

SAFETY ALWAYS

THINK IT
LIVE IT
TEACH IT

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The Toledo Terminal Railroad Company

Time Table No. 114

IN EFFECT 12:01 A. M. SUNDAY
APRIL 26, 1953

Eastern Standard Time

Superseding Time Table No. 113 dated
Sept. 30, 1951, and supplements Nos. 1
and 2, dated April 27, 1952, and Sept. 28,
1952 respectively.

FOR THE GOVERNMENT AND
INFORMATION OF EMPLOYEES ONLY

STUDY THE SPECIAL INSTRUCTIONS
AND NOTE ALL CHANGES

O. R. CROOKS
General Manager

H. G. DUGAN
Supt. Opers. & M. P.

E. E. HEISEY
Chief Dispatcher

(Destroy All Time Tables of Previous Dates)

GENERAL INSTRUCTIONS

The officers of this company direct that the time table, book of rules, safety rules, general orders and general notices must be rigidly observed, and the claim of customary practice at variance therewith will not be accepted as an excuse for violation. Before starting on a trip or tour of duty, the Conductor and Engineman must know that the other is qualified and has the necessary General Orders for such trip or tour of duty. The Conductor must know with respect to the trainmen and the enginemen with respect to the fireman, that they have seen and are familiar with such General Orders.

SAFETY FIRST

"Safety First" at all times and in all places, is the most important rule of conduct, of each and every employe, whatever his position. The safety of every movement, or action, in its effect upon himself and others and upon property, must be the first consideration of every trainman, yardman, stationman, shopman, sectionman and all other classes of employes. Trains and engines must be operated accordingly, under all circumstances; the maintenance of schedule time must be subordinated to the observance of signal indications and obedience thereto, whatever the weather, or other conditions may be.

Smoking is strictly prohibited on any track where gasoline or other explosive or inflammable materials are manufactured, loaded or unloaded.

OVERHEAD OBSTRUCTIONS AND CLOSE CLEARANCES

Employees must keep lookout for closed gates and closed doors at industries and on industrial tracks; also for close clearances on all tracks, and must not ride on side or top of cars at points where there are freight platforms, buildings, coal docks and structures located. They must also look out for close clearances in yards and on sidings in case that cars do not properly clear an employe riding on side or top of car; also coal and stone pits, storage boxes, etc.

STANDARD CLOCKS BULLETIN BOARDS

Standard clocks are located in Dispatcher's office and lobby of new office building at Boulevard. Bulletins will be displayed in lobby and in basement of new office building at Boulevard, and at Walbridge and Rossford; also in towers at interlocking plants. All train and enginemen are required to read bulletins before starting on each trip.

Toledo Terminal crews will register at Boulevard.

COMPANY PHYSICIAN

Dr. T. H. Brown, 1838 Parkwood, Suite 401, Office phone, MAin 7297. Residence phone LAwndale 4336.

WATCH INSPECTORS

Company's watch inspectors are the Gross-Jordan Co., 223 Summit St., and Armstrong Watch & Diamond Co., second floor, Produce Exchange Bldg., corner Madison Ave. and St. Clair St.

LOCATION WATER TANKS

Boulevard
Vulcan

JUNCTION POINTS

A. A. R. R.	Hallet and Boulevard
B. T. R. R.	Pew
B. & O. R. R.	Bates
C. C. C. & St. L. Ry.	Stanley
C. & O. Ry.	Walbridge & Millard Ave.
C. & O. Ry.-P. M. Dist.	Hallett and Tower "K"
D. & T. S. L. R. R.	Boulevard
D. T. & I. R. R.	Temperance
Lakefront Dock & R.R. Term.	Ironville
M. C. R. R.	Hallett, Stanley
N. Y. C. R. R.	Nasby and Vickers
N. Y. C. R. R., O. C. Lines	Stanley
N. Y. C. & St. L. R. R.	Gould
N.Y.C.&St.L.R.R.-W.&L.E. Dist	Ironville
Pennsylvania R. R.	Walbridge
T. A. & W. Ry.	Vulcan
Toledo & Eastern	Ryan
Wabash Ry.	Gould

LOCATION FIRST AID BOXES

Yardmaster's Office, Boulevard.
Shops, Boulevard.
Tower K.
Gould Tower.
Bates Tower.
Walbridge Tower

DIRECTION A		DIRECTION B	
STATIONS	Distance from Boulevard via Hallett	STATIONS	Distance from Boulevard via Lower Bridge
D. & T. S. L.-A. A. Conn. BOULEVARD -----	0.00	D. & T. S. L.-A. A. Conn. BOULEVARD -----	0.00
A. A.-M. C.-C. & O.-P. M. Dist. Conn. HALLETT -----X	1.40	D. & T. S. L. Conn. D. & T. S. L. CROSSING -----X	0.25
C. & O.-P. M. Conn.-M. C.-N. Y. C. TOWER K -----X	2.48	LOWER BRIDGE -----	1.49
D. T. & I. Conn. TEMPERANCE -----	4.18	C. & O. Conn. MILLARD AVE. -----	2.78
T. A. & W. Conn.-N. Y. C. VULCAN -----X	8.55	L. F. D. & R. R. Term. Conn. N. K. P.-W. & L. E. Dist. IRONVILLE -----X	2.91
N. Y. C. Conn. HILL AVE. YARD -----	8.60	N. K. P.-W. & L. E. Dist. Conn. CONSAUL ST. -----	4.01
N. Y. C. Conn. NASBY -----X	9.96	Toledo & Eastern Conn. RYAN -----	4.93
N. K. P.-Wabash Conn. GOULD End of double track -----X	12.00	C. & O. Ry. Conn. STARR AVE. -----	4.99
KERPER -----	12.46	PICKLE STREET -----	5.88
UPPER BRIDGE -----	13.80	Bay Terminal Conn. PEW -----	7.04
EVANS End of double track -----	14.49	N. Y. C. Conn. VICKERS -----X	7.30
B. & O. Conn. BATES -----X	15.78	C. & O.-P. Co. Conn. WALBRIDGE -----X	8.78
N. Y. C., O. C., M. C. Conn. STANLEY -----X	18.86	N. Y. C., O. C., M. C. Conn. STANLEY -----X	9.73
C. & O.-P. Co. Conn. WALBRIDGE -----X	19.81	B. & O. Conn. BATES -----X	12.81
N. Y. C. Conn. VICKERS -----X	21.29	EVANS End of double track -----	14.10
Bay Terminal Conn. PEW -----	21.55	UPPER BRIDGE -----	14.79
PICKLE STREET -----	22.71	KERPER -----	16.13
C. & O. Ry. Conn. STARR AVE. -----	23.60	N. K. P.-Wabash Conn. GOULD End of double track -----X	16.59
Toledo & Eastern Conn. RYAN -----	23.66	N. Y. C. Conn. NASBY -----X	18.63
N. K. P.-W. & L. E. Dist. Conn. CONSAUL ST. -----	24.58	N. Y. C. Conn. HILL AVE. YARD -----	18.70
L. F. D. & R. R. Term. Conn. N. K. P.-W. & L. E. Dist. IRONVILLE -----X	25.68	T. A. & W. Conn.-N. Y. C. VULCAN -----X	20.04
C. & O. Conn. MILLARD AVE. -----	25.81	D. T. & I. Conn. TEMPERANCE -----	24.41
LOWER BRIDGE -----	27.10	C. & O.-P. M. Conn.-M. C.-N. Y. C. TOWER K -----X	26.11
D. & T. S. L. Conn. D. & T. S. L. CROSSING -----X	28.34	A. A.-M. C.-C & O.-P. M. Conn. HALLETT -----X	27.19
D. & T. S. L.-A. A. Conn. BOULEVARD -----	28.59	D. & T. S. L.-A. A. Conn. BOULEVARD -----	28.59

X Denotes crossing with railroad.

