

SAFETY FIRST

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NICKEL PLATE ROAD

THE NEW YORK, CHICAGO AND ST. LOUIS
RAILROAD COMPANY

NICKEL PLATE DISTRICT

FT. WAYNE DIVISION AND CHICAGO DIVISION

TIME TABLE No. 136

Takes Effect Sunday, April 30, 1950
at 12:01 A. M.
Central Standard Time

For the information and Government of Employees only.

The Company reserves the right to vary the running of trains as circumstances may require.

OFFICERS

M. B. PHIPPS, General Superintendent
G. R. BOWMAN, Assistant General Superintendent
D. M. BENDER, Superintendent Transportation
C. H. LEE, Superintendent
R. S. HARMS, Terminal Superintendent
Chicago Terminal
R. D. WERLING, Train Master
E. D. WALSH, Assistant Train Master
R. M. CASTNER, Assistant Train Master
J. L. CARNEY, Chief Train Dispatcher
H. G. WIEGMAN, Road Foreman of Engines
Ft. Wayne Division
C. E. BROWN, Road Foreman of Engines
Chicago Division
O. R. PENDY, Master Mechanic
P. McKAY, Division Engineer

FT. WAYNE DIVISION---WESTBOUND

Capacity of Sidings in Cars	Distance from Buffalo	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open.	FIRST CLASS TRAINS			THIRD CLASS TRAINS													
					7	9	5	61	63	47	65	49	67								
					Daily	Daily	Daily	Switch Run Daily Except Sunday	Fast Freight Daily	Fast Freight Daily	Fast Freight Daily	Fast Freight Daily	Through Freight Daily								
	246.8	0.5	BELLEVUE YARD L	DN																	
	247.3	0.3	..... Bellevue... L	{ 11:00P-12:01A 3:45A-7:45P	8.29AM	6.28PM	11.37PM													
	247.6	2.7 W&L Tower.....		DN	8.30	6.30	11.38													
	250.3	9.2	..... Spence.....	DN	8.33	6.33	11.42													
113 W. 103 E.)	259.5	4.9	..... Green Springs... B		8.42	f 6.42	11.51													
	264.4	3.6 Old Fort... BW																		
	268.0	0.8 Narlo... B																		
108 W.) 90 E.)	268.8	9.9	..... Maple Grove... B	DN	8.50	6.50	11.59													
	278.7	1.1	..... Blair... BW																	
	279.8	1.3	..... Fostoria... CW	DN	s 9.08	s 7.10	s 12.18AM													
	281.1	4.1	..... FS Tower... W		9.10	7.12	12.21	9.30AM	5.13	9.53	2.03PM	7.08	9.08							
104W	285.2	0.3	..... West End FS Double DA Tower... B		9.14	7.18PM	12.25	9.40AM	5.20AM	10.00AM	2.10PM	7.15PM	9.15PM							
	285.5	6.9	..... Arcadia... B																	
143 W.) 145 E.)	292.4	7.6	..... North Findlay... B		s 9.23		f 12.37													
	300.0	5.7	..... McComb... B	DN	f 9.32		12.45													
	305.7	1.5 Townwood... B		9.38		12.51														
	307.2	2.7 East End YC Running Track Yellow Creek BCW																		
266	309.9	7.9 West End YC Running Track Leipsic Jct... B		9.45		1.01														
	317.8	7.1	..... Millers City... B				1.11													
155	324.9	5.8	..... Continental... BW	DN	s 10.02		1.21													
153 W.) 158 E.) 144	330.7	4.2	..... Oakwood... BW		10.10		1.28													
	334.9	4.0	..... Goodwin... B																	
	338.9	2.5	..... Broughton... B	DN			1.39													
280	341.4	2.6 Latty... B		10.21																
	344.0	4.9 Briceton... B																		
	348.9	4.3	..... Payne... BW		10.30		1.48													
	353.2	4.5	..... Edgerton... B																	
144	357.7	5.1	..... Dawkins... B																	
	364.5	1.7	..... New Haven... B	DN	10.47		2.03													
	366.2	1.4 NE Tower... }		10.48		2.04														
	367.6	1.4 East End NH Double																		
	369.0	3.7 East Wayne Yard BW Four Mile Crossover B			10.50		2.10													
	370.7	1.2	..... Ft. Wayne... {A	DN	s 10.57		s 2.20													
	371.9		..... WEST WAYNE YD. A	DN	11.04		2.35													
					11.06AM		2.38AM														
					Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
					7	9	5	61	63	47	65	49	67								

Symbols: B—Telephone Booth; C—Coaling Station; W—Water Station; DN—Continuously.

FT. WAYNE DIVISION--WESTBOUND

		THIRD CLASS TRAINS											
Capacity of Sidings in Cars	Distance from Buffalo	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open.	35	55	37	51	39	23	29		
					Through Freight	Fast Freight	Through Freight	Fast Freight	Through Freight	Switch Run	Switch Run		
					Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday		
	246.8		BELLEVUE YARD L	DN	2.00AM	9.45AM	11.50AM	6.10PM	7.45PM		7.01AM		
	247.3	0.5	Bellevue.....	11:00P-12:01A 3:45A-7:45P									
	247.6	0.3	East End FS Double										
	247.6	0.3	W&LE Tower...	DN									
113W 103E	259.5	11.9	Green Springs... B	DN							8.30		
	264.4	4.9	Old Fort.. BW								8.40		
	268.0	3.6	Narlo..... B										
	268.8	0.8	Maple Grove... B	DN							9.15		
108W 96E 95	278.7	9.9	Blair... BW										
	279.8	1.1	Fostoria... CW								1.30PM		
104W	281.1	1.3	FS Tower... W	DN	3.53	11.24	2.08PM	7.08	9.58				
101	285.2	4.1	DA Tower... B										
	285.5	0.3	West End FS Double		4.00	11.30	2.15	7.15	10.05				
	285.5	0.3	Arcadia... B										
143W 145E	292.4	6.9	North Findlay... B										
107	300.0	7.6	McComb... B										
	305.7	5.7	Townwood... B										
	307.2	1.5	East End YC Running Track										
	307.2	1.5	Yellow Creek. BCW										
266	309.9	2.7	West End YC Running Track	DN						6.00AM			
	309.9	2.7	Leipsic Junction. B										
155	317.8	7-9	Millers City... B							6.14			
153W 158E 144	324.9	7.1	Continental. BW	DN						7.11			
	330.7	5.8	Oakwood.. BW							7.33			
	334.9	4.2	Goodwin... B										
	338.9	4.0	Broughton.. B										
280	341.4	2.5	Latty... B	DN						7.56			
	344.0	2.6	Briceton... B										
	348.9	4.9	Payne... BW							8.29			
144	353.2	4.3	Edgerton... B										
144	357.7	4.5	Dawkins... B										
84	362.8	5.1	New Haven... B										
	364.5	1.7	NE Tower.....	DN	6.08	1.55PM	6.04	8.55	1.10AM	9.45			
	365.6	1.1	East End NH Double										
	365.6	1.1	East Wayne Yard BW										
	367.0	1.4	Four Mile Crossover B										
	370.7	3.7	Ft. Wayne.....	DN						10.00			
	371.9	1.2	WEST WAYNE YD.A	DN	7.30AM	2.45PM	7.15PM	9.10PM	2.15AM	10.10AM			
					Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday		
					35	55	37	51	39	23	29		

Symbols: B—Telephone Booth; C—Coaling Station; W—Water Station; DN—Continuously.

FT. WAYNE DIVISION--EASTBOUND

Capacity of Sidings in Cars	Distance from Chicago	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open.	FIRST CLASS TRAINS			SECOND CLASS TRAINS							
					6	10	8	54	56	50	52	98	64		
					Daily	Daily	Daily	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight		
.....	151.0		WESTWAYNEYD..L	DN	1.49AM		12.32PM	6.00AM	2.00PM	11.25PM	11.30PM				
.....	152.2	1.2	..... Ft. Wayne... { A	DN	s 1.53		s 12.35								
		3.7	..... L		2.03		12.40								
.....	155.9		Four Mile Crossover B		2.09		12.45								
.....	157.3	1.4	East Wayne Yard..BW												
.....	158.4	1.1	..... NE Tower... {	DN	2.12		12.47	6.20	2.16	11.44	11.49				
84	160.1	1.7	..... East End NH Double												
		5.1	..... New Haven.. B		2.13		12.48								
144	165.2		..... Dawkins... B												
.....	169.7	4.5	..... Edgerton... B												
144	174.0	4.3	..... Payne... BW		2.28		1.01								
.....	178.9	4.9	..... Briceton... B												
280	181.5	2.6	..... Latty... B	DN	2.35		1.07								
.....	184.0	2.5	..... Broughton... B												
111	188.0	4.0	..... Goodwin... B												
		4.2	..... Oakwood.. BW		2.46		1.16								
144	192.2	5.8	..... Continental. BW	DN	2.51		s 1.23								
153 W. 158 E.)	198.0	7.1	..... Millers City... B		2.57		1.29								
155	205.1	7.9	..... Leipsic Jct... B	DN	3.09		1.36								
	213.0	2.7	..... West End YC Running Track												
.....	215.7	1.5	..... Yellow Creek..BCW												
.....	217.2	5.7	..... Townwood... B		3.13		1.40								
107	222.9	7.6	..... East End YC Running Track		3.18		s 1.47								
		6.9	..... North Findlay...		3.28		s 1.59								
143 W. 145 E.)	230.5	0.3	..... Arcadia... B												
101	237.7	4.1	..... DA Tower... B		3.36	5.13AM	2.08	9.25	4.02	1.32AM	1.55AM	1.20AM	4.50AM		
104W	241.8	1.3	..... West End FS Double												
.....	243.1	1.1	..... FS Tower... W	DN	3.40	5.17	2.12	9.30	4.07	1.37	2.00	1.25	4.55		
.....	243.1	9.9	..... Fosterla... CW		s 3.49	s 5.22	s 2.20								
95	244.2	0.8	..... Blair... BW		3.51	5.24	2.23								
108 W. 96 E.)	254.1	3.6	..... Maple Grove... B	DN	4.00	5.33	2.32								
.....	254.9	4.9	..... Narlo... B												
.....	258.5	9.2	..... Old Fort... BW												
113 W. 103 E.)	263.4	2.7	..... Green Springs... B	DN	4.09	5.43	2.42								
.....	272.6	0.3	..... Spence...		4.19	5.53	2.53								
.....	275.3	0.5	..... W&LE Tower...		4.22	5.56	2.56								
.....	275.6		..... Bellevue... A		4.25AM	5.58AM	2.58PM								
.....	276.1		..... East End FS Double												
.....			..... BELLEVUE YARD.	DN				11.00AM	5.00PM	2.30AM	3.00AM	2.40AM	6.30AM		
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
					6	10	8	54	56	50	52	98	64		

Symbols: B—Telephone Booth; C—Coaling Station; W—Water Station; DN—Continuously.

