

SAFETY FIRST

•
BE ALERT
DON'T GET HURT

•
THINK
AND
WORK SAFELY

•
AVOID DAMAGE
SWITCH CUSTOMER'S CARS
CAREFULLY

The Toledo Terminal Railroad Company

Time Table No. 117

IN EFFECT 12:01 A.M. SUNDAY,
APRIL 15, 1962

Eastern Standard Time

Superseding Time Table No. 116
dated April 27, 1958

FOR THE GOVERNMENT AND
INFORMATION OF EMPLOYEES ONLY

STUDY THE SPECIAL INSTRUCTIONS
AND NOTE ALL CHANGES

OFFICERS

O. K. Lawson *General Manager*
J. H. Abel *Superintendent*
R. Dejaiffe *Chief Engineer*
E. J. Palmer *Master Mechanic*
W. J. Booth *Trainmaster*
C. H. Rowell *Agent*
C. H. Dewey *Chief Dispatcher*

(Destroy All Time Tables of Previous Dates)

STATIONS DIRECTION "A" (Via Hallett)			STATIONS DIRECTION "B" (Via Lower Bridge)		
D. & T. S. L.-A. A. Conn. BOULEVARD	X	0.00	D. & T. S. L.-A. A. Conn. BOULEVARD	X	0.00
A. A.-C. & O. Conn. HALLETT End of double track	X	1.40	D. & T. S. L. Conn. D. & T. S. L. CROSSING	X	0.25
C. & O. Conn. TOWER K	X	2.48	LOWER BRIDGE		1.49
D. T. & I. Conn. TEMPERANCE		4.18	C. & O. Conn. MILLARD AVE.		2.78
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.-T. A. & W. Conn. HILL AVE. YARD		9.14	N. K. P.-W. & L. E. Dist. Conn. CONSAUL ST.		4.01
N. Y. C. NASBY	X	9.96	C. & O. Ry. Conn. STARR AVE.		5.02
N. K. P.-Wabash Conn. GOULD	X	12.00	N. Y. C. Conn. VICKERS	X	7.30
EVANS End of double track		14.49	C. & O.-P. Co. Conn. WALBRIDGE	X	8.78
B. & O. Conn. BATES	X	15.78	N. Y. C.-O. C. Conn. STANLEY	X	9.73
N. Y. C.-O. C. Conn. STANLEY	X	18.86	B. & O. Conn. BATES	X	12.81
C. & O.-P. Co. Conn. WALBRIDGE	X	19.81	EVANS End of double track		14.10
N. Y. C. Conn. VICKERS	X	21.29	N. K. P.-Wabash Conn. GOULD	X	16.59
C. & O. Ry. Conn. STARR AVE.		23.50	N. Y. C. NASBY	X	18.63
N. K. P.-W. & L. E. Dist. Conn. CONSAUL ST.		24.58	N. Y. C.-T. A. & W. Conn. HILL AVE. YARD		19.45
L. F. D. & R. R. Term. Conn. N. K. P.-W. & L. E. Dist. IRONVILLE	X	25.68	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. Conn. TOWER K	X	26.11
D. & T. S. L. Conn. D. & T. S. L. CROSSING	X	28.34	A. A.-C. & O. Conn. HALLETT	X	27.19
BOULEVARD		28.59	BOULEVARD		28.59
X Denotes crossing with railroad.			X Denotes crossing with railroad.		

GENERAL INSTRUCTIONS

The Management of this Company directs that its Safety Rules, Time Table, Special Instructions, Bulletins, Notices and the requirements of the Standard Code of Operating Rules, except as such rules are modified or amended by Toledo Terminal Time Table Special Instructions, Bulletins and Notices, be rigidly observed and the claim of "customary practices" at variance therewith will not be accepted as an excuse for noncompliance thereof.

SAFETY FIRST

"Safety First" at all times and in all places is the most important rule of conduct. The Safety of every movement or action and its effect upon himself and others and upon property, must be the First Consideration of every employee.

Smoking is strictly prohibited at any place where gasoline or other flammable or explosive materials are manufactured, loaded, unloaded or handled.

LOCATION OF FIRST AID KITS

Yardmaster's Office, Boulevard
Diesel Shop, Boulevard
Hill Ave. Yard Office
Gould Yard Office
Bates Yard Office
Rossford Yard Office
Walbridge Yard Office

COMPANY PHYSICIAN

Dr. T. H. Brown, 3636 Monroe Street. Office
Phone: CH 1-3191. Res. Phone: JE 1-2205

COMPANY HOSPITAL

Toledo Hospital, North Cove Boulevard, Toledo, Ohio. Phone: GR 2-1121.

AMBULANCE SERVICE

Bunting Ambulance Service, 1519 West Bancroft Street, Toledo, Ohio. Phone: CH 3-2175.

SPECIAL INSTRUCTIONS

10—BULLETIN BOOKS AND STANDARD CLOCKS

10-1—Standard Clocks

Station	Location
Boulevard	Train Dispatcher's Office Yardmaster's Office

Note: Conductors and Engineers must have a reliable watch with them while on duty. Before going on duty at Boulevard they must compare time with Standard Clock. When going on duty at Walbridge, Rossford, Hill Avenue or any other outside point either the Conductor or Engineer must compare time with the train dispatcher, then one with the other.

10-2—Bulletin Books and Bulletin Boards

Station	Location
Boulevard	Lobby and Basement of New Office Building
Walbridge	Yard Office Building
Rossford	Yard Office Building

Note: All trainmen, enginemen, hostlers and others affected must sign for bulletins in space provided. Before starting a trip or tour of duty all trainmen, enginemen and hostlers must check Bulletin Books to determine if any Special Instructions have been issued since their last tour of duty.

15—SPEED—ENGINE AND EQUIPMENT RESTRICTIONS

15-1—Maximum Authorized Speed

On Main tracks, unless otherwise restricted by train order, signal indication, speed limit signs or other instruction, trains and engines will be governed by the following:

LOCATION AND CONDITIONS	Pass. Trains	Freight Trains and Engines
	MPH	MPH
All Main Tracks, except:	30	30
1. Through interlocking plants	20	20
2. Through wye connection to N.Y.C.-Stanley	15	15
3. From Summit Street to Manhattan Boulevard and D. & T. S. L. Crossing	15	15
4. Through south wye leading to D. & T. S. L. R. R.	10	10
5. When moving against current of traffic over public road crossings at grade where flasher light signals are located	15	15
6. Over Upper Maumee River Bridge	10	10
7. Through passenger wye connection to C. & O. at Walbridge ..	10	10
8. Direction "B" trains through spring switch at end of double track at Evans	15	15

Note: On secondary tracks, lead tracks, running tracks and yard tracks the speed will be such as to permit the train or engine to stop short of another train, or any obstruction, unless the track is seen or known to be clear. In no event will the speed be greater than 15 M.P.H.

15-2—ENGINE RESTRICTIONS

(a)—UPPER MAUMEE RIVER BRIDGE

(1) The following locomotives are permitted to operate over the Upper Maumee River Bridge as single units or in any multiple of units.

NUMBERS NUMBERS

ANN ARBOR

2- 7
50- 56

20- 21

B.&O.

1407-1453
2407-2419
4000-4037
4420-4636
5000-5020
5420-5519

6400-6424
6600-6618
9366-9399
9512-9551
9600-9621

C.&O.

1- 3
10-11 & 64
80- 85
95- 98
101- 108
1834-1847
1850-1856
4000-4030
4500-4501
4510-4515
4520-4523
5000-5057

5060-5093
5100-5115
5200-5265
5275-5298
5528-5595
5600-5601
5700-6263
6500-6501
6600-6601
6700-6709
7000-7093
7500-7546
8000-8015
8500-8506

D.&T.S.L.

41- 50

116- 121

N.Y.C.

574- 621
650- 704
750- 761

6100-6114
6200-6215
6220-6236

NUMBERS

N.Y.C. (Cont.)

