

THE PENNSYLVANIA RAILROAD

WESTERN REGION

NORTHWESTERN DIVISION

FORT WAYNE DIVISION

Time-Table No. 7

In effect { 1.01 A. M., EST } Sunday, Sept. 29, 1946
 { 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 Bart

H. H. PEVLER
General Manager

BOYD WILSON
Supt. Passenger Transportation

J. H. COOPER,
General Superintendent

A. J. GREENOUGH
Supt. Freight Transportation

P. M. ROEPER,
Superintendent

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MAIN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Pittsburgh	Sidings Assigned direction Car Capacity 45 ft. cars		
						East	West	Both
X	X	X		DIVISION POST EASTERN DIV.	187.0			
				CRESTLINE	188.7			
				WILEY STREET	189.0			
X				WEST YARD	191.2			
				ROBINSON	195.2			
X				WEST ROBINSON	196.6			
X				EAST COLSAN	198.5			
X	X	X		COLSAN	200.9			
				BUCYRUS	201.2			
				ANTRIM	202.9	80		
				NEVADA	209.7			
X	X	X		UPPER SANDUSKY	218.0		138	
X				WEST UPPER SANDUSKY	219.4	139		
				KIRBY	224.8			
X	X	X		FOREST	229.7			
X	X	X		DUNKIRK	236.8		230	
X				DOLA	239.2	345		
				ADA	246.1			
				LAFAYETTE	252.8	150		
X	X	X		SUGAR STREET	260.2			
X	X			LIMA	260.9	108		
				ELIDA	267.0			
X				EAST DELPHOS	273.5		150	
X	X	X		DELPHOS	275.1	150		
				MIDDLEPOINT	280.8	140	150	
				VAN WERT	288.0			
X	X	X		ESTRY	288.4			
X				RICHEY	291.1		125	
X				WEST RICHEY	292.5			
				CONVOY	295.3			
				DIXON (State Line)	300.8			
X				MONROEVILLE	304.8			
X				WEST MONROEVILLE	305.6	145		
X	X	X		ADAMS	315.0			
				LINKER	316.9			
				PIQUA ROAD	318.1			
				WINTER STREET	319.1			
X	X	X		WABASH	319.8			
				FORT WAYNE	320.4			
X	X	X		JUNCTION	321.8			
X				ARCOLA	328.8		132	
				COLUMBIA CITY	339.3			
X	X	X		VANDALE	339.9		194	
X				WEST VANDALE	341.7	195		
				LARWILL	346.9			
X				BERLIN	348.4	138	136	
				PIERCETON	351.3			
				WINONA LAKE	357.8			
X	X	X		WARSAW	359.7			
X				WEST WARSAW	360.3	136	274	
				ATWOOD	366.2			
				ETNA GREEN	370.0			
				BOURBON	373.8			
				INWOOD	378.5			
X	X	X		PLYMOUTH	384.6		249	
X				WEST PLYMOUTH	387.1	249		
				DONALDSON	391.5			
X				EAST HAMLET	397.0			
X	X	X		HAMLET	398.9	150	136	
X	X	X		HANNA	409.3			
X				EAST WANATAH	414.0			
X	X	X		WANATAH	415.6	163		
				VALPARAISO	424.8			
X	X			GRAND TRUNK	427.6			
				WHEELER	431.4			
				DIV. POST CHGO. TERM. DIV.	433.7			
X				EAST BART (C. T. Div.)	433.8		138	
X	X	X		BART	435.1	136		
				CHICAGO	468.4			

NOTE—X indicates in service.

Interlockings—Remote controlled, operated from:

Interlocking	Operated from
West Yard	Crestline
West Robinson	Crestline
East Colsan	Crestline
West Upper Sandusky	Upper Sandusky
Dola	Dunkirk
East Delphos	Delphos
Richey	Estry
West Richey	Estry
Monroeville	Estry
West Monroeville	Estry
Arcola	Junction
West Vandale	Vandale
Berlin	Vandale
West Warsaw	Warsaw
West Plymouth	Plymouth
East Hamlet	Hamlet
East Wanatah	Wanatah
East Bart	Bart

Employees in Charge of Sidings of Assigned Direction as Follows:

Siding	Employee in Charge
Antrim—Eastward	Signalman Upper Sandusky
Upper Sandusky—Westward	Signalman Upper Sandusky
West Upper Sandusky—Eastw.	Signalman Upper Sandusky
Dunkirk—Westward	Signalman Dunkirk
Dola—Eastward	Signalman Dunkirk
Lafayette—Eastward	Signalman Sugar St.
Lima—Eastward	Signalman Delphos
East Delphos—Westward	Signalman Delphos
Delphos—Eastward	Signalman Delphos
Middlepoint—Eastward	Signalman Estry
Middlepoint—Westward	Signalman Delphos
Richey—Westward	Signalman Estry
West Monroeville—Eastward	Signalman Estry
Arcola—Westward	Signalman Junction
Vandale—Westward	Signalman Vandale
West Vandale—Eastward	Signalman Vandale
Berlin—Eastward	Signalman Warsaw
Berlin—Westward	Signalman Vandale
Warsaw—Eastward	Signalman Plymouth
Warsaw—Westward	Signalman Warsaw
Plymouth—Westward	Signalman Plymouth
West Plymouth—Eastward	Signalman Plymouth
Hamlet—Eastward	Signalman Hamlet
Hamlet—Westward	Signalman Hamlet
Wanatah—Eastward	Signalman Wanatah
East Bart—Westward	Signalman Bart
Bart—Eastward	Signalman Bart

NOTE—Train order offices other than block stations are open as follows:

Crestline Passenger Station—Telegraph Office (Continuously).

BUTLER BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Logansport	Sidings Assigned direction Car Capacity 45 ft. cars		
						East	West	Both
X	X	X	.....	VANDALE.....	55.3	.....	.....	28
X	X	X	.....	SOUTH WHITLEY.....	47.1	.....	.....	43
.....	.....	.....	.....	N. MANCHESTER SIDING.....	37.4	.....	.....	35
.....	.....	.....	.....	NORTH MANCHESTER.....	37.1	.....	.....	.....
X	X	X	.....	NEWTON.....	33.9	.....	.....	100
.....	.....	.....	.....	ROANN.....	27.2	.....	.....	.....
.....	.....	.....	.....	DENVER SIDING.....	18.8	.....	.....	100
.....	.....	X	.....	DENVER.....	18.3	.....	.....	.....
.....	.....	.....	.....	MEXICO.....	14.3	.....	.....	.....
X	X	X	.....	HOOVER.....	10.1	.....	.....	.....
.....	.....	.....	.....	DIVISION POST LOGAN DIV.....	3.1	.....	.....	.....
X	X	X	.....	FERN.....	2.5	.....	.....	.....
.....	.....	.....	.....	VAN (Logan Div.).....	.....	.....	.....	.....
.....	.....	.....	.....	LOGANSFORT.....	.....	.....	.....	.....

NOTE—X indicates in service.

The direction from Van to Vandale is eastward.

Block Station open continuously except:

Denver	Closed	Daily except Sunday 4:00 P. M. to 8:00 A. M. Sunday
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Other Interlocking Block Stations, Block Limit Stations (not elsewhere listed)

Vandale-Butler Secondary Track

Interlocking	Interlocking Station	Block Station	Block Limit Station	STATIONS	Distance from Vandale
X	X	X	.....	Vandale.....	.....
.....	.....	.....	.....	Columbia City.....	0.6
.....	.....	.....	.....	Collins.....	6.8
.....	.....	.....	.....	Churubusco.....	10.8
.....	.....	.....	.....	LaOtto.....	18.4
X	X	.....	.....	Auburn Jct.....	26.1
.....	.....	.....	.....	Auburn.....	27.1
.....	.....	.....	.....	Butler.....	37.7

NOTE—X indicates in service.

CRESTLINE TO BART

STATIONS Leave	FIRST CLASS			
	*15	◇201	◇453	
	DAILY A. M.	DAILY A. M.	DAILY A. M.	
CRESTLINE.....	\$ 1.05			
CRESTLINE.....	1.15			
WEST YARD.....				
ROBINSON.....				
COLSAN.....	1.28			
BUCYRUS.....	\$ 1.30			
NEVADA.....				
UPPER SANDUSKY.....	\$ 1.48			
KIRBY.....				
FOREST.....	2.00			
DUNKIRK.....	2.06			
DOLA.....				
ADA.....				
LAFAYETTE.....				
LIMA.....	\$ 2.40			
ELIDA.....				
DELPHOS.....	\$ 2.57			
MIDDLEPOINT.....				
VAN WERT.....	\$ 3.15			
ESTRY.....	3.16			
CONVOY.....				
DIXON.....				
MONROEVILLE.....				
ADAMS.....	3.40	3.32		
FORT WAYNE.....	\$ 3.52	\$ 3.47		
FORT WAYNE.....	3.12	3.30		
JUNCTION.....	3.15	3.33		
ARCOLA.....				
COLUMBIA CITY.....	\$ 3.34			
VANDALE.....	3.35	3.53		
LARWILL.....				
BERLIN.....				
PIERCETON.....				
WINONA LAKE.....				
WARSAW.....	\$ 3.58	4.13		
ATWOOD.....				
FTNA GREEN.....				
BOURBON.....				
INWOOD.....				
PLYMOUTH.....	\$ 4.33	4.43		
DONALDSON.....				
HAMLET.....	4.47	4.57		
HANNA.....				
WANATAH.....	5.02	5.12		
VALPARAISO.....	\$ 5.12		\$ 5.35	
WHEELER.....			\$ 5.43	
BART.....	5.25	5.35	5.50	
CHICAGO.....	\$ 6.30	\$ 6.50	\$ 7.05	
Arrive	A. M.	A. M.	A. M.	
	15	201	453	