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DIRECTION B—FIRST CLASS

STATIONS	BIG 4 10 DAILY EXCEPT SUNDAY	BIG 4 12 DAILY	BIG 4 14 DAILY
P. Co.-C. & O. Conn. WALBRIDGE -----X	l 12:48 A. M.	l 1:28 A. M.	l 12:46 P. M.
N. Y. C., Conn. STANLEY -----X	a 12:50 A. M.	a 1:30 A. M.	a 12:48 P. M.

Trains Direction A are of Superior Direction (See Rule No. 9, special instructions).

X Denotes crossing with railroad.

DIRECTION A—FIRST CLASS

STATIONS	BIG 4 11 DAILY	BIG 4 13 DAILY EXCEPT SUNDAY	BIG 4 15 DAILY
N. Y. C., Conn. STANLEY -----X	l 4:59 A. M.	l 5:15 A. M.	l 2:15 P. M.
P. Co.-C. & O. Conn. WALBRIDGE -----X	a 5:01 A. M.	a 5:17 A. M.	a 2:17 P. M.

Trains Direction A are of Superior Direction (See Rule No. 9, special instructions).

X Denotes crossing with railroad.

LOCATION OF DAY AND NIGHT TELEPHONE STATIONS (Including Dispatcher's Phone)

Dispatcher's
Office Calls

Dispatcher's Office -----	DI
Boulevard Yard Office -----	
A and B end Boulevard Yard -----	
Hallett Tower -----	XN
Tower "K" -----	K
Temperance -----	
Crossover A main, Tremainsville Road. -----	
Vulcan -----	
Hill Ave. Yard Office -----	
A end Hill Ave. Yard -----	
Nasby Tower -----	AV
Gould Tower -----	GD
Gould Yard Office -----	
Evans -----	
Bates Tower -----	BS
Bates Yard Office -----	
Rossford Ordnance Depot -----	
Stanley Tower -----	SA
N. Y. C. Yard Office, Crandall Road -----	WI
B end of Walbridge Yard -----	
A end of Walbridge Yard -----	
Walbridge Tower -----	WR
C. & O. Ry. Yard Office, Walbridge -----	WD
Vickers Tower -----	VK
Bay Terminal R. R. -----	
Pickle Street -----	
Starr Avenue at O. P. S. conn. -----	
Consaul St. crossover. -----	
Consaul St. -----	
W. & L. E. Transfer Yard Office -----	
Ironville Tower -----	VI
C. & O. connection, Millard Ave. -----	MI
Sinclair Refining Co. Switch -----	
Lower Maumee River Bridge -----	
D. & T. S. L. Crossing -----	
Boulevard Tower -----	AX
D. & T. S. L. South end of Lang Yard -----	

When doing work on interchange, industrial or team tracks it may be that same are protected with derails and care must be exercised when performing this work.

USE OF TELEPHONE

In order to get central, remove receiver and if line is not busy, hang it up and give ring with crank. At completion of conversation, hang up receiver and give another ring with crank, this being an indication that you are through.

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

Independent telephones in connection with Stanley Tower and Gould Tower, installed at the following locations:

Stanley

Direction A—On post of advance home signal and home signal.

Direction B—On post at East Broadway, at Yard E connection switch and home signal.

Gould

On high signals, A and B from crossing.

Vulcan

On stub pole alongside B main at Dir. B home signal.

On telephone pole alongside B main across main tracks from Dir. A home signal.

Train crews must use above telephones whenever necessary to facilitate the movement of their trains.

REMOTE CONTROL VULCAN

Crossing at Vulcan governed by remote control and interlocking rules govern.

Do not whistle for signal. If signal is red, contact Toledo Terminal Dispatcher immediately.

AUTOMATIC BLOCK SYSTEM

Automatic Block System is in use:

Double Track:

"A" Main between Vickers Interlocking home signal and Ironville interlocking.

"B" Main between home signal at Ironville and Vickers Interlocking Home signal.

Signals indicated by number plates.

PICKLE STREET INTERLOCKING

Switches and signals are remote controlled from Vickers Tower and interlocking rules govern.

Enginemen or trainmen finding signal indicating Stop must call signalman at Vickers Interlocking.

In event of switch machine failure, on instructions from signalman, switch may be thrown by hand-throw lever of dual control switch, in compliance with instructions in telephone box at Pickle Street and train or engine may then proceed at restricted speed.

Additional instructions for hand throwing of switch are located in Vickers Tower and in telephone box at switch.

Rules D-251 to D-254 inclusive, governing the movement of trains with the current of traffic on two or more tracks, by block Signals, will be in effect except Rules D-252 and D-253 will be modified as follows:

Rule D-252. Change word "Superintendent" to "Train Dispatcher".

Rule D-253. The train dispatcher must be advised in advance, of work to be done or of any known condition which will prevent train making usual speed.

Manual block system rules will be in effect between Ironville and Vickers Interlockers for movements against current of traffic.

Rules 317-A and M-331. For Absolute Block for opposing and following movements govern the movement of passenger trains.

Rules 317-B and M-331. For Absolute Block for opposing movements and Permissive Block for following movements of trains other than passenger trains.

(Rule M331 first paragraph is modified to require use of Form "B" instead of Form "A".)

AUTOMATIC BLOCK SYSTEM RULES

Rule 505. Block signals govern the use of the blocks, but, unless otherwise provided, do not supersede the superiority of trains; nor dispense with the use or the observance of other signals whenever and wherever they may be required.

Rule 505a. Where an interlocking is in use in automatic block system territory, interlocking rules govern movements through the interlocking. Interlocking home signals will be used also as block signals.

Rule 508. Block Signals for a track apply only to trains moving with the current of traffic on that track, except where Rule D-261 is in effect.

Rule 508a. A train having passed beyond the limits of a block must not back into that block without protection as prescribed by Rule 99.

Rule 509. When a train is stopped by a Stop-indication, it must stay until authorized to proceed, or in case of failure of means of communication it may proceed when preceded by a flagman to the next signal displaying a proceed or approach indication.

Rule 510. When a train is stopped by a block signal which is evidently out of order, the fact must be reported to Dispatcher.

Rule 511. Both switches of a crossover must be open before a train or engine starts to make a crossover movement, and the movement must be completed before either switch is restored to normal position.

Rule 512. Vacant.

Rule 513. Unless otherwise provided, in automatic block system territory, yard engines or trains before entering a main track, or crossing from one main track to another must obtain permission from the signalman or train dispatcher. This permission must not be given unless it is known that the movement of an approaching train will not be affected. This will not relieve employes in train service from the duty of promptly and properly protecting their train.

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

Rule 514. A train or engine entering a block between signals must be protected as required by the rules and must proceed at restricted speed.

Rule 515. Unless otherwise authorized engines with less than 30 feet wheel base, including tender, must not be operated in automatic block system territory except when coupled to another engine or car.

