Lake Shore & Michigan Southern Ry.

TOLEDO DIVISION.

TIME TABLE

No. 8.

Effective 5:00 O'Clock A. M.

Sunday, June 2, 1907,

CENTRAL STANDARD TIME.

For the Government and Information of Employes only.

S. W. BROWN,
Ass't Gen'l Superintendent.

E. A. THEED,
Ass't Superintendent.

J. J. BERNET,
Gen'l Superintendent.

J. K. RUSSELL,
Superintendent.

D. C. MOON,
Ass't General Manager.

S. T. GAGE,
Supt. Pass. Transportation.

E. A. HANDY,
General Manager.

THE FORMAN-BASSETT-HATCH CO., Cleveland.

SPECIAL INSTRUCTIONS.

"s"—Regular Stop.
"f"—Stop on Signal.
"†"—Day Telegraph Stations.
"‡"—Night Telegraph Stations.
"§"—Day and Night Telegraph Stations.
"¶"—Stop for Meals.
"L"—Leave.
"A"—Arrive.
"+"—More than one train to be met or passed.

Train 19 will stop at Elyria to let off passengers ticketed New York to Elyria.

Train 19 will stop at Sandusky to let off passengers from east of Buffalo and to take on passengers for Chicago.

Train 2 will stop at Millbury on signal to take on passengers for Norwalk Division.

Train 2 will stop at Shawville and Olmsted Falls on signal to take on passengers for east of Berea.

Train 2 will stop at Shawville Olmsted Falls and West Park to leave passengers.

Train 2 will stop at West Park on signal to take on passengers for east of Cleveland.

Train 9 will stop at West Park on signal to take on passengers.

Train 9 will stop at yard office West Park on signal to leave employes when no station stop is made.

Train 9 will stop at Millbury to leave passengers.

Trains 4, 17, 31 and 35 will not carry passengers.

Train 16 will stop at Elyria to leave passengers from Toledo and beyond.

Train 16 will stop at Elyria to take on passengers for Buffalo and beyond.

Train 16 will stop at Port Clinton Sundays on signal to take on and leave passengers.

Train 20 will stop at Elyria Junction to leave passengers ticketed via B.&O.R.R.

Train 20 will stop at Wakeman Sundays on signal to take on and leave passengers.

Train 28 will stop at Elyria Junction to leave passengers ticketed via B.&O.R.R.

Train 28 will stop at Glenville on signal to take on paying passengers.

Train 37 will stop at Glenville to leave paying passengers.

Train 37 will stop at Wakeman to leave paying passengers from east of Oberlin and take on paying passengers for west of Norwalk.

Train 37 will stop at Elmore to leave passengers from Cleveland and East.

Train 40 will stop at Oakdale Avenue, Toledo.

Train 40 will stop at Vickers on signal for signalmen to get on or off.

Train 47 will stop at West Park, Berea, Olmsted Falls and Shawville on signal to take on passengers for Norwalk Division.

Train 47 will slow down at Berea for U. S. mail to be put on.

Train 141 will stop at Millbury to leave passengers.

Train 134 will stop at Shawville, Olmsted Falls and West Park to leave passengers from west of Elyria.

Train 126 will stop at East College Street, Oberlin, on signal to take on passengers.

Train 126 will stop at West Madison Avenue, Cleveland, on signal to leave passengers.

Train 127 will stop at West Madison Avenue, Cleveland, on signal to take on passengers.

Train 127 will stop at East College Street, Oberlin, to leave passengers.

Trains taking siding to be met or passed will in all cases take the first switch, with following exceptions:

At Berea, eastbound, first switch east of the telegraph office.

At Elyria, eastbound, second switch east of East Bridge.

B. R. Siding for eastbounds about one-half mile east of Amherst station.

At Vermillion and Huron, the sidings west of the stations are the passing sidings.

At Sandusky, westbound, at switch just east of Hayes avenue; eastbound, at cross-over just west of Hayes avenue.

At Kipton, westbound, second switch.

At Norwalk, Passenger trains westbound will take siding east of the station at the first switch on the north side; trains eastbound, west of the station, at th cross-over.

At Monroeville, Passenger trains eastbound will take siding at first switch on south side; Freight trains westbound, at second switch.

At Bellevue, Passenger trains westbound will take siding at cross-over.

The point designated Cleveland upon this time table, as applying to all trains and engines except passenger trains, will be understood to be the telegraph office north of the track and just west of the Union Passenger Station.

Signal Rule 468a will be in effect over territory where the automatic block signal system has not been installed, except that Rule 468 will be in effect between Collins and Norwalk on westbound trains.

Road Engines backing to and from trains or to and from different points in terminal yards, will display a red and white light on the rear of tender at night and in foggy weather. The red light to be on the engineman's side.

Light engines destined for points west of West Park must report to the train dispatcher at West Park and get permission to proceed.

No train must use the switch track between Gypsum and east switch of westward siding at Port Clinton except under special orders for each movement. Reverse movement between Port Clinton station and the east end of the westward siding must be made under the protection of flag.

TRANSPORTATION RULES.

Rule 98. Trains must approach the end of double track and junctions prepared to stop, unless the switches and signals are right and track is clear.

Rule 98a. All trains must stop not less than 200 feet or more than 800 feet before crossing any steam railroad at grade, or draw bridge, except where interlocking signals are in use.

Rule 98b. Enginemen must know the indication of all fixed signals before passing them. At railroad crossings, draw bridges, junctions, or train order offices, they will require the fireman to observe and communicate the indication of all signals.

DOUBLE TRACK.

Double track rules for the movement of trains will govern, except when on the single track between Elyria Junction and Millbury via Norwalk.

Trains will be cleared at terminals as follows: freight trains at Collinwood by target, switches and signal from switch tender at Adams Avenue for westbounds; Interlocking signals at B. R. Tower for eastbounds; Cleveland, yardmaster for eastbound freights and pullers; Cleveland Union Passenger Station, train despatcher for passenger trains westbound; Operator for passenger trains eastbound; Toledo Union Passenger Station, operator for passenger trains; Air Line Junction, yardmaster for freight trains.

Way Freights, Local, Construction and Quarry trains must keep clear of the time of First Class trains unless otherwise directed by special orders.

Extra trains will not display white signals except between Elyria Junction and Millbury, via Norwalk.

