

SAFETY ALWAYS

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

Obedience to the rules is essential to safety.

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

ROAD DIESEL LOCOMOTIVES

To provide greater advance warning to Maintenance of Way Forces DURING DAYLIGHT HOURS, Road Diesel Locomotives must burn their headlights Dim during ordinary weather, and at full power when weather is dull and foggy.

Following signals will be used to notify crews of passing trains of defective conditions.

HOT JOURNAL..... BY DAY.

Nose held with one hand with other hand pointing toward track.

BY NIGHT.
Stop Signal

BRAKES STICKING.. BY DAY.

Hands shoved in sliding motion out from body.

BY NIGHT.
Stop Signal

BROKEN WHEELS
DEFECTIVE TRUCK
DRAGGING BRAKE
CONNECTION

LADING SHIFTED OVER
SIDE OR END OF CAR
SWINGING CAR DOOR OR
ANY OTHER DANGEROUS
CONDITION

} Stop signal

DIVISION OFFICERS

F. C. FLYNN.....	Superintendent.....	Montpelier
E. W. NIXON.....	Superintendent, Chicago Terminal Division.....	Chicago
F. T. SCHMIDT....	Trainmaster, Chicago Terminal Division.....	Chicago
J. S. DANT.....	Superintendent, Detroit Terminal Division.....	Detroit
R. EDSON.....	Trainmaster, Detroit Terminal Division.....	Oakwood
R. N. BRONSON....	Asst. Trainmaster, Detroit Terminal Division.....	Oakwood
E. B. STEVENS....	Asst. Trainmaster, Detroit Terminal Division.....	Oakwood
P. M. FLETCHER..	Trainmaster.....	Montpelier
G. P. HILL.....	Trainmaster.....	Montpelier
J. W. PATTERSON..	Trainmaster.....	Peru
H. H. Whittenberger..	Asst. Trainmaster.....	Peru
R. D. WISNER....	Road Foreman of Engines.....	Montpelier
A. C. EBERLE.....	Road Foreman of Engines.....	Peru
E. A. DIEMER.....	Chief Train Dispatcher.....	Montpelier
F. STAGE.....	Night Chief Train Dispatcher.....	Montpelier
E. W. ELLIOTT....	Night Chief Train Dispatcher.....	Montpelier
H. M. KING.....	Relief Chief Train Dispatcher.....	Montpelier
R. C. HENDERSON..	Night Chief Train Dispatcher.....	Peru
L. W. ELVIDGE....	Relief Chief Train Dispatcher.....	Peru

Wabash Railroad Company

MONTPELIER DIVISION

Time-Table No. 46

IN EFFECT

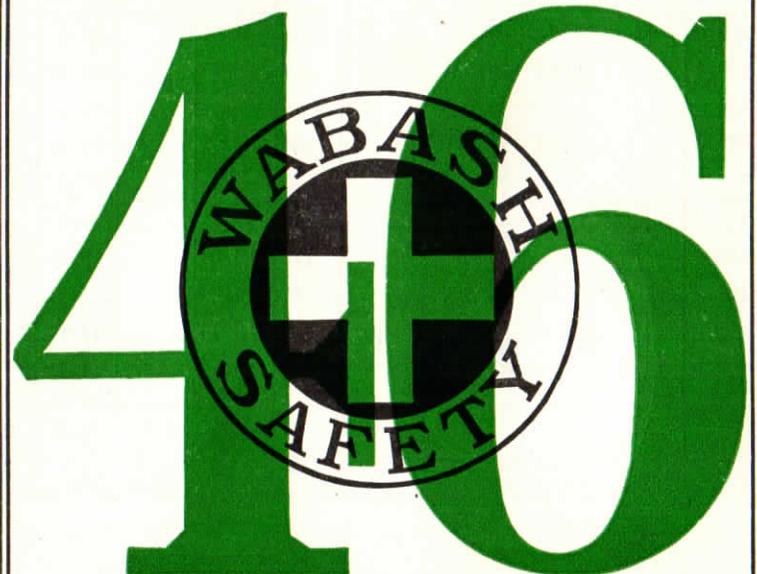
SUNDAY, April 25, 1954

AT 12:01 A. M. Central Standard Time

AT 1:01 A. M. Eastern Standard Time

Central Standard Time west of Oakwood Jct.

Eastern Standard Time east of Oakwood Jct.



**PREVIOUS TIME-TABLES ARE VOID AND MUST
BE DESTROYED**

This time-table is for the government and information
of employes only. The management reserves
the right to vary from it at pleasure.

G. H. SIDO,
Vice President-Operations.

C. A. JOHNSTON,
General Manager.

R. A. MESSMORE,
Assistant General Manager.

L. A. HIGH,
Superintendent Transportation.

F. C. FLYNN,
Superintendent.

PERU TO MONTPELIER—1st District

Distance from St. Louis	Time-Table No. 46 In effect April 25, 1954 STATIONS		Station Numbers	Eastward Trains												
				FIRST CLASS			SECOND CLASS			THIRD CLASS						
				2	12	4	96	82	98	70	72					
				Detroit Limited	Toledo Limited	Wabash Cannon Ball	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	Local Freight					
			Daily			Daily Except Sun.			Tues. Thur. Sat.							
391.8	DN	MONTPELIER	WC	912	AM 4.21	.....	PM 5.43	AM 7.30	PM 3.40	PM 11.50	.....	.....	.....	.....	.....	.....
391.3		WEST YARD		.....	4.20	.....	5.42	7.15	3.25	11.35	.....	.....	.....	.....	.....	.....
390.3		PERGO		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
384.3	D	BLAKESLEY		914	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
373.8	D	BUTLER		351	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
363.4	D	SPENCERVILLE		347	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
358.1	D	GRABILL		346	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
351.7		THURMAN		345	.....	AM	.....	.....	.....	AM	.....	.....	.....	.....	.....	.....
348.2	DN	NEW HAVEN		48	3.39	f 4.02	5.05	5.40	2.16	9.50	f 6.25	AM	.....	.....	.....	.....
342.2	DN	FT. WAYNE	W	45	3.29	3.50	4.56	5.25	2.00	9.20	6.10	11.25	.....	.....	.....	.....
339.5	DN	HUGO		46	2.55	AM	4.40	5.00	1.35	9.08	AM	10.50	.....	.....	.....	.....
333.9		PRAIRIE SWITCH		47	2.49	.....	4.35	4.50	1.28	9.00	.....	10.35	.....	.....	.....	.....
327.0	D	ROANOKE		51	2.41	.....	4.28	4.40	1.18	8.51	.....	f10.15	.....	.....	.....	.....
322.9		MARDENIS		53	2.36	.....	4.23	4.30	1.10	8.44	.....	9.56	.....	.....	.....	.....
318.3	DN	HUNTINGTON		55	§ 2.30	.....	§ 4.17	4.20	1.00	8.35	.....	§ 9.34	.....	.....	.....	.....
312.5	D	ANDREWS		57	.....	.....	§ 4.04	.....	.....	.....	.....	f 7.20	.....	.....	.....	.....
311.7		ANDREWS YARD		58	2.13	.....	4.01	4.03	12.43	8.26	.....	7.15	.....	.....	.....	.....
305.5	D	LAGRO		61	2.07	.....	3.55	3.53	12.35	8.17	.....	f 7.00	.....	.....	.....	.....
299.9		WABASH		63	§ 2.00	.....	§ 3.48	3.43	12.27	8.09	.....	§ 6.45	.....	.....	.....	.....
298.4	DN	HARTMAN		64	1.55	.....	3.40	3.39	12.22	8.06	.....	6.25	.....	.....	.....	.....
294.5		RICH VALLEY		65	.....	.....	3.36	3.29	12.15	7.59	.....	f 6.15	.....	.....	.....	.....
288.5		JUNCTION		.....	1.45	.....	3.30	3.15	12.08	7.50	.....	6.05	.....	.....	.....	.....
286.2	DN	PERU	WC	67	1.40	.....	3.25	3.10	12.00	7.45	.....	6.00	.....	.....	.....	.....
					AM	.....	PM	AM	NOON	PM	.....	AM	.....	.....	.....	.....
					Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sun.	Tues. Thur. Sat.				
		.....Scheduled time.....			2:41	0:12	2:18	4:20	3:40	4:05	0:15	5:25				
		.....Average miles an hour.....			39.3	30.0	45.9	24.3	28.8	25.8	24.0	10.3				

Following trains meet on double track between Hugo and New Haven:

- No. 4 and No. 91.
- No. 98 and No. 3.

