

# THERE IS ALWAYS TIME FOR COURTESY

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**Make  
SAFETY  
Your  
POLICY**

# The New York Central Railroad Company

## TOLEDO DIVISION

# Time Table No. 2

FOR EMPLOYEES ONLY

Effective 12:01 A. M. Eastern Standard Time

**Sunday, October 27, 1957**

J. C. HOUSTON,  
Transportation Superintendent



**COMPANY SURGEONS**

**ADRIAN, MICH.:** John D. Rogers, 146 Toledo St.  
Phone Colfax 5-8222

**ARCHBOLD, O.:** E. R. Murbach, 224 N. Defiance St.  
Phone 2015 C. F. Murbach, 224 N. Defiance St.

**BEREA, O.:** Robt. H. Lechner, 10 Beech St.  
Phone Office Berea 4-6401  
Res. Berea 4-7388

**BRYAN, O.:** Russell K. Ameter, Cameron Hospital  
Phone Office 6-1131  
Res. 6-2148

**ELKHART, IND.:** L. A. Elliott, 405 South Second St.  
Phone 2-9850  
J. O. Futterknecht, 405 South Second St.  
Phone 2-9850

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

**FORT WAYNE, IND.:** Robert Brosius, 1603 Wells St.  
Phone A 3230  
H. O. Bruggeman,  
604 Wayne Pharmacal Bldg.  
Phone A 1419

**GOSHEN, IND.:** Floyd S. Martin, 127 East Lincoln Ave.  
Phone 3-1079

**HILLSDALE, MICH.:** John A. MacNeal, 76 N. Manning St.  
Phone Hemlock 7-3305

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

**JACKSON, MICH.:**  
E. A. Thayer, 1104 National Bank of  
Jackson Building  
Phone 23682  
Ennis B. Corley, 1401 Reynolds Bldg.  
Phone 27133

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

**NORWALK, O.:** C. B. Thomas, 37 West Main St.  
Phone 2-4561

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

**SANDUSKY, O.:** H. B. Frederick, 116 W. Madison St.  
Phone 776  
D. D. Love, 116 W. Madison St.  
Phone 776 Res. 4629

**TOLEDO, O.:** O. W. Burkholder, 456 West Delaware Ave.,  
Phone CH 4-7531  
Harley B. Lehnert, 456 West Delaware Ave.,  
Phone CH 4-5311

Arthur E. Cone, 1636 W. Bancroft St.  
Phone GR 5-9351 Res. JO 6736

**OCULISTS**

**ELKHART, IND.:** L. F. Swihart, 214 West Marion St.  
Phone Office 2-8897 Res. 4-0693

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

**TOLEDO, O.:** E. C. Unckrich, 416 Colton Bldg.  
Phone CH 1-2505

**HOSPITALS**

**ADRIAN, MICH.:** Emma L. Bixby.  
Phone Colfax 5-6161

**ELKHART, IND.:** Elkhart General.  
Phone 3-5350

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

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

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

**HILLSDALE, MICH.:** Hillsdale.  
Phone Hemlock 7-4451

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

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

**STURGIS, MICH.:** Sturgis Memorial.  
Phone 984

**TOLEDO, O.:** St. Vincent's.  
Phone CH 1-8161

**ATTENTION**

**TRAIN AND ENGINE CREWS**

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

1. If an error or misstatement has been made somewhere along the route, put forth every effort to correct it. Nothing should be considered too trivial.

2. Ever be alert to the safety and comfort of your passengers, and freely give information and advice when requested. The aged, infirm and the young passenger traveling unaccompanied require special attention. Be helpful to them in every way possible, particularly in assisting them on and off trains, and occasionally inquire as to their comfort.

3. Protect both coach and sleeper passengers against undue noise or disturbance, particularly at night. Remember they pay to sleep.

4. The avoidance of arguments or friction with passengers is a test of your diplomacy. A calm and pleasant manner, regardless of the circumstances, is the best assurance of your success.

5. Keep posted on connecting line train service, arbitrary holds they have in effect for our trains, and advise passengers so as to avoid, as far as possible, any uneasiness on their part about missing connections, and when same if unavoidable, tell them what time the next connection is due to depart.

6. Cheerfully offer explanation of unusual delays and pass such information to other members of your crew—Brakeman, Porter, Pullman and Dining Car employes—so they too may advise passengers. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.

7. Neatness of appearance and courtesy bespeak pride in your job, and create good-will for the Railroad.

8. Being considerate of others is the key to popularity. This applies to the institution and individual alike. Many of your passengers may be riding a train for their first time. This is especially true of the younger generation. Kind and attentive treatment to make them feel at home creates additional passenger traffic.

9. Remember that people traveling on passes have a right to that privilege, and are entitled to the same courteous treatment as other passengers. A satisfied "free-transportation" passenger is always a booster.

10. On crowded trains, New York Central employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

11. Train Porter should keep coaches clean and in tidy condition at all times. Toilets particularly are the source of adverse comment. Inspect them frequently.

12. AVOID ROUGH HANDLING OF YOUR TRAIN. New York Central engine-men have an enviable reputation for smooth starting, running and stopping of their trains. Never lose sight of this feature, as passengers are more disposed to avoid the route that does not give them a smooth ride, than they are to exert the effort involved in registering complaints about it.

13. Of equal importance is SMOOTH HANDLING OF FREIGHT TRAINS. Rough handling results in damaged lading and delays due to damaged equipment, which creates dissatisfied customers.

14. On-Time delivery of passengers and freight at destination is what the customers pay for and expect. Your best efforts, always within the zone of safety, should be extended to keep your trains on time.



## SPECIAL INSTRUCTIONS

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

A. The title Transportation Superintendent will be used instead of Superintendent. Rules of the Operating Department, dated October 28, 1956, modified accordingly.

### A-1 OTHER RAILROADS.

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

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

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

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

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

### B-2 LAWS AND REGULATIONS.

#### Hours of Service Law.

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

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

#### Reports.

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

#### Defective Cars.

Cars becoming defective enroute when loaded with live stock or perishable freight may be hauled by chains instead of couplers to next repair point, and when so hauled at the rear of cabooses 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.

#### Ohio.

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

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

### M. SAFETY.

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

#### 1. STANDARD TIME.

Eastern Standard Time is in use.

#### 3. STANDARD CLOCKS.

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

Stanley.....	{ Telegraph office. Diesel shop.
Adrian.....	W B Tower.
Hillsdale.....	{ Telegraph office. B Signal Station.
Elkhart.....	{ Passenger station. Engine house. 21st Street yard office.
Jackson.....	Telegraph office at station.
Fort Wayne.....	Telegraph office in freight station.

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

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

#### EASTWARD

By Day —Green flag.  
By Night—Green light.

#### WESTWARD

By Day —Yellow flag.  
By Night—Yellow light.

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

### 13. EMERGENCY WHISTLE OR HORN SIGNALS.

Maumee River, Oakdale, Wabash, Nasby, Z, Alexis and SA.

### 19. MARKERS.

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

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

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

### 21a. OMISSION OF WHITE SIGNALS.

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

### 34. USE OF SIGNALS.

The following signals will be used by flagmen:

Day Signals—A red flag.	Night Signals—A white light.
Torpedoes.	Torpedoes.
Fusees.	Fusees.

### 83. TRAIN REGISTERS.

Toledo..... Baggage room.  
Stanley..... Telegraph office.

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

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

### 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.

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

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

Trains originating at:

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

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

Elyria Junction.....	Norwalk Branch, westward trains.
Millbury Junction.....	Norwalk Branch, eastward trains.
Toledo.....	Ohio Division passenger trains.
Z.....	Westward Old Road freight trains leaving via either the main track or the Old Road inbound track.
Adrian WB.....	Ida, Morenci and Jackson Branch trains.
Hillsdale.....	All trains.
White Pigeon.....	Old Road trains off Grand Rapids Branch.
B.....	Eastward freight trains, Old Road.
Fort Wayne.....	Northward trains.
XN.....	Southward, all trains, except during hours office is closed.
Waterloo.....	Ft. Wayne Branch trains off Air Line.
Ida.....	Westward trains.
Deerfield.....	All trains.
Clinton.....	All trains.
Jasper.....	All trains.
Morenci.....	Eastward trains.
Montgomery.....	All trains.
Fremont, Ind.....	All trains.
Angola.....	All trains.
Auburn.....	All trains.
RK Sturgis.....	Southward trains via G&M Branch.
Goshen.....	Northward trains via G&M Branch.

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

### 93. YARD LIMITS.

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

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

May be made on authority of the train dispatcher between:

- West Crossover and East Crossover Elyria Yard on Track No. 3 by permission of the signalman at Elyria Yard.
- East Crossover Elyria Yard and Signal 204.3 on Track No. 3 by permission of the signalman at Elyria Yard.
- East Crossover Elyria Yard and Parsch Lumber Company switch, 700 feet east of Elyria Station platform on Track No. 4 by permission of the signalman at Elyria Yard.
- Hayes Avenue Crossover Sandusky Yard and Bay Jct. Interlocking on No. 2 track by permission of the signalman at Bay Jct.
- Swan Creek Interlocking and Field Avenue on track No. 1 by permission of the signalman at Swan Creek.
- Swan Creek Ry. switch and Swan Creek Interlocking on track No. 1 by permission of the signalman at Swan Creek.
- Maumee River Interlocking and Oak Street on track No. 1 by permission of the signalman at Maumee River.
- North switch West Toledo House track (Schoolhouse switch) and K Interlocking on Track No. 1 by permission of the signalman at K.

- A & P siding and Z Interlocking on track No. 2 by permission of the signalman at Z.
- Art Iron Works siding and Swan Creek Interlocking on track No. 2 by permission of the signalman at Swan Creek.
- Fearing Street and Nasby Interlocking on track No. 2 by permission of the signalman at Nasby.
- Fearing Street and Swan Creek Interlocking on No. 1 track by permission of the signalman at Swan Creek.
- Oakdale Interlocking and Bay Terminal switch on track No. 3 by permission of the signalman at Oakdale.
- Fassett St. Interlocking and East Broadway on track No. 3 by permission of the signalman at Fassett St.
- Oakdale Interlocking and west switch to W&LE Belt on track No. 4 by permission of the signalman at Oakdale.
- South NYC switch Libbey Owens Ford Co. and Oakdale Interlocking on southbound main track by permission of the signalman at Oakdale.

