SEP 29 1947

CONTENTS


| | Page |
|---|---|
| Special Instructions | 1 |
| Cleveland to Toledo | 11 |
| Toledo to Cleveland | 13 |
| Toledo to Elkhart (Air Line) | 15 |
| Elkhart to Toledo (Air Line) | 17 |
| Toledo to Elkhart (Old Road) | 19 |
| Elkhart to Toledo (Old Road) | 20 |
| Elyria Jct. to Millbury Jct. | 21 |
| Millbury Jct. to Elyria Jct. | 21 |
| Jackson to Fort Wayne | 22 |
| Fort Wayne to Jackson | 22 |
| Jackson to Lenawee Jct. | 23 |
| Lenawee Jct. to Jackson | 23 |
| Grosvenor to Morenci | 23 |
| Morenci to Grosvenor | 23 |
| Lenawee Jct. to Monroe | 24 |
| Monroe to Lenawee Jct. | 24 |
| Sturgis to Goshen | 24 |
| Goshen to Sturgis | 24 |
| Freight Trains | 25 |
| Stations, Office Calls, Signals, and Telephones | 27 |
| Signal Aspects, Indications and Rules | 40 |
| Speed Table | 41 |


# The New York Central Railroad Company

## TOLEDO DIVISION

# Time Table No. 62

FOR EMPLOYES ONLY

Effective 2:00 A. M. Eastern Standard Time

## Sunday, September 28, 1947

J. H. SPOONER,
Superintendent

A. S. GILMAN INC., CLEVELAND

## COMPANY SURGEONS

**ADRIAN, MICH.:** W. E. Jewett, 121 East Maumee St.
Phone 97

**AIR LINE JCT., O.:** A. E. Canfield, 827 Junction Ave.
Phone Adams 9971

**ANGOLA, IND.:** Donald W. Creel, Cameron Hospital.
Phone 94

**ARCHBOLD, O.:** E. R. Murbach, 224 N. Defiance St.
**Phone 2** C. F. Murbach, 224 N. Defiance St.

**BEREA, O.:** W. P. Bowser, 31 E. Bridge St.
Phone 152

**BRYAN, O.:** J. W. Long, 112½ W. High St.
**Phone 142**

**ELKHART, IND.:** L. A. Elliott, 405 South Second St.
**Phone J-59**

**ELYRIA, O.:** T. F. Cushing, 124 Middle Ave.
**Phone 3466**

**FORT WAYNE, IND.:** Robert Brosius, 1603 Wells St.
Phone Anthony 3230

**GOSHEN, IND.:** R. H. Young, 111 E. Madison St.
**Phone 159**

**HILLSDALE, MICH.:** John A. MacNeal, 62 North Howell St.
Phone 583

**HUDSON, MICH.:** I. L. Spaulding, 106 So. Church St.
Phone 49F

**HURON, O.:** C. E Swanbeck, Homan and Center Sts.
Phone 41

**JACKSON, MICH.:** Thos. E. Hackett, 401 Carter Bldg.
Phone 25271
E. A. Thayer, 1104 National Bank of
Phone 23672 Jackson Building
John B. Holst, 1025 Francis St.
Phone 23910

**KENDALLVILLE, IND.:** H. O. Williams, 115 E. Rush St.
Phone 40J

**NORWALK, O.:** C. D. Thomas, 37 West Main St.
Phone 347

**PORT CLINTON, O.:** Cyrus R. Wood, 115 Madison St.
Phone 4501

**SANDUSKY, O.:** H. B. Frederick, 817 Washington St.
Phone 776
D. D. Love, 817 Washington St.
Phone 776 Res. 4629

**TECUMSEH:** H. H. Hammel, Hammel Building.
Phone 87-R-1

**TOLEDO, O.:** Dr. O. W. Burkholder, 456 West Delaware Ave., Toledo.
Phone GA-7531
Dr. Arthur E. Cone, 456 West Delaware Ave., Toledo.
Phone GA-4211

**VERMILION, O.:** E. J. Henig, 112 E. Ohio St.
Phone 2852

## OCULISTS

**TOLEDO, O.:** E. C. Unckrich, 416 Colton Bldg.
Phone Main 2505

**ELKHART, IND.:** H. N. McKee, 319 Monger Bldg.
Phone 393

**ELKHART:** L. F. Swihart, 214 West Marion St.
Phone: Office 2223 Res. 3765

**HILLSDALE, MICH.:** E. W. Douglass, 61 North Howell St.
Phone 200-J

**JACKSON, MICH.:** W. Edward McGarvey, 802 Jackson City Bank Building. Office phone 3-6935. Residence phone, 2-3945.

## HOSPITALS

**ADRIAN, MICH.:** Emma L. Bixby.
Phone 451

**ELKHART, IND.:** Elkhart General.
Phone 900

**ELYRIA, O.:** Memorial.
Phone 2213

**FORT WAYNE, IND.:** Methodist.
Phone A-2111

**FORT WAYNE, IND.:** St. Joseph's.
Phone A-4121

**HILLSDALE, MICH.:** Hillsdale.
Phone 609

**JACKSON, MICH.:** W. A. Foote Memorial.
Phone 7131

**SANDUSKY, O.:** Providence.
Phone Main 465

**STURGIS, MICH.:** Sturgis Memorial.
Phone 344

**TOLEDO, O.:** St. Vincent's.
Phone Main 8161

# SPECIAL INSTRUCTIONS

**Special instructions prefixed by letter or number modify Rules for the Government of the Operating Department with corresponding letter or number, unless otherwise specified.**

### B-3. LAWS AND REGULATIONS.

**Ohio.**

At railroad crossings and junctions at grade, not interlocked, all trains must come to a full stop, not nearer than two hundred (200) feet, nor farther than five hundred (500) feet from the crossing, and shall not cross until signaled to do so by the watchman nor until the way is clear.

Cabooses must not be occupied while helper engines are coupled to the rear of the caboose and assisting trains.

Trainmen will take position on other cars in train, or upon helper engine.

Trains being assisted will stop to detach helper engine and allow trainmen to return to caboose.

### REPORTS.

When a train or engine crew has been on duty 14 hours, the conductor must send report to the Superintendent by wire.

When car of live stock is due to be fed, rested and watered within 3 hours, the conductor must send report to the Superintendent by wire.

### DEFECTIVE CARS.

Cars becoming defective enroute when loaded with live stock or perishable freight may be hauled by chains instead of couplers to next repair point, and when so hauled at the rear of caboose must be chained in addition to being coupled unless the air brakes are in service.

Other defective cars must not be hauled by chain in revenue trains or in association with cars commercially used, beyond the first side track.

### 1. STANDARD TIME.

Eastern Standard Time is in use.

### 3. STANDARD CLOCKS.

Elyria.....Yard office, coal dock.
Sandusky.....Telegraph office.
Yard masters office.
Fremont, Ohio....Telegraph office.
Adrian.....Telegraph office.
Hillsdale.....Telegraph office.
Elkhart.....Passenger station.
Engine house.
Yard masters office.
Jackson.....M. C. telegraph office.
Fort Wayne.....Passenger station.

### 5. STATIONS. ADDITIONAL TO STATION COLUMN.

Venice.....2.80 miles west of Sandusky.
Clay Center.....0.85 miles west of Martin.
Ceylon.....3.8 miles east of Huron.
Brownhelm.....2.9 miles west of AR.

