

NW - W  
FORT WAYNE DIVISION TIME TABLE No. 13

# The Pennsylvania Railroad

WESTERN REGION

NORTHWESTERN DIVISION

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## FORT WAYNE DIVISION

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### Time Table No. 13

In effect 12:01 A. M., Sunday, April 26, 1931

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FOR THE GOVERNMENT OF EMPLOYEES ONLY

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CENTRAL STANDARD TIME

Except Westward Arrivals and Eastward Departures  
Crestline—Eastern Standard Time

W. C. HIGGINBOTTOM,  
General Manager.

HOWARD GINTER,  
Supt. Pass. Transportation.

J. A. APPLETON,  
General Superintendent.

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

J. H. COOPER,  
Superintendent.

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Emergency Whistle or Horn	Interlocking Station	Block Stations	Dist. between Stations	Dist. from Pittsburgh	STATIONS	Station Signals	Sidings assigned direct car capacity 45 ft. cars.		
							E	W	Both
I	US		6.9	188.7	CRESTLINE	W			
I	WS		3.0	191.7	WEST YARD	NS			
			3.3	195.0	ROBINSON				
I	UR		5.4	200.4	COLSAN	UR			
			0.4	200.8	BUCYRUS				
			2.1	202.9	ANTRIM		80		
			5.0	207.9	DOUGLASS		130	135	
			1.8	209.7	NEVADA				
I*	SA		8.3	218.0	UPPER SANDUSKY	SA	139	138	
			6.8	224.8	KIRBY				
I	F		4.9	229.7	FOREST	F	158		
I	DK		7.2	236.9	DUNKIRK	DK		230	
			2.3	239.2	DOLA		131		
			6.9	246.1	ADA				
I*			6.7	252.8	LAFAYETTE		150	84	
I	DC		7.4	260.2	SUGAR STREET	DC			
I			0.7	260.9	LIMA	NS	168		
			6.1	267.0	ELIDA				
I*	GZ		8.0	275.0	DELPHOS	GZ	150	150	
			5.3	280.3	MIDDLEPOINT		140	150	
			7.7	288.0	VAN WERT				
I	CN		0.4	288.4	ESTRY	CN			
			4.4	292.8	RICHBY		87	87	
			2.5	295.3	CONVOY	VY			
			5.5	300.8	DIXON (State Line)				
			4.0	304.8	MONROEVILLE	MC	87	75	
			5.6	310.4	MAPLES				
I	DE		4.7	315.1	ADAMS	DE		710	
I	WP		4.7	319.8	WABASH	WP			
			0.6	320.4	FORT WAYNE	WA			
I	JU		1.4	321.8	JUNCTION	JU	710		
I*			7.0	328.8	ARCOLA			132	
			5.7	334.5	COESSE				
			4.8	339.3	COLUMBIA CITY				
I*	CU		0.6	339.9	VANDALE	CU	195	194	
			7.1	347.0	LARWILL				
I*			1.4	348.4	BERLIN		138	136	
			3.0	351.4	PIERCETON				
			6.4	357.8	WINONA LAKE				
I*	KS		1.6	359.4	WARSAW	KS	136	274	
			6.8	366.2	ATWOOD				
			3.4	369.6	ETNA GREEN				
			4.3	373.9	BOURBON		138	120	
			4.6	378.5	INWOOD				
I*	P		6.0	384.5	PLYMOUTH	P	249	249	
			6.9	391.4	DONALDSON				
			3.4	394.8	GROVERTOWN		133		
I	HA		3.8	398.6	HAMLET	HA		136	
I	KA		10.9	409.5	HANNA	KA		720	
I	ON		6.2	415.7	WANATAH	ON	163		
			9.5	425.2	VALPARAISO	V			
I			2.3	427.5	GRAND TRUNK				
			4.0	431.5	WEBBLER	WH			
I			3.0	434.5	HOBART (C. T. Div.)		86	88	
I	DW		3.7	438.2	LIVERPOOL	DW			
			22.2	468.4	CHICAGO	GB			

\*Switches—Power operated from distant point of control.  
(Special instruction D2601).

## BUTLER BRANCH

Emergency Whistle or Horn	Interlocking Station	Block Stations	Dist. between Stations	Dist. from Logansport	STATIONS	Station Signals	Sidings assigned direc'n car capacity 45 ft. cars.		
							E	W	Both
		BY	4.6	95.3	BUTLER				54
			8.0	90.7	MOORE				
			8.2	84.7	AUBURN				44
		AN	0.8	84.5	AUBURN SIDING				
	I	UN	3.9	83.7	AUBURN JCT.	UN			
	I		1.2	79.8	T. & C. I. CROSSING				
			2.0	78.6	CEDAR				
		KO	0.6	76.6	LAOTTO SIDING				
	I	SK	3.4	76.0	LAOTTO	SK			62
			4.2	72.6	ARI				
		B	4.0	68.4	CHURUBUSCO	B			40
			6.2	64.4	COLLINS				
			0.6	58.2	COLUMBIA CITY				
	I	CU	3.9	57.6	VANDALE	CU			28
			4.3	53.7	WYNKOOP				
	I	SY	6.6	49.4	SOUTH WHITLEY	SY			43
			3.4	42.8	LIBERTY MILLS				
		NM	3.2	39.4	NORTH MANCHESTER				35
	I	WN	0.7	36.2	NEWTON	WN			61
			6.0	35.5	LAKETON				
		RO	3.8	29.5	ROANN				73
			2.6	25.9	PETTYSVILLE				
			2.2	23.3	CHILI				
		IN	0.5	21.1	DENVER SIDING				
		DR	4.0	20.6	DENVER	DR			31
			4.2	16.6	MEXICO				
	I	VR	4.4	12.4	HOOVER	VR			37
			5.7	8.0	ADAMSBORO				
	I	MR	1.2	1.2	VAN	MR			
					LOGANSFORT (L. Div.)	CW			

Note—Block Stations are open continuously except:

<b>DR</b>	Closed	Daily 4:00 P. M. to 8:00 A. M. Sunday 8:00 A. M. to 4:00 P. M.
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Note—Unattended Block Stations controlled by open Block Stations.

SIGN	LOCATION	CONTROLLED BY SIGNALMAN	PERIOD OPERATED
<b>BY</b>	Butler	Auburn Jct.	Continuously
<b>AN</b>	Auburn Siding	Auburn Jct.	Continuously
<b>KO</b>	LaOtto Siding	LaOtto	Continuously
<b>B</b>	Churu- busco	LaOtto	Continuously
<b>NM</b>	North Manchest'r	So. Whitley	Continuously
<b>RO</b>	Roann	Newton	Continuously
<b>IN</b>	Denver Siding	Hoover	Daily 4:00 P.M. to 8:00 A.M. Sunday 8:00 A.M. to 4:00 P.M.

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

IN — Crestline	} Continuously
WA — Fort Wayne	
SG — East Yds., Fort Wayne	

## CRESTLINE TO HOBART

STATIONS Leave	FIRST CLASS		
	537	453	455
	DAILY A. M.	DAILY A. M.	DAILY EX. SUN. A. M.
PITTSBURGH (Pgh. Div.)			
CRESTLINE (EST)			
CRESTLINE			
WEST YARD			
ROBINSON			
COLSAN			
BUCYRUS			
DOUGLAS			
NEVADA			
UPPER SANDUSKY			
KIRBY			
FOREST			
DUNKIRK			
DOLA			
ADA			
LAFAYETTE			
LIMA			
ELIDA			
DELPHOS			
MIDDLEPOINT			
VAN WERT			
ESTRY			
CONVOY			
DIXON			
MONROEVILLE			
ADAMS	2.42		
FORT WAYNE	2.55		
FORT WAYNE	\$ 3.30		
JUNCTION	3.35		
ARCOLA			
COESSE			
COLUMBIA CITY			
VANDALE			
LARWILL			
BERLIN			
PIERCETON			
WINONA LAKE			
WARSAW			
ATWOOD			
ETNA GREEN			
BOURBON			
INWOOD			
PLYMOUTH			
DONALDSON			
GROVERTOWN			
HAMLET			
HANNA			
WANATAH			
VALPARAISO		\$ 4.45	\$ 5.50
WHEELER		\$ 4.52	\$ 5.57
HOBART (CT DIV)		\$ 4.58	\$ 6.03
LIVERPOOL		5.03	6.08
CHICAGO		\$ 6.10	\$ 7.10
Arrive	A. M.	A. M.	A. M.
	537	453	455
	RICH RD RADIO EX		