800- 916
950- 957
1000-1123
1600-1877
2400-2476
3300-3372
3700-3709
3800-3821
4000-4095
4100-4113
4200-4214
4300-4304
4400-4405
4500-4507
5000-5017
5100-5104
5600-5827
5900-6075

N.K.P.

1- 22
25- 61
65- 83
85 & 90
100- 101
105- 114
125- 155
180- 190
230- 244

P.R.R.

2000-2027
4041-4042
4044, 4046
& 4048
5550-5597
5618-5683
5700-5716
5750-5799
5801-5810
5835-5937
5941-5999
7000-7269

T.T.

104- 111

WABASH

300- 324
350- 352
380- 383
450- 483
550- 557

NUMBERS

6600-6607
6900-6903
7000-7012
7100-7118
7300-7301
8000-8008
8020-8034
8100-8113
8200-8357
8400-8411
8500-8667
8700-9008
9100-9137
9300-9328
9500-9516
9600-9646
9800-9820

305- 312
320- 323
325- 333
340- 359
400- 577
700- 709
800- 814
850- 864

7600-7624
7900-7934
8100-8104
8110-8113
8424-8429
8435-8679
8708-8724
8731-9311
9358-9434
9448-9633
9640-9745
9764-9879

627- 726
1000
1003-1017
1050-1053

Note: When it is desired to operate locomotives other than those listed; the Chief Engineer must be furnished the Cooper equivalent for such locomotives and he will then advise as to their movement.

(b)—Trestles

Engines are not permitted on trestles at Pierce Construction Co. and West-Crescent Fuel Co.

15-3—Equipment Restrictions

Movement of all shipments where clearance measurements exceed those published in "Clearance Guide" or not loaded in accordance with A.A.R. Loading Rules are prohibited unless movement has been authorized by Chief Engineer.

20—LOCATION AND USE OF COMMUNICATING FACILITIES

20-1 (a)—Train Dispatcher—Two-Way Telephones

LOCATION	CALLS
Train Dispatcher's Office	DI
Hallett Tower	XN
Alexis	N
"Z" Tower—N.Y.C.	Z
Nasby Tower	AV
Gould Tower	GD
Bates Tower	BS
Stanley Tower	SA
N.Y.C. Yard Office—Crandall Road	WI
Walbridge Tower	WR
C. & O. Yard Office—Walbridge	WB
Vickers Tower	VK
Ironville Tower	VI
L.F.D. & T. Yard Office	
Millard Avenue—C. & O.	MI
Lower Maumee River Bridge	LB

20-1 (b)—Train Dispatcher—One-Way Telephones (Dispatcher does not ring)

- (1) South End D. & T.S.L. Yard
- (2) D.&T.S.L. Crossing
- (3) Sinclair Oil Co. Switch
- (4) On outside wall of Millard Ave. Cabin (C.&O.)
- (5) Consaul St. shanty near tool house
- (6) Crossover Dir. "B" from Consaul Street
- (7) Seaman Street
- (8) Starr Ave. Connection to C. & O.
- (9) Hunt Foods Crossover
- (10) Pickle St., "A" and "B" ends of double Crossovers

- (11) Oakdale Avenue
- (12) Wales Road — Dir. "A" home signal
- (13) Walbridge Yard office
- (14) "B" end Walbridge Yard
- (15) Evans — End of double track
- (16) Swan Creek Bridge — Dir. "B" end of passing track
- (17) Hill Ave. — N.Y.C. Connection
- (18) Hill Ave. Yard office
- (19) Vulcan — at Dir. "A" and Dir. "B" home signals
- (20) Dir. "A" end Fitch passing track
- (21) Tremainsville Road — at Crossover
- (22) Dir. "B" end Fitch passing track
- (23) D.T.&I. yard office
- (24) Tower "K" — N.Y.C. Crossing
- (25) Dir. "A" end Hallett passing track
- (26) A. A. — Wye
- (27) Dir. "A" end Hallett passing track
- (28) Dir. "A" end Boulevard Yerd — Clerks' office
- (29) At Crossover, Dir. "B" from Hoffman Road

20-2—Block Telephones

- (a)—Ironville only—
On Dir. "A" and Dir. "B" home signals
- (b)—Stanley only—
 - (1) On post at Dir. "A" home and advanced home signals
 - (2) On post at N.Y.C. Yard "E" connection
 - (3) On Independent lead at Dir. "B" home signal and E. Bdwy.
- (c)—Bates only—
In concrete building at Lime City Road
- (d)—Gould only—
 - (1) On Dir. "A" home signal
 - (2) On Dir. "B" home signal

20-3—Radio

(a) Toledo Terminal conductors and engineers must use the radio whenever necessary to expedite movement of trains. Instructions received by radio must be repeated and names and occupations of employees exchanged to avoid misunderstandings.

(b) The use of railroad radio equipment must be in conformity with instructions in F.C.C. booklet entitled "Railroad Radio, General and Operating Rules."

**25—RAILROAD CROSSINGS,
INTERLOCKINGS AND JUNCTIONS**

25-1—Controlled Interlocking

Location	Railroad	Kind of Signal
Boulevard	A.A.	Color light
Hallett	A.A., C. & O.	Semaphore
Tower "K"	N.Y.C.	Color light
Vulcan	N.Y.C.	Color light
Nasby	N.Y.C.	Color light
Gould	N.K.P. & W.A.B.	Color light
Bates	B. & O.	Color Position Light
Stanley	N.Y.C.	Color light
Walbridge	C. & O. & P.R.R.	Color light
Vickers	N.Y.C.	Color light
Pickle St.	T.T.	Color light
Ironville	N.K.P.-W. & L.E. Dist. & L.F.D. & R.R. Term.	Color light
Millard Ave.	C. & O.	Color light
Maumee River	T.T. Lower Bridge	Color light
Shore Line	D. & T. S. L.	Color light

25-2—Automatic Interlocking—Furnace Spur—Crossing Of N.K.P.-W. & L.E. Belt

Movements over this crossing are governed by dwarf signals located on Toledo Terminal tracks 212 feet south of crossing and 180 feet north of crossing, as follows:

(a) The track circuits actuating these dwarf signals are on Furnace Lead, the run-around track and W.L.E. Delivery Track. The ends of these circuits are indicated by yellow marks on the rails.

(b) Dwarf signals are continuously lighted and will normally display a stop indication (red) for Toledo Terminal trains.

(c) When Toledo Terminal track circuits are occupied and N.K.P. track circuits are unoccupied, signals will display a clear slow (green) indication.

(d) Trains desiring to move from Toledo Terminal to the Nickel Plate or vice versa must line both switches of wye connection. Then the dwarf signal will display a restricting (yellow) indication when the track circuit is occupied.

(e) In any case if the signal indications do not change within one minute and no trains are approaching, unlock and open the "time release" box marked T.T. and located south of the diamond. Operate the "time release" by turning the knob clockwise until pointer points to "zero,"

then close and lock the door. The signal indication should change in approximately two minutes. If the signal indication does not now change, movement may be made under flag protection and the Toledo Terminal Dispatcher must be promptly notified.

30 — SPECIAL CODE AND EMERGENCY WHISTLE OR HORN SIGNALS

30-1—Nasby-Bates, Stanley and Walbridge Interlocking (From Towerman)

(a) One long blast—All trains within interlocking limits "stop" immediately.

(b) Two short blasts—Proceed after receiving permission or proper hand signal from towerman.

30-2—All Other Interlocking (Engine Whistle)

(a) One long blast—Main track movement.

(b) One long and one short blast—Diverging movement.

(c) Four short blasts—Movement past interlocking signal into interlocking limits, then reverse movement out of limits.

35 — DEFINITIONS

35-1—Medium Speed—One-half the maximum authorized speed.

35-2—Restricted Speed—Proceed prepared to stop short of train, obstruction, or anything that may require the speed to be reduced, but not exceeding 15 M.P.H.

