NICKEL PLATE ROAD

THE NEW YORK, CHICAGO & ST. LOUIS
RAILROAD COMPANY

CLOVER LEAF DISTRICT

TIME TABLE

No. 53

Takes Effect Sunday, July 28, 1946

at 12:01 a. m.

Central Standard Time

For the Information and Government of Employees only.

The Company reserves the right to vary the running of trains as circumstances may require.

OFFICERS

P. L. PEFFER, General Superintendent
Wm. BARTLEY, Supt. Transportation

A. G. KASSON, Superintendent
P. B. SKIVER, Terminal Trainmaster, St. Louis Terminal
C. L. EYRSE, Trainmaster, St. Louis Division
T. ENDSLEY, Trainmaster, Toledo Division
H. J. TRUESDALE, Road Foreman of Engines, Toledo Division
J. R. PERRY, Road Foreman of Engines, St. Louis Division
B. ZIMMERSCHIED, Chief Train Dispatcher
J. B. WRIGHT, Master Mechanic
M. B. ALLEN, Division Engineer

The W. S. Gilkey Printing Co. Cleveland, Ohio

FIRST SUBDIVISION--WESTBOUND

Capacity of Sidings in Cars	Distance from Toledo	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	SECOND CLASS TRAINS							
					43 Fast Freight	45 Through Freight	95 TS 7					
					Daily	Daily Except Sunday	Daily					
			TOLEDO, OHIO									
.....	0.6		Erie Street Station.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.6										
.....	2.2		Michigan Cent. Jct.....L	DN.....	4.00AM	5.30 PM 96	10.00PM	.....	.....	.....	.....	.....
		0.9										
.....	3.1		Walbridge Jct.	.....	4.05	5.35	10.02	.....	.....	.....	.....	.....
		2.0										
.....	5.1		Gould.....	DN	4.10	5.40	10.05	.....	.....	.....	.....	.....
		3.3										
.....	8.4		Wanick Jct.....	.....	4.15 98	5.50	10.10	.....	.....	.....	.....	.....
		0.1										
66	8.5		Maumee .....B	.....	4.20	5.52	10.11	.....	.....	.....	.....	.....
		6.1		Except Sun.								
59	14.6		Waterville .....B	7.00A - 4.00P	4.35	6.05	10.21	.....	.....	.....	.....	.....
		9.9		Except Sun.								
45	24.5		Grand Rapids .....BW	6.45A - 3.45P	5.00	6.25	10.37	.....	.....	.....	.....	.....
		4.8		Except Sun.								
.....	29.3		McClure.....	6.00A - 3.00P	.....	.....	.....	.....	.....	.....	.....	.....
		3.6										
60	32.9		Grelton .....B	.....	5.20	6.40	10.51	.....	.....	.....	.....	.....
		2.1										
.....	35.0		Malinta.....	DN.....	5.25	6.55	10.54	.....	.....	.....	.....	.....
		7.2										
62	42.2		Holgate.....B	DN	5.40	7.15	11.06	.....	.....	.....	.....	.....
		3.7		Except Sun.								
51	45.9		New Bavaria .....B	7.00A - 4.00P	5.50	7.25	11.13	.....	.....	.....	.....	.....
		2.0										
.....	47.9		Pleasant Bend.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.8										
61	50.7		North Creek .....B	.....	6.00	7.35	11.21	.....	.....	.....	.....	.....
		4.2										
61	54.9		Continental .....B	DN.....	6.30	8.30	11.28	.....	.....	.....	.....	.....
		3.4										
.....	58.3		Dupont .....BW	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.5		Except Sun.								
54	60.8		Cloverdale .....B	6.30A - 3.30P	6.45	8.45	11.38	.....	.....	.....	.....	.....
		3.0										
.....	63.8		Muntanna.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.3										
.....	66.1		Douglas.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.7		Except Sun.								
63	68.8		Ft. Jennings .....B	6.00A - 3.00P	6.59	9.00	11.52	.....	.....	.....	.....	.....
		3.9										
.....	72.7		Delphos Yard.....A	DN.....	7.15AM	9.20PM	12.01AM	.....	.....	.....	.....	.....
					Daily	Daily Except Sunday	Daily					
					43	45	95					

Symbols: B—Telephone Booth; DN—Continuously; W—Water Station.

FIRST SUBDIVISION--EASTBOUND

Capacity of Sidings in Cars	Distance from Toledo	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	SECOND CLASS TRAINS									
					40 Through Freight	96 ST 96	98 FT 98							
					Daily Except Sunday	Daily	Daily							
.....	72.7	3.9	Delphos Yard.....L	DN	11.30AM	2.10PM	12.45AM	.....	.....	.....	.....	.....	.....	.....
63	68.8	2.7	Ft. Jennings .....B	Except Sun. 6.00A - 3.00P	11.50	2.18	12.55	.....	.....	.....	.....	.....	.....	.....
.....	66.1	2.3	Douglas	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	63.8	3.0	Muntanna	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
54	60.8	2.5	Cloverdale .....B	Except Sun. 6.30A - 3.30P	12.15PM	2.30	1.10	.....	.....	.....	.....	.....	.....	.....
.....	58.3	3.4	Dupont .....BW	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
61	54.9	4.2	Continental ..... B	DN	2.30	3.30	2.15	.....	.....	.....	.....	.....	.....	.....
61	50.7	2.8	North Creek .....B	.....	2.40	3.41	2.25	.....	.....	.....	.....	.....	.....	.....
.....	47.9	2.0	Pleasant Bend.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
51	45.9	3.7	New Bavaria .....B	Except Sun. 7.00A - 4.00P	2.50	3.48	2.35	.....	.....	.....	.....	.....	.....	.....
62	42.2	7.2	Holgate .....B	DN	3.10	3.58	2.43	.....	.....	.....	.....	.....	.....	.....
.....	35.0	2.1	Malinta	DN	3.30	4.10	3.05	.....	.....	.....	.....	.....	.....	.....
60	32.9	3.6	Grelton .....B	.....	3.35	4.15	3.12	.....	.....	.....	.....	.....	.....	.....
.....	29.3	4.8	McClure	Except Sun. 6.00A - 3.00P	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
45	24.5	9.9	Grand Rapids .....BW	Except Sun. 6.45A - 3.45P	3.55	4.28	3.30	.....	.....	.....	.....	.....	.....	.....
59	14.6	6.1	Waterville ..... B	Except Sun. 7.00A - 4.00P	4.34	4.53	3.55	.....	.....	.....	.....	.....	.....	.....
66	8.5	0.1	Maumee .....B	.....	4.45	5.04	4.10	.....	.....	.....	.....	.....	.....	.....
.....	8.4	3.3	Wanick Jct.....	.....	4.46	5.05	4.15 43	.....	.....	.....	.....	.....	.....	.....
.....	5.1	2.0	Gould	DN	4.52	5.10	4.25	.....	.....	.....	.....	.....	.....	.....
.....	3.1	0.9	Walbridge Jct.....	.....	4.56	5.20	4.35	.....	.....	.....	.....	.....	.....	.....
.....	2.2	1.6	Mich. Cent. Jct. .....A	DN	5.10PM	5.30 45 PM	5.00AM	.....	.....	.....	.....	.....	.....	.....
.....	0.6		Erie Street Station..... TOLEDO, OHIO	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
					Daily Except Sunday	Daily	Daily							
					40	96	98							

Symbols: B—Telephone Booth; DN—Continuously; W—Water Station.

SECOND SUBDIVISION--WESTBOUND

Capacity of Sidings in Cars	Distance from Toledo	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	FIRST CLASS TRAINS			SECOND CLASS TRAINS					
					9	21		95 TS 7	41 Through Freight	43 Through Freight			
					Daily	Daily Except Sunday		Daily	Daily Except Sunday	Daily			
.....	72.7	1.1	Delphos Yard.....L	DN.....	.....	.....	.....	12.10AM	7.30AM	2.01PM	.....	.....	.....
.....	73.8	0.9	Delphos.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
62	74.7	6.5	Nowlan.....B	.....	.....	.....	.....	12.15	7.40	2.10	.....	.....	.....
60	81.2	8.5	Venedocia.....B	.....	.....	.....	.....	12.25	7.55	2.20	.....	.....	.....
69	89.7	6.1	Ohio City.....B	DN.....	.....	.....	.....	12.40	8.40	2.35 40	.....	.....	.....
62	95.8	3.7	Schumm.....B	.....	.....	.....	.....	12.50	8.50	2.45	.....	.....	.....
65	99.5	8.7	Willshire.....BW	Except Sun. 6.45A–3.45P	.....	.....	.....	12.56	9.05	2.53	.....	.....	.....
60	108.2	4.9	Decatur.....B	DN.....	.....	.....	.....	1.10	9.30	3.07	.....	.....	.....
66	113.1	4.7	Peterson.....B	.....	.....	.....	.....	1.18	10.30	3.17	.....	.....	.....
66	117.8	5.6	Craigville.....B	Except Sun. 7.30A–4.30P	.....	.....	.....	1.26	10.40	3.25	.....	.....	.....
69	123.4	6.0	Bluffton.....BW	11.00A-3.00A	.....	.....	.....	1.36	11.20	3.40	.....	.....	.....
63	129.4	4.0	Liberty Centre.....B	Except Sun. 6.45A–3.45P	.....	.....	.....	1.46	11.40 40	3.50	.....	.....	.....
65	133.4	3.8	Buckeye.....B	.....	.....	.....	.....	1.53	11.50	3.58	.....	.....	.....
45	137.2	6.7	Warren.....B	Except Sun. 8.00A–5.00P	.....	.....	.....	1.58	12.06 96 PM	4.10	.....	.....	.....
66	143.9	7.7	Van Buren.....BCW	6.45A-10.45P	.....	.....	.....	2.14	12.45	4.35	.....	.....	.....
56	151.6	1.9	Davis.....B	.....	.....	.....	.....	2.30	1.05	5.01	.....	.....	.....
.....	153.5	2.8	Marion.....BW	DN.....	.....	.....	.....	2.34	1.15	5.10	.....	.....	.....
57	156.3	1.1	Kiley.....B	.....	.....	.....	.....	2.40	1.25	5.20	.....	.....	.....
.....	157.4	6.8	West Marion Belt.....B	.....	.....	.....	.....	2.43	1.45	5.32	.....	.....	.....
.....	164.2	1.7	Swayzee.....B	Except Sun. 6.45A–3.45P	.....	.....	.....	2.52	2.05	5.50	.....	.....	.....
62	165.9	6.0	Sims.....BW	.....	.....	.....	.....	2.55	2.15	6.01	.....	.....	.....
56	171.9	9.2	Greentown.....B	Except Sun. 6.45A–3.45P	.....	.....	.....	3.04	2.30	6.15	.....	.....	.....
60	181.1	1.3	Kokomo.....BW	DN.....	.....	.....	.....	3.19	2.45	6.40	.....	.....	.....
63	182.4	8.0	Shambaugh.....B	.....	.....	.....	.....	3.24	3.15	7.12 98	.....	.....	.....
62	190.4	4.2	Russiaville.....B	Except Sun. 6.45A–3.45P	.....	.....	.....	3.39	3.30	7.40	.....	.....	.....
63	194.6	4.4	Forest.....B	Except Sun. 9.00A–6.00P	.....	.....	.....	3.46	3.40	7.50	.....	.....	.....
49	199.0	7.2	Michigantown.....B	Except Sun. 6.45A–3.45P	.....	.....	.....	3.54	3.55	8.01	.....	.....	.....
.....	206.2	0.5	Frankfort.....A L	.....	s 1.15AM 1.25	s 11.43AM 11.50	.....	.....	4.10	.....	.....	.....	.....
.....	206.7		Frankfort Yard.....A	DN.....	1.27AM	11.52AM	.....	4.10AM	4.20PM	8.30PM	.....	.....	.....
					Daily	Daily Except Sunday		Daily	Daily Except Sunday	Daily			
					9	21		95	41	43			