FT. WAYNE DIVISION--EASTBOUND

Capacity of Sidings in Cars	Distance from Chicago	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open.	SECOND CLASS TRAINS—Continued						THIRD CLASS TRAINS								
					60	90	68	66			34	24	36	32					
					Switch Run	Fast Freight	Fast Freight	Through Freight			Through Freight	Switch Run	Through Freight	Through Freight					
					Daily Except Sunday	Daily	Daily	Daily			Daily	Daily Except Sunday	Daily	Daily					
.....	151.0	1.2	WEST WAYNE YD..L	DN															
.....	152.2		..... Ft. Wayne.....	DN								12.01AM	2.00AM	5.00AM	6.30PM				
.....	155.9	3.7	Four Mile Crossover B																
.....	157.3	1.4	East Wayne Yard..BW																
.....	158.4	1.1	..... NE Tower.....	DN								12.26	2.45	5.18	6.49				
.....	158.4	1.7	East End NH Double																
84	160.1	1.7	..... New Haven...B																
144	165.2	5.1	..... Dawkins....B																
.....	169.7	4.5	..... Edgerton....B																
144	174.0	4.8	..... Payne....BW																
.....	178.9	4.9	..... Briceton....B																
280	181.5	2.6	..... Latty.....B	DN															
.....	184.0	2.5	..... Broughton...B																
111	188.0	4.0	..... Goodwin....B																
.....	188.0	4.2	..... Goodwin....B																
144	192.2	4.2	..... Oakwood...BW																
153 W.) 158 E.)	198.0	5.8	..... Continental..BW	DN															
155	205.1	7.1	..... Millers City...B																
266	213.0	7.9	..... Leipsic Junction..B	DN															
.....	213.0	2.7	West End YG Running Track											5.00AM					
.....	215.7	1.5	..... Yellow Creek..BCW																
.....	217.2	1.5	..... Townwood....B																
107	222.9	5.7	..... East End YG Running Track																
.....	222.9	5.7	..... McComb....B																
143 W.) 145 E.)	230.5	7.6	..... North Findlay...																
.....	237.4	6.9	..... Arcadia....B																
101	237.7	0.3	..... DA Tower....B																
104W	241.8	4.1	..... West End FS Double	DN	10.15AM	11.20AM	4.00PM	6.30PM				3.05		8.15	9.20				
.....	241.8	4.1 FS Tower....W			10.25AM	11.26	4.06	6.36				3.10		8.20	9.25			
.....	243.1	1.3	..... Fostoria...CW																
95	244.2	1.1	..... Blair....BW																
108 W.) 96 E.)	254.1	9.9	..... Maple Grove...B	DN															
.....	254.9	0.8	..... Narlo....B																
.....	258.5	3.6	..... Old Fort...BW																
113 W.) 103 E.)	263.4	4.9	..... Green Springs...B	DN															
.....	275.3	11.9	..... W&LE Tower																
.....	275.6	0.3	..... Bellevue.....	DN															
.....	275.6	0.3	East End FS Double																
.....	276.1	0.5	BELLEVUE YARD.A	DN								5.30AM		9.45AM	11.30PM				
					Daily Except Sunday	Daily	Daily	Daily				Daily	Daily Except Sunday	Daily	Daily				
					60	90	68	66				34	24	36	32				

Symbols: B—Telephone Booth; C—Coaling Station; W—Water Station; DN—Continuously.

CHICAGO DIVISION--WESTBOUND

Capacity of Sidings in Cars	Distance from Buffalo	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open.	FIRST CLASS TRAINS		THIRD CLASS TRAINS								
					5	7	39	25	27	35	55	37	51		
					Daily	Daily	Through Freight	Switch Run	Switch Run	Through Freight	Fast Freight	Through Freight	Fast Freight		
.....	370.7		..... FT. WAYNE....L	DN	2.35AM	11.04AM	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	371.9	1.2	WEST WAYNE YD.. L	DN	2.38	11.06	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	376.7	4.8	..... Hadley..... B	} West End W. H. Double	2.45	11.12	2.30AM	3.00AM	7.01AM	8.30AM	3.45PM	8.15PM	9.50PM	.....	.....
144	381.1	4.4	..... Dunfee..... B		2.49	11.18	2.50	3.20	7.16	8.49	4.02	8.35	10.09	.....	.....
.....	386.2	5.1	..... Raber..... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
143	389.1	2.9	..... Peabody..... B	.....	2.56	11.23	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	392.1	3.0	..... Arnolds... BW	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
144	396.4	4.3	..... South Whitley.. B	DN	s 3.04	f 11.32	.....	.....	.....	.....	.....	.....	.....	.....	.....
155	402.6	6.2	..... Sidney..... B	.....	3.13	11.42	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	405.6	3.0	..... Packertown... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
144	410.2	4.6	..... Claypool... BW	DN	3.21	11.50 ⁸	3.55 ⁵⁴	4.30	10.05	9.39	5.10	9.55	11.14	.....	.....
84	415.1	4.9	..... Burket..... B	Exc. Sat. & Sun. 6:00A-3:00P	3.25	11.56 ⁵⁶	4.09	4.40	10.30	9.48	5.17	10.03	11.22	.....	.....
.....	418.9	3.8	..... Mentone.....	Exc. Sat. & Sun. 8:00A-5:00P	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
122	419.6	0.7	..... Clemer..... B	.....	3.30	12.01PM	4.14	4.47	10.55	9.57	5.24	10.12	11.30	.....	.....
87	423.6	4.0	..... Tippecanoe.. BW	Exc. Sat. & Sun. 6:00A-3:00P	3.33 ⁵⁴	12.06	4.19	4.54	11.38 ⁸	10.05	5.35	10.17	11.38	.....	.....
81 E. 147 W.)	430.7	7.1	..... Argos..... BC	DN	3.41	12.14	4.31	5.05	12.01PM	10.21	5.45	10.22	11.47	.....	.....
184	438.1	7.4	..... Hibbard..... B	DN	3.52	12.23	4.42	6.55	.....	10.32	5.55	10.37	12.03 ³⁶	.....	.....
195 E. 118 W.)	450.9	12.8	..... Knox..... BW	DN	s 4.12	s 12.40	4.59	8.30	.....	11.11 ^{8 50}	6.20	10.56	12.23 ⁶	.....	.....
118	462.3	11.4	..... Thomaston... B	.....	4.25	12.53	5.14	8.45	.....	11.56	6.35	11.04	12.41	.....	.....
112	467.3	5.0	..... South Wanatah BW	DN	4.31	12.58	5.23	9.00	.....	12.02PM	6.42	11.14 ³⁶	12.51	.....	.....
87	473.1	5.8	..... Nickel..... B	Exc. Sat. & Sun.	4.38	1.04	5.34	9.12	.....	12.07	6.48	11.24	12.59	.....	.....
.....	476.4	3.3	..... Valparaiso... B	6:00A-3:00P	4.43	1.10	.....	.....	.....	.....	.....	.....	.....	.....	.....
108	479.9	3.5	..... Spriggsboro... B	.....	4.49	1.15	5.42	9.35	.....	12.17	6.57	11.31	1.06	.....	.....
119	487.5	7.6	..... Hobart..... B	DN	4.58	1.23 ³⁴	5.53	9.45	.....	12.32	7.06	11.43 ⁶	1.21	.....	.....
89	492.3	4.8	..... South Gary... B	DN	5.05	1.30 ³²	6.02	10.08 ⁵⁶	.....	12.40 ³⁴	7.15	11.55	1.32	.....	.....
.....	497.1	4.8	..... Vanloon..... } East End O. S. Double	DN	5.12	1.37	6.10	10.16	.....	12.47	7.22	12.02AM	1.40	.....	.....
96E	499.9	2.8	..... Osborn... BW	.....	5.19	1.42	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	503.0	3.1	..... Hammond... B	.....	s 5.27	s 1.49	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	503.5	0.5	..... Erie Jct.....	.....	5.30	1.50	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	509.3	5.8	..... 110th Street... B	.....	5.43	1.59	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	511.6	2.3	..... Stony Island. CW	DN	6.03	2.06	7.20AM	12.15PM	.....	4.30PM	10.15PM	1.30AM	2.45AM	.....	.....
.....	512.6	1.0	..... I. C. Jct.....	.....	6.08	2.08	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	514.1	1.5	..... JN Tower.....	.....	6.20	2.20	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	516.2	2.1	..... Englewood.....	.....	s 6.25	s 2.25	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	522.9	6.7	..... CHICAGO... A	DN	6.40AM	2.40PM	.....	.....	.....	.....	.....	.....	.....	.....	.....
					Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily
					5	7	39	25	27	35	55	37	51		

Symbols: B—Telephone Booth; C—Coaling Station; W—Water Station; DN—Continuously.

CHICAGO DIVISION--EASTBOUND

Capacity of Sidings in Cars	Distance from Chicago	Distance Between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open	FIRST CLASS TRAINS		SECOND CLASS TRAINS				THIRD CLASS TRAINS							
					8	6	54	56	50	52	34	32	36					
					Daily	Daily	Fast Freight Daily	Fast Freight Daily	Fast Freight Daily	Fast Freight Daily	Through Freight Daily	Through Freight Daily	Through Freight Daily					
.....	0.0	6.7	...CHICAGO..L	DN	9.25AM	10.45PM	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	6.7	2.1	...Englewood... B	.....	s 9.38	s 10.58	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	8.8	1.5	...JN Tower... B	.....	9.41	11.01	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	10.3	1.0	...I. C. Jct.... B	.....	9.43	11.03	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	11.3	2.3	Stony Island CW	DN	9.57	11.08	12.01AM	7.30AM	5.40PM	6.00PM	9.30AM	10.00AM	7.15PM	.....	.....	.....	.....	.....
.....	13.6	5.8	110th Street..B	.....	10.01	11.11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	19.4	0.5	...Erie Jct.... B	.....	10.11	11.20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	19.9	3.1	...Hammond.. B	.....	s 10.14	s 11.23	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
98E	23.0	2.8	...Osborn... BW	.....	10.18	11.28	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	25.8	4.8	...Vanloon... B	DN	10.20	11.32	2.00	10.00	7.55	8.00	12.30PM	1.20PM	8.30	.....	.....	.....	.....	.....
89	30.6	4.8	...South Gary..B	DN	10.26	11.38	2.07	10.08 ²⁵	8.02	8.07	12.40 ³⁵	1.30 ⁷	8.38	.....	.....	.....	.....	.....
119	35.4	7.6	...Hobart... B	DN	10.31	11.43 ³⁷	2.13	10.17	8.08	8.13	1.23 ⁷	1.49	10.05	.....	.....	.....	.....	.....
108	43.0	3.5	...Spriggsboro..B	.....	10.38	11.50	2.23	10.28	8.18	8.23	1.45	2.15	10.25	.....	.....	.....	.....	.....
.....	46.5	3.3	...Valparaiso..B	Exc. Sat. & Sun. 6:00A-3:00P	10.41	11.53	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
87	49.8	5.8	...Nickel... B	.....	10.46	11.57	2.32	10.34	8.27	8.32	2.04	2.25	10.39	.....	.....	.....	.....	.....
112	55.6	5.0	So. Wanatah BW	DN	10.50	12.02AM	2.39	10.40	8.34	8.39	2.24	2.35	11.14 ³⁷	.....	.....	.....	.....	.....
118	60.6	11.4	...Thomaston..B	.....	10.55	12.07	2.45	10.50	8.40	8.45	2.43 ³²	2.43 ³⁴	11.24	.....	.....	.....	.....	.....
195 E. 118 W.	72.0	12.8	...Knox.... BW	DN	s 11.11 ⁵⁹ ₃₅	s 12.23 ⁵¹	2.59	11.11 ⁸ ₃₅	8.54	8.59	3.01	2.58	11.43	.....	.....	.....	.....	.....
184	84.8	7.4	...Hibbard... B	DN	11.24	12.37	3.14	11.26	9.09	9.14	3.20	3.13	12.03 ⁵¹ _{AM}	.....	.....	.....	.....	.....
81 E. 147 W.	92.2	7.1	...Argos... BC	DN	11.31	12.45	3.22	11.34	9.18	9.22	4.15	3.24	12.15	.....	.....	.....	.....	.....
87	99.3	4.0	Tippecanoe.. BW	Exc. Sat. & Sun. 6:00A-3:00P	11.38 ²⁷	12.51	3.33 ⁵	11.43	9.26	9.30	4.31	3.35	12.26	.....	.....	.....	.....	.....
122	103.3	0.7	...Clemmer... B	.....	11.41	12.54	3.39	11.47	9.30	9.35	4.40	3.44	12.38	.....	.....	.....	.....	.....
.....	104.0	3.8	...Mentone.... B	Exc. Sat. & Sun. 8:00A-5:00P	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
84	107.8	4.9	...Burket... B	Exc. Sat. & Sun. 6:00A-3:00P	11.45	12.59	3.47	11.56 ⁷	9.36	9.41	4.50	3.53	12.48	.....	.....	.....	.....	.....
144	112.7	4.6	...Claypool.. BW	DN	11.50 ⁷	1.04	3.55 ³⁹	12.03PM	9.46	9.51	4.57	4.02	12.59	.....	.....	.....	.....	.....
.....	117.3	3.0	...Packertown..B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
155	120.3	6.2	...Sidney... B	.....	11.57	1.11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
144	126.5	4.3	South Whitley.B	DN	f 12.07PM	1.18	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	130.8	4.3	...Arnolds.. BW	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
143	133.8	3.0	...Peabody... B	.....	12.14	1.26	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	136.7	2.9	...Raber... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
144	141.8	5.1	...Dunfee... B	.....	12.21	1.34	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	146.2	4.4	...Hadley... B	.....	12.26	1.40	4.45	1.04	10.40	10.45	7.30	4.59	2.45	.....	.....	.....	.....	.....
.....	151.0	4.8	WEST WAYNE YD. L	DN	12.32	1.49	5.00AM	1.30PM	10.55PM	11.00PM	8.00PM	5.30PM	3.30AM	.....	.....	.....	.....	.....
.....	152.2	1.2	...FT.WAYNE..A	DN	12.35PM	1.53AM	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
					8	6	54	56	50	52	34	32	36					

Symbols: B—Telephone Booth; C—Coaling Station; W—Water Station; DN—Continuously.

