SAFETY ALWAYS

Safety is of the first importance in the discharge of duty.

Obedience to the rules is essential to safety.

Every employe should report promptly to proper person every unsafe condition and practice.

ROAD DIESEL LOCOMOTIVES

To provide greater advance warning to Maintenance of Way Forces DURING DAYLIGHT HOURS, Road Diesel Locomotives must burn their headlights Dim during ordinary weather, and at full power when weather is dull and foggy.

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

F. C. FLYNN.....Superintendent.....Montpelier
E. W. NIXON.....Superintendent, Chicago Terminal Division.....Chicago
F. T. SCHMIDT.....Trainmaster, Chicago Terminal Division.....Chicago
J. S. DANT.....Superintendent, Detroit Terminal Division.....Detroit
R. EDSON.....Trainmaster, Detroit Terminal Division.....Oakwood
R. N. BRONSON....Asst. Trainmaster, Detroit Terminal Division.....Oakwood
E. B. STEVENS.....Asst. Trainmaster, Detroit Terminal Division.....Oakwood
P. M. FLETCHER...Trainmaster.....Montpelier
G. P. HILL.....Trainmaster.....Montpelier
J. W. PATTERSON..Trainmaster.....Peru
H. H. Whittenberger..Asst. Trainmaster.....Peru
R. D. WISNER.....Road Foreman of Engines.....Montpelier
A. C. EBERLE.....Road Foreman of Engines.....Peru
E. A. DIEMER.....Chief Train Dispatcher.....Montpelier
F. STAGE.....Night Chief Train Dispatcher.....Montpelier
E. W. ELLIOTT.....Night Chief Train Dispatcher.....Montpelier
H. M. KING.....Relief Chief Train Dispatcher.....Montpelier
R. C. HENDERSON.Night Chief Train Dispatcher.....Peru
L. W. ELVIDGE....Relief Chief Train Dispatcher.....Peru

Wabash Railroad Company

MONTPELIER DIVISION

Time-Table No. 44

IN EFFECT

SUNDAY, SEPT. 28, 1952

AT 12:01 A. M. Central Standard Time

AT 1:01 A. M. Eastern Standard Time

Central Standard Time west of Oakwood Jct.

Eastern Standard Time east of Oakwood Jct.

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,
Vice President-Operations.

C. A. JOHNSTON,
General Manager.

R. A. MESSMORE,
Assistant General Manager.

L. A. HIGH,
Superintendent Transportation.

F. C. FLYNN,
Superintendent.

MONTPELIER TO PERU—1st District

Time-Table No. 44

In effect Sept. 28, 1952

Distance from Detroit		STATIONS			Capacity of sidings in 45 ft. cars exclusive of engine and caboose	Westward Trains														
						FIRST CLASS			SECOND CLASS		THIRD CLASS									
						1	13	3	91	89	73	71								
						Wabash Cannon Ball	St. Louis Limited	St. Louis Limited	Red Ball Freight	Red Ball Freight	Local Freight	Local Freight								
						Daily	Daily	Daily	Daily	Daily	Mon. Wed. Fri.	Daily Except Sun.								
				DBL TRK		AM		PM	PM	PM										
96.9		DN	MONTPELIER	WC	.....	8.17	.....	8.30	3.45	11.05	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	0.5																			
97.4			WEST YARD		.....	8.18	.....	8.31	3.46	11.06	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1.0			C.																
98.4			PERGO		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	6.0																			
104.4		D	BLAKESLEY		120	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	10.5																			
114.9		D	BUTLER	W	170	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	10.3			T.																
125.3		D	SPENCERVILLE		123	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	5.3																			
130.6		D	GRABILL	C.	115	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	6.4																			
137.0			THURMAN		.....	.....	PM	.....	.....	.....	.....	PM	.....	.....	.....	.....	.....	.....	.....	.....
	3.5																			
140.5		DN	NEW HAVEN	DBL TRK	E 90	8.55	8.42	9.08	4.53	12.33	AM	f12.10	.....	.....	.....	.....	.....	.....	.....	.....
	6.0																			
146.5		DN	FT. WAYNE	WC	.....	9 07 9.17	9.00	9.18 9.43	5.13	12.50	7.00	12.23	.....	.....	.....	.....	.....	.....	.....	.....
	2.7																			
149.2		DN	HUGO		.....	9.21	PM	9.49	5.20	12.55	7.15	PM	.....	.....	.....	.....	.....	.....	.....	.....
	5.6																			
154.8			PRAIRIE SWITCH		110	9.27	.....	9.55	5.38	1.06	f 7.25	.....	.....	.....	.....	.....	.....	.....	.....	.....
	6.9																			
161.7		D	ROANOKE		84	9.34	.....	10.04	5.55	1.20	f 7.40	.....	.....	.....	.....	.....	.....	.....	.....	.....
	4.1																			
165.8			MARDENIS		120	9.38	.....	10.08	6.01	1.28	f 7.50	.....	.....	.....	.....	.....	.....	.....	.....	.....
	4.6																			
170.4		DN	HUNTINGTON		119	S 9.46	.....	S10.23	6.09	1.38	S 9.15	.....	.....	.....	.....	.....	.....	.....	.....	.....
	5.8																			
176.2		D	ANDREWS		.....	.....	.....	.....	.....	.....	f 9.25	.....	.....	.....	.....	.....	.....	.....	.....	.....
	0.8																			
177.0			ANDREWS YARD		128	9.53	.....	10.30	6.17	1.51	9.53	.....	.....	.....	.....	.....	.....	.....	.....	.....
	6.2																			
183.2		D	LAGRO		125	10.01	.....	10.37	6.26	2.07	f10.30	.....	.....	.....	.....	.....	.....	.....	.....	.....
	5.6																			
188.8			WABASH		56	S10.10	.....	S10.48	6.34	2.25	S11.00	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1.5																			
190 3		DN	HARTMAN	W	116	10.13	.....	10.52	6.37	2.30	11.15	.....	.....	.....	.....	.....	.....	.....	.....	.....
	3.9																			
194.2			RICH VALLEY		52	10.17	.....	.....	6.42	2.38	f11.25	.....	.....	.....	.....	.....	.....	.....	.....	.....
	6.0			DBL TRK																
200.2			JUNCTION		.....	10.23	.....	11.03	6.52	2.47	11.35	.....	.....	.....	.....	.....	.....	.....	.....	.....
	2.3																			
202.5		DN	PERU	WC	.....	10.30	.....	11.10	7.00	2.55	12.30	.....	.....	.....	.....	.....	.....	.....	.....	.....
						AM		PM	PM	AM	PM									
						Daily	Daily	Daily	Daily	Daily	Mon. Wed. Fri.	Daily Except Sun.								
.....	.....	Scheduled time		.....		2:13	0:18	2:40	3:15	3:50	5:30	0:13								
.....	.....	Average miles an hour		.....		47.6	20.0	39.6	32.4	27.5	10.1	27.6								

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

No. 91 and No. 4.
No. 3 and No. 98.

Nos. 71 and 73 carry passengers.

Following trains meet on double track between Junction and Peru:

No. 73 and No. 82.