Between West 76th St. and West Park and commencing on the south the main tracks will be numbered 1, 2 and 3. Tracks 1 and 2 westward—track 3 eastward. Track 1 slow speed track. Track 1 will be used under direction of yardmaster. Trains standing on this track must be properly protected. Trains running on this track must approach switches at West Park under full control. Commencing on the south the main tracks are numbered 1, 2, 3 and 4 between Adams avenue, Collinwood, and 55th Street, Cleveland, and between West Park and Berea and Shawville and Elyria coal chute. Tracks 1 and 2, westward; Tracks 3 and 4, eastward. Tracks 1 and 4 are the slow speed tracks. Switch tender at Adams avenue will decide which track will be used for westbound freight, and will set switches accordingly. Switch tender at 55th Street will decide which track will be used for eastbound freights, and will set switches accordingly. All freight trains will approach 55th Street under full control.

Outgoing switch to track 4 at West Park is just west of the telegraph office at the west end of yard.

Outgoing switch to track 1 and ingoing switch to track 4 at Berea are located at east end of yard. Continuation of tracks 1 and 4 will be considered sidings. When sidings are clear trains can pull out or enter tracks 1 and 4 at crossover at west end of yard.

Outgoing switch to track 1 and ingoing switch to track 4 at Elyria are located just east of coal chutes. Continuation of tracks 1 and 4 west of chutes are sidings. When sidings are clear trains can pull out or enter tracks 1 and 4 at crossover east of Cleveland St.

Commencing on the south the main tracks are numbered 1, 2, 3 and 4 between Millbury and Toledo. Tracks 1 and 2, westward; Tracks 3 and 4, eastward. Tracks 1 and 4 are the slow speed tracks. Freight trains may use tracks 2 and 3 when signals and switches are given them for these tracks.

YARD LIMITS.

All Enginemen and Trainmen running into Cleveland, Toledo, or via the C. C. C. & St. L. Ry., between Cleveland and Berea must be provided with Cleveland and Toledo Yard Time Table and C. C. C. & St. L. Time Table.

Cleveland Yard extends from the yard limit board east of B. R. office to the yard limit board west of West Park; **Berea, Elyria, Norwalk and Sandusky Yards** as defined by Yard Limit boards, and in addition Mussey Stone Quarry tracks, is part of Elyria yard. All tracks from Sandusky Junction and junction at B. & O. crossing to Lake front are included in Sandusky yard. **Toledo Yard** extends from the yard limit board east of Vickers to the yard limit board on the Detroit Division, and to the yard limit board west of Air Line Junction Yard on the Air Line and Old Road Divisions.

PASSENGER YARD LIMITS.

Cleveland Passenger Yard extends from the junction of the Passenger Station tracks with the westbound main freight track on the east, to Front avenue on the west, comprising such tracks as are south of the fence within these limits.

Toledo Passenger Yard extends from the junction of the eastbound main freight track with the track leading to the Round House, to Broadway Bridge, not including the freight tracks.

REGISTER STATIONS AND BULLETIN BOARDS.

Registers are established at Collinwood, Union Passenger Station, Cleveland, Berea, Elyria, Elyria Junct., Norwalk, Millbury, Toledo and Air Line Junction.

Bulletin Boards at Collinwood, Union Passenger Station Cleveland, Whiskey Island, West Park, Elyria, Norwalk, Sandusky, Toledo and Air Line Junction.

WHISTLE SIGNALS.

At Millbury eastbound trains for the Norwalk Division will sound the station whistle signal followed by one short blast as a signal for the switch.

SPEED RESTRICTIONS.

At Cleveland Passenger Yards all trains and engines must run not to exceed six (6) miles per hour through the crossover switches and around sharp curves at the ends of the yards.

All Freight Trains and Engines will approach Berea, Elyria, Vermillion, Danbury, Port Clinton and Millbury with great care and under control, expecting to find other trains or engines standing on the track in front of them.

Passenger Trains will not exceed forty (40) miles per hour in rounding curves at Berea.

All Trains and Engines will reduce speed to ten miles per hour between Passenger Station and Stone Bridge on the east at Elyria.

The speed of light engines passing over Toledo Division, must not exceed 45 miles per hour at any point.

Trains scooping water at track pans must not exceed 45 miles per hour.

Two gates are located at the crossing of South Lorain Branch, on the C.& S.W. trolley line, east of Elyria.

The gates will be kept set and locked across L. S. & M. S. tracks when not in actual use by trains passing. Red lights will show towards L. S. & M. S. trains when the gates are across the track.

When L. S. & M. S. train is to cross the C. & S. W. track both gates will be swung across C. & S. W. rails and kept in that position until the train is clear. Then the gates must be put back and locked across L. S. & M. S. track.

The following are grade crossings with pole targets: Penna Co. east of Union Passenger Station, Cleveland. Big Four "Y" west end of Union Passenger Station, Cleveland. Big Four crossing east end Front Street Depot, Cleveland. Monroeville with B. & O. Ry and W. & L. E. Ry. Bellevue with Penna Co. and N. Y. C. & St. L. Ry. Clyde with Big Four Ry. Fremont with L. E. & W. Ry. Sandusky pier track with B. & O. Ry.

POLE TARGETS

At Railroad Crossings and Junction Points entrances to Terminal Yards, unequipped with interlocking signals, Pole Targets have been erected to govern the movement of trains by the position of the target blade. Such position will be indicated at night by red lights. At such points trains and engines will proceed only when the target permits of the movement they are about to make, being governed as follows:

At the Crossing of the C. C. C. & St. L. Ry., Clyde; L. E. & W., Fremont, and B. & O., Sandusky Pier Track, Vertical, L. S. & M. S. trains may proceed; **Diagonal,** all trains stop.

At the B. & O. and W. & L. E. Crossing, Monroeville; and at the N. Y. C. & St. L. and Penna Crossings, Bellevue: Vertical, L. S. & M. S. trains may proceed; A red ball displayed by day, or at night a red light in addition to the red Target-lights, will stop **all trains.**

Interlocked railway crossings and draw bridges are located as follows: B R Tower east end Collinwood yard. Berea with Big Four Ry. Elyria Junction with Norwalk Division and with B. & O. Ry. East of Sandusky with B. & O. Ry. West of Sandusky with Big Four Ry. and Penna Co. Bay Bridge, draw bridge. Port Clinton, draw bridge. Millbury Junction with Norwalk Division. Genoa and Fremont with Lake Shore Electric Line. Ceylon pit track with N. Y. C. & St. L. Ry. Vickers with T. R. & T. Ry. Co.