Crossovers "A" from Starr Avenue and "A and B" from Consaul St. will be bolt locked. To release crossover switches, unlock and reverse lever in stand adjacent to one end of crossover, after which hand switch stands can be operated. Crossover switches must be kept bolt locked in normal position when not in use. Bolt lock levers actuate automatic signals.

All other main track switches between Vickers and Ironville are electrically connected with automatic signals and switch levers actuate automatic signals.

Before crossovers or main track switches in this territory are used, trainmen will be governed by Rule 513.

Sun Oil Company switch on "A" main at Pickle Street is electric locked. Trainmen using switch must call towerman at Vickers tower for an unlock. After use of track is completed, switch must be restored to normal position, locking lever in electric lock placed in locked position, case locked and Vickers towerman notified.

Additional instructions on operation of Electric lock on Sun Oil Company switch at Pickle Street will be posted in telephone box near Pickle Street.

SPECIAL INSTRUCTIONS

1. All Toledo Terminal Railroad employees must have a copy of time table and book of rules while on duty. When using foreign rails, employees will be subject to their rules and regulations governing train movements and be moved only by proper authority of such company. Foreign line operation may be either on Eastern or Central Standard Time.

All foreign train and engine crews while on the tracks of the Toledo Terminal Railroad are subject to the

time table (which they must have in their possession), rules and special instructions of the Toledo Terminal Railroad. Where foreign crews are not entirely familiar with the physical characteristics of the Toledo Terminal Railroad, they must have pilots to be furnished by the Toledo Terminal Railroad Co. Under no circumstances will tenant lines furnish pilot unless permission is granted by authority of Supt. Oper. & M. P.

2. Present rule 91 of the Book of Train Rules is canceled.

New rule 91 will read as follows: "Unless some form of block signals is used, a train following a train carrying passengers must keep not less than five minutes behind it."

3. Conductors and Enginemen must compare train orders and be sure that they understand them alike. Conductors will show train orders when received to the flagman and brakeman. The Engineman will do likewise with the fireman and brakeman. At non-telegraph stations, conductors will personally take orders, making an additional copy and mailing same to the Chief Dispatcher at Boulevard.

Conductors of trains having meeting point at non-telegraph station, will communicate with dispatcher immediately on arrival at such station, if opposing train is not in sight.

4. A train unable to secure train orders on account of wires down will proceed under protection of a flag and in accordance with Rule 99, Book of Rules.

5. Trains must approach the end of two or more tracks, junctions, railroad crossings at grade, and drawbridges, prepared to stop, unless the switches are properly lined, signals indicate proceed, and track is clear. Where required by law, trains must stop.

Trains must stop not less than 200 feet nor more than 800 feet before crossing any drawbridge or steam railroad at grade, except where interlocking signals are in use. See modification under rule No. 26.

All members of train and engine crews must communicate to each other by its name the indication of all signals affecting the movement of their train.

6. All trains operating on Toledo Terminal Railroad without caboose must display required number of regulation signals on rear end, both day and night.

7. No train will be handled over Toledo Terminal Railroad tracks unless equipped with 100% air, in accordance with the State and Federal law.

8. On single and double track, the display of white flags and white lights as prescribed by Rule No. 21 of book of rules, will be omitted on all extra trains except passenger extras.

SUPERIOR DIRECTION

9. Direction A movement of trains from Boulevard via Hallett are superior to trains of same class in opposite direction known as Direction B.

On double track all trains will use right hand track, unless otherwise ordered by dispatcher.

SPEED RESTRICTIONS

10. Speed restrictions, unless otherwise restricted, are shown in miles per hour and apply to entire train.

Passenger trains	40
Freight trains	30
Passenger and freight trains on curves	30
Through interlockers	20
Engines running backward except Diesels	20
Engines without lead wheels	20
Through wye connection with NYC (T&OC) Stanley 15	

Between Summit Ave. and Boulevard ----- 15
 South wye leading to D&TSLRR ----- 10
 Over D. & T. S. L. Crossing ----- 15
 Moving against current of traffic over public road
 crossings protected with flasher warning signals 15
 Over Upper Maumee River Bridge ----- 10
 Walbridge—Through Passenger wye connection with
 C. & O. ----- 12
MEDIUM SPEED—A speed not exceeding one-half au-
 thorized speed, but not exceeding 20 miles per hour
 for passenger trains, 15 miles per hour for freight
 trains.

LOW (RESTRICTED) SPEED—A speed that will permit
 stopping short of another train or an obstruction but
 not exceeding 8 miles per hour.

All trains, regardless of class, must reduce speed for
 all facing point switches at night when switch light is not
 burning, so that they may know before passing over that
 switch is in proper position, and report it to Dispatcher
 at first stop. Train or engineman must relight switch
 lamps found not burning at switches where stop is made
 to enter or leave main track.

11. Trains using yard tracks as running tracks must
 run through same under full control, prepared to stop,
 unless the track is seen to be clear.

YARD LIMITS

12. Yard limits are designated by yard limit boards
 as follows:

Boulevard—Suder Ave. to Detroit Ave. team track, in-
 cluding Cherry St. District, Stock Yards and Toledo
 Scale.

Temperance—Lewis Ave. to Berdan Ave.

Hill Ave.—Wright's Siding to Wayne St.

Gould—Yarmouth Drive to Copeland Boulevard.

Bates—Signal governing spring switch at Evans to
 400 Ft. "A" from Lime City Road, including Larowe
 Milling Co. and Libbey-Owens-Ford Glass Co.,
 and new Rossford Yard.

Walbridge—400 Ft. Direction B from A. B. Caple Co.
 switch to Direction B. home signal, Walbridge tower.

Consaul St.—150 Ft. Direction B from Starr Ave. to
 1670 Ft. Direction B from Lower Maumee River
 Bridge, including Furnace Lead and all tracks in
 Front St. District.

13. Within yard limits the main track may be used,
 protecting against first class trains, (See second para-
 graph of Rule 9.)

Extra trains (including passenger extras) and engines
 must move within yard limits prepared to stop unless
 the main track is seen or known to be clear.

All trains moving against the current of traffic within
 yard limits must move prepared to stop unless the track
 is seen or known to be clear.

(See special instructions, rule 23.)

BRIDGE REGULATIONS

14. Lower Maumee River Bridge.

Interlocking—Color light signals.

15. No engines, except as noted below, will be per-
 mitted to double head over Upper Maumee River Draw
 Bridge unless there are at least five cars between them.

Following classes of foreign locomotives permitted to
 operate single headed over Upper Maumee River Bridge.
 All classes and numbers refer to steam locomotives
 unless otherwise noted.

