

SAFETY ALWAYS

Safety is of the first importance in the discharge of duty.

Obedience to the rules is essential to safety.

Every employee should report promptly to proper person every unsafe condition and practice.

ROAD DIESEL LOCOMOTIVES

To provide greater advance warning to Maintenance of Way Forces the headlight must be displayed, burning bright, to the front of every train by day and by night. When the view is restricted by weather or other unusual conditions enginemen must frequently sound horn.

STOP SIGNALS will be used to notify crews of passing trains of following defective conditions:

HOT JOURNAL

BRAKES STICKING

BROKEN WHEELS

DEFECTIVE TRUCK

DRAGGING BRAKE CONNECTION

LADING SHIFTED OVER SIDE OR END OF CAR

SWINGING CAR DOOR OR ANY OTHER DANGEROUS CONDITION

NOTE:

When practicable, after stop signal is given for hot journal, hold nose with one hand with other hand pointing toward track.

When practicable, after stop signal is given for brakes sticking, shove hands in sliding motion out from body.

WABASH RAILROAD

APR 23 1964

PUBLIC SERVICE COMMISSION

**MONTPELIER
DIVISION**

Time-Table No. 59

In Effect 12:01 A.M., Sunday, April 26, 1964
12:01 A.M. Central Standard Time
1:01 A.M. Eastern Standard Time

**FOR THE GOVERNMENT OF
EMPLOYEES ONLY**

Eastern Standard Time—east of Oakwood Jct.
Central Standard Time—west of Toledo and Oakwood Jct.

J. N. SAILOR
Manager
Transportation

R. J. CRIPE
Superintendent
Transportation

F. C. FLYNN
Assistant Manager
Transportation

W. G. BLADES
Superintendent

DIVISION OFFICERS

W. G. BLADES

SuperintendentMontpelier, O.

J. T. ORMOND

Superintendent, Chicago Terminal Division.....Chicago, Ill.

C. A. GLASS

Trainmaster, Chicago Terminal Division.....Chicago, Ill.

D. R. BRADY

Assistant Trainmaster, Chicago Terminal Division..Chicago, Ill.

J. J. REDDEN

Assistant SuperintendentDetroit, Mich.

R. N. BRONSON

TrainmasterOakwood, Mich.

P. E. CLARK

TrainmasterOakwood, Mich.

R. E. DOWDY

TrainmasterMontpelier, Ohio

P. E. STITT

TrainmasterMontpelier, Ohio

E. F. MURRY

TrainmasterPeru, Ind.

W. L. COOK

Assistant TrainmasterPeru, Ind.

R. D. WISNER

Road Foreman of EnginesMontpelier, O.

E. D. KINZIE

Road Foreman of EnginesPeru, Ind.

W. H. PETERS

Chief Train DispatcherMontpelier, O.

W. M. JOHNSON

Night Chief Train DispatcherMontpelier, O.

R. D. WEIRICH

Night Chief Train DispatcherMontpelier, O.

N. A. MCGOWAN

Relief Chief Train DispatcherMontpelier, O.

R. C. HENDERSON

Night Chief Train DispatcherPeru, Ind.

W. P. WOLFE, Jr.

Relief Chief Train DispatcherPeru, Ind.

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W. G. BLADES
Superintendent

To All Employees:

Performing our work without being injured is something we all want, but our success is largely dependent on how much effort each of us puts forth to avoid accidents and injury.

Much needless suffering can be avoided if each employee accepts his personal responsibility in preventing injury to himself and assists others in avoiding injury.



Let's Work To . . .

STOP ACCIDENTS

Before They Stop Us.



M. M. ECHOLS
Superintendent Safety

TRAIN AND ENGINE CREWS

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

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

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

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

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

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

On-Time delivery of passengers, mail, express and freight at destination is what the customers pay for and expect. Your best efforts, always within the zone of safety, should be extended to keep your trains on time. The on-time performance of our freight trains is the best known way to secure business and it behooves all of us to work toward that end.

MAIN LINE

Block Stations	STATIONS	Distance from Detroit	Sidings, Assigned Direction and Car Capacity 50 ft. Cars Exclusive of Engine and Caboose		
			East	West	Both
	3RD DISTRICT				
	DETROIT.....				
	DELRAY.....	4.4			
	ECORSE JCT.....	5.6			
DN	OAKWOOD Dix Ave.	7.0			
	OAKWOOD JCT.....	8.7			
	HAND.....	12.4			
DN	ROMULUS.....	19.0	81		
	FRENCH LDG....	21.3			
D	BELLEVILLE.....	23.8			
A B S	WILLIS.....	28.6			
	WHITTAKER.....	31.5			
DN	MILAN.....	37.3	74	49	
	COONE.....	42.7			
D	BRITTON.....	46.7		97	
	HOLLOWAY.....	52.4		87	
	RAISIN CEN.....	54.8			
2S	ADRIAN.....	58.8		49	
	PAGE.....	59.8			
	STAN.....	61.2			
	SAND CREEK.....	65.6			
	LEAF.....	68.4			
I C S	NORTH MORENCI	73.2			160
	MUNSON.....	79.5			
D	ALVORDTON.....	85.7			160
	KUNKLE.....	89.8			
	MODE.....	93.7			
	EAST YARD.....	96.0			
DN	MONTPELLIER.....	98.9			
A B S	1ST DISTRICT				
	WEST YARD.....	97.4			
	PERGO.....	98.4			
I C S	BLAKESLEY.....	104.4			106
	BUTLER.....	114.9			153
D	SPENCERVILLE.....	125.3			110
	GRABILL.....	130.6			102
	THURMAN.....	137.0			
DN	NEW HAVEN.....	140.5	67		
D	FT. WAYNE.....	146.5			
DN	HUGO.....	149.2			
	PRAIRIE SWITCH..	154.8			97
	ROANOKE.....	161.7			
	MARDENIS.....	165.8			303
DN	HUNTINGTON.....	170.4			
D	ANDREWS.....	176.2			
A B S	ANDREWS YARD...	177.0			118
D	LAGRO.....	183.2			110
2S	WABASH.....	188.8			53
	HARTMAN.....	190.3			110
	RICH VALLEY.....	194.2			45
	JUNCTION.....	200.2			
DN	PERU.....	202.5			

MAIN LINE

Block Stations	STATIONS	Distance from Detroit	Sidings and Car Capacity 50 ft. Cars Exclusive of Engine and Caboose		
					Both
	2ND DISTRICT				
DN	PERU.....	202.5			
DN	C. W. TOWER.....	204.4			
A B S	NEW WAVERLY.....	209.2			103
	DANES.....	213.0			116
2S	LOGANSPORT.....	218.5			104
DN	OLYMERS.....	224.3			240
	BURROWS.....	227.8			
I C S	ROCKFIELD.....	232.1			155
D	DELPHI.....	238.6			
	COLBURN.....	243.8			112
	BUCK CREEK.....	247.4			109
	EAST YARD.....	252.9			
2S	LAFAYETTE.....	255.4			
A B S	LAFAYETTE JCT }	257.2			
	SHADELAND.....	260.2			
	WEST POINT.....	265.3			110
	RIVERSIDE.....	272.2			
D	ATTICA.....	276.8			160
I C S	WILLIAMSPORT ..	280.5			107
	WEST LEBANON ..	284.9			108
	MARSHFIELD.....	288.7			108
D	STATE LINE.....	294.2			
	ELDAN.....	296.2			
	NEWELL.....	298.8			
2S	DANVILLE JCT. }	300.7			
A B S	DANVILLE.....	301.6			
DN	TILTON.....	303.8			

MAIN LINE

Block Stations	STATIONS	Distance from Detroit	Sidings and Car Capacity 50 ft. Cars Exclusive of Engine and Caboose			
					Both	
DN	4TH DISTRICT					
	A	MONTPELIER... } D	96.9			
	B	WEST YARD... } T	97.4			
	S	PERGO.....	98.4			
	D	S	EDON.....	105.3		68
			HAMILTON.....	113.2		85
	D		ASHLEY HUDSON..	121.4		76
			HELMER.....	126.5		68
			SO. MILFORD.....	131.8		104
	DN	N	WOLCOTTVILLE..	136.8		74
		D	TOPEKA.....	146.0		
	D	B	STONY CREEK....	151.4		102
		S	BENTON.....	158.0		
D		NEW PARIS.....	161.4			
		FORAKER.....	166.5		110	
D		WAKARUSA.....	171.3		68	
		WYATT.....	179.2		68	
DN	A	LAKEVILLE.....	184.8		76	
	B	PINE.....	187.4		108	
D	S	NO. LIBERTY.....	192.9		94	
		DILLON.....	200.5		83	
DN	N	KINGSBURY.....	207.3			
	B	MAGEE.....	209.6			
D	S	WESTVILLE.....	217.2		131	
		CROCKER.....	230.5		72	
2S		GARY.....	241.1			
		TOLLESTON.....	243.4			
DN	A	CLARKE JCT....	246.7			
	B	HAMMOND.....	251.9			
D		STATE LINE.....	252.4			
	S	W. I. JCT.....	264.1			
DN		FOREST HILL...	265.9			
		LANDERS.....	266.9			

SECONDARY MAIN LINE

Block Stations	STATIONS	Distance from Toledo	Sidings and Car Capacity 50 ft. Cars Exclusive of Engine and Caboose			
					Both	
DN	1ST DISTRICT					
	D	T	TOLEDO.....			
		S		TOLEDO YARD.....	1.3	
				WALBRIDGE JCT. } D	3.3	
				GOULD.....	5.3	
				WANICK JCT....	8.6	
		MAUMEE.....	9.2			
	D		BRADLEY.....	22.2		
			DELTA.....	26.3		
			DELTA YARD.....	29.4		
	DN		Wauseon.....	33.7		
			ELMIRA.....	42.5		91
	DN		WEST UNITY.....	49.1		46
		MONTPELIER.....	58.3			
DN	5TH DISTRICT					
	D	T	WANICK JCT.....	8.6		
		S	MAUMEE.....	9.2		
	D		WHITE HOUSE....	17.3		29
			STATION NO. 15...	21.3		
	D		COLTON.....	25.8		
			LIBERTY CENTER..	29.1		
	D		NAPOLEON.....	36.0		38
			OKOLONA.....	41.6		
	D		JEWELL.....	45.6		33
			DEFIANCE.....	50.8		48
	D		DEFIANCE JCT....	51.5		
			CECIL.....	63.8		
D		ANTWERP.....	71.6		37	
		WOODBURN.....	78.7		33	
DN		NEW HAVEN.....	88.5		46	