INTERLOCKING AND SEMAPHORE SIGNALS.

Interlocking Plants are located at the following points: B. R. Tower, Berea, Elyria Junction, Sandusky, Bay Bridge Draw Bridge, Port Clinton Draw Bridge, Millbury, Vickers.

Round House Switch, also switch toMussay Quarry, Elyria Jct., are locked shut by interlocker when signals show clear for main line movement.

At Fremont and Genoa there are standard interlocking plants at the crossing of the Lake Shore Electric Co.'s tracks, except there are no derails in L. S. & M. S. tracks.

At Ceylon Pit Quarry Track and N. Y. C. & St. L. Railway Crossing, Interlocker consists of HOME SIGNALS, 350 feet and DERAILS, 300 feet from crossing. Instructions posted in Interlocking Cabin will govern the operation of interlocker.

The one arm signal, semaphore type, located near west end of Hospital track, Cleveland, governs westbound trains on westward main track. It is not located so far as relation to track which it governs, in accordance with signal Book of Rules.

THE RIGHT ANGLE SEMAPHORE.

The **K** position of the semaphore will be used at the following stations: Whiskey Island. When the **K** points south, westbound trains may use the crossover. At **Berea** when the **K** points north, trains eastbound will go over on the C. C. C. & St. L. track; when the **K** points south will allow westbound trains from the C. C. C. & St. L. on to the L. S. & M. S. track. Lights by night: red, stop; white, proceed; green, to use the crossover or **K** signal.

MODIFICATIONS AND CHANGES OF RULES OF THE TRANSPORTATION DEPARTMENT.

Rule 19-A, add,

The green lights must be restored to red before the train fouls the high speed track, or the track with the current of traffic.

Rule 19-B, Rule 206—Form G Train Orders.

In designating double headed extra trains, all engine numbers should be included in orders and messages, and all engine numbers displayed in cupola of caboose when possible; otherwise number of leading engine will be displayed in cupola.

Rules 26-A and 26-B.

Rules 26-A and 26-B, of the Rules of the Transportation Department, which relate to the use of track signals to indicate the condition of tracks, are hereby annulled. All employes will be governed in this respect by Rules 560 and 570 inclusive, in the book of Signal Rules.

Rule D-85.

It will not be necessary to give the engine number in these messages in connection with regular trains, but it will be necessary to give the engine number when referring to **extra** trains.

Rules D-85 and 221.

A message to take siding at a station in advance will be authority to pass the train order signal in stop position; such message not to be delivered until the train may proceed.

Rules D-90 and D-109.

Authority to occupy main tracks or cross over on the time of first class trains will be issued in following message form:

C. & E.—
You may work on westward main track until 5.45 P. M. protecting against No. 3.

Rule 206.

Regular trains will be designated in train orders **by their numbers,** as "No. 10," or "2nd No. 10"; extra trains by engine numbers, as "Extra 798," with the direction when necessary, as "east" or "west"; other numbers and time will be stated in figures and spelled out.

It will not be necessary to give the engine numbers of regular trains in the body of orders nor to spell out the engine numbers of extra trains.

MODIFICATIONS AND CHANGES OF RULES OF THE TRANSPORTATION DEPARTMENT--Continued.

Rule 953.

In approaching yard limits, one mile before reaching and while passing railroad crossings at grade, draw bridges, junctions, stations and other points where the train may be required to stop, also in ascending or descending heavy grades, trainmen must be in proper position on top of train and exchange signals with each other to ascertain whether the train has parted and to know that all is well at both ends of the train. In addition, the signals above described must be exchanged at intervals of not to exceed 10 minutes while moving over the road whether passing or not, the above mentioned railroad crossings, draw bridges, junctions, stations, etc.

D-Form R. Train Orders.

Whenever a train is being run against the current of traffic, to a station where there is more than one cross-over, the order providing for the reverse movement shall specify to which cross-over the movement shall extend.

Rule 221.

When making a station stop if the engine of a passenger train passes a train order signal indicating stop, the conductor must personally notify the engineman of the position of the signal before starting, whenever conditions are such that the signal cannot be seen from the engine.

Form G, Example 2, Train Orders, in Transportation Book of Rules.

"When a train receives such an order, i. e., to run from one point to another and return." The train must be required to go to the full limit of the order before returning unless the order is superceded or annulled.

MODIFICATIONS AND CHANCES IN SIGNAL RULES.

Rules 321 and 521.

At automatic signals that carry two lights, one for home and one for distant signal, when only one of the lights is burning and it is white, trains may pass it, regarding it as a caution indication, but when the light is green, it must be regarded as a stop indication; but in either case a report must be made reporting the light that is not burning.

Company's Hospitals.—Cleveland General Hospital, Cleveland; St. Vincent's Hospital, Toledo.

Company's Surgeons:

Nottingham	E. J. Lawrence.
Collinwood	W. H. Williams.
Cleveland	Charles B. Parker.
Elyria	Wm. E. Hart.
Vermillion	R. F. Quigley.
Sandusky	Charles Graeffe.
Port Clinton	D. Gillard.
Norwalk	A. L. Osborne.
Fremont	J. D. Bemis.
Toledo	Peter and James Donnelly.

VIA SANDUSKY.