## WESTWARD

STATIONS	FIRST CLASS				
	201	15	25	5	15
	DAILY A. M.	DAILY P. M.	DAILY P. M.	DAILY P. M.	DAILY AM
		7.30	9.30	10.42	
		1.13	2.01	3.07	
	\$ 12.21		1.07	B 2.13	
	12.27		1.13	2.19	
	12.36		1.22	2.28	
	\$ 12.39				
	12.48		1.30	2.36	
	F 12.59		1.40	2.46	
	1.12		1.53	2.58	
	1.19		2.00	3.05	
	F 1.30				
	1.38		2.18	3.22	
	\$ 1.57		2.26	3.30	
	\$ 2.15		2.41	3.45	
	\$ 2.32				
	2.33		2.54	3.58	
	3.05	3.00	3.20	4.25	
	3.20				
	\$ 3.40	\$ 3.25	3.45	\$ 4.48	5.32
	3.45	3.29	3.49	4.51	
	3.53	3.39	3.58	5.00	
	4.05	3.52	4.10	5.12	
	4.15	4.03	4.20	5.22	
	A 4.26	A 4.19 4.37	A 4.32	5.33	5.45.58
	4.40	4.52	4.46	5.47	
	U 4.51	\$ 5.11	4.57	O 5.58	5.43.59
	5.06	5.32	5.12	6.13	
	5.18	5.45	5.24	6.25	
	5.24	5.52	5.30	6.31	
	5.34	BE 6.05	5.39	6.41	
	5.44	6.17	5.49	6.52	5.36
	5.48	6.21	5.53	6.56	5.41
	\$ 6.50	\$ 7.20	\$ 7.00	\$ 8.00	5.45
	A. M.	A. M.	A. M.	A. M.	AM
	201	15	25	5	15
SOUTHLAND	CHICAGO Exp	METRO- PULMAN	PERMA LO		CHICAGO Express From 1/7
	FT. W/CH. To 3016				

STATIONS	FIRST CLASS		
	◇29	◇59	459
	DAILY P. M.	DAILY A. M.	DAILY EX. SUN. A. M.
PITTSBURGH (Pgh. Div.)	11.45	12.21	
CRESTLINE (EST)	4.12	4.37	
CRESTLINE	B 3.17	B 3.43	
WEST YARD	3.23	3.49	
ROBINSON			
COLSAN	3.31	3.57	
BUCYRUS			
DOUGLASS	3.38	4.04	
NEVADA			
UPPER SANDUSKY	3.48	4.14	
KIRBY			
FOREST	4.00	4.26	
DUNKIRK	4.07	4.33	
DOLA			
ADA			
LAFAYETTE	4.23	4.48	
LIMA	4.31	4.56	
ELIDA			
DELPHOS	4.46	5.11	
MIDDLEPOINT			
VAN WERT			
ESTRY	5.00	5.24	
CONVOY			
DIXON			
MONROEVILLE			
ADAMS	5.26	5.50	
FORT WAYNE			
FORT WAYNE	D 5.45	\$ 6.10	\$ 6.30
JUNCTION	5.49	6.13	6.34
ARCOLA	5.58	6.22	\$ 6.44
COESSE			\$ 6.51
COLUMBIA CITY			\$ 7.00
VANDALE	6.11	6.34	7.01
LARWILL			\$ 7.10
BERLIN	6.21	6.43	7.12
PIERCETON			\$ 7.19
WINONA LAKE			\$ 7.26
WARSAW	6.33	6.54	\$ 7.34
ATWOOD			\$ 7.43
ETNA GREEN			\$ 7.49
BOURBON	6.48	7.08	\$ 7.56
INWOOD			\$ 8.03
PLYMOUTH	6.59	F 7.18	\$ 8.15
DONALDSON			\$ 8.25
GROVERTOWN			\$ 8.30
HAMLET	7.15	7.32	\$ 8.38
HANNA	7.27	7.44	\$ 8.52
WANATAH	7.33	7.50	\$ 9.01
VALPARAISO	7.44	7.59	\$ 9.18
WHEELER			\$ 9.25
HOBART (CT DIV)	7.55	8.09	\$ 9.35
LIVERPOOL	8.00	8.12	9.40
CHICAGO	\$ 9.00	\$ 9.10	\$ 10.45
Arrive	A. M.	A. M.	A. M.
	29	59	459
+ C/H M.P.H. 55-29	BROAD WAY LO	LIBERTY LO	

	FIRST CLASS			
	◇79	511	◇23	135
	DAILY A. M.	DAILY EX. SUN. A. M.	DAILY A. M.	DAILY A. M.
	1.35		4.22	8.30
	6.02		9.08	12.50
\$	5.08		\$ 8.14	\$ 11.56
	5.14		8.20	12.02
	5.23		8.29	12.10
	5.31	Q	8.30	F 12.11
	5.41		8.38	12.19
	5.41		8.48	12.29
	5.53		9.01	12.41
	6.00	Q	9.09	12.48
	6.16		9.27	1.02
F	6.25	\$	\$ 9.39	\$ 1.11
	6.41		9.55	1.26
	6.55		10.08	\$ 1.39
				1.40
	7.20		10.34	2.04
\$	7.40	\$ 8.30	\$ 10.55	\$ 2.25
	7.44	8.35	10.59	2.28
	7.54		11.08	2.37
	8.06		11.19	2.49
	8.16		11.28	2.58
	8.28		11.39	\$ 3.10
	8.44		11.54	3.25
	8.54		F 12.05	\$ 3.39
	9.10		12.21	3.55
	9.23		12.33	4.07
	9.30		12.39	4.13
	9.42		12.49	\$ 4.25
	9.55		12.59	4.36
	10.00		1.03	4.40
\$	11.00		\$ 2.05	\$ 5.35
	A. M.	A. M.	P. M.	P. M.
	79	511	23	135
GOLDEN ARROW		MANHATTAN LO	MERC. EXP	

STATIONS Leave	FIRST CLASS		
	503 DAILY EX. SUN. P. M.	9 DAILY A. M.	43 DAILY A. M.
	PITTSBURGH (Pgh. Div)		8 05
CRESTLINE (EST)		1 25	2 25
CRESTLINE		\$ 12.31	\$ 1.32
WEST YARD		12.37	1.38
ROBINSON		F 12.43	
COLSAN		12.50	1.47
BUCYRUS		\$ 12.53	\$ 1.50
DOUGLASS		1.01	1.58
NEVADA		M 1.04	
UPPER SANDUSKY		\$ 1.16	2.08
KIRBY		M 1.26	
FOREST		\$ 1.35	2.20
DUNKIRK		\$ 1.45	2.27
DOLA		M 1.50	
ADA		\$ 2.00	
LAFAYETTE		M 2.10	2.43
LIMA		\$ 2.25	\$ 2.58
ELIDA		M 2.34	
DELPHOS		\$ 2.46	3.15
MIDDLEPOINT		M 2.54	
VAN WERT		\$ 3.07	
ESTRY		3.08	3.30
CONVOY		M 3.18	
DIXON		M 3.27	
MONROEVILLE		M 3.34	
ADAMS	1.45	3.46	3.57
FORT WAYNE	2.00	4.00	
FORT WAYNE	\$ 5.00	\$ 4.30	\$ 4.18
JUNCTION	5.05	4.35	4.21
ARCOLA		4.45	4.30
COESSE			
COLUMBIA CITY		\$ 5.03	
VANDALE		5.04	4.42
LARWILL			
BERLIN		5.16	4.51
PIERCETON		\$ 5.22	
WINONA LAKE		\$ 5.30	
WARSAW		\$ 5.40	\$ 5.02
ATWOOD			
ETNA GREEN			
BOURBON		\$ 6.03	5.18
INWOOD			
PLYMOUTH		\$ 6.21	\$ 5.31
DONALDSON		X 6.32	
GROVERTOWN		K 6.40	
HAMLET		F 6.48	5.47
HANNA		F 7.03	5.59
WANATAH		F 7.13	6.05
VALPARAISO		\$ 7.32	6.14
WHEELER			
HOBART (CT DIV)		\$ 7.48	6.23
LIVERPOOL		7.56	6.27
CHICAGO		\$ 9.15	\$ 7.25
Arrive	P. M.	P. M.	P. M.
	503	9	43
		WESTERN Exp	RAINBOW

STATIONS Leave	FIRST CLASS		
	519 Scheduled Below P. M.	113 DAILY P. M.	103 DAILY EX. MON. P. M.
	PITTSBURGH (Pgh. Div)		1 50
CRESTLINE (EST)		7 03	11 40
CRESTLINE		\$ 6.10	\$ 10.50
WEST YARD		6.16	10.56
ROBINSON			
COLSAN		6.26	11.06
BUCYRUS		\$ 6.28	\$ 11.10
DOUGLASS		6.37	11.20
NEVADA			
UPPER SANDUSKY		\$ 6.52	11.32
KIRBY			
FOREST		7.05	11.47
DUNKIRK		\$ 7.17	11.55
DOLA			
ADA		F 7.30	
LAFAYETTE		7.38	12.15
LIMA		\$ 7.58	\$ 12.35
ELIDA			
DELPHOS		\$ 8.15	12.56
MIDDLEPOINT			
VAN WERT		\$ 8.35	\$ 1.18
ESTRY		8.36	1.19
CONVOY			
DIXON			
MONROEVILLE			
ADAMS	7.40	9.05	1.51
FORT WAYNE		9.20	2.05
FORT WAYNE	\$ 8.00	\$ 9.35	\$ 2.20
JUNCTION	8.05	9.39	2.24
ARCOLA		9.48	2.33
COESSE			
COLUMBIA CITY			
VANDALE		10.00	2.45
LARWILL			
BERLIN		10.10	2.55
PIERCETON			
WINONA LAKE			
WARSAW		\$ 10.23	\$ 3.12
ATWOOD			
ETNA GREEN			
BOURBON		10.39	3.28
INWOOD			
PLYMOUTH		\$ 10.55	\$ 3.46
DONALDSON			
GROVERTOWN			
HAMLET		11.13	4.03
HANNA		11.26	4.15
WANATAH		11.33	4.22
VALPARAISO		\$ 11.45	\$ 4.37
WHEELER			
HOBART (CT DIV)		12.00	4.50
LIVERPOOL		12.05	4.55
CHICAGO		\$ 1.00	E 5.50
Arrive	P. M.	A. M.	A. M.
	519	113	103
	NORTHLAND	EXPRESS	EXPRESS

