

SAFETY

IS

EVERYBODY'S JOB

ON THE

B&O

THE BALTIMORE & OHIO RAILROAD COMPANY

CENTRAL REGION

SAFETY ABOVE EVERYTHING



CHICAGO DIVISION

63

TIMETABLE No. 63

EFFECTIVE:

WEST SUB-DIVISION 12:01 A. M., CENTRAL STANDARD TIME

EAST SUB-DIVISION 1:01 A. M., EASTERN STANDARD TIME

SUNDAY, APRIL 26, 1953

H. I. WALTON,
Superintendent

CHICAGO DIVISION

Superintendent:
H. I. WALTON

Train Master:
H. O. McABEE, JR.

Assistant Train Master:
J. C. HUMBERT

Terminal Train Master:
S. A. O'NEILL
Willard

Master Mechanic:
T. J. STEVENSON

Road Foreman of Engines:
H. K. LEWIS

Assistant Road Foremen of Engines:

D. E. LANKARD

E. E. WELSHONSE

Division Engineer:
E. M. CUMMINGS

Assistant Division Engineer:
O. G. TODD

Chief Dispatchers:
V. D. CLEMENS
C. K. MOSSBERGER

W. C. GRUEDER

W. J. GENTRY

W. G. SMITH
C. C. ROBINSON
W. J. MOSSBERGER
G. J. SHEIBLEY

Train Dispatchers:
C. E. TRAINER
C. J. TEEGARDIN
E. A. HOWARD
J. A. CAPLE
C. R. BAXTER

R. E. DONLEY
R. SKEANS
D. E. MYERS
R. B. KINDER

R. C. BLISS
Garrett

Division Claim Agents:
C. F. BEEM
Chicago

V. N. CARRICO
Willard

District Claim Agents:
R. D. STEED
Chicago

General Safety Supervisors:
H. G. CONNER
Pittsburgh, Pa.

Safety Supervisors:
L. W. BARNES
Akron, Ohio

THE BALTIMORE AND OHIO RAILROAD COMPANY

Relief Department
I. C. WHITE, Superintendent

MEDICAL AND SURGICAL SERVICE

COMPANY'S SURGEONS

Albion, Ind.	DR. J. R. NASH, Phone 481, Res. 23.
Blue Island, Ill.	DR. HOMER B. FIELD, Oculist, 13000 South Maple Avenue. Phone Fulton 5-6100.
Bremen, Ind.	DR. EARL P. CRIPP, Phone 4661, Res. 4662.
Chicago, Ill.	DR. HARRY E. MOCK, Consulting Surgeon, 122 S. Michigan Ave., or St. Luke's Hospital.
	DR. HARRY E. MOCK, JR., 122 S. Michigan Ave., or St. Luke's Hospital.
	DR. LLOYD M. MARKLEY, Room 455, Grand Central Station. Telephone Wabash 2-6451.
	DR. RICHARD C. GAMBLE, Oculist, 30 N. Michigan Ave. Phone Central 6-0861.
	DR. GEORGE R. McAULIFF, Oculist, 30 N. Michigan Ave. Phone Dearborn 2-3127.
	DR. CARL H. CHRISTOPH, Oculist, 30 N. Michigan Ave. Phone Central 6-4900.
	DR. ROGER W. PODORSKY, Office, 5548 W. 65th St. Phone Portsmouth 7-6600.
	DR. CHARLES E. SHANNON, Office, 104 S. Michigan Ave. Phone Randolph 6-5930, Residence Phone DOrchester 3-4649, or St. Luke's Hospital, Harrison 7-5000.
	DR. HARLEY E. KIMBLE, 8237 S. Ashland Ave. Phone Hudson 3-3036. Residence Phone RAdcliffe 3-1029.
	DR. LAWRENCE D. RYAN, 4458 W. Madison St. Phone Austin 7-9800. Residence Phone Lincoln 9-3755.
Chicago Heights	DR. VICTOR LODATO, 1529 Chicago Road. Phone Skyline 4-0332.
	DR. P. R. BLODGETT, 1602 Otto Blvd. Phone Skyline 5-0324.
Defiance, Ohio	DR. JOHN U. FAUSTER, JR., 705 East High Street, Phone 6127, Residence 6852.
Deshler, Ohio	DR. JOHN U. FAUSTER, 432 Holgate Avenue, Phone 6127, Residence 3187.
	DR. B. L. JOHNSON, Phone 272.
East Chicago, Ind.	DR. HELMUTH C. ERNST, 720 West Chicago Ave. Office Phone: East Chicago 38. Residence: East Chicago 1686. If no answer, call East Chicago 3249.
	DR. M. F. ARNOLD, Victory Bldg., 4614 Indianapolis Blvd. Telephone East Chicago 190. Residence Phone East Chicago 2077. If no answer, call East Chicago 3249.
Fostoria, Ohio	DR. WILLIAM G. HARTNETT, Office, 144 W. Tiffin St., Phone 5644, Residence, 541 N. Union, Phone 6265.
Garrett, Ind.	DR. D. M. REYNOLDS, Oculist. Phone 55
	DR. L. E. JENNINGS, Phone 101
	DR. F. B. KANTZER, Phone 101
	DR. R. A. NASON, Phone 43
Gary, Ind.	DR. C. A. NOVY, Phone 101.
	DR. GEO. W. GANNON, 600 Broadway. Telephone Gary 2-2212. Residence, 700 Jackson St. Telephone Gary 2-2334. If no answer, call Gary 4-3060.
Harvey, Ill.	DR. A. R. ANDERSON, Security Building, E. 154th St. Phone Harvey 10.
Hammond, Ind.	DR. HUGH A. KUHN, Oculist, 112 Rimbach St. Telephone Sheffield 435.
	DR. JACOB SCHLESINGER, 6010 Columbia Avenue. Phones Sheffield 3611, Res. Sheffield 3612.
Holgate, Ohio	DR. CARL B. GEIGER, Phone 2261.
Hoytville, Ohio	DR. D. B. SPITLER, Phone Deshler 139-L.
Indiana Harbor, Ind.	DR. ARTHUR V. COLE, 3406 Guthrie, Phone 126, Res. 7034 Woodmar Ave., Hammond, Ind., Phone Russell 6693.
Monroeville, Ohio	DR. HAROLD R. BOLMAN, Phone Office 2401, Res. Norwalk 2-8491.
Nappanee, Ind.	DR. M. D. PRICE, Phone 99.
No. Baltimore, Ohio	DR. DOUGLAS W. PRICE, Phone 30, Res. 550.
Sherwood, Ohio	DR. EDWIN J. LLOYD, Phone 2201, Res. 2041.
So. Chicago, Ill.	DR. GEO. W. DEMUTH, Phone 1F139, Res. 2F139.
	DR. FRANK G. MURPHY, Office, 9204 Commercial Ave. Phone BAYport 1-1664. Residence Phone, SAginaw 1-1530.
Syracuse, Ind.	DR. E. L. FOSBRINK, Phone 11, Res. 211.
Tiffin, Ohio	DR. PAUL J. LEAHY, Phone 558.
	DR. WILBUR W. LUCAS, Oculist, Phone 1414, Res. 248.
Walkerton, Ind.	DR. JULIUS GLICK, Phone 66, Residence 366.
Wellsboro, Ind.	DR. ROBERT B. JONES, Phone LaPorte 2841, Res. LaPorte 3771
	DR. LOUIS MOOSEY, Union Mills, Ind., Phone 2202, Res. 2201.