STATIONS.	Distance from Cleveland.	FIRST CLASS TRAINS—WEST.							
		25	17	15	9	41	21	19	129
		Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Sunday Only
§CLEVELAND.....L		A. M. 2.05	A. M. 2.50	A. M. 3.00	A. M. 6.00		A. M. 7.05	A. M. 7.20	A. M. 7.45
ERIE RY. STATION...									
LINNDALE									
§WEST PARK	5.9	2.18	3.05	3.15	6.15		7.20	7.35	f 7.59
§BEREA	13.	2.24	3.12	3.23	s 6.25		7.27	7.42	f 8.06
§OLMSTED FALLS	15.1	2.27	3.16	3.26	f 6.30		7.30	7.45	f 8.09
§SHAWVILLE	21.3	2.32	3.24	3.35	f 6.40		7.37	7.52	f 8.16
§ELYRIA	25.8	2.37	s 3.32	s 3.45	s 6.50	A. M. 6.58	7.43	7.57	s 8.25
§ELYRIA JCT					**6.52**	s 7.00			
§AMHERST	32.2	2.44	3.42	3.56		s 7.10	7.53	8.06	
§BROWNHELM	36.6	2.47	3.47	4.01		s 7.17	7.57	8.10	
§VERMILLION	39.8	2.50	3.51	4.06		s 7.22	8.01	8.14	
§CEYLON	47.3	2.56	4.01	4.15		s 7.33	8.11	8.23	
§HURON	51.3	3.00	4.06	4.20		s 7.40	8.16	8.28	
§SANDUSKY	60.2	3.10	s 4.21	s 4.36		s 7.58	s 8.32	8.41	
§VENICE	63.1	3.13	4.26	4.41		s 8.03	8.38	8.46	
†BAY BRIDGE	65.7	3.15	4.29	4.45		s 8.07	8.41	8.49	
§DANBURY	68.	3.17	4.33	4.48		s 8.12	8.44	8.52	
†GYPSUM	70.1	3.19	4.37	4.52		s 8.17	8.47	8.55	
§PORT CLINTON	73.1	3.22	4.41	4.57		s 8.24	8.52	8.59	
§LA CARNE	79.2	3.29	4.50	5.08		s 8.35	9.01	9.08	
§OAK HARBOR	84.7	3.35	4.58	5.16		s 8.44	9.09	9.15	
§ROCKY RIDGE	88.2	3.39	5.02	5.21		s 8.50	9.14	9.20	
§GRAYTOWN	90.6	3.42	5.06	5.26		s 8.55	9.17	9.23	
§MARTIN	95.1	3.47	5.12	5.32		s 9.02	9.23	9.29	
§MILLBURY	99.8	3.52	5.18	5.38	9.22	s 9.10	9.30	9.36	f 10.44
§VICKERS	104.8	3.58	5.25	5.45	9.30	9.17	9.37	9.42	10.50
§TOLEDO.....A	107.8	4.04 A. M.	5.35 A. M.	5.55 A. M.	¶ **9.40** A. M.	¶ 9.25 A. M.	**9.45** A. M.	**9.50** A. M.	11.00 A. M.
		Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Sunday Only
		25	**17**	**15**	**9**	**41**	**21**	**19**	**129**

6—Toledo Division.

VIA SANDUSKY.

FIRST CLASS TRAINS—WEST.

23	35	31	133	47	141	43	127	37	3	5	131
Daily	Daily	Daily Except Monday	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily	Daily	Sunday Only
A.M. 10.50	A.M. 11.35	A.M. 11.55	P.M. 12.30	P.M. 2.55	P.M. 3.10	P.M. 4.40	P.M. 5.05	P.M. 7.20	P.M. 10.45	P.M. 11.35	P.M. 6.30
s10.55	.....	.....	.....	.....	.....	.....	.....	s 7.25	.....	.....	.....
11.10	.....	.....	.....	.....	.....	.....	.....	7.40	.....	.....	.....
.....	11.49	P.M. 12.11	12.45	3.09	s 3.24	4.51	s 5.21	.....	11.00	11.49	f 6.44
11.20	11.57	12.19	12.53	3.17	s 3.33	4.57	s 5.29	s 7.50	11.08	11.57	f 6.51
11.23	P.M. 12.01	12.23	12.56	3.21	s 3.37	5.00	s 5.34	7.54	11.11	A.M. 12.01	f 6.54
11.31	12.07	12.31	1.04	3.30	s 3.46	5.08	s 5.44	8.02	11.18	12.08	f 7.01
s11.40	s12.16	12.37	s 1.12	s 3.39	s 3.54	5.13	s 5.52	s 8.10	s11.26	s12.16	s 7.10
.....	.....	.....	.....	.....	.....	.....	s 5.54	**8.12**	.....	.....	.....
.....	12.26	12.47	s 1.23	.....	s 4.05	5.22	.....	.....	11.36	12.26	.....
.....	12.31	12.52	1.29	.....	s 4.12	5.26	.....	.....	11.41	12.31	.....
.....	12.35	12.56	s 1.35	.....	s 4.17	5.30	.....	.....	11.45	12.35	.....
.....	12.43	1.06	1.46	.....	s 4.30	5.38	.....	.....	11.53	12.42	.....
.....	12.48	1.11	s 1.53	.....	s 4.37	5.42	.....	.....	11.58	12.47	.....
.....	s 1.03	s 1.26	s 2.10	.....	s 4.54	s 5.55	.....	.....	A.M. s12.13	s 1.00	.....
.....	1.08	1.31	2.15	.....	s 5.00	5.59	.....	.....	12.18	1.05	.....
.....	1.11	1.34	2.18	.....	s 5.06	6.01	.....	.....	12.21	1.08	.....
.....	1.14	1.38	2.21	.....	s 5.12	6.04	.....	.....	12.24	1.11	.....
.....	1.17	1.42	2.24	.....	s 5.17	6.07	.....	.....	12.27	1.14	.....
.....	1.21	1.46	s 2.29	.....	s 5.25	6.10	.....	.....	12.31	1.18	.....
.....	1.29	1.55	2.38	.....	s 5.36	6.17	.....	.....	12.39	1.26	.....
.....	1.35	2.03	s 2.45	.....	s 5.44	6.23	.....	.....	12.45	1.32	.....
.....	1.40	2.07	2.50	.....	s 5.51	6.27	.....	.....	12.50	1.36	.....
.....	1.44	2.11	2.54	.....	s 5.57	6.31	.....	.....	12.54	1.39	.....
.....	1.49	2.17	2.59	.....	s 6.03	6.36	.....	.....	12.59	1.44	.....
1.52	**1.55**	2.23	3.05	s 6.20	6.11	6.42	.....	10.38	1.05	1.50	f 9.30
1.58	2.01	2.30	3.11	6.28	6.18	6.48	.....	10.46	1.11	1.56	9.37
2.05 P.M.	**2.10** P.M.	2.40 P.M.	3.20 P.M.	6.38 P.M.	¶ 6.27 P.M.	6.55 P.M.	.....	10.55 P.M.	1.20 A.M.	2.05 A.M.	9.45 P.M.
Daily	Daily	Daily Except Monday	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily	Daily	Sunday Only
23	**35**	**31**	**133**	**47**	**141**	**43**	**127**	**37**	**3**	**5**	**131**

VIA SANDUSKY.