Symbols: B—Telephone Booth; C—Coaling Station; DN—Continuously; W—Water Station.

SECOND SUBDIVISION--EASTBOUND

Capacity of Sidings in Cars	Distance from Toledo	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	FIRST CLASS TRAINS			SECOND CLASS TRAINS					
					10	22		40 Through Freight	96 ST 96	98 Ft 98			
					Daily	Daily Except Sunday		Daily Except Sunday	Daily	Daily			
.....	206.7	0.5	Frankfort Yard.....L	DN.....	11.49PM	1.00PM	.....	6.30AM	9.45AM	6.30PM	.....	.....	.....
.....	206.2	7.2	Frankfort.....	.....	11.59PM	1.10PM	.....	6.35	.....	.....	.....	.....	.....
49	199.0	4.4	Michigantown.....B	Except Sun. 6.45A-3.45P	.....	.....	.....	6.50	10.00	6.45	.....	.....	.....
63	194.6	4.2	Forest.....B	Except Sun. 9.00A.6-00P	.....	.....	.....	7.01	10.08	6.53	.....	.....	.....
62	190.4	8.0	Russiaville.....B	Except Sun. 6.45A-3.45P	.....	.....	.....	7.15	10.15	7.00	.....	.....	.....
63	182.4	1.3	Shambaugh.....B	.....	.....	.....	.....	7.45	10.27	7.12 43	.....	.....	.....
60	181.1	9.2	Kokomo.....BW	DN.....	.....	.....	.....	8.01	10.34	7.19	.....	.....	.....
56	171.9	6.0	Greentown.....B	Except Sun. 6.45A-3.45P	.....	.....	.....	8.40	10.49	7.34	.....	.....	.....
62	165.9	1.7	Sims.....BW	.....	.....	.....	.....	8.55	11.04	7.44	.....	.....	.....
.....	164.2	6.8	Swayzee.....B	Except Sun. 6.45A-3.45P	.....	.....	.....	9.05	11.07	7.47	.....	.....	.....
.....	157.4	1.1	West Marion Belt.....B	.....	.....	.....	.....	9.40	11.16	7.56	.....	.....	.....
57	156.3	2.8	Kiley.....B	.....	.....	.....	.....	9.45	11.19	7.59	.....	.....	.....
.....	153.5	1.9	Marion.....BW	DN.....	.....	.....	.....	9.55	11.24	8.10	.....	.....	.....
56	151.6	7.7	Davis.....B	.....	.....	.....	.....	10.05	11.31	8.15	.....	.....	.....
66	143.9	6.7	Van Buren.....BCW	6.45A-10.45P	.....	.....	.....	10.55	11.53	8.33	.....	.....	.....
45	137.2	3.8	Warren.....B	Except Sun. 8.00A-5.00P	.....	.....	.....	11.20	12.06 41 PM	8.43	.....	.....	.....
65	133.4	4.0	Buckeye.....B	.....	.....	.....	.....	11.30	12.13	8.50	.....	.....	.....
63	129.4	6.0	Liberty Centre.....B	Except Sun. 6.45A-3.45P	.....	.....	.....	11.40 41	12.20	9.00	.....	.....	.....
69	123.4	5.6	Bluffton.....BW	11.00A-3.00A	.....	.....	.....	12.30 96 PM	12.30 40	9.20	.....	.....	.....
66	117.8	4.7	Craigville.....B	Except Sun. 7.30A-4.30P	.....	.....	.....	1.01	12.40	9.40	.....	.....	.....
66	113.1	4.9	Peterson.....B	.....	.....	.....	.....	1.10	12.47	9.50	.....	.....	.....
60	108.2	8 7	Decatur.....B	DN.....	.....	.....	.....	1.45	12.55	10.10	.....	.....	.....
65	99.5	3.7	Willshire.....BW	Except Sun. 6.45A-3.45P	.....	.....	.....	2.01	1.08	10.27	.....	.....	.....
62	95.8	6.1	Schumm.....B	.....	.....	.....	.....	2.10	1.14	10.38	.....	.....	.....
69	89.7	8.5	Ohio City.....B	DN.....	.....	.....	.....	2.35 43	1.25	10.55	.....	.....	.....
60	81.2	6.5	Venedocia.....B	.....	.....	.....	.....	2.55	1.36	11.15	.....	.....	.....
62	74.7	0.9	Nowlan.....B	.....	.....	.....	.....	3.10	1.45	11.30	.....	.....	.....
.....	73.8	1.1	Delphos.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	72.7		Delphos Yard.....A	DN.....	.....	.....	.....	3.30PM	1.55PM	11.59PM	.....	.....	.....
					Daily	Daily Except Sunday		Daily Except Sunday	Daily	Daily			
					10	22		40	96	98			

Symbols: B—Telephone Booth; C—Coaling Station; DN—Continuously; W—Water Station.

THIRD SUBDIVISION--WESTBOUND

Capacity of Sidings in Cars	Distance from Toledo	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	FIRST CLASS TRAINS 9 Daily	21 Daily Except Sunday		SECOND CLASS TRAINS 49 CS 7 Daily	43 Through Freight Daily	41 Through Freight Daily	47 NS 1 Daily	45 DS 1 Daily
.....	206.2	0.5	Frankfort L	.....	1.25 AM	11.50 AM	.....	.....	.....	.....	.....	.....
.....	206.7	3.6	Frankfort Yard	DN.....	1.27	11.52 AM	.....	3.55 AM	7.00 AM	1.30 PM	6.25 PM	9.15 PM
88	210.3	7.5	Jefferson..... B	.....	1.33	.....	.....	4.05	7.10	1.40	6.35	9.25
84	217.8	5.9	Clark's Hill..... B	DN.....	1.42	.....	.....	4.18	7.25	1.55	6.55	9.40
61	223.7	4.8	Kirkpatrick..... B	.....	1.49	.....	.....	4.26	7.35	2.10	7.05	9.47
74	228.5	3.9	Linden.....	DN.....	s 1.55 90	.....	.....	4.33	7.50 96	2.25	7.15	9.55
88	232.4	5.3	New Richmond..... BW	Except Sun. 8.20A – 5.20P	2.01	.....	.....	4.41	8.10	2.40	7.21	10.02
62	237.7	4.0	Wingate..... B	DN.....	2.07	.....	.....	4.50	8.20	3.00 42	7.29	10.10
74	241.7	7.4	Mellott..... B	Except Sun. 6.45A – 3.45P	2.12	.....	.....	4.56	8.30	3.08	7.35	10.15
91	249.1	3.8	Veedersburg..... BW	DN.....	s 2.22	.....	.....	5.09	9.10	3.25	7.47	10.35 10
62	252.9	5.6	Mackie..... B	.....	2.28	.....	.....	5.14	9.20	3.32	7.55	10.55
80	258.5	4.7	Cates..... B	DN.....	2.36	.....	.....	5.23	9.35	3.45	8.05	11.03
67	263.2	3.3	Silverwood..... B	.....	2.42	.....	.....	5.30	9.45	3.55	8.13	11.09
79	266.5	5.4	Cayuga.....BCW	DN.....	s 2.46	.....	.....	5.37	10.15 48	4.10 98	8.20	11.14
64	271.9	5.9	Humrick.....B	DN.....	2.56	.....	.....	5.50	10.55	4.35	8.35	11.28
71	277.8	4.7	Ridge Farm..... BW	DN.....	3.03	.....	.....	6.00	11.10	4.50	8.45	11.38
73	282.5	6.0	Mortimer..... B	.....	3.09	.....	.....	6.10 96	11.20	5.05	8.52	11.55 90
73	288.5	3.9	Metcalf..... B	Except Sun. 6.45A – 3.45P	3.16	.....	.....	6.20	11.35	5.20	8.59	12.03 AM
71	292.4	4.9	Melwood..... B	.....	3.21	.....	.....	6.26	11.45	5.30	9.05	12.08
75	297.3	6.3	Brocton ..... W	DN.....	3.27	.....	.....	6.33	11.59	5.40	9.12	12.15
57	303.6	5.5	Oakland..... B	Except Sun. 6.45A – 3.45P	3.34	.....	.....	6.48	12.22 42 PM	6.00	9.25 10	12.25
95	309.1	2.2	Rardin..... B	.....	3.41	.....	.....	7.03	12.35	6.15	9.39	12.33
.....	311.3	2.1	Bushton.....	Except Sun. 7.00A – 4.00P	.....	.....	.....	.....	.....	.....	.....	.....
63	313.4	4.8	Fair Grange..... B	.....	3.46	.....	.....	7.13	12.45	6.30	9.50	12.40
.....	318.2	0.9	Charleston Yard	DN.....	4.01	.....	.....	7.25 AM	1.00 PM	7.00 PM	10.05 PM	12.55 AM
.....	319.0		Charleston	DN.....	s {4.05 4.10 AM	.....	.....	.....	.....	.....	.....	.....
					Daily	Daily Except Sunday		Daily	Daily	Daily	Daily	Daily
					9	21		49	43	41	47	45

Symbols: B—Telephone Booth; C—Coaling Station; DN—Continuously; W—Water Station.

