

OF

WABASH RAILWAY COMPANY.

PERU DIVISION.



TIME TABLE NO. 60,

In Effect

Sunday, November 4, 1917.

AT 12:01 A. M.



PREVIOUS TIME TABLES ARE VOID AND MUST BE DESTROYED

This Time Table is for the Government and Information of Employes Only. The Management Reserves the Right to Vary from it at Pleasure.

S. E. COTTER,
General Manager.

T. J. JONES,
General Superintendent

M. B. CASEY,
Superintendent Transportation.

E. A. SOLLITT,
Superintendent.

WEST-BOUND TRAINS.

THIRD CLASS.				SECOND CLASS.				Distance from Detroit.	Distance from Toledo.	Time Table No. 60. In effect Nov. 4, 1917.	Capacity of passing track in 40 foot cars	FIRST CLASS.										
365 P. C. C. & St. L. Freight.	79 Local Freight.	71 Local Freight.	67 Freight.	85 Green Ball Freight.	81 Green Ball Freight.	95 Red Ball Freight.	91 Red Ball Freight.					9 Kansas City Mail.	21 Mail and Express.	51 Ft. Wayne Accom.	1 Continental Limited.	147 P. C. C. & St. L. Passenger.	5 Fast Mail.	57 Ft. Wayne Accom.	53 Montpelier Accom.	55 Ft. Wayne Accom.	13 Western Express.	3 Western Express.
Daily.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily Ex. Sunday.	Daily.	Daily Ex. Sunday.	Daily.	Daily.	Daily Ex. Sunday.	Daily.	Daily.	Daily.	Daily.			
		6.00AM		9.00PM		4.43PM		N TOLEDO 1.3				12.55PM	2.45PM	4.30PM	4.40PM			6.10PM				
9.00PM		6.15		9.20		5.00		N TOLEDO YARD WC 4.0	543			12.58	2.48	4.33	4.43			6.13				
9.13		6.25AM		9.35PM		5.15		N GOULD 3.9	82			1.05	2.55	4.40	4.51			6.21				
9.25						5.25		N MAUMEE 3.0	82			1.11	3.00PM	4.49PM	4.58			6.26PM				
9.40						5.45		N MONCLOVA 4.6	133			1.19			5.05							
10.00						6.05		N MIDWAY 5.0	137			1.29			5.15							
10.30						6.20		N BRAILY 4.1	135			1.39			5.25							
11.00						6.45		N DELTA 7.4	133			1.47			5.33							
11.20						7.05		N WAUSEON 5.7	158			2.01			5.48							
11.30						7.15		N ECKLEY 3.1	65			2.13			6.00							
11.55						7.40		N ELMIRA 6.6	133			2.19			6.06							
12.05						7.50		D WEST UNITY 3.6	130			2.33			6.20							
12.30	11.10AM		9.15AM		9.15PM	8.15PM	5.40AM	N BALDWIN 5.6	66			2.42			6.28							
12.40			9.40		9.40		6.00	N MONTPELIER WC 7.5	329			2.54			6.40PM	6.50PM			7.35PM			
1.05	\$11.54							N BLAKESLEY 5.5	81			3.10							7.48			
1.20	12.15		10.05		9.55		6.12	N ARTIC 4.1	49			3.18							7.57			
1.40AM	12.25		10.25		10.10		6.22	N G. S. TOWER 0.9				3.25							8.03			
	\$12.35		10.30		10.12		6.24	N BUTLER 8.3	116			3.37							8.04			
	\$1.00		11.15		10.35		6.44	D ST. JOE 3.1	88			8.25AM	9.15AM						8.17			
	\$1.15		11.30		10.45		6.54	N SPENCERVILLE W 4.3	132			8.38	9.26						8.21			
	\$1.40		11.50		11.00		7.10	D GRABILL 6.4	126			8.47	9.33						8.29			
	2.10		12.20		11.15		7.30	N THURMAN 3.5	129			9.25	10.02						8.39			
	\$2.30	\$1.15PM	12.30		11.25		7.40	N NEW HAVEN 6.0	82			9.37	10.11						8.45			
	2.55PM	1.40PM	12.50PM		11.40PM		7.55AM	N FORT WAYNE WC 6.0	210			9.45	10.16	4.53PM	7.30PM			8.10	8.45			
					4.05AM							9.55	5.02PM	7.45PM				8.25PM	8.55PM			
Daily.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily.	Daily.	Daily.	Daily.	Daily.					Daily Ex. Sunday.	Daily.	Daily.	Daily Ex. Sunday.	Daily.	Daily.	Daily.	Daily.			
4:40 16.2	3:45 10.4	7:40 12.3	3:35 13.8	7:05 13.3	2:25 20.3	3:32 15.1	2:15 22.0	Scheduled time				3:12 33.7	3:15 29.0	1:35 35.2	1:10 42.1	2:30 30.3	2:17 41.3	3:15 29.0	2:00 29.4	1:35 35.2	2:35 36.5	1:20 36.9

No. 5 has right over all trains.
 P. C. C. & St. L. trains must not foul main track at Gould until they have examined the register and know they have a right to occupy that track.

Nos. 71 and 79 will carry passengers.

Following trains meet on double track between New Haven and Hugo:
 No. 85 and No. 2. No. 1 and No. 28.
 No. 9 and No. 12. No. 5 and Nos. 6 and 4.

F. A. BOLLITT
 W. H. GABRY
 T. J. JONES
 J. F. COFFEE

1st District.

Fort Wayne to Peru.

WEST-BOUND TRAINS.