### 98. RAILROAD CROSSINGS AT GRADE.

Location	Railroad	Signals
Elyria Jct.....	B. & O.....	Interlocking.
Sandusky, pier track.....	B. & O.....	Target.
BO.....	B. & O.....	Interlocking.
Bay Jct.....	P. R. R.....	Interlocking.
Vickers.....	T. T.....	Interlocking.
East Toledo (Yondota St.).....	P. R. R.....	Target and Derail.
Ohio Central switch and hand operated derails are bolt locked through target, which must be operated first.		
Wabash.....	Wabash.....	Interlocking.
C. S. Jct.....	Nickel Plate.....	Target.
Nasby.....	T. T.....	Interlocking.
Z.....	Freight Lead.....	Interlocking.
K.....	T. T.....	Interlocking.
BetweenKandAlexis.....	C. & O.....	Target and Gate.
Alexis.....	C. & O. & A. A.....	Interlocking.
SA.....	T. T.....	Interlocking.
***33.....	Wabash.....	Interlocking.
***34.....	D. T. & I.....	Interlocking.
***38.....	Ohio Division.....	Interlocking.
***41.....	Wabash.....	Interlocking.
***42.....	Air Line and Fort Wayne Br.....	Interlocking.
***43.....	P. R. R.....	Interlocking.
†Monroeville.....	Nickel Plate and B. & O.....	Interlocking.
Bellevue.....	Nickel Plate and P.R.R.....	Interlocking.
Clyde.....	Ohio Division.....	Target.
Fremont, Ohio.....	Nickel Plate.....	Target.
Vulcan.....	T. T.....	Interlocking.
†Riga (1 Mi. East).....	D. T. & I.....	Interlocking.
WB—Adrian.....	Wabash.....	Interlocking.
Adrian.....	D. T. & I.....	Interlocking.
*RK.....	P. R. R., Old Road and G. & M.....	Interlocking.
Bimo.....	D. T. & I.....	Stop Sign
Fort Wayne.....	{ Nickel Plate..... P. R. R..... P. R. R.....	{ Interlocking. Gate. Interlocking.
Auburn.....	B. & O., P. R. R.....	Interlocking.
†Steubenville.....	Wabash.....	Interlocking.
Lenawee Jct.....	Ida Branch.....	Gate.
†Raisin Center.....	Wabash.....	Interlocking.
Tecumseh.....	Dundee Branch.....	No Signals.
**Ferman.....	Ann Arbor, normal position for A. A.....	Interlocking.
Petersburg.....	D. T. & I.....	Electrically operated Gates.

†Automatic Interlocking.

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

\*\*Ferman: Trainmen will operate interlocking.

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



**DRAWBRIDGES.**

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

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

**101a.**

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

**103. PUBLIC CROSSINGS AT GRADE.**

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

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

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

Olmsted Falls:	Railroad Street. Division Street.
Elyria:	Olive Street.
Amherst:	Middle Ridge Road. Leavitt Road—Rte. 58.
Sandusky:	Hancock Street. Edgewater Street. Campbell Street.
Gypsum:	Main Street—Tracks 3 and 4. Lockwood Road.
Graytown:	Walker Street.
Elliston:	Elliston Road.
Martin:	Williston Road.
Millbury:	Main Street. Phillips Road. County Line Road.
Vickers:	Drouillard Road. Walbridge Road. LeMoyne Road.
Melbern:	Main Street, Track 1.

Trainmen must flag trains or engines over the following crossings:

Sandusky:	Milan Road, when making reverse movements on track 1.
Fremont:	Napoleon St. between 4 P. M. and 10 P. M. except Sunday. Hayes Avenue.
Holland:	Quarry Track, Chicago Pike, Rte. 2.
Goshen:	Bag Track, Chicago St. Lateral Track, Pike St.
Hillsdale:	Union St., in moving from siding to main track, while cars or engines are standing upon Old Road main track between Union St. and passenger station.
Pleasant Lake:	Highway 727, first crossing north of station.
Waterloo:	West Lincoln St., all movements.

Sturgis: Nottawa St., first crossing east of station. Trains or engines must come to a stop on either side and cross only under flag protection by a member of train crew.

G. & M. Branch: Chicago, St. Joseph and West Street.

Litchfield: Main track and spur track Highway M-49.

Fort Wayne: St. Marys Ave., Wells, and Cass Sts. All trains or engines must come to a stop on either side and cross only under flag protection by a member of train crew.

Fourth Street Crossing protected by gates 9:00 a.m. to 5:00 p.m. daily except Sundays and Holidays. At all other times all trains or engines must come to a stop on either side and cross only under flag protection by a member of the crew.

Toledo; \*Sylvania Ave.

\*\*Anthony Wayne Trail C. S. Jct.

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

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

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

Tecumseh: Chicago St. Trains and engines will cross street in accordance with indication of traffic lights.

Goshen: East Lincoln Ave. (G. & M. Branch).

Hillsdale: On either side of Carleton Road just South of the Enginehouse, irrespective of the movement being made over the East or the West wye.

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

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

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

**Automatic Flashing Light Signals with or without Gates:**

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

At all crossings where signs are provided on main tracks to indicate "End of Circuit", trains and engines stopping on main track must stop back of sign. When starting, if gates are raised (or flashing lights not operating) must proceed slowly past sign and not cross highway until gates are in horizontal position.

(Where flashing light signals are in service without gates, flashing lights must be operating.)

Toledo: \*Nebraska Avenue, Detroit Branch.

\*Phillips Avenue, Detroit Branch.

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

**Manual Operation of Flashing Light Signals:**

Auburn: Seventh Street Siding.

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

**104a. NORMAL POSITION OF SWITCHES.**

Lenawee Junction:

North wye switch Jackson Branch lined for wye.

**104e. SPRING SWITCHES.**

Location	Normal Position
Stanley, junction leads out of yards S and O. For yard S	
Stanley, junction of leads north of Walbridge Rd.	For yard S
Air Line Junction, engine house, coal dock lead.	No. 1 for lead No. 2 for No. 2

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

**105. SIDINGS.**

Trains taking siding will take first switch except:

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

Capacity based on 44-ft. cars.

	Westward	Eastward	Eastward & Westward
Delta Yard.....	...	132	...
Archbold.....	...	95	...
Butler.....	147	...	...
Huron.....	225	225	...
La Carne.....	178	...	...
Oberlin.....	...	...	65
Norwalk.....	...	...	51
Bellevue.....	...	...	58
Clyde.....	...	...	69
Fremont, Ohio.....	...	...	65
Elmore.....	...	...	45
Genoa.....	...	...	60
Sylvania.....	...	...	76
Ottawa Lake.....	...	...	59
Blissfield.....	...	...	70
Lenawee Jct.....	...	...	76
Adrian.....	...	...	{ Scale track 53 { Detroit track 48
Hudson.....	...	...	24
Osseo.....	...	...	30
Hillsdale.....	...	...	80
Quincy.....	...	...	55
Coldwater.....	...	...	43
Bronson.....	...	...	53
Sturgis.....	...	...	25
White Pigeon.....	...	...	48

Eastward & Westward

Bristol.....	49
Auburn.....	34
Waterloo.....	40
Pleasant Lake.....	26
Angola.....	49
Tecumseh.....	45

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

Adrian.....	{ Detroit Track. { Scale Track.
Hillsdale.....	
Sturgis.....	

**CONTROLLED SIDINGS.**

AV-30.....	North
31-32.....	North
35-36.....	North
37-39.....	South
47-B.....	South

**109. BULLETIN BOARDS AND BOOKS.**

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

Elyria.....	{ Yard office. { Diesel Foreman's office.
Sandusky.....	{ Yard office. { Engine house.
Clyde.....	Telegraph office.
Toledo.....	Baggage room. Engine house. A.G.Y.M.'s office. W. E. New Yard, Yard office. E. E. New Yard, Switchtender's Cabin. Airline Yard, Yard office. Detroit Yard, Yard office.
Piling.....	Yard office.
Oakdale.....	Locker room. Yard O, Yard office. Yard K, Yard office.
Stanley Yard.....	Telegraph office. Diesel shop.
Wagon Works Jct.....	Yard office.
Edgerton.....	Passenger station. Engine house. Passenger station.
Elkhart.....	Enginemen's room, passenger station. 21st St. yard office.
Adrian WB.....	Interlocking.
Hillsdale.....	{ Engine house. { Telegraph office.
Jackson.....	Engine house, Jackson Jct.
Fort Wayne.....	Freight office.

**DESIGNATION AND USE OF MAIN TRACKS.**

**Single Track:**

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

**D-151.**

**Two Tracks:**

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



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

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

Between Nasby and B.

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

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

Between: Z and Alexis.

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

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

**Three Tracks:**

Between: AR and Vermilion.

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

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

Between: BO and Bay Jct.

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

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

**Four Tracks:**

Between: BE and West Branch Black River, Elyria.

- Elyria Jct. and AR.
- Bay Jct. and Bay Bridge.
- Danbury and CO.
- JU and Fassett St.

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

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

**221. TRAIN ORDER SIGNALS.**

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

**223. ABBREVIATIONS.**

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

**MOVEMENT OF TRAINS BY BLOCK SIGNALS.**

Track	Between	Assigned Direction	Operation
1 and 3	BE and Nasby, via Main Line.....	Westward	Rules 251-254 Incl.
2 and 4	BE and Nasby, via Main Line.....	Eastward	Rules 251-254 Incl.
Single	Elyria Jct. and Millbury Jct.....	None	Rules 300-373 Incl.
1 and 2.	Nasby and B.....	None	Rules 550-562 Incl.

Single	Vulcan and B.....	None	Rules 300-373 Incl.
Single	Lenawee Jct. and Ida.....	None	Rules 300-373 Incl.
Single	Lenawee Jct. and XN.....	None	Rules 300-373 Incl.
Single	Grosvenor and Morenci.....	None	Rules 300-373 Incl.
Single	XN and Ft. Wayne Jct.....	None	Rules 300-373 Incl.
Single	Hillsdale and Ft. Wayne.....	None	Rules 300-373 Incl.
Single	Sturgis and Goshen.....	None	Rules 300-373 Incl.
1	Swan Creek and Z.....	Westward	Rules 251-254 Incl.
2	Z and Alexis.....	Northward	Rules 251-254 Incl.
1	Alexis and Z.....	Southward	Rules 251-254 Incl.
2	Z and Swan Creek.....	Eastward	Rules 251-254 Incl.
Single	Z and Vulcan.....	None	Rules 550-562 Incl.
Single	SA and interlocking signals 1.1 miles south.....	None	Rules 550-562 Incl.

**293. TAKE SIDING SIGNAL.**

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

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

**294. SWITCH TARGETS.**

Lights on main track switches are not in use at:

- Wauseon.
- Melbern.
- Edgerton.

Lights on main track switches are not in use:

- Between BE and Vickers via Main Line except at:
  - Elyria, west crossover.
  - Sandusky, Hayes Ave.
  - Clay Center.
  - La Carne.
  - Oak Harbor—Track 1—East end of extension.

**297. RAILROAD GRADE CROSSING SIGNALS.**

Trains must stop before proceeding unless otherwise indicated.

Location	Signal	Position	Indication
Sandusky, Pier Track.	Target.....	Vertical.....	Proceed.
Clyde.....	Target.....	Vertical.....	Proceed.
Fremont, Ohio.....	Target.....	Vertical.....	Proceed.
East Toledo (Yondota St.....)	Target.....	Vertical.....	Proceed.
Target located just east of P. R. R. Tracks.			
Between K and Alexis } Gate	Target.....	Horizontal over C. & O.	Proceed.
Fort Wayne } Gate	Target, Over P. R. R.		Proceed.
P. R. R.....		Normal position against N.Y.C.	
Lenawee Jct.....		Gates at crossing of Jackson and Ida Branches.	
		Normal position against Jackson Branch	
Petersburg.....		Gates over D. T. & I.	Proceed.
		Normal position against N. Y. C.	