STATIONS	FIRST CLASS		
	520	124	200
Arrive	A. M.	A. M.	A. M.
PITTSBURGH (Pgh. Div.)		11 10	
CRESTLINE (EST)		\$ 6.26	
CRESTLINE		5.19	
WEST YARD		5.13	
ROBINSON			
COLSAN		5.01	
BUCYRUS		\$ 5.00	
DOUGLASS	Operates daily, June 30th to Sept. 14th, inclusive.	4.47	
NEVADA			
UPPER SANDUSKY		\$ 4.36	
KIRBY			
FOREST		4.23	
DUNKIRK		4.16	
DOLA			
ADA			
LAFAYETTE		4.00	
LIMA		\$ 3.50	
ELIDA			
DELPHOS		3.31	
MIDDLEPOINT			
VAN WERT			
ESTRY		3.18	
CONVOY			
DIXON			
MONROEVILLE			
ADAMS	1.43	2.53	3.10
FORT WAYNE	\$ 1.30	\$ 2.40	\$ 2.55
FORT WAYNE		2.25	2.35
JUNCTION	1.20	2.20	2.32
ARCOLA		2.13	2.25
COESSE			
COLUMBIA CITY			
VANDALE		2.02	2.15
LARWILL			
BERLIN		1.55	2.08
PIERCETON			
WINONA LAKE			
WARSAW		1.44	1.57
ATWOOD			
ETNA GREEN			
BOURBON		1.31	1.44
INWOOD			
PLYMOUTH		\$ 1.20	1.34
DONALDSON			
GROVERTOWN			
HAMLET		1.00	1.19
HANNA		12.48	1.08
WANATAH		12.42	1.02
VALPARAISO		12.33	\$ 12.50
WHEELER			
HOBART (CT DIV)		12.22	12.39
LIVERPOOL		12.18	12.35
CHICAGO		\$ 11.30	\$ 11.45
Leave	A. M.	P. M.	P. M.
	Scheduled Above	DAILY	DAILY
	◇ 520	◇ 124	◇ 200
	NORTH- LAND	STEEL CITY Exp	SOUTH- LAND

	FIRST CLASS		
	118	450	514
	P. M.	P. M.	P. M.
	4.10		
\$ 10.34			
9.24			
9.11			
F 9.05			
8.56			
\$ 8.55			
8.42			
M 8.41			
S 8.27			
M 8.12			
S 8.05			
S 7.53			
M 7.45			
S 7.33			
M 7.20			
S 7.08			
\$ 6.38			
\$ 6.18			
6.13			
5.48		12.10	
\$ 5.35		\$ 11.55	
5.15	\$ 12.15	11.15	
5.10	12.10	11.10	
5.00	\$ 12.01		
	\$ 11.52		
\$ 4.45	\$ 11.45		
4.43	11.42		
	\$ 11.34		
4.34	11.31		
	\$ 11.26		
	\$ 11.18		
\$ 4.13	\$ 11.13		
	\$ 11.02		
	\$ 10.55		
3.52	\$ 10.48		
	\$ 10.39		
\$ 3.38	\$ 10.30		
	\$ 10.17		
	\$ 10.10		
3.15	\$ 10.04		
3.02	\$ 9.49		
2.55	\$ 9.40		
\$ 2.40	\$ 9.27		
	\$ 9.17		
2.26	\$ 9.11		
2.22	\$ 9.05		
\$ 1.20	\$ 8.00		
A. M.	A. M.	A. M.	
DAILY	DAILY	≠ DAILY	
118	EX. SUN.	EX. SUN.	
	450	: 514 ◇	
EXPRESS			

STATIONS	FIRST CLASS			
	52	22		
	Arrive P. M.	P. M.		
PITTSBURGH (Pgh. Div.)	9.00	9.50		
CRESTLINE (EST)	\$ 4.42	\$ 5.30		
CRESTLINE	3.35	4.23		
WEST YARD	3.27	4.16		
ROBINSON				
COLSAN	3.16	4.05		
BUCYRUS	\$ 3.15			
DOUGLASS	3.06	3.56		
NEVADA				
UPPER SANDUSKY	2.55	3.45		
KIRBY				
FOREST	2.43	3.33		
DUNKIRK	0 2.36	3.26		
DOLA				
ADA	F 2.24			
LAFAYETTE	2.18	3.10		
LIMA	\$ 2.08	F 2.59		
ELIDA				
DELPHOS	1.50	2.43		
MIDDLEPOINT				
VAN WERT		F 2.30		
ESTRY	1.37	2.29		
CONVOY				
DIXON				
MONROEVILLE				
ADAMS	1.12	2.04		
FORT WAYNE	\$ 1.00	\$ 1.52		
FORT WAYNE				
JUNCTION	12.53	1.44		
ARCOLA	12.46	1.38		
COESSE				
COLUMBIA CITY				
VANDALE	12.36	1.26		
LARWILL				
BERLIN	12.28	1.18		
PIERCETON				
WINONA LAKE				
WARSAW	\$ 12.16	1.06		
ATWOOD				
ETNA GREEN				
BOURBON	11.59	12.52		
INWOOD				
PLYMOUTH	\$ 11.49	12.41		
DONALDSON				
GROVERTOWN				
HAMLET	11.31	12.27		
HANNA	11.20	12.15		
WANATAH	11.14	12.09		
VALPARAISO	\$ 11.04	12.00		
WHEELER				
HOBART (CT DIV)	10.51	11.50		
LIVERPOOL	10.48	11.47		
CHICAGO	\$ 10.00	\$ 11.00		
Leave	A. M.	A. M.		
	DAILY	DAILY		
	52	◇22		
	NEW YORKER	MANHATTAN LO		

FIRST CLASS				
28	58	460	78	
P. M.	P. M.	P. M.	A. M.	
11.00	11.12		12.40	
\$ 6.32	\$ 6.47		\$ 8.17	
5.25	5.40		7.10	
5.17	5.33		7.04	
5.05	5.24		6.55	
4.56	5.16		6.47	
4.46	5.06		6.37	
4.34	4.55		6.26	
4.27	4.48		6.19	
4.10	4.32		6.03	
4.00	F 4.23		F 5.53	
3.44	4.03		5.38	
3.31	3.55		5.25	
3.04	3.30		5.00	
C 2.52	\$ 3.19		\$ 4.48	
2.44	3.10		4.39	
2.38	3.03		4.32	
2.26	2.53		4.22	
2.18	2.46		4.15	
2.06	2.35		4.04	
1.52	2.22		3.50	
1.41	0 2.12		3.40	
1.27	1.58		3.26	
1.15	1.46		3.14	
1.09	1.40		3.09	
1.00	1.30	\$ 1.55	3.00	
		\$ 1.47		
12.50	1.21	\$ 1.41	2.51	
12.47	1.18	1.35	2.48	
\$ 12.00	\$ 12.30	\$ 12.35	\$ 2.00	
NOON DAILY	P. M. DAILY	P. M. SAT. ONLY	P. M. DAILY	
◇28	◇58	●460	◇78	
BROADWAY LO	LIBERTY LO		GOLDEN ARROW	+H/C LINE M.P.H 56.78

STATIONS	FIRST CLASS			
	8	454		
	A. M.	P. M.		
PITTSBURGH (Pgh. Div.)	6.45			
CRESTLINE (EST)	\$ 12.50			
CRESTLINE	11.25			
WEST YARD	11.13			
ROBINSON				
COLSAN	10.55			
BUCYRUS	\$ 10.53			
DOUGLASS	10.38			
NEVADA	V 10.33			
UPPER SANDUSKY	\$ 10.22			
KIRBY				
FOREST	F 10.02			
DUNKIRK	F 9.51			
DOLA				
ADA	\$ 9.32			
LAFAYETTE	9.20			
LIMA	\$ 9.07			
ELIDA				
DELPHOS	\$ 8.32			
MIDDLEPOINT	P 8.20			
VAN WERT	\$ 8.11			
ESTRY	8.03			
CONVOY				
DIXON				
MONROEVILLE	ON 7.44			
ADAMS	7.30			
FORT WAYNE	\$ 7.15			
FORT WAYNE	6.58			
JUNCTION	6.53			
ARCOLA	6.45			
COESSE				
COLUMBIA CITY	\$ 6.30			
VANDALE	6.26			
LARWILL				
BERLIN	6.18			
PIERCETON	\$ 6.15			
WINONA LAKE	F 6.04			
WARSAW	\$ 6.00			
ATWOOD				
ETNA GREEN				
BOURBON	\$ 5.41			
INWOOD				
PLYMOUTH	\$ 5.25			
DONALDSON	F 5.07			
GROVERTOWN	F 5.01			
HAMLET	F 4.56			
HANNA	F 4.42			
WANATAH	F 4.34			
VALPARAISO	\$ 4.21	\$ 4.57		
WHEELER		\$ 4.48		
HOBART (CT DIV)	GR 4.05	\$ 4.42		
LIVERPOOL	4.00	4.37		
CHICAGO	\$ 3.00	\$ 3.35		
Leave	P. M. DAILY 8	P. M. DAILY EX. SAT. ●454		
	EASTERN EXP			

