

The Pennsylvania Railroad

WESTERN REGION
NORTHWESTERN DIVISION

FORT WAYNE DIVISION

Time Table No. 30

In effect { 1:01 A. M., EST } Sunday, Sept. 24, 1939
 { 12:01 A. M., CST }

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME
Between Crestline and Fort Wayne

CENTRAL STANDARD TIME
Between Fort Wayne and Liverpool

J. M. SYMES,
General Manager.

HOWARD GINTER,
Supt. Pass. Transportation.

F. R. GERARD,
General Superintendent.

A. F. McSWEENEY,
Supt. Frt. Transportation.

J. H. COOPER.
Superintendent.

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Original timetable from the collection of Tim Zukas
scanned by Tim Zukas, 2021

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MAIN LINE									
Interlockings	Block Stations	Dist. between Stations	Dist. from Pittsburgh	STATIONS	Station Signals	Sidings assigned direct'n car capacity 45 ft. cars.			
						E	W	Both	
I	B	---	188.7	CRESTLINE.....	US				
P		3.0	191.7	WEST YARD.....					
		3.5	195.2	ROBINSON.....					
I	B	5.2	200.4	COLSAN.....	UR				
		0.8	201.2	BUCYRUS.....					
		1.7	202.9	ANTRIM.....		80			
I	B	6.8	209.7	NEVADA.....					
P		8.3	218.0	UPPER SANDUSKY.....	SA	139	138		
		1.4	219.4	UPP. SAND'KY (West End Siding)					
		5.4	224.8	KIRBY.....					
I	B	4.9	229.7	FOREST.....	F				
I	B	7.2	236.9	DUNKIRK.....	DK		230		
		2.3	239.2	DOLA.....		131			
		6.9	246.1	ADA.....					
		6.7	252.8	LAFAYETTE.....		150			
I	B	7.4	260.2	SUGAR STREET.....	DC				
I		0.7	260.9	LIMA.....	NS	108			
		6.1	267.0	ELIDA.....					
P		6.4	273.4	DELPHOS (East End Siding).....					
I	B	1.6	275.0	DELPHOS.....	GZ	150	150		
		5.8	280.8	MIDDLEPOINT.....		140	150		
		7.2	288.0	VAN WERT.....					
I	B	0.4	288.4	ESTRY.....	CN				
		6.9	295.3	CONVOY.....					
		5.5	300.8	DIXON (State Line).....					
		4.0	304.8	MONROEVILLE.....					
		5.6	310.4	MAPLES.....					
I	B	4.7	315.1	ADAMS.....	AD			710	
I	B	4.7	319.8	WABASH.....	WP				
		0.6	320.4	FORT WAYNE.....					
I	B	1.4	321.8	JUNCTION.....	JU				
P		7.0	328.8	ARCOLA.....			132		
		5.7	334.5	COESSE.....					
		4.8	339.3	COLUMBIA CITY.....					
I	B	0.6	339.9	VANDALE.....	CU	195	194		
P		1.8	341.7	VANDALE (West End Siding).....					
		5.3	347.0	LARWILL.....					
P		1.4	348.4	BERLIN.....			136		
		2.9	351.3	PIERCEYTON.....					
		6.5	357.8	WINONA LAKE.....					
I	B	1.6	359.4	WARSAW.....	KS	136	274		
P		0.6	360.0	WARSAW (East End Siding).....					
		6.2	366.2	ATWOOD.....					
		3.8	370.0	ETNA GREEN.....					
		3.9	373.9	BOURBON.....					
		4.6	378.5	INWOOD.....					
I	B	6.0	384.5	PLYMOUTH.....	P	249	249		
P		2.4	386.9	PLYMOUTH (West End Siding).....					
		4.5	391.4	DONALDSON.....					
		3.4	394.8	GROVERTOWN.....					
I	B	3.8	398.6	HAMLET.....	HA		136		
I	B	10.9	409.5	HANNA.....	KA		720		
I	B	6.2	415.7	WANATAH.....	ON	163			
		9.1	424.8	VALPARAISO.....		68			
I		2.7	427.5	GRAND TRUNK.....					
		3.9	431.4	WHEELER.....					
I		3.7	435.1	HOBART..... (O. T. Div.).....		86	88		
I	B	3.1	438.2	LIVERPOOL.....	DW				
		30.2	468.4	CHICAGO.....	GB				

BUTLER BRANCH						
Interlockings	Block Stations	Dist. between Stations	Dist. from Logansport	STATIONS	Station Signals	Sidings assigned direct car capacity 45 ft. cars.
						E	W	Both
	‡B	4.6	93.0	BUTLER.....	BR	
		6.0	88.4	MOORE.....		
		0.2	82.4	AUBURN.....		
		0.8	82.2	AUBURN SIDING.....		
	I	3.9	81.4	AUBURN JCT.....		
		3.8	77.5	T. & C. I. CROSSING.....		
	‡B	3.4	73.7	LAOTTO.....	SK	
		4.2	70.3	ARI.....		
		4.0	66.1	CHURUBUSCO.....	B	20
		6.2	62.1	COLLINS.....		
		0.6	55.9	COLUMBIA CITY.....		
	I B	3.9	55.3	VANDALE.....	CU	28
		4.3	51.4	WYNKOOP.....		
	I B	6.6	47.1	SOUTH WHITLEY.....	SY	43
		3.1	40.5	LIBERTY MILLS.....		
		0.3	37.4	N. MANCHESTER SIDING.....		35
		3.2	37.1	NORTH MANCHESTER.....	NM	
	I B	0.7	33.9	NEWTON.....	WN	
		6.0	33.2	LAKETON.....		
		6.2	27.2	ROANN.....	RO	
		2.2	21.0	CHILI.....		
		0.5	18.8	DENVER SIDING.....		31
	B	4.0	18.3	DENVER.....	DR	
		4.2	14.3	MEXICO.....		
	I B	5.0	10.1	HOOVER.....	VR	
		5.7	5.1	ADAMSBORO.....		
	I B			VAN.....	MR	
				LOGANSFORT (L. Div.).....	CW	

Butler to Van—Westward.

Van to Butler—Eastward.

- Note: (I) Interlocking Station and Plant.
 (P) Interlocking Plant—Remote Controlled.
 (A) Interlocking Plant—Automatic.
 (B) Attended Block Station.
 (‡B) Unattended Block Station.

Note—Block Stations are open continuously except:

Block Station	Status	Operating Hours
DENVER	Closed	Daily 4:00 P. M. to 8:00 A. M. 9:00 A. M. to 1:00 P. M. Sunday 8:00 A. M. to 4:00 P. M.

Note—Unattended Block Stations controlled by open Block Stations.

Block Station	Controlled By	Controlled By	Status
BR	Butler	Vandale	Continuously
SK	LaOtto	Vandale	Continuously

Note—Train Order offices other than Block Stations are open as follows:

IN—Crestline.....Continuously

STATIONS	FIRST CLASS			
	15	537	453	201
	DAILY A. M.	DAILY A. M.	DAILY A. M.	DAILY A. M.
CRESTLINE	1 10			
CRESTLINE	\$ 1 20			
WEST YARD				
ROBINSON				
COLSAN	1 34			
BUCYRUS	\$ 1 36			
NEVADA				
UPPER SANDUSKY	\$ 1 55			
KIRBY				
FOREST	2 06			
DUNKIRK	2 13			
DOLA				
ADA				
LAFAYETTE				
LIMA	\$ 2 49			
ELIDA				
DELPHOS	\$ 3 07			
MIDDLEPOINT				
VAN WERT	\$ 3 25			
ESTRY	3 26			
CONVOY				
DIXON				
MONROEVILLE				
ADAMS	3 55			3 37
FORT WAYNE	4 07			3 52
FORT WAYNE	\$ 3 27	\$ 3 35		\$ 3 55
JUNCTION	3 30	3 40		3 59
ARCOLA				
COLUMBIA CITY	\$ 3 50			
VANDALE	3 52			4 26
LARWILL				
BERLIN				
PIERCETON				
WINONA LAKE				
WARSAW	\$ 4 15			4 52
ATWOOD				
ETNA GREEN				
BOURBON				
INWOOD				
PLYMOUTH	\$ 4 51			N 5 23
DONALDSON				
HAMLFT	5 09			5 44
HANNA				
WANATAH	5 24			6 09
VALPARAISO	\$ 5 36		\$ 5 45	
WHEELER			\$ 5 53	
HOBART (CT DIV)			\$ 6 00	
LIVERPOOL	5 50		6 05	6 40
CHICAGO	\$ 6 45		\$ 7 05	\$ 7 30
Arrive	A. M.	A. M.	A. M.	A. M.
	15	537	453	201

FIRST CLASS				
63	5	455	49	59
DAILY A. M.	DAILY A. M.	DAILY EX. SUN. A. M.	DAILY A. M.	DAILY A. M.
3 15	3 48		4 45	4 52
\$ 3 20	D 3 53		D 4 49	D 4 56
3 35	4 07		5 02	5 10
3 50	4 22		5 17	5 25
4 01	4 32		5 27	5 35
4 08	4 38		5 33	5 41
4 32	4 59		5 54	F 6 02
4 47	5 13		6 08	6 15
5 00	5 25		6 19	6 26
5 25	5 49		6 42	6 49
5 37	6 01		6 54	7 01
\$ 4 42	\$ 5 06		\$ 5 59	\$ 6 06
4 45	5 09		6 02	6 09
5 05	5 27		6 20	6 27
5 25	5 43		6 36	6 42
5 50	T 6 05		T 6 56	F 7 03
6 04	6 20		7 09	7 18
6 20	6 35		7 23	7 32
6 50	7 00	\$ 7 09	7 45	7 54
\$ 7 40	\$ 7 45	\$ 8 10	\$ 8 33	\$ 8 35
A. M.	A. M.	A. M.	A. M.	A. M.
63	5	455	49	59

STATIONS Leave	FIRST CLASS			
	◇29	◇77		
	DAILY A. M.	DAILY A. M.		
CRESTLINE	5.31	6.13		
CRESTLINE	D 5.35	\$ 6.18		
WEST YARD				
ROBINSON				
COLSAN	5.48	6.31		
BUOYRUS				
NEVADA				
UPPER SANDUSKY	6.04	6.46		
KIRBY				
FOREST	6.14	6.56		
DUNKIRK	6.20	7.02		
DOLA				
ADA				
LAFAYETTE				
LIMA	6.40	\$ 7.23		
ELIDA				
DELPHOS	6.52	7.37		
MIDDLEPOINT				
VAN WERT				
ESTRY	7.03	7.48		
CONVOY				
DIXON				
MONROEVILLE				
ADAMS	7.25	8.11		
FORT WAYNE	7.35	8.23		
FORT WAYNE	D 6.40	\$ 7.28		
JUNCTION	6.43	7.31		
ARCOLA				
COLUMBIA CITY				
VANDALE	7.00	7.50		
LARWILL				
BERLIN				
PIERCETON				
WINONA LAKE				
WARSAW	7.15	8.06		
ATWOOD				
ETNA GREEN				
BOURBON				
INWOOD				
PLYMOUTH	7.35	\$ 8.29		
DONALDSON				
HAMLET		8.44		
HANNA				
WANATAH	8.00	8.58		
VALPARAISO				
WHEELER				
HOBART (OT DIV)				
LIVERPOOL	8.19	9.20		
CHICAGO	\$ 9.00	\$ 10.05		
Arrive	A. M.	A. M.		
	29	77		

FIRST CLASS					
◇23§	511 DAILY EX. SUN.	◇501★ DAILY EX. SUN.	◇79§	◇43||	
DAILY A. M.	A. M.	P. M.	DAILY P. M.	DAILY P. M.	
7.55			12.44	2.10	
\$ 8.00			\$ 12.49	\$ 2.16	
8.13			1.03	2.30	
\$ 8.15				\$ 2.32	
8.31			1.18	\$ 2.51	
8.41			1.28	\$ 3.04	
F 8.47			1.34	3.11	
F 8.57				\$ 3.21	
\$ 9.17			\$ 1.59	\$ 3.41	
9.32			2.13	F 3.55	
F 9.45			\$ 2.26	\$ 4.10	
9.46			2.27	4.11	
10.12					
10.24		\$ 2.02	2.50	4.36	
\$ 9.29	\$ 9.50		\$ 2.12	\$ 3.55	
9.32	9.55		2.15	3.58	
F 9.49				\$ 4.17	
9.50			2.32	4.18	
\$ 10.10			\$ 2.49	\$ 4.39	
\$ 10.38			\$ 3.15	\$ 5.10	
10.54			3.29	5.24	
11.10			3.44	5.40	
\$ 11.20			\$ 3.54	\$ 5.55	
11.35			4.10	6.13	
\$ 12.20			\$ 4.55	\$ 7.00	
P. M.	A. M.	P. M.	P. M.	P. M.	
23	511	501	79	43	