Nos. 70 and 72 carry passengers.

Following trains meet on double track between Peru and Junction

- No. 82 and No. 73.

TOLEDO—MONTPELIER—1st District

Westward Trains				Distance from Toledo	Time-Table No. 46 In effect April 25, 1954	Capacity of sidings in 45 ft. cars exclusive of engine and caboose.	Station Numbers	Eastward Trains			
THIRD CLASS			FIRST CLASS					FIRST CLASS	THIRD CLASS		
79	77	71	13					12	76	70	78
Red Ball Freight	Red Ball Freight	Local Freight	St. Louis Limited				Toledo Limited	Red Ball Freight	Local Freight	Red Ball Freight	
Daily	Daily	Daily Except Sun.	Daily				Daily	Daily	Daily Except Sun.	Daily	
PM	AM	AM	PM				AM	AM	PM	PM	
.....	.....	.....	6.25	.....	DN TOLEDO	.....	1	6.50	.....	.....
9.30	10.00	7.15	6.29	1.3	28 TOLEDO Y'D	.....	2	6.39	7.30	1.00 8.30
9.40	10.10	7.20	6.32	3.3	A { WALBRIDGE JCT. } C	.....	.....	6.35	7.25	12.45 8.06
.....	.....	.....	.....	5.3	B { DN GOULD } T	.....	5	.....	.....	.....
9.50	10.20	7.40	6.39	8.6	S { WANICK JCT. } C	.....	.....	6.28	7.02	12.35 7.56
9.55	10.25	AM	PM	9.2	0.6 MAUMEE	.....	9	AM	7.00	PM 7.53
10.05	10.35	.....	.....	12.6	3.4 MONCLOVA	.....	332	.....	6.40	..... 7.41
10.17	10.47	.....	.....	17.2	4.6 MIDWAY	.....	333	.....	6.25	..... 7.26
10.32	11.02	.....	.....	22.2	5.0 BRAILEY	.....	334	.....	6.10	..... 7.11
10.47	11.17	.....	.....	26.3	4.1 DELTA	.....	336	.....	5.57	..... 6.59
10.55	11.25	.....	.....	29.4	3.1 DELTA YARD	112	337	.....	5.47	..... 6.49
11.15	11.45	.....	.....	33.7	4.3 D WAUSEON	66	338	.....	5.35	..... 6.37
11.30	12.00	.....	.....	39.4	5.7 ECKLEY	.....	340	.....	5.20	..... 6.22
11.40	12.10	.....	.....	42.5	3.1 ELMIRA	103	342	.....	5.10	..... 6.13
12.00	12.30	.....	.....	49.1	6.6 WEST UNITY	.....	52	344	4.55	..... 5.52
12.45 AM	1.15 PM	.....	.....	58.3	9.2 DN MONTPELIER WC	.....	912	.....	4.30 AM	..... 5.30 PM
Daily	Daily	Daily Except Sun.	Daily					Daily	Daily	Daily Except Sun.	
3:15	3:15	0:25	0:14 Scheduled time	0:22	3:00	0:25	3:00
17.5	17.5	17.5	36.8 Average miles an hour	23.4	19.0	17.5	19.0

No. 182 depart Toledo 7:30 a. m.; arrive Oakwood Jct. 11:45 a. m. (C. S. T.).

No. 189 depart Oakwood Jct. 2:30 a. m. (C. S. T.); arrive Toledo 6:30 a. m.

Nos. 70 and 71 carry passengers.

Movement of trains on Wabash-Nickel Plate Joint Tracks Nos. 1 and 2, between Wanick Jct. and Walbridge Jct., is governed by Centralized Traffic Control and will be operated in accordance with the printed rules in Form 1764 and special instructions.

PERU—TILTON—2nd District

Westward Trains					Distance from Detroit	Time-Table No. 46		Capacity of sidings in 45 ft. cars exclusive of engine and caboose.	Station Numbers	Eastward Trains				
THIRD CLASS		SECOND CLASS		FIRST CLASS		FIRST CLASS				SECOND CLASS		THIRD CLASS		
75	91	89	3	1		4	2			82	98	96	74	
Local Freight	Red Ball Freight	Red Ball Freight	St. Louis Limited	Wabash Cannon Ball		Wabash Cannon Ball	Detroit Limited			Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	
Daily Except Sun.	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily Except Sun.			
AM	PM	AM	PM	AM		PM	AM	AM	PM	AM	PM			
6.00	7.35	3.30	11.20	10.23	202.5	DN	PERU 1.9	67	3.20	1.30	11.35	7.15	2.40	12.45
6.05	7.40	3.35	11.24	10.27	204.4	DN	C. W. TOWER 4.8	69	3.15	1.23	11.30	7.06	2.20	12.33
f 6.20	7.48	3.43	11.29	10.32	209.2		NEW WAVERLY 3.8	116	3.10	1.17	11.15	6.58	2.10	f12.15
6.28	7.54	3.49	11.34	10.36	213.0		DANES 5.5	116	3.06	1.12	11.05	6.45	2.00	12.05
§ 6.57	8.04	3.59	§11.52	§10.46	218.5	DN	LOGANSPOUT 5.8	115	§ 2.59	§ 1.05	10.46	6.35	1.50	§11.39
f 7.35	8.16	4.11	12.02	10.55	224.3	DN	CLYMERS 3.5	116	2.47	12.46	10.18	5.58	1.37	f10.55
f 7.50	8.22	4.17	12.06	10.58	227.8		BURROWS 4.3	88	2.43	12.43	10.13	5.50	1.30	f10.13
f 8.25	8.29	4.24	12.10	11.02	232.1	D	ROCKFIELD 6.5	116	2.39	12.39	10.07	5.45	1.23	f 9.50
§ 8.40	8.37	4.32	12.15	11.08	238.6	DN	DELPHI 5.2	116	§ 2.29	12.31	9.55	5.34	1.10	§ 9.35
f 8.55					243.8		COLBURN 3.6	116						f 9.20
f 9.05					247.4	D	BUCK CREEK 6.1	116						f 9.05
9.15	9.07	5.05	12.39	11.22	253.5		EAST YARD 1.9	84	2.10	12.08	9.30	5.09	12.40	8.50
§ 9.25	9.14	5.20	§12.57	§11.34	255.4	2S	LAFAYETTE 1.8	85	§ 2.07	§12.04	9.24	5.02	12.27	§ 8.35
9.30	9.21	5.26	1.02	11.37	257.2		LAFAYETTE JCT. 3.0	87	1.55	11.48	9.18	4.55	12.20	8.25
f 9.40					260.2		SHADELAND 5.1	88						f 8.15
f 9.55					265.3	D	WEST POINT 6.9	116						f 8.05
f10.20					272.2		RIVERSIDE 4.6	116						f 7.50
§11.00					276.8		ATTICA 3.7	116	§ 1.36					§ 7.35
f11.10					280.5	D	WILLIAMSPORT 4.4	116	§ 1.30					f 7.00
f11.25					284.9		WEST LEBANON 3.8	116						f 6.45
f11.35					288.7		MARSHFIELD 5.5	116						f 6.35
f11.45	10.10	6.20	1.41	12.14	294.2	D	STATE LINE 4.6	105	1.14	11.07	8.28	4.05	11.30	f 6.25
11.55	10.20	6.28	1.45	12.18	298.8		NEWELL 1.9	107	1.08	11.01	8.20	3.55	11.18	6.15
12.00	10.25	6.35	1.48	12.20	300.7		DANVILLE JCT. 0.9	109	1.05	10.58	8.15	3.48	11.13	6.10
f12.05	10.30	6.40	§ 2.01	§12.28	301.6	2S	DANVILLE 2.2	111	§ 1.00	§10.54	8.12	3.43	11.06	f 6.05
12.10	11.00	7.05	2.08	12.33	303.8	DN	TILTON	113	12.50 PM	10.38 PM	8.05 AM	3.35 PM	10.38 PM	6.00 AM
Daily Except Sun.	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily	Daily Except Sun.
6:10 16.4	3:25 29.6	3:35 28.2	2:48 36.2	2:10 46.7			Scheduled time		2:30 40.5	2:52 35.3	3:30 28.9	3:40 27.6	4:02 25.1	6:45 15.0
							Average miles an hour							

Following trains meet on double track between State Line and Tilton:
No. 89 and No. 74. No. 91 and Nos. 2 and 96.

