		7.30	8.46	12.48	1.15	2.00
87.18	Rocky Ridge.....											
89.87	Graytown.....											
94.38	Martin.....											
99.01	Millbury Jct.....	11.36	1.12	2.10	2.54	6.03	9.22	7.44	9.00	1.01	1.32	2.15
103.64	Vickers.....	11.41	1.17	2.15	3.00	6.08	9.30	7.49	9.05	1.06	1.40	2.20
106.62	Toledo.....	11.48	1.25	2.23	3.10	6.15	9.40	7.57	9.15	1.15	1.50	2.30
	ARRIVE	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.	A. M.

Time shown at Cleveland, Linndale, Berea and Toledo is for information only. Nos. 135, 137 and 129 will not carry passengers. No. 627 will not operate November 25, December 25, 1948 or January 1, 1949.

TOLEDO TO CLEVELAND

EASTWARD—FIRST-CLASS

CONTINUED ON PAGE 14

Miles from Toledo	STATIONS	10	122	288	280	626	90	290	X-78	52	32	46
		The Mohawk	See Note Mail and Express	Pittsburgh Special	The Maumee	See Note Accommodation	The Chicagoan	The Forest City	See Note Mail and Express	The Easterner	See Note Mail	Interstate Express
		Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Monday	Daily	Daily	Daily
LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	
.0	Toledo.....	12.10	1.00	2.00	2.10	2.45	4.15	4.40	7.45	9.45	10.00	3.05
2.98	Vickers.....	12.17	1.09	2.07	2.17	2.52	4.22	4.47	7.52	9.52	10.07	3.12
7.61	Millbury Jct.....	12.22	1.15	2.12	2.23	2.59	4.27	4.52	7.57	9.57	10.12	3.17
12.24	Martin.....											
16.75	Graytown.....											
19.44	Rocky Ridge.....											
22.26	JU.....	12.34	1.30	2.24	2.39		4.39	5.05	8.09	10.12	10.27	3.30
22.68	Oak Harbor.....								8.13			
28.14	La Carne.....											
32.32	CO.....											
33.89	Port Clinton.....						5.23		8.30	10.27	10.42	3.45
37.14	Gypsum.....								8.40			
39.25	Danbury.....											
40.34	DB.....											
41.35	Bay Bridge.....											
45.58	Bay Jct.....	12.57	2.00	2.46	3.05		5.01	5.40	8.55	10.43	10.57	4.00
46.78	Sandusky.....	1.00		2.46	3.30		5.50	9.00	10.48	11.03	4.03	
47.67	BO.....											
56.03	Huron.....											
67.42	Vermilion.....											
74.06	AR.....											
74.95	Amherst.....											
80.46	Elyria Jct.....	1.32	2.40	3.15	4.10	6.30	5.30	6.20	9.35	11.24	11.40	4.35
81.43	Elyria.....	1.35			4.30	6.35	6.30	9.40	11.30	11.50	4.39	
82.63	Elyria Coal Dock.....					6.46						
85.86	Shawville.....					6.57						
91.77	Olmsted Falls.....											
94.44	BE.....	1.55	3.00	3.30	5.00	7.07	5.45	7.00	9.55	11.52	12.10	5.00
94.55	Berea.....					7.09						
100.60	Linndale.....	2.02			5.07	7.20	5.52	7.07	11.59			5.07
106.62	Cleveland Union Terminal.....	2.20	3.25 East 26th Street	3.55 Erie R. R. Station	5.30	7.40	6.10	7.25	10.20 C. & P. Crossing	12.18	12.27 C. & P. Crossing	5.25
	ARRIVE	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 Toledo, Berea, Linndale and Cleveland is for information only. No. 626 will not operate November 25, December 25, 1948 or January 1, 1949. Nos. 122, X-78 and 32 will not carry passengers.



**TOLEDO TO CLEVELAND  
EASTWARD — FIRST-CLASS**

CONTINUED FROM PAGE 13

Miles from Toledo	STATIONS	14	6	76	28	66	2	98	68	232	26	22
		See Note								See Note		
		Mail	Fifth Avenue Special	The Mercury	New England States	The Advance Commodore Vanderbilt	The Pacemaker	The Paul Revere	The Commodore Vanderbilt	Mail	Twentieth Century Limited	Lake Shore Limited
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	
	LEAVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.0	Toledo . . . . .	4.10	4.20	6.50	7.13	7.45	8.05	8.25	8.42	8.48	9.28	11.25
2.98	Vickers . . . . .	4.17	4.27	6.57	7.20	7.52	8.12	8.32	8.49	8.55	9.35	11.32
7.61	Millbury Jct. . . . .	4.22	4.32	7.02	7.25	7.57	8.17	8.37	8.54	9.00	9.40	11.37
12.24	Martin . . . . .											
16.75	Graytown . . . . .											
19.44	Rocky Ridge . . . . .											
22.26	JU . . . . .	4.34	4.44	7.14	7.37	8.09	8.29	8.49	9.06	9.12	9.52	11.49
22.68	Oak Harbor . . . . .											
28.14	La Carne . . . . .											
32.32	CO . . . . .											
33.89	Port Clinton . . . . .									S 9.28		
37.14	Gypsum . . . . .											
39.25	Danbury . . . . .											
40.34	DB . . . . .											
41.35	Bay Bridge . . . . .											
45.58	Bay Jct. . . . .	4.55	5.07	7.32	7.55	8.29	8.49	9.09	9.26	9.43	10.10	12.07
46.78	Sandusky . . . . .		S 5.10							S 9.50		
47.67	BO . . . . .											
56.03	Huron . . . . .											
67.42	Vermilion . . . . .									S 10.10		
74.06	AR . . . . .											
74.95	Amherst . . . . .											
80.46	Elyria Jct. . . . .	5.23	5.42	7.59	8.22	8.57	9.17	9.37	9.54	10.25	10.37	12.34
81.43	Elyria . . . . .		S 5.45							S 10.35		
82.63	Elyria Coal Dock . . . . .											
85.86	Shawville . . . . .											
91.77	Olmsted Falls . . . . .											
94.44	BE . . . . .	5.35	6.10	8.10	8.33	9.10	9.30	9.50	10.07	11.00	10.48	12.45
94.55	Berea . . . . .											
100.60	Linndale . . . . .	5.42	S 6.17	S 8.17						S 11.07		
106.62	Cleveland Union Terminal . . . . .	6.00	6.35	8.35	8.49 C. & P. Crossing	9.26 C. & P. Crossing	9.46 C. & P. Crossing	10.15	10.23 C. & P. Crossing	11.30	11.04 C. & P. Crossing	1.02 C. & P. Crossing
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.

Time shown at Toledo, Linndale and Cleveland is for information only.  
Nos. 14 and 232 will not carry passengers.