STATIONS Leave	FIRST CLASS		
	◇ 503 DAILY EX. SUN. P. M.	◇ 7 DAILY P. M.	
	CRESTLINE.....		
CRESTLINE.....			
WEST YARD.....			
ROBINSON.....			
COOLAN.....			
BUCYRUS.....			
NEVADA.....			
UPPER SANDUSKY.....			
KIRBY.....			
FOREST.....			
DUNKIRK.....			
DOLA.....			
ADA.....			
LAFAYETTE.....			
LIMA.....			
ELIDA.....			
DELPHOS.....			
MIDDLEPOINT.....			
VAN WERT.....			
ESTRY.....			
CONVOY.....			
DIXON.....			
MONROEVILLE.....			
ADAMS.....			
FORT WAYNE.....			
JUNCTION.....	\$ 5 05	\$ 6 00	
ARCOLA.....	5 10	6 02	
COLUMBIA CITY.....			
VANDALE.....		6 17	
LARWILL.....			
BERLIN.....			
PIERCETON.....			
WINONA LAKE.....			
WARSAW.....		6 32	
ATWOOD.....			
ETNA GREEN.....			
BOURBON.....			
INWOOD.....			
PLYMOUTH.....		6 51	
DONALDSON.....			
HAMLET.....			
HANNA.....			
WANATAH.....		7 15	
VALPARAISO.....			
WHEELER.....			
HOBART..... (CT DIV)			
LIVERPOOL.....		7 33	
CHICAGO.....		\$ 8 10	
Arrive	P. M.	P. M.	
	503	7	

FIRST CLASS					
◇ 113 || DAILY P. M.					
7.00					
\$ 7.06					
7.22					
\$ 7.24					
M 7.34					
\$ 7.48					
\$ 8.04					
\$ 8.14					
\$ 8.28					
\$ 8.55					
\$ 9.13					
\$ 9.32					
9.33					
10.00					
10.13					
\$ 9.32					
9.35					
9.56					
\$ 10.22					
\$ 10.58					
11.09					
\$ 11.25					
\$ 11.39					
11.54					
\$ 12.45					
A. M.					
113					

STATIONS	FIRST CLASS		
	506	200	44
	Arrive A. M.	A. M.	A. M.
CRESTLINE.....			
CRESTLINE.....			
WEST YARD.....			
ROBINSON.....			
COLSAN.....			
BUOYRUS.....			
NEVADA.....			
UPPER SANDUSKY.....			
KIRBY.....			
FOREST.....			
DUNKIRK.....			
DOLA.....			
ADA.....			
LAFAYETTE.....			
LIMA.....			
ELIDA.....			
DELPHOS.....			
MIDDLEPOINT.....			
VAN WERT.....			
ESTRY.....			
CONVOY.....			
DIXON.....			
MONROEVILLE.....			
ADAMS.....		3.40	
PORT WAYNE.....		\$ 3.27	
PORT WAYNE.....	\$ 1.38	2.12	\$ 2.20
JUNCTION.....	1.35	2.08	2.17
ARCOLA.....			
COLUMBIA CITY.....			
VANDALE.....		1.53	2.03
LARWILL.....			
BERLIN.....			
PIERCETON.....			
WINONA LAKE.....			
WARSAW.....		1.36	1.47
ATWOOD.....			
FTNA GREEN.....			
BOURBON.....			
INWOOD.....			
PLYMOUTH.....		1.16	R 1.24
DONALDSON.....			
HAMLET.....		1.03	1.12
HANNA.....			
WANATAH.....		12.48	12.57
VALPARAISO.....		12.36	\$ 12.47
WHEELER.....			
HOBART..... (OT DIV)			
LIVERPOOL.....		12.23	12.33
CHICAGO.....		\$ 11.40	\$ 11.50
Leave	A. M. DAILY	P. M. DAILY	P. M. DAILY
	506	◇200	◇44

FIRST CLASS				
118	514	52	22	460
A. M.	A. M.	P. M.	P. M.	P. M.
\$ 10.10		\$ 4.09	\$ 5.05	
10.00		4.02	5.00	
F 9.43				
9.34		3.44	4.42	
\$ 9.33		\$ 3.43		
M 9.13				
\$ 9.03		\$ 3.19	4.25	
M 8.46				
\$ 8.40		3.05	4.15	
\$ 8.28		2.59	A 4.05	
M 8.18				
\$ 8.08		F 2.48		
M 7.55				
\$ 7.43		\$ 2.30	\$ 3.39	
M 7.18				
\$ 7.08		\$ 2.10	3.23	
M 6.54				
\$ 6.44		\$ 1.54		
6.30		1.52	3.12	
M 6.20				
M 6.10				
M 6.03				
5.52		1.29	2.50	
\$ 5.40		\$ 1.17	\$ 2.38	
4.15	\$ 11.56	12.12	1.33	
4.11	11.52	12.09	1.30	
\$ 3.50				
3.47		11.51	1.12	
\$ 3.26		\$ 11.33	12.54	
\$ 3.05				
\$ 2.51		\$ 11.06	12.33	
2.29		10.53	12.20	
2.12		10.38	12.05	
\$ 2.00		\$ 10.27		\$ 1.38
				\$ 1.30
E 1.44				\$ 1.23
1.40		10.13	11.45	1.18
\$ 12.45		\$ 9.30	\$ 11.00	\$ 12.25
A. M. DAILY	A. M. DAILY EX. SUN	A. M. DAILY	A. M. DAILY	P. M. SAT. ONLY
118	514◇	52	◇22	◇460

STATIONS Arrive	FIRST CLASS		
	502	78	76
	P. M.	P. M.	P. M.
CRESTLINE.....	\$ 7.51	\$ 7.59	
CRESTLINE.....		7.46	7.55
WEST YARD.....			
ROBINSON.....			
COLSAN.....		7.29	7.38
BUCYRUS.....			
NEVADA.....			
UPPER SANDUSKY.....		7.14	7.23
KIRBY.....			
FOREST.....		7.04	7.13
DUNKIRK.....		6.58	7.07
DOLA.....			
ADA.....			
LAFAYETTE.....			
LIMA.....	\$ 6.35	\$ 6.45	
ELIDA.....			
DELPHOS.....		6.20	6.30
MIDDLEPOINT.....			
VAN WERT.....			
ESTRY.....		6.09	6.19
CONVOY.....			
DIXON.....			
MONROEVILLE.....			
ADAMS.....	8.38	5.47	5.57
FORT WAYNE.....	\$ 3.25	\$ 5.35	\$ 5.45
FORT WAYNE.....		4.30	4.40
JUNCTION.....		4.27	4.37
ARCOLA.....			
COLUMBIA CITY.....			
VANDALE.....		4.12	4.21
LARWILL.....			
BERLIN.....			
PIERCETON.....			
WINONA LAKE.....			
WARSAW.....		3.57	4.06
ATWOOD.....			
ETNA GREEN.....			
BOURBON.....			
INWOOD.....			
PLYMOUTH.....		\$ 3.35	3.44
DONALDSON.....			
HAMLET.....		3.22	3.32
HANNA.....			
WANATAH.....		3.08	3.18
VALPARAISO.....			
WHEELER.....			
HOBBART (CT DIV).....			
LIVERPOOL.....		2.50	3.00
CHICAGO.....		\$ 2.10	\$ 2.20
Leave	P. M. DAILY EX. SUN. ◇502*	P. M. DAILY ◇78	P. M. DAILY ◇76

FIRST CLASS					
58	48	4	28	454	
P. M.	P. M.	P. M.	P. M.	P. M.	
\$ 8.52	\$ 9.15		\$ 9.56		
8.47	9.10		9.52		
8.30	8.54		9.35		
8.15	8.39		9.20		
8.05	8.29		9.10		
7.59	8.23		9.04		
\$ 7.36	\$ 8.01		8.42		
7.21	7.47		8.30		
7.10	7.36		8.19		
6.48	7.14		7.57		
\$ 6.36	\$ 7.02		\$ 7.47		
5.32	5.57	\$ 6.23	6.43		
5.29	5.54	6.21	6.40		
5.13	5.38	6.08	6.26		
4.58	5.22	5.54	6.10		
U 4.36	0 4.58	5.34	5.51		
4.24	4.46		5.39		
4.10	4.32	5.10	5.26		
				\$ 5.50	
				\$ 5.41	
				\$ 5.35	
3.52	4.12	4.52	5.08	5.30	
\$ 3.10	\$ 3.80	\$ 4.15	\$ 4.30	\$ 4.35	
P. M. DAILY	P. M. DAILY	P. M. DAILY	P. M. DAILY	P. M. DAILY EX. SAT. 454	
◇58	◇48	◇4	◇28		

STATIONS	FIRST CLASS		
	508	42	456
	Arrive P. M.	A. M.	P. M.
CRESTLINE		\$ 12.07	
CRESTLINE		12.01	
WEST YARD			
ROBINSON			
COLSAN		11.41	
BUCYRUS		\$ 11.40	
NEVADA			
UPPER SANDUSKY		\$ 11.16	
KIRBY			
FOREST		11.02	
DUNKIRK		10.56	
DOLA			
ADA			
LAFAYETTE			
LIMA		\$ 10.30	
ELIDA			
DELPHOS		\$ 10.05	
MIDDLEPOINT			
VAN WERT		\$ 9.47	
ESTRY		9.41	
CONVOY			
DIXON			
MONROEVILLE			
ADAMS		9.17	
FORT WAYNE		\$ 9.05	
FORT WAYNE	\$ 7.80	7.56	
JUNCTION	7.25	7.53	
ARCOLA			
COLUMBIA CITY			
VANDALE		7.38	
LARWILL			
BERLIN			
PIERCETON			
WINONA LAKE			
WARSAW		\$ 7.18	
ATWOOD			
ETNA GREEN			
BOURBON			
INWOOD			
PLYMOUTH		\$ 6.48	
DONALDSON			
HAMLET		6.32	
HANNA			
WANATAH		6.17	
VALPARAISO		\$ 6.06	\$ 6.30
WHEELER			\$ 6.20
HOBART (OT DIV)			\$ 6.15
LIVERPOOL		5.53	6.10
CHICAGO		\$ 5.00	\$ 5.18
Leave	P. M. DAILY EX. SUN. *508	P. M. DAILY 42	P. M. DAILY EX. SUN. #456

FIRST CLASS			
2	354	54	62
A. M.	A. M.	A. M.	A. M.
\$ 3.00	\$ 3.30	\$ 4.15	\$ 5.13
2.55		4.10	5.08
2.31		3.47	4.50
\$ 2.30			
\$ 2.08		3.29	4.33
1.53		3.19	4.23
1.47		3.13	4.17
\$ 1.21		\$ 2.47	\$ 3.53
1.04		2.33	3.37
\$ 12.48			
12.42		2.22	3.26
12.17		1.59	3.03
\$ 12.05		\$ 1.47	\$ 2.51
10.57		12.42	1.42
10.54		12.39	1.39
\$ 10.33			
10.31		12.24	1.23
\$ 10.10		12.08	1.06
\$ 9.42		11.46	12.45
9.25		11.33	12.33
9.10		11.19	12.18
\$ 8.59			
8.45		11.00	11.58
\$ 8.00		\$ 10.15	\$ 11.15
P. M. DAILY ◇2	A. M. DAILY 354	P. M. DAILY ◇54	P. M. DAILY ◇62

TRAINS WAIT FOR CONNECTION

JUNCTION	TRAIN	DUE	MINS. WAIT	CONNECTION FROM	DUE	REMARKS
FORT WAYNE.....	No. 200 FORT WAYNE DIV.	3.27 A. M.	★	No. 201 WABASH R. R.	2.10 A. M.	
	No. 201 FORT WAYNE DIV.	3.55 A. M.	★	No. 201 WABASH R. R.	2.10 A. M.	
	No. 79 FORT WAYNE DIV.	2.12 P. M.	★	No. 79 WABASH R. R.	2.00 P. M.	
	No. 7 FORT WAYNE DIV.	6.00 P. M.	★	No. 7 WABASH R. R.	5.55 P. M.	

★Unless otherwise directed wait until connection is received.

U. S. MAIL WORK AT NON-STOP STATIONS

STATIONS	WESTWARD						
	15	23	79	43	29		
ROBINSON.....							
BUCTRUS.....			D.				
NEVADA.....		C. D.		C. D.			
UPPER SANDUSKY.....		C. D.	D		E.		
KIRBY.....		D.		C. D.			
FOREST.....		C. D.			D.		
DUNKIRK.....		C. D.		C. D.			
DOLA.....				C. D.			
ADA.....		C. D.					
LA FAYETTE.....		C. D.		C. D.			
LIMA.....					D.		
ELIDA.....		C. D.		C. D.			
DELPHOS.....		C. D.	D.	C. D.	D.		
MIDDLEPOINT.....		C. D.		C. D.			
VAN WERT.....		C. D.			D.		
CONVOY.....		C. D.		C. D.			
DIXON.....				C. D.			
MONROEVILLE.....		C. D.		C. D.			
ARCOLA.....							
COLUMBIA CITY.....		C. D.					
LARWILL.....	N.			C. D.			
PIERCETON.....	D.			C. D.			
WINONA LAKE.....							
WARSAW.....					D.		
ATWOOD.....				D.			
ETNA GREEN.....				D.			
BOURBON.....	D.	C. D.		C. D.			
INWOOD.....							
PLYMOUTH.....							
DONALDSON.....							
HAMLET.....							
HANNA.....							
WANATAH.....							
VALPARAISO.....					D.		
WHEELER.....							