SPECIAL INSTRUCTIONS

EASTBOUND TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

BETWEEN JN TOWER AND LaSALLE STREET STATION, TRAINS AND ENGINES WILL BE GOVERNED BY NEW YORK CENTRAL AND JOINT N. Y. C.-C. R. I. & P. TIME TABLE AND RULES.

DOUBLE TRACK BETWEEN DA INTERLOCKING AND BELLEVUE WILL BE DESIGNATED AS "FS DOUBLE".

DOUBLE TRACK BETWEEN WEST WAYNE AND NE INTERLOCKING WILL BE DESIGNATED AS "NH DOUBLE."

DOUBLE TRACK BETWEEN WEST WAYNE AND HADLEY WILL BE DESIGNATED AS "WH DOUBLE".

DOUBLE TRACK BETWEEN JN INTERLOCKING AND VANLON WILL BE DESIGNATED AS "OS DOUBLE."

MANUAL BLOCK SYSTEM RULES ARE NOT IN EFFECT.

REGULATIONS IN YARDS

1. BELLEVUE.

(a) Following main track switches will be in charge of Yardmaster:

East end Inbound lead Eastward yard
West end BK Double
East end Westward yard
East end FS Double
West end Westward yard
West end Eastward yard

(b) Trains and engines moving west on eastward main track must not pass Ending Automatic Block sign located 150 feet west of the east yard lead switch until after securing permission from the towerman.

Trains and engines desiring to move thru crossover from westward main track to eastward main track must not open crossover switches until after securing permission from tower man.

(c) Track 20 westward yard will be used by engines moving between eastward yard and roundhouse.

Ft. Wayne Division incoming engines moving from eastward yard will use inbound lead enroute to track 20.

Outgoing engines will have preference over incoming road engines and yard engines on track 20 and thru leads at east end of yard.

(d) All first class trains will approach the west end BK Double, and the east end FS Double under control expecting to find trains or engines occupying track, and will not proceed until switches are properly lined and route is clear.

(e) Eastbound second class, third class and extra trains must not pass main track switch leading to eastward yard without receiving proceed signal with white flag by day and green light by night and must not proceed into Yard track until given instructions to do so.

2. FOSTORIA.

3. FT. WAYNE.

(a) All trains and engines will approach Four Mile Crossover and crossover west of G. R. & I. crossing under control expecting to find trains or engines crossing over.

(b) East lead to East Wayne Yard is track circuited between NE interlocking and Eastward home signal located three hundred (300) feet East of No. 13 track switch. Trains or engines will be governed by indication of signals.

When eastward home signal displays a flashing red aspect on lower unit engines may pass signal at not to exceed yard speed for purpose of performing work at East end of East Wayne Yard. One blast of horn attached to this signal requires clearing of East yard lead to avoid delay to westbound movements. Authority to pass stop-indication must be received from Train Dispatcher.

(c) West switch of Old Passenger track, and both switches of crossover west of G. R. & I. Crossing, will be handled by switch tender at GI Cabin.

Eastbound second-class and inferior trains or engines, in addition to receiving proper signal to move over the crossing, must receive a proceed hand signal from the switchtender before proceeding into yard or main tracks.

(d) Trains or engines using Old Passenger track must not proceed over south wye track until it is known the route is clear. Trains or engines using south wye track must not proceed over Old Passenger track until it is known the route is clear.

(e) Eastbound trains departing from West Wayne Yard through the Old Passenger track will not be required to close the switch leading from East end of the Old Passenger track to Eastward Track.

Yardmaster will be responsible for the closing of the switch immediately after departure of such trains.

(f) Chicago Division train and enginemen using Fort Wayne Division main tracks between West Wayne Yard and East Wayne Yard will examine Fort Wayne Division Bulletin boards.

4. STONY ISLAND.

(a) Switch indicators in connection with approaching eastbound movements on eastward track are in service at east switch of crossover and at inbound lead switch at 110th St. Before lining a switch, push button to illuminate indicator.

"RED" light indicates eastbound movement approaching.

"GREEN" light indicates no eastbound movement approaching.

(b) All first-class Eastbound trains will approach 110th Street expecting to find Eastbound trains pulling out of the yard, or Westbound trains or engines crossing over.

(c) All first-class trains will approach I. C. Jct., and crossover at Stony Island Avenue, prepared to stop, expecting to find trains or engines crossing over.

(d) Westbound C. & O. trains will stop at Douglass Street, Hammond, and communicate with the signalman at Michigan Central Crossing and be governed by his instructions as to when train can be handled by NKP.

When proper signal is displayed at Erie Jct. westbound C. & O. trains may proceed on NKP tracks without running order or Clearance Form A.

(e) Westbound C. & O. trains will run ahead of trains 5 and 7 from Erie Junction to I. C. Junction unless overtaken, when they will let them pass promptly.

(f) Eastbound C. & O. trains receiving Clearance Form A may proceed without running order.

(g) Eastbound C. & O. trains originating west of Stony Island will run ahead of trains 6 and 8 from I. C. Junction to Erie Junction unless overtaken, when they will let them pass promptly.

(h) C. & O. class K and NKP class S and H-6 engines will not be permitted to operate over tracks between JN Tower and Chicago.

(i) Non-automatic color-light type signal is located at 95th Street Cabin. (This signal is normally dark.)

Switches at both ends of C. & W. I.-NKP connection, near 95th Street, will be handled by the Signalman at the 95th Street Cabin. Signalman at 95th Street Cabin will also handle the switch at R. I.-NKP connection.

Eastbound trains or engines on NKP eastward track will not proceed beyond clearance point of C. & W. I.-NKP connecting track switch until they have received a proceed signal with a Green Flag by Day and a Green Light by Night from Signalman at 95th Street Cabin.

When train or engine movement is being made in either direction on eastward track to or from C. & W. I.-NKP or R. I.-NKP connecting tracks, tilting target at C. & W. I.-NKP crossing must display a diagonal or vertical position. When position of target at C. & W. I.-NKP crossing cannot be seen, westbound movements must be preceded by a flag.

Movement in either direction over the C. & W. I.-NKP connecting track may be made when the switches are properly lined and the color light signal at 95th Street Cabin displays yellow aspect. This yellow light aspect gives northbound movements from NKP to C. & W. I. right to proceed into clearance point of R. I. Crossing on C. & W. I. main track.

Eastbound trains or engines on NKP-R. I. connecting track will not proceed beyond clearance point of switch in NKP eastward track until they have received a proceed signal with a Green Flag by Day and a Green Light by Night from Signalman at 95th Street Cabin.

West bound trains or engines will not move from entrance switch to yard at Stony Island Ave. to eastward track until a hand signal is received with yellow flag by day and yellow light by night from switch tender at Stony Island Avenue between 4:00 P.M. and midnight or without securing permission from Signalman at 95th Street Cabin between midnight and 4:00P.M.

(j) Unless instructed otherwise by Yardmaster or switch tender, trains or engines will use No. 2 lead to enter west end Calumet Yard and No. 1 lead to leave west end Calumet Yard.

SPECIAL INSTRUCTIONS—Continued

(k) Switches at Stony Island Ave. to be handled as follows: Switch tender on duty 4:00PM to 12:00 midnight handles following switches:

Crossover Eastward to Westward track.
Entrance switch from eastward track.
West switch of No. 2 lead.

Between 12:00 midnight and 4:00 PM switches are to be handled as follows:

Entrance switch from eastward track will be in charge of Yardmaster at west end of Calumet Yard.

Entrance switch from eastward track will be restored to normal position after being used by crews of NKP and C & O road trains. All NKP, C & O and foreign line yard crews making movements of engine and/or engine and caboose, will restore entrance switch to normal position after being used. All trains, engines and yard engines will restore crossover switches to normal position after being used. West switch of No. 2 lead may be left in position last used.

(l) NKP and C & O yard movements will be on look-out for instructions which may be handed on by Signalman at 95th Street Cabin.

(m) Trains or engines having cleared a main track between Cummings Drawbridge and State Line Interlocking must not re-enter or foul main track or cross from one main track to another, without obtaining permission from Signalman at Burnham. This will not relieve employees from the duty of promptly and properly protecting the movement. Information secured from Signalman must be repeated.

5. GENERAL INSTRUCTIONS.

(a) On double track train order signals for a track will apply only to trains running with the current of traffic on that track. A train running against the current of traffic must not pass a train order station without receiving Clearance Form A. All trains running against the current of traffic will be notified in the train order of any intermediate closed train order station.

(b) When proceed signal has been given to start a freight train, and after the entire train is in motion, a final proceed signal shall be given from rear end at the first point at which it will be visible from head end from either side of the train.

Engineman, fireman and trainman on engine shall be on the lookout for such signals and be governed accordingly.

(c) In switching or handling cars or trains, where the view is obstructed, signals must be continuous and distinct, or the engine brought to a stop.

(d) When the switching of repair tracks is completed, the switches must, in all cases, be lined for the ladder, and such will be the normal position of switches connecting repair tracks to the ladder.

(e) Helper engines assisting in the handling of trains or cuts of cars will not start movement of trains or engines until receiving proper signal or they are instructed to do so.

(f) Operators must not open a main track switch until the train has come to a stop, except at points where proper signals are provided to control the approach and movement of train.

(g) The speed of passenger trains will be reduced at points where orders are to be received so as to make it possible for members of the train crew to receive the orders.

(h) Diesel Electric locomotives may be operated thru water not exceeding depth of 4 inches above top of rail, proceeding at a speed not exceeding 3 miles per hour.

(i) Class "S" engines coupled together or coupled to any other class engine must not be moved into industrial tracks. When switching such tracks the engines must be separated.

(j) Trains or engines desiring to use the following tracks will sound whistle signal as indicated:

To enter wye tracks or yards at interlockings.....	0	0	—
Thru extension Knox or siding Leipsic Junction ...	0	—	—
To enter west end No. 1 track Latty,	0	—	—
To enter west end YC running track.....	—	0	—
To enter west end No. 1 track Leipsic Junction... ..	0	0	—
To enter siding at interlockings.....	—	0	—

(k) Sidings of assigned direction on single track:

Station	Location	Assigned
Argos.....	East of L. E. & W. District crossing.....	Westward
Argos.....	West of L. E. & W. District crossing.....	Eastward
Knox.....	East of station and north of main track.....	Westward
Knox.....	West of N. Y. C. crossing.....	Eastward

(l) Between FS Tower and Bellevue Yard.

Eastbound trains moving with the current of traffic will run with reference to other trains in the same direction by block signals whose indications will supersede the superiority of trains and, except as provided by interlocking rules, must not cross over from westward track

to eastward track or after clearing the eastward track must not re-enter or foul eastward track without permission of Train Dispatcher. Trains will advise Train Dispatcher in advance when they have work to do or cannot make usual running time.

(m) Between Hadley and West Wayne Yard.

Eastbound second class and inferior trains moving with the current of traffic will run with reference to other trains in the same direction by block signals, whose indications will supersede the superiority of trains.

(n) Electric signals at highway crossings: To avoid unnecessary operation of electric highway signals, switches must not be left open or cars left standing unnecessarily on crossing circuits. When crossing circuits are occupied by standing engine or car, emergency manual control must be used to avoid delay to highway traffic.

(1) Postoria - Automatic gates at Poplar and Main Streets.

(2) Leipsic Jct. - Automatic gates at Belmore Street.