THIRD CLASS.		SECOND CLASS.			Distance from Detroit.	Distance from Toledo.	Time Table No. 60. In effect Nov. 4, 1917.	Capacity of passing track in 40 foot cars.	FIRST CLASS.					
67	73	91	85	81					9	1	5	3		
Freight.	Local Freight.	Red Ball Freight.	Green Ball Freight.	Green Ball Freight.										
Daily.	Daily Ex. Sunday.	Daily.	Daily.	Daily.										
12.55 PM	7.00 AM	8.00 AM	4.10 AM	11.55 PM	146.5	94.5	N FORT WAYNE WC	210	4.50 AM	10.32 AM	5.07 PM	9.05 PM		
1.05	7.10	8.10	4.20	12.05	149.2	97.2	N HUGO 2.7	103	4.55	10.37	5.12	9.10		
1.20	7.25	8.25	5.03 ³⁶	12.20	154.8	102.8	PRAIRIE SWITCH 5.6	77	5.03 ³⁶	10.46	5.19	9.18		
	7.35				157.2	105.2	ABOITE 2.4							
1.40	8.05	8.45	5.25	12.35	161.7	109.7	N ROANOKE 4.5	104	5.13	10.55	5.27	9.28		
1.50	8.30	8.55	5.35	12.45	165.8	113.8	MARDENIS 4.1	140	5.18	11.00	5.32	9.34		
2.05	9.12 ³¹ 10.10 ²⁸ 11.05 ³⁰	9.12	6.05	1.00	170.4	118.4	N HUNTINGTON W 4.6	215	5.27	11.11	5.44	9.50		
					176.2	124.2	D ANDREWS 5.8					10.00		
2.35	11.20 ¹²	9.37 ³⁶	6.25	1.15	177.1	125.1	N ANDREWS YARD 0.9	379	5.37	11.20 ¹²	5.53	10.02		
3.13	11.55	10.00	6.45	1.30	183.4	131.4	D LAGRO 6.3	121	5.45	11.29	6.02	10.12		
3.35	12.30 1.00	10.20	7.10	1.45	188.9	136.9	N WABASH 5.5	77	5.54	11.40	6.12	10.24		
3.40	1.05	10.25	7.15	1.50	190.4	138.4	HARTMAN W 1.5	97	5.57	11.43	6.14	10.27		
4.05	1.30	10.35	7.35	2.00	194.3	142.3	D RICH VALLEY 3.9	75	6.03	11.49	6.19	10.33		
4.25	2.20	10.55	8.00	2.15	200.3	148.3	N JUNCTION 6.0		6.10	11.56	6.26	10.42		
4.35 PM	2.35 PM	11.05 AM	8.20 AM	2.27 AM	202.6	150.5	N PERU 2.3	468	6.15 AM	12.03 PM	6.33 PM	10.50 PM		
Daily.	Daily Ex. Sunday.	Daily.	Daily.	Daily.					Daily.	Daily.	Daily.	Daily.		
3:40 15.2	7:35 6.1	3:05 18.1	4:10 12.9	2:32 22.4			Scheduled time.....		1:25 39.5	1:31 37.5	1:26 39.2	1:45 32.0		
							Average miles per hour.							

No. 5 has right over all trains.

No. 73 will carry passengers.

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

No. 85 and No. 2. No. 1 and No. 28.
No. 9 and No. 12. No. 5 and Nos. 6 and 4.

Peru to Fort Wayne.

1st District 5

EAST-BOUND TRAINS.

FIRST CLASS.				Distance from St. Louis.	Time Table No. 60. In effect Nov. 4, 1917.	STATIONS.	Station Number.	SECOND CLASS.				THIRD CLASS.	
4	6	28	2					86	90	92	82	64	72
Continental Limited Daily.	Mail and Express Daily.	Buffalo Mail Daily.	Eastern Mail and Ex. Daily.					Green Ball Freight Daily.	Red Ball Freight Daily.	Red Ball Freight Daily.	Red Ball Freight Daily.	Freight Daily.	Local Freight Daily Ex. Sunday.
5.17PM	4.30PM	10.27AM	4.05AM	342.3	N	FORT WAYNE WC	45	5.30AM	11.50AM	5.35PM	2.45AM	10.20PM	3.30PM
5.10 ³	4.20	10.22	3.58	339.6	N	HUGO	46	5.20	11.40	5.12 ⁵ 4.20 ⁶	2.35	10.10	3.20
5.01	4.10	10.12	3.50	334.0		PRAIRIE SWITCH	48	5.03 ⁸⁵	11.25	3.53	2.20	9.50	2.55
	4.05			331.6		ABOITE	49						2.40
4.52	3.55	10.01	3.40	327.1	N	ROANOKE	51	4.20	10.55	3.38	2.05	9.28	2.20
4.46	3.48	9.55	3.33	322.9		MARDENIS	53	4.10	10.30	3.10	1.50	8.55	1.50
4.40	3.38	9.49 ⁷³	3.25	318.3	N	HUNTINGTON W	55	4.00	10.10	2.55	1.35	8.35	1.30 12.05
	3.26			312.5	D	ANDREWS	57						11.40
4.30	3.24	9.37 ⁹¹	3.10	311.6	N	ANDREWS YARD	58	3.40	9.37 ⁹¹	2.35	1.15	8.00	11.20 ⁷³ 10.30
4.22	3.13	9.28	3.01	305.5	D	LAGRO	61	3.20	9.12	2.15	12.55	7.40	10.00
4.14	3.02	9.19	2.53	299.9	N	WABASH	63	3.00	8.58	1.55	12.35	7.20	9.19 ²³ 8.58 ⁹⁰
4.11	2.57	9.16	2.48	298.4		HARTMAN W		2.48	8.53	1.50	12.30	7.10	8.40
4.05	2.49	9.10	2.41	294.5	D	RICH VALLEY	65	2.00	8.43	1.30	12.15	6.45	8.20
3.57	2.42	9.02	2.33	288.9	N	JUNCTION		1.30	8.28	1.10	11.59	6.26	8.00
3.52PM	2.35PM	8.55AM	2.27AM	286.2	N	PERU WC	67	1.20AM	8.20AM	1.00PM	11.50PM	6.00PM	7.45AM
Daily.	Daily.	Daily.	Daily.					Daily.	Daily.	Daily.	Daily.	Daily.	Daily Ex. Sunday.
1:25 39.5	1:55 29.2	1:32 37.2	1:38 34.3			.....Scheduled time.....		4:10 13.4	3:30 16.1	4:35 12.2	2:55 19.2	4:20 12.9	7:45 7.2
						.....Average miles per hour.....							

No. 5 has right over all trains.

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

No. 12 and No. 9.	No. 6 and No. 5.
No. 2 and No. 85.	No. 4 and No. 5.
No. 28 and No. 1.	