35-3—Slow Speed—Not exceeding 10 M.P.H.

Note: All trains or engines must reduce speed at night for facing point switches when switch light is not burning and must know that switch is properly lined before passing over same. Trainmen or enginemen must when practicable relight switch lamps not burning and report fact promptly to train dispatcher.

35-4—Absolute Block Signal—A home signal whose most restrictive indication is "stop." A train or engine stopped by an Absolute Block Signal must not proceed except as authorized by train dispatcher and/or towerman.

35-5—Absolute Block—A block which may be occupied by but one train or engine at a time.

40 DESIGNATION AND USE OF MAIN TRACKS

TRACK SECTIONS BETWEEN	TRACK
Evans Direction "A" to Hallett	Two Tracks
Hallett Direction "A" to Evans	Single Track

40-1 Direction "A" movement is counter clockwise. Direction "B" movement is clock-wise.

40-2 On two track sections all trains will use the right hand track unless otherwise ordered by the train dispatcher and will be considered as moving with the current of traffic.

40-3 Toledo Terminal trains and engines using tracks of other railroads will be governed by their rules, Time Table and Special Instructions.

40-4 Trains and engines of other railroads using Toledo Terminal tracks will do so in accordance with the Toledo Terminal Time Table Instructions, Bulletins, Notices and the Standard Code of Operating Rules, except as such rules are modified or amended by Toledo Terminal Time Table, Special Instructions, Bulletins and Notices.

45—AUTHORITY FOR TRAIN MOVEMENT

45-1 Clearance Order Form 526 will be used as authority for movement of trains with the current of traffic on double track except as provided in 45-4.

45-2 Clearance Form A and Form 19 Train Order will be used as authority for movement of trains on single track and for movement against the current of traffic on double track except as provided in 45-4.

45-3 Except between Stanley and Walbridge and between Vickers and Ironville, movements against the current of traffic within yard limits may be made by authority of train dispatcher, who must know that full protection has been provided before authorizing the movement.

45-4 Between Stanley and Walbridge

Trains will run against the current of traffic by block signal indications which will take the place of train orders.

(a) Towermen at Stanley and at Walbridge will be responsible for safe movement of all trains.

(b) Home signals will be used as block signals and will govern movement of all trains in either direction on either track, and their indications will take the place of train orders.

(c) Before trains are permitted to enter this block, towerman at Walbridge and at Stanley will furnish train dispatcher the engine number, crew and consist of train. Upon arrival on Toledo Terminal tracks the towerman will report the fact to the train dispatcher and enter their movement on Block Record Form No. 522.

(d) Trains or engines entering T.T. Walbridge Yard at Dir. "A" end or entering PRR interchange track must report into clear to towerman at Walbridge.

(e) Trains or engines before entering main track or moving from one main track to the other through hand operated switches between Stanley and Walbridge must obtain permission from towerman at Walbridge. To enter main track through

interlocked crossover at "B" end of Walbridge Yard towerman at Stanley must be contacted.

(f) Trains moving Dir. "B" from C.&O. yard at Walbridge will, unless otherwise instructed, use the hand operated crossover between main tracks near "A" end of Walbridge Yard and will use Dir. "B" Track.

45-5 Trains originating at Walbridge and Stanley for movement over T. T. tracks to Walbridge only or Stanley only will be governed by 45-4 and will not be required to comply with 45-1 and 45-2 of this rule.

50—TRAIN MOVEMENT RULES

50-1—Main Track Yard Limits are indicated by "yard limit boards" and limits are as follows:

Between	Tracks
Suder Ave. and Detroit Ave.	Main
Lewis Ave. and Berdan Ave.	Main
Bancroft St. and Detroit Ave.	Main
White Road at Evans and Dir. "B" signal Lime City Road	Main
Dir. "A" home signal at Stanley and Dir. "B" home signal at C. & O. Connection at Walbridge	Main
Navarre Ave. and Gleason St.	Main

Note:

(a) All other Toledo Terminal tracks are designated as within yard limits.

(b) Within yard limits the main track may be used with permission from the train dispatcher. Protection against extra trains and engines is not required except when and/or where vision of approaching train or engine is restricted by fog, weather, curve or any other condition.

(c) All trains and engines must move within yard limits prepared to stop within scope of their vision unless track is seen or known to be clear. Known to be clear includes territory where automatic block signals govern the movement and track is known to be clear by signal indication.

50-2—Passenger Trains Only

An absolute block will be maintained for movement of all passenger trains except in territory where train movement is governed by automatic block signals. Home block signals at interlocking plants will be used to control block. A train must not be admitted in block occupied by a passenger train, nor a passenger train admitted in block occupied by a preceding train, except as otherwise provided in these rules.

50-3—Automatic Block Signals

(a) Automatic block signals are installed and are in effect as designated below:

Between	Track
Dir. "B" dwarf home signal at Vickers and Dir. "A" home signal at Ironville	"A" Main
Dir. "A" dwarf home signal at Ironville and Dir. "B" home signal at Vickers	"B" Main

(b) Where automatic block signals are installed trains will run with the current of traffic by block signal indication.

(c) The movement of trains will be controlled by the train dispatcher, who will issue any necessary instructions required.

(d) The train dispatcher must be advised in advance of any known condition that will delay the train.

50-4—Interlocking

(a) Interlocking signals are installed and in effect as designated below:

Location	Between	Tracks
Hallett	Dir. A & Dir. B home signals	Both
Tower K	Dir. A & Dir. B home signals	Both
Vulcan	Dir. A & Dir. B home signals	Both
Nasby	Dir. A & Dir. B home signals	Both
Gould	Dir. A & Dir. B home signals	Both
Bates	Dir. A & Dir. B home signals	Both
Stanley	Dir. A & Dir. B home signals	Both
Walbridge	Dir. A & Dir. B home signals	Both
Vickers	Dir. A & Dir. B home signals	Both
Pickle St.	Dir. A & Dir. B home signals	Both
Ironville & Millard Ave.	Dir. A & Dir. B home signals	Both
Lower River Bridge	Dir. A & Dir. B home signals	Both
	Dir. A & Dir. B home signals	Both
W. & L. E. Belt.	Home Signals	Fur. Lead
Boulevard	Home Signals	Cherry Br.

Note (1) At Tower "K" (N.Y.C. Crossing) signals are controlled by N.Y.C. from Alexis Tower. If signal displays "Stop" indication, contact T.T. train dispatcher.

Note (2) At Vulcan signals are controlled

by N.Y.C. from "Z" Tower. If signal displays "Stop" indication, contact T.T. train dispatcher.

Note (3) At Pickle St. signals and switches are controlled by towerman at Vickers. If signal displays "Stop" indication, contact towerman at Vickers immediately. If switch machine fails to operate automatically it may, after receiving instruction from towerman, be hand operated. After being hand operated trains or engines may proceed at restricted speed. Instructions for hand operation are posted in telephone boxes at each end of the interlocking and Vickers tower.

Note (4) At boulevard signals are controlled by towerman at Hallett. If signal displays stop contact towerman.

(b) At Millard Ave. Dir. "B" Ironville, Pickle St., Vickers Dir. "A", Walbridge Dir. "B" and Stanley Dir. "A", home signals govern the movements within interlocking limits and will be used to admit trains and/or engines to the block in advance and will denote condition of block.

(c) Except as specified in Rule 50-4 (b), all other home interlocking signals govern movements within interlocking limits only, and will not denote condition of block in advance.

(d) Hand signals must not be used when the proper indication can be displayed by interlocking signal. When proper indication cannot be displayed, hand signals or telephone or radio authority may be used to advance trains and/or engines but not until train and/or engine has been brought to a stop. Enginemen and trainmen, before proceeding, must be fully informed of the situation and movement must then be made at restricted speed.