FIRST CLASS					
42	508	456	2	506	
A. M.	P. M.	P. M.	A. M.	A. M.	
3.45			5.35		
\$ 11.07			\$ 1.07		
10.00			11.55		
9.52			11.47		
9.41			11.34		
9.32			11.25		
9.20			11.13		
9.07			11.00		
8.59			10.53		
8.39			10.35		
\$ 8.28			\$ 10.25		
8.07			10.07		
F 7.52					
7.49			9.53		
7.23			9.26	12.05	
\$ 7.08			\$ 9.13	\$ 11.50	
6.59	\$ 8.55		9.00	11.00	
6.52	8.50		8.52	10.55	
6.41			8.41		
6.33			8.33		
6.21			F 8.20		
6.05			8.04		
\$ 5.52			\$ 7.52		
5.35			7.35		
5.23			7.23		
5.17			7.17		
5.06		\$ 5.35	7.07		
		\$ 5.27			
4.55		\$ 5.20	6.57		
4.51		5.15	6.54		
\$ 4.00		\$ 4.15	\$ 6.00		
P. M. DAILY ◇42	P. M. DAILY EX. SUN. 508	P. M. ◇DAILY EX. SUN. ●456	P. M. DAILY ◇2	P. M. DAILY 506	
RAINBOW			PENNA LO	GP. RAPIDS RICHMD EXP	





## ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

STATIONS	FW-2	FW-4	FW-10	EH-4	GR-6	FW-88	FW-82	FW-12	FW-28	FW-14	GR-2	GR-4	GE-8	CS-8	FW-24
	② P.M.	② P.M.	② P.M.	② A.M.	① A.M.	① A.M.	② P.M.	② P.M.	① P.M.	② P.M.	② P.M.	② P.M.	① P.M.	① A.M.	① A.M.
CRESTLINE (EST)	2.30	3.00	3.30											4.00	
WEST YARD (CST)	2.00							8.30						1.45	5.00
BUCYRUS															
LIMA	6.30		2.00							1.30					
ADAMS			7.00	6.30	11.30	9.00			5.30		3.45	4.00	5.00	9.30	11.30
JUNCTION			7.55	7.30	7.30									8.30	10.00
GOULD															
BUTLER						6.00									
VANDALE						8.30	1.30								
LOGANSP'T (VAN)						5.00									
VALPARAISO								6.00							
LIVERPOOL									7.50					3.50	2.50
CHICAGO (Roby)									6.30					3.00	2.00
	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.

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

## ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

STATIONS	DM-4	ED-28	FW-50	FW-22	PF-8	FW-8	PF-2	PF-4	CMB	ED-10	FW-18	ED-8	CD-2	FW-20
	② A.M.	② A.M.	① P.M.	② P.M.	① A.M.	① A.M.	① A.M.	① P.M.	② P.M.	① P.M.	① P.M.	② P.M.	① P.M.	① A.M.
CRESTLINE (EST)	8.00	8.30			9.00	9.15	11.15	1.45	12.01	2.15	4.00	6.45		
WEST YARD (CST)					7.00	7.00	9.00	11.30	10.00					
BUCYRUS														
LIMA														
ADAMS					2.15	2.15	3.30	5.45	5.45					
JUNCTION					1.00	1.00	2.30	4.30	4.30					9.45
GOULD													3.30	
BUTLER													11.00	
VANDALE			1.30										8.00	
LOGANSP'T (VAN)			7.30						THE PACKER					
VALPARAISO			2.30											
LIVERPOOL			1.50		8.20	8.20	10.20	12.05	11.50				1.05	12.25
CHICAGO (Roby)					7.30	7.30	9.30	11.15	11.00				11.30	11.35
	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.

① Daily. ② Daily except Sunday. ③ Saturday only. ④ Monday, Wednesday and Friday. ⑤ Tuesday, Thursday and Saturday. ⑥ Daily except Saturday.

## U. S. MAIL WORK AT NON-STOP STATIONS

STATIONS	WESTWARD						
	15	23	135	43	113		
ROBINSON							
BUCYRUS		C. D.					
NEVADA		C. D.		C. D.			
UPPER SANDUSKY		C. D.		C. D.			
KIRBY		D.		C. D.			
FOREST		C. D.		C. D.			
DUNKIRK		C. D.		C. D.			
DOLA							
ADA		C. D.		C. D.			
LA FAYETTE		C. D.					
LIMA							
ELIDA		C. D.		C. D.			
DELPHOS		C. D.		C. D.			
MIDDLEPOINT		C. D.		C. D.			
VAN WERT		C. D.		C. D.			
CONVOY		C. D.		C. D.			
DIXON				C. D.			
MONROEVILLE		C. D.		C. D.			
ARCOLA							
COESSE				N.			
COLUMBIA CITY	D.			C. D.			
LARWILL				C. D.			
PIERCETON	D.			D.			
WINONA LAKE							
WARSAW		CD.					
ATWOOD				C. D.			
ETNA GREEN	N.			D.			
BOURBON	D.	CD.		D.			
INWOOD							
PLYMOUTH		C. D.					
DONALDSON							
GROVERTOWN							
HAMLET							
HANNA							
WANATAH							
VALPARAISO		D.					
WHEELER							
HOBART	D.						
GARY					B		

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.

B—When more than thirty-five minutes late, stop to discharge mail.

## U. S. MAIL WORK AT NON-STOP STATIONS

STATIONS	EASTWARD						
	124	118	52	8	2	54	
ROBINSON			C. D.				
BUCYRUS							
NEVADA	D	A	C. D.				
UPPER SANDUSKY			C. D.				
KIRBY		A					
FOREST	D		C. D.				
DUNKIRK			D				
DOLA		A	C. D.				
ADA			C. D.				
LA FAYETTE		A	C. D.				
LIMA						C. D. X.	
ELIDA		ACD					
DELPHOS			C. D.				
MIDDLEPOINT		ACD	C. D.	C			
VAN WERT	D		C. D.			D	
CONVOY		ACD	C. D.				
DIXON		AD	C. D.				
MONROEVILLE		D.	C. D.	C.			
ARCOLA							
COESSE							
COLUMBIA CITY			C. D.	C. D.			
LARWILL		AN					
PIERCETON		AD	D.	C. D.			
WINONA LAKE		AD		C. D.			
WARSAW							
ATWOOD				D.			
ETNA GREEN		AD		C. D.			
BOURBON		AD	C. D.				
INWOOD							
PLYMOUTH							
DONALDSON				C. D.			
GROVERTOWN				D.			
HAMLET				D.			
HANNA		A		C. D.			
WANATAH		AN		C. D.			
VALPARAISO							
WHEELER				D.			
HOBART		AN	C. D.	C. D.			
GARY							

C—Mail caught from crane.

D—Mail delivered.

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 84.

**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	9	Forest.....	118	9
118	113	Dunkirk.....		
118	9	Ada.....	118	9
All trains		Lima.....	All trains	
118	9	Delphos.....	118	9
All trains		Van Wert.....	All trains	
All trains		Fort Wayne.....	All trains	
459	8	Columbia City.....		
459	450	Pierceton.....		
459	9	Winona Lake.....		
All trains		Warsaw.....	All trains	
459	9	Bourbon.....		
All trains		Plymouth.....	All trains	
459	9	Hamlet.....	9	9
459	450	Hanna.....		
459	450	Wanatah.....		
All trains		Valparaiso.....	All trains	
450	460	Wheeler.....		

**TRAINS WAIT FOR CONNECTION**

JUNCTION	TRAIN	DUE	MINS. WAIT	CONNECTION FROM	DUE	REMARKS
BUCYRUS	No. 426 TOLEDO DIV.	9 . 10 A. M.	15	No. 118 FORT WAYNE DIV.	8 . 55 A. M.	When Passengers are Reported
	No. 537 GRAND RAPIDS DIV.	3 . 30 A. M.	15	No. 15 FORT WAYNE DIV.	3 . 15 A. M.	
FORT WAYNE	No. 503 GRAND RAPIDS DIV.	5 . 00 P. M.	15	No. 43 FORT WAYNE DIV.	4 . 18 P. M.	
	*No. 200 CINCINATI DIV.	2 . 55 A. M.	30	No. 29 WABASH R. R.	2 . 05 A. M.	
PLYMOUTH	No. 318 LOGAN DIV.	7 . 18 A. M.	10	No. 59 FORT WAYNE DIV.	7 . 18 A. M.	
	No. 320 LOGAN DIV.	5 . 52 P. M.	15	No. 42 FORT WAYNE DIV.	5 . 52 P. M.	
	No. 42 FORT WAYNE DIV.	5 . 52 P. M.	10	No. 320 LOGAN DIV.	5 . 52 P. M.	

\*When connection arrives after 3:25 A. M., special service is provided.

## 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 with them while on duty a copy with all effective supplements properly inserted for all divisions or foreign railroads over which they are qualified to run.

### TRAIN RULES.

#### **S2. STANDARD TIME.**

**S2A.** Central Standard Time applies on this division except as indicated on the cover and title pages.

**D201.** Standard clocks are located as follows:

Crestline . . . . .	{ IN—Telegraph Office. General Yard Office. Engine House.
Lima . . . . .	Telegraph Office.
Fort Wayne . . . . .	{ General Yard Office. WA—Telegraph Office.
Vandale . . . . .	Block Sta.
Valparaiso . . . . .	Station.