No. 72 will carry passengers.

No. 6 will stop at Mardenis to discharge passengers.

EAST-BOUND TRAINS.

FIRST CLASS.						Distance from St. Louis.	Time Table No. 60. In effect Nov. 4, 1917.	STATIONS.	Station Number.	SECOND CLASS.				THIRD CLASS.			
2	50	4	6	54	28					90	82	86	96	64	74	76	62
Eastern Mail and Ex. Daily.	Lafayette Accom. Daily Ex. Sunday.	Continental Limited Daily.	Mail and Express. Daily.	Accom. Daily Ex. Sunday.	Buffalo Mail. Daily.					Red Ball Freight. Daily.	Red Ball Freight. Daily.	Green Ball Freight. Daily.	Red Ball Freight. Daily.	Freight. Daily.	Local Freight. Daily Ex. Sunday.	Local Freight. Daily Ex. Sunday.	Freight. Daily.
2.24 AM		3.49 PM	2.30 PM		8.50 AM	286.2	N PERU WC	67									
2.22		3.47	2.25		8.48	285.5	N WEST PERU	68	8.00 AM	11.30 PM	10.10 PM	5.00 AM	11.35 AM	1.50 PM	1.45 AM		
2.14		3.39	2.10		8.38	279.5	N NEW WAVERLY	69	7.40	11.08	9.50	4.30	11.05	1.25	1.15		
2.09		3.34	2.02		8.31	275.7	DANES	70	7.30	10.45	9.40	4.20	10.50	1.05	12.45		
1.58		3.26	1.52		8.21	270.2	N LOGANSPORT	71	7.15	10.25	9.20	4.05	10.30	12.29	12.25		
1.46		3.17	1.34		8.11	264.4	N CLYMERS	73	6.59	9.55	8.55	3.45	10.05	10.05	11.59		
1.41		3.12	1.26		8.06	260.9	BURROWS	75	6.50	9.45	8.40	3.30	9.40	9.20	11.43		
1.36		3.07	1.17		8.00	256.6	D ROCKFIELD	77	6.40	9.35	8.30	3.15	9.25	9.00	11.15		
1.23		2.55	1.02		7.48	250.1	N DELPHI	79	6.20	9.15	8.00	2.55	8.55	8.20	10.50		
1.15		2.48	12.50		7.40	244.9	COLBURN	80	6.08	9.05	7.37	2.38	8.35	7.40	10.30		
1.10		2.43	12.44		7.35	241.3	N BUCK CREEK	81	6.00	8.55	7.00	2.30	8.25	6.50	10.20		
12.58		2.34	12.32		7.26	235.2	EAST YARD	84	5.40	8.35	6.30	2.10	8.00	6.20	9.50		
12.55	7.20 PM	2.31	12.29	8.35 AM	7.23	233.3	N LAFAYETTE	85	5.35	8.20	6.25	2.05	7.49	6.15 AM	3.10 PM		
12.50		2.28	12.24		7.19	231.5	LAFAYETTE JCT.	87	5.23	8.01	6.15	1.53	7.35		3.00		
12.45	7.15	2.23	12.19	8.30	7.14	228.5	SHADELAND	88							2.40		
	7.08		12.14	8.24		223.4	N WEST POINT	91	5.08	7.35	5.55	1.35	7.17		2.12		
12.31	6.59	2.12	12.05	8.15	7.04	219.9	FLINT	92	5.00	7.25	5.45	1.25	6.59	6.44	1.50		
12.24	6.52	2.07	11.59	8.08	6.59	216.5	RIVERSIDE	93	4.53	7.17	5.35	1.15	6.10		1.27		
12.19	6.47	2.03	11.53	7.59	6.55	211.9	N ATTICA	95	4.43	7.07	5.05	12.45	5.55		12.48		
12.10	6.39	1.54	11.44	7.50	6.47	209.0	N WILLIAMSPORT	97	4.35	7.00	4.55	12.35	5.40		11.36		
12.03	6.32	1.47	11.36	7.42	6.41	203.8	N WEST LEBANON	99	4.20	6.45	4.40	12.20	5.25		10.30		
11.56	6.24	1.39	11.27	7.33	6.34	200.0	MARSHFIELD	101	4.10	6.36	4.30	12.10	5.15		10.10		
11.51	6.16	1.34	11.18	7.27	6.29	197.4	JOHNSONVILLE	103							10.00		
	6.11		11.13	7.19		194.5	N STATE LINE	105	4.00	6.26	3.55	11.59	5.00		9.45		
11.45	6.05	1.28	11.07	7.15	6.23	188.0	DANVILLE JCT.	109	3.35	6.00	3.10	11.40	4.30		9.13		
11.34	5.53	1.16	10.53	7.03	6.13	187.1	N DANVILLE	111	3.30	5.55	3.00	11.35	4.25		9.08		
11.30	5.49	1.13	10.50	6.58	6.10	184.9	N TILTON	113	3.20 AM	5.45 PM	2.50 PM	11.20 PM	4.15 AM		9.00 AM		
11.20 PM	5.40 PM	1.03 PM	10.40 AM	6.50 AM	6.00 AM										6.30 PM		
Daily.	Daily Ex. Sunday.	Daily.	Daily.	Daily Ex. Sunday.	Daily.				Daily.	Daily.	Daily.	Daily.	Daily.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily.	
3:04 33.5	1:40 29.0	2:46 36.6	3:50 27.2	1:45 27.6	2:50 35.1		Scheduled time		4:40 21.5	5:45 17.4	7:20 13.7	5:50 17.2	7:20 13.7	7:35 6.8	6:10 7.8	7:15 13.1	

No. 5 has right over all trains.
Nos. 2 and 28 stop at Williamsport on Sunday.

Following trains meet on double track between Tilton and State Line.
No. 76 and Nos. 9 and 81. No. 86 and Nos. 1 and 63.
No. 62 and No. 53.

No. 74 will carry passengers.
No. 54 will stop at Sanders, Egbert and Wea on signal to receive and discharge passengers.
No. 6 will stop at Flint to discharge passengers from Danville and points west.

5th District.

Maumee to New Haven.

WEST-BOUND TRAINS.