U. S. MAIL WORK AT NON-STOP STATIONS

STATIONS	EASTWARD					
	44	118	52	42	28	
ROBINSON.....			C. D.			
BUCTRUS.....	D.					
NEVADA.....		A.	C. D.			
UPPER SANDUSKY.....	D.					
KIRBY.....		A.				
FOREST.....			C. D.			
DUNKIRK.....			D.			
DOLA.....		A.	C. D.			
ADA.....			C. D.	D.		
LA FAYETTE.....		A.	C. D.			
LIMA.....					C. D.	
ELIDA.....		A.				
DELPHOS.....						
MIDDLEPOINT.....		A.	C. D.	C.		
VAN WERT.....	D.					
CONVOY.....		ACD	C. D.			
DIXON.....		A.	C. D.			
MONROEVILLE.....		A. D.	C. D.	C.		
ARCOLA.....						
COLUMBIA CITY.....			C. D.	C.		
LARWILL.....		A				
PIERCETON.....		AD	D.			
WINONA LAKE.....		A				
WARSAW.....						
ATWOOD.....		D.				
ETNA GREEN.....		AD	C. D.	C.		
BOURBON.....			C. D.			
INWOOD.....				N.		
PLYMOUTH.....						
DONALDSON.....				C. D.		
HAMLET.....						
HANNA.....		A.		C.		
WANATAH.....		AN		C. D.		
VALPARAISO.....						
WHEELER.....						

A—Sunday only, reduce speed to twenty (20) miles per hour at non-stop stations where heavy packages of newspaper are to be discharged. Conductors, after consulting with train baggagemasters, will advise enginemen where necessary to so reduce speed.

C—Mail caught from crane.

D—Mail delivered.

E—Regular stop daily except Monday for mail.

H—Reduce speed to 20 miles per hour to exchange mail.

N—Newspapers delivered.

X—Reduce speed to 10 miles per hour to discharge mail.

Note—Letters and characters as used on pages 24-25 have no reference to their application as provided for in S4.

ARRANGED LOCAL FREIGHT TRAIN SERVICE—WESTWARD

STATIONS	FW-1 A.M.	FW-11 A.M.	FW-25 A.M.	FW-13 A.M.	GE-1 A.M.	FW-23 P.M.	FW-30 P.M.	FW-33 P.M.	EH-3 P.M.
ORESTLINE									
WEST YARD	9.30								
BUYERUS									
UPPER SANDUSKY									
LIMA	8.30								7.45
ADAMS	3.00								
JUNCTION		7.00			8.00		1.00	1.15	
BUTLER							1.30	8.30	
COLUMBIA CITY							8.30		
LOGANSPT (VAN)									
BOURBON			2.00	8.30					
VALPARAISO				3.00		12.30			
LIVERPOOL						2.30			
CHICAGO (Roby)						3.30			
	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.

⊙ Daily. ⊙ Daily except Sunday. ⊙ Daily except Monday. ⊙ Monday, Wednesday and Friday. ⊙ Tuesday, Thursday and Saturday.

ARRANGED THROUGH FREIGHT TRAIN SERVICE—WESTWARD

STATIONS	ED-7 A.M.	NL-1 A.M.	FW-17 A.M.	FE-3 A.M.	REC-1 A.M.	FW-21 P.M.	PF-1 P.M.	PF-9 P.M.	PF-7 P.M.	LCL-1 P.M.	FW-33 P.M.	GE-7 P.M.
ORESTLINE	6.00	8.00	8.30	9.30	11.30		12.45	4.30		6.15		
WEST YARD		11.30		3.00		12.30	4.00	7.00	5.00		8.30	
BUYERUS						1.45					9.00	
LIMA		2.15		5.15		4.15	6.15	9.00	6.00		12.01	
ADAMS		4.00		7.00		6.00	8.15	11.00	8.45		3.00	10.30
JUNCTION	4.30			7.00		6.15	8.30	11.30	9.00			11.25
PLYMOUTH	7.00			9.00		8.00	10.30	1.00	11.00			
LIVERPOOL	10.00			11.00		3.00	12.01	4.30	1.15			
CHICAGO (Roby)		10.50		11.50		3.45	1.00	5.15	13.00			
	P.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.

⊙ Daily. ⊙ Daily except Sunday.

†Time shown applies at 56th Street Chicago.

ARRANGED LOCAL FREIGHT TRAIN SERVICE—EASTWARD

STATIONS	FW-88	FW-22	FW-14	FW-12	FW-10	FW-2	FW-82	EH-4	GE-2													
	① A.M.	① P.M.	① P.M.	① P.M.	① P.M.	① P.M.	① P.M.	① P.M.	① P.M.	① P.M.	① P.M.	① P.M.	① P.M.	① P.M.	① P.M.	① P.M.	① P.M.	① P.M.	① P.M.	① P.M.	① P.M.	
ORRESTLINE																						
WEST YARD																						
BUOYRUB											8.30											
UPPER SANDUSKY																						
LIMA										8.00												
ADAMS										8.00												
JUNCTION	9.00																					
BUTLER																						
COLUMBIA CITY	8.30																					
LOGANSP'T (VAN)	4.45																					
BOURBON																						
VALPARAISO																						
LIVERPOOL																						
CHICAGO (Roby)																						
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

① Daily. ② Daily except Sunday. ③ Daily except Monday. ④ Monday, Wednesday and Friday. ⑤ Tuesday, Thursday and Saturday.

ARRANGED THROUGH FREIGHT TRAIN SERVICE—EASTWARD

STATIONS	FW-8	PP-4	CMB	GE-6	CS-8	FW-26	PP-2	ED-6	FW-15													
	① P.M.	① P.M.	① P.M.	① P.M.	① A.M.	① P.M.	① A.M.	① P.M.	① P.M.	① P.M.	① P.M.	① P.M.	① P.M.	① P.M.	① P.M.	① P.M.	① P.M.	① P.M.	① P.M.	① P.M.	① P.M.	
ORRESTLINE	12.45	4.30	5.15		2.15		11.15															
WEST YARD	11.45	1.45	4.00		1.00		8.30															
BUOYRUB																						
LIMA	9.30	11.45	1.30		11.00		6.00															
ADAMS	8.00	10.15	12.01		9.30		4.00															
JUNCTION	5.40	7.30	9.15		7.30		1.30															
PLYMOUTH	3.30	5.30	7.00		5.45		11.30															
LIVERPOOL	1.40	3.30	5.15		4.00		9.45															
CHICAGO (Roby)	1.00	2.50	4.30		3.00		*8.45															
	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

① Daily. * 55th Street, Chicago. ② Daily except Sunday. ③ Daily except Monday. ④ Daily except Monday

**THE TICKET OFFICES OF STATIONS NAMED
BELOW WILL BE OPENED FOR THE
SALE OF TICKETS AS FOLLOWS:**

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
All trains	.....	Crestline.....	All trains	.....
All trains	.....	Bucyrus.....	All trains	.....
All trains	.....	Upper Sandusky..	All trains	.....
118	43	Forest.....	118	118
118	113	Dunkirk.....		
118	43	Ada.....		
23	48	Lima.....	23	48
118	43	Delphos.....		
118	43	Van Wert.....		
All trains	.....	Fort Wayne.....	All trains	.....
23	43	Columbia City.....		
23	42	Warsaw.....	23	42
23	42	Plymouth.....	23	42
All trains	.....	Valparaiso.....	All trains	.....

SPECIAL INSTRUCTIONS.

S1. A rule referred to by number, unless otherwise specified, is a rule in the Book of Rules.

Employes whose duties are affected by time-tables must have a copy with them while on duty.

D101. Eastern division employes operating into Crestline yard zone will not carry Fort Wayne Division time-table, but will be governed by Special Instructions for that territory printed in Eastern Division time-table.

TRAIN RULES.

S2. STANDARD TIME.

S2A. Eastern Standard Time applies between Crestline and Fort Wayne. Central Standard Time applies between Fort Wayne and Liverpool.

D201. Standard clocks are located as follows:

Crestline..... { IN—Telegraph Office.
General Yard Office.
Engine House.

Lima..... Telegraph Office.

Fort Wayne..... { Crew Dispatcher, Engine House.
Bulletin Board Pass. Station.
Train Dispatchers Office.

Vandale..... Block Station.

Valparaiso..... Station.

TIME TABLE.

S3. SYMBOLS.

S3A. The following symbols will be used as indicated by Rule 5—④ ⑤ ⑥ ⑦, etc.

S4. LETTERS AND CHARACTERS.**S4A.** Rule 6 amplified:

The following letters and characters indicate:—

- §—Regular stop.
 - F—Stop on signal to receive or discharge passengers.
 - A—Stop on signal to receive passengers.
 - B—Stop on signal to discharge passengers.
 - C—Regular stop to receive passengers.
 - D—Regular stop to discharge passengers.
 - E—Regular stop for express, mail, milk, newspapers or marketing.
 - G—Regular stop, Saturday only.
 - H—Regular stop to receive passengers, Saturday only.
 - J—Regular stop to discharge passengers, Saturday only.
 - K—Regular stop, Sunday only, to receive or discharge passengers.
 - L—Stop on signal, Sunday only, to receive or discharge passengers.
 - ‡—Unattended Block Station.
 - No baggage service.
 - ⊙—No baggage service Sunday.
 - ◇—Passenger train—No train baggageman.
 - ☆—Passenger train—Schedule assigned to handle passengers and freight equipment.
 - *—Passenger train—Schedule assigned to gas or gas electric rail motor cars except as otherwise directed.
 - ‡—Indicates trains that will not be operated on New Year's, Memorial, Independence, Labor, Thanksgiving and Christmas Days, or on Monday following when any of these holidays fall on Sunday.
- D401.**
- M—Regular stop daily except Sunday.
 - N—Stop on signal to discharge passengers from stations south or east of Fort Wayne.
 - O—Stop on signal to receive or discharge passengers for or from Pittsburgh and east.
 - P—Stop Mondays only for Mail.
 - Q—Stop on signal to receive passengers for Harrisburg and beyond.
 - R—Stop on signal to receive passengers for beyond Fort Wayne via Wabash.
 - T—Stop on signal to discharge passengers from points east of Pittsburgh.
 - U—Stop on signal to receive passengers for points south of Harrisbu.g.
 - X—Stop on signal to receive passengers for points beyond Fort Wayne.
 - §—Train baggageman, Fort Wayne to Junction or Chicago.
 - ||—Train baggagemen, Crestline or Adams to Fort Wayne.
 - ‡—Between Adams and Fort Wayne: Indicates trains that will not be operated on New Year's, Memorial, Independence, Labor, Thanksgiving and Christmas Days, or on Monday following when any of these holidays fall on Sunday.
 - =—Train Baggageman, Chicago to Valparaiso, Saturday only.

S5. COLOR SIGNALS.

S5A. At the end of double track where switches are not interlocked, when the switch is set for trains to move in normal direction, switch lamp will display white disc (green light at night). When the switch is set against train movement in normal direction, switch lamp will display red disc (red light at night).

D501. A track covered by a slow order, other than a train order or time-table Special Instructions, will be indicated by

yellow flag or light placed to right of track a sufficient distance ahead of the obstruction to reduce from maximum authorized speed to the speed required at point of obstruction.

A green flag or light placed to right of track marks the end of restricted territory.

S6. HAND, FLAG AND LAMP SIGNALS.**S7. ENGINE WHISTLE SIGNALS.****D701.** Rule 14 (l) amplified:

Sound	Indication
— — o o	Approaching public crossings at grade, to be prolonged or repeated until crossing is reached, unless otherwise provided; also when view is obscured by weather and other conditions. approaching interlocking plants, stations, yards or other points where men may be at work on tracks.

D702. Engine men on freight trains, intending to stop at a water station, will sound one short and two long blasts of the engine whistle passing block station preceding water station. Signalman on receiving this signal will immediately notify the Train Dispatcher.

S8. EMERGENCY WHISTLE AND HORN SIGNALS AT INTERLOCKING PLANTS.**S9. COMMUNICATING SIGNALS.**

D901. Passenger trains must be started by the communicating signal. When train is ready to start, signal will be passed from the rear end by hand or lamp, and the trainman nearest the engine will give the communicating signal to start train, except when necessary to recall the flagman, the communicating signal to start train will be given from the rear. When the communicating signal is inoperative, and after proper understanding with engineman, a hand or lamp signal will be given by the trainman nearest the engine.

S10. TRAIN SIGNALS.

Rule 19, Rule 20, Rule 20a, Rule 21, Rule 21a, Rule 21b, Rule 22, Rule 23, Rule 24, Rule 24a, Figures 1 to 17 inclusive, notes, amplifications and modifications annulled.

D1001. Rule 17a amplified:

(g) Approaching a fixed signal affecting the movement of the train when the weather conditions are such that in the judgment of the engineman his view of the signal will be thereby improved.

1002. Rule 19 (new):

The following signals will be displayed, one on each side of the rear of every train, as markers, to indicate the rear of the train: By day, on cars, marker lamps not lighted; on engines and cars equipped with fixed electric marker lamps, marker lamps lighted as at night. By night, on engines and cars, marker lamps lighted showing red to the rear, except in Manual Block System territory, when clear of main track, marker lamps lighted showing yellow to the rear.

Rule 19a. A train not equipped to display the markers prescribed by Rule 19, will display on rear of train, by day, a red

flag; by night a red light, except in Manual Block System territory, when clear of main track, a white light.

Rule 19b. When cars are pushed by an engine (except when shifting or making up trains in yards) a white light must be displayed on the front of the leading car by night.

When an engine is running backward without cars, or at the front of a train pulling cars, a white light must be displayed by night on the rear of the tender if not equipped with a headlight.

S10A.

D1003. Rule 26 amplified:

When a blue flag or blue light is placed at one or both ends of an engine, or cars to which an engine is attached, the engine-man and fireman must be notified; they must also be notified when the blue flag or blue light is removed.