HUGO TO TILTON—WESTWARD

FIRST CLASS			
STATIONS	1	3	
	Leave Daily	Leave Daily	
	AM	PM	
HUGO.....	8.33	11.13	
PRAIRIE SWITCH.....	8.38	11.18	
ROANOKE.....			
MARDENIS.....	8.47	11.29	
HUNTINGTON.....	\$ 8.55	\$ 11.55	
ANDREWS.....			
ANDREWS YARD.....	9.02	12.02	
LAGRO.....	9.07	12.09	
WABASH.....	\$ 9.15	\$ 12.20	
HARTMAN.....	9.18	12.23	
RICH VALLEY.....	9.21		
JUNCTION.....	9.26	12.33	
PERU.....	9.33	12.38	
	9.37	12.54	
C. W. TOWER.....	9.41	12.57	
NEW WAVERLY.....	9.46	1.04	
DANES.....	9.50	1.09	
LOGANSPOUT.....	\$ 10.00	\$ 1.32	
OLYMERS.....			
BURROWS.....			
ROCKFIELD.....			
DELPHI.....			
COLBURN.....			
BUCK CREEK.....			
EAST YARD.....	10.32	2.05	
LAFAYETTE.....	\$ 10.45	\$ 2.32	
LAFAYETTE JCT.....	10.48	2.36	
SHADELAND.....			
WEST POINT.....			
RIVERSIDE.....			
ATTICA.....			
WILLIAMSPORT.....			
WEST LEBANON.....			
MARSHFIELD.....			
STATE LINE.....			
ELDAN.....	11.26	3.08	
NEWELL.....	11.28	3.10	
DANVILLE JCT.....	11.30	3.12	
DANVILLE.....	\$ 11.38	\$ 3.31	
TILTON.....	11.45	3.38	
	AM	AM	
	Arrive Daily	Arrive Daily	
Scheduled time	3:12	4:25	
Average MPH	48.3	34.5	

TILTON TO HUGO—EASTWARD

FIRST CLASS			
	2	4	
	Arrive Daily	Arrive Daily	
	AM	PM	
	1.33	4.33	
	1.26	4.28	
	1.18	4.22	
	1.13	4.18	
	\$ 1.07	\$ 4.14	
	12.41	3.56	
	12.35	3.51	
	\$ 12.28	\$ 3.46	
	12.23	3.40	
		3.37	
	12.14	3.32	
	12.10	3.28	
	12.01	3.23	
	11.55	3.18	
	11.50	3.14	
	11.46	3.10	
	\$ 11.40	\$ 3.04	
	11.17	2.50	
		\$ 2.37	
	10.49	2.20	
	\$ 10.45	\$ 2.16	
	10.32	2.05	
		\$ 1.47	
		\$ 1.39	
	9.56	1.22	
	9.53	1.19	
	9.50	1.16	
	\$ 9.47	\$ 1.13	
	9.33	1.03	
	PM	PM	
	Leave Daily	Leave Daily	
	4:00	3:30	
	38.6	44.1	

SPECIAL INSTRUCTIONS

The rules of the Operating Department, (issued in book form) dated October 26, 1958, will govern the rights of trains on this time-table except as amended or superseded by the following:

Every employe whose duties are in any way prescribed by these rules must always have a copy of them at hand.

The officers of this company direct that the time-table, book of rules, general orders and bulletin orders must be rigidly observed, and the claim of customary practice at variance therewith will not be accepted as an excuse for violation.

Eastward trains are superior to westward trains of the same class, in accordance with Rule S-72.

Trainmasters must require acknowledgment from each conductor and engineman of the receipt of a new time-table before he is permitted to start out on a run with any train or engine after the new time-table has taken effect.

Note carefully that important changes have been made in this time-table.

A train must not leave its initial station or other stations prescribed by special instructions, without receiving clearance. Following are initial stations under this rule: Oakwood (Dix Ave.), Montpelier, Ft. Wayne, Peru, Danville, Tilton, Gary and Chicago.

Trains picking up and setting out at Adrian, Ft. Wayne, Lafayette and Tilton will not perform any switching.

SPEED OF TRAINS

All trains must run at reduced speed whenever regulations or safety require.

Except at locations where slower speed is specified, following is maximum speed of trains:

MAIN LINE

1ST DISTRICT (MONTPELIER TO PERU), 2ND & 3RD DISTRICTS

PASSENGER TRAINS:

78 MPH, or 1 mile in 46 seconds.

75 MPH, or 1 mile in 48 seconds with Class D-17 Engines Nos. 484, 485, 486, 487, 488, 489, 493, 494, and 495.

70 MPH, or 1 mile in 51 seconds with Class D-25 Engines.

65 MPH, or 1 mile in 56 seconds with Class D-24 Engines.

60 MPH, or 1 mile in 1 minute with Class D-45, D-30, D-17 (except Engines 484, 485, 486, 487, 488, 489, 493, 494, 495) and D-15 Engines.

FREIGHT TRAINS:

60 MPH, or 1 mile in 1 minute.

4TH DISTRICT

48 MPH, or 1 mile in 1 minute 15 seconds.

SECONDARY MAIN LINE

1ST DISTRICT

TOLEDO YARD TO WALBRIDGE JCT.

20 MPH, or 1 mile in 3 minutes.

WALBRIDGE TO WANICK JCT.

30 MPH, or 1 mile in 2 minutes.

WANICK JCT. TO MONTPELIER

40 MPH, or 1 mile in 1 minute 30 seconds.

5TH DISTRICT

30 MPH, or 1 mile in 2 minutes.

EQUIPMENT RESTRICTIONS

Passenger trains handling freight cars will observe freight train speeds.

Trains, engines and self-propelled equipment must not exceed the following speeds when moving in automatic block signal or traffic control system, through interlockings or approaching highway crossings protected by automatic warning devices—

Single engine or unit of self-propelled equipment	20 MPH
Two units of engines or cars	30 MPH
Three units of engines or cars	40 MPH
D-20, D-22, or single unit of a D-30, D-45, or A & B units of a D-45 running backward will not exceed 25 MPH.	

Trains hauling Diesel locomotives in tow will be governed by billing instructions of the manufacturer or foreign railroad for whom we are hauling the locomotive. Where there are no billing instructions or special instructions, trains hauling Diesel locomotives with friction bearings will not exceed 35 MPH and trains hauling Diesel locomotives with roller bearings will not exceed 60 MPH. Where district maximum speeds are less they will govern.

In cases where it is necessary to tow a Diesel locomotive in a train as a result of a derailment or other damage or defective condition, special instructions will be issued.

Diesel locomotives in multiple (up to three units) may be hauled in tow without separation of units. There must not be less than five cars between the locomotive handling the train and first locomotive in tow and not less than five cars between any two locomotives in tow.

Any locomotive in tow must not be carried further than thirty cars from locomotive handling train and not more than five locomotives in tow may be handled in one train.

Where district maximum speeds are less they will govern.

Decatur 250 ton wrecker No. 3188 and Montpelier 250 ton wrecker No. 3189 can be handled over Montpelier Division from Montpelier to Toledo—Montpelier to Clarke Jct.—Detroit to Tilton except 12th Street Union Station Viaduct, Detroit.

Wrecker No. 3186 assigned at Peru, Ind. must not be taken over Bridge No. 860 at Defiance. It can be handled over balance of line, Maumee to New Haven, at speed not to exceed 25 MPH.

WORK EQUIPMENT HANDLED IN TRAINS

Trains handling following work equipment must not exceed speed of 25 MPH.

American ditcher.

Pile driver.

Jordan spreader ditcher.

Scale test car.

Wrecking Cranes.

Locomotive Crane.

Work equipment must be placed in trains next ahead of caboose.

Note: These instructions will not apply to wrecking cranes when they are handled in wreck train service.

LOCATION OF PERMANENT SPEED RESTRICTIONS

Permanent slow signs which are yellow with black numerals are set in advance of locations where trains must be operated at reduced speed. The one numeral on these signs indicates the maximum permissible speed for both passenger and freight trains except, when type of locomotive, equipment restriction, or any other restriction calls for a slower speed, the slowest allowable speed must not be exceeded.

These Signs Are As Follows:

- (a) On lines designated MAIN LINES in the time-table:

Permanent Signs indicating a maximum permissible speed of 45 M.P.H., or less, are set not less than 1 mile in advance of location where speed must not exceed that shown on sign. Signs with figures 75, 70, 65, 60, 55 or 50, are set ½ mile in advance of location where speed must not exceed that shown on sign.

- (b) On lines designated SECONDARY MAIN LINES and BRANCH LINES in the time-table, these signs are set ½ mile in advance of the location where speed must not exceed that shown on sign.

Maximum permissible speeds must not be exceeded until rear of train has passed a permanent resume-speed sign.

In the following table the maximum permissible speed is indicated for each location but in no case shall a train be operated at a higher speed than that specified for it in the preceding sections headed "Speed of Trains" and "Equipment Restrictions."

Maximum
Permissible
Speed in M.P.H.

LOCATION

1ST DISTRICT

25	Crossover Pergo
60	Curve 1¼ miles west of Montpelier
50	Curve NYC crossing Butler
50	Curve and end double track New Haven
30	Through the City of Fort Wayne
12	Over PRR crossing Fort Wayne
25	Turnout end double track Hugo
75	Curve at Aboite
75	Curve 2 miles east of Wabash
25	Through the City of Wabash
50	Curve 1¼ miles west of Rich Valley
25	Turnout end double track Junction
25	Through the City of Peru

2ND DISTRICT

25	Turnout end of double track C. W. tower
50	Curve ¼ mile west of C. W. tower to Grant St. Peru eastward track
60	Three (3) curves east of Danes
75	Curve ½ mile west of Danes
75	Curve 2½ miles west of Danes
70	Curve east end of Logansport
15	Westward home signal PRR Crossing Logansport to a point 2500 ft. west
25	Curve in front depot Delphi
25	Curve 1 mile west of Delphi
75	Curve ½ mile west of Colburn
25	Turnout end of double track East Yard
25	End of double track Lafayette Jct.

Maximum
Permissible
Speed in M.P.H.