(e) A reverse movement within the limits of an interlocking, or a forward movement after making a reverse movement, must not be made without proper interlocking signal or permission from the towerman or train dispatcher.

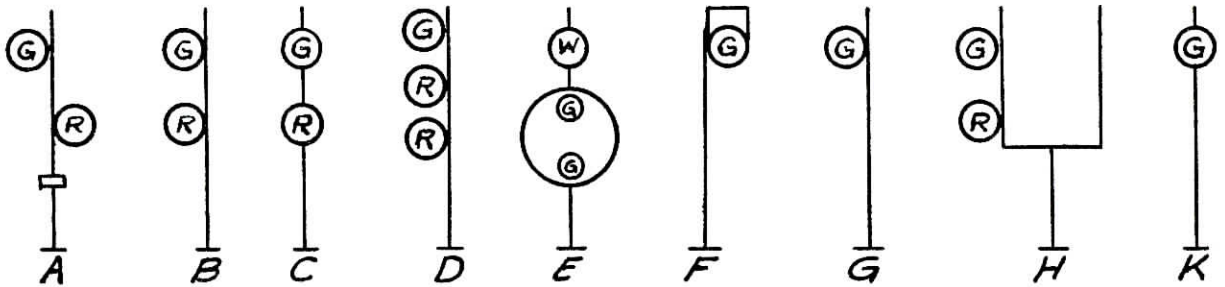
(f) Signals must be kept in the position displaying the most restrictive indication, except when displayed for immediate movement.

(g) The proper route must be set and signals cleared sufficiently in advance of approaching trains to avoid delay.

(h) If from failure of interlocking apparatus an interlocking signal cannot be changed from its most restrictive indication and should no cause for detaining train be known, the towerman or train dispatcher may admit it to the interlocking by use of hand signals, telephone or radio authority, but before giving such authority must know that signals governing conflicting movements display their most restrictive indication and route is properly lined. At Pickle St. Interlocking the authority of the T.T. train dispatcher is required in addition to the towerman.

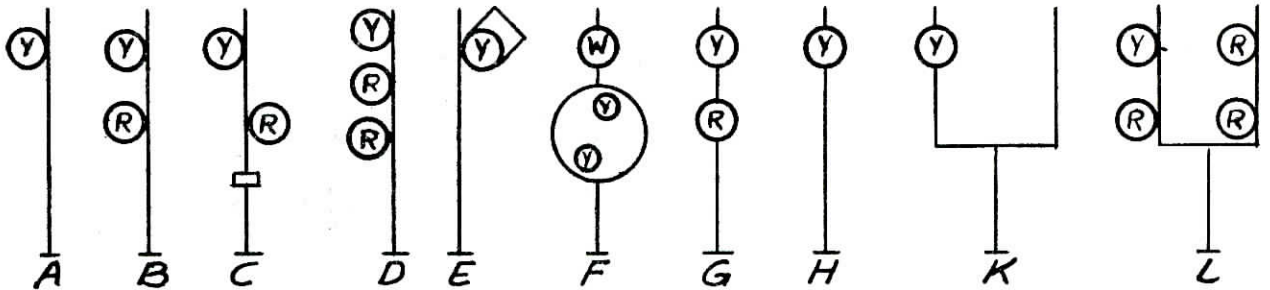
(i) Operating levers must be blocked and

SIGNAL ASPECTS, INDICATIONS AND RULES



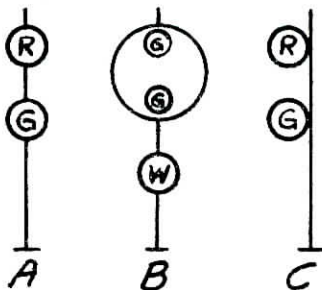
RULE-281

INDICATION - CLEAR
 NAME - PROCEED



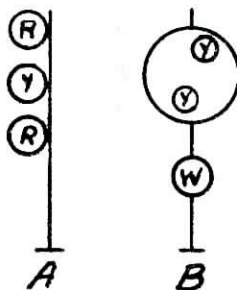
RULE - 285

INDICATION - PROCEED PREPARED TO STOP AT NEXT
 SIGNAL. TRAINS EXCEEDING MEDIUM SPEED MUST
 REDUCE TO THAT SPEED AT ONCE
 NAME - APPROACH



