SAFETY

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

Following signals will be used to notify crews of passing trains of defective conditions.

HOT JOURNAL..... BY DAY.
Nose held with one hand with other hand pointing toward track.
BY NIGHT.
Stop Signal

BRAKES STICKING.. BY DAY.
Hands shoved in sliding motion out from body.
BY NIGHT.
Stop Signal

BROKEN WHEELS
DEFECTIVE TRUCK
DRAGGING BRAKE CONNECTION
LADING SHIFTED OVER SIDE OR END OF CAR
SWINGING CAR DOOR OR ANY OTHER DANGEROUS CONDITION
} Stop signal

DIVISION OFFICERS

H. G. PACE.....Superintendent.....Montpelier
E. LIND.....Superintendent, Chicago Terminal Division.....Chicago
V. A. DRISCOLL....Trainmaster, Chicago Terminal Division.....Chicago
J. S. DANT.....Superintendent, Detroit Terminal Division.....Detroit
L. A. WELLS.....Trainmaster, Detroit Terminal Division.....Oakwood
D. J. GAREAU.....Trainmaster.....Montpelier
J. W. PATTERSON..Trainmaster.....Peru
C. H. KELLER.....Assistant Trainmaster.....Montpelier
E. E. BERGMAN....Road Foreman of Engines.....Montpelier
H. L. COSPER.....Road Foreman of Engines.....Peru
F. STAGE.....Chief Train Dispatcher.....Montpelier
E. A. DIEMER.....Night Chief Train Dispatcher.....Montpelier

Wabash Railway Company

NORMAN B. PITCAIRN AND FRANK C. NICODEMUS, JR., Receivers

MONTPELIER DIVISION

Time-Table No. 27

IN EFFECT

SUNDAY, OCT. 26, 1941

AT 12:01 A. M.

Central Standard Time

PREVIOUS TIME-TABLES ARE VOID AND MUST BE DESTROYED

This time-table is for the government and information of employes only. The management reserves the right to vary from it at pleasure.

G. H. SIDO,
Chief Operating Officer.

RICHARD STAIR
404 S. 6TH ST.
CHAMPAIGN, ILL.

R. A. MESSMORE,
Assistant General Manager.

W. N. GARVIN,
Superintendent Transportation.

H. G. PACE,
Superintendent.

TOLEDO—MONTPELIER—1st District

Time-Table No. 27

In effect Oct. 26, 1941

Westward Trains						Distance from Toledo		Time-Table No. 27 In effect Oct. 26, 1941 STATIONS	Capacity passing tracks in 45-ft. cars exclusive of engine and caboose	Station Numbers	Eastward Trains				
THIRD CLASS				SECOND CLASS	FIRST CLASS						FIRST CLASS	SECOND CLASS		THIRD CLASS	
			71	89	91	13					12	82	98	70	74
			Local Freight	Red Ball Freight	Red Ball Freight	St. Louis Limited					Toledo Limited	Red Ball Freight	Red Ball Freight	Local Freight	Local Freight
			Daily Except Sun.	Daily	Daily	Daily					Daily	Daily	Daily	Mon. Wed. Fri.	Tues. Thurs. Sat.
			AM	PM	AM	PM					AM	AM	AM	PM	PM
						7.15		DN TOLEDO		1	7.00				
								1.3							
			6.00	5.30	10.00	7.19	1.3	28 TOLEDO Y'D WC		2	6.49	2.00	6.00	1.00	12.50
								2.0							
			6.10	5.40	10.10	7.23	3.3	BLK SIGS WALBRIDGE JCT. C.T.C.			6.45	12.06	5.32	12.45	12.36
								2.0							
							5.3	DN GOULD C.T.C.		5					
								3.3							
			6.20	5.50	10.20	7.30	8.6	WANICK JCT.			6.38	11.56	5.22	12.35	12.22
								0.6							
			AM	5.55	10.25	PM	9.2	MAUMEE		9	AM	11.53	5.20	PM	f12.20
								1.4							
				6.05	10.35		12.6	MONCLOVA		332		11.41	5.10		f12.10
								4.6							
				6.17	10.47		17.2	MIDWAY		333		11.26	4.55		f11.58
								5.0							
				6.32	11.02		22.2	BRAILEY		334		11.11	4.40		f11.45
								4.1							
				6.47	11.17		26.3	DELTA		336		10.59	4.27		f11.35
								3.1							
				6.55	11.25		29.4	DELTA YARD	112	337		10.49	4.17		f11.25
								4.3							
				7.15	11.45		33.7	D WAUSEON W	66	338		10.37	4.05		f11.05
								5.7							
				7.30	12.00		39.4	ECKLEY		340		10.22	3.50		10.30
								3.1							
				7.40	12.10		42.5	ELMIRA	54	342		10.13	3.40		f10.20
								6.6							
				8.00	12.30		49.1	WEST UNITY	52	344		9.52	3.25		f10.00
								9.2							
				8.45	1.15		58.3	DN MONTPELIER WC		912		9.30	3.00		9.35
				PM	PM							PM	AM		AM
			Daily Except Sun.	Daily	Daily	Daily					Daily	Daily	Daily	Mon. Wed. Fri.	Tues. Thurs. Sat.
			0:20	3:15	3:15	0:15		Scheduled time			0:22	4:30	3:00	0:25	3:15
			21.9	17.5	17.5	34.4		Average miles an hour			23.4	12.6	19.0	17.5	17.5

Nos. 70, 71 and 74 carry passengers.

Movement of trains on Wabash-Nickel Plate Joint Tracks Nos. 1 and 2, between Wanick Jct. and Walbridge Jct., is governed by Centralized Traffic Control and will be operated in accordance with the printed rules in Form 1764 and special instructions.

No. 182 depart Toledo 6:30 p.m.; arrive Oakwood 11:15 p.m.

No. 189 depart Oakwood 8:30 p.m.; arrive Toledo 3:00 a.m.

ADJUSTED TONNAGE RATING

Car Factor	Chicago to Montpelier 9				Montpelier to Chicago 9				Oakwood to Montpelier 8				Montpelier to Oakwood 15				Car Factor
Class	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	Class
O-1									6120	5460	4960	4450	10000	8550	7550	6700	O-1
M-1	5910	5180	4645	4145	7000	6130	5500	4910	6120	5460	4960	4450	10000	8550	7550	6700	M-1
K-3-4	4570	4000	3590	3210	4730	4145	3720	3320	4730	4225	3830	3440	7320	6260	5530	4900	K-3-4
K-2	3810	3340	2995	2675	3950	3460	3105	2770	3860	3450	3130	2810	6350	5430	4790	4255	K-2
K-1	3710	3250	2915	2605	3840	3365	3020	2695	3750	3350	3040	2730	5070	4335	3830	3395	K-1
G-1 J1-2	2720	2380	2140	1900	2810	2460	2210	1975	2700	2430	2190	1965	4170	3565	3150	2790	G-1 J1-2

Car Factor	Milan to Toledo 15				Toledo to Milan 15				Montpelier to Toledo 15				Toledo to Montpelier 15				Car Factor
Class	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	Class
K-3-4	7510	6220	5345	4730	6960	5760	4950	4380	7450	6170	5300	4690	6510	5390	4635	4100	K-3-4
K-2	6560	5440	4660	4130	6000	4970	4265	3780	6410	5310	4560	4035	5600	4635	3985	3530	K-2
K-1	6030	4990	4290	3800	5060	4190	3600	3185	5810	4810	4140	3660	4620	3830	3290	2910	K-1
G-1 J1-2	4610	3820	3280	2905	3810	3155	2710	2400	4475	3705	3185	2820	4150	3435	2955	2615	G-1 J1-2

(Tonnage Ratings Continued on Page 8)