Nos. 74 and 75 carry passengers.

Following trains meet on double track between LaFayette Junction and East Yard:
Nos. 75 and 82. Nos. 3 and 96.

DETROIT TO MONTPELIER—3rd District

Distance from Detroit	Time-Table No. 46 In effect April 25, 1954 STATIONS		Capacity of sidings in 45 ft. cars exclusive of engine and caboose.	Westward Trains											
				FIRST CLASS				SECOND CLASS			THIRD CLASS				
				1	37	3	35	189	91	89	71				
				Wabash Cannon Ball	Penn.	St. Louis Limited	Penn.	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight				
Daily	Daily	Daily	Daily Except Sat.	Daily	Daily	Daily	Mon. Wed. Fri.								
	AM	PM	PM	PM											
.....	2S DETROIT Eastern Time														
4.4	4.4 DELRAY WC	7.35	5.15	7.45	10.40										
5.6	1.2 ECORSE JCT.	7.47	5.27	7.57	10.52										
7.0	1.5 OAKWOOD W		5.30		10.55										
8.7	1.7 DN OAKWOOD JCT. Eastern Time	7.52		8.02		3.30	2.00	9.00	8.10						
8.7	DN OAKWOOD JCT. Central Time	6.52		7.02		2.30	1.00	8.00	7.10						
12.4	3.7 HAND					2.38	1.08	8.07	f 7.18						
19.0	6.6 DN ROMULUS	E 90	7.01	7.11		2.48	1.18	8.17	§ 7.29						
21.3	2.3 FRENCH LANDING								f 7.34						
23.8	2.5 D BELLEVILLE					2.56	1.26	8.24	§ 7.39						
28.6	4.8 D WILLIS		7.09	7.19		3.04	1.34	8.31	f 7.47						
31.5	2.9 D WHITTAKER					3.09	1.39	8.36	f 7.53						
37.3	5.8 DN MILAN	E W 82	7.16	7.26		4.00	1.48	8.45	§ 8.04						
42.2	4.9 D CONE					AM	1.56	8.53	f 8.39						
46.7	4.5 D BRITTON	W106	7.24	7.34			2.04	9.00	§ 8.48						
52.4	5.7 D HOLLOWAY	W 96					2.13	9.08	f 8.58						
54.8	2.4 RAISIN CENTER														
58.8	4.0 2S ADRIAN	E W 98	§ 7.36	§ 7.50			2.23	9.18	§ 9.35						
59.8	1.0 SOUTH ADRIAN						2.25	9.20	9.37						
65.6	5.8 D SAND CREEK	W 89	7.44	7.59			2.34	9.29	f 9.47						
70.2	4.6 D SENECA		7.48	8.03			2.41	9.36	f 9.56						
73.2	3.0 D NORTH MORENCI						2.46	9.40	f10.02						
79.5	6.3 D MUNSON	W 98	7.56	8.11			2.56	9.49	f10.13						
84.7	5.2 FRANKLIN														
85.7	1.0 DN ALVORDTON	E 94	8.01	8.17			3.06	9.58	§10.32						
89.8	4.1 KUNKLE	W 46					3.12	10.04	f10.40						
96.9	7.1 DN MONTPELIER W C-Central Time		8.11	8.27			3.25	10.25	11.15						
			AM	PM			PM	PM	AM						
		Daily	Daily	Daily	Daily Except Sat.	Daily	Daily	Daily	Mon. Wed. Fri.						
	Scheduled time.....	1:36	0:15	1:42	0:15	1:30	2:25	2:25	4:05						
	Average miles an hour.....	60.5	22.4	57.0	22.4	19.0	36.4	36.4	21.6						

No. 3 stop on signal at Milan to receive revenue passengers for Danville or scheduled stops west thereof.

No. 71 carry passengers.

No. 189 arrive Toledo 6:30 a. m.

MONTPELIER TO DETROIT—3rd District

Distance from Chicago	Time-Table No. 46 In effect April 25, 1954 STATIONS		Station Numbers	Eastward Trains																		
				FIRST CLASS				SECOND CLASS				THIRD CLASS										
				32	2	34	4	98	96	182	82	70										
				Penn.	Detroit Limited	Penn.	Wabash Cannon Ball	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight										
Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tues. Thurs. Sat.														
272.1	(28 DETROIT—Eastern Time) 4.4		870	AM	AM	AM	PM															
267.7			7.40	7.50	8.10	8.30																
266.5	DELRAY WC 1.2		872	7.25	7.26	7.58	8.14															
265.1			7.22		7.56																	
263.4	ECORSE JCT. 1.5		873	AM		AM		AM	AM	PM	PM	PM										
263.4			DN OAKWOOD JCT. Eastern Time			7.17		8.08	4.20	11.30	12.45	8.30	2.30									
263.4	DN OAKWOOD JCT. Central Time 3.7				6.17		7.08	3.20	10.30	11.45	7.30	1.30										
259.7			HAND	874		6.11		7.05	3.08	10.00	10.50	6.59	f 1.00									
253.1	DN ROMULUS 6.6		876		f 6.04		6.59	2.56	9.48	10.39	6.46	\$12.36										
250.8			FRENCH LANDING 2.3	878									f12.28									
248.3	D BELLEVILLE 2.5		880		f 5.53		6.55	2.46	9.38	10.28	6.37	\$12.18										
243.5			D WILLIS 4.8	882		5.44			2.36	9.28	10.18	6.28	f11.59									
240.6	D WHITTAKER 2.9		884		5.40		6.48	2.30	9.22	10.12	6.23	f11.37										
234.8			DN MILAN 5.8	886		f 5.33		6.43	2.19	9.11	10.00	6.12	\$11.10									
229.9	D CONE 4.9		888		5.25			2.10	9.02	AM	6.04	f10.45										
225.4			D BRITTON 4.5	890		5.20		6.35	2.01	8.53		5.55	\$10.25									
219.7	D HOLLOWAY 5.7		892		5.13		6.30	1.51	8.42		5.45	f 9.55										
217.3			RAISIN CENTER 2.4	894									f 9.45									
213.3	2S ADRIAN 4.0		896		\$ 5.05		\$ 6.23	1.40	8.30		5.30	\$ 9.25										
212.3			SOUTH ADRIAN 1.0	897					1.30	8.20		5.27	9.15									
206.5	D SAND CREEK 5.8		898		4.54		6.14	1.20	8.09		5.15	\$ 8.58										
201.9			D SENECA 4.6	900		4.50			1.13	8.00		5.06	f 8.33									
198.9	D NORTH MORENCI 3.0		902		4.47			1.08	7.54		5.00	\$ 8.23										
192.6			D MUNSON 6.3	904		4.41		6.02	12.57	7.42		4.49	f 8.02									
187.4	FRANKLIN 5.2		906																			
186.4			DN ALVORDTON 1.0	908		4.35		5.56	12.46	7.30		4.40	\$ 7.40									
182.3	KUNKLE 4.1		910					12.38	7.20		4.30	f 7.25										
175.2			DN MONTPELIER WC-Central Time 7.1	912		4.25		5.45	12.20	7.05		4.15	7.10									
				AM		PM	AM	AM		PM	AM											
				Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tues. Thurs. Sat.										
				0:18	2:25	0:14	1:45	3:00	3:25	1:45	3:15	6:20										
				18.6	40.1	24:0	55.3	29.4	25.8	16.3	27.1	13.9										

No. 70 carry passengers.
No. 182 depart Toledo 7:30 a. m.