### 6. LETTERS AND SIGNS.

- ⊛ Stop Saturday.
- ▵ Stop daily except Sunday.
- ‡ Stop on signal to discharge passengers.
- **B** Stop daily except Sunday for mail.
- **C** Stop on signal to receive passengers for Toledo and beyond.
- **D** Stop on signal to receive passengers for beyond Albany.
- **G** Stop on signal to discharge passengers from beyond Albany and receive passengers for Chicago.
- **H** Stop on signal to discharge passengers from Buffalo and east.
- **I** Stop on signal to discharge passengers from Chicago and beyond, and receive passengers for Toledo and beyond.
- **J** Stop on signal to discharge passengers from Toledo and beyond and receive passengers for Chicago.
- **K** Stop on signal to pick up passengers for Buffalo and beyond.
- **M** Stop to discharge passengers.

### 12. HAND, FLAG AND LAMP SIGNALS.

Elkhart: Freight trains must receive proceed hand signal from switch tender before passing track intersection at Oakland Ave. as follows:

**EASTWARD**

By Day — Green and White flag.
By Night — Green and white light.

**WESTWARD**

By Day — Yellow and white flag.
By Night — Yellow and white light.

### 14. ENGINE WHISTLE SIGNALS.

| Sound | Indication |
|---|---|
| — o — | Train, passenger or freight, will stop at Mina for coal or water. To be sounded by eastward trains at Waterloo and WB; by westward trains at D and DV. |
| | Trains, eastward passenger, will stop at Elyria Coal Dock for coal or water, to be sounded at "AR". |

### 19. MARKERS.

Trains with passenger cars equipped with permanent built-in marker lights will only display red and yellow lights to rear, as required.

### D-20a. OMISSION OF GREEN SIGNALS.

The display of green signals will be omitted on two or more tracks.

### 21a. OMISSION OF WHITE SIGNALS.

The display of white signals will be omitted by extra trains.

### 83. TRAIN REGISTERS.

Elyria Jct.....Signal station.
Millbury Jct.....Signal station.
Vulcan.....Signal station.
Adrian.....Telegraph office.
Hillsdale.....Telegraph office.
B.....Signal station.
Elkhart.....Passenger Station. Will apply to all passenger trains, except No. 26.
OD.....Signal station.
Fort Wayne.....Telegraph office in freight station.

**Except as shown below, trains will be registered only** at **terminals.**

Elyria Jct.: Signalmen register Norwalk Branch trains.
Millbury Jct.: Signalmen register Norwalk Branch trains.
Vulcan: Signalmen register Old Road trains.
Adrian: Signalmen register Old Road trains.
Hillsdale: Fort Wayne Branch trains register.
Signalmen register Old Road trains.
B: Signalmen register Old Road trains.
O D: Signalmen register Jackson Branch trains.
Fort Wayne: Operator register second class and extra trains

### 83d. CLEARING OF TRAINS.

On two or more tracks, trains will be cleared at initial stations by signal indication, except as follows:

Elkhart.....Passenger trains verbally by operator at telegraph office. Will not apply to No. 26.

Trains originating at:
Elyria Coal Dock.....Verbally by telephone by operator.
Sandusky.....Westward verbally by telephone by operator.

Mina.....Verbally by operator at "MN".

**Trains will not leave the following stations without clearance Form A:**

Elyria Junction.....Norwalk Branch, westward trains.
Millbury Junction.....Norwalk Branch, eastward trains.
Vulcan.....Westward freight trains.
Lenawee Jct.....Monroe and Jackson Branch trains.
Lenawee Jct.....Old Road trains off Monroe and Jackson Branches.
Adrian.....Monroe, Morenci and Jackson Branch trains.
Morenci.....Eastward trains.
Jasper.....Eastward trains.
Hillsdale.....Southward, all trains.
Eastward and westward freight trains originating at Hillsdale.
Sturgis.....G. & M. Branch, southward trains.
White Pigeon.....Old Road trains off Grand Rapids Branch.
B.....Eastward freight trains, Old Road.
Elkhart.....Passenger trains, Old Road.
Fort Wayne.....All trains.
"OD".....Southward, all trains.
Waterloo.....Southward trains off Air Line.
Goshen.....G. & M. Branch, northward trains.

---

Grosvenor.....After Morenci Branch trains report clear at Grosvenor they will not again occupy Old Road main track until permission is received from the Train Dispatcher.

---

## S-90. SIDING SWITCHES.

Trains taking siding will take first switch except:

Norwalk.....Westward passenger trains, second switch on north side east of station.
Eastward, crossover west of station.
Bellevue.....Westward passenger trains, crossover.
Clyde.....Eastward crossover, west of station.
Fremont,Ohio.Eastward, crossover.
Sylvania.....Eastward, crossover east of station.
Blissfield.....Eastward, third switch east of station.
Lenawee Jct..Westward, first switch west of station except Jackson Branch trains.
Adrian.....Eastward, Scale track, first switch east of Center St. overhead bridge.
Westward, Detroit track.
Clayton.....Westward, crossover west of station.
Hudson.....Westward, crossover east of station.
Hillsdale....Eastward, first class, crossover just west of passenger station.
Eastward, second class and extra trains, west passing track switch.
Westward, crossover east of station.
Coldwater....Westward crossover east of station.
Bronson.....Westward, crossover east of station.
Sturgis.....Westward, crossover east of station.
White Pigeon Eastward, second switch except M. C. trains.
Westward, crossover east of station.
Fort Wayne...Southward, first switch south of stand pipe.
Auburn.....Northward, first switch north of B. & O. crossing.
Southward, second switch north of B. & O. crossing.
Waterloo.....Northward, crossover leading to east siding.
Lenawee Jct..Jackson Branch trains, southward west wye.
Tecumseh.....Southward, first switch south of stand pipe.
Clinton.....Southward, first switch south of station.
Napoleon.....Northward, first switch north of station.
OD.....Provision for trains meeting and passing will be controlled by signalmen.

## 93. YARD LIMITS.

| | | |
|---|---|---|
| Adrian | Genoa | "OD" |
| Angola | Goshen (G&M Br.) | Pleasant Lake |
| Auburn | Haires | Quincy |
| Bellevue | Hillsdale | Reading |
| Blissfield | Jonesville | Sandusky |
| Clinton | Lenawee Jct. | Shipshewana |
| Clyde | Manchester | Sturgis |
| Coldwater | Manchester Jct. | Tecumseh |
| Elkhart | Middlebury | Vickers |
| Elyria | Montgomery | Vulcan |
| Fremont, Ohio | Monroe | Waterloo |
| Fremont, Indiana | Monroeville | White Pigeon |
| Fort Wayne Jct. | Nasby | |
| Fort Wayne | Norwalk | |

**Passenger trains must be given full protection at all times.**

## 98. RAILROAD CROSSINGS AT GRADE.

| Location | Railroad | Signals |
|---|---|---|
| Elyria Jct. | B. & O. | Interlocking. |
| Sandusky, pier track. | B. & O. | Target. |
| BO | B. & O. | Interlocking. |
| Bay Jct. | P. R. R. | Interlocking. |
| Vickers | T. T. | Interlocking. |
| Nasby | T. T. | Interlocking. |
| DW | Wabash | Interlocking. |
| D | D. T. & I. | Interlocking. |
| DV | C. C. C. & St. L. | Interlocking. |
| WB | Wabash | Interlocking. |
| Waterloo | Air Line and Fort Wayne Br. | Interlocking. |
| Kendallville | P. R. R. | Interlocking. |
| Monroeville | W. & L. E. and B. & O. | Target. |
| Bellevue | Nickel Plate and P.R.R. | Interlocking. |
| Clyde | C. C. C. & St. L. | Target. |
| Fremont, Ohio | Nickel Plate. | Target. |
| *Riga (1 Mi. East) | D. T. & I. | Automatic Interlocking. |
| WB | Wabash | Interlocking. |
| Adrian | D. T. & I. | Interlocking. |
| RK | P. R. R., Old Road and G. & M. | Interlocking. |
| Bimo | D. T. & I. | No Signals. |
| Fort Wayne | Nickel Plate. | Targets and derails. |
| | P. R. R. | Gate. |
| | P. R. R. | Interlocking. |
| Auburn | B. & O., P. R. R. | Interlocking. |
| *Steubenville | Wabash | Automatic Interlocking. |
| Lenawee Jct. | Monroe Branch | Gate. |
| Tecumseh | Dundee Branch | Gate. |
| *Raisin Center | Wabash | Automatic Interlocking. |
| Monroe | C. & O. | Derails, Electrically locked |
| **Federman | Ann Arbor, Normal position for A. A. | Interlocking. |
| Petersburg | D. T. & I. | Electrically operated Gates. |

*Riga, Steubenville and Raisin Center: A signal indicating "Stop" may be passed only on hand signal from trainman on crossing. Trainman must first see that no train is approaching on any track, then unlock box at crossing and be governed by instructions contained therein.