**TOLEDO TO ELKHART—AIR LINE  
WESTWARD—FIRST-CLASS**

CONTINUED ON PAGE 16

Miles from Toledo	STATIONS	9	129	89	5	1	27	65	67	25	97	643
		See Note	See Note				See Note					
		Mail	Mail and Express	The Forest City	The Mohawk	The Pacemaker	New England States	The Advance Commodore Vanderbilt	The Commodore Vanderbilt	Twentieth Century Limited	The Paul Revere	Accommodation
	Daily	Daily	Daily	Daily	Daily	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.	A. M.	A. M.
.....	Toledo . . . . .	1.45	2.20	2.45	3.15	4.30	4.58	5.10	5.25	6.15	6.27	6.40
3.67	Nasby . . . . .	1.52	2.28	2.55	3.22	4.36	5.04	5.17	5.31	6.21	6.33	6.47
8.95	Holland . . . . .											S 6.56
14.21	Spencer . . . . .											
18.43	Swanton . . . . .											S 7.07
24.41	Delta . . . . .											S 7.16
26.62	Delta Yard . . . . .											
29.28	DW . . . . .											
31.90	Wauseon . . . . .											S 7.30
32.13	D . . . . .	2.16	3.00	3.24	3.48	5.00	5.27	5.42	5.54	6.44	6.57	7.32
36.38	Pettisville . . . . .											S 7.39
40.41	Archbold . . . . .											S 7.49
46.41	Stryker . . . . .											S 7.58
53.08	DV . . . . .											
53.58	Bryan . . . . .											S 8.10
58.84	Melbern . . . . .											S 8.18
62.16	Mina . . . . .	2.42	3.30	3.55	4.14	5.24	5.50	6.07	6.17	7.07	7.21	8.24
63.89	Edgerton . . . . .											S 8.28
65.17	MN . . . . .											
70.12	WB . . . . .											
70.75	Butler . . . . .											S 8.39
78.66	Waterloo . . . . .						H 6.04					S 7.35
85.01	Corunna . . . . .											S 9.04
91.38	Kendallville . . . . .	S 3.14	4.00	4.25	J 4.40	5.49	6.18	6.32	6.42	7.30	7.50	S 9.20
98.10	Brimfield . . . . .											S 9.30
102.54	Wawaka . . . . .											S 9.38
107.93	Ligonier . . . . .											S 9.50
111.33	Grismore . . . . .											
114.98	Millersburg . . . . .											S 10.01
122.78	CX . . . . .											
123.12	Goshen . . . . .				S 5.13							S 10.18
132.86	B . . . . .											
133.01	Elkhart . . . . .	4.00	4.45	5.10	5.30	6.25	6.53	7.10	7.19	8.03	8.27	10.35
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.

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

TOLEDO TO ELKHART—AIR LINE

CONTINUED FROM PAGE 15

WESTWARD—FIRST-CLASS

Miles from Toledo	STATIONS	19	257	59	35	135	251	73	43	139	137	
		Lake Shore Limited	Mail	The Chicagoan	The Iroquois	See Note	Interstate Express	The Prairie State	South Shore Express	Accommodation	Railway Express	
		Daily	Daily	Daily	Daily	Daily Except Monday	Daily	Daily	Daily	Daily Except Sunday	Daily Except Monday	
LEAVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
.....	Toledo.....	8.35	10.35	11.53	1.35	2.35	3.25	6.26	8.12	.....	9.30	.....
3.67	Nasby.....	8.42	10.42	11.59	1.41	2.42	3.32	6.33	8.19	.....	9.37	.....
8.95	Holland.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14.21	Spencer.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18.43	Swanton.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
24.41	Delta.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
26.62	Delta Yard.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
29.28	DW.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31.90	Wauseon.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
32.13	D.....	9.08	11.08	12.25	2.05	3.08	3.58	6.57	8.45	.....	10.05	.....
36.38	Pettisville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
40.41	Archbold.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
46.41	Stryker.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
53.08	DV.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
53.58	Bryan.....	s 9.26	.....	.....	.....	.....	s 4.23	.....	s 9.10	.....	.....	.....
58.84	Melbern.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
62.16	Mina.....	9.38	11.34	12.50	2.29	3.34	4.35	7.23	9.22	.....	10.33	.....
63.89	Edgerton.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
65.17	MN.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
70.12	WB.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
70.75	Butler.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
78.66	Waterloo.....	.....	.....	.....	.....	.....	s 4.54	.....	s 9.41	.....	.....	.....
85.01	Corunna.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
91.38	Kendallville.....	10.05	12.00	1.15	2.54	4.02	s 5.15	7.50	s10.02	.....	11.00	.....
98.10	Brimfield.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
102.54	Wawaka.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
107.93	Ligonier.....	.....	.....	.....	.....	.....	s 5.40	.....	s10.27	.....	.....	.....
111.33	Grismore.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
114.98	Millersburg.....	.....	.....	.....	.....	.....	.....	.....	.....	P. M.	.....	.....
122.78	CX.....	.....	.....	.....	.....	.....	.....	.....	.....	11.00	.....	.....
123.12	Goshen.....	.....	s12.27	.....	.....	.....	s 6.05	.....	s10.52	s11.02	.....	.....
132.86	B.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
133.01	Elkhart.....	10.45	12.45	1.53	3.30	4.42	6.25	8.26	11.12	11.20	11.45	.....
	ARRIVE	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	

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

ELKHART TO TOLEDO—AIR LINE

EASTWARD—FIRST-CLASS

CONTINUED ON PAGE 18

Miles from Elkhart	STATIONS	90	290	X-78	32	140	46	14	6	232	28	66
		The Chicagoan	The Forest City	See Note	Mail	Accommodation	Interstate Express	Mail	Fifth Avenue Special	Mail	New England States	The Advance Commodore Vanderbilt
		Daily	Daily	Daily Except Monday	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily
LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.....	Elkhart.....	2.05	2.30	4.10	5.35	6.25	12.25	2.05	2.15	3.35	5.16	5.48
.15	B.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
9.89	Goshen.....	.....	.....	s 4.27	s 6.00	s 6.38	s12.40	.....	.....	s 3.52	.....	.....
10.23	CX.....	.....	.....	.....	.....	6.43	.....	.....	.....	.....	.....	.....
18.03	Millersburg.....	.....	.....	.....	.....	.....	.....	.....	.....	f 4.03	.....	.....
21.68	Grismore.....	.....	.....	.....	.....	A. M.	.....	.....	.....	.....	.....	.....
25.08	Ligonier.....	.....	.....	s 4.52	s 6.25	.....	C12.56	.....	.....	s 4.14	.....	.....
30.47	Wawaka.....	.....	.....	.....	.....	.....	.....	.....	.....	M4.22	.....	.....
34.91	Brimfield.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
41.63	Kendallville.....	2.42	3.07	s 5.12	s 7.00	.....	s 1.13	2.41	2.50	s 4.35	5.51	6.23
48.00	Corunna.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
54.35	Waterloo.....	.....	.....	s 5.27	s 7.25	.....	s 1.28	.....	.....	s 4.54	.....	.....
62.26	Butler.....	.....	.....	s 5.37	B 7.40	.....	.....	.....	.....	s 5.05	.....	.....
62.89	WB.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
67.84	MN.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
69.12	Edgerton.....	.....	.....	s 7.53	.....	.....	.....	.....	.....	s 5.15	.....	.....
70.85	Mina.....	3.07	3.32	5.50	7.57	.....	1.44	3.05	3.14	5.19	6.16	6.48
74.17	Melbern.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
79.43	Bryan.....	.....	.....	.....	s 8.15	.....	s 1.55	.....	D 3.25	s 5.40	.....	.....
79.93	DV.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
86.60	Stryker.....	.....	.....	.....	.....	.....	.....	.....	.....	s 5.52	.....	.....
92.60	Archbold.....	.....	.....	.....	.....	.....	.....	.....	.....	s 6.07	.....	.....
96.63	Pettisville.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
100.88	D.....	3.31	3.56	6.30	8.40	.....	2.21	3.29	3.43	6.17	6.38	7.10
101.11	Wauseon.....	.....	.....	s 8.45	.....	.....	.....	.....	.....	s 6.23	.....	.....
103.73	DW.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
106.39	Delta Yard.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
108.60	Delta.....	.....	.....	.....	.....	.....	.....	.....	.....	s 6.38	.....	.....
114.58	Swanton.....	.....	.....	.....	.....	.....	.....	.....	.....	s 6.55	.....	.....
118.80	Spencer.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
124.06	Holland.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
129.34	Nasby.....	3.57	4.22	7.05	9.12	.....	2.48	3.53	4.08	7.15	7.01	7.33
133.01	Toledo.....	4.05	4.30	7.15	9.20	.....	2.55	4.00	4.15	7.30	7.08	7.40
	ARRIVE	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.