LOCATION

12	Lafayette City District No. 1, M. P. 255 to 600 ft. west of Highway No. 25 (Ordinance)
25	Lafayette except District No. 1
65	Curve 3 miles west of Lafayette
25	Curves in front depot Attica and ½ mile east
40	East end Attica bridge to west end of curve west of Attica bridge
60	Reverse curves east of Williamsport
40	Passenger trains Monroe Street Williamsport
25	No. 1 and Freight Trains Monroe Street Williamsport
75	Curve 2 miles west of Williamsport
75	Curve 2 miles west of West Lebanon
25	Turnout end of double track Eldan
15	Over C&EI and P&E crossing Danville Jct
30	Over H. Street Tilton, Illinois first street east of Tilton Yard Office

3RD DISTRICT

20	Through Delray interlocking limits
30	Through River Rouge interlocking limits
50	Oakwood Jct. to Fort Street bridge
40	On Eastward main through equilateral turnout ½ mile west Dix Ave.
70	Curve west end Raisin Center bridge both tracks
50	Curve east of depot Adrian both tracks
55	End double track Stan
55	Curve Stan
55	End double track Mode
60	Curve east end Montpelier Yd. both tracks
35	Yard office Montpelier to West Yard both tracks

4TH DISTRICT

25	Crossover Pergo
30	Curve over EJ&E crossing Crocker
20	End double track Gary
20	Between home signals Clarke Jct.
20	Curve between Union Ave. and 74th St.
30	Between home signals Belt Jct.
30	Between home signals Forest Hill interlocking
40	On main track Western Av. to Kedzie Av.

5TH DISTRICT

15	Over Bridge 860 Defiance
15	Curve New Haven, 5th District
15	Jct. switch New Haven to 5th district

Maximum permissible speed of trains approaching approach signals at following locations is as follows:

1ST DISTRICT

Hugo —N.Y.C. & St.L. R.R. Crossing.	Westbound—Passenger 60 MPH	Freight 40 MPH
Junction —End of Double Track.	Westbound—Passenger 65 MPH	Freight 40 MPH

2ND DISTRICT

Peru —CW Tower.	End of Double track and C.&O. R.R. Crossing.	Westbound—Passenger 25 MPH	Freight 25 MPH
		Eastbound—Passenger 50 MPH	Freight 40 MPH
	Logansport —Pennsylvania R.R. Crossing.	Eastbound—Passenger 70 MPH	Freight 35 MPH

Lafayette Jct.—Big Four & NKP R.R. Crossing.
 Eastbound—Passenger 60 MPH Freight 50 MPH
 Westbound—Speed governed by City Ordinance.

4TH DISTRICT

Steubenville—NYC RR Crossing.
 Both Directions 40 MPH

Wolcottville—Pennsylvania R.R. Crossing.
 Both Directions 40 MPH

Lakeville—Pennsylvania R.R. Crossing.
 Both Directions 40 MPH

Crocker—E.J.&E. R.R. Crossing.
 Eastward 30 MPH

Movement of trains or engines through interlockings in direction specified at following locations must not exceed twenty (20) MPH between home signals.

1ST DISTRICT

Walbridge Jct.—Interlocking..... Westward

Wauseon, Ohio—

NYC & DT&I R.R. Crossings. Both Directions

5TH DISTRICT

Napoleon, Ohio—DT&I R.R. Crossing. Both Directions

Defiance, Ohio—B&O R.R. Crossing. Both Directions

Cecil, Ohio—CN R.R. Crossing. Both Directions

LOCATION OF SPRING SWITCHES

End of double track Gary.

West leg of Wye track Delta Yards.

OPERATION OF ELECTRICALLY LOCKED SWITCHES IN ABS TERRITORY

Hand Throw switches equipped with electric switch locks must be operated as follows:

A—Train or engine desiring to enter switch must stop on releasing section located ahead of switch. With electric lock released, switch can be handled in the regular manner.

B—Train or engine desiring to leave switch must stop clear of track to be entered and trainman must proceed as follows:

1. Remove padlock, wait until electric lock is released and then switch can be handled in regular manner.

2. When movement over switch is completed, return switch to normal and lock.

C—When electric lock is out of order, inform the dispatcher and secure authority to break seal. Remove padlock and wait 5 minutes, then lift cover, insert switch key and turn to release electric lock, then switch may be lined and movement made.

When seal has been broken report must be made to dispatcher.

OPERATION OF DUAL CONTROL SWITCHES IN ABS AND TCS TERRITORY

Dual control switch machines are equipped with levers for hand throw operation and indicator on the end of each machine which shows Locked when switch points are locked in either position.

Letters N and R on tie ahead of switch points indicate the normal and reverse position of switch.

Permission must be secured from operator to hand throw dual control switch. The selector lever (small lever) may then be thrown to hand position, where it must remain during entire period of hand operation. With selector lever in hand position, the hand throw lever can be thrown to line switch to either position.

Trainmen or enginemen must observe that indicator on end of switch machine shows Locked each time switch is thrown by hand before train is permitted to move over switch.

WHISTLING ORDINANCES

The City of Ft. Wayne has an ordinance that prohibits whistling in the City limits, except to prevent an accident. Our main lines through the City are protected by automatic protection listed from the east end of town as: Lombard, Wabash, Fletcher, Anthony Boulevard, Winter, Brooklyn, Nuttman, Engle Road and Hayden Road.

In order to comply with this ordinance, trains or engines moving on the main line over these protected crossings should not sound engine horn unless circumstances are such that, because of emergency, whistling would be necessary or prudent. All other crossings not protected by flashers must have crossing whistle sounded.

City authorities at Wabash and Lafayette have ordinances passed prohibiting whistling for crossings where automatic protection is provided. Engine horn should not be sounded as required by rule 14L, unless conditions are such that, because of emergency whistling would be necessary or prudent.

1ST DISTRICT

Clocks indicating standard time are located in the telegraph offices at Toledo Yard, Montpelier, Ft. Wayne, Peru and in the yard office and roundhouse at Montpelier.

All first class trains will register at Montpelier, Ft. Wayne, Hugo and Peru.

At Hugo, they will register by throwing off O.S. slip to operator.

All trains affected will examine register, unless given check on register by train order.

All trains except first class will register at Toledo yard, Montpelier and Peru.

All trains affected will examine register, unless given check on register by train order.

The line between Montpelier and West Yard, New Haven and Hugo, and Junction and Peru is operated as double track in accordance with the Rules and special instructions.

Dual control power switches are located at East and West end of siding Mardenis, remotely controlled from Huntington Depot and operated as unattended interlockings.

Eastward home signal governing movement to First District, New Haven is controlled jointly by signalman and train dispatcher.

At above point, when stopped by stop signal, in addition to receiving hand signal from signalman, train must secure TCS Permissive card form, 439 authorizing the movement per Rule 523.

Eastward extra trains diverted at C. W. Tower and Westward Extra Trains diverted at Junction, will proceed against current of traffic as instructed by Yardmaster Peru, complying with Rule 93. Extra trains originating Peru will proceed against current of traffic between C. W. Tower and Junction as authorized by Yardmaster, complying with Rule 93. All opposing movements against first class trains must be authorized by Train Order.

Dual control power switch and signals at end of double track at Junction, 2 miles east of Peru are remotely controlled from Peru Depot and operated as unattended interlocking and when indication displayed does not conform with special instructions, train orders or time-table rights, trains must stop and communicate with train dispatcher.

Traffic control system rules will be in effect on the following territory between West Yard and New Haven, between West End Toledo Yard and Wanick Junction

on Wabash, Nickel Plate joint tracks No. 1 (Northerly) and No. 2 (Southerly) except as modified by these special instructions:

Movement of all trains and engines between west end, Toledo Yard and Walbridge Junction will be in accordance with Rule 93 of Rules of Operating Department.

Movement of road trains and yard engines by westward "A" signal west end Toledo Yard, can be made on yellow indication (Rule 285). Red indication (Rule 292) requires road train and yard engines to Stop and Stay. To pass this signal displaying RED indication, permissive card Form 439 must be secured from operator, Gould, per Rule 523 of Rules of Operating Department.

Yard engines doing work at Jennison-Wright or West End Lead, and clearing main track will not enter onto main track until permission is received from Operator at Gould.

Dual control power switches are located at Walbridge Junction and Wanick Junction and do not have lock indicators. When these dual control switches are used in compliance with Rules 524, 530, 532 and 534, Trainmen must move switch points with hand-throw lever, examine switch points to insure they are in proper position before movement is made over switch. If hand-throw lever cannot be moved to full normal or full reverse position, then switch points must be spiked.

Power switches within Gould interlocking are not equipped with dual control attachment and when required to operate by hand, will be handled by the signalman or Operator.

Electric locked switches controlled by Signalman or Operator, Gould, are located at the following points:

C&O delivery track, east end, pipe connected derail; Toledo Terminal R. R. interchange track west end, pipe connected derail.

Automatic electric lock switches located at the following points:

Infirmery track, pipe connected derail;

Kaighin and Hughes track, pipe connected derail.

Instructions for operation of Controlled and Automatic electric switch locks are posted in switch boxes.

Westward inferior trains passing New Haven on the time of superior trains will move with the current of traffic in accordance with Rules 93 and 251 to Hugo unless otherwise instructed, where train orders will be issued directing further movement.

Trains originating at Ft. Wayne will be permitted to move with the current of traffic without train orders in accordance with Rule 251 and complying with Rules 93 and 513 between New Haven and Hugo where train orders will be issued for further movement.

Eastward first class trains diverted at Pergo will move on signal indication to West Yard and proceed against current of traffic West Yard to depot complying with rule D-93. Further movement from the depot will be governed by train order.

Eastward extra trains arriving at West Yard on North main track must not make any further movement unless authorized by Yardmaster or under flag protection.

West end Toledo Yard applies at crossover west of scale track.

Between Toledo and Montpelier trains must not exceed speed of 10 MPH through main track turnouts, except as follows:

Wanick Jct. and Walbridge Jct., 25 MPH. All other turnouts, between Wanick Jct. and Walbridge Jct., 15 MPH.

Normal position of spring switch on west leg of Wye Track Delta Yard is for main track movement. Trains or engines leaving Delta Yard through west leg of wye will not exceed 10 MPH through turnout. Trains or engines moving on main track will not exceed 20 MPH between signals governing movement over spring switch. If signal displays STOP, switch points must be examined to insure switch is lined for route and that points fit up properly before proceeding in accordance with rule 690.

Between Montpelier and Peru, trains must not exceed speed of 15 MPH through main track turnouts. At other Dual Control Switches, except end of double track New Haven, movement will be governed by signal indication.