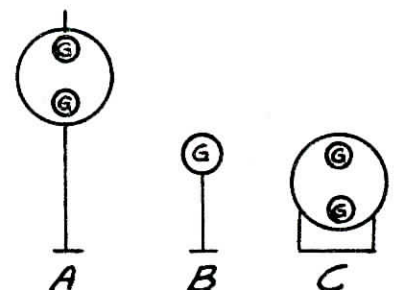
RULE 283

IND. - PROCEED AT
 MEDIUM SPEED
 NAME - MEDIUM CLEAR



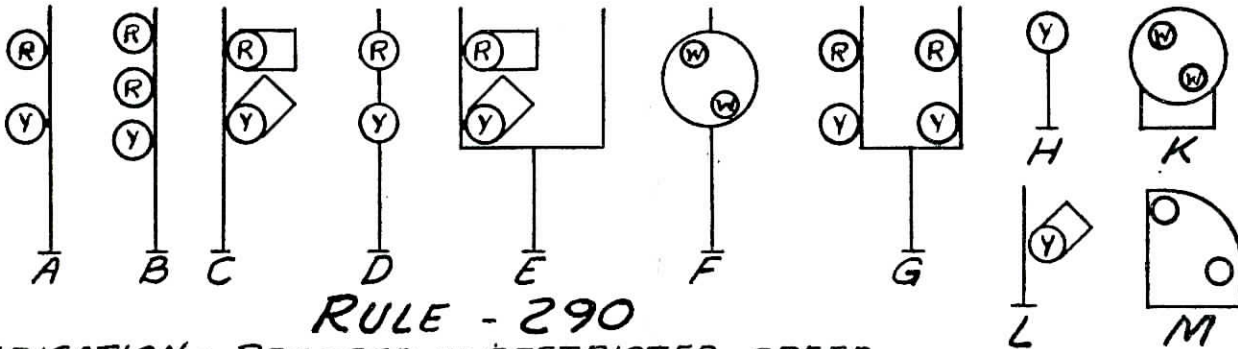
RULE-286

IND. - PROCEED AT
 MEDIUM SPEED TO
 STOP AT NEXT SIGNAL
 NAME - APPROACH MEDIUM



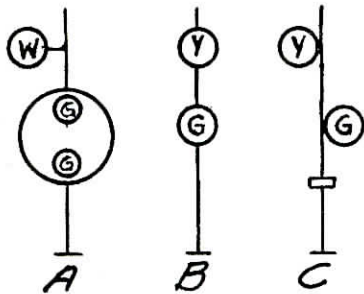
RULE - 287

IND. - PROCEED AT
 SLOW SPEED
 NAME - CLEAR SLOW



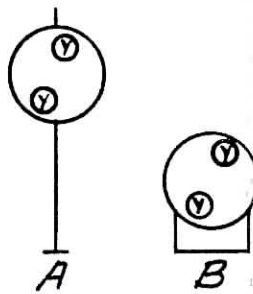
RULE - 290

INDICATION - PROCEED AT RESTRICTED SPEED
 NAME - RESTRICTING



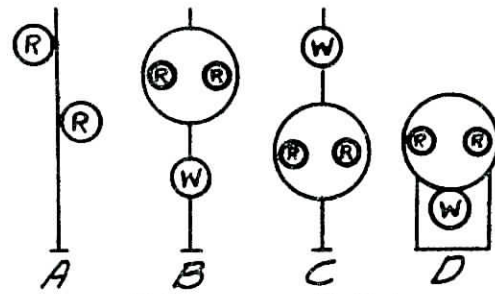
RULE - 282

IND - PROCEED. AP -
 PROACH NEXT SIGNAL
 AT MEDIUM SPEED
 NAME - APPROACH MEDIUM



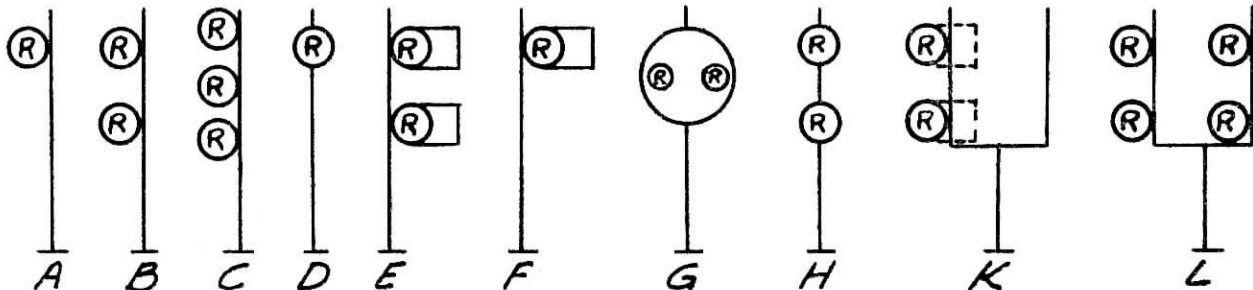
RULE - 288

IND - PROCEED AT SLOW
 SPEED PREPARED TO
 STOP AT NEXT SIGNAL
 NAME - SLOW APPROACH



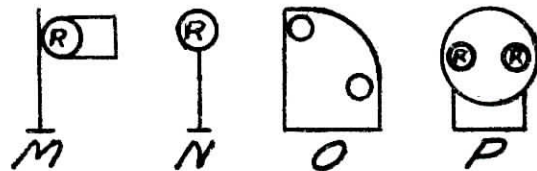
RULE - 291

INDICATION - STOP AND
 PROCEED AT RESTRICTED
 SPEED
 NAME - STOP AND PROCEED



RULE - 292

INDICATION - STOP
 NAME - STOP



should not be used when track, switch or signal is undergoing repairs or when track is obstructed.

(j) During cold weather or while snowing the levers must be moved as often as practicable to keep connections from freezing and switches becoming blocked.

(k) As far as practicable it must be observed whether the indications of signals correspond with the position of the levers.

(m) If a train or engine overruns a "Stop" signal, the fact must be reported to the Superintendent or Trainmaster.

(n) Train dispatcher or towerman must not make or permit any unauthorized repairs, alterations or additions to the interlocking. Any defects must be reported promptly to the Chief Engineer or his representative and to the Superintendent or Trainmaster.

50-5—All Other Portions of Main Track

On portions of the railroad designated below, train and engine movements will be made as provided in Rule 40-2, 45-1 or 45-2.

BETWEEN	TRACK
Dir. "B" home signal at Hallett, Dir. "A" to Evans and vice versa	Single Track
Evans, Dir. "A" to Dir. "A" home signal at Stanley	"A" Main
Dir. "B" dwarf home signal at Walbridge, Dir. "A" to Dir. "A" home signal at Vickers	"A" Main
Dir. "B" dwarf home signal at Ironville, Dir. "A" to Dir. "A" home signal at Hallett	"A" Main
Dir. "A" dwarf home signal at Hallett, Dir. "B" to Dir. "B" home signal at Ironville	"B" Main
Dir. "A" dwarf home signal at Vickers, Dir. "B" to Dir. "B" home signal at Walbridge	"B" Main
Dir. "A" dwarf home signal at Stanley, Dir. "B" to Evans	"B" Main

55—FORMS OF TRAIN ORDERS

55-1—Clearance Order Form 526—Eng. 88 . . . from K to L, Dir. "A".

This gives right to Eng. 88 to run extra Dir. "A" with the current of traffic on two Main Track section from K to L.

55-2—"19" Order—Eng. 88 run extra Dir. "A", K to L.

This gives right to Eng. 88 on single track to run from K to the entrance switch to the passing track or yard track at L. When it is desired that the train continue beyond such entrance switch, such specific point must be designated.

55-3—"19" Order—Eng. 88 run extra Dir. "A", K to M take siding and meet Eng. 99 at L.

In this example L is a point where Eng. 88 can clear with its train. This order gives right to Eng. 88 to run Dir. "A" on single track K to M but Eng. 88 must leave the Main track at the first entrance switch at L and there meet Eng. 99 before proceeding to M. Eng. 99 must not foul such entrance switch until Eng. 88 has been met.

55-4—"19" Order—After Eng. 99 arrives at L Eng. 88 run extra Dir. "A" L to M.

This order gives right to Eng. 88 to run Dir. "A" L to M after Eng. 99 has arrived and cleared Main track, between L and M. It must not be used to meet trains.

55-5—"19" Order—Eng. 88 run extra K to L, Dir. "B" and has right over opposing trains on Dir. "A" track.

This order gives right to Eng. 88 to run from K to L, Dir. "B", using Dir. "A" track and has right over opposing trains.

55-6—"19" Order—Eng. 88 run extra K to M, Dir. "B" and has right over opposing trains on Dir. "A" track K to crossover L.

This order gives right to Eng. 88 to run Dir. "B" K to M using Dir. "A" track K to L and Dir. "B" track L to M. Eng. 88 has right over opposing trains on Dir. "A" track from K to L.

55-7—"19" Order—Eng. 88 run extra K to N Dir. "B" and has right over opposing trains on Dir. "A" track K to crossover at L and M to N.

This order gives right to Eng. 88 to run Dir. "B", K to N, using Dir. "A" track K to crossover at L, Dir. "B" track L to M and Dir. "A" track M to N. Eng. 88 has right over opposing trains on Dir. "A" track K to crossover at L and M to N.

55-8—"19" Order—Hold all Dir. "A" trains at K.

This order to be used only at points where controlled Absolute Block signals are installed. It will be addressed to the towerman who controls the Absolute Block signal at the point trains are held. After receiving this order and before repeating it to the train dispatcher the towerman will block the lever controlling the signal involved in "Stop" position and so advise the train dispatcher.

55-9—"19" Order—Eng. 88 at K may go.

This order to be used only when example 55-8 is in effect. It will be addressed to the towerman controlling the signal at the point trains are held under example 55-8. The towerman, before changing the lever controlling the signal where trains are held from "Stop" to a more favorable position, must know that the train being released is Eng. 88. At Pickle St. if necessary such information can be obtained from the train dispatcher.

60—ADDITIONAL GENERAL RULES

- 60-1 Trains or engines clearing the main track through hand operated switches, except between Stanley and Walbridge, must report into clear to the train dispatcher.
- 60-2 At all points except as provided in Rule 45-4, trains or engines before entering main track or moving from one main track to the other through hand operated switches must obtain permission from the dispatcher direct or through a towerman from the dispatcher for such movement.
- 60-3 Engines with less than 30 ft. wheel base, including tender and not coupled to cars, and Burro Crane before entering main track where 50-3 is in effect must obtain authority from the train dispatcher to do so. The train dispatcher will provide the necessary protection against following trains.
- 60-4 Trainmen and enginemen must observe passing trains for defects. Should they observe any condition endangering the train, they must take such action as may be necessary for its protection.
- 60-5 When cars are left on sidings or on yard tracks they must, when practicable, be left to clear of other tracks.
- 60-6 When an engine and/or car is detached from cars on grade, a sufficient number of hand brakes must be set to hold cars. Air brakes must not be depended upon to hold cars after engine is detached.
- 60-7 Engines or cars standing on descending grades or on spur tracks must not be coupled to until it is known that they are secured by brakes or otherwise.
- 60-8 Before coupling to cars on industrial tracks, team tracks, private tracks, etc., it must be known that cars and track are free of any obstruction that would interfere with movement, and persons in or about cars are notified.
- 60-9 Adjoining tracks must not be fouled until it is known that switches are properly lined and route is clear.
- 60-10 Derails when not in use must be kept in derailling position.
- 60-11 When train or engine enters a siding or other track the switch used in entering must not be changed until train or engine is clear of the fouling point.
- 60-12 The unnecessary use of locomotive whistle within city limits is prohibited.
- 60-13 No trains will be handled over T.T. tracks unless equipped with air in accordance with State and Federal laws.