WESTWARD

	FIRST CLASS				
	*537	◇63	◇5	◇#455	77
	DAILY A. M.	DAILY A. M.	DAILY A. M.	DAILY EX. SUN. A. M.	DAILY A. M.
		D 3.15	D 3.45		\$ 4.10
		* 3.21	* 3.51		* 4.16
		3.34	4.04		4.29
		3.49	4.19		4.44
		4.00	4.29		4.54
		4.06	4.35		5.00
				Will not run Dec. 25th	
		4.28	4.55		\$ 5.22
		4.40	5.07		5.35
		4.51	5.18		5.46
		5.13	5.40		6.08
		\$ 5.25	\$ 5.52		\$ 6.20
	\$ 3.35	* 4.30	* 4.57		* 5.25
	3.40	4.33	5.00		5.28
		4.52	5.18		5.46
		F 5.12	5.34		6.02
		5.40	5.54		6.25
		5.54	6.06		6.39
		6.10	6.21		6.55
				\$ 6.35	
				\$ 6.43	
		6.30	6.40	6.48	7.15
		\$ 7.30	\$ 7.40	\$ 7.55	\$ 8.05
	A. M.	A. M.	A. M.	A. M.	A. M.
	537	63	5	455	77

STATIONS Leave	FIRST CLASS			
	◇57	◇59	◇49	
	DAILY A. M.	DAILY A. M.	DAILY A. M.	
CRESTLINE.....	P 4.38	Q 4.48	D 5.07	
CRESTLINE.....	* 4.44	* 4.54	* 5.13	
WEST YARD.....				
ROBINSON.....				
COLSAN.....	4.57	5.07	5.26	
BUCYRUS.....				
NEVADA.....				
UPPER SANDUSKY.....	5.12	5.22	5.41	
KIRBY.....				
FOREST.....	5.22	5.32	5.51	
DUNKIRK.....	5.28	5.38	5.57	
DOLA.....				
ADA.....				
LAFAYETTE.....				
LIMA.....	5.48	5.58	6.17	
ELIDA.....				
DELPHOS.....	6.00	6.10	6.29	
MIDDLEPOINT.....				
VAN WERT.....				
ESTRY.....	6.11	6.21	6.40	
CONVOY.....				
DIXON.....				
MONROEVILLE.....				
ADAMS.....	6.33	6.43	7.02	
FORT WAYNE.....	P 6.45	Q 6.55	D 7.13	
FORT WAYNE.....	* 5.50	* 6.00	* 6.18	
JUNCTION.....	5.53	6.03	6.21	
ARCOLA.....				
COLUMBIA CITY.....				
VANDALE.....	6.10	6.20	6.38	
LARWILL.....				
BERLIN.....				
PIERCETON.....				
WINONA LAKE.....				
WARSAW.....	6.25	6.35	6.53	
ATWOOD.....				
ETNA GREEN.....				
BOURBON.....				
INWOOD.....				
PLYMOUTH.....	\$ 6.47	Q 6.57	0 7.15	
DONALDSON.....				
HAMLET.....	7.01	7.11	7.29	
HANNA.....				
WANATAH.....	7.15	7.25	7.43	
VALPARAISO.....				
WHEELER.....				
BART.....	7.32	7.42	8.00	
CHICAGO.....	\$ 8.15	\$ 8.25	\$ 8.45	
Arrive	A. M.	A. M.	A. M.	
	57	59	49	

	FIRST CLASS					◇501* DAILY EX.SUN. P. M.
	◇29	71	◇1	23		
	DAILY A. M.	DAILY A. M.	DAILY A. M.	DAILY A. M.		
	D 5.36	\$ 6.55		\$ 8.30		
	* 5.42	* 7.01		8.36		
	5.55	7.15		8.49		
				\$ 8.51		
	6.11	7.30		9.07		Will not run
	6.23	7.40		9.17		Nov. 28th
	6.29	7.46		F 9.23		Dec. 25th
				F 9.33		Jan. 1st
	6.48	\$ 8.06		\$ 9.53		May 30th
	7.00	8.19		10.07		
				F10.21		
	7.11	8.30		10.22		
	7.32	8.53		10.47		1.40
	D 7.42	\$ 9.05		\$10.59		\$ 1.52
	* 6.47	* 8.10	\$10.00	10.04		
	6.50	8.13	10.03	10.07		
	7.04	8.30	10.18	10.25		
	7.19	8.45	10.33	\$10.45		
	7.38	0 9.07	10.52	\$11.13		
	7.49	9.21	11.03	11.29		
	8.02	9.37	11.17	11.45		
				\$11.55		
	8.17	9.55	11.32	12.07		
	\$ 9.00	\$10.45	\$12.15	\$12.55		
	A. M.	A. M.	P. M.	P. M.	P. M.	
	29	71	1	23	501	

STATIONS Leave	FIRST CLASS		
	◇79	89	511
	DAILY A. M.	DAILY P. M.	DAILY EX. SUN. P. M.
CRESTLINE.....	\$11.53	\$12.41	
CRESTLINE.....	11.59	12.47	
WEST YARD.....			
ROBINSON.....			
COLSAN.....	12.12	1.00	
BUCYRUS.....			
NEVADA.....			
UPPER SANDUSKY.....	12.27	1.15	
KIRBY.....			
FOREST.....	12.37	1.25	
DUNKIRK.....	12.43	1.31	
DOLA.....			
ADA.....			
LAFAYETTE.....			
LIMA.....	1.04	\$ 1.55	
ELIDA.....			
DELPHOS.....	1.17	2.09	
MIDDLEPOINT.....			
VAN WERT.....		\$ 2.21	
ESTRY.....	1.28	2.22	
CONVOY.....			
DIXON.....			
MONROEVILLE.....			
ADAMS.....	1.51	2.44	
FORT WAYNE.....	\$ 2.03	\$ 2.55	
FORT WAYNE.....	1.08	2.00	\$ 2.30
JUNCTION.....	1.11	2.03	2.35
ARCOLA.....			
COLUMBIA CITY.....			
VANDALE.....	1.28	2.20	
LARWILL.....			
BERLIN.....			
PIERCETON.....			
WINONA LAKE.....			
WARSAW.....	\$ 1.45	2.35	
ATWOOD.....			
ETNA GREEN.....			
BOURBON.....			
INWOOD.....			
PLYMOUTH.....	2.09	\$ 3.00	
DONALDSON.....			
HAMLET.....	2.21	3.14	
HANNA.....			
WANATAH.....	2.36	3.30	
VALPARAISO.....		\$ 3.40	
WHEELER.....			
BART.....	2.53	3.55	
CHICAGO.....	\$ 3.40	\$ 4.40	
Arrive	P. M.	P. M.	P. M.
	79	89	511

	FIRST CLASS		
	◇43||	◇7	◇113*||
	DAILY P. M.	DAILY P. M.	DAILY EX. SUN. P. M.
	\$ 2.25		\$ 7.15
	2.31		7.21
	2.45		7.35
	\$ 2.49		\$ 7.37
	\$ 3.08		\$ 7.49
			\$ 8.02
	\$ 3.23		8.16
	3.31		\$ 8.25
	\$ 3.42		\$ 8.36
	\$ 4.06		\$ 9.02
	\$ 4.21		\$ 9.20
	\$ 4.37		\$ 9.39
	4.38		9.40
	5.03		10.03
	\$ 5.15		\$10.15
	4.25	\$ 6.43	9.35
	4.28	6.46	9.38
	\$ 4.47		
	4.48	7.03	9.58
	\$ 5.10	7.18	\$ 10.25
	\$ 5.40	7.37	\$ 10.57
	5.54	7.48	11.13
	6.09	8.02	11.29
	\$ 6.24		\$ 11.40
	6.37	8.17	11.56
	\$ 7.30	\$ 9.00	\$12.50
	P. M.	P. M.	A. M.
	43	7	113

STATIONS	FIRST CLASS		
	506	62	200
	Arrive A. M.	A. M.	A. M.
CRESTLINE.....		5.00	
CRESTLINE.....		D 4.54	
WEST YARD.....			
ROBINSON.....			
COLSAN.....		4.39	
BUCYRUS.....			
NEVADA.....			
UPPER SANDUSKY.....		4.23	
KIRBY.....			
FOREST.....		4.13	
DUNKIRK.....		4.07	
DOLA.....			
ADA.....			
LAFAYETTE.....			
LIMA.....		3.44	
ELIDA.....			
DELPHOS.....		3.31	
MIDDLEPOINT.....			
VAN WERT.....			
ESTRY.....		3.20	
CONVOY.....			
DIXON.....			
MONROEVILLE.....			
ADAMS.....		2.57	3.40
FORT WAYNE.....		2.45	3.27
FORT WAYNE.....	\$ 1.23	\$ 1.40	\$ 2.05
JUNCTION.....	1.20	1.37	2.01
ARCOLA.....			
COLUMBIA CITY.....			
VANDALE.....		1.23	1.45
LARWILL.....			
BERLIN.....			
PIERCETON.....			
WINONA LAKE.....			
WARSAW.....		1.07	1.29
ATWOOD.....			
ETNA GREEN.....			
BOURBON.....			
INWOOD.....			
PLYMOUTH.....		12.46	1.06
DONALDSON.....			
HAMLET.....		12.32	12.54
HANNA.....			
WANATAH.....		12.17	12.39
VALPARAISO.....			
WHEELER.....			
BART.....		12.01	12.20
CHICAGO.....		\$11.15	\$11.35
Leave	A. M.	P. M.	P. M.
	DAILY	DAILY	DAILY
	*506	◇62	200