CLASS	NUMBERS	CLASS	NUMBERS
B. & O.		D. & T. S. L.	
L-2	600-714	2-8-0	15-20
E-27	2504-2913	2-8-2	21-32
Q-1	4000-4161	0-8-0	106-115
	4170-4329	N. Y. C.	
Q-2	4162-4169	G	910-1199
Q-3	4500-4574	H-5	1202-1649
	4576-4599	H-6	1700-1894
Q-4	4400-4499	H-7	1950-2069
	4600-4637	H-10	2080-2399
P-3	5100-5129	K-14	4390-4399
P-5	5200-5229	K-11	4401-4599
C. & O.		K-3	4603-4899
G-3	150-159	K-5	4905-4940
G-4	161-169	J-1	5200-5404
G-5	700-708	J-3	5405-5454
K	1089-1098	B-10 & B-11	6601-6999
K-1	1100-1155	B-56	7002-7087
C.&O.-P.M. DISTRICT		U	7201-9024
	600 HP Diesel 1800	G	9326-9397
	1000 HP Diesel 1815-1818	H-8 & H-9	9505-9594
C-16		WABASH	
	380-394	D-10 Diesel	300-317
G-1	725-749	E-4	602-608
G-2	750-774	J-1	660-675
B-4	2975-2989	J-2	683-699
C-9	40-49	P-1	700-704
C-10	340-349	C-3	1525-1544
C-13	350-359	C-4	1545-1569
C-11	360-369	G	2064-2087
	PM Engine 375	K-2	2201-2220
	PM Engine 924	K-1	2401-2462
Following classes of foreign locomotives permitted to double head over Upper Maumee River Bridge.			
CLASS	NUMBERS	CLASS	NUMBERS
C.&O.-P.M. DISTRICT		N. Y. C.	
P. M.	10-11	DFA Diesel	1000-1107
	20-22	"	1600-1841
	51-54	DFB "	2400-2442
	55-64	DCA "	3200-3203
	80-85	DCB "	3210-3211
C&O	95-98	DFB "	3300-3364
	101-108	DCA "	3500-3503
	1840-1847	DCB "	3600-3601
	1850-1856	DFB "	3700-3709
MSA-10	5000-5015	DFA "	3800-3821
SA-10	5016-5057	DPA "	4000-4061
MSE-10	5060-5065	DPB "	4100-4113
SE-10	5066-5079	DPA "	4200-4214
	5200-5213	DPB "	4300-4304
	5214-5239	DPA "	4400-4405
	5500-5501	"	4500-4507
MRSA-15	5500-5501	DFA "	5000-5017
RSB-15	5530-5532	DFB "	5100-5104
MTB-16	5533-5569	DRS "	5600-5712
MTA-16	5570-5595	"	5800-5815
MTB-16	5700-5798	"	5820-5836
N. Y. C.		DFA "	6600-6607
DES Diesel	506-513	DFB "	6900-6903
"	526-566	DRS "	7000-7012
"	567-621	DFT "	7100-7118
"	650-704	DRS "	7300-7301
"	750-761	"	8100-8113
"	800-916	"	8200-8307
"	950-957	DES "	8400-8411

CLASS	NUMBERS	CLASS	NUMBERS
DES Diesel	8500-8589	N. K. P.	
"	8600-8610	C-1-A	276-295
"	8700-8951	B-5	351-386
"	9100-9120	B-11-C	396-397
"	9600-9607	G-8 & G-9	901-916
"	9800-9820	BS-10-A-Diesel	100-101

No other foreign power will be permitted to operate over Upper Maumee River Bridge until Toledo Terminal Engineering Department has been furnished Cooper equivalent for such locomotives to determine their safe passage, and authority granted for movement.

Enginemen in charge of motive power not listed above and ordered to operate over Upper Maumee River Bridge, will notify and receive permission from Train Dispatcher before making such movement.

16. Enginemen will not work injectors or in any way discharge hot water or steam from locomotives while passing over bridges and trestles.

WHISTLE SIGNALS

17. Rule 14 (1) of the Book of Rules, requiring "two long and two short blasts of the engine whistle" on approaching public crossings at grade, is changed to "TWO LONG, ONE SHORT AND ONE LONG BLAST."

These four whistle blasts must altogether consume not less than 10 seconds and be so timed with the speed of the train that the blast will be continued until the engine is entering the crossing at grade.

Engine whistle signals for flagging:

- o o o Flagman protect rear of train.
- — — — — Flagman may return to trains Dir. A.
- — — — — Flagman may return to trains Dir. B.
- o When running against the current of traffic: (1) Approaching stations, curves or other points where view may be obscured. (2) Approaching passenger or freight trains and when passing freight trains. (3) Preceding the signals prescribed by Book of Rules, Rule 14 (d) and (e).

18. Unless otherwise instructed, the following code of whistle signals will be in effect to secure route desired at interlocking plants—one long blast of whistle for main track, one long and one short blast of whistle for diverging movement and four short blasts of whistle for movement beyond the signal.

19. At Boulevard tower the following code of whistle signals is in effect:

Outbound trains from Toledo going Direction A will sound five short blasts of the whistle. Going Direction B, will give one long blast.

Inbound trains, Direction A, will sound one long blast of the whistle, and Direction B, five short blasts.

20. Engines making deliveries to the Ann Arbor at Boulevard Tower, will give one long and one short blast of the whistle.

Engines making delivery to M. C. R. R. at Hallett will give one long and one short blast of whistle and making delivery to the C. & O.-P. M. Dist. will give one long and two short blasts.

RAILROAD GRADE CROSSINGS AND JUNCTIONS GOVERNED BY SIGNALS

Location	Railroad	Character of Signals
Boulevard Hallett	A.A. AA-MC-C&O	Color light signals.
	PM Dist	Semaphore.
Tower "K"	MC-NYC	Semaphore.
Vulcan	NYC	Color light signals.
Nasby	NYC	Color light signals.

Gould	NKP-Wabash	Color light signals.
Bates	E&O	Color light signals (Position)
Stanley	NYC	Color light signals.
Walbridge	C&O-PCo	Position light signals (White)
Vickers	NYC	Color light signals
Pickle St.		Color light signals
Ironville	NKP-W&LE	
	Dist-LFD	
	&RR Term	Color light signals
Millard Ave.	C&O	Color light signals

The indications and aspects given by combination of two or three lights, one of which may be out, must be regarded as an imperfectly displayed signal, train will stop, then proceed under operating rules and indication given by one of color lights.

EMERGENCY SIGNALS AT NASBY, BATES, STANLEY AND WALBRIDGE INTERLOCKING STATIONS

(Whistle or horn)

One long whistle—All trains within interlocking limits stop immediately.

Two short whistles—Resume normal movement after receiving proper signal or permission from signalman.

22. Except as provided in rule 23, clearance order Form 526 will be used as authority for movement of trains with the current of traffic, on double track, between stations. Form "19" train order with clearance Form A will be used as authority for movement of trains on single track and against the current of traffic between stations except in positive block territory between Stanley and Walbridge.

23. Absolute block will be maintained for first-class trains between Walbridge and Stanley and the home block signals of interlocking plants at Walbridge and Stanley will be used for such block.

A train must not be admitted in block occupied by a passenger train or a passenger train admitted in block occupied by a preceding train. The movement of all trains in both directions, with or against the current of traffic, between Walbridge and Stanley, will be governed by home block signals, whose indications will supersede time table authority and will take the place of train orders.

Toledo Terminal trains receiving proceed indication on home signal either at Stanley or Walbridge and their train occupying main track while performing work, will secure permission from dispatcher to hold such main track on the time of first-class trains due or overdue.

Towerman at Walbridge and operator at Stanley will be held responsible for movement of all trains between those points.

If, from any cause, a signalman is unable to communicate with the next signal station in advance, he must stop all trains approaching in that direction. Should no cause for detaining a train be known, it may then be permitted to proceed with Clearance Card, Form B, providing 10 minutes have elapsed since the passage of the last preceding train.

Trains going into Walbridge yard proper, Direction A, must report into clear to operate at Stanley and Direction B to towerman at Walbridge. Engines or trains desiring to use main track (or tracks) within this territory, conductor must get permission from either operator at Stanley or towerman at Walbridge.