**EMPLOYES'
HOSPITAL ASSOCIATION**
LIST OF HOSPITALS AND SURGEONS

W. E. GOLLINGS, Superintendent,
Decatur, Ill.

Peru Hospital.....Dr. D. W. Ferrara
Detroit Dispensary.....Dr. H. D. Stricker
Delray Dispensary.....Dr. M. L. Lichter
Toledo Dispensary.....Dr. C. R. Marlowe
Montpelier Dispensary.....Dr. C. H. Kent
Ft. Wayne Dispensary.....Dr. O. J. Miller
Chicago Dispensary... { Dr. E. L. Arensdorf
 Dr. R. S. Westline

MICHIGAN

Morenci.....Dr. E. C. Raabe
Adrian.....Dr. L. Miller
Milan.....Dr. J. S. DeTar
Romulus.....Dr. G. F. Schlacht

OHIO

Edon.....Dr. R. J. Bemis
Whitehouse.....Dr. K. B. Browne
Wauseon.....Dr. L. E. Botts
Napoleon.....Dr. Thomas Quinn
Defiance.....Dr. P. B. Newcomb
Antwerp.....Dr. W. H. Caine

INDIANA

Butler.....Dr. Chas. I. Weirich
Roanoke.....Dr. D. E. Murray
Huntington.....Dr. R. G. Johnston
Wabash.....Dr. Arthur J. Steffen
Logansport.....Dr. C. L. Viney
Delphi.....Dr. C. C. Crampton
Lafayette..Dr. E. T. Stahl-Dr. A. C. Arnett
Attica.....Dr. Carl A. Freed
Williamsport.....Dr. J. W. Crain
West Lebanon.....Dr. Carl A. Nelson
Hamilton.....Dr. J. A. Alford
Ashley-Hudson.....Dr. D. J. Geyer
Helmer.....Dr. R. D. Denman
Wolcottville.....Dr. B. H. Pulskamp
Topeka.....Dr. K. M. Lehman
Millersburg.....Dr. W. S. Massanari
New Paris.....Dr. John DePries
Goshen.....Dr. Howard A. Bosler
Wakarusa.....Dr. C. L. Amick
South Bend.....Dr. L. G. Frith
North Liberty.....Dr. John J. Hardy
Westville.....Dr. M. J. Hetman
Chesterton.....Dr. J. P. Griffin
Gary.....Dr. H. M. English
Hammond.....Dr. E. S. Jones

ILLINOIS

Danville.....Dr. D. C. Good-Dr. A. E. Dale

Westward Trains		Distance from Toledo	Time-Table No. 46		Station Numbers	Capacity of sidings in 46 ft. cars exclusive of engine and caboose.	Eastward Trains	
THIRD CLASS	FIRST CLASS		In effect April 25, 1954				FIRST CLASS	THIRD CLASS
71	13		12	70				
Local Freight	St. Louis Limited					Toledo Limited	Local Freight	
Daily Except Sun.	Daily					Daily	Daily Except Sun.	
AM	PM					AM	PM	
7.40	6.39	8.6	WANICK JCT.	.....	.....	6.28	12.35
f 7.45	f 6.41	9.2	0.6 MAUMEE	9	.....	6.26	f 12.30
f 7.55	6.47	13.2	4.0 HOMEWOOD	11	.....	6.17	f 12.15
f 8.05	6.53	17.3	4.1 WHITE HOUSE	13	35	6.10	f 12.00	
f 8.15	6.59	21.3	4.0 STATION NO. 15	15	.....	6.02	f 11.45
f 8.25	7.05	25.8	4.5 COLTON	17	.....	5.55	f 11.14
f 8.35	7.10	29.1	3.3 LIBERTY CENTER	19	.....	5.49	f 10.50
8 8.50	7.21	36.0	6.9 NAPOLEON	21	43	5.37	8 10.10	
f 9.02	7.29	41.6	5.6 OKOLONA	23	.....	5.26	f 9.50
f 9.10	7.34	45.6	4.0 JEWELL	25	40	5.18	f 9.40	
8 9.25	7.45	50.8	5.2 DEFIANCE	27	55	5.08	8 9.25	
9.30	7.47	51.5	0.7 DN DEFIANCE JCT.	29	.....	5.04	8.45
f 10.00	8.07	63.8	12.3 CECIL	35	40	4.42	f 7.50	
f 10.25	8.18	71.6	7.8 ANTWERP	37	46	4.29	f 7.20	
f 10.50	8.28	78.7	7.1 WOODBURN	39	40	4.18	f 6.55	
f 12.10	8.42	88.5	9.8 DN NEW HAVEN	43	52	4.02	f 6.25	
PM	PM					AM	AM	
Daily Except Sun.	Daily					Daily	Daily Except Sun.	
4:30	2:03	.....	.....Scheduled time.....	.....	.....	2:26	6:10
17.7	38.9	.....	.....Average miles an hour.....	.....	.....	32.8	12.9

Nos. 70 and 71 carry passengers.

No. 13 Stop on signal at Station No. 15 (Neapolis) to discharge revenue passengers from Toledo.

*Post office name "Neapolis."

SPECIAL INSTRUCTIONS

The rules and regulations of the Transportation Department (issued in book form), dated January 1, 1941, 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 the 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 every conductor and engineman of the receipt of a new time-table, after it has taken effect, before they are permitted to start out on their run with any train or engine.

Note carefully that important changes have been made.

A train must not leave its initial station, or other stations prescribed by special instructions, without receiving clearance of proper form. If train dispatcher cannot be reached, the operator may issue clearance when no orders. Following are initial stations under this rule: Detroit, Oakwood Jct., Toledo, Toledo yard, Montpelier yard, Montpelier passenger station, Wanick Jct., Walbridge Jct., New Haven, Ft. Wayne, Peru, Danville, Tilton, Gary and Chicago.

SPEED RESTRICTIONS

All trains must reduce speed around sharp curves.

All trains must run at reduced speed whenever regulations or safety require. Following is maximum speed of trains:

Passenger Trains

78 miles an hour, or 1 mile in 46 seconds, 110-112 lb. rail, tangent track.
60 miles an hour, or 1 mile in 1 minute with Class D-45, D-30, and D-15 engines.

40 miles an hour, or 1 mile in 1 minute 30 seconds between Montpelier and Wanick Jct., and Walbridge Jct. and Toledo.

50 miles an hour, or 1 mile in 1 minute 12 seconds between Wanick Jct. and Walbridge Jct.

50 miles an hour, or 1 mile in 1 minute 12 seconds between New Haven and Wanick Jct. via 5th district.

Passenger trains handling freight cars will be governed the same as redball freight trains unless otherwise specified.

RED BALL FREIGHT, MIXED AND LOCAL TRAINS

50 miles an hour, or 1 mile in 1 minute 12 seconds.

35 miles an hour, or 1 mile in 1 minute 43 seconds between Montpelier and Delta Yard.

30 miles an hour, or 1 mile in 2 minutes between Delta Yard and Wanick Jct., and Walbridge Jct. and Toledo Yard.

30 miles an hour, or 1 mile in 2 minutes between New Haven and Wanick Jct. via 5th district.

40 miles an hour, or 1 mile in 1 minute 30 seconds between Wanick Jct., and Walbridge Jct.

48 miles an hour, or 1 mile in 1 minute 15 seconds between Montpelier and Clarke Jct.

15 miles an hour on the Covington Branch.