MONTPELIER—CHICAGO—4th District

Time-Table No. 27

In effect Oct. 26, 1941

Westward Trains								Distance from Detroit	STATIONS		Station Numbers	Capacity of passing tracks in 45 ft. cars exclusive of engine and caboose.	Eastward Trains						
THIRD CLASS		SECOND CLASS											SECOND CLASS				THIRD CLASS		
		51			89	91							92	82	98	96	52		
		Mixed Passenger			Red Ball Freight	Red Ball Freight							Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Mixed Passenger		
		Mon. Wed. Fri.			Daily	Daily							Daily	Daily	Daily	Daily	Tues. Thurs. Sat.		
		AM			PM	PM							PM	PM	AM	AM	PM		
.....	.....	7.00	.....	.....	11.00	4.00		96.9		DN MONTPELIER WC	912	.....	1.00	8.35	2.35	5.30	12.45	.....	.....
									8.4										
.....	.....	S 7.29	.....	.....	11.19	4.18		105.3		D EDON	918	75	12.39	7.56	2.11	5.09	S11.46	.....	.....
									7.9										
.....	.....	S 7.50	.....	.....	11.33	4.33		113.2		D HAMILTON	920	94	12.25	7.40	1.55	4.55	S11.16	.....	.....
									8.2										
.....	.....	S 8.15	.....	.....	11.48	4.48		121.4		2S ASHLEY-HUDSON W	924	84	12.11	7.23	1.38	4.40	S10.56	.....	.....
									5.1										
.....	.....	S 8.35	.....	.....	11.59	4.56		126.5		D HELMER	926	77	12.02	7.12	1.28	4.30	S10.43	.....	.....
									5.3										
.....	.....	S 8.55	.....	.....	12.10	5.05		131.8		D SO. MILFORD	928	115	11.52	7.01	1.17	4.20	f10.31	.....	.....
									5.0										
.....	.....	S 9.18	.....	.....	12.21	5.13		136.8		DN WOLCOTTVILLE W	930	E 73 W 84	11.43	6.51	1.07	4.10	S10.16	.....	.....
									3.9										
.....	.....	f 9.32	.....	.....	12.29	5.20		140.7		EDDY	932	77	11.36	6.44	12.59	4.02	f10.07	.....	.....
									5.3										
.....	.....	S 9.50	.....	.....	**12.48**	5.29		146.0		D TOPEKA	934	70	11.28	6.34	**12.48**	3.52	S 9.50	.....	.....
									5.4										
.....	.....	10.08	.....	.....	1.00	5.38		151.4		STONY CREEK	936	113	11.17	6.20	12.37	3.41	9.39	.....	.....
									6.6										
.....	.....	S10.34	.....	.....	1.12	**6.05**		158.0		D BENTON WC	940	117	11.05	**6.05**	12.23	3.25	S 9.26	.....	.....
									3.4										
.....	.....	**S10.50**	.....	.....	1.21	6.17		161.4		DN NEW PARIS	942	75	**10.50**	5.50	12.13	3.00	S 9.14	.....	.....
									5.1										
.....	.....	S11.00	.....	.....	1.31	6.27		166.5		FORAKER	944	117	10.42	5.42	12.02	2.50	S 9.03	.....	.....
									4.8										
.....	.....	S11.09	.....	.....	1.42	6.37		171.3		D WAKARUSA	946	73	10.33	5.33	11.52	2.40	S 8.51	.....	.....
									7.9										
.....	.....	S11.28	.....	.....	1.58	6.52		179.2		D WYATT	948	73	10.21	5.19	11.36	2.25	S 8.33	.....	.....
									5.6										
.....	.....	S11.44	.....	.....	**2.13**	7.02		184.8	BLK SIGS	DN LAKEVILLE	950	84	10.11	5.10	11.25	**2.13**	S 8.10	.....	.....
									2.6										
.....	.....	f11.53	.....	.....	2.33	7.07		187.4	BLK SIGS	N PINE W	951	121	10.06	5.04	11.17	1.50	f 8.04	.....	.....
									5.5										
.....	.....	S12.13	.....	.....	2.48	7.17		192.9	BLK SIGS	DN NO. LIBERTY W	954	98	9.57	4.54	10.57	1.30	S 7.50	.....	.....
									7.6										
.....	.....	f12.29	.....	.....	3.05	7.31		200.5	BLK SIGS	N DILLON	956	92	9.44	4.34	10.42	12.57	f 7.34	.....	.....
									6.8										
.....	.....	f12.44	.....	.....	.....	.....		207.3		KINGSBURY	958	.....	.....	.....	.....	.....	f 7.18	.....	.....
									2.3										
.....	.....	f12.49	.....	.....	3.30	7.49		209.6		N MAGEE	960	93	9.31	4.18	10.23	12.37	f 7.10	.....	.....
									7.6										
.....	.....	S 1.10	.....	.....	3.50	8.03		217.2		D WESTVILLE	962	76	9.20	4.05	10.08	12.19	S 6.54	.....	.....
									5.6										
.....	.....	f 1.31	.....	.....	4.05	8.14		222.8		MORRIS	963	91	9.05	3.50	9.53	12.05	f 6.39	.....	.....
									7.7										
.....	.....	S 1.47	.....	.....	4.30	8.29		230.5		DN CROCKER WC	964	E 80 W 70	8.50	3.30	9.30	11.45	S 6.23	.....	.....
									6.1										
.....	.....	f 1.59	.....	.....	4.45	8.41		236.6		CALUMET	968	57	8.34	2.54	9.06	11.03	f 6.12	.....	.....
									2.6										
.....	.....	f 2.05	.....	.....	4.52	8.47		239.2		AETNA	970	.....	8.29	2.47	8.59	10.56	f 6.05	.....	.....
									1.9										
.....	.....	2.30	.....	.....	4.58	**8.53**		241.1	BLK SIGS	GARY W	971	83	8.25	2.41	**8.53**	10.50	6.00	.....	.....
									2.3										
.....	.....	PM	.....	.....	.....	.....		243.4	BLK SIGS	DN TOLLESTON	972	.....	8.20	2.31	.....	10.40	AM	.....	.....
									3.3										
.....	.....	.....	.....	.....	5.10	9.09		246.7	BLK SIGS	DN CLARKE JCT.	973	.....	7.45	2.05	8.35	10.10	.....	.....	.....
									5.2										
.....	.....	.....	.....	.....	.....	.....		251.9		HAMMOND	975	.....	.....	.....	.....	.....	.....	.....	.....
									0.5										
.....	.....	.....	.....	.....	.....	.....		252.4		STATE LINE	976	.....	.....	.....	.....	.....	.....	.....	.....
									13.2										
.....	.....	.....	.....	.....	.....	.....		265.6		ENGLEWOOD	509	.....	.....	.....	.....	.....	.....	.....	.....
									2.1										
.....	.....	.....	.....	.....	7.30	11.55		267.7		2S 47TH STREET W	505	.....	6.45	1.00	7.30	9.00	.....	.....	.....
									4.4										
.....	.....	.....	.....	.....	.....	.....		272.1		DN CHICAGO	501	.....	.....	.....	.....	.....	.....	.....	.....
					AM	PM							AM	PM	PM	PM			
		Mon. Wed. Fri.			Daily	Daily							Daily	Daily	Daily	Daily	Tues. Thurs. Sat.		
		7:30			8:30	7:55							6:15	7:35	7:05	8:30	6:45		
		19.2			20.0	21.5				.....Scheduled time.....			27.3	22.5	24.1	20.0	21.3		
										.....Average miles an hour.....									

DOUBLE TRACK

Nos. 51 and 52 stop on signal at Millersburg and Steubenville.

STROH BRANCH—4th District

Distance from Helmer			Station Numbers
	D	HELMER	926
		4.4	
4.4		STROH	927

Branch engines regularly assigned will use main track between Stroh and Helmer without orders.

DETROIT TO MONTPELIER—3rd District

Time-Table No. 27

In effect Oct. 26, 1941

Westward Trains

Distance from Detroit	STATIONS	Capacity passing tracks in 45 ft. cars exclusive of engine and caboose.	FIRST CLASS 1 Chicago Arrow Daily	23 Pere Marquette Daily	7 Red Bird Daily	25 Pere Marquette Daily	21 Pere Marquette Daily	3 St. Louis Limited Daily	27 Pere Marquette Daily Except Sunday	29 Pere Marquette Daily	201 Mid-City Express Daily	SECOND CLASS 91 Red Ball Freight Daily	89 Red Ball Freight Daily	189 Red Ball Freight Daily	THIRD CLASS 71 Local Freight Mon. Wed. Fri.	
.....	2S DETROIT	.....	AM 7.25	PM 2.20	PM 4.00	PM 4.05	PM 4.45	PM 7.30	PM 10.20	PM 10.45	PM 11.15	.....	.....	.....	.....	.....
4.4	4.4 DELRAY WC	.....	7.38	2.33	4.13	4.18	4.58	7.43	10.33	10.58	11.28	.....	.....	.....	.....	.....
5.6	1.2 ECORSE JCT.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	PM	PM	PM	AM	.....
8.7	DN 3.1 OAKWOOD W	.....	7.43	2.38	4.18	4.25	5.03	7.48	10.38	11.03	11.33	1.00	8.00	8.30	6.55	.....
12.4	3.7 HAND	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1.08	8.07	8.38	f 7.05	.....
19.0	6.6 DN ROMULUS	E 90	7.53	2.50	4.27	4.40	5.15	7.58	10.50	11.15	11.44	1.18	8.17	8.48	S 7.14	.....
21.3	2.3 FRENCH LANDING	.....	.....	PM	.....	PM	PM	.....	PM	PM	.....	.....	.....	.....	f 7.19	.....
23.8	2.5 D BELLEVILLE W	.....	.....	.....	.....	.....	.....	.....	.....	.....	11.48	1.26	8.24	8.56	S 7.24	.....
28.6	4.8 D WILLIS	E 75	.....	.....	.....	.....	.....	.....	.....	.....	11.53	1.34	8.31	9.04	f 7.36	.....
31.5	2.9 D WHITTAKER	.....	.....	.....	.....	.....	.....	.....	.....	.....	11.56	1.39	8.36	9.09	f 7.41	.....
37.3	5.8 DN MILAN	E 82 W 52	8.09	.....	4.43	.....	.....	8.14	.....	.....	12.01	1.48	8.45	10.00	S 8.09	.....
42.2	4.9 D CONE	.....	.....	.....	.....	.....	.....	.....	.....	.....	12.06	1.56	8.53	PM	f 8.22	.....
46.7	4.5 D BRITTON	W 106	8.17	.....	4.51	.....	.....	8.22	.....	.....	12.10	2.04	9.00	.....	S 8.28	.....
52.4	5.7 D HOLLOWAY	W 96	.....	.....	.....	.....	.....	.....	.....	.....	12.15	2.13	9.08	.....	f 8.35	.....
54.8	2.4 RAISIN CENTER	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	f 8.40	.....
58.8	4.0 DN ADRIAN WC	E 98 W 116	S 8.32	.....	S 5.05	.....	.....	S 8.37	.....	.....	S12.28	2.23	9.18	.....	S 9.20	.....
59.8	1.0 SOUTH ADRIAN	.....	.....	.....	.....	.....	.....	.....	.....	.....	12.30	2.25	9.20	.....	9.22	.....
65.6	5.8 D SAND CREEK	W 89	8.40	.....	5.13	.....	.....	8.45	.....	.....	12.37	2.34	9.29	.....	f 9.30	.....
70.2	4.6 D SENECA	W 94	8.44	.....	5.17	.....	.....	8.49	.....	.....	12.42	2.41	9.36	.....	f 9.37	.....
73.2	3.0 D NORTH MORENCI	E 96	.....	.....	.....	.....	.....	.....	.....	.....	12.45	2.46	9.40	.....	f 9.42	.....
79.5	6.3 D MUNSON	W 98	8.52	.....	5.25	.....	.....	8.58	.....	.....	12.51	2.56	9.49	.....	f 9.50	.....
84.7	5.2 FRANKLIN	.....	.....	.....	.....	.....	.....	.....	.....	.....	12.56	3.04	9.56	.....	f 9.57	.....
85.7	1.0 DN ALVORDTON	E 94	8.57	.....	5.30	.....	.....	9.04	.....	.....	12.57	3.06	9.58	.....	S10.17	.....
89.8	4.1 KUNKLE	W 46	.....	.....	.....	.....	.....	.....	.....	.....	1.01	3.12	10.04	.....	S10.24	.....
96.9	7.1 DN MONTPELIER WC	.....	9.08 AM	.....	5.40 PM	.....	.....	9.15 PM	.....	.....	1.11 AM	3.25 PM	10.25 PM	.....	11.00 AM	.....
			Daily	Daily	Daily	Dailv	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Mon. Wed. Fri.	
.....	.....Scheduled time.....	.....	1:43	0:30	1:40	0:35	0:30	1:45	0:30	0:30	1:56	2:25	2:25	1:30	4:05	
.....	..... Average miles an hour	.....	56.5	38.0	58.1	32.5	38.0	55.3	38.0	38.0	50.1	36.4	36.4	19.0	21.6	