Train holding indicator for westward trains is located 270 feet east of Lombard Street, Ft. Wayne, Ind. This indicator consists of 3 amber lights in a horizontal row. These lights are normally dark. One or two lights lighted means the same as three. When this Hold Indicator is lighted, train must stop before reaching Indicator, and a member of the train crew will call the operator at W. P. Tower on telephone located in booth at this location, and must be governed by his instructions. When indicator is dark, train will proceed westward without stopping.

Yard limits at Toledo-Walbridge Junction, Maumee, Montpelier, Ft. Wayne-Hugo, Huntington, Junction-Peru are designated by "Yard Limit" boards.

2ND DISTRICT

Clocks indicating standard time are located in the telegraph offices at Peru, Lafayette, Danville and Tilton.

All first class trains will register at Peru, Lafayette, Danville and Tilton; at Tilton they will register by throwing off O.S. slip to operator.

All trains except first class will register at Peru, and Tilton; at Tilton they will register by throwing off O.S. slip to operator.

All trains affected will examine register unless given check on register by train order.

Eastward trains leaving the limits of T. C. S., Logansport, must have train order check on superior trains for further movement East.

Traffic Control System rules will be in effect between West switch Logansport and East Yard and Lafayette Jct. and Eldan.

Eastward and Westward home signals, Clymers and Westward home signal, Lafayette Jct. interlocking, are controlled jointly by signalman and train dispatcher.

At above points, when stopped by stop signal, in addition to receiving hand signal from signalman, train must secure TCS Permissive card form 439, authorizing the movement per Rule 523.

Eastward Home Signal west end Logansport is remotely controlled by the Wabash and P.R.R. Train stopped by a stop indication must communicate with the Dispatcher and if further movement is authorized movement must be made in accordance with rules 619 and 620.

Westward Home Signal Logansport is remotely controlled by the Wabash and P.R.R. Trains stopped

by a stop indication must communicate with the Dispatcher, train must secure permissive card form 439 then further movement must be made in accordance with rules 523, 619 and 620.

The line between Tilton and Eldan, Lafayette Jct. and East Yard, and C. W. tower and Peru is operated as double track in accordance with the rules and special instructions.

Eastward extra trains diverted at C. W. Tower and Westward Extra trains diverted at Junction, will proceed against current of traffic as instructed by Yardmaster Peru, complying with Rule 93. Extra trains originating Peru will proceed against current of traffic between C. W. Tower and Junction as authorized by Yardmaster, complying with Rule 93. All opposing movements against first class trains must be authorized by Train Order.

Trains must not exceed speed of 15 MPH through main track turnouts; including West switch Colburn and West switch Logansport. At other Dual Control Switches movement will be governed by signal indication.

Eastward inferior trains passing Lafayette Jct. and westward inferior trains passing East Yard on time of superior trains will move with current of traffic in accordance with Rules 93 and 251 to Lafayette Jct. or East Yard where further movement will be governed by signal indication.

Westward inferior trains passing Eldan on time of superior trains will move with current of traffic in accordance with Rules 93 and 251 to N.T. Jct.

When necessary to move against the current of traffic on double track from East Yard, or from Lafayette Junction or from Eldan, upon instructions from train dispatcher for the movement, a push button must be operated before proceed signal can be displayed for movement over interlocking or Dual Control Switch and movement through yard limits made in accordance with rules 93 and D-93.

The siding at Attica is a control siding block, both switches to the Scale Track off the siding are equipped with electric locked switches. Trains or engines must not clear siding in Scale Track in accordance with signs posted at each end of track reading: "Trains or engines must not clear through this switch".

When Dispatcher requires control of siding for meeting or passing of trains, he may require any work to be done by a work permit if verbal instructions will not cover situation.

Yard limits at Peru, Lafayette and Newell-Danville-Tilton are designated by "Yard Limit" boards.

3RD DISTRICT

Clocks indicating Eastern Standard Time are located in the yard office at Oakwood and Union Station Detroit. Clocks indicating Central Standard Time are located in the roundhouse, yard office and in the telegraph office at Montpelier.

Traffic control system is in effect between East Yard and Stan and on North track between Stan and Page.

Eastward and Westward home signals Alfordton interlocking, are controlled jointly by train dispatcher, and signalman.

At above points, when stopped by stop signal, in addition to receiving hand signal from signalman when on duty, train must secure TCS Permissive card form, 439 authorizing the movement per Rule 253.

The line between Montpelier and East Yard, Stan and Delray will be operated as double track in accordance with the rules.

All first class trains will register at Oakwood (Dix Ave.), Montpelier; at Oakwood (Dix Ave.) and Montpelier they will register by throwing off O.S. slip to operator.

All trains except first class will register at Oakwood (Dix Ave.), and Montpelier. At Oakwood (Dix Ave.) trains affected may register by throwing off O.S. slip to operator.

All trains affected will examine register unless given check on register by train order.

Eastward inferior trains leaving the limits of Traffic Control System at Stan on time of superior trains will move with the current of traffic in accordance with Rules 251 and 93, Stan to Adrian. Further movement will be in accordance with Rule 86.

Westward trains arriving at East Yard on south main track must not make any further movements unless authorized by Yardmaster or under flag protection.

Trains will be governed by the rules and time-table of the Union Belt R. R. of Detroit, between Detroit and Delray.

Trains must not exceed speed of 15 MPH through main track turnouts except at Dual Control Switches, movement will be governed by signal indication.

Yard limits at Oakwood and Montpelier are designated by "Yard Limit" boards.

4TH DISTRICT

Clocks indicating standard time are located in the yard offices at Montpelier and Landers; in the roundhouse and telegraph office at Montpelier and in C. & W. I. train dispatcher's office at Chicago.

The line between Montpelier and West Yard will be operated as double track in accordance with the rules.

Traffic Control System rules will be in effect between West Yard and Pergo. Eastward extra trains arriving at West Yard on North main track must not make any further movement unless authorized by Yardmaster or under flag protection.

The line between Clarke Jct. and Gary will be operated as double track in accordance with the rules. On double track between Clarke Jct. and Gary extra trains may move with the current of traffic without train orders.

Trains will be governed by rules and time tables of the B. & O. C. T. R. R. between Clarke Jct. and State Line and of the C. & W. I. R. R. and B. R. C. between State Line and Belt Jct. — Loomis St.

The line between W. I. Jct. and Forest Hill Interlocking will be operated as double track in accordance with the rules.

The movement of trains over the single main track between Forest Hill Interlocking and Ashburn Interlocking and train movements to and from yard running tracks at Forest Hill Interlocking and at Ashburn Interlocking will be in accordance with Transportation Department Rule 261; and under the jurisdiction of the Yardmaster at Landers, Illinois.

All trains will register at Montpelier and Landers. Between Chicago and MP 229 (1.5 miles east of Crocker) train and enginemen are under the supervision of Superintendent, Chicago Terminal Division.

Trains must not exceed speed of 15 MPH through main track turnouts unless otherwise specified.

Yard limits at Montpelier and Clarke Jct.-Gary are designated by "Yard Limit" boards.

That portion of the Chicago Terminal Division between W. I. Jct. and Landers, is within YARD LIMITS.

5TH DISTRICT

All trains will register at Toledo Yard. Westward inferior trains passing New Haven on time of superior trains will move with the current of traffic in accordance with Rules 93 and 251 to Fort Wayne unless otherwise instructed.

Trains must not exceed speed of 10 MPH through main track turnouts.

Yard limits at Maumee and Defiance are designated by "Yard Limit" boards.

RAILROAD CROSSINGS AND JUNCTIONS**1ST DISTRICT Interlocking**

Walbridge Jct.—N.Y.C. & St.L. TCS
Gould—T.T.R.R. Co. Attended
Wanick Jct.—Junction 5th Dist. TCS
Wanick Jct.—N.Y.C. & St.L. TCS
Wauseon—N.Y.C. 1¼ miles east of station. Unattended

Wauseon—D.T. & I. ¼ mile west of station. Unattended
West Unity—C.C.C. & St.L. Unattended
Butler—N.Y.C. Unattended Remote Controlled
St. Joe—B. & O. Unattended Remote Controlled
New Haven—N.Y.C. & St.L.—End of double track and junction 5th Dist. Attended
Ft. Wayne—Penn. Attended
Hugo—N.Y.C. & St.—End of double track.

Derails Attended
Huntington—Erie. Unattended Remote Controlled
Junction—End of double track. Unattended Remote Controlled

Peru—N.Y.C. & St.L. Unattended
Diverging route signals, Rules 283 or 286, are located at the following points:

Pergo

Westward Home signal on
Westward track to 1st District
Westward Home signal on
Eastward track to 4th District

New Haven

Eastward Home signal. to 5th District

2ND DISTRICT Interlocking

C. W. Tower—C. & O.—End of double track. Attended
Logansport—Penn. Unattended Remote Controlled
Clymers—Penn. Attended
Delphi—Monon. TCS
East Yard—End double track. TCS
Lafayette Jct.—C.C.C. & St.L. and

N.Y.C. & St.L.—End of double track. Attended
Eldan—End of double track. TCS
Danville Jct.—C. & E.I. Attended
Danville Jct.—C. & E.I. and P. & E. Unattended
Remote Controlled.

3RD DISTRICT Interlocking

Delray—M.C., N.Y.C. and C&O. Attended
Rouge River—Draw Bridge and Junction

D. & T.S.L. Derails Attended
Oakwood, Victoria Ave.—M.C. Attended
Ecorse Jct.—Junction Penn. Attended
Oakwood Jct.—D.T. & I. Unattended
Romulus—C&O. Attended
Milan—Ann Arbor Attended
Raisin Center—N.Y.C. Unattended
Adrian—N.Y.C. Unattended
Page—D.T. & I. TCS
Stan—End of double track. TCS
Leaf—D.T. & I. TCS
Alvordton—C.C.C. & St.L.R.R. Attended

Diverging route signals, Rules 283 or 286, are located at the following points:

River Rouge Interlocking

Westward Home signal, Foreman Ave. to D.T.S.L.R.R.
Westward Home signal, M.C. crossing. to P.R.R.