THIRD SUBDIVISION--EASTBOUND

Capacity of Sidings in Cars	Distance from Toledo	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	FIRST CLASS TRAINS 10 Daily	22 Daily Except Sunday		SECOND CLASS TRAINS 96 ST 96 Daily	48 Through Freight Daily	42 Through Freight Daily	98 MB 98 Daily	90 KC 44 Daily
.....	319.0		Charleston ..... A L	DN	s 8.52PM 8.57	.....	.....	.....	.....	.....	.....	.....
		0.8										
.....	318.2		Charleston Yard	DN.....	9.07	.....	.....	5.15AM	7.30AM	11.45AM	2.40PM	10.50PM
		4.8										
63	313.4		Fair Grange..... B	.....	9.14	.....	.....	5.25	7.45	12.01PM	2.50	11.02
		2.1		Except Sun.								
.....	311.3		Bushton.....	7.00A–4.00P	.....	.....	.....	.....	.....	.....	.....	.....
		2.2										
95	309.1		Rardin..... B	.....	9.19	.....	.....	5.32	7.55	12.10	2.57	11.10
		5.5		Except Sun.								
57	303.6		Oakland..... B	6.45A – 3.45P	9.25 47	.....	.....	5.41	8.10	12.22 43	3.07	11.20
		6.3										
75	297.3		Brocton..... W	DN	9.32	.....	.....	5.50	8.25	12.35	3.17	11.31
		4.9										
71	292.4		Melwood..... B	.....	9.38	.....	.....	5.57	8.35	12.45	3.25	11.41
		3.9		Except Sun.								
73	288.5		Metcalf..... B	6.45A – 3.45P	9.43	.....	.....	6.02	8.45	12.53	3.32	11.47
		6.0										
73	282.5		Mortimer..... B	.....	9.50	.....	.....	6.10 49	9.00	1.03	3.40	11.55 45
		4.7										
71	277.8		Ridge Farm..... BW	DN.....	9.56	.....	.....	6.18	9.15	1.15	3.48	12.02AM
		5.9										
64	271.9		Humrick..... B	DN	10.03	.....	.....	6.28	9.40	1.27	3.58	12.12
		5.4										
79	266.5		Cayuga..... BCW	DN.....	s 10.12	.....	.....	6.40	10.15 43	1.45	4.10 41	12.25
		3.3										
67	263.2		Silverwood..... B	.....	10.17	.....	.....	6.46	10.25	1.55	4.16	12.35
		4.7										
80	258.5		Cates..... B	DN	10.23	.....	.....	6.56	10.35	2.05	4.26	12.45
		5.6										
62	252.9		Mackie..... B	.....	10.30	.....	.....	7.05	10.50	2.15	4.35	12.55
		3.8										
91	249.1		Veedersburg..... BW	DN.....	s 10.35 45	.....	.....	7.11	11.05	2.24	4.41	1.03
		7.4										
74	241.7		Mellott..... B	Except Sun. 6.45A – 3.45P	10.45	.....	.....	7.27	11.30	2.47	4.57	1.23
		4.0										
62	237.7		Wingate..... B	DN	10.50	.....	.....	7.35	11.45	3.00 41	5.05	1.30
		5.3		Except Sun.								
88	232.4		New Richmond..... BW	8.20A – 5.20P	10.56	.....	.....	7.43	12.01PM	3.15	5.13	1.39
		3.9										
74	228.5		Linden.....	DN.....	s 11.02	.....	.....	7.50 43	12.20	3.35	5.20	1.55 9
		4.8										
61	223.7		Kirkpatrick..... B	.....	11.09	.....	.....	7.58	12.35	3.55	5.28	2.20
		5.9										
84	217.8		Clark's Hill..... B	DN.....	11.16	.....	.....	8.07	12.50	4.25	5.37	2.35
		7.5										
88	210.3		Jefferson..... B	.....	11.26	.....	.....	8.20	1.05	4.45	5.48	2.46
		3.6										
.....	206.7		Frankfort Yard.....	DN	11.49PM	1.00PM	.....	8.30AM	1.20PM	5.00PM	6.00PM	3.00AM
		0.5										
.....	206.2		Frankfort ..... A	.....	11.52PM	1.10PM	.....	.....	.....	.....	.....	.....
					Daily	Daily Except Sunday		Daily	Daily	Daily	Daily	Daily
					10	22		96	48	42	98	90

Symbols: B—Telephone Booth; C—Coaling Station; DN—Continuously; W—Water Station.

FOURTH SUBDIVISION--WESTBOUND

Capacity of Sidings in Cars	Distance from Toledo	Distance between Stations	STATIONS AND SIDINGS	Hours between which train Order and Block Stations are Open	FIRST CLASS TRAINS 9 Daily	11 Mixed Daily Except Sunday		SECOND CLASS TRAINS 45 DS 1 Daily	49 CS 7 Daily	43 Through Freight Daily	41 Through Freight Daily	47 NS 1 Daily
.....	318.2		Charleston Yard.....L	DN.....	4.01AM	.....	.....	1.30AM	7.40AM	2.30 PM 98	9.50PM	11.15PM
		0.8										
.....	319.0		Charleston .....A L	DN.....	s 4.05 4.10	5.50AM	.....	.....	.....	.....	.....	.....
		0.9										
60	319.9		Ross..... B	.....	4.12	5.55	.....	1.40	7.45	2.37	10.15 90	11.20
		7.6										
87	327.5		Lerna..... B	DN	4.25 96	s 6.08	.....	1.53	8.02	3.00	10.35	11.40
		4.6										
52	332.1		Trilla..... B	.....	4.31	f 6.17	.....	1.59	8.10	3.10	10.45	11.50
		6.5										
87	338.6		Neoga..... B	DN.....	4.39	s 6.31	.....	2.08	8.20	3.30	11.00	12.01AM
		3.8										
.....	342.4		Trowbridge.....	.....	.....	f 6.39	.....	.....	.....	.....	.....	.....
		2.4										
54	344.8		Kingman..... BW	.....	4.47	f 6.44	.....	2.15	8.30	3.50	11.15	12.12
		4.6		Except Sun.								
87	349.4		Stewardson..... B	6.30A – 3.30P	4.53	s 6.54	.....	2.25 48	8.38	4.00	11.25	12.22
		5.7										
62	355.1		Mode.....	DN.....	5.01	s 7.06	.....	2.35	8.46	4.10	11.40	12.35
		2.9										
65	358.1		Milne..... B	.....	5.05	7.13	.....	2.40	8.51	4.15	11.50	12.40
		4.7		Except Sun.								
53	362.7		Cowden..... BW	6.45A – 3.45P	5.12	s 7.23	.....	2.48	8.59	4.25	12.01AM	12.50
		7.1		Except Sun.								
73	369.8		Herrick..... B	6.45A - 7.00P	5.22	s 7.38	.....	3.10 96	9.10 42	4.40	12.15	1.05
		4.8										
.....	374.6		Dressor..... B	.....	.....	f 7.47	.....	.....	.....	.....	.....	.....
		4.0										
64E 75W	378.6		Ramsey..... BCW	DN.....	s 5.36	s 8.00	.....	3.30	9.40	5.15	12.40	1.30 48
		3.9										
54	382.5		Bayle..... B	.....	5.42	s 8.08	.....	3.37	9.45	5.34 12	12.47 48	1.39
		2.5										
.....	385.0		Bingham..... B	.....	.....	s 8.13	.....	.....	.....	.....	.....	.....
		3.5		Except Sun.								
.....	388.5		Fillmore.....	6.45A – 3.45P	.....	s 8.20	.....	.....	.....	.....	.....	.....
		3.1										
80	391.6		New Harvey..... B	.....	5.53	8.25 42	.....	3.52	9.58	5.50	1.05	1.56
		3.2										
87	394.8		Coffeen.....	DN	5.58	s 8.35	.....	3.58	10.03	5.55	1.10	2.01
		5.9		Except Sun.								
78	400.7		Donnellson..... B	6.45A – 3.45P	6.06	s 8.47	.....	4.07	10.13	6.05	[1.22	2.20 96
		2.9										
.....	403.6		Panama..... B	.....	.....	f 8.53	.....	.....	.....	.....	.....	.....
		3.2										
73	406.8		Sorento..... BW	DN.....	s 6.14	s 9.00	.....	4.17	10.23	6.22 90	1.37	2.35
		5.8										
73	412.6		New Douglas..... B	.....	6.22	s 9.12	.....	4.27	10.32	6.52 10	1.59 96	2.47
		6.2										
62	418.8		Alhambra..... B	DN.....	6.29	s 9.25	.....	4.36	10.41	7.10	2.15	2.59
		8.4										
38	427.2		Fruit..... B	.....	6.40	f 9.43	.....	4.48	10.54	7.25	2.30	3.10
		4.9										
75	432.1		Edwardsville..... BW	DN.....	s 6.48 42	s 9.53	.....	4.57	11.05 98	7.40	2.40	3.20
		4.5										
.....	436.6		Glen Carbon.....	.....	.....	f 10.02	.....	.....	.....	.....	.....	.....
		4.7										
88	441.3		Stallings..... B	.....	7.06	10.11	.....	5.12	11.28	7.55	3.05	3.42
		5.2										
.....	446.5		Madison	DN.....	s 7.17	s 10.23	.....	5.30AM	11.50AM	8.10PM	3.20AM	4.00AM
		0.2										
.....	446.7		M. B. Connection.....	.....	7.20	10.24	.....	.....	.....	.....	.....	.....
		2.8										
.....	449.5		Bridge Junction.....	.....	.....	10.32	.....	.....	.....	.....	.....	.....
		0.6										
.....	450.1		E. St. Louis Front St. Sta. A	.....	.....	10.37AM	.....	.....	.....	.....	.....	.....
.....	454.9	.....	St. Louis, Union Station A	.....	7.55AM	.....	.....	.....	.....	.....	.....	.....
					Daily	Daily Ex. Sunday		Daily	Daily	Daily	Daily	Daily
					9	11		45	49	43	41	47