COMPANY'S SURGEONS—Continued

Willard, Ohio	DR. E. D. KACKLEY, Phone 265.
	DR. WM. W. CORWIN, Phone 7001.
	DR. WALTER A. DRURY, Phone 4911, Res. 4913.
	DR. WM. H. KAUFFMAN, Phone 5281, Res. 7471.

HOSPITALS

Blue Island, Ill.	St. Francis Hospital.
Chicago, Ill.	St. Anthony's and St. Luke's Hospitals.
Hammond, Ind.	St. Margaret's Hospital.
Gary, Ind.	St. Mary's of Mercy Hospital.
Garrett, Ind.	Sacred Heart Hospital.
So. Chicago, Ill.	South Shore Hospital.
Willard, Ohio	Willard Municipal Hospital.

EXAMINING POINTS

Chicago, Ill.	Daily except Wednesday, Saturday and Sunday, 9:00 A. M. to 1:00 P. M.
East Chicago, Ind.	First and third Wednesdays each month, 9:00 A. M. to 12:00 Noon.
Garrett, Ind.	Wednesdays, 1:00 P. M. to 5:00 P. M., C. S. T.
Willard, Ohio	Mondays and Thursdays, 9:00 A. M. to 12:00 Noon.
Barr Yard	Second and fourth Wednesdays each month, 9:00 A. M. to 12:00 Noon.

MEDICAL EXAMINERS' TERRITORIES

Willard, inclusive, to Syracuse, inclusive—	DR. M. R. KUKUK,
North Baltimore to Tontogany—	Willard, Ohio
Chicago, inclusive, to Syracuse, exclusive—	DR. JOHN J. KAZAK,
	Chicago, Ill.

Reports of disabilities and deaths should be forwarded to the respective Medical Examiners.

INSTRUCTIONS COVERING SERVICES OF COMPANY'S SURGEONS

- When passengers or employees need surgical aid call the company's surgeon who can reach them quickest. Put the case in his exclusive control. If the company's surgeon is not available immediately then secure a local surgeon to attend until the company's surgeon arrives.
- Notify the company's surgeon of the number of persons injured and the probable relief needed. When a number of persons are injured secure the services of competent local surgeons, and give every attention to the injured.
- The company will not be responsible for the employment of surgeons other than these, except as authorized by the company's surgeon.
- The officer in charge will provide a proper conveyance to remove the injured persons promptly, having someone accompany them when necessary. Such expense will be billed direct to the company, or paid by the person in charge and bill submitted to the company.
- No major surgical operation shall be performed before arrival of the company's surgeon unless required for the safety of the patient.
- Company's surgeons will be expected to go outside of their assigned limits whenever required.
- Employees will, when able, visit the company's surgeon for treatment.
- The company will not be responsible when an injured employee selects other than a company's surgeon.

S. M. ENGLISH, M. D.,
Medical & Surgical Director

SPECIAL INSTRUCTIONS

1. SUPERIORITY OF TRAINS

On single track Eastward Trains are superior to Westward Trains of the same class.

Eastern Standard Time is in effect Willard to Garrett.

Central Standard Time is in effect Garrett to Chicago.

2. LOCATION OF WATCH INSPECTORS

Willard, Ohio	R. P. Sharick
Deshler, Ohio	Pelton Jewelers
Garrett, Ind.	Chas. Ort & Co.
East Chicago, Ind.	Friedman Jewelers
Blue Island, Ill.	Adam C. Kranich
Chicago, Ill.	Cole & Young Co.
Chicago, Ill.	Julius S. Scherer
Chicago, Ill.	Chas. H. Bern

3. STANDARD CLOCKS, BULLETIN BOARDS AND TRAIN REGISTERS

Located as indicated by "X"

	Standard Clock	Bulletin Board	Train Register
Garrett			
Train Order Station.....	x	x	x
Yard Office.....		x	
Train Dispatcher's Office.....	x		
Willard			
Train Order Station.....	x	x	x
Westbound Hump Office.....	x	x	
Eastbound Hump, Trainmen's Room	x	x	
Chicago			
Train Order Station	x	x	x
Deshler			
Train Order Station	x	x	
Defiance			
FC Tower.....		x	
Fostoria			
F Tower	x		
Freight Office.....		x	

Conductors on eastward Passenger and Express trains will register with Form C at Garrett. Rules 53 and 54 modified.

4. CLEARANCE CARD FORM A

Trains starting from Chicago will get Clearance Card Form A at Chicago which will clear that train at Pine Jct. when train order board is clear. Other eastward trains will get Clearance Card Form A at Pine Jct. Rule 111 modified.

Trains moving off Bowling Green Sub-Division of Toledo Division at Galatea will not require Clearance Card Form A when train order board is clear; proceed indication will be authorized by Train Dispatcher. Rule 111 modified.

At Garrett and Willard, trains and engines will receive Clearance Card Form A instead of fixed signals. Operators at Garrett will deliver Clearance Card Form A to eastward first class and passenger extra trains as they arrive Garrett. Rule 221 modified.

5. SPEED RESTRICTIONS

LIMITS	Class or Service		
	Passenger and Express Trains	Passenger and express trains handled by freight engines, and fast freight trains	Slow freight, local, pickup, and work trains
Willard and Pine Jct., except as noted below and at speed signs	75	60	50
Trains handled by Class T-3 and T-4 engines.....	65		
Trains handled by Class S-1 and S-1a engines	45	45	45
Trains handled by Class S engines	20	20	20
Trains handled by Diesel Freight locomotives	65	60	50
Trains handled by Diesel Switching locomotives.....	40	40	40
Willard, Ohio; over Newark Division Crossing on No. 2 Main Track, and thru crossover from yard to No. 2 Main Track at Millertown Subway.....	25	25	25
Tiffin, Nos. 1 and 2 tracks between overhead bridge and river bridge.....	35	35	35
Fostoria, thru city limits.....	35	35	35
Deshler, approaching Toledo Division crossing.....	35	35	35
FC Tower, Nos. 1 and 2 tracks over first curve west	60	55	50
Garrett, No. 2 track, over switch in front of passenger station...	25	25	15
Entering, pulling through or leaving sidings, wye tracks, crossovers, transfer or storage tracks, except through spring switches in trailing movement .	10	10	10
Engines backing, with cars, except relief trains	25	15	15
Through spring switches, trailing movement, as follows:			
Eastward passing siding, Kellar.	25	25	25
Westward passing siding, Kellar.	25	25	25
Eastward passing siding, Fostoria	25	25	25
Pull out track, Garrett	15	15	15
Eastward passing siding, LaPaz Jct.....	25	25	25
Eastward passing siding, Walkerton	25	25	25
Eastward passing siding, McCool	25	25	25
Approaching signal at spring switches when moving against the current of traffic	30	30	30

SPECIAL INSTRUCTIONS—Continued

5. SPEED RESTRICTIONS—Continued

MAXIMUM SPEED OF LIGHT ENGINES

	Forward	Backward
DIESEL ENGINES (except as noted below)	60	45
ALL STEAM ENGINES (except as noted below).....	50	40
COMPOUND MALLETS.....	20	20
SIMPLE MALLETS.....	35	20
CLASS E-27.....	50	30
CLASS S-1 AND CLASS S-1-A.....	40	30
CLASS S	20	20
ALL ENGINES WITHOUT ENGINE OR PONY TRUCKS.....	20	20
DIESEL SWITCHER LOCOMOTIVES, ALL CLASSES (Multiple Unit)	40	40
SINGLE BUDD CAR UNIT, DIESEL SWITCH ENGINE, ONE DIESEL ROAD UNIT (All Classes).....	30	30

Where speed restrictions are lower than above, all light engines will run five miles per hour less than the speed restriction, except where the speed restriction is 20 miles per hour or less no further restrictions will apply.