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

ELKHART TO TOLEDO—AIR LINE

CONTINUED FROM PAGE 17

EASTWARD—FIRST-CLASS

Miles from Elkhart	STATIONS	2	98	68	26	10	22	122	280			
		The Pacemaker	The Paul Revere	The Commodore Vanderbilt	Twentieth Century Limited	The Mohawk	Lake Shore Limited	See Note Mail and Express	The Maumee			
		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.			
.....	Elkhart.....	6.08	6.28	6.45	7.35	9.00	9.20	10.05	11.33			
.15	B.....											
9.89	Goshen.....					S 9.20						
10.23	CX.....											
18.03	Millersburg.....											
21.68	Grismore.....											
25.08	Ligonier.....					S 9.37						
30.47	Wawaka.....											
34.91	Brimfield.....											
41.63	Kendallville.....	6.43	7.03	7.20	8.08	S 10.00	9.55	10.50	12.09			
48.00	Corunna.....											
54.35	Waterloo.....					S 10.18	K 10.09		f 12.23			
62.26	Butler.....											
62.89	WB.....											
67.84	MN.....											
69.12	Edgerton.....											
70.85	Mina.....	7.08	7.28	7.45	8.31	10.33	10.22	11.20	12.37			
74.17	Melbern.....											
79.43	Bryan.....					S 10.52						
79.93	DV.....											
86.60	Stryker.....											
92.60	Archbold.....											
96.63	Pettisville.....											
100.88	D.....	7.30	7.50	8.07	8.53	11.18	10.46	11.55	1.01			
101.11	Wauseon.....											
103.73	DW.....											
106.39	Delta Yard.....											
108.60	Delta.....											
114.58	Swanton.....											
118.80	Spencer.....											
124.06	Holland.....											
129.34	Nasby.....	7.53	8.13	8.30	9.16	11.45	11.13	12.25	1.28			
133.01	Toledo.....	8.00	8.20	8.37	9.23	11.54	11.20	12.35	1.35			
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.			

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

TOLEDO TO ELKHART—OLD ROAD

Miles from Toledo	WESTWARD STATIONS	FIRST-CLASS		SECOND-CLASS					
		607	647	91	93	95			
		Accommodation	Accommodation	Through Freight	Way Freight	Way Freight			
	LEAVE	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Tuesday Thursday Saturday			
		A. M.	P. M.	A. M.	A. M.	A. M.			
.....	Toledo.....	6.30	3.20						
3.80	Vulcan.....	6.37	3.27	1.30		10.10			
10.16	Sylvania.....	S 6.46	S 3.36	1.45		10.35			
14.85	Ottawa Lake.....	S 6.54	S 3.45	1.55		10.55			
20.06	Riga.....	S 7.02	f 3.52						
22.15	Blissfield.....	S 7.08	S 3.59	2.10		11.55			
24.80	Grosvenor.....	7.11	4.02			12.05			
26.42	Palmyra.....	S 7.14	S 4.06						
28.24	Lenawee Jct.....	7.18	S 4.10	2.20		12.15			
31.83	WB.....								
32.35	Adrian.....	S 7.30	S 4.23	2.40		1.05			
39.52	Cadmus.....	Δ 7.37	f 4.31						
43.37	Clayton.....	S 7.45	S 4.38	3.00		1.30			
49.81	Hudson.....	S 8.00 <sup>52</sup>	S 4.50	3.10		2.00			
56.12	Pittsford.....	S 8.12	S 5.01	3.25	A. M.	2.25			
59.88	Osseo.....	S 8.20	S 5.08	3.35		2.40			
65.68	Hillsdale.....	S 8.35	S 5.23	3.45	9.30	3.15			
69.58	Fort Wayne Jct.....	8.41	5.29		A. M. 9.40	P. M.			
70.18	Jonesville.....	S 8.44	S 5.31		9.45				
75.28	Allen.....	S 8.52	S 5.39		10.00				
81.79	Quincy.....	S 9.02	S 5.50		10.45				
88.18	Coldwater.....	S 9.15	S 6.02		12.40 <sup>96</sup>				
93.38	Batavia.....	S 9.23	f 6.09		1.00				
98.94	Bronson.....	S 9.33	S 6.19		2.05				
105.67	Burr Oak.....	S 9.43	S 6.29		2.25				
111.90	Sturgis.....	S 9.55 <sup>96</sup>	S 6.40		3.20				
112.18	RK.....								
117.54	Klinger Lake.....	f 10.03	f 6.47						
123.64	White Pigeon.....	S 10.15	S 7.03 <sup>614</sup>		3.45				
134.06	Bristol.....	S 10.27	S 7.20		4.10				
142.27	B.....	10.37	7.40		4.25				
142.42	Elkhart.....	10.40	7.50		4.35				
	ARRIVE	A. M.	P. M.	A. M.	P. M.	P. M.			