Symbols: B—Telephone Booth; C—Coaling Station; DN—Continuously; W—Water Station.

FOURTH SUBDIVISION--EASTBOUND

Capacity of Sidings in Cars	Distance from Toledo	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order and Block Stations are Open	FIRST CLASS TRAINS 12 Mixed Daily Except Sunday	10 Daily		SECOND CLASS TRAINS 96 ST 96 Daily	42 Through Freight Daily	98 MB 98 Daily	90 KC 44 Daily	48 Through Freight Daily
.....	454.9	.....	St. Louis, Union Station L	.....	.....	5.40PM	.....	.....	.....	.....	.....	.....
.....	450.1	0.6	E. St. Louis Front St. Sta.	.....	2.53PM	.....	.....	.....	.....	.....	.....	.....
.....	449.5	2.8	Bridge Junction	.....	2.56	.....	.....	.....	.....	.....	.....	.....
.....	446.7	0.2	M-B Connection	.....	2.59	6.05	.....	.....	.....	.....	.....	.....
.....	446.5	5.2	Madison	DN	s 3.10	s 6.08	.....	1.00AM	6.00AM	10.30AM	5.00PM	9.30PM
88	441.3	4 7	Stallings B	.....	3.22	6.15	.....	1.10	6.10	10.40	5.15	9.45
.....	436.6	4.5	Glen Carbon	.....	f 3.33	.....	.....	.....	.....	.....	.....	.....
75	432.1	4.9	Edwardsville BW	DN	s 3.43	s 6.25	.....	1.30	6.48 9	11.05 49	5.40	10.25
38	427.2	8.4	Fruit B	.....	f 3.55	6.35	.....	1.38	7.05	11.13	5.48	10.45
62	418.8	6.2	Alhambra B	DN	s 4.13	6.45	.....	1.50	7.30	11.26	6.03	11.05
73	412.6	5.8	New Douglas B	.....	s 4.26	6.52 43	.....	1.59 41	7.39	11.35	6.12	11.20
73	406.8	3.2	Sorento BW	DN	s 4.36	6.59	.....	2.10	7.47	11.45	6.22 43	11.35
.....	403.6	2.9	Panama B	.....	4.45	.....	.....	.....	.....	.....	.....	.....
78	400.7	5.9	Donnellson B	Except Sun. 6.45A-3.45P	s 4.55	7.08	.....	2.20 47	7.58	11.57	6.35	11.55
87	394.8	3.2	Coffeen	DN	s 5.08	7.15	.....	2.30	8.08	12.07PM	6.45	12.15AM
80	391.6	3.1	New Harvey B	.....	5.17	7.19 90	.....	2.35	8.25 11	12.12	7.19 10	12.25
.....	388.5	3.5	Fillmore	Except Sun. 6.45A-3.45P	s 5.22	.....	.....	.....	.....	.....	.....	.....
.....	385.0	2.5	Bingham B	.....	f 5.29	.....	.....	.....	.....	.....	.....	.....
54	382.5	3.9	Bayle B	.....	f 5.34 43	7.30	.....	2.48	8.40	12.30	8.01	12.47 41
64E 75W	378.6	4.0	Ramsey BCW	DN	s 5.43	7.36	.....	2.54	8.50	12.38	8.10	1.30 47
.....	374.6	4.8	Dressor B	.....	f 5.52	.....	.....	.....	.....	.....	.....	.....
73	369.8	7.1	Herrick B	Except Sun. 6.45A-7.00P	s 6.02	7.47	.....	3.10 45	9.10 49	12.56	8.32	1.45
53	362.7	4.7	Cowden BW	Except Sun. 6.45A-3.45P	s 6.17	7.56	.....	3.20	9.30	1.06	8.42	1.55
65	358.1	2.9	Milne B	.....	6.30	8.02	.....	3.29	9.40	1.16	8.52	2.03
62	355.1	5.7	Mode	DN	f 6.40	8.07	.....	3.34	9.47	1.20	8.57	2.10
87	349.4	4.6	Stewardson B	Except Sun. 6.30A-3.30P	f 6.50	8.14	.....	3.43	10.01	1.30	9.08	2.25 45
54	344.8	2.4	Kingman BW	.....	f 7.01	8.20	.....	3.49	10.10	1.37	9.21	2.45
.....	342.4	3.8	Trowbridge	.....	f 7.05	.....	.....	.....	.....	.....	.....	.....
87	338.6	6.5	Neoga B	DN	f 7.25	8.28	.....	3.59	10.30	1.47	9.33	3.00
52	332.1	4.6	Trilla B	.....	f 7.35	8.35	.....	4.10	10.45	1.57	9.45	3.12
87	327.5	7.6	Lerna B	DN	s 7.50	8.41	.....	4.25 9	11.01	2.07	9.56	3.22
60	319.9	0.9	Ross B	.....	8.01	8.50	.....	4.45	11.20	2.22	10.15 41	3.37
.....	319.0	0.8	Charleston A L	DN	s 8.15PM	s 8.52 8.57	.....	.....	.....	.....	.....	.....
.....	318.2		Charleston Yard A	DN	.....	9.07PM	.....	4.55AM	11.30AM	2.30 43 PM	10.30PM	3.50AM
					Daily Ex. Sunday 12	Daily 10		Daily 96	Daily 42	Daily 98	Daily 90	Daily 48

Symbols: B—Telephone Booth; C—Coaling Station; DN—Continuously; W—Water Station.

SPECIAL INSTRUCTIONS

EASTBOUND TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

BETWEEN WALBRIDGE JCT. AND WANICK JCT. TRAINS ARE OPERATED UNDER CENTRALIZED TRAFFIC CONTROL SYSTEM, JURISDICTION WABASH RY. CO. BOOK FORM 1764 GOVERNS.

MANUAL BLOCK SYSTEM RULES ARE IN EFFECT ONLY BETWEEN OHIO CITY, OHIO AND HUMRICK, ILLINOIS.

REGULATIONS IN YARDS

1. GENERAL.

Yard limits, Toledo, Delphos, Bluffton, Marion, Kokomo, Frankfort, Charleston and Madison.

2. TOLEDO YARD AND SWITCHING DISTRICT.

(a) All movements on main track approaching highway crossing at Emerald Ave. will stop short of crossing and then proceed.

All train and engine movements between the home signal Broadway Tower and the Junction switch, Field Avenue, must proceed expecting to find the track occupied.

(b) All westbound second class or extra trains and engines leaving M. C. Junction must receive from operator, information on clearance Form A, authorizing movement to Walbridge Junction and operator M. C. Junction will get permission from operator at Gould before authorizing movement.

Operator at Gould will not permit eastbound second class or extra trains and engines to leave Walbridge Junction without permission from operator at M. C. Junction.

Operators M. C. Junction and Gould will keep daily register showing time of all second class or extra trains and engines departing from their respective stations and report to each other promptly, departure of these trains and engines.

(c) Gould — Train Order Signal is a two-position upper quadrant signal. In addition to displaying the signal in STOP position, aspect "B" as provided in Rule 221A shall be displayed at all times when train orders or messages are to be delivered to train or engine.

(d) Trainmen and enginemen operating on the Toledo Terminal and Pere Marquette tracks, at Toledo, must provide themselves with a copy of the current Toledo Terminal and Pere Marquette timetables and will be governed by their rules and instructions while on their tracks.

3. DELPHOS YARD.

(a) Engines turning on A. C. & Y. wye will be manned by full yard crew and permission obtained from A. C. & Y. Dispatcher to make the movement.

4. MARION YARD AND SWITCHING DISTRICT.

(a) Between P. R. R. crossing and Third street, caboose day time marker nearest N. Y. C. main track will be taken down account close clearance between N. K. P. and N. Y. C. main tracks.

(b) Engines using the West Marion Belt, including wye tracks at West Marion Belt to P. R. R. Connection at Beckers, will operate under control expecting to find it occupied and will not exceed a speed of ten (10) miles per hour when the track is seen to be clear.

(c) Yard engines must have train orders to make all main track movements in the yard and switching district.

5. KOKOMO YARD.

Engine whistle signal for highway crossings should be sounded only in case of emergency.

6. FRANKFORT YARD.

(a) Ordinance prohibits the sounding of whistle, or the sounding of other engine signals, for any street or alley crossing.

(b) First track North of Tower at C. I. & L. Crossing is designated Main track between Pennsylvania Crossing and L. E. & W. Switch at West End of Yard.