No. 7 and No. 31 will not exceed 50 miles per hour over Main Street, North Baltimore, Crossing No. 4575.

At locations shown as follows, trains will not exceed speed shown on days specified in order to dispatch U. S. Mail or papers:

Albion	No. 9, Sunday only, 20 miles per hour
Bremen	No. 9, daily, 20 miles per hour
Walkerton	No. 9, daily except Sunday, 35 miles per hour
Walkerton	No. 10, daily, 20 miles per hour
Holgate	No. 25, daily except Sunday, 50 miles per hour
Hicksville	No. 25, daily except Sunday, 50 miles per hour
North Baltimore	No. 32, Sunday only, 20 miles per hour

5. SPEED RESTRICTIONS—Continued

Speed of Relief Trains:

Engine in forward motion.....	35
Engine in backward motion.....	20
With crane ahead of engine.....	20
DM&IRR Ore Cars	{
when loaded	30
when empty	35

The maximum speed of excursion or other special trains made up of open platform equipment, and passenger or express trains handling equipment with freight car trucks, will be 10 miles per hour less than the maximum speed of other passenger or express trains.

Trains handling scale test cars will not exceed 35 miles per hour. As these cars are not equipped with air brakes, they will be spaced three cars ahead of caboose, and train must have 85% operative brakes.

Trains handling steam cranes, locomotive cranes, pile drivers, ditchers and similar equipment, except relief trains, will not exceed 30 miles per hour.

Trains, the makeup of which includes dead engines, will not exceed 25 miles per hour, except that Diesel engines may be handled at such speeds as are provided for in proper shippers' endorsement on bill of lading. When it is necessary to handle steam engines dead in train, they should be handled in forward motion.

Trains handling cars which have been previously set off account hot boxes, and have been repaired, will not exceed 20 miles per hour.

Engines with broken or bent crank pins, main or side rods, moved without side rods; also engines with excessive flat spots on driving tires, bent axles, and where excessive weight is placed on driver due to engine being jacked up for a broken axle or having truck removed, will not exceed 15 miles per hour.

Engineers on engines so equipped will test speed recorder between posts located one mile apart at following points:—

WESTWARD:

One mile east of Republic and two and one-half miles east of Albion

EASTWARD:

Dock siding and one and one-half miles west of Concord.

SPECIAL INSTRUCTIONS—Continued

6. TRAIN ORDERS

7. EXTRA TRAINS

8. OPERATING TRAINS BY SIGNAL INDICATION

Rules 251 to 254, inclusive, are in effect between Pine Junction and Willard.

9. SPACING TRAINS

Rules 505 to 519, inclusive, are in effect between Pine Junction and Willard.

Before a train or engine enters on or fouls a main track or crosses from one main track to another between Pine Junction and McCool, trainmen will open the switches and derails and wait (5) five minutes before fouling the main track.

First paragraph of Rule 512 not in effect in the switching of passenger and express trains at Willard, Deshler and Garrett.

Westward freight trains enroute via East Chicago will clear westward passenger or express trains 20 minutes at Pine Junction in order to insure sufficient time to clear on B. & O. C. T. tracks.

10. FIXED SIGNALS

At the following signal locations there are intervening tracks between the signal masts and the tracks the signals govern:—

Signal E 212-45, 4807 feet east of Wellsboro tower.

Signal W 214-33, 4530 feet west of Wellsboro tower.

Signal E 220-04, 4553 feet east of Alida tower.

Eastward home signal, Alida.

Signal W 221-45, 4753 feet west of Alida tower.

11. HAND SIGNALS AND FLAGGING

Unless weather conditions make it necessary to do so, flag protection will not be provided in passing sidings, except those listed below where flag protection will be provided at all times:

Westward—Fostoria	Westward—Avilla
Eastward—Kellar	Westward—Ripley
Westward—Deshler	Eastward—Kimmell
Eastward—FC Tower	Westward—Wawasee
Westward—FC Tower	Westward—Bremen
Eastward—Sherwood	Eastward—Walkerton
Westward—Concord	Westward—Miller

11. HAND SIGNALS AND FLAGGING—Cont'd

Rule 59 must be complied with at all times.

Rule 14 (da) and 14 (ea) will apply in recalling flagmen on passing sidings.

Eastward trains or engines using No. 1 main track against current of traffic between J Tower and Newark Division crossing, Willard, will stop clear of crossover from No. 1 main track to westward receiving yard, and not proceed until receive hand signal from switch tender located at Willard train order station, and proper indication on crossing target for No. 1 main track.

Location of Switchtenders handling main track switches:

WILLARD—Willard Train Order Station

—Millertown Subway

Location of operator handling hand thrown main track switches when on duty:

KIMMELL

12. JOINT OR SPECIAL USE OF TRACKS

Extra passenger and express trains will proceed on main track to station at Garrett and Willard, unless otherwise instructed.

Westward freight trains approaching Auburn, and Eastward freight trains approaching Avilla, will be governed by track sign displayed in window of tower at these points, indicating the track in Garrett yard on which they will leave their train. When letter "M" is displayed, this will be authority to use the main track at Garrett. Yardmaster will furnish track numbers to operator at Garrett who will transmit that information to operators at Avilla or Auburn.

The interlocking limits at Fostoria extend between the Eastward Home Signals at the LE&W (NKP) Crossing and the Westward Home Signals at Columbus Avenue. Movement through the interlocking is controlled by operators at F Tower, and rules 605 to 633 inclusive, are in effect. Switches located between the Home Signals at the C&O-NYC Crossings are operated from F Tower. Switches located between the Home Signals of the LE&W (NKP) Crossing are operated from F Tower. All other switches and derails within the interlocking limits are electrically locked and controlled from F Tower.

SPECIAL INSTRUCTIONS—Continued

12. JOINT OR SPECIAL USE OF TRACKS —Continued

Trains and engines using eastward passing siding at Kellar between the hours of 4:00 P. M. and 8:00 A. M. daily, and the westward passing siding Bremen between the hours of 8:00 A. M. and 8:00 P. M. daily, will do so expecting to find these sidings occupied without flag protection.

Switches leading from end of siding to a storage or station track will be set for such tracks, except eastward passing siding, Kellar.

No train or engine, except first class trains and passenger and express trains running as extras, will occupy main tracks between J Tower and Newark Division crossing, Willard, without permission of the train dispatcher.

Time of trains at Chicago, Sixty-third Street and South Chicago, shown in italics, is for information only.

Trains between Rock Island Junction and Beverly Junction are operated under Rules and Time Tables of the C. R. I. & P. Ry.; trains between Pine Junction and Rock Island Junction, Beverly Junction and Grand Central Station, Pine Junction and Blue Island Junction, under Time Tables of the Baltimore & Ohio Chicago Terminal R. R.; train and engine crews will provide themselves with copies of Time Tables and Operating Rules.