No. 3 stop on signal at Milan to receive paying passengers for Danville or beyond.
No. 1 stop on signal at Milan to receive paying passengers for Ft. Wayne or beyond.

No. 71 carry passengers.
No. 189 arrive Toledo 3:00 a.m.

Time-Table No. 27

In effect Oct. 26, 1941

Westward Trains

Distance from Detroit	STATIONS	FIRST CLASS 33 Penna. Daily	37 Penna. Daily	35 Penna. Daily
.....	2S DETROIT	AM 11.45	PM 4.50	PM 10.55
4.4	4.4 DELRAY WC	12.03	5.10	11.13
5.6	1.2 ECORSE JCT.	12.05 PM	5.12 PM	11.15 PM

Time-Table No. 27

In effect Oct. 26, 1941

Eastward Trains

Distance from Chicago	STATIONS	Station Numbers	FIRST CLASS 22 Pere Marquette Daily	44 Mid City Express Daily	18 Pere Marquette Daily	20 Pere Marquette Daily	2 Detroit Limited Daily	8 Red Bird Daily	24 Pere Marquette Daily	4 Detroit Arrow Daily	SECOND CLASS 98 Red Ball Freight Daily	96 Red Ball Freight Daily	92 Red Ball Freight Daily	82 Red Ball Freight Daily	182 Red Ball Freight Daily	THIRD CLASS 70 Local Freight Tues. Thurs. Sat.
			AM	AM	AM	AM	AM	PM	PM	PM						
272.1	28 DETROIT	870	6.30	6.35	6.45	7.05	7.10	2.00	6.10	9.00	.....	.....	.....	.....	.....	.....
267.7	4.4 DELRAY WC	872	6.15	6.20	6.30	6.48	6.53	1.46	5.55	8.47	.....	.....	.....	.....	.....	.....
266.5	1.2 ECORSE JCT.	....	.....	.....	.....	.....	.....	.....	.....	.....	AM	AM	PM	PM	PM	PM
263.4	3.1 DN OAKWOOD W	873	6.08	6.13	6.22	6.43	6.48	1.41	5.50	8.42	5.50	11.10	3.40	8.30	11.15	1.30
259.7	3.7 HAND	874	.....	.....	.....	.....	.....	.....	.....	.....	5.38	10.57	3.20	8.13	10.20	f 1.00
253.1	6.6 DN ROMULUS	876	5.55	f 6.00	6.10	6.33	6.38	1.32	5.38	8.33	5.26	10.44	3.11	8.00	10.09	S12.36
250.8	2.3 FRENCH LANDING	878	AM	.....	AM	AM	.....	.....	PM	.....	.....	.....	.....	.....	.....	f12.28
248.8	2.5 D BELLEVILLE W	880	.....	f 5.50	.....	.....	6.32	.....	.....	.....	5.16	10.33	3.04	7.49	9.58	S12.18
243.5	4.8 D WILLIS	882	.....	5.42	.....	.....	6.26	.....	.....	.....	5.06	10.23	2.57	7.39	9.48	f11.59
240.6	2.9 D WHITTAKER	884	.....	5.38	.....	.....	6.22	.....	.....	.....	5.00	10.17	2.53	7.33	9.42	f11.37
234.8	5.8 DN MILAN	886	.....	f 5.30	.....	.....	6.15	1.16	.....	8.17	4.49	10.04	2.45	7.21	9.30	S11.10
229.9	4.9 D CONE	888	.....	5.21	.....	.....	6.09	.....	.....	.....	4.40	9.44	2.37	7.11	PM	f10.45
225.4	4.5 D BRITTON	890	.....	f 5.15	.....	.....	6.03	.....	.....	.....	4.31	9.35	2.31	7.01	.....	S10.25
219.7	5.7 D HOLLOWAY	892	.....	5.05	.....	.....	5.56	.....	.....	.....	4.21	9.24	2.23	6.51	.....	f 9.55
217.3	2.4 RAISIN CENTER	894	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	f 9.45
213.3	4.0 DN ADRIAN WC	896	.....	S 4.55	.....	.....	S 5.47	S12.55	.....	S 7.56	4.10	9.12	2.14	6.39	.....	S 9.25
212.3	1.0 SOUTH ADRIAN	897	.....	.....	.....	.....	.....	.....	.....	.....	4.00	9.10	2.12	6.37	.....	9.15
206.5	5.8 D SAND CREEK	898	.....	4.41	.....	.....	5.35	.....	.....	.....	3.50	8.58	2.03	6.26	.....	S 8.58
201.9	4.6 D SENECA	900	.....	4.36	.....	.....	5.30	.....	.....	.....	3.43	8.50	1.56	6.19	.....	f 8.33
198.9	3.0 D NORTH MORENCI	902	.....	4.32	.....	.....	5.27	.....	.....	.....	3.38	8.45	1.51	6.14	.....	S 8.23
192.6	6.3 D MUNSON	904	.....	4.24	.....	.....	5.21	.....	.....	.....	3.27	8.33	1.43	6.03	.....	f 8.02
187.4	5.2 FRANKLIN	906	.....	.....	.....	.....	.....	.....	.....	.....	3.18	8.23	1.36	5.53	.....	f 7.45
186.4	1.0 DN ALVORDTON	908	.....	f 4.13	.....	.....	5.14	12.29	.....	7.29	3.16	8.21	1.34	5.51	.....	S 7.40
182.3	4.1 KUNKLE	910	.....	.....	.....	.....	.....	.....	.....	.....	3.08	8.13	1.28	5.43	.....	S 7.15
175.2	7.1 DN MONTPELIER WC	912	.....	3.55 AM	.....	.....	5.00 AM	12.18 PM	.....	7.19 PM	2.50 AM	7.55 AM	1.15 PM	5.25 PM	.....	7.00 AM
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tues. Thurs Sat.
	..... Scheduled time		0:35	2:40	0:35	0:32	2:10	1:42	0:32	1:41	3:00	3:15	2:25	3:05	1:45	6:30
	..... Average miles an hour		32.5	36.3	32.5	35.6	44.7	57.0	35.6	57.5	29.4	27.1	36.4	28.6	16.3	13.5

No. 2 stop at Milan to discharge passengers from beyond Ft. Wayne.
No. 8 stop on signal at Milan to discharge paying passengers from Ft. Wayne or beyond.

No. 70 carry passengers.
No. 182 depart Toledo 6:30 p.m.