**Federman: **Trainmen will operate interlocking.**

**DRAWBRIDGES.**

| Location | Signals |
|---|---|
| Sandusky, pier track, Bay Inlet | Semaphore. |
| DB, Sandusky Bay | Interlocking. |
| CO, Portage River | Interlocking. |

**103. PUBLIC GRADE CROSSINGS.**

When switching or when trains or cars are left standing on the approach track circuit of a highway flashing light signal, causing the continuous operation of the signal, a member of the crew must, when practicable, be stationed at the crossing to facilitate highway traffic, advising such traffic when it is safe to cross.

**All switching movements must be protected by a member of crew acting as flagman over the following crossings:**

Norwalk: Milan Ave.
Prospect Street.
Foster Avenue.
Wooster Street.
Whittlesey Avenue.
Clyde: Main Street (Route 101).
Fremont, Ohio: Croghan Street.
Garrison Street.
Birchard Avenue.
Auburn: Eleventh Street.

**Trainmen must flag trains or engines over the following crossings:**

Sandusky: Milan Road, when making reverse movements on tracks 1 and 4.
Bellevue: Monroe Street—Sunday only.
Holland: Quarry Track, Chicago Pike.
Goshen: Bag Track, Chicago St.
Lateral Track, Pike St.
Hillsdale: Union St. in moving from siding to main track, while cars or engines are standing upon Old Road main track between Union St. and passenger station.
Pleasant Lake: Highway 727 first crossing north of station.
Waterloo: West Lincoln St., all movements.
Monroe: First and Monroe Sts.: Trains and engines must stop and be preceded over crossing by a member of crew who will flag trains across street in accord ance with indication of traffic lights.
Sturgis: G. & M. Branch, Chicago, St. Joseph and West Streets.

**Flashing light Signals, and Automatic Gates:**

Oak Harbor —Locust Street
Rocky Ridge—Main Street
Dunlap —County Road No. 13
Elkhart —Hively Avenue

Trains or engines operating on other than main tracks must proceed slowly past sign adjacent to track and approximately 50 feet from crossing and not cross highway until gates are in horizontal position.

Trains or engines on main track stopping to do work must stop back of signs. When starting, if gates are raised, must proceed slowly past sign and not cross highway until gates are in horizontal position.

When a train moves over a public crossing at grade and a back up movement over such crossing is to be made, the crossing must be protected by member of crew unless gates are in horizontal position.

**Trains or Engines must stop before moving over the following crossings:**

Tecumseh: Chicago St.
Monroe: Highway, US-24, just west of C.& O. crossing, between 7:00 P. M. and 7:00 A. M.
Goshen: East Lincoln Ave. (G. & M. Branch).
Hillsdale: On either side of Carleton Road just South of the Enginehouse, irrespective of the movement being made over the East or the West wye.
Sturgis: Nottawa St. (1st crossing East of station). Trains or engines must come to a stop on either side and cross only under flag protection by a member of train crew.

Bryan—Highway U. S. 127, East of "DV".
Track 4 extension, must not proceed over crossing until flashing lights are operating.
Auburn (Siding across Seventh St.): Flashing light signals to be started by insertion of switch key in box "A" and turning it to the right against "Stop", after which it can be removed. To stop flashing lights without train movement across street, insert switch key in box "B" and turn to right against "Stop".
Fort Wayne: St. Marys Ave., Wells and Cass Sts.
Fourth St., between 7 P. M. and 7 A. M.
Harrison St., between 5 P. M. and 9 A. M.
West Main St., crews must operate and be protected by crossing gates before using crossing.

**Trains must be left on main track, unless taking siding, as follows:**

Hudson: Eastward, west of subway.
Westward, At least 2 car lengths west of cross-over.

Crews on eastbound trains having cars to set out or pick up at the Pet Milk Company must leave train west of the insulated joints, about 100 feet west of the crossing, painted yellow, to avoid the unnecessary flashing of the lights on route M-34.

Vermilion: Westward, trains on No. 1 track being held or stopping to do work must leave cars East of stop sign reading "Trains stopping to do work must leave cars East of this point."
Huron: Eastward, trains on either No. 2 or No. 4 tracks being held or stopping to do work must leave cars West of stop sign reading "Trains stopping to do work must leave cars West of this point."

**104. BRIMFIELD.**

Operators at Brimfield will open the switch to the Westbound passing track for the passing of trains, switch will be closed by the train crew.

**105. SIDINGS. Capacity, based on 44-ft. cars.**

| | Westward | Eastward | Eastward & Westward |
|---|---|---|---|
| Swanton | ... | 110 | ... |
| Delta Yard | ... | 132 | ... |
| Archbold | ... | 95 | ... |
| Butler | 147 | ... | ... |
| Waterloo | 113 | 115 | ... |
| Corunna | 124 | ... | ... |
| Kendallville | ... | 120 | ... |
| Brimfield | 127 | 117 | ... |
| Ligonier | 119 | 133 | ... |
| Lacarne | 178 | ... | ... |
| Oberlin | | | 65 |
| Kipton | | | 24 |
| Wakeman | | | 49 |
| Norwalk | | | 54 |
| Bellevue | | | 45 |
| Clyde | | | 58 |
| Fremont, Ohio | | | 81 |
| Lindsey | | | 54 |
| Elmore | | | 54 |
| Genoa | | | 54 |
| Sylvania | | | 76 |
| Ottawa Lake | | | 59 |
| Blissfield | | | 70 |
| Lenawee Jct | | | 76 |
| Adrian | | Scale Track | 53 |
| | | Detroit Track | 48 |
| Clayton | | | 65 |
| Hudson | | | 24 |
| Pittsford | | | 67 |
| Osseo | | | 30 |
| Hillsdale | | | 80 |
| Quincy | | | 55 |
| Coldwater | | | 43 |
| Bronson | | | 53 |
| Burr Oak | | | 70 |
| Sturgis | | | 24 |
| White Pigeon | | | 48 |
| Bristol | | | 49 |
| Carrolls | | | 48 |
| Auburn | | | 34 |
| Waterloo | | | 40 |
| Pleasant Lake | | | 26 |
| Angola | | | 49 |
| Tecumseh | | | 45 |
| Norvell | | | 29 |

**Following sidings must not be used without permission from train dispatcher or by flag protection.**

Fremont, O... West of crossover.

| | | | |
|---|---|---|---|
| Lenawee Jct. | | Jonesville. | Kipton |
| Adrian..... | Detroit track. | Batavia. | Wakeman |
| | Scale track. | Sturgis. | Collins |
| Hillsdale. | | | Monroeville |

**Morenci, Monroe and G. & M. Branches**.....All sidings.

## 109. BULLETIN BOARDS AND BOOKS.

Bulletin Orders posted in books must be signed for by Train and Yard service employes.