### TIME TABLE.

#### **S. SYMBOLS.**

**S3A.** The following symbols will be used as indicated by Rule 5—**Ⓐ** **Ⓑ** **Ⓒ** **Ⓓ**, etc.

**D301.** **Ⓐ**—No. 15 run Warsaw siding for No. 201 and No. 25 to pass.

#### **S4. LETTERS AND CHARACTERS.**

**S4A.** Rule 6 amplified:

The following letters and characters indicate:—

**S**—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 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.  
 ‡—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 Chicago and Englewood.  
**O**—Stop on signal to receive or discharge passengers for or from Pittsburgh and east.  
**P**—Stop on signal, Saturday only, for mail.  
**Q**—Stop on signal to receive or discharge passengers for or from Harrisburg and east.  
**R**—Stop on signal to receive passengers for Plymouth and east.  
**U**—Stop on signal to discharge passengers from stations south of Fort Wayne.  
**V**—Stop on signal, Monday only, for parcel post mail.  
**X**—Stop on signal to discharge passengers from Fort Wayne and points east and pick up passengers for South Chicago, Englewood and Chicago.  
**Y**—Stop on signal to receive passengers for points east of Mansfield.  
 :—Train Baggage, between Junction and Fort Wayne.  
 †—Between Adams and Fort Wayne: Indicates trains that will not be operated on New Year's, Independence, Labor, Thanksgiving and Christmas Days, or on Monday following when any of these holidays fall on Sunday.

**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 (1) 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.** Enginemen on freight trains, not 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.

**D902.** Rule 16 amplified:

Sound	Indication
(ja) o o o o o	When standing—deplete brake pipe pressure.

**S10. TRAIN SIGNALS.**

**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.

**D1002.** On all portions of the division, including single track, the display of white flags and white lights, as prescribed by Rule 21, will be omitted on all extra trains except passenger extras.

(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 superior 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 trains involved.

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

When a regular train is named in a train order by its schedule number, the engine numbers must be stated in addition to the schedule number.

Signalmen 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.

**D1003. (DOUBLE, THREE OR MORE TRACKS.)** A train not representing a schedule will run passenger extra when the signals prescribed in Special Instruction D1002 are displayed and permission is given by a signalman, the Station Master at Fort Wayne or the Telegraph Operator at "IN" Crestline.

**D1004.** 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 Engineman and Fireman must be notified, they must also be notified when the blue flag or blue light is removed.

### S11. USE OF SIGNALS.

**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 fusees 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 them between that track and an adjoining track.

**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.** Proceed hand signal from switchtender in charge of non-interlocked switches will be sufficient authority for a train to pass block signal in stop position to enter a yard track or a siding, running at slow speed expecting to find track occupied.

### 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
<b>CRESTLINE—</b> IN Telegraph Office	Eastern E. & A.	A-B-C-D A-B
Enginehouse	Pittsburgh Eastern Conemaugh Cleveland Akron E. & A. Wheeling Pan Handle	A A-B-C-D A A-B A A-B A A
Yard Office	Pittsburgh Eastern Conemaugh Cleveland Akron Wheeling Pan Handle	A A-B-C-D A A-B A A A
<b>LIMA—</b> Yard Office (Cole St.)		
<b>FORT WAYNE—</b> General Yard Office	Logansport Chicago Terminal Grand Rapids Cincinnati Columbus	B-C A B-C CFG D
Telegraph Office—Pas- senger Station	Logansport Chicago Terminal Grand Rapids Cincinnati Columbus	B-C A B-C CFG D
Enginehouse	Logansport Chicago Terminal Grand Rapids Cincinnati Columbus	B-C A B-C CFG D
Yard Office (East End)	Grand Rapids	C
<b>VALPARAISO—</b> Station	Chicago Terminal	A
<b>VANDALE—</b> Block Station	Logansport	B-C

**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 and Adams
- B.....Fort Wayne Yard
- C.....Junction and Hobart
- D.....Butler and Logansport

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

**S15. TRACK ASSIGNMENTS.**

**D1501. (DOUBLE, THREE OR MORE TRACKS.)** Main tracks are numbered—No. 1 track is that main track lying to the south the successive main tracks to the north are numbered consecutively and used as follows:

**Crestline and Hobart:**

- Track No. 1 eastward passenger track.
- Track No. 2 westward passenger track.

**Note:**

Between Adams and Junction the track adjacent to and immediately north of westward passenger main track No. 2. and the track adjacent to and immediately south of eastward passenger main track No. 1 are operated as sidings and used by trains in either direction per Rule 90a. Cuts of cars are frequently placed on these sidings and trains and engines will run prepared to stop before reaching such obstructions.

**D1502.** That portion of track extending eastwardly from present switch No. 2, west of station, Butler to the junction with Wabash Railway, is operated as a siding for use by trains in either direction per Rule 90a, and its switches are numbered:

- West end—switch 2.
- East end—switch unnumbered.

That portion of track immediately north of and adjacent to this siding, extending eastwardly from switch No. 2, west of station to the switch near west line of Broadway Street crossing, Butler is operated as a single main track.

For the use of these tracks as herein outlined, the normal position of switches and derail is:

- Switch No. 2.....For main track.
- Switch near west line of Broadway Street crossing.....For the siding.
- Deraill at clearance point, west of west line of Broadway Street crossing.....Set to derail.

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

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

At North Manchester that portion of the track auxiliary to and north of main track will be used as a siding.

**S16. MOVEMENT OF TRAINS.**

**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, and deliver under the rule governing the delivery of "19" train orders: 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.

**S16B. Rule 98.**

**D1603.** In accordance with Rule 98, stop must be made at the following non-interlocked railroad crossings;

The position of gates at these crossings will govern, as follows: (At night the position of gate is indicated by red lights).

PLACE AND RAILROAD CROSSING	PERMITS TRAINS ON TRACKS ON THIS DIVISION TO CROSS AFTER STOPPING
Denver: N. Y. C. & St. L.	Vertical
North Manchester: C. C. C. & St. L.	No signal. It must be known that crossing is clear before proceeding.

**S16C. Rules 106 and 106a.**

**D1604.** Trains are relieved from observing rules 106 and 106a at Warsaw and Lima.

**S16D. Rules 251, 253, 254.**

**D1605. (DOUBLE, THREE OR MORE TRACKS.)** Rules 251, 253 and 254 are in effect.

**S16E. HIGHWAY GRADE CROSSING PROTECTION.**

**D1606.** Automatic Highway Grade Crossing signals at the following locations do not operate for trains running against the current of traffic. Trains running against the current of traffic or on sidings must use care to avoid accidents, sounding a second warning whistle, Rule 14-L, when necessary.

**LOCATIONS.**

**Bucyrus:**

Sears St.—W. Mansfield St.—Whetstone St.

**Lima:**

Delphos Pike.—Cole St.

**Middlepoint:**

Main St.

**Van Wert:**

All streets Wayne St. to Burt St. incl.

**D1607.** At highway grade crossings protected by Automatic Highway Grade Crossing signals, before making a reverse movement or a forward movement after making a reverse movement, it must be known that the Highway Grade Crossing signals are operating, or the movement must be otherwise protected.

**D1608.** Switches in connection with Fort Wayne passenger station layout, except for yard engine movements, are in charge of switch tender under direction of Station Master. Conductors of yard engines operating in this territory are responsible for position of switches used by them per Rule 104.

### S17. MOVEMENT BY TRAIN ORDERS.

**D1701.** A train order signed by Superintendent of the Grand Rapids Division will be authority for a train to display the signals prescribed by rule 20 between Junction and Fort Wayne.

A train order signed by Superintendent of the Cincinnati Division is authority for a train to display the signals prescribed by Rule 20 between Fort Wayne and Adams.

A train order signed by Superintendent of the CT Division is authority for a train to display the signals prescribed by Rules 20 or 21, between Chicago and Fort Wayne.

**D1702.** Rule 210-211 Modified:

Conductors of trains will report at the following telegraph offices for train orders and will deliver copies of train orders to enginemen.

Eastward and Westward Passenger Trains—

IN Telegraph Office, Crestline.

WA Telegraph Office, Fort Wayne.

Eastward Freight Trains:

General Yard Master's or IN Telegraph Office, Crestline.

Eastward and Westward Freight Trains:

General Yardmaster's Telegraph Office, Fort Wayne.