Time-Table No. 27

In effect Oct. 26, 1941

Eastward Trains

Distance from Chicago	STATIONS	Station Numbers	FIRST CLASS 32 Penna. Daily	38 Penna. Daily	36 Penna. Daily
			AM	AM	PM
272.1	28 DETROIT	870	6.25	7.15	6.55
267.7	4.4 DELRAY WC	872	6.02	6.55	6.34
266.5	1.2 ECORSE JCT.		5.59 AM	6.52 AM	6.31 PM

MONTPELIER TO PERU—1st District

Time-Table No. 27

In effect Oct. 26, 1941

Distance from Detroit	STATIONS	Block Signals	Capacity of passing tracks in 45 ft. cars exclusive of engine and caboose	Westward Trains — FIRST CLASS 201 Mid-City Express Daily	1 Chicago Arrow St. Louis Special Daily	7 Red Bird Daily	13 St. Louis Limited Daily	3 St. Louis Limited Daily	SECOND CLASS 91 Red Ball Freight Daily	89 Red Ball Freight Daily	THIRD CLASS 73 Local Freight Tues. Thurs. Sat.	71 Local Freight Daily Except Sun.
				AM	AM	PM		PM	PM	PM		
96.9	DN MONTPELIER WC		.....	1.12	9.09	5.40	.....	9.17	3.45	11.05	.....	.....
	7.5											
104.4	D BLAKESLEY		110	1.21	9.18	5.48	.....	9.26	3.58	**11.20**	.....	.....
	5.5											
109.9	ARTIC		32	1.26	.....	.....	.....	.....	4.07	11.29	.....	.....
	5.0											
114.9	DN BUTLER		116	1.31	9.28	5.58	.....	9.36	**4.18**	11.37	.....	.....
	8.3											
123.2	DN ST. JOE		39	1.39	.....	.....	.....	.....	4.29	11.49	.....	.....
	2.1											
125.3	D SPENCERVILLE		116	1.41	9.38	6.06	.....	9.46	4.32	11.53	.....	.....
	5.3											
130.6	D GRABILL		125	1.46	9.43	6.10	.....	**9.51**	4.40	12.01	.....	.....
	6.4											
137.0	THURMAN		53	1.51	.....	.....	PM	.....	4.48	12.11	.....	AM
	3.5											
140.5	DN NEW HAVEN	DBL TRK	E 77	1.56	9.53	6.20	9.45	10.00	4.53	12.16	AM	f11.55
	6.0											
146.5	DN FORT WAYNE WC	DBL TRK	.....	2.10	10.05 10.20	6.30	10.00	10.10 10.32	5.13	12.45	7.00	12.08
	2.7											
149.2	DN HUGO	DBL TRK	.....	AM	10.25	PM	PM	10.37	5.28	12.50	7.10	PM
	5.6											
154.8	PRAIRIE SWITCH		65	.....	10.31	.....	.....	10.44	**5.44**	1.02	f 7.20	.....
	2.4											
157.2	ABOITE		.....	.....	.....	.....	.....	.....	.....	.....	f 7.25	.....
	4.5											
161.7	D ROANOKE		87	.....	**10.39**	.....	.....	10.52	5.54	1.12	f 7.35	.....
	4.1											
165.8	MARDENIS		120	.....	10.43	.....	.....	10.57	6.01	1.19	f 7.45	.....
	4.6											
170.4	DN HUNTINGTON W		119	.....	**$10.55**	.....	.....	$11.15	6.09	1.30	$10.00	.....
	5.8											
176.2	D ANDREWS		.....	.....	.....	.....	.....	.....	.....	.....	f10.20	.....
	0.8											
177.0	ANDREWS YARD		128	.....	11.04	.....	.....	11.25	6.17	1.45	**10.42**	.....
	6.2											
183.2	D LAGRO		51	.....	**11.10**	.....	.....	11.30	6.26	1.55	**f11.10**	.....
	5.6											
188.8	DN WABASH		56	.....	$11.18	.....	.....	$11.37	6.34	2.05	$11.45	.....
	1.5											
190.3	HARTMAN W		116	.....	11.20	.....	.....	11.40	6.37	**2.25**	11.55	.....
	3.9											
194.2	RICH VALLEY		52	.....	11.25	.....	.....	.....	6.42	2.32	f12.05	.....
	6.0											
200.2	JUNCTION	DBL TRK	.....	.....	11.31	.....	.....	11.50	6.52	2.44	12.15	.....
	2.3											
202.5	DN PERU WC	DBL TRK	.....	.....	11.35 AM	.....	.....	11.55 PM	**7.00** PM	2.55 AM	1.00 PM	.....
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tues. Thurs. Sat.	Daily Except Sun.
.....	.....Scheduled time.....		.....	0:58	2:26	0:50	0:15	2:38	3:15	3:50	6:00	0:13
.....	..... Average miles an hour		.....	51.3	43.4	59.5	24.0	40.1	32.4	27.5	9.3	27.6

Nos. 71 and 73 carry passengers.

	201	1	7
	AM	AM	PM
Pennsylvania Connections			
Depart Fort Wayne	3 55	10.15	6.35
Arrive Chicago	6.30	12.25	8.45
	AM	PM	PM

Following trains meet on double track between New Haven and Hugo:
No. 7 and No. 4.

PERU TO MONTPELIER—1st District

Time-Table No. 27

In effect Oct. 26, 1941

STATIONS

Eastward Trains

Distance from St. Louis				Station Numbers	FIRST CLASS					SECOND CLASS				THIRD CLASS				
					44	2	12	8	4	96	92	82	98	70	72	74		
					Mid-City Express	Detroit Limited	Toledo Limited	Red Bird	Detroit Special The Detroit Arrow	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	Local Freight	Local Freight		
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Mon. Wed. Fri.	Mon. Wed. Fri.	Tues. Thurs. Sat.		
					AM	AM		PM	PM	AM	PM	PM	PM			AM		
391.8		DN	MONTPELIER	WC	912	3.50	4.57	.....	12.17	7.19	7.30	1.00	5.00	11.50	.....	.....	9.00	.....	.....
			7.5																
384.3		D	BLAKESLEY		914	3.36	4.45	.....	12.10	7.12	6.52	12.39	4.38	**11.20**	.....	.....	f 8.35	.....	.....
			5.5																
378.8			ARTIC		916	3.29	4.38	.....	.....	.....	6.41	12.30	4.28	11.05	.....	.....	f 8.25	.....	.....
			5.0																
373.8		DN	BUTLER		351	f 3.21	4.32	.....	12.01	7.03	6.31	12.22	**4.18**	10.48	.....	.....	f 8.15	.....	.....
			8.3																
365.5		DN	ST. JOE		348	3.08	.....	.....	.....	.....	6.15	12.11	4.07	10.26	.....	.....	f 7.40	.....	.....
			2.1																
363.4		D	SPENCERVILLE		347	3.04	4.21	.....	11.52	6.54	6.11	12.08	4.03	10.22	.....	.....	f 7.30	.....	.....
			5.3																
358.1		D	GRABILL		346	2.57	4.15	.....	11.48	6.50	6.00	12.01	3.53	**9.51**	.....	.....	f 7.15	.....	.....
			6.4																
351.7			THURMAN		345	2.47	.....	AM	.....	.....	5.47	11.51	3.41	9.35	AM	.....	f 6.55	.....	.....
			3.5																
348.2		DN	NEW HAVEN	DBL	43	2.42	4.04	f 4.12	11.39	6.39	5.40	11.45	3.34	9.28	f 6.25	AM	f 6.45	.....	.....
			6.0																
342.2		DN	FORT WAYNE	WC DBL	45	2.30	3.54 3.32	4.00	11.30	6.25 6.07	5.25	11.35	3.22	9.18	6.10	11.25	6.30	.....	.....
			2.7																
339.5		DN	HUGO	TRK	46	AM	3.24	AM	AM	5.51	5.00	11.28	2.52	9.08	AM	11.15	AM	.....	.....
			5.6																
333.9	BLOCK SIGNALS		PRAIRIE SWITCH		47	.....	3.16	.....	.....	**5.44**	4.50	11.20	2.45	9.00	.....	11.00	.....	.....	.....
			2.4																
331.5			ABOITE		49	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	f10.52	.....	.....	.....
			4.5																
327.0		D	ROANOKE		51	.....	3.08	.....	.....	5.34	4.40	11.10	2.34	8.51	.....	**f10.39**	.....	.....	.....
			4.1																
322.9			MARDENIS		53	.....	3.03	.....	.....	5.29	4.30	11.05	2.23	8.44	.....	10.20	.....	.....	.....
			4.6																
318.3		DN	HUNTINGTON	W	55	.....	S 2.57	.....	.....	S 5.17	4.20	**10.55**	2.14	8.35	.....	S10.00	.....	.....	.....
			5.8																
312.5		D	ANDREWS		57	.....	.....	.....	.....	S 5.02	.....	.....	.....	.....	.....	f 7.20	.....	.....	.....
			0.8																
311.7			ANDREWS YARD		58	.....	2.45	.....	.....	4.59	4.03	**10.42**	2.03	8.26	.....	7.15	.....	.....	.....
			6.2																
305.5		D	LAGRO		61	.....	2.37	.....	.....	4.53	3.53	10.34	1.54	8.17	.....	f 7.00	.....	.....	.....
			5.6																
299.9		DN	WABASH		63	.....	S 2.29	.....	.....	S 4.45	3.43	10.26	1.46	8.09	.....	S 6.45	.....	.....	.....
			1.5																
298.4			HARTMAN	W	64	.....	**2.25**	.....	.....	4.40	3.39	10.23	1.43	8.06	.....	6.25	.....	.....	.....
			3.9																
294.5			RICH VALLEY		65	.....	.....	.....	.....	.....	3.29	10.18	1.34	7.59	.....	f 6.15	.....	.....	.....
			6.0	DBL															
288.5			JUNCTION		.....	.....	2.11	.....	.....	4.30	3.15	10.10	1.25	7.50	.....	6.05	.....	.....	.....
			2.3																
286.2		DN	PERU	WC TRK	67	.....	2.06	.....	.....	4.25	3.10	10.05	1.20	7.45	.....	6.00	.....	.....	.....
							AM			PM	AM	AM	PM	PM		AM			
						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Mon. Wed. Fri.	Mon. Wed. Fri.	Tues. Thurs. Sat.		
			Scheduled time			1:20	2:51	0:12	0:47	2:54	4:20	2:55	3:40	4:05	0:15	5:25	2:30		
			Average miles an hour			37.2	37.0	30.0	63.3	36.4	24.3	36.2	28.8	25.8	24.0	10.3	19.8		

Nos. 70, 72 and 74 carry passengers.