(c) Road engines will receive instructions from Yardmasters at Yard Office, or "WY" Tower designating track to be used between the Engine Track and west end of Frankfort Yard.

(d) Interlocking and Train Order signals at west end of Frankfort Yard is designated "WY" Tower. L. E. & W. District turn out and both ends of No. 1 Crossover are Interlocked. Movements within Interlocking limits governed by Color light dwarf signals. Top arm of Train Order signals governs Westbound C. L. District trains, Lower Arm Westbound L. E. & W. District trains. "WY" train order and block station is continuous for westbound trains.

7. CHARLESTON YARD.

(a) No. 11's train will occupy main track Charleston Passenger Station after 5:35 A.M.

(b) ALL WESTBOUND second class and inferior trains and engines will use the second switch west of yard limit board to enter yard unless they have message instructions over yardmaster's signature to use main track to yard office.

(c) ALL EASTBOUND second class and inferior trains and engines will use the switch, just east of N. Y. C. crossing, which is connected with the interlocking to enter the yard unless they have message instructions over yardmaster's signature to use main track to yard office. Operator at CO tower must be given copy of Yardmaster's instructions as authority to allow eastbound second class and inferior trains to use main track.

(d) No engines permitted to use track over coal dump pit at dock.

8. MADISON YARD AND SWITCHING DISTRICT.

(a) A. & S. Tower is continuous train order and block station for Eastbound trains.

(b) ALL WESTBOUND second class and inferior trains will use the first switch west of A. & S. crossing which is connected with the Interlocking to enter the yard unless they have message of instructions over yardmaster's signature to use main track.

(c) All movements (except First Class Trains) made between Madison and E. St. Louis, will be handled by Yardmaster.

(d) Before entering upon Merchants Bridge Terminal Tracks, trains, or engines must have permission from S.H. Tower, (which may be secured by telephone from either yard office or Illinois Central Station) and will be governed by their rules and signals while on their tracks.

9. GENERAL INSTRUCTIONS.

(a) Class S engines and H-6 engines with 22,000 gallon tenders and H-6 engines with boosters must not be operated between Continental and Mile Pole 184. Class H-5, H-6, K and L engines must not be operated between Continental and Delphos.

(b) When necessary to use the tracks of a foreign road at junction points, permission must first be obtained from the agent or operator of such road, and the movement must be protected by flag.

(c) In switching or handling cars or trains, where the view is obstructed, signals must be continuous and distinct, or the engine brought to a stop.

(d) When the switching of repair tracks is completed, the switches must, in all cases, be lined for the ladder, and such will be the normal position of switches connecting repair tracks to the ladder.

(e) Helper engines assisting in the handling of trains or cuts of cars will not start movement of trains or engines until receiving proper signal or they are instructed to do so.

(f) Operators must not open main track switch until train has come to a stop except at points where proper signals are provided to control the approach and movement of the trains.

(g) Trains or engines desiring to enter or leave siding at interlockings, will give engine whistle signal one long, one short and one long.

(h) After taking water at Dupont, leave the water spout pointed to the east.

(i) When proceed signal has been given to start a freight train, and after the entire train is in motion, a final proceed signal shall be given from rear end at the first point at which it will be visible from the head end from either side of the train. Engineman, fireman and trainman on engine shall be on the lookout for such signals and be governed accordingly.

(j) The speed of passenger trains will be reduced at points where orders are to be received so as to make it possible for members of the train crew to receive the orders.

(k) Humrick. Hand-throw derail equipped with banner and light on east end passing track for protection of cars set out on this track. When cars are placed on this track, hand brakes must be set and derail placed in derailing position and locked. When track is clear, derail must be left in non-derailing position and locked. Trains using siding must be sure of position of derail.

(l) Ramsey. The passing track located East of the Illinois Central Railroad will be used as the Westward siding and the passing track West of the Illinois Central Railroad will be used as Eastward siding.

(m) Decatur, Liberty Centre, Van Buren, Russiaville, Cayuga, Ridge Farm, Brocton, Trilla, Coffeen, Donnellson and Edwardsville flasher light highway warning signals protect movements over highway crossings for both main track and sidings.

(n) A train or engine having moved in one direction over a highway crossing protected by electric signals must not make reverse move over crossing in opposite direction without first protecting such move by man on the ground, unless such highway crossing signals are operating prior to and during the period such reverse movement is being made.

Load Limits.

Maximum permissible weight limit of cars is as follows:

Between Toledo (Erie St.) and M. C. Jct.	172,000 lbs.
Between M. C. Jct., and Continental	210,000 lbs.
Between Continental and Delphos	172,000 lbs.
Between Delphos and East St. Louis	210,000 lbs.

EXCEPT between Toledo (Erie St.) and M. C. Junction cars of gross weight not exceeding 208,000 lbs. may be moved if coupled at both ends, to cars not exceeding 150,000 lbs. gross weight observing maximum speed of 15 MPH over all bridges.

AND EXCEPT between Continental and Delphos, cars not in excess of 208,000 lbs. may be moved if coupled at both ends to cars not exceeding 150,000 lbs. gross weight observing a maximum speed of 15 MPH over Bridge 58.97 at Dupont.

AND EXCEPT that USNX Helium tank cars loaded or empty, weight limit is as follows:

Between Toledo (Erie Street) and M. C. Jct.	not permissible
Between M. C. Junction and Continental	220,000 lbs.
Between Continental and Delphos	not permissible
Between Delphos and Frankfort	220,000 lbs.
Between Frankfort and East St. Louis	225,000 lbs.

Personal Injury Accidents.

It is the desire of the Company that all statements in reference to personal injury accidents should be as full as possible, and all facts should be stated, whether favorable or unfavorable to the Company, its employes or the injured person.

Employes who witness or have any knowledge of an accident must not give information concerning the same to any person other than an officer or claim agent of this Company unless required by law to do so, and persons, other than officers or claim agents of this Company, who seek information concerning any accident should be referred to the Chief Claim Agent of this Company; provided, however that this rule shall not prevent employes from furnishing, voluntarily, to a person in interest, information as to the facts incident to the injury or death of any employe.

10. STANDARD CLOCKS AND BULLETIN BOARDS, LOCATION.

M. C. Jct.	Yard Office.
Delphos	Yard Office.
Marion	Passenger station.
Frankfort	Passenger station (except standard clock).
	Chief Dispr's Office.
	Yard Office.
Charleston	Yard Office.
	Passenger Station.
Madison	Yard Office.
St. Louis	Union Station Tel. Office, (except Bulletin Board).

11. TRAIN REGISTER BOOKS, LOCATION.

M. C. Junction	Yard Office.
Delphos	Yard Office.
Frankfort	Passenger station (For first class trains).
Frankfort Yard	Yard Office.
Charleston Yard	Yard Office.
Charleston	CO Tower (For first class trains).
Madison	Yard Office.
Bridge Junction	For westbound first class trains.
St. Louis	Union Station.

12. REGISTERING AND CLEARING OF TRAINS.

(a) First Class Trains.

Register

EASTBOUND	WESTBOUND
St. Louis	Frankfort
Frankfort Yard	St. Louis
Frankfort	Bridge Junction

Conductors on trains arriving Frankfort Station must immediately call the operator at Frankfort yard by telephone furnishing him with the necessary information which will enable him to make proper entry in the train register at yard office.

Conductors arriving Charleston Station on train No. 12 must immediately call the operator at Charleston yard office by telephone, furnishing him with the necessary information that will enable him to make proper entry in the train register at the yard office.

Leave Register Slip

EASTBOUND	WESTBOUND
Madison	Frankfort Yard
CO Tower	Charleston Yard
Charleston Yard	CO Tower
	Madison

Receive Clearance Form A

EASTBOUND	WESTBOUND
St. Louis	Frankfort Dispatcher's Office
Madison	CO Tower
CO Tower	Operator Madison, before entering upon Merchants Bridge Terminal track.

Train No. 12 leaving E. St. Louis Front Street Station will not receive clearance Form A.

(b) Second Class and Inferior Trains.

Register

M. C. Junction	Charleston Yard
Delphos Yard	Madison
Frankfort Yard	

Trains 41 and 98 will receive clearance Form A at Bluffton.

13. SPEED RESTRICTIONS.

Location and Conditions	Passenger Trains	Freight Trains
Between—		
Toledo and Delphos	50	40
Delphos and Frankfort	50	45
Frankfort and Madison	65	55
Madison and East St. Louis	20	20
Class N, H-5, H-6, G-7, G-8, G-9, G-10-A and G-44 engines.		
Between Toledo and Delphos	40	40
Between Delphos and Frankfort	45	45
Class N, H-5, H-6 and S engines.		
Between Frankfort and Madison	55	55
Class G-7, G-8, G-9, G-10-A and G-44 engines.		
Between Frankfort and Madison	50	50
(Mixed trains will be governed by speed restriction for freight trains.)		
Engines with main or side rods down or disconnected	.....	20
Engines running light (except switch engines without engine trucks)	40	40
Switch engines without engine truck running light in road service or handled in train	.....	20
(Switch engines without engine truck handled in train must be moved backward.)		
Engines running backward	25	25
Engines running backward around curves	15	15
Trains handling switch engines without engine truck or new road engines with engine truck around sharp curves such as Jonestown, Bluffton and on Marion, Cayuga and Panama Hills	10	10
Freight trains handling high hopper cars of coal or other heavy commodities, loaded to cubic capacity (to top of car or above)	.....	30
Trains handling steam shovel, locomotive crane, pile driver or similar pivoted machinery on own wheels, load or heavy end must be toward engine, and on rear of train not exceeding 5 cars ahead of caboose except position may be changed to conform with needs in wreck or work service	.....	30
Pivoted machinery loaded on cars. ON CURVES	.....	30
Except on curves restricted to less than 30 miles per hour for freight trains—freight train speed restriction to apply.		
Large steam derricks:		
Between Frankfort and Madison.		
Tangent Track	.....	40
Curves	.....	30
Except on curves restricted to less than 30 miles per hour for freight trains—freight train speed restriction to apply.		
Except steam derrick X-58000 on tangent track	.....	30
Between Toledo and Frankfort.		
Tangent track	.....	30
Curves	.....	20
Except on curves restricted to less than 20 miles per hour for freight trains—freight train speed restriction to apply.		
When relief train leaves terminal with derrick boom leading, a stop should be made at a convenient point as soon as steam has been gotten up on the derrick, and boom swung around to trailing position.		
Snow Plows:		
Not operating flangers	.....	35
Operating flangers	.....	25
Passing passenger trains on double track	.....	4
Passing station platforms	.....	6
Trains handling scale test cars X-1000 and X-55355 handle on rear of train only	.....	30
Through sidings, turnouts and crossovers	15	15
Through the slip switch to Illinois Terminal at Edwardsville	10	10

SPEED RESTRICTIONS—Continued.