4TH DISTRICT Interlocking

Steubenville—N.Y.C. Unattended
Wolcottville—Penn. Derails Attended
New Paris—C.C.C. & St.L. Unattended
Lakeville—Penn. Derails Attended
Pine—Junction, N.J.I. & I. None
Magee—C. & O. Unattended
North Liberty—N.Y.C. Unattended
Dillon—N.Y.C. & St.L. Unattended
Crocker—E.J. & E. Derails Attended
Willow Creek—M.C. and B. & O. Attended
Clarke Jct.—Penn. and B. & O.C.T. Attended
W. I. Jct.—C. & W.I. Attended
Loomis St.—B.R.C. Attended

Diverging route signals, Rules 283 or 286, are located at the following points:

Pergo

Westward Home signal on
Westward track to 1st District
Westward Home signal on
Eastward track to 4th District

5TH DISTRICT Interlocking

Wanick Jct.—Junction 1st Dist. TCS
Liberty Center—D.T. & I.—1½ miles west of station. Unattended
Napoleon—D.T. & I. Unattended
Defiance Jct.—B. & O. Attended
Cecil—C.C.C. & St.L. Unattended
New Haven—N.Y.C. & St.L.—End of double track and junction 1st Dist. Attended

STATIONS AND SIDINGS NOT SHOWN**1ST DISTRICT**

Farm Bureau tracks—1¼ miles west of Maumee, connected east end. Capacity, 10 cars.

O'Connors Gravel Pit—1 mile east of Junction connected west end. Capacity, 22 cars.

Wabash Smelting Co.—1.7 miles west of Hartman, connected west end. Capacity, 23 cars.

Rockwool Spur—¼ mile west of Hartman, connected west end. Capacity, 30 cars.

I&M Elec. Co.—2.7 miles east of Roanoke, connected east end. Capacity, 31 cars.

2ND DISTRICT

Gas Plant—1.5 miles west of Peru, spur connected west end. Capacity, 27 cars.

Keoport—1 mile west of Danes, connected both ends. Capacity, 90 cars. Station No. 72.

Foundry track Logansport 1.5 miles east Logansport. Capacity, 30 cars.

Storage track Delphi .5 mile east of Delphi. Capacity 53 cars.

3RD DISTRICT

Daniels Brick Co.—westward track 1 mile east of Hand, connected west end. Capacity, 3 cars.

Kelsey Hayes—eastward track 1.3 miles west of Romulus. Capacity, 13 cars.

Rawsonville Ford Plant—westward track 2.9 miles west of Belleville.

Devilbis track .2 mile east of M. P. 21. Capacity, 15 cars.

4TH DISTRICT

Millersburg—2.6 miles west of Stony Creek, connected east end. Capacity, 22 cars. Station No. 938.

Kingsbury Ordnance Plant—4.3 miles east of Kingsbury, East and West Wyes. Capacity, 46 cars.

Storage track—2 miles east of Kingsbury, connected both ends. Capacity, 50 cars.

Northern Indiana Public Service track, 1.9 miles east Gary Depot. Capacity 15 cars.

5TH DISTRICT

Casad Ordnance—3.3 miles east of New Haven.

B. F. Goodrich—2.2 miles west of Woodburn.

Johns-Manville—2 miles east of Defiance.

CROSSING PROTECTION

At stations where switching is performed, and the main tracks, sidings and auxiliary tracks are bonded to operate automatic signals or gates, various starting and cut-out circuits are used. Trains or engines making other than through movement at these stations on main tracks should move at a speed that will allow automatic signals or gate to operate before fouling crossing or protect in accordance with rule 103.

On sidings and auxiliary tracks the circuits are short and movement on these tracks must be made prepared to stop short of vehicle or other obstructions.

Crossing protection located at following points have cut out circuits, sidings and auxiliary tracks with short circuits, also tracks requiring protection as per rule 103:

LOCATION	CROSSINGS
Gould	Byrne Road (State Route 68)
Maumee	Illinois and Conant Streets
West Unity	Defiance St. (U. S. 127)
Liberty Center	U. S. 109
Thurman	Stellhorn Road
New Haven	Green, Broadway, High and State Streets
Ft. Wayne	Lombard, Wabash, Fletcher, Anthony Boulevard, Winter, Brooklyn, Nuttman, Engle Road, and Hayden Road
Mardenis	Route 876
Huntington	La Fontaine, Broadway, Byron, Jefferson, and Warren Streets
Wabash	East, Allen, Spring, Huntington and Wabash Streets
Hartman	Bond Street and Wolfe Road
Peru	Grant and Union Streets
Burrows	Madison Street
Delphi	Main, Franklin, Monroe, Market Washington, Union, Indiana and Wilson Streets
Buck Creek	Main Street
Lafayette	Greenbush and Underwood Sts.
Lafayette (Belt)	U. S. 52 by-pass
Attica	Perry Street
West Lebanon	High Street
Marshfield	State Street
Danville	South, Main, Van Buren and North Streets

LOCATION	CROSSINGS
Hand	Pardee, Monroe and Jim Daly Roads
Romulus	Shook Road and Romulus Ave.
French Landing	Hannan Road
Milan	Wabash, Allen and Redman Streets
Cone	Cone Road
Britton	Chicago St. (Highway M-50)
Holloway	Rogers Road
Adrian	Maumee
Alvordton	U. S. 20
Edon	State No. 49
Ashley-Hudson	Route 727 and Main Street
Helmer	Route 327
North Liberty	Main Street
New Paris	County road, 500 feet east of depot

Gould, Byrne Road: Trains or engines doing work at west end of Gould Yards will regulate speed approaching crossing to allow signals to operate before making movement over crossing or protect in accordance with Rule No. 103.

West Unity, U. S. 127: Starting circuit on siding extends 65 feet each side of crossing.

Liberty Center, U. S. 109: Starting circuit on siding, 20 feet each side of crossing.

New Haven, Green Street: Trains or engines moving on siding must know that crossing protection is working and the crossing is protected before occupying crossing.

Ft. Wayne: Winter Street, Anthony Blvd., Fletcher Ave., Lombard and Wabash are operated automatically upon approach of trains and will cut out after trains have passed over street crossings. When train has been stopped or in case of switching, crossing protection may be operated by towerman, when on duty at Anthony Blvd. After crossing signals have been manually operated, train and enginemen must know that crossings are protected before moving over crossings.

Ft. Wayne, Tokheim Company: Switchmen switching this company will protect northbound traffic on Wabash Avenue, as required by rule 103.

Ft. Wayne, Nuttman and Engle Ave: The yard track is protected by a short track circuit just over the crossing and movements must be made on track prepared to stop short of vehicle or obstruction.

Huntington, La Fontaine Street: Eastward trains, leaving their trains on main track to do work at Huntington, or waiting to get the Erie Crossing, will arrange to stop their trains 355 feet west of La Fontaine Street Crossing.

Huntington, Erie Transfer Track: This track is protected by a short track circuit just over the crossing and movements must be made on track prepared to stop short of vehicle or obstruction.

Wabash: East, Allen, Spring, Huntington and Wabash Streets are actuated by short circuits on yard tracks and sidings and switch moves must be made in accordance with rule 103.

Hartman, Bond Street: Trains must not exceed 15 MPH approaching this crossing on the siding. All switching and slow following movements must approach crossing prepared to stop unless crossing is protected in accordance with rule 103.

Hartman, General Tire: This track is protected by a short circuit just over the crossing and movements must be made on the track prepared to stop short of vehicle or other obstruction.

Hartman, Wolfe Road: Trains working at Rock Wool must see that flashers are working before occupying crossing. Signals will not operate until train or engine enters onto the main track.

Peru, Grant and Union Streets: Train or engine delayed in starting circuits for these crossings will approach street crossings as required by rule 103, and not foul crossing until gates are fully down, or protect by rule 103.

Delphi: Eastward trains, delayed between signal 2393 and battery box located 650 feet west of Main Street, will approach Main Street at restricted speed and crossing protection must be known to be functioning and gates down before movement over crossing is made. Westward trains, delayed east of Wilson Street, or trains performing switching at either the Transfer or Storage Track, will approach Wilson Street at restricted speed and crossing protection must be known to be functioning and gates down before movement over crossing is made.

All switching movements must approach crossings at Delphi prepared to stop unless crossing protection is functioning and gates down or protected in accordance with rule 103.

Buck Creek, Main Street: Trains must not exceed 15 MPH approaching Main Street crossing on siding. All switching and slow following movements must approach crossing prepared to stop unless crossing is protected in accordance with rule 103. The House Track is protected by a short circuit just over the crossing and movements must be made on the track prepared to stop short of vehicle or other obstruction.

Lafayette, Greenbush and Underwood Streets: Eastward and Westward trains or engines operating in the area between Greenbush Street on the west at a point 1430 feet east of Route 52 over-pass on the east that have stopped or are traveling 10 M.P.H. or less and are in the approach of either crossing will then not exceed 10 M.P.H. while approaching these crossings. The siding thru Greenbush Street is protected by a short track circuit just over the crossing and movements must be made on track prepared to stop short of vehicles or obstructions.

Lafayette, U. S. 52 by-pass (On Belt): Starting circuit for flashing light signals are 250 feet each side of crossing. Yard crews using Peerless Wire Company track will comply with rule 103 when leaving this track.

Attica, Perry Street: The siding is equipped with approach track circuits approximately 500 feet long to operate the protection for through continuous movements. Trains must not exceed 15 MPH approaching Perry Street crossing on siding. All switching and slow following movements must approach crossing prepared to stop unless crossing is protected in accordance with rule 103.

West Lebanon, High St., State Highway No. 63: The siding is equipped with approach track circuit approximately 600 feet long to operate the protection for through continuous movements. Trains must not exceed 15 MPH approaching High Street crossing on

the siding. All switching and slow following movements must approach crossing prepared to stop unless crossing is protected, in accordance with rule 103. Westward trains delayed in starting circuit and signal displayed for main track movement will approach crossing at restricted speed and comply with rule 103.

Marshfield, State Street: Approach starting circuits 300 feet from crossing on siding. Flashing light signals will not operate on main track or siding unless train on approach circuit and signal cleared for train movement. Train crews setting out cars on the east end of House Track should leave cars to clear the west side of State Street.

Danville: Crossings at South Street, Main Street, Van Buren Street and North Street are protected by automatic gates and flashers with manual supervision by towerman located at Main Street to manipulate gates for switching moves. Speed of 30 MPH must not be exceeded as it will result in train moving over crossing with no protection. Yardmen working this territory while switching will see that gates are down before fouling crossing due to switching, etc.

Hand, Pardee Road: Signals will operate automatically upon approach of trains and will cut out after train has cleared crossing. Westward trains, stopped to work at Daniels Brick Company switch, the signals will clear. When train proceeds westward, signals will operate at a point 750 feet east of Pardee road. Westward trains, stopped east of Pardee Road to work at Ohio Paper Company switch, must stop so that when engine returns to train it will be 800 feet east of Pardee Road; then when train proceeds westward, signals will operate. Eastward trains leaving train on eastward main track to use crossover at Hand must stop so that when engine returns to train it will be 100 feet west of west end of crossover.