Approaching train, engine or car will lower gates when main or siding is occupied.

Short crossing circuits also extends as follows:

Main track from a point 146 feet east to a point twenty-one (21) feet west of center line of crossing.

Siding from a point 199 feet east to a point twenty-seven (27) feet west of center line of crossing.

Movement on extension track will not lower gates until track is occupied within fifty - four (54) feet of center line of crossing. These points are marked with a white post located north side of track. The gates can be lowered by opening a crossover switch on either side of crossing.

A train or engine having stopped in advance of or while switching over the crossing, must not proceed over the crossing, without first protecting such move by man at the crossing or unless gates have been lowered a sufficient length of time to warn highway traffic.

When circumstances safely permit, operator may manually control gates.

When necessary to have signalman lower gates manually, whistle signal 14 (j) must be sounded.

(3) Hobart - Automatic gates at Main Street with emergency manual control operated by inserting switch key in small box attached to south gate mechanism. Turn key clockwise as far as it will go, leave key in box to keep gates raised, remove to lower. A movement from side track will operate the crossing signals until clears eastward home signal

(4) Hammond - Automatic gates at Cline Ave. with emergency control for eastbound track only located in a housing in the southwest quadrant of the crossing. Key-type controller to raise the gates and a push-button controller to lower gates. The rear of an eastbound train must clear Grand Ave. before manual control will be operative. Limits of crossing circuit indicated by white fouling post on either side of Cline Ave. crossing.

(5) Hammond - Automatic gates at Indianapolis Blvd. Switching movements on main track over Indianapolis Blvd. must not proceed over crossing with a train, engine or cars until the flashing light signals or gates have been operating a sufficient length of time to warn approaching traffic without first protecting such move by a man on the ground.

A sign adjacent to eastward tracks reads, "When switching leave cars west of this point" is located west of signal 501.6 and a westward movement on eastward track which fails to clear this sign will not start operation of signals and gates on eastward movement. Between 6:15 AM and 7:30 AM and 3:00 PM and 5:30 PM trains or engines required to enter siding will remain west of sign until after siding switch has been adjusted for movement to siding.

(o) Unless otherwise instructed, first, second and third class trains moving from Lake Erie and Western District to the Nickel Plate District at DA Tower or from the LE & W District at FS Tower, which have schedules included in Nickel Plate District time table under the same train numbers, will maintain authorized identity on corresponding schedules on Nickel Plate District, displaying proper signals as required by the rules. Other eastbound trains from the LE & W District at DA Tower will operate as extra trains with or without classification signals between DA Tower and FS Tower.

(p) No. 5 will stop at North Findlay daily for U. S. Mail and newspapers.

Train No. 7 will stop at McComb, Payne and South Whitley on Sundays.

Train No. 8 will stop at South Whitley and Payne on Sundays.

(q) At Claypool, train order signal is westward only.

(r) Hibbard siding is track circuited. Trains or engines moving from main track to siding will be governed by indication of signals. Trains or engines having cleared the siding must not re-enter or foul the siding except in accordance with Rule 513.

SPECIAL INSTRUCTIONS—Continued

(s) Enginemen stopping for supplies will sound three (3) short blasts of whistle as follows:

Station	For Stop
FS Tower	Blair and Yellow Creek
Leipsic Jct.....	Continental
Continental	Yellow Creek
Latty	Continental
South Whitley.....	Claypool
Claypool.....	Arnolds
Hibbard.....	Claypool and Knox Depot

(t) No cars will be left on No. 1 track Leipsic Jct., No. 1 track Latty, extension track Sidney or storage track at Valparaiso without permission from train dispatcher.

6. INSTRUCTIONS GOVERNING THE USE OF AUTOMATIC TRAIN STOP EQUIPMENT ON CHICAGO DIVISION.

1. Except when authorized by the Superintendent, road locomotives in passenger and freight service must be equipped with Intermittent Inductive Automatic Train Stop Equipment and must not enter automatic train stop territory without having automatic train control equipment operative, except as second locomotive when doubleheading.

2. When train stop apparatus fails enroute on locomotive, or when making back-up move and engine is not equipped for such movement, or when trains are offered in detour movement over automatic train stop territory by foreign railroads with locomotives not equipped with Intermittent Inductive Automatic Train Stop Device, such trains will not be permitted to enter a block occupied by a train ahead, nor will such trains be permitted to follow each other in block but will be blocked a station apart unless double-headed behind a locomotive, the train stop equipment of which is operative.

3. When necessary to operate locomotives through to terminals with the train stop device cut-out, account failure enroute, enginemen will notify Superintendent at first open telegraph office in order that special protection may be provided.

4. When approaching a signal displaying a restrictive indication, enginemen must take necessary action to obey the signal indication before forestalling operation of the automatic train stop.

5. The release of brakes after an automatic stop application, before train comes to a full stop, is prohibited.

6. All wayside inductors in connection with train control on Chicago Division must be forstalled (acknowledged) when passed by engine except where signal indication Rule 281, 283, or 281C is displayed.

7. PERSONAL INJURY ACCIDENTS.

(1) It is the desire of the Company that all statements in reference to personal injury accidents should be as full as possible and all facts should be stated, whether favorable or unfavorable to the Company, its employes or the injured person.

(2) Employes who witness or have any knowledge of an accident must not give information concerning the same to any person other than an officer or a claim agent of this company unless required by law to do so, and persons, other than officers or claim agents of this Company, who seek information concerning any accident should be referred to the Chief Claim Agent of this Company; provided, however, that this rule shall not prevent employes from furnishing, voluntarily, to a person in interest, information as to the facts incident to the injury or death of an employe.

ILLINOIS COMMERCE COMMISSION ORDER No. 138:

(To be observed within the State of Illinois)

"In addition to warnings by whistle or bell, as required by Statute, every railroad train shall give warning by prolonged or repeated whistling when passing or meeting, or about to pass or meet a train, at or in the immediate vicinity of a grade crossing, under such circumstances that the second train will obscure in whole or in part, the view of the first train to persons who may be about to use the crossing."

8. STANDARD CLOCKS AND BULLETIN BOARDS, LOCATION.

Bellevue Yard.....	Telegraph Office.
Bellevue.....	Passenger Station.
Fostoria.....	Blair Yard Office.
	Passenger Depot.
Lima Yard.....	Telegraph Office.
*Fort Wayne.....	Office Building
*West Wayne Yard.....	Telegraph Office.
*Calumet.....	Yard Office.
*Stony Island.....	Telegraph Office.
*Chicago.....	{Station Master's Office. LaSalle Street Station.

*Also includes NYC bulletins and bulletin books.

9. TRAIN REGISTER BOOKS, LOCATION.

Bellevue Yard.....	Telegraph Office.
Bellevue.....	Passenger Station.
Postoria.....	Blair Yard Office.
NE Tower (East end NHD Double).	Telegraph Office.
West Wayne Yard.....	Telegraph Office.
Claypool.....	Telegraph Office.
Vanloon (East end OS Double)..	Telegraph Office.
Calumet.....	Yard Office.
Stony Island.....	Telegraph Office.
Chicago.....	{Station Master's Office. LaSalle Street Station.

10. REGISTERING AND CLEARING OF TRAINS.

(a) First Class Trains.

Register at Bellevue and Chicago.
Leave register slip at NE Tower, West Wayne Yard, Claypool, Van Loon and Stony Island.

Engineer taking train No. 9 from Fostoria must receive all train orders, messages and Clearance Form A from incoming engineer and check with conductor before proceeding.

WESTBOUND... Engineers handling equipment trains from Stony Island to LaSalle Street Station, Chicago, will receive Clearance Form A before leaving Stony Island.

EASTBOUND... Conductors leave consist and inquire for train orders, messages, or other instructions, Room 318, LaSalle Street Station, Chicago.
Receive Clearance Form A at Stony Island.

No. 10 will receive Clearance Form "A" at FS Tower and Engineers taking train from Fostoria must receive Clearance Form "A" and any train orders or messages indicated thereon from incoming Engineer and check with Conductor before proceeding.

LE&W District trains are not required to receive Clearance Form "A" at DA Tower.

NOTE: Extra passenger trains originating or terminating at LaSalle St. Station, Chicago, will comply with instructions covering first-class trains at that point.

(b) Second-class and inferior Trains.

WESTBOUND... {Register at Bellevue Yard and W. Wayne Yard.
FT. WAYNE DIVISION {Trains originating, terminating or turning at Blair will register at Blair.

{Register at West Wayne Yard and Stony Island.
Leave register slip at Claypool and Vanloon.
C. & O. trains will not be required to receive Clearance Form A.

C. & O. trains terminating at Stony Island will register at Stony Island.

C. & O. trains that do not terminate at Stony Island will leave register slip at 95th Street.
Train orders or other instructions for C. & O. trains governing movement between Erie Junction and I. C. Junction will be issued to such trains at HY Tower, Hammond.

EASTBOUND... {Register at West Wayne Yard and Bellevue Yard.
LE&W District trains are not required to receive Clearance Form "A" at DA Tower.
FT. WAYNE DIVISION {Trains originating, terminating or turning at Blair will register at Blair.

{Register at Stony Island and West Wayne Yard.
Leave register slip at Vanloon and Claypool.
C. & O. trains turning, or originating at Burnham, will receive Clearance Form A at Burnham.
C. & O. trains originating at Stony Island will register and receive Clearance Form A at Stony Island.

C. & O. westbound trains turning at Calumet Yard or originating west of Stony Island will leave register slip and receive Clearance Form A at 95th Street.

SPECIAL INSTRUCTIONS—Continued

11. SPEED RESTRICTIONS.

LOCATION AND CONDITIONS	Miles Per Hour	
	Passenger Trains	Freight Trains
Passenger Engines.....	70	60
Freight Engines.....	60	60
Engines running light (Except switch engines without engine trucks).....	40	40
Engines with side or main rods down or disconnected.....	20	20
Switch engines, without engine truck, running light in road service or handled in trains.....	20	20
Engines running backwards.....	25	25
Trains handling scale test cars X-1000 and X-55355 handle on rear end only.....		30
Trains handling locomotive cranes, pile drivers or similar equipment moving on own wheels, load or heavy end must be toward engine.....		30
High hopper cars of coal and other heavy commodities loaded to cubic capacity (top of car or above):		40
Solid trains of tank cars loaded with petroleum or petroleum products.....		50
Trains handling flangers.....	25	25
Snow plows.....		35
Snow plows passing passenger trains on double track.....		4
Large steam derricks:		
Tangent track.....		40
Curves.....		30
Except on curves restricted to less than 30 miles per hour for freight trains—freight train speed restriction to apply. (When relief train leaves terminal with derrick boom leading, a stop should be made at a convenient point, as soon as steam has been gotten up on the derrick, boom swung around to trailing position.)		
Bellevue: Between West end of BK Double and East end FS Double.....	55	45
Curve west of W. & L. E. Tower.....	40	40
Green Springs: Turnout, East end Westward siding.....	35	35
Maple Grove: Turnout, East end Westward siding.....	35	35
Fostoria: Between Town St. and Findlay Road.....	35	35
Fostoria: Between Fostoria depot and Poplar St. Eastbound movement on Westward track.....	15	15
Fostoria: Between C&O, NYC crossing and Wood St. Westbound movement on Eastward track.....	15	15
Fostoria: Curve west of N. Y. C. Crossing.....	50	50
Fostoria: Curve west of depot (Findlay Road).....	50	50
FS Tower: Through all turnouts.....	35	35
DA Tower: Turnout, Extension Track.....	50	50
DA Tower: Through other turnouts.....	35	35
North Findlay: Turnouts, through both sidings.....	35	35
Y. C. Running Track.....	50	50
Y. C. Running Track: Turnouts, east and west ends.....	35	35
Leipsic Jct.: Between B. & O. and D. T. & I. Crossings.....	15	15
Leipsic Jct.: Turnout west end, through siding.....	35	35
Leipsic Jct.: Turnout east end, through No. 1 track.....	35	35
Millers City: Turnouts, through siding.....	35	35
Continental: Turnouts and through both sidings.....	35	35
Oakwood: Train No. 8 discharging mail.....	45	.....
Train No. 6 discharging mail.....	30	.....
Train No. 5 discharging mail.....	20	.....
Oakwood: Turnouts, through siding.....	35	35
Latty: Turnouts, through siding.....	35	35
Payne: Turnouts, through siding.....	35	35
Dawkins: Turnouts, through Siding.....	35	35
NE Tower: Turnout to westward track and through yard lead turnout.....	35	35
East Wayne Yard: East lead.....	15	15
Ft. Wayne: Curve at Bueter Road.....	45	35
Between Coombs St. and Clay St.....	35	35
Between Clay St. and Van Buren St.....	20	20

