

NORFOLK AND WESTERN RAILWAY CO.

WESTERN REGION

FORT WAYNE DIVISION

TIMETABLE No. 1

EFFECTIVE

SUNDAY, JANUARY 15, 1967

12:01 A. M. Central Standard Time

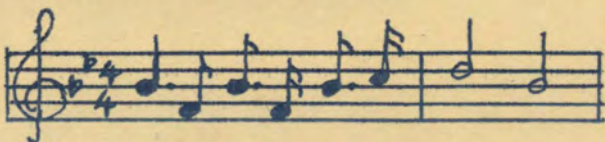
1:01 A. M. Eastern Standard Time

**Central Standard Time, except Eastern Standard
Time between Oakwood Junction and Detroit**

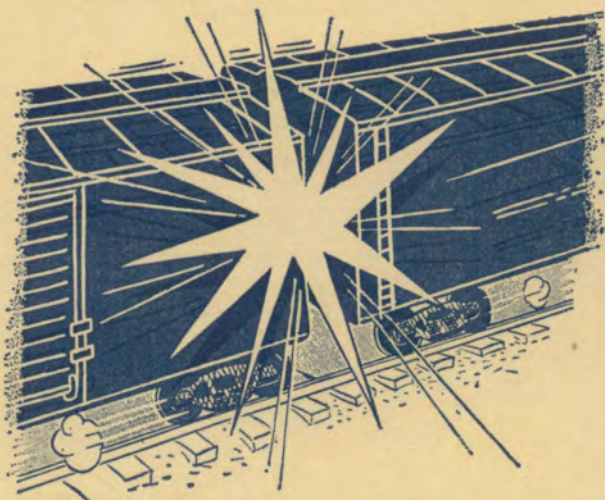


For Information of Employees Only

MUSIC TO OUR...



...(COMPETITORS') EARS!



Make No Coupling
in excess of

4 M.P.H.

**Rough Handling Hurts
Our Reputation
Drives Business from the Rails**

**CAREFUL
SWITCHING
Means
Job
Security**

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**And the
job you
save
may be
your own!**

DETROIT TO PERU—WESTWARD

Miles from Detroit	STATIONS	T. O. Offices	Interlockings	R. R. Crossings	Passing Siding, Capacity in feet	
	DETROIT DIST.					
.....	Detroit.....					
4.4	Delray.....	} VIA UBD		} MC-NYC- N&W NYC		
5.6	Ecorse Jct.....				X	
7.0	Oakwood.....		DN		X	
8.7	Oakwood Jct.....				X-R	
12.4	Hand.....					
19.0	Romulus.....	DN	X	C&O	4231-E	
21.3	French Landing.....					
23.8	Belleville.....	D				
28.6	Willis.....					
31.5	Whittaker.....	} DT				
37.3	Milan.....		DN	X	AA	3879-E 2671-W
42.7	Cone.....					
46.7	Britton.....	D			5064-W	
52.4	Holloway.....				4542-W	
54.8	Raisin Center.....					
58.8	Adrian.....	} See Note	2S	X-A X-A	NYC NYC	2672-W
59.8	Page.....					
61.2	Stan.....			TC		
65.6	Sand Creek.....					
68.4	Leaf.....					
70.2	Senica.....					
73.2	North Morenci.....	} TC			8738	
79.5	Munson.....					
85.7	Alvordton.....	D	X	NYC	9128	
89.8	Kunkle.....					
93.7	Mode.....			TC		
96.0	East Yard.....					
96.9	Montpelier.....	} DT	DN			
96.9	HUNTG. DIST. Montpelier.....		DN			
97.4	West Yard.....					
98.4	Pergo.....			TC		
104.4	Blakesley.....				4848	
114.9	Butler.....			X-R NYC	8160	
122.7	St. Joe.....	} TC		X-R	B&O	
125.3	Spencerville.....					5784
130.6	Grabill.....		D		5397	
137.0	Thurman.....					
140.5	NE Tower.....	} DT	DN	X	N&W	
146.5	A Ft. Wayne.....		D	X	PRR	
149.2	B Hugo.....	DN	X	N&W		
157.3	S Roanoke Siding.....				13139	
161.7	Roanoke.....			X-R		
165.8	Mardenis.....			X-R	15685	
170.4	Huntington.....	DN	X	EL		
176.2	Andrews.....					
183.2	Lagro.....	D	X-R		14341	
188.8	Wabash.....		2S			
190.3	Hartman.....					
194.2	Rich Valley.....					
200.2	Junction.....	} DT	DN	X-R		
202.5	Peru.....		DN	X-A	N&W	

Note: Between Page and Stan: ABS on Eastward Track, TC on Westward Track.

Miles from Detroit is mile post location.

TOLEDO TO LANDERS—WESTWARD

Miles from Toledo	STATIONS	T. O. Offices	Interlockings	R. R. Crossings	Passing Siding, Capacity in feet	
DELTA DIST.						
.....	Toledo.....		X	NYC	.....
1.3	Toledo Yard.....	D				
3.3	A { Walbridge Jct... } B { Gould..... } S { Wanick Jct..... } TC } DT	DN	TC			
5.3			X	TT		
8.6			TC			
9.2	Maumee.....					
11.0	Delmont Jct.....		TC			
22.2	Brailey.....					
26.3	Delta.....					
29.4	Delta Yard.....					
33.7	N { Wauseon..... } B { Elmira..... } S { West Unity..... } S { Montpelier..... }	D	X-R	NYC		
.....			X-A	DTI		
42.5						4767
49.1			DN	X-A	NYC	2516
58.3						
GARY DIST.						
96.9	A { Montpelier..... } B { West Yard..... } TC } DT S { Pergo..... } S { Edon..... } S { Hamilton..... }	DN				
97.4						
98.4			D	TC		
105.3						4439
113.2						
121.4	Ashley Hudson.....				3987	
126.5	Helmer.....				3589	
131.8	South Milford.....				5387	
136.8	Wolcottville.....	DN	X	PRR	3904	
146.0	Topeka.....	D				
151.4	N { Stony Creek..... } B { Millersburg..... } S { Benton..... } S { New Paris..... } S { Foraker..... }				5295	
154.0						
158.0						
161.4			D	X-A	NYC	
166.5						5706
171.3	Wakarusa.....	D			3582	
179.2	Wyatt.....				3586	
184.8	A { Lakeville..... } B { Pine..... } S { North Liberty..... }	DN	X	PRR	3986	
187.4					5601	
192.9			D	X-A	NYC	4891
200.5	N { Dillon..... } B { Kingsbury Wye..... } S { Magee..... } S { Westville..... } S { Crocker..... }		X-A	N&W	4436	
203.0						
209.6				X-A	C&O	
217.2			D			6734
230.5			DN	X	EJE	3812
233.7	Willow Creek.....		X	NYC-B&O		
241.1	A { Gary..... } B { Tolleston..... } S { Clarke Jct..... } DT	2S				
243.4						
246.7			DN	X	PRR	
251.9	Hammond.....					
252.4	State Line.....					
.....	W. I. Jct..... } VIA } BOCT } VIA } CWI } VIA Landers..... } BRC					
264.1				X		
266.9			DN			

Miles from Toledo and miles from Detroit are mile post locations.

CHICAGO DISTRICT—WESTWARD

Miles from Buffalo	STATIONS	T. O. Offices	Interlockings	R. R. Crossings	Passing Siding, Capacity in feet	
CHICAGO DIST.						
365.4	N. E. Tower..... } TC	DN	X	N&W	.....
366.3		DN	.....	.....	.....
367.0	Four Mile Road..... } DT	.....	.....	.....	.....
370.7		DN	.....	.....	.....
371.9		DN	X	NYC-PRR	.....
376.7	Hadley..... } DT	.....	.....	.....	.....
381.1		.....	.....	.....	6771
386.2		.....	D	.....	.....
389.1		.....	.....	.....	5998
396.4	South Whitley... } DT	D	X-A	PRR	6789	
402.6		.....	.....	.....	7362
410.2		X-A	NYC	6937
415.1		.....	.....	.....	.....
418.9		D	6757
423.6	Tippecanoe..... } TC	.....	.....	.....	4108
430.7		DN	X	N&W	7720-E	
438.1	Hibbard..... } TC	.....	X-A	PRR	7715-W
450.9		D	X-A	NYC	8786	
462.3	Thomaston..... } DT	.....	.....	.....	8593-W
467.3		.....	X-A	C&O	6800
473.1		D	X-A	MON	6817	
476.4		.....	.....	.....	7182
479.9		X	GTW	7896
487.5	Hobart..... } DT	D	X-R	EJE	6548-E	
492.3	South Gary..... } DT	.....	.....	.....	6945-W
497.1		X-A	NYC	2815
499.9	Vanloon..... } DT	DN	X	EJE	4797	
503.0	Osborn..... } DT	DN	X	IHB	4500-E	
503.5	Hammond..... } DT	.....	X	NYC	.....
504.0	Erie Jct..... } DT	.....	X	.....	.....
505.4	State Line..... } DT	.....	X	BOCT	.....
507.3	Burnham..... } DT	.....	X	MON-IHB	.....
510.4	Cummings..... } DT	.....	X	PRR-CWI	.....
511.5	Calumet Yard..... } DT	DN	X	.....	.....
511.6	95th Street..... } DT	.....	.....	.....	.....
511.6	Pullman Jct..... } DT	DN	.....	CWI-RI	.....
512.6	I. C. Jct..... } DT	.....	.....	BRC	.....
514.1		J. N. Tower..... } DT	X
516.2		Englewood..... } DT
522.9		Chicago..... } DT	ND

Miles from Buffalo is mile post location.

MAUMEE DISTRICT—WESTWARD

Miles from Toledo	STATIONS	T. O. Offices	Interlockings	R. R. Crossings	Passing Siding, Capacity in feet	
MAUMEE DIST.						
11.0	Delmont Jct. ....	.....	TC	.....	.....
17.3	White House .....	.....	.....	.....	.....
21.3	Station No. 15 .....	.....	.....	.....	.....
25.8	Colton .....	.....	.....	.....	.....
29.1	N B S	D	X-A	DTI	.....
36.0			Liberty Center	*X	DTI	2086
41.6			Napoleon
45.6			Okolona	1859
50.8	Defiance .....	.....	.....	.....	2627
51.5	Defiance Jct.	D	X	B&O	.....
63.8	Cecil .....	.....	X-A	NYC	.....
71.6	Antwerp	D	.....	.....	2063
78.7	Woodburn .....	.....	.....	.....	1855
88.5	NE Tower	DN	X	.....	.....

MICHIGAN CITY DISTRICT—Northward

Miles from Indianapolis	STATIONS	T. O. Offices	Interlockings	R. R. Crossings	Passing Siding, Capacity in feet	
74.3	Peru Yard	2S	X-A	N&W	.....
81.9	Denver .....	.....	.....	PRR	2010
89.0	Macy .....	.....	.....	.....	2710
97.7	Rochester	D	X-A	EL	3310	
104.0	Tiosa .....	.....	.....	.....	.....
110.1	N B S	DN	X	N&W	3340	
118.3		Argos	DN	X	PRR	3376
125.0		Plymouth
130.7		Tyner	D	X-R	B&O-NYC	1910
136.9	Walkerton .....	.....	.....	.....	2575
137.3	Dillon .....	.....	X-A	N&W	.....
139.6	Stillwell	DN	X	GTW	1640	
146.3	Laporte .....	.....	X-R	NYC	3180
149.5	Belfast .....	.....	.....	C&O	.....
158.2	Michigan City	D	.....	CSS&SB	.....