Elyria.....Yard office, coal dock.
Engine house.

Sandusky.....Yard masters office.
Engine house.

Fremont, Ohio.....Telegraph office.

Mina.....Coal dock office.

Elkhart.....Engine house.
Passenger station.
Enginemens room, passenger station.
21st St. yard office.

Adrian.....Engine house.
Passenger station.

Hillsdale.....Engine house.
Telegraph office.

Jackson.....M. C. engine house.

Fort Wayne.....Engine house.
Freight office.

## DESIGNATION AND USE OF MAIN TRACKS.

**Single Track:**

Between Elyria Jct. and Millbury Jct., via Norwalk.
Vulcan and Elkhart.
Grosvenor and Morenci.
OD and Fort Wayne Jct.
Hillsdale and Fort Wayne.
OD and Lenawee Jct.
Sturgis and Goshen.
Lenawee Jct. and Monroe.

**D-151.**

**Two Tracks:**

Between West Branch Black River Elyria, and Elyria Jct.
Vermilion and Huron.
Bay Bridge and Danbury.
CO and JU.
MN and Millersburg.

Tracks are numbered from the south and will be used as follows:
No. 2, Eastward.
No. 1, Westward.

**Three Tracks:**

Between AR and Vermilion.
Millersburg and Goshen.

Tracks are numbered from the south and will be used as follows:
No. 4, Eastward—Freight.
No. 2, Eastward—Passenger.
No. 1, Westward—Passenger.

Between BO and Bay Jct.
Holland and DW.
D and DV.

Tracks are numbered from the south and will be used as follows:
No. 2, Eastward—Passenger.
No. 1, Westward—Passenger.
No. 3, Westward—Freight.

**Four Tracks:**

Between BE and west branch Black River Elyria.
Elyria Jct. and AR.
Huron and BO.
Bay Jct. and Bay Bridge.
Danbury and CO.
JU and Vickers.
Nasby and Holland.
DW and D.
DV and MN.
Goshen and B.

Tracks are numbered from the south and will be used as follows:
No. 4, Eastward—Freight.
No. 2, Eastward—Passenger.
No. 1, Westward—Passenger.
No. 3, Westward—Freight.

## 221b. MOVEMENT BY TRAIN ORDERS.

Rule 221b governs at stations where T.O. signals are shown in list of stations, Office Calls, Signals and Telephones.

## D-251. MOVEMENT OF TRAINS WITH CURRENT OF TRAFFIC ON TWO OR MORE TRACKS BY BLOCK SIGNALS.

Rule D-251 governs:

Between BE and Vickers, via Sandusky.
Nasby and B.

## SIGNAL ASPECTS, INDICATIONS, and RULES.

Special signal aspects, signal indications and signal rules will be found in the back of the time table.

## TAKE-SIDING SIGNAL.

Take-siding signal will be given by the display of a green board by day and the green board and two green lights by night. This signal applies only to the movement of freight trains with the current of traffic and will be displayed on the ground at, or from the window of communicating station. Engineman must acknowledge the display of the signal by sounding engine whistle signal 14 (g).

## GRADE SIGNALS.

A yellow disc, showing the letter G, displayed to the right of an automatic signal, indicates grade signal. Grade signals must be observed as prescribed in Rule 291, except heavy tonnage freight trains will not be required to stop, but may proceed as prescribed in Rule 509a.

## 293. SWITCH TARGETS.

Lights on main track switches are not in use at:
Wauseon
Pettisville
Melbern
Edgerton
MN

Lights on main track switches are not in use:
Between BE and Vickers, via Sandusky except at:
Elyria Coal Dock.
Hayes Ave., Sandusky.
Clay Center.
La Carne
Oak Harbor—Track 1—East end of extension.

**297. RAILROAD GRADE CROSSING SIGNALS.**

Trains must stop before proceeding unless otherwise indicated.

| Location | Signal | Indication |
|---|---|---|
| Sandusky, Pier Track | Target.....Vertical..... | Proceed. |
| Monroeville | Target.....Vertical..... | Proceed. |
| Clyde | Target.....Vertical..... | Proceed. |
| Fremont, Ohio | Target.....Vertical..... | Proceed. |
| Blissfield, Sugar Track | Gate Target. Over O. & M.... | Proceed. |
| | Normal position against N. Y. C. | |
| Fort Wayne P. R. R. | Gate Target. Over P. R. R.... | Proceed. |
| | Normal position against N. Y. C. | |
| Fort Wayne Nickel Plate | Two Targets—Vertical, and two Derail Lamps, white by day, or green by night..... | Proceed. |
| | Operated by Nickel Plate. | |
| Lenawee Jct. | Gates at crossing of Jackson and Monroe Branches. Over Jackson Branch proceed on Monroe Branch. Over Monroe Branch proceed on Jackson Branch. | |
| | Normal position against Monroe Branch. | |
| Tecumseh | Gates at crossing of Jackson Branch and Dundee Branch. | |
| | Normal position against Dundee Branch. | |
| Petersburg | Gates over D. T. & I..... | Proceed. |
| | Normal position against N. Y. C. | |

**Trainmen will operate target when no signalman on duty, leaving it in the position last used, as follows:**

Clyde—C. C. C. & St. L. crossing:
Fremont, Ohio—Nickel Plate crossing:
Sandusky, Pier Track:

**Trainmen will operate gates, as follows:**

Blissfield—O. & M. Crossing:
Fort Wayne—P. R. R. Crossing:
Lenawee Jct.—Jackson and Monroe Branch crossing:
Tecumseh—Dundee Branch crossing.
Petersburg—D. T. & I. Crossing....Instructions for operation posted at crossing in pole box.

**Trainmen will operate derails, as follows:**

Monroe—C. & O. Crossing. Electrically locked derails.
Normal position against N. Y. C.
Instruction for operation posted in telephone box at Crossing.

**305. MANUAL BLOCK SYSTEM.**

Manual Block System is in use:

**Single Track:**

Between Elyria Jct. and Millbury Jct. via Norwalk.
Vulcan and "B".
Grosvenor and Morenci.
Haires and Fort Wayne Jct.
Hillsdale and Fort Wayne.
OD and Lenawee Jct.
Sturgis and Goshen.
Monroe and Lenawee Jct.

Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.

Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

**Single and Two or More Tracks:**

A signalman may admit a train other than a passenger train to a block that is wholly or partly within yard limits under a clear block indication when it is known that the block is not occupied by a passenger train or not occupied by a train other than a passenger train outside of yard limits.

Indications of Manual Block Signals will convey to second class and extra trains information as to condition of that portion of the block that is not within yard limits. Second class and extra trains and engines must move within yard limits prepared to stop unless the main track is seen or known to be clear.

At the following locations, indication of block signals will convey to trains, irrespective of class, information as to condition of block only to "End of Manual Block" signs:

Haires, Hillsdale and Fort Wayne.....Fort Wayne Branch.

Between the "End of Manual Block" sign at Haires and signal station "OD", also between "End of Manual Block" signs and the passenger stations at Hillsdale and Fort Wayne, trains, irrespective of class, will run prepared to stop short of obstruction, protecting against following movements.

At interlockings where home (or dwarf) signals are also used as manual block signals, enginemen or trainmen must before passing stop-signal, in addition to clearance Form A, receive hand signal as provided in Rule 663, or permission from the signalman.

Where an automatic signal is in use in Manual Block territory, it will indicate condition of track only between automatic signal and fixed sign reading "End of Automatic Block."

**373. BLOCK STATIONS ARE OPEN.**

Block stations are open as specified in list of Stations, Office Calls, Signals and Telephones.