Location and Conditions	Passenger Trains	Freight Trains
Walbridge Junction, turn out	15	15
Walbridge Junction: Between Walbridge Junction and Wanick Junction northerly main track (Main Track No. 1)	25	25
Walbridge Junction: Between Walbridge Junction and Wanick Junction southerly main track (Main Track No. 2	20	20
Gould, engine or lead car passing over crossing	20	15
Wanick Junction, turn out	15	15
Curve at Mile Pole 12-15	40	40
Grand Rapids, curves at ends of bridge	25	25
Delphos depot curve	8	8
Jonestown, curve	35	35
Bluffton, all curves	10	10
Bluffton, engines over L.E.& W. District crossing	10	10
Curves between Mile Poles 150 and 153	35	35
Marion, Limits joint track interlocking Mississinewa River Bridge and N. Y. C. house track crossover	15	15
Curves between Mile Poles 154-20 and 155-20	20	20
Kokomo, between west siding switch and Hansell Coal Company switch	10	10
Frankfort, between Milner Packing Company and Frankfort Yard	10	10
Curve at Mile Pole 225-15	60	55
Curve at Mile Pole 232-06	60	55
Curve at Mile Pole 235-00	60	55
Curve at Mile Pole 235-29	60	55
Curve at Mile Pole 236-28	60	55
Curve at Mile Pole 243-12	60	55
Curve at Mile Pole 245-25	50	50
Veedersburg between Mile Pole 247-12 and 251-10	45	45
Between Mile Pole 260-10 and 262-11	35	35
Cayuga, first curve west of C. &. E. I. Crossing	45	45
Cayuga Hill, Curves between Mile Pole 267-16 and 271-6	35	35
Curve at Mile Pole 274-04	60	55
Ridge Farm, curve east of N. Y. C. crossing	55	55
Curve at Mile Pole 308-05	60	55
Fair Grange Curve	55	55
Charleston, curves between Mile Pole 318-20 and 319-20	35	35
Curves between Mile Poles 320-09 and 322-20	50	50
Curve at Mile Pole 323-02	60	55
Curve at Mile Pole 323-24	60	55
Neoga, curve east of I. C. Crossing	45	45
Curve at Mile Pole 344	50	50
Stewardson, 1st curve east	55	55
Curves, East and West of Bridge 356.14	50	50
Curve at Mile Pole 360	50	50
Curve East of Bridge 360.86	45	45
Cowden, curve west of B. & O. Crossing	45	45
Curve at Mile Pole 365-02	60	55
Herrick, 1st curve West	55	55
Ramsey, 2 curves east of I. C. Crossing	50	50
Ramsey, curve west of I. C. Crossing	35	35
2 curves East of Bridge 384.61	45	45
Panama Hill between Mile Poles 400-25 and 404-20	45	45
Curve at Mile Pole 424-07	60	55
Between Edwardsville and Glen Carbon, all curves	50	50
All trains and engines will approach home signals at Holgate, Ohio City, Decatur, Marion (Penna. Co.), Metcalf, Oakland, Charleston (westbound only), Mode, Cowden, Edwardsville and Madison (A. & S.) 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	20
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.		

SPEED RESTRICTIONS ON BRIDGES

Time Table speed restrictions on Bridges apply only while engine is passing over Bridge.

			MPH
Toledo	0.54	N-3, N-4, N-5, N-6, B-7, B-10, G-41, G-7	
	0.62	G-8, G-9, G-10A, G-44, G-6, G-6-V,	
	0.99	G-16-W, G-16-V, B-9, B-11, B-12	10
Dupont	58.97	R, N-3, N-4, N-5, N-6, B-7, B-10, G-41, G-7, G-8, G-9, G-10A, G-44	20
		G-6-V, G-16-W, G-16-V, B-12 (G-6-V and G-16-W engines not permitted to doublehead over Bridge 58.97.)	10
Bluffton	122.73	K-1-A, K-1-B, L-I-A, L-I-B, G-6-V, G-16-W, G-16-V, B-9, B-11, B-12, H-5, H-6 No Booster	15
Kokomo	183.09	K-I-A, K-I-B, L-I-A, L-1-B, H-5, H-6 No Booster	15
		G-6-V, G-16-W, G-16-V, B-9, B-11, B-12	20
Cates	255.10	S, S-1 and S-2	40
Silver-wood	262.33	S, S-1 and S-2	40
Rardin	306.97	S, S-1 and S-2	40
Herrick	372.33	S, S-1 and S-2	35
		K-1-A, K-I-B, L-I-A, L-I-B, H-5, H-6 Booster, H-6 Non-Booster, U, C-17, S, S-1, S-2 not allowed over Bridges 0.54, 0.62, 0.99 at Toledo and 58.97 at Dupont.	
		H-6 Booster, H-6 Non-Booster with 16,500 and 22,000 gal. tanks S, S-1 and S-2 not allowed over Bridges 122.73 at Bluffton and 183.09 at Kokomo.	
		B-9, B-11 not allowed over Bridge 58.97 at Dupont.	

RESTRICTION ON WRECKING CRANES

	250-Ton Crane	160-Ton Crane	100-Ton Crane	75-Ton Crane
Toledo to M.C. Jct. Bridge No.:				
0.54 Toledo	Not allowed	Not allowed	Not allowed	
0.62 Toledo	"	"	"	"
0.99 Toledo	"	"	"	"
Continental to Frankfort Bridge:				
58.97 Dupont	Not allowed	Not allowed	10 MPH	15 MPH
122.73 Bluffton	"	"	15 MPH	
183.09 Kokomo	"	"	15 MPH	

14. RESTRICTIONS ON SIDE TRACKS.

Pile Driver must not be moved over bridges 0.54 and 0.99 at Toledo and 58.97 at Dupont.

Toledo. Big Four Coal Co. track, Erie Street yard—5 mile per hour. Engines heavier than B-9 not permitted on this track.

Class B engines only will be permitted to operate on following tracks account curvature of track;

Gas House
International Harvester
Holst Sand Track

The 15 bents from east end of Bridge 0.00 on Gas House track, Erie Street yard, are unsafe for use. A timber has been placed across tracks about 70 feet from west end and beyond which, engines or cars must not be operated.

Side track leading out of main track at bridge 0.62 serving the Delta Fuel and Supply Co. may be used by engine a distance of 100 feet from switch point and for cars the entire length of track.

Delphos. Only Class B engines will be permitted to operate over Paper Mill and Ricker Bros. tracks, account track curvature.

Class G-6, G-16, H-5 and H-6 are not permitted to operate over any industrial tracks.

Decatur. Penna Co. Wye, all engines, five (5) miles per hour.

Van Buren. Standard Oil Track (Popcorn Track)—all engines, five (5) miles per hour.

Stock and Elevator tracks—all engines, ten (10) miles per hour.

Marion. Engines with engine truck must not be used on the Bursley track.

Class G-6, G-16, H-5 and H-6 engines must not operate over the following tracks.

North Belt	Bessemer track
Mangelli	Hub & Block
Spencer Hogan	Rolling Mill
Fibre Box	Malleable Co.
N. Y. C. connection near Fibre Box.	Tile Co.

Track No. 1 leading to Malleable Iron Works is unsafe for engines beyond coal pit.

Swayzee. Stock Track—all engines ten (10) miles per hour.

Kokomo. Class G-6, G-16, H-5 and H-6 engines must not operate over following tracks.

Green House	Horn
Lumber	Hansell Coal
L. E. & W. Wye	Rod Mill
North Track	Malleable No. 1 track
Panabaker	Como Chemical No. 2 track
South track	

Frankfort. Class G-6 and heavier engines must not operate on McDougall track south of Washington Avenue.

Veedersburg. Engines are not permitted on C. A. & S. connection east of road crossing.

Cayuga. Engines are not permitted beyond tipple on Neal Gravel Co. track.

Cowden. Class H-5, H-6, S, K and L engines must not use B. & O. wye beyond 840 feet from point of switch.

15. OVERHEAD AND SIDE OBSTRUCTIONS.

(a) Following structures will not clear a man in certain positions on top or side of cars or engines:

Toledo	Bridge 0.54.
	Bridge 0.99.
	Sumner Street bridge on N. Y. C. tracks.
	St. Clair Street bridge on N. Y. C. tracks.
	Armour Meat House.
	Berdan track.
	Central Elevator.
	Toledo Grain and Milling Co.
Grelton	Elevator platform.
Dupont	Bridge 58.97.
Ohio City	Transfer platform.
Decatur	Elevator track and Egg track.
Bluffton	Stock chute.
	Water Column.
Van Buren	Coal Dock.
Marion	Water Column.
	Between NKP and N. Y. C. main tracks.
	Between Third Street and P. R. R. crossing.
	C. & O. Bridge.
Kokomo	Water Column.
Michigantown	Elevator track.
Linden	Transfer platform.
Mile Pole 251-22	Overhead bridge.
Cayuga	Coal Dock.
	Neal Gravel Pit loading tipple.
Brocton	West elevator, overhead chute, south track.
Oakland	House track.
Bushton	House track.
Mile Pole 320-31	Overhead bridge.
Mode	Transfer platform.
Mile Pole 357-04	Overhead bridge.
Ramsey	Coal dock.
Mile Pole 379-20	Overhead bridge.
Mile Pole 401-31	Overhead bridge.
Gilmore	Richard Brick Co. platform will not clear engine cab or box car.
Edwardsville	Richard Brick Co.
	N. O. Nelson loading track.