Miles from Toledo and miles from Indianapolis are mile post locations.

*Hand operated Interlocker for DT&I only.

DETROIT TO PERU—WESTWARD

FIRST CLASS

STATIONS	301	303		
	Leave Daily	Leave Daily		
	AM	PM		
Detroit—Eastern Time.....	7.15	9.10		
Delray.....	7.27	9.22		
Ecorse Jct.....				
Oakwood.....	7.29	9.25		
Oakwood Jct. E.S.T.....	7.31	9.27		
Oakwood Jct. C.S.T.....	6.31	8.27		
Hand.....				
Romulus.....	6.39	8.36		
Milan.....	i 6.54	8.52		
Adrian.....	s 7.17	s 9.17		
Page.....	7.18	9.18		
Stan.....				
East Yard.....	7.49	9.52		
Montpelier.....	7.50	9.53		
West Yard.....	7.52	9.57		
	7.53	9.58		
NE Tower.....	8.30	10.35		
Ft. Wayne.....	8.40	10.45		
Hugo.....	8.53	11.10		
	8.56	11.15		
Huntington.....	s 9.23	s 11.57		
Wabash.....	s 9.44	s 12.22		
Junction.....	9.54	12.35		
Peru.....	10.04	12.40		
	AM	AM		
	Arrive Daily	Arrive Daily		

i—Stop on signal to receive or discharge revenue passengers to or from St. Louis.

No. 302 meets No. 303 on double track between Peru and Junction.

PERU TO DETROIT—EASTWARD

FIRST CLASS

STATIONS	302	304
	Arrive Daily	Arrive Daily
	AM	PM
Detroit—Eastern Time.....	6.45	8.35
Delray.....	6.05	8.09
Ecorse Jct.....		
Oakwood.....	6.00	8.05
Oakwood Jct. E.S.T.....	5.54	8.03
Oakwood Jct. C.S.T.....	4.54	7.03
Hand.....		7.00
Romulus.....	4.38	6.54
Milan.....	i 4.17	i 6.38
Adrian.....	s 3.53	s 6.19
Page.....		
Stan.....	3.50	6.16
East Yard.....	3.16	5.43
Montpelier.....	{ 3.15	{ 5.42
	{ 3.10	{ 5.40
West Yard.....	3.09	5.39
NE Tower.....	2.28	4.59
Ft. Wayne.....	{ 2.20	{ 4.53
	{ 2.10	{ 4.38
Hugo.....	1.51	4.33
Huntington.....	s 1.27	s 4.14
Wabash.....	s 12.53	s 3.46
Junction.....	12.39	3.32
Peru.....	12.35	3.28
	AM	PM
	Leave Daily	Leave Daily

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD AND SOUTHWARD

The Time Shown Conveys no Time-Table Authority

Central Standard Time

STATIONS	DS-13 (1)	DS-11 (1)	DS-15 (1)	DC-11 (1)	MS-15 (1)	MC-15 (1)	TM-3 (1)	AJ-1 (1)	BC-1 (1)	BC-7 (1)	BC-3 (1)	TC-3 (1)	DS-1 (1)	TC-1 (1)	2BC-1 (1)		
Leave	PM	PM	AM	PM	AM	AM	PM	PM	PM	AM	PM	PM	PM	PM	PM		
TOLEDO							6.30	11.30									
DETROIT (OAKWOOD)	1.00	7.00	12.01	10.00				3.30									
MONTPELIER	{Ar	3.30	9.00	2.10	12.10		10.00										
	{Lv	5.00	9.15	2.50	1.00	5.00	5.30										
CHICAGO (LANDERS)				6.30		1.00											
BELLEVUE (EST)									8.00	1.00	2.30	3.00		11.00	9.00		
FT. WAYNE	{Ar								9.30	2.30	4.30	5.00		1.30	10.30		
	{Lv	6.10				6.30			9.45	3.45	5.15	5.30		2.00	10.45		
CHICAGO (CALUMET)									2.00	7.45	10.30				2.30		
MICHIGAN CITY													5.15				
HUNTINGTON						7.45											
PERU	8.30	11.40	5.20		9.00							6.45	11.00	3.30			
(1) Daily	Arrive	PM	PM	AM	AM	AM	PM	PM	AM	AM	AM	PM	PM	PM	AM	AM	

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD AND NORTHWARD

The Time Shown Conveys no Time-Table Authority

Central Standard Time

STATIONS	KSD-18 (1)	KSD-12 (1)	TC-4 (1)	KSD-14 (1)	CD-14 (1)	CD-12 (1)	MT-4 (1)	AJ-12 (1)	OB-2 (1)	CC-2 (1)	CN-4 (1)	CB-12 (1)	SD-2 (1)	TC-2 (1)
	AM	AM	PM	PM	PM	AM	AM	PM	PM	PM	PM	AM	PM	AM
PERU	12.30	9.00	7.45	12.15									12.15	10.00
HUNTINGTON		10.00	8.45	1.15										
CHICAGO (CALUMET)									11.00	10.35	10.30	11.00		
OSBORN									12.01	11.30		12.01		
FT. WAYNE	{ Ar								3.00	2.30	1.40	3.30		
	{ Lv			10.00	2.00				3.15	3.00	1.50	3.50		12.30
BELLEVUE (EST)			2.00						7.30	6.45	5.25	7.30		4.30
CHICAGO (LANDERS)					8.00	1.00								
TOLLESTON														
PINE														
MONTPELIER	{ Ar	4.00	11.45		4.00	12.30	7.00							
	{ Lv	4.30	12.15		6.00	1.00		2.30						
MILAN														
DETROIT (OAKWOOD)		7.00	3.00		8.30	3.00				8.00				
TOLEDO								6.00	10.30					
MICHIGAN CITY													8.00	
(1) Daily	AM	PM	AM	AM	AM	AM	AM	PM	AM	AM	AM	PM	PM	PM

FT. WAYNE DIVISION

Signal Rules in Effect:

BETWEEN	AND	TRACK	ABS	TC	NBS	Rule 251
WEST PERU.....	JUNCTION.....	EASTWARD.....	X			X
JUNCTION.....	WEST PERU.....	WESTWARD.....	X			X
JUNCTION.....	HUGO.....	SINGLE.....	X			
HUGO.....	N. E. TOWER.....	EASTWARD.....	X			X
N. E. TOWER.....	HUGO.....	WESTWARD.....	X			X
N. E. TOWER.....	PERGO.....	SINGLE.....	X	X		
PERGO.....	WEST YARD.....	EASTWARD.....	X	X		
WEST YARD.....	PERGO.....	WESTWARD.....	X	X		
WEST YARD.....	EAST YARD.....	EASTWARD.....	X			X
EAST YARD.....	WEST YARD.....	WESTWARD.....	X			X
EAST YARD.....	MODE.....	EASTWARD.....	X	X		
MODE.....	EAST YARD.....	WESTWARD.....	X	X		
MODE.....	STAN.....	SINGLE.....	X	X		
STAN.....	DELRAY.....	EASTWARD.....	X			X
DELRAY.....	PAGE.....	WESTWARD.....	X			X
PAGE.....	STAN.....	WESTWARD.....	X	X		
CLARKE JCT.....	GARY.....	EASTWARD.....	X			X
GARY.....	CLARKE JCT.....	WESTWARD.....	X			X
GARY.....	NORTH LIBERTY.....	SINGLE.....			X	
NORTH LIBERTY.....	LAKEVILLE.....	SINGLE.....	X			
LAKEVILLE.....	PERGO.....	SINGLE.....			X	
MONTPELIER.....	DELMONT JCT.....	SINGLE.....			X	
DELMONT JCT.....	WANICK JCT.....	SINGLE.....	X	X		

Ft. Wayne Division (Cont'd)

Signal Rules in Effect:

BETWEEN	AND	TRACK	ABS	TC	NBS	Rule 251
WANICK JCT.....	WALBRIDGE JCT.....	EASTWARD.....	X	X		
WALBRIDGE JCT.....	WANICK JCT.....	WESTWARD.....	X	X		
WALBRIDGE JCT.....	TOLEDO YARD.....	SINGLE.....		X	Note	
N. E. TOWER.....	DELMONT JCT.....	SINGLE.....			X	
J. N. TOWER.....	END ABS SIGN SIGNAL 512.5.....	EASTWARD.....	X			
BEGIN ABS SIGN SIGNAL 512.5.....	J. N. TOWER.....	WESTWARD.....	X			
95TH STREET.....	VANLOON.....	EASTWARD.....	X			X
VANLOON.....	95TH STREET.....	WESTWARD.....	X			X
VANLOON.....	HADLEY.....	SINGLE.....	X	X		
HADLEY.....	FOUR MILE ROAD.....	EASTWARD.....	X			X
FOUR MILE ROAD.....	HADLEY.....	WESTWARD.....	X			X
FOUR MILE ROAD.....	N. E. TOWER.....	SINGLE.....	X	X		

KEY TO ABBREVIATIONS

ABS—Automatic Block System.

TC—Traffic Control.

NBS—Non-Automatic Block System. Operating Rules and timetable Special Instructions.

Rule 251—Rules 251 thru 254 with current of traffic.

Note—Time Table item covering.

FT. WAYNE DIVISION

SPECIAL INSTRUCTIONS

(1.) Special Instructions

A. The officers of this company direct that the timetable, Book of Rules, operations bulletins and notices must be rigidly observed, and the claim of customary practice at variance therewith will not be accepted as an excuse for violation.

B. Unless otherwise provided, eastward or northward trains are superior to trains of the same class in the opposite direction.

C. In train orders, the engine initials will be used for engines other than N&W.

D. A train having right to main track at meeting point by train order form A, may pass the stop and proceed signal, Rule 291, at or near the entrance of the siding at restricted speed to clearance point of switch used by opposing train.

A train taking siding may pass the stop and proceed signal, Rule 291, at or near the entrance of the siding at restricted speed to enter the siding.

Rule 340, Book of Rules, is modified accordingly.

E. When operating in multiple four or more diesel units equipped with swivel type couplers, caution must be exercised when applying engine or dynamic brake or in handling throttle in backup movements, to prevent units from jack-knifing.

F. When handling dead-in-tow, two or more diesel units equipped with swivel type couplers, a car with rigid shank coupler must be placed between each of the units having swivel type couplers.

Unless specific instructions are received from Motive Power Department, units being handled dead-in-tow should, when practicable, be placed near the head end of the train.

G. Derrick cars should be operated with boom end trailing whenever practical. When boom must lead, speeds will be restricted to not exceed 25 M. P. H.

H. The Superintendent must be notified when bad order cars are set off on line. When hot box cars are set off where car inspectors do not take immediate charge, precaution must be taken to see that fire will not be communicated to the car.

I. Cars must not be run over live rails on scale track except when actual weighing operations are being performed. Engines must not be operated over live rails on scale track at any time, except in case of emergency.

J. When operating snow plow or Jordan spreader it will be necessary to close wings at all overhead structures, through bridges, coal docks, dwarf signals, spring switch indicators and other structures which are visible.

K. All enginemen will check the speed recorder on lead unit at least two times on each trip and will report any inaccuracy in the recorder on engine work report at relieving terminal.