60-14 When helper engine is used on rear of freight trains, the air brakes must be coupled to the helper engine and brakes operated from the leading engine.

60-15 Employes subjecting the Company to garnishment, attachment or assignment proceedings involving their wages will be subject to discipline.

65—SPECIAL RULES

65-1—Chief Train Dispatchers

(a) Chief train dispatchers report to the Superintendent and will receive instructions from the Superintendent and Trainmaster. They will cooperate with the General Yardmaster, Yardmasters and Master Mechanic.

(b) They will work a shift the same as train dispatchers and will be governed by the same rules as train dispatchers.

(c) They will supervise the work of train dispatchers by checking the train order book to see that train orders are issued as required by the rules.

(d) They will issue any necessary instructions required to the train dispatchers.

(e) They will report promptly all irregularities, rules violations and unusual happenings affecting movement of trains to the Superintendent.

(f) They will arrange to fill all train dispatcher vacancies in accordance with Train Dispatchers (O. of R.T.) Agreement.

65-2—Train Dispatchers

(a) Train dispatchers report to the Chief Train Dispatcher. They will comply with instructions of the Chief Train Dispatcher, the Superintendent and Trainmaster. They will cooperate with General Yardmasters, Yardmasters and Master Mechanic.

(b) They will issue the necessary train orders for the movement of trains in accordance with the rules. Train orders must be issued in such a manner as to avoid unnecessary delay to trains.

(c) They will record all train orders issued in a train order book and all train movements, track motor car movements and all incidents affecting the movement of trains on the train sheet.

(d) They will transmit train orders distinctly and as slow as necessary to be transcribed legibly.

(e) They will, when being relieved, make written transfer in ink, in train order book, of all outstanding and unfulfilled train orders; also all other information the relieving train dispatcher should know.

(f) They will anticipate the need for train orders and have them ready when needed. They will not issue train orders an unnecessarily long time before they are needed if it can be avoided.

(g) They will be courteous when transacting company business, with trainmen, enginemen, towermen and others. The use of obscene language over telephone, train dispatchers' telephone or radio is prohibited.

65-3—Towermen (Telegraph Operators)

(a) Towermen report to and receive instructions from the Chief Train Dispatcher and Train Dispatchers and will comply with instructions of other designated officers of the Company.

(b) They will be constantly on duty during the prescribed hours and at day and night offices must not leave the office until relieved.

(c) They will notify relieving towermen in writing of all train orders to be delivered or unfulfilled and any other unfinished business.

(d) They will maintain such block records, reports, etc., as required by the Company.

(e) They will consider all messages and their contents as a confidential service.

(f) They will give preference to train orders and train movements, over all other business.

(g) They will OS all trains by their stations promptly to the train dispatcher.

(h) They will observe all passing trains insofar as practicable for defects. They should be in position to give and receive hand signals.

(i) They will receive and handle train orders in accordance with the Standard Code of Operating Rules and as instructed by the train dispatcher.

(j) They will retain a copy of each train order received.

(h) Towermen receiving train orders must write or typewrite them in manifold during transmission.

65-4—General Yardmasters and Yardmasters

(a) General Yardmasters and Yardmasters report to and receive instructions from the Superintendent and Trainmaster. They will cooperate with the Train Dispatcher and comply with instructions of the Master Mechanic.

(b) They will have supervision over all yards and all persons employed therein.

(c) They must see that yard crews are ready for duty at the appointed time and that cars are not delayed unnecessarily.

(d) They must be familiar with all rules covering train and yard service and the duties of employees in such service, and require the efficient discharge of those duties.

(e) They must be conversant with and comply with rules and laws pertaining to handling shipments of live stock, explosives and perishables.

65-5—Conductors

(a) Conductors are under the jurisdiction of the Superintendent and Trainmaster. They report to and receive instructions from the General Yardmaster and Yardmaster and will comply with instructions of the Train Dispatcher and Master Mechanic.

(b) They are responsible for the movement, safety and proper care of their train, and for the vigilance and conduct of the men employed thereon.

(c) Persons employed on the train will obey the instructions of the Conductor.

(d) The Conductors must see that subordinates are familiar with their duties and instruct them if necessary in the proper performance of their work.

(e) Conductors must have proper authority for movement of each car in their train. This information will be obtained from "side cards" attached to the cars.

(f) They must make memoranda of any unusual delay or important occurrences on their trips, reporting same to the Superintendent or Trainmaster, and retain same for future reference.

65-6—Trainmen

(a) Trainmen are under the jurisdiction of the Superintendent and Trainmaster. They report to and receive instructions from the General Yardmaster and Yardmaster and will comply with instructions of the Master Mechanic and Train Dispatcher.

(b) While on trains they are under the jurisdiction of the Conductor.

(c) While on engines they must comply with instructions of the Engineer.

(d) Head trainmen while on engines and running must make inspection of train, especially on curves, and, when practicable, must keep a lookout ahead, especially when the engineer's view is obstructed, for signals, obstructions or anything affecting the movement of their train or engine.

65-7—Engineers

(a) Engineers are under the jurisdiction of the Superintendent, Trainmaster and Master Mechanic. They report to and receive instructions from the General Yardmaster and Yardmaster and they will comply with the instructions of the Train Dispatcher and Conductor, unless these instructions endanger the safety of the train.

(b) They will be held responsible for the safe, efficient and economical operation of the locomotives in their charge.

(c) The Engineer is jointly and equally responsible with the Conductor for the safety of the train or engine and movement of same in compliance with the rules.

(d) When there is no Conductor, or he is disabled, the Engineer will have charge of the train or engine.

(e) When running they must require head trainman to take proper position on the train when necessary.

(f) They must obey signals immediately (including hand) and must respond promptly or answer.

(g) While running they must look back frequently, especially on curves in their favor, to detect any defects in their train that might endanger movement, and must require other employees on engine to do likewise.

(h) Diesels must not be stopped over burning fuses, burning switch heaters, or open fires.

65-8—Firemen

(a) Firemen are under the jurisdiction of the Superintendent, Trainmaster and Master Mechanic. They report to and receive instructions from the General Yardmaster and Yardmaster and will comply with instructions of the Train Dispatcher.

(b) When on trains or engines they are under the direction of the Engineer and subject to orders of the Conductor.

(c) They must be familiar with signal aspects and indications and rules that apply to the protection of their train or engine.

(d) They must understand the use of all signals.

65-9—Maintenance of Way Foremen and Others in Charge of Work

(a) Foremen report to and receive instructions from their supervisor and/or Chief Engineer. They will cooperate with the Superintendent, Trainmaster and train dispatcher and gen. yardmaster.

(b) They will be responsible for the proper care and safe condition of the track, bridges, culverts, signals, etc., or any structures in their charge. If found or known to be unsafe, take the necessary action to protect approaching trains and do all in their power to make necessary repairs.

(c) When repairs, renewals or changes in track, bridges, signals, structures, etc., which will require reduced speed, are to be made, they will make arrangements for the necessary slow orders to be used, in advance.

(d) They will not obstruct the track without permission of train dispatcher except in case of emergency and in all cases must provide proper protection against train movements.

(e) They will observe the rules governing the use of motor, hand, push and trailer cars.

(f) They will see that employees under their supervision performs their work in a safe manner for all concerned.

65-10—Hours of Service Law

The Hours of Service Law requires that no employee in train service shall be permitted:

(a) To be continuously on duty in excess of sixteen hours.

(b) To be on duty more than sixteen hours in the aggregate in any twenty-four-hour period.

(c) After being on duty sixteen consecutive hours he must not be permitted or required to resume duty without having been off duty ten consecutive hours.