(b) Employees are prohibited from riding on top of cars at the following locations where signal wires or cables are less than 27 feet above the top of rail:—

Location	Signal Wire or Cable over Track,
Gould	Northeast wye track
Continental	West wye track.

Clover Leaf District main track, north side NKP District crossing.

(c) At various stations, there are buildings and platforms that will not clear a man on the side of car or engine. Trainmen and yardmen are notified to be constantly on the alert and must be governed accordingly in passing such structures.

(d) On routes usually taken by engines in making delivery of cars on tracks of other railroads at various terminals, the clearance of overhead and side structures, is particularly called to the attention of employees in charge of such engines and trains.

16. ILLINOIS COMMERCE COMMISSION—GENERAL ORDER NO. 138.

In addition to warnings by whistle or bell as required by statute, every railroad train shall give warning by prolonged or repeated whistling when passing or meeting or about to pass or meet a train, at or in the immediate vicinity of a grade crossing, under such circumstances that the second train will obscure, in whole or in part, the view of the first mentioned train to persons who may be about to use the crossing.

17. RAILROAD GRADE CROSSINGS AND JUNCTIONS.

LOCATION	ROAD	SIGNALS	POSITION	INDICATION
M. C. Jct.	M. C.	No Target	None, At night green light	Proceed on C.L. Dist.
Gould	T. T. Ry.	Interlocking		
Malinta	D. T. & I.	Interlocking		
Holgate	B. & O.	Interlocking		
Continental	N. K. P. Dist.	Interlocking		
Delphos	Penna. Co.	Interlocking		
Ohio City	Erie & C. N.	Interlocking		
Decatur	Penna. Co.	Interlocking		
Bluffton	L. E. & W. Dist.	Target and Gate	Horizontal—Over L. E. & W.	Proceed on C.L. Dist.
Marion	N. Y. C. Joint Track	Interlocking		
Marion	N. Y. C. House Track crossover	Target	Vertical	Proceed on C. L. Dist.
			Horizontal	Proceed for N. Y. C. movement to and from N.Y.C. freight house lead.
			Diagonal	Proceed for C.L.Dist. movement to and from N.Y.C. freight house lead.
Marion	Penna. Co.	Interlocking		
Kokomo	Penna. Co.	Gate	Gate over Penna. Co.	Proceed on C.L. Dist.
Kokomo	L. E. & W. Dist.	Target	Diagonal	Proceed on C.L. Dist.
Frankfort	L. E. & W. Dist. / Penna. Co.	Semaphore	Top arm vertical, at night green light	Proceed on C.L. Dist.
Frankfort	C. I. & L.	Semaphore	Vertical, at night green light. Signal north of tower to govern movement on tracks north of tower. Signal south of tower to govern movement on tracks south of tower.	Proceed on C.L. Dist.
Clarks Hill	N. Y. C.	Interlocking		
Linden	C. I. & L.	Gate	Gate over C. I. & L.	Proceed on C.L. Dist.
Veedersburg	N. Y. C.	Interlocking		
Cayuga	C. & E. I.	Interlocking		
Humrick	C. M. St. P. & P.	Interlocking		
Ridge Farm	N. Y. C.	Interlocking		
Metcalf	B. & O.	Interlocking		
Oakland	Penna. Co.	Interlocking		
Charleston	N. Y. C.	Interlocking		
Lerna	I. C.	Gate	Gate over I. C.	Proceed on C.L. Dist.
Neoga	I. C.	Interlocking		
Mode	C. & E. I.	Interlocking		
Cowden	B. & O.	Interlocking		
Ramsey	I. C.	Interlocking		
Sorento	C. B. & Q.	Interlocking		
Alhambra	I. C.	Interlocking		
Edwardsville	I. T. C.	Interlocking		
Glen Carbon	I. C.	Interlocking		
Madison 1 Mile East	A. & S.	Interlocking		
Madison 1 Mile West	I. T. C. Crossover	Color light signal	Green	Proceed on C.L. Dist.
Madison 1¼ Mile West	Merchants Crossing	Target	Diagonal and Hand signal	Proceed on C.L. Dist.
Madison 1½ Mile West	Southern R. R.	None		
Madison 1¾ Mile West	T. R. R. A.	None		
Madison 2 Mile West	Wabash	None		
Bridge Junction	E. St. Louis Connection and Belt R. R.	None		
Bridge Junction	Puzzle Switch Conn. to T. R. R. A. and I. C.	None		
Bridge Junction	Wabash	Semaphore	Diagonal	Proceed on C.L. Dist.
Bridge Junction	N. Y. C.	Gate	Gate over N. Y. C.	Proceed on C.L. Dist.
Bridge Junction	Alton R. R.	None		

The position of the target at night will be indicated by two red lights.

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 or more than 800 feet from such crossings (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.

If Target, signals or gates are properly set, train or engines may proceed over L. E. & W. Dist. crossing at Bluffton without coming to a stop at a speed of ten miles per hour at time engine passes over crossing.

When stop is made for a railroad crossing not protected by signals, and route is clear, before proceeding, signal 14 (b) must be sounded.

Merchants Crossing, one and one-fourth mile west of Madison, trains and engines will stop irrespective of target indication and proceed only upon hand or lamp signal from man on ground.

Continental, all trains and engines will stop before proceeding over crossing and will be governed by indication of dwarf home signals.

18. PROVISIONAL STOPS FOR PASSENGER TRAINS.

(a) Train 9 will reduce speed to 30 miles per hour daily, except Sunday, at Herrick and on Sunday will reduce to 15 miles per hour at Cowden, Herrick, Fillmore, Coffeen, and Panama so mail and newspapers may be delivered safely, and will stop at any station west of Frankfort to leave pay passengers from Tipton or stations East and at New Richmond and Wingate on request of Postal Clerk to discharge fragile mail; at Panama and New Douglas on request to take pay passengers for St. Louis.

(b) No. 10 will stop at New Douglas to leave pay passengers from St. Louis and on signal at Ramsey to leave pay passengers from St. Louis or Edwardsville, or to take pay passengers for stations east where No. 10 stops, and will stop at any station between Charleston and Fostoria to discharge pay passengers from St. Louis or west and will stop on request at any station west of Linden to receive pay passengers for any station east of Tipton at which No. 10 is scheduled to stop, and at Brocton on request of Postal Clerk to leave fragile mail.

19. LOCATION AND SPECIAL INSTRUCTIONS GOVERNING SPRING SWITCHES.

Frankfort Yard.

West end of westbound Yard Track No. 2 leading to L. E. & W. District Main Track.

West Switch to westbound Yard Track No. 1.

Switches are equipped with electric switch lamps.

Spring switches normally lined for Main Track.

When the electric switch lamp displays "Green", the switches are properly lined and locked and trains may proceed in accordance with the rules.

When the electric switch lamp displays "Red":

(a) Westbound trains on Main track may proceed over the switches.

(b) Westbound trains on Yard tracks must not move through the switches, until switch has been reversed by hand.

(c) Eastbound trains must stop and not proceed over switch until switch points have been examined, and known to fit properly and switch is lined for route to be used.

All westbound trains or engines on Main track or Yard track, will approach spring switches expecting to find trains or engines using the spring switch.

East Switch of Eastbound Yard Track No. 1.

When switch signal displays "Green", switch may be in normal or in reverse position.

When switch signal displays "Green":

(a) Eastbound trains on Main track or on eastbound Yard Track No. 1 may proceed over switch.

(b) Westbound trains may proceed over switch for movement on Main track or movement to Yard track No. 1 according to position of switch.

When switch signal displays "Red":

Trains must stop and not proceed over switch until switch points have been examined, known to fit properly and that switch is lined for route to be used.

A DISC with letter "S" mounted on switch stand indicates that switch is lined for Main track.

Eastward movements must not take slack or back up while on switch points unless the switch has first been placed in proper position with hand throw mechanism.

All eastbound trains or engines on main track and on east lead of eastbound yard must approach the clearance point under control expecting to find trains or engines using spring switch.

LERNA NEOGA DONNELLSON	West end of siding normally set for main track movement.

Switches are equipped with electric switch lamp.

When switch lamp displays "Green" the switch is properly lined and locked, and trains may proceed in accordance with the rules.

When switch lamp displays "Red" the switch is not properly lined or not properly locked for a facing point movement or for trailing movement thru switch.

When switch lamp displays "Red":

(a) Westbound trains on Main track may proceed over switch on main track.

(b) Westbound trains on siding must not trail thru switch until switch points have been reversed by hand.

(c) Eastbound trains must stop and not proceed over switch on main track until switch points have been examined, known to fit properly and that switch is lined for route to be used.

NEOGA

The eastbound Home signal at I. C. crossing has been changed to display "Restricting Indication". When signal displays this indication it indicates that the spring switch west end of passing siding is not properly lined or locked.

20. AUTOMATIC INTERLOCKINGS, METCALF, OAKLAND AND COWDEN.

(a) When a train arrives at Home Signal indicating STOP at an automatic interlocking a member of train crew will walk to crossing to ascertain cause and be governed by instructions posted on inside door of emergency switch-box.

(b) If no train on opposing road is closely approaching and cause for STOP indication is not ascertained, trainman must operate Time Release marked "NKP" turning knob on release in clockwise direction as far as it will go and release it. When release has run down NKP signal will clear, providing track circuits are unoccupied and there are no broken rails or other causes.