THIRD CLASS.				SECOND CLASS.				Distance from Toledo	Time Table No. 60. In effect Nov. 4, 1917.	Capacity of passing track in 40 foot cars	FIRST CLASS.									
365 P. C. C. & St. L. Freight.	79 Local Freight.	71 Local Freight.	67 Freight.	81 Green Ball Freight.	91 Red Ball Freight.	95 Red Ball Freight.	85 Green Ball Freight.				9	21	51	1	147	5	57	53	55	13	3
Daily.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily.	Daily.	Daily.	Daily.	Daily.	STATIONS.	Kansas City Mail.	Mail and Express.	Ft. Wayne Accom.	Continental Limited	P. C. C. & St. L. Passenger.	Fast Mail.	Ft. Wayne Accom.	Montpelier Accom.	Ft. Wayne Accom.	Western Express.	Western Express.	
		6.00AM				4.43PM	9.00PM	N TOLEDO 1.3					12.55PM	2.45PM	4.30PM	4.40PM		6.10PM		
9.00PM		6.15				5.00	9.20	N TOLEDO YARD WC 4.0	543	1.33	7.03		12.58	2.48	4.33	4.43		6.13		
9.13PM		6.25				5.15PM	9.35	N GOULD 3.9	82	1.40	7.13		1.05	2.55	4.40	4.51		6.21		
		6.35					9.45	N MAUMEE 4.0	82	1.46AM	7.23		1.11PM	3.00	4.49	4.58PM		6.26		
		7.07					10.00	N HOMEWOOD 4.1	45	7.30				3.05	4.56			6.33		
		7.25					10.15	D WHITE HOUSE W 4.0	75	7.39				3.10	5.05			6.40		
		7.40					10.30	N NEAPOLIS 4.5	96	7.48				3.15	5.13			6.47		
		8.03					10.40	N COLTON 3.3	47	7.56				3.21	5.21			6.54		
		8.30					11.10	D LIBERTY CENTER 6.9	56	8.03				3.25	5.29			6.59		
		9.15					11.35	N NAPOLEON W 5.6	111	8.16				3.35	5.41			7.10		
		9.35					12.01	D OKOLONA 4.0	69	8.27				3.43	5.51			7.19		
		10.00					1.00	N JEWELL 5.2	107	8.35				3.48	6.00			7.25		
		10.45					1.10	N DEFIANCE W 0.7	117	8.47				3.58	6.13			7.35		
		10.55					1.30	N DEFIANCE JCT. C 4.4	76	8.55				4.02	6.19			7.39		
		11.15					1.50	N ASHWOOD 5.4	75	9.02				4.08	6.30			7.46		
		11.45					2.00	D EMMETT 2.5	85	9.12				4.15	6.38			7.53		
		11.55					2.15	D CECIL 4.1	92	9.17				4.18	6.44			7.58		
		12.05					2.30	N KNOXDALE 3.7	93	9.24				4.23	6.52			8.03		
		12.20					3.00	N ANTWERP W 7.1	97	9.31				4.29	7.00			8.08		
		12.45					3.15	D WOODBURN 4.6	79	9.43				4.38	7.13			8.19		
		12.55					3.40	N GAR CREEK 5.2	103	9.51				4.45	7.21			8.25		
	2.30PM	1.15	12.30PM		11.25PM	7.40AM	3.40	N NEW HAVEN 6.0	82	4.30AM	10.02	9.45AM	10.16AM	4.53	7.30		8.10PM	8.35	8.45PM	
	2.55PM	1.40PM	12.50PM		11.40PM	7.55AM	4.05AM	N FORT WAYNE WC 6.0	210	4.42AM	10.15AM	10.00AM	10.25AM	5.02PM	7.45PM		8.25PM	8.45PM	8.55PM	
Daily.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily.	Daily.	Daily.	Daily.	Daily.			Daily.	Daily.	Daily Ex. Sunday.	Daily.	Daily.	Daily.	Daily Ex. Sunday.	Daily.	Daily.	Daily.	
0:13 17.0	0:25 14.6	7:40 12.3	0:20 18.3	0:15 24.4	0:15 24.4	0:38 14.5	7:05 13.3	Scheduled time.....	3:12 33.7	3:15 29.0	0:15 24.4	0:09 40.6	0:16 34.5	2:17 41.3	3:15 29.0	0:18 30.6	0:15 24.4	2:35 36.5	0:10 36.6	

No. 5 has right over all trains.

P. C. C. & St. L. trains must not foul main track at Gould until they have examined the register and know they have a right to occupy that track.

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

No. 9 and No. 12. No. 1 and No. 28.
No. 85 and No. 2. No. 5 and Nos. 6 and 4.

Nos. 71 and 79 will carry passengers.

No. 21 will make regular stop at Renollet.

No. 57 will make regular stop at Renollet.

New Haven to Maumee.

5th District.

EAST-BOUND TRAINS.

FIRST CLASS.

SECOND CLASS.

THIRD CLASS.