**505. AUTOMATIC BLOCK SYSTEM.**

Automatic Block System is in use:

**Two or More Tracks:**

Between BE and Vickers, via Sandusky.
Nasby and B.

When Signals A-5.2 and A-5.4, West of Nasby, do not display Rule 284 indication, trains will not proceed to Home Signal unless rear of train will clear Byrne Road.

Except where Rule D-261 is in effect, Manual Block System Rules will govern movements against the current of traffic.

Rules 317-A and 331-A for absolute block for opposing and following movements govern the movement of passenger trains.

Rules 317-B and 331-B for absolute block for opposing movements and permissive block for following movements govern the movement of trains other than passenger trains.

**Automatic signals are in use in Manual Block territory as specified in list of Stations, Office Calls, Signals, and Telephones.**

**510. SIGNAL REPORT.**

When a train is stopped by a block signal which is evidently out of order, the fact must be reported by engineman at the first communicating station.

**605. REMOTE CONTROL SWITCHES AND SIGNALS**

| Location | Signal Station | Signal | Tracks |
|---|---|---|---|
| 1.50 Miles west of | Vermilion | S14.2 | No. 2 to No. 4 |
| 1.28 Miles east of | Corunna | A84.1 | No. 1 to Siding |
| 1.23 Miles west of | UK | A93.2 | No. 2 to Siding |
| 1.0 Miles west of | Brimfield | A100.2 | No. 2 to Siding |

Interlocking rules govern.

Enginemen or trainmen finding signal indicating Stop must call signalman at signal station.

Train or engine may proceed on instructions from signalman after switch is spiked or thrown by hand-throw lever of dual control switch. Movement must be made at restricted speed.

Additional instructions for hand throwing of switch are located in signal station and in telephone box at switch.

**606. INTERLOCKING SIGNALS.**

Interlocking signals used as block signals will be indicated by the letters INT.-M.B. in list of Stations, Office Calls, Signals and Telephones.

**703. DEFECTIVE CARS.**

Cars must not be placed forward of 15 cars from caboose when so carded. So far as possible, inspectors must apply these cards to cars requiring such movement prior to trains being made up in the yard.

**SNOW PLOW EQUIPMENT.**

Snow plows must not be hauled backward when being moved in freight train.

**MAKE-UP OF FREIGHT TRAINS.**

Cranes in non-revenue trains must be hauled ahead of cars occupied by crew unless otherwise instructed.

Scale test cars must be hauled only in slow or local freight trains.

### 705. LEAVING CARS ON SIDETRACKS.

During cold weather, when cars equipped with water system are left where there is no car inspector, conductor must notify Superintendent promptly. When impossible to place cars on steam and car inspector is not available, the steam connections should be parted and end valves, admission valves and blow off or drain valves opened. The water system should be drained by opening faucets at wash basin and drain valves in wash basin and behind hoppers. On cars not equipped with drain valve behind hopper, the hopper valve handle should be tied open. Water coolers should be drained. Steam Heat Equipment Rule 1725 is modified accordingly.

Cars must not be left bridging across insulated joints in track rails where tank cars are placed.

Cars with hot journals must not be left on any track in close proximity to where gasoline is loaded or unloaded.

### 824. MAKE-UP OF PASSENGER TRAINS.

Passenger equipment must be of steel construction with the exception that baggage, horse, refrigerator and milk cars of steel underframe construction may be hauled, also such steel underframe passenger cars as are used under special arrangement.

Trains containing more than 5 cars 60 ft. or over in length, limited to 30 cars.

Trains containing not more than 5 cars 60 ft. or over in length limited to 40 cars.

### 841. U. S. MAIL.

A train handling a postal car off its run must also make the stops of the train in which it is usually handled.

When necessary, in case of derailment or washout, employes must see that postal clerks and mail are promptly transferred and every possible convenience furnished for working the mail.

Railroad employes are required to handle, load and unload storage mail carried in baggage and storage cars, and in baggage end of apartment cars.

The loading of U. S. Mail must be given preference over baggage and express. Conductor must not start train until the handling of U. S. Mail is completed. Trains scheduled to stop to discharge passengers, and having U. S. Mail for such points, must stop to unload mail.

A train shall not depart from a station and leave mails which are being loaded or are being trucked from vehicles or from part of the station to the train or aboard a connecting train that has come to a stop in the same station.

Mail should not be carried on trains not regularly authorized to carry same unless requested in writing to do so by a representative of the Railway Mail Service.

When a train is regularly authorized to carry U. S. Mail, all mail offered at stations where the Post Office Department does not maintain a Transfer Clerk or Postal Clerk should be accepted regardless of the space authorized.

When a regular authorization is exceeded from any station at which the Post Office Department maintain a Transfer Clerk or Postal Clerk, the trainmen should secure a written request covering such excess. Failure to receive such request should be reported on the trip report of mail carried.

The Post Office Department Regulations provide the number of sacks, equivalent to units of space authorized as follows:

| | |
|---|---|
| 1 to 48 sacks..... 3 ft. | 241 to 288 sacks.....18 ft |
| 49 to 96 sacks..... 6 ft. | 289 to 336 sacks.....21 ft. |
| 97 to 144 sacks..... 9 ft. | 337 to 384 sacks.....24 ft. |
| 145 to 192 sacks.....12 ft. | 385 to 432 sacks.....27 ft. |
| 193 to 240 sacks.....15 ft. | 433 to 480 sacks.....30 ft. |

Two outside parcels equal one sack, except one box of baby chicks equals one sack and should be reported in the "Sacked" columns of train baggageman's report, Form Ar-702.

Utmost care must be used in handling fragile (red label) parcel post mail.

Mail pouches delivered unlocked must not be accepted but returned to Post Office Department, and immediate advice given to Superintendent by wire.

When mail arrives late at night, or when Government messenger is not on hand to receive it, it must be kept in a safe place until proper delivery can be made.

If a mail pouch is stolen, immediate advice must be given to Superintendent by wire.

U. S. Mail Clerks, required to deadhead on mail trains, will be permitted to ride in crew coach on presentation of their travel commission.

Train crews are not permitted to ride in Railway Post Office cars while in use, even though the railroad company may furnish a Railway Post Office car larger than the size authorized.

All full mail cars and parts of cars having the legend "United States Mail" or "U. S. Mail" shall be reserved exclusively for carrying the mails and shall not be used for any other purpose.

### 916. HEATING, LIGHTING, VENTILATION AND AIR CONDITIONING OF CARS.

Rules for the Operation and Supervision of Steam Heat Equipment. Current Rules govern.

The application of Steam Heat Equipment Rule No. 1724 is as follows:

| Approaching | Direction | Open rear end train pipe valve | Engineman shut off steam at |
|---|---|---|---|
| Toledo | Westward | Fassett St. | River Bridge |
| | Eastward | Fearing St. | Swan Creek |
| | Eastward | Z Tower | Swan Creek |
| Elkhart | Westward | Hively Ave. | Home Signal B |
| Elkhart (OR) | Westward | Signal 437.1 | Home Signal B |

Rear end train pipe valve must be opened gradually to full open position when blowing out steam line to avoid metal gaskets being blown out.

---

When one or more of the first five cars in train are equipped with rubber steam hose and 130 pounds steam pressure is not sufficient to properly heat the train, pressure may be increased to 150 pounds. Steam Heat Equipment Rules Nos. 1706, 1707 and 1712 are modified accordingly.

Before steam pressure is connected to standing cars train line valve must be closed at opposite end of line.