Each recorder should be sealed and enginemen will report any unsealed recorder before leaving initial terminal to proper authority.

L. Note Rule 21(a), Book of Rules. On two or more tracks, extra freight trains will display white signals.

(2) Rules for Blocking Trains in Non-Automatic Block Signal (NBS) Territory, as Designated in the Timetable

305. Movement of trains will be by timetable and train orders supplemented by these rules.

306. Unless otherwise provided, train order signals will be used for the blocking of following movements and permitting opposing movements to enter the block under prescribed conditions. They do not supersede the superiority of trains nor dispense with the use or observance of other signals whenever or wherever they may be required.

307. At stations not provided with a train order signal, trains will not be allowed to depart or enter the block until the requirements for permitting trains into the block have been met.

308. The normal indication of train order signals at an open block station is stop.

A train order signal at an open block station displaying proceed indication to a train approaching it, without engineman having first seen it at stop indication, is a stop signal.

Enginemen of approaching trains will sound station signal Rule 14(m) and will answer as per Rule 14(g) when signal goes to proceed indication.

Where there are no train orders for trains in that direction and block is clear for an approaching train, the signal will be changed to proceed indication as soon as engineman sounds station signal Rule 14(m), that train may enter block without reducing speed.

309. Movement of opposing passenger trains will be by Form A order.

310. Opposing trains will not be permitted to enter the block unless timetable or train orders give such trains the authority to do so.

No train will be permitted to follow a train carrying passengers into a block.

A train may be permitted to follow a freight train into a block.

311. When a following movement is permitted into a block occupied by a preceding train, a permissive card will be issued by the train dispatcher to the following train.

The train dispatcher must keep a record and operator must retain a copy of each permissive card issued.

Following movements will not be permitted until ten (10) minutes after preceding train has departed.

Trains moving on a permissive card must proceed prepared to stop short of train ahead in block.

Responsibility for colliding with trains in a block will rest with following train, but this will in no way relieve crew members of preceding train from protecting as prescribed by Rule 99.

312. A train that has been met or passed at a station other than an open block station will wait ten (10) minutes after departure of a preceding train before leaving as a following movement, and must then proceed prepared to stop short of train ahead to next open block station.

313. When trains are to meet or pass at an open block station by train order, the operator at that block station must have a copy of such orders. They must be delivered to the trains affected until all have arrived from one direction.

When trains are to meet or pass at a point between two open block stations by train order, the operators of these block stations must have a copy of the order and make delivery to trains affected.

314. To open a block station, the train order signal must be set at stop indication and block stations on either side and the train dispatcher notified. Operator must ascertain and record all trains that are in the block extending each side of his station.

Train order signal will not be cleared for a train if that train had been blocked through that station with a permissive card.

To close a block station, the operator must notify the train dispatcher and next open block station in each direction and not until he has ascertained that the closing of his station will not affect the movement of trains nor the protection thereof under these rules. Upon closing the block station, the train order signals must be placed in proceed indication and all lights extinguished.

315. When a block station is opened outside of assigned hours, operators must use hand signals in addition to fixed signal, to give the required indication, until all trains have passed which have not been notified that the block station is open.

316. If necessary in an emergency to stop a train for which a proceed indication has been displayed and accepted, the operator must give hand signal Rule 12(a) in addition to displaying stop indication.

317. Each block station must keep a block sheet upon which operator, while on duty, will make daily record of all trains moving toward or past his block station, showing thereon the location of block stations on each side of his block station with which he establishes blocks, time block was given or received, and time of trains entering or departing from blocks, so that he will know of all movements into the block on each side of his block station.

318. Operator will immediately report each train to enter the block to the next open block station in advance, and after the rear car displaying markers has passed beyond the train order signal and it has been restored to stop indication, he will report that train clear of the block to the next open block station in the rear.

319. In arranging with adjoining block stations to permit opposing movements, the operator at block station where train is to enter block first, must before permitting the train to proceed, send the following instruction and have acknowledgment of its receipt: "No. _____ or Extra _____ (direction) will enter block, do not permit opposing trains to enter unless they have timetable or train order authority to do so."

Operator receiving this instruction will enter upon his block sheet number of train or Extra _____ (direction) to enter block first and acknowledge to the operator sending instruction: "I understand No. _____ or Extra _____ (direction) will enter block." He will not permit opposing train to enter block unless timetable or train order gives the train authority to do so.

320. Operator must observe, as far as practicable, that the indications of train order signals correspond to the required indications.

321. If a train order signal fails to work properly, its operation must be discontinued and the signal secured so as to display stop indication until repaired.

322. Operators will be held responsible for the care of the block station, hand signal appliances, supplies, and lights in train order signal.

(3) Track Restrictions

250 ton wreckers can only be handled from Montpelier to Toledo—Montpelier to Clarke Jct.—Detroit to Peru except 12th Street Union Station Viaduct, Detroit—Chicago to East Wayne—Peru to Mich. City—Pine to So. Bend on N. J. I. & I. Ry.

250 ton limited to 5 M. P. H. over Bridge 1399, $\frac{1}{2}$ mile south of Denver on Mich. City District.

150 and 160 ton wreckers must not be taken over Bridge No. 860 at Defiance. It can be handled over balance of line, Maumee to New Haven, at speed not to exceed 25 M. P. H.

(4) RESTRICTED TRACKS

Locomotive weight classes are as follows:

1. All six motor units
2. E-7A and E-8 passenger units
3. All four motor road switcher and road freight units
4. All yard engines
 - X—not allowed
 - A—only one unit allowed
 - B—no more than two units allowed

RESTRICTED TRACKS

Location	Locomotive Class				Max. Gross Weight of Cars (Pounds)
	1	2	3	4	
Huntington					263,000
Butler—Asphalt spur beyond post	X	X	A	A	
Detroit District					263,000
Detroit—east of 12th St.	X	B	B	B	
Hand—team track over coal dump	X	X	A	A	
French Landing—curve on spur east of Haggerty Road	X	X	A	A	
Franklin—P&F interchange track and west end freight house track	X	X	A	A	
Gary District					263,000
Wolcottville—gravel pit No. 1 track	X	X			
Gravel pit No. 2 track	X	X	X	X	
Wakarusa—Lumber Co. mill tracks	X	X	B	B	
Lakeville—Elevator track	X	X	B	B	
Pine—short wye	X	X	A	A	
Maumee District					220,000
Defiance—Maumee River Bridge No. 860	X	X	A	A	
Chicago District					263,000
Hibbard—PRR team track and interchange track east of first highway crossing	X	X	X	X	
Knox—NYC spur	X	X	A	A	
Michigan City District					240,000
Peru—Belt tracks	X	X	A	A	
Rochester—Central Lumber Co.—north end of track	X	X	A	A	
LaPorte—coal unloading pit	X	X	X	X	
Plimpton Press track	X	X	A	A	

(5) SPEED OF TRAINS

Speed restrictions apply to entire train, except where otherwise specified. Speeds must be further reduced when, in the judgment of the enginemen, conditions require it.

Speeds are governed by general speed restrictions, local speed restrictions, and restrictions due to locomotive or car equipment. In all cases, lowest speed will govern.

(6) General Speed Restrictions

CONDITIONS	Miles Per Hour	
	Passenger Trains	Freight Trains
Trains or Engines moving against the current of traffic where automatic block signal protection is not provided.	59	49
Trains handling scale test cars. Handle on rear end only.		30
Trains handling steam shovels, locomotive cranes, pile drivers, Jordan spreader or similar equipment moving on own wheels, load or heavy end must be toward engine.....		30
Engine backing with blind end forward (car-body units)..	25	25
Trains handling short ore hopper cars:		
When loaded.....		30
When empty.....		35
Solid trains of tank cars loaded with petroleum or petroleum products.....		50
Snow plows.....		35
Snow plows passing passenger trains.....		4
Large derricks:		
Tangent track.....		40
Curves.....		30

Trains, engines and self-propelled equipment must not exceed the following speeds when moving in automatic block signal or traffic control system, through interlocking or approaching highway crossings protected by automatic warning devices—

Single engine or unit of self-propelled equipment.....	20 MPH
Two units of engine or cars.....	30 MPH
Three units of engines or cars.....	40 MPH

(7) Speed Restrictions For Diesel Locomotives

Unit Numbers	New Numbers	Maximum Speed
Wab 109-110	N&W 3109-3110	50
All Other Yard Units		60
N&W 200-239	same	70
N&W 413-420	same	70
N&W 500-521	same	78
N&W 522-565	same	70
N&W 1000-1006	same	70
N&W 1300-1358	same	70
N&W 1500-1609	same	70
N&W 1700-1734	same	70
N&W 1900-1929	same	75
N&W 2477-2478, 2485	same	78
NKP 578	N&W 2578	70
NKP 874-875	N&W 2874-2875	70
NKP 900-910	N&W 2900-2910	70
Wab 484-489	N&W 3484-3489	78
Wab 493-495	N&W 3493-3495	78
Wab 500-515	N&W 3515-3529	70
Wab 540-547	N&W 3540-3547	70
Wab 597-598	N&W 3597-3598	70
Wab 900-906	N&W 3900-3906	70
All Other Road-Switcher Units		65
Wab 606-726	N&W 3606-3726	65
Wab 1000-1017	N&W 3800-3817	98

(8) Speed Signs in Effect on the Delta, Detroit, Huntington, Gary, and Maumee Districts

Permanent slow signs which are yellow with black numerals are set in advance of locations where trains must be operated at reduced speed. The one numeral on these signs indicates the maximum permissible speed for both passenger and freight trains except that, when district speed restriction, type of locomotives, equipment restriction, or any other restriction calls for a slower speed, the slowest allowable speed must not be exceeded.

These Signs Will Be Placed As Follows:

Gary, Detroit and Huntington Districts:

Signs indicating a maximum permissible speed of 45 M. P. H., or less, will be set not less than 1 mile in advance of location where speed must not exceed that shown on sign.

Signs with figures 75, 70, 65, 60, 55 or 50, will be set $\frac{1}{2}$ mile in advance of location where speed must not exceed that shown on sign.

On the Maumee and Delta Districts, the signs will be set $\frac{1}{2}$ mile in advance of the location where speed must not exceed that shown on sign.

Maximum permissible speeds must not be exceeded until rear of train has passed a permanent resume-speed sign.

Speed signs in effect on Chicago and Michigan City Districts:

A circular yellow disc placed, unless otherwise provided, to the right of the track, will be located 5000 feet in advance of the point at which speed is permanently restricted by special instructions. Speed permitted in the restricted territory will be shown with black figures and will govern speed of trains and engines moving into the restricted territory on any track.

A plain yellow circular disc will be placed at the beginning of the restricted territory. Trains and engines must not exceed the speed posted or contained in special instructions while moving through the restricted territory.

The end of the restricted territory will be indicated by a green circular disc placed, unless otherwise provided, to the right of the track at the end of the restricted speed territory. Speed is restricted to that specified by special instructions until the trailing end of the movement has passed the green proceed signal.