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

- Clyde Ohio Division crossing.
- Fremont, Ohio Nickel Plate crossing.
- Sandusky Pier Track.

**Trainmen will operate gates, as follows:**

- East Toledo P. R. R. crossing.
  - K-Alexis C. & O. crossing.
  - Fort Wayne P. R. R. crossing.
  - Lenawee Jct. Jackson and Ida Branch crossing.
  - Petersburg D. T. & I. crossing.
- Instructions for operation posted at crossing in pole box.

**300. MANUAL BLOCK SIGNAL SYSTEM.**



Fig. 272A

INDICATION—Proceed.

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

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

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

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

**305a.**

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

Manual Block Signals are remotely controlled as follows:

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

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

**505. AUTOMATIC BLOCK SIGNAL SYSTEM.**

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

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

**605. INTERLOCKING LIMITS.**

For movements against the current of traffic.

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

**663a. REMOTE CONTROL SWITCHES AND SIGNALS.**

Location	Control Station	Tracks
1.2 Miles west of.....	Elyria Yard.....	1, 2, 3, and 4, signals only.
Vulcan		
1.8 Miles west of.....	Z—Eastward	
	Westward.....	Main and sidings.

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

**703. MAKE-UP OF FREIGHT TRAINS.**

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

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

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

**705. LEAVING CARS ON SIDETRACKS.**

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

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

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

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

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

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

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

Approaching	Direction	Open rear end train pipe valve	Engineman shut off steam at
Toledo	Westward	Fassett St.	River Bridge
	Eastward	Pearing St.	Swan Creek
	Eastward	Z Tower	Swan Creek
Elkhart	Westward	Hively Ave.	Home Signal B
	Westward	Signal 429.1	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.

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

**HAND BRAKE TEST.**

A running test of hand brakes must be made on a Rail Diesel Car or Rail Motor car upon leaving initial terminal when operating as a single unit. As soon as speed permits, engineman must place throttle lever of RDC car in No. 1 position (rail motor car in OFF position) and signal for brakes. The conductor or member of train crew must then apply hand brakes to determine if they are operating properly. In case hand brakes do not operate properly, car must proceed at restricted speed to the nearest point at which repairs can be made.

**RAIL DIESEL CARS, CLASS RDC.**

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

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

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

**MOVEMENT OF DEAD ENGINES IN TRAINS.**

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

**AIR BRAKES.**

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



When Passenger Equipment cars are handled in freight trains, the total of all cars in train shall not exceed 100 cars. All Passenger Equipment Cars shall be handled at head end of train, with not to exceed 20 such cars in one train.

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

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

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

#### DIESEL EQUIPMENT.

##### A. Engines. Leaving Diesel Locomotive Unattended outside of engine house territory (Oil engine running).

1. Place automatic brake in running position.
2. Place throttle in idle, selector handles in "OFF" and remove reverser handle.
3. Pull out generator field switch or, if equipped, place generator field circuit breaker in "OFF". (Leave all other switches and circuit breakers in running position if desired).
4. Apply hand brakes.
5. If on grade, chain or block wheels.
6. Place independent brake in running position.
7. Close doubleheading cock. (No. 6 B.L.Eqp. Place 3 way cock in position dead).
8. All electric control jumpers must remain connected between units.
9. If oil engine is shut down—pull main battery switch, also open dead engine fixture.
10. Enginemen taking charge of engines outside of Engine House territory must expect to find them as listed above.

##### B. Air Brakes.

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

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

##### C. Passing Over Railroad Crossings at Grade.

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

#### LUBRICATION AND CARE OF JOURNAL BOXES

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

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 use of cooling compound, car should be set out.

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

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

Conductor must make prompt report to Transportation Superintendent and car foreman of cars treated enroute or set out account overheated journal, stating whether treated by cooling compound or by water or snow, also whether heating was detected by odor or smoke of Hot Box Alarm.

##### Cooling Compound.

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

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

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

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

Cars having journals treated with cooling compound shall be tagged in a prominent place near journal box, using Form NYCS 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.

#### RAIL DETECTOR CARS AND CLEARANCE CAR X-8016

##### Cars Operating Under Own Power.

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

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.

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

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

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

##### When Towing Cars in Train.

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

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

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

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

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

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

#### AUTOMATIC TRAIN STOP.

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

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

- a. When used as a pusher or second engine.
- b. By specific authority of Transportation Superintendent.
- c. When automatic train stop device becomes inoperative after leaving terminal, train must be operated at a speed not to exceed 35 MPH. Engineman must notify Transportation Superintendent at first point of communication and relief engine, if available, must be obtained at the first engine terminal. When authorized by train order Form U, train may proceed at normal speed on signal indication but not exceeding 75 MPH, (except in TCS territory train may proceed at normal speed on signal indication, but not exceeding 75 MPH, between specified points, on verbal instructions from train dispatcher or signalman at control station). Train dispatcher will arrange for clear block between open signal stations in advance of such train, within the limits of the train order, (except in TCS territory train

dispatcher or signalman at control station will arrange for clear block in advance of such train between controlled signals).

- d. Engines not equipped with automatic train stop device, operating in switching, yard, puller and transfer service may be operated on main track within territories specified by the Transportation Superintendent at a speed that will permit stopping short of another train or obstruction but not exceeding 20 MPH.
- e. Engines not equipped with automatic train stop device operating in puller and transfer service may be operated on main track within territories specified by the Transportation Superintendent at a speed not exceeding 35 MPH when authorized by train order Form U. 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 (35 MPH) 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.

#### SPEED RESTRICTIONS

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

##### General

(Unless otherwise restricted)

Engines:	Speed (MPH)	Engines:	Speed (MPH)
Nos. 509 to 510 with traction motor pin engaged.....	25	8291 to 8292	65
Nos. 509 to 510 with traction motor pin removed.....	45	8295 to 8305	65
Nos. 567 to 957.....	45	8307 to 8309	65
Nos. 1000 to 8357, light with cabooses, limited to maximum track speed but not to exceed.....	60	8311 to 8316	65
Nos. 8400 to 9820, light with cabooses, limited to maximum track speed but not to exceed.....	45	8318 to 8333	65
Nos. 1000 to 5104		8335 to 8337	65
6600 to 6903, running backward.....	30	8344 to 8348	75
Nos. 1000 to 5104		8351 to 8352	75
6600 to 6903, running backward by night over public crossings.....	15	8353 to 8357	65
1000 to 3372	65	8400 to 9820	45
3700 to 3701	65		
3702 to 3709	70		
3800 to 3803	65		
3804 to 3821	70		
5000 to 5005	75		
5006 to 5017	65		
5100 to 5101	75		
5102 to 5104	65		
5600 to 5609	65		
5610 to 5611	70		
5612 to 5623	65		
5624 to 5625	70		
5626 to 5708	65		
5713 to 5737	65		
5808 to 5827	65		
5900 to 5903	70		
5904 to 5927	65		
5949 to 6038	65		
6041 to 6075	65		
6200 to 6236	60		
6600 to 6903	70		
7000 to 7012	70		
7100 to 7118	65		
8000 to 8008	65		
8100 to 8113	60		
8200 to 8220	65		
8222 to 8224	65		
8226 to 8248	65		
8250	65		
8255 to 8265	65		
8268 to 8269	65		
8271	65		
8275 to 8276	65		
8278 to 8285	65		
8287 to 8289	65		

Engines not equipped with automatic train stop device or running backward where wayside equipment is not provided on both sides of track, if an emergency requires such operation in Automatic Train Stop territory.....30

Diesel engines operating through water..... 3

Note:—Diesel engines must not be operated through water more than 3 inches above top of rail.

Clearance car X-8016, under own power or being towed.....55

Rail detector cars, under own power or being towed.....40

Trains handling cars equipped with K type brakes.....40

Snow plows and flangers.....35

Circus trains with freight equipped cars.....30

Freight trains with pusher engines.....30

Trains with snow loader and snow melter units not in service.....30

(Loader and melter units to be coupled and moved in train with loader unit trailing)

Trains with loaded ore cars less than 25 feet in length.....30

Work trains with cranes moving on own wheels.....30

Revenue trains with cranes moving on own wheels.....25

Trains with scale test cars or Jordan Spreader.....25

At night, over facing point hand operated switches, when operating against the current of traffic in Automatic Block Signal System territory where switch lights are not in use....15

Switches and crossovers not interlocked, when diverging....15



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

Local		
(Unless otherwise restricted)		
Main Line.	Tracks	
	1 and 2	3 and 4
*All trains operating on controlled siding.....	30	
*Applies to head end of train.		
Passenger, Mail, Express and Deadhead Equipment trains:		
Tracks No. 1 and No. 2 curve east of Elyria Jct. and east end of platform, passenger station, Elyria.....	70	
Tracks No. 1 and No. 2 Vermilion curve.....	70	
Tracks No. 1 and No. 2 Goshen first curve west of station.....	80	
Between:		
Vickers and Oakdale.....	60	40
Oakdale and Wabash.....	35	30
Broadway and Swan Creek.....	50	..
Swan Creek and Nasby.....	60	..
Swan Creek and crossover north of Sylvania Avenue.....	45	..
Crossover north of Sylvania Avenue and Alexis.....	60	..
Z and Vulcan, main track.....	30	..
With freight equipment cars.....	30	20
Freight Trains and Light Engines:		
Between Vickers and Nasby.....	30	20
Between Swan Creek and Alexis.....	30	..
Between Z and Vulcan.....	..	30
Edgerton: To pick up or let off third brakeman.....	5	
Trains having ore cars under 25 feet in length loaded 180,000 to 210,000 lbs. will be governed by the following speed restrictions:		
Huron, Bridge No. 106, Huron River.....	10	
Toledo, Bridge No. 1, Maumee River.....	10	
All Trains:		
Between Bay Bridge and Elyria Jct. Track 4.....	30	
Between Elyria Jct. and BE..... Track 4.....	40	
Between BE and Bay Bridge..... Track 3.....	30	
Sandusky: Campbell Street..... Track 4 extension.....	10	
Toledo Passenger Station, all tracks.....	10	
Light engines entering or leaving Toledo Passenger Station.....	10	
Between Oakdale and Rockwell Jct.....	30	
Alexis, through crossover N.Y.C. and M.C.....	25	
Alexis, A. A. connection.....	10	
SA, through interlocking.....	10	
Stanley Yard, facing point movements over spring switches.....	15	
Elkhart: Main street crossing.....	20	