STATIONS.	Distance from Toledo.	FIRST CLASS TRAINS—EAST.						
		20	28	126	134	40	32	128
		Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Sunday Only
§CLEVELAND ..... A	107.8	A. M. 7.00	¶ 7.40	A. M. 7.55	A. M. 9.15	A. M. 10.00	A. M. 11.25	A. M. 10.45
ERIE RY. STATION...	.....	.....	s 7.32	.....	.....	.....	.....	.....
LINNDALE	.....	.....	7.15	.....	.....	.....	.....	.....
§WEST PARK	101.9	6.47	.....	s 7.43	9.00	s 9.45	11.10	f10.30
§BEREA	94.8	6.39	s 7.01	s 7.33	s 8.50	s 9.35	11.00	f10.22
§OLMSTED FALLS.....	92.7	6.36	6.56	s 7.28	8.46	s 9.30	10.57	f10.18
§SHAWVILLE.....	86.5	6.28	6.46	s 7.18	8.37	s 9.20	10.48	f10.08
§ELYRIA.....	82.	s 6.21	s 6.38	s 7.10	s 8.30	s 9.10	s10.40	s10.00
§ELYRIA JCT.....	.....	.....	.....	s **6.52**	.....	s 9.02	.....	.....
§AMHERST	75.6	.....	s 6.23	.....	s 8.15	.....	10.28	.....
§BROWNHELM	71.8	.....	6.16	.....	s 8.09	.....	10.23	.....
§VERMILLION	70.	.....	s 6.10	.....	s 8.03	.....	10.18	.....
§CEYLON.....	60.5	.....	5.56	.....	s 7.52	.....	10.10	.....
§HURON	56.5	.....	s 5.49	.....	s 7.44	.....	10.05	.....
§SANDUSKY.....	47.6	.....	s 5.32	.....	s 7.30	.....	s 9.52	.....
§VENICE	44.7	.....	5.23	.....	s 7.20	.....	9.45	.....
†BAY BRIDGE	42.1	.....	5.20	.....	s 7.15	.....	9.42	.....
§DANBURY.....	39.8	.....	5.16	.....	s 7.10	.....	9.39	.....
†GYPSUM	37.7	.....	5.13	.....	s 7.05	.....	9.36	.....
§PORT CLINTON.....	34.7	.....	s 5 07	.....	s 7.00	.....	9.32	.....
§LA CARNE	28.6	.....	4.56	.....	s 6.47	.....	9.25	.....
§OAK HARBOR	23.1	.....	4.49	.....	s 6.38	.....	9.19	.....
§ROCKY RIDGE.....	19.6	.....	4.44	.....	s 6.32	.....	9.15	.....
§GRAYTOWN	17.2	.....	4.40	.....	s 6.27	.....	9.12	.....
§MARTIN	12.7	.....	4.34	.....	s 6.20	.....	9.07	.....
§MILLBURY	8.	**3.58**	4.28	.....	s 6.13	s 6.36	9.02	f 7.45
§VICKERS	3.0	3.51	4.21	.....	6.07	6.29	8.56	7.38
§TOLEDO L	.....	3.45 A. M.	4.15 A. M.	.....	6.00 A. M.	6.20 A. M.	8.50 A. M.	7.30 A. M.
		Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Sunday Only
		20	**28**	**126**	**134**	**40**	**32**	**128**

§—Toledo Division.

VIA SANDUSKY.

FIRST CLASS TRAINS—EAST.

4	6	10	50	2	26	16	14	22	130	
Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	Daily	Sunday Only	
P.M. 4.15	P.M. 4.50	P.M. 7.30	.....	P.M. 9.10	P.M. 8.46	P.M. 10.30	A.M. 1.35	A.M. 1.45	P.M. 9.45	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4.00	4.36	7.16	.....	8.55	8.34	10.16	1.20	1.30	f 9.30	.....
3.53	4.29	7.06	.....	s 8.40	8.28	10.08	1.11	1.22	f 9.22	.....
3.49	4.26	7.03	.....	8.35	8.25	10.04	1.07	1.19	f 9.18	.....
3.41	4.18	6.53	.....	**8.18**	**8.18**	9.55	12.56	1.11	f 9.08	.....
3.34	s 4.11	s 6.45	P.M. 7.35	s 8.05 7.52	8.13	9.48	12.49	1.05	s 9.00	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3.21	.....	6.31	s 7.22	.....	8.06	9.36	12.40	12.54	.....	.....
3.16	.....	6.24	s 7.14	.....	8.01	9.31	12.35	12.48	.....	.....
3.12	.....	6.18	s 7.07	.....	7.57	9.26	12.31	12.43	.....	.....
3.02	.....	6.08	s 6.53	.....	7.49	9.17	12.21	12.33	.....	.....
2.57	.....	6.02	s 6.45	.....	7.44	9.13	12.15 A.M.	12.28	.....	.....
s 2.42	.....	s 5.49	s 6.27	.....	7.34	s 9.00	s 11.59	12.15	.....	.....
2.34	.....	5.41	s 6.18	.....	7.31	8.52	11.52	12.09	.....	.....
2.31	.....	5.38	s 6.13	.....	7.29	8.49	11.49	12.06	.....	.....
2.28	.....	5.35	s 6.08	.....	7.27	8.46	11.46	12.03	.....	.....
2.26	.....	5.32	s 6.03	.....	7.24	8.43	11.43	12.00 A.M.	.....	.....
2.23	.....	5.28	s 5.57	.....	7.21	8.40	11.40	11.57	.....	.....
2.16	.....	5.21	s 5.44	.....	7.14	8.32	11.32	11.50	.....	.....
2.11	.....	5.15	s 5.35	.....	7.09	8.25	11.25	11.44	.....	.....
2.08	.....	5.11	s 5.30	.....	7.05	8.21	11.21	11.40	.....	.....
2.05	.....	5.08	s 5.25	.....	7.02	8.17	11.18	11.37	.....	.....
2.01	.....	5.03	s 5.16	.....	6.58	8.12	11.13	11.32	.....	.....
1.57	**2.02**	4.58	s 5.08	5.18	6.53	8.07	11.08	11.27	f 6.45	.....
1.52	1.55	4.52	5.01	5.09	6.48	8.01	11.02	11.21	6.37	.....
1.46 P.M.	**1.50** P.M.	4.45 P.M.	4.53 P.M.	5.01 P.M.	6.44 P.M.	7.55 P.M.	10.55 P.M.	11.15 P.M.	6.30 P.M.	.....
Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	Daily	Sunday Only	
4	**6**	**10**	**50**	**2**	**26**	**16**	**14**	**22**	**130**	

VIA SANDUSKY.