(9) Speed Restrictions by District:

Districts	Between	And	Miles Per Hour	
			Psgr.	Frt.
Maumee & Delta	Toledo	Walbridge Jct.	20	20
Maumee & Delta	Walbridge Jct.	Wanick Jct.	30	30
Delta	Wanick Jct.	Montpelier	40	40
Huntington	Montpelier	Peru	78	60
Detroit	Delray	Montpelier	78	60
Gary	Pergo	Clarke Jct.	48	48
Maumee	Delmont Jct.	NE Tower	30	30
Chicago	NE Tower	JN Tower	60	60
Michigan City	Peru	Michigan City	40	40

(10) Local Speed Restrictions:

Maximum Permissible Speed in M. P. H.	LOCATION
Huntington District	
30	Through Turnouts Blakesley, Butler, Spencerville, Grabill, Roanoke, Mardenis and Lagro.
25	Crossover Pergo
60	Curve 1 3/4 miles west of Montpelier
50	Curve NYC crossing Butler
50	Curve New Haven
30	Connecting tracks between Huntington District and Chicago District, NE Tower
25	Turnout end double track New Haven
30	Through the City of Fort Wayne
12	Over PRR crossing Fort Wayne
{60-Psgr. 40-Frt.	Westbound, approaching approach signal Hugo
25	Through turnout end double track Hugo
75	Curve at Aboite
75	Curve 2 miles east of Wabash
25	Through the City of Wabash
50	Curve 1 3/4 miles west of Rich Valley
{65-Psgr. 40-Frt.	Westbound approaching approach signal, Junction
25	Through turnout end double track Junction
25	Through the City of Peru
Detroit District	
20	Through Delray interlocking limits
30	Through River Rouge interlocking limits
50	Oakwood Jct. to Fort Street bridge
40	On Eastward main through equilateral turnout 1/2 mile west of Dix Ave.
70	Curve west end Raisin Center bridge both tracks
50	Curve east of depot Adrian both tracks
55	End double track Stan
55	Curve Stan
30	Through turnouts North Morenci and Alvordton

**Maximum
Permissible
Speed in M. P. H.**

LOCATION

- 55 End double track Mode
- 60 Curve east end Montpelier Yd. both tracks
- 35 East Yard office Montpelier to West Yard both tracks

(11) Gary District

- 25 Crossover Pergo
- 40 PRR crossing, Wolcottville
- 40 PRR crossing, Lakeville
- 30 Curve and EJ&E crossing Crocker
- 20 End double track Gary
- 20 Between home signals Clarke Jct.
- 20 Curve between Union Ave. and 74th St.
- 30 Between home signals Belt Jct.
- 30 Between home signals Forest Hill interlocking
- 40 On main track Western Ave. to Kedzie Ave.

(12) Maumee District

- 15 Over Bridge 860 Defiance
- 15 Curve NE Tower, Maumee District
- 15 Jct. switch NE Tower to Maumee district

(13) Chicago District

LOCATION AND CONDITIONS	Miles Per Hour	
	Passenger Trains	Freight Trains
NE Tower: Turnouts, westward lead and eastward lead.	35	35
N&W crossing.....	40	40
East End East Wayne Yard: Westward lead.....	15	15
Four Mile Road: Turnouts, westward track and west end of north lead.....	35	35
Ft. Wayne:		
Westbound and Eastbound—Curve Bueter Road.....	35	35
Westbound and Eastbound—Greenwalt Ave. and Wayne Pump.....	30	30
Westbound and Eastbound—Wayne Pump and Van Buren St.....	25	25
Westbound—Curve east of St. Marys River.....	25	25
Westbound—NYC crossing (engine only).....	25	25
Eastbound—PRR crossing and St. Marys River.....	30	30
Eastbound—St. Marys River and Van Buren St.....	25	25
Westbound and Eastbound—Curve west of P. R. R. crossing.....	50	50
Hadley: Turnout, Westward track.....	35	35
Dunfee: Turnouts, through siding.....	35	35
Peabody: Turnouts, through siding.....	35	35
So. Whitney: Turnouts, through siding.....	35	35
Sidney: Turnouts, through siding.....	35	35
Claypool: Turnouts, through siding.....	35	35
Clemer: Turnouts, through siding.....	35	35
Argos: Turnouts, through both sidings.....	35	35
Hibbard: Turnouts, through siding.....	35	35
Knox: Turnouts, through both sidings.....	35	35
City limits.....	30	30
Curve east of NYC.....	35	35
Other curves.....	50	50
Thomaston: Turnouts, through siding.....	35	35
South Wanatah: Turnouts, through siding.....	35	35
Nickel: Turnouts, through siding.....	35	35
Spriggsboro: Turnouts, through siding.....	35	35

LOCATION AND CONDITIONS	Miles Per Hour	
	Passenger Trains	Freight Trains
Hobart: Turnouts, through westward siding.....	35	35
Eastward siding, eastbound trains, after engine enters Main track and train has cleared turnouts at west end.....	35	35
South Gary: While engine passing over street crossings..	45	45
Vanloon: Turnout, Eastward track.....	50	50
Hammond:		
Curves between depot and State Line.....	30	30
Westbound trains and engines on westward track stopping within 2000 feet of home signal located east of Columbia Ave. or who have moved at a speed less than twenty-five (25) miles per hour between a point 2000 ft. east of home signal and home signal, must approach Columbia Avenue at a speed not to exceed ten (10) miles per hour to permit proper operation of crossing protection at Columbia Avenue.		
The following speed restrictions apply to trains and engines moving over street crossings with the current of traffic:		
Streets between VanLoon and Kennedy Ave.....	50	50
Streets between Kennedy Ave. and Columbia Ave....	40	40
Streets between Columbia Ave. and Hohman St.....	25	25
The following speed restrictions over street crossings apply to trains and engines moving against the current of traffic.		
Westbound movements on eastward track must stop at Columbia Ave. and will not proceed over crossing without first protecting such movements by a trainman at the crossing, unless crossing protection has been operating a sufficient time to warn highway traffic.		
Streets between Arizona and Indianapolis.....	25	25
Streets between Indianapolis and Sidley.....	20	20
Erie Jct.: Drawbridge turnouts.....	25	25
Cummings Drawbridge.....	35	35
110th Street: Curve.....	35	35
93rd Street: Curve.....	30	30
Curves between 93rd Street and east end of bridge over I. C. R. R.....	40	40
Curves between east end of bridge over I. C. R. R. and JN Tower.....	20	20
Between 95th Street and JN Tower.....	45	45
JN Tower interlocking limits: Eastward track.....	15	15
Westward track.....	10	10
250 ton derrick over bridge 514-96, Greenwood Ave., subway.....		15
(14) Michigan City District		
Michigan City: Over Roeske Ave. and street crossings north of CSS & SB crossing.....	6	6
La Porte: Between northward home signal NYC interlocking and south end of first curve south of Mile Post 147.....	20	20
Southbound trains and engines on La Porte Branch track approaching Lincoln Way crossing.....	8	8
Plymouth: Adams and Washington street between 4:30 P. M. and 6:00 P. M.....	10	10
Rochester: Between 8th and 12th streets.....	30	30
Peru: Within corporate limits.....	25	25
Curve on N&W Crossing.....	15	15

(14) Michigan City District—Cont'd

LOCATION AND CONDITIONS	Miles Per Hour	
	Passenger Trains	Freight Trains
Speed restrictions apply to entire train, except where otherwise specified. Speed must be further reduced when, in the judgment of enginemen, conditions require it.		
Speed restrictions apply to engines over following bridges:		
1399 1/2 mile south of Denver.....	40	40
1528 1 3/4 mile north of Tyner.....	40	40
1532 1 1/2 mile south of Walkerton.....	40	40
1534 1 1/4 mile south of Walkerton.....	40	40
1566 1 1/2 mile south of Michigan City.....	40	40
160 ton derrick General Restrictions govern with the following further restrictions:		
Bridge 1528 1 3/4 mile north of Tyner.....		20
Bridge 1532 1 1/2 mile south of Walkerton.....		20
250 ton derrick.....		5

(15) Clearance Card

A train must not leave its initial station on a District without Clearance Card unless otherwise provided.

Trains from points east of Oakwood may proceed to Oakwood and obtain Clearance Card there.

All trains obtain Clearance Card at Montpelier.

Trains to and from Maumee District may leave Delmont Jct. without Clearance Card.

Trains from Toledo may proceed to Gould and obtain Clearance Card there.

Trains originating at Ft. Wayne on Huntington District may proceed to Hugo or NE Tower and obtain Clearance Card there.

All Huntington District trains except No. 301 obtain Clearance Card at Hugo, No. 301 must obtain Clearance Card at Ft. Wayne.

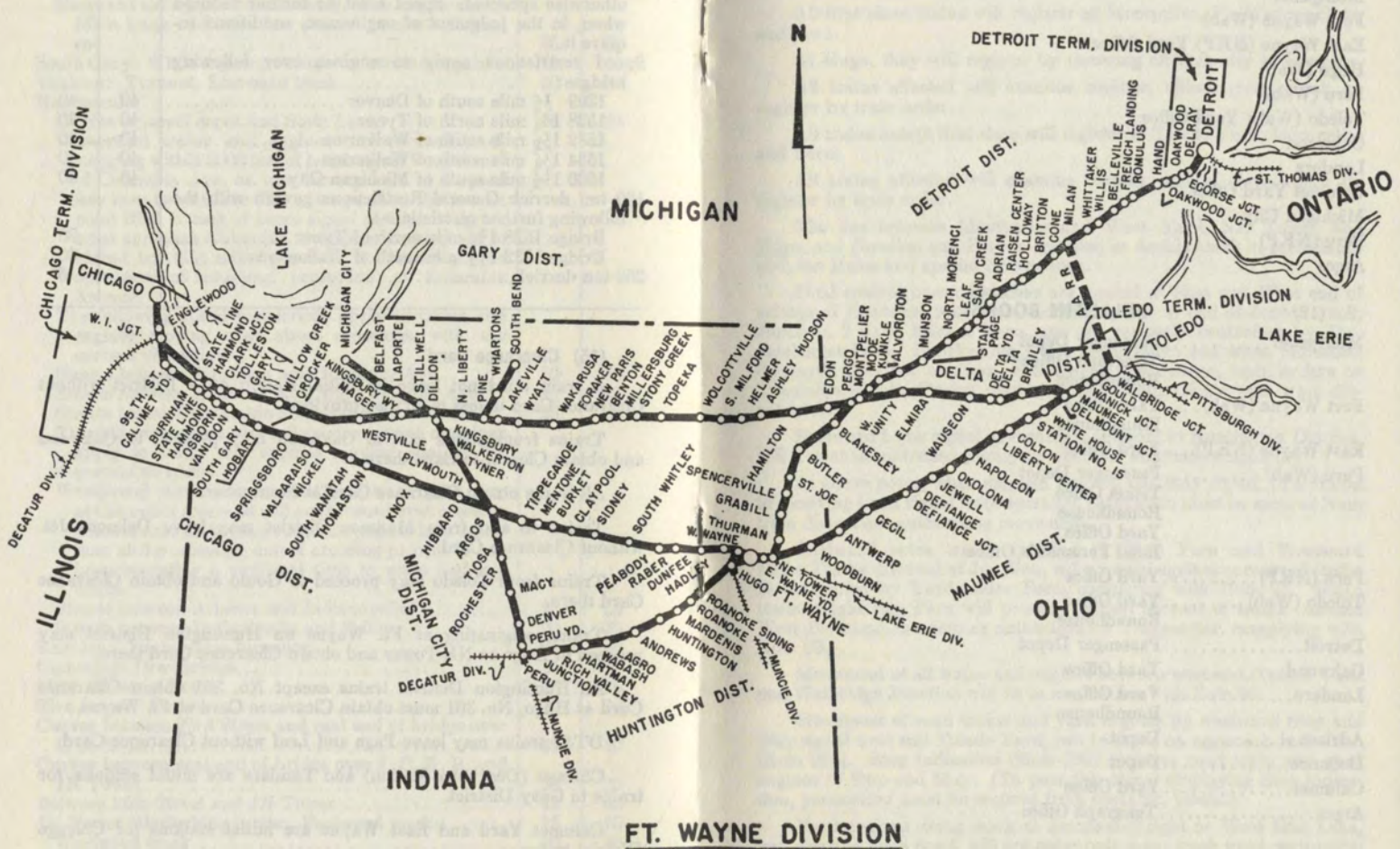
DT&I trains may leave Page and Leaf without Clearance Card.