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

ELKHART TO TOLEDO—OLD ROAD

EASTWARD		FIRST-CLASS		SECOND-CLASS					
Miles from Elkhart	STATIONS	52	614	96	94	92			
		The Easterner	Accommodation	Way Freight	Way Freight	Through Freight			
		Daily	Daily	Daily Except Sunday	Monday Wednesday Friday	Daily Except Sunday			
	LEAVE	A. M.	P. M.	A. M.	A. M.	P. M.			
.....	Elkhart.....	4.45	6.35	8.30					
.15	B.....	4.47	6.37	8.40					
8.35	Bristol.....	Δ 4.58	S 6.48	8.55					
18.78	White Pigeon.....	S 5.18	S 7.03 <sup>647</sup>	9.25					
24.88	Klinger Lake.....		f 7.11						
30.24	RK.....								
30.52	Sturgis.....	S 5.53	S 7.25	9.55 <sup>607</sup>					
36.75	Burr Oak.....	S 6.03	S 7.35	10.45					
43.48	Bronson.....	S 6.16	S 7.48	11.30					
49.04	Batavia.....	‡ 6.25	‡ 7.56	11.45					
54.24	Coldwater.....	S 6.45	S 8.15	12.40 <sup>93</sup>					
60.63	Quincy.....	S 6.55	S 8.27	1.50					
67.14	Allen.....		f 8.35	2.10					
72.23	Jonesville.....	S 7.10	S 8.43	2.25					
72.84	Fort Wayne Jct.....	7.12	8.45	2.30	A. M.	P. M.			
76.74	Hillsdale.....	S 7.30	S 9.05	2.45	10.00	10.00			
82.54	Osseo.....	S 7.39	S 9.15	P. M.	10.15	10.10			
86.29	Pittsford.....	S 7.48	S 9.24		10.35	10.18			
92.61	Hudson.....	S 8.00 <sup>607</sup>	S 9.39		11.30	10.30			
99.05	Clayton.....	f 8.10	S 9.49		11.50	10.42			
102.90	Cadmus.....								
110.07	Adrian.....	S 8.36	S 10.15		12.50	11.40			
110.54	WB.....								
114.18	Lenawee Jct.....	8.42	10.22		1.02	11.50			
115.99	Palmyra.....		‡ 10.25						
117.62	Grosvenor.....	8.47	10.29		1.10	11.59			
120.27	Blissfield.....	S 8.56	S 10.35		2.00	12.05			
122.36	Riga.....								
127.57	Ottawa Lake.....	9.04	10.45		2.25	12.20			
132.26	Sylvania.....	9.11	10.53		2.40	12.33			
138.62	Vulcan.....	9.19	11.01		3.00	12.50			
142.42	Toledo.....	9.30	11.15						
	ARRIVE	A. M.	P. M.	P. M.	P. M.	A. M.			

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

NORWALK BRANCH

ELYRIA JCT. TO MILLBURY JCT.				MILLBURY JCT. TO ELYRIA JCT.			
WESTWARD—FIRST CLASS				EASTWARD—FIRST CLASS			
Miles from Cleveland Union Terminal	STATIONS	627		Miles from Toledo	STATIONS	626	
		See Note				See Note	
		Accommodation				Accommodation	
	LEAVE	P. M.			LEAVE	A. M.	
.0	Cleveland.....	5.25		.0	Toledo.....	2.45	
26.16	Elyria Jct.....	6.15		7.61	Millbury Jct...	2.59	
34.15	Oberlin.....	S 6.30		12.40	Genoa.....	S 3.07	
38.79	Kipton.....	S 6.37		17.11	Elmore.....	S 3.17	
44.05	Wakeman.....	S 6.46		22.38	Lindsey.....	S 3.27	
				29.49	Fremont.....	S 4.00	
48.73	Collins.....	S 6.55					
55.35	Norwalk.....	S 7.15		37.83	Clyde.....	S 4.14	
59.87	Monroeville....	S 7.30		45.22	Bellevue.....	S 4.29	
67.41	Bellevue.....	S 7.50		52.76	Monroeville....	S 4.41	
74.80	Clyde.....	S 8.05		57.28	Norwalk.....	S 5.15	
				63.90	Collins.....	S 5.25	
83.14	Fremont.....	S 8.40					
90.25	Lindsey.....	S 8.55		68.58	Wakeman.....	S 5.35	
95.50	Elmore.....	S 9.03		73.84	Kipton.....	S 5.45	
100.23	Genoa.....	S 9.12		78.48	Oberlin.....	S 6.10	
105.02	Millbury Jct...	f 9.22		86.47	Elyria Jct.....	6.30	
112.63	Toledo.....	9.40		112.63	Cleveland.....	7.40	
	ARRIVE	P. M.			ARRIVE	A. M.	

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified. Time shown at Cleveland and Toledo is for information only. No. 626 and No. 627 will not operate November 25, December 25, 1948 or January 1, 1949.

**FT. WAYNE BRANCH**

JACKSON TO FORT WAYNE				FORT WAYNE TO JACKSON			
SOUTHWARD		SECOND CLASS		NORTHWARD			
Miles from Jackson	STATIONS	72		Miles from Ft. Wayne	STATIONS		
		Way Freight					
		Daily Except Sunday					
	LEAVE	A. M.			LEAVE		
.....	Jackson.....			.....	Fort Wayne.....		
1.12	OD.....			7.85	Carrolls.....		
5.13	Haires.....						
10.43	Horton.....			11.48	Stoners.....		
				14.61	New Era.....		
14.04	Hanover.....			20.80	Auburn.....		
18.83	Mosherville.....						
24.58	Jonesville.....			25.81	Waterloo.....		
25.29	Fort Wayne Jct.	A. M.					
				31.57	Summit.....		
29.19	Hillsdale.....	9.00		32.79	Steubenville.....		
33.41	Bankers.....	9.15		35.78	Pleasant Lake..		
38.11	Reading.....	9.45		40.03	Angola.....		
43.48	Montgomery...	10.00		47.38	Fremont.....		
47.11	Ray.....	10.15					
				51.45	Ray.....		
51.18	Fremont.....	11.10		55.08	Montgomery...		
58.53	Angola.....	12.25		60.45	Reading.....		
62.78	Pleasant Lake..	12.40		65.15	Bankers.....		
65.77	Steubenville.....			69.37	Hillsdale.....		
66.99	Summit.....	12.55					
				73.27	Fort Wayne Jct.		
72.75	Waterloo.....	1.15		73.98	Jonesville.....		
77.76	Auburn.....	1.30		79.73	Mosherville.....		
83.95	New Era.....			84.52	Hanover.....		
87.08	Stoners.....						
				88.13	Horton.....		
90.71	Carrolls.....	2.00		93.43	Haires.....		
98.56	Fort Wayne....	2.30		97.44	OD.....		
				98.56	Jackson.....		
	ARRIVE	P. M.			ARRIVE		

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

**JACKSON BRANCH**

JACKSON TO LENAWEЕ JCT.				LENAWEЕ JCT. TO JACKSON			
SOUTHWARD				NORTHWARD			
Miles from Jackson	STATIONS			Miles from Lenawee Jct.	STATIONS		
.....	Jackson.....			.....	Lenawee Jct.....		
1.12	OD.....			2.15	Raisin Center.....		
10.42	Napoleon.....			9.01	Tecumseh.....		
13.76	Norvell.....			13.48	Clinton.....		
20.47	Manchester Jct.....			21.34	Manchester.....		
21.11	Manchester.....			21.98	Manchester Jct.....		
28.97	Clinton.....			28.69	Norvell.....		
33.44	Tecumseh.....			32.03	Napoleon.....		
40.30	Raisin Center.....			41.33	OD.....		
42.45	Lenawee Jct.....			42.45	Jackson.....		

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

**MORENCI BRANCH**

GROSVENOR TO MORENCI				MORENCI TO GROSVENOR			
WESTWARD				EASTWARD			
Miles from Adrian	STATIONS			Miles from Morenci	STATIONS		
7.55	Grosvenor.....			.....	Morenci.....		
12.14	Ogden.....						
15.53	Jasper.....			6.58	Weston.....		
19.19	Weston.....			10.24	Jasper.....		
				13.63	Ogden.....		
25.77	Morenci.....			18.22	Grosvenor.....		