11. SPEED RESTRICTIONS.

LOCATION AND CONDITIONS	Miles Per Hour	
	Passenger Trains	Freight Trains
Ft. Wayne: Between Van Buren St. and G. R. & I. Crossing.....	15	15
West Wayne Yard: Curves west of G.R.& I. Crossing.....	50	50
Hadley: Turnout, Westward track.....	35	35
Dunfee: Turnouts, through siding.....	35	35
Peabody: Turnouts, through siding.....	35	35
So. Whitley: Turnouts, through siding.....	35	35
Sidney: Turnouts, through siding.....	35	35
Claypool: Turnouts, through siding.....	35	35
Hibbard: Turnout, east end of siding.....	35	35
Knox: Between John Street and N. Y. C. R. R. Crossing.....	15	15
Knox: Curve east of N. Y. C.....	35	35
Knox: Other curves.....	50	50
Hobart: Turnouts, East and West ends of siding.....	35	35
Westbound trains or engines stopping or delayed within interlocking limits must approach Main Street at not to exceed twenty-five (25) miles per hour to permit proper operation of crossing protection at Main Street Hobart.		
South Gary: While engine passing over street crossings.....	45	45
Vanloon: Turnout, Eastward track.....	50	50
Hammond: Curves between depot and State Line.....	30	30
Eastbound movements on westward track and westbound movements on eastward track while approaching Indianapolis Blvd.....	15	15
Speed restrictions over street crossings apply only to engine or leading car:-		
Streets between Vanloon and Parrish Avenue.....	55	55
Streets between Parrish Avenue and NYC Crossing.....	40	40
Streets between NYC Crossing and Erie Jct.....	25	25
Erie Jct.: Drawbridge turnouts.....	35	35
Cummings Drawbridge: Eastward track.....	35	35
Between Stony Island Ave. and 95th Street Cabin. Eastbound trains, engines and yard engines will not exceed yard speed on eastward track.		
All curves between Stony Island Avenue and N. Y. C. connection, JN Tower.....	20	20
Between: 95th Street, Chicago and JN Tower.....	55	45
JN Tower interlocking limits: Eastward.....	15	15
Westward.....	10	10
Eastbound equipment trains passing Englewood station. Through all other sidings.....	10	.....
Trains having bundles of newspapers to discharge at points where trains do not stop.....	15	15
All other main track turnouts and crossovers.....	20	.....
Side and yard track turnouts and crossovers.....	15	15
10	10	
Speed restrictions apply to entire train, except where otherwise specified. Speed must be further reduced when, in the judgment of the enginemen, conditions require it.		

Speed Restrictions on Bridges—

(a) Time Table speed restrictions on bridges apply only while engine is passing over bridge.

(Speed in Miles per Hour)
Class S. S1. S2. S3.

(b)	
Bridge 331.68—Oakwood.....	45
332.99—Melrose.....	45
452.89—Knox.....	45
504.21—Erie Jct.....	20
507.98—Burnham (Cummings Drawbridge)	35

(c) C. & O. class H-4A, H-5, H-6, B-3 and K-3 engines may operate between Erie Junction and IC Junction at same speed restrictions specified for NKP class S engines except at Cummings Drawbridge (507-98) a speed restriction of twenty (20) miles per hour must be observed by C. & O. class B-3 and K-3 engines.

SPECIAL INSTRUCTIONS—Continued

12. OVERHEAD AND SIDE OBSTRUCTIONS.

(a) 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 bridges or structures.

Narlo.....	Dolomite Stone Company's tracks.
Fostoria.....	Mennel Co. tracks and fence. Fostoria Grain Co. tracks and Spout.
Goodwin.....	Elevator spur.
Fort Wayne.....	Berghoff Brewing Co. track. American Coal & Supply Co. tracks. Sewage Disposal plant track. General Electric Co. tracks, L. E. & W. District.
So. Whitley.....	Grip Nut Spur.
Chicago.....	N. Y. C. & Penna. Co. bridge between 75th and 76th Streets.

(b) Employees are prohibited from riding on top of cars, engines, or other high equipment while movements are being made at the following locations where signal wires or cables are less than 27 feet above top of rail:

Location	Signal Wire or Cable over Track.
Colby.....	Elevator.
DA Tower.....	West end of Passing Siding and Westward main.
Fort Wayne.....	Four Mile Road, Yard Lead. Clifford Brothers Coal Company. Indiana Road Machine Company. O. P. Track at Runion Ave. Team Track.
Hibbard.....	North end of wye.
Valparaiso.....	Texaco Oil Company.
Hammond.....	Home Lumber Company.

(c) Employees are also warned of close side clearances at the following locations and must not ride on side of cars, engines, or other equipment while passing these structures.

Old Fort.....	Stock pens—West Elevator track.
Narlo.....	Dolomite Stone Company's tracks.
Fostoria.....	Mennel Co. tracks and fence. Fostoria Grain Co. tracks and Spout.
Goodwin.....	Elevator spur.
Payne.....	Hyman Elevator track.
Fort Wayne.....	Berghoff Brewing Co. track. American Coal & Supply Co. tracks. Ind. Road Machine Co. track. Switch stand in river bridge. Fulton Street team track. General Electric Co. tracks, L. E. & W. District.
So. Whitley.....	Grip Nut Spur.
Valparaiso.....	Freight House track.
Osborn.....	Hammond Lead Co. track.
Hammond.....	Freight House track.
Chicago.....	N. Y. C. & Penna. Co. bridge between 75th and 76th Streets.

(d) On the routes usually taken by engines in making delivery of cars on tracks of other railroads at various terminals, the clearance of overhead structures is particularly called to attention of employees in charge of such engines and trains.

(e) Owing to various changes due to grade elimination, work going on at several of the terminals and constantly changing conditions on these and other routes, there are many overhead obstructions which are not twenty-one feet from the top of rail to lowest part of overhead structures and will not clear a man standing on top of cars of various heights.

(f) At various stations there are buildings and platforms that will not clear a man on the side of car. Trainmen and yardmen are notified to be constantly on the alert, and must be governed accordingly in passing such structures.

(g) In the State of Illinois, in all cases where the vertical clearance is less than 21 feet and the horizontal clearance is less than 8 feet, insufficient room to clear a man on top or side of car, a warning sign is placed. Trainmen are prohibited from occupying the tops and sides of cars, while in motion, at any of the points where warning signs are located.

13 RESTRICTIONS ON SIDE TRACKS:

(a) Engines are not permitted on the following tracks:

Narlo	—Scale track under tipple. Horn Track. Ag Track west of turnout to Special Products track.
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Turnout to Hi-line track.
No. 1 and No. 2 tracks under stone tipple.
Class S engines are not permitted on:
North track.
No. 1 and No. 2 tracks between Lime Mill and Stone Tipple.
Ag track 500 feet west of road crossing.
Class S engines may only use east switching lead for 500 feet.

Yellow Creek	—Coal pit track.
Fort Wayne	—Beyond frog on Pettit track.
South Whitley	Class S engines headed east are not permitted on house track.
Mentone	—Mill track
Hibbard	—Penna. Co. team track Pennsylvania portion of the interchange track is not safe for engines east of first highway crossing East of the switch leading out of passing siding.
Knox	—N.Y.C. spur. Engine spur east of coal unloading pit.
Valparaiso	—Coash Co. trestle.
Hessville	—Engines must not go beyond switch leading to No. 2 and No. 4 tracks, Hessville Pit. No. 2 track may be used for cars only to a point one thousand (1000) feet east of Parrish Avenue. No. 4 track may be used for cars only.
Hammond	—Team track west of Oakley Street. Paxton Lumber Co. inside gate.

(b) Closed top cars may be moved over scales and under tipple at Narlo with great caution.

(c) Class H-6 and S engines may use west entrance track (track 26) of Casad Ordnance between main track switch and "Engine Limit" sign located approximately five (5) car lengths east of main track switch.

14. PROVISIONAL STOPS FOR PASSENGER TRAINS.

(a) Passengers to and from Englewood and Stony Island will be treated as Chicago passengers.

(b) Trains will stop on signal at stations for handling parcel post and leave pay passengers or take on pay passengers for stations where trains are scheduled to stop, as follows:

- (c) No. 5 —Leipsc Jct. and Continental to leave from Fostoria and East and take for Fort Wayne and West and to receive or discharge parcel post.
—Hibbard to leave from Cleveland and take for Chicago.
—Valparaiso to leave from Fort Wayne and East.
—South Gary to leave from Lorain and East.

- (d) No. 6 —South Gary to take for Lorain and East.
—Hibbard to leave from Chicago and take for Cleveland and East.
—Continental on Sunday mornings to take for Cleveland and East.
—Leipsc Jct. to leave from Chicago and take for Cleveland and East, and to receive or discharge parcel post.
—North Findlay to leave from Chicago.

- (e) No. 7 —Leipsc Jct. to leave from Cleveland and East and take for Fort Wayne and West, and receive or discharge parcel post.
—Oakwood daily except Sundays to receive and discharge parcel post.
—Payne to leave from Cleveland and East and take for South Whitley and West, and to receive or discharge parcel post.
—Hibbard to leave from Fort Wayne and East, and take for Chicago.
—South Gary to leave from Lorain and East.

- (f) No. 8 —South Gary to take for Lorain and East.
—Valparaiso for Fort Wayne and East.
—Hibbard to leave from Chicago and take for Fort Wayne and East.
—Payne to leave from Chicago and take for Cleveland and East.
—Green Springs to leave from Fort Wayne and West and take for Cleveland and East.

- (g) No. 10 —Green Springs for passengers.

SPECIAL INSTRUCTIONS—Continued

15. RAILROAD GRADE CROSSINGS, JUNCTIONS AND DRAWBRIDGES.

LOCATION	ROAD	SIGNALS	Proceed on NKP Dist. when Target or Gates in Following Position.
W&LE Tower	P. R. R. — W. & L. E. — N. Y. C.	Interlocking	
Green Springs	N. Y. C.	Interlocking	
Maple Grove	Penna. Co.	Interlocking	
Fostoria	(C. & O. N. Y. C.	Interlocking	
	B. & O.	Interlocking	
FS Tower	L. E. & W. Dist.	Interlocking	
DA Tower	L. E. & W. Dist.	Interlocking	
North Findlay	N. Y. C.	Interlocking	
McComb	B. & O.	Interlocking	
Leipsic Jct.	(B. & O.	Interlocking	
	D. T. & I.	Interlocking	
Continental	Clover Leaf Dist.	Interlocking	
Latty	N. Y. C.	Interlocking	
NE Tower	Wabash	Interlocking	
West Wayne Yard	N. Y. C.	Target	Horizontal
West Wayne Yard	G. R. & I.	Gate	Gate over G. R. & I.
South Whitley	Penna. Co.	Interlocking	
Claypool	N. Y. C.	Interlocking	
Argos	L. E. & W. Dist.	Interlocking	
Hibbard	Penna. Co.	Interlocking	
Knox	N. Y. C.	Interlocking	
Thomaston	C. & O.	Automatic Interlocking	
So. Wanatah	C. I. & L.	Interlocking	
Spriggsboro	G. T.	Interlocking	
Hobart	E. J. & E.	Interlocking	
South Gary	M. C.	Interlocking	
Vanloon	E. J. & E.	Interlocking	
Osborn	N. Y. C.	Interlocking	
Hammond	M. C.	Interlocking	
Erie Jct. Drawbridge	Erie	Interlocking	
State Line	(B. & O. C. T.	Interlocking	
	C. I. & L.		
	I. H. B.		
Burnham	Penna. Co.	Interlocking	
Cummings Drawbridge	C. & W. I.	Interlocking	
Stony Island (95th St.)	Gauntlet		
Stony Island (94th St.)	C. & W. I.		
	(C. R. I. & P.	Gates	Horizontal Gates over C. R. I. & P. and Belt Rwy.
	Belt Rwy.		