Engines or trains occupying main track at Walbridge, desiring to cross over to the other main track through manually operated switches at A end of Walbridge Yard,

must first secure permission from towerman at Walbridge for such movement.

Engines or trains into clear at Walbridge yard and again desiring to use main track (or tracks), Walbridge-Stanley District, through manually operated switches at "A" end of Walbridge yard must first secure permission from Towerman at Walbridge for such movement and desiring to use main track (or tracks) through interlocked switches at "B" end of Walbridge yard must secure permission from Operator at Stanley.

Engines with or without cars, when moving into Pennsylvania Railroad Co. interchange tracks to clear trains moving on main track, permission to again occupy main track must be secured before main track switches are used.

No trains will foul lead or crossover located at Direction A end of Walbridge yard. (See Rules Nos. 5 and 36).

Trains moving direction B out of O&O yard connection will move with the current of traffic unless otherwise instructed. For such movements, trains will use hand operated crossover near direction A end of Walbridge yard.

The use of clearance cards, Form "A", as authority for movement of trains between Walbridge and Stanley, in both directions, with or against the current of traffic, is discontinued and trains will be governed by block signal indications. Before these trains are permitted to enter this block territory, towermen at Walbridge and operators at Stanley will furnish dispatcher with engine number, crew and consist of train; on arrival on Toledo Terminal tracks will report such train movements to dispatcher and enter them on Block Record, Form No. 522.

Trains originating at either Walbridge or Stanley for movement over Toledo Terminal rails beyond Stanley or Walbridge, must be provided with clearance order, Form 526, as authority for such movement.

AUTOMATIC INTERLOCKED CROSSING

24. Furnace Spur. Crossing of NKP-W&LE Belt.

Dwarf signals on Toledo Terminal Railroad are located two hundred and twelve (212) Ft. South of crossing and one hundred and eighty (180) Ft. North of Crossing. Dwarf signals will be continuously lighted and will normally show a "Red" indication.

End of track circuits on Furnace Lead, No. 1 and run-around track in new yard, actuating these signals, are marked in yellow on the rails.

A train moving on track circuit will change signal to "Green" unless track circuits on W&LE are occupied.

Trains moving over Toledo Terminal to W&LE or W&LE to Toledo Terminal must line both switches of wye connecting before signal will display "Yellow".

If the signal does not clear within one minute after track circuit is occupied and no trains approaching, the trainman should unlock and open the time release housing located South of the diamond, marked T. T., and operate the time release by turning the knob to the right until the pointer points to "zero" and then close and lock door. After approximately two minutes the signal should clear. If it does not then clear, train may move over the crossing under flag protection and the Toledo Terminal Dispatcher notified.

Cars or engines must not occupy track circuit portion of tracks except in train movements.

NON-INTERLOCKED CROSSINGS

25. Signal located alongside of Direction A main track, 650 Ft. Direction B from Sinclair Refining Co.

sidings switch, is connected by track circuit with both crossover switches and Sinclair Refining Co. switch.

This signal indication does not supersede rules Nos. 13 and 35 of special instructions of time table.

26. Boulevard. Crossing of the D. & T. S. L. R. R. is governed by target at the crossing and color light signal located eight hundred eighty (880) feet direction B from crossing. When target is in horizontal position D. & T. S. L. R. R. trains will stop and proceed; when target is in a perpendicular position, Toledo Terminal R. R. direction B trains will stop and proceed; when target is in a perpendicular position and top light of color light signal shows yellow, Toledo Terminal direction A trains moving with current of traffic will proceed without stopping; direction A trains moving against current of traffic, when target is in perpendicular position, will stop and proceed. When target is in a diagonal position no trains may proceed over crossing but trains may move to or from the D. & T. S. L. R. R. via wye connection. Direction A trains moving to the D. & T. S. L. R. R. via wye connection, will receive top light red and lower light yellow on color light signal when target is in a diagonal position.

Speed limit fifteen (15) miles per hour.

Position of target is indicated by red lights at night.

Color light signal protects movements of trains using crossover.

DOUBLE TRACK

27. Double track is in operation Direction A, from Evans to Yarmouth Drive and Direction B, from Yarmouth Drive to Evans.

Trains turning at or clearing main track at an intermediate point, will notify the dispatcher and before again occupying main track must obtain permission from dispatcher before proceeding.

At Evans end of double track there is an automatic spring switch normal position for A main track, governed by color light signal. High switch stand is for hand operation.

In pulling through this switch, trains will not exceed a speed of fifteen miles per hour. Dir. B trains at Evans, having occasion to stop on switch must not take up slack until points have been thrown by hand. Running switches through these points must not be made. Sand must not be applied at switch points.

28. Use of railroad radio equipment must be in conformity with the instructions in book sub-titled "Railroad Radio, General and Operating Rules."

29. Engine and trainmen will be on the lookout for order boards and messages when passing all stations.

30. Indication of signals day and night will be communicated as follows: Green, clear; Yellow, proceed with caution; Red, stop.

31. Enginemen will not dump ash pans while on private sidings, industrial tracks, around switches or interlockers and must see that ash pans of engines are closed while passing over all bridges and trestles or where gasoline or other explosives or inflammable materials are manufactured, loaded or unloaded.

When ash pans are dumped on tracks, fire must be extinguished immediately and cinders shoveled from between rails by enginemen dumping them.

32. Enginemen must not use sand while passing over the movable part of interlocking plants and rail lubricating machines.

33. A train finding a fusee burning upon or near its track, will stop, remove fusee and then proceed with caution prepared to stop short of a train or obstruction.

Trainmen when placing or dropping a fusee will, so far as possible, place it on the engineer's side of the track, and outside of the rail.

Trainmen must at all times exercise caution in the handling of fusees.

34. Diesel locomotives must not be stopped over burning fusees, burning switch heaters, car thawers, ash pan heaters, ash pits, or hot ashes, on the track, or any other open flame lights or fires.

Diesel locomotives will not be operated through water that is more than four inches above top of rail. If rail is submerged less than four inches, diesel locomotives will not exceed three miles per hour over the portion of submerged track.

Diesel units moving dead must not be coupled together without authority of Supt. Oper. & M. P.

35. Running switches must not be made over electrically locked or power switches.

36. Engines with or without cars must not foul main track until switches are properly set.

All trains and engines must approach crossovers within yard limits expecting to find same in use at all times and will be held for their failure to do so.

Engines with or without cars must not foul ladder track switches on yard leads until all switches are properly lined and the lead is known or seen to be clear.

37. Kicking of cars into tracks with such violence as to cause damage to cars or their contents is strictly forbidden.

AIR BRAKE INSTRUCTIONS

38. Trains must not leave terminals unless all brakes are operative, except in case of emergency, and must not run with less than 85% of the cars with operative brakes next to the locomotive associated together and ahead of any cars with inoperative brakes. If it becomes necessary to cut the brake out on a car in a train between terminals it is permissible to take car through to terminal without changing its position in the train. When the brakes on two or more consecutive cars or the car next to the engine are cut-out, the cars must be rearranged so that the brakes on at least every second car and that next to the engine are in good condition.