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

**MONROE BRANCH**

LENAWEE JCT. TO MONROE				MONROE TO LENAWEЕ JCT.			
EASTWARD				WESTWARD			
Miles from Adrian	STATIONS			Miles from Monroe	STATIONS		
4.11	Lenawee Jct.				Monroe		
12.86	Deerfield			1.54	P. M. Crossing		
16.34	Petersburg			6.19	Strasburg		
				9.90	Ida		
				12.45	Federman		
20.95	Federman						
23.50	Ida						
27.21	Strasburg			17.06	Petersburg		
31.86	P. M. Crossing			20.54	Deerfield		
33.40	Monroe			29.29	Lenawee Jct.		

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

**G & M BRANCH**

STURGIS TO GOSHEN				GOSHEN TO STURGIS			
SOUTHWARD				NORTHWARD			
Miles from Sturgis	STATIONS			Miles from Goshen	STATIONS		
	Sturgis				Goshen		
	R.K.			9.60	Middlebury		
				16.77	Shipshewana		
12.91	Shipshewana						
20.08	Middlebury				R.K.		
29.68	Goshen			29.68	Sturgis		

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

**COLLINWOOD TO ELKHART  
WESTWARD—FREIGHT TRAINS**

Miles from Collinwood via Rockport	STATIONS	Spl.-L. S.	C. D.	P. C.	P. T.	S. C.	L. S.	C 95	A. L. 83	C 91		
		1	1	1	1	1	1					
		New York-Chicago	Collinwood-Detroit	Pittsburg-Chicago	Pittsburg-Toledo	Cleveland-Chicago	New York-Chicago	Norwalk Branch Local Freight	Way Freight	Way Freight		
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.					
.....	Struthers			5.00	5.30							
.0	Collinwood	3.10	4.00				7.15					
18.90	Rockport					5.00						
23.41	BE	4.20	5.15	9.30	10.00	5.30	8.15	A. M.		A. M.		
35.22	Elyria Coal Dock			{ 10.00	{ 10.30			8.00		9.00		
				{ 10.30	{ 11.00							
71.07	Sandusky											
114.87	Vickers	8.00	11.25	1.00	1.30	10.15	12.00	3.15		3.30		
117.85	Toledo								A. M.			
119.76	Air Line Jct	{ 8.30	12.01	{ 1.30	2.00	10.45	{ 12.30	3.45	8.00	4.00		
		{ 10.00		{ 2.30		12.00	{ 1.45					
180.01	Mina							P. M.	3.30	P. M.		
250.75	Elkhart	3.00		6.30		5.00	6.00		P. M.			
	ARRIVE	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		P. M.			

For information only, not conferring time table superiority.

Miles from Collinwood via Rockport	STATIONS	A. L. 87	W. M. 3	L. S. 7	D. L. S. 3						
		Way Freight	Baltimore Toledo	Philadel-phia-Chicago	Boston-Gibson						
		Daily Except Sunday	Daily	Daily	Daily						
	LEAVE		A. M.	P. M.	P. M.						
.....	Struthers		9.30								
.0	Collinwood			6.00	10.30						
18.90	Rockport				A. M.						
23.41	BE		3.15	7.45	12.01						
35.22	Elyria Coal Dock		{ 3.45								
			{ 4.15								
71.07	Sandusky										
114.87	Vickers		6.15	10.30	6.00						
117.85	Toledo										
119.76	Air Line Jct	A. M.	6.45	{ 11.00	{ 6.30						
				{ 12.15	{ 8.00						
180.01	Mina	9.30									
250.75	Elkhart	5.30		3.30	3.00						
	ARRIVE	P. M.	P. M.	A. M.	P. M.						

For information only, not conferring time table superiority.

**ELKHART TO COLLINWOOD  
EASTWARD—FREIGHT TRAINS**

Miles from Elkhart via Rockport	STATIONS	C. W. 10	X. N. 2	C. N. 2	N. Y. 4	C. B. 2	A. L. 82	C 96	C 92	A. L. 86		
		Toledo-Buffalo	Chicago-Buffalo	Chicago-Toledo	Chicago-New York	Chicago-Buffalo	Way Freight	Norwalk Branch Local Freight	Way Freight	Way Freight	Way Freight	
	LEAVE		A. M.	A. M.	A. M.	A. M.	A. M.			A. M.		
.....	Elkhart.....		12.30	1.45	5.20	6.20				8.15		
.15	B.....		12.40	1.55	5.30	6.30				8.25		
70.85	Mina.....	A. M.					6.45	A. M.	A. M.	3.15		
131.10	Air Line Jct.....	12.30	{ 5.00 6.00	5.00	{ 9.30 11.00	{ 10.45 11.45	1.00	7.00	8.00	P. M.		
133.01	Toledo.....			A. M.			P. M.					
135.99	Vickers.....	12.50	6.30		11.30	12.15		7.30	8.30			
179.79	Sandusky.....											
215.64	Elyria Coal Dock.....							3.00	3.30			
227.45	BE.....	4.45	10.30		2.45	4.00		P. M.	P. M.			
232.12	Rockport.....	4.55	10.45									
250.75	Collinwood.....	6.15	12.01		4.00	5.15						
.....	Struthers.....											
	ARRIVE	A. M.	P. M.		P. M.	P. M.						

For information only, not conferring time table superiority.

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

For information only, not conferring time table superiority.

**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES**

BEREA TO VICKERS—VIA SANDUSKY

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

**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES**

**BEREA TO VICKERS—VIA SANDUSKY—Continued**

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

**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES**

**BEREA TO VICKERS—VIA SANDUSKY—Continued**

STATIONS	Office Calls	Miles from Elyria Jct.	SIGNALS				TELEPHONES			
			Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line	
La Carne.... Open week days 8:00a.m. to 5:00p.m.	C.S.	FT	52.6	S49.1	S50.2			1500 feet west of S49.1, on pole...	S	T.D.-M
				S50.1	S51.2					
				S51.1	S52.2					
				S52.1	T.O.	T.O.				
Oak Harbor..	C.S.		58.0	S53.1	S53.2			Siding, east end, booth.....	S	T.D.-M
				S55.1	S55.2					
				S56.1	S56.2					
				S57.1	S57.2					
JU..... Open day and night	C.S.	JU	58.4	S58.1			S58.4	Signal station.....	S	T.D.-M
					S58.2			One-half mile west, on pole.....	S	T.D.-M
Rocky Ridge.	C.S.		61.3	S59.1	S59.2	S59.3	S59.4	500 ft. east of crossing, on pole..	S	T.D.-M
				S60.1	S61.2	S60.3	S61.4			
				S62.1	S62.2	S62.3	S62.4			
				S63.1	S63.2	S63.3	S63.4			
Graytown.... Open week days 7:00a.m. to 4:00p.m.	C.S.	WF	64.0	S64.1	S64.2	S64.3	S64.4	Station, east side.....	S	T.D.-M
				S65.1	S65.2	S65.3	S65.4			
				S66.1	S66.2	S66.3	S66.4			
				S67.1	S67.2	S67.3	S67.4			
Martin.....	C.S.	MA	68.5	S68.1	S68.2	S68.3	S68.4	Station, east side.....	S	T.D.-M
				S69.1	S69.2	S69.3	S69.4			
Clay Center..	C.S.		69.3	S70.1	S70.2	S70.3	S70.4	Crossover switch, booth.....	S	T.D.-M
				S71.1	S71.2	S71.3	S71.4			
				S72.1	S72.2	S72.3	S72.4			
				S72.1	S72.2	S72.3	S72.4			
Millbury Jct. Open day and night	C.S.	JX	73.1	INT.	INT.	INT.	INT.	Yard track, east end, on pole....	S	T.D.-M
				INT.	INT.	INT.	INT.	Signal station.....	S	T.D.-M-Y
Millbury....			Miles from Buffalo 286.9	288.1	288.2	288.3	288.4			
				289.1	289.2	289.3	289.4			
				290.1	290.2	290.3	290.4			
				291.1	291.2	291.3	291.4			
Vickers..... Open day and night	C.S.	VK	291.1	INT.	INT.	INT.	INT.	East end of siding, on pole.....	N	T.D.-M
				INT.	INT.	INT.	INT.	West end of siding, on pole.....	N	T.D.-M
	C.S.			INT.	INT.	INT.	INT.	Signal station.....	S	T.D.-M-Y