PERU TO MONTPELIER—1st District

Time-Table No. 44

In effect Sept. 28, 1952

AUTOMATIC BLOCK SYSTEM

Distance from St. Louis		STATIONS			Station Numbers	Eastward Trains													
						FIRST CLASS			SECOND CLASS			THIRD CLASS							
						2	12	4	96	82	98	70	72						
						Detroit Limited	Toledo Limited	Wabash Cannon Ball	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	Local Freight						
						Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sun.	Tues. Thur. Sat.						
				DBL TRK		AM		PM	AM	PM	PM								
391.8	DN	MONTPELIER	WC	DBL TRK	912	4.21	.....	6.06	7.30	3.40	11.50	.....	.....						
		0.5																	
391.3		WEST YARD			.....	4.20	.....	6.05	7.15	3.25	11.35	.....	.....						
		1.0																	
390.3		PERGO		C.	....	.....	.....	.....	.....	.....	.....	.....	.....						
		6.0																	
384.3	D	BLAKESLEY			914	.....	.....	.....	.....	.....	.....	.....	.....						
		10.5																	
373.8	D	BUTLER	W	T.	351	.....	.....	.....	.....	.....	.....	.....	.....						
		10.3																	
363.4	D	SPENCERVILLE			347	.....	.....	.....	.....	.....	.....	.....	.....						
		5.3																	
358.1	D	GRABILL		C.	346	.....	.....	.....	.....	.....	.....	.....	.....						
		6.4																	
351.7		THURMAN			345	.....	AM	.....	.....	.....	.....	AM	.....						
		3.5																	
348.2	DN	NEW HAVEN		DBL TRK	43	3.39	f 4.02	5.25	5.40	2.16	9.50	f 6.25	AM						
		6.0																	
342.2	DN	FT. WAYNE	WC		45	3.29 3.07	3.50	5.15 5.02	5.25	2.00	9.20	6.10	11.25						
		2.7																	
339.5	DN	HUGO			46	2.55	AM	4.54	5.00	1.35	9.08	AM	10.50						
		5.6																	
333.9		PRAIRIE SWITCH			47	2.49	.....	4.48	4.50	1 28	9.00	.....	10.35						
		6.9																	
327.0	D	ROANOKE			51	2.41	.....	4.40	4.40	1.18	8.51	.....	f10.15						
		4.1																	
322.9		MARDENIS			53	2.36	.....	4.35	4.30	1.10	8.44	.....	9.56						
		4.6																	
318.3	DN	HUNTINGTON	W		55	S 2.30	.....	S 4.29	4.20	1.00	8.35	.....	S 9.46						
		5.8																	
312.5	D	ANDREWS			57	.....	.....	S 4.15	.....	.....	.....	.....	f 7.20						
		0.8																	
311.7		ANDREWS YARD			58	2.13	.....	4.12	4.03	12.43	8.26	.....	7.15						
		6.2																	
305.5	D	LAGRO			61	2.07	.....	4.06	3.53	12.35	8.17	.....	f 7.00						
		5.6																	
299.9		WABASH			63	S 2.00	.....	S 3.59	3.43	12.27	8.09	.....	S 6.45						
		1.5																	
298.4	DN	HARTMAN	W		64	1.55	.....	3.51	3.39	12.22	8.06	.....	6.25						
		3.9																	
294.5		RICH VALLEY			65	.....	.....	3.47	3.29	12.15	7.59	.....	f 6.15						
		6.0		DBL TRK															
288.5		JUNCTION			....	1.45	.....	3.41	3.15	12.08	7.50	.....	6.05						
		2.3																	
286.2	DN	PERU	WC		67	1.40	.....	3.36	3.10	12.00	7.45	.....	6.00						
						AM		PM	AM	NOON	PM		AM						
						Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sun.	Tues. Thur Sat.						
		.....Scheduled time.....				2:41	0:12	2:30	4:20	3:40	4:05	0:15	5:25						
		.....Average miles an hour.....				39.3	30.0	42.2	24.3	28.8	25.8	24.0	10.3						

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

No. 4 and No. 91.
No. 98 and No. 3.

Nos. 70 and 72 carry passengers

Following trains meet on double track between Peru and Junction

No. 82 and No. 73.

TOLEDO—MONTPELIER—1st District

Time-Table No. 44

In effect Sept. 28, 1952

Westward Trains				Distance from Toledo		STATIONS		Capacity of sidings in 45 ft. cars exclusive of engine and caboose.	Station Numbers	Eastward Trains			
THIRD CLASS			FIRST CLASS							FIRST CLASS	THIRD CLASS		
79	77	71	13							12	76	70	78
Red Ball Freight	Red Ball Freight	Local Freight	St. Louis Limited							Toledo Limited	Red Ball Freight	Local Freight	Red Ball Freight
Daily	Daily	Daily Except Sun.	Daily							Daily	Daily	Daily Except Sun.	Daily
PM	AM	AM	PM							AM	AM	PM	PM
.....	.....	.....	6.25	.....		DN TOLEDO		.....	1	6.50	.....	.....	.....
						1.3							
9.30	10.00	7.15	6.29	1.3		2S TOLEDO Y'D	WC	.....	2	6.39	7.30	1.00	8.30
						2.0							
9.40	10.10	7.20	6.32	3.3	A B S	WALBRIDGE JCT.	C T C	.....	.....	6.35	7.25	12.45	8.06
						2.0							
.....	.....	.....	.....	5.3		DN GOULD		.....	5	.....	.....	.....	.....
						3.3							
9.50	10.20	7.40	6.39	8.6		WANICK JCT.		.....	.....	6.28	7.02	12.35	7.56
						0.6							
9.55	10.25	AM	PM	9.2		MAUMEE		.....	9	AM	7.00	PM	7.53
						3.4							
10.05	10.35	.....	.....	12.6		MONCLOVA		...	332	.....	6.40	.....	7.41
						4.6							
10.17	10.47	.....	.....	17.2		MIDWAY		.....	333	.....	6.25	.....	7.26
						5.0							
10.32	11.02	.....	.....	22.2		BRAILEY		.....	334	.....	6.10	.....	7.11
						4.1							
10.47	11.17	.....	.....	26.3		DELTA		.....	336	.....	5.57	.....	6.59
						3.1							
10.55	11.25	.....	.....	29.4		DELTA YARD		112	337	.....	5.47	.....	6.49
						4.3							
11.15	11.45	.....	.....	33.7	D	WAUSEON	W	66	338	.....	5.35	.....	6.37
						5.7							
11.30	12.00	.....	.....	39.4		ECKLEY		.....	340	.....	5.20	.....	6.22
						3.1							
11.40	12.10	.....	.....	42.5		ELMIRA		103	342	.....	5.10	.....	6.13
						6.6							
12.00	12.30	.....	.....	49.1		WEST UNITY		52	344	.....	4.55	.....	5.52
						9.2							
12.45 AM	1.15 PM	.....	.....	58.3		DN MONTPELIER	WC	.....	912	.....	4.30 AM	.....	5.30 PM
Daily	Daily	Daily Except Sun.	Daily							Daily	Daily	Daily Except Sun.	Daily
3:15	3:15	0:25	0:14	.....	..... Scheduled time			.....	.....	0:22	3:00	0:25	3:00
17.5	17.5	17.5	36.8	.....	..... Average miles an hour			.....	.....	23.4	19.0	17.5	19.0

No. 182 depart Toledo 7:30 a. m.; arrive Oakwood Jct. 11:45 a. m. (C. S. T.).

No. 189 depart Oakwood Jct. 2:30 a. m. (C. S. T.); arrive Toledo 6:30 a. m

Nos. 70 and 71 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.