	44	8	4
	AM	AM	PM
Pennsylvania Connections			
Arrive Fort Wayne .	2.20	11.25	6.23
Depart Chicago	11.20 PM	9.15 AM	4.15 PM

Following trains meet on double track between Hugo and New Haven:
Nos. 4 and 7.

PERU—TILTON—2nd District

Time-Table No. 27

In effect Oct. 26, 1941

Westward Trains						Distance from St. Louis		STATIONS				Capacity of passing tracks in 45 ft. cars exclusive of engine and caboose.	Station Numbers	Eastward Trains						
THIRD CLASS	SECOND CLASS		FIRST CLASS											FIRST CLASS		SECOND CLASS				THIRD CLASS
75	91	89	1	3										4	2	92	82	98	96	74
Local Freight	Red Ball Freight	Red Ball Freight	St. Louis Special	St. Louis Limited										Detroit Special	Detroit Limited	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight
Daily Except Sun.	Daily	Daily	Daily	Daily										Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sun.
AM	PM	AM	AM	AM										PM	AM	AM	PM	PM	AM	PM
6.00	7.35	3.30	11.43	12.05		286.2	DN	PERU	WC	DBL TRK		.....	67	4.17	1.56	9.55	12.50	7.15	2.40	12.45
								1.9												
6.05	7.40	3.35	11.47	12.09		284.3	DN	C. W. TOWER				.....	.....	4.12	1.51	9.48	12.40	7.06	2.20	12.33
								4.8												
f 6.20	7.48	3.43	11.52	12.16		279.5		NEW WAVERLY				116	69	4.07	1.45	9.41	12.30	6.57	2.10	f12.15
								3.8												
6.28	7.54	3.49	**11.57**	12.20		275.7		DANES				116	70	4.01	1.40	9.34	12.20	6.45	2.00	**11.57**
								5.5												
S 6.57	8.04	3.59	**S12.05**	S12.40		270.2	DN	LOGANSPORT	W			115	71	S 3.55	S 1.31	9.25	**12.05**	6.35	1.50	S11.40
								5.8												
f 7.35	8.16	4.11	12.14	12.51		264.4	DN	CLYMERS				116	73	3.45	1.13	9.03	11.47	6.16	1.37	f10.20
								3.5												
f 7.50	8.22	4.17	12.18	12.56		260.9		BURROWS				88	75	3.41	1.08	8.57	11.40	6.11	1.30	f10.10
								4.3												
f 8.25	8.29	4.24	12.22	**1.02**		256.6	D	ROCKFIELD				116	77	3.37	**1.02**	8.51	11.34	6.05	1.20	f10.00
								6.5												
S **8.40**	8.37	4.32	S12.28	**1.08**		250.1	DN	DELPHI				116	79	S 3.28	12.52	**8.40**	11.23	5.50	**1.08**	S 9.35
								5.2												
f 8.55	8.55	4.50	12.37	1.16		244.9		COLBURN	WC			116	80	3.21	**12.44**	8.30	11.15	5.40	**12.44**	f 9.20
								3.6												
f **9.05**	9.01	4.56	12.41	1.23		241.3	D	BUCK CREEK				116	81	3.16	12.36	8.24	10.58	5.19	12.15	f **9.05**
								6.1												
9.15	9.10	5.05	12.47	1.29		235.2		EAST YARD				.....	84	3.09	12.29	8.15	10.48	5.08	12.04	8.50
								1.9												
S 9.25	9.15	5.20	S12.57	S 1.45		233.3	DN	LAFAYETTE	W	DBL TRK		.....	85	S 3.06	S12.25	8.10	10.43	5.03	12.00	S 8.35
								1.8												
9.30	.....	.....	.....	.....		231.5		LAFAYETTE JCT.				.....	87	2.56	12.15	8.05	10.38	4.55	11.55	8.25
								3.0												
f 9.40	.....	.....	.....	.....		228.5		SHADELAND				.....	88	.....	.....	.....	.....	.....	.....	f 8.15
								5.1												
f 9.55	.....	.....	.....	.....		223.4	D	WEST POINT				116	91	.....	.....	.....	.....	.....	.....	f 8.05
								6.9												
f10.20	.....	.....	.....	.....		216.5		RIVERSIDE				116	93	.....	.....	.....	.....	.....	.....	f 7.50
								4.6												
S11.20	.....	.....	S 1.22	.....		211.9		ATTICA	W	C. T. C.		116	95	S 2.35	11.49	.....	.....	.....	.....	S 7.35
								3.7												
f11.30	.....	.....	S 1.29	.....		208.2	D	WILLIAMSPORT				116	97	S 2.29	.....	.....	.....	.....	.....	f 7.00
								4.4												
f11.45	.....	.....	.....	.....		203.8		WEST LEBANON				116	99	.....	.....	.....	.....	.....	.....	f 6.45
								3.8												
f11.55	.....	.....	.....	.....		200.0		MARSHFIELD				116	101	.....	.....	.....	.....	.....	.....	f 6.35
								5.5												
f12.15	10.10	6.20	1.45	2.40		194.5	D	STATE LINE				.....	105	.....	.....	.....	.....	.....	.....	f 6.25
								4.6												
12.25	10.20	6.28	1.50	2.45		189.9		NEWELL		DBL TRK		.....	107	2.07	11.21	7.11	9.32	3.55	11.01	6.15
								1.9												
12.35	10.25	6.35	1.53	2.50		188.0		DANVILLE JCT.				.....	109	2.03	11.18	7.06	9.25	3.48	10.55	6.10
								0.9												
f12.45	10.30	6.40	S 2.10	S 3.08		187.1	2S	DANVILLE				.....	111	S 2.00	S11.15	7.01	9.20	3.43	10.50	f 6.05
								2.2												
1.05 PM	11.00 PM	7.05 AM	2.22 PM	3.19 AM		184.9	DN	TILTON	WC			.....	113	1.52 PM	11.05 PM	6.55 AM	9.15 AM	3.35 PM	10.45 PM	6.00 AM
Daily Except Sun.	Daily	Daily	Daily	Daily										Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sun.
7:05	3:25	3:35	2:39	3:14				..... Scheduled time.....						2:25	2:51	3:00	3:35	3:40	3:55	6:45
14.3	29.6	28.2	38.2	31.3				.....Average miles an hour.....						41.9	35.5	33.7	28.2	27.6	25.8	15.0

BLOCK SIGNALS

Following trains meet on double track between State Line and Tilton:
No. 1 and No. 4. No. 91 and No. 96.
No. 89 and Nos. 74 and 92.

The line between Lafayette Jct. and State Line is **CENTRALIZED TRAFFIC CONTROL** territory and will be operated in accordance with the printed rules in Form 1760 and special instructions.

No. 2 stop on signal at Attica to discharge paying passengers from St. Louis or beyond and to receive paying passengers for Toledo and Detroit or beyond.

Nos. 74 and 75 carry passengers.

MAUMEE—NEW HAVEN—5th District

Westward Trains THIRD CLASS		Westward Trains FIRST CLASS		Distance from Toledo	Time-Table No. 27 In effect Oct. 26, 1941 STATIONS	Station Numbers	Capacity of Passing tracks in 45 ft. cars exclusive of engine and caboose	Eastward Trains FIRST CLASS		Eastward Trains THIRD CLASS	
		71	13					12		70	
		Local Freight	St. Louis Limited					Toledo Limited		Local Freight	
		Daily Except Sun.	Daily					Daily		Mon. Wed. Fri.	
		AM	PM					AM		PM	
		6.20	7.30	8.6	WANICK JCT.			6.38		12.35	
					0.6						
		f 6.36	f 7.32	9.2	MAUMEE	9	66	S 6.36		f12.30	
					4.0						
		f 6.50	7.39	13.2	HOMEWOOD	11		6.27		f12.15	
					4.1						
		f 7.05	f 7.46	17.3	D WHITE HOUSE	13	35	S 6.20		f12.00	
					4.0						
		f 7.15	7.53	21.3	STATION NO. 15 *	15		f 6.12		f11.45	
					4.5						
		f 7.25	8.00	25.8	COLTON	17		f 6.05		f11.14	
					3.3						
		f 7.35	S 8.05	29.1	D LIBERTY CENTER	19	43	S 5.59		f10.50	
					6.9						
		S 8.05	S 8.16	36.0	D NAPOLEON W	21	43	S 5.47		S10.00	
					5.6						
		f 8.20	8.26	41.6	D OKOLONA	23		f 5.36		f 9.31	
					4.0						
		f 8.30	8.33	45.6	JEWELL	25	40	f 5.28		f 9.10	
					5.2						
		S 8.55	S 8.45	50.8	DEFIANCE W	27	55	S 5.18		S 8.55	
					0.7						
		9.15	8.47	51.5	DN DEFIANCE JCT.	29		5.14		8.45	
					4.4						
		9.25	8.54	55.9	ASHWOOD	31		5.06		8.25	
					2.2						
		9.35	8.58	58.1	RENOLLET	33		5.02		8.15	
					5.7						
		f 9.55	S 9.08	63.8	D CECIL	35	40	S 4.52		f 7.50	
					7.8						
		f10.25	S 9.21	71.6	D ANTWERP	37	46	S 4.39		f 7.20	
					7.1						
		f10.50	9.31	78.7	D WOODBURN	39	40	S 4.28		f 6.55	
					4.6						
		f11.13	9.37	83.3	GAR CREEK	41		4.20		f 6.40	
					5.2						
		f11.55	9.45	88.5	DN NEW HAVEN	43	52	f 4.12		f 6.25	
		AM	PM					AM		AM	
		Daily Except Sun.	Daily					Daily		Mon. Wed. Fri.	
		5:35	2:15		Scheduled time			2:26		6:10	
		14.3	35.5		Average miles an hour			32.8		12.9	

*Post office name "Neapolis."