The position of target at night will be indicated by two red lights.

(a) All trains or engines must come to a full stop before crossing any railroad at grade, except when protected by interlocking, not less than 200 feet nor more than 800 feet from such crossing (except in Indiana, when stop will be made not less than 40 feet nor more than 500 feet), and will not proceed over such crossing until proper signal is displayed and route is clear.

(b) At railroad crossings governed by gates or tilting target, trains after they come to a stop will, when gate or target is placed for them to proceed, give two long blasts of the whistle, before proceeding. After this signal has been sounded the position of the gate or target must not be changed until the train has stopped or passes over the crossing.

(c) FOSTORIA:

Movements over crossings which are controlled by F interlocking:-

- (1) L.E.W. Dist—B. & O.
- L.E.W. Dist—C. & O.—N.Y.C.
- NKP Dist—B. & O.
- NKP Dist—C. & O.—N.Y.C.

Connecting track movements over N.Y.C. to C. & O. main tracks.

(2) Trains or engines using LE&W Dist. main tracks must approach home signals under full control, prepared to stop and will not proceed unless home signal indicates proceed; speed of engines between home signals must not exceed twenty (20) miles per hour.

(3) Trains or engines arriving at home signal indicating stop, and no trains of another railroad occupying track section between home signals, will immediately communicate with signalman at (F) Tower. If authorized to pass stop signal, switches within home signal limits must be examined, power operated switches securely spiked and other switches properly adjusted for the route to be used. Engines or cars must occupy track section between home signals and crossings without fouling track of other railroads, after which ten (10) minute fuses must be properly placed; The movement may then be made at restricted speed.

In addition to the above protection, movements on connecting track authorized to pass stop indication must protect against movements on C&O tracks.

(d) DA TOWER:

Trains or engines arriving at home signal indicating Stop, with no other movements occupying the track section between the home signals, Train Dispatcher at Ft. Wayne will be contacted immediately Authority to pass stop signal of eastward home signal may be secured verbally from Train Dispatcher. If authorized to pass stop signal, switches within the interlocking limits in the route to be used must be examined and if properly lined they must be securely spiked; after which train or engines may proceed at restricted speed. If switches are not properly lined for route to be used, Train Dispatcher must again be contacted and his instructions followed. In addition, westbound trains and engines moving to LE & W Dist. must not pass Stop signal unless authorized by Train Dispatcher, So. Lima.

(e) At N. Y. C. Crossing West Wayne Yard:

Tilting Targets govern movements over this crossing.

Tilting target located adjacent to eastward NKP main track governs movements on main tracks and engine house lead of NKP.

Tilting target located adjacent to Old Passenger Track governs movements on Old Passenger Track.

Trains or engines must approach crossing under full control and be governed by the following indications:

Targets diagonal —Stop on all routes.

Targets horizontal—Proceed on NKP without stopping at not to exceed twelve (12) miles per hour.

(f) At G. R. & I. Crossing West Wayne Yard:

Crossing gates handled by switchtenders and home signals controlled through these gates govern movement over this crossing.

Trains or engines running with current of traffic must approach the crossing prepared to stop and may proceed without first stopping when gates and signals so indicate but **MUST NOT EXCEED TWELVE (12) MILES PER HOUR** while head end of train is between home signal and crossing.

Trains or engines moving thru crossover from Westward to Eastward main, or making a movement against current of traffic over the crossing, **MUST COME TO FULL-STOP** before reaching crossing as required by law, and be governed by position of gates.

SPECIAL INSTRUCTIONS—Continued

(g) At C. & O. Crossing Thomaston:

Thomaston interlocking plant is automatically controlled. NKP trains arriving at this point and finding home signals indicating "Stop" with no C. & O. trains using the crossing must be governed by the following:

Trainmen must proceed to crossing on foot and ascertain whether or not a C. & O. train is at or approaching the crossing.

If no C. & O. train is present or approaching, trainmen must operate the clock work release located in wood box locked with switch lock and on which is stenciled the words "Emergency Release." To operate this release, turn knob to right until pointer is at zero point, hold for two seconds, and then release it. If, after release has operated and pointer has returned to its original position, the desired NKP signal does not clear, trainmen must protect against and make certain that C. & O. will not use or foul the crossing before permitting NKP train to proceed over crossing, unless it is positively known that C. & O. home signals and smash boards are in "Stop" position. If C. & O. home signals and smash boards are not seen to be in stop position or if view of C. & O. tracks is obscured, trainmen must communicate with C. & O. dispatcher thru C. & O. dispatcher's phone located in booth at crossing and be governed by dispatcher's information as to location of trains in making movement over crossing. Anyone using emergency release must lock box with switch-lock before leaving.

When occupying track between home signals, trains of either road must immediately move to a point beyond home signals upon the approach of a train on the other road.

Dwarf signal governing eastbound movement from siding will not clear until siding switch is reversed. If signal does not clear with switch reversed trainmen will be governed by same instructions as apply to home signals.

Lower arm on westward home signal will clear only when C. & O. crossing is clear and siding switch is in reverse position.

(h) At Erie Junction:

The westward high home signal at west end of Erie Jct. and the eastward high home signal at east end of Erie Jct. govern movements to the Erie R. R. and to the NKP. These signals govern movements to the NKP when the indications displayed are, Stop (Rule 292), Medium-approach (Rule 286), or Medium-clear (Rule 283).

When authority is required to pass Stop-indication of home signal at Erie Drawbridge be governed by Erie R. R. Rule 663, which reads as follows: "Trains or engines must not pass an interlocking Stop signal without receiving an Erie R. R. Clearance Form B and hand signals. Enginemen and trainmen must not proceed on hand signals until they are fully informed of the situation; the movement must then be made at restricted speed."

16. MOVEMENT OF TRAINS BETWEEN FS TOWER AND DA TOWER.

(a) Rules 261-264, inclusive, govern movements over either main track.

(b) FS Tower—Switch of Ohio Farmers' turnout is equipped with a controlled electric switch lock. Before unlocking switch Train Dispatcher must be advised of the move to be made, the amount of time desired and limits of work to be done on main track and the Dispatcher will grant authority to use the main track within a prescribed limit and advise the time that main track may be used.

17. MOVEMENT OF TRAINS ON YELLOW CREEK RUNNING-TRACK.

Yellow Creek running track extends from east end at Town-wood to Leipsic Jct. interlocking and will be designated as YC running track. Automatic block signal rules will apply.

18. CENTRALIZED TRAFFIC CONTROL RULES ARE IN EFFECT BETWEEN HOME SIGNALS AS FOLLOWS:

DA Tower and NE Tower
Hadley and Westend Claypool.

(a) All controlled signals, power switch mechanisms and electric switch locks are controlled by Train Dispatcher at Fort Wayne.

(b) Controlled sidings are located at North Findlay, Leipsic Jct., Millers City, Continental, Oakwood, Latty, Payne, Dawkins, Dunfee, Peabody, South Whitley, Sidney and Claypool.

The home signals at DT&I interlocking are also intermediate signals on Leipsic siding.

Intermediate signals on Yellow Creek Running Track.

(c) When a section of a first-class train is to pass a preceding section in C. T. C. territory both will be stopped and will exchange signals and orders.

(d) A train or engine must not pass a stop signal except when authorized by dispatcher; and after complying with dual control, spring switch and/or interlocking rules, may then proceed at restricted speed.

(e) Location of Controlled Electric Switch Locks.

DA Siding.....	East End.
McComb.....	East and west ends siding.
Shawtown.....	Elevator spur.
Leipsic Jct.....	East end No. 1 track.
Leipsic Jct.....	East end, High track.
Leipsic Jct.....	Turntable track.
Kiefersville.....	Local track.
Continental.....	Crossover to westward siding.
Melrose.....	Local track
Goodwin.....	East and West ends siding.
Broughton.....	Elevator Spur.
Briceton.....	Local track .
Worstville.....	Elevator track.
Payne.....	East end Switching track.
Edgerton.....	Storage track.
Casad.....	West entrance track.
New Haven.....	East and West ends siding. East and West ends No. 1 track. West end transfer track.
Dunfee.....	Local track.
Raber.....	Local track.
South Whitley.....	East elevator track and PRR transfer. Stock track.
Sidney.....	Extension track and North Spur track.
Packertown.....	Local track.
Claypool.....	Storage track and NYC wye track.

19. DUAL CONTROL SWITCHES.

(a) Location	Controlled by
North Findlay. East end eastward siding	Dispatcher Ft. Wayne
North Findlay. West End westward siding	Dispatcher Ft. Wayne
Y.C. Running Track East End	Dispatcher Ft. Wayne
Leipsic Jct. West end siding	Dispatcher Ft. Wayne
Millers City East and west ends siding	Dispatcher Ft. Wayne
Continental East and west ends westward siding	Dispatcher Ft. Wayne
Continental East and west ends eastward siding	Dispatcher Ft. Wayne
Oakwood East and west ends siding	Dispatcher Ft. Wayne
Latty East and west ends siding	Dispatcher Ft. Wayne
Payne East and west ends siding	Dispatcher Ft. Wayne
Dawkins East and west ends siding	Dispatcher Ft. Wayne
Dunfee East and west ends siding	Dispatcher Ft. Wayne
Peabody East and west ends siding	Dispatcher Ft. Wayne
South Whitley East end siding	Dispatcher Ft. Wayne
Sidney East and west ends siding	Dispatcher Ft. Wayne
Claypool West end siding	Dispatcher Ft. Wayne
Hobart East end siding	Hobart Tower

(b) Certain Dual Control Switches, so indicated in time table, will be equipped with indicator lights located on relay cases adjacent thereto. These indicator lights will be similar to the electric switch lamps in use at spring switches.

At switches so equipped, when switch is set for desired movement, trains or engines authorized to pass "STOP" indication will, before proceeding, comply with the following instructions:

Train or engine must occupy track circuits between home signal and switch. If indicator light shows "Green", movement may be made on main track, or if indicator light shows "Yellow", movement may be made to or from diverging route, without putting switch in hand throw.

If indicator light fails to show "Green" or "Yellow", switch must be placed in hand throw as provided in Rule 552.

(c) Indicator lights in service at east end of Yellow Creek Running Track and at the following sidings:

North Findlay. East end eastward siding	Payne.	Both ends
North Findlay. West end westward siding	Dawkins.	Both ends
Leipsic, Jct. West end	Dunfee.	Both ends
Millers City. Both ends	Peabody.	Both ends
Continental. East end westward siding	South Whitley.	East end
Continental West end eastward siding	Sidney.	Both ends
Oakwood. Both ends	Claypool.	West end
Latty. East end		

SPECIAL INSTRUCTIONS—Continued

20. LOCATION AND SPECIAL INSTRUCTIONS GOVERNING SPRING SWITCHES.

(a) 110th St.

Main track switch at east end of outward lead. Normally set for main track movement and there is no signal governing reverse movement over this switch.

Dwarf signal governs movement to eastward track and is automatically set to display a Stop-indication by an approaching eastbound train on eastward track and held in that position until train passes the next automatic signal.

Trains or engines on lead, after stopping, must protect against movements on eastward track, and may then proceed at restricted speed.

After completing forward movement through this switch, reverse movement must not be made until the switch mechanism has had sufficient time to operate and lock the switch, which requires not less than thirty (30) seconds. It must be known that the switch is closed and locked before reverse movement is made.

Westbound trains or engines using eastward tracks over this switch must examine switch points before passing over it.

(b) Special Instructions governing Spring Switches Equipped With Electric Switch Lamps:-

1. Location	Normal Position
Bellevue Yard.	
(a) East end departure lead	
Eastward Yard.....	Eastward track
(b) East end No. 1 lead	
Eastward Yard.....	No. 2 lead
East end No. 1 track	
Leipsic Jct.....	Main track
East end No. 1 track	
Latty.....	Main track
Hadley - west end WH Double.....	Eastward track
Hibbard - west end siding.....	Main track
South Wanatah - west end siding.....	Main track

2. When electric switch lamp displays "Green" movements may be made in accordance with the Rules.

When electric switch lamp displays "Red" the following must be complied with:

(a) Trailing point movements must not be made until after switch has been positioned by hand, if necessary, and switch points examined and known to fit properly, and request for unlock from Dispatcher Fort Wayne must be obtained for hand operation of switch at East end No. 1 track Leipsic Jct. and East end No. 1 track Latty.