PERU—TILTON—2nd District

Time-Table No. 44

In effect Sept. 28, 1952

Westward Trains						Distance from Detroit		STATIONS			Capacity of sidings 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	3	1								4	2	82	98	96	74	
	Local Freight	Red Ball Freight	Red Ball Freight	St. Louis Limited	Wabash Cannon Ball								Wabash Cannon Ball	Detroit Limited	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	
	Daily Except Sun.	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Daily	Daily Except Sun.	
	AM	PM	AM	PM	AM								PM	AM	AM	PM	AM	PM	
.....	6.00	7.35	3.30	11.20	10.35	202.5		DN PERU WC	DBL TRK		.....	67	3.31	1.30	11.35	7.15	2.40	12.45	.....
								1.9											
.....	6.05	7.40	3.35	11.24	10.39	204.4		DN C. W. TOWER			.....	.....	3.26	1.23	11.30	7.06	2.20	12.33	.....
								4.8											
.....	f 6.20	7.48	3.43	11.29	10.44	209.2		NEW WAVERLY			116	69	3.21	1.17	11.23	6.58	2.10	f12.15	.....
								3.8											
.....	6.28	7.54	3.49	11.34	10.49	213.0		DANES			116	70	3.16	1.12	11.15	6.45	2.00	12.05	.....
								5.5											
.....	S 6.57	8.04	3.59	S11.52	**S11.00**	218.5		DN LOGANSPORT W			115	71	S 3.09	S 1.05	**11.00**	6.35	1.50	S11.39	.....
								5.8											
.....	f 7.35	8.16	4.11	12.02	**11.09**	224.3		DN CLYMERS			116	73	2.57	12.46	10.30	5.58	1.37	**f11.09**	.....
								3.5											
.....	f 7.50	8.22	4.17	12.06	11.13	227.8		BURROWS			88	75	2.53	12.43	**10.23**	5.50	1.30	**f10.23**	.....
								4.3											
.....	f 8.25	8.29	4.24	12.10	11.17	232.1		D ROCKFIELD			116	77	2.49	12.39	10.17	5.45	1.23	f 9.50	.....
								6.5											
.....	S 8.40	8.37	4.32	12.15	S11.26	238.6	AUTOMATIC BLOCK SYSTEM	DN DELPHI	C.T.C.		116	79	S 2.39	12.31	10.05	5.34	1.10	S 9.35	.....
								5.2											
.....	f 8.55	.....	.....	.....	.....	243.8		COLBURN WC			116	80	.....	.....	.....	.....	.....	f 9.20	.....
								3.6											
.....	f 9.05	.....	.....	.....	.....	247.4		D BUCK CREEK			116	81	.....	.....	.....	.....	.....	f 9.05	.....
								6.1											
.....	9.15	9 07	5.05	12.39	11.43	253.5		EAST YARD			.....	84	2.20	12.08	9.39	5.09	12.40	8.50	.....
								1.9											
.....	S 9.25	9.14	5.20	S12.57	S11.55	255.4		2S LAFAYETTE W	DBL TRK		.....	85	S 2.16	S12.05	9.32	5.02	12.27	S 8.35	.....
								1.8											
.....	9.30	9.21	5.26	1.02	11.58	257.2		LAFAYETTE JCT.			.....	87	2.04	11.51	9.25	4.55	12.20	8.25	.....
								3.0											
.....	f 9.40	.....	.....	.....	.....	260.2		SHADELAND			.....	88	.....	.....	.....	.....	.....	f 8.15	.....
								5.1											
.....	f 9.55	.....	.....	.....	.....	265.3		D WEST POINT			116	91	.....	.....	.....	.....	.....	f 8.05	.....
								6.9											
.....	f10.20	.....	.....	.....	.....	272.2		RIVERSIDE	C.T.C.		116	93	.....	.....	.....	.....	.....	f 7.50	.....
								4.6											
.....	S11.20	.....	.....	.....	S12.21	276.8		ATTICA W			116	95	S 1.45	.....	.....	.....	.....	S 7.35	.....
								3.7											
.....	f11.30	.....	.....	.....	S12.28	280.5		D WILLIAMSPORT			116	97	S 1.39	.....	.....	.....	.....	f 7.00	.....
								4.4											
.....	f11.45	.....	.....	.....	.....	284.9		WEST LEBANON			116	99	.....	.....	.....	.....	.....	f 6.45	.....
								3.8											
.....	f11.50	.....	.....	.....	.....	288.7		MARSHFIELD			116	101	.....	.....	.....	.....	.....	f 6.35	.....
								5.5											
.....	f12.00	10.10	6.20	1.42	12.45	294.2		D STATE LINE			.....	105	1.23	11.12	8.35	4.05	11.30	f 6.25	.....
								4.6											
.....	12.10	10.20	6.28	1.46	12.50	298.8		NEWELL	DBL TRK		.....	107	1.17	11.06	8.25	3.55	11.20	6.15	.....
								1.9											
.....	12.15	10.25	6.35	1.50	12.52	300.7		DANVILLE JCT.			.....	109	1.14	11.03	8.18	3.48	11.15	6.10	.....
								0.9											
.....	f12.20	10.30	6.40	S 2.05	S 1.01	301.6		2S DANVILLE			.....	111	S 1.09	S10.59	8.13	3.43	11.10	f 6.05	.....
								2.2											
.....	12.25 PM	11.00 PM	7.05 AM	2.14 AM	1.07 PM	303.8		DN TILTON WC			.....	113	12.59 PM	**10.44** PM	8.05 AM	3.35 PM	**10.44** PM	6.00 AM	.....
	Daily Except Sun.	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Daily	Daily Except Sun.	
	6:25	3:25	3:35	2:54	2:32			.....Scheduled time					2:32	2:46	3:30	3:40	3:56	6:45	
	15.7	29.6	28.2	34.9	39.9			.....Average miles an hour					39.9	36.6	28.9	27.6	25.7	15.0	

Following trains meet on double track between State Line and Tilton:
No. 1 and No. 4. No. 91 and Nos. 2 and 96.
No. 89 and No. 74.

Nos. 74 and 75 carry passengers.

Following trains meet on double track between LaFayette Junction and East Yard:
Nos. 75 and 82. Nos. 3 and 96.

DETROIT TO MONTPELIER—3rd District

Time-Table No. 44

In effect Sept. 28, 1952

Westward Trains

Distance from Detroit	STATIONS	Capacity of sidings in 45 ft. cars exclusive of engine and caboose.	FIRST CLASS 1 Wabash Cannon Ball Daily	37 Penn. Daily	25 C&O Daily	3 St. Louis Limited Daily	35 Penn. Daily Except Sat.	SECOND CLASS 189 Red Ball Freight Daily	91 Red Ball Freight Daily	89 Red Ball Freight Daily	THIRD CLASS 71 Local Freight Mon. Wed. Fri.
.....	2S DETROIT Eastern Time	.....	AM 7.35	PM 5.30	PM 5.50	PM 7.45	PM 11.40	.....	.....	.....	.....
	4.4										
4.4	DELRAY WC	.....	7.47	5.42	6.05	7.57	11.52	.....	.....	.....	.....
	1.2										
5.6	ECORSE JCT.	.....	.....	5.45	.....	.....	11.55	.....	.....	.....	.....
	1.5										
7.0	OAKWOOD W	.....	.....	PM	.....	.....	PM	AM	PM	PM	AM
	1.7										
8.7	DN OAKWOOD JCT. Eastern Time	.....	7.52	.....	6.10	8.02	.....	3.30	2.00	9.00	8.10
8.7	DN OAKWOOD JCT. Central Time	.....	6.52	.....	5.10	7.02	.....	2.30	1.00	8.00	7.10
	3.7										
12.4	HAND	.....	.....	.....	.....	.....	.....	2.38	1.08	8.07	f 7.18
	6.6										
19.0	DN ROMULUS	E 90	7.01	.....	5.20	7.11	.....	2.48	1.18	8.17	S 7.29
	2.3										
21.3	FRENCH LANDING	.....	.....	.....	PM	.....	.....	.....	.....	.....	f 7.34
	2.5										
23.8	D BELLEVILLE W	.....	.....	.....	.....	.....	.....	2.56	1.26	8.24	S 7.39
	4.8										
28.6	D WILLIS	.....	7.09	.....	.....	7.19	.....	3.04	1.34	8.31	f 7.47
	2.9										
31.5	D WHITTAKER	.....	.....	.....	.....	.....	.....	3.09	1.39	8.36	f 7.53
	5.8										
37.3	DN MILAN	E 82 W 52	7.16	.....	.....	7.26	.....	4.00	1.48	8.45	S 8.04
	4.9										
42.2	D CONE	.....	.....	.....	.....	.....	.....	AM	1.56	8.53	f 8.39
	4.5										
46.7	D BRITTON	W106	7.24	.....	.....	7.34	.....	.....	2.04	9.00	S 8.48
	5.7										
52.4	D HOLLOWAY	W 96	.....	.....	.....	.....	.....	.....	2.13	9.08	f 8.58
	2.4										
54.8	RAISIN CENTER	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	4.0										
58.8	2S ADRIAN WC	E 98 W 55	S 7.39	.....	.....	S 7.50	.....	.....	2.23	9.18	S 9.35
	1.0										
59.8	SOUTH ADRIAN	.....	.....	.....	.....	.....	.....	.....	2.25	9.20	9.37
	5.8										
65.6	D SAND CREEK	W 89	7.47	.....	.....	7.59	.....	.....	2.34	9.29	f 9.47
	4.6										
70.2	D SENECA	.....	7.51	.....	.....	8.03	.....	.....	2.41	9.36	f 9.56
	3.0										
73.2	D NORTH MORENCI	E 96	.....	.....	.....	.....	.....	.....	2.46	9.40	f10.02
	6.3										
79.5	D MUNSON	W 98	7.59	.....	.....	8.11	.....	.....	2.56	9.49	f10.13
	5.2										
84.7	FRANKLIN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1.0										
85.7	DN ALVORDTON	E 94	8.04	.....	.....	8.17	.....	.....	3.06	9.58	S10.32
	4.1										
89.8	KUNKLE	W 46	.....	.....	.....	.....	.....	.....	3.12	10.04	f10.40
	7.1										
96.9	DN MONTPELIER W C-Central Time	.....	8.15 AM	.....	.....	8.27 PM	.....	.....	3.25 PM	10.25 PM	11.15 AM
			Daily	Daily	Daily	Daily	Daily Except Sat.	Daily	Daily	Daily	Mon. Wed. Fri.
.....	.....Scheduled time.....	.....	1:40	0:15	0:30	1:42	0.15	1:30	2:25	2:25	4:05
.....	.....Average miles an hour.....	.....	58.1	22.4	38.0	57.0	22.4	19.0	36.4	36.4	21.6

AUTOMATIC BLOCK SYSTEM — DOUBLE TRACK

No. 3 stop on signal at Milan to receive revenue passengers for Danville or scheduled stops west thereof.

No. 71 carry passengers.

No. 189 arrive Toledo 6:30 a. m.