	FIRST CLASS				
	12	44	118	120	8
	A. M.	A. M.	A. M.	A. M.	A. M.
		5.49	9.55	9.25	
		\$ 5.43	\$ 9.45	\$ 9.15	
			F 9.33		
		5.27	9.24	8.49	
			\$ 9.23	\$ 8.48	
			\$ 9.03		
		5.11	\$ 8.53	\$ 8.18	
			\$ 8.36		
		5.01	\$ 8.30	\$ 7.55	
		4.55	\$ 8.18	\$ 7.43	
			\$ 8.08		
			\$ 7.58	\$ 7.23	
			\$ 7.45		
		\$ 4.33	\$ 7.28	\$ 6.58	
			\$ 6.51		
		4.18	\$ 6.41	\$ 6.38	
			\$ 6.27		
			\$ 6.17	\$ 6.18	
		4.07	6.00	6.04	
			\$ 5.50		
			\$ 5.40		
			\$ 5.33		
		3.45	5.22	5.34	
		3.33	5.10	5.22	
	\$ 2.15	\$ 2.25	\$ 3.35	\$ 3.55	\$11.32
	2.12	2.22	3.32	3.52	11.29
			\$ 3.13	\$ 3.32	
	1.57	2.07	3.10	3.29	11.14
	1.41	1.50	\$ 2.50	\$ 3.08	10.58
			\$ 2.26	\$ 2.47	
	R 1.19	\$ 1.26	\$ 2.12	\$ 2.33	10.38
	1.05	1.12	1.51	2.11	10.26
	12.50	12.57	1.36	1.54	10.12
	\$ 12.40		\$ 1.24	\$ 1.42	
	12.30	12.40	1.05	1.27	9.57
	\$11.45	\$11.55	\$12.05	\$12.30	\$ 9.15
	P. M.	P. M.	A. M.	A. M.	A. M.
	DAILY	DAILY	DAILY	SUNDAY ONLY	DAILY
	◇12*	◇44*	*118	*120	◇8

STATIONS	FIRST CLASS		
	58	56	14
	Arrive P. M.	P. M.	P. M.
CRESTLINE.....	% 9.20	% 9.30	
CRESTLINE.....	Q 9.14	P 9.24	
WEST YARD.....			
ROBINSON.....			
COLSAN.....	8.59	9.09	
BUCYRUS.....			
NEVADA.....			
UPPER SANDUSKY.....	8.44	8.54	
KIRBY.....			
FOREST.....	8.35	8.45	
DUNKIRK.....	8.29	8.39	
DOLA.....			
ADA.....			
LAFAYETTE.....			
LIMA.....	\$ 8.06	8.18	
ELIDA.....			
DELPHOS.....	7.52	8.06	
MIDDLEPOINT.....			
VAN WERT.....			
ESTRY.....	7.41	7.55	
CONVOY.....			
DIXON.....			
MONROEVILLE.....			
ADAMS.....	7.19	7.33	
FORT WAYNE.....	% 7.09	% 7.23	
FORT WAYNE.....	Q 6.04	\$ 6.18	\$ 6.30
JUNCTION.....	6.01	6.15	6.27
ARCOLA.....			
COLUMBIA CITY.....			
VANDALE.....	5.46	6.00	6.12
LARWILL.....			
BERLIN.....			
PIERCETON.....			
WINONA LAKE.....			
WARSAW.....	5.30	5.45	5.57
ATWOOD.....			
ETNA GREEN.....			
BOURBON.....			
INWOOD.....			
PLYMOUTH.....	Q 5.07	5.25	5.37
DONALDSON.....			
HAMLET.....	4.55	5.13	5.26
HANNA.....			
WANATAH.....	4.41	4.59	5.12
VALPARAISO.....			
WHEELER.....			
BART.....	4.25	4.43	4.57
CHICAGO.....	\$ 3.40	\$ 4.00	\$ 4.15
Leave	P. M.	P. M.	P. M.
	DAILY	DAILY	DAILY
	◇58	◇56	◇14

	FIRST CLASS				
	28	454	78	456	42
	P. M.	P. M.	P. M.	P. M.	A. M.
	% 9.56		11.47		12.10
	\$ 9.50		\$11.37		\$12.04
	9.35		11.20		11.49
	9.20		\$10.59		11.34
	9.11		10.44		11.24
	9.05	Will not run Dec. 25th	10.38		11.18
	8.44		\$10.15		\$10.55
	8.32		\$ 9.53		10.41
	8.21		9.37		10.30
	8.00		9.15		10.08
	% 7.50		9.05		9.58
	\$ 6.45		\$ 8.00		\$ 8.53
	6.42		7.57		8.50
	6.27		7.42		8.35
	6.12		\$ 7.22		8.20
	5.53		6.58		\$ 7.57
	5.42		6.47		7.45
	5.28		6.33		7.31
	\$ 6.00	X 6.23	\$ 6.55		
	\$ 5.50		\$ 6.45		
	5.13	5.45	6.15	6.40	7.15
	\$ 4.30	\$ 4.35	\$ 5.30	\$ 5.35	\$ 6.30
	P. M.	P. M.	P. M.	P. M.	P. M.
	DAILY	DAILY Ex. Sa. & Su.	DAILY	DAILY	DAILY
	◇28	#◇454	78	◇456	◇42

TRAINS WAIT FOR CONNECTION

JUNCTION	TRAIN	DUE	MIN. WAIT	CONNECTION FROM				DUE	REMARKS
				No. 200 WABASH R. R.	No. 201 WABASH R. R.	No. 1 WABASH R. R.	No. 7 WABASH R. R.		
FORT WAYNE	No. 200 FORT WAYNE DIV.	3.27 A. M.	★					1.55 A. M.	
	No. 201 FORT WAYNE DIV.	3.50 A. M.	★					1.55 A. M.	
	No. 1 FORT WAYNE DIV.	10.00 A. M.	★					9.50 A. M.	
	No. 7 FORT WAYNE DIV.	6.43 P. M.	★					6.38 P. M.	

★ Unless otherwise directed wait until connection is received.

TICKET OFFICES OPEN FOR SALE OF TICKETS

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	120	43
22	113	Dunkirk		
118	43	Ada		
118	42	Lima	120	42
118	43	Delphos		
All trains		Van Wert	All trains	
All trains		Fort Wayne	All trains	
23	43	Columbia City		
23	78	Warsaw	23	78
52	42	Plymouth	52	42
All trains		Valparaiso	All trains	

U. S. MAIL WORK

STATIONS	Westward						Eastward					
	15	23	79	43	29	113	44	118	52	78	28	120
Robinson									CD			
Nevada		CD		CD					CD			A
Upper Sandusky		CD			E		D					
Kirby		D		CD								A
Forest		CD			D	C			CD			
Dunkirk		CD		CD					D			
Dola				CD								A
Ada		CD							CD			
LaFayette		CD		CD					CD			A
Lima	D		D		D							
Elida		CD		CD								A
Delphos		CD			D							
Middlepoint		CD		CD					CD			A
Van Wert		CD	D		D		D					
Convoy		CD		CD					CD			CD
Dixon				CD					CD			A
Monroeville		CD		CD					CD	C		AD
Columbia City		CD							CD	C		
Larwill	N											A
Pierceton	D			CD				D	D			AD
Etna Green									CD	C		A
Bourbon	D	CD							CD			
Hanna												A
Wanatah										C		

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 engineers where necessary to so reduce speed.

C—Mail caught from crane only.

D—Mail delivered only.

CD—Mail caught and delivered.

E—Train stops daily except Monday, mail received or delivered, or both.

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

N—Newspapers delivered.

NOTE—Additional letters and characters may be used where required.

Letters and characters as used on this page have no reference to their application as provided for in special instructions ★1201 or 1202.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority

STATIONS	TRS-9 (1)	JC-5 (1)	ED-7 (2)	PF-3 (1)	FW-21 (1)	NL-1 (1)	CACI (1)	FW-17 (1)	PC-3 (3)	APF-9 (1)	NY-1 (1)	BEC-1 (1)	NL-3 (1)	PF-1 (1)	CC3	PC-5 (1)	PC7	PE-7 (1)	LC11 (2)	PF-9 (1)
	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.
CRESTLINE	1.45	2.15	6.00	6.45		8.00	8.10	8.30	8.30	9.00	9.30	11.30		12.45	1.30	3.50	4.15		6.15	4.30
WEST YARD					7.00	11.30					12.15		1.30	5.00	2.30	5.30	8.15	6.45	7.15	9.00
COLSAN					8.15	11.50					12.35		1.50	5.20	2.50	5.50	8.35	7.05	7.35	9.20
LIMA					10.45	1.40					2.15		3.45	7.00	4.40	7.30	10.25	8.45	9.15	11.00
ESTRY						2.45					3.25		5.00	7.45	5.45	8.45	11.30	9.30	10.25	11.45
ADAMS					12.30	3.30					4.15		5.45	8.30	6.30	9.30	12.15	10.15	11.15	12.30
JUNCTION					7.00	4.30					4.45		6.15	8.30	7.00	10.00	12.45	10.30	12.01	12.30
BUTLER																				
VANDALE						5.10					5.20		6.55	9.10	7.40	10.40	1.25	11.10	12.40	1.10
VAN															10.30			2.00		
PLYMOUTH						6.30					6.20		8.00	10.15		11.45	2.45	12.15		2.30
WANATAH						8.00					7.20		9.05	11.20		12.50	3.45	1.20	3.15	3.45
VALPARAISO																				
BART					3.00	8.45					8.00		9.45	12.01		1.30	4.30	2.00	4.00	4.30
CHICAGO					3.45	9.45					10.30		10.15	1.00		2.00	5.00	3.00	6.00	5.15
	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.