Chicago (Dearborn Station) and Landers are initial stations for trains to Gary District.

Calumet Yard and East Wayne are initial stations for Chicago District trains.

(16) Clocks Indicating Standard Time are Located as Follows:

Toledo Yard (Wab).....	Telegraph Office
Montpelier.....	" "
Ft. Wayne (Wab).....	" "
Peru (Wab).....	" "
Montpelier.....	Roundhouse
Oakwood.....	Yard Office
Detroit.....	Register Room
Landers.....	Yard Office
Chicago (Dearborn Sta.).....	Telegraph Office
East Wayne.....	Yard Office



Fort Wayne (NKP).....	Telegraph Office
West Wayne.....	" "
Osborn.....	" "
Calumet Yard.....	Yard Office
Calumet Yard.....	West End Yard Office
Chicago (LaSalle St. Sta.).....	Station Master's Office
Peru Yard (NKP).....	Telegraph Office
Argos.....	" "
Michigan City.....	" "

(17) REGISTER STATIONS

Montpelier
Fort Wayne (Wab)
East Wayne (NKP) Yard Office
Hugo (Wab)
Peru (Wab)
Toledo (Wab) Yard Office
Oakwood
Landers
Calumet Yard Office
Michigan City
Peru (NKP)
Argos

(18) BULLETIN BOOKS

Montpelier..... Passenger Depot
Telegraph Office
Roundhouse
Fort Wayne (Wab)... Yard Office
Roundhouse
East Wayne (NKP)... Yard Office
Peru (Wab)..... Passenger Depot
Ticket Office
Roundhouse
Yard Office
Road Foreman's Office
Peru (NKP)..... Yard Office
Toledo (Wab)..... Yard Office
Roundhouse
Detroit..... Passenger Depot
Oakwood..... Yard Office
Landers..... Yard Office
Roundhouse
Adrian..... Depot
Defiance..... Depot
Calumet..... Yard Office
Argos..... Telegraph Office

(19) OPERATION OF ELECTRICALLY LOCKED SWITCHES IN ABS TERRITORY HUNTINGTON, DETROIT AND GARY DISTRICTS

Hand Throw switches equipped with electric switch locks must be operated as follows:

A—Train or engine desiring to enter switch must stop on releasing section located ahead of switch. With electric lock released, switch can be handled in the regular manner.

B—Train or engine desiring to leave switch must stop clear of track to be entered and trainman must proceed as follows:

1. Remove padlock, wait until electric lock is released and then switch can be handled in regular manner.

2. When movement over switch is completed, return switch to normal and lock.

C—When electric lock is out of order, inform the dispatcher and secure authority to break seal. Remove padlock and wait 5 minutes, then lift cover, insert switch key and turn to release electric lock, then switch may be lined and movement made.

When seal has been broken report must be made to dispatcher.

(20) LOCAL INSTRUCTIONS

Huntington and Delta Districts

Through movement of extra trains between Montpelier and Hugo will be authorized from either point by Clearance Card. Movement of extra trains from NE Tower to Montpelier, Ft. Wayne or Hugo will be authorized by Clearance Card.

All first class trains will register at Montpelier, Ft. Wayne, Hugo and Peru.

At Hugo, they will register by throwing off O.S. slip to operator.

All trains affected will examine register, unless given check on register by train order.

All trains except first class will register at Toledo Yard, Montpelier and Peru.

All trains affected will examine register, unless given check on register by train order.

The line between Montpelier and West Yard, NE Tower and Hugo, and Junction and Peru is operated as double track in accordance with the Rules and special instructions.

Dual control power switches are located at East and West end of sidings at Roanoke, Mardenis and Lagro, also at end of double track, Junction, 2 miles East of Peru, and are remotely controlled by Dispatcher at Peru. Interlocking Rules are in effect and when indication displayed does not conform with special instructions, train orders or Timetable Rights, Trains must stop and communicate with train dispatcher.

Eastward home signal governing movement to Huntington District, NE Tower is controlled jointly by operator and train dispatcher.

At above point, when stopped by Stop and Stay signal, in addition to receiving hand signal from operator, permission must be secured from train dispatcher authorizing movement.

Eastward extra trains diverted at West Peru and Westward Extra Trains diverted at Junction, will proceed against current of traffic as instructed by Yardmaster Peru, complying with Rule 93. Extra trains originating Peru will proceed against current of traffic between West Peru and Junction as authorized by Yardmaster, complying with Rule 93.

Movement of all trains and engines between west end, Toledo Yard and Walbridge Junction will be in accordance with Rule 93.

Movement of road trains and yard engines by westward Stop and Stay signal west end Toledo Yard, can be made on approach indication (Rule 285). Stop indication (Rule 292) requires road train and yard engines to Stop and Stay. (To pass this signal displaying Stop indication, permission must be secured from operator, Gould.)

Yard engines doing work at Jennison-Wright or West End Lead, and clearing main track will not enter onto main track until permission is received from Operator at Gould.

Power switches within Gould interlocking are not equipped with dual control attachment and when required to operate by hand, will be handled by the Operator.

Electric locked switches controlled by Operator, Gould, are located at the following points:

C&O delivery track, east end, pipe connected derail; Toledo Terminal R. R. interchange track west end, pipe connected derail.

Automatic electric lock switches located at the following points:

Infirmary track, pipe connected derail;

Fabricon track, pipe connected derail;

Kaighin and Hughes track, pipe connected derail.

Instructions for operation of Controlled and Automatic electric switch locks are posted in switch boxes.

Trains originating at Ft. Wayne will be permitted to move with the current of traffic without train orders in accordance with Rule 251 and complying with Rules 93 and 353 between NE Tower and Hugo where train orders will be issued for further movement.

Eastward first class trains diverted at Pergo will move on signal indication to West Yard and proceed against current of traffic West Yard to depot complying with Rule 93. Further movement from the depot will be governed by train order.

Eastward extra trains arriving at West Yard on Westward main track must not make any further movement unless authorized by Yardmaster or under flag protection.

West end Toledo Yard applies at crossover west of scale track.

Movement of trains or engines through interlockings as specified at following locations must not exceed 20 M. P. H. between home signals:

Walbridge Jct. (Westward Only)

Wauseon NYC Crossing

Wauseon DT&I Crossing

Between Toledo and Montpelier trains must not exceed speed of 10 M. P. H. through main track turnouts, except as follows:

Delmont Jct., Wanick Jct. and Walbridge Jct., 25 M. P. H.

Normal position of spring switch on west leg of Wye Track Delta Yard is for main track movement. Trains or engines leaving Delta Yard through west leg of wye will not exceed 10 M. P. H. through turnout. Trains or engines moving on main track will not exceed 20 M. P. H. between signals governing movement over spring switch. If signal displays STOP, switch points must be examined to insure switch is lined for route and that points fit up properly before proceeding in accordance with Rule 276.

Train holding indicator for westward trains is located 270 feet east of Lombard Street, Ft. Wayne, Ind. This indicator consists of 3 amber lights in a horizontal row. These lights are normally dark. One or two lights lighted means the same as three. When this Hold Indicator is lighted, train must stop before reaching Indicator, and a member of the train crew will call the operator at WP Tower on telephone located in booth at this location, and must be governed by his instructions. When indicator is dark, train will proceed westward without stopping.

(21) Whistling Ordinances

The Cities of Ft. Wayne and Wabash have an ordinance that prohibits whistling in the City limits, except to prevent an accident.

In order to comply with this ordinance, trains or engines moving on the main line over protected crossings should not sound engine horn unless circumstances are such that, because of emergency, whistling would be necessary or prudent. All other crossings not protected by flashers must have crossing whistle sounded.

At Peru, ordinance requires whistle of one blast only lasting between 5 and 10 seconds at all crossings. Engine bell must be rung continuously until crossing is passed.

Yard limits at Toledo-Walbridge Junction, Maumee, Montpelier, New Haven, Ft. Wayne-Hugo, Huntington, Junction-Peru are designated by "Yard Limit" boards.

(22) DETROIT DISTRICT

Local Instructions

a. Work trains will be assigned work limits between Stan and Oakwood.

b. Through movement of Extra Trains between Montpelier and Oakwood will be authorized by Clearance Card. Movement of trains originating at Leaf or Page will be by verbal authority of train dispatcher.

c. Westward trains arriving at East Yard on Eastward main track must not make further movement unless authorized by Yardmaster or under flag protection.

d. The line between Delray and Stan, and East Yard and Montpelier will be operated as double track in accordance with the rules.

e. Trains will be governed by the rules and timetable of the Union Belt RR of Detroit between Detroit and Delray.

f. Movement through dual control switches will be governed by Signal Indication.

g. Register Stations.

All trains will register at Oakwood (Dix Ave.) and Montpelier, and may do so by throwing off O. S. slip to the operator.

All trains affected will examine register unless given a check on the register by train order.

Yard limits at Oakwood, Adrian and Montpelier are designated by "Yard Limit" boards.

(23)

Gary District

The line between Montpelier and West Yard will be operated as double track in accordance with the rules.

Eastward extra trains arriving at West Yard on Westward main track must not make any further movement unless authorized by Yardmaster or under flag protection.

The line between Clarke Jct. and Gary will be operated as double track in accordance with the rules. On double track between Clarke Jct. and Gary extra trains may move with the current of traffic without train orders.

Spring switch is located at end of double track Gary, normal position for Westward track.

Trains will be governed by rules and timetables of the B.&O. C.T.R.R. between Clarke Jct. and State Line and of the C.&W. I.R.R. and B.R.C. between State Line and Belt Jct.—Loomis St.

The line between W. I. Jct. and Forest Hill Interlocking will be operated as double track in accordance with the rules.

The movement of trains over the single main track between Forest Hill Interlocking and Ashburn Interlocking and train movements to and from yard running tracks at Forest Hill Interlocking and at Ashburn Interlocking will be in accordance with Rule 261; and under the jurisdiction of the Yardmaster at Landers, Illinois.

All trains will register at Montpelier and Landers.

Between Chicago and MP 229 (1.5 miles east of Crocker) train and enginemen are under the supervision of Superintendent, Chicago Terminal Division.

Yard limits at Montpelier and Clarke Jct.-Gary are designated by "Yard Limit" boards.

That portion of the Chicago Terminal Division between W. I. Jct. and Landers, is within YARD LIMITS.

(24)

Maumee District

Movement of trains or engines through interlockings as specified at following locations must not exceed 20 M. P. H. between home signals:

Napoleon DT&I Crossing

Defiance B&O Crossing

Cecil NYC Crossing

Trains must not exceed speed of 10 M. P. H. through main track turnouts.