Norwalk Branch.	
All Trains:	
Norwalk:	Whittlesey, Foster and Milan Ave..... 10
	Prospect and Wooster Streets..... 10
Monroeville:	Monroe St. West of Station..... 10
	Between Home Signals..... 20
Bellevue:	Between Home Signals..... 20
	Between Bellevue and Clyde:
	Trains with freight equipped cars..... 35
	Freight trains..... 35
Clyde:	Main St. (Route 101)..... 10
Fremont:	Croghan and Garrison Streets..... 10
	Birchard Ave..... 10
Freight Trains:	
	Bellevue, East Yard Limit Board..... 15
Old Road.	
Passenger, Mail, Express and Deadhead Equipment trains:	
	Between Vulcan and Ottawa Lake both directions..... 45
	Hillsdale and Osseo:
	Between MP C179 and MP C-182 both directions..... 40
All Trains:	
	Through Sylvania..... 15
	Lenawee Jct.: Curve at station..... 40
	Lenawee Jct.: East switch siding, when diverging..... 10
	Hillsdale: Over street crossings..... 25
	Coldwater: Over Division St..... 10
	Sturgis: Between Home Signals..... 20
Elkhart:	Prairie Street and Goshen Ave. between 7:00 a.m. and 5:00 p.m. Monday to Friday inclusive, except legal holidays, during school period..... 5
B:	Between Home Signals..... 10
Freight Trains:	
	Through Adrian..... 15
	Trains having ore cars under 25 feet in length loaded 180,000 to 210,000 lbs. will be governed by the following speed restrictions:
	Bridge No. 175, located 1.18 miles west of Lenawee Jct..... 20
	Bridge No. 39, located 3.27 miles west of Batavia..... 20
Fort Wayne Branch:	
	Reverse curve south of Hillsdale..... 25
	Bankers: Curve at station..... 25
	Bankers: To Yard Limits at Hillsdale over all bridges..... 25
	Reading: Over Maple St..... 6
	Over Elm St..... 10
Angola:	Over U. S. Route 20..... 5
	Over U. S. Route 27..... 10

*Waterloo Interlocking: Between home signals.....	15
Auburn: Over 1st Sts. North and South of station.....	6
*Auburn Junction: Between home signals.....	20
*Ft. Wayne: (Nickel Plate Crossing) Between home signals.....	20
Jackson Branch:	
Norvell: Over first highway south.....	10
Manchester.....	6
Bridge No. 46, 1 mile south of Manchester.....	15
Clinton.....	15
Tecumseh.....	6
Ida Branch:	
Petersburg.....	6
Over D. T. & I. Crossing.....	20
Ida: Over highway, east of station.....	8
G & M Branch:	
Trains with steam crane X-26, X-50 and X-63.....	20
All Trains:	
Sturgis: Over Magnolia St.....	10
*Between Home Signals.....	15
Morenci Branch:	
Morenci.....	6
Grosvenor: Bridge No. 60, two miles west.....	5
Trains with steam cranes X-26, X-50, and X-63, over all other bridges.....	10
South Lorain Branch:	
All trains.....	20
Northward trains and engines between wye connections and Route 20.....	10
Sandusky Pier Branch:	
All trains.....	15
Camp Perry Branch:	
All trains.....	25
*Applies to head end of train.	
ENGINE AND CAR RESTRICTIONS.	
LaCarne:	
Camp Perry Tracks.....	All engines must stop at buildings and proceed with care, account of close clearance.
Engines and cars must not be operated as shown below:	
Cars weighing over 220,000 lbs. without permission from Transportation Superintendent.	
Locations	Classes
Olmsted Falls:	
Greenhouse track and United Farmers Exchange Track over unloading pits.....	All engines
Amherst:	
Quarry track beyond sign 15,000 ft. south of Milan Road.....	All engines
Toledo:	
Toledo Passenger Station, tracks adjacent to platform curbs, C&O Diesel Road Switchers Nos. 5570-5595.....	Class MTA-16
Swanton:	
A. D. Baker Co. beyond sign 800 ft. from main track switch.....	All engines.
Delta:	
John Pelton Coal Co. beyond east end of bridge.....	All engines.
Old Road:	
Blissfield:	
Great Lakes Sugar Co.—Beyond sign 1800 feet from main track switch.....	All Engines.

Fort Wayne Branch:	
North of Fort Wayne Jct.: Main Tracks.....	Engines Nos. 526 to 566, 1000 to 3821, 4040 to 4095, 4400 to 9820.
Fort Wayne:	
Beyond Bridge Over Track Serving Eckhart Packing Co.....	All Engines and cars.
Morenci Branch:	
Cars weighing over 160,000 lbs. without permission from Transportation Superintendent.	
Main Tracks.....	Engines Nos. 526 to 566, 1000 to 1603, 1606 to 1873, 2414 to 2474, 3307 to 3311, 3323 to 3821, 4400 to 8411, 8537 to 8539, 8590 to 8632, 8700 to 9516, 9624 to 9646.
Morenci:	
Parker Rust Proof Company track, beyond north end of the dock, approximately 240 feet from the south end of the track.....	All engines.
On industrial sidings with sharp curvature and not shown care must be used in operating.	
SPECIAL USE OF TRACKS.	
Sandusky: P. R. R. trains will use Ohio Div. main track between a point 400 ft. north of Bay Jct. and former P. R. R. passenger station.	
Sandusky: N. Y. C. pier track in Water Street, between Franklin and Hancock streets, will be used jointly by N. Y. C. and B. & O. trains and engines. "Stop" signs are located on either side of the intersections. Trains and engines may proceed in accordance with the position of switches and as the way is known to be clear.	
Danbury: N. Y. C. crews will not use the L. & M. Main track or pull out onto the Main track at the North end of the yard until permission has been obtained by telephone from the Yardmaster or Yard Clerk located in the scale shanty at Lakeside. In the event Yardmaster or Yard Clerk fail to answer the phone, the movement towards Marblehead on the L. & M. Main track, or in pulling out of the L. & M. Yard at the North end must be made under flag protection.	
Toledo: All movements over the M. C. running track, between Wagon Works Junction and Alexis, irrespective of class of train, will be under Rule 105. All trains and engines using this track must report into clear at Wagon Works Junction, or obtain permission from Train Dispatcher or Operator, before pulling out at this point.	
Westward movements into the yard at Swan Creek off tracks 1 and 2 must not be continued beyond the first diverging hand-throw switch without a hand signal from switch-tender located at that point.	
Haires: Fort Wayne Branch Northward trains must stop clear of the intersection with the Mich. Div. (Air Line) and obtain verbal permission, by telephone, from the signalman at XN for movement between Haires and XN.	
The track between Haires and XN is part of Jackson Yard and the movement of all trains and engines will be governed by Rule S93.	
Fort Wayne: N. Y. C. track between De Groff St. and P. R. R. main line crossing, and Nickel Plate track between P. R. R., main line crossing, and yard limit at Hugo, will be used jointly, Nickel Plate time table and rules govern. Nickel Plate yard engines use N. Y. C. track between De Groff St. and N. Y. C. yard, and will be governed by Rule S93.	
Between Fort Wayne Jct. and Bankers: Track will not be used except by special permission.	
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., and will be governed by Rule 105.

Manchester: Mich. Div. trains use Jackson Branch main track, between Manchester Jct. and Manchester, and will be governed by Rule S93.

**OVERHEAD CLEARANCES.**

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

Location	Description	Tracks
<b>Main Line:</b>		
West of Elyria Jct.	Telegraph Road Bridge No. 175.....	1, 2, 3, 4.
East of Amherst..	Nickel Plate Overhead Bridge No. 169½.....	1, 2, 3, 4.
East of AR.....	Highway Jackson Street Bridge No. 165.....	1, 2, 3, 4.
West of AR.....	Highway Bridge No. 150.....	1, 2, 4.
East of Vermilion.	Highway, High Bridge Road, Bridge No. 138.....	1, 2, 4.
Sandusky.....	Signal Line.....	Security Terminal Siding.
Sandusky.....	Signal Line.....	Industrial Nut Co.
One half mile west of overhead bridge, just west of Danbury station....	Signal Line.....	1, 2, 3, 4.
East of JU.....	Nickel Plate Overhead Bridge No. 32.....	1, 2, 4.
Toledo.....	Air Way Mfg. Company siding, Bancroft St.	
Toledo.....	Community Traction Company siding at Wagon Works Jct.	
Toledo.....	North wye track on the M. C. at Sylvania Avenue.	
Toledo.....	Passenger Yard Overhead concourse 1 to 8 incl.	
Toledo.....	Fassett Street Bridge..	1, 2, 3, 4.
Toledo.....	Oak Street Bridge....	1 and 2.
Toledo.....	Pennsylvania Railroad Bridge.....	1 and 2.
Toledo.....	O. C. Division Bridge..	1 and 2.
Toledo.....	Miami Street Bridge..	1 and 2.
Toledo.....	Maumee River Bridge..	1 and 2.
Toledo.....	Sumner Street Bridge .	1 and 2.
Toledo.....	Broadway Bridge.....	1 and 2.
Toledo.....	Maumee Ave. Bridge Nickel Plate track and.....	1 and 2.
Toledo.....	Field Avenue Bridge..	1 and 2.
Toledo.....	Nickel Plate Railroad Bridge .....	1 and 2.
Toledo.....	Anthony Wayne Trail Bridge.....	1 and 2.
Toledo.....	Curtis Street Bridge...	1 and 2.
Toledo.....	Junction Avenue Foot-bridge.....	All tracks.
Toledo.....	Doehler-Jarvis Foot-bridge.....	All tracks.
Toledo.....	Overhead structure Bridge No. 13 over main line.....	Yard track between Whitmore and Elevator Jct.
Toledo.....	Overhead structure Bridge No. 21 over B&O.....	Yard track between Whitmore and Elevator Jct.
Toledo.....	East Broadway plant of Libbey Owens Ford Glass Co.....	Track 8.