Time-Table No. 44

In effect Sept. 28, 1952

Eastward Trains

Distance from Chicago	STATIONS	Station Numbers	FIRST CLASS 32 Penn. Daily Except Sun.	FIRST CLASS 2 Detroit Limited Daily	FIRST CLASS 34 Penn. Daily	FIRST CLASS 4 Wabash Cannon Ball Daily	SECOND CLASS 98 Red Ball Freight Daily	SECOND CLASS 96 Red Ball Freight Daily	SECOND CLASS 182 Red Ball Freight Daily	SECOND CLASS 82 Red Ball Freight Daily	THIRD CLASS 70 Local Freight Tues. Thurs. Sat.
			AM	AM	AM	PM					
272.1	28 DETROIT—Eastern Time	870	7.40	7.50	8.05	8.55	.....	.....	.....	.....	.....
	4.4										
267.7	DELRAY WC	872	7.25	7.26	7.53	8.39	.....	.....	.....	.....	.....
	1.2										
266.5	ECORSE JCT.	.....	7.22	.....	7.51	.....	.....	.....	.....	.....	.....
	1.5										
265.1	OAKWOOD W	873	AM	.....	AM	.....	AM	AM	PM	PM	PM
	1.7										
263.4	DN OAKWOOD JCT. Eastern Time	.....	.....	7.17	.....	8.33	4.20	11.30	12.45	8.30	2.30
263.4	DN OAKWOOD JCT. Central Time	.....	.....	6.17	.....	7.33	3.20	10.30	11.45	7.30	1.30
	3.7										
259.7	HAND	874	.....	6.11	.....	7.29	3.08	10.00	10.50	6.59	f 1.00
	6.6										
253.1	DN ROMULUS	876	.....	f 6.04	.....	7.24	2.56	9.48	10.39	6.46	$12.36
	2.3										
250.8	FRENCH LANDING	878	.....	.....	.....	.....	.....	.....	.....	.....	f12.28
	2.5										
248.3	D BELLEVILLE W	880	.....	f 5.53	.....	7.20	2.46	9.38	10.28	6.37	$12.18
	4.8										
243.5	D WILLIS	882	.....	5.44	.....	.....	2.36	9.28	10.18	6.28	f11.59
	2.9										
240.6	D WHITTAKER	884	.....	5.40	.....	7.13	2.30	9.22	10.12	6.23	f11.37
	5.8										
234.8	DN MILAN	886	.....	f 5.33	.....	7.08	2.19	9.11	10.00	6.12	$11.10
	4.9										
229.9	D CONE	888	.....	5.25	.....	.....	2.10	9.02	AM	6.04	f10.45
	4.5										
225.4	D BRITTON	890	.....	5.20	.....	7.00	2.01	8.53	.....	5.55	$10.25
	5.7										
219.7	D HOLLOWAY	892	.....	5.13	.....	6.55	1.51	8.42	.....	5.45	f 9.55
	2.4										
217.3	RAISIN CENTER	894	.....	.....	.....	.....	.....	.....	.....	.....	f 9.45
	4.0										
213.3	28 ADRIAN WC	896	.....	$ 5.05	.....	$ 6.48	1.40	8.30	.....	5.30	$ 9.25
	1.0										
212.3	SOUTH ADRIAN	897	.....	.....	.....	.....	1.30	8.20	.....	5.27	9.15
	5.8										
206.5	D SAND CREEK	898	.....	4.54	.....	6.38	1.20	8.09	.....	5.15	$ 8.58
	4.6										
201.9	D SENECA	900	.....	4.50	.....	.....	1.13	8.00	.....	5.06	f 8.33
	3.0										
198.9	D NORTH MORENCI	902	.....	4.47	.....	.....	1.08	7.54	.....	5.00	$ 8.23
	6.3										
192.6	D MUNSON	904	.....	4.41	.....	6.26	12.57	7.42	.....	4.49	f 8.02
	5.2										
187.4	FRANKLIN	906	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1.0										
186.4	DN ALVORDTON	908	.....	4.35	.....	6.20	12.46	7.30	.....	4.40	$ 7.40
	4.1										
182.3	KUNKLE	910	.....	.....	.....	.....	12.38	7.20	.....	4.30	f 7.25
	7.1										
175.2	DN MONTPELIER WC-Central Time	912	.....	4.25 AM	.....	6.09 PM	12.20 AM	7.05 AM	.....	4.15 PM	7.10 AM
			Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tues. Thurs. Sat.
	.....Scheduled time.....		0:18	2:25	0:14	1:46	3:00	3:25	1:45	3:15	6:20
	.....Average miles an hour.....		18.6	40.1	24:0	54.8	29.4	25.8	16.3	27.1	13.9

AUTOMATIC BLOCK SYSTEM — DOUBLE TRACK

No. 70 carry passengers.

No. 182 depart Toledo 7:30 a. m.

MONTPELIER—CHICAGO—4th District

Time-Table No. 44

In effect Sept. 28, 1952

Westward Trains								Time-Table No. 44			Eastward Trains					
THIRD CLASS		SECOND CLASS		FIRST CLASS							SECOND CLASS			THIRD CLASS		
		51	89	91	3	1	Distance from Detroit	STATIONS	Station Numbers	Capacity of sidings in 45 ft. cars exclusive of engine and caboose.	82	98	96	52		
		Mixed Passenger	Red Ball Freight	Red Ball Freight	St. Louis Limited	Wabash Cannon Ball					Red Ball Freight	Red Ball Freight	Red Ball Freight	Mixed Passenger		
		Mon. Wed. Fri.	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Tue. Thur. Sat.		
		AM	PM	PM	PM	AM					PM	AM	AM	PM		
.....	.....	7.00	11.00	3.50	8.30	8.17	96.9	DN MONTPELIER WC	912	....	4.30	4.00	6.40	12.30	.....	.....
								0.5								
.....	.....	7.01	11.01	3.51	.....	.....	97.4	WEST YARD	....	.....	4.23	3.53	6.23	12.04	.....	.....
								1.0								
.....	.....	7.03	11.03	3.53	.....	.....	98.4	PERGO	....	.....	4.20	3.50	6.20	12.01	.....	.....
								6.9								
.....	.....	S 7.20	11.19	**4.10**	.....	.....	105.3	D EDON	918	75	**4.10**	3.40	6.10	S11.46	.....	.....
								7.9								
.....	.....	S 7.35	11.33	4.33	.....	.....	113.2	D HAMILTON	920	94	3.55	3.24	5.55	S11.16	.....	.....
								8.2								
.....	.....	S 7.55	11.48	4.48	.....	.....	121.4	2 ASHLEY-HUDSON	924	84	3.35	3.07	5.35	S10.56	.....	.....
								5.1								
.....	.....	S 8.05	11.59	4.56	.....	.....	126.5	D HELMER	926	77	3.23	2.56	5.25	S10.43	.....	.....
								5.3								
.....	.....	S 8.16	12.10	5.05	.....	.....	131.8	SO. MILFORD	928	115	3.10	2.46	5.15	f10.31	.....	.....
								5.0								
.....	.....	S 8.35	12.21	5.13	.....	.....	136.8	DN WOLCOTTVILLE W	930	84	3.00	2.36	5.00	S10.16	.....	.....
								9.2								
.....	.....	S 9.10	12.48	5.29	.....	.....	146.0	D TOPEKA	934	70	2.40	2.17	4.40	S 9.50	.....	.....
								5.4								
.....	.....	9.39	1.00	5.38	.....	.....	151.4	STONY CREEK	936	113	2.30	2.06	4.30	9.39	.....	.....
								6.6								
.....	.....	S 9.59	1.12	5.55	.....	.....	158.0	D BENTON WC	940	117	2.15	1.52	4.15	S 9.26	.....	.....
								3.4								
.....	.....	S10.30	1.21	6.07	.....	.....	161.4	DN NEW PARIS	942	75	1.55	1.42	3.55	S 9.14	.....	.....
								5.1								
.....	.....	S10.50	**1.31**	6.17	.....	.....	166.5	FORAKER	944	117	1.45	**1.31**	3.45	S 9.03	.....	.....
								4.8								
.....	.....	S11.09	1.42	6.27	.....	.....	171.3	D WAKARUSA	946	73	1.35	1.20	3.35	S 8.51	.....	.....
								7.9								
.....	.....	S11.28	1.58	6.43	.....	.....	179.2	D WYATT	948	73	1.20	1.05	3.19	S 8.33	.....	.....
								5.6								
.....	.....	S11.44	2.13	6.53	.....	.....	184.8	DN LAKEVILLE	950	84	1.10	12.55	3.08	S 8.10	.....	.....
								2.6								
.....	.....	11.53	2.33	6.58	.....	.....	187.4	N PINE W	951	121	1.05	12.50	3.02	8.04	.....	.....
								5.5								
.....	.....	S12.13	**2.50**	7.08	.....	.....	192.9	DN NO. LIBERTY	954	98	12.55	12.30	**2.50**	S 7.50	.....	.....
								7.6								
.....	.....	**12.40**	3.05	7.23	.....	.....	200.5	DILLON	956	92	**12.40**	12.15	2.35	7.34	.....	.....
								6.8								
.....	.....	f12.52	.....	.....	.....	.....	207.3	KINGSBURY	958	.....	.....	.....	.....	f 7.18	.....	.....
								2.3								
.....	.....	f12.57	3.30	7.41	.....	.....	209.6	N MAGEE	960	.....	12.20	11.55	2.17	f 7.10	.....	.....
								7.6								
.....	.....	S 1.15	3.50	7.56	.....	.....	217.2	D WESTVILLE	962	76	12.05	11.40	2.02	S 6.54	.....	.....
								5.6								
.....	.....	1.31	4.05	8.07	.....	.....	222.8	MORRIS	963	91	11.50	11.25	1.50	6.39	.....	.....
								7.7								
.....	.....	S 1.47	4.30	8.29	.....	.....	230.5	DN CROCKER WC	964	E 80 W 70	11.30	11.00	1.30	S 6.23	.....	.....
								8.7								
.....	.....	2.05	4.52	8.47	.....	.....	239.2	AETNA	970	.....	10.50	10.20	1.10	6.05	.....	.....
								1.9								
.....	.....	2.30	4.58	8.53	.....	.....	241.1	GARY	971	83	10.45	10.15	1.05	6.00	.....	.....
								2.3								
.....	.....	PM	.....	.....	.....	.....	243.4	DN TOLLESTON W	972	.....	10.35	10.05	12.55	AM	.....	.....
								3.3								
.....	.....	.....	5.10	9.09	.....	.....	246.7	DN CLARKE JCT.	973	.....	10.05	9.35	12.35	.....	.....	.....
								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	DN 47TH STREET W	505	.....	9.00	8.30	11.30	.....	.....	.....
								4.4								
.....	.....	.....	.....	.....	.....	.....	272.1	DN CHICAGO	501	.....	.....	.....	.....	.....	.....	.....
			AM	PM							AM	PM	PM			
		Mon. Wed. Fri.	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Tues. Thurs. Sat.		
		7:30	8:30	8:05				.....Scheduled time.....			7:30	7:30	7:10	6:30		
		19.2	20.0	21.1				.....Average miles an hour.....			22.7	22.7	23.8	22.1		