(1) Daily.

(2) Daily except Sunday.

(3) Daily except Monday.

(4) Monday, Wednesday and Friday.

(5) Tuesday, Thursday and Saturday.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

The time shown conveys no time-table authority

STATIONS	BEC-3 (1)	FW-1 (4)	FW-11 (2)	FW-5 (4)	FW-25 (2)	FW-13 (5)	FW-83 (2)	GR-1 (1)	FW-89 (2)	FW-81 (5)	RH-3 (2)	GR-7 (1)	FW-33 (1)	TRS7	TRS5	PF5
	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.
CRESTLINE	10.30															
WEST YARD		9.00														
COLSAN																
LIMA		3.30	8.30													
ESTRY																
ADAMS			3.00													
JUNCTION					8.30			12.01	3.15	5.30	10.30	8.00				
BUTLER				9.00			4.15									
VANDALE					9.30		6.30		8.30	10.30						
VAN									8.30	5.30						
BOURBON				12.01												
PLYMOUTH						7.45										
WANATAH																
VALPARAISO						2.45										
BART																
CHICAGO																
	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.	A.M.	A.M.

(1) Daily.

(2) Daily except Sunday.

(3) Daily except Monday.

(4) Monday, Wednesday and Friday.

(5) Tuesday, Thursday and Saturday.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority

STATIONS	FW-8 (3)	PF-8 (1)	BEC-4 (1)	PF-4 (1)	CMB (1)	CS-3 (1)	WS-8 (1)	WS-4 (1)	FW-26 (1)	ED-8 (1)	FW-18 (1)	CC6
CRESTLINE	P.M. 12.45	P.M. 4.30	P.M. 3.00	P.M. 3.30	P.M. 5.15	A.M. 2.15	A.M. 7.45	A.M. 8.45	P.M. 6.00	A.M. 6.00	P.M. 9.30	
WEST YARD	P.M. 11.45	P.M. 2.30		P.M. 2.00	P.M. 4.00	A.M. 1.00	A.M. 6.45	A.M. 7.45	P.M. 6.45			2.15
COLSAN	P.M. 11.20	P.M. 2.00		P.M. 1.30		A.M. 12.40	A.M. 6.25	A.M. 7.25	P.M. 2.30			1.45
LIMA	P.M. 9.30	P.M. 12.05		P.M. 11.25		A.M. 11.00	A.M. 4.40	A.M. 5.40	P.M. 10.45			11.40
ESTRY	P.M. 8.40	P.M. 11.15		P.M. 10.45		A.M. 10.10	A.M. 3.50	A.M. 4.55				11.00
ADAMS	P.M. 8.00	P.M. 10.30		P.M. 10.00		A.M. 9.30	A.M. 3.10	A.M. 4.15	P.M. 9.00			10.15
JUNCTION	P.M. 5.40	P.M. 8.30		P.M. 7.30		A.M. 7.30	A.M. 12.50	A.M. 2.00	P.M. 5.00			8.15
BUTLER												
VANDALE	P.M. 5.00	P.M. 7.50		P.M. 6.50		A.M. 8.35	A.M. 12.10	A.M. 1.25				
VAN												4.45
PLYMOUTH	P.M. 3.30	P.M. 6.20		P.M. 5.20		A.M. 7.05	A.M. 11.00	A.M. 11.55				
WANATAH	P.M. 2.20	P.M. 5.10		P.M. 4.10		A.M. 5.55	A.M. 9.40	A.M. 10.45				
VALPARAISO												
BART	P.M. 1.40	P.M. 4.30		P.M. 3.30		A.M. 5.15	A.M. 8.55	A.M. 10.00				
CHICAGO	P.M. 1.00	P.M. 3.30		P.M. 2.30		A.M. 4.30	A.M. 5.00	A.M. 8.50	P.M. 9.00			
	A.M.	A.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	A.M.

(1) Daily. (2) Daily except Sun. (3) Daily except Sun. (4) Mon., Wed. and Fri. (5) Tues., Thurs. and Sat. (6) Daily except Sun. and Mon. (7) Fri. only. (8) Fri. and Sat. only. (9) Tues., Wed., Thurs. and Sat.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority

STATIONS	FW-2 (5)	FW-10 (2)	GR-6 (1)	FW-6 (2)	FW-36 (2)	FW-12 (5)	FW-14 (4)	RH-4 (2)	FW-30 (4)	FW-32 (2)	GR-2 (2)	FW-24 (1)
CRESTLINE	P.M. 3.30			P.M. 3.00		P.M. 3.00						A.M.
WEST YARD												
COLSAN												
LIMA	P.M. 8.30	P.M. 3.00										
ESTRY												
ADAMS		P.M. 8.30	P.M. 10.30									
JUNCTION		P.M. 7.30										
BUTLER												
VANDALE				P.M. 3.00								
VAN												
BOURBON												
PLYMOUTH												
WANATAH												
VALPARAISO												
BART												
CHICAGO												
	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	A.M.

(1) Daily. (2) Daily except Sun. (3) Daily except Mon. (4) Mon., Wed. and Fri. (5) Tues., Thurs. and Sat. (6) Daily except Sun. and Mon. (7) Fri. only. (8) Fri. and Sat. only. (9) Tues., Wed., Thurs. and Sat.

SPECIAL INSTRUCTIONS

Note—Five point star symbol (★) indicates Special Instructions of System application.

★1001. A rule referred to by number, unless otherwise specified, is a rule in the Operating, Signal and Interlocking Rules.

STANDARD TIME

★1101. Eastern — Central Standard Time apply on this Division.

★1102. Referring to Rule 2, drivers of track cars must use reliable watches.

LETTERS AND CHARACTERS

★1201. The following letters and characters in schedules indicate:

- S** —Regular stop.
- F** —Stop on signal to receive or discharge passengers.
- A** —Stop on signal to receive passengers.
- E** —Stop on signal to discharge passengers.
- C** —Regular stop to receive passengers.
- D** —Regular stop to discharge passengers.
- E** —Regular stop for express, mail or newspapers.
- G** —Regular stop, Saturday only.
- H** —Regular stop, Saturday only, to receive passengers.
- J** —Regular stop, Saturday only, to discharge passengers.
- K** —Regular stop, Sunday only.
- L** —Stop on signal, Sunday only, to receive or discharge passengers.
- M** —Regular stop daily except Saturday and Sunday.
- N** —Regular stop daily except Sunday.
- ⊙ —No baggage service.
- ⊙ —No baggage service Sunday.
- * —Passenger train—schedule assigned to gas or gas-electric rail motor cars.
- * —Passenger train—schedule assigned to handle passenger and freight equipment.
- ◇ —Passenger train—No train baggageman.
- ‡ —Indicates train that will not be operated on specified dates or holidays shown on schedule pages.

1202.

- O** —Stop on signal to receive or discharge passengers to or from Pittsburgh and east.
- P** —Stop on signal to receive or discharge passengers to or from Harrisburg and beyond.
- Q** —Stop on signal to receive or discharge passengers to or from points south of Harrisburg.
- R** —Stop on signal to receive passengers for beyond Fort Wayne via Wabash.
- T** —Stop on signal to receive or discharge passengers to or from Grand Rapids and beyond.
- X** —Stop on signal to receive passengers for points beyond Fort Wayne.
- Y** —Stop on signal to receive passengers for Crestline and east.
- § —Train baggageman west of Fort Wayne.
- || —Train baggageman east of Fort Wayne.
- † —Train baggageman Saturday only.
- * —Train may leave in advance of schedule leaving time when station work is completed.

COLOR SIGNALS

★1302. A yellow flag or light placed to the right of track indicates the approach to a portion of track covered by a slow order and is located a sufficient distance ahead of the obstruction to permit the speed of train to be reduced from maximum authorized speed to the speed required.

The end of the restricted territory will be indicated by a green flag or light.

NOTE—The requirements of Special Instruction 1302 will be considered as having been complied with when standard slow and resume boards are used instead of yellow and green flags. Yellow and green lights will be used at night.

HAND, FLAG AND LAMP SIGNALS

★1401. An oil lamp must be used for the red light prescribed by Rule 35, Night Signals—to be used by flagman.

ENGINE WHISTLE SIGNALS

1502. Rule 14(r) will apply passing block station indicated before reaching water or coaling station at which stop will be made.

Eastward Trains—

Whistle at:
Bart
Hamlet
Plymouth
Warsaw
Adams
Sugar St.
Forest

Stop to be made at:

Wanatah
Plymouth
Warsaw
Columbia City
Middlepoint
Dola
Upper Sandusky

Westward Trains:

Forest
Sugar St.
Vandale
Warsaw
Hamlet

Dola
Middlepoint
Warsaw
Plymouth
Wanatah

Operator will notify train dispatcher promptly. The above signal will be supplemented by a display of a red light by night and a red flag by day held up in the gangway of engine.