Holland.....	Signal Line.....	Quarry siding.
Wauseon.....	Signal Line.....	Team Track.
Wauseon.....	Signal Line.....	Mill siding.
Wauseon.....	Signal Line.....	D. T. & I. wye.
Stryker.....	Signal Line.....	Team Track.
Bryan.....	Signal Line.....	Holabird siding.
Bryan.....	Signal Line.....	Elevator siding.
1.13 miles west of Bryan.....	Overhead Bridge No. 7..	1 and 2.
3.19 miles west of Bryan.....	Overhead Bridge No. 6..	1 and 2.
1.11 miles west of Melbern.....	Overhead Bridge No. 5½.....	1 and 2.
Waterloo.....	Signal Line.....	Elevator siding.
Corunna.....	Overhead Bridge No. 5..	All tracks.
5.00 miles west of Kendallville....	Overhead Bridge No. 3..	All tracks.
Brimfield.....	Overhead Bridge No. 2..	All tracks.
1.00 miles east of Ligonier.....	Overhead Bridge No. 1..	All tracks.
Millersburg.....	Wabash R. R. overhead Bridge No. 18½..	All tracks.
Millersburg.....	Overhead highway bridge No. ½.....	All tracks.
Goshen.....	Overhead footbridge on Goshen Lateral...	All tracks.
Goshen approxi- mately 150 feet south of.....	Signal Line.....	Indiana Div. Main track.
<b>Norwalk Branch:</b>		
East of Fremont Ohio.....	Highway overhead Bridge No. 60.....	Single.
West of Oberlin...	Nickel Plate Overhead Bridge No. 158½....	Single.
<b>Old Road:</b>		
Riga.....	Signal Line.....	Elevator siding.
0.50 miles west of Blissfield.....	Overhead Bridge No. 184.....	Single.
3.00 miles west of Lenawee Jct....	Overhead Bridge No. 171.....	Single.
Adrian.....	Overhead Bridge No. 169.....	All tracks.
Hillsdale.....	Signal Line.....	Hillsdale Steel Products Co. siding.
Coldwater.....	Signal Line.....	Mill siding.
Coldwater.....	Signal Line.....	Gas Co. siding.
Coldwater.....	Signal Line.....	Kraut Co. siding
0.50 miles west of Batavia.....	Overhead Bridge No. 42½.....	Single.
<b>Jackson Branch:</b>		
Manchester.....	Signal Line.....	Mich. Div. Main track.
<b>Morenci Branch:</b>		
2.00 miles west of Grosvenor.....	Bridge No. 60.....	Single.
<b>G. &amp; M. Branch:</b>		
1.00 miles south of Middlebury.....	Overhead Bridge No. 26½.....	Single.
<b>Fort Wayne Branch:</b>		
0.70 miles south of Angola.....	Overhead Bridge No. 113.....	Single

C. F. GRIMES, Division Superintendent

J. C. HOUSTON, Transportation Superintendent

H. B. BERKSHIRE, Division Engineer

R. W. FULLER, Assistant Transportation Superintendent Toledo Terminal

C. F. HUNT }  
R. O. BEERS } Assistant Division Engineers

E. H. SCHNELL, Assistant Transportation Superintendent Road

J. J. KEATING, Master Mechanic

E. R. MCGOWIN, Assistant Transportation Superintendent Labor Relations

C. H. FRITZ, Chief Train Dispatcher

M. D. BORK

J. EGAN

W. D. GLEASON

W. N. CLARK }  
D. J. PEASE } Assistant Chief Train Dispatchers

R. M. KRAUSE

Train Masters

J. C. PERRY

T. J. PRENDERGAST

J. G. WELSH

S. C. KANTOR

H. J. McMAHON

F. G. STOLTZ

J. P. KIEFER, Division Road Foreman

L. T. LEHANEY

J. H. BENSE

H. G. LANDER

A. J. NOBLE

Train Dispatchers

L. C. TUCKER

D. H. EGAN

R. L. LOWMAN

L. F. GOODEMAN

R. C. DUNCAN

W. H. DELVENTHAL

B. P. THOMPSON

R. D. ATWATER

G. S. MOORE, Jr.

R. W. STONECYPHER

Road Foremen

W. L. FARNSWORTH

B. J. BICK



**CLEVELAND TO ELKHART—MAIN LINE**

**WESTWARD—FIRST-CLASS**

CONTINUED ON PAGE 15

Miles from Buffalo	STATIONS	89	67	27	25	201	75	59	29	35	3
		See Note		See Note	See Notes	See Notes		See Notes	See Notes		See Notes
		The Forest City	The Commodore Vanderbilt	New England States	Twentieth Century Limited	Chicago	The Cleveland Mercury	The Chicagoan	The Chicagoan	The Iroquois	Mail
	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Sunday Only	Daily	Daily Except Sun. & Mon.	
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
185.17	Cleveland Union Terminal.....	12.30	C. & P. Crossing 3.26	C. & P. Crossing 3.33	C. & P. Crossing 4.19	East 26th Street 7.25	8.15	10.38	11.10	12.30	East 26th Street 3.15
191.18	Linndale.....					S 8.25	S 8.25	S 10.48	S 11.20	S 12.40	
197.34	BE.....	12.55	3.45	3.52	4.38	8.00	8.40	11.00	11.32	12.55	3.50
210.36	Elyria.....	S 1.10				S 8.24	S 8.55	S 11.15			
211.33	Elyria Jct.....	1.13	3.58	4.05	4.51	8.27	8.58	11.18	11.47	1.08	4.05
224.37	Vermilion.....										
245.01	Sandusky.....	S 1.45				S 9.04	S 9.25	S 11.50	S 12.18		
246.21	Bay Jct.....	1.48	4.24	4.31	5.17	9.07	9.28	11.53	12.21	1.34	4.35
254.65	Gypsum.....										
257.90	Port Clinton.....					S 9.21		S 12.02	S 12.29		
269.11	Oak Harbor.....										
269.53	JU.....	2.14	4.44	4.51	5.37	9.34	9.54	12.19	12.41	1.54	4.55
284.18	Millbury Jct.....	2.28	4.56	5.03	5.49	9.57	10.08	12.33	12.58	2.08	5.08
288.81	Vickers.....	2.33	5.01	5.08	5.54	10.02	10.13	12.38	1.03	2.13	5.13
291.79	Toledo.....	2.40	5.08	5.15	6.01	10.10	10.20	12.45	1.10	2.20	5.20
295.46	Toledo.....	2.55	5.13	5.30	6.06	10.30	A. M.	12.50	1.20	2.30	5.30
323.69	Nasby.....	3.05	5.20	5.37	6.13	10.37		12.57	1.27	2.37	5.37
323.92	34.....	3.35	5.42	5.59	6.35	11.00			1.21	1.49	6.00
332.20	Archbold.....										
345.37	Bryan.....					S 11.17		C 1.40	D 2.06		
355.68	Edgerton.....										
356.96	40.....	4.05	6.07	6.24	7.00	11.28		1.51	2.16	3.26	6.26
362.54	Butler.....										
370.45	Waterloo.....			B 6.36		S 11.42		S 2.03			
383.17	Kendallville.....	E 4.35	6.30	6.48	7.22	S 11.57		2.15	2.39	S 3.50	6.48
394.33	Wawaka.....										
399.72	Ligonier.....										
406.77	Millersburg.....										
414.91	Goshen.....	S 5.05									
424.65	B.....	5.24	7.06	7.24	7.56	12.44		2.59	3.19	4.34	7.29
424.80	Elkhart.....	5.25	7.07	7.25	7.57	12.45		3.00	3.20	4.35	7.30
	ARRIVE	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.

Time shown at *Cleveland, Linndale* and *Elkhart* is for information only.  
 No. 201 will not carry passengers between Cleveland and Toledo.  
 No. 201 will not operate between Cleveland and Toledo on Tuesdays.  
 No. 25 will not handle baggage on Mondays.  
 No. 25 will not operate November 29, 30, December 23, 24, 25, 26, 30, 31, 1957 and January 1, 1958.  
 No. 29 will operate November 29, 30, December 23, 24, 25, 30, 31, 1957 and January 1, 1958.  
 No. 3 will not carry passengers.  
 No. 3 will not operate November 29, December 26, 1957 and January 2, 1958.  
 No. 59 will not operate November 29, 30, December 23, 24, 25, 30, 31, 1957 and January 1, 1958.  
 B—No. 27 will stop at Waterloo daily, except Sunday and Monday, to discharge U. S. Mail and daily on signal to discharge revenue passengers from Buffalo and east.  
 C—No. 59 will stop at Bryan on signal to receive revenue passengers.  
 D—No. 29 will stop at Bryan on signal to receive revenue passengers.  
 E—No. 89 will stop at Kendallville on signal to discharge revenue passengers from Toledo and beyond and receive revenue passengers for Chicago.

**CLEVELAND TO ELKHART—MAIN LINE**

**WESTWARD—FIRST-CLASS**

CONTINUED FROM PAGE 14

Miles from Buffalo	STATIONS	203	243	43	9						
		The Prairie State	South Shore	South Shore	Mail						
		Daily	Sunday & Monday Only	Daily Except Sun & Mon.	Daily						
	LEAVE	P. M.	P. M.	P. M.	P. M.						
185.17	Cleveland Union Terminal.....	4.00	6.50	6.50	10.15						
191.18	Linndale.....	S 4.10									
197.34	BE.....	4.25	7.15	7.15	10.40						
210.36	Elyria.....	S 4.39	S 7.30	S 7.30	S 11.00						
211.33	Elyria Jct.....	4.42	7.33	7.33	11.03						
224.37	Vermilion.....										
245.01	Sandusky.....	S 5.17	S 8.05	S 8.05	S 11.35						
246.21	Bay Jct.....	5.20	8.08	8.08	11.38						
254.65	Gypsum.....										
257.90	Port Clinton.....	S 8.22	S 8.22								
269.11	Oak Harbor.....										
269.53	JU.....	5.39	8.36	8.36	12.03						
284.18	Millbury Jct.....	5.51	8.48	8.48	12.18						
288.81	Vickers.....	5.56	8.53	8.53	12.23						
291.79	Toledo.....	6.03	9.00	9.00	12.30						
295.46	Toledo.....	6.10	9.20	9.30	1.05						
323.69	Nasby.....	6.17	9.27	9.37	1.12						
323.92	34.....	6.40	9.52	10.02	1.37						
332.20	Archbold.....										
345.37	Bryan.....	S 6.59	S 10.15	S 10.26							
355.68	Edgerton.....										
356.96	40.....	7.09	10.27	10.42	2.03						
362.54	Butler.....										
370.45	Waterloo.....	S 7.21	S 10.44	S 10.59							
383.17	Kendallville.....	7.33	S 11.03	S 11.18	S 2.30						
394.33	Wawaka.....										
399.72	Ligonier.....		S 11.23	S 11.38							
406.77	Millersburg.....		S 11.43	S 11.58							
414.91	Goshen.....										
424.65	B.....	8.14	12.04	12.19	3.14						
424.80	Elkhart.....	8.15	12.05	12.20	3.15						
	ARRIVE	P. M.	A. M.	A. M.	A. M.						