FREIGHT TRAINS—WEST.

N.C. 1	B.C. 5	B.C. 1	Way Freight 81	Way Freight 83	Sand'ky Div. Freight 91	Norw'lk Div. Freight 93	Way Freight 85	Way Freight 87	STATIONS.
DAILY	DAILY	DAILY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	
A.M. 8.20	P.M. 12.15	P.M. 10.40	.....	.....	.....	.....	.....	.....	L. COLLINWOOD .A
.....	.....	.....	A.M. 6.50	A.M. 7.20	P.M. 6.20	P.M. 6.40	.....	.....	L. §WEST PARK..A
.....	.....	.....	s	s	s	s	.....	.....	.....§BEREA .....
.....	.....	.....	s	s	s	s	.....	.....	§OLMSTED FALLS.
.....	.....	.....	s	s	s	s	.....	.....	...§SHAWVILLE....
.....	.....	.....	s	s	s	s	.....	.....	.....§ELYRIA.....
.....	.....	.....	.....	s	s	.....	.....	.....	...§ELYRIA JCT....
.....	.....	.....	.....	s	s	.....	.....	.....	.....§AMHERST.....
.....	.....	.....	.....	s	s	.....	.....	.....	..§BROWNHELM...
.....	.....	.....	.....	s	s	.....	.....	.....	...§VERMILLION ...
.....	.....	.....	.....	s	s	.....	.....	.....	.....§CEYLON .....
.....	.....	.....	.....	s	s	.....	.....	.....	.....§HURON .....
.....	.....	.....	.....	2.00 P.M.	s	.....	A.M. 7.00	.....	....§SANDUSKY ....
.....	.....	.....	.....	.....	s	.....	s	.....	.....§VENICE .....
.....	.....	.....	.....	.....	s	.....	s	.....	...†BAY BRIDGE....
.....	.....	.....	.....	.....	s	.....	s	.....	....§DANBURY .....
.....	.....	.....	.....	.....	s	.....	s	.....	..... †GYPSUM .....
.....	.....	.....	.....	.....	s	.....	s	.....	.§PORT CLINTON ..
.....	.....	.....	.....	.....	s	.....	s	.....	....§LA CARNE.....
.....	.....	.....	.....	.....	s	.....	s	.....	..§OAK HARBOR...
.....	.....	.....	.....	.....	s	.....	s	.....	..§ROCKY RIDGE...
.....	.....	.....	.....	.....	s	.....	s	.....	...§GRAYTOWN ....
.....	.....	.....	.....	.....	s	.....	s	.....	..... §MARTIN .....
.....	.....	.....	.....	.....	s	.....	s	.....	....§MILLBURY.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....§VICKERS.....
.....	.....	.....	.....	.....	.....	.....	2.35 P.M.	2.30 P.M.	A....§TOLEDO.....L
3.20 P.M.	7.45 P.M.	7.30 A.M.	.....	.....	3.50 A.M.	5.05 A.M.	.....	.....	A. AIR LINE JCT .L
DAILY	DAILY	DAILY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	
N.C. 1	B.C. 5	B.C. 1	81		91	93		87	

VIA SANDUSKY.

FREIGHT TRAINS—EAST.

X.B. 2	C.N. 4	C.B. 6	C.B. 8	Way Freight 84	Way Freight 82	Sand'ky Div. Freight 90	Norw'lk Div. Freight 92	Way Freight 86	Way Freight 88	
DAILY	DAILY	DAILY	DAILY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	
A. M. 11.20	P. M. 4.25	P. M. 5.15	A. M. 12.01	--------	--------	--------	--------	--------	--------	--------
--------	--------	--------	--------	--------	--------	A. M. 3.10	A. M. 3.25	P. M. 2.00	P. M. 3.00	--------
--------	--------	--------	--------	--------	--------	s ------	s ------	s ------	s ------	--------
--------	--------	--------	--------	--------	--------	s ------	s ------	s ------	s ------	--------
--------	--------	--------	--------	--------	--------	s ------	s ------	s ------	s ------	--------
--------	--------	--------	--------	--------	--------	s ------	s ------	s ------	s ------	--------
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--------	--------	--------	--------	--------	--------	s ------	--------	s ------	--------	--------
--------	--------	--------	--------	--------	--------	s ------	--------	s ------	--------	--------
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--------	--------	--------	--------	--------	--------	s ------	--------	s ------	--------	--------
--------	--------	--------	--------	P. M. 2.30	--------	s ------	--------	8.00 A. M.	--------	--------
--------	--------	--------	--------	s ------	--------	s ------	--------	--------	--------	--------
--------	--------	--------	--------	s ------	--------	s ------	--------	--------	--------	--------
--------	--------	--------	--------	s ------	--------	s ------	--------	--------	--------	--------
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--------	--------	--------	--------	s ------	--------	s ------	--------	--------	--------	--------
--------	--------	--------	--------	--------	--------	--------	--------	--------	--------	--------
--------	--------	--------	--------	7.00 A. M.	7.05 A. M.	--------	--------	--------	--------	--------
4.40 A. M.	9.20 A. M.	10.05 A. M.	4.10 P. M.	--------	--------	6.30 P. M.	6.45 P. M.	--------	--------	--------
DAILY	DAILY	DAILY	DAILY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	
X.B. 2	C.N. 4	C.B. 6	C.B. 8		82	90	92		88	

VIA NORWALK.