13. OPERATION OF AIR BRAKES

14. SPRING SWITCHES

Crews of trains trailing through spring switches at following locations will not be required to observe clearing of signal governing reverse movement:—

- Kellar—Eastward passing siding to No. 2 track.
- Fostoria—Eastward passing siding to No. 2 track.
- LaPaz Jct.—Eastward passing siding to No. 2 track.

At spring switches located at following points crews will operate push button for movement as indicated below:—

- Kellar—Westward passing siding to No. 1 track.
- Garrett—Pull out track from westbound yard to No. 1 track.

14. SPRING SWITCHES—Continued

Walkerton—Eastward passing siding to No. 2 track.

McCool—Eastward passing siding to No. 2 track.

14 (A). DUAL CONTROL SWITCHES

Interlocking Rules apply at Dual Control Switch locations as follows: North Baltimore, controlled from and included within interlocking limits of Galatea.

15. RAILROAD CROSSINGS AND DRAWBRIDGES

RAILROAD CROSSINGS		Position of signal indicating clear route for Chicago Div. Trains
STATIONS	CROSSINGS	
Willard	Newark Div.	Vertical
Attica Jct.	P. R. R.	Interlocking
Tiffin	P. R. R.	Interlocking
	N. Y. C.	Interlocking
Fostoria	N. Y. C.	Interlocking
	C. & O.	Interlocking
	N. K. P.	Interlocking
	L. E. & W. (NKP)....	Interlocking
Galatea	N. Y. C.	Interlocking
Deshler	Toledo Div.	Interlocking
Hamler	D. T. & L.	Interlocking
Holgate	N. K. P.	Interlocking
FC Tower	Wabash	{ Interlocked { Signals
Sherwood	N. Y. C.	Interlocking
HK Tower	Wabash	Interlocking
Auburn	P. R. R.	Interlocking
	N. Y. C.	Interlocking
Avilla	P. R. R.	Interlocking
Milford Jct.	N. Y. C.	Interlocking
La Paz Jct.	P. R. R.	Interlocking
Walkerton	N. K. P.	Interlocking
	N. Y. C.	Interlocking
Wellsboro	Grand Trunk	Interlocking
	Pere Marquette	Interlocking
Alida	C. I. & L.	Interlocking
McCool	E. J. & E.	Interlocking
Willow Creek	Wabash	Interlocking
	Michigan Central	Interlocking

At Willard, trains and engines will not foul tracks of Newark Division until target and switches are in proper position and a proper signal is received from switch tender to proceed.

SPECIAL INSTRUCTIONS—Continued

15. RAILROAD CROSSINGS AND DRAWBRIDGES—Continued

Horizontal position of target at Willard train order station will indicate clear route for Newark Division trains or for trains using Newark Division tracks. However, hand signal from switch tender must also be received before moving on this target indication.

In the State of Ohio at railroad crossings and drawbridges not equipped with approved interlocking, trains or engines will stop not less than 200 feet nor more than 800 feet; in the State of Indiana not less than 40 feet nor more than 500 feet; in the State of Illinois within 800 feet from crossing or drawbridge, and will not proceed until the route is clear.

16. YARDS

It is unlawful for any employe of a railroad company doing business in the State of Ohio to allow or permit passenger or freight cars to stand on a track, commonly called a running track, within yard limits, unless protected by flagman, or red light is on end of car, during the period thirty minutes before sunset to thirty minutes after sunrise.

17. HELPER ENGINES

18. MAIL

19. WATER AND FUEL

Crews will not take coal at Deshler, Garrett and LaPaz Junction while passenger or express trains are passing.

20. WHISTLE SIGNALS

21. HIGHWAY CROSSING PROTECTION

Train crews using General Motors track, Defiance, will stop before crossing State Route 18, No. 4628.1, and comply with Rule 109.

22. TRAIN ORDER STATIONS

23. RESTRICTIONS ON STRUCTURES AND TRACKS

Maximum Weight Limits	Heaviest Class of Engine Permitted	Cars. Gross Weight in pounds
Willard and Pine Junction.....	EM-1	240,000

23. RESTRICTIONS ON STRUCTURES AND TRACKS—Continued

Class S, S-1, S-1a, T-3 and T-4 engines will not be used on the following tracks:—

- Attica Jct. South interchange.
- Tiffin Webster, elevator, Gray and White.
- Bascom Miller Tile Co.
- Fostoria NYC interchange, Mennel Milling Co.
- Bloomdale Elevator.
- Galatea NYC interchange.
- North Baltimore Quarry, west leg of wye, Everett Lumber Company track east of elevator (Class T-3 not restricted on Everett Lumber Company track east of elevator).
- Deshler Northwest wye, freight house, all three legs of wye tracks at coal dock.
- Hamler Elevator.
- Holgate Freight house, NKP transfer south of main tracks, northwest wye.
- Defiance Wm. Gest Co., Rout Coal Co.. No. 1 house.
- Sherwood NYC interchange.
- Hicksville Crook Son & Co.
- Auburn House, NYC interchange.
- Avilla Elevator track.
- Leeland Gravel pit tracks, beyond derail.
- Milford Jct. South wye NYC interchange (Class T-3 not restricted).
- Nappanee Vitreous Steel Products Co., new and old horns, south addition Nappanee Lumber Co.
- Bremen Yard tracks, foundry, Knoepfle tracks, Bremen Coal Co.
- Walkerton NYC interchange south of route 6, east and west legs of NYC wye.
- McCool Curve in elevator track.
- Dock Siding Sand pit tracks.

MacArthur Class engines will not be used in forward movement on the following tracks:—

- Holgate House track.
- Auburn Back track.

Class P-6a, P-7 and P-9b engines will not be operated on the west leg of wye, the track extending between the siding extension and the main track of the Bowling Green Sub-Division of the Toledo Division at North Baltimore.

Engineers will use care on curve in stock track east of Poplar Street, Fostoria. Engines and cars will not be moved east of the west loading chute of the stock pens.

In making delivery of cars through west wye at Holgate, the outside track will be used.

SPECIAL INSTRUCTIONS—Continued

24. CLEARANCES

Account of close clearance of building constructed by Coppes, Inc., along old horn track at Nappanee, trainmen will not ride on top of box car on the west side of this track.

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

They are prohibited from riding on the top of engines, tenders, high box cars and other high equipment when passing under wires and overhead structures.