**D1703.** 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.

**D1704.** Employees 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.

### 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.

Rules 19 and 21 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 yellow 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:

Columbia City

Logansport

### S18A. 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.	Hour	Min. Sec.	Hour	Min. Sec.	Hour	Min. Sec.	Hour
0.51	70.59	1.27	41.38	2.02	29.51	2.37	22.93
0.52	69.23	1.28	40.91	2.03	29.27	2.38	22.78
0.53	67.92	1.29	40.45	2.04	29.03	2.39	22.64
0.54	66.67	1.30	40.00	2.05	28.80	2.40	22.50
0.55	65.45	1.31	39.56	2.06	28.57	2.41	22.36
0.56	64.29	1.32	39.13	2.07	28.35	2.42	22.22
0.57	63.16	1.33	38.71	2.08	28.13	2.43	22.09
0.58	62.07	1.34	38.30	2.09	27.91	2.44	21.95
0.59	61.02	1.35	37.89	2.10	27.69	2.45	21.82
1.00	60.00	1.36	37.50	2.11	27.48	2.46	21.69
1.01	59.02	1.37	37.11	2.12	27.27	2.47	21.56
1.02	58.06	1.38	36.73	2.13	27.07	2.48	21.43
1.03	57.14	1.39	36.36	2.14	26.87	2.49	21.30
1.04	56.25	1.40	36.00	2.15	26.67	2.50	21.18
1.05	55.38	1.41	35.64	2.16	26.47	2.51	21.05
1.06	54.55	1.42	35.29	2.17	26.28	2.52	20.93
1.07	53.73	1.43	34.95	2.18	26.09	2.53	20.81
1.08	52.94	1.44	34.62	2.19	25.90	2.54	20.69
1.09	52.17	1.45	34.29	2.20	25.71	2.55	20.57
1.10	51.43	1.46	33.96	2.21	25.53	2.56	20.45
1.11	50.70	1.47	33.64	2.22	25.35	2.57	20.34
1.12	50.00	1.48	33.33	2.23	25.17	2.58	20.22
1.13	49.32	1.49	33.03	2.24	25.00	2.59	20.11
1.14	48.65	1.50	32.73	2.25	24.83	3.00	20.00
1.15	48.00	1.51	32.43	2.26	24.66	3.15	18.46
1.16	47.37	1.52	32.14	2.27	24.49	3.30	17.14
1.17	46.75	1.53	31.86	2.28	24.32	3.45	16.00
1.18	46.15	1.54	31.58	2.29	24.16	4.00	15.00
1.19	45.57	1.55	31.30	2.30	24.00	5.00	12.00
1.20	45.00	1.56	31.03	2.31	23.84	6.00	10.00
1.21	44.44	1.57	30.77	2.32	23.68	6.46	8.87
1.22	43.90	1.58	30.51	2.33	23.53	7.30	8.00
1.23	43.37	1.59	30.25	2.34	23.38	8.34	7.00
1.24	42.86	2.00	30.00	2.35	23.23	10.00	6.00
1.25	42.35	2.01	29.75	2.36	23.08	12.00	5.00
1.26	41.86						

**S.20. SPEED RESTRICTIONS.**

**S20A.** On account of braking arrangement, when passenger trains have class X-25, X-29, R-7, RF 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 operated, the lading of which is less than 25,000 pounds, at least one regular passenger equipment car must be included in the make-up of the train.

1 empty freight car of the same type to equal 1 passenger car.

Otherwise the train must not be operated exceeding the highest speed restrictions which apply to freight trains.

When freight cars not equipped for passenger train service are placed in a passenger train, the above speed restrictions apply, and the train must be operated with the air pressures which apply to freight trains.

The weight of lading in an express car loaded with mixed freight does not normally exceed 25,000 pounds. Occasional shipments in carload lots of castings, scenery, etc., do exceed 50,000 pounds. In the latter case the weight of lading may be ascertained from the Express Company.

Class R-7 and RF milk cars average 215 cans, maximum 225 cans. A 40-quart can of milk weighs 100 pounds, a 46-quart can 125 pounds, ice 5 tons, so that the weight of lading would be less than 50,000 pounds. R-7 cars equipped with shelves will carry 400 cans of milk; if these are of 40-quart capacity, weight of lading and ice will be 50,000 pounds; 46-quart capacity, weight of lading and ice will be 60,000 pounds based on full load.

Freight cars to comply with the above instructions must be equipped with steam heat line, air signal line, ten-inch air brake cylinder, three position retaining valve, E-7 safety valve, H2 triple valve and steel wheels.

**D2001. MAXIMUM SPEED.**

	Miles Per Hour
<b>MAIN LINE</b>	
With passenger engines.....	70
With freight engines.....	50
Gas-electric Car.....	60
<b>BUTLER BRANCH</b>	
With passenger engines:	
Between Butler and Vandale.....	35
Between Vandale and Logansport.....	40
With freight engines:	
Between Butler and Logansport.....	30
Gas-electric Car:	
Between Butler and Vandale.....	35
Between Vandale and Logansport.....	40

**PASSENGER  
TRAINS**

<b>FREIGHT TRAINS</b>	<b>MAIN LINE</b>	
	Unless otherwise specified.....	45
	<b>BUTLER BRANCH</b>	
	Between Butler and Logansport.....	30

<b>CIRCUS TRAINS</b>	Main Line.....	30
	Butler Branch.....	20

	Miles per hour	
<b>WRECK TRAINS</b>	<b>MAIN LINE</b>	
	Straight track.....	40
	Curves.....	35
	Equipped with 150-ton derrick	
	Straight track.....	30
	Curves.....	20
	<b>BUTLER BRANCH</b>	
	Straight track.....	25
	Curves.....	15

	Miles per hour	
<b>TRAINS HAULING WRECK OR INDUSTRIAL DERRICKS</b>	<b>MAIN LINE</b>	
	Curves, with or without boom.....	20
	Straight track, without boom, heavy end forward.....	30
	Straight track, boom trailing.....	30
	Industrial derricks with boom forward or without boom heavy end trailing, must not be moved without special permission from the Superintendent, and then only to the first point where car can be turned, at a speed not over.....	20
	<b>BUTLER BRANCH</b> , except as otherwise speci- fied.....	15

**NOTE**—Where speed of freight trains is restricted by timetable or otherwise to less than maximum authorized speed, the speed of wreck trains or trains hauling wreck or industrial derricks will be five miles per hour less than freight train restriction if boom is trailing, and ten miles per hour less if boom is forward, except when the restriction for freight trains is limited to ten miles per hour or less, the speed restriction for wreck trains or trains hauling wreck or industrial derricks will be the same as for freight trains.

<b>ENGINES</b>	When necessary to clear the main track, engines with any main or side rods dis- connected may be moved to a terminal not exceeding the following speeds:	
	N-1-s	} .....
	C-1	
	I-1-s	
	All others.....	8
		15

## ENGINES

Miles  
per hour

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

Lima Nos. 1 and 2 tracks over B. & O.—  
Nickel Plate Railway crossing... 20

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

When running backwards... 20

When running without trucks... 15

M-1 between South Whitley and Laotto.. 25

The following classes of engines must not exceed speed as indicated:

CLASS	FORWARD			Back-wards
	With Train		Light	
	Passr.	Frt.		
A.....		15	15	15
B.....		20	20	20
C.....		20	20	20
D.....	70	40	50	25
E.....	70	40	50	25
G.....	70	40	50	25
H.....	50	50	50	25
I.....	40	40	40	25
K.....	70	50	50	25
L.....	50	50	50	25
M.....	70	50	35	25
N.....	50	50	50	25

## 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 Logan-sport..... 20

## TRACKS

On freight main tracks..... 35  
On sidings..... 15  
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, trains and engines will reduce speed—running with caution prepared to stop short of train or obstruction..... 15  
Engines heavier than H-10 on wye tracks enginehouse Crestline, north wye Forest East leg of wye Hobart..... 5  
Over switch No. 2 Butler and on main track and siding east thereof..... 10

## D2002.

## BRIDGES.

Bridge Location	Class of Engine								21,000 Gallon Tender Type 210-F-75			
	E	G-5-S K-2-S K-3-S K-4-S	H-6 H-8	M-1	I-1-S	K-4-S	M-1	N-2-S	I-1-S			
<b>Main Line</b>												
232.60 Dunkirk.....				50	40		50			40		
235.60 Dunkirk.....				50	40		50			40		
350.75 Pierceton.....				50	40		50			40		
<b>Butler Branch</b>												
0.83 Logansport.....		20									20	
13.97 Mexico.....	10	20	30	10	10						20	

**D2003. MINIMUM RUNNING TIME FOR PASSENGER TRAINS EITHER DIRECTION.**

BETWEEN.	Dis- tance	Min.	Sec.
Crestline and West Yard .....	3.0	6	00
West Yard and Upper Sandusky .....	26.3	23	30
Upper Sandusky and Sugar Street .....	42.2	38	15
Sugar Street and Estry .....	28.2	27	00
Estry and Adams .....	26.7	22	45
Adams and Fort Wayne .....	5.3	9	00
Fort Wayne and Vandale .....	19.5	18	00
Vandale and Warsaw .....	19.5	16	45
Warsaw and Plymouth .....	25.1	21	30
Plymouth and Hamlet .....	14.1	12	15
Hamlet and Wanatah .....	17.1	14	30
Wanatah and Liverpool .....	22.5	19	00
Crestline and Fort Wayne .....	131.7	126	30
Fort Wayne and Liverpool .....	117.8	102	00

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

**S21. SIGNAL ASPECTS.**

**D2101.** Signal aspects not standard:



INDICATION—Take siding as herein directed.

NAME—Take siding indicator.

When displayed, will be located on front of tower and must be answered by two short sounds of the engine whistle.

COLSAN ..... Westward trains take siding Douglass.

UPR. SANDUSKY Eastward trains take siding Douglass.

DELPHOS ..... Eastward trains take siding Lima.

ADAMS ..... Eastward trains take siding Monroeville.

PLYMOUTH ..... Eastward trains take siding Warsaw.

LIVERPOOL ..... { Eastward trains take siding Hobart.  
Westward trains take siding Clarke.