DEAD FREIGHT TRAINS OR LIGHT ENGINES ALL DISTRICTS

50 miles an hour or one mile in 1 minute 12 seconds, except when handling restricted cars.

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 MAH
Two units of engines or cars.....30 MAH
Three units of engines or cars.....40 MAH

Steam engines running backward, must not exceed 25 miles an hour. Where conditions are such to require further restrictions, special instructions will govern.

Diesels 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 miles an hour.

Steam yard engines must not exceed 20 miles an hour.

Where district maximum speeds are less they will govern.

ENGINES HANDLED IN TRAINS

Dead engines must be separated from each other and from other engines by at least 5 cars. Trains hauling dead steam engines must not exceed speed of 20 miles an hour.

Disabled engines or engines with one or more rods taken down must not be hauled in fast freight trains when it is possible to avoid it.

With side rods or main rods down, trains must not exceed speed of 15 miles an hour.

With side rods and main rods in place, the maximum speed may be increased to 25 miles an hour, unless otherwise restricted.

Wabash yard steam engines hauled in trains, must be moved backwards.

Trains hauling diesel yard engines in tow must not exceed 35 miles an hour.

SPEED OF DISCONNECTED ENGINES

Engines, under steam, disconnected on one side, with only main rod taken down, must not exceed speed of 35 miles an hour.

OPERATION OF ELECTRICALLY LOCKED SWITCHES OTHER THAN CTC TERRITORY

Train or engine desiring to enter electrically locked switches must stop on releasing track instrument about 30 feet ahead of switch. With the lock released the switch can be handled in the regular manner.

Train or engine desiring to leave electrically locked switch must stop clear of track to be entered and trainman must proceed as follows: Unlock and remove padlock, wait until electric lock releases and then operate switch by hand.

When electric lock is out of order, notify train dispatcher and secure authority to break seal, then lift cover, apply and turn switch key to release lock. After lock has been released, train or engine desiring to leave electrically locked switch must wait 5 minutes before lining switch and fouling the track to be entered. When seal has been broken, wire report must be made to trainmaster.

WORK EQUIPMENT HANDLED IN TRAINS

Trains handling following work equipment must not exceed speed of 25 miles an hour.

American ditcher.

Pile driver.

Rail unloader.

Jordan spreader ditcher.

Scale test car.

Cranes, wrecking or traveling.

Steam shovel and other similar equipment.

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

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

CENTRALIZED TRAFFIC CONTROL SYSTEM

Between West Yard and New Haven, 1st District

Between Delphi and East Yard, 2nd District

Between Lafayette Jct. and State Line, 2nd District

Between West Yard and Pergo, 4th District

520. Trains will move as authorized by signal indications which will supersede time-table superiority of trains but will not dispense with the use or observance of other signals whenever and wherever they may be required.

521. Trains will maintain their authorized identity and continue the display of classification and marker signals.

522. Train movement will be governed by signal indication as provided for under fixed signals, Pages 79-91 of Rules and Regulations of the Transportation Department.

Operation between West Yard and New Haven, 1st District; Delphi and East Yard and Lafayette Jct. and State Line, 2nd District; West Yard and Pergo, 4th District, will be by Centralized Traffic Control System in accordance with Rules 261, 263, 264 and Special Instructions.

523. When a train is stopped by a stop signal at end of siding and the cause is not apparent, the conductor or engineman will communicate with the train dispatcher. If conditions require, the train dispatcher will issue clearance, which will be copied on CTC Permissive Form 439, when train may proceed at restricted speed as authorized. If cause is apparent and the signal continues to display "stop" indication for five minutes, the conductor or engineman must report to train dispatcher for instructions.

524. When a train is stopped by stop signal governing movement over Power switch and means of communication have failed, after every possible effort has been made to establish communication with train dispatcher, should no cause for detaining train be apparent, the conductor, after a thorough understanding with engineman, will arrange to place selector lever in HAND position, switch lined for desired route and observe that indicator on end of switch machine shows LOCKED, after which train may proceed, preceded by a flagman, a sufficient distance to insure full protection, to the next point of communication, or to the next block signal, displaying proceed indication, expecting to find a train or obstruction in block, switch not properly lined, a car inside the clearance point or a broken rail. After train has cleared the power switch, the switch must be lined normal, the hand throw lever in normal position and selector lever returned to MOTOR position and the levers padlocked.

525. Should it become necessary for a train or engine to reverse movement, such movement must be made under flag protection, but must not pass a signal, which governs movement over a POWER controlled switch, in reverse movement without permission from the train dispatcher.

526. If head end of train passes a signal governing movement over a POWER controlled switch and then reverse movement is made so it is again in the rear of signal, the train dispatcher must be notified at once.

527. Switches at West end Delphi siding, at end of double track Lafayette Jct., east end siding Butler, east end of eastward siding and end of double track New Haven, are operated by signalmen, but signals are controlled jointly by the signalmen and train dispatchers.

At above points, when stopped by stop signal in addition to receiving hand signal from signalman with yellow flag by day and yellow light by night per Rule 608, train must secure CTC permissive card Form 439 authorizing the movement.

528. POWER switches and signals at the following locations are controlled and operated by train dispatchers at Peru:

- East end siding Delphi.
- East and west end siding Colburn.
- East and west end siding Buck Creek.
- End double track East Yard.
- East and west end siding West Point.
- East and west end siding Riverside.
- East and west end siding Attica.
- East and west end siding Williamsport.
- East and west end siding West Lebanon.
- East and west end siding Marshfield.
- End double track State Line.

POWER switches and signals at the following locations are controlled and operated by train dispatchers at Montpelier:

- Eastward and westward crossovers at Pergo.
- East and west end siding Blakesley.
- West end siding Butler.
- East and west end siding Spencerville.
- East and west end siding Grabill.

529. There is a dual-control attachment which is a part of each POWER switch machine located at each controlled switch.

There is also an indicator on the end of each switch machine which shows LOCKED when switch points are in position and locked.

A cast iron "N" on first cross tie ahead of the switch point indicates the normal position of switch point. A cast iron "R" indicates reverse position of switch point.

Detail instructions for operation will be found in concrete house adjacent to POWER switch.

530. To obtain authority for hand operation of POWER switch trainman must inform dispatcher of movement to be made and secure permission. Train must make first move on signal indication. After authority has been obtained to operate POWER switch by hand and after first movement has been made on signal indication, Trainman must move selector lever (small lever) to HAND position. Then switch may be operated by hand to desired position, trainman must observe that indicator on end of switch machine shows LOCKED each time switch is operated by hand before movement is made over switch.

531. Before a train may proceed on hand signal from a stop signal under authority of dispatcher or under flag protection, trainman MUST put selector lever in HAND position and observe that switch is lined for desired route and indicator on end of switch machine shows LOCKED. If indicator does not show LOCKED switch points must be spiked before movement is made over switch. Spike maul claw bar and spikes are kept in concrete house near switch).

The employee securing authority is responsible for restoring switch and selector lever to normal position.

532. When it is necessary to line POWER switch by use of hand-throw lever, trainman must notify engineman that selector lever is in the HAND position and indicator on end of switch machine shows LOCKED and must notify him when it is returned to MOTOR position.

533. When selector lever is moved to HAND position, signals governing movement over POWER switch will indicate stop. Under these conditions, the train or engine authorized to use switch may consider indications of these signals suspended, and may make movements over switch as necessary during time selector lever is in HAND position.

534. Enginemen must not accept hand signals against fixed signals in making movement over a POWER switch unless selector lever of dual-control switch machine has been placed in HAND position and indicator on end of switch machine shows LOCKED, or unless in an emergency, when they are fully informed as to the circumstances and the switch points have been spiked.

535. The permission granted by the train dispatcher to a trainman to hand operate a dual-control switch does not authorize any part of train or engine to move beyond the designated limits, even though the selector lever is operated.

536. If and when movements beyond the designated limits are necessary during the time the dual-control switch is being hand operated, the trainman must communicate with the train dispatcher and be governed by his instructions.

537. If additional time is required, trainman must, before time limit has expired, report to the train dispatcher for instructions.