The following overhead structures and wire crossings have less than 22 feet vertical clearance, and the high tension lines shown have less than 27 feet vertical clearance, and employes should not stand on top of engines, tenders, cars or other equipment while passing under these overhead structures or wire crossings:—

SIGNAL WIRES AND CABLES			Clearance above
Location	Track	Pole	top of rail
BRIDGES			
Facility	Location	Clearance above top of rail	
Bridge 24/6	0.3 miles west of Tiffin	20'	6"
Loading shed	Mennel Mill, Fostoria	20'	1"
Bridge 83/6	Midway	21'	5"
Bridge 111/7	3.7 miles west of Hicksville	21'	0" (Over No. 2
Coal tippie	Over coal track, Garrett	20'	0" track)
Ash hoist pan	Garrett coal tippie	20'	0" (Up position)
Ash hoist pan	Garrett coal tippie	16'	0" (Working)
Bridge 129/0	1 mile west of Garrett	21'	0"
Bridge 135/1	2 miles west of Avilla	21'	6"
Bridge 135/8	2.7 miles west of Avilla	21'	10"
Bridge 136/0	2.9 miles west of Avilla	21'	0"
Bridge 138/1	¼ mile west of Ripley	21'	9"
Bridge 147/1	3.6 miles west of Albion	21'	9"
Bridge 224/2	0.7 mile west of Coburg	21'	0"
Bridge 240/9	0.6 mile east of Miller	21'	6"
Bridge 243/8	1.3 miles east of Gary	21'	0"

Mallet engines and diesel freight locomotives will not be operated over car retarders at eastbound and westbound humps, Willard, and account close clearances mallet engines in Willard Yard will not be operated on a track adjacent to another track on which mallet engines are being operated.

25. CLASSIFICATION WHERE THERE ARE TWO OR MORE MAIN TRACKS

LIMITS

CURRENT OF TRAFFIC

Willard and Pine Jct. { North track—Westward—No. 1
 { South track—Eastward—No. 2

26. TELEPHONES

Conductors and engineers of trains meeting with accident, or unusual delay, will call nearest open office or train order station by telephone, or if conditions warrant, call train dispatcher's office, Garrett 88, and in using public telephone, instruct exchange to reverse charges.

Location	Connected with
J Tower, opposite westward home signal....	} Willard, J Tower and Willard yard phones
J Tower, at eastward home signal.....	
Attica Jct., east end eastward siding.....	} Attica Jct. and J Towers
Attica Jct., west end westward siding.....	
Republic, station box	} Attica Jct. and Tiffin Towers
Republic, 2½ miles west, signal E-18-30..	
Tiffin, passenger station	} Tiffin and Fostoria Towers
Tiffin, freight house	
Tiffin, section tool house	
Tiffin, at overhead bridge	
Tiffin, Wall Street	
Tiffin, Webster spur	
Kellar, crossover	
Kellar, pump house	
Kellar, west end westward siding	
Bascom, station box	
Fostoria, east end eastward siding	
Fostoria, east crossover	
Fostoria, Columbus Avenue, westward home signal	
Fostoria, scale track, west switch	
Fostoria, freight house	
Fostoria, NKP crossing, westbound shelter shed, pole 36-39	
Fostoria, NKP crossing, eastward home signal, pole 36-56	
Fostoria, LE & W westward home signal pole 37-11	
Fostoria, LE & W eastward home signal pole 37-20	
Fostoria, angling highway crossing west of LE & W, pole 37-35	
Fostoria, west end westward siding	
Godsend, bridge 42-5	
Bloomdale, station box	
Galatea, east end eastward siding	} Galatea and Deshler Towers
Galatea, westward siding, pole 49-36	
Galatea, west crossover, in relay house....	
North Baltimore, station box	
North Baltimore, west end Hardy track ..	
Hoytville, station box	} Deshler, east end eastward siding
Deshler, east crossover	

SPECIAL INSTRUCTIONS—Continued

26. TELEPHONES (Continued)

Location	Connected with
Deshler, west end express building	} Deshler Yard and Deshler Tower
Deshler, switch shanty	
Deshler, freight house	
Deshler, ticket office	
Deshler, west of west penstock	
Deshler, west end of yard	
Deshler, coal dock office	
Deshler, west crossover	
Deshler, west end westward siding	} Deshler and Hamler Towers
Hamler, east end eastward siding	
Hamler, west end westward siding	} Hamler and Holgate Towers
Holgate, east end eastward siding	
Holgate, west end westward siding	} Holgate and FC Towers
Standley, crossover	
Midway, spur track	
Defiance, east and west end G. M. siding	
Defiance, east crossover	
Defiance, Ottawa Avenue	
Defiance, freight house	
Defiance, south side station platform	
Defiance, east end westward siding	} Sherwood and FC Towers
Defiance, car inspector's building	
Defiance, west end westward siding	
The Bend, east of bridge, pole 94-29	
Sherwood, east end eastward siding	
Sherwood, freight house	
Sherwood, box on pole, Harrison St.	} Sherwood and HK Towers
Sherwood, west end westward siding	
Mark Centre, crossover	
Rosedale, pole 104-20	
Hicksville, crossover	
Hicksville, freight house	
State Line, overhead bridge	
St. Joe, water station	
St. Joe, crossover	
St. Joe, freight room	
Concord, east end eastward siding	} Auburn and HK Towers
Concord, east end westward siding	
Concord, west end westward siding	
Garrett, head-in switch east yards	} Garrett train order station, yard office and Chief Dis- patcher, Auburn and Avilla Towers
Garrett, road crossing, east yards	
Garrett, coal dock office	
Garrett, crossover, west yards	
Garrett, overhead bridge, west yards	
Garrett, head-in switch, west yards	
Avilla, west end westward siding	} Kimmell and Avilla Towers
Ripley, east end eastward siding	
Ripley, crossover	
Ripley, west end westward siding	
Albion, station box	
Elkhart River, at curve ½ mile east	
Kimmell, east end eastward siding	

26. TELEPHONES—Continued

Location	Connected with
Kimmell, west end westward siding	} Kimmell and Milford Jct. Towers
Cromwell, station box	
Wawasee, east end eastward siding	
Wawasee, east end westward siding	
Wawasee, west end westward siding	
Syracuse, section tool house	
Syracuse, station box	
Leeland, crossover	} Milford Jct. and LaPaz Jct. Towers
Milford Jct., east end eastward siding	
Milford Jct., west end westward siding	
Nappanee, siding at Kraut Factory	
Nappanee, crossover	} Milford Jct. and LaPaz Jct. Towers
Nappanee, freight house	
Bremen, east end westward siding	
Bremen, west end westward siding	
Bremen, highway west of station	
LaPaz Jct., east end eastward siding	
LaPaz Jct., coal dock office	} LaPaz Jct. and Walkerton Towers
LaPaz Jct., west end coal dock spur	
LaPaz, station freight room	
LaPaz Jct., west end westward siding	} LaPaz Jct. and Walkerton Towers
Teegarden, in box	
Walkerton, east end eastward siding	} Walkerton and Wellsboro Towers
Walkerton, east end westward siding	
Walkerton, west crossover	
Walkerton, west end westward siding	
Kingsbury, west leg of wye	
Kingsbury, station box	
Kingsbury, west end of storage track	
Wellsboro, east end eastward siding	} Wellsboro and Alida Towers
Wellsboro, middle of yard	
Wellsboro, pump house	
Wellsboro, west end westward siding	} Wellsboro and Alida Towers
Alida, east end eastward siding	
Alida, west end westward siding	} Alida and McCool Towers
Coburg	
Coburg, at curve, Pole 224-20	
Suman, in box	
Woodville, in box	
McCool, east end eastward siding	
McCool, west end eastward siding	} McCool and Pine Jct. Towers
McCool, east end westward siding	
McCool, pump house	
Willow Creek, pole 235-35	
Willow Creek, freight house	
Willow Creek, west end of M.C. Transfer	
Dock Siding, crossover	
Miller, crossover	
Miller, station box	
Miller, south side tool house	
Miller, west end westward siding	
Gary, crossover	
Gary, freight house	
Gary, 2nd floor hallway in station	
Gary, baggage room in station	
Curtis Yard, east end eastward siding	
Curtis Yard, car inspector's office	
Curtis Yard, yard office	
Curtis Yard, west crossover	

SPECIAL INSTRUCTIONS—Continued

27. UNCLASSIFIED

Conductors handling relief trains will not leave terminal without permission from Relief Train Foreman.