(b) Facing point movements must not be made until after switch points have been examined and known to fit properly and switch lined for the route to be used.

21. INSTRUCTIONS GOVERNING THE OPERATION OF CONTROLLED ELECTRIC SWITCH LOCKS.

1. Call Train Dispatcher and ask for an "Unlock."

2. To enter switch a car or engine must occupy main track within 75 feet ahead of the switch.

3. Unlock switch padlock and open door of electric lock.

4. If indicator is in vertical position, throw small lever to extreme left position and handle switch in usual manner.

5. When movement thru switch is completed and switch is restored to its normal position, the small lever in electric lock must be placed in extreme right hand position, door closed and locked, and dispatcher notified accordingly.

6. Before asking for unlock at east end New Haven siding, a car or engine must not occupy track between home signals.

7. Electric switch lock in service at east end South Wye, Continental, controlled by signalman.

8. Electric switch lock in service at west end westward siding Knox controlled by signalman.

9. Electric switch lock east end transfer track South Wanatah controlled by signalman.

NOTE: After having cleared main track and restored switch and switch lock to normal position, in order to reoccupy main track, ask dispatcher for an unlock.

22. SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OVER OTHER DISTRICTS AND ON TRACKS OF FOREIGN RAILROADS AT JUNCTION POINTS.

(a) At all points where necessary to occupy the tracks of another district or foreign railroad at junction points, permission must first be obtained from the Agent or Operator of such road and the movement must be protected by flag.

(b) Fostoria—L. E. & W. Main Track.

(1) All movements between yard limit boards are under the jurisdiction of the Nickel Plate District Supervision.

(2) No first-class trains are scheduled in this territory.

(3) Movement over railroad crossings is governed as follows:
B. & O..... Interlocking.
N.Y.C.-C.&O.... Interlocking.

(4) All movements over Tiffin, Union, Wood and Main Streets must be flagged over the crossings by a member of the crew.

(5) Eastbound and Westbound trains and engines will communicate with Signalman at F" Tower to determine location of trains or engines between LE&W District—C&O Crossing and LE&W District—B&O Crossing.

(6) 250 ton derrick—Close observation passing old L.E.&W. station platform.

(c) Leipsic Jct., D. T. & I. Tracks.

The following instructions from D. T. & I. R. R. time-table will apply when using D. T. & I. R. R. tracks at Leipsic Jct., Ohio:

"In the movement of engines with or without cars when switching over highway crossings, unless there is a watchman on duty, or the crossing is protected by gates, a member of the crew will protect highway traffic by preceding each movement over the crossing and see that all highway traffic has been stopped before signaling engine-man to proceed. Trains moving through sidings or industrial tracks and across highway grade crossings which are protected by flashers and such tracks do not operate flashers, crossing must be protected by a member of the crew until crossing is covered, unless the crossing is being protected by a known employee."

(d) Continental, Clover Leaf District main track and Argos, Lake Erie and Western District main track.

Movements using Clover Leaf District main track at Continental and Lake Erie and Western District main track at Argos must not cross Nickel Plate District main track without stopping at dwarf home signal.

(e) Ft. Wayne—L. E. & W. Dist. (New Castle Division) main track.

(1) Trains run via N. Y. C. between Nickel Plate Crossing and Pennsylvania (Ft. Wayne Division) Crossing.

(2) No first-class trains are scheduled in this territory.

(3) Movements over Railroad crossings are governed as follows: After stopping for derails, movement must not be made over NKP District tracks until derails are off rail, derail lamps display white banner by day and green light by night and the two tilting targets are in a vertical position.
Penna. R. R. (G.R.&I.) Gates.

Penna. R.R. (Ft. Wayne Div.) and Wabash are governed by interlocking and all trains and engines will approach the home signals under full control, prepared to stop and will not proceed unless home signals indicate proceed. Speed of engines between home signals must not exceed 20 miles per hour.

(4) Movement over Main St. may be made only after crossing gates have been lowered by hand and gates must be raised by hand after rear of movement has cleared street.

(5) Movements must be brought to a stop before crossing Taylor St. and traffic protected by a member of crew before proceeding.

(6) Employees are prohibited from riding on top of cars at north end of N.Y.C. Wye, Claypool, where overhead wires are less than twenty-seven (27) feet above the top of rail.

(f) Hobart—E. J. & E. Tracks.

The following instructions from E. J. & E. Rwy. at Hobart, Ind.:

(a) Nickel Plate crews delivering to the E. J. & E. Rwy. at Hobart will obtain track information from the Agent's Office and a line-up on opposing movements from the towerman before entering E.J.&E. Rwy. main track.

Block system, which supersedes the superiority of trains between signals, is in service between the westward home signal at NKP interlocking and signals 1190 and 1188 located at clearance point at east end of the west siding.

SPECIAL INSTRUCTIONS—Continued

Eastbound E. J. & E. trains will use the main track, and westbound E. J. & E. trains will use the west siding, regardless of superiority. The normal positions of spring switches at east and west ends of the west siding is for movement to the west siding.

Eastbound movements on the siding must be authorized by the towerman or dispatcher or under flag protection.

Engines moving through No. 1 or No. 2 track must not foul west siding until switch is properly lined and then under flag protection. Engines must not foul main track at east end of No. 1 track when switch indicator displays a Stop-indication until proper understanding is had and the movement properly protected.

Telephones are located near west switch of No. 1 track and east switch of west siding.

Trains making delivery to E. J. & E. Rwy. will leave 50 to 100 feet clearance either side of Water Street.

(b) Automatic gates and flashing light signals in service at Lake Street and Main Street crossings at Hobart.

Color light dwarf signals bearing "X" markers have been installed on each side of each crossing, to govern main track movements over the crossing.

Movements over Lake Street on tracks other than main track shall be made after a complete stop is made with leading wheels just beyond insulated joints, painted yellow. After crossing is properly protected, movement may be completed over crossing.

The limits of special control circuits at each crossing are marked by insulated joints, painted yellow, on each side of crossing and engine or car must not be left standing within these limits.

Movements across the crossing on main track must clear the yellow insulated joints on opposite side of crossing, in direction of movement, before a reverse movement is made.

Switching movements, receiving a stop indication on the dwarf signal, will stop with leading wheels opposite the signal and not proceed over the crossing until crossing is properly protected.

Switch to yard tracks at Main Street must be lined for main track after movement through same is completed.

23. MODIFICATIONS AND ADDITIONS TO THE RULES.

Definitions.

Grade signal—An automatic signal equipped with a yellow disc.

Limited speed—A speed not exceeding 50 miles per hour.

Medium Speed—A speed not exceeding one-half authorized speed, but not exceeding 30 miles per hour.

Restricted Speed—Proceed prepared to stop short of train, obstruction, or switch not properly lined and to look out for a broken rail, but not exceeding 15 miles per hour.

Rule 5.

The time shown for trains at yards applies as follows:

Bellevue Yard.....Yard Office.
Blair.....Blair Yard Office.
West Wayne Yard.....Telegraph Office.
Stony Island.....93rd Street.

Rule 17.

(1) On Diesel-powered trains, when full power headlight is not required it must be burning dim during daylight hours.

(2) Oscillating white headlights on engines so equipped will be displayed in addition to displaying of regular headlight when approaching and moving over highway crossings at grade except approaching passenger stations where stop is to be made.

Oscillating red headlight on engines so equipped will be displayed immediately when sudden stop of train is made due to emergency application of air brakes or other causes. When red oscillating headlight is displayed, the white headlight will be immediately turned off.

When any train which is equipped with rear red oscillating warning light comes to a stop, or is moving under circumstances in which it may be overtaken by another train, the rear warning light must be operating. If light does not start automatically, it must be operated manually by flagman.

When stop is made with less than 15-pound reduction in train line pressure, enginemen will make further reduction to attain necessary 15 pound total reduction.

The light should, under no circumstances, be turned off until speed of train has increased sufficient to avoid possibility of being overtaken.

When the red oscillating light is displayed on either front or rear of any train, enginemen on approaching train or engine must stop immediately and must not proceed until it has been ascertained that track is safe and clear for movement of such train.

The use of this light will not, in any way, relieve employes from compliance with Rules 99 and 102 of the Book of Rules.

When switching is to be done, cars or engines must not be coupled to the end of a car to which a warning light is attached unless it is known positively that there is ample clearance so as to avoid damage to the light.

Rule 19.

(a) C. & O. freight trains will display marker lamps, not lighted by day and lighted by night.

(b) Displaying of Top Deck light will be omitted.

(c) In Centralized Traffic Control territory, so designated in Time Tables, the requirements for displaying markers as illustrated by Figures 8-A and 8-B, Pages 36 and 37 of the Book of Rules are eliminated.

Rule 103.

(a) A train or engine having moved in one direction over a highway crossing protected by electric signals must not make reverse movement over crossing in opposite direction without first protecting such move by man on ground, unless such highway crossing signals are operating prior to and during the period the reverse movement is being made.

(b) At various locations highway traffic on sidings and adjacent tracks is protected by flashing light signals and gates, the approach circuits for which extend but a short distance on either side of the crossing. At such locations a train, engine or car must not proceed over the crossing until the flashing light signals or gates have been operating a sufficient length of time to warn highway traffic, without first protecting such move by man on ground.

Rule 281B.

Aspect: Yellow over Green over Green.

Indication—Proceed approaching next signal at limited speed.

Name: Approach Limited.

Rule 281C.

Aspect: Red over Green over Green.

Indication—Proceed; Limited speed within interlocking limits.

Name: Limited clear.

Rule 291.

When an automatic signal displays Stop and Proceed, a train to take siding at a meeting point may proceed at restricted speed without stopping, when engineman receives hand signal from trainman of train holding main track and switch is set for movement to siding, in accordance with Rule 104.

Air Brake Rule 307. (Third paragraph)

When detaching engine or caboose with charged brake pipe, angle cock must be closed and air hose parted by hand.

SAFETY RULE 102.

The riding of leading foot-boards of engines is prohibited.

Safety Rule for Hand Operation of Spring Switches.

Points of a spring switch are under compression, and tension of the switch mechanism will cause the switch lever to move with considerable force when:

(a) the wheels of a car or engine are on or moving through the switch;

(b) the switch points are moving;

(c) the switch points are standing open;

and except in emergency, the switch must not be operated by hand when any of the above conditions exist.

If an emergency exists, extreme precautions must be taken by person attempting to operate the switch, and he must place and keep his body clear of the movement of the hand throw lever.