STATIONS.	Distance from Cleveland.	FIRST CLASS TRAINS—WEST.						
		9	23	47	127	37	129	131
		Daily Except Sunday	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Sunday Only	Sunday Only.
§ELYRIA.....L	25.8	A. M. s 6.50	A. M. s11.40	P. M. s 3.39	P. M. s 5.52	P. M. s 8.10	A. M. s 8.25	P. M. s 7.10
§ELYRIA JCT.....	.....	**6.52**	.....	.....	s 5.54	**8.12**	.....	.....
§OBERLIN.....	34.6	s 7.06	s**11.55**	s 3.53 **3.56**	s 6.09	s 8.25	s 8.40	s 7.25
†KIPTON.....	39.2	s 7.16	P. M. 12.02	s 4.05	s 6.17	**8.35**	f 8.47	f 7.33
§WAKEMAN.....	44.4	s 7.26	12.08	s 4.14	s 6.26	8.45	s 8.54	s 7.42
†COLLINS.....	49.1	s 7.35	12.14	s 4.21	s 6.35	8.53	f 9.01	f 7.50
§NORWALK.....	55.7	s 7.51	s**12.28**	s 4.34	**6.50** P. M.	s 9.06	s **9.13**	s **8.05**
†MONROEVILLE.....	60.3	s **8.00**	12.36	s 4.44	.....	s 9.16	s 9.24	s 8.13
§BELLEVUE.....	67.9	s 8.12	s12.50	s 5.00	.....	s 9.29	s 9.38	s 8.25
§CLYDE.....	75.2	s 8.25	s 1.04	s 5.15	.....	s **9.44**	s 9.51	s 8.37
§FREMONT.....	83.5	s 8.40	s 1.20	s 5.33	.....	s10.00	s10.05	s 8.50
†LINDSEY.....	90.6	s **8.54**	1.32	s 5.45 **5.48**	.....	10.11	f10.20	f 9.05
§ELMORE.....	95.9	s 9.04	1.39	s 6.00	.....	10.20	f10.28	f 9.13
†GENOA.....	100.6	s 9.13	1.46	s 6.10	.....	10.29	f10.36	f 9.22
§MILLBURY.....A	105.5	9.22	**1.52**	s 6.20	.....	10.38	f10.44	f 9.30
		Daily Except Sunday	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Sunday Only	Sunday Only
		9	23	47	127	37	129	131

Eastbound trains are superior to Westbound trains of the same class.

VIA NORWALK.

STATIONS.	Distance from Toledo.	FIRST CLASS TRAINS—EAST.						
		20	126	40	6	2	128	130
		Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday	Sunday Only	Sunday Only
§ELYRIA.....A	87.7	A.M. s 6.21	A.M. s 7.10	A.M. s 9.10	P.M. s 4.11	P.M. s 8.03 s 7.52	A.M. s 10.00	P.M. s 9.00
§ELYRIA JCT	----------	----------	s **6.52**	s 9.02	----------	----------	----------	----------
§OBERLIN	78.9	s 6.02	s 6.42	s **8.52**	s **3.56**	s 7.37	s 9.44	s 8.45
†KIPTON	74.3	5.52	s 6.34	s 8.44	3.49	s 7.27	f 9.38	f **8.35**
§WAKEMAN	69.1	5.46	s 6.25	s 8.34	3.43	s 7.16	s 9.31	s 8.25
†COLLINS	64.4	5.40	s 6.17	s 8.25	3.38	s 7.08	f 9.25	f 8.18
§NORWALK	57.8	s 5.26	6.05 A.M.	s 8.10	s 3.24	s **6.55**	s **9.13**	s **8.05**
†MONROEVILLE	53.3	s 5.15	----------	s **8.00**	s 3.12	s 6.44	s 9.03	s 7.55
§BELLEVUE	45.7	s 5.01	----------	s 7.46	s 2.58	s 6.30	s 8.50	s 7.43
§CLYDE	38.4	s 4.47	----------	s 7.32	s 2.45	s 6.15	s 8.37	s 7.30
§FREMONT	30.	s 4.33	----------	s 7.17	s 2.32	s 6.01	s 8.23	s 7.18
†LINDSEY	22.9	4.19	----------	s 7.03	2.18	s **5.48**	f 8.10	f 7.06
§ELMORE	17.6	4.12	----------	s 6.54	2.12	s 5.38	s 8.00	f 6.57
†GENOA	12.9	4.05	----------	s 6.45	2.07	s 5.28	f 7.53	f 6.50
§MILLBURY.....L	8	**3.58**	----------	s 6.36	**2.02**	5.18	f 7.45	f 6.45
		Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily Except Sunday	Sunday Only	Sunday Only
		20	**126**	**40**	**6**	**2**	**128**	**130**

Eastbound trains are superior to Westbound trains of the same class

VIA NORWALK.

STATIONS.	FOURTH CLASS TRAINS—WEST.							
	Way Freight **81**	Norw'lk Div. Freight **93**	Way Freight **87**					
	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY					
§ELYRIA L	A. M.	P. M.	.....	.....	.....	.....	.....	.....
§ELYRIA JCT	s 8.00	s **8.12**	.....	.....	.....	.....	.....	.....
§OBERLIN	s **8.52**	s 8.55	.....	.....	.....	.....	.....	.....
†KIPTON	s 9.30	s 9.20	.....	.....	.....	.....	.....	.....
§WAKEMAN	s **10.10**	s 9.52	.....	.....	.....	.....	.....	.....
†COLLINS	s10.40	s10.20	.....	.....	.....	.....	.....	.....
§NORWALK	11.10 A. M.	s **11.00**	A. M. 7.00	.....	.....	.....	.....	.....
†MONROEVILLE	.....	s11.28	s **+8.00**	.....	.....	.....	.....	.....
§BELLEVUE	.....	A. M. s12.15	s 9.00	.....	.....	.....	.....	.....
§CLYDE	.....	s 1.02	s **10.00**	.....	.....	.....	.....	.....
§FREMONT	.....	s 1.55	s11.30	.....	.....	.....	.....	.....
†LINDSEY	.....	s 2.40	P. M. s12.05	.....	.....	.....	.....	.....
§ELMORE	.....	s 3.15	s12.40	.....	.....	.....	.....	.....
†GENOA	.....	s 3.38	s 1.05	.....	.....	.....	.....	.....
§MILLBURY ..... A	.....	s **3.58** A. M.	s 1.40 P. M.	.....	.....	.....	.....	.....
	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY					
	81	**93**	**87**					

Eastbound trains are superior to Westbound trains of the same class.

VIA NORWALK.

FOURTH CLASS TRAINS—EAST.