FIRST CLASS.											Distance from St. Louis.	Time Table No. 60. In effect Nov. 4, 1917.	STATIONS.	Station Number.	SECOND CLASS.					THIRD CLASS.					
6	4	54	58	140	18	28	52	56	12	2					86	94	90	82	92	64	70	78	74	360	
Mail and Express.	Continental Limited	Montpelier Accom.	Toledo Accom.	P. C. C. & St. L. Passenger.	Mail and Express.	Buffalo Mail.	Montpelier Accom.	Toledo Accom.	Toledo Acc. & Mail.	Eastern Mail and Ex.					Green Ball Freight.	Red Ball Freight.	Red Ball Freight.	Red Ball Freight.	Red Ball Freight.	Freight.	Local Freight.	Local Freight.	Local Freight.	P. C. C. & St. L. Freight.	
Daily.	Daily.	Daily Ex. Sunday.	Daily.	Daily Ex. Sunday.	Daily.	Daily.	Daily.	Daily Ex. Sunday.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily.					
8.05PM			7.15PM	4.30PM	2.00PM			9.45AM	7.40AM		436.8	N TOLEDO 1.3													
8.02			7.10	4.26	1.55			9.40	7.37		435.3	N TOLEDO YARD WC 4.0	3.30PM		1.00AM		2.20PM		10.00AM						
7.55			7.02	4.18	1.46			9.32	7.30		431.3	N GOULD 3.9	2.55		12.40		2.05		9.45	11.59PM					
7.50			6.55	4.11PM	1.38			9.25AM	7.23		427.6	N MAUMEE 4.0	2.30PM		12.30		1.55		9.35AM	11.45PM					
7.43			6.48		1.30				7.15		423.6	N HOMEWOOD 4.1			12.12		1.40								
7.37			6.40		1.22				7.07		419.5	D WHITE HOUSE W 4.0			12.02		1.22								
7.31			6.30		1.12				6.57		415.5	N NEAPOLIS 4.5			11.50		1.00								
7.24			6.22		1.04				6.50		411.0	N COLTON 3.3			11.38		12.50								
7.20			6.15		12.57				6.44		407.7	D LIBERTY CENTER 6.9			11.30		12.35								
7.10			6.03		12.44				6.32		400.8	N NAPOLEON W 5.6			11.10		12.05								
7.00			5.51		12.32				6.23		395.2	D OKOLONA 4.0			10.35		11.30								
6.53			5.43		12.22				6.15		391.2	N JEWELL 5.2			10.15		11.10								
6.44			5.33		12.12				6.05		386.0	N DEFIANCE W 0.7			9.50		10.45		9.45						
6.38			5.25		12.06				5.59		385.3	D DEFIANCE JCT C 4.4			9.30		9.30								
6.30			5.15		11.57				5.52		380.9	N ASHWOOD 5.4			9.05		9.02								
6.21			5.07		11.45				5.43		375.5	N EMMETT 2.5			8.45		8.40								
6.17			5.03		11.40				5.37		373.0	D CECIL 4.1			8.35		8.30								
6.11			4.56		11.32				5.30		368.9	N KNOXDALE 3.7			8.20		8.10								
6.05			4.50		11.25				5.22		365.2	N ANTWERP W 7.1			8.08		8.00								
5.55			4.38		11.12				5.10		358.1	D WOODBURN 4.6			7.13		7.30								
5.48			4.25		11.04				5.02		353.5	N GAR CREEK 5.2			6.45		7.10								
5.40	5.35PM	4.50PM	4.15		10.55	10.45AM	6.20AM		4.52	4.30AM	348.3	N NEW HAVEN 6.0	6.05AM	12.10PM	3.20AM	6.25	10.50PM	6.50	7.40AM						
5.30PM	5.25PM	4.40PM	4.00PM		10.45AM	10.35AM	6.10AM		4.40AM	4.18AM	342.3	N FORT WAYNE WC	5.45AM	11.55AM	3.00AM	6.00PM	10.30PM	6.30AM	7.15AM						
Daily.	Daily.	Daily Ex. Sunday.	Daily.	Daily Ex. Sunday.	Daily.	Daily.	Daily.	Daily Ex. Sunday.	Daily.	Daily.						Daily.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily Ex. Sunday.	Daily.					
2:35 36.6	0:10 36.6	0:10 36.6	3:15 29.0	0:19 29.0	3:15 29.0	0:10 36.6	0:10 36.6	0:20 27.6	3:00 31.5	0:12 30.0						0:20 18.3	1:00 9.2	0:15 24.4	0:20 18.3	7:00 13.3	0:20 18.3	7:50 12.1	0:25 18.9	0:25 18.9	0:14 15.8

No. 5 has right over all trains.

P. C. C. & St. L. trains must not foul main track at G. S. Tower until they have examined the register and know they have a right to occupy that track.

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

No. 12 and No. 9. No. 4 and No. 5.
 No. 2 and No. 85. No. 6 and No. 5.
 No. 28 and No. 1.

Nos. 70, 74 and 78 will carry passengers.

No. 12 will stop at Renollet to receive paying passengers for Toledo.

No. 18 will make regular stop at Renollet.

No. 58 will make regular stop at Renollet.

2nd District. Covington Branch.

WEST BOUND.				Distance from Attica.	Time Table No. 60. In effect Nov. 4, 1917.	Station Number.	EAST BOUND.				
SECOND CLASS.							SECOND CLASS.				
37		35					34		36		
Accom.		Accom.					Accom.		Accom.		
Daily Ex. Sunday.		Daily Ex. Sunday.		Daily Ex. Sunday.		Daily Ex. Sunday.					
.....	2.15 PM	8.30 AM	.....	N	ATTICA	WC	95	10.40 AM	4.25 PM	.....
.....	\$ 2.18	\$ 8.33	0.4	.....	PEACOCK	6.8	.....	\$ 10.35	\$ 4.20	.....
.....	\$ 2.38	\$ 8.53	7.2	.....	FOUNTAIN	3.9	98	\$ 10.10	\$ 3.55	.....
.....	\$ 2.53	\$ 9.08	11.1	.....	NEBEKER	1.2	100	\$ 9.55	\$ 3.40	.....
.....	\$ 2.58	\$ 9.13	12.3	.....	SHELBY	2.5	102	\$ 9.50	\$ 3.35	.....
.....	3.15 PM	9.30 AM	14.8	D	COVINGTON	2.5	96	9.40 AM	3.25 PM	.....
1:00 14.8				1:00 14.8				1:00 14.8			
.....Scheduled time.....			Scheduled time.....			Scheduled time.....			
.....Average miles per hour.....			Average miles per hour.....			Average miles per hour.....			

TONNAGE RATING

No. 35 has right over No. 34.
No. 37 has right over No. 36.