### 917. PASSENGER BRAKEMEN.

Rear brakemen of passenger trains will be governed as follows:

| When rear car is | And car next ahead is | Carry equipment in following location: Storm clothing | Container and lanterns |
|---|---|---|---|
| Pullman Obs., Private or Official DeLuxe Obs., Coach, Diner. | Pullman<br>Pullman<br>Pullman<br>Pullman<br>Pullman | On door catch of aisle door next to rear car if drawing room is next to rear car. If not, place in rear vestibule of car next to rear. | Rear vestibule of car next to rear out of passageway and so placed as to avoid inconvenience to passengers using vestibule. |
| | Coach | Rear of coach. | Rear of coach. |
| Pullman without observation end. | | On door catch of aisle door at rear of train. | Rear vestibule, so placed as to avoid inconvenience to persons using vestibule. |

When more than one private car, conductor will instruct rear brakeman where equipment will be carried.

Grips or other personal effects not required in line of duty must not be carried at rear of train.

## HAND BRAKE TEST.

A running test of hand brakes must be made on a motor car upon leaving initial terminal when operating as a single unit. As soon as speed permits engineman must shut off power and signal for brakes. The Conductor or member of train crew must then apply hand brakes to determine if they are operating properly. In case hand brakes do not operate properly, motor car must proceed at restricted speed to the nearest point at which repairs can be made.

## 1056. JOURNAL BOXES.

Current "Instructions for the Lubrication and Care of Journal Boxes" govern.

When a journal is found overheating enroute, train must be stopped and examination made. Packing must be adjusted or box repacked if this will overcome trouble. If cause of heating cannot be corrected in this manner or car cannot be moved to the next terminal through the use of cooling compound, car should be set out.

Water or snow should not be used for cooling hot journals except in emergency, and when used, journal should be cooled as slowly as conditions will permit.

When cars with hot journals are set out where inspectors do not take immediate charge, precaution must be taken to know that journal is left in condition to avoid damage to car by fire

Conductor must make prompt report to Superintendent and car foreman of cars treated enroute, or set out account overheated journal, stating whether treated by cooling compound or by water or snow.

## COOLING COMPOUND.

An approved hot journal cooling compound, and Form N. Y. C. S. FS-74 furnished by storekeeper, shall be carried as part of caboose equipment on all freight trains, and carried in containers provided on all locomotives in passenger service.

Cooling compound shall be used for emergency treatment of overheated journals of cars enroute in trains. Treatment should be given before journal becomes red.

Journals with broken brasses shall not be treated with cooling compound.

When applying cooling compound, packing in journal box should be loosened by use of packing iron, after which, cooling compound shall be applied along full length of rising side of journal; particular attention to be given to placing compound at back or inside end of journal.

Cars having journals treated with cooling compound shall be tagged in a prominent place near journal box, using Form N.Y.C.S. RS-74, at time compound is applied.

## FATALITIES.

When a passenger dies in a sleeping car, the body may be left in berth properly screened until removed from train; when in parlor car or coach, body should be removed to baggage car and physician secured if available on train, who may certify as to cause of death.

The body of a person who dies on a train must be left at first station stop where a Health Officer is available and station employe on duty. Station employe must not permit the body to be removed from station without proper authority. If person who dies is accompanied by an attendant, conductor must confer with attendant as to disposition of body, and such information must be given to the station employe.

If train stops at a station other than where the body can be removed, conductor will give advance notice to the station where the body is to be left, and station employe must notify Health Officer promptly.

## MOVEMENT OF DEAD ENGINES IN TRAINS.

Rules for Operation and Supervision of Air Brake and Train Air Signal. Current Rules govern.

All engines equipped with side rods must have them applied when handled dead in trains, suitable washers, of wooden blocks clamped together with bolts, being used where necessary on main rod bearings to keep the side rods in place.

## SPEED RESTRICTIONS

Speed restrictions are shown in miles per hour and apply to entire train

General

Engines, Classes B and U under steam or being towed.....20
Diesel-Electric switch locomotives, all classes (except DEs-1) light or in train.....40
DEs-1, under own power.....25
When towed with pinion gear removed.....40
DEs-10 and 12, when hauling first class trains, unless otherwise restricted.....60
Diesel electric locomotives may be operated through water, not exceeding depth of three (3) inches above top of rail, proceeding at slow speed and with caution.
Engines running backward by night over public crossings....15
When automatic train stop device becomes inoperative after leaving terminal or when forestalling whistle fails to sound while forestalling:
Passenger, mail and express trains.....35
Other trains.....20
Circus trains with freight equipped cars.....30
Trains with scale test cars or Jordan spreader.....25
Trains with snow-loader and snow-melter, not in service....30
(Loader and melter units, to be coupled and moved in train next to caboose with loader unit trailing.)
Wrecking cranes handled in wrecking service.....45
Trains with dead engines not having all side or main rods...20
Work trains with locomotive cranes or with cranes moving on their own wheels.....30
Revenue freight trains with cranes moving on own wheels...25
Freight trains with pushers.....25
Switches and crossovers, not interlocked, when diverging...10
Rail Detector Cars, under own power or on rear of passenger train.....40

Passenger trains, when scooping water, will not exceed 60 miles per hour if a train is moving over the water pan on an adjoining track (tracks 1 and 2). If visibility is such that the engineman cannot determine that adjoining track (tracks 1 and 2) will not be occupied when passing over water pan, he will proceed over water pan at a speed not exceeding 60 miles per hour. This regulation will not apply if engine tender is equipped with overflow control.