STATIONS.	Way Freight 82	Norw'lk Div. Freight 92	Way Freight 88					
	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY					
§ELYRIA ..... A	.....	A. M.	P. M.	.....	.....	.....	.....	.....
§ELYRIA JCT	.....	1.30	1.30 P. M.	.....	.....	.....	.....	.....
§OBERLIN	.....	s 1.00	s **11.55**	.....	.....	.....	.....	.....
†KIPTON	.....	s 12.31	s 11.00	.....	.....	.....	.....	.....
§WAKEMAN	.....	s 12.02 A. M.	s **10.10**	.....	.....	.....	.....	.....
†COLLINS	.....	s 11.35	s 9.40	.....	.....	.....	.....	.....
§NORWALK	P. M. **12.28**	s **11.00**	9.00 A. M.	.....	.....	.....	.....	.....
†MONROEVILLE	s 11.45	s 10.40	.....	.....	.....	.....	.....	.....
§BELLEVUE	s 11.10	s 10.10	.....	.....	.....	.....	.....	.....
§CLYDE	s **10.00**	s **9.44**	.....	.....	.....	.....	.....	.....
§FREMONT	s 9.25	s 9.10	.....	.....	.....	.....	.....	.....
†LINDSEY	s **8.54**	s 8.40	.....	.....	.....	.....	.....	.....
§ELMORE	s 8.15	s 8.25	.....	.....	.....	.....	.....	.....
†GENOA	s 7.50	s 8.00	.....	.....	.....	.....	.....	.....
§MILLBURY L	s 7.30 A. M.	s 7.35 P. M.	.....	.....	.....	.....	.....	.....
	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY	DAILY EXCEPT SUNDAY					
	82	**92**	**88**					

Eastbound trains are superior to Westbound trains of the same class.

LIST OF BLOCK SIGNAL NUMBERS

Eastbound.		Westbound.	
Freight	Passenger	Passenger	Freight
	"B R" TOWER.		
		172.1	
	173.2	173.1	
	NOTTINGHAM.		
	174.2	174.1	
	175.2	175.1	
	COLLINWOOD.		
		175.5	
	176.2		176.3
176.8	176.6	176.5	176.7
	COITS.		
177.4	177.2	177.1	177.3
	GLENVILLE.		
178.4	178.2	178.1	178.3
179.4	179.2	179.1	179.3
	179.6	179.5	179.7
	55TH STREET.		
	180.2	180.1	
	181.2	181.1	
	182.2	182.1	
	182.6		
	CLEVELAND.		
	184.2	184.1	
	185.2	185.1	
		185.5	185.7
	186.2		
	DETROIT STREET.		
		186.1	186.3
	186.6		
		187.1	187.3
	187.2		
	188.2	188.1	188.3
	WEST PARK.		
	189.2	189.1	189.3
190.4	190.2	190.1	190.3
191.4	191.2	191.1	191.3
192.4	192.2	192.1	192.3
193.4	193.2	193.1	193.3
193.8	193.6	193.5	193.7
	194.2	194.1	194.3
	194.6	194.5	
	BEREA.		
	196.2	196.1	
	197.2	197.1	
	OLMSTED FALLS.		
	198.2	198.1	
	200.2	200.1	
	201.2	201.1	
	202.2	202.1	
	SHAWVILLE.		
		203.1	
203.4	203.2	203.5	203.7
205.4	205.2	205.1	205.3
		206.1	206.3
206.4	206.2		
	206.6		
	ELYRIA COAL CHUTES.		
		207.1	
	207.2		
	ELYRIA.		
		208.1	
	208.2		

Eastbound.		Westbound.	
Freight	Passenger	Passenger	Freight
	ELYRIA JCT.--Interlocking.		
		S 1.1	
	S 1.2		
	S 2.2	S 2.1	
	S 3.2	S 3.1	
	S 5.2	S 5.1	
	AMHERST.		
	S 6.2	S 6.1	
	S 7.2	S 7.1	
	S 9.2	S 9.1	
	BROWNHELM.		
	S 10.2	S 10.1	
	S 12.2	S 12.1	
	VERMILLION.		
		S 13.1	
	S 13.2		
	S 14.2	S 14.1	
	S 16.2	S 16.1	
	S 17.2	S 17.1	
	S 19.2	S 19.1	
	S 20.2	S 20.1	
	CEYLON.		
		S 21.1	
	S 21.2		
	S 22.2	S 22.1	
	S 24.2	S 24.1	
	HURON.		
		S 25.1	
	S 25.2		
		S 27.1	
	S 27.2		
	S 28.2	S 28.1	
	S 29.	S 29.1	
		S 31.1	
	S 31.2		
		S 32.1	
	S 32.2		
	B. & O.--Interlocking.		
		S 33.1	
	S 33.2		
	SANDUSKY.		
		S 34.1	
	S 34.2		
	BAY JUNCTION.--Interlocking.		
		S 35.1	
	S 35.2		
	VENICE.		
	S 37.2	S 37.1	
	S 38.2	S 38.1	
	BAY BRIDGE.		
	S 39.2	S 39.1	
	BAY BRIDGE.--Interlocking.		
		S 41.1	
	S 41.2		
	DANBURY.		
	S 42.2	S 42.1	

LIST OF BLOCK SIGNAL NUMBERS--Continued.

Eastbound.		Westbound.	
Freight	Passenger	Passenger	Freight
	GYPSUM.		
S 44.2		S 44.1	
S 45.2		S 45.1	
S 46.2		S 46.1	
	PORT CLINTON.		
		S 47.1	
S 47.2			
	PORT CLINTON--Interlocking.		
S 48.2		S 48.1	
S 49.2		S 49.1	
S 51.2		S 51.1	
S 52.2		S 52.1	
	LA CARNE.		
S 53.2		S 53.1	
S 55.2		S 55.1	
S 56.2		S 56.1	
S 57.2		S 57.1	
	OAK HARBOR.		
S 59.2		S 59.1	
S 60.2		S 60.1	
	ROCKY RIDGE.		
S 62.2		S 62.1	
S 63.2		S 63.1	
	GRAYTOWN.		
S 65.2		S 65.1	
S 66.2		S 66.1	
S 67.2		S 67.1	
	MARTIN.		
S 69.2		S 69.1	
	CLAY CENTER.		
		S 70.1	
S 70.2			
		S 71.1	
S 71.2			
		S 72.1	
S 73.2			

Eastbound.		Westbound.	
Freight	Passsenger	Passenger	Freight
	MILLBURY JCT.--Interlocking.		
		288.1	288.3
288.4	288.2		
		289.1	289.3
289.4	289.2		
		290.1	290.3
290.4	290.2		
		291.1	291.3
292.4	292.2		
	VICKERS--Interlocking.		
		292.1	292.3
293.4	293.2		
	OAKDALE AVE.--Interlocking.		
	FASSET ST.--Interlocking.		
	MAUMEE DRAWBRIDGE.--Interlocking		
	WABASH.--Interlocking		
	TOLEDO.		
	BROADWAY.--Interlocking.		
	SWAN CREEK.--Interlocking		
		A 2.1	
	AIR LINE JUNCTION.		