S11. USE OF SIGNALS

D1101. Proper application of Rule 27 in connection with Rule 287, Figure 1:

The absence of a marker light does not prevent correct reading of the signal, but should be reported from the next point of communication where it can be done without serious delay to the train.

D1102. Rule 34—In calling signals, the name as it appears in the Book of Rules shall be used omitting the word "signal," except Rule 275.

D1103. Flag Station Signals are not provided at Robinson, Nevada, Middlepoint, Monroeville, Donaldson. Engineman and conductor of a train scheduled to stop on signal at these stations, before passing, will assure themselves that there are no passengers for their train.

S11A. Rule 99 amplified:

When a pusher engine assisting a train is coupled behind the cabin car, and the flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fuseses should be met by throwing a fusee off between the cabin car and pusher engine on the track the train is using and not dropping it between that track and adjoining track.

S12. SUPERIORITY OF TRAINS.

D1201. Eastward trains are superior by direction to trains of the same class in the opposite direction.

S13. BULLETIN BOARDS.

D1301. Location of bulletin board points on this division, where all General Orders of this division will be posted and delivered.

General Orders of other divisions will be posted and delivered at points on this division as indicated.

LOCATION	OTHER DIVISIONS	ZONES
CRESTLINE—		
IN Telegraph Office	Eastern E. & A.	A-B-C-D A-B
Enginehouse	Pittsburgh Eastern Conemaugh Cleveland E. & A.	A A-B-C-D A A-D A-B
Yard Office	Pittsburgh Eastern Conemaugh Cleveland	A A-B-C-D A A-D
BUCYRUS—		
Colsan Block Station		
LIMA—		
Watchman's Building		
FORT WAYNE—		
Crew Dispatcher, Engine House	Logansport Chicago Terminal Grand Rapids Cincinnati Columbus	B-C A B-C CFG D
Bulletin Board Passenger Station	Logansport Chicago Terminal Grand Rapids Cincinnati Columbus	B-C A B-C CFG D
Yard Office (East End)	Grand Rapids	C
VALPARAISO—		
Station	Chicago Terminal	A
BOURBON—		
Freight Station		
BUTLER—		
Freight Station		

S14. GENERAL ORDERS.**S14A. Rule 75 amplified:**

D1401. 1. Conductors and enginemen must have a copy of all General Orders that pertain to any portion of a General Order Zone over which they are qualified to run either in part or as a whole. Conductors and enginemen will not be required to understand a General Order pertaining to territory over which they are not qualified to run.

The qualification page in each conductor and engineman's Home Division time-table must show their Home Division, Name, Occupation and all General Order Zones over which they are qualified to run either in part or as a whole. If a conductor or engineman is qualified to run over a Foreign Division, the qualification page in their time-table for that Division must show General Order Zones of that Division over which they are qualified to run.

The Bulletin Board Attendant will be governed accordingly in checking time-tables.

2. The Bulletin Board Attendant will supervise the handling of the employe's register, matters pertaining to General Orders and delivery of time slips to conductors and enginemen.

He must personally witness the signatures of conductors and enginemen on their register, personally inspect time-tables to ascertain that they contain all General Orders as outlined in paragraph (1), punch and insert sticker copies of such General Orders in time-tables, and, after each conductor and engineman has registered and had his time-table verified as to containing all copies of General Orders required, he will cancel the figures on Form "Z" so as to indicate the date of reporting for duty and numbers of necessary General Orders, then deliver to the person presenting the time-table and Form "Z" his time slip and Form "Z" properly prepared.

An additional Form "Z" card or cards must be used if a conductor or engineman is qualified to run over more than eight (8) General Order Zones and a notation made following his name indicating the number of cards.

If a conductor or engineman reports for duty at a point where the General Orders received do not cover all the territory over which he is qualified to run, the General Order Clearance received there does not apply to territory not covered by General Orders sent there and he must not run over such territory until after having received General Order Clearance at a point to which General Orders covering it are sent, unless otherwise instructed by the Superintendent of that territory.

The use of a receipted card furnished by the Bulletin Board Attendant, and as referred to in second paragraph of Rule 75, also the use of column with caption "last General Order" on employe's register, will be discontinued.

The method of preparing Form "Z" is as follows: To indicate date of reporting for duty, cancel the star under proper date; however, if a conductor or engineman reports for duty twice on the same date, cancel the figure or figures of that date to indicate the second time reporting for duty. To indicate General Order information, cancel the star under proper number. The figures 1 to 9, inclusive, represent the last figure of numbers above an even hundred, and from 10 on the last two

figures above an even hundred. The use of this punch must be confined to the Bulletin Board Attendant.

When a new time-table is effective, or after a Form "Z" card is used up, it must be turned in to the Bulletin Board Attendant, who will prepare a new card as follows:

At the end of a month, with no change in time-table, prepare a new card in such a manner as to show the same General Order information as was shown on the old card, and proper information for first trip.

When a new time-table is effective, the information shown on the old Form "Z" card need not be shown on the new one, but proper information for first trip must be shown.

Cards turned in must be sent to the Superintendent by the Bulletin Board Attendant.

3. Before starting out on a run the engineman must show his General Orders to his fireman, and when he has no conductor he must also show his Form "Z" to his fireman. The conductor must show his General Orders to his trainmen.

4. When conductors and enginemen compare time, as required by Regulations 803, 807 and 817, they must in addition be governed as follows:

(a) Check the qualification page in each other's time-tables to determine necessary qualification information for that trip.

(b) Check the latest General Orders in each other's time-tables.

(c) Compare their Forms "Z" for that trip.

5. In the application of these instructions, a pilot will be regarded the same as a conductor or engineman.

6. The foregoing instructions apply to conductors and enginemen when serving in that capacity.

All qualified conductors and enginemen when not serving in that capacity must be provided with a Form "Z," and when they register at the beginning of each day's work present to the Bulletin Board Attendant their time-tables and have necessary General Orders inserted, also present their Form "Z" to be punched as provided by instructions covering conductors and enginemen serving in that capacity.

D1402. Conductors and enginemen will insert, on qualification page of their time-table, territory over which they are qualified to run. This information must be checked and approved by the Trainmaster, Road Foreman of Engines or their Assistants.

A conductor or engineman who has not made a trip since effective date of time-table preceding current time-table or who has failed to keep posted as to the physical characteristics of his home division, or a part of it or foreign division, over which he is qualified to run, must not be used on such portions of the railroad until he has made one or more trips and has been examined and qualified by proper authority. If no change in time-table, qualifications must be checked at the expiration of six months from date of issuance of current time-table.

Conductors and enginemen called for a run on any portion of a division over which they are not qualified, must so inform the crew dispatcher.

D1403. General Order Zones of this division are as follows:

- EF..... Crestline Yard
- A..... West Yard to Adams
- B..... Adams to Junction
- C..... Junction to Hobart
- D..... Butler Branch

General Orders for each Zone will be numbered consecutively followed by proper Zone letter.

S15. TRACK ASSIGNMENTS.

D1501. (DOUBLE TRACK.)

Between Crestline and Hobart:

- Track No. 1, eastward main track.
- Track No. 2, westward main track.

D1502. Between Adams and Junction, the track immediately north of and adjacent to westward main track is in service as a westward siding. The track immediately south of and adjacent to eastward main track is in service as an eastward siding between Junction and Winter Street and Piqua Road and Adams.

D1503. When siding switches are numbered the following will apply:

Only those main track switches connecting a siding used in train movement will be numbered, No. 1 being the most eastward switch, with the numbers increasing toward the west.

When trains meet at a numbered switch by train order, the train which can enter the siding without backing must do so.

Between Butler and Logansport, main track switches connecting sidings used in train movement are numbered.

Main track switch, west end of wye track, in southeast angle of railroad crossing Vandale, is No. 4.

S16. MOVEMENT OF TRAINS.

Definition of Section, Rule 85a, Rule 85b, Rule 95 and Rule 96 are annulled.

D1601. Train Dispatchers in charge of train movement are located at Fort Wayne.

Train Dispatchers Fort Wayne Division will direct train movement between Hobart and Liverpool over signature of Superintendent Fort Wayne Division. The foregoing does not otherwise alter the jurisdiction of Chicago Terminal Division within this territory.

S16A. Rules 83 and 83a.

The information required by rules 83 and 83a must be obtained as indicated below:

D1602. Rule 83—Signalman, after consulting train dispatcher, will furnish clearance message, form CT 1246. If this information is given by train dispatcher to a train before reaching the point where clearance is required, it should be done by a train order.

Rule 83a—Verbally by the signalman or signal indication.

D1603. Rule 97b (new):

(SINGLE TRACK.) A regular train will be identified by its engine number.

A train must be informed by train order as to the number of the engine on an opposing regular train; however, if the engine number is not received by train order, the identification will be made by a personal conference between the conductors and enginemen of the trains involved.

A train will obtain from the operator the number of the engine on a superior regular train in the same direction it is moving.

Rule 97c (new):

(DOUBLE THREE OR MORE TRACKS.) Regular trains must be designated by both schedule and engine number.

S16B. Rule 98.

D1604. In the use of non-interlocked railroad crossings, trains on the tracks of this division are governed as follows:

Note—At night the position of gates and targets, if used, is indicated by red lights.

LOCATION	REQUIREMENTS
Denver: N. Y. C. & St. L.	Stop. Proceed indication—target vertical; gate cleared.
North Manchester: C. C. C. & St. L.	Stop. No signal. It must be known that crossing is clear before using.
LaOtto: P. R. R. Grand Rapids Div.	Stop. Proceed indication—target horizontal, gate cleared. Target and gate operated by trainmen of this division. Normal position of target and gate, except when set for immediate movement, blocks trains of this division.
T. & C. I. Crossing T. & C. I.	Approach crossing prepared to stop. Proceed indication—gate cleared and signal indication Rule 286, Figure 1, displayed. Maximum speed over crossing fifteen (15) miles per hour.

D1605. Trains or engines moving on yard tracks must run prepared to stop within range of vision unless tracks are seen or known to be clear and switches properly set.

S16C. Unless hand-operated switches in main track are listed in the time-table as being in charge of a switch tender or a signalman, they must be operated by a member of the train or engine crew using the switch, except as otherwise provided in Rule 104 and at a meeting point where the train holding main track may set switch for opposing train to enter siding.

Trains or engines must approach switches where switch tenders are stationed, prepared to stop and must stop clear of any switch or route unless signal to proceed is received from the switch tender.

A switch tender must not set a switch to divert an approaching train until he is assured of its identity and that its speed does not exceed 15 miles per hour.

D1606. Switch tenders are stationed at and have charge of main track switches as indicated:

LOCATION	SWITCHES
CRESTLINE Wiley Street	All switches.
FORT WAYNE East of passenger station. 11:00 p.m. until 7:00 a.m. daily	From the east switch, engine track, LaFayette Street to the east switch of Fort Wayne coach tracks including eastward siding.
FORT WAYNE West of passenger station 11:00 p.m. until 7:00 a.m. daily	From the west end of passenger station platform to point 150 feet west of the west line of Fairfield Ave.
FORT WAYNE Winter Street 5:00 p.m. until 9:00 a.m. daily	From Winter St., to Gay St., including eastward and westward sidings.

D1607. Signalman stationed at and has charge of main track switches as indicated:

Trains or engines approaching switches on track for which home and distant signals are provided are governed by the indication of these signals. A train or engine stopped or delayed after passing clear distant signal must approach the home signal prepared to stop.

On tracks for which home and distant signals are not provided trains or engines will approach switches prepared to stop, unless switches are properly set, and track is clear.

S16D. Rule 106 modified:

Trains must not pass between a passenger train which is receiving or discharging traffic at a station, and the platform at which the traffic is being received or discharged.

Rule 106a modified:

Unless otherwise provided, the conductor and engineman of a passenger train receiving or discharging traffic across tracks between their train and station platform, must see that the traffic is protected against trains running on such tracks. When the passenger train is a regular train making schedule stops on its assigned track, or, when it is known that other trains have been notified of the stopping of the train at the station where protection would otherwise be required, protection against other trains is not required.

S16E. Rules 251, 253, 254.

D1608. (DOUBLE, THREE OR MORE TRACKS.) Rules 251, 253 and 254 are in effect. When the movement of a train between two passing stations is interrupted, the conductor or the engineman, will, if practical, immediately report conditions to the signalman from nearest point of communication.

D1609. Devices for detecting broken or dragging equipment on trains moving with the current of traffic in service as follows:

VANDALE, WEST OF: Signal 3454, Track No. 1.

When the device is actuated the Eastward Home Signal at the west end of Eastward Siding will indicate Stop. Crew of train receiving this stop signal will immediately communicate with signalman at Vandale.

PLYMOUTH, EAST OF: Signal No. 3799, Track No. 2.

When the device is actuated the Westward Home Signal at Plymouth will indicate Stop. Crew of train receiving this stop signal will immediately communicate with signalman at Plymouth.

HOBART, EAST OF: Signal No. 4305, Track No 2.

When device is actuated Home Signal Hobart will indicate Stop.

Crew of train receiving this stop signal will immediately communicate with signalman at Hobart.

S16F. AUTOMATIC HIGHWAY CROSSING SIGNALS.

D1610. Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with Rules 30 and 31. They operate when trains approach the crossings with or against the current of traffic on main tracks only, except at following locations they do not operate for movement against the current of traffic:

Lima—Delphos Pike.—Cole St.