Trains on the Chicago Division, enroute to or from the Toledo Division, may display classification signals; Rule 27 modified accordingly.

When an employee is injured on duty he must, if physically able, report the injury to his foreman or other supervising officer before he leaves company premises. This must be done even though the injury is slight.

The supervisor should arrange prompt first aid for the injured; then, as soon as possible, place him under the care of a Company's Surgeon. He should also report the injury promptly on the prescribed forms however minor it may appear.

The Management desires to have injured employes promptly and properly attended to in order to prevent infection and prolonged periods of disability, and to obtain full particulars regarding the accident.

In case of fatal accident on line of road, trains will not be held awaiting Coroner. Bodies will be removed to nearest station or some other place where information can be given the Coroner and trains should proceed without further delay.

Express trains including Nos. 31 and 32 will not carry passengers except on authority of superintendent.

28. ADDITIONAL REGULAR AND FLAG STOPS

When No. 246 misses connection with No. 57 at Deshler, passengers will be picked up by No. 8, and No. 246 will be held thirty minutes at Willard if necessary to get these passengers.

No. 58 will be held at Deshler twenty minutes for connection with No. 9. However, when No. 9 is late and it is seen the connection cannot be made, conductor on No. 9 will discharge Toledo and Detroit passengers at Fostoria to be put on No. 19 at Fostoria.

Conductors of No. 10 will notify train dispatcher when they have passengers for No. 53 or No. 54 at Deshler. No. 53 will be held ten minutes for passengers from No. 10.

28. ADDITIONAL REGULAR AND FLAG STOPS—Continued

Conductors of No. 7 will make report to train dispatcher from Tiffin or Fostoria when No. 7 has revenue passengers for No. 355. No. 355 will be held at Deshler ten minutes for No. 7 when revenue passengers are reported for connection.

29. EXPLANATION OF LETTERS

- B. Stop on signal to discharge passengers from points east of Willard.
- E. Stop on signal to discharge passengers.
- G. Stop on signal to receive or discharge passengers to or from Chicago, Sixty-Third Street, or South Chicago; or to or from stations east of Willard at which train stops, or Toledo or points south of Deshler.
- H. Stop to discharge passengers from Akron and points east, or points east of Willard on Newark Division.
- J. Stop to receive or discharge passengers to or from Washington, D. C., and beyond.
- K. Stop to receive or discharge passengers to or from Cumberland and beyond.
- M. Stop on signal to discharge passengers from Pittsburgh and east.
- Q. Stop on signal to receive or discharge passengers to or from Akron and beyond.
- R. Stop to discharge passengers from Deshler and east, and to receive passengers for Gary and west.
- U. Stop to discharge passengers from Washington and points east and to receive passengers for Toledo and beyond.
- V. Stop on signal to discharge passengers from Detroit or Toledo, and pick up passengers for Akron or beyond.
- Z. Stop on signal to receive or discharge passengers to or from Chicago, 63rd Street, So. Chicago, or Washington, D. C., or beyond.

SPEED TABLE

Time per Mile	M. P. H.	Time per Mile	M. P. H.	Time per Mile	M. P. H.	Time per Mile	M. P. H.
0 min. 45 sec.	80.0	1 min. 4 sec.	56.0	1 min. 30 sec.	40.0	3 min. 0 sec.	20.0
0 " 46 "	78.0	1 " 5 "	55.0	1 " 32 "	39.0	3 " 10 "	18.0
0 " 47 "	77.0	1 " 6 "	54.0	1 " 34 "	38.0	3 " 15 "	18.0
0 " 48 "	75.0	1 " 7 "	53.0	1 " 36 "	37.0	3 " 20 "	18.0
0 " 49 "	73.0	1 " 8 "	52.0	1 " 38 "	36.0	3 " 30 "	17.0
0 " 50 "	72.0	1 " 9 "	52.0	1 " 40 "	36.0	3 " 45 "	16.0
0 " 51 "	70.0	1 " 10 "	51.0	1 " 42 "	35.0	4 " 0 "	15.0
0 " 52 "	69.0	1 " 11 "	50.0	1 " 45 "	34.0	4 " 17 "	14.0
0 " 53 "	67.0	1 " 12 "	50.0	1 " 50 "	32.0	4 " 36 "	13.0
0 " 54 "	66.0	1 " 13 "	49.0	1 " 55 "	31.0	5 " 0 "	12.0
0 " 55 "	65.0	1 " 14 "	48.0	2 " 0 "	30.0	5 " 27 "	11.0
0 " 56 "	64.0	1 " 15 "	48.0	2 " 5 "	28.0	6 " 0 "	10.0
0 " 57 "	63.0	1 " 16 "	47.0	2 " 10 "	27.0	6 " 40 "	9.0
0 " 58 "	62.0	1 " 18 "	46.0	2 " 15 "	26.0	7 " 30 "	8.0
0 " 59 "	61.0	1 " 20 "	45.0	2 " 20 "	25.0	8 " 34 "	7.0
1 " 0 "	60.0	1 " 22 "	43.0	2 " 24 "	25.0	10 " 0 "	6.0
1 " 1 "	59.0	1 " 24 "	42.0	2 " 30 "	24.0	12 " 0 "	5.0
1 " 2 "	58.0	1 " 26 "	41.0	2 " 40 "	22.0		
1 " 3 "	57.0	1 " 28 "	40.0	2 " 50 "	21.0		