538. When time limit expires or work is completed, trainman must restore hand-throw lever to normal position and the selector lever to "motor-operating" position and lock both the selector and hand-throw levers and so report to the train dispatcher and, at the same time, notify him of the location of his train or engine.

539. To hold main track to do work or to operate a main track hand-throw switch in the vicinity of a POWER switch, a trainman must secure permission from the train dispatcher, and must have an understanding as to the length of time the main track can be used and must be in the clear in the time specified.

540. To hold the main track to do work at points not in the vicinity of a track or siding equipped with POWER switch, or switches, the conductor or engineman must obtain permission from the train dispatcher before leaving the controlled track or siding.

541. When conditions require, the train dispatcher will issue authority to work which will be copied on C. T. C. Work Permit Form 440, showing working and time limits authorized.

542. When work has been completed or train or engine is clear of main track and switch closed and locked, or time limit has expired, a trainman must report to the train dispatcher, stating circumstances, location of train or engine, and the governing signal. If additional time or extension of working limits are required, they must be authorized by the train dispatcher and handled in the same manner.

543. All hand operated main track switches must be used only when authorized by train dispatcher. Trains must not clear main track at any tracks other than at the sidings specified in the Rules 527 and 528 except in emergency. At elevator track State Line, elevator track Marshfield, elevator track West Lebanon, elevator track Shadeland and the Big 4 Transfer Lafayette Junction, before train or engine enters on or fouls main track trainmen must secure permission from the train dispatcher to enter on the main track. After securing permission operate the switch and wait five minutes before fouling main track. This will not relieve employees from duty of properly and promptly protecting movement. When movement over switch is completed return switch to normal and lock, notifying train dispatcher when done.

Electric locked hand throw main track switches at following locations:

- East end elevator track—State Line—pipe connected derail
- Elevator track—Marshfield—pipe connected derail
- Elevator track—West Lebanon—pipe connected derail
- House track crossover—Williamsport
- Crossover—Attica
- Gravel pit—Attica—pipe connected derails
- House track—Attica—pipe connected derails
- Brick plant track—Attica—pipe connected derails
- Elevator track—Shadeland—pipe connected derails
- Eli Lilly track—Lafayette—pipe connected derail
- Big Four Transfer—Lafayette Jct.—pipe connected derail
- House track—Buck Creek
- Coal track—Colburn
- North siding—Delphi
- C&O transfer—Peru—pipe connected derail
- House track—Thurman—pipe connected derails
- Crossover—Butler
- South siding—Blakesley—pipe connected derails

The switches serving these tracks will be handled in accordance with Rule 544.

Crossover Butler and Attica from main track to siding, also from main track to house track Williamsport are equipped with electric lock hand thrown switches. When in normal position main track switch will mechanically lock other end of crossover in normal position. Main line switch of crossover must be lined in reverse before other end of crossover can be lined reverse.

544. Electrically locked hand throw switches:

A. Train or engine desiring to enter electric locked switch must stop on releasing track instrument about 30 feet ahead of switch. With the lock released the switch can be handled in the regular manner.

- B. Train or engine desiring to leave electric locked switch must stop clear of track to be entered and trainman must proceed as follows:
 1. Secure authority from train dispatcher, remove padlock, wait until electric lock is released, and then the switch can be handled in regular manner.
 2. When movement over switch is completed, return switch to normal and lock, notifying train dispatcher when done.
- C. When electric lock is out of order, inform the train dispatcher and secure authority to break seal, then lift cover, insert and turn switch key to release lock. After lock has been released train or engine desiring to leave electric locked switch must wait five minutes before lining switch and fouling the track to be entered. When seal has been broken, wire report must be made to trainmaster.

545. Telephones are located near the ends of sidings and at other points as may be necessary.

546. A signal indicating "Stop", which is evidently out of order, must be reported to the train dispatcher from the first available point of communication, giving number of the signal.

547. A POWER switch known or thought to be out of order must be reported to the train dispatcher from the first available point of communication and, if necessary, a flagman must be left to notify all trains that would be affected, until relieved by a signal department employe or by instructions from the train dispatcher.

548. Running switches must not be made over electrically locked or POWER switches.

1st District

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

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

All first class trains will register at Toledo, Toledo yard, Gould, Montpelier yard, Montpelier passenger station, New Haven, Ft. Wayne, Hugo and Peru.

At Toledo yard, Gould, Montpelier yard, New Haven and Hugo they will register by throwing off O. S. slip to operator.

All trains affected will examine register, unless given clearance by train dispatcher.

All trains except first class will register at Toledo yard, Gould, Montpelier yard, New Haven, Ft. Wayne, Hugo and Peru.

At Gould, New Haven, Ft. Wayne and Hugo they will register by throwing off O. S. slip to operator.

All trains affected will examine register, unless given clearance by train dispatcher.

Hand thrown electrically locked switches with pipe connected derrails operated from switch are located as follows: East and West ends of siding, West end elevator track and East end house track, Andrews; O'Connor's spur track and East and West end siding, Rich Valley; West end siding Rockwool track and East and West switch siding, Hartman; East and West switch siding and East and West end team track Wabash. Crossover east of depot Wabash, West end Big 4 transfer Wabash, East and West end siding Lagro, East and West end storage track Lagro. East end of passing track and house track and west end of passing track Roanoke. East end of team track Hugo, East and West end Prairie Switch passing track and crossover westward main track to #1 East Yard Peru. I&M Elec. Co. 2.7 miles east of Roanoke, Round house lead Ft. Wayne, Belt line switch Ft. Wayne, Phelps Dodge spur track Ft. Wayne, Westinghouse Elec. Supply Co., Ft. Wayne and west end siding New Haven.

Hand thrown electrically locked switches are located as follows: Crossover from coach track to westward main track located west end of depot platform Ft. Wayne and Walton Ave. crossover Ft. Wayne.

Eastward trains leaving the limits of Centralized Traffic Control at West Yard will respect their scheduled times at that point.

Westward trains will respect their scheduled time at New Haven. 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 Ft. Wayne, unless otherwise instructed, where train orders will be issued directing 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.

The line between Hugo and New Haven and Peru and Junction will be operated as double track, in accordance with the rules.

All train and enginemens running upon New York Central tracks at Toledo must provide themselves with time-table of Toledo yard and be governed by the rules of that railroad while upon its tracks.

Passenger trains must not exceed speed of 20 miles an hour, freight and mixed trains 15 miles an hour, while engine or lead car is moving over crossing of Toledo Terminal Railroad at Gould.

All trains must not exceed speed of 12 miles an hour over Pennsylvania Railroad crossing at Ft. Wayne.

All trains must not exceed speed of 30 miles an hour passing through the city of Fort Wayne.

All trains must not exceed speed of 25 miles an hour approaching and passing through the city of Wabash.

West end Toledo Yard applies at crossover west of old scale track. East end siding, Huntington, applies at first crossover, east end; track east of this crossover called No. 2 lime track.

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

Wanick Jct. and Walbridge Jct., 25 miles an hour. All other turnouts, between Wanick Jct. and Walbridge Jct., 15 miles an hour.

Between Montpelier and Peru, trains must not exceed speed of 15 miles an hour through main track turnouts, except crossover Pergo, end of double track Junction and Hugo 25 miles an hour. At other POWER turnouts, except end of double track New Haven, speed will be governed by signal indication.

Permanent reduce speed signals have been erected at following points, and trains must not exceed following speeds:

New Haven, end double track and around curve, 50 miles an hour.		
Curve 1 3/4 miles west of Montpelier.....	Passenger 60	Freight 50
Curve at NYC crossing, Butler.....	Passenger 50	Freight 50
Aboite Curve 2 1/2 miles east of Roanoke.....	Passenger 60	Freight 50
Curve 1/2 mile east of Roanoke.....	Passenger 60	Freight 50
Curve 1 mile east of Mardenis.....	Passenger 60	Freight 50
All curves Lagro to Wabash.....	Passenger 60	Freight 50
Curve 1 3/4 miles west of Rich Valley.....	Passenger 50	Freight 35

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

Eastward Home signal on 1st District.....to Westward Main

Eastward Home signal on 4th District.....to Eastward Main

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, Delphi, Danville and Tilton; at Delphi and Tilton they will register by throwing off O. S. slip to operator.