Nos. 70 and 71 carry passengers.

EMPLOYES' HOSPITAL ASSOCIATION

LIST OF HOSPITALS AND SURGEONS

W. E. GOLLINGS, Superintendent, Decatur, Ill.

Peru Hospital.....Dr. D. W. Ferrara
Detroit Dispensary.....Dr. M. L. Lichter
Delray Dispensary.....Dr. C. R. VanGundy
Toledo Dispensary.....Dr. R. C. Young
Montpelier Dispensary.....Dr. H. W. Wertz
Ft. Wayne Dispensary.....Dr. H. A. Ray
Chicago Dispensary { Dr. E. L. Arensdorf / Dr. R. S. Westline

MICHIGAN

Adrian.....Dr. Wellie McKenzie
Milan.....Dr. J. S. DeTar

OHIO

Wauseon.....Dr. F. C. Hartman
Napoleon.....Dr. Thomas Quinn
Defiance.....Dr. P. B. Newcomb
Antwerp.....Dr. W. H. Caine

INDIANA

Butler.....Dr. Chas. I. Weirich
Huntington.....Dr. S. M. Casey
Wabash.....Dr. N. H. Thompson
Logansport.....Dr. W. O. Holloway
Delphi.....Dr. C. C. Crampton
Lafayette.....Dr. A. C. Arnett
Attica.....Dr. A. M. Owen
West Lebanon.....Dr. W. W. Heald
Ashley-Hudson.....Dr. B. A. Tracy
Wolcottville.....Dr. B. H. Pulskamp
Millersburg.....Dr. Paul S. Connell
New Paris.....Dr. E. D. Stuckman
Wakarusa.....Dr. C. L. Amick
South Bend.....Dr. James L. Wilson
North Liberty.....Dr. John J. Hardy
Westville.....Dr. W. J. Baker
Gary.....Dr. H. M. English
Hammond.....Dr. C. W. Rauschenbach

ILLINOIS

Danville..... { Dr. R. E. Bucher / Dr. A. E. Dale

ADJUSTED TONNAGE RATING (Continued from page 1)

Car Factor	Ft. Wayne and Toledo / Ft. Wayne and Montpelier				Peru and Ft. Wayne				Peru to Tilton				Tilton to Peru				Car Factor
	15				9				5				8				
Class	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	Class
O-1	8600	7130	6130	5415	6440	5645	5060	4520	3340	3155	2970	2805	5220	4655	4230	3800	O-1
M-1	8450	7000	6020	5320	6330	5540	4970	4440	3290	3090	2920	2760	5140	4590	4160	3740	M-1
K-4-B	6430	5320	4570	4040	5760	5040	4525	4040	3255	3055	2860	2695	4870	4350	3945	3545	K-4-B
K-3-4	6420	5320	4570	4040	5160	4520	4055	3620	2760	2595	2425	2285	4360	3890	3530	3170	K-3-4
K-2	5315	4400	3780	3350	4275	3745	3360	3000	2320	2180	2040	1920	3650	3260	2960	2660	K-2
K-1	4950	4100	3525	3120	4150	3630	3260	2910	2320	2180	2040	1920	3650	3260	2960	2660	K-1
G-1 J1-2	3760	3115	2680	2370	3045	2665	2395	2135	1660	1560	1460	1375	2500	2230	2025	1870	G-1 J1-2

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

Class B Rate—Temperature between zero and 30° F. or strong head or side wind.

Class C Rate—Temperature between zero and 30° F. and strong head or side wind or temperature below zero and not much wind.

Class D Rate—Temperature below zero and strong head or side wind.

This rating to be adhered to as much as possible. Authority to reduce tonnage for any reason must be secured from trainmaster.

Ratings shown on this table may be increased where grade and other conditions permit.

The adjusted tonnage in any train is determined by multiplying the total number of cars in train by the car factor and adding the result to the actual tons in train.

Conductors will show on all reports the adjusted tons.

GENERAL INSTRUCTIONS

The rules and regulations of the Transportation Department (issued in book form), dated January 1, 1941, will govern the rights of trains on this time-table, except in centralized traffic control territory. Every employee whose duties are in any way prescribed by these rules must always have a copy of them at hand.

The officers of this company direct that the time-table, book of rules, general orders and bulletin orders must be rigidly observed, and the claim of customary practice at variance therewith will not be accepted as an excuse for violation.

Eastward or northward trains are superior to westward or southward trains of the same class, in accordance with rule S-72.

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

Note carefully that important changes have been made.

A train must not leave its initial station, or other stations prescribed by special instructions, without receiving clearance of proper form. If train dispatcher cannot be reached, the operator may issue clearance when no orders. Following are initial stations under this rule: Fort Street Union Depot, Oakwood, Toledo, Toledo yard, Montpelier yard, Montpelier passenger station, Wanick Jct., Walbridge Jct., New Haven, Fort Wayne, Peru, Danville, Tilton, Gary and Chicago.

SPEED OF TRAINS

All trains must reduce speed around sharp curves.

All trains must run at reduced speed whenever regulations or safety require. Following is maximum speed of trains:

Passenger Trains

80 miles an hour, or 1 mile in 45 seconds, 110-112 lb. rail, tangent track.

70 miles an hour, or 1 mile in 51 seconds, 90 lb. rail, tangent track.

Between Montpelier and Wanick Jct. and Walbridge Jct. and Toledo via 1st district, 40 miles an hour, or 1 mile in 1 minute 30 seconds.

Between Wanick Jct. and Walbridge Jct., 50 miles an hour or 1 mile in 1 minute 12 seconds.

Between Montpelier and Clarke Jct. via 4th district, 60 miles an hour or 1 mile in 1 minute.

Between New Haven and Wanick Jct., via 5th district, 50 miles an hour or 1 mile in 1 minute 12 seconds.

Engines equipped with single engine trucks must not exceed speed of 50 miles an hour, or 1 mile in 1 minute 12 seconds.

Class O-1 and M-1 engines on passenger trains must not exceed speed of 60 miles an hour, or 1 mile in 1 minute.

Passenger trains handling freight cars will be governed same as red ball freight trains.

RED BALL FREIGHT, MIXED AND LOCAL TRAINS OR LIGHT ENGINES

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

Between Montpelier and Wanick Jct. and Walbridge Jct. and Toledo yard, via 1st district, 30 miles an hour or 1 mile in 2 minutes.

Between New Haven and Wanick Jct., via 5th district, 30 miles an hour, or 1 mile in 2 minutes.

Between Wanick Jct. and Walbridge Jct., 40 miles an hour or 1 mile in 1 minute 30 seconds.

Trains must not exceed speed of 15 miles an hour on Covington branch and 20 miles an hour on Stroh branch.

Engines running backward, with or without cars, must not exceed speed of 25 miles an hour. Where conditions are such as to require further restriction, special instructions will govern.

Yard engines must not exceed speed of 20 miles an hour.

DEAD FREIGHT TRAINS

30 miles an hour, or 1 mile in 2 minutes.

ENGINES HANDLED IN TRAINS

Dead engines must be separated from each other and from other engines by at least 5 cars. Trains hauling dead engines must not exceed speed of 20 miles an hour.

Disabled engines or engines with one or more rods taken down must not be hauled in fast freight trains when it is possible to avoid it.

With side rods or main rods down, trains must not exceed speed of 15 miles an hour.

With side rods and main rods in place, the maximum speed may be increased to 25 miles an hour, unless otherwise restricted.

Wabash yard engines hauled in trains, must be moved backwards.

SPEED OF DISCONNECTED ENGINES

Engines, under steam, disconnected on one side, with only main rod taken down, must not exceed speed of 35 miles an hour.

WORK EQUIPMENT HANDLED IN TRAINS

Trains handling following work equipment must not exceed speed of 25 miles an hour:

American ditcher.
Pile driver.
Rail unloader.
Jordan spreader ditcher.
Scale test car.
Cranes, wrecking or traveling.
Steam shovel and other similar equipment.

Work equipment must be placed in trains next ahead of caboose.

Note: These instructions will not apply to wrecking derricks when they are handled in wreck train service.