Note—The display of red light or red flag must be made in such a manner as not to be confusing or misinterpreted by crews of other trains.

COMMUNICATING SIGNALS

★1601. When communicating signal is inoperative and cannot be put in working condition without detention, train may proceed after conductor and engineman have an understanding as to how train is to be operated.

USE OF SIGNALS

Fusees And Torpedoes

★1801. When a pusher engine is assisting a train, 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 dropping them off between the cabin car and pusher engine on the track the train is using, and not between that track and an adjoining track.

1802. On account of fire hazard lighted fusees must not be displayed on bridges or trestles unless necessary to prevent an accident.

1803. Minimum number of fusees and torpedoes which must be carried as part of equipment in services indicated:

	Fusees	Torpedoes
Passenger Service	12	24
Freight Service	12	24
Engines in Road Service	6	12
Engines in Shifting Service	6	12
Track Cars	6	12

SUPERIORITY OF TRAINS

★1901. Eastward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

**GENERAL ORDERS, BULLETIN BOARDS,
EMPLOYES' REGISTERS, STANDARD CLOCKS**

*2001. Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of Employees' Registers and Standard Clocks on this Division, also locations on this Division where General Orders of other Divisions will be posted and delivered:

Bulletin Board	Employees' Register	Standard Clock	Location	Other Divisions
X	X	X	Crestline—Telegraph Office	Eastern E. & A.
X	X	X	Crestline—Eng. House	Pittsburgh Eastern Conemaugh Cleveland E. & A. Monongahela Panhandle
X	X	X	Crestline Yard Office	Pittsburgh Eastern Conemaugh Cleveland Panhandle Monongahela
X	X		Lima—Eng. Watchman Bldg.	
X	X	X	Fort Wayne—Eng. House	Logansport Chicago Ter. G. Rapids Cincinnati Columbus
X	X	X	Fort Wayne—Station	Logansport Chicago Ter. G. Rapids Cincinnati Columbus
X	X	X	Fort Wayne—Yard Office	Chicago Ter. G. Rapids
X	X	X	Plymouth	
X	X	X	Valparaiso—Station	Chicago Ter.
X	X	X	Vandale	Logansport

NOTE—X Indicates in Service.

2002. Standard Clocks At Other Points.

Train dispatcher's office.
Open block stations.

* 2003. At points where there is no designated employe on duty to witness signatures as required by Rule 75b, conductor or engineman must witness the signatures of all members of his crew.

GENERAL ORDER ZONES

★ 2101. General Order Zones of this Division are as follows:
 Zone EF—Between Division Post Eastern Division and West Yard inclusive.
 Zone A—Between West Yard exclusive and Adams exclusive.
 Zone B—Between Adams inclusive and Junction inclusive.
 Zone C—Between Junction exclusive and Division Post Chicago Terminal Division.
 Zone D—Between Division Post Logansport Division and Vandale exclusive.
 Between Vandale exclusive and Butler.

Qualification of Conductor Or Engineman

2102. A conductor or an engineman who has not made a trip, either in service or a special trip in such manner as to keep posted on the physical characteristics of his own division, or a part of it, or over connecting divisions used in interdivisional service within a period of six months, must not be used on such portions of the road until he has made one or more trips. In such cases it will be necessary to go over the portion of the division involved, be examined and qualified by the proper division officer.

When a conductor or engineman makes a trip (not in service) for the purpose of retaining his qualifications he must notify the Superintendent in writing, giving necessary details, and have conductor or engineman witness his certification.

Conductors or enginemen extending their qualifications by making trips (not in service) must be reexamined after the expiration of one year.

TRACK ASSIGNMENTS

2201. Single Track

Track	Between	And
Butler Branch	Vandale	Van

2202. Two or More Tracks

Current of traffic is as follows:

Main Line	No. 1 Track	No. 2 Track	No. 3 Track
Division Post CT Division to Colsan	Eastward	Westward	
Colsan to West Yard	Eastward	Westward Passenger	Westward Freight
West Yard to Crestline	Eastward	Westward	
Crestline to Division Post Eastern Division	Eastward Freight	Eastward Passenger	Westward

NOTE—Tracks are numbered from south to north

2203. Secondary Tracks of Assigned Direction

Track	From	To	Assigned Direction	Controlled by	Reverse Movements on Permission from	Note
No. 4	Junction	Adams	Eastward	Wabash	Wabash	(1)
No. 3	Adams	Linker	Westward	Wabash	Wabash	(1)
No. 13	Linker	Piqua Rd.	Westward	Wabash	Wabash	(1)
No. 3	Piqua Rd.	Junction	Westward	Wabash	Wabash	(1)
No. 3	Hanna	Wanatah	Westward	Hanna	Hanna	(2)

NOTE 1—At Adams, Wabash and Junction the authority to use Nos. 3 and 4 tracks will be given by signal indication. At other points permission must be obtained from Signalman Wabash to use these tracks.

NOTE 2—Eastward movements made on signal indication at Wanatah.

2204. Secondary Tracks of No Assigned Direction

Track	Between	And	Controlled by	Note
Vandale (E)	Vandale	Butler	Signalman Vandale	

(E) Indicates time-table direction from point first named.

MOVEMENT OF TRACK CARS

2301. Track cars will be governed as specified by **Rule 80** on portions of the division as follows:

All Main Tracks
Secondary Tracks and Sidings

★ 2304. Signalmen will not admit a one-man track car to a block which is occupied by an approaching train, nor permit any train to enter a block which is occupied by a one-man track car without instructions from the Superintendent.

Movement of Detector Cars, Burro Cranes, Etc.

★ 2305. Unless otherwise provided, Rules and Special Instructions applying to movement of track cars will apply to detector cars (device for detecting defective rails), burro cranes or cars of similar type or construction, except that detector cars will display markers in accordance with **Rules 19** and **19a**, and will not be required to conform to speed for track cars.

Detector cars will be designated as Detector car extra, burro cranes as Burro crane extra and other cars in a like manner.

When detector cars are testing rail in manual block system territory, **Rule 316** will apply to following movements.

MOVEMENT OF TRAINS

2401. Location of Train Dispatchers.
Fort Wayne.

Movements on Main Tracks will be in charge of Train Dispatcher of this Division except that between Crestline Interlocking and Division Post Eastern Division, movements will be in charge of Train Dispatcher of Eastern Division and orders issued over signature of the Superintendent of that Division.

Train Dispatcher of this Division will be in charge of and orders, issued over signature of Superintendent of this Division, for movements between:

Division Post Chicago Terminal Division and Bart
Division Post Logansport Division and Van

Engineman Pilot

★ 2404. Enginemen, when acting as pilots, will operate the engine of train to which assigned, unless otherwise instructed.

2405. Normal Position of Switches and Crossovers at Specified Locations.

Switch Located at	Connecting	With	Normal Position is for Movements
Fort Wayne Station	45 track	Pay Car Spur	45 track
	46 track	West Stub	46 track

NOTE—At Fort Wayne the normal position of crossovers between Nos. 45 and 46 tracks, No. 45 track and ice track and No. 46 track and West stub is for straight movement.

2408. Switch tenders are stationed at and have charge of main track switches as indicated.

Location	Switches
Winter St.	From Winter St. to Gay St., including No. 3 track and crossovers between Nos. 1 and 4 tracks.
Fort Wayne East of passenger station 11:00 p. m. to 7:00 a. m.	From the east switch engine track at Lafayette St. to the east switch of Fort Wayne coach tracks, including No. 4 track.
Fort Wayne West of passenger station 11:15 a.m. to 7:15 p. m. 12:01 a. m. to 8:01 a. m.	From the west end of passenger station platform to a point 150 feet west of the west line of Fairfield Ave., including No. 4 track.

Switchtenders are under the jurisdiction of and will be governed by instructions of signalman as follows:

Winter St.—Signalman Wabash.
Fort Wayne Station—Signalman Wabash.

A hand signal received from switch tenders will be the authority for trains or engines to use main tracks with the current of traffic, secondary tracks in the assigned direction or yard tracks.

Trains leaving eastward relay yard or entering westward relay yard at Linker will be governed by hand signal from yard switch tender at that point.

NOTE—Trains and engines on secondary tracks must approach switches where switch tenders are stationed prepared to stop clear of any switch or route unless signal to proceed is received from switch tender.