A·B·S· — DN MONTPELIER WC to WEST YARD to PERGO

DBLTRKCTC — DN MONTPELIER WC to PERGO

A·B·S· — DN LAKEVILLE to DN NO. LIBERTY

DOUBLE TRACK — DN CLARKE JCT. to DN CHICAGO

Nos. 51 and 52 stop on signal at Millersburg.

EMPLOYES' HOSPITAL ASSOCIATION

LIST OF HOSPITALS AND SURGEONS

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

Peru Hospital.....Dr. D. W. Ferrara
Detroit Dispensary.....Dr. H. D. Stricker
Delray Dispensary.....Dr. M. L. Lichter
Toledo Dispensary.....Dr. C. R. Marlowe
Montpelier Dispensary.....Dr. T. L. Taylor
Ft. Wayne Dispensary.....Dr. O. J. Miller
Chicago Dispensary... { Dr. E. L. Arensdorf / Dr. R. S. Westline

MICHIGAN

Morenci.....Dr. E. C. Raabe
Adrian.....Dr. L. Miller
Milan.....Dr. J. S. DeTar
Romulus.....Dr. G. F. Schlacht

OHIO

Edon.....Dr. I. L. Colvin
Whitehouse.....Dr.K. B. Browne
Wauseon.....Dr. L. E. Botts
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. Arthur J. Steffen
Logansport.....Dr. C. L. Viney
Delphi.....Dr. C. C. Crampton
Lafayette..Dr. E. T. Stahl–Dr. A. C. Arnett
Attica.....Dr. Carl A. Freed
Williamsport.....Dr. J. W. Crain
West Lebanon.....Dr. Carl A. Nelson
Hamilton.....Dr. J. A. Alford
Helmer.....Dr. R. D. Denman
Wolcottville.....Dr. B. H. Pulskamp
Topeka.....Dr. K. M. Lehman
Syracuse.....Dr. F. O. Clark
New Paris.....Dr. E. D. Stuckman
Goshen.....Dr. Howard A. Bosler
Wakarusa.....Dr. C. L. Amick
South Bend.....Dr. L. G. Frith
North Liberty.....Dr. John J. Hardy
Westville.....Dr. M. J. Hetman
Chesterton.....Dr. J. P. Griffin
Gary.....Dr. H. M. English
Hammond.....Dr. E. S. Jones

ILLINOIS

Danville.....Dr. D. C. Good–Dr. A. E. Dale

Westward Trains		Distance from Toledo	Time-Table No. 44 In effect Sept. 28, 1952 STATIONS	Station Numbers	Capacity of sidings in 45 ft. cars exclusive of engine and caboose.	Eastward Trains	
THIRD CLASS	FIRST CLASS					FIRST CLASS	THIRD CLASS
71	13					12	70
Local Freight	St. Louis Limited					Toledo Limited	Local Freight
Daily Except Sun.	Daily					Daily	Daily Except Sun.
AM	PM					AM	PM
7.40	6.39	8.6	WANICK JCT.	....	.....	6.28	12.35
			0.6				
f 7.45	f 6.41	9.2	MAUMEE	9	66	S 6.26	f12.30
			4.0				
f 7.55	6.47	13.2	HOMEWOOD	11	.....	6.17	f12.15
			4.1				
f 8.05	S 6.53	17.3	D WHITE HOUSE	13	35	S 6.10	f12.00
			4.0				
f 8.15	6.59	21.3	STATION NO. 15 *	15	.....	f 6.02	f11.45
			4.5				
f 8.25	7.05	25.8	COLTON	17	.....	f 5.55	f11.14
			3.3				
f 8.35	S 7.10	29.1	D LIBERTY CENTER	19	....	S 5.49	f10.50
			6.9				
S 8.50	S 7.21	36.0	D NAPOLEON	21	43	S 5.37	S10.10
			5.6				
f 9.02	7.29	41.6	D OKOLONA	23	.....	f 5.26	f 9.50
			4.0				
f 9.10	7.34	45.6	JEWELL	25	40	f 5.18	f 9.40
			5.2				
S 9.25	S 7.45	50.8	DEFIANCE W	27	55	S 5.08	S 9.25
			0.7				
9.30	7.47	51.5	DN DEFIANCE JCT.	29	....	5.04	8.45
			12.3				
f10.00	S 8.07	63.8	2 S CECIL	35	40	S 4.42	f 7.50
			7.8				
f10.25	S 8.18	71.6	D ANTWERP	37	46	S 4.29	f 7.20
			7.1				
f10.50	8.28	78.7	D WOODBURN	39	40	S 4.18	f 6.55
			9.8				
f12.10 PM	8.42 PM	88.5	DN NEW HAVEN	43	52	f 4.02 AM	f 6.25 AM
Daily Except Sun.	Daily					Daily	Daily Except Sun.
4:30	2:03	....	.....Scheduled time.....	.....	.....	2:26	6:10
17.7	38.9	.....	...Average miles an hour...	.....	.....	32.8	12.9

Nos. 70 and 71 carry passengers.

No. 13 Stop on signal at Station No. 15 (Neapolis) to discharge revenue passengers from Toledo.

*Post office name "Neapolis."

SPECIAL 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 as amended or superseded by the following:

Every employe whose duties are in any way prescribed by the 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 trains are superior to westward 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: Detroit, Oakwood Jct., Toledo, Toledo yard, Montpelier yard, Montpelier passenger station, Wanick Jct., Walbridge Jct., New Haven, Ft. Wayne, Peru, Danville, Tilton, Gary and Chicago.

SPEED RESTRICTIONS

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

78 miles an hour, or 1 mile in 46 seconds, 110-112 lb. rail, tangent track.

60 miles an hour, or 1 mile in 1 minute with Class D-45, D-30, D-15, O-1 and M-1 engines.

50 miles an hour, or 1 mile in 1 minute 12 seconds with engines equipped with single engine trucks.

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

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

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

Passenger trains handling freight cars will be governed the same as redball freight trains unless otherwise specified.