Van Wert—All Streets Wayne St. to Burt St. incl.

Trains moving against the current of traffic must approach these crossings at not to exceed one-half their maximum speed, and must prolong or repeat warning whistle (Rule 14-L).

Trains moving on sidings or in yards which cross a highway where automatic highway crossing signals are installed, will run carefully, sounding the warnings as prescribed by Rules 30 and 31.

If a train passes entirely over a highway crossing protected by automatic highway crossing signals, it must not move in opposite direction over the crossing unless protection is provided as prescribed by Rule 103a.

To avoid unnecessary operation of the automatic highway crossing signals, switches must not be left open, nor cars left standing on the main track longer than necessary within operating limits of such signals.

When shifting movements are made in the vicinity of a highway crossing protected by automatic highway crossing signals, or when a train is stopped, thereby operating the signals unnecessarily, every effort must be made by trainmen to avoid delay to highway traffic. When it is safe for vehicles or pedestrians to cross the track, the trainman will say "all right" and beckon to cross.

At the following locations, Hamlet, Upper Sandusky a device is provided to cut out the operation of automatic highway crossing signals by trainmen. When such device is used, no movement may be made over the crossing by their train unless protection is provided as prescribed by Rule 103a, or the automatic operation of these signals has been restored.

Eastward trains having cars to set off at Benson Yards will stop their train west of crossover at Antrim when rear of train is to be left on Main Track.

Eastward trains having work to do at Coulter Track, Bucyrus, O., will upon arriving, immediately call Crossing Watchman at Sandusky Ave., (5 short rings) and inform him that they will not cross W. Mansfield or Sears Streets. Upon completion of work they will again call Watchman.

A train moving from Bucyrus Station to Coulter Track, against current of traffic, on Eastward Track, will, upon completion of work at Coulter Track, call the Watchman at Sandusky Ave., and tell him to start flashers for normal move eastward.

Employees should observe the operation of highway crossing signals and report by wire to the Superintendent any failure to operate properly.

D1611. At the following locations crossing signals can be cut out by Crossing Watchman and do not cut in automatically when train approaches crossing.

Lima Delphos Pike.
 Van Wert All streets except Burt Street.
 Columbia City Main, Line and Ohio Streets.

Butler Branch:

Columbia City, Ind. . . . Main and Line Streets.

Before making switching movements over these crossings it must be known that the highway crossing signals are operating or movements must be protected as provided by Rule 103a.

D1612. Rule 97-a amplified:

On double, three or more tracks, trains with passenger equipment, not representing a schedule will run passenger extra, when permission is given by the signalman; Operator GB Train Order Office, Chicago; Operator IN Train Order Office, Crestline.

S17. MOVEMENT BY TRAIN ORDERS.

D1701. While a train order signal is displayed in the direction of an approaching train or trains, it must not be passed by any such train on any track except as provided in the last paragraph of Rule 221a.

D1702. When a slow order to be delivered to a train covers a track close to the Block Station, Signalman must bring the train to a stop before delivering the order.

D1703. Employes copying train orders direct from the Train Dispatcher or Signalman, will endorse thereon their name and occupation and at end of tour of duty forward same to the Division Operator.

D1704. "IN" Crestline—Conductors must report and personally deliver copy of each message or order to engineman, who will compare with conductor by reading message or order aloud. If there are no messages or orders, the conductor will notify the engineman before train departs.

D1705. Rule 206, first sentence modified:

In train orders, regular trains will be designated by schedule and engine number; as No. 10, Engine 3850.

Rule 218 annulled.

D1706. Rule 221a, modified:

When a train order is to be delivered to a train at a train order office, the Fixed-signal must be displayed at Stop for the track and in the direction of the approaching train and a Train-Order-Signal must be displayed in the place provided for the purpose.

Operators must not clear these signals for an approaching train unless they know that the train is not the one to which orders are addressed.

This combination of signals must be acknowledged by the engineman by two short sounds of the engine whistle.

In delivering train orders without stopping a train, the operator, after the signal has been acknowledged, must leave the Train-Order-Signal displayed until the orders have been delivered, place the Fixed-signal at its proper position, go on the ground and hand the orders to the engineman and conductor. For freight trains the conductor's copies must be handed on the cabin car.

D1707. Rule 221b, modified:

When train orders are issued that restrict the superiority of train addressed at the point where they are to be delivered to the train, the Fixed-signal at that point must remain at Stop until the orders are delivered.

When train orders are issued to hold trains, the Fixed-signal at the point at which the trains are to be held must remain at Stop until the order is annulled or an order is given to the operator permitting the trains to proceed.

D1708. Rule 222 modified:

Operators must promptly record the time of arrival and time of departure of all trains and report to the Superintendent such information as directed.

D1709. Rule 222 amplified:

Operators must observe and record the engine number on regular trains, and when reporting them will give the engine number in addition to the train number.

D1710. Rule 223 modified:

Abbreviation, Sec. for Section, cancelled.

FORM OF TRAIN ORDER:

Form F, for Sections, annulled.

S18. YARDS AND YARD INSTRUCTIONS.

D1801. Rules 93 and 317d amplified:

The use of the main track within yard limits authorized by Rules 93 and 317d applies to engines not authorized by timetable schedule or train order to use the main track within yard limits, and they may do so without train orders. Under Manual Block operation, before entering the block, the conductor or engineman must notify the signalman when it is desired to make such a yard movement; they must not exceed a speed of 15 miles per hour, prepared to stop short of other yard movements, extra trains or obstructions; they are not required to protect against other yard movements and extra trains.

Rule 19 will not apply to such yard movements, but by night at least one red light must be displayed on the rear, and if the movement is made past a block station by day at least one red flag must be displayed on the rear to indicate the rear.

Except as hereby provided, all Rules and Special Instructions applicable to trains must be observed.

D1802.

Butler Branch:

Yards indicated by yard limit boards are located at:
 Logansport

S18A. Rule 93B. On portions of the railroad, within defined limits within terminals specified on the time-table, trains and engines are not required to protect against following movements. On main tracks, within these limits, trains and engines must move with caution, prepared to stop short of other movements or obstructions, unless by signal indication the track ahead, on which movement is to be made, is known to be clear. On other than main tracks within these limits, trains and engines must move with such speed that they can stop within range of vision, unless such track is seen or known to be clear and switches properly set.

D1803.**Crestline:**

West Yard to Mile Post 187.

Fort Wayne:

Adams to Junction.

Rule 93b in effect.

S18B. Rule 97.**S19. SPEED TABLE.**

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
Min. Sec.		Min. Sec.		Min. Sec.		Min. Sec.	
0 36	100	0 48	75	1 12	50	2 24	25
0 38	95	0 51	70	1 20	45	3 0	20
0 40	90	0 55	65	1 30	40	4 0	15
0 42	85	1 0	60	1 43	35	6 0	10
0 45	80	1 5	55	2 0	30	12 0	5

S20. SPEED RESTRICTIONS

S20A. Freight cars equipped for passenger train service must have steam heat line, air signal line, steel wheels, E7 safety valve, three position retaining valve, and air brake cylinder—10 inch minimum diameter.

On account of braking arrangement, when passenger trains have class X-29, or other types of freight cars equipped for passenger train service, they must have passenger equipment cars in proportion to freight cars, not less than:

1 passenger to 1 freight, when lading is between 25,000 and 50,000 pounds.

2 passenger to 1 freight, when lading is between 50,000 and 75,000 pounds.

3 passenger to 1 freight, when lading is between 75,000 and 100,000 pounds.

For two such passenger equipped freight cars, the lading of which is less than 25,000 pounds each, at least one regular passenger equipment car must be included in the makeup of the train.

1 empty passenger equipped freight car to equal 1 passenger car.

The weight of lading in a car in express service loaded with mixed freight normally does not exceed 25,000 pounds—occasional car load shipments exceed 50,000 pounds in which case the weight should be ascertained from the Railway Express Agent.

When the make-up of a passenger train is such that the number of allowable loaded freight cars exceeds the limit above prescribed, the train must be operated under the regulations and speed restrictions which apply to freight trains, as well as the use of retaining valves on grades as required by the Brake and Train Air Signal Instructions No. 99-B-1.

D2001.**MAXIMUM SPEED.**

	Miles Per Hour
PASSENGER TRAINS	MAIN LINE
	With passenger engines..... 80
	With freight engines..... 50
	BUTLER BRANCH
	Between Butler and Auburn..... 20
	Between Auburn and Vandale..... 30
	Between Vandale and Van..... 35
FREIGHT TRAINS	MAIN LINE
	Unless otherwise specified..... 50
	BUTLER BRANCH
	Between Butler and Auburn..... 20
	Between Butler and Vandale..... 30
	Between Vandale and Van..... 35
CIRCUS TRAINS	Main Line..... 30
	Butler Branch..... 20
WRECK TRAINS	MAIN LINE
	Boom trailing..... 50
	Boom leading..... 40
	BUTLER BRANCH
	Boom trailing..... 30
	Boom leading..... 25
	Except between M. P. 25 and 27, 33 and 34, 35 and 55, 56 and 62, 78 and 81, 83 and 92. 150 ton derrick with boom leading..... 20
	Over bridges speed restrictions for H-10 engines will apply to 150 ton derricks.
TRAINS OTHER THAN WRECK TRAINS HAULING INDUSTRIAL DERRICKS OR PIVOTED MACHINERY MOVING ON OWN WHEELS	MAIN LINE
	Straight track boom trailing..... 30
	Straight track boom leading..... 20
	Curves..... 20
	BUTLER BRANCH, except as otherwise specified..... 15
ENGINES	When necessary to clear the main track, engines with any main or side rods disconnected may be moved to a terminal not exceeding the following speeds:
	N-1-s }..... 8
	C-1 }..... 8
	I-1-s }..... 8
	All others..... 15
	If engines with any main or side rods disconnected while on the main track, have interference between crosshead or guide and front crank pin, on account of front

wheels getting out of register, Engine-men must notify the Superintendent and receive instructions for further movement.

When it is necessary to move a light engine with any main or side rods disconnected, from a terminal to another point, The Master Mechanic or Road Foreman of Engines will notify the Superintendent the speed permitted before the engine is dispatched and the latter will then issue the necessary instructions.

Rule 750 Amplified

Dead engines of a design having two or three pairs of drivers and no trucks may be moved only at speed not exceeding... 20

Dead engines of a design having four pairs of drivers and no trucks shall be restricted to speed not exceeding:..... 25

Two or more dead engines in the same train shall be separated by one or more cars.

MAIN LINE

With trailer trucks, when running backwards, except where lower speed is required..... 25

When taking water from track trough..... 45

When running without trucks..... 15

BUTLER BRANCH

Between Van and LaOtto
Class M and I engines..... 30

Engines with 25,000 or 21,000 gallons capacity tenders..... 15

When running backwards..... 20

When running without trucks..... 15

Maximum Speed for Engines

Class	Forward	Backward
A.....	15	15
B.....	20	20
C.....	20	20
E.....	80	25
G.....	70	25
H.....	50	25
I.....	40	25
K.....	80	25
L.....	50	25
M.....	75	25
N.....	50	25

ENGINES

Maximum Speed When Running Forward Light

Miles Per Hour

Passenger engines.....	50
Freight engines.....	40

ENGINES

A train hauling a dead engine must not exceed the speed authorized for that class or type of engine, and must not exceed a speed of 30 miles per hour with any type of dead engine when new.

TRACK CARS

Unless otherwise specified.....	20
When hauling trailers loaded with material.	10
Over switches, frogs, street and highway crossings.....	5

CURVES

Crestline—Reverse curve about one mile west.....	40
Bucyrus—Just east of Station.....	60
Up. Sandusky—C. & O. R. R. Crossing.....	40
Van Wert—Just west of Station.....	40
Fort Wayne—Wabash Ry. Crossing.....	12
Reverse curve two miles east of Logansport.....	20

TRACKS

Westward Siding Hanna.....	30
Other sidings.....	15
Lima Nos. 1 and 2 tracks over B. & O.—Nickel Plate Railway crossing.....	20
Through all non-interlocked turnouts.....	10
On all main tracks between a point 2700 feet west and a point 1500 feet east of the limits of Crestline interlocking plant, and between Winter Street and Broadway, Fort Wayne.....	30

D2002.

BRIDGES.

LOCATION	CLASS OF ENGINE AND TENDER CAPACITY											
	Tender capacity less than 15,000 gallons										Tender capacity 21,000 and 25,000 gals.	
	E except E6	G5, K2	K3, K4	M1	H6, H8	H10	L1, L2	N2	I1	K4		M1	I1	N2

D2003. MINIMUM RUNNING TIME FOR PASSENGER TRAINS EITHER DIRECTION.

BETWEEN	DIST.	MINS.
Crestline and Colsan.....	11.7	12
Colsan and Upper Sandusky.....	17.6	15
Upper Sandusky and Dunkirk.....	18.9	16
Dunkirk and Lima.....	24.0	19
Lima and Estry.....	27.5	22
Estry and Adams.....	26.7	21
Adam and Fort Wayne.....	5.3	7
Fort Wayne and Vandale.....	19.5	15
Vandale and Warsaw.....	19.5	15
Warsaw and Plymouth.....	25.1	19
Plymouth and Wanatah.....	31.2	23
Wanatah and Liverpool.....	22.5	17
Crestline and Fort Wayne.....	131.7	112
Fort Wayne and Liverpool.....	117.8	89

In case of delay enroute the number of minutes delayed must be added to the minimum time.