(c) If the operation under paragraph (b) fails to clear NKP home signal, trainman will move handle of emergency switch to the upper position and observe home signals on opposing road. If home signals on opposing road do not indicate STOP, NKP trains may use crossing under flag protection. If signals on opposing road display STOP indication, NKP trains may use crossing without flag protection. Handle of Emergency switch must be restored to the "down" position after engine has passed home signal governing train.

(d) NKP trains being flagged over the crossing must not accept a signal from anyone other than a member of their own crew.

(e) To make a reverse movement over the crossing trainmen will operate pushbutton marked "NKP". Signal will clear immediately unless a train on opposing road has taken the crossing.

(f) Failure of the signals to operate properly must be reported by wire from first open telegraph office.

21. MODIFICATIONS AND ADDITIONS TO THE RULES.

Definitions.

A Grade Signal is an automatic signal equipped with a yellow disc.

Rule 5.

At Bluffton the time shown for trains 41 and 48 applies at main track crossover east end of Storage track.

At Frankfort Yard the time shown for First Class trains applies at the Dispatcher's Office.

At Charleston Yard and Madison the time shown for First Class trains applies at the Yard Office.

Rule 19.

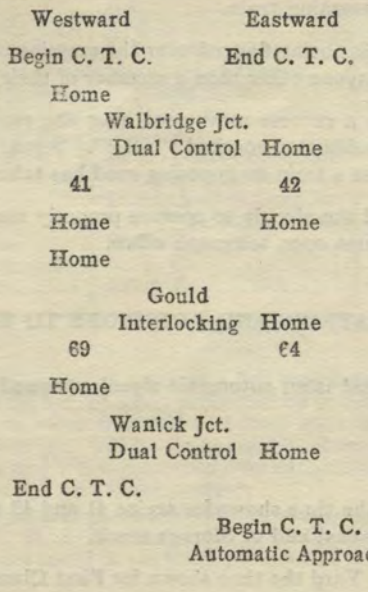
Displaying of top deck light will be omitted.

22. INTERLOCKING APPROACH SIGNALS IN NON-AUTOMATIC BLOCK TERRITORY

Interlocking Approach Signals are inoperative, operative or automatic and will display aspects and indications as provided in the Book of Rules effective December 5, 1943.

LOCATION	Eastward	Westward
Malinta	Automatic	Automatic
Holgate	Inoperative	Inoperative
Continental	None	None
Delphos	Automatic	Operative
Ohio City	Inoperative	Inoperative
Decatur	Inoperative	Inoperative
Marion (Penna. Co.)	Operative	None
Frankfort (WY Tower)	Inoperative	None (Yard)
Clarks Hill	Automatic	Automatic
Veedersburg	Automatic	Automatic
Cayuga	Automatic	Automatic
Humrick	Operative	Operative
Ridge Farm	Operative	Operative
Metcalf	Inoperative	Inoperative
Oakland	Inoperative	Inoperative
Charleston	Automatic	None (Yard)
Neoga	Automatic	Operative
Mode	Inoperative	Inoperative
Cowden	Inoperative	Inoperative
Ramsey	Automatic	Automatic
Sorento	Operative	Operative
Alhambra	Automatic	Operative
Edwardsville	Inoperative	Inoperative
Glen Carbon	Automatic	Automatic
Madison	Operative	Operative

AUTOMATIC BLOCK SIGNALS



24. SPECIAL INSTRUCTIONS GOVERNING OPERATION IN MANUAL BLOCK SYSTEM TERRITORY BETWEEN OHIO CITY, OHIO, AND HUMRICK, ILLINOIS.

Rule 317 modified as follows; Opposing trains, both freight and passenger, will be permitted to meet in any given block on Form 31 train orders and the order to include, "both trains occupy block"

Freight trains operating in the same direction may be permitted to occupy the same block under the following rule; Operators will block freight trains five minutes apart, if fog or storm should prevent clear view for one-half mile, operators will block all freight trains fifteen minutes apart unless otherwise directed by the train dispatcher.

25. SPECIAL INSTRUCTIONS GOVERNING OPERATION OF BLOCK SYSTEM BETWEEN WANICK JUNCTION, AND OHIO CITY, OHIO, AND BETWEEN HUMRICK AND MADISON, ILL.

Operators will block passenger trains a block station apart, and freight trains five minutes apart.

Should fog or storm prevent a clear view for one-half mile, operator will block all freight trains fifteen minutes apart unless otherwise directed by train dispatcher.

A passenger train will be permitted to follow a freight train in block under stop signal, when authorized by train order and clearance Form A.

A freight train will be permitted to follow a freight train in block when authorized by clearance Form A. Clearance Form A will show trains ahead in block. If block is occupied, trains will proceed prepared to stop short of train ahead.

SURGICAL STAFF
Clover Leaf District

DR. J. W. HOUK, Medical Director, Terminal Tower Bldg., Cleveland, Ohio.
DR. D. C. DARRAH, Assistant Medical Director, Terminal Tower Bldg., Cleveland, Ohio

STATIONS	SURGEONS	RES. & TEL.	OFFICE & TEL.
TOLEDO, O.	Dr. T. F. Heatley	Toledo, Tel. Jefferson 2866	2677 Monroe St., Tel. 7842.
TOLEDO, O.	Dr. O. K. Muhme	127 University, Tel. Walbridge 0014	415 Summit St., Tel. Adams 4911.
TOLEDO, O.	Dr. A. L. Steinfeld, Oculist	2015 Scottwood Ave.	125 Fifteenth St.
HOLGATE, O.	Dr. L. A. Meeker	Railroad St., Tel. 2891	Railroad St., Tel. 2891.
CONTINENTAL, O.	Dr. C. W. Bird	South Main St., Tel. 18-R	South Main St., Tel. 18-S.
DELPHOS, Ohio	Dr. Howard Illig	530 W. 2nd St., Tel. Main 1770	113 N. Main St., Tel. Main 1700
DECATUR, Ind.	Dr. G. J. Kohne	304 W. Adams St., Tel. 388	134 S. Third St., Tel. 445.
BLUFFTON, Ind.	Dr. H. D. Brickley	113 E. Cherry St., Tel. 220	227 S. Main St., Tel. 900 & 901.
MARION, IND.	Dr. Merrill S. Davis	723 Euclid Ave., Tel. 247	Marion Nat. Bank, Bldg., Tel 811.
KOKOMO, Ind.	Dr. R. P. Schuler	502 N. Main St., Tel. 7782	200 N. Main St., Tel. 5071.
FRANKFORT, Ind.	Dr. J. A. Van Kirk	659 Glendale Drive, Tel. 136	204 W. Washington St., Tel. 592.
FRANKFORT, Ind.	Dr. Charles B. Compton	659 S. East St., Tel. 2394	51 S. Jackson St., Tel. 901.
FRANKFORT, Ind.	Dr. F. A. Beardsley	751 E. South St., Tel. 874	51 S. Jackson St., Tel. 901.
FRANKFORT, Ind.	Dr. R. A. Hedgcock	857 East Clinton St., Tel. 474	205 E. Clinton St., Tel. 128
FRANKFORT, Ind.	Dr. C. A. Robison, Oculist	508 S. Main St., Tel 574	306-7 Peoples Life Bldg., Tel.389
VEEDERSBURG, Ind.	Dr. C. B. McCord	Walnut St., Veedersburg, Ind.	Main St., Veedersburg, Ind.
CAYUGA, Ind.	Dr. S. C. Darroch	R. R. No. 1, Cayuga, Ind.	Cayuga, Ind.
CHARLESTON, Ill.	Dr. C. E. Greer	721 Jackson St., Tel. 77	721 Jackson St., Tel. 77.
CHARLESTON, Ill.	Dr. C. E. Duncan, Oculist	808 Jackson St., Tel. 12	803 Jackson St., Tel. 12.
CHARLESTON, Ill.	Dr. John T. Belting	1534 Third St., Tel. 418	National Bank Bldg., Tel. 88.
NEOGA, Ill.	Dr. S. E. Bigler	Locust St., Tel. 2	Locust St., Tel. 2.
COWDEN, Ill.	Dr. E. M. Montgomery	Cowden, Ill., Tel. 65	Cowden, Ill., Tel. 65.
RAMSEY, Ill.	Dr. E. P. Staff	Ramsey, Ill., Tel. 21	Ramsey, Ill., Tel. 21.
FILLMORE, Ill.	Dr. W. O. Fish	Fillmore, Ill., Tel. 28-R-3	Main St., Tel. 28-R-2.
EDWARDSVILLE, Ill.	Dr. E. F. Wahl	215 Commercial, Tel. 625	407 National Bank Bldg., Tel.181
MADISON, Ill.	Dr. L. C. Harlan	1734 Fourth St., Tel. Tri-City 152	500 Madison Ave., Tel. Tri-City 409.
EAST ST. LOUIS, Ill.	Dr. L. A. Ryan	633 Vogel Place, Tel. East 7037	Spivey Bldg., 417 Mo., Tel. East 2426.
ST. LOUIS, Mo.	Dr. Oliver B. Zeinert	34 Broadview Drive, Tel. Parkview 0674.	1755 S. Grand Blvd., Tel. Grand 0500.

SPEED SCHEDULE

Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour	Time Per Mile	Miles Per Hour
0 Min. 48 Sec.	75.0	0 Min. 57 Sec.	63.2	1 Min. 25 Sec.	42.3
0 " 50 "	72.0	0 " 58 "	62.1	1 " 30 "	40.0
0 " 51 "	70.6	0 " 59 "	61.0	1 " 43 "	35.0
0 " 52 "	69.2	1 " 0 "	60.0	2 " 0 "	30.0
0 " 53 "	67.9	1 " 5 "	55.4	2 " 24 "	25.0
0 " 54 "	66.7	1 " 10 "	51.4	3 " 0 "	20.0
0 " 55 "	65.4	1 " 15 "	48.0	4 " 0 "	15.0
0 " 56 "	64.3	1 " 20 "	45.0		