RED BALL FREIGHT, MIXED AND LOCAL TRAINS

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

30 miles an hour, or 1 mile in 2 minutes between Montpelier and Wanick Jct., and Walbridge Jct. and Toledo Yard.

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

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

48 miles an hour, or 1 mile in 1 minute 15 seconds between Montpelier and Clarke Jct.

15 miles an hour on the Covington Branch.

DEAD FREIGHT TRAINS OR LIGHT ENGINES ALL DISTRICTS

50 miles an hour or one mile in 1 minute 12 seconds, except when handling restricted cars.

Engines without cars, and self-propelled equipment, must not exceed the following speeds when moving in automatic block signal or traffic control system, through interlockings or approaching highway crossings protected by automatic warning devices—

Light steam engines, single unit diesel engines and self-propelled equipment.....20 MAH
Two unit diesel engines.....30 MAH
Three unit diesel engines.....40 MAH

Steam engines running backward, must not exceed 25 miles an hour. Where conditions are such to require further restrictions, special instructions will govern.

Diesels D-20, D-22, or single unit of a D-30, D-45, or A & B units of a D-45 running backward will not exceed 25 miles an hour.

Steam yard engines must not exceed 20 miles an hour.

Where district maximum speeds are less they will govern.

ENGINES HANDLED IN TRAINS

Dead engines must be separated from each other and from other engines by at least 5 cars. Trains hauling dead steam 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 steam engines hauled in trains, must be moved backwards.

Trains hauling diesel yard engines in tow must not exceed 35 miles an hour.

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.

CENTRALIZED TRAFFIC CONTROL SYSTEM

Between West Yard and New Haven, 1st District

Between Delphi and East Yard, 2nd District

Between Lafayette Jct. and State Line, 2nd District

Between West Yard and Pergo, 4th District

520. Trains will move as authorized by signal indications which will supersede time-table superiority of trains but will not dispense with the use or observance of other signals whenever and wherever they may be required.

521. Trains will maintain their authorized identity and continue the display of classification and marker signals.

522. Train movement will be governed by signal indication as provided for under fixed signals, Pages 79-91 of Rules and Regulations of the Transportation Department.

Operation between West Yard and New Haven, 1st District; Delphi and East Yard and Lafayette Jct. and State Line, 2nd District; West Yard and Pergo, 4th District, will be by Centralized Traffic Control System in accordance with Rules 261, 263, 264 and Special Instructions.

523. When a train is stopped by a stop signal at end of siding and the cause is not apparent, the conductor or engineman will communicate with the train dispatcher. If conditions require, the train dispatcher will issue clearance, which will be copied on CTC Permissive Form 439, when train may proceed at restricted speed as authorized. If cause is apparent and the signal continues to display "stop" indication for five minutes, the conductor or engineman must report to train dispatcher for instructions.

524. When a train is stopped by a stop signal governing movement over Power controlled switch and means of communication have failed, after every possible effort has been made to establish communication with the train dispatcher, should no cause for detaining the train be apparent, the conductor, after a thorough understanding with the engineman will arrange, if necessary, for hand-operation of the switch in the route to be used, after which train may proceed, preceded by a flagman, a sufficient distance to insure full protection, to the next point of communication, or to the next block signal, displaying proceed indication, expecting to find a train or obstruction in block, switch not properly lined, a car inside the clearance point or a broken rail. After train has cleared the plant all switches must be restored to normal operating position. Complete report must be made to Trainmaster from the first point of communication.

525. Should it become necessary for a train or engine to reverse movement, such movement must be made under flag protection, but must not pass a signal, which governs movement over a POWER controlled switch, in reverse movement without permission from the train dispatcher.

526. If head end of train passes a signal governing movement over a POWER controlled switch and then reverse movement is made so it is again in the rear of signal, the train dispatcher must be notified at once.

527. Switches at West end Delphi siding, at end of double track Lafayette Jct., east end siding Butler, east end of eastward siding and end of double track New Haven, are operated by signalmen, but signals are controlled jointly by the signalmen and train dispatchers.

At above points, when stopped by stop signal in addition to receiving hand signal from signalman with yellow flag by day and yellow light by night per Rule 608, train must secure CTC permissive card Form 439 authorizing the movement.

528. POWER switches and signals at the following locations are controlled and operated by train dispatchers at Peru:

East end siding Delphi.
East and west end siding Colburn.
East and west end siding Buck Creek.
End double track East Yard.
East and west end siding West Point.
East and west end siding Riverside.
East and west end siding Attica.
East and west end siding Williamsport.
East and west end siding West Lebanon.
East and west end siding Marshfield.
End double track State Line.

POWER switches and signals at the following locations are controlled and operated by train dispatchers at Montpelier:

Eastward and westward crossovers at Pergo.
East and west end siding Blakesley.
West end siding Butler.
East and west end siding Spencerville.
East and west end siding Grabill.

529. There is a dual-control attachment which is a part of each POWER Switch machine located at each control switch.

A cast iron "N" on the first cross tie ahead of the switch points indicates the normal position of switch points. A cast iron "R" indicates reverse position of switch points.

Detailed instructions for operation will be found in booths or concrete houses adjacent to POWER switches.

530. To obtain authority for hand operation of POWER Switch, trainman must inform dispatcher of movement to be made and secure permission. Train must make first move on signal indication. After authority has been obtained to operate POWER switch by hand and after first move has been made on signal indication, trainman must move selector lever to HAND position. Selector lever must remain in HAND position during hand operation.

531. Before a train may proceed on hand signal from a stop signal under authority of dispatcher or under flag protection, trainman must operate the switch points with the hand-throw lever regardless of position found and line the switch to the route desired.

532. When it is necessary to line POWER switch by use of hand-throw lever, trainman must notify engineman when selector lever is in the HAND position and also notify him when it is returned to MOTOR position.

533. When selector lever is moved to HAND position, signals governing movement over POWER switch will indicate stop. Under these conditions, the train or engine authorized to use switch may consider indications of these signals suspended, and may make movements over switch as necessary during time selector lever is in HAND position.

534. Enginemen must not accept hand signals against fixed signals in making movements over a POWER switch unless selector lever of dual-control switch machine has been placed in the HAND position and switch operated by hand-throw lever, or unless in an emergency, when they are fully informed as to the circumstances and the switch points have been spiked, if necessary.

535. The permission granted by the train dispatcher to a trainman to hand operate a dual-control switch does not authorize any part of train or engine to move beyond the designated limits, even though the selector lever is operated.

536. If and when movements beyond the designated limits are necessary during the time the dual-control switch is being hand operated, the trainman must communicate with the train dispatcher and be governed by his instructions.

537. If additional time is required, trainman must, before time limit has expired, report to the train dispatcher for instructions.

538. When time limit expires or work is completed, trainman must restore hand-throw lever to normal position and the selector lever to "motor-operating" position and lock both the selector and hand-throw levers and so report to the train dispatcher and, at the same time, notify him of the location of his train or engine.

539. To hold main track to do work or to operate a main track hand-throw switch in the vicinity of a POWER switch, a trainman must secure permission from the train dispatcher, and must have an understanding as to the length of time the main track can be used and must be in the clear in the time specified.

540. To hold the main track to do work at points not in the vicinity of a track or siding equipped with POWER switch, or switches, the conductor or engineman must obtain permission from the train dispatcher before leaving the controlled track or siding.

541. When conditions require, the train dispatcher will issue authority to work which will be copied on C. T. C. Work Permit Form 440, showing working and time limits authorized.

542. When work has been completed or train or engine is clear of main track and switch closed and locked, or time limit has expired, a trainman must report to the train dispatcher, stating circumstances, location of train or engine, and the governing signal. If additional time or extension of working limits are required, they must be authorized by the train dispatcher and handled in the same manner.

543. All hand operated main track switches must be used only when authorized by train dispatcher. Trains must not clear main track at any tracks other than at the sidings specified in the Rules 527 and 528 except in emergency. At elevator track State Line, elevator track Marshfield, elevator track West Lebanon, elevator track Shadeland and the Big 4 Transfer Lafayette Junction, before train or engine enters on or fouls main track trainmen must secure permission from the train dispatcher to enter on the main track. After securing permission operate the switch and wait five minutes before fouling main track. This will not relieve employees from duty of properly and promptly protecting movement. When movement over switch is completed return switch to normal and lock, notifying train dispatcher when done.