SPECIAL INSTRUCTIONS

1st District

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

All first class trains will register at Toledo, Toledo yard, Gould, Montpelier yard, Montpelier passenger station, New Haven, Fort Wayne, Hugo and Peru.

At Toledo yard, Gould, Montpelier yard, New Haven and Hugo they will register by throwing off O. S. slip to operator.

All trains affected will examine register, unless given clearance by train dispatcher.

All trains except first class will register at Toledo yard, Gould, Montpelier yard, New Haven, Fort Wayne, Hugo and Peru.

At Gould, New Haven, Fort Wayne and Hugo they will register by throwing off O. S. slip to operator.

All trains affected will examine register, unless given clearance by train dispatcher.

The line between Hugo and New Haven and Peru and Junction will be operated as double track, in accordance with the rules.

All train and enginemen running upon New York Central tracks at Toledo must provide themselves with time-table of Toledo yard and be governed by the rules of that railroad while upon its tracks.

Passenger trains must not exceed speed of 20 miles an hour, freight and mixed trains 15 miles an hour, while engine or lead car is moving over crossing of Toledo Terminal Railroad at Gould.

All trains must not exceed speed of 12 miles an hour over Pennsylvania Railroad crossing at Fort Wayne.

All trains must not exceed speed of 25 miles an hour approaching and passing through the city of Wabash.

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

East end siding, Huntington, applies at first crossover, east end; track east of this crossover called No. 2 lime track.

Between Toledo and Montpelier trains must not exceed speed of 10 miles an hour through main track turnouts, except as listed below.

Wanick Jct. and Walbridge Jct., 25 miles an hour. All other turnouts, between Wanick Jct. and Walbridge Jct., 15 miles an hour.

Between Montpelier and Peru, trains must not exceed speed of 15 miles an hour through main track turnouts, except as listed below:

Hugo, end double track, 25 miles an hour.

New Haven, end double track and around curve, 15 miles an hour.

Permanent reduce speed signals have been erected at following points, and trains must not exceed speed of, miles an hour, shown below:

Curve 1 and ¾ miles west of Montpelier	Passenger 60	Freight 50
Curve 1 mile west of Artic	Passenger 60	Freight 50
Curve at NYC crossing, Butler	Passenger 60	Freight 50
Tangent and curved track 1 and ½ miles west of Hugo to 2 miles west of Aboite	Passenger 50	Freight 40
Curve ½ mile east of Roanoke	Passenger 60	Freight 50
Curve 1 mile east of Mardenis	Passenger 60	Freight 50
All curves Lagro to Wabash	Passenger 60	Freight 50
Curve 1 and ¾ miles west of Rich Valley	Passenger 50	Freight 35

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

2nd District

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

All first class trains will register at Peru, Lafayette, Danville and Tilton; at Tilton they will register by throwing off O. S. slip to operator.

All trains except first class will register at Peru, Lafayette and Tilton; at Lafayette they will register by throwing off O. S. slip to operator.

All trains affected will examine register unless given clearance by train dispatcher.

The line between Tilton and State Line, Lafayette Jct. and Lafayette, C. W. tower and Peru will be operated as double track in accordance with the rules and special instructions.

All eastward trains, except first class, use first track south of main track Lafayette to East Yard.

Trains must not exceed speed of 15 miles an hour through main track turnouts, except as listed below:

C. W. Tower, end of double track; Lafayette Jct., end of double track; all remotely controlled and C. T. C. switches; 25 miles an hour.

Switches east end Clymers and east end Delphi are remotely controlled by train dispatcher.

Permanent reduce speed signals have been erected at following points, and trains must not exceed speed of, miles an hour, shown below:

Curve ¼ mi. west of CW tower to Grant St., Peru on eastward main track	Passenger 50	Freight 40
All curves 1 and ½ miles east of Danes to Logansport	Passenger 50	Freight 40
Curve in front of Depot Delphi and over C. I. & L. Crossing	Passenger 25	Freight 25
Curve 1 mile west of Delphi	Passenger 25	Freight 25
Curve ½ mile west of Colburn	Passenger 60	Freight 50
Curve 3 miles west of Lafayette	Passenger 60	Freight 50
Curves in front of Depot Attica and ½ Mile east of Depot	Passenger 25	Freight 25
Tangent and curved track between Depot Williamsport and Depot Attica	Passenger 40	Freight 25
Curve 2 miles west of Williamsport	Passenger 60	Freight 50
Redwood curve 2 miles west of W. Lebanon	Passenger 60	Freight 50

Special instructions for Trainmen and Enginemen governing the movement of trains between Peru and Tilton and through Centralized Traffic Control territory, Lafayette Jct. and State Line

1—All trains will be governed by time-table, train orders, rules and regulations of the transportation department, and special instructions in the territory between Peru and Lafayette Jct. and between State Line and Tilton, except as hereinafter provided.

2—All eastward trains leaving the limits of the centralized traffic control system at end of double track Lafayette Jct., will respect their schedule time at that point and proceed on either track to the manually controlled color light signal at clearance point of crossover at Main Street, Lafayette, as authorized by signal indication of Lafayette Jct. interlocking under the control and direction of the train dispatcher. All trains, except first class trains running with the current of traffic, must move within yard limits prepared to stop unless the main track is seen or known to be clear.

3—If a red or "stop" signal is displayed by the color light signal at Main Street crossover, eastward trains, on either track, must not foul the crossover, but will "stop and stay", proceeding only when color light signal gives a yellow indication, or when train order is received authorizing further movement beyond this crossover.

4—If a yellow light is displayed on the color light signal at Main Street, trains may proceed to the telegraph office at Lafayette, under full control and, at this point, receive train orders governing further movement eastward.

5—First class trains on eastward track at Main Street crossover will, after receiving yellow indication on color light signal and lining up crossover switches, be governed by automatic block signal indication in moving on to the single track.

6—Color light signal, controlling movement of trains on the eastward track at crossover, Main Street, Lafayette, is located on the mast of the automatic signal, south of this track.

7—Color light signal, controlling movement of eastward trains on the westward track at crossover, Main Street, is a dwarf signal located between the two main tracks at clearance point of crossover.

8—Between the end of double track, Lafayette Jct. and the end of double track at State Line, trains will be operated in accordance with instructions for the operation of trains under centralized traffic control system.

9—The switches at end of double track at Lafayette Jct. are operated mechanically by the towerman, but the signals are controlled, jointly, by the towerman and the train dispatcher.

10—The switches and signals at east and west ends of passing sidings at West Point, Riverside, Attica, Williamsport, West Lebanon, Marshfield and east end of double track, State Line, are remotely controlled and operated by the train dispatcher at Peru and all other main track switches between ends of double tracks at Lafayette Jct. and State Line are manually operated and must be used only when authorized by the train dispatcher.

11—Westward trains will respect their schedule time at end of double track, State Line.

12—A westward train receiving signal indication authorizing movement via diverging main route at State Line, will proceed over the eastward track from State Line to Tilton, and must move within yard limits prepared to stop unless the main track is seen or known to be clear.

13—Trains entering sidings equipped with remotely-controlled switches must have train under control expecting to find siding occupied by other trains.

Yard limits at Peru, Lafayette and Newell-Danville-Tilton are designated by "Yard Limit" boards.

3rd District

Clocks indicating standard time are located in the yard offices at Oakwood and Montpelier and in the passenger stations at Detroit and Montpelier, and in Crew Dispatcher's office Delray.

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

All first class trains will register at Oakwood, Montpelier yard and Montpelier passenger station; at Oakwood and Montpelier yard they will register by throwing off O. S. slip to operator.

All trains except first class will register at Oakwood and Montpelier yard. At Oakwood trains affected may register by throwing off O. S. slip to operator.

All trains affected will examine register unless given clearance by train dispatcher.

At Romulus, all Pere Marquette trains will register by throwing off O. S. slip to operator, and all eastward trains except first class will examine register unless given clearance by train dispatcher. Eastward Pere Marquette trains must not enter upon main track without first having received clearance permitting them to do so.

Trains will be governed by the rules and time-table of the Union Belt of Detroit, between Detroit and Delray.

Between Detroit and MP 9 (.3 miles west of Oakwood) train and engine men are under the supervision of Superintendent Detroit Terminal Division.

Trains must not exceed speed of 15 miles an hour through main track turnouts except as listed below:

Adrian, east switch westward siding, 25 miles an hour.

Permanent reduce speed signals have been erected at following points, and trains must not exceed speed of, miles an hour, shown below:

River Rouge bridge ¾ mile west of Delray	Passenger 30	Freight 30
Reverse curves between Allen Road and D&I crossing, Oakwood—both main tracks	Passenger 50	Freight 50
Curve at Raisin Center—both main tracks	Passenger 60	Freight 50
Curve at west end Raisin River bridge, 2 miles east of Adrian—both main tracks	Passenger 60	Freight 50
Curve 2 and ¼ miles west of Adrian—both main tracks	Passenger 60	Freight 50
Curve east end of Montpelier yard—both main tracks	Passenger 60	Freight 50
Yard office Montpelier to west switch, Montpelier yard—both main tracks	Passenger 35	Freight 35

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

4th District

Clocks indicating standard time are located in the yard offices at Montpelier and 47th Street, Chicago, and in the passenger stations at Montpelier and Chicago.

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 Tolleston extra trains may move with the current of traffic without train orders.

All trains will register at Montpelier yard and Tolleston. At Tolleston they will register by throwing off O. S. slip to operator.