TERMINAL TRAIN BRAKE TEST, (Freight)

After the brake system on a freight train is charged to not less than 65 lbs. a fifteen-pound service reduction must be made upon request or proper signal, and the number of pounds of brake pipe leakage per minute must be noted as indicated by the brake pipe gauge, after which the reduction must be increased to a total of twenty pounds. Then an examination of the train brakes must be made to determine if brakes are applied in service application on each car. that the piston travel is correct, (not to exceed ten inches), and that brake rigging does not bind or foul. Upon receiving a release signal the brake system must be recharged and each brake examined to see that it releases properly. Brake pipe leakage must not exceed 7 lbs. per minute.

ROAD TRAIN BRAKE TEST, (Freight)

Before an engine is detached or an angle cock closed on an engine or car the brake must be fully applied. When one or more cars are added to a train at any point the cars added, when in the train order in which they are to be hauled, must be tested as outlined above for a Terminal Air Brake test.

When an engine, with or without cars, is coupled to a train or cars which have already been given the individual car brake test the brake system must be charged and it must be known that pressure is being restored and brakes released on the rear car. In the

absence of a caboose gauge the brake on rear car will be applied and released.

When cars are not moved out of terminals or set off short of destination account defective, conductor will notify yardmaster, giving car number, initial and destination of car.

When helper engine is used on rear end of freight trains, the air brake must be coupled up to helper engine and operated from leading engine. If necessary to cut helper engine off without stopping train, the angle cock will be closed on rear end of the last car or caboose, the uncoupling lever raised and signal given to helper engine to stop helping. When the helper engine drops back far enough to pull the hose apart the brakes on helper engine will set and stop the engine, so that the helper engine will not collide with the train should there be an air hose burst just after cutting off.

When a train is stopped suddenly, or by application of the brakes, other than by application made by an engineman, engineman and trainmen will promptly flag all trains approaching on other tracks unless it is known that no other track is obstructed.

The air brakes should not be applied from the rear to stop train except in case of immediate danger or other emergency.

39. The unnecessary use of locomotive whistle within Toledo city limits is prohibited.

40. When necessary to cut a train at a highway grade crossing, the ends of the cut, where practicable, shall be not less than fifty feet from the center line of the crossing and a member of the crew will remain at the crossing to protect highway traffic as indicated above, until the cars have again been coupled.

If necessary to cut a train at more than two highway crossings and there are not sufficient members of the crew available to protect highway traffic at each crossing, the ends of the cuts at the crossings which cannot be protected should, where practicable, be left standing not less than one hundred and fifty feet from center line of the crossing. A member of the crew should station himself in position to insure that all highway traffic has been stopped before signaling the engineman to make the movement.

41. In the movement of engines with or without cars while switching over highway grade crossings, industrial or team tracks, a member of the crew will protect highway traffic at crossing regardless of whether or not crossing is protected by warning signals, by preceding each movement over the crossing and see that all highway traffic has been stopped before signaling the engineman to proceed. The same protection will be given whenever a train or engine takes a siding and obscures the view from the highway of an approaching train.

When a car or cars are set off or placed on any track they must be left standing not less than one hundred and fifty feet from the center line of a highway crossing when the space permits.

42. From 30 minutes before sunset to 30 minutes after sunrise a red light must be displayed on the rear of last car of all cuts occupying main or running tracks. If engine is detached and cars are left standing on such tracks, a red light must be displayed on both ends of cuts.

43. Defective car when set off for repairs while enroute or short of destination, will be left near road crossing or point where automobile can be driven to or repairmen reach without difficulty, consistent with operating requirements and law. Conductor must notify yardmaster of the location where such car is set off.

The following instructions must be observed as far as practicable and other duties will permit. Employees will observe passing trains for defects, and should there be any indication of conditions endangering the train, take such measures for its protection as may be practicable.

Trainmen of freight and passenger trains will observe passing trains and if any defects are noted, such as brakes sticking, brake rigging down, swinging doors, hot boxes, objects protruding that may result in damage or injury, will signal members of such trains, calling attention to dangerous conditions, and if nothing irregular is noted, will give proceed signal to rear of passing train when it is practicable to do so.

Train and engine crews on moving trains will be on the lookout for signals, when passing other trains, interlocking, block, water, coaling and other stations, sidings and points where trackmen are working, and when practicable, exchange signals.

The following signals will be used where other signals are not required:

HOT JOURNAL	By Day	Nose held with one hand, with other hand pointed toward track.
		By Night
BRAKES STICKING	By Day	Hands shoved in sliding motion out from body.
	By Night	Lamp raised and held stationary.

BROKEN WHEELS	} Stop Signal.
DEFECTIVE TRUCK	
DRAGGING BRAKE CONNECTION	
LADING SHIFTED OVER SIDE OR END OF CAR	
SWINGING CAR DOOR OR ANY OTHER DANGEROUS CONDITIONS	

44. Employees are required to familiarize themselves with all close clearances in territory in which they operate, both for their own protection and the protection of the company.

When switching industrial, team, freight-house, company repair tracks or yards and company material tracks, the conductor or one of his brakeman must see that cars being loaded, unloaded or repaired are not moved until all persons in or under or about such cars have been notified and all obstructions under or about the cars, and attachments, such as pipe connections to tank cars are removed. When such cars are moved they must be returned to their original location, unless otherwise ordered.

When switching at industries or company material tracks, crews will examine the loading of open cars and if found in an unsafe condition to move, such cars will not be moved.

When cars are left on siding or yard tracks they must be put in far enough to stand parallel with and clear of other tracks with brakes set.

When handling cars on incline or depressed tracks, air must be coupled up and the condition of the brakes on the cars ascertained before movement is made. Cars left on incline or depressed tracks must have hand brakes securely set and wheels blocked.

Cars must not be shoved on yard tracks, team tracks, interchange tracks or industrial tracks until a member

of the crew is stationed at the opposite end of such track or a member of crew riding lead car for the purpose of ascertaining the amount of room or clearance.

45. When rules require the headlight to be displayed, it must be dimmed while passing through yards where yard engines are working; approaching stations at which stops are to be made; approaching train order signals, junctions, terminals, or meeting points or standing on main track at meeting points and on two or more tracks when approaching trains in the opposite direction.

46. Destruction of a switch lock is cause for dismissal.

47. Foreign crews at the time of an accident or personal injury, must make immediate verbal report to the dispatcher, giving all details, regular company form of accident to be mailed to the Superintendent.

48. In all cases of personal injury of company employees, where medical attention is required, Dr. T. H. Brown, 1838 Parkwood Ave., Office phone MAin 7297, Residence phone LAwndale 4336, will be notified at once. Where ambulance and hospital service is required in such cases, Bunting Ambulance Service, 2354 Whitney Ave., EMerson 5152, will be called and injured person removed to St. Vincent's Hospital. Phone MAin 8161. Personal injury to other than employees, shall be placed in charge of civil authorities.

A verbal report of all personal injuries and/or crossing accidents must be made at once by Conductor or employee in charge, to the dispatcher, giving full details, securing the name of all witnesses, the license number of auto damaged in accident and the license number of the automobiles of the witnesses. Reports must be properly made out by all members of crew, also employees who witness accident and mailed to the Superintendent before going off duty. Employees should put forth every effort to secure all information possible in connection with such accidents and when automobiles, vehicles of every kind or pedestrians are struck on crossings, close attention should be given as to their location when first seen, also the location of train or engine and distance train moved after accident occurred. It should also be observed whether or not crossing signals were in operation at time of accident. For train accidents, verbal report must be made to the dispatcher as soon thereafter as possible, by the conductor. Conductor and Engineer must make out separate Form No. 458 (Conductor's and Engineman's report of Train Accident) and mail to the Supt. Oper. & M. P. before going off duty.