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

All trains affected will examine register unless given clearance by train dispatcher.

Hand thrown electrically locked switch with pipe connected derail operated from switch is located on Kickapoo Sand and Gravel spur track east of CW Tower on westward main track.

The line between Tilton and State Line, Lafayette Jct. and East Yard, and C. W. tower and Peru will be operated as double track in accordance with the rules.

Trains must not exceed speed of 15 miles an hour through main track turnouts, except as follows:

C. W. Tower, East Yard, Lafayette Jct., and State Line, end of double track 25 miles an hour. West switch Colburn and West switch Delphi 15 miles an hour. At other POWER turnouts speed will be governed by signal indication.

Switch east end Clymers is a POWER switch.

Permanent reduce speed signals have been erected at following points, and trains must not exceed following speeds:

Curve 1/4 mi. west of CW tower to Grant St.,		
Peru on eastward main track.....	Passenger 50	Freight 40
All curves 1 1/2 miles east of Danes to Logansport.....	Passenger 50	Freight 40
Curve in front of depot Delphi and over C. I. & L.		
Crossing.....	Passenger 25	Freight 25
Curve 1 mile west of Delphi.....	Passenger 25	Freight 25
Curve 1/2 mile west of Colburn.....	Passenger 60	Freight 50
Curve 3 miles west of Lafayette.....	Passenger 60	Freight 50
Curves in front of depot Attica and 1/2 mile east of depot.....	Passenger 25	Freight 25

Tangent and curved track between depot

Williamsport and depot Attica..... Passenger 40 Freight 25

Curve 2 miles west of Williamsport..... Passenger 60 Freight 50

Redwood curve 2 miles west of W. Lebanon.... Passenger 60 Freight 50

Eastward trains leaving the limits of Centralized Traffic Control at end of double track Lafayette Jct. and at eastward signal east switch Delphi will respect their scheduled times at those points.

Westward trains will respect their scheduled times at end of double track East Yard and at State Line.

Eastward inferior trains passing Lafayette Jct. and westward inferior trains passing East Yard on time of superior trains will move with current

2nd District—Continued

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 State Line on time of superior trains will move with current of traffic in accordance with Rules 93 and 251 to Tilton, where train orders will be issued directing further movement.

When necessary to move against the current of traffic on double track from East Yard, or from Lafayette Junction or from State Line, 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 power switch, and movement through yard limits made in accordance with rule 93.

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, telegraph office Union Station Detroit, and crew dispatcher's office Delray. Clocks indicating Central Standard Time are located in the roundhouse, yard office and in the passenger station at Montpelier.

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

All first class trains will register at Oakwood Jct., Montpelier yard and Montpelier passenger station; at Oakwood Jct. and Montpelier yard they will register by throwing off O. S. slip to operator.

All trains except first class will register at Oakwood Jct. and Montpelier yard. At Oakwood Jct. trains affected may register by throwing off O. S. slip to operator.

All trains affected will examine register unless given clearance by train dispatcher.

Hand-thrown electrically locked switches with pipe connected derails operated from switch are located as follows: House track Hand and Jet Engine Plant spur.

Hand-thrown electrically locked switches are located as follows: Main line crossover at Jet Engine Plant.

Trains will be governed by the rules and time-table of the Union Belt of Detroit, between Detroit and Delray. Trains must not exceed speed of 20 miles an hour through Delray interlocking limits.

Between Detroit and MP 9 (.3 miles west of Oakwood Jct.) train and enginemen are under the supervision of Superintendent, Detroit Terminal Division.

Trains must not exceed speed of 15 miles an hour through main track turnouts:

Permanent reduce speed signals have been erected at following points, and trains must not exceed speed as follows:

- Within River Rouge interlocking limits; 3/4 mile west of Delray..... Passenger 30 Freight 30
Reverse curves between Allen Road and Oakwood Jct.—both main tracks..... Passenger 50 Freight 40
Curve at Raisin Center—both main tracks.... Passenger 60 Freight 50
Curve at west end Raisin River bridge, 2 miles east of Adrian—both main tracks..... Passenger 60 Freight 50
Curve 2 1/4 miles west of Adrian—both main tracks..... Passenger 60 Freight 50
Curve east end of Montpelier yard—both main tracks..... Passenger 60 Freight 50
Yard office Montpelier to west switch, Montpelier yard—both main tracks..... Passenger 35 Freight 35

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

River Rouge Interlocking

Westward Home signal, Foreman Avenue..... to D. T. S. L. R. R.
Westward Home signal, M. C. crossing..... to P. R. R.
Eastward Home signal East of M. C. Crossing.... to Foreman Ave. Wye
Eastward Home signal on D. T. S. L. R. R..... to Foreman Ave. Wye

Romulus

Westward Home signal..... to C. & O. R. R.

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

4th District

Clocks indicating standard time are located in the yard offices at Montpelier and 47th Street; in the roundhouse and passenger station 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.

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 Tolleston extra trains may move with the current of traffic without train orders.

All trains will register at Montpelier yard and Tolleston. At Tolleston they will register by throwing off O. S. slip to operator.

All trains affected will examine register unless given clearance by train dispatcher.

4th District—Continued

Eastward trains leaving the limits of Centralized Traffic Control at West Yard will respect their scheduled times at that point.

Westward trains will respect their scheduled times at Pergo.

Trains will be governed by the 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. between State Line and Chicago.

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 miles an hour through main track turnouts, except as follows:

Gary, end double track, 20 miles an hour.

Pergo, crossover, 25 miles an hour.

Permanent reduce speed signals have been erected at following points, and trains must not exceed following speeds:

- Clarke Jct.—Between home signals of interlocking..... Passenger 20 Freight 20
Around curve and over E. J. & E. crossing
Crocker..... Passenger 20 Freight 20
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
Eastward Home signal on 1st District..... to Westward Main
Eastward Home signal on 4th District..... to Eastward Main

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

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

5th District

All trains will register at Gould and New Haven by throwing off O. S. slip to operator.

All trains affected will examine register, unless given clearance by train dispatcher.

Engines of class D-15 and larger must not exceed speed of 15 miles an hour over Maumee River bridge 860 at Defiance.

Trains must not exceed speed of 10 miles an hour through main track turnouts.

Permanent reduce speed signals have been erected at following points, and trains must not exceed speed of, miles an hour, shown below:

MP 53, 1 mile west of Defiance Jct. to MP 55. Passenger 30 Freight 30
Through junction switch 1st Dist. and curves New Haven, 15 miles an hour.

Diverging route signal, Rules 283 or 286, is located at the following point:

New Haven

Eastward Home signal on 1st District..... to 5th District
Yard limits at Maumee are designated by "Yard Limit" boards.

RAILROAD CROSSINGS AND JUNCTIONS

1st District

- Walbridge Jct.—N. Y. C. & St. L.—No derails.
Gould—T. T. R. Co. " "
Wanick Jct.—Junction 5th Dist. " "
Wanick Jct.—N. Y. C. & St. L. " "
Wauseon { N. Y. C. 1 3/4 miles east of station
—No derails.
D. T. & I. 1/4 mile west of station
—No derails.
West Unity—C. C. C. & St. L.—No derails.
Butler—N. Y. C.—No derails
St. Joe—B. & O.
New Haven—N. Y. C. & St. L.—End of double track and junction 5th Dist. No derails.
Pt. Wayne—Penn.—No derails.
Hugo—N. Y. C. & St. L.—End of double track.
Huntington—Erie.
Junction—End of double track.—No derails.
Peru—N. Y. C. & St. L.—No derails.

Power controlled Switches.

Governed by interlocking.

Governed by automatic interlocking.