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



ELKHART TO CLEVELAND—MAIN LINE

EASTWARD—FIRST-CLASS

CONTINUED ON PAGE 17

Miles from Chicago	STATIONS	90	32	234	208	14	6	242	76	28	68	
		See Note	Mail	Mail	Great Lakes	Mail	See Notes	See Notes	Mail and Express	The Cleveland Mercury	New England States	The Commodore Vanderbilt
		The Chicagoan	Daily Except Sunday	Sunday Only	Daily	Daily	Daily	Daily	Sunday Only	Daily	Daily	Daily
	LEAVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	
100.56	Elkhart	1.25	4.10	4.50		12.35	2.35	4.35		5.18	6.52	
100.71	B.	1.28	4.13	4.53		12.38	2.38	4.38		5.21	6.55	
110.45	Goshen		s 4.25	s 5.05				s 4.47				
118.59	Millersburg							f 4.55				
125.64	Ligonier		s 4.43	s 5.23				s 5.02				
131.03	Wawaka							e 5.08				
142.19	Kendallville	2.00	s 5.05	s 5.45		1.11	c 3.13	s 5.22		5.53	7.27	
154.91	Waterloo						c 3.26	s 5.35		G 6.04		
162.82	Butler							s 5.44				
168.40	40.	2.24	5.30	6.10		1.34	3.39	5.50		6.17	7.47	
169.68	Edgerton							s 5.52				
179.99	Bryan		s 5.45	s 6.25			D 3.48	s 6.07				
193.16	Archbold							s 6.18				
201.44	34.	2.50	6.03	6.43		2.00	4.11	6.26		6.42	8.13	
201.67	Wauseon							s 6.28				
229.90	Nasby	3.13	6.32	7.12	P. M.	2.28	4.37	7.05	P. M.	7.06	8.36	
233.57	Toledo	3.20	6.40	7.20		2.35	4.45	7.20		7.13	8.43	
236.55	Toledo	3.35	7.20	8.00	1.00	2.50	4.55		6.46	7.23	8.48	
241.18	Vickers	3.42	7.28	8.08	1.07	2.57	5.02	P.M.	6.53	7.30	8.55	
255.83	Millbury Jct.	3.47	7.33	8.13	1.12	3.02	5.07		6.58	7.35	9.00	
	JU	3.59	7.47	8.27	1.26	3.15	5.19		7.10	7.47	9.12	
256.25	Oak Harbor											
267.46	Port Clinton		s 8.10	s 8.40	s 1.39							
270.71	Gypsum											
279.15	Bay Jct.	4.19	8.30	8.52	1.51	3.36	5.40		7.30	8.08	9.31	
280.35	Sandusky	B 4.22	s 8.50	s 9.00	s 1.59			s 5.43		s 7.33		
300.99	Vermilion											
314.03	Elyria Jct.	4.52	9.29	9.35	2.34	4.08	6.15		8.03	8.35	9.58	
315.00	Elyria	B 4.55	s 9.40	s 9.40	s 2.40				s 8.06			
328.01	BE	5.15	10.13	10.13	3.00	4.23	6.30		8.23	8.51	10.11	
334.17	Linndale				s 3.07		s 6.37		s 8.30	s 8.58		
340.19	Cleveland Union Terminal	5.37	10.35	10.35	3.25	4.45	6.52		8.45	9.13	10.27 C. & P. Crossing	
	ARRIVE	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	

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

No. 14 will not carry passengers.

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

C—No. 6 will stop at Kendallville and Waterloo on signal to discharge revenue passengers from Chicago or to receive revenue passengers for Toledo and beyond.

D—No. 6 will stop at Bryan on signal to receive revenue passengers.

E—No. 242 will stop at Wawaka on signal to discharge revenue passengers.

f—No. 242 will stop at Millersburg on signal to receive or discharge revenue passengers.

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

ELKHART TO CLEVELAND—MAIN LINE

EASTWARD—FIRST-CLASS

CONTINUED FROM PAGE 16

Miles from Chicago	STATIONS	26	232	2	122						
		See Note	See Notes	See Note	See Note						
		Twentieth Century Limited	Mail and Express	The Pacemaker	Mail and Express						
	LEAVE	P. M.	P. M.	P. M.	P. M.						
100.56	Elkhart	7.25	8.55	9.07	10.00						
100.71	B.	7.28	8.58	9.10	10.03						
110.45	Goshen		s 9.15								
118.59	Millersburg		f 9.24								
125.64	Ligonier		s 9.35								
131.03	Wawaka		C 9.40								
142.19	Kendallville	8.00	s 9.58	9.42	10.43						
154.91	Waterloo		s 10.13	B 9.53							
162.82	Butler		s 10.23								
168.40	40.	8.20	10.28	10.06	11.13						
169.68	Edgerton		s 10.31								
179.99	Bryan		s 10.46	s 10.15							
193.16	Archbold		s 11.00								
201.44	34.	8.46	11.08	10.37	11.44						
201.67	Wauseon		s 11.10								
229.90	Nasby	9.09	11.40	11.04	12.15						
233.57	Toledo	9.16	11.50	11.12	12.25						
236.55	Toledo	9.21		11.17	12.50						
241.18	Vickers	9.28	P. M.	11.24	12.58						
255.83	Millbury Jct.	9.33		11.29	1.03						
	JU	9.45		11.41	1.17						
256.25	Oak Harbor										
267.46	Port Clinton										
270.71	Gypsum										
279.15	Bay Jct.	10.04		12.01	1.38						
280.35	Sandusky										
300.99	Vermilion										
314.03	Elyria Jct.	10.31		12.32	2.10						
315.00	Elyria										
328.01	BE	10.44		12.48	2.25						
334.17	Linndale										
340.19	Cleveland Union Terminal	11.00 C. & P. Crossing		1.04 C. & P. Crossing	2.55 East 26th Street						
	ARRIVE	P. M.	P. M.	A. M.	A. M.						

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

No. 122 will not carry passengers.

No. 26 will not operate November 28, 29, December 22, 23, 24, 25, 29, 30, 31, 1957.

B—No. 2 will stop at Waterloo on signal to receive revenue passengers for Buffalo and beyond, and discharge revenue passengers from Chicago.

C—No. 232 will stop at Wawaka on signal to discharge revenue passengers.

f—No. 232 will stop at Millersburg on signal to receive or discharge revenue passengers.



**TOLEDO TERMINAL DISTRICT—ABS**

**WESTWARD AND NORTHWARD—FIRST-CLASS**

Miles from Toledo	STATIONS	47	302	58	22	12	750	312	54				
		C. & O.	Big 4 M. C.	B. & O. 758 N. Y. C.	B. & O. 722 N. Y. C.	Wabash	N. Y. C.	M. C.	B. & O. 754 N. Y. C.				
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
	LEAVE	A. M.	A. M.	A. M.	A. M.	A. M.			P. M.				
5.3	SA.....		5.05										
2.6	Rockwell Jct.....	4.51	5.11										
1.9	Oakdale.....	4.58	5.15										
1.2	Fassett St.....												
0.7	Maumee River.....			5.45	6.20				2.35				
0.0	Toledo.....	5.05	5.23	5.50	6.25	8.00			2.40				
	ARRIVE					A. M.							
	LEAVE						A. M.	P. M.					
0.0	Toledo.....	5.20	5.55	6.10	6.30		10.25	2.55	2.50				
2.0	Z.....	5.25	6.00	6.15	6.35		10.30	3.01	2.56				
4.8	Wagon Works Jct.....	5.31	6.07	6.20									
7.5	K.....												
8.7	Alexis.....	5.39	6.14	6.25	6.44		10.37	3.10	3.04				
	ARRIVE	A. M.	A. M.	A. M.	A. M.		A. M.	P. M.	P. M.				

**EASTWARD AND SOUTHWARD—FIRST-CLASS**

Miles from Toledo	STATIONS	757	309	303	753	761	721	13	46				
		N. Y. C.	M. C. Big 4	M. C.	N. Y. C. 53 B. & O.	N. Y. C.	N. Y. C. 21 B. & O.	Wabash	C. & O.				
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
	LEAVE	P. M.	A. M.	P. M.	P. M.	P. M.	P. M.		P. M.				
8.7	Alexis.....	11.45	12.50	12.20	2.34	6.26	7.30		8.53				
7.5	K.....												
4.8	Wagon Works Jct.....	11.52	12.57						8.59				
2.0	Z.....	11.58	1.03	12.29	2.45	6.35	7.40		9.03				
0.0	Toledo.....	12.05	1.10	12.40	2.50	6.40	7.45		9.10				
	ARRIVE			P. M.		P. M.							
	LEAVE							P. M.					
0.0	Toledo.....	12.25	1.35		2.57		7.50	7.40	9.25				
0.7	Maumee River.....	12.30			3.02		7.55						
1.2	Fassett St.....												
1.9	Oakdale.....		1.42						9.30				
2.6	Rockwell Jct.....		1.44						9.31				
5.3	SA.....		1.50										
	ARRIVE	A. M.	A. M.		P. M.		P. M.	P. M.	P. M.				

**OLD ROAD**

	Miles from Toledo	STATIONS	Miles from Elkhart
ABS	2.00	Toledo.....	142.42
		Z.....	140.42
TCS	3.80	Vulcan.....	138.62
MBS	10.16	Sylvania.....	132.26
	14.85	Ottawa Lake.....	127.57
	20.06	Riga.....	122.36
	22.15	Blissfield.....	120.27
	24.80	Grosvenor.....	117.62
	26.42	Palmyra.....	115.99
	28.24	Lenawee Jct.....	114.18
	31.83	WB.....	110.54
	32.35	Adrian.....	110.07
	39.52	Cadmus.....	102.90
	43.37	Clayton.....	99.05
	49.81	Hudson.....	92.61
	56.12	Pittsford.....	86.29
	59.88	Osseo.....	82.54
	65.68	Hillsdale.....	76.74
	69.58	Fort Wayne Jct.....	72.84
	70.18	Jonesville.....	72.23
	75.28	Allen.....	67.14
	81.79	Quincy.....	60.63
	88.18	Coldwater.....	54.24
93.38	Batavia.....	49.04	
98.94	Bronson.....	43.48	
105.67	Burr Oak.....	36.75	
111.90	Sturgis.....	30.52	
112.18	RK.....	30.24	
117.54	Klinger Lake.....	24.88	
123.64	White Pigeon.....	18.78	
134.06	Bristol.....	8.35	
142.27	B.....	.15	
142.42	Elkhart.....		

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

**NORWALK BRANCH—MBS**

	Miles from Toledo	STATIONS	Miles from Elyria Jct.
	7.61	Millbury Jct.....	78.86
	12.40	Genoa.....	74.07
	17.11	Elmore.....	69.34
	22.38	Lindsey.....	64.09
	29.49	Fremont.....	56.98
	37.83	Clyde.....	48.64
	45.22	Bellevue.....	41.25
	52.76	Monroeville.....	33.71
	57.28	Norwalk.....	29.19
	63.90	Collins.....	22.57
	68.58	Wakeman.....	17.89
	73.84	Kipton.....	12.63
	78.48	Oberlin.....	7.99
	86.47	Elyria Jct.....	

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

**FT. WAYNE BRANCH—MBS**

	Miles from Ft. Wayne	STATIONS	Miles from Jackson
		Fort Wayne.....	98.56
	14.61	New Era.....	83.95
	20.80	Auburn.....	77.76
	25.81	Waterloo.....	72.75
	31.57	Summit.....	66.99
	32.79	Steubenville.....	65.77
	35.78	Pleasant Lake.....	62.78
	40.03	Angola.....	58.53
	47.38	Fremont.....	51.18
	51.45	Ray.....	47.11
	55.08	Montgomery.....	43.48
	60.45	Reading.....	38.11
	65.15	Bankers.....	33.41
	69.37	Hillsdale.....	29.19
		Fort Wayne Jct.....	25.29
	73.27	Jonesville.....	24.58
	79.73	Mosherville.....	18.83
	84.52	Hanover.....	14.04
	88.13	Horton.....	10.43
	93.43	Haires.....	5.13
	98.56	Jackson.....	