Enginemen will be held responsible for knowing that rerailing frogs and chains are replaced properly on engines after having been used.

When persons become injured, which may have been caused by defective appliances, tools, cars or machinery, an inspection must be made at once by employee in charge to determine the condition, and in case of defective car or engine, initial and number must be given. Such appliances, tools, cars or machinery must also be examined by an authorized inspector and broken parts sent to Supt. Oper. & M. P.

Employees who witness or have any knowledge of an accident must not give information concerning the same to any person other than an officer or 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 any employe.

HOURS OF SERVICE LAW

50. The Hours of Service Law requires that no employe in train service shall be permitted to be continuously on duty for more than sixteen consecutive hours, nor be permitted to be on duty more than sixteen hours in the aggregate in any twenty-four hour period, except in case of casualty, unavoidable accident or Act of God.

After being on duty sixteen consecutive hours, he must not be required or permitted to again resume duty without having been off duty ten consecutive hours, and, after being on duty sixteen hours in the aggregate in any twenty-four hour period, he shall not be required or permitted to again go on duty without having at least eight consecutive hours off duty.

Any employe concerned who may be ordered for duty before his legal rest period has expired, must report the fact to the proper officer before going on duty.

Train and engine crews after being on duty twelve hours will notify the dispatcher.

LIST OF INDUSTRIES AND PUBLIC TEAM TRACKS ON MAIN LINE

(Where capacity of sidings is given in cars it is based on 45 feet to the car.)

Ottawa River Paper Co. track 600 ft. Dir. B from Hallett, capacity 11 cars. A crossing has been placed on this track and it will not be permissible to allow cars to stand within less than 30 ft. of same. Crews working at this plant and not clearing circuit must flag Matzinger Road Crossing.

Toledo Area Sanitary District track, off "A" Main, 800 ft. "A" from Stickney Avenue.

Ohio Speciality Mfg. Co. track leads off of Direction A main track, 3400 Ft. Direction A from Hallett. Cleated Containers Corp. take delivery on this track.

Union Stock Yard spur leads off Dir. B main, 300 ft. Direction B from Tower "K".

Detroit Ave. Team Track leads off Dir. A. Main track, 1700 Ft. Dir. A from Tower "K", capacity 6 cars. Toledo Scale Co. spur leads off this track.

S. E. Johnson Co. Track, leads off Dir. A main track, 4100 Ft. Dir. B from D. T. & I. connection, capacity 3 cars. Cars for Henry L. Damm and Georgia and Pacific Plywood Co. take delivery on this track.

National Laboratories track, leads off Dir. B main track 2400 ft. Dir. B from D. T. & I. connection. Temperance.

A. O. Smith, Corp., (2 tracks) leads off Direction A main track, Direction A from DT&I connection.

Earl B. Rath Coal & Feed Co. Track, leads off Dir. A. main track, 800 Ft. Dir. B from Jackman Road, capacity 5 cars. Laskey Lumber Co. and Conlin Concrete Block Co. take delivery on this track.

Gallant Lumber Co. tracks lead off Dir. B main track at Jackman Road.

DuPont de Nemours & Co. Track, leads off Dir. B main track, 1000 Ft. Dir. B from Tremainsville Road, capacity 30 cars. Smoking strictly prohibited. Electric lanterns must be used within this plant.

Black Diamond Coal Co. Track, leads off of former interchange track with T. & W. Ry., Tremainsville Road.

Blue Line Fuel Co. Track, leads off of Black Diamond Coal Co. Track, Tremainsville Road, capacity 13 cars.

A. Netter and Son track, leads off Dir. B main track, Sylvania Ave., capacity 8 cars.

Monroe St. Team Track, leads off Dir. A main track at Central Ave., capacity 5 cars. Cars for Formed Steel Products Co., unless otherwise carded, also take delivery on this track.

Gise Coal Co. Track, leads off Dir. A main track, 1900 Ft. Dir. A from Central Ave., capacity 10 cars. Ed. B. Davis Coal & Supply Co., Amtsbuchler Coal Co., and Lee Coal Co. take delivery on this track.

Peirce Construction Co. Track, leads off Dir. A main track, 2200 Ft. Dir. A from Central Ave., capacity 15 cars. Cars for Kenwood Team Track and Blue Line Fuel Co. Plant No. 2 take delivery on this track.

Wright's Siding, leads off Dir. A main track at B end of Hill Ave. Yard limits, capacity 13 cars.

University of The City of Toledo track leads off Dir. A main track, 2100 ft. Dir. B from Vulcan, capacity 3 cars.

B. A. Leach Lumber Co. Track, leads off Dir. A main track, 1900 Ft. Dir. B from Vulcan, capacity 5 cars.

Helfinger Co. track leads off B Main 1000 ft. from N. Y. C. crossing at Vulcan. Westwood Products Co. takes delivery on this track.

Vulcan Team Track, Hill Ave. Yard, leads off Dir. B main, capacity 7 cars. Benner, Inc. take delivery on this track.

Toledo Machine & Tool Co. Track leads off Dir. B main at Hill Ave. Yard. Cars for them must be placed first in and ahead of any other cars taking delivery on this track.

Turpentine Coal and Coke Co. takes delivery on Toledo Machine & Tool Co. Track.

The Cities Service Oil Co., Toledo Central Supply Co., Benner, Inc., and Binney Castings Co. take delivery on track leading off of Toledo Machine & Tool Co. track. Capacity 24 cars.

Ace Steel Baling Co. track leads off B main track, 900 feet B from Hill Avenue. Capacity 14 cars.

Southern Wheel Division of The American Brake Shoe & Foundry Co. Track leads off interchange track with N. Y. C. R. R. at Nasby.

Wayne St. Team Track leads off Dir. A main track, 2500 Ft. Dir. A from N. Y. C. Crossing, Nasby, capacity 5 cars. Thyer Lumber Co. and Empire Petroleum Co. take delivery on this track. The portion of this track located Dir. B from Wayne St. is reserved for The National Cement Products Co., capacity 8 cars.

Toledo State Hospital Track leads off Dir. B main track, 2000 Ft. Dir. A from Wayne St.

Grow Solvent Co. track leads off Dir. A main track at Glendale Ave., capacity 4 cars. Howard Oil Co., takes delivery on this track.

Glendale Coal Co. track leads off of Dir. B main track, 500 Ft. Dir. A from Glendale Ave., capacity 5 cars.

Plaskon Division of Libbey-Owens Ford Glass Co. track leads off A main between Schneider Road and crossover at Gould. Smoking within the confines of this plant is strictly prohibited. Steam locomotives are not permitted to move on No. 1 track beyond a point 6 Ft. ahead of tank structures.

Kerper Team Track, 800 ft. Dir. A, from Wabash Crossing Gould, capacity 24 cars. Michigan Wholesalers tracks lead off of this siding.

Myers Siding at River Road Crossing, capacity 6 cars.

Evans Team track diverges from Dir. A main track at Evans, capacity 16 cars. Sickels Coal & Supply Co. takes delivery on this track.

Cranes Team Track, leading off Dir. A main track at Oregon Road, capacity 9 cars. George Biniker takes delivery on extreme end of this track.