S21. SIGNAL RULES

D2101. Rule 279 modified:

Indication—Proceed, prepared to stop at next signal. Within interlocking limits, a train must not exceed 15 miles per hour.

NAME—SLOW-SPEED-SIGNAL

D2102. Rule 281 modified:

Indication—Proceed. Within interlocking limits, a train must not exceed 15 miles per hour.

NAME—CLEAR-SLOW-SPEED-SIGNAL

D2103. Rule 282 modified:

Indication—A train exceeding one-half its maximum authorized speed here must at once reduce to not exceeding that speed. Where a facing switch is connected with the signal, approach that switch prepared to stop. Approach next signal prepared to stop.

NAME—CAUTION-SIGNAL.

D2104. Rule 283 modified:

Indication—A train exceeding one-half its maximum authorized speed here must at once reduce to not exceeding that speed. Approach next signal prepared to stop.

NAME—APPROACH-SIGNAL

D2105. Rule 284 modified:

Indication—approach next signal at not exceeding one-half the speed authorized for passenger trains at next signal, but not exceeding 30 miles per hour.

NAME—APPROACH-RESTRICTING-SIGNAL

D2106. Rule 285 modified:

Indication—Proceed. Within interlocking limits, a train must not exceed one-half the speed authorized for passenger trains, but not exceeding 30 miles per hour.

NAME—CLEAR-RESTRICTING-SIGNAL.

D2107. In conforming to the speed when operating under Rule 282 (Caution Signal) and Rule 283 (Approach Signal), the train must not exceed one-half its maximum authorized speed when passing the signal, but not necessarily before reaching it. However, where the signal cannot be seen a sufficient distance to reduce speed to not exceeding one-half its maximum authorized speed at the signal, the speed must be so reduced as soon as proper handling of train will permit. Where the indication shown in Rule 282 is received, enginemen must not resume speed on seeing the next signal clear, if there is a facing point switch between the point where he sees the signal and the signal.

When the indication shown in Rule 280 is received, enginemen must not resume speed until the track is seen to be clear to the end of the block.

Where the indication shown in Rule 283 is received, enginemen may resume speed on seeing the next signal ahead clear.

D2108. Rule 289 annulled.

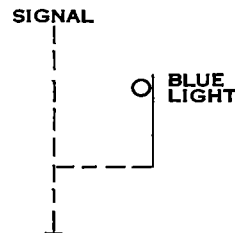
D2109. Rule 290, modified:

Indication—When proper indication is displayed by Fixed-signal, proceed at slow speed prepared to stop unless train orders are received.

NAME—TRAIN-ORDER-SIGNAL.

S21A. SIGNAL ASPECTS.

D2110. Signal aspects not standard:



Indication: One track intervenes between signal and track it governs.

Name: Signal Mast Bracket Marker.

D2111.



Indication: Take siding.

Name: Take siding indicator.

Delphos..... Eastward trains take siding Lima.
 Plymouth..... Eastward trains take siding Warsaw.
 Liverpool..... { Eastward trains take siding Hobart.
 { Westward trains take siding Clarke.

D2112. At Plymouth:

Flag Station Signal (color type) for eastward trains, located 300 feet east of eastward home interlocking signal, west end eastward siding in service.



INDICATIONS:

White & Green Light—Trains scheduled to stop on signal. Stop for passengers.

White Light—No passengers.

S22. BLOCK SIGNAL RULES.

D2301. Four-wheel cabin cars must not be allowed to stand in an automatic block unless the block is occupied by other cars or engine. Necessary care must be used at all interlocking plants, and such cabin cars must not be permitted to stand alone between signals of a block or interlocking station without permission from signalman.

S23. MANUAL BLOCK SYSTEM.

D2301. Rules 301 to 375, inclusive, are in effect as follows, except that Rules 317a, 317b, 318a, and 318b will apply only on portion of the Division as specified:

Butler Branch, between Butler and Van.

(DOUBLE, THREE OR MORE TRACKS.) All main tracks for movement against current of traffic.

D2302. Rule 307a. (new).

When a train is authorized by train order to run against the current of traffic to an interlocking plant—remote controlled, the portion of the main track between that interlocking plant and the first block station in the rear, will constitute a block for that train.

D2303. Rule 317b will apply:

Butler and Van and when a train is turned out against current of traffic.

D2304. Rule 330, modified:

A signalman having train orders for a train, must display the Home-signal at Stop, and in addition the Train-Order-signal. He may permit trains to proceed under Block Signal Rules after complying with rules for movement by train orders.

D2305. Rule 362 amplified:

Trains must not pass a stop-signal without receiving a Caution Card (Form D), a Clearance Card (Form C), or a train order authorizing them to do so, nor must an engine returning to its train in the block pass a stop-signal without Clearance Card (Form C).

S23A. UNATTENDED BLOCK STATIONS.

An unattended block station is a point designated by a sign indicating the limits of a block, the use of which is controlled by Manual Block System Rules, except as hereby modified.

D2304. Unattended block stations are controlled by the signalman specified in time-table, or Special Instructions.

The sign indicating an unattended block station will display by day the station call, and, in addition, by night a red light and a yellow light horizontal; the yellow light next to the main track.

The signalman may give a train oral permission to enter one block and by the use of Clearance Card (Form K) may authorize a train to pass one or more unattended block stations.

Unless otherwise provided, trains must stop at unattended block stations, and conductor or engineman must obtain permission from the signalman to enter, and ascertain condition of the block, and report clear.

If from any cause, conductor or engineman is unable to communicate with the signalman either by the usual means of communication or the use of commercial lines and should no cause for detaining the train be known, it may proceed through that block on its rights or time-table authority, preceded by a flagman to the next point of communication and report to the Superintendent.

Conductors and enginemen finding an unattended block station sign imperfectly displayed, or absent, must, if practicable, correct it, or replace the light, and report the fact to the Superintendent.

A train receiving Clearance Card (Form K) to pass an unattended block station, and arriving at such station after the time for it to become an open block station, must identify the train to the signalman before accepting a signal to proceed at that station, as Clearance Card (Form K) is thereby annulled. Clearance Card, Form K, authorizing a train to pass one or more unattended block stations without stopping, is annulled when train clears the main track and reports clear of the block.

FORM K	THE PENNSYLVANIA RAILROAD CLEARANCE CARD	FORM K
.....Block Station.....M.....19.....		
To Conductor and Engineman: Train.....		
Proceed at.....as though.....signal was displayed		
Report Clear at.....		
.....Signalman.		
<p><i>The signalman may issue this card only when authorized by the Superintendent. Before issuing it, the signalman must have proper understanding with other signalmen, if any, having authority over blocks mentioned, and must know that blocks mentioned above have been duly reported clear of opposing trains, and clear of trains that may not be followed in the same block by the train addressed.</i></p> <p><i>The conductor and engineman receiving this card properly filled out and signed, or authorized by the signalman to fill it out, may proceed as directed above.</i></p>		

(To be printed on green paper, size 5 1/2 x 3 1/2)

S24. CONTROLLED MANUAL BLOCK SYSTEM.**D2401.** Rule 430, modified:

A signalman having train orders for a train, must display the Home-signal at Stop, and in addition the Train-Order-signal. He may permit trains to proceed under Block Signal Rules after complying with rules for movement by train orders.

S25. AUTOMATIC BLOCK SYSTEM.

D2501. Rules 501 and 505, 505b to 514 inclusive, are in effect as follows:

(DOUBLE, THREE OR MORE TRACKS.)

Crestline to Hobart..... Tracks 1-2.

D2502. (DOUBLE, THREE OR MORE TRACKS.) In Automatic Block System territory at interlockings where there is no block-signal that governs the use of the block from the limits of the interlocking, the Home-signals governing the use of routes leading to that block will, in addition, govern the use of the block with the current of traffic to the next block-signal beyond the interlocking.

D2503. Unless it is known that gasoline motor cars, and cars of similar type or construction will operate Automatic signals and shunt track circuits at interlockings and electric switch locking, they must not be operated in Automatic Block signal territory unless special provision is made for Manual Block protection, and such gasoline motor cars, and cars of similar type or construction, must not be permitted to stand alone between the signals of a block or interlocking station without permission from signalman; signalmen and levermen must assure themselves that such cars have cleared the switches of an interlocking before attempting to operate them.

D2504. In Automatic Block System territory, if, in connection with a train using hand operated main track switches, the entire movement clears a block and the switches used that affect that block are restored to normal position, thereby clearing signals affecting that block, regardless of whether the train has or has not been reported clear of the block, it must not again enter that block without permission from the signalman, unless otherwise instructed by the Superintendent.

S25A. Rule 505a.

S25B. CAB SIGNAL RULES.

S25C. Rule 511a. When moving from main track to siding, switch must remain open until train is clear, and when moving from siding to main track, switch must be open before main track is fouled.

S25D. GRADE SIGNALS.**D2505. LOCATION OF GRADE SIGNALS.****TRACK 1—EASTWARD****East of Station Named**

1948 1930.....	Robinson
1984.....	Bucyrus
2114 2134.....	Upper Sandusky
2576.....	Sugar St.
2614.....	Elida
3496 3516 3552 3570.....	Winona Lake

3882 3902 3922.....	Grovertown
4236.....	Valparaiso
4306.....	Wheeler

TRACK 2—WESTWARD**West of Station Named**

2217 2235.....	Upper Sandusky
2327.....	Forest
3233 3253.....	Junction
3321.....	Arcola
3375.....	Coesse
3431 3455.....	Vandale
4187.....	Wanatah

A tonnage freight train, as referred to in Rule 277, is a train having 80 per cent or more of the authorized slow freight engine rating, or, having in excess of 90 cars, including the cabin car.

Before entering territory where Grade-Signals are in use, conductor must notify engineman of authorized slow freight engine rating for that trip, exact tonnage, or number of cars in train and changes due to setting off or picking up cars.

S26. INTERLOCKING RULES.

D2601. Rule 630, modified:

A signalman having train orders for a train, must display the Home-signal at Stop, and in addition the Train-Order-signal. He may permit trains to proceed under Interlocking Rules after complying with rules for movement by train orders.

S26A. Rule 663 amplified:

Trains or Engines must not pass an Interlocking Stop-signal without receiving clearance card (Form C) or train order. The signalman may authorize conductor or engineman to fill out Clearance Card (Form C).

D2602. SWITCHES—POWER OPERATED FROM DISTANT POINT OF CONTROL.

LOCATION	CONTROL STATION
WEST YARD Switches from No. 1 track to yard and yard to No. 2 track.	CRESTLINE
UPPER SANDUSKY West switch of eastward and westward sidings.	UPPER SANDUSKY
DELPHOS East switch of eastward and westward sidings.	DELPHOS
ARCOLA East switch of westward siding.	JUNCTION
VANDALE West switch of eastward and westward sidings.	VANDALE
BERLIN East switch of westward siding.	VANDALE

LOCATION	CONTROL STATION
WARSAW East switch of eastward and westward sidings.	WARSAW
PLYMOUTH West switch of eastward and westward sidings.	PLYMOUTH

Interlocking Rules 601 to 685 inclusive, govern the use of power operated switches when operating from distant point of control; when necessary to operate manually, the conductor or engineman must notify the signalman and obtain permission to do so.

When, in the application of Rule 663, it becomes necessary to issue Clearance Card (Form C), conductor or engineman will promptly co-operate with the signalman and will prepare (Form C) under his direction. A supply of (Form C) is provided in telephone shelter.

When a train is stopped by a signal at a switch operated from a distant point of control, if means of communication have failed, and should no cause for detaining the train be known, the conductor, after a thorough understanding with the enginemen, will arrange for manual operation of the switch or switches in the route to be used, after which it may proceed under stop signal, preceded by a flagman, to the next point of communication or to the next block signal displaying a more favorable indication than stop and proceed, expecting to find a train in the block, broken rail, obstruction or switch not properly set. After train has cleared the plant all switches must be restored to normal operating position and complete report made to the Superintendent from the first point of communication.

Instructions for manual operation of switches are posted in telephone shelter.

D2602. When the following interlocking routes are set, it is necessary that a member of train crew co-operate with signalmen in releasing interlocking signal by operating push button located in telephone shelter at the signal.

Dunkirk—From eastward main track to N. Y. C. Wye track.

Delphos—From westward main track to A. C. & Y. Ry. Wye track.

Estry—From westward main track to C. N. Ry. Wye track.

Plymouth—From westward main track to Logansport Division wye track.

S27. NON-INTERLOCKED SWITCHES CONNECTED WITH MANUAL AND CONTROLLED MANUAL BLOCK STATION SIGNALS.

S28. TRACK CARS, ETC.

General definition of track car—amplified:

(a) **TRACK CAR**—A hand car, or self-propelled car or truck, which may be manually moved to or from the track.

Rule 829 paragraph 10 amplified:

(b) Track cars must not be operated except as prescribed by Rule 80 when so provided in the time-table.

Rule 206 amplified:

(c) The prefix H. C. to hand car running number will be used when issuing train orders or instructions to drivers of hand cars. Rule 80 amplified:

(d) When track cars are approaching road crossings at grade, the trackman's whistle or other alarm signal provided for the purpose must be sounded before reaching the crossing, and track cars must approach all such crossings prepared to stop.

(e) Track cars will not operate Automatic or Semi-Automatic signals, or highway crossing warning signals; neither will they shunt track circuits at interlockings. Electric switch locking must not be depended upon for protection to movements made by such cars; signalmen and levermen must assure themselves that such cars have cleared the switches before operating same.