Yard limits at Maumee, Defiance, and New Haven are designated by "Yard Limit" boards.

(25)

Chicago District

Automatic, semi-automatic and remotely controlled interlockings:

Trains or engines arriving at home signal indicating Stop will be governed by instructions posted at that location after contacting Train Dispatcher.

All trains register at East Wayne and Calumet Yard.

Ft. Wayne

(a) Special instructions covering territory between NE Tower and west yard limit board will be carried in Ft. Wayne and Lake Erie Division Bulletin Books.

(b) Muncie Division trains will move as extras between West Wayne and East Wayne Yard and will not display classification signals between these points.

At West Wayne, Muncie Division trains must secure permission from operator at Runnion Ave. before occupying main track or crossing from westward to eastward track.

All movements using south Wye track must not foul the Knitting Mill track or NYC main track without permission of operator at Runnion Ave. and must not proceed over Knitting Mill track until it is known that route is clear.

(c) Trains, engines and yard engines using track 25 in eastbound direction will have preference over trains, engines and yard engines in westbound direction.

Unless otherwise instructed, inbound engines will be left on track 25 in the vicinity of coal dock.

(d) Four Mile Road:

(Red over Flashing Red) on westward home signal governing movement from north lead. (Flashing Red) on eastward dwarf signal governing movement from westward track. Yard engines and engines may pass this indication to make switching movements but must not depart from East Wayne Yard.

(e) Eastbound freight trains will pick up instructions when passing Runnion Ave. telegraph office or contact yardmaster from Four Mile Road.

(f) All movements using Falstaff Brewery track must protect Wayne Street crossing by having man on the ground in advance of each movement over the crossing.

Muncie Division Tracks:

- (1) Trains run via NYC between N&W Crossing and PRR (Ft Wayne Division) Crossing.
- (2) No first-class trains are scheduled in this territory.
- (3) Movements over Railroad crossings are governed as follows:
PRR Co. Gates.

NYC, PRR Co. (Ft. Wayne Div.) and N&W are governed by interlocking with inoperative approach signals and all trains and engines will approach the home signals under full control, prepared to Stop and will not proceed unless home signals indicate proceed. Speed of engines between home signals must not exceed 20 miles per hour.

- (4) Automatic flashing light signals West Main Street. Starting circuits are approximately 300 ft. either side of crossing.
- (5) Trains or engines must stop and member of crew protect traffic before crossing Taylor Street, Engle Road and Sand Point Road. At Engle Road and Sand Point Road traffic must be protected from west side of crossing.

Hobart—E. J. & E. Tracks.

The following instructions govern movement on E. J. & E. Rwy.:

(1) N&W crews delivering to the E. J. & E. Rwy. at Hobart will obtain track information from the Agent's Office and a line-up on opposing movements from Bart towerman before entering E. J. & E. Rwy. main track.

Block system, which supersedes the superiority of trains between signals is in service between the westward home signal at N&W interlocking and signals 1190 and 1188 located at clearance point at east end of the west siding. Flashing yellow aspect on E. J. & E. signals will indicate approach, Rule 285. Flashing green aspect on E. J. & E. signals will indicate clear, Rule 281.

Eastward E. J. & E. trains will use the main track, and westbound E. J. & E. trains will use the west siding, regardless of superiority. The normal position of spring switch at east end of the west siding is for movement to the west siding.

Eastbound movements on the siding must be authorized by the towerman or dispatcher or under flag protection.

Engines moving through No. 1 or No. 2 track must not foul west siding until switch is properly lined and then under flag protection. Engines must not foul main track at east end of No. 1 track when switch indicator displays a stop indication until proper understanding is had and the movement properly protected.

Telephones are located near west switch of No. 1 track and east switch of west siding.

Trains making delivery to E. J. & E. Rwy. will leave 50 to 100 feet clearance either side of Water Street.

(2) Automatic gates and flashing light signals in service at Lake Street and Main Street crossings at Hobart.

Color light dwarf signals bearing "X" markers have been installed on each side of each crossing to govern main track movements over the crossing.

Movements over Lake Street on tracks other than main track shall be made after a complete stop is made with leading wheels just beyond insulated joints, painted Yellow. After crossing is properly protected, movement may be completed over crossing.

The limits of special control circuits at each crossing are marked by insulated joints, painted Yellow, on each side of crossing and engine or cars must not be left standing within these limits.

Movements across the crossing on main track must clear the Yellow insulated joints on opposite side of crossing, in direction of movement, before a reverse movement is made.

Switching movements, receiving a stop indication on the dwarf signal, will stop with leading wheels opposite the signal and not proceed over the crossing until crossing is properly protected.

Switch to yard tracks at Main Street must be lined for main track after movement through same is completed.

Calumet Yard.

(a) Non-automatic color-light type signal is located at Pullman Jct. (This signal is normally dark.)

Switches at both ends of C.&W.I.-N&W connection, near 95th Street, will be handled by the operator at the 95th Street Cabin. Operator at 95th Street Cabin will also handle the switches at R.I.-N&W connection.

Eastbound trains or engines on N&W eastward track will not proceed beyond clearance point of C.&W.I.-N&W connecting track switch until they have received a proceed signal with a Green flag by day and a Green light by night from operator at 95th Street Cabin.

When train or engine movement is being made in either direction on eastward track to or from C.&W.I.-N&W or R.I.-N&W connecting tracks, tilting target at C.&W.I.-N&W crossing must display a diagonal or vertical position. When position of target at C.&W.I.-N&W crossing cannot be seen, westbound movements must be preceded by a flag.

Movement in either direction over the C.&W.I.-N&W connecting track may be made when the switches are properly lined and the color light signal at 95th Street Cabin displays Yellow aspect. This Yellow light aspect gives northbound movements from N&W to C.&W.I. right to proceed only to clearance point of R.I. Crossing on C.&W.I. main track.

Eastbound trains or engines on N&W-R.I. connecting track will not proceed beyond clearance point of switch in N&W eastward track until they have received a proceed signal with a Green flag by day and a Green light by night from operator at 95th Street Cabin.

Westbound trains or engines will not move from entrance switch to yard at Stony Island Ave. to eastward track without securing permission from operator at Pullman Jct.

(b) Unless instructed otherwise by Yardmaster or switch tender, trains or engines will use No. 2 lead to enter west end Calumet Yard and No. 1 lead to leave west end Calumet Yard.

(c) All trains and engines will approach I. C. Jct. crossover and entrance switch at Stony Island Avenue expecting to find trains or engines occupying track.

(d) Yard movements will be on lookout for instructions which may be handed on by operator at Pullman Jct.

(e) Trains or engines having cleared a main track between Cummings Drawbridge and State Line interlocking must not re-enter or foul main track or cross from one main track to another, without obtaining permission from operator at Burnham. This will not relieve employees from the duty of promptly and properly protecting the movement. Information secured from operator must be repeated.

General Rules—(Chicago District)

On two or more tracks, trains not scheduled by timetable or authorized by Traffic Control signal, will proceed extra with the current of traffic.

No cars will be left on curve east and local track South Whitley without permission from Train Dispatcher.

A train or engine must not pass a Stop and Stay signal except when authorized by dispatcher, and after complying with dual control, spring switch and/or interlocking rules, may then proceed at restricted speed.

Indicators: Hold out Lunar Lights.

- (1) Indicator located 600 feet east of Green Street, New Haven, will display one (1) Lunar White light when westward home signal at NE Tower displays proceed indication.
- (2) Indicators located just east of Heaton Street, Knox. Main track indicator located south of main track home signal east of NYC crossing, displays proceed indication. Siding indicator located north of siding will display one (1) Lunar White light when siding home signal east of NYC crossing displays proceed indication.
- (3) Indicator located just east of Oakley Street, Hammond, will display one (1) Lunar White light when westward home signal Hammond displays approach aspect.
- (4) Indicator located 300 feet east of Torrence Avenue, Chicago, will display one (1) Lunar White light when westward home signal at Cummings Drawbridge displays proceed indication.

Registering Trains.

All trains register at East Wayne Yard and Calumet Yard.

Instructions Governing the Operation of Controlled Electric Switch and Derail Locks.

1. Obtain permission to operate the switch or derail.
2. Unlock switch padlock and open door of electric lock.
3. If indicator is in vertical position, throw small lever to extreme left position. If indicator is in horizontal position, the small lever cannot be thrown until unlocked.
4. Handle switch or derail in usual manner.
5. When movement through switch or derail is completed and switch or derail is restored to its normal position, the small lever in electric lock must be placed in extreme right hand position, door closed and locked, and reported accordingly.

To head into a switch outside of interlocking limits, movement must occupy short track circuit in advance of switch.

6. Where signals are provided to govern movement through turnout equipped with electric switch lock, the electric switch lock must be restored to normal position and door closed after switch has been reversed, before signal can be cleared.

At West Wayne, Knitting Mill track N&W-NYC interlocking, movement must not occupy track between home signals in either direction until after unlock requested, switch properly lined and proper signal indication is displayed. After completing movements, unlock must be received before switch may be restored to normal.

Location and Special Instructions Governing Spring Switches

1. Location.....Normal Position
East end switching lead
East Wayne Yard.....Westward lead
Hadley—west end double track.....Eastward track

(a) Trailing point movements must not be made until after switch has been lined for the route to be used, and switch points examined and known to fit properly.

(b) Facing point movements must not be made until after switch points have been examined and known to fit properly and switch lined for the route to be used.

At Erie Junction:

The westward home signal at west end of Erie Jct. and the eastward home signal at the east end of Erie Jct. govern movements to the E-L R. R. and to the N&W. These signals govern movements to the N&W.

When authority is required to pass Stop indication of home signal at Erie Drawbridge be governed by Erie R. R. Rule 663, which reads as follows: "Trains or engines must not pass an interlocking Stop signal without receiving an Erie R. R. Clearance Form B and hand signals. Enginemen and trainmen must not proceed on hand signals until they are fully informed of the situation; the movement must then be made at restricted speed."

Railroad Crossing at Grade:

(a) All trains or engines must come to a full stop before crossing any railroad at grade, except when protected by interlocking, not less than 200 feet nor more than 800 feet from such crossing (except in Indiana, when stop will be made not less than 40 feet nor more than 500 feet), and will not proceed over such crossing until proper signal is displayed and route is clear.

(b) At railroad crossings governed by gates or tilting target, trains after they come to a stop will, when gate or target is placed for them to proceed, give two long blasts of the whistle, before proceeding. After this signal has been sounded the position of the gate or target must not be changed until the train has stopped or passes over the crossing.

(c) At Pullman Jct. N&W trains cross C&WI when target is in horizontal position and cross CRI&P and BRC when gates are set against crossed railroad.

Highway Crossings

Westbound movements on westward track, West Wayne, stopping between a point 250 feet east of home signal NYC crossing and Runnion Avenue or moving less than 15 miles per hour on first starting section must approach Runnion Avenue prepared to stop unless crossing protection has been operating a sufficient length of time to warn highway traffic.

Trains (engine only) or engines will not exceed a speed of twenty miles per hour when movement is made against the current of traffic

on westward main track between Hanover Street and Anthony Boulevard at Fort Wayne.

Westbound trains and engines stopping or delayed within interlocking limits must approach Main Street, Hobart, at a speed not to exceed twenty-five (25) miles per hour to permit proper operation of crossing protection.