Cable, A. B. Track, leads off Dir. B, main track, 1000 Ft. Dir. B from Oregon Road, capacity 16 cars.

Rossford Ordnance Depot track leads off A main, 300 Ft. B from Tracy Road.

Woodville St. Team Track, Woodville St. on A main track, capacity 8 cars. Hirzel Canning Co. take delivery on this track.

Standard Lumber & Coal Co. track leads off A main track, Oakdale Ave., capacity 6 cars. Cars for Carl W. Werner take delivery on this track.

Timm track leads off B main track at northwest angle of Woodville St. grade separation.

Sun Oil Company track (electric locked switch) leading off Dir. A main track at Pickle St., capacity 6 cars.

Sun Oil Company track, off "B" main, 1000 Ft. "B" from Navarre Avenue.

Hunt Foods of Ohio, Inc., Track (Harbauer) leading off Dir. A main track at Dearborn Ave., capacity 17 cars.

Kuhlman Builders Supply Co. track Consaul St. Use of trestle restricted to the first 200 feet only. (10 bins or 4 cars.) Columbia Concrete Products Inc. take delivery of carloads of cinders on this track.

Columbia Concrete Block & Supply Co., Consaul St., capacity 10 cars. Only one car will be placed beyond fence line.

Consaul St. Team Track, capacity 8 cars. Ohio Iron & Metal Co. take delivery on this track.

American Brake Shoe & Foundry Co., Wheeling St. on B track, capacity 20 cars.

Gulf Refining Co., 600 ft. A from Ironville on B track, capacity 3 cars.

Standard Oil Refinery, leads off Lakefront Dock & Railroad Terminal Co. lead. Pure Oil Co. located on extension of Standard Oil Tracks Nos. 1 & 6. Electric lanterns must be used within these plants. Caboose with fire in stove must not pass nor stand in the vicinity of Hortonspheres. Smoking within the confines of these plants is strictly prohibited.

Toledo Edison Co., Dir. A from Millard Ave., leads off B main, capacity 5 cars.

Sinclair Refining Co. track leads off Direction A main, 100 Ft. Direction A from Tiffin St. Smoking strictly prohibited within the confines of this plant. Electric lanterns must be used within this plant.

Summit Ave. Team Track, leads off of A main between Erie & Mayo Sts., capacity 4 cars.

Toledo Tank Co. track, off B main Just "A" from D&TSL crossing.

LIST OF INDUSTRIES AND PUBLIC TEAM TRACKS LOCATED BETWEEN BOULEVARD TOWER AND CHERRY ST.

Central Coal Co.
Daco Investment Co.
Davis, Sam
Edelstein & Son
Electric Auto-Lite Co.
Freeman Co. G. L.
G. I. Construction Co.
Giant Lumber & Construction Co.
Gosline, W. A. & Co.
Hayes Supply Co.
Howe-Weiss Oil Co.
Lakeside Biscuit Co.
Maumee Valley Supply Co.
Spieker Co., H. J.
Toledo Paper Stock Co.
Toledo Plate & Window Glass Co.(The)
Toledo Pure Asphalt Roofing Co.
West-Crescent Fuel Co.
Cherry St. Team Track—Mohr Bros. take delivery on Cherry St. end of track.
Ketcham Ave. Team Track, capacity 6 cars.
Manhattan Team Track, capacity 3 cars.
Utica St. Team Track.

INDUSTRIES LOCATED ON FORD LEAD CONNECTING WITH BATES YARD

Gampher Coal Co.
International Minerals & Chemical Corp. (Amino).
Larowe Division of General Mills, Inc. (Engines not allowed inside of buildings.) Smoking strictly prohibited within limits of this plant.
Libbey-Owens-Ford Plate Glass Co.
Monarch Builders Supply, Inc.

LIST OF INDUSTRIES LOCATED ON UNION STOCK YARD SPUR WHICH LEADS OFF DIRECTION B MAIN TRACK, 300 FEET DIRECTION B FROM TOWER "K"

Air Reduction Sales Co.
City Auto Stamping Co.
E. I. duPont de Nemours & Co., Inc., Grasselli
Chemicals Dept. and Electro Chemical Div.
Home Packing Co.
Schmidt Provision Co.

LIST OF INDUSTRIES LOCATED ON TOLEDO FURNACE CO. LEAD

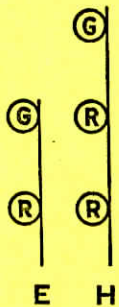
Interlake Chemical Co.
Interlake Iron Corporation.
France Stone Co.
Treadwell St. Team Track at Front St.
Stop boards located at following places:
International Minerals & Chemical Corp. (Amino)
Cities Service Oil Co.
Gulf Refining Co.
Pure Oil Co.
Union Stock Yards Storage Track
Standard Oil Refinery.

Engines are not permitted to go on trestle at Biggs-Scharer Coal Co., Gise Coal Co., Kuhlman Builders Supply Co., Peirce Construction Co. Siding and West Crescent Fuel Co.

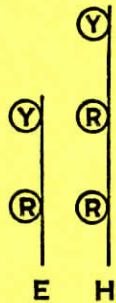
AUTOMATIC BLOCK TERRITORY

SIGNAL ASPECTS, INDICATIONS AND RULES

INTERLOCKING SIGNALS



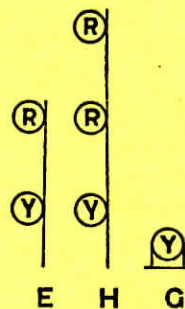
RULE 281
Proceed.



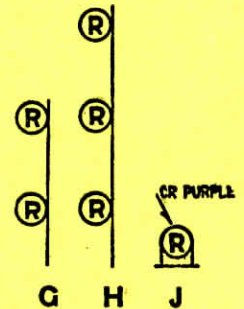
RULE 285
Prepare to Stop at Next Signal. Train exceeding medium speed must at once reduce to that speed.



RULE 286
Proceed at medium speed preparing to stop at next signal.

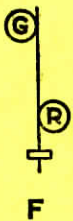


RULE 290
Proceed at restricted speed.



RULE 292
Stop.

AUTOMATIC BLOCK SIGNALS



RULE 281
Proceed.



RULE 285
Prepare to Stop at Next Signal. Train exceeding medium speed must at once reduce to that speed.



RULE 291
Stop, then proceed at restricted speed.

(Above letter designation of signal aspects supersede letter designation of signal aspects as shown in Book of Rules.)



CONNECTIONS

1 D&T S.L.	37
2 M.C. NORTH YD. - A.A. - P.M.	140
4 P.M. RY.	248
5 D.T. & I. R.R.	418
7 TA&W	855
8 N.Y.C.	996
9 WABASH-NICKEL PLATE	1200
12 B.&O. R.R.	15.21
13 N.Y.C.-O.C. LINES	18.56
14 PENNA. - C. & O. RY.	19.81
15 N.Y.C.	21.29
16 BAY TERMINAL R.R.	21.55
17 T. & E. R.R. EL.	25.60
18 W.A.L.E. RY.	25.68

THE TOLEDO TERMINAL R.R.CO.
MAP OF THE ROAD
 AND LOCATION OF
INTERCHANGE 1/2 PASSING TRACKS

Scale - 1 in = 2000 ft
 AUG 15 33
 OFFICE ENGR. MORW TOLEDO, OHIO
 TRACED BY RS B-21-6
 (Plan Table 4-2-24 Revised June 28)