**D2102.** In applying Rule 282 (Caution Signal) and Rule 283 (Approach Signal) the speed of train should not exceed one-half its maximum authorized speed when passing the signal. Where signal cannot be seen to do so reduce as soon as proper handling will permit, which requires a reduction of speed immediately upon the signal being in sight.

**S22. BLOCK SIGNAL RULES.**

**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 317b will apply:

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

**D2303.** 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.

FORM  
KTHE PENNSYLVANIA RAILROAD  
CLEARANCE CARDFORM  
K

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

.....Block Station.....M.....19.....

To Conductor and Engineman; Train.....

Proceed at.....as though.....signal was displayed

Report Clear at.....

 .....  
Signalman.

*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.*

*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.*

**S24. CONTROLLED MANUAL BLOCK SYSTEM.**
**S25. AUTOMATIC BLOCK SYSTEM.**

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

**(DOUBLE, THREE OR MORE TRACKS.)**

Crestline and 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.

**S.25A.** Rule 505a.

**S25B. AUTOMATIC TRAIN CONTROL.**
**S25C. GRADE SIGNALS.**

**D2505.** Standard grade signal aspects, in connection with automatic block signals, govern train movement at the following signal locations:

**TRACK 1—EASTWARD**
**East of Station Named**

1946	1934	1924	.....	Robinson
2004	1994	1984	1956	..... Bueyrus
2086	2114	2126	2134	..... Upper Sandusky
2586	2576	2568	.....	Sugar St.
2624	2614	.....	.....	Elida
3496	3506	3516	3526 3552 3562 3570	..... Winona Lake
3882	3892	3902	3912 3922 3932	..... Grovertown
4228	4236	.....	.....	Valparaiso
4278	4296	4306	.....	Wheeler
4374	.....	.....	.....	Liverpool

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

2217	2227	2235	2281	.....	Upper Sandusky
2323	2333	.....	.....	.....	Forest
3213	3223	3233	3243 3253	.....	Junction
3321	3331	.....	.....	.....	Arcola
3381	.....	.....	.....	.....	Coesse
3403	3421	3431	3439 3449 3459 3467	.....	Vandale
3851	3873	.....	.....	.....	Plymouth
4187	4195	.....	.....	.....	Wanatah

In connection with grade signal aspects, a tonnage freight train will be considered as one having 90 per cent or more of the authorized adjusted tonnage rating.

The conductor must ascertain and advise the engineman the adjusted tonnage of his train before entering grade signal territory.

**S26. INTERLOCKING RULES.****D2601. SWITCHES—POWER OPERATED FROM DISTANT POINT OF CONTROL**

Location	Control Station
<b>UPPER SANDUSKY</b> West switch of eastward and westward sidings.	<b>UPPER SANDUSKY</b>
<b>LAFAYETTE</b> Facing switch of eastward and westward sidings.	<b>SUGAR STREET</b>
<b>DELPHOS</b> East switch of eastward and westward sidings.	<b>DELPHOS</b>
<b>ARCOLA</b> East switch of westward siding.	<b>JUNCTION</b>
<b>VANDALE</b> West switch of eastward and westward sidings.	<b>VANDALE</b>
<b>BERLIN</b> Facing switch of eastward and westward sidings.	<b>VANDALE</b>
<b>WARSAW</b> East switch of eastward and westward sidings.	<b>WARSAW</b>
<b>PLYMOUTH</b> West switch of eastward and westward sidings.	<b>PLYMOUTH</b>

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 stop 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 engineman, 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.

**COLSAN:** From westward main track to Toledo Division transfer track.

**DUNKIRK:** From eastward main track to N. Y. C. transfer track.

**DELPHOS:** From westward main track to N. O. Ry. transfer track.

**ESTRY:** From westward main track to C. N. Ry. transfer track.

**PLYMOUTH:** From westward main track to Logansport Division wye track.

**S27. NON-INTERLOCKING 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) The last three numerals of the present M. W. number shall be known as the running number.

(f) Track cars will not operate Automatic or Semi-Automatic signals, or high-way 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.

(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.

**D2801.** Between Crestline and Forest, Junction and Hobart and Butler and Van, track cars will operate as per Rule 80.

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

(b) Signalmen 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; or failing to do so by the time required must protect as prescribed by Rule 99.

**D2802.** Rule 80 modified:

Between Forest and Junction track cars will operate as follows:

(a) Track cars will be numbered for identification and will be in charge of a qualified employe.

(b) Track car must not be placed on a main track until the driver has obtained written information from the Superintendent as to train movement, and the location of trains will permit at that time.

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

When necessary, they may move on a main track under flag protection to the nearest point of communication, or until removed from the track.

They must not be used at night, nor when dense fog or other weather conditions obscure the view, except when necessary, and then only after obtaining written permission from the Superintendent and the driver has been advised by the signalman that the movement is protected.

(c) Lookout must be maintained in both directions. Track cars must not be attached to trains in motion nor follow trains or other track cars closer than 500 feet. They must be equipped with flagman's signals as prescribed in Rule 99.

(d) When night signals, as prescribed by Rule 9 are required, a white light must be displayed to the front and rear of track cars.

(e) When approaching curves, or other locations, where the view is obstructed, unless the way is seen or known to be clear track car and motor must be stopped in order that an approaching train may be heard; when conditions require, a flagman must be sent ahead to protect the movement.

**S29. ENGINE AND OTHER EQUIPMENT RESTRICTIONS.**

**D2901.** Equipment as designated must not be permitted on tracks, bridges, etc., named:  
Butler Branch:

K-4-S, C-1 and M-1 engines between Logansport and Butler, except M-1 engines are permitted on main track siding, and Wye tracks only between South Whitley and M. P. 75 LaOtto.

K-4 engines with all flanged drivers are prohibited from using transfer track in southeast angle of crossing LaOtto.

Engines heavier than H-10 on trestle, Gas Plant, Auburn Junction.

**Engines with longer wheel base than B29**

Crestline:

Schill tracks, Farmers Equity Exchange track.

Fort Wayne:

Murray Street track, Holman Street track and Produce Buildings No. 3 and 4 tracks, Dudlo Electric Company's track, Western Gas Construction Company's track (west connection).

**Engines Heavier than H-10-S**

Crestline:

Machine Shop track—Enginehouse, C. S. W. & C. Interchange track.

Bucyrus:

Shunk Manufacturing Company's track, Toledo Division Transfer track, Bucyrus Rubber Company's track.

Upper Sandusky:

Turn out for tracks 3 and 4, west of 8th Street, Hocking Valley Transfer track.

Forest:

Big Four Transfer track in S. E. Angle.

Dunkirk:

N. Y. C. Transfer track.

Ada:

Ada Clay Company's track.

Lima:

D. T. & I. Transfer track, B. & O. Transfer track, Lima Brewing Company's track, Ohio Electric Company's track.

Delphos:

Delphos Manufacturing Company's tracks, Northern Ohio Railway Transfer track, N. Y. C. & St. L. Transfer track.

Van Wert:

Lorber Lumber Company's track, Track No. 19, E. J. Evans' track, Gleason Lumber Company's track, C. N. Ry. Transfer track, The Marsh Foundation track.

Convoy:

Long & Marshall track.

Monroeville:

Diebold & Niswonger track.

Fort Wayne:

Auth Coal Company's track, S. F. Bowser & Company's track, Wye tracks—Enginehouse, George Krudop's track, General Electric Company's track, Rolling Mill connection, Fort Wayne Union Railway, Turnout off No. 38 stall—Enginehouse, Findlay track west of Winter Street, Western Gas Construction Company's track, Wilson Lumber Company's track, Truck Engineering Company's track, Tielker track Jackson Street, North Union Street team track.

Columbia City:

Foundry track, Sears Coal track.

Pierceton:

Elevator track.

Winona Lake:

Gravel pit track.

Warsaw:

C. C. C. & St. L. Ry. Transfer track.

Bourbon:

Pickle track.

Plymouth:

Abrasive Mining & Manufacturing Company's track.

**Wanatah:**

C. I. & L. Transfer track, S. D. Bailey & Company's track,  
Coal Trestle track, Back track.

**Valparaiso:**

Valparaiso Light & Fuel Company's track, Valparaiso Grain  
& Elevator Company track.

**BUTLER BRANCH****Mexico, Ind.:**

Elevator track.

**Pettysville:**

Station siding.

**North Manchester, Ind.:**

Syracuse track, Brown track, New & Old team tracks,  
College Spur.

**Columbia City, Ind.:**

Farmers Mill No. 2.

**Churubusco, Ind.:**

Mill track.

**Auburn, Ind.:**

Auburn Auto Company's track, Eckart Storage track.