Hand, Monroe Road: Signals will operate automatically upon approach of trains and will cut out after train has cleared crossing. Westward trains, switching at Lumber Company, if too long to clear between Monroe Road and switch to Lumber Company, cut off train not less than 430 feet east of crossing; after 45 seconds gates will clear, gates will lower again when engine passes this point. On return to train after using switch, gates will lower 835 feet west of crossing. Engine must clear point 430 feet east of crossing on return to train for gates to lower for westward move.

Hand, Jim Daly Road: Westward trains or engines switching Team Track at Hand with train on approach circuit, gates will clear after 45 seconds. Gates will lower again when trains get within 1300 feet east of crossing. With train clear of approach circuit and switch of Team Track reversed, gates will not operate unless train proceeds westward to within 1300 feet east of crossing.

French Landing, Hannan Road: Westward trains traveling 8 M.P.H. or less from a point 1891 feet east to a point 550 feet east of Hannan Road or occupying any part of this circuit for a period of one minute and forty seconds will cause crossing signal operation to cease. Crossing Signal operation will restart 550 feet east of Hannan Road. Trains or engines entering restart circuit after crossing signal operation has ceased will not exceed 13 M.P.H. approaching the crossing.

Westward trains switching DeVilbis Company Track will arrange to leave train in such a location east of Hannan Road that will allow engine movement back onto train to clear a point 550 feet east of Hannan Road before proceeding westward.

Milan, Wabash, Allen and Redman Streets: If train stops on starting circuit and home signal indicates proceed, gates will cut out after approximately 2 minutes and 30 seconds. Gates will re-start when train passes home signal. Gates will not operate unless signals have been cleared for train movement. Trains doing switching on tracks governed by interlocking signals must receive signal indication before making moves over crossing, or protect the crossings. Train movements on wye tracks must be made with caution. Eastward trains doing work at Milan must not exceed a speed of 15 MPH from home signal to Wabash Street, which will give gates time to operate. Cars left standing on Freight House and Elevator Tracks must be left in clear of insulated joints marked yellow.

Cone, Cone Road: Westward trains traveling 10 M.P.H. or less over the initial 3280 feet of westward main line starting circuit or occupying any part of this circuit for a period of three (3) minutes and forty-four (44) seconds will cause crossing signal operation to cease. Crossing signal operation will re-start at signal 420 located 710 feet east of the crossing.

Trains or Engines entering this restart circuit after crossing signal operation has ceased will not exceed 15 M.P.H. approaching the crossing.

Westward trains switching Cone Elevator Co. track will leave train in such a location east of Cone Road that will allow engine movement back onto train to clear restart circuit before proceeding westward.

Britton, State Highway M-50 (Chicago Street): WESTWARD TRAINS DOING WORK. After train passes frog of west end siding, gates will rise after interval of one minute if track is left occupied, east of frog and engine does not pass west end of depot platform. Gates will rise when west end siding switch is lined for siding, if main track is not occupied west of frog and engine does not pass west end of platform. Gates will lower when engine proceeds out of siding and reaches depot. EASTWARD TRAINS DOING WORK. Cut off train 400 feet west of Main Street; gates will rise after one minute if engine passes Main Street.

Holloway, Rogers Road: When cars are left on west end of siding they must be spotted not less than 530 feet east of crossing. Trains doing work at west end of siding must stop east of Signal No. 534 sufficient distance so that when engine returns to train the engine will be east of Signal 534. Then when train proceeds westward signals will operate for movement.

Adrian, Maumee Street: Westward starting circuit on siding 630 feet east of crossing. Eastward starting circuit on siding 600 feet west of crossing. Westward trains, when setting out or picking up at Adrian, arrange to leave train sufficient distance east of west end of siding so that when ready to leave, engine will be east of a point 600 feet west of west siding switch. Eastward passenger trains, stopping at Adrian Station, length of train permitting, stop not less than 60 feet west of west edge of street. When proceeding, speed must be so that gates will lower before engine fouls crossing.

Edon, State Route 49: Westward trains doing work at Edon, cut off train east of west switch to North siding so that when engine returns to train the engine will be at least 135 feet east of west switch to North siding and west switch is reversed. Flashers will restart when train proceeds westward.

Ashley-Hudson, State Route 727: Starting circuit on siding 500 feet each side of crossing. When Eastward trains are standing at depot or the switch at the west end of the siding is reversed, flashers will cut out after

113 seconds. Flashers will restart when train passes signal 121-0, 478 feet west of the crossing.

Hudson, Main Street: WESTWARD TRAINS: When west end Hudson Team Track switch is reversed, flashers will cut out. Flashers will restart when train passes signal 122-0, 650 feet west of crossing. Westward trains stopping at Ashley-Hudson depot or not more than 415 feet west of depot, flashers will cut out after 113 seconds. Flashers will restart 900 feet east of crossing. Cars left on Hudson team track must not be left less than 45 feet west of crossing and 30 feet east of crossing.

Helmer, Route 327: EASTWARD TRAINS: When west end Helmer team track switch is reversed, flashers will cut out after 30 seconds. Flashers will restart when switch is lined normal. WESTWARD TRAINS: When east end Helmer team track switch is reversed, flashers will cut out. Flashers will restart when switch is lined normal. Helmer team track has short operating circuit through crossing. Trains using team track should not proceed over crossing until flashing signals are known to be operating.

North Liberty, Main Street: The transfer track and dining car track are protected by short track circuits just over the crossing and movements must be made on these tracks prepared to stop short of vehicle or obstruction. When doing work on the transfer track, care should be taken to see that cars are not left foul of the yellow insulated joints on each side of the crossing.

New Paris: Eastward trains stopping west of interlocking plant, New Paris, must not exceed 10 MPH until engine has passed county road crossing 500 feet east of Depot, New Paris, in order to actuate flashing light signal on crossing.

HOURS IN SERVICE**1ST DISTRICT**

Stations	Offices Open
Toledo Yard	7:30 A. M. to 4:30 P. M.—Except Saturday and Sunday.
Gould	Continuous
Wauseon	6:50 A. M. to 3:50 P. M.—Except Saturday and Sunday.
Montpelier	Continuous
Butler	1:00 P. M. to 2:30 P. M.—Except Saturday and Sunday.
Spencerville	11:00 A. M. to 1:00 P. M.—Except Saturday and Sunday.
Grabill	6:50 A.M. to 11:00 A.M.; 2:30 P.M. to 3:50 P.M.—Except Saturday and Sunday.
New Haven	Continuous
Ft. Wayne	8:00 A. M. to 5:00 P. M. Daily.
Hugo	Continuous
Huntington	Continuous
Andrews	8:30 A.M. to 5:30 P.M.—Except Saturday and Sunday
Lagro	7:00 A. M. to 4:00 P. M.—Daily except Sunday.
Wabash	8:00 A.M. to 4:00 P.M. Exc. Sun. 11:00 P.M. to 7:00 A.M. Daily
Peru	Continuous

2ND DISTRICT

C. W. Tower	Continuous
Logansport	7:30 A. M. to 3:30 P. M. Daily 7:00 P. M. to 3:00 A. M. Daily
Clymers	Continuous
Rockfield	9:00 A.M. to 10:30 A.M.—Except Sunday.
Delphi	6:30 A.M. to 9:00 A.M.; 1:00 P.M. to 3:30 P.M.—Except Sunday.
Buck Creek	10:30 A.M. to 12:00 Noon—Except Sunday.
Lafayette	6:30 A. M. to 2:30 P. M. Daily 6:30 P. M. to 2:30 A. M. Daily
Westpoint	10:00 A.M. to 11:00 A.M.—Except Sunday.

HOURS IN SERVICE (Continued)

Stations	Offices Open
Attica	6:50 A.M. to 10:00 A.M. 11:00 A.M. to 3:50 P.M.—Except Sunday.
Williamsport	7:00 A.M. to 8:00 A.M.; 10:00 A.M. to 4:00 P.M.—Except Saturday and Sunday.
West Lebanon	8:00 A.M. to 10:00 A.M.—Except Saturday and Sunday.
State Line	6:50 A. M. to 3:50 P. M.—Except Saturday and Sunday.
Danville	8:00 A. M. to 4:00 P. M. Daily 8:00 P. M. to 4:00 A. M. Daily
Tilton	Continuous

3RD DISTRICT

Oakwood (Dix Ave.)	Continuous
Romulus	Continuous
Belleville	6:50 A.M. to 10:00 A.M. 11:00 A.M. to 3:50 P.M.—Except Saturday and Sunday.
Willis	10:00 A.M. to 11:00 A.M.—Except Saturday and Sunday.
Milan	Continuous
Britton	6:30 A. M. to 3:50 P. M.—Except Saturday and Sunday.
Adrian	6:30 A.M. to 10:00 P.M. Daily
Alvordton	7:00 A.M. to 4:00 P.M. Daily—Except Saturday and Sunday

4TH DISTRICT

Edon	8:00 A. M. to 5:00 P. M.—Except Saturday and Sunday.
Ashley-Hudson	6:50 A.M. to 9:00 A.M.; 2:00 P.M. to 3:50 P.M.—Except Saturday and Sunday.
Helmer	9:00 A.M. to 2:00 P.M.—Except Saturday and Sunday.
Wolcottville	Continuous
Topeka	6:50 A. M. to 3:50 P. M.—Except Saturday and Sunday.
New Paris	7:00 A. M. to 4:00 P. M.—Except Sunday and Monday.
Wakarusa	6:50 A.M. to 11:00 A.M.; 2:00 P.M. to 3:50 P.M.—Except Saturday and Sunday.
Wyatt	11:00 A.M. to 2:00 P.M.—Except Saturday and Sunday.
Lakeville	Continuous Exc- Closed from 6:00 A.M. to 2:00 P.M. Sat. and Sun.