Hand Operated Switches Equipped With Electric Locks

2411. The following switches are equipped with electric lock; permission to unlock must be obtained from signalman:

Location	Switch	Controlled by
Crestline East of station	Facing crossover Nos. 1 to 2 tracks. Facing crossover Nos. 2 to 1 tracks. Trailing crossover between Nos. 2 and 3 tracks. Trailing switch No. 2 to eastward engine parking track. Facing switch No. 3 to No. 5 tracks. Trailing switch No. 1 to Big Four interchange track.	Signalman Crestline
Crestline	Facing crossover No. 2 to yard tracks, 580 feet west of MP 190.	Signalman Crestline
Robinson	Trailing switch No. 1 to station siding.	Signalman Crestline
Piqua Road	Facing crossover Nos. 2 to 3 tracks. Trailing crossover Nos. 2 to 3 tracks. Trailing crossover Nos. 2 to 1 tracks. Facing crossovers Nos. 1 to 4 tracks. Trailing crossover Nos. 1 to 4 tracks.	Signalman Wabash
Winter St.	Facing crossover Nos. 2 to 3 tracks. Trailing crossover Nos. 1 to 4 tracks. Facing and trailing crossovers Nos. 1 to 2 tracks. Trailing crossovers Nos. 2 to 3 tracks. Facing crossovers Nos. 1 to 4 tracks.	Signalman Wabash

Location	Switch	Controlled by
Fort Wayne East of station	Facing crossover Nos. 2 to 45 tracks. Trailing crossover Nos. 2 to 46 tracks. Facing switch Nos. 2 to 46 tracks. Trailing crossover Nos. 2 to 3 tracks. Facing crossover Nos. 2 to 1 tracks. Trailing crossovers Nos. 1 to 4 tracks. Facing crossover Nos. 1 to 4 tracks. Trailing crossovers Nos. 1 to 46 tracks.	Signalman Wabash
Fort Wayne West of station	Trailing crossover No. 1 track to West stub. Facing crossover Nos. 1 to 4 tracks. Trailing crossover Nos. 2 to 3 tracks. Facing crossover No. 2 track to ice track. Facing switch Nos. 1 to 46 tracks. Trailing switch Nos. 2 to 45 tracks.	Signalman Wabash
Colsan	Trailing switch No. 3 to Johnson track.	Signalman Colsan
Colsan	Trailing switch No. 3 to Shunk track.	Signalman Colsan
Colsan	Facing switch No. 2 to freight station.	Signalman Colsan
Lima	Trailing switch No. 2 to B. & O. wye.	Signalman Lima
Hanna	Facing switch No. 3 to back track.	Signalman Hanna

When operating crossover from normal to reverse, the end of crossover equipped with electric lock must be operated first. When operating crossover from reverse to normal, the end of crossover equipped with electric lock must be operated last. For switches so equipped, separate lock lever must be placed in normal position after each operation of the switch. Padlocks on electric locks must be replaced when levers are in locked position.

The following switches are equipped with electric lock, not controlled by signalman:

Location	Switch
Berlin	Facing switch No. 1 track to Eastward siding.

NOTE—The switch lock on these switches must not be removed from keeper until after permission has been obtained from signalman. Instructions for operation of switches will be posted in telephone box or at other convenient location adjacent to switch.

2418. Rule D-93 in effect as follows:

Track	Between	And
Nos. 1 and 2	Junction	Adams
Nos. 1 and 2	West Yard	Crestline
Nos. 1, 2 and 3	Crestline	Division Post Eastern Division

Operation Of Pusher Engines In State Of Ohio

2420. The operation of pusher engines behind occupied cabin cars of assembled freight trains in the State of Ohio is prohibited.

In the State of Ohio, employes and others are prohibited from riding on a cabin car when a pusher engine is operated behind a cabin car of an assembled freight train; they may ride on the pusher engine. The train shall be stopped to cut off the pusher engine.

Non-interlocked Railroad Crossings At Grade.

2427. Movement of trains or engines on tracks of this division over non-interlocked railroad crossings at grade will be governed as follows:

Location	Signals, Etc. Governing Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
Denver N. Y. C. & St. L.	Target	Horizontal	Stop. Proceed indication: Target vertical, gate cleared. Indicated at night by red light.	
North Manchester C. C. C. & St. L.	None	None	Stop. It must be known crossing is clear before using. Indicated at night by red light.	
LaOtto P. R. R. Grand Rapids Div.	Target	Horizontal	Stop. Proceed indication: Target horizontal, gate cleared. Target and gate operated by trainmen of this division. Normal position of gate is for movement on Grand Rapids Division.	

Automatic Highway Crossing Signals

★2450. Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with Rules 14 (1) and 30. They operate when trains approach crossings with or against the current of traffic on main tracks only.

Trains approaching a highway crossing on a siding or yard track, adjacent to tracks crossing a highway protected by automatic highway crossing signals, will run carefully sounding the warning as prescribed by Rules 14 (1) and 30.

When a train passes entirely over a highway crossing protected by automatic highway crossing signals, it must not move in opposite direction over the crossing until 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, a device is provided to cut out the operation of the automatic highway crossing signals by trainmen.

Track	Crossing	Location	Control Device Located	Movements
No. 1	All crossings	Upper Sandusky	5th, 7th and 8th Streets	Eastward
No. 2	All crossings	Upper Sandusky	5th, 7th and 8th Streets	Westward
No. 1	Linker	Fort Wayne	Steel post south of tracks	Eastward
No. 2	Linker	Fort Wayne	Steel post north of tracks	Westward
No. 3	Linker	Fort Wayne	Steel post north of tracks	Westward
No. 4	Linker	Fort Wayne	Steel post south of tracks	Eastward
No. 2	First St.	Pierceton	Elevator switch	Westward
E.B. Sdg.	Bariman St.	Plymouth	Relay case east of crossing	Eastward
W.B. Sdg.	Bariman St.	Plymouth	West storage switch	Westward
No. 1	Stark St.	Hamlet	East of crossing	Eastward
W.B. Sdg.	Stark St.	Hamlet	East of crossing	Westward

When such device is used, no movement may be made over the crossing by their train until protection is provided as prescribed by Rule 103a, or the automatic operation of these signals has been restored.

Employes should observe the operation of automatic highway crossing signals and report promptly to the Superintendent any failures to operate properly.

★2451.

Electric light indicators are in service on or adjacent to instrument cases of flashing light signals and crossing bells protecting road crossings.

Indicator light will be displayed when train is operating the flashing light signals or crossing bells. Absence of indicator light indicates commercial power has failed and that signals or bells will be entirely dependent upon storage battery.

If indicator light is not displayed as train approaches crossing, prompt report must be made to Superintendent.

2452. Eastward trains having cars to set off at Benson Yard will stop their train west of crossover at Antrim when rear of train is to be left on Main Track.

2453. 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.

2454. A train moving from Bucyrus Station to Coulter Track, against current of traffic, on No. 1 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.

Gas-Electric, Gasoline And Oil-Electric Rail Motor Cars

★ 2475. Gas-electric rail motor cars, gasoline rail motor cars and oil-electric rail motor cars must not use sand in automatic block system territory, except to avoid accidents. When these cars are used as trailers or are being towed, they must be placed only at end of train. If handled by passenger train, it should not consist of more than 15 cars. If handled by freight train, it should not consist of more than 35 cars.

Four-Wheel Cabin Cars

★ 2476. 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 interlockings and such cabin cars must not be permitted to stand alone between the signals of a block or interlocking station without permission of signalman.

Dragging Equipment Detector

★ 2478. After each actuation of a dragging equipment detector, the train crew must examine the entire train and advise the signalman when this has been done before proceeding.

MOVEMENT BY TRAIN ORDERS

2501. At Crestline, passenger station, enginemen of passenger trains are relieved from reporting for orders. Conductors must report and personally deliver copy of each order or message to engineman, who will compare with conductor by reading order or message aloud. When there are no orders or messages the conductor will personally notify the engineman before train departs.

★ **2505.** While train order signal (Rule 294, Fig. A) 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 Rule 221a.

★**2506.** Referring to Rule 221a, message form C.T. 1250 will be used.

MOVEMENT OF TRAINS IN THE SAME DIRECTION BY BLOCK SIGNALS

★**2601.** Rules 251, 253 and 254 in effect:

	Track	Between	And
Main Line	No. 1 and No. 2	Division Post CT Division	Colsan
	No. 1 and No. 3	Colsan	West Yard
	No. 1, No. 2 and No. 3	Crestline	Division Post Eastern Division

On two or more tracks signal indication or permission of the signalman will be authority for train to proceed as an extra.

When a train is to run as a Passenger Extra it will be notified by the signalman, except:

At Crestline passenger station by telegraph operator.

OPPOSING AND FOLLOWING MOVEMENT OF TRAINS BY BLOCK SIGNALS

★**2602.** Rules 261, 262, 263 and 264 in effect:

	Track	Between	And
Main Line	No. 2	Colsan	West Yard
	No. 1 and No. 2	West Yard	Crestline

Signal indication or permission of the signalman will be authority for a train to proceed as an extra.

When a train is to run as a Passenger Extra it will be notified by the signalman, except:

At Crestline passenger station by telegraph operator.

FIXED SIGNALS

2701. Signal aspects not in conformity with the typical aspects, in service:



Name: Take siding indicator.

Indication: Take siding.

Location:

Upper Sandusky Eastward trains take siding Antrim.
Sugar Street..... Eastward trains take siding Lafayette.
Delphos..... Eastward trains take siding Lima.



Name: Take siding indicator.
 Indication: Take siding.
 Location:
 Estry—Eastward trains take siding Middlepoint.
 Delphos—Westward trains take siding Middlepoint.
 Signal 3628 west of Warsaw — Eastward trains take siding Warsaw.
 Warsaw Interlocking—Eastward trains take siding Berlin.

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

White Light—No passengers.

Location:

Plymouth—West end eastward siding for eastward trains.



MANUAL BLOCK SYSTEM

2801. Rules 305 to 373, inclusive, are in effect as follows, except that Rules 316 and 317 will apply only on portions of the Division as specified:

Butler Branch.

2802. Rule 316 will apply to following movements:

When Detector cars are testing rail in manual block system territory.

2803. Rule 317 will apply:

Butler Branch.

Two or more Tracks—For movement against current of traffic, except where Rule 261 is in effect.

AUTOMATIC BLOCK SYSTEM

2901. Rules 501 to 512 inclusive are in effect on portions of the Division as follows:

For movements with the current of traffic.