At the following locations special precautions must be taken with respect to the operation of electric highway signals:

Location	Crossing	Track	Remarks
Ft. Wayne	Glasgow Ave.	Kroger	Note 1
Hammond	Oakley St.	Oil	Note 2

Note 1—All movements using Kroger track (first track north of main track) must protect Glasgow Avenue crossing by having a man on the ground in advance of each movement over crossing.

Note 2—Manual operation by towerman only:

At the following locations a manually controlled device is provided to cut out the automatic highway signals by trainmen.

Track	Crossing	Location	Control Located	Movements
Main	Grant St. and Ridge Rd.	So. Gary	On case N. E. quadrant of crossing.	Westbound
Main	Grant St. and Ridge Rd.	So. Gary	On case N.W. quadrant of crossing.	Eastbound
Main	Main St.	Hobart	South gate mechanism.	Eastbound and Westbound
Eastward	Euler Rd.	Hammond	South side east of crossing	Eastbound
Eastward	Columbia Ave.	Hammond	Housing in S.W. quadrant of crossing.	Eastbound and when movements against the current of traffic foul the second starting circuit.
Westward	Sohl St.	Hammond	Instrument case N.E. quadrant of crossing.	Westbound
Eastward	Sohl St.	Hammond	Adjacent to team track switch.	Eastbound

(26)

Michigan City District

Automatic, semi-automatic and remotely controlled interlockings:

Trains or engines arriving at home signal indicating Stop will be governed by instructions posted at that location. In the event instructions may have been destroyed, Train Dispatcher will be contacted immediately and his instructions will apply.

Registering Trains:

All trains register at Michigan City and Peru Yard.

Interlockings:

All trains and engines will approach the home signals at LaPorte, Dillon, Walkerton, Plymouth, Rochester, and Peru (N&W) interlockings, under full control, prepared to STOP and will not proceed unless home signals indicate PROCEED. Speed of engines between home signals must not exceed 20 miles per hour.

Belfast. C. & O. Crossing.

It will not be necessary for trains to STOP for C&O Crossing Belfast, if crossing gate is in clear position for N&W trains. Trains may pass over crossing at reduced speed. All trains must approach crossing under control, prepared to STOP and not proceed until the crossing is seen to be clear, and the gate properly set. Gate to set normally against the C&O Ry. when crossing is not being used. There are no STOP boards at this crossing.

LaPorte. N. Y. C. Interlocking.

An indicator located at north end of passing siding will display one flashing lunar white light when northward home signal displays proceed indication.

When no light is displayed on indicator, through trains which cannot clear between Lincoln Way crossing and northward home signal will remain south of indicator.

Stillwell. G. T. W. Interlocking.

All trains and engines will approach the Grand Trunk Western Crossing under full control prepared to STOP and not proceed unless home signal indicates PROCEED. Speed between home signals must not exceed 30 miles per hour Northbound and 20 miles per hour Southbound.

Plymouth. P. R. R. Interlocking.

Southward indicator light located just north of Harrison Street will display one (1) lunar white light when southward home signal PRR interlocking displays proceed indication.

When no light is displayed on indicator southbound thru trains, which cannot clear between Harrison and Madison Streets, will remain at indicator and member of crew will immediately contact operator at PRR tower and be governed by his instructions.

Northward indicator light located just south of Slaughter House crossing will display one (1) lunar white light when northward home signal at PRR interlocking displays proceed indication.

Northbound thru trains, which cannot clear between Oak Hill Road and northward home signal, will remain at indicator and member of crew will immediately contact operator at PRR tower and be governed by his instructions.

Argos. Chicago District Crossing.

Movement over Chicago District crossing will be governed by color light type Dwarf Signals displaying aspects and indications **Rule 290 and 292.**

The Dwarf Signal located at clearance north end and between the Main Track and Siding will govern northbound movement from the Main Track over the crossing.

The Dwarf Signal located at clearance, north end and east of Siding, will govern northbound movement from Siding over the crossing.

The Dwarf Signal located at clearance of south crossover from the Main Track and No. 1 Track and between the Main Track and Elevator Track and the Dwarf Signal located just south of Elevator Track Switch approximately 40 feet north of the crossing, will govern southbound movement from the Main Track over the crossing.

The Dwarf Signal located just south of Elevator Track Switch and approximately 40 feet north of the crossing, will also govern southbound movement from No. 1 Track and Elevator Track over the crossing.

Michigan City District trains and engines will be required to come to full STOP before proceeding over the crossing.

Rochester. Erie Interlocking.

Approximately six (6) minutes after a train or engine enters the approach clearing circuit and clears the home signal, the proceed indication will automatically change to STOP and can be cleared again only by train or engine occupying the Re-take circuit. Re-take circuits are indicated by markers.

Denver. PRR Crossing.

All trains or engines must come to a full stop before crossing PRR and will only proceed over crossing when target is horizontal and gate is against PRR.

Michigan City.

- (1) Ordinance prohibits the use of whistle within the city limits, except when necessary to prevent accident, or when calling for signals and bell must be ringing at all times when engine is moving.
- (2) All movements on South Harbor Track over Sixth and "E" Streets must be flagged over crossings by member of crew.
- (3) Unless otherwise instructed main track switches at south end of yard will be left as last used. Trains and engines will approach the yard expecting to find these switches lined for the yard.
- (4) Northward and southward color light type crossing indicators bearing "X" markers govern movements on all tracks over U. S. Route 12. Crossing indicators will display a stop aspect when the approach starting circuits are occupied. When gates have descended and after an expiration of a 20 second time interval crossing indicators will display a proceed (yellow) aspect. Movement may then be made over the highway crossing. Movements over the crossing must clear the yellow insulated joints on the opposite side of crossing before reverse movement is made. Trainman manual control devices for cancelling and restoring automatic operations for the crossing signals are located on south side of insulated housing in the northwest quadrant of crossing.

La Porte.

Trains or engines, moving on old main over Pulaski Street, must stop and a member of crew protect traffic before crossing street.

Walkerton.

Northbound train or engine holding main track or moving out of siding after meeting southbound train or engine must not proceed over 8th Street without first protecting such move by man on ground unless crossing signals are operating.

Plymouth.

The hours between which train order and block station is open, Depot 7:00 A.M. to 4:00 P.M., daily except Saturday and Sunday, Interlocking Tower continuous.

Peru.

- (1) Movements on C.&O. main track between North Wye and Woolen Mill Spur will be made on signal indication under C.&O. Operating Rules and Supervision.
- (2) Unless otherwise instructed main track switches at north and south end of yard will be left as last used. Trains and engines will approach the yard expecting to find these switches lined for the yard.
- (3) Washington Avenue. Trains or engines must stop and member of crew protect traffic before crossing street.
- (4) Whistle ordinance requires whistle of one blast only lasting between 5 and 10 seconds at all crossings. Engine bell must be rung continuously until crossing is passed.

PART TIME
HOURS IN SERVICE
TELEGRAPH OFFICES

(27) DELTA AND HUNTINGTON DISTRICTS

Stations	Offices Open
Wauseon	6:50 A. M. to 3:50 P. M.—Except Saturday and Sunday.
Butler	1:00 P. M. to 2:30 P. M.—Except Saturday and Sunday.
Grabill	6:50 A. M. to 11:00 A. M.; 2:30 P. M. to 3:50 P. M.—Except Saturday and Sunday.
Ft. Wayne	8:00 A. M. to 5:00 P. M. Daily.
Lagro	7:00 A. M. to 4:00 P. M.—Daily except Sunday.
Wabash	8:00 A. M. to 4:00 P. M. Exc. Sun. 11:00 P. M. to 7:00 A. M. Daily.

DETROIT DISTRICT

Belleville	6:50 A. M. to 10:00 A. M. 11:00 A. M. to 3:50 P. M.—Except Saturday and Sunday.
Britton	6:50 A. M. to 3:50 P. M.—Except Saturday and Sunday.
Adrian	6:30 A. M. to 10:00 P. M. Daily.
Alvordton	12:00 N to 9:00 P. M. Daily—Except Saturday and Sunday.

GARY DISTRICT

Edon	8:00 A. M. to 5:00 P. M.—Except Saturday and Sunday.
Topeka	6:50 A. M. to 3:50 P. M.—Except Saturday and Sunday.
New Paris	7:00 A. M. to 4:00 P. M.—Except Sunday and Monday.
Wakarusa	6:50 A. M. to 11:00 A. M., 2:00 P. M. to 3:50 P. M.—Except Saturday and Sunday.

PART TIME
HOURS IN SERVICE (Continued)
TELEGRAPH OFFICES

GARY DISTRICT—Continued

Stations	Offices Open
No. Liberty	6:50 A. M. to 3:50 P. M.—Except Saturday and Sunday.
Westville	6:50 A. M. to 3:50 P. M.—Except Saturday and Sunday.
Gary	7:00 A. M. to 3:00 P. M. Daily—8:00 P. M. to 4:00 A. M. Daily.

MAUMEE DISTRICT

Napoleon	7:00 A. M. to 4:00 P. M.—Except Saturday and Sunday.
Defiance Jct.	8:00 A. M. to 12:00 M.—Except Sunday.
Cecil	10:00 A. M. to 1:00 P. M.—Except Saturday and Sunday.
Antwerp	6:50 A. M. to 10:00 A. M., 1:00 P. M. to 3:50 P. M.—Except Saturday and Sunday.

MICHIGAN CITY DISTRICT

Michigan City Yard	9:00 A. M. to 6:00 P. M.—Daily.
Walkerton	7:00 A. M. to 4:00 P. M.—Except Saturday and Sunday.
Plymouth (depot)	7:00 A. M. to 4:00 P. M.—Except Saturday and Sunday.
Rochester	7:00 A. M. to 4:00 P. M.—Except Saturday and Sunday.
Peru Yard	6:00 A. M. to 2:00 P. M. 10:00 P. M. to 6:00 A. M.—Daily.

CHICAGO DISTRICT

Raber	6:15 A. M. to 3:15 P. M.—Except Saturday and Sunday.
South Whitley	6:15 A. M. to 3:15 P. M.—Except Saturday and Sunday.
Mentone	6:15 A. M. to 3:15 P. M.—Except Saturday and Sunday.
Knox	6:15 A. M. to 3:15 P. M.—Except Sunday.
South Wanatah	6:15 A. M. to 3:15 P. M.—Except Saturday and Sunday.

EMPLOYEES' HOSPITAL ASSOCIATION

LIST OF HOSPITALS AND SURGEONS
L. K. ADKINS, Administrator, DECATUR, Ill.