HOURS IN SERVICE (Continued)

Stations	Offices Open
No. Liberty	8:00 A. M. to 5:00 P. M.—Except Saturday and Sunday.
Westville	6:50 A. M. to 3:50 P. M.—Except Saturday and Sunday.
Crocker	Continuous
Gary	7:00 A.M. to 3:00 P.M. Daily— 7:00 P.M. to 3:00 A.M. Daily
Clarke Jct.	Continuous
Landers	Continuous

5TH DISTRICT

White House	11:00 A.M. to 2:00 P.M.—Except Saturday and Sunday.
Liberty Center	6:50 A.M. to 11:00 A.M.; 2:00 P.M. to 3:50 P.M.—Except Saturday and Sunday.
Napoleon	7:00 A. M. to 4:00 P. M.—Except Saturday and Sunday.
Okolona	8:00 A.M. to 8:30 A.M.; 9:30 A.M. to 5:00 P.M.—Except Saturday and Sunday.
Jewell	8:30 A.M. to 9:30 A.M.—Except Saturday and Sunday.
Defiance Jct.	7:30 A.M. to 3:00 P.M.—Except Sunday.
Cecil	10:00 A.M. to 1:00 P.M.—Except Saturday and Sunday.
Antwerp	6:50 A.M. to 10:00 A.M.; 1:00 P.M. to 3:50 P.M.—Except Saturday and Sunday.
Woodburn	7:30 A. M. to 4:30 P. M.—Except Saturday and Sunday.

LIST OF THROUGH TRUSS AND OTHER NON-CLEARANCE BRIDGES AND STRUCTURES —MAIN TRACKS

Bridge No.	Location	
857	Defiance	Overhead
858	Defiance	Overhead
860	Defiance	Overhead Side
312	New Haven	Overhead Side
324	Ft. Wayne	Side
331	Ft. Wayne	Overhead Side
495	Logansport	Overhead Side
497	Logansport	Overhead Side
749	Danville	Overhead Side
Highway	West Fort St., Oakwood	Overhead Side
988½	Montpelier	Overhead
1391	Hamilton	Overhead
1701	Gary	Overhead Side
1704-B	Clarke Jct.	Overhead
Rock Island	79th St., Chicago	Overhead

Inasmuch as these structures will not clear a man on top of cars or on the side of cars and engines, employes are forbidden to stand on top of, or ride on side ladders of cars, or to hang or lean out from sides of trains or engines when approaching or passing through these bridges and structures.

Conductors must not, under any circumstances, attempt to handle cars through these bridges, the lading of which is in excess of clearance.

Attention is directed to the fact that the bridges enumerated cover non-clearance bridges only; numerous other bridges and non-clearance points are covered by special notices or signs with which employes are directed to familiarize themselves.

Employes are forbidden to stand on top of, or ride on side ladders of cars, or to hang or lean out from sides of trains or engines when approaching or passing non-clearance points.

RESTRICTED TRACKS

Class D-24, D-30, D-45 and D-50 road diesels are prohibited from using the following tracks.

1ST DISTRICT

Butler, Ind. Asphalt Spur beyond yellow post.

2ND DISTRICT

Logansport, Ind. Foundry Track
State Line, Ind. Elevator Track

D-24 power cannot use Lauhoff Tracks at Danville, or No. 2 track to engine house at Tilton.

3RD DISTRICT

Hand, Michigan..... Team Track over coal dump.
French Landing..... Curve east of Haggerty Rd.
Franklin, Ohio..... P&F Interchange Track, and West
End Freight House Track.

Detroit, Mich. . . D-48, D-24 Power cannot use trestle to depot 12th St., Detroit. No more than two GP9's can be used in passenger service on 12th St. Viaduct, Detroit, Michigan.

4TH DISTRICT

Wolcottville, Ind.....Gravel Pit Track beyond Hill Track Switch.

Class D-15 engines or smaller may move into Northern Indiana Sand & Gravel pit at Wolcottville on No. 1 track. Other track to Northern Indiana Sand & Gravel Company must not be used by engine.

Wakarusa, Ind.....Lumber Company Mill Tracks

Lakeville, Ind.Elevator Track

Pine, Ind.Short wye

5TH DISTRICT

All tracks except it is permissible for D-22, D-25, D-30, D-40, D-45 and D-50 diesels to use main line between New Haven and Cecil for the purpose of de-touring via the Big-4 R.R. between Cecil and Alvordton.

All Whistle Posts located 80 rods or 1320 feet in advance of crossing.

STATUTES OF VARIOUS WABASH STATES

Covering the Sounding of Audible Signals on Approaching Grade Crossings

	Whistle	Bell
Michigan	Whistle sounded twice sharply at least 40 rods (660 ft.) before crossing is reached.	At least 30 lbs. weight rung continuously until crossing is passed.
Illinois	Whistle to sound beginning at least 80 rods (1,320 ft.) from crossing and continue sounding until highway is reached.	Bell to be rung simultaneously with sounding of whistle.
Indiana	Whistle to be sounded beginning not less than 80 rods (1,320 ft.) not less than three times to be prolonged or repeated until crossing is reached.	Bell to be rung simultaneously with sounding of whistle.
Ohio	Whistle to be sounded at least 80 rods (1,320 ft.) and not more than 100 rods (1,700 ft.) before crossing.	Bell to be rung same distance as whistle from crossing, continuously until crossing is reached.

TABLE OF SPEEDS
(Minutes and seconds per mile, in terms of miles per hour.)

Time Per Mile		Miles Per Hour
Min.	Sec.	
....	45	80.0
....	46	78.3
....	47	76.6
....	48	75.0
....	49	73.5
....	50	72.0
....	51	70.6
....	52	69.2
....	53	67.9
....	54	66.6
....	55	65.5
....	56	64.2
....	57	63.2
....	58	62.1
....	59	61.0
1	....	60.0
1	02	58.0
1	04	56.2
1	06	54.5
1	08	52.9
1	10	51.4
1	12	50.0
1	14	48.6
1	16	47.4
1	18	46.1
1	20	45.0
1	22	43.9
1	24	42.9
1	26	41.9
1	28	40.9
1	30	40.0
1	32	39.1
1	34	38.3
1	36	37.5
1	38	36.8
1	40	36.0
1	42	35.3
1	44	34.6
1	46	34.0
1	48	33.3
1	50	32.7
1	52	32.1
1	54	31.6
1	56	31.0
1	58	30.5
2	....	30.0
2	05	28.8
2	10	27.7
2	15	26.7
2	30	24.0
2	45	21.8
3	....	20.0
3	30	17.1
4	....	15.0
4	30	13.3
5	....	12.0
6	....	10.0

WHEEL REPORT INSTRUCTIONS

1. Number of sheets used in reporting this train. If only one sheet is required, write in the word "only." If more than one sheet is required, write in the number of sheets and pin them together.

2. Conductor must show his name and name of Engineer also the following information. Second conductor space will be used on wheel reports covering two divisions, showing conductor's name and the following information. **This data must be shown on every sheet used.** Train number; Division (Name); Station Departed (Name), Date and Time; Station Arrived (Name), Date and Time, must be furnished.

3. The following information to be reported on Sheet 1 only: Engine (show first unit number and all trailing unit numbers in proper block as they stand in train.) Principal Miles and Light Miles should be reported under the lead unit only, providing all units made the same miles. If any unit is set off or picked up enroute, show in the columns under that unit number the correct Principal and Light miles for that unit only.

4. Train Hours is the elapsed time from Departure time to Arrival time. Post this elapsed time on Sheet 1 only. (Do not include Terminal Delays, See Item 6.)

5. Train Switching: The switching detail is recorded at the bottom of Sheet 1 only. The total switching hours and minutes must also be posted in the proper space for switching under Item 5 on Sheet 1 only.

6. Terminal Delay, Initial and Final: For "Initial" show the elapsed time from time required to report, until the train starts to move on road trip from track on which made up. For "Final" show the elapsed time from time engine of train reaches the switch leading from the main or freight running track into final yard, or switch governing such connection, until train comes to rest. (Terminal Delay should not be included in Item 4.)

7. Report the Following: Car Initials, Car Number, Load or Empty, Kind of Car (using assigned letter.) Station From and To, using station numbers. Set Out Date. (If not set out short, show date car arrived at your final terminal point.) Net Weight of Contents in Tons. Contents of Car. Originating and Destination Stations (Use Station Numbers).

8. If car is set out short, show hour set out, under Item 8 of the Report.

If set out between:

- 12:01 A.M. and 12:59 A.M. Show 0
- 1 A.M. and 1:59 A.M. Show 1
- 2 A.M. and 2:59 A.M. Show 2
- 3 A.M. and 3:59 A.M. Show 3
- 4 A.M. and 4:59 A.M. Show 4
- 5 A.M. and 5:59 A.M. Show 5
- 6 A.M. and 6:59 A.M. Show 6
- 7 A.M. and 7:59 A.M. Show 7
- 8 A.M. and 8:59 A.M. Show 8
- 9 A.M. and 9:59 A.M. Show 9
- 10 A.M. and 10:59 A.M. Show 10
- 11 A.M. and 11:59 A.M. Show 11
- 12 Noon and 12:59 P.M. Show 12
- 1 P.M. and 1:59 P.M. Show 13
- 2 P.M. and 2:59 P.M. Show 14
- 3 P.M. and 3:59 P.M. Show 15

- 4 P.M. and 4:59 P.M. Show 16
- 5 P.M. and 5:59 P.M. Show 17
- 6 P.M. and 6:59 P.M. Show 18
- 7 P.M. and 7:59 P.M. Show 19
- 8 P.M. and 8:59 P.M. Show 20
- 9 P.M. and 9:59 P.M. Show 21
- 10 P.M. and 10:59 P.M. Show 22
- 11 P.M. and 11:59 P.M. Show 23

9. Reporting of piggy-back trailers on flat cars: The flat car will be reported on one line with all information required on this document. Use the line below the flat car for reporting the trailer. If two trailers on car, use one line for each trailer and show "P" in Kind of Car space. Show trailer initial and number (as shown on the waybill) under heading of car initial and car number. Show station from and station to, loaded or empty, and contents. Do not show Net Tons on trailer line—this must be shown on flat car line.

10. ALL INFORMATION REQUESTED ON THIS REPORT IS ABSOLUTELY NECESSARY. Examine report carefully for its correctness before submitting form for processing.