	Track	Between	And
Main Line	No. 1 and No. 2	Division Post CT Division	Colsan
	No. 1, No. 2 and No. 3	Colsan	West Yard
	No. 1, No. 2 and No. 3	West Yard	Division Post Eastern Division

For movements against current of traffic.

	Track	Between	And
Main Line	No. 2	Colsan	West Yard
	No. 1 and No. 2	West Yard	Crestline

SPEEDS SPEED TABLE

★3101.

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

3102. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED, PASSENGER TRAINS AND FREIGHT TRAINS

MAINLINE	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
Miles per Hour										
Division Post CT Division to Junction							80	50	80	50
Junction to Broadway							30	30	80	50
Broadway to Winter St.							30	30	30	30
Winter St. to Colsan							80	50	80	50
Colsan to West Yard					80	50	80	50	80	50
West Yard to Crestline							80	50	80	50
Crestline to Division Post Eastern Division					30	30	30	30	30	30
Butler Branch	30	30								

Passenger trains with freight cars not equipped for passenger service must not exceed maximum speed for freight trains, unless otherwise instructed.

WRECK TRAINS

	Boom Trailing	Boom Forward
	Miles per Hour	
Main Line.....	50	40
Butler Branch.....	30	20

WORK TRAINS

	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
Main Line.....	30	20	20
Butler Branch.....	30	20	20

Work trains without crane may operate at speed authorized for freight trains, unless otherwise instructed.

VARIOUS

MAIN LINE	Miles per Hour
Circus Trains.....	30
Revenue Trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Special Instructions ★3601.	
—on straight track.....	30
—on curves.....	20
Solid trains of tank cars loaded with petroleum products..	40
Solid trains of tank cars loaded with petroleum products through Warsaw and Bucyrus.....	30
Freight trains consisting of 50 percent or more tank cars loaded with petroleum products.....	40
Freight trains that consist entirely of mineral freight or have a mineral freight fillout of more than 50 cars in a solid block.....	40
NOTE—When handling such trains Conductors must know that enginemmen have been so advised.	
Snow Plows in service.....	15
Snow Flangers in service.....	15
Passing station platforms and trains on adjacent tracks..	.....

MAIN LINE		Miles per Hour
NOTE—When operating over territory other than Main Line, shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.		
Operating against current of traffic, except where Rule 261 is in effect—Passenger Trains.....		60
—Freight Trains.....		50
Trains consisting of 50 percent or more P.R.R. cars of MP-54 and MBM-62 types or Long Island Railroad cars of P-54 type.....		65
NOTE—For purpose of identification, P.R.R. suburban cars of MP-54 and MBM-62 types are shorter than through service cars, and are not equipped with buffer diaphragms.		
Long Island Railroad suburban cars of P-54 type are shorter than the through service cars but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet.		
When handling such cars conductors must know that enginemen have been properly advised.		
Passenger train assisted by an engine on rear and air brake controlled by leading engine.....		30
Pushing Cars—Passenger Trains.....		30
—Freight Trains.....		20
NOTE—Trains handling foamite cars must be operated in accordance with freight train speeds.		
Track Cars—unless otherwise restricted.....		20
—when hauling track cars or trailers.....		10
—hand cars operated under Rule 80.....		8
—through crossovers and turnouts, and over highway and railroad crossings.....		5
Engines taking water from track pans.....		45
3103. MAXIMUM SPEEDS—UNLESS OTHERWISE SPECIFIED TURNOUTS		
ENTIRE DIVISION		
		Miles per Hour
Non-Interlocked turnouts—diverging movements.....		10
3104. MAXIMUM SPEEDS—UNLESS OTHERWISE SPECIFIED CURVES, BRIDGES, ETC.		
MAIN LINE		Miles per Hour
All curves between mile posts 188 and 190.....		30
Reverse curve one mile west of Crestline.....		40
Curve just east of Bucyrus station.....		60
Upper Sandusky C. & O. R. R. crossing.....		40
Lima B. & O. crossing.....		20
Curve just west of Van Wert station.....		40
Fort Wayne—Wabash Ry. crossing.....		12
BUTLER BRANCH		
Logansport—Third and Sixth street crossings.....		10
Reverse curve two miles east of Logansport.....		20

3105. MAXIMUM SPEEDS UNLESS OTHERWISE RESTRICTED ENGINES

Class Steam Engines	Miles per Hour		
	Backward	Forward— Light	Forward— with train
A.....	15	15	15
B.....	20	20	20
C.....	20	20	20
E.....	25	50	80
G.....	35	50	70
H.....	35	40	50
I.....	25	40	40
J.....	25	40	50
K.....	35	50	80
L.....	25	40	50
M.....	35	50	60
N.....	25	40	50
Q.....	25	40	50
S1.....	35	50	80
S2.....	10	50	80
T.....	35	50	80
Note: Gas-Electric Rail Motor Cars...	60	60	60

Diesel Engines	Miles per Hour	
	Forward—Light	Forward—With Train
AA5.....	25	50
AA5A.....	25	50
AA5B.....	25	50
AA10B.....	25	50
AA10E.....	25	50
2(A1A-A1A).....	50	80
2-D-D-2-2-D-D-2.....	50	80

3106. MAXIMUM SPEEDS UNLESS OTHERWISE SPECIFIED SECONDARY TRACKS AND SIDINGS

Track	Between	And	Miles per Hour
No. 3	Adams	Linker	30
No. 13	Linker	Piqua Road	15
No. 3	Piqua Road	Junction	30
No. 3	Hanna	Wanatah	30
No. 4	Junction	Winter St.	30
No. 4	Winter St.	Linker	15
No. 4	Linker	Adams	30
Vandale-Butler Secondary Track	Vandale MP75 LaOtto	MP-75 LaOtto Butler	25 15
All Sidings	.....	.....	15

★ 3107. Movements on tracks, other than main, secondary and sidings must be made at restricted speed.

OTHER EQUIPMENT RESTRICTIONS

Steam Suburban Cars

★ 3116. The following classes of passenger cars must not be hauled between heavier steel cars or between heavier steel cars and the engine:

Coaches	Combined Passenger and Baggage	Passenger, Baggage and Mail
P-54 MP-54 MP-54c	PB-54 MPB-54 MPB-54b MPB-54c	MPBM-54 MBM-62

NOTE—For purpose of identification, P.R.R. suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms.

Long Island Railroad suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet.

Cabin Cars in Passenger Trains

★ 3117. Cabin cars other than all-steel construction equipped with four wheel trucks, must not be moved in passenger, mail, express or Main trains.

Cars Utilizing Compressed Inflammable Gas

★ 3118. Cars utilizing acetylene, butane, propane or other compressed inflammable gas for cooking, lighting, or other purposes, must not be accepted for movement unless the pintsch or acetylene gases have been drained from the permanent containers on cars so equipped, or unless the portable containers with other types of gases have been removed.

Cars Seventy Feet Or More In Length

* 3119. Cars having a stenciled length of load space of seventy feet or more, or passenger-carrying cars of P70 car length or greater, must not be coupled to cabin cars of the 2-axle type nor to cabin cars having 4-wheel trucks if the latter have couplers of the riveted yoke type.

Passenger—Mail—Express—Main Trains

* 3120. The following restrictions must be observed with reference to physical condition of foreign railroad cars received for movement over our lines:

(a) Passenger equipment cars of all-wood construction must not be operated in passenger, mail, express or Main trains nor accepted from foreign railroads for movement in such trains.

(b) Cars having steel underframe with wood superstructure or having steel underframe with composite superstructure and wood sheathing must not be used for transporting passengers.

(c) Baggage or kitchen cars with steel underframe and wood superstructures assigned in Main movement, may be moved in Main trains or exclusive express trains to any point on line except when required to operate through East and North River tunnels, New York Division.

(d) Passenger refrigerator cars with steel underframe and wood or composite superstructure, without lights or heating stoves, will be accepted for movement through East and North River Tunnels, New York Division.

(e) Passenger equipment cars with trucks having wood side and end members, with or without plates bolted thereto, must not be operated in passenger, mail, express or Main trains nor accepted from foreign railroads for movement in such trains.

(f) Cars with cast iron wheels must not be operated in passenger trains. Mail, express or Main trains having such cars must be operated at freight train speed.

Cars offered for movement in violation of clearances or any of these physical restrictions must not be accepted for movement over our lines.

Passenger Car Buffer Plates

★ 3121. Passenger train cars having continuous buffer plates must not be coupled to freight cars having coupler release levers with a center projecting arm.

Folding Steps

★ 3122. Folding steps which operate in conjunction with vestibule trap doors on passenger cars are not within the established clearance limits, unless in fully closed position or fully open position. Vestibule traps of cars equipped with folding steps must not be opened or closed while cars are in motion.

Dead or Disabled Engines

★ 3123. Dead engines of a design having two or three pairs of drivers and no trucks, may be moved only at speeds not exceeding 20 miles per hour. Dead engines of a design having four pairs of drivers and no trucks shall be restricted to speeds not exceeding 25 miles per hour.

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

When necessary to clear the main track, engines with any main or side rods disconnected may be moved to a terminal at not exceeding the following speeds:

Class of Engines	Miles per Hour
N1S, C1, I1S, I1Sa, J1, J1a, N2Sa.....	8
All others.....	15

If engines with any main or side rods disconnected while on the main track, have interference between crossheads or guide and front crank pin, on account of front wheels getting out of register, engineman 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.

When necessary to tow a diesel engine designed for road service the reverser drum must be locked in neutral position. All isolation switches must be placed in "start" position. If necessary to keep power units idling, the fuel pumps and control switches must be in closed position.