**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
Crestline.....	Dr. O. C. Crawford Office, R. R. Y. M. C. A.....	274
	Dr. P. Dausch, Asst. .... Office, R. R. Y. M. C. A.....	274
Fort Wayne.....	Dr. L. W. Brown, Res. Asst. Office, Old Passgr. Station.. Res. 118 N. Seminole Circle..	PRR 221 H-56013
	Dr. H. M. Shultz, Asst. Office, Old Passgr. Station...	PRR 221

**COMPANY SURGEONS.**

Location	Name and Address	Telephone Number
Crestline.....	Dr. C. A. Marquart Office, 1st Nat. Bank Bldg... Res., 316 N. Thoman St.....	1 on 24 2 on 24
	Bucyrus.....	Dr. W. L. Yeomans 329 S. Sandusky Ave.....
Upper Sandusky	Dr. Frederick Kenan Office, 204 S. Main St. .... Res., 203 N. 8th St.....	172 450
Lima.....	Dr. J. B. Vail..... Office, Room 516, New Steiner Bldg..... Res. No. 4 Barbara Ann Court	Main 4154 Main 4479
Van Wert.....	Dr. C. A. Files 311 E. Main St.....	3153
Fort Wayne.....	Dr. B. Van Sweringen Office, 701 Wayne Pharmacal Bldg..... Res., 2301 Forest Park Ave..	A-5334 A-45193
	Dr. D. R. Benninghoff Office, 701 Wayne Pharmacal Bldg. .... Res., 2725 West Drive.....	A-5334 A-79923
	Dr. S. H. Havice, Oculist Office, 130 W. Wayne St..... Res., 328 W. Jefferson St....	A-0252 A-77173

Location	Name and Address	Telephone Number
Columbia City...	Dr. B. P. Linville Office, 215 E. Van Buren St. Res., 302 N. Main St.....	H-678 F-198 2r H-678 2r F-198
Warsaw.....	Dr. A. C. McDonald Office, 212 S. Indiana St..... Res., Hotel Hayes.....	84 31
Plymouth.....	Dr. Harry Knott Office, 1st Nat'l Bank Bldg.. Res., 1017 N. Michigan St...	455 680
Denver.....	Dr. J. W. Newell Two blocks N. of Station....	272 273
Auburn.....	Dr. L. N. Geisinger Office, 311 S. Main St..... Res., 311 S. Main St.....	14 14
Butler.....	Dr. F. D. Fanning 153 West Oak St.....	27

**D3202.****HOSPITALS.**

Location	Name and Address	Telephone Number
Crestline.....	Emergency Hospital West Main St.....	215
Bucyrus.....	Monnette Memorial Hospital Sandusky Ave. & Hill St. ...	5602
Lima.....	City Hospital Market St.....	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
	Aspinwall Sanitarium Pennsylvania Ave.....	100
Valparaiso.....	Christian Hospital Jefferson St.....	35
Auburn.....	Souders Hospital West 7th St.....	208
Garrett.....	Sacred Heart Hospital .....	
	Ijam St.....	234

**D3203.** First Aid Boxes, location of, and Stretchers in cars:  
First Aid Boxes:

In baggage, combined, cabin cars and in flagman's equipment box on trains not hauling such cars.

At each passenger and freight station.

At yard masters' and car inspectors' offices, power plants, block and interlocking stations, tool houses, pump houses, M. W. cabins, wreck trains, shops 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 the stretcher box.

**S33. USE OF TELEPHONES.**

**S33A.** Employes 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; also at other points necessary for train operation.

**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 requirements of A. R. A. 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. R. A. Loading Rules."

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

**D3401.** 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.

**D3402.** Rule 702 modified:

The end of car towards which the cylinder push rod travels shall be known as "B" end and the opposite end shall be known as "A" end.

**D3403.** 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 are authorized for use on the rear of trains as follows:

Nos. 28 and 29—	"Broadway Limited"
Nos. 58 and 59—	"Liberty Limited"
Nos. 78 and 79—	"The Golden Arrow"
Nos. 2 and 5—	"Pennsylvania Limited"
No. 54	—"Gotham Limited"
No. 25	—"The Metropolitan"
Nos. 200 and 201—	"The Southland"
No. 42	—"The Rainbow"

**D3404.** Unless otherwise instructed advance sections of first class trains, when operated as passenger extra, must not arrive at a station where scheduled to stop, nor at final terminal, more than ten minutes in advance of schedule time.

**D3405.** General Regulations for Employes—832, amplified: (Second and third paragraphs.) To the signal equipment for each crossing watchman or gateman, add:

"Fuseses"  
"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 will display a STOP sign by day, holding it in an upright position so that the flat side will plainly appear to any person approaching on the highway. By night, or when STOP sign cannot be plainly seen, they will take the same position and protect crossing with Red Lamp, displayed towards the highway in both directions, care being used not to show the red light in direction of the track, except when necessary to display Stop-signal to an approaching train, engine or any type of rail equipment.

**D3406. AUTOMATIC BLOCK RULES FOR SINGLE TRACK.****D3407. 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 and points where trackmen are working, and when practicable, exchange signals.

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

HOT JOURNAL.....	} <ul style="list-style-type: none"> <li><b>BY DAY</b>—Nose held with one hand with other hand pointed toward track.</li> <li><b>BY NIGHT</b>—Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.</li> </ul>
BRAKES STICKING.....	
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.....	

Home Division

Division

Zone

Name

### QUALIFICATIONS

#### QUALIFIED FOR SERVICE

Occupation

Part of Zone Qualified For.

## GENERAL ORDER No. 1301

Zone A  
 Zone B  
 Zone C  
 Zone D  
 Zone EF

Effective 12:01 A. M. Sunday, April 26, 1931.

Time table No. 13 takes effect 12:01 A. M., Sunday April 26th, 1931 and contains the necessary instructions issued in General Orders up to and including

No. 1201 Zone A  
 No. 1201 Zone B  
 No. 1203 Zone C  
 No. 1206 Zone D  
 No. 1201 Zone EF

all of which must be removed from bulletin boards.

Each employe must carefully examine Time table No. 13 to see that his copy is complete, with all schedule pages properly lined up and note the changes.

Employes must turn in old time tables to Bulletin Board Attendants after Time table No. 13 takes effect.

This General Order is printed in Time table No. 13 and will not be issued in sticker form.

(a) The following sidings are used for storing cars and must not be used by trains except by direction of proper authority:

**Main Line:**

Westward—Richey, Monroeville, Bourbon and Hobart.

Eastward—Grovertown, Monroeville, Richey, Forest and Lima east of connection.

**Butler Branch**—Vandale, Auburn and Butler.

(b) **FORT WAYNE—WINTER STREET**

Switchtenders are in charge of and will operate switches for train or engine movements other than that of yard engines. Conductors of yard engines, after obtaining permission to enter block or use crossovers at this location, will operate switches necessary for such movements per Rule 104.

(c) **CRESTLINE**

Main track switches at Mile Post 183.4, the location formerly known as Hood, will be operated by switchtender, per Rule 809, for all eastward passenger trains and the engine movements necessary to change engines on eastward passenger trains.

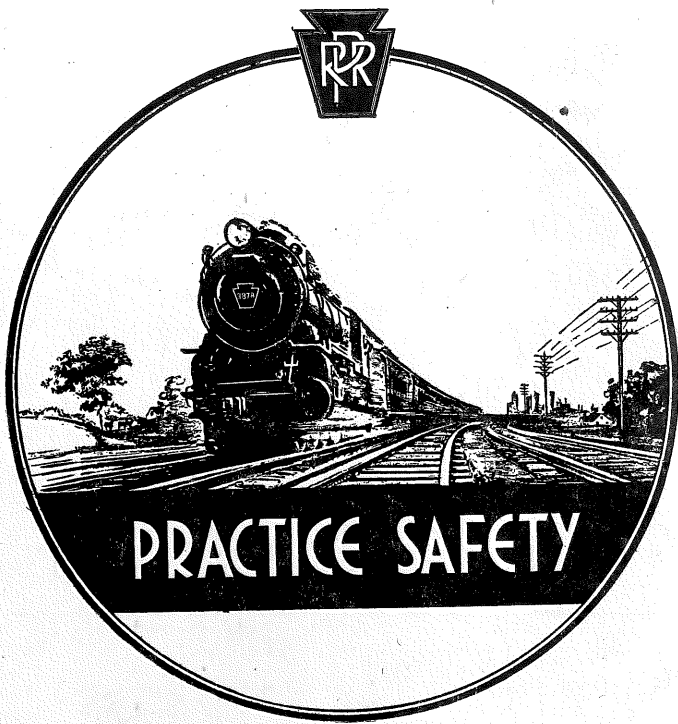
At all other times and for all other movements Rule 104 governs the operation of these switches.

(d) **CRESTLINE**

Crestline Yard Zone established comprising territory between M. P. 187.0, Eastern Division, and M. P. 191.7, Ft. Wayne Division, and for the purpose of issuing General Orders will be known as Zone (EF).

General Orders covering Crestline Yard Zone when issued will be headed Eastern-Ft. Wayne Divisions and such orders are to be pasted in Eastern Division Time Tables on pages headed "Crestline Yard Zone" and in Ft. Wayne Division Time Table.

Eastern Division employes operating into Crestline Yard Zone will not carry Ft. Wayne Division Time Table and will be governed by Special Instructions covering that territory now in effect and those issued in the future.



NW - W  
FORT WAYNE DIVISION TIME TABLE No. 13

# The Pennsylvania Railroad

WESTERN REGION  
NORTHWESTERN DIVISION

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## FORT WAYNE DIVISION

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### Time Table No. 13

In effect 12:01 A. M., Sunday, April 26, 1931

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FOR THE GOVERNMENT OF EMPLOYEES ONLY

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CENTRAL STANDARD TIME

Except Westward Arrivals and Eastward Departures  
Crestline—Eastern Standard Time

W. C. HIGGINBOTTOM,  
General Manager.

HOWARD GINTER,  
Supt. Pass. Transportation.

J. A. APPLETON,  
General Superintendent.

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

J. H. COOPER,  
Superintendent.