AUTOMATIC BLOCK SIGNALS

FT. WAYNE DIVISION

Westward	Eastward	Westward	Eastward	Westward	Eastward	Westward	Eastward
⊙Home		⊙Home		Y. C. Running Track		Home	
Bellevue Interlocking		C. & O. and N.Y.C. Crossing	⊙Home	307.3	307.6		
249.7G	⊙Home	⊙Home		309.3	309.0		
251.7	250.8G	B. & O. Crossing	⊙Home	Home			E. End Latty
254.3	253.2	Fostoria	⊙Home	Leipsic Jct. Interlocking	Home	Home	Home
		280.7	Home	Home			
		+Home		D. T. & I. Interlocking			Latty Interlocking
	Colby	FS Interlocking		Home	Home		Home
257.3	255.8G	Westward Track	⊙Home	Home			344.5
⊙Home	258.2G	284.1	283.8				Home
		Beginning CTC	⊙Home	W. End Siding			Home
		⊙Home		Leipsic Jct.			
		Eastward Track			Home		E. End Payne
Green Springs Interlocking		⊙Home		315.7	315.6		Home
262.3	⊙Home	283.9	284.0	Home			Home
264.1	262.4	Beginning CTC					W. End Payne
	264.0	Home		E. End Millers City			Home
		DA Interlocking		Home	Home		353.3
		⊙Home					355.3
		End of CTC		Home			Home
265.1	Old Fort	287.5	287.4	W. End Millers City			E. End Dawkins
	265.4	289.7	289.8	Home	Home		Home
	267.0	Home		321.9	321.8		
267.9		E. End North Findlay		Home			
		Home					E. End Continental
		Home					Home
	Narlo	North Findlay Interlocking					W. End Dawkins
Home	268.6	Home		Continental Interlocking			Home
		W. End North Findlay		Home	Home		360.9
		Home					Home
Maple Grove Interlocking		296.9	297.0	W. End Continental			New Haven
⊙Home		298.9	298.8	Home	Home		Home
270.5	⊙Home	Home		Home			⊙Home
272.9	271.8	McComb Interlocking					
	274.4	Home		E. End Oakwood	Home		NE Interlocking
		303.1	303.2	Home			Home
		Home					366.7
275.3	Ilers	E. End Y.C. Running Track					Beginning CTC
	276.8	Main Track		W. End Oakwood			Home
277.7		Home		Home			369.1
278.9		307.5	307.4				370.5
		309.1	309.2	333.7	333.8		370.6
				336.9	336.8		371.4G
							371.7G
							371.9G
							372.2

G—Indicates grade signals. +—Indicates signals governing to next home signal against opposing movement. ⊙—Indicates signal governing through interlocking. When signal indicates stop, trains or engines, after complying with Rule 663, may proceed at restricted speed.
 †—Indicates signal through interlocking. When signal indicates stop, trains or engines after complying with paragraph 15 (c), special instructions, may proceed at restricted speed.
 ‡—Stop indication also requires compliance with time table item 15(d).

AUTOMATIC BLOCK SIGNALS

CHICAGO DIVISION

Westward	Eastward	Westward	Eastward	Westward	Eastward	Westward	Eastward
West Wayne Yard		W. End Claypool		◉Home		◉Home	
◉Home		Home		Knox Interlocking		South Gary Interlocking	
G. R. & I. Crossing		Beginning CTC		*Home	*Home	*Home	*Home
374.1G	◉Home	414.5	414.4G			495.9	496.0
375.9	374.0	415.7G	*Home	*Home	↓Home	◉Home	
Beginning CTC		Burket		456.3	456.4	499.1	499.2
Home		*Home	416.8	458.7	458.8	◉Home	Vanloon Interlocking
W. End W. H. Double		418.5	418.4G	460.9	461.0	◉Home	*Home
Spring Switch		420.1	*Home	♦Home		◉Home	499.2
Home		Clemer		Thomaston		Osborn Interlocking	
End of CTC				Automatic Interlocking		◉Home	
379.5G	379.6			*Home	*Home	501.3	
Home						503.1	501.6
E. End Dunfee		*Home	421.2G	*Home	↓Home	503.7	503.0
Home	Home	422.5	422.5G			◉Home	
Home		423.9	*Home	465.9	466.0	M. C. Crossing Interlocking	
W. End Dunfee		Tippecanoe		◉Home		◉Home	Home
Home	Home	*Home	424.8	South Wanatah Interlocking			Erie Jct.
385.3	385.2G	426.5G	426.4	*Home	*Home	Drawbridge Interlocking	
387.5	387.4G	428.1G	428.0	471.5G	471.4	Home	◉Home
Home				473.9G	*Home	◉Home	
E. End Peabody				Nickel		State Line Interlocking	
Home	Home			*Home	474.8G	◉Home	
W. End Peabody		◉Home		476.1		◉Home	
Home	Home	Argos Interlocking			476.6G	◉Home	
393.3	393.2G			477.5		Burnham Interlocking	
Home				479.7G	*Home	◉Home	
E. End So. Whitley		*Home		*Home		Cummings Drawbridge	
Home	Home	434.1	434.2G	Spriggsboro Interlocking		Interlocking	
South Whitley Interlocking		436.7G	436.8	◉Home		◉Home	
Home	Home	◉Home		482.3G	482.2G	509.1	509.2
399.3G	399.2	Hibbard Interlocking				#Home	
401.3G	401.4			Wheeler			#Home
Home		*Home		484.7	484.8G	511.1	
E. End Sidney				\$Home			511.0
Home	Home			E. End Hobart			512.2
W. End Sidney		*Home		*Home		Stony Island	
Home	Home	443.1	443.2G			512.5	
406.5	406.4	445.5	445.6	Hobart Interlocking		513.7	513.8
Home		447.9	448.0	◉Home		514.7	514.8
Claypool Interlocking		*Home		498.9G	489.8	Home	
Home	Home			491.5	491.4G	JN Interlocking	
End of CTC							
*Home							

G—Indicates grade signals.

*—Indicates signals governing to next siding against opposing movement.

◉—Indicates signal governing through interlocking. When signal indicates stop, trains or engines, after complying with Rule 663, may proceed at restricted speed.

\$—Indicates signal governing through dual control switch. When signal indicates stop, trains or engines, after complying with Rule 552, may proceed at restricted speed.

↓—When signal indicates stop, trains or engines may proceed at restricted speed on authority of dispatcher.

♦—After complying with timetable Item 15 (g) trains may proceed at restricted speed.

#—After stopping, trains or engines may proceed at restricted speed.

SPEED SCHEDULE

Time Per Mile.	Miles Per Hour.	Time Per Mile.	Miles Per Hour.	Time Per Mile.	Miles Per Hour.
0 Min. 48 Sec.	75.0	0 Min. 57 Sec.	63.2	1 Min. 25 Sec.	42.3
0 " 50 "	72.0	0 " 58 "	62.1	1 " 30 "	40.0
0 " 51 "	70.6	0 " 59 "	61.0	1 " 43 "	35.0
0 " 52 "	69.2	1 " 0 "	60.0	2 " 0 "	30.0
0 " 53 "	67.9	1 " 5 "	55.4	2 " 24 "	25.0
0 " 54 "	66.7	1 " 10 "	51.4	3 " 0 "	20.0
0 " 55 "	65.4	1 " 15 "	48.0	4 " 0 "	15.0
0 " 56 "	64.3	1 " 20 "	45.0		

FORT WAYNE DIVISION AND CHICAGO DIVISION SURGEONS

J. W. HOUK, M. D.
 Medical Director,
 426 Terminal Tower, Cleveland, Ohio

DONALD C. DARRAH, M. D.
 Assistant Medical Director
 426 Terminal Tower, Cleveland, Ohio

STATIONS	SURGEONS	OFFICE	TELEPHONE	RESIDENCE	TELEPHONE
*# BELLEVUE.....	{ Dr. John I. Appleby, Dr. E. B. Vogel,	105½ E. Main St., 205 Union Bank Bldg.,	2-2354 2-5104	717 Castalia St., 224 S. West St.,	2-1144 2-5101
♣ OLD FORT.....					
# FOSTORIA.....	{ Dr. G. H. W. Bruggemann, Dr. F. H. Pennell,	220 W. Tiffin St., 133 W. North St.,	2721 775	602 N. Main St., 415 N. Union St.,	3403 574
♣ NORTH FINDLAY...	{ Dr. F. M. Wiseley, Dr. J. H. Marshall,	521 W. Sandusky St., Findlay, Ohio 225 W. Sandusky St. Findlay, Ohio	351 Main 314	902 S. Main St. Findlay, Ohio 824 So. Main St. Findlay, Ohio	1197 99
*♣ LEIPSIC JCT.....	{ Dr. W. B. Recker,	12 E. Defiance St.,	120	20 Defiance St.	6120
♣ CONTINENTAL.....	Dr. C. W. Bird,	Main Street,	18-S	Main Street,	18-R
♣ Oakwood.....					
♣ PAYNE.....	Dr. K. C. Evans,	E. Merrin St.,	11	W. Oak St.,	10
*♣ EAST WAYNE YARD.....					
# FORT WAYNE.....	{ Dr. R. J. Berghoff,	306 E. Jefferson St.,	A-9476	2009 Forest Park Blvd.	A-1757
	{ Dr. John H. Nill	1024 So. Barr St.	E-3959	607 Walnut St.,	H-9532
	{ Dr. Carroll O'Rourke, Oculist	604 W. Berry St.,	A-6334	604 W. Berry St.,	A-2556
	{ Dr. Eugene L. Bulson, Oculist	347 W. Berry St.,	A-9431	4301 Pembroke Lane,	H-3433
*♣ WEST WAYNE YARD.....					
♣ SOUTH WHITLEY....	Dr. Paul A. Garber,		28		212
♣ CLAYPOOL.....					
♣ ARGOS.....	Dr. Frank H. Kelly,	145 S. Michigan St.,	197	110 E. Williams St.,	256
♣ KNOX.....	Dr. Jas. F. Denaut,	4 N. Heaton St.,	41	154 E. Lake St.,	41
♣ VALPARAISO.....	Dr. G. R. Douglas,	23 Lincoln Way	160	404 Washington St.,	63
♣ HOBART.....	Dr. L. E. Dupes,	447 E. Third St.,	50	727 Main St.,	51
GARY.....	Dr. R. N. Bills,	504 Broadway,	6101 & 6107	534 Lincoln St.,	2-6208
♣ OSBORN.....					
♣ HAMMOND.....	{ Dr. William H. Howard,	5231 Hohman Ave., Sheff. 68 Room 406		108 Beverly Pl., Munster, Ind.	1519
	{ Dr. H. A. Kuhn, Oculist	112 Rimbach St., Sheff. 435		60 Glendale Pk., Sheff. 3138	
	{ Dr. Clarence A. McVey.....	5231 Hohman Ave., Sheff. 1024		252 Humpfer St., Sheff. 1027	
♣ BURNHAM.....					
♣ CALUMET.....					
*# STONY ISLAND.....	Dr. M. Siemens,	9300 Cottage Grove Ave., Chicago, Ill.	Stewart 3-0161	9559 Longwood Drive, Chicago, Ill.	Beverly 8-0870
# CHICAGO.....	{ Dr. Arthur T. Remmert,	166 W. Jackson Blvd.,	Wabash 2-6420	3547 W. Adams,	Kedsie 3-1787
	{ Dr. Richard J. Bennet, Jr.,	208 So. La Salle St.,	Randolph 6-7236	9438 S. Damon Ave.,	Cedarcrest 3-4658
	{ Dr. Thomas F. Ahearn	1734 East 79th St.,	Bayport 1-0432	8223 Luella Ave.,	Regent 4-3370
	{ Dr. Noah Fox Oculist	841 East 63rd St.	Plaza 2-5800	7315 South Shore Dr.	Regent 4-7922

*Where medical cases are located.

♣Where stretchers are located.

#Ambulance Service	Bellevue:	Waters and Smith.....	Tel. 2-2244
	Postoria:	Harrold Funeral Home.....	Tel. 553
	Fort Wayne:	Mungovan and Sons.....	Tel. H-2114
	Stony Island:	Donnellan Ambulance Service.....	Tel. State 2-8821
	Chicago:	Capitol Ambulance Service.....	Tel. Vincennes 6-0100

NICKEL PLATE ROAD

THE NEW YORK, CHICAGO AND ST. LOUIS
RAILROAD COMPANY

NICKEL PLATE DISTRICT

FT. WAYNE DIVISION AND CHICAGO DIVISION

TIME TABLE No. 136

Takes Effect Sunday, April 30, 1950
at 12:01 A. M.
Central Standard Time

For the information and Government of Em-
ployees only.

The Company reserves the right to vary the
running of trains as circumstances may require.

OFFICERS

M. B. PHIPPS, General Superintendent
G. R. BOWMAN, Assistant General Superintendent
D. M. BENDER, Superintendent Transportation
C. H. LEE, Superintendent
R. S. HARMS, Terminal Superintendent
Chicago Terminal
R. D. WERLING, Train Master
E. D. WALSH, Assistant Train Master
R. M. CASTNER, Assistant Train Master
J. L. CARNEY, Chief Train Dispatcher
H. G. WIEGMAN, Road Foreman of Engines
Ft. Wayne Division
C. E. BROWN, Road Foreman of Engines
Chicago Division
O. R. PENDY, Master Mechanic
P. McKAY, Division Engineer

SAFETY FIRST

ALWAYS
BE
CAREFUL

LOOK
OBSERVE
THINK