(f) They must not be used in Controlled Manual Block System territory or in Automatic Block System territory unless special provision is made for manual block protection.

They will not be authorized to represent or run as a section of a schedule; and under Manual Block System Rules will be operated as a "train other than a passenger train", and may be admitted by Train Order and under Stop block signal to a block following a passenger train in Manual Block territory.

(g) Pony trucks must use the least important track available, and be loaded so as to permit prompt removal from the track upon the approach of a train; when practicable they must be run on the rail nearest the ditch, and on double, three, or more tracks, on a track against the current of traffic; they must not use a track under conditions when an approaching train cannot be seen in ample time to clear the track for the train, except in cases of emergency and then not until after a flagman has been placed in position where a train can be stopped before reaching the pony truck. In yards they must not be used except by permission of the yard master and under proper protection.

Rule 80, sixth paragraph modified:

(h) All movements will be made without displaying the signals prescribed by Rule 19 and Rule 19a.

D2801. Track cars will operate as provided for by Rule 80. SINGLE TRACK.

(a) A track car must not be placed on a main track without orders from the Superintendent.

(b) Signalman must not permit a train to follow a track car without orders from the Superintendent.

(c) Track car extras must not pass a block station without permission from the signalman.

(d) When a track car extra clears a main track the driver must report clear to the signalman.

DOUBLE OR MORE TRACKS.

(a) A track car must not be placed on a main track without permission from the Superintendent.

(b) Signalman will not permit trains to follow track cars without orders from the Superintendent. Signalman must comply with Rule 221-C when a track between his block station and the next block station in advance is occupied by a track car.

(c) Signalman must not give permission, nor a fixed signal authorizing a track car to enter a block at any point, without authority from the Superintendent.

(d) Track cars must not pass a block station without permission from the signalman.

(e) When a track car clears a main track the driver must promptly report clear to the signalman.

D2802. The use of hand trucks on main tracks shall be restricted as far as practicable, and they must not be used on main tracks, unless attached to track cars, without permission from the Superintendent.

D29. ENGINE AND OTHER EQUIPMENT RESTRICTIONS.

D2901. EQUIPMENT DESIGNATED A—B—C AND D IS PROHIBITED ON TRACKS, BRIDGES, ETC.

A—Curvature
C—Clearance

B—Light Bridges
D—Light Rail

Location	CLASS OF ENGINE									
	4 wheel shifters	A6 and 6 wheel shifters	H6	H8, H9, H10	C1	E, L1, K2, K4 (plain drivers)	G5, N1, N2, L2	I1, M1	K2, K4 (All flanged drivers)	HC1, FF1, L5
CRESTLINE										
Laengs Track						A	A	A	A	A
N.Y.C. Wye beyond a point 400 feet south of P. R. R. connecting switch						A	A	A	A	A
Freight House (No. 1 and 2)						A	A	A	A	A
East ladder Nos. 63, 65, 67 and 69 West Receiving yard									A	A
Stock pen east switch					A	A	A	A	A	A
BUCYRUS										
Shunk Mfg. Co.						A	A	A	A	A
Bucyrus Rubber Co.						A	A	A	A	A
Reid Elevator						A	A	A	A	A
NEVADA										
Station (curve at east end)						A	A	A	A	A

Location	CLASS OF ENGINE									
	4 wheel shifters	A6 and 6 wheel shifters	H6	H8, H9, H10	C1	E, L1, K2, K4 (plain drivers)	G5, N1, N2, L2	I1, M1	K2, K4 (All flanged drivers)	HC1, FF1, L5
UPPER SANDUSKY										
North side (west of Eighth St.)									A	A
No. 2 yard									A	A
No. 3 yard									A	A
No. 4 yard			*	*					A	A
Stephen Lumber Co.			*	*	A	A	A	A	A	A
C.&O. Ry Wye (both)						A	A	A	A	A
FOREST										
Mill (100 ft. from west end)			A	A	A	A	A	A	A	A
C.C.C. & St. L. Ry. So. Wye									A	A
DUNKIRK										
Quarry (east end)						A	A	A	A	A
Crossover to quarry at Walnut St.									A	A
South station									A	A
N.Y.C. Wye						A	A	A	A	A
ADA										
Stock									A	A
Farmers Exchange									A	A
LAFAYETTE										
Elevator (east of stock pens)						D	D	D	D	D
LIMA										
D. T. & I. Wye									A	A
Lima Brewing Co.									A	A
Edge (west of mail crane)									A	A
B. & O. R. R. Wye (both)									A	A
Turnout from No. 1 track east of freight station									A	A
All tracks south of freight house and extension									A	A
Ohio Power Co.									A	A
Lima Sheet Metal Co.									A	A
Lima Lumber Co.									A	A
Wye (Lima yard)									A	A
Superior Coal Co. (east of Main St.)									A	A
ELIDA										
All tracks north of No. 2 track									A	A
AUGLAIZE										
Shenk Grain Co.									A	A
DELPHOS										
Delphos Mfg. Co.			*	*		A	A	A	A	A
Northern Ohio Ry. Wye			*	*		A	A	A	A	A
N.Y.C. & St. L. Ry. Interchange			*	*		A	A	A	A	A

Location	CLASS OF ENGINE									
	4 wheel shifters	A6 and 6 wheel shifters	H6	H8, H9, H10	C1	E, L1, K2, K4 (plain drivers)	G5, N1, N2, L2	H. M1.	K2, K4 (All flanged drivers)	HC1, FF1, L5
MIDDLEPOINT										
Beet spur.....			A	A	A	A	A	A	A	A
McGinnis Oil Co.....			A	A	A	A	A	A	A	A
Nos. 1, 2 and 4 quarry (west of road crossing).....							A	A	A	A
No. 3 quarry (west of scales).....			D	D	D	D	A	A	A	A
VAN WERT										
Marsh Foundation.....			*	*	A	A	A	A	A	A
Van Wert Gas and Oil Co.....			*	*	A	A	A	A	A	A
Kennedy Mfg. Co.....			*	*	A	A	A	A	A	A
Lorber Lumber Co.....			*	*	A	A	A	A	A	A
Kennedy to Lorber or reverse Team.....					A	A	A	A	A	A
E. J. Evans.....					A	A	A	A	A	A
Gleason Lumber Co.....			A	A	A	A	A	A	A	A
C. N. Ry. Wye.....					A	A	A	A	A	A
Shell Petroleum.....					A	A	A	A	A	A
Standard Oil Co.....					A	A	A	A	A	A
Farmers Elevator.....					A	A	A	A	A	A
Stock Pens (west of chute).....	D	D	D	D	D	D	D	D	D	D
Refiners Oil.....					A	A	A	A	A	A
CONVOY										
Wilson Lumber Co.....						A	A	A	A	A
Station (east of Wilson Lumber Co. switch).....					A	A	A	A	A	A
Equity Elevator.....					A	A	A	A	A	A
MONROEVILLE										
Equity Elevator.....						A	A	A	A	A
FORT WAYNE										
Old C.H. & D. (east of engine-house).....						A	A	A	A	A

Location	CLASS OF ENGINE									
	4 wheel shifters	A6 and 6 wheel shifters	H6	H8, H9, H10	C1	E, L1, K2, K4 (plain drivers)	G5, N1, N2, L2	H. M1.	K2, K4 (All flanged drivers)	HC1, FF1, L5
FORT WAYNE (Continued)										
Old C.H. & D. (east end to west end of lead No. 9).....						A	A	A	A	A
No. 21 track to old shop tracks Iron.....				A	A	A	A	A	A	A
Nos. 23, 25, 27 and 29 yard (west end).....									A	A
No. 41 yard (west end).....									A	A
No. 1 and 2 Strip (west of steel shop).....				A	A	A	A	A	A	A
No. 2 Car shop.....						A	A	A	A	A
Nos. 35, 37, 39 and 43 (yard tracks).....									A	A
Nos. 1, 2, and Bone Yard.....						A	A	A	A	A
Nos. 1, 2 and 3 ash pit (west end).....									A	A
Nos. 4, 6, 8 and 10 Freight House.....						A	A	A	A	A
Dudlo Co.....	A	A	A	A	A	A	A	A	A	A
G.R. & I. Connection.....						A	A	A	A	A
Lead to Rolling Mill.....						A	A	A	A	A
ARCOLA										
Station.....						A	A	A	A	A
Standard Oil Co.....						A	A	A	A	A
COLUMBIA CITY										
Foundry.....						A	A	A	A	A
Sears Coal and Lininger Bros.....						A	A	A	A	A
Southeast Wye.....									A	A
Northwest Wye.....									A	A
Standard Oil Co.....						A	A	A	A	A
PIERCETON										
Old Mill and Leifers Coal Co.....				A	A	A	A	A	A	A

Location	CLASS OF ENGINE									
	4 wheel shifters	A6 and 6 wheel shifters	H6	H8, H9, H10	C1	E, L1, K2, K4 (plain drivers)	G5, N1, N2, L2	I, M1.	K2, K4 (All flanged drivers)	HC1, FF1, L5
WINONA LAKE										
Gravel Pit (All Tracks).....		*	*	A	A	A	A	A	A	A
Crossover No. 15 to No. 17.....				A	A	A	A	A	A	A
WARSAW										
C.C.C. & St. L. Ry. Wye.....				A	A	A	A	A	A	A
Indiana Public Service Co.....		A	A	A	A	A	A	A	A	A
Bishop Coal Co.....				A	A	A	A	A	A	A
Warsaw Elevator Co.....						A	A	A	A	A
BOURBON										
Heinz Pickle.....					A	A	A	A	A	A
PLYMOUTH										
Abrasive Co. (north track).....		*	*	A	A	A	A	A	A	A
HANNA										
P.M. Ry. Wye.....						A	A	A	A	A
Station (east of Thompson St.).....				D	D	D	D	D	D	D
WANATAH										
Coal Dock (Trestle).....				A	B	B	B	B	B	B
Bailey Elevator.....				A	A	A	A	A	A	A
C.I. & L. Ry. Wye.....		*	*	A	A	A	A	A	A	A
VALPARAISO										
Valparaiso Light & Fuel Co.....		*	*	A	A	A	A	A	A	A
Valparaiso Grain & Elevator Co.....						A	A	A	A	A
Wilson Lumber Co.....						A	A	A	A	A
HOOVER										
C. & O. Ry. Wye track.....				A	A	A§	A	A	A	A
MEXICO										
Elevator track.....				A	A	A§	A	A	A	A
DENVER										
Nickel Plate R. R. Wye.....				A	A	A§	A	A	A	A
track.....				A	A	A§	A	A	A	A
Peabody Lumber Co. track.....										
ROANN										
Elevator track.....				A	A	A§	A	A	A	A
NEWTON										
Erie R.R. Wye track.....				A	A	A§	A	A	A	A

Location	CLASS OF ENGINE									
	4 wheel shifters	A6 and 6 wheel shifters	H6	H8, H9, H10	C1	E, L1, K2, K4 (plain drivers)	G5, N1, N2, L2	I, M1.	K2, K4 (All flanged drivers)	HC1, FF1, L5
NORTH MANCHESTER										
Syracuse Cabinet Co. track.....					A	A	A§	A	A	A
Big Four Ry. Wye track.....					A	A	A§	A	A	A
Asbestos Corporation track.....					A	A	A	A	A	A
North Team track.....					A	A	A	A	A	A
Elevator track.....					A	A	A§	A	A	A
Gas Plant track.....					A	A	A§	A	A	A
France Lumber Co. track.....					A	A	A	A	A	A
Manchester College track.....					A	A	A§	A	A	A
SOUTH WHITLEY										
Stock Pen track.....					A	A	A§	A	A	A
COLUMBIA CITY										
City Light Co. track.....					A	A	A	A	A	A
Mosher Coal and Peabody Lumber Co. track.....					A	A	A	A	A	A
Farmers Mill No. 2 track.....					A	A	A§	A	A	A
CHURUBUSCO										
Mill track.....					A	A	A	A	A	A
LA OTTO										
From south leg of Wye directly thru crossovers to storage tracks or reverse.....					A	A	A	A	A	A
AUBURN JUNCTION										
B. & O. R.R. Wye track.....					A	A	A	A	A	A
Gas Plant track.....					A	A	A	A	A	A
AUBURN										
Auburn Lumber Co. track.....					A	A	A	A	A	A
Kiblinger track.....					A	A	A	A	A	A
City Light track.....					A	A	A	A	A	A
Auburn Auto Co. tracks.....					A	A	A	A	A	A

*—When main track is unobstructed H6, H8, H9 or H10 engines not prohibited.

Note: CC2 engines prohibited over entire division account bridges.

Note: I1S, MI engines and 21,000 and 25,000 gallons capacity tenders are prohibited on the Butler Branch east of LaOtto.

A§ N2 engines may use these sidings at a speed not exceeding five (5) miles per hour.

S30. ELECTRICAL OPERATION.**S31. EMPLOYES REGISTER.**

S31A. When reporting for duty, trainmen, enginemen and firemen in road and yard service must personally sign a register in the presence of Assistant Train Master, Yard Master, Station Master, Agent, Engine House Foreman or their representatives, or Operator, when register is signed at a Block Station, who will witness the signatures.

D3101. Registers for this purpose are in charge of bulletin board attendants.

S32. PERSONAL INJURIES.

S32A. Emergency calls for Surgeons will have preference over other business, except train orders.