**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES**

**ELYRIA JCT. TO MILLBURY JCT.—VIA NORWALK**

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

**STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES**

**NASBY TO ELKHART**

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

### STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

#### NASBY TO ELKHART—Continued

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

### STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

#### NASBY TO ELKHART—Continued

STATIONS	Office Calls	Miles from Toledo	SIGNALS				TELEPHONES		
			Track No. 1	Track No. 2	Track No. 3	Track No. 4	LOCATION	Side of Track	Line
Kendallville...	C.S. C.S. C.S. C.S.		A86.1	A86.2			East end, old eastbound siding on pole..... West of Park Ave., on pole.... Gate tower, Main St..... Station.....	S S S S	T.D.-M T.D.-M T.D.-M-Y T.D.-M-Y
			A87.1	A87.2					
			A89.1	A89.2					
			A90.1	A90.2					
			A91.1	A91.2					
UK..... Open day and night	C.S. C.S.	UK 91.4	INT.	INT.			Signal station..... West switch, in shanty..... East bound home signal.....	N S S	T.D.-M-Y T.D.-M Y
			A93.1	A93.2					
Brimfield..... Open day and night	C.S. C.S. C.S. C.S.	BI 98.1	A94.1				Opposite Sig. A55.4 on pole ..  In booth.....	S  S	Y  T.D.-M
				A94.2					
			A95.1	A95.2					
			A97.1	A97.2					
			A98.1	A98.2					
Wawaka.....	C.S. C.S. C.S.	GF 102.5	A99.1	A99.2			Crossover, on pole..... Station..... Siding, west end, in shanty...	S S S	T.D.-M T.D.-M T.D.-M
			A100.1						
Ligonier..... Open day and night	C.S. C.S. C.S. C.S.	NI 107.9	A101.1	A101.2			Siding, east end, on pole..... Station..... Siding, west end, on pole.....	S S S	T.D.-M T.D.-M T.D.-M
			A102.1	A102.2					
			A103.1	A103.2					
			A104.1	A104.2					
			A105.1	A105.2					
Grismore.....	C.S.		A106.1	A107.2			Station..... East end of carhouse..... Siding, west end, on pole.....	S S S	T.D.-M T.D.-M T.D.-M
			A107.1	A108.2					
			A108.1	T.O.					
			A109.1	A109.2					
			A110.1	A110.2					
Millersburg... Open day and night	C.S. C.S. C.S.	QN 115.0	A111.1	A111.2			Signal station.....	S	T.D.-M
				A112.2					
			A112.1	A113.1					
			A114.1	A115.2					
			A115.1	A116.2					
Goshen.....	C.S. C.S. C.S. C.S. C.S.	CX 122.8	A116.1	A117.2			Station..... Highway west of station, pole..	N S	T.D.-M T.D.-M
			A117.1	A117.4					
			A118.1	A118.2					
			A119.1	A119.2					
			A120.1	A120.2					
CX..... Open day and night	C.S. C.S. C.S. C.S.	CX 122.8	A121.1	A121.2			Station..... 5th Street, pole box..... Lateral switch, on pole..... Bag Co. switch, on pole..... Opposite Signal A125-2, pole..	S S S S N	Y T.D.-M Y Y B B B
			A122.1	A122.2					
			A123.1	A123.2					
			A124.1	A124.2					
			A125.1	A125.2					

## STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

### NASBY TO ELKHART—Continued

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

### VULCAN TO ELKHART

STATIONS	Office Calls	Miles from Buffalo via Norwalk	SIGNALS		TELEPHONES			
			SINGLE TRACK		LOCATION	Side of Track	Line	
			Westward	Eastward				
Vulcan..... Open day and night	C.S.	VN	292.4	INT.-M.B.	INT. 301.2	Signal station.....	N	T.D.-M-B
Sylvania..... Open week days 6:30 a. m. to 4:00 p. m.	C.S. C.S. C.S.	NY	298.8	M.B.	M.B. 309.2	Siding, east end, on pole..... Station..... Station, west end.....	N N N	T.D.-M-B T.D.-M-B T.D.-M-B
Ottawa Lake..... Open week days 6:45 a. m. to 3:45 p. m.	C.S. C.S.	KA	303.5	M.B.	M.B.	Station..... Station, west end.....	N N	T.D.-M-B T.D.-M-B
Riga (1 Mile East)... (D. T. & I.)			307.7	315.1 316.1	316.2	Automatic Interlocking.....		
Riga.....	C.S.		308.7		317.2	On pole-opposite station.....	N	T.D.-M-B
Blissfield..... Open week days 6:45 a. m. to 10:45 p. m. Sundays—6:45 a. m. to 9:45 a. m.	C.S. C.S. C.S. C.S.	BN	310.8	M.B.	M.B.	Main siding, east end, on pole. Main siding, west end, on pole. Station..... Station, north side.....	N N S S	T.D.-M-B T.D.-M T.D.-M-B T.D.-M-B
Grosvenor.....	C.S.		313.4			On pole.....	S	T.D.-M-B
Palmyra.....			315.1					
Lenawee Jct..... Open week days 9:00 a. m. to 6:00 p. m.	C.S. C.S. C.S. C.S.	WA	317.0	M.B.	M.B.	Station..... Station, west end, on pole... Siding, west end, on pole... East Wye, on pole.....	N N N N	T.D.-M-B T.D.-M-B T.D.-M-B T.D.-M-B

## STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

### VULCAN TO ELKHART—Continued

STATIONS	Office Calls	Miles from Buffalo via Norwalk	SIGNALS		TELEPHONES			
			SINGLE TRACK		LOCATION	Side of Track	Line	
			Westward	Eastward				
WB..... Open day and night	C.S.	WB	320.2	327.1 INT.-M.B.	INT.-M.B. 328.2	Signal station.....	S	T.D.-M-B-Y
Adrian..... Open week days 7:00 a. m. to 11:00 p. m. Open Sundays 6:45 a. m. to 9:45 a. m. 3:00 p. m. to 11:00 p. m.	C.S. AN C.S. C.S.	AN	321.0	M.B.	M.B. 329.1	Station..... Yard office..... Freight station.....	N N N	T.D.-M-B-Y T.D.-M-Y T.D.-M-Y
D. T. & I. Crossing..	C.S.		321.4	INT.	INT. 331.2		S	Y
Cadmus.....	C.S.		328.1			Middle of siding, on pole....	N	T.D.-M-B
Clayton..... Open week days 7:30 a. m. to 5:00 p. m. Open Sundays 7:30 a. m. to 10:30 a. m.	C.S. CN C.S. C.S.	CN	332.0	M.B.	M.B.	Station..... East end of house track on pole Siding, west end on pole.....	N N N	T.D.-M-B T.D.-M-B T.D.-M-B
Hudson..... Open week days 7:20 a. m. to 9:30 a. m. 11:59 a. m. to 10:30 p. m. Open Sundays 7:20 a. m. to 10:20 a. m.	C.S. HN C.S. C.S. C.S.	HN	338.4	337.1 M.B.	M.B.	Condensary track, on pole... Station..... East of station, on pole.... Freight station.....	N N N S	T.D.-M. T.D.-M-B T.D.-M-B T.D.-M-B
Pittsford..... Open week days 7:20 a. m. to 5:10 p. m. Open Sundays 7:20 a. m. to 10:20 a. m.	C.S. FR C.S. C.S.	FR	344.8	M.B.	M.B.	Station..... Station, south side..... Siding, west end, on pole....	N N N	T.D.-M-B T.D.-M-B T.D.-M-B
Osseo..... Open week days 7:00 a. m. to 4:00 p. m.	C.S. HK C.S.	HK	348.5	M.B.	M.B.	Station..... Station, west end.....	N N	T.D.-M-B T.D.-M-B
Hillsdale..... Open week days 6:45 a. m. to 10:45 p. m. Open Sundays 6:45 a. m. to 9:45 a. m. 2:45 p. m. to 10:45 p. m.	C.S. D C.S. C.S. C.S. C.S.	D	354.3	M.B.	M.B. 355.2 356.2	3/4 mile east of Park siding, on pole..... Station..... Engine house..... West wye switch, on pole.... Siding, west end, pole box... Opposite Sig. 356-2, on pole..	N N S N N N	T.D.-M-B T.D.-M-B-Y T.D.-M-Y Y T.D.-M-Y T.D.-M
Fort Wayne Jct.....	C.S.		358.2	S.W.	S.W.	In booth.....	N	T.D.-M-B
Jonesville..... Open week days 6:30 a. m. to 10:30 p. m. Open Sundays 6:30 a. m. to 9:30 a. m.	C.S. JO C.S.	JO	358.8	M.B.	M.B.	Station..... 3000 ft. west of station, on pole.....	N N	T.D.-M-B T.D.-M-B
Allen..... Open week days 9:00 a. m. to 6:00 p. m.	C.S. A C.S.	A	363.9	M.B.	M.B.	Station..... Station, west side.....	N N	T.D.-M-B T.D.-M-B
Quincy..... Open week days 6:30 a. m. to 9:30 p. m. Open Sundays 6:30 a. m. to 9:30 a. m.	C.S. CY C.S.	CY	370.4	M.B.	M.B.	Station..... Station, west end.....	N N	T.D.-M-B T.D.-M-B

## STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

### VULCAN TO ELKHART—Continued

STATIONS	Office Calls	Miles from Buffalo via Norwalk	SIGNALS		TELEPHONES			
			SINGLE TRACK		LOCATION	Side of Track	Line	
			Westward	Eastward				
Coldwater Open week days 6:15 a. m. to 9:00 p. m. Open Sundays 6:30 a. m. to 9:30 p. m. 5:45 p. m. to 8:45 p. m.	C.S.	C	376.8	M.B.	M.B.	East of station, on pole. . . . .	N	T.D.-M-B
	C.S.						N	T.D.-M-B
	C.S.						N	T.D.-M-B
	C.S.						N	T.D.-M-B
Batavia Open week days 6:20 a. m. to 3:20 p. m.	C.S. C.S.	BA	382.0	M.B.	M.B.	Station. . . . . Station, west side. . . . .	N N	T.D.-M-B T.D.-M-B
Bronson Open week days 5:50 a. m. to 8:30 p. m. Open Sundays 5:50 a. m. to 8:50 a. m. 5:30 p. m. to 8:30 p. m.	C.S. C.S.	BR	387.6	M.B.	M.B.	Station. . . . . North side of main track, on pole opposite station. . . . .	S N	T.D.-M-B T.D.-M-B
	C.S. C.S.	UR	394.3	M.B.	M.B.	Station. . . . . Station, east end. . . . .	S S	T.D.-M-B T.D.-M-B
Sturgis Open daily 9:00 a. m. to 7:30 p. m.	C.S. C.S. C.S.	RS	400.5	399.1 D M.B.	M.B.	Station. . . . . East crossover switch, on pole Freight station. . . . .	N N S	T.D.-M-B T.D.-M-B T.D.-M
	C.S.	RK	400.7	INT.-M.B.	INT.-M.B. D	Signal station. . . . .	S	T.D.-M-B
	C.S.		406.2			On pole. . . . .	N	T.D.-M-B
White Pigeon Open week days 8:30 a. m. to 12:30 a. m. Open Sundays 5:45 p. m. to 8:45 p. m.	C.S. C.S.	GN	412.3	M.B.	M.B.	Station. . . . . Grand Rapids branch wye, 1/2 mile west of station. . . . .	N N	T.D.-M-B-Y T.D.-M-B-Y
	C.S. C.S. C.S.	KS	422.7	M.B.	M.B.	Station. . . . . Station, west end. . . . . Siding, west end, on pole. . . . .	N N N	T.D.-M-B T.D.-M T.D.-M
B. Open day and night	C.S. C.S.	B	430.9	429.1 INT.	M.B. INT.	Clapp Food Co., in booth . . . . . Signal station. . . . .	N S	T.D.-M T.D.-M-Y
	C.S.	RT	431.0			Station. . . . .	N	T.D.-M-Y

## STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

### JACKSON TO FORT WAYNE

STATIONS	Office Calls	Miles from Jackson	SIGNALS		TELEPHONES			
			SINGLE TRACK		LOCATION	Side of Track	Line	
			Southward	Northward				
OD Open day and night	C.S.	OD	1.1	M.B.		Signal Station. . . . .	E	T.D.-M-B-Y
Haires	C.S.	R	5.1			In booth. . . . .	W	T.D.-M
Horton	C.S.	QR	10.4			South of Road Crossing, on pole. . . . .	E	T.D.-M-B
Hanover	C.S.		14.0			South of Main Street, on pole. . . . .	E	T.D.-M
Mosherville	C.S.		18.9			On pole. . . . .	E	T.D.-M
Jonesville Open week days 7:00 a. m. to 4:00 p. m.	C.S.			M.B.	M.B.	Rear of station, on pole. . . . .	E	T.D.-M
			24.5					
Fort Wayne Jct.	C.S.		25.3			In booth. . . . .	W	T.D.-M-B
Hillsdale (See Old Road)	C.S.	D	29.2	M.B.	M.B.	Station. . . . .	N	T.D.-M-B-Y
Bankers	C.S.		33.4			In booth. . . . .	W	T.D.-M-B
Reading Open week days 9:00 a. m. to 6:00 p. m.	C.S. C.S.	RG	38.1	M.B.	M.B.	At crossover, north end, in booth. . . . . Freight station. . . . .	E E	T.D.-M T.D.-M-B
	C.S. C.S.	US	43.4	M.B.	M.B.	Station. . . . . South of station, on pole. . . . .	E E	T.D.-M-B T.D.-M
Ray	C.S. C.S.	RA	47.1			Station. . . . . Opposite station, on pole. . . . .	W E	T.D.-M-B T.D.-M
	C.S. C.S.	DW	51.1	M.B.	M.B.	Station. . . . . Opposite station, on pole. . . . .	W E	T.D.-M-B T.D.-M
Angola Open week days 8:15 a. m. to 5:15 p. m.	C.S. C.S.	RM	58.5	M.B.	M.B.	Van Camp track switch, in booth. . . . . Station. . . . .	E E	T.D.-M T.D.-M-B
	C.S. C.S.	PA	62.7	M.B.	M.B.	Station. . . . . North of station, on pole. . . . .	E E	T.D.-M-B T.D.-M
Steubenville (Wabash Ry.)	C.S.		65.8	16631 16641	16642 16652	Automatic Interlocking. . . . .	E	T.D.
	C.S.		66.9			Siding, north end, on pole. . . . .	E	T.D.-M
WX Open day and night	C.S. C.S.	WX	72.7	INT.-M.B.	INT.-M.B.	Signal station. . . . . Siding, south end, on pole. . . . .	E E	T.D.-M-B T.D.-M
	C.S. C.S. C.S.	GA	77.7	M.B.	M.B.	Freight station. . . . . Station, south wall, in booth. . . . . Siding, south end, on pole. . . . .	W E E	T.D.-M-B T.D.-M T.D.-M
New Era	C.S.		78.9	INT.	INT.			
	C.S.		83.9			South of Road Crossing, on pole. . . . .	W	T.D.-M
Stoners	C.S.		87.0			North of Highway, on pole. . . . .	E	T.D.-M
Carrolls	C.S.		90.7			Center of siding, in booth. . . . .	E	T.D.-M
Fort Wayne Open week days 8:30 a. m. to 5:30 p. m. Sundays 8:30 p. m. to 10:30 p. m.	C.S. C.S. C.S.	FW	98.5			South storage track switch, on pole. . . . . Engine house. . . . . Freight station. . . . . 4th St. on pole. . . . .	E W E W	T.D.-M T.D.-M-Y T.D.-M-B-Y T.D.-M-Y

## STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

### GROSVENOR TO MORENCI

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

### LENAWEE JCT. TO JACKSON

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

## STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

### GOSHEN TO STURGIS

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

### MONROE TO LENAWEЕ JUNCTION

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

#### ABBREVIATIONS

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

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



FIG. 49A



FIG. 54

**RULE 281  
 PROCEED.**



FIG. 128  
**RULE 289  
 PROCEED.**



FIG. 145  
**RULE 289B  
 STOP.**



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



FIG. 102

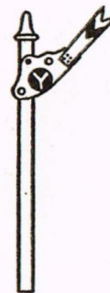


FIG. 102 B

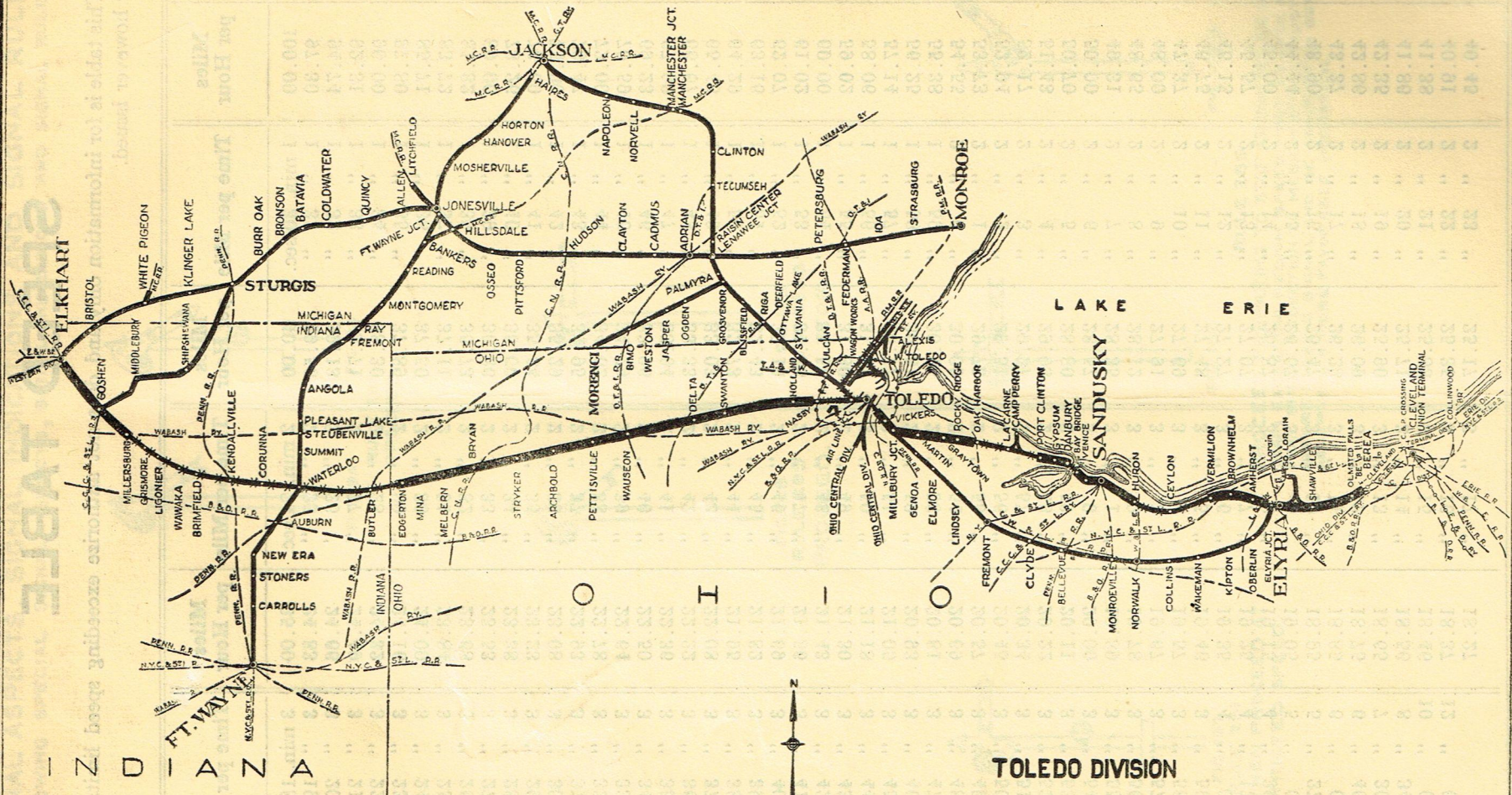
**RULE 285**  
**PROCEED PREPARING TO STOP AT SWITCH OR NEXT SIGNAL.**  
 TRAIN EXCEEDING MEDIUM SPEED MUST AT ONCE REDUCE TO THAT SPEED. REDUCTION TO MEDIUM SPEED MUST COMMENCE BEFORE PASSING SIGNAL AND BE COMPLETED BEFORE ACCEPTING A MORE FAVORABLE INDICATION.

# SPEED TABLE

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

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

# M I C H I G A N



# I N D I A N A

## TOLEDO DIVISION

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