Location	Name and Address	Telephone Number
Detroit.....	Dr. H. D. Stricker Off., 5624 W. Fort..... Res.....	VI 1-0966 MU 4-5351
Melvindale.....	Dr. M. L. Lichter and Dr. C. J. Sprunk Off., 2900 Oakwood Blvd..... Res..... Physicians Exch.....	WA 8-7070 UN 4-7570 WO 3-3933
Toledo.....	Dr. C. R. Marlowe Off., 1833 Broadway..... Res..... Physicians Exch.....	CH 4-3059 EV 2-7972 246-3601
	Dr. J. G. Kramer Off., 3318 Glenzman..... Physicians Exch.....	385-5711 246-3601
	X Dr. G. N. Bates 316 Michigan St.....	243-1105
	X Dr. O. K. Muhme 127 University Drive.....	382-0014
Chicago.....	Dr. V. Tauras Off., 2652 W. 59th St..... Res.....	PR 6-5577 PR 8-1223
Palos Heights, Ill.....	X Dr. S. S. Leavitt 12221 S. Harlem.....	PR 8-1223
Montpelier.....	Dr. R. W. Dilworth Off., 131 W. Main St..... Res.....	485-3382 485-4354
	X Dr. A. Zasadatel 410 Empire St.....	485-4568 485-4364
Huntington.....	Dr. R. W. Wagner Off., 1355 Guilford St..... Res..... Physicians Exch.....	1314 118 82
Ft. Wayne.....	Dr. O. J. Miller Off., 324 W. Berry St..... Physicians Exch.....	743-1166 742-9125
Butler.....	Dr. C. I. Weirich Off., Box 126, RR 1.....	868-2118
Wauseon.....	Dr. R. K. Vogel Off., 128-130 N. Fulton St..... Res.....	5-7921 5-3546
Morenci.....	Dr. E. C. Raabe Off., 124 North St..... Res.....	GL 8-2217 GL 8-2343

Employees' Hospital Association (Continued)

LIST OF HOSPITALS AND SURGEONS
L. K. ADKINS, Administrator, DECATUR, III.

Location	Name and Address	Telephone Number
Adrian.....	Dr. P. L. Miller Off., 310 E. Maumee St.....	CO 5-2300
	Res..... Physicians Exch.....	CO 5-7873 CO 3-9300
	Dr. Bernard Patmos Off., 127½ E. Maumee St.....	CO 5-2300
	Res.....	CO 5-6673
Milan.....	Dr. J. S. Detar Off., 55 West Main St.....	313-439-9741
	Res.....	313-439-3571
Romulus.....	Dr. W. A. Compton 36825 Bibbins St.....	941-2777
Hammond.....	Dr. E. S. Jones Off., Jones Clinic 30 Douglas St.....	WE 3-0012
	Res.....	WE 3-0016
Gary.....	Dr. H. M. English Off., 673 Broadway St.....	882-2861
	Res..... Physicians Exch.....	882-6861 883-0211
X	Dr. W. S. Yocum 673 Broadway.....	882-2861
Westville.....	Dr. M. J. Hetman Off. and Res.....	3515
Wakarusa.....	Dr. R. M. Abel Off., 207 N. Elkhart St.....	862-4190
	Res.....	862-2021
New Paris.....	Dr. John J. DeFries Box 185 Off.....	612
	Res.....	L 107
Millersburg.....	Dr. W. S. Massanari Off..... Res., Goshen, Ind.....	104 Keystone 3-2763
Topeka.....	Dr. K. M. Lehman Off., Main St. at Pine.....	102
	Res.....	102
Wolcottville.....	Dr. B. H. Pulskamp Off., Main Street.....	854-4431
	Res.....	854-4432
Garrett.....	Dr. R. S. Carpenter Off., 315 S. Randolph St.....	FL 7-4442
	Res.....	FL 7-3018
Hamilton.....	Dr. Wayne Schrepferman Off., Bellefontaine Medical Center.....	488-2211 or 488-2515
	Res.....	488-2220
Edon.....	Dr. M. Y. Stokes, III Off., E. Indiana St.....	272-4141
	Res.....	272-4715

Employes' Hospital Association (Continued)

LIST OF HOSPITALS AND SURGEONS
L. K. ADKINS, Administrator, DECATUR, III.

Location	Name and Address	Telephone Number
Defiance.....	Dr. P. B. Newcomb Off., 1400 E. 2nd St..... Res.....	782-4010 782-1506
	Dr. W. S. Busteed Off., 1400 E. 2nd St..... Res.....	2-2055 7-1621
Napoleon.....	Dr. R. L. Gilson Off., 816 N. Perry St..... Res.....	592-8221 592-8222
Whitehouse.....	Dr. K. B. Browne Off., 10830 Waterville St.....	TR 7-5320
Michigan City...	Dr. P. J. Pilecki Off., Doctors Hospital 125-133 E. 5th St..... Res., 105 Avalon Ct.....	TR 2-5541 TR 4-7348
Peru.....	Dr. D. W. Ferrara Off., 16 W. 5th St..... Res., 43 Ridgeview.....	GR 37200 GR 34747
	X Dr. S. J. Ferrara 16 W. 5th St.....	GR 3-7200
	X Dr. L. L. Hill and X Dr. P. W. Snyder 65 N. Miami St.....	473-6200 473-6434
Ft. Wayne.....	X Dr. J. R. Berghoff Off., 306 E. Jefferson St..... Res., 3736 Plymouth Rd.....	742-8443 748-2803
	X Dr. John H. Nill Off., 5717 S. Anthony..... Res., 5316 S. Wayne Ave.....	456-2221 744-8400
	Dr. John E. Krueger Off., 5717 S. Anthony..... Res., 4418 Bradwood Terr.....	456-2221 748-8196
	X Dr. Carroll O'Rourke Oculist Off., 604 W. Berry St..... Res., 92211 Covington Rd.....	742-6334 456-1446
So. Whitley.....	X Dr. V. P. Huffman Off., 701 State St..... Res., 701½ State St.....	723-5155 723-5155
Knox.....	X Dr. Jas. F. Denaut Off., 4 N. Heaton St..... Res., 201 E. Lake St.....	772-3641 772-3641
Gary.....	X Dr. R. N. Bills Off., 504 Broadway..... Res., 534 Lincoln St.....	6101 & 6107 2-6208

Employes' Hospital Association (Continued)

LIST OF HOSPITALS AND SURGEONS
L. K. ADKINS, Administrator, DECATUR, III.

Location	Name and Address	Telephone Number
Hammond..... X	Dr. William H. Howard Off., 5231 Hohman Ave.....	Westmore 3-0068
	Res., 6534 Forest.....	Westmore 1-3083
	X Dr. Hedwig S. Kuhn Oculist Off., 112 Rimbach St.....	Westmore 2-0435
	Res., 60 Glendale Pk.....	Westmore 1-3138
X	Dr. Clarence A. McVey Off., 5231 Hohman Ave.....	Westmore 1-1024
	Res., 252 Humpfer St.....	Westmore 2-1027
Calumet Yard... X	Dr. M. Siemens Off., 9300 Cottage Grove, Chicago, Ill.....	Stewart 3-0161
	Res., 9559 Longwood Dr., Chicago, Ill.....	Beverly 8-0870
Chicago..... X	Dr. Arthur T. Remmert Off., 209 W. Jackson Blvd.....	HA 71421
	Res., 3547 W. Adams.....	Kedsie 3-1787
X	Dr. Thomas F. Ahearn Off., 1734 East 79th St.....	Bayport 1-0432
	Res., 8223 Luella Ave.....	Regent 4-3370

X—Not Members Employes Hospital Association

AMBULANCE SERVICE

EAST WAYNE YARD

Harper and Son, New Haven, Ind..... Tel. 749-1141

FORT WAYNE

Mungovan and Sons..... Tel. 744-2114

STONY ISLAND

Donnellan Ambulance Service..... Tel. South Shore 8-8821

CHICAGO

Capitol Ambulance Service..... Tel. Vincennes 6-0100

MICHIGAN CITY

J. M. Root, 312 East Seventh St..... Tel. TR 4-6209

LAPORTE

Haverstock Funeral Home, 602 Maple Ave..... Tel. 962-3333

ARGOS

Unbaugh Funeral Home, 216 So. Michigan St..... Tel. 892-6121

PERU

Eickenberry Funeral Home, 84 West Main St..... Tel. GR-35545

R. F. DUNLAP,
Vice President—Operations,
ROANOKE, VA.

W. C. STEVENS,
General Manager,
Western Region,
ST. LOUIS, MO.

W. T. ROSS,
General Manager Transportation,
ROANOKE, VA.

E. F. MURRY,
Superintendent,
FT. WAYNE, IND.

C. R. FOUNTAIN,
Manager Transportation,
Western Region,
ST. LOUIS, MO.

SPEED TABLE

TIME Going 1 Mile		MILES Per Hour	TIME Going 1 Mile		MILES Per Mile
Min.	Sec.		Min.	Sec.	
5	00	12.00	1	14	48.65
4	00	15.00	1	13	49.31
3	00	20.00	1	12	50.00
2	50	21.18	1	11	50.70
2	40	22.50	1	10	51.43
2	30	24.00	1	09	52.17
2	24	25.00	1	08	52.94
2	20	25.72	1	07	53.73
2	15	26.67	1	06	54.55
2	10	27.69	1	05	55.38
2	05	28.80	1	04	56.25
2	00	30.00	1	03	57.14
1	55	31.30	1	02	58.06
1	50	32.73	1	01	59.02
1	45	34.29	1	00	60.00
1	42	35.29		59	61.02
1	40	36.00		58	62.07
1	38	36.73		57	63.14
1	36	37.50		56	64.29
1	34	38.29		55	65.45
1	32	39.13		54	66.66
1	30	40.00		53	67.92
1	28	40.91		52	69.23
1	26	41.86		51	70.59
1	24	42.86		50	72.00
1	22	43.90		49	73.47
1	20	45.00		48	75.00
1	18	46.15		47	76.59
1	16	47.37		46	78.26
1	15	48.00		45	80.00



THEY'RE
DEPENDING
ON YOU

SO ARE WE...

PLAY IT SAFE!

Suppliment "A"
 To Ft. Wayne Division
 Timetable No. 1
 EFFECTIVE 12:01 A.M.
 Wed., July 10, 1968

Suppliment "A"
 To Ft. Wayne Division
 Timetable No. 1
 EFFECTIVE 12:01 A.M.
 Wed., July 10, 1968

DETROIT TO PERU—WESTWARD

FIRST CLASS			
STATIONS	301		
	Leave Daily		
	AM		
Detroit—Eastern Time	7.15		
Delray	7.27		
Ecorse Jct.			
Oakwood	7.29		
Oakwood Jct. E.S.T.	7.31		
Oakwood Jct. C.S.T.	6.31		
Hand			
Romulus	6.39		
Milan	i 6.54		
Adrian	s 7.17		
Page	7.18		
Stan			
East Yard	7.49		
Montpelier	7.50		
West Yard	7.52		
	7.53		
NE Tower	8.30		
Ft. Wayne	8.40		
Hugo	8.53		
	8.56		
Huntington	s 9.23		
Wabash	s 9.44		
Junction	9.54		
Peru	10.04		
	AM		
	Arrive Daily		

i—Stop on signal to receive or discharge revenue passengers to or from St. Louis.

PERU TO DETROIT—EASTWARD

FIRST CLASS			
		304	STATIONS
		Arrive Daily	
		PM	
		8.35	Detroit—Eastern Time
		8.09	Delray
			Ecorse Jct.
		8.05	Oakwood
		8.03	Oakwood Jct. E.S.T.
		7.03	Oakwood Jct. C.S.T.
		7.00	Hand
		6.54	Romulus
		i 6.38	Milan
		s 6.19	Adrian
			Page
		6.16	Stan
		5.43	East Yard
		{5.42}	Montpelier
		{5.40}	West Yard
		5.39	
		4.59	NE Tower
		{4.53}	Ft. Wayne
		{4.38}	Hugo
		4.33	
		s 4.14	Huntington
		s 3.46	Wabash
		3.32	Junction
		3.28	Peru
		PM	
		Leave Daily	