Employes injured on company property, or while on company business, will be treated by the nearest physician named in D3201 without cost, throughout their disability. If hospital attention is necessary, they should be sent, if practicable, to one of the hospitals listed in Special Instruction D3202.

Passengers or others injured on company property will receive first attention by the Medical Examiner or Company Surgeon, without cost: at points where it is impossible to obtain their services, the company will be responsible for the cost of reasonable surgical attention by an outside Surgeon for the first services rendered, subsequent attention will be determined by direction of proper official.

D3201. MEDICAL EXAMINERS.

Location	Name and Address	Telephone Number
Chicago.....	Dr. Walter Aye Rooms, 246 and 251, Union Station Building.....	Central 7200 Local 348 and 349
Fort Wayne.....	Dr. H. L. Phillips, Asst. Office, Old Passgr. Station Res. 425 East Wayne St.	PRR 221 A-46943
Crestline.....	Dr. A. C. Delaplane, Res. Asst... 1st Floor, Passgr. Sta.	PRR No Num.
Logansport.....	Dr. Foss Schenck, Res. Asst. Res. 1622 Broadway..... Office, 412 Melbourne Ave....	233 PRR 36

COMPANY SURGEONS.

Location	Name and Address	Telephone Number
Crestline.....	Dr. C. A. Marquart Office, 302 N. Thoman St....	3321
	Res., 316 N. Thoman St.....	3321
Bucyrus... ..	Dr. W. L. Yeomans 329 S. Sandusky Ave.....	5279
Lima	Dr. H. L. Basinger, Office, 608 Lima Trust Bldg...	Main 7123
	Res., 2109 Merrit Ave.....	Main 1100
Fort Wayne.....	Dr. D. R. Benninghoff Office, 703 Wayne Pharmacal Bldg.....	A-5334
	Res., 2725 West Drive.....	A- 4570
	Dr. Maurice R. Lohman, Asst. Office, 618 Wayne Pharmacal Bldg.	A-1474 H-3417 or A-9125
Columbia City..	Dr. Eugene L. Bulson, Oculist, Office, 406 W. Berry St.....	A-9431
	Res., 4301 Pembroke.....	H-3433
Columbia City..	Dr. B. P. Linvill Office, 215 E. Van Buren St...	678R 678J 678L
	Res., 302 N. Main St.....	108
Plymouth.....	Dr. Harry Knott Office, 1st Nat'l Bank Bldg. ...	459
Auburn.....	Res., 1017 N. Michigan St....	680
	Dr. L. N. Geisinger Office, 311 S. Main St.....	14
Auburn.....	Res., 311 S. Main St.....	14

D3202. HOSPITALS		
Location	Name and Address	Telephone Number
Crestline.....	Emergency Hospital West Main St.....	5551
Bucyrus.....	City Hospital 675 Sandusky Ave.....	5602
Lima.....	Memorial Hospital Bellefontaine Ave.....	Main 4911
	St. Rita Hospital High and Baxter Sts.....	Main 4971
Van Wert.....	Van Wert County Hospital Chestnut St. & Central Ave..	2315
Fort Wayne.....	Methodist Hospital West Lewis St.....	A-2111
Warsaw.....	McDonald Hospital South Indiana St.....	822
Plymouth.....	Marshall County Hospital North Michigan St.....	3361
Valparaiso.....	Christian Hospital Jefferson St.....	35
Auburn.....	Souders Hospital West 7th St.....	208
Garrett.....	Sacred Heart Hospital Ijam St.....	234

D3203. FIRST AID BOXES AND STRETCHERS

First aid boxes, location of:

In all passenger carrying cars, including baggage cars and mail cars, and in cabin cars.

At each passenger and each freight station.

At yard offices and other suitable places in the larger yards. Car Inspectors' offices, power plants, substations, block and interlocking stations, tool houses, pump houses, M. W. cabins, wreck trains, shop and engine houses, camp cars and on each track and hand car and as provided by a State law.

Stretchers:

One stretcher should be carried on each combined car and baggage car, to be placed in stretcher box.

One stretcher must be carried on each passenger train.

S33. USE OF TELEPHONES.

S33A. Employees using telephones in connection with train movements must satisfy themselves beyond doubt that they are in communication with proper persons.

Persons using telephones must yield the line promptly for train movements.

If telephone fails, trainmen will use any means of communication to avoid delay.

When used for Block Operations, transmitting train orders or making any arrangement pertaining to the movement of trains by trainmen, the conductor or engineman must personally receive all orders on the telephone and make all verbal arrangements pertaining to the movements of his train, but neither is relieved of any responsibility as prescribed by Rule 105.

The same precaution must be taken to insure accurate transmission and proper delivery of train orders and instructions as is required by the rules in transmitting by telegraph. The essential features of all verbal arrangements and instructions such as train numbers, engine number, information in regard to trains being clear of, or desiring to occupy certain tracks, etc. must be repeated by the person receiving the information.

D3301. Telephones are located at Block Stations, hand operated siding and crossover switches, switches—power operated from distant point of control; and at numbered block signals.

D3302. COMMERCIAL TELEPHONES ARE IN SERVICE.

Crestline Telegraph office.....	4321
Bucyrus Ticket.....	5645
Forest Tower.....	4321
Dunkirk Tower.....	88
Ada Ticket.....	389
Sugar Street Tower.....	M5406
Lima Tower.....	M1020
Lima Ticket.....	M2414
Lima Freight.....	M3674
Delphos Tower.....	M1517
Delphos Station.....	M1036
Van Wert Ticket.....	3327
Estry Tower.....	2011
Convoy Station.....	26
Monroeville Station.....	2443
Ft. Wayne (Exchange) { 6:00 A.M. to 10:00 P.M.....	A6441
{ 10:00 P.M. to 6:00 A.M.....	A1121
Columbia City Station.....	1
Warsaw Tower.....	628
Warsaw Ticket.....	54
Warsaw Freight.....	53
Bourbon Station.....	54
Plymouth Tower.....	2144
Plymouth Station.....	214
Hamlet Tower.....	110
Hamlet Station.....	27
Hanna Tower.....	17
Valparaiso Station.....	180
Liverpool.....	8009Y1

S34. MISCELLANEOUS.

S34A. Locomotive cranes and such other pivoted machinery equipped with swinging booms of which a part may swing or extend outward, must not be moved in revenue trains unless Form CT310 is attached, one to each side of the pivoted machinery when moving on its own wheels or to the car upon which it may be loaded, and Form CT310A to the billing. When such shipments are set off for repairs that may affect the require-

ments of A. A. R. Loading Rules, they must not be moved except upon authority of the Trainmaster, and not until after proper inspection and billing has been endorsed by Agent or Yard Master "Re-inspected at..... and loaded as per A. A. R. Loading Rules."

Conductors when setting off such shipments for repairs must notify the proper officer that it is pivoted machinery.

D3401. Gasoline or gas-electric propelled rail motor cars must not be operated on any track where there is an open flame.

D3402. Trainmen must not pass over container cars while cars are in motion.

D3403. Rule 701 modified:

When a freight train is stopped for coal or water at a point outside of interlocking limits, the engine need not be detached from the train if in the judgment of the engineman it is unnecessary.

D3404. Rule 702, ninth paragraph revised:

Defective hose removed enroute must be tagged to show train number, initial and number of car or engine, date and place of removal. Enginemen to send hose from engine to engine house foreman. Conductors to send hose from passenger equipment cars to foreman car inspectors at terminals; from freight cars to be delivered to first available car inspector who will furnish a new one. Freight conductors must carry as part of their equipment a supply of Form M. P. 401—Conductors Report of Repairs Made and Material Applied to Foreign and Individual Freight Cars by Train and Engine Crews—and use these forms as directed thereon.

D3405. Rule 735:

A flying switch may be made of car containing stock to avoid pushing car ahead of engine.

D3406. Rule 737 modified:

Search or flood lights located under the vestibule of business cars may be displayed on the rear end of trains.

Electric illuminated signs may be displayed on rear of passenger trains.

D3407. Rule 739 annulled

D3408. General Regulations for Employes—832, amplified: (Second and third paragraphs.) To the signal equipment for each crossing watchman or gateman, add:

Fusees
Whistle

(Fourth paragraph)

When a train, engine or any type of rail equipment is approaching, watchmen must place themselves in the middle of the highway, near the track, and remain there until it is safe for vehicles and pedestrians to cross the track. By day they will display a Stop sign, holding it in an upright position so that the word 'STOP' will plainly appear to any person approaching on the highway. By night, or when Stop sign cannot be plainly seen, they will display a red light, swinging it across the direction of highway traffic, care being used not to show the red light to an approaching train, engine or any type of rail equipment except when necessary to stop it.

D3409. T. & C. I. crossing overhead clearance on transfer track not sufficient to clear man on top of car.

D3410. Logansport—Trains in either direction must not approach or pass over Third and Sixth Street crossing (Butler Branch) at a speed exceeding 10 miles per hour.

D3411. AUTOMATIC BLOCK RULES FOR SINGLE TRACK.

D3412. AMPLIFICATION OF CONTROLLED MANUAL BLOCK RULES.

S35. INSPECTION OF PASSING TRAINS.

D3501. Rule 703 amplified.

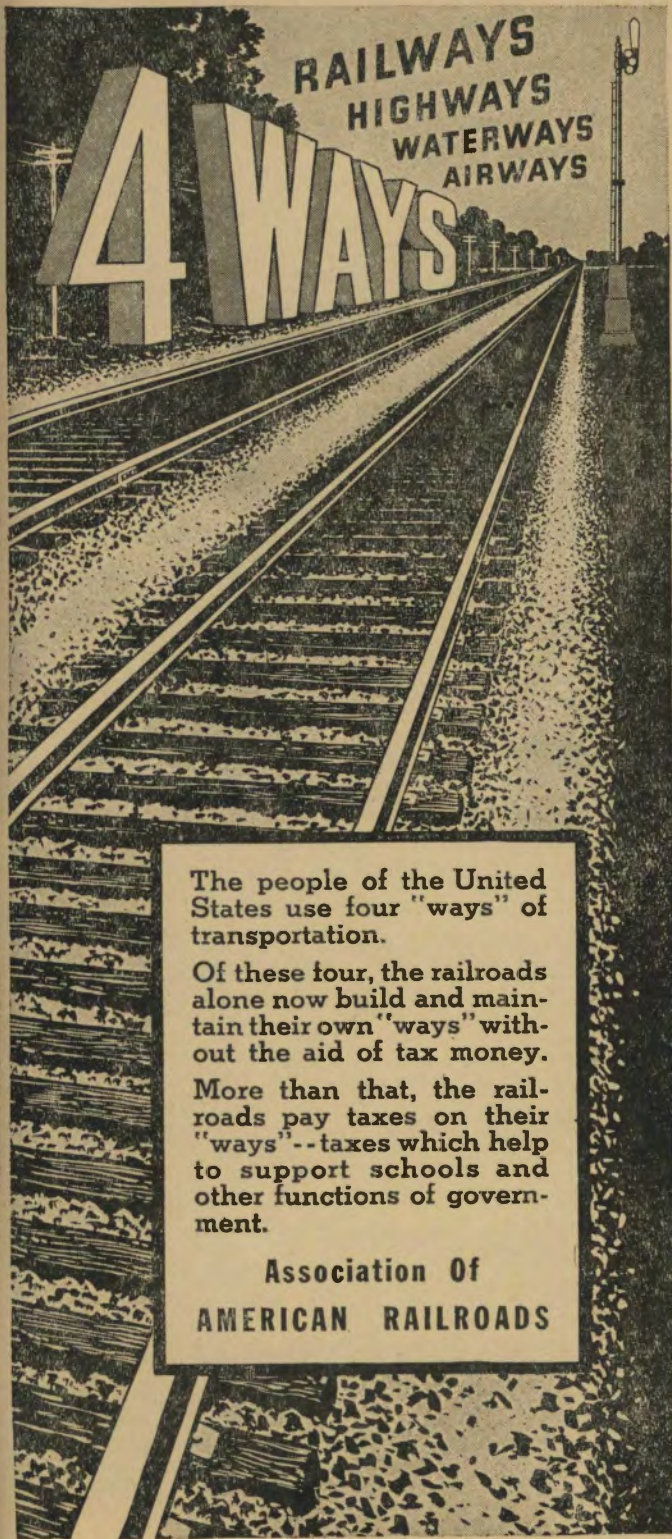
The following instructions must be observed as far as practical and other duties will permit. Employes will observe passing trains for defects, and should there be any indication of conditions endangering the train, take such measures for its protection as may be practicable.

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

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

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

	BY DAY —Nose held with one hand with other hand pointed toward track.
HOT JOURNAL.....	BY NIGHT —Lamp swung vertically in a small circle. lamp to be held by guard wire around globe.
BRAKES STICKING.....	BY DAY —Hands shoved in sliding motion out from body. BY NIGHT —Lamp raised and held stationary.
BROKEN WHEELS.....	} Stop Signal.
DEFECTIVE TRUCK.....	
DRAGGING BRAKE CONNECTION.....	
LADING SHIFTED OVER SIDE OR END OF CAR...	
SWINGING CAR DOOR OR ANY OTHER DANGEROUS CONDITIONS.....	



The people of the United States use four "ways" of transportation.

Of these four, the railroads alone now build and maintain their own "ways" without the aid of tax money.

More than that, the railroads pay taxes on their "ways"--taxes which help to support schools and other functions of government.

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