**Note:** General speed restrictions govern, except when further restricted by Division or Local speed restrictions.

| | Division | | | Fort Wayne Branch | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Main Line Tracks 1 and 2 | Main Line Tracks 3 and 4 | Norwalk Branch & Old Road | South of Hillsdale | North of Ft. Wayne Junction | Jackson Branch | Monroe Branch | G & M Branch | Morenci Branch |
| Passenger, mail and express trains | .. | 45 | 60 | 30 | 30 | 30 | 30 | 20 | 20 |
| With not more than 20% Baggage, Mail or Express Cars | | | | | | | | | |
| 18 cars or less | 80 | 45 | 60 | 30 | 30 | 30 | 30 | 20 | 20 |
| 19 to 25 cars (incl.) | 70 | 40 | 50 | 30 | 30 | 30 | 30 | 20 | 20 |
| With 20% to 50% Baggage, Mail or Express Cars | | | | | | | | | |
| 16 cars or less | 80 | 45 | 60 | 30 | 30 | 30 | 30 | 20 | 20 |
| 17 to 20 cars | 75 | 40 | 55 | 30 | 30 | 30 | 30 | 20 | 20 |
| 21 to 25 cars (incl.) | 65 | 40 | 50 | 30 | 30 | 30 | 30 | 20 | 20 |
| With more than 50% Baggage, Mail or Express Cars | | | | | | | | | |
| 13 cars or less | 80 | 45 | 60 | 30 | 30 | 30 | 30 | 20 | 20 |
| 14 to 16 cars | 75 | 40 | 55 | 30 | 30 | 30 | 30 | 20 | 20 |
| 17 to 20 cars | 70 | 40 | 50 | 30 | 30 | 30 | 30 | 20 | 20 |
| 21 to 35 cars (incl.) | 65 | 40 | 50 | 30 | 30 | 30 | 30 | 20 | 20 |
| For Detour movement of passenger trains J Engines; between Fort Wayne and Hillsdale | .. | .. | .. | 20 | .. | .. | .. | .. | .. |
| Troop trains with freight equipped cars | 50 | 40 | 30 | 25 | 20 | 25 | 25 | 20 | 20 |
| Freight Diesels operating on passenger trains | 60 | 45 | .. | .. | .. | .. | .. | .. | .. |
| Trains with freight equipped cars | 50 | 40 | 40 | 30 | 25 | 30 | 25 | 20 | 20 |
| Freight and work trains | 50 | 40 | 40 | 30 | 25 | 30 | 25 | 20 | 20 |
| BE to Vickers | 50 | 40 | .. | .. | .. | .. | .. | .. | .. |
| Except with 4000 tons or less | 55 | 40 | .. | .. | .. | .. | .. | .. | .. |
| Nasby to "B" | 50 | 40 | .. | .. | .. | .. | .. | .. | .. |
| Except with: | | | | | | | | | |
| 4200 to 5200 tons | 45 | 40 | .. | .. | .. | .. | .. | .. | .. |
| 5200 to 6600 tons | 40 | 40 | .. | .. | .. | .. | .. | .. | .. |
| 6600 tons or over | 35 | 35 | .. | .. | .. | .. | .. | .. | .. |
| Conductors must give the information to enginemen before leaving Terminals or when pick up is made enroute. | | | | | | | | | |
| Trains with steam crane X-54 | 45 | 40 | 35 | 25 | 20 | 25 | 25 | 20 | 20 |
| Trains with steam crane X-63 | 45 | 40 | 35 | 15 | 15 | 20 | 20 | 20 | .. |
| Trains with steam cranes X-26, X-50 and X-59 | 45 | 40 | 35 | 15 | 15 | 20 | 20 | .. | .. |
| Rail Motor cars, operating under their own power or being towed: | | | | | | | | | |
| M-10 | 55 | 45 | 55 | 30 | 30 | 30 | 30 | 20 | .. |
| M-404 | 55 | 45 | 50 | 30 | 30 | 30 | 30 | 20 | .. |
| All others | 55 | 45 | 55 | 30 | 30 | 30 | 30 | 20 | .. |
| Passenger, Mail and express trains: | | | | | | | | | |
| Engines Class L-3, L-4, and Class L-2, 2995 and 2998 | 70 | 45 | 60 | .. | .. | .. | .. | .. | .. |
| Except on trains of more than 20 cars | 65 | 40 | 50 | .. | .. | .. | .. | .. | .. |
| Engines Class L-1 and L-2, except 2995 and 2998 | 60 | 45 | .. | .. | .. | .. | .. | .. | .. |
| On Norwalk Branch | .. | .. | 40 | .. | .. | .. | .. | .. | .. |
| On Old Road | .. | .. | 60 | .. | .. | .. | .. | .. | .. |
| Engines: | | | | | | | | | |
| Class G and H | 50 | 40 | 40 | 30 | 30 | 30 | 30 | 20 | .. |
| P. & L. E. Engines: | | | | | | | | | |
| Class H-8 | 25 | 25 | .. | Not operated West of Elyria | | | | | |
| Engines, Light or with caboose | 40 | 40 | 40 | 25 | 25 | 25 | 25 | 20 | 20 |
| Engines, Running backwards | 30 | 30 | 30 | 20 | 20 | 20 | 20 | 20 | 20 |
| Engines equipped with four axle tenders and without boosters: | | | | | | | | | |
| Class G-43 | 50 | 40 | 40 | 30 | 25 | 30 | 30 | 20 | 20 |
| Class G-46 | 50 | 40 | 40 | 30 | 30 | 30 | 30 | 20 | 20 |
| Classes G-46 and H-5 when doubleheaded. | 40 | 40 | 40 | 25 | 20 | 25 | 25 | 20 | .. |
| Class H-6 | 50 | 40 | 40 | 30 | 20 | 25 | 25 | 20 | .. |
| Class I-40 | 80 | 45 | 60 | 30 | 30 | 30 | 30 | 20 | 20 |
| Class K | 80 | 45 | 60 | 30 | 30 | 30 | 30 | 20 | .. |
| Engines equipped with six axle tenders or boosters: | | | | | | | | | |
| Class H-5 | 50 | 40 | 40 | 25 | 25 | 25 | 25 | .. | .. |
| Class H-6 | 50 | 40 | 40 | 25 | 25 | 25 | 25 | .. | .. |
| Snow plows and flangers | 35 | 35 | 35 | 30 | 30 | 30 | 30 | 20 | 20 |

**Local**

**Main Line:**

Over all facing point hand operated switches, when operated against current of traffic in automatic block signal territory where switch lamps are not in use.....10

Passenger, mail and express trains:

Curve east of Elyria Jct. and east end of platform, passenger station, Elyria.....70

Vermillion Curve.....70

Millbury Curve.....70

To discharge U. S. mail:

No. 32: Millersburg, Wawaka.....30

No. 287: Sandusky, daily except Sunday and Monday...20

**All Trains:**

Sandusky: Curve at West end of passenger station Track 3.....30

Movements against the current of traffic across Reynolds and Holland-Sylvania Roads, West of Nasby.....10
Elkhart, Main street crossing, trains and engines.....15

**Norwalk Branch:**
**Trains and Engines:**
Fremont: Croghan and Garrison Streets.....10
Birchard Ave.....10
Clyde: Main St. (Route 101).....10
Monroeville: Monroe St. West of Station.....10
Norwalk: Whittlesey, Foster and Milan Ave.....10
Prospect and Wooster Streets.....10
Bellevue: Through Interlocking limits.....20
Between Bellevue and Clyde:
Trains with freight equipped cars.....35
Freight and work trains.....35
Rail Motor Cars.....40
Engines, Classes G, H, L and S.....35
Classes, J and K.....40
Light or with caboose.....35
Passenger, Mail and express trains.....40
**Freight and Work Trains:**
Bellevue, East Yard Limit Board.....15
At Signals 209.2 and 226.1.....30

**Old Road:**
All trains:
'S' engines with P. T. tenders and Class 'L' engines,
Bridge No. 175—Located 1.18 miles west of Lenawee Jct.....40
Bridge No. 158—Located 5.93 miles west of Adrian...40
Bridge No. 61—Located 3.69 miles west of Allen.....40
Bridge No. 52—Located 0.23 miles west of Coldwater.....40
Bridge No. 39—Located 3.27 miles west of Batavia.....40
Bridge No. 10—Located 9.08 miles west of White Pigeon.....40
Freight and work trains:
Through Sylvania.....15
Through Adrian.....15
At Signal 337.1.....15
Coldwater-switch signal.....25
Sturgis Interlocking.....20
At all other signals.....30
Passenger, mail and express trains:
Hillsdale and Osseo:
Between Mile Post C179 and C182 both directions,
All trains.....40
Through Sylvania.....15
Lenawee Jct.: Curve at station.....40
Coldwater: Over Division St.....10
B: Through interlocking.....10

**Fort Wayne Branch:**
Hillsdale.....10
Between passenger station and west wye, passenger trains running backward..... 6
Over Spring St.....15
Reverse curve south of Hillsdale.....25
Bankers: Curve at station.....25
Bankers: To Yard Limits at Hillsdale over any bridge...25
Reading: Reverse curve two miles north.....30
Over Maple St..... 6
Over Elm St.....10
Waterloo Interlocking:
Freight and work trains.....15
Auburn: Over 7th St., first north of station..... 8
Over 11th St., first south of station..... 6

**Jackson Branch:**
Passenger, mail and express trains:
Between Norvell and five miles north of Napoleon:
Engines: Class K with 6-wheel tenders and boosters...25
Norvell: Over first highway south.....10
Manchester:..... 6
Bridge 46.....15
Engines when doubleheaded must not be working steam passing over bridge.
Clinton.....15
Tecumseh..... 6
Raisin Center: Bridge No. 15, three miles north.....30

**Monroe Branch:**
Petersburg..... 6
Over D. T. & I. Crossing.....20
Ida: Over highway, east of station..... 8
Monroe.....15
Trains: Circus with freight-equipped cars.....25

**G & M Branch:**
Sturgis: Over Magnolia St.....10
Goshen: Northward trains over East Lincoln Ave..... 5

**Morenci Branch:**
Grosvenor: Bridge No. 60, one and one-half miles west... 6
Morenci..... 6

**South Lorain Branch:**
All trains.....20
Northward trains and engines between Y connections and Route 20.....10

**Sandusky Branch:**
Pier Branch:
All trains, Sandusky Jct. to Bay Jct.....15

**Camp Perry Branch:**
All trains.....25

## ENGINE AND CAR RESTRICTIONS.

**Rail Detector Cars**

Rail Detector Cars must not be handled in freight trains and, except NYC car X-8015, must not be handled in passenger trains.