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

**IDA BRANCH—MBS**

	Miles from Adrian	STATIONS	Miles from Ida
	4.11	Lenawee Jct.....	19.39
	12.86	Deerfield.....	10.64
	16.34	Petersburg.....	7.16
	20.95	Federman.....	2.55
	23.50	Ida.....	

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

**JACKSON BRANCH—MBS**

	Miles from Lenawee Jct.	STATIONS	Miles from Jackson
		Lenawee Jct.....	42.45
	2.15	Raisin Center.....	40.30
	9.01	Tecumseh.....	33.44
	13.48	Clinton.....	28.97
	21.34	Manchester.....	21.11
	21.98	Manchester Jct.....	20.47
	28.69	Norvell.....	13.76
	32.03	Napoleon.....	10.42
	42.45	Jackson.....	

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



**MORENCI BRANCH — MBS**

	Miles from Adrian	STATIONS	Miles from Morenci
.....	7.55	..... Grosvenor .....	18.22
.....	12.14	..... Ogden .....	13.63
.....	15.53	..... Jasper .....	10.24
.....	19.19	..... Weston .....	6.58
.....	25.77	..... Morenci .....	

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

**G & M BRANCH — MBS**

	Miles from Sturgis	STATIONS	Miles from Goshen
.....		..... Sturgis .....	29.68
.....		..... RK .....	
.....	12.91	..... Shipshewana ..	16.77
.....	20.08	..... Middlebury .....	9.60
.....	29.68	..... Goshen .....	

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

**STATIONS, OFFICE CALLS AND OFFICE HOURS**

**BEREA TO ELKHART—Via MAIN LINE**

STATIONS	Miles from Buffalo	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
BE Open day and night.	197.3	BE	*		*	C
OLMSTED FALLS.....	199.7	OF				
SHAWVILLE.....	205.6					
ELYRIA YARD Open day and night.	207.6	UN	*		*	C
ELYRIA.....	209.8	U				
ELYRIA JCT Open day and night.	211.0	BS	*		*	C
AMHERST.....	216.2					
AR..... Open day and night.	217.4	AR	*		*	C
BROWNHELM.....	220.3					
VERMILION.....	224.0	VN				
XI.....	225.5					
CEYLON.....	231.6					
HURON Open day and night.	235.2	GK	*		*	C
BO..... Open day and night.	243.8	BO	*		*	C
SANDUSKY.....	244.7	RH				
BAY JCT Open day and night.	245.9	BJ	*		*	C
VENICE.....	247.5					
BAY BRIDGE.....	250.1	MD				
DB..... Open day and night.	251.1	DB	*		*	B
DANBURY.....	252.2	DU				
GYPSUM.....	254.3	PD				
PORT CLINTON.....	257.6	HO				
CO..... Open day and night.	259.1	CO	*		*	C
LACARNE Open daily except Sat. and Sun., 8:00 A.M. to 5:00 P.M.	263.6	FT	*		*	B
OAK HARBOR.....	269.0					
JU..... Open day and night.	269.4	JU	*		*	C
ROCKY RIDGE.....	272.3					
GRAYTOWN.....	275.0					
MARTIN.....	279.5	MA				
CLAY CENTER.....	280.3					
MILLBURY JCT Open day and night.	284.1	JX	*		*	C
VICKERS..... Open day and night.	288.7	VK	*		*	C
OAKDALE Open day and night.	289.8	OD	*		*	C
FASSETT ST. Open day and night.	290.5	FS	*		*	C
MAUMEE RIVER Open day and night.	291.0	MB				
WABASH..... Open day and night.	291.3	WS	*		*	C
TOLEDO..... Open day and night.	291.7	XD	*		*	C
BROADWAY..... Open day and night.	292.0	BY	*		*	C
SWAN CREEK..... Open day and night.	292.9	SK	*		*	C
NASBY..... Open day and night.	295.4	AV	*		*	C

**BEREA TO ELKHART—Via MAIN LINE—Continued**

STATIONS	Miles from Buffalo	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic
30 Remote Int.....	298.7				
HOLLAND.....	300.7	CW			
HOLLAND QUARRY.....	301.7				
31 Remote Int.....	308.1				
SWANTON.....	310.1	SA			
32 Remote Int.....	310.3				
DELTA.....	316.1	DA			
DELTA YARD.....	318.3				
33 Remote Int.....	321.0				
WAUSEON.....	323.6	WN			
34 Remote Int.....	323.8				
PETTISVILLE.....	328.1				
35 Remote Int.....	330.3				
ARCHBOLD.....	332.1	DR			
36 Remote Int.....	333.1				
STRYKER.....	338.1	SR			
37 Remote Int.....	343.6				
38 Remote Int.....	344.8				
BRYAN.....	345.3	RN			
39 Remote Int.....	346.0				
MELBERN.....	350.5				
MINA.....	353.9				
EDGERTON.....	355.6				
40 Remote Int.....	356.2				
41 Remote Int.....	361.8				
BUTLER.....	362.5	BY			
WATERLOO.....	370.4	WO			
42 Remote Int.....	370.4				
CORUNNA.....	376.7				
KENDALLVILLE.....	383.1	UK			
43 Remote Int.....	383.1				
BRIMFIELD.....	389.8				
WAWAKA.....	394.2				
44 Remote Int.....	398.7				
LIGONIER.....	399.6	NI			
45 Remote Int.....	400.9				
MILLERSBURG.....	406.7				
GOSHEN.....	414.8	N			
46 Remote Int.....	415.7				
47 Remote Int.....	418.9				
B..... Open day and night.	424.6	B	*		
ELKHART..... Open day and night.	424.7	RT	*		



### STATIONS, OFFICE CALLS AND OFFICE HOURS

ELYRIA JCT. TO MILLBURY JCT.— Via NORWALK BRANCH						
STATIONS	Miles from Toledo	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
ELYRIA JCT. Open day and night.	86.6	BS	*	*		C
OBERLIN Open daily except Sat. and Sun., 7:30 A.M. to 4:30 P.M.	77.9	OB	*	*		C
KIPTON	74.0					
WAKEMAN	68.7	RI				
COLLINS	64.0					
NORWALK Open daily except Sat. and Sun., 8:00 A.M. to 5:00 P.M.	57.4	MC	*	*		C
MONROEVILLE Open daily except Sat. and Sun., 9:00 A.M. to 6:00 P.M.	52.9	VI	*	*		C
BELLEVUE Open daily except Sun., 8:00 A.M. to 5:00 P.M.	45.4	SF	*	*		C
CLYDE Open daily except Sun., 7:00 A.M. to 4:00 P.M.	38.0	W	*	*		C
FREMONT Open daily except Sat. and Sun., 8:00 A.M. to 5:00 P.M.	28.7	JA	*	*		C
LINDSEY	21.8					
ELMORE Open daily except Sat. and Sun., 7:30 A.M. to 4:30 P.M.	17.2	RA	*	*		C
GENOA Open daily except Sun., 7:45 A.M. to 4:45 P.M.	12.5	OA	*	*		C
MILLBURY JCT. Open day and night.	7.6	JX	*	*		C
SWAN CREEK TO ALEXIS						
STATIONS	Miles from Toledo	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
SWAN CREEK Open day and night.	1.2	SK	*	*		C
Z Open day and night.	2.0	Z	*	*		C
A. & P. SIDING	2.8					
DORR ST	3.2					
WAGON WORKS JCT	4.8					
OVERLAND YARD	5.7					
CROSSOVER NORTH OF SYLVANIA AVE.	6.4					
K Open day and night.	7.5	K	*	*		C
ALEXIS Open day and night.	8.7	N	*	*		C
Z TO VULCAN						
Z Open day and night.	2.0	Z	*	*		C
VULCAN	3.8					
SA STANLEY						
SA Open day and night.	5.3	SA	*	*		C

VULCAN TO ELKHART Via OLD ROAD						
STATIONS	Miles from Toledo	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
VULCAN	3.8					
SYLVANIA Open daily except Sat. and Sun., 7:00 A.M. to 4:00 P.M.	10.2	NY	*	*		C
OTTAWA LAKE Open daily except Sat. and Sun., 7:30 A.M. to 4:30 P.M.	14.9	KA	*	*		C
D. T. & I. CROSSING	19.1					
RIGA	20.1					
BLISSFIELD Open daily except Sat. and Sun., 7:30 A.M. to 4:30 P.M.	22.2	BN	*	*		C
GROSVENOR	24.8					
PALMYRA	26.5					
LENAWEE JCT	28.4					
WB Open day and night.	31.6	WB	*	*		C
ADRIAN	32.4					
D. T. & I. CROSSING	32.8					
CADMUS	39.5					
CLAYTON	43.4					
HUDSON Open daily except Sat. and Sun., 7:30 A.M. to 9:45 A.M. 11:59 A.M. to 4:30 P.M.	49.8	HN	*	*		C
PITTSFORD	56.2					
OSSEO	59.9					
HILLSDALE Open daily except Sat. and Sun., 7:00 A.M. to 4:00 P.M.	65.7	D	*	*		C
FORT WAYNE JCT	69.6					
JONESVILLE Open daily except Sat. and Sun., 8:00 A.M. to 5:00 P.M.	70.2	JO	*	*		C
ALLEN	75.3					
QUINCY Open daily except Sat. and Sun., 8:00 A.M. to 5:00 P.M.	81.8	CY	*	*		C
COLDWATER	88.2	C				
BATAVIA	93.4					
BRONSON Open daily except Sat. and Sun., 8:00 A.M. to 5:00 P.M.	99.0	BR	*	*		C
BURR OAK Open daily except Sat. and Sun., 8:00 A.M. to 5:00 P.M.	105.7	UR	*	*		C
STURGIS	111.9	RS				
RK Open daily 8:00 A.M. to 11:59 P.M.	112.1	RK	*	*		C
KLINGER LAKE	117.6					
WHITE PIGEON Open daily except Sun., 7:00 A.M. to 4:00 P.M.	123.7	GN	*	*		C
BRISTOL Open daily except Sat. and Sun., 9:00 A.M. to 6:00 P.M.	134.1	KS	*	*		C