WESTWARD

Distance from Willard	Train Order Stations	East Subdivision TIME-TABLE No. 63 April 26, 1953	Passing Sidings, Capacity 45 ft. cars including engine and caboose.	FIRST CLASS											
				9	5	25	19	245	7	31					
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY Except Monday					
				A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	P. M.					
0.0	DN	WILLARD		1.45	2.47	3.13	4.35	5.30	9.59	2.05					
2.7	DN	2.7 J TOWER		1.50	2.52	3.17	4.40	5.35	10.03	2.10					
8.1	DN	Penna. 5.4 ATTICA JCT.	136	1.55	2.57	3.22	4.45	5.40	10.08	2.15					
15.8		7.7 REPUBLIC		2.02	3.04	3.29	4.52	5.47	10.15	2.23					
24.3	DN	Penna. 8.5 TIFFIN	N. Y. C.	S 2.12	3.11	Z 3.36	5.00	S 5.58	S 10.23	S 2.31					
25.6		1.3 KELLAR		128 2.14	3.13	3.38	5.02	6.00	10.25	2.33					
30.0		4.4 BASCOM		2.18	3.17	3.42	5.08	6.04	10.29	2.38					
36.8	DN	N.Y.C. 6.8 C. & O. FOSTORIA	N.K.P. L.E.&W.	141 S 2.30	3.25	Z 3.51	U 5.14	S 6.16	S 10.39	S 2.45					
44.1		7.3 BLOODDALE		2.38	3.33	3.59	5.22	6.24	10.47	2.54					
48.9	DN	N.Y.C. 4.8 GALATEA		161 2.43	3.37	4.03	5.26	6.28	10.51	2.59					
50.7		1.8 NORTH BALTIMORE		2.45	3.39	4.05	5.30	F 6.30	10.53	3.02					
56.2		5.5 HOYTVILLE		2.50	3.44	4.10		6.36	10.58	3.08					
62.4	DN	Toledo Div. 6.2 DESHLER		124 S 3.10	3.50	S 4.17		S 6.54	S 11.08	S 3.27					
69.3	DN	D.T. & I. HAMLER		171 3.17	3.57	4.24		7.01	11.14	3.35					
74.6	DN	N.K.P. 5.3 HOLGATE		138 3.22	4.02	4.29		F 7.07	11.19	3.40					
79.9		5.3 STANDLEY		3.27	4.07	4.34		7.12	11.24	3.45					
87.3		7.4 DEFIANCE		S 3.33	4.14	Z 4.41		S 7.22	S 11.33	S 3.57					
87.9	DN	Wabash 0.6 FC TOWER		125 3.34	4.15	4.42		7.23	11.34	3.58					
97.0	DN	N.Y.C. 9.1 SHERWOOD		141 3.42	4.22	4.50		7.31	11.42	4.08					
101.2		4.2 MARK CENTRE		3.46	4.26	4.54		7.35	11.46	4.12					
104.3		3.5 ROSEDALE													
107.8		7.6 HICKSVILLE		3.52	4.32	5.00		S 7.44	11.52	4.19					
115.4		1.0 ST. JOE		3.59	4.38	5.07		7.52	11.59	4.26					
116.4	DN	Wabash 1.5 HK TOWER		4.00	4.39	5.08		7.53	12.00	4.27					
117.9		6.9 CONCORD	N.Y.C.	130 4.02	4.41	5.10		7.55	12.02	4.29					
124.8	DN	Penna. 3.2 AUBURN		S 4.09	4.47	5.16		S 8.06	12.08	4.36					
128.0	DN	3.2 GARRETT		A 4.17	A 4.52	A 5.20		A 8.16	A 12.13	A 4.40					
				A. M.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.					
		Time over Sub Division.....		2.32	2.05	2.07	0.55	2.46	2.14	2.35					
		Average speed per hour.....		60.5	61.5	60.5	55.3	46.3	57.3	49.5					

Passenger trains will not exceed 75 miles per hour.

Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

WESTWARD

Distance from Garrett	Train Order Stations	West Subdivision TIME-TABLE No. 63 April 26, 1958		Passenger Sidings, Capacity 45 ft. cars including engine and caboose.	FIRST CLASS												
					9	5	25	245	7	31							
					DAILY	DAILY	DAILY	DAILY	DAILY	DAILY EXCEPT MONDAY							
					A. M.	A. M.	A. M.	A. M.	A. M.	P. M.							
0.0	DN	Penna.	GARRETT		3.22	3.57	4.25	7.21	11.18	3.50							
5.2	DN		AVILLA	80	3.28	4.02	4.32	7.36	11.23	3.57							
9.8			RIPLEY	139	3.33	4.06	4.36	7.41	11.27	4.02							
15.4			ALBION		3.38	4.11	4.41	S 7.49	11.32	4.08							
22.0	DN		KIMMELL	140	3.44	4.17	4.47	7.56	11.38	4.15							
25.4			CROMWELL		3.47	4.20	4.50	7.59	11.41	4.19							
30.3		WAWASEE	142	3.51	4.25	4.54	8.06	11.45	4.24								
32.5		SYRACUSE		G 3.53	4.27	4.56	S 8.11	R 11.47	4.27								
37.6	DN	N. Y. C.	MILFORD JCT.	182	4.00	4.32	5.01	8.18	11.53	4.32							
45.8			NAPPANEE	S 4.10	K 4.39	5.08	S 8.28	12.00	4.40								
53.3		Penna.	BREMEN	142	4.19	4.46	5.14	S 8.38	12.06	4.47							
61.1	DN		LAPAZ JCT.	142	4.26	4.52	5.21	8.48	12.13	4.55							
61.7			LAPAZ	B 4.29	K 4.54	M 5.22	S 8.50	Q 12.14	4.56								
65.4			TREGARDEN		4.33	4.58	5.26	8.55	12.18	5.00							
71.1	DN	N. K. P.	WALKERTON	N.Y.C. 153	4.39	5.02	5.31	S 9.01	12.24	5.06							
79.1			KINGSBURY		4.46	5.10	5.38	9.10	12.31	5.14							
85.6	DN	G.T.	WELLSBORO	P.M. 137	4.52	5.16	5.44	S 9.19	12.37	5.20							
92.8	DN	C.I. & L.	ALIDA	137	4.59	5.23	5.50	9.31	12.44	5.27							
95.3			COBURG														
98.6			SUMAN														
106.8	DN	E.J. & E.	McCOOL	M.C. 141	5.13	5.39	6.02	F 9.45	12.58	5.42							
108.7		Wabash	WILLOW CREEK		5.16	5.42	6.04	9.47	12.58	5.44							
113.2			MILLER	128	5.20	5.49	6.08	9.51	1.02	5.49							
116.8			GARY		S 5.25	H 5.54	E 6.14	S 9.55	S 1.08	5.53							
118.9			CURTIS YARD		5.30	6.59	6.19	10.00	1.14	5.55							
121.0	DN	B. & O.C.T.	PINE JCT.	N.Y.C. 10.0	5.35	6.04	6.24	10.05	1.20	6.00							
131.0			SOUTH CHICAGO		S 5.45	S 6.15	S 6.34	S 10.15	S 1.31	6.19							
140.7			SIXTY THIRD STREET		S 6.01	S 6.32	S 6.51	S 10.31	S 1.48	6.34							
150.4	DN		CHICAGO		A 6.30	A 7.00	A 7.20	A 11.00	A 2.15	A 7.00							
					A. M.	A. M.	A. M.	A. M.	P. M.	P. M.							
			Time over Sub-Division.....		2.13	2.07	1.59	2.44	2.02	2.10							
			Average speed per hour.....		54.6	57.2	61.0	44.3	59.5	55.8							

Passenger trains will not exceed 75 miles per hour.