(d) After being on duty sixteen hours in the aggregate in any twenty-four hour period he must not be permitted or required to resume duty without having been off duty at least eight consecutive hours.

(e) Two consecutive hours off duty between work periods will be considered break in service in calculating aggregate service.

(f) Switchtenders or employees used as such, in blocking trains, reporting trains or copying train orders, must have fifteen hours off duty before going on duty as such, and if on duty as switchtender more than eight hours must report the fact immediately to the train dispatcher.

NOTE:—An employee ordered for duty before his legal rest period has expired must report the fact to the yardmaster and/or train dispatcher before going on duty.

65-11—Initial Terminal Air Brake Tests

- (a) All trains must be given inspection and test:
 - (1) Where train is originally made up;
 - (2) Where train consist is changed other than by adding or removing a solid block of cars and brake system remains charged;
 - (3) Where train is received in interchange.
- (b) Inspection will be made to determine that:
 - (1) Brake pipe leakage does not exceed five (5) pounds per minute;
 - (2) Brakes apply on each car from a twenty (20) pound service brake pipe reduction;
 - (3) That brake rigging is properly secured and does not bind or foul.
- (c) Train air brake system must be charged to required air pressure, angle cocks and cut-out cocks must be properly positioned and air hose must be properly coupled. An examination must be made for leaks and necessary repairs made to reduce leakage to a minimum.
- (d) After the air brake system is charged to within fifteen (15) pounds of the setting of the feed valve on the locomotive but to not less than sixty (60) pounds as indicated by an accurate gauge at rear end of train, and upon receiving the signal to apply brakes for test, a fifteen (15) pound brake pipe service reduction must be made in automatic brake operation, the brake valve lapped, and the number of pounds of brake pipe leakage per minute noted as indicated by brake pipe gauge, after which brake pipe reduction must be increased to full service. Inspection of the train brakes must be made to determine that angle cocks are properly positioned, that brakes are applied on each car, that piston travel is correct, that brakes do not bind or foul and that all parts of the brake equipment are properly secured. When this inspection has been completed, the release signal must be given and brakes released and each brake inspected to see that all have released.
- (e) Brake pipe leakage must not exceed five (5) pounds per minute.
- (f) At initial terminal piston travel of body-mounted brake cylinders must not be less than seven (7) inches nor more than nine (9) inches.
- (g) When test of air brakes has been completed the engineman must be advised that train is in proper condition to proceed.

- (h) During standing test brakes must not be applied or released until proper signal is given or proper arrangements made.
- (i) Under conditions described in Rule 65-11 (a), paras. (1), (2) and (3) above, transfer train movements not exceeding twenty (20) miles must have the air brake hose coupled between all cars, and after the brake system is charged to not less than sixty (60) pounds, a fifteen (15) pound service brake pipe reduction must be made, and inspection made, to determine that brakes are applied on each car before releasing and proceeding.

65-12—Intermediate Terminal Air Brake Tests

(a) At a point other than initial terminal where cars are to be set out and/or picked up from the rear end or head end such cars are consecutive with consist otherwise remaining intact, before motive power is detached or angle cocks are closed, brakes must be applied with not less than twenty (20) pound brake pipe reduction. Where one or more cars are added to a train, and after the train brake system is charged to not less than sixty (60) pounds as indicated by a gauge at rear of train, test of air brakes must be made to determine that brake pipe leakage does not exceed five (5) pounds per minute as indicated by brake pipe gauge, after a fifteen (15) pound brake pipe reduction. After the leakage test has been completed, brake pipe reduction must be increased to full service, and it must be known that brakes on each of the cars added and on the rear car of the train apply and release.

(b) Before proceeding it must be known that brake pipe pressure as indicated on rear of train is being restored.

(c) The automatic air brake must not be depended upon to hold locomotive, cars or train, when standing on grade whether locomotive is attached to or detached from cars or train.

65-13—Personal Injury, Train and/or Highway Crossing Accident Reports

a) All crews, including foreign crews, shall make immediate verbal report to dispatcher of The Toledo Terminal Railroad Company of all personal injuries and/or deaths occurring on Toledo Terminal right-of-way, resulting from train and highway crossing accidents, giving all details and information available. Upon completion of run, crews will make out and complete all forms or reports furnished or required by their Companies and the same will be delivered or mailed to their Superintendents. Copy of such reports will be mailed promptly to Toledo Terminal Superintendent by foreign line operating officer.

(b) Members of crews will make reasonable effort to secure the names of all witnesses, if any, and other information to enable them to complete reports. In case of highway crossing accident, information as to speed of automobile as it approached the crossing, condition of driver, license number, State issuing license and year issued, automobile and locomotive headlights, crossing protection, street lighting, sounding of whistle, horn and/or bell, distance train moved after accident, and any other information required to complete forms should be included if obtainable.

(c) In addition to verbal report to train dispatcher, Toledo Terminal conductors and engineers must make out, in triplicate, Form 458 (Conductor's and Enginemen's Report of Train Accident), Form 459 (Report or Personal Injury and Crossing Accident Report) covering each and all train accidents, crossing accidents and personal injuries.

65-14—Location Of Industries And Public Team

(a)—Industries

(1) Ottawa River Paper Co.—Off "A" Main 600 ft. Dir. "B" from Hallett. (A road crossing has been installed on this track and cars must not be left standing closer than 30 ft. of the crossing. Crews working at this location and not clearing circuit must flag for Matzinger Road.

(2) Toledo Area Sanitary District — Off Main 800 ft. Dir. "A" from Stickney Ave.

(3) Ohio Specialty Mfg. Co.—Off Main 3400 ft. Dir. "A" from Hallett. (Cleared Container Corp. takes delivery on this track.)

(4) Stock Yards Lead—Off Passing Track 1000 ft. Dir. "B" from Tower "K".

(5) H. L. Damn—Off Main 1600 ft. Dir. "B" from Lewis Ave.

(6) National Laboratories — Off Main 700 ft. Dir. "B" from Lewis Ave.

(7) Continental Aviation & Engineering Corp. — Off Main Dir. "A" from D. T. & I. connection.

(8) Earl E. Rath Coal & Feed Co. — Off Main 800 ft. Dir. "B" from Jackman Road.

(9) Gallant Lumber Co.—Off Passing Track at Jackman Road. (Two tracks).

(10) DuPont de Nemours & Co.—Off Passing Track, 1300 ft. Dir. "B" from Tremainsville Road. (Smoking and open flame lanterns are strictly prohibited in this plant.)

(11) Black Diamond Coal Co. — Off Main 1000 ft. Dir. "B" from Tremainsville Road.

(12) Blue Line Fuel Co.—Off Black Diamond Coal Co. track.

(13) A. Netter and Son—Off Passing Track at Sylvania Ave.

(14) Timber Lane Lumber Co.— Off Main 1600 ft. Dir. "A" from Central Ave.

(15) Peirce Construction Co. — Off Main 1900 ft. Dir. "A" from Central Ave. (Blue Line

(16) Scholtz Homes, Inc. — Off Main 1900 ft. Dir. "B" from Vulcan. (Two tracks).

(17) Owens-Illinois Glass Co. — Off Main 900 ft. Dir. "B" from Vulcan.

(18) Kroger Co.—Off No. 4 track, Hill Ave. Yard. (Switch must be lined for No. 4 track when not being used.)

(19) Ace Steel Baling Co. — Off Main 900 ft. Dir. "B" from Hill Ave.

(20) The American Brake Shoe & Foundry, Southern Wheel Div. — Off N.Y.C. interchange track, 1300 ft. Dir. "B" Nasby.

(21) Thyer Mfg. Co. — Off Main at Swan Creek.

(22) Toledo State Hospital — Off Main 2200 ft. Dir. "A" from Wayne Street.

(23) Steinbauer & Pankratz Lbr. Co.—Off "B" Main 500 ft. Dir. "A" from Glendale Ave.