All trains affected will examine register unless given clearance by train dispatcher.

Trains will be governed by the rules and time-tables of the B. & O. C. T. R. R. between Clarke Jct. and State Line and of the C. & W. I. R. R. between State Line and Chicago.

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

Trains must not exceed speed of 15 miles an hour through main track turnouts, except as listed below:

Gary, end double track, 20 miles an hour.

Permanent reduce speed signals have been erected at following points, and trains must not exceed speed of, miles an hour, shown below:

Around curve and over E. J. & E. diamond Crocker	Passenger 25	Freight 25
MP 235—1 and ¼ miles west of Willow Creek to east switch Calumet	Passenger 30	Freight 30

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

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

5th District

All trains will register at Gould and New Haven by throwing off O. S. slip to operator.

All trains affected will examine register, unless given clearance by train dispatcher.

Engines of class G-1 and larger must not exceed speed of 15 miles an hour over Maumee River bridge 860 at Defiance.

Trains must not exceed speed of 10 miles an hour through main line turnouts.

Permanent reduce speed signals have been erected at following points, and trains must not exceed speed of, miles an hour, shown below:

MP 53, 1 mile west of Defiance Jct. to MP 55,
one half mile east of Ashwood.....Passenger 30 Freight 30

Yard limits at Maumee are designated by "Yard Limit" boards.

STATIONS AND SIDINGS NOT SHOWN ON TIME TABLE

1st District

Anderson Elevator—0.2 mile east of Maumee, connected west end. Capacity, 75 cars.

Farm Bureau tracks—1¼ miles west of Maumee, connected east end. Capacity 12 cars.

Sand Spur—0.3 mile west of Midway, connected east end. Capacity, 12 cars.

O'Connors Gravel Pit—1 mile east of Junction connected west end. Capacity, 10 cars.

Rockwool Spur—¼ mile west of Hartman, connected west end. Capacity, 34 cars.

2nd District

Gas Plant—1.5 miles west of Peru, spur connected west end. Capacity, 31 cars.

Keeport—1 mile west of Danes, connected both ends. Capacity, 100 cars. Station No. 72.

3rd District

Daniels Brick Co.—westward track 1 mile east of Hand, connected west end. Capacity, 4 cars.

Airport—eastward track 3.4 miles west of Hand, connected east end. Capacity, 27 cars. Station No. 875.

Ideal Furnace Co.—eastward track 0.9 mile east of Milan, connected east end. Capacity, 31 cars.

Prison Track—westward track 1.7 miles east of Milan, connected west end. Capacity, 2 cars.

Simplex Paper Corpn.—westward track 0.7 mile west of Adrian, connected west end. Capacity, 12 cars.

4th District

Steubenville—2.7 miles east of Ashley-Hudson, connected east end. Capacity, 15 cars. Station No. 922.

Gravel Pit—1 mile east of Wolcottville, connected west end. Capacity, 100 cars.

Millersburg—2.6 miles west of Stony Creek, connected east end. Capacity, 25 cars. Station No. 938.

Kingsbury Ordnance Plant—4.3 miles east of Kingsbury, East and West Wyes. Capacity, 52 cars.

Storage tracks—2 miles east of Kingsbury, connected both ends. Capacity 100 cars.

Willow Creek—2.9 miles east of Calumet, connected both ends. Capacity, 8 cars. Station No. 966.

New Sand Pit—1 mile east of Aetna, connected west end. Capacity, 20 cars.

Northern Indiana Public Service Co.—0.5 mile west of Aetna, connected west end. Capacity, 24 cars.

East Chicago—1.8 miles east of Hammond. Station No. 974.

LIST OF THROUGH TRUSS AND OTHER NON-CLEARANCE BRIDGES AND STRUCTURES

Bridge No.	Location	Overhead clearance from top of rail	Side clearance from track center
857	Defiance	20′ 8″	11′ 6″
858	Defiance	20′ 1″	13′ 0″
860	Defiance	22′ 0″	7′ 7½″
312	New Haven	21′ 2″	7′ 9″
324	Fort Wayne	22′ 6″	8′ 3″
331	Fort Wayne	18′ 11″	7′ 8″
Coal Station	Fort Wayne	19′ 5″	7′ 5″
495	Logansport	21′ 2″	7′ 6″
497	Logansport	22′ 0″	7′ 6″
Coal Station	Colburn	20′ 6″	7′ 5″
749	Danville	20′ 3″	8′ 6″
Coal Station	Tilton	19′ 10″	6′ 9″
D. M. & T.	Victoria Ave., Detroit	17′ 5″	7′ 0″
Highway	West Fort St., Oakwood	19′ 3″	7′ 10″
Coal Station	Adrian	19′ 0″	7′ 6″
Signal #72.8	North Morenci	21′ 4″	8′ 6″
177½	Montpelier	21′ 0″	8′ 0″
988½	Montpelier	21′ 9″	17′ 0″
992½	Platt St. Viaduct, Montpelier	19′ 10″	18′ 0″
1391	Hamilton	20′ 9″	9′ 6″
Coal Station	Benton	19′ 3″	7′ 6″
Coal Station	Crocker	19′ 5″	7′ 7″
1701	Gary	20′ 8″	8′ 0″
1704-B	Clarke Jct.	19′	23′ 0″

Inasmuch as these structures will not clear a man on top of cars or on the side of cars and engines, employes are forbidden to stand on top of, or ride on side ladders of cars, or to hang or lean out from sides of trains or engines when approaching or passing through these bridges and structures.

Conductors must not, under any circumstances, attempt to handle cars through these bridges, the lading of which is in excess of clearance indicated.

Attention is directed to the fact that the bridges enumerated cover non-clearance bridges only; numerous other bridges and non-clearance points are covered by special notices or signs with which employes are directed to familiarize themselves.

Employes are forbidden to stand on top of, or ride on side ladders of cars, or to hang or lean out from sides of trains or engines when approaching or passing non-clearance points.

RAILROAD CROSSINGS AND JUNCTIONS

1st District

Walbridge Jct.—N. Y. C. & St. L.
Gould—T. T. R. R. Co.
Wanick Jct.—5th Dist. Jct.
Wanick Jct.—N. Y. C. & St. L.
} Governed by Centralized Traffic Control.

Wauseon { N. Y. C. 1¾ miles east of station. / D. T. & I. ¼ mile west of station. } Governed by interlocking.

West Unity—C. C. C. & St. L.—Governed by automatic interlocking. No derails.

Butler—N. Y. C.
St. Joe—B. & O.
New Haven—N. Y. C. & St. L.—End of double track.
Ft. Wayne—Pennsylvania System—No derails.
Hugo—N. Y. C. & St. L.—End of double track.
Huntington—Erie.
} Governed by interlocking.

Junction—End of double track. Remote controlled interlocking.

Peru—N. Y. C. & St. L.—Target perpendicular for Wabash trains—STOP.

2nd District

C. W. Tower—C. & O.—End of double track. } Governed by interlocking.

Logansport—Pennsylvania System—Target perpendicular for Wabash trains—STOP.

Clymers—Pennsylvania System.
Delphi—C. I. & L.
Lafayette Jct.—C. C. C. & St. L. and N. Y. C. & St. L.—End of double track.
} Governed by interlocking.

Attica—C. A. & S.—Target perpendicular for Wabash trains—STOP.

State Line—End of double track. Switch remotely controlled by train dispatcher.

Danville Jct.—C. & E. I. Semaphore signal—STOP.

Danville Jct.—C. & E. I. and C. C. C. & St. L. Target diagonal for Wabash trains—STOP.

3rd District

Delray—M. C., N. Y. C. and P. M.
Rouge River—Draw Bridge and Junction D. & T. S. L.
Oakwood, Victoria Ave.—M. C.
Ecorse Jct.—Junction Pennsylvania System.
D. & I. Crossing.
Romulus—Pere Marquette.
Milan—Ann Arbor.
} Governed by interlocking.

Raisin Center—N. Y. C.—Governed by automatic interlocking. No derails.

Adrian—N. Y. C.
South Adrian—D. T. & I.
Franklin—P. & F.
Alvordton—C. C. C. & St. L.
} Governed by interlocking.

4th District

Steubenville—N. Y. C.—Governed by automatic interlocking. No derails.

Wolcottville—Pennsylvania System.
New Paris—C. C. C. & St. L.
} Governed by interlocking.

New Paris—Junction, Winona R. R.

Lakeville—Pennsylvania System—Governed by interlocking.

Pine—Junction, N. J. I. & I.

North Liberty—N. Y. C.
Dillon—N. Y. C. & St. L.
Magee—Pere Marquette.
Crocker—E. J. & E.
Willow Creek—M. C. and B. & O.
Clarke Jct.—Pennsylvania and B. & O. C. T.
} Governed by interlocking.

W. I. Jct.—C. & W. I.—Governed by interlocking.

Ashland Ave.—B. R. C.—Governed by interlocking. No derails.

5th District

Wanick Jct.—1st Dist. Jct.—Governed by Centralized Traffic Control.

Liberty Center—D. T. & I.—1½ miles west of station.
Napoleon—D. T. & I.
} Governed by automatic interlocking.

Defiance Jct.—B. & O. No derails.

Cecil—C. C. C. & St. L.
New Haven—N. Y. C. & St. L.—End of double track.
} Governed by interlocking.