Number of Cars	Tilton to Peru								Number of Cars	Peru to Tilton								Number of Cars	Between Peru and Fort Wayne								Number of Cars	Fort Wayne to Toledo								Number of Cars
	K-I Engines				G-I Engines					K-I Engines				G-I Engines					K-I Engines				G-I Engines					K-I Engines				G-I Engines				
	Class	A	B	C	D	A	B	C		D	Class	A	B	C	D	A	B		C	D	Class	A	B	C	D	A		B	C	D	Class	A	B	C	D	
100	2270	2020	1820	1610	1585	1410			100	1725	1600	1490	1395					100	2845	2530	2290	2030	2055	1840	1645	1450	100	3520	3060	2710	2440	2495	2160	1880	1690	100
95	2295	2050	1845	1630	1605	1430			95	1740	1615	1505	1405					95	2870	2560	2310	2055	2080	1860	1665	1470	95	3565	3100	2745	2470	2530	2190	1915	1720	95
90	2370	2080	1870	1650	1625	1450	1305	1145	90	1755	1630	1520	1420	1240				90	2895	2590	2345	2080	2105	1880	1690	1495	90	3610	3140	2780	2500	2565	2220	1950	1755	90
85	2350	2110	1900	1675	1645	1470	1325	1170	85	1770	1645	1535	1435	1250				85	2920	2620	2370	2105	2130	1905	1715	1515	85	3660	3180	2820	2535	2600	2250	1985	1785	85
80	2380	2140	1930	1700	1670	1490	1350	1185	80	1785	1660	1550	1450	1265	1175	1090		80	2960	2650	2400	2130	2160	1930	1740	1540	80	3710	3220	2860	2570	2635	2285	2025	1820	80
75	2410	2170	1960	1730	1695	1510	1370	1205	75	1800	1680	1565	1465	1280	1190	1105	1025	75	2990	2680	2430	2155	2185	1955	1765	1560	75	3770	3260	2905	2610	2675	2320	2060	1855	75
70	2440	2200	1990	1760	1720	1530	1390	1225	70	1815	1700	1580	1480	1295	1205	1120	1040	70	3025	2710	2460	2185	2215	1980	1790	1585	70	3830	3300	2950	2650	2715	2360	2100	1885	70
65	2470	2230	2020	1790	1750	1565	1415	1250	65	1835	1720	1595	1495	1310	1220	1135	1055	65	3060	2740	2490	2215	2245	2010	1820	1610	65	3895	3350	3000	2690	2765	2400	2135	1915	65
60	2500	2260	2050	1820	1780	1595	1440	1275	60	1855	1740	1610	1510	1325	1240	1150	1070	60	3090	2770	2520	2245	2275	2040	1850	1640	60	3960	3400	3050	2740	2815	2440	2170	1950	60
55	2535	2290	2080	1855	1815	1625	1470	1305	55	1875	1760	1630	1525	1340	1255	1165	1085	55	3125	2805	2550	2285	2305	2070	1880	1675	55	4030	3450	3105	2790	2875	2480	2215	1990	55
50	2570	2320	2110	1890	1850	1655	1500	1335	50	1895	1780	1650	1540	1355	1270	1180	1100	50	3160	2840	2585	2325	2340	2100	1915	1705	50		3500	3160	2840	2935	2540	2260	2035	50
45	2605	2350	2145	1925	1880	1685	1530	1360	45	1915	1800	1670	1560	1375	1285	1195	1115	45	3195	2875	2620	2365	2375	2140	1945	1735	45		3550	3220	2890	2990	2600	2310	2080	45
40	2640	2380	2180	1960	1910	1715	1560	1390	40	1935	1820	1690	1580	1395	1300	1210	1135	40		2910	2650	2405	2415	2180	1980	1770	40			2950	3040	2660	2375	2140	40	
35		2410	2215	1995	1945	1745	1605	1430	35	1955	1840	1710	1600	1415	1320	1230	1155	35			2685	2450	2460	2220	2015	1805	35				2720	2430	2200	35		
30			2250	2030	1980	1785	1650	1470	30	1975	1860	1730	1620	1440	1345	1250	1175	30						2050	1840	30						2260	30			
25						1690	1510		25				1640	1465	1370	1270	1195	25						1875	25								25			

Number of Cars	Toledo to Fort Wayne								Number of Cars	Montpelier to Toledo								Number of Cars
	K-I Engines				G-I Engines					K-I Engines				G-I Engines				
	Class	A	B	C	D	A	B	C		D	Class	A	B	C	D	A	B		C	D	Class
100	2770	2250	1920	1730	2100	1690	1435		100	4220	3460	2995	2690	2975	2420	2050	1845	100
95	2825	2300	1960	1765	2150	1730	1470		95	4280	3520	3050	2740	3030	2470	2090	1880	95
90	2880	2350	2000	1800	2200	1770	1510		90	4340	3580	3105	2790	3085	2525	2135	1920	90
85	2935	2400	2050	1845	2250	1820	1550	1440	85	4400	3640	3160	2840	3140	2580	2180	1960	85
80	2990	2450	2100	1890	2300	1870	1595	1480	80	4460	3705	3215	2890	3200	2635	2230	2005	80
75	3045	2500	2155	1940	2355	1920	1640	1520	75	4520	3765	3275	2945	3255	2690	2280	2050	75
70	3100	2560	2210	1990	2410	1970	1690	1565	70	4590	3830	3335	3000	3315	2745	2335	2100	70
65	3160	2620	2265	2040	2465	2020	1740	1615	65	4660	3890	3395	3055	3375	2800	2390	2150	65
60	3220	2680	2320	2090	2520	2070	1795	1665	60	4730	3955	3455	3110	3435	2860	2450	2205	60
55	3280	2740	2380	2140	2575	2130	1850	1715	55		4015	3515	3165	3495	2920	2510	2260	55
50	3340	2800	2440	2195	2635	2190	1905	1770	50			3580	3220	3555	2980	2570	2310	50
45	3400	2860	2500	2250	2695	2250	1965	1820	45				3280		3040	2630	2365	45
40		2920	2560	2305	2760	2310	2025	1875	40							2690	2410	40
35			2620	2360	2820	2370	2085	1930	35							2750	2460	35
30				2420		2150	1990		30									30

Between Tilton and Peru F-7 engines take 68% and H-6 engines 38% of G-1 Rating. Montpelier to Toledo, and Toledo to Fort Wayne F-7 engines take 62% and H-6 engines take 34% of G-1 Rating.

Between Peru and Fort Wayne F-7 engines take 64% and H-6 engines 39% of G-1 Rating. Fort Wayne to Toledo F-7 engines take 65% and H-6 engines 37% of G-1 Rating. When used in freight service the D-29 engines will take 38%, D-30 engines 47%, E-4 engines 73%, H-12 engines 79% and J-1 engines 91% of G-1 Ratings.