(24) Allied Chemical & Dye Corp., Barrett Div. — Off Passing Track at Schneider Road. (Smoking is strictly prohibited in this plant.)

(25) A. B. Caple Co.—Off "B" Main 1000 ft. Dir. "B" from Oregon Road.

(26) Rossford Ordnance Depot—Off "A" Main 800 ft. Dir. "A" from Oregon Road. (Two tracks)

(27) Sun Oil Refinery—Off "B" Main 1500 ft. Dir. "A" from Vickers.

(28) Sun Oil Co.—Off "A" Main at Pickle St. (Switch electrically locked.)

(29) Sun Oil Co.—Off "B" Main 1000 ft. Dir. "B" from Navarre Ave.

(30) Hunts Food Inc.—Off "A" Main 700 ft. Dir. "B" from Dearborn Ave.—Two Tracks.

(31) Kuhlman Bldrs. Supply Co.—Off Storage Track at Consaul St.

(32) Columbia Concrete Products—Off "A" Main 800 ft. Dir. "A" from Consaul St.

(33) Gulf Refining Co.—Off "B" Main 600 ft. Dir. "A" from Ironville Tower. (Smoking and open flame lanterns prohibited.)

(34) Standard Oil Refinery—Off L. F. D. & R. R. track at Ironville.

(35) Pure Oil Co.—Off L. F. D. & R. R. and Standard Oil tracks at Ironville. (Smoking and open flame lanterns are strictly prohibited in the Standard and Pure Oil plants. Caboose with fires must not stand at or pass Hortonspheres.)

(36) Toledo Edison Co.—Off "B" Main 300 ft. Dir. "A" from Millard Ave.

(37) Sinclair Refining Co.—Off "A" Main 100 ft. Dir. "A" from Tiffin St. (Smoking and open flame lanterns are prohibited in this plant.)

(38) Toledo Tank Co.—Off "B" Main at D & T. S. L. Crossing.

(39) Ackerman Coal Co.—Off Cherry St. Main.

(41) Sam Davis Co.—Off Cherry Main.

(42) Edelstein & Sons.—Off Cherry Main.

(43) Electric Autolite—Off Cherry Main.

(44) G. L. Freeman Co.—Off Cherry Main.

(45) Giant Lbr. & Constr. Co.—Off Cherry St. Main.

(46) Hayes Supply Co.—Off Cherry Main.

(47) Howe-Weiss Oil Co.—Off Cherry Main.

(48) Maumee Valley Supply Co.—Off Cherry Main.

(49) Mellowcraft Co.—Off Cherry Main.

(50) H. J. Spieker Co.—Off Cherry Main.

(51) Toledo Paper Stock Co.—Off Cherry Main.

(52) Toledo Plate & Window Glass Co.—Off Cherry Main.

(53) Toledo Pure Asphalt Roofing Co.—Off Cherry Main.

(54) West Crescent Fuel Co.—Off Cherry Main.

(55) Nicholson Concrete Co.—Off Ford Lead.

(56) Monarch Bldrs. Supply Co.—Off Ford Lead.

(57) Libbey-Owens-Ford Glass Co.—Off Ford Lead. (Smoking prohibited in box storage area.)

(58) General Mills Inc.—Larro Plant—Off Ford Lead, (Smoking strictly prohibited in this plant. Engines not permitted inside buildings.)

(59) Interlake Chem. Co.—Off Furnace Lead.

(60) Interlake Iron Co.—Off Furnace Lead.

(61) Furnace Stone Co.—Off Furnace Lead.

(62) Air Reduction Sales Co. & A. P. Parts Corp.—Off Stock Yard Lead.

(63) City Auto Stamping Co.—Off Stock Yard Lead. (Three Tracks)

(64) Home Packing Co.—Off Stock Yard Lead.

(65) Schmidt Provision Co.—Off Stock Yard Lead.

(66) E. I. DuPont-Electro Chem. Div.—Off Stock Yard Lead.

(b)—Public Team Tracks

(1) Detroit Ave.—Off Main 1700 ft. Dir. "A" from Tower "K". (Toledo Scale Co. Track off this Team Track)

(2) Monroe St.—Off Main at Central Ave. Ave.

(3) Wright's Siding—Off Main 4500 ft. Dir. "B" from Vulcan.

(4) Vulcan—Off Main at Vulcan.

(5) Wayne St.—Off Main at Wayne St. (Nat. Cement Prod. Co. on extension.)

(6) Kerper—Off Main track 800 ft. Dir. "A" from Gould. (Michigan Wholesalers siding off this track.)

(7) Myers Siding—Off Main track at River Road.

(8) Evans—End of double track at Evans.

(9) Crane's—Off "A" Main at Oregon Road. (Geo. Biniker and Alfred Hirzel take delivery on this track.)

(10) Woodville St.—Off "A" Main at Woodville St. (Hirzel Canning Co. takes delivery on this track.) (Ethyl Corp. on extension.)

(11) Consaul St.—Off Switching Lead at Consaul St.

(12) Tredwell St.—Off Furnace Lead.

(13) Cherry St.—Off Cherry Main near Lorraine St.

(14) Utica St.—Off Cherry Main near Utica St.

(15) Manhattan—Off North Wye at Boulevard.

All Train Rules, Bulletins and Special Instructions not consistent with these rules are superseded.

O. K. LAWSON
General Manager



CONNECTIONS

1 D & T S. L.	000
2 M.C. NORTH YD. - A. & B. R. M.	148
4 C. & O. RY. (P.M. Div.)	348
5 D. T. & I. R. R.	415
7 T. & W.	535
8 N. Y. C.	536
9 W. & A. N. - N. Y. C. & S. L. R. R. (W. & L.)	549
12 B. & O. R. R.	1578
13 N. Y. C. - O. C. Lines	1836
14 PENN. - C. & O. RY.	2381
15 N. Y. C.	2129
16 BAY TERMINAL R. R.	2155
17 T. & E. R. R. EL.	2560
18 N. Y. C. & S. L. R. R. (W. & L.)	2568



N

THE TOLEDO TERMINAL R.R.C.
MAP OF THE ROAD
 AND LOCATION OF
 INTERCHANGE CONNECTIONS

Scale: 1 in = 2000 ft. Aug 15, 35
 Office: Eng'g. Map W. Toledo, Ohio
 Traced by R.E. 8-25-35

Sheet No.	Scale	Area
1	1:20,000	1.00
2	1:20,000	1.00
3	1:20,000	1.00
4	1:20,000	1.00
5	1:20,000	1.00
6	1:20,000	1.00
7	1:20,000	1.00
8	1:20,000	1.00
9	1:20,000	1.00
10	1:20,000	1.00
11	1:20,000	1.00
12	1:20,000	1.00
13	1:20,000	1.00
14	1:20,000	1.00
15	1:20,000	1.00
16	1:20,000	1.00
17	1:20,000	1.00
18	1:20,000	1.00
19	1:20,000	1.00
20	1:20,000	1.00
21	1:20,000	1.00
22	1:20,000	1.00
23	1:20,000	1.00
24	1:20,000	1.00
25	1:20,000	1.00
26	1:20,000	1.00
27	1:20,000	1.00
28	1:20,000	1.00
29	1:20,000	1.00
30	1:20,000	1.00
31	1:20,000	1.00
32	1:20,000	1.00
33	1:20,000	1.00
34	1:20,000	1.00
35	1:20,000	1.00
36	1:20,000	1.00
37	1:20,000	1.00
38	1:20,000	1.00
39	1:20,000	1.00
40	1:20,000	1.00
41	1:20,000	1.00
42	1:20,000	1.00
43	1:20,000	1.00
44	1:20,000	1.00
45	1:20,000	1.00
46	1:20,000	1.00
47	1:20,000	1.00
48	1:20,000	1.00
49	1:20,000	1.00
50	1:20,000	1.00