Roller Bearing Equipment

★ 3124. Engines and cars equipped with roller bearing journals must not be operated through water, except in emergency when authorized by the Superintendent and then, only as specified below:

(a) Steam and electric engines and cars, other than MU cars and rail motor cars, may be run through water when its depth does not exceed 7 inches (measured from top of rail) at a speed not exceeding 2 miles per hour.

(b) MU cars, rail motor cars and diesel engines may be run through water when its depth does not exceed 2 inches (measured from top of rail) at a speed not exceeding 2 miles per hour.

USE OF TELEPHONES

★3501. Employees using telephones in connection with train movements must satisfy themselves that they are in communication with the proper persons and must not consider conversation finished until the persons taking part are assured that they have heard all of the conversation and that it is understood.

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

If telephones fail, 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 their trains, the conductor, engineman or driver must personally re-

ceive all orders on the telephone and make all verbal arrangements pertaining to the movement of his train, but neither is relieved of any responsibility as prescribed by Rule 106.

Verbal arrangements and instructions in regard to trains being clear of, or desiring to occupy certain tracks, etc., must be repeated by the person receiving the information.

3502. Train and engine service employes using telephone in connection with the movement of their train will identify themselves to the signalman by giving their name, occupation and identification and location of train involved.

Operators and signalmen when answering telephone will identify themselves by name and station.

GENERAL INSTRUCTIONS

Machinery Of Rotary Or Swinging Type

*3601. Machinery of rotary or swinging type as cranes, derricks, steam shovels, etc., whether loaded on cars or moving on own wheels, must not be moved in revenue trains unless form CT-310 covering the specific movement is attached, one to each side of the car on which it is loaded or one to each side of the machine when moving on own wheels, and form CT-310-A is attached to the billing.

When such shipments are set off for repairs that may affect the requirements of the A.A.R. Loading Rules, they must not again be moved except upon authority of the Superintendent, and not until proper inspection has been made and billing endorsed by agent or yardmaster "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 rotary type machinery.

In all movements of such rotary or swinging type machinery on own wheels in revenue trains the boom end must trail, except that when necessary the Superintendent may authorize movement with boom end forward, in which event the authority will include any additional speed restrictions that may be required.

When cranes are shipped on their own wheels, all coal must be removed from the coal bunkers, and all water removed from the boilers and reservoirs. When boom is detached the light end of crane should trail. Where trucks are secured to body with keyed or nutted center pin, key or nut should be removed from pin on trailing end. All locking pins and hold-downs must be in a secured position.

When pivoted machinery, equipped with swinging booms of which a part may swing or extend outward, is moved from one service point to another in work trains, boom anchors and cables must be in place and locking devices fastened. When such equipment is moved during the progress of work on or about main tracks, stops must be in use to prevent fouling adjacent tracks, and crane operator must be in cab.

Boom must be securely anchored, with center lock in place, and crane operator must be in cab while train movements are being made on adjacent tracks.

Heavy Machinery Over Tracks At Grade Crossing

*3602. To provide against possible accident to railroad property, and insure the safe passage of heavy machinery or implements at grade crossings, special provision should be made to protect such movement over the tracks.

Agents and foremen should keep closely in touch with such matters and give the Track Supervisor advance information to enable him to make proper arrangements with the owners or those in charge of the equipment to insure full protection is afforded while tracks are to be crossed.

Overhead Clearance

*3610. Employees are warned of close overhead clearance at the following locations; and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures:

Dola,	Coal Dock	East of Larwill, Bridge 346.13
Fort Wayne,	Coal Dock	Wanatah,
Fort Wayne, Gay Street	Bridge	East Valparaiso, Bridge 423.31
East of Coesse, Bridge	333.70	

Spectacles With Colored Glass

*3615. The use of spectacles with colored glass by employes whose duties require them to distinguish the position or color of signals is prohibited.

Observation of Trains for Defects

3620. Referring to Rule 77, a train must be stopped when it is observed with any of the following defects or other indications of conditions endangering the train:

- Hot Journal
- Sliding Wheels
- Broken Wheels
- Defective Truck
- Dragging Brake Connection
- Lading Shifted Over Side or End of Car
- Swinging Car Door

PERSONAL INJURIES

*3701. Emergency calls for surgeons will have preference over other business, except train orders and power emergency calls.

Employes injured on company property or while on company business, will be treated by the nearest physician named in the following, without cost. If hospital attention is necessary, they should be sent, if practicable, to one of the hospitals named in the following.

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.

3702. Medical Examiners and Company Surgeons

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....	Asst. Medical Examiner 1536 S. Clinton St.....	A-6441 Local 221
Crestline.....	Dr. Irvin Black, Res. Asst..... 1st Floor, Passgr. Sta.....	PRR 5585
Logansport.....	Dr. C. L. Canada, Asst. Office, 412 Melbourne Ave. ...	PRR 36

Company Surgeons

Crestline.....	Dr. E. C. Brandt Office, 204 N. Seltzer St..... Res., 323 W. Main St.....	4221 4221
Lima.....	Dr. H. L. Basinger, Office, 608 National Bank Bldg. Res., 2109 Merrit Ave.....	71231 91001
Fort Wayne....	Dr. D. R. Benninghoff Office, 207 Wayne Pharmacal Bldg..... Res., 2725 West Drive.....	A-5334 A-4570
	Dr. Maurice R. Lohman, Asst. Office, 618 Wayne Pharmacal Bldg..... Res., 604 Oakdale Drive.....	A-1474 H-3417 or A-9125
	Dr. Eugene L. Bulson, Oculist, Office, 102 Wayne Pharmacal Bldg..... Res., 4301 Pembroke.....	A-9431 H-3433

GENERAL ORDERS

THE PENNSYLVANIA RAILROAD

FORT WAYNE DIVISION

Fort Wayne, Indiana,

GENERAL ORDER NO. 701

Effective 12:01 A. M. CST, 1:01 A. M. EST,

Sunday, Sept. 29, 1946

Applies in All Zones

(a) Time-Table No. 7 in effect. It contains the necessary instructions issued in General Orders up to and including No. 609, all of which must be removed from Bulletin boards.

Each employee must examine Time-Table No. 7 to see that his copy is complete with all schedule pages properly lined and note changes in schedules and Special Instructions.

Employees must turn in Time-Table No. 6 to bulletin board attendant after Time-Table No. 7 takes effect.

Applies in Zone C

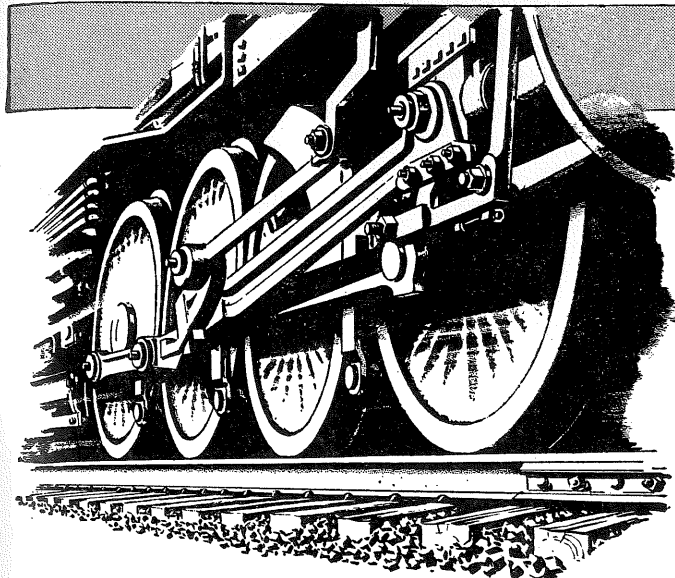
(b) MAIN LINE

BERLIN

Eastward siding Berlin blocked with stored cars.

P. M. ROEPER,
Superintendent.

WHAT EVERY BUSINESSMAN SHOULD KNOW ABOUT HIS PARTNER—THE RAILROADS



THE **DRIVE** THAT GIVES AMERICA ITS **GO**

The successful working of American industry depends upon the giant driving rods of American railroads.

That was true in war—it is true in peace—because railroads are the nation's great common carriers. They handle every sort of freight, everywhere in the country, every day in the year . . . and at the lowest average charge for comparable service. Rail transportation opens nation-wide markets to every industry. And they are driving rods of prosperity for still another reason—the effect of the purchases of railroads upon the industries of the nation.

For railroads buy all sorts of things—100,000 different items—which range from food and fuel for daily use to long-range investment in heavy machinery and construction.

Look back and you will see that when this country has been prosperous, the business of its heavy industries has been brisk . . . and that never in peacetime has there been brisk business in the heavy industries without active buying by the American railroads.

And it will be true in the future that the ability of railroads to buy, as well as their ability to haul, the products of American industry will continue to be a major factor in the nation's well-being and prosperity.

Association of
AMERICAN RAILROADS

THE PENNSYLVANIA RAILROAD

WESTERN REGION

NORTHWESTERN DIVISION

FORT WAYNE DIVISION

Time-Table No. 7

In effect { 1.01 A. M., EST } Sunday, Sept. 29, 1946
 { 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 Bart

H. H. PEVLER
General Manager

BOYD WILSON
Supt. Passenger Transportation

J. H. COOPER,
General Superintendent

A. J. GREENOUGH
Supt. Freight Transportation

P. M. ROEPER,
Superintendent

FORT WAYNE DIVISION TIME TABLE NO. 7