Electric locked hand throw main track switches at following locations:

East end elevator track—State Line—pipe connected derail
Elevator track—Marshfield—pipe connected derail
Elevator track—West Lebanon—pipe connected derail
House track crossover—Williamsport
Crossover—Attica
Gravel pit—Attica—pipe connected derails
House track—Attica—pipe connected derails
Brick plant track—Attica—pipe connected derails
Elevator track—Shadeland—pipe connected derails
Eli Lilly track—Lafayette—pipe connected derail
Big Four Transfer—Lafayette Jct.—pipe connected derail
House track—Buck Creek
Coal track—Colburn
North siding—Delphi
C&O transfer—Peru—pipe connected derail
House track—Thurman—pipe connected derails
Crossover—Butler
South siding—Blakesley—pipe connected derails

The switches serving these tracks will be handled in accordance with Rule 544.

Crossover Butler and Attica from main track to siding, also from main track to house track Williamsport are equipped with electric lock hand thrown switches. When in normal position main track switch will mechanically lock other end of crossover in normal position. Main line switch of crossover must be lined in reverse before other end of crossover can be lined reverse.

544. Electrically locked hand throw switches:

A. Train or engine desiring to enter electric locked switch must stop on releasing track instrument about 30 feet ahead of switch. With the lock released the switch can be handled in the regular manner.
B. Train or engine desiring to leave electric locked switch must stop clear of track to be entered and trainman must proceed as follows:
   1. Secure authority from train dispatcher, remove padlock, wait until electric lock is released, and then the switch can be handled in regular manner.
   2. When movement over switch is completed, return switch to normal and lock, notifying train dispatcher when done.
C. When electric lock is out of order, inform the train dispatcher and secure authority to break seal, then lift cover, insert and turn switch key to release lock. After lock has been released train or engine desiring to leave electric locked switch must wait five minutes before lining switch and fouling the track to be entered. When seal has been broken, wire report must be made to trainmaster.

545. Telephones are located near the ends of sidings and at other points as may be necessary.

546. A signal indicating "Stop", which is evidently out of order, must be reported to the train dispatcher from the first available point of communication, giving number of the signal.

547. A POWER switch known or thought to be out of order must be reported to the train dispatcher from the first available point of communication and, if necessary, a flagman must be left to notify all trains that would be affected, until relieved by a signal department employe or by instructions from the train dispatcher.

548. Running switches must not be made over electrically locked or POWER switches.

1st District

Clocks indicating standard time are located in the telegraph offices at Toledo, Montpelier, Ft. Wayne and Peru and in the yard office and roundhouse at Montpelier.

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

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

At Gould, New Haven, Ft. 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.

Hand thrown electrically locked switches with pipe connected derails operated from switch are located as follows: East and West ends of siding, West end elevator track and East end house track, Andrews; O'Connor's spur track and East and West end siding, Rich Valley; West end siding Rockwool track and East and West switch siding, Hartman; East and West switch siding and East and West end team track Wabash. Crossover east of depot Wabash, West end Big 4 transfer Wabash, East and West end siding Lagro, East and West end storage track Lagro. East end of passing track and house track and west end of passing track Roanoke. East end of team track Hugo. East and West end Prairie Switch passing track and crossover westward main track to #1 East Yard Peru.

A. Train or engine desiring to enter electrically locked switches must stop on releasing track instrument about 30 feet ahead of switch. With the lock released the switch can be handled in the regular manner.

B. Train or engine desiring to leave electrically locked switch must stop clear of track to be entered and trainmen must proceed as follows:
Unlock and remove padlock, wait until electric lock releases and then operate switch by hand.

C. When electric lock is out of order, notify train dispatcher and secure authority to break seal, then lift cover, apply and turn switch key to release lock. After lock has been released, train or engine desiring to leave electrically locked switch must wait 5 minutes before lining switch and fouling the track to be entered. When seal has been broken, wire report must be made to trainmaster.

Eastward trains leaving the limits of Centralized Traffic Control at West Yard will respect their scheduled times at that point.

Westward trains will respect their scheduled time at New Haven. Westward inferior trains passing New Haven on the time of superior trains will move with the current of traffic in accordance with Rules 93 and 251 to Ft. Wayne, unless otherwise instructed, where train orders will be issued directing further movement.

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

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 Ft. Wayne.

All trains must not exceed speed of 30 miles an hour passing through the city of 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 old 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 follows:
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 crossover Pergo, end of double track Junction and Hugo 25 miles an hour. At other POWER turnouts, except end of double track New Haven, speed will be governed by signal indication.

Permanent reduce speed signals have been erected at following points, and trains must not exceed following speeds:

New Haven, end double track and around curve, 50 miles an hour.

Curve 1¾ miles west of Montpelier	Passenger 60	Freight 50
Curve at NYC crossing, Butler	Passenger 50	Freight 50
Tangent and curved track 1½ miles west of Hugo to 2½ miles east of Roanoke	Passenger 60	Freight 40
Aboite Curve 2½ miles east of Roanoke	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 1¾ miles west of Rich Valley	Passenger 50	Freight 35

Diverging route signals, Rules 283 or 286, are located at the following points:

Pergo

Westward Home signal on Westward track.....to 1st District
Westward Home signal on Eastward track.....to 4th District
Eastward Home signal on 1st District.....to Westward Main
Eastward Home signal on 4th District.....to Eastward Main

Yard limits at Toledo-Walbridge Junction, Maumee, Montpelier, Ft. 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, Delphi, Lafayette, Danville and Tilton; at Delphi and Tilton they will register by throwing off O. S. slip to operator.

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

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

Hand thrown electrically locked switch with pipe connected derail operated from switch is located on Kickapoo Sand and Gravel spur track east of CW Tower on westward main track.

A. Train or engine desiring to enter electrically locked switches must stop on releasing track instrument about 30 feet ahead of switch. With the lock released the switch can be handled in the regular manner.

B. Train or engine desiring to leave electrically locked switch must stop clear of track to be entered and trainmen must proceed as follows:
Unlock and remove padlock, wait until electric lock releases and then operate switch by hand.

C. When electric lock is out of order, notify train dispatcher and secure authority to break seal, then lift cover, apply and turn switch key to release lock. After lock has been released, train or engine desiring to leave electrically locked switch must wait 5 minutes before lining switch and fouling the track to be entered. When seal has been broken, wire report must be made to trainmaster.

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

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

C. W. Tower, East Yard, Lafayette Jct., and State Line, end of double track 25 miles an hour. West switch Colburn and West switch Delphi 15 miles an hour. At other POWER turnouts speed will be governed by signal indication.

Switch east end Clymers is a POWER switch.

Permanent reduce speed signals have been erected at following points, and trains must not exceed following speeds:

Curve ¼ mi. west of CW tower to Grant St., Peru on eastward main track	Passenger 50	Freight 40
All curves 1½ 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

Eastward trains leaving the limits of Centralized Traffic Control at end of double track Lafayette Jct. and at eastward signal east switch Delphi will respect their scheduled times at those points.

Westward trains will respect their scheduled times at end of double track East Yard and at State Line.

2nd District—Continued

Eastward inferior trains passing Lafayette Jct. and westward inferior trains passing East Yard on time of superior trains will move with current of traffic in accordance with Rules 93 and 251 to Lafayette where train orders will be issued directing further movement.

Westward inferior trains passing State Line on time of superior trains will move with current of traffic in accordance with Rules 93 and 251 to Tilton. where train orders will be issued directing further movement.

When necessary to move against the current of traffic on double track from East Yard, or from Lafayette Junction or from State Line, upon instructions from train dispatcher for the movement, a push button must be operated before proceed signal can be displayed for movement over interlocking or power switch, and movement through yard limits made in accordance with rule 93.

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

3rd District

Clocks indicating Eastern Standard Time are located in the yard office at Oakwood, telegraph office Union Station Detroit, and crew dispatcher's office Delray. Clocks indicating Central Standard Time are located in the roundhouse, yard office and in the passenger station at Montpelier.

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

All trains except first class will register at Oakwood Jct. and Montpelier yard. At Oakwood Jct. 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, C. & O. trains will register by throwing off O. S. slip to operator.

Trains will be governed by the rules and time-table of the Union Belt of Detroit, between Detroit and Delray. Trains must not exceed speed of 20 miles an hour through Delray interlocking limits.

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

Trains must not exceed speed of 15 miles an hour through main track turnouts:

Permanent reduce speed signals have been erected at following points, and trains must not exceed speed as follows:

Within River Rouge interlocking limits; ¾ mile west of Delray	Passenger 30	Freight 30
Reverse curves between Allen Road and Oakwood Jct.—both main tracks	Passenger 50	Freight 40
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 2¼ 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

Diverging route signals, Rules 283 or 286, are located at the following points:

River Rouge Interlocking

Westward Home signal, Foreman Avenue.....to D. T. S. L. R. R.
Westward Home signal, M. C. crossing.....to P. R. R.
Eastward Home signal East of M. C. Crossing.....to Foreman Ave. Wye
Eastward Home signal on D. T. S. L. R. R.....to Foreman Ave. Wye

Romulus

Westward Home signal.....to C. & O. R R.