Ratings for G-1 engines are for engines with 64-inch drivers.

Class A. Rate. Temperature above 30° F. and not much wind.

" B. " " between Zero and 30° F. OR strong head or side wind.

" C. " " between Zero and 30° F. and strong side wind OR below Zero and not much wind.

" D. " " below Zero and strong head or side wind.

This Rating should be adhered to as closely as possible. Authority to reduce tonnage for any reason must be secured from Trainmaster

Rating may be increased, when grade and other conditions permit

GENERAL INSTRUCTIONS.

The rules of the Transportation Department, issued in book form, dated January 1, 1901, will govern the rights of trains on this time table. Every employe whose duties are in any way prescribed by these rules must always have a copy of them at hand.

Note carefully that important changes have been made.

East or north-bound trains will have the absolute right over west or south-bound trains of the same class, in accordance with rule 81.

Train Masters must require the acknowledgment from every conductor and engineman of the receipt of a new time table, after it has taken effect, before they are permitted to start out on their run with any train or engine.

On double track, all trains must run on the right hand track and never on the left hand except when necessary to cross over to do work at stations when protected as per rule 99.

Trains must not leave terminal stations without orders or clearance cards (Form 427A) signed by the Train Masters; if the Train Dispatcher cannot be reached the Operator must issue clearance, when no orders, on proper form. Following are the terminal stations under this rule: Toledo, Toledo Yard, Montpelier, G. S. Tower, Fort Wayne, Peru and Tilton.

Unless otherwise indicated, the time of a train at any station on time table, applies to the switch where an inferior train takes the siding; where there is no siding, it applies to the place from which fixed signals are operated; where there is neither siding nor fixed signal, it applies to the place where traffic is received or discharged.

Speed of Engines Handled in Trains.

Engines must not be handled in trains without side rods in position, except under special instructions in each case.

Wabash switch engines to and from shops, forwarded in trains, must be moved backward.

The speed of trains hauling dead engines must not exceed twenty (20) miles per hour.

Speed of Disconnected Engines.

Engines, under steam, disconnected on one side, with only main rod taken down, must not exceed a speed of thirty-five (35) miles per hour.

SPEED OF TRAINS.

**ALL TRAINS MUST REDUCE SPEED AROUND SHARP CURVES.
FOLLOWING IS MAXIMUM SPEED OF TRAINS BETWEEN
TOLEDO AND TILTON:**

PASSENGER TRAINS.

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

45 miles per hour, or 1 mile in 1 minute 20 seconds with engines equipped with single engine truck.

TIME, LOCAL AND LIVE STOCK TRAINS AND LIGHT ENGINES OR TRAINS.

35 miles per hour, or 1 mile in 1 minute 42 seconds.

Freight engines running backwards, (except when regularly equipped for back-up service) and switch engines must not exceed 15 miles per hour.

DEAD FREIGHT TRAINS.

25 miles per hour, or 1 mile in 2 minutes 24 seconds.

Light engines must reduce speed to 25 miles per hour through village limits, where no other speed order is in effect.

Passenger Trains handling freight cars must be governed same as Time Freight Trains.

On the Covington Branch, Trains must not exceed 25 miles per hour.

SIDINGS NOT SHOWN ON CARD.

1st District.

Asylum—2½ miles West of Toledo Yard, Spur connected East end, length 1,000 ft.

Sand Spur—0.3 miles West of Midway, connected East end, length 245 ft.

Brooks—2 miles West of New Haven, Spur connected East end, length 654 ft.

Aboite—Loading track connected East end, length 1,372 ft.

Lillie—2 miles East of Huntington, Spur connected West end, length 1,300 ft.

Menzie—¾ mile East of Junction. Spur connected East end, length 333 ft.; connection with Ft. Wayne and Northern Indiana Traction Co.

2nd District.

Gas Plant—1½ miles West of Peru, Spur connected West end, length 1,300 ft.

Martin's Quarry—1 mile West of Danes, Spur connected East end, length 2,339 ft.

Shadeland—Elevator track, connected West end, length 970 ft.

Wea—2.6 miles West of Shadeland; no side track.

Gravel Pit—3 miles West of Attica; no Covington branch, length 3,890 ft.

Stave Track—½ mile East of Covington, Spur connected East end, length 170 ft.

Johnsonville—Elevator track, connected East end, length 318 ft.

Egbert—1¼ miles West of State Line, Spur connected East end, length 400 ft.

Sanders—4.1 miles west of State Line, Spur connected East end, length 400 ft.

5th District.

Renollet—2 miles West of Ashwood, connected both ends, length 1,155 ft.

SPECIAL INSTRUCTIONS.

1st District.

Clocks indicating standard time are located in the telegraph offices at Toledo, Montpelier, Fort Wayne and Peru.

All trains will call for orders and register at Toledo, Toledo Yard, Gould, Maumee, Montpelier, G. S. Tower, New Haven, Ft. Wayne and Peru, except that first-class trains must register where not scheduled to stop by throwing off O. S. slip (Form 832) to operator who must register for them.

P. C. C. & St. L. first-class trains must call for orders and register at G. S. Tower and Maumee.

All train and engine men running upon New York Central tracks at Toledo must provide themselves with time tables of Toledo Yard and be governed by the rules of that road while upon their track.

The line between Hugo and New Haven will be operated as a double track in accordance with General Instructions.

The line between Peru and Junction will be operated as a double track in accordance with General Instructions.

Passenger trains must not exceed a speed of 35 miles per hour and freight trains 20 miles per hour between Maumee and Montpelier.

2nd District.

Clocks indicating standard time are located in the telegraph offices at Peru, West Peru and Tilton.

First-class trains must call for orders and register at Peru, Lafayette and Danville and must throw off O. S. Slips (Form 832) to operator at West Peru, who must register for them. All other trains must call for orders and register at Tilton, Lafayette and West Peru.

The line between Tilton and State Line with the exception of Vermilion River Bridge west of Danville, will be operated as a double track in accordance with General Instructions.