### STATIONS, OFFICE CALLS AND OFFICE HOURS

VULCAN TO ELKHART—Via OLD ROAD—Continued						
STATIONS	Miles from Toledo	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
B Open day and night.	142.3	B	*	*		C
ELKHART Open day and night.	142.4	RT	*			
Jackson to Fort Wayne	Miles from Jackson					
XN Open day and night daily except between 4:00 P.M. Sun. and 8:00 A.M. Mon.		XN	*	*		
HAIRES	5.1					
HORTON	10.4					
HANOVER	14.0					
MOSHERVILLE	18.9					
JONESVILLE	24.5					
FORT WAYNE JCT	25.3					
HILLSDALE Open daily except Sat. and Sun., 7:00 A.M. to 4:00 P.M.	29.2	D	*	*		
BANKERS	33.4					
READING	38.1					
MONTGOMERY Open daily except Sat. and Sun., 9:00 A.M. to 6:30 P.M.	43.4	US	*	*		
RAY	47.1					
FREMONT Open daily except Sat. and Sun., 9:00 A.M. to 6:00 P.M.	51.1	DW	*	*		
ANGOLA Open daily except Sat. and Sun., 8:30 A.M. to 5:00 P.M.	58.5	RM	*	*		
PLEASANT LAKE	62.7					
STEBENVILLE	65.8					
SUMMIT	66.9					
WX Open day and night.	72.7	WX	*	*		C
AUBURN Open daily except Sat. and Sun., 8:00 A.M. to 5:00 P.M.	77.7	GA	*	*		
AUBURN JCT	78.9					
FORT WAYNE Open daily except Sat. and Sun., 8:00 A.M. to 5:00 P.M.	98.5	FW	*	*		
Lenawee Jct. to Jackson	Miles from Lenawee Jct.					
LENAWEE JCT						
RAISIN CENTER	2.1					
TECUMSEH Open daily except Sat. and Sun., 9:00 A.M. to 6:00 P.M.	9.1	SU	*	*		C
CLINTON Open daily except Sat. and Sun., 8:00 A.M. to 5:00 P.M.	13.4	CK	*	*		
MANCHESTER Open daily except Sat. and Sun., 8:00 A.M. to 5:30 P.M.	21.3	UD	*	*		C
MANCHESTER JCT	21.9					
NORVELL	28.7					
NAPOLEON	32.1					

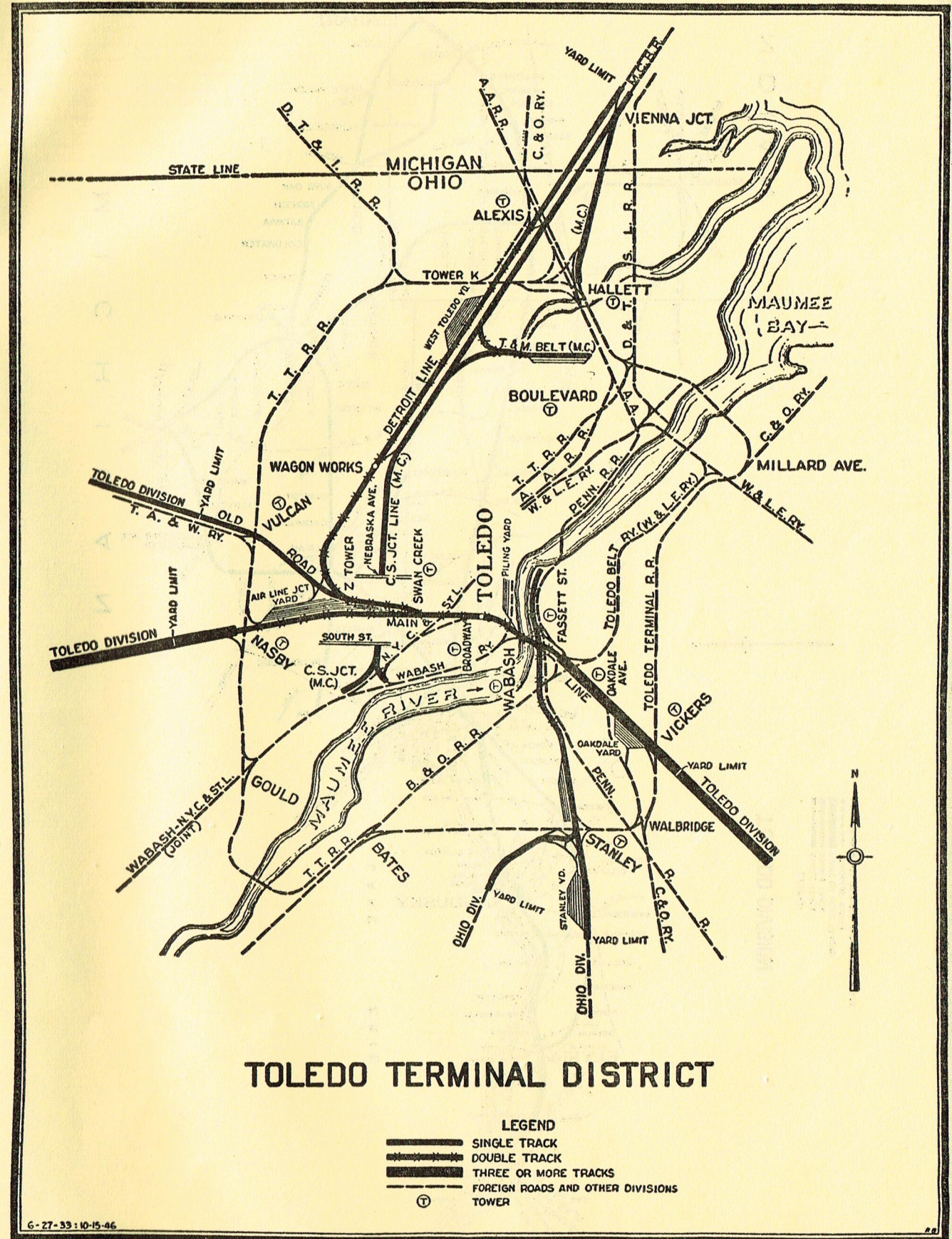
LENAWEE JCT. TO JACKSON—Continued						
STATIONS	Miles from Lenawee Jct.	Office Calls	* Train Order Office	* Manual Block Station	* Manual Block Station for Movement Against Current of Traffic	Rule 221
XN Open day and night daily except between 4:00 P.M. Sun. and 8:00 A.M. Mon.	42.2	XN	*	*		
Grosvenor to Morenci	Miles from Adrian					
GROSVENOR	7.6					
OGDEN	12.1					
JASPER	15.3	J	*	*		
WESTON	19.1					
BIMO	22.0					
MORENCI	25.7	MG	*	*		
Goshen to Sturgis	Miles from Goshen					
GOSHEN		N	*	*		
MIDDLEBURY	9.6	MY				
SHIPSHEWANA	16.8	MX				
RK Open daily 8:00 A.M. to 11:59 P.M.	29.3	RK	*	*		C
STURGIS	29.7	RS				
Lenawee Junction to Ida	Miles from Adrian					
LENAWEE JCT	4.1					
DEERFIELD Open daily except Sun. and Mon., 8:00 A.M. to 5:00 P.M.	12.8	HG	*	*		
PETERSBURG	16.3					
D. T. & I. CROSSING	18.2					
FEDERMAN	20.9					
IDA Open daily except Sun. and Mon., 9:00 A.M. to 6:00 P.M.	23.5	DY	*	*		



## SPEED TABLE

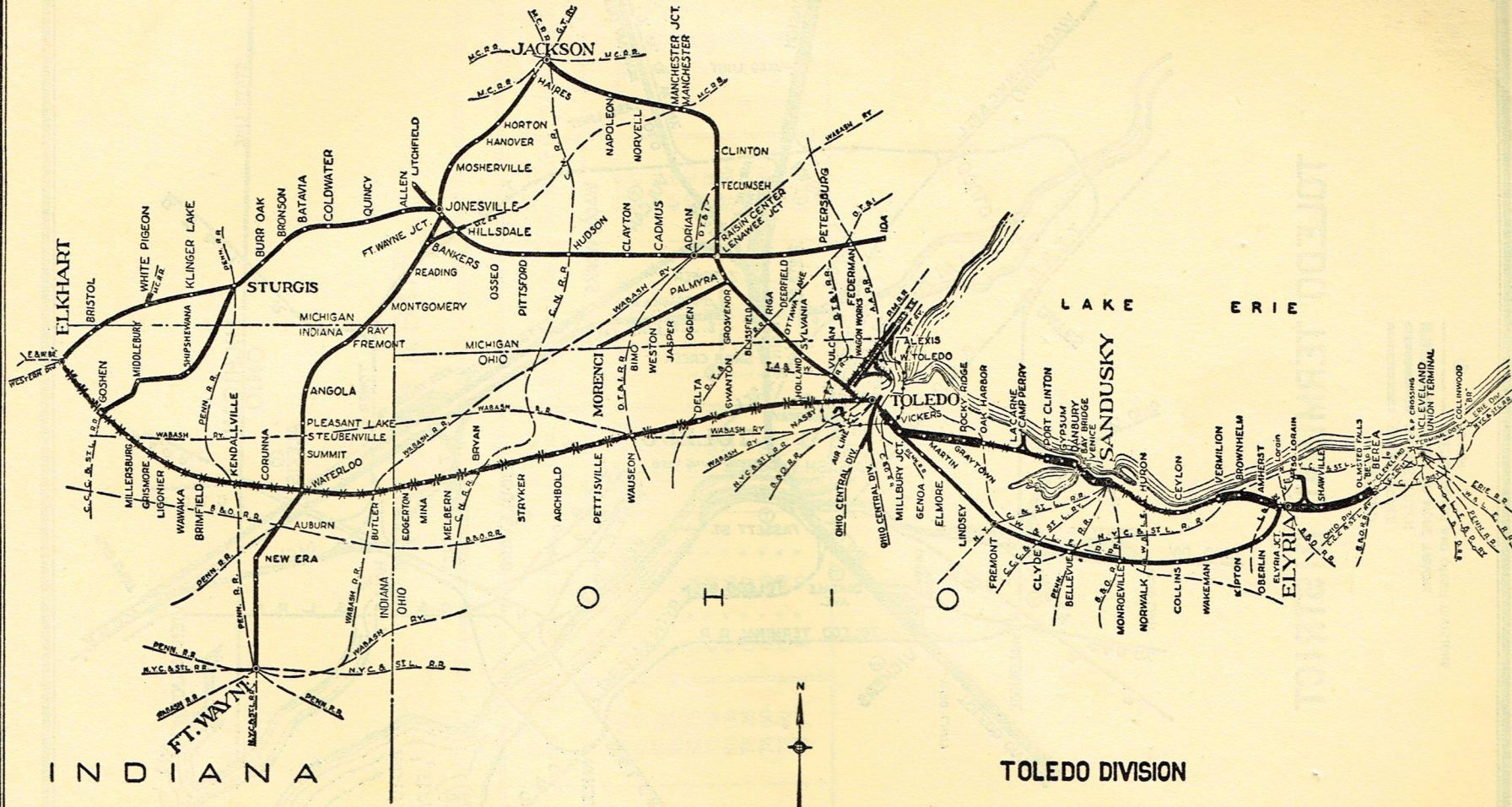
NOTE.—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

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





# M I C H I G A N



## TOLEDO DIVISION

- LEGEND
- SINGLE TRACK
  - — — DOUBLE TRACK
  - — — — — THREE OR MORE TRACKS
  - · - · - · TRACKAGE RIGHTS
  - - - - - OTHER DIVISIONS AND FOREIGN ROADS