Governed by interlocking.

Power controlled switch.

Governed by automatic interlocking.

2nd District

- C. W. Tower—C. & O.—End of double track.
Logansport—Penn.—No derails.
Clymers—Penn.
Delphi—C. I. & L.
East Yard—End double track. Power controlled switch.
Lafayette Jct.—C. C. C. & St. L. and N. Y. C. & St. L.—End of double track. No derails.
State Line—End of double track. Power controlled switch.
Danville Jct.—C. & E. I.—No derails.
Danville Jct.—C. & E. I. and C. C. C. & St. L.

Governed by interlocking.

Governed by interlocking.

Governed by interlocking.

RAILROAD CROSSINGS AND JUNCTIONS—Continued

3rd District

Delray—M. C., N. Y. C. and C&O
 Rouge River—Draw Bridge and Junction D. & T. S. L. } Governed by interlocking.
 Oakwood, Victoria Ave.—M. C.—No derails.
 Ecourse Jct.—Junction Penn. }
 Oakwood Jct.—D. T. & I.—No derails. }
 Romulus—C&O—No derails. }
 Milan—Ann Arbor—No derails. }
 Raisin Center—N. Y. C.—No derails. Governed by automatic interlocking.
 Adrian—N. Y. C.—No derails. } Governed by interlocking.
 South Adrian—D. T. & I.—No derails. }
 Alvordton—C. C. C. & St. L.—No derails. }

4th District

Steubenville—N. Y. C.—No derails. Governed by automatic interlocking.
 Wolcottville—Penn. } Governed by interlocking.
 New Paris—C. C. C. & St. L. }
 Lakeville—Penn. Governed by interlocking.
 Pine—Junction, N. J. I. & I.
 Dillon—N. Y. C. & St. L.—No derails. Governed by automatic interlocking.
 North Liberty—N. Y. C. }
 Magee—C. & O. } Governed by interlocking.
 Crocker—E. J. & E. }
 Willow Creek—M. C. and B. & O.— }
 No derails. }
 Clarke Jct.—Penn. and B. & O. C. T. }
 W. I. Jct.—C. & W. I. }
 Loomis St.—B. R. C.—No derails. }

5th District

Wanick Jct.—Junction 1st Dist.—Power Controlled Switch.
 Liberty Center—D. T. & I.—1½ miles west of station.—No derails. } Governed by automatic interlocking.
 Napoleon—D. T. & I.—No derails. }
 Defiance Jct.—B. & O.—No derails. }
 Cecil—C. C. C. & St. L. } Governed by interlocking.
 New Haven—N. Y. C. & St. L.—End of double track and junction 1st Dist.—No derails. }

STATIONS AND SIDINGS NOT SHOWN

1st District

Maumee Asphalt Co.—0.2 mile east of Maumee, connected east end. Capacity, 150 cars.
 Anderson Elevator—0.2 mile east of Maumee, connected west end. Capacity, 75 cars.
 Farm Bureau tracks—1¼ miles west of Maumee, connected east end. Capacity, 12 cars.
 Sand Spur—0.3 mile west of Midway, connected east end. Capacity, 12 cars.
 O'Connors Gravel Pit—1 mile east of Junction connected west end. Capacity, 25 cars.
 Rockwool Spur—¼ mile west of Hartman, connected west end. Capacity, 34 cars.
 I&M Elec. Co.—2.7 miles east of Roanoke, connected east end. Capacity, 35 cars.

2nd District

Gas Plant—1.5 miles west of Peru, spur connected west end. Capacity, 31 cars.
 Keepert—1 mile west of Danes, connected both ends. Capacity, 100 cars. Station No. 72.

3rd District

Daniels Brick Co.—westward track 1 mile east of Hand, connected west end. Capacity, 4 cars.
 Airport—eastward track 3.4 miles west of Hand, connected east end. Capacity, 27 cars. Station No. 875.
 Jet Engine Plant—eastward track 1.3 miles west of Romulus. Capacity, 15 cars.
 Ideal Furnace Co.—eastward track 0.9 mile east of Milan, connected east end. Capacity, 31 cars.
 Prison Track—westward track 1 mile east of Milan, connected west end. Capacity, 60 cars.
 Simplex Paper Corp.—westward track 0.7 mile west of Adrian, connected west end. Capacity, 12 cars.

STATIONS AND SIDINGS NOT SHOWN—Continued

4th District

Gravel Pit—1 mile east of Wolcottville, connected west end. Capacity, 80 cars.
 Millersburg—2.6 miles west of Stony Creek, connected east end. Capacity, 25 cars. Station No. 938.
 Kingsbury Ordnance Plant—4.3 miles east of Kingsbury, East and West Wyes. Capacity, 52 cars.
 Storage track—2 miles east of Kingsbury, connected both ends. Capacity, 56 cars.
 New Sand Pit—1 mile east of Aetna, connected west end. Capacity, 20 cars.
 Northern Indiana Public Service Co.—0.5 mile west of Aetna, connected west end. Capacity, 24 cars.

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
Signal #72.8	North Morenci	Overhead	Side
177½	Montpelier	Overhead	Side
988½	Montpelier	Overhead	
992½	Platt St. Viaduct, Montpelier	Overhead	
1391	Hamilton	Overhead	
1701	Gary	Overhead	Side
1704-B	Clarke Jct.	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.

ADJUSTED TONNAGE RATING

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		Chicago to Montpelier				Montpelier to Chicago				Oakwood to Montpelier				Montpelier to Oakwood					
Car Factor		9				9				8				15				Car Factor	
Class		A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	Class	
D-45		9960	8735	7830	6990	10720	9380	8245	7515	9360	8360	7590	6805	15675	13400	11835	10500	D-45	
D-30		6640	5810	5220	4650	7140	6260	5490	5010	6240	5570	5060	4530	10450	8930	7895	6990	D-30	

		Milan to Toledo				Toledo to Milan				Montpelier to Toledo				Toledo to Montpelier					
Car Factor		15				15				15				15				Car Factor	
Class		A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	Class	
D-45		12375	10230	8820	7800	11400	9390	8100	7170	12375	10230	8820	7800	11250	9270	8000	7070	D-45	
D-30		8250	6820	5880	5200	7600	6260	5400	4780	8250	6820	5880	5200	7500	6180	5330	4710	D-30	

		Ft. Wayne and Toledo Ft. Wayne and Montpelier				Peru and Ft. Wayne				Peru to Tilton				Tilton to Peru					
Car Factor		15				9				5				8				Car Factor	
Class		A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	Class	
D-45		12550	10405	8950	7905	9960	8735	7830	6990	6100	5760	5360	5125	8400	7485	6805	6115	D-45	
D-30		8336	6936	5966	5270	6640	5822	5220	4660	4066	3840	3574	3416	5600	4790	4536	4076	D-30	

Class A Rate—Temperature above 30° F. and not much wind.
Class B Rate—Temperature between zero and 30° F. or strong head or side wind.
Class C Rate—Temperature between zero and 30° F. and strong head or side wind or temperature below zero and not much wind.
Class D Rate—Temperature below zero and strong head or side wind.

This rating to be adhered to as much as possible. Authority to reduce tonnage for any reason must be secured from trainmaster.
 Ratings shown on this table may be increased where grade and other conditions permit.
 The adjusted tonnage in any train is determined by multiplying the total number of cars in train by the car factor and adding the result to the actual tons in train.
 Conductors will show on all reports the adjusted tons.
 Diesel unit handled dead in train 125 tons should be added in computing train tonnage.
 Rate D-15 at one-half of the rate of D-30.
 Rate two unit passenger locomotives used in freight service 65% of the rate of D-30.

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 miles per hour is not four times that at 2 miles per hour, but 16 TIMES AS GREAT. Damage to freight or 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 Destructive Force
Safe	1 mph	1
	2 "	4
	3 "	9
	4 "	16
Damaging	5 "	25
	6 "	36
	7 "	49
	8 "	64
	9 "	81
	10 "	100