NOTE:

Reporting Marks To Use In Kind Of Car Column

A—Automobile Car	O—Passenger Car
B—Box Car	P—Piggy Back Trailer
C—Covered Hopper	R—Refrigerator Car
F—Flat Car	S—Stock Car
G—Gondola Car	T—Tank Car
H—Hopper Car	M—All Other

EMPLOYEES' HOSPITAL ASSOCIATION

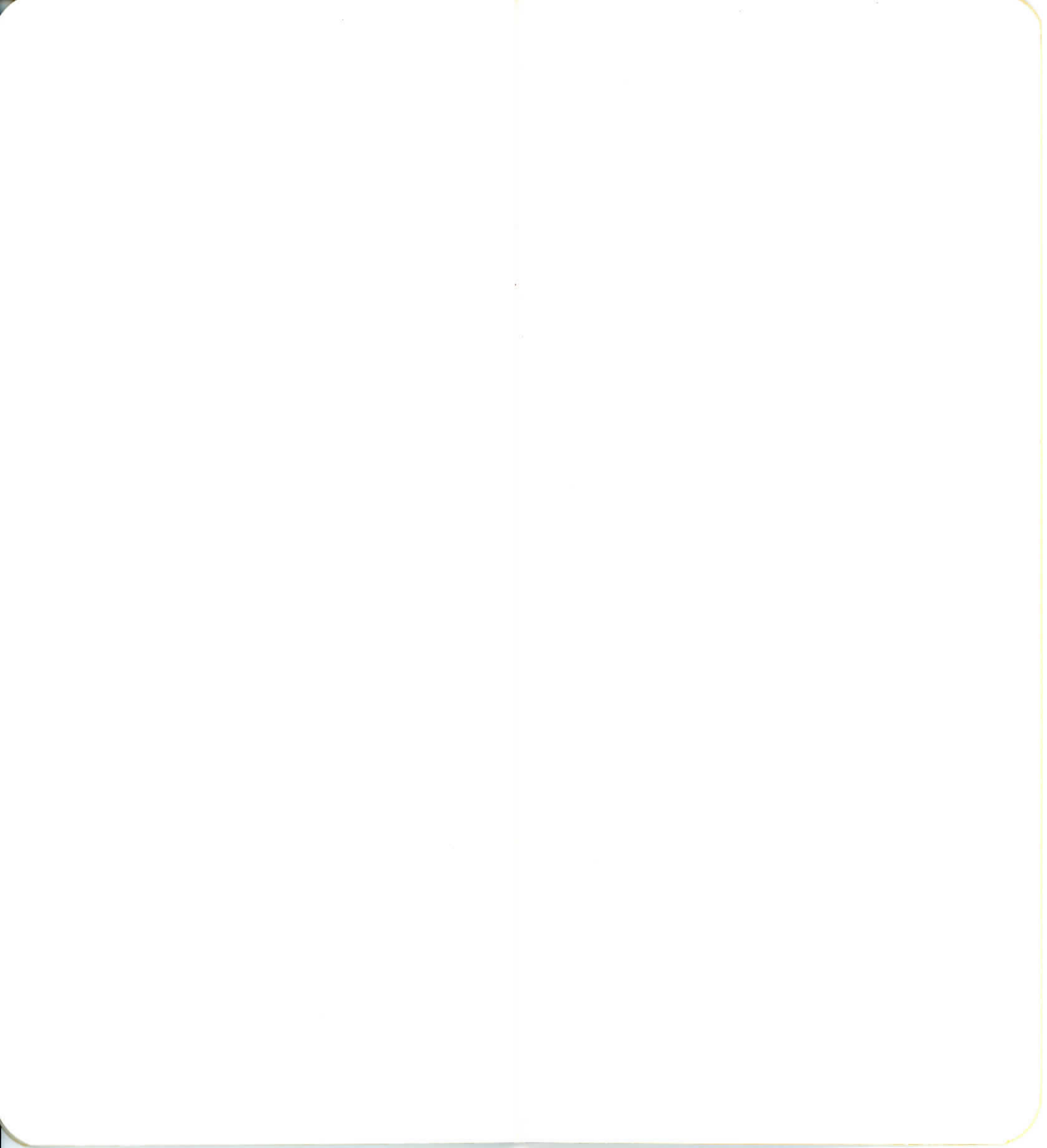
LIST OF HOSPITALS AND SURGEONS

W. R. MILNES, Superintendent, Decatur, Ill.

Location	Name and Address	Telephone Number
Peru.....	Dr. D. W. Ferrara Surgeon In Charge, Wabash Employes Hosp. Off., 18 W. 5th. St.....	GR 3-5200 GR 3-7200 GR 3-4747
	Dr. Samuel J. Ferrara Off., 16 W. 5th St..... Res.	GR 3-7200 GR 3-4202
Detroit.....	Dr. H. D. Stricker Off., 5624 W. Fort..... Res.	VI 1-0966 MU 4-5351
Melvindale...	Dr. M. L. Lichter Off., 2900 Oakwood Blvd. Res. Physicians Exch.	WA 8-7070 UN 4-7570 WO 3-3933
Toledo.....	Dr. C. R. Marlowe Off., 1833 Broadway.... Res. Physicians Exch.	CH 4-3059 EV 2-7972 246-3601
	Dr. J. G. Kramer Off., 3318 Glenzman..... Physicians Exch.	385-5711 246-3601
Chicago.....	Dr. R. S. Westline Off., 2652 W. 59th St. ... Res.	PR 6-5577 DO 3-3309
	Dr. V. Taurus Off., 2652 W. 59th St. Res.	PR 6-5577 PR 8-1223
Montpelier...	Dr. R. W. Dilworth Off., 131 W. Main St. Res.	485-3382 485-4354
West Lebanon	Dr. C. A. Nelson Off., W. Second St. State Highway No. 63 Res. Physicians Exch. (Danville, Ill.)	TW 3-4121 TW 3-4421 HI 6-5200
	Dr. J. W. Crain Off., 410 North Monroe Res.	PO 2-2468 PO 2-2681
Attica.....	Dr. P. R. Petrich Off., 401 South Perry St. Res.	PO 2-2421 PO 2-3273
Lafayette....	Dr. E. T. Stahl Off., 2600 Greenbush St. Res. Physicians Exch.	GI 7-4171 RI 3-2339 SH 2-3375
Delphi.....	Dr. E. E. Baker Off., 109 S. Union St. Res.	LO 4-2292 LO 4-2645
Logansport...	Dr. C. L. Viney Off., Masonic Temple North & 4th. Sts. Res.	3287 3755
Wabash.....	Dr. F. M. Whistler Off., 10 West Hill St. Res. Physicians Exch.	563-1863 563-1863 563-3131
Huntington...	Dr. R. W. Wagner Off., 1355 Guilford St. ... Res. Physicians Exch.	1314 118 82

Location	Name and Address	Telephone Number
Ft. Wayne...	Dr. O. J. Miller Off., 324 W. Berry St. Physicians Exch.	E 1166 A 9125
Butler.....	Dr. C. I. Weirich Off., Box 126 RR 1.....	868-2118
Wauseon.....	Dr. R. K. Vogel Off., 128-130 N. Fulton St. Res.	5-7921 5-3546
Morenci.....	Dr. E. C. Raabe Off., 124 North St. Res.	GL 8-2217 GL 8-2343
Adrian.....	Dr. L. Miller Off., 310 E. Maumee St. ... Res. Physicians Exch.	CO 5-2300 CO 5-7873 CO 3-9300
	Dr. Bernard Patmos Off., 127½ E. Maumee St. Res.	CO 5-2300 CO 5-6673
Milan.....	Dr. J. S. Detar Off., 55 West Main St. ... Res.	313-439-9741 313-439-3571
Romulus.....	Dr. G. F. Schlacht Off., 37064 Goddard..... Res.	WH 1-0333 WH 1-0333
Hammond....	Dr. E. S. Jones Off., Jones Clinic 30 Douglas St. Res.	WE 3-0012 WE 3-0016
Gary.....	Dr. H. M. English Off., 673 Broadway St. ... Res. Physicians Exch.	882-2861 882-6861 883-0211
Westville.....	Dr. M. J. Hetman Off. and Res.	3515
North Liberty	Dr. J. J. Hardy Off. and Res.	656-3121
	Dr. Lee Smith Off. Res., Lakeville	656-8131 649-3823
Wakarusa....	Dr. R. M. Abel Off., 207 N. Elkhart St... Res.	862-4190 862-2021
New Paris....	Dr. John J. DeFries Box 185 Off. Res.	612 L 107
Millersburg...	Dr. W. S. Massanari Off. Res., Goshen, Ind.	104 Keystone 3-2763
Topeka.....	Dr. K. M. Lehman Off., Main St. at Pine.... Res.	102 102
Wolcottville..	Dr. B. H. Pulskamp Off., Main Street..... Res.	854-4431 854-4432
Garrett.....	Dr. R. S. Carpenter Off., 315 S. Randolph St. Res.	FL 7-4442 FL 7-3018
Hamilton.....	Dr. Wayne Schrepferman Off., Bellefontaine Medical Center..... Res.	488-2211 or 488-2515 488-2220

Location	Name and Address	Telephone Number
Edon.....	Dr. M. Y. Stokes III Off., E. Indiana St. Res.	272-4141 272-4715
Antwerp.....	Dr. W. H. Caine Off. 109 N. Main St. Res.	258-8147 258-8147
Defiance.....	Dr. P. B. Newcomb Off., 1400 E. 2nd. St. Res.	2-2055 2-1506
	Dr. W. S. Busted Off., 1400 E. 2nd. St. Res.	2-2055 7-1621
Napoleon	Dr. R. L. Gilson Off., 816 N. Perry St. Res.	592-8221 592-8222
Whitehouse ..	Dr. K. B. Browne Off., 10830 Waterville St.	TR 7-5320





AVOID DAMAGE—SWITCH CUSTOMERS CARS CAREFULLY

JUDGING SPEED

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 mph is not four times that at 2 mph but 16 TIMES AS GREAT. Damage to freight and car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

Impact Force

At Various Striking Speeds

Car Coupled at	Units of Destruction
1 mph	1
2 "	4
3 "	9
4 "	16
5 "	25
6 "	36
7 "	49
8 "	64
9 "	81
10 "	100

To Find Coupling Speed of 40 Foot and 50 Foot Cars

Sight vertical end of car body on a fixed point and note the number of seconds it takes car to pass. Speed in miles per hour is shown opposite.

40 Foot Car Miles Per Hour	50 Foot Car Miles Per Hour
1	28
2	14
3	9.3
4	7
5	5.6
6	4.7
7	4
8	3.5
9	3.1
10	2.8
11	2.5
12	2.3
13	2.15
14	2

Damage as a result of Rough Handling makes up a large part of the claim bill for Loss and Damage to Freight. From the Railroad standpoint it is the major item in the expense. We all know that Rough Handling can be reduced, often eliminated. It is hoped that this table will be helpful in your efforts to prevent Rough Handling.

Switch crews must function as a team. Clear signals properly given are mighty important; talk it over . . . Prevent Rough Handling . . . it can be done.