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; in the roundhouse and passenger station at Montpelier and in C. & W. I. train dispatcher's office at Chicago.

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

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.

Eastward trains leaving the limits of Centralized Traffic Control at

4th District—Continued

West Yard will respect their scheduled times at that point.

Westward trains will respect their scheduled times at Pergo.

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 follows:

Gary, end double track, 20 miles an hour.
Pergo, crossover, 25 miles an hour.

Permanent reduce speed signals have been erected at following points and trains must not exceed following speeds:

Clarke Jct.—Between home signals of interlocking	Passenger 20	Freight 20
Around curve and over E. J. & E. crossing Crocker	Passenger 20	Freight 20

Diverging route signals, Rules 283 or 286, are located at the following points:

Pergo

Westward Home signal on Westward track.....to 1st District
Westward Home signal on Eastward track.....to 4th District
Eastward Home signal on 1st District.....to Westward Main
Eastward Home signal on 4th District.....to Eastward Main

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 D-15 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 track 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. . Passenger 30 Freight 30

Through junction switch 1st Dist. and curves New Haven, 15 miles an hour.

Diverging route signal, Rules 283 or 286, is located at the following point:

New Haven

Eastward Home signal on 1st District.....to 5th District

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

RAILROAD CROSSINGS AND JUNCTIONS

1st District

Walbridge Jct.—N. Y. C. & St. L.—No derails.	
Gould—T. T. R. R. Co. " "	Power controlled Switches.
Wanick Jct.—Junction 5th Dist. " "	
Wanick Jct.—N. Y. C. & St. L. " "	
Wauseon: N. Y. C. 1¾ miles east of station —No derails.	Governed by interlocking.
Wauseon: D. T. & I. ¼ mile west of station —No derails.	Governed by interlocking.
West Unity—C. C. C. & St. L.—No derails.	Governed by automatic interlocking.
Butler—N. Y. C.—No derails	Governed by interlocking.
St. Joe—B. & O.	
New Haven—N. Y. C. & St. L.—End of double track and junction 5th Dist. No derails.	
Ft. Wayne—Penn.—No derails.	
Hugo—N. Y. C. & St. L.—End of double track.	
Huntington—Erie.	
Junction—End of double track.—No derails.	Power controlled switch.
Peru—N. Y. C. & St. L.—No derails.	Governed by automatic interlocking.

2nd District

C. W. Tower—C. & O.—End of double track.	Governed by interlocking.
Logansport—Penn.—No derails.	
Clymers—Penn.	
Delphi—C. I. & L.	
East Yard—End double track. Power controlled switch.	
Lafayette Jct.—C. C. C. & St. L. and N. Y. C. & St. L.—End of double track. No derails.	Governed by interlocking.
State Line—End of double track. Power controlled switch.	
Danville Jct.—C. & E. I.—No derails.	Governed by interlocking.
Danville Jct.—C. & E. I. and C. C. C. & St. L.	Governed by interlocking.

RAILROAD CROSSINGS AND JUNCTIONS—Continued

3rd District

Delray—M. C., N. Y. C. and C&O
Rouge River—Draw Bridge and Junction D. & T. S. L.
Oakwood, Victoria Ave.—M. C.—No derails.
Ecorse Jct.—Junction Penn.
Oakwood Jct.—D. T. & I. —No derails.
Romulus—C&O and junction C&O—No derails.
Milan—Ann Arbor—No derails.
} Governed by interlocking.

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

Adrian—N. Y. C.—No derails.
South Adrian—D. T. & I.—No derails.
Alvordton—C. C. C. & St. L.—No derails.
} Governed by interlocking.

4th District

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

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

New Paris—Junction, Winona R.R.
Lakeville—Penn. Governed by interlocking.
Pine—Junction, N. J. I. & I.
Dillon—N. Y. C. & St. L.—No derails. Governed by automatic interlocking.

North Liberty—N. Y. C.
Magee—C. & O.
Crocker—E. J. & E.
Willow Creek—M. C. and B. & O.—No derails.
Clarke Jct.—Penn. and B. & O. C. T.
W. I. Jct.—C. & W. I.
Loomis St.—B. R. C.—No derails.
} Governed by interlocking.

5th District

Wanick Jct.—Junction 1st Dist.—Power Controlled Switch.

Liberty Center—D. T. & I.—1½ miles west of station.—No derails
} Governed by automatic interlocking.

Napoleon—D. T. & I.—No derails.
Defiance Jct.—B. & O. —No derails.
Cecil—C. C. C. & St. L.
New Haven—N. Y. C. & St. L.—End of double track and junction 1st Dist.—No derails.
} Governed by interlocking.

STATIONS AND SIDINGS NOT SHOWN

1st District

Maumee Asphalt Co.—0.2 mile east of Maumee, connected east end. Capacity, 150 cars.

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, 25 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.

Jet Engine Plant—eastward track 1.3 miles west of Romulus. Capacity, 15 cars.

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

Prison Track—westward track 1 mile east of Milan, connected west end. Capacity, 60 cars.

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

STATIONS AND SIDINGS NOT SHOWN—Continued

4th District

Gravel Pit—1 mile east of Wolcottville, connected west end. Capacity, 80 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 track—2 miles east of Kingsbury, connected both ends. Capacity, 56 cars.

Willow Creek—5.5 miles east of Aetna. 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 — MAIN TRACKS.

Bridge No.	Location		
857	Defiance	Overhead	
858	Defiance	Overhead	
860	Defiance	Overhead	Side
312	New Haven	Overhead	Side
324	Ft. Wayne		Side
331	Ft. Wayne	Overhead	Side
495	Logansport	Overhead	Side
497	Logansport	Overhead	Side
Coal Station	Colburn	Overhead	Side
749	Danville	Overhead	Side
Coal Station	Tilton	Overhead	Side
Highway	West Fort St., Oakwood	Overhead	Side
Coal Station	Adrian	Overhead	Side
Signal #72.8	North Morenci	Overhead	Side
177½	Montpelier	Overhead	Side
988½	Montpelier	Overhead	
992½	Platt St. Viaduct, Montpelier	Overhead	
1391	Hamilton	Overhead	
Coal Station	Benton	Overhead	Side
Coal Station	Crocker	Overhead	Side
1701	Gary	Overhead	Side
1704-B	Clarke Jct.	Overhead	

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.

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.

ADJUSTED TONNAGE RATING

	Chicago to Montpelier				Montpelier to Chicago				Oakwood to Montpelier				Montpelier to Oakwood				
Car Factor	9				9				8				15				Car Factor
Class	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	Class
D-45	9960	8735	7830	6990	10720	9380	8245	7515	9360	8360	7590	6805	15675	13400	11835	10500	D-45
D-30	6640	5810	5220	4650	7140	6260	5490	5010	6240	5570	5060	4530	10450	8930	7895	6990	D-30
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-1	3710	3250	2915	2605	3840	3365	3020	2695	3750	3350	3040	2730	5070	4335	3830	3395	K-1

	Milan to Toledo				Toledo to Milan				Montpelier to Toledo				Toledo to Montpelier				
Car Factor	15				15				15				15				Car Factor
Class	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	Class
D-45	12375	10230	8820	7800	11400	9390	8100	7170	12375	10230	8820	7800	11250	9270	8000	7070	D-45
D-30	8250	6820	5880	5200	7600	6260	5400	4780	8250	6820	5880	5200	7500	6180	5330	4710	D-30
K-1	6030	4990	4290	3800	5060	4190	3600	3185	5810	4810	4140	3660	4620	3830	3290	2910	K-1

	Ft. Wayne and Toledo Ft. Wayne and Montpelier				Peru and Ft. Wayne				Peru to Tilton				Tilton to Peru				
Car Factor	15				9				5				8				Car Factor
Class	A	B	C	D	A	B	C	D	A	B	C	D	A	B	C	D	Class
D-45	12550	10405	8950	7905	9960	8735	7830	6990	6100	5760	5360	5125	8400	7485	6805	6115	D-45
D-30	8336	6936	5966	5270	6640	5822	5220	4660	4066	3840	3574	3416	5600	4790	4536	4076	D-30
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	5330	6330	5540	4920	4440	3290	3090	2920	2760	5140	4590	4460	3740	M-1
K-1	4950	4100	3525	3120	4150	3630	3260	2910	2320	2180	2040	1920	3650	3260	2960	2660	K-1

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.

Diesel unit handled dead in train 125 tons should be added in computing train tonnage.

Rate D-15 at one-half of the rate of D-30.