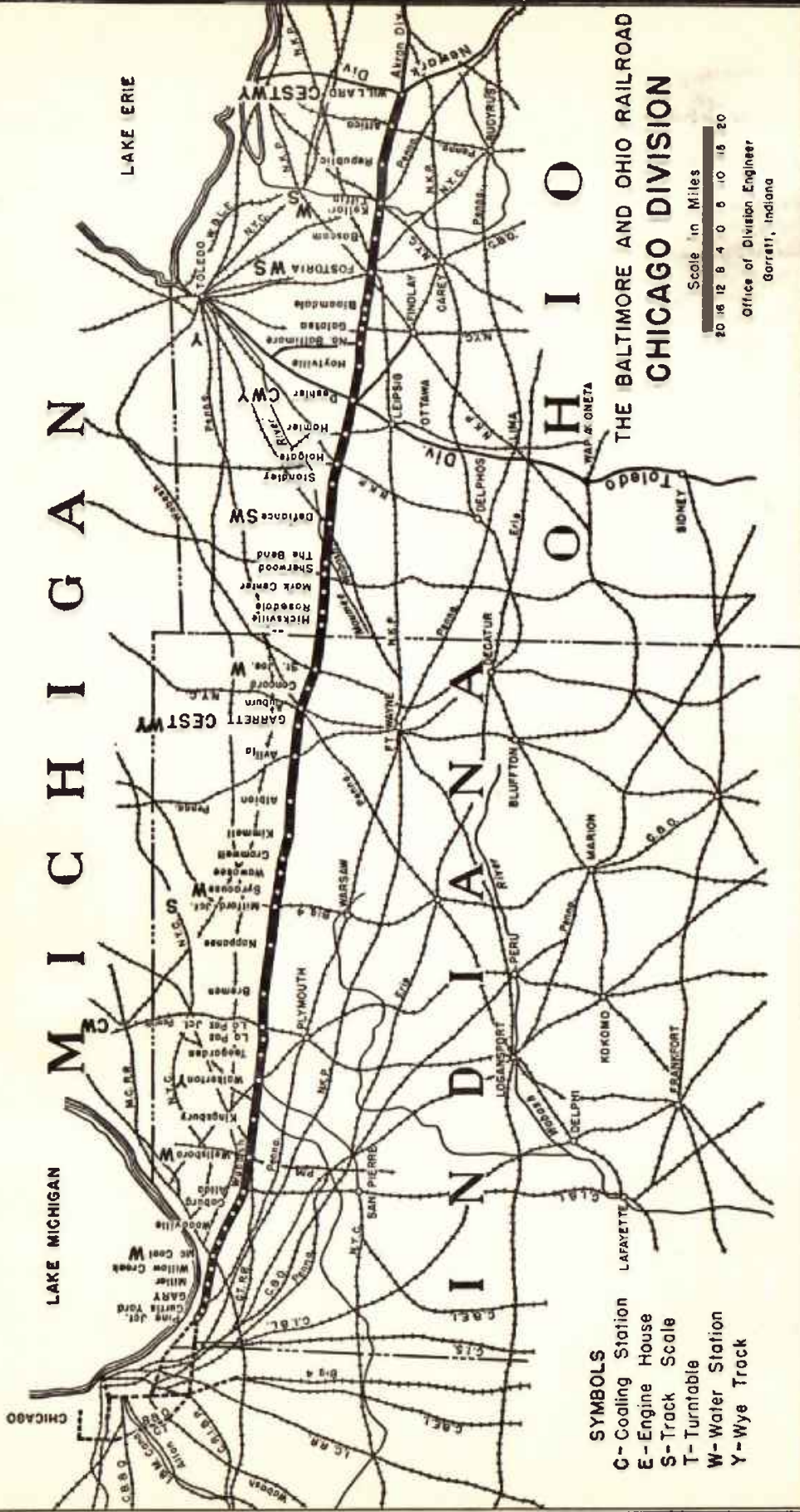
Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.

E A S T W A R D

Distance from Chicago	Train Order Stations	West Subdivision TIME-TABLE No. 63 April 26, 1952	Passing Sidings. Capacity 45 ft. cars including engine and caboose.	FIRST CLASS											
				10	6	26	246	8	32						
				DAILY	DAILY	DAILY	DAILY	DAILY	DAILY						
				A. M.	P. M.	P. M.	P. M.	P. M.	P. M.						
0.0	DN	CHICAGO 9.7		11.00	3.45	4.00	8.30	10.10	11.10						
9.7		SIXTY THIRD STREET 9.7		S 11.17	S 4.06	S 4.19	S 8.49	S 10.29	11.29						
19.4		SOUTH CHICAGO 10.0		S 11.38	S 4.23	S 4.35	S 9.06	S 10.48	11.45						
29.4	DN	B. & O. C. T. N. Y. C. PINE JCT. 2.1		11.55	4.42	4.57	9.25	11.06	12.05						
31.5		CURTIS YARD 2.1	86	11.57	4.44	4.59	9.27	11.07	12.07						
33.6		GARY 3.6		S 12.00	S 4.46	S 5.01	S 9.31	S 11.10	12.09						
37.2		M. C. MILLER 4.5		12.03	4.49	5.04	9.35	11.14	12.13						
41.7		WILLOW CREEK 1.9		12.07	4.53	5.08	9.39	11.18	12.18						
43.6	DN	E. J. & E. McCOOL 8.2	139	12.09	4.55	5.10	9.41	11.20	12.20						
51.8		SUMAN 3.3													
55.1		COBURG 2.5													
57.6	DN	C. I. & L. ALIDA 7.2	129	12.20	5.06	6.21	9.55	11.32	12.34						
64.8	DN	P. M. WELLSBORO 6.5	181	F 12.26	5.12	5.27	F 10.08	11.38	12.41						
71.3		KINGSBURY 8.0		12.32	5.17	5.32	10.12	11.43	12.47						
79.3	DN	N. Y. C. WALKERTON 3.7	161	F 12.39	5.24	5.39	F 10.19	11.50	12.55						
85.0		TEEGARDEN 3.7		12.44	5.29	5.44	10.28	11.55	1.01						
88.7		LAPAZ 0.6		F 12.48	K 5.33	Q 5.48	F 10.31	11.59	1.05						
89.3	DN	Penna. LAPAZ JCT. 7.8	179	12.49	5.34	5.49	10.32	12.00	1.08						
97.1		BREMEN 7.3		S 12.57	5.41	5.56	F 10.39	12.06	1.14						
104.6		NAPPANEE 8.2		S 1.06	K 5.48	K 6.03	S 10.51	12.12	1.22						
112.8	DN	MILFORD JCT. 5.1	147	1.14	5.55	6.10	11.01	12.19	1.30						
117.9		SYRACUSE 2.2		S 1.22	5.59	6.14	S 11.08	12.23	1.35						
120.1		WAWASEE 4.9	139	1.24	6.01	6.16	11.13	12.25	1.37						
125.0		CROMWELL 3.4		1.29	6.05	6.20	11.18	12.29	1.42						
128.4	DN	KIMMELL 6.6	141	1.32	6.08	6.23	11.21	12.32	1.46						
135.0		ALBION 5.6		S 1.39	6.14	6.29	F 11.29	12.37	1.53						
140.6		RIPLEY 4.6	139	1.46	6.19	6.34	11.35	12.42	1.59						
145.2	DN	AVILLA 5.2		1.51	6.23	6.38	11.40	12.46	2.04						
150.4	DN	GARRETT		A 1.58	A 6.31	A 6.46	A 11.55	A 12.51	A 2.20						
				P. M.	P. M.	P. M.	P. M.	A. M.	A. M.						
		Time over Sub-Division		2.01	1.49	1.49	2.30	1.46	2.15						
		Average speed per hour		60.0	66.6	66.6	48.4	68.5	53.8						

Passenger trains will not exceed 75 miles per hour.

Speed as shown in Special Instruction 5, and such other restrictions as may be in effect, will not be exceeded.



- SYMBOLS**
 G - Coaling Station
 E - Engine House
 S - Track Scale
 T - Turntable
 W - Water Station
 Y - Wye Track

THE BALTIMORE AND OHIO RAILROAD
CHICAGO DIVISION

Scale in Miles
 20 16 12 8 4 0 4 8 12 16 20
 Office of Division Engineer
 Garrett, Indiana