The movement over Vermilion River Bridge will be governed by semaphores located 400 feet east and 420 feet west of bridge, trains must not pass the signals when at stop position; when signals show proceed position, trains will have the right to move over bridge against all opposing trains and must not exceed a speed of 15 miles per hour on passenger trains and 10 miles per hour on freight trains while any part of train is on bridge.

The line between Lafayette Junction and Lafayette will be operated as a double track in accordance with General Instructions, all east bound trains except first class trains will use first track south of main track Lafayette to East Yard.

All trains must reduce speed to 25 miles per hour while running over Wild Cat Bridge, 2½ miles east of Lafayette.

5th District.

Clocks indicating standard time are located in the telegraph offices at Toledo and Ft. Wayne. Conductors must call at the telegraph offices at Maumee, and New Haven for orders and to register.

RAILROAD CROSSINGS AND JUNCTIONS.

1st District.

- Gould—T. T. R. R. Co.
- Wauseon { N. Y. C. 1¼ miles east of station.
- { D. T. & I. ¼ mile west of station.
- West Unity—Cincinnati Northern.
- Butler—N. Y. C.
- St. Joe—B. & O.
- New Haven—N. Y. C. & St. L.
- Hugo—L. E. & W.
- Huntington—Chicago & Erie.
- Lagro—Ft. W., N. I. T., 2 miles east of station.
- Fort Wayne—P. Ft. W. & C.—Gates will indicate which track is clear.
- Peru—L. E. & W.—Target Perpendicular for Wabash trains.

Governed by Semaphores of Interlocking System.

2nd District.

- Peru—C. & O.—Governed by Semaphores of Interlocking System.
- Logansport—P. C. C. & St. L.—Target Perpendicular for Wabash trains.
- Clymers—P. C. C. & St. L. } Governed by Semaphores of Interlocking System.
- Delphi—C. I. & L. } White Ball on Target for Wabash trains.
- Lafayette Junction—C. C. C. & St. L., and L. E. & W. }
- "Y," East of Danville Junction—C. & E. I. }
- Danville Junction—C. & E. I. and C. C. C. & St. L. Target Diagonal for Wabash trains.

Covington Branch.

Attica—C. & E. I.—Target Perpendicular for Wabash trains.

5th District.

- Napoleon—D. T. & I. }
- Cecil—Cincinnati Northern. } Governed by Semaphores of Interlocking System.
- New Haven—N. Y. C. & St. L. }
- Defiance Junction—B. & O.—Target Perpendicular for Wabash trains.

SAFETY

should be the first consideration of every employe. Every employe should report promptly to his foreman, some member of the Safety Committee or other proper person, every unsafe condition.

NUMBER OF AUTOMATIC BLOCK SIGNALS SHOWING LOCATION AT AND BETWEEN STATIONS.

Signals are numbered from East according to Detroit mile posts. The integral number indicates that signal is West of Detroit mile post of that number. The decimal part of the number indicates the number of tenths of a mile West of mile post signal is located.

	DIRECTION.			DIRECTION.			DIRECTION.				
	West Bound	East Bound		West Bound	East Bound		West Bound	East Bound			
1st DISTRICT.			1st DISTRICT—(Continued)			2nd DISTRICT—(Continued)					
Montpelier		98-1	Peru Junction—End double track.....	{ Distant Signal	199-2		C. C. C. & St. L. R. R. Crossing.....	{ Distant Signal	256-6		
Butler—St. Joe				{ Home Signal	200-2	200-3		{ Home Signal	257-0	257-3	
				{ Distant Signal	200-8	200-9			257-6		
	{ Distant Signal	113-6					L. E. & W. R. R. Crossing.....	{ Distant Signal	258-1		
N. Y. C. R. R. Crossing.....	{ Home Signal	114-8			201-7					259-6	260-9
	{ Distant Signal	115-9			202-5					262-4	263-3
		115-6					Shadeland—West Point		265-0	265-3	
New Haven—Ft. Wayne		140-8	2nd DISTRICT.							265-8	266-1
					203-4	202-9				268-6	268-9
						203-5			269-2	269-5	
N. Y. C. & St. L. R. R. Crossing.....	Distant Signal	141-7							271-8	271-9	
		142-8							272-6	272-9	
		144-6							274-0	274-3	
		145-4							276-0	276-1	
		146-0							276-4	276-9	
		146-4							277-0	277-5	
		146-8							278-2	278-7	
Ft. Wayne—Prairie Switch		147-1							279-6	280-1	
		147-2							280-4	281-1	
		148-4							282-8	282-9	
		148-4							284-6	284-9	
L. E. & W. R. R. Crossing.....	{ Distant Signal	148-4							285-6	285-7	
	{ Home Signal	149-0							286-6	287-3	
	{ Distant Signal	149-0							288-8	289-1	
		150-1							289-6	289-9	
		167-2							291-2	292-5	
		167-3							293-4	293-5	
		169-5							294-2	294-5	
		169-2							296-8	295-7	
		169-2							299-2	297-7	
		169-8							300-4	299-7	
		170-7							301-2	301-1	
		170-4							.....	301-5
		185-4							.....	302-1
		188-2									
		189-0									
		189-6									
		190-6									
Rich Valley—New Waverly											

PERU DIVISION OFFICERS.

E. A. SOLLITT.....	Superintendent.....	Peru
C. E. WELLS.....	Train Master.....	Peru
A. F. KING.....	Assistant Train Master.....	Peru
J. T. CULLEN.....	Chief Train Dispatcher.....	Peru

EMPLOYEES' HOSPITAL ASSOCIATION.

LIST OF HOSPITALS AND SURGEONS.

DR. M. P. PARRISH, Chief Surgeon, Decatur, Ill.
J. E. CRIM, Superintendent, Decatur, Ill.

INDIANA.

Peru Hospital.....	Dr. E. H. Griswold	
Fort Wayne Dispensary.....	Dr. C. F. Kaadt	
Montpelier Dispensary.....	Dr. W. L. Hogue	
Toledo Dispensary.....	Dr. Todd Duncan	

OHIO.

Wauseon.....	Dr. F. C. Hartman	
Defiance.....	Dr. W. S. Powell	
Antwerp.....	Dr. G. M. Brattain	

ILLINOIS.

Danville.....	{ Dr. J. M. Guy	
	{ Dr. S. L. Landauer	