Following will govern when Rail Detector Cars are moving under their own power:

In Automatic or Manual Block System territory Train Dispatcher will arrange for Absolute Block between open signal stations for movements following such cars.

Cars approaching highway crossings which are provided with automatic protection, must not pass over crossings until manual protection is provided unless it is known that the automatic protection is functioning.

At Railroad crossings where automatic interlocking is in use, such cars will come to a stop and must not proceed over crossings until all instructions covering emergency use of such crossings have been complied with.

Signalmen at interlocking stations must not operate any switches in the route lined for such cars while within interlocking limits.

In Automatic Train Stop territory, if car is not equipped with Automatic Train Stop device, movements will be authorized and made according to Timetable Special Instructions governing such moves, except that Train Dispatchers will arrange for clear block between open signal stations both in advance and in rear of train.

**Steam engines must not be coupled head on when double heading or running light. In case of emergency, instructions should be obtained from Superintendent.**

**Enginemen operating engines equipped with storm windshield wings must have windshields closed when operating in yards or on side tracks.**

**Motors in damaged condition making them unfit to be operated at speeds specified in special instruction, "Speed Restrictions," must be hauled separately.**

LaCarne:
Camp Perry Tracks.....Diesels DCA, DCB, DFA, DFB, DPA, DPB, must stop at buildings and proceed with care.

**Engines must not be operated as shown below:**

| Locations | Classes |
|---|---|
| Territory where Automatic Train Stop is installed | M, NU. |
| Other territory, except by special permission | M, NB, NE. |
| **Olmsted Falls:** Beyond sign 75 ft. North of first concrete unloading pit | J,K,H-10,L,S. |
| **Amherst Quarry** | L,S. |
| Beyond sign 15000 ft. South of Milan Road | J,K,H-10 |
| **Gypsum:** U. S. Gypsum Co | All engines. |
| **Port Clinton:** Industrial lead 3000 ft. east of CO | J,K,H-10,L,S. |
| **Genoa:** U. S. Gypsum Co | J,K,H-10,L,S. |
| **Swanton:** A. D. Baker Co. track | J, K, H-6 to H-10 inc., L, S. DCA, DCB, DFA, DFB, DPA, DPB. |
| **Delta:** John Pelton Coal Company, track | DCA, DCB, DFA, DFB, DPA, DPB. |
| Engines must not go beyond West end of bridge account sharp curve. | |
| **Wauseon:** West Mill | H-6 to H-10 inc., J,K,L,S. DCA, DCB, DFA, DFB DPA, DPB. |

**Archbold:**
Milling Co. track.....H-6 to H-10 inc., J, K, L, S, DCA, DCB, DFA, DFB, DPA, DPB.

**Bryan:**
Lipe No. 1 and 2.....H-6 to H-10 inc., J, K, L, S, DCA, DCB, DFA, DFB, DPA, DPB.

**Goshen:**
Bag and Lateral tracks.....H-6 to H-10 inc., J, K, L, S, DCA, DCB, DFA, DFB, DPA, DPB.

**Old Road:**

**Blissfield:**
Great Lakes Sugar Co.—Beyond sign 1800 feet from main track switch...All Engines.

**Hudson:**
Pet Milk Co...S, DCA, DCB, DFA, DFB, DPA, DPB.

J, H-7, H-10, L and S engines, must not be operated over Fort Wayne, Jackson, Monroe, G. & M. and Morenci Branches; except J-engines when operated on passenger trains in detour movement between Fort Wayne and Hillsdale, as shown in speed restrictions.

DCA, DCB, DFA, DFB, DPA, DPB, H-5 and H-6 Engines must not be operated over the Morenci Branch.

**Norwalk Branch:**

**Wakeman:**
Buckeye Pipe Line Co.....J,K,H-10, L,S.

**Norwalk:**
Rotary Printing Co.....J,K,H-10, L,S.
Norwalk Upholstery Co.....J,K,H-10, L,S.
Team.....J,K,H-10, L,S.
Standard Oil & Fdy.....J,K,H-10, L,S.
Stewart Co.....J,K,H-10, L,S.

**Fremont, Ohio:**
Fremont Foundry Co.....J,K,H-10, L,S.
National Carbon tracks.....J,K,H-10, L,S.

**Fort Wayne Branch:**

**Fort Wayne:**
Engines and cars must not be handled beyond bridge over track serving Eckhart Packing Co.

**Between Fort Wayne Jct. and Bankers: Track will not be used except by special permission.**

**Jonesville:**
Mill track.....J, K, H-6 to 10 inc., L, S, DCA, DCB, DFA, DFB, DPA, DPB.

**G. & M. Branch:**

**Sturgis:**
Millers track.....G-6, 46, H, J, K, L, S, DCA, DCB, DFA, DFB, DPA, DPB.

## SPECIAL USE OF TRACKS.

Sandusky: P. R. R. trains will use C. C. C. & St. L. main track between a point 400 ft. north of Bay Jct. and former P. R. R. passenger station.

Sandusky: N. Y. C. pier track in Water Street, between Franklin and Hancock streets, will be used jointly by N. Y. C. and B. & O. trains and engines. "Stop" signs are located on either side of the intersections. Trains and engines may proceed in accordance with the position of switches and as the way is known to be clear.

Danbury: N. Y. C. crews will not use the L. & M. Main track or pull out onto the Main track at the North end of the yard until permission has been obtained by telephone from the Yard Master or Yard Clerk located in the scale shanty at Lakeside. In the event Yard Master or Yard Clerk fail to answer the phone, the movement towards Marblehead on the L. & M. Main track, or in pulling out of the L. & M. Yard at the North end must be made under flag protection.

Haires: Fort Wayne Branch Northward trains must stop clear of the intersection with the M. C. (Air Line) and obtain verbal permission, by telephone, from the signalman at "OD" for movement between Haires and "OD".

The track between Haires and "OD" is part of Jackson Yard and the movement of all trains and engines must be governed by Rule 93.

Fort Wayne: N. Y. C. track between De Groff St. and P. R. R., main line crossing, and Nickel Plate track between P. R. R., main line crossing, and yard limit at Hugo, will be used jointly, Nickel Plate time table and rules govern. Nickel Plate yard engines use N. Y. C. track between De Groff St. and N. Y. C. yard, being governed by Rule 93.

Engines and Trains operating over the following tracks, will be governed by Rule 105.

South Lorain Branch
Camp Perry Branch
Between Jonesville and Litchfield
On the track leading from the eastbound siding at Archbold to the Lugbill Industry.

Tecumseh: D. T. & I. trains use N. Y. C. track between their connection and crossing at Tecumseh Jct., being governed by Rule 105.

Manchester: Michigan Central trains use Jackson Branch main track, between Manchester Jct. and Manchester, being governed by Manual Block Rules and Rule 93.

## WATER STATIONS.

| | | |
|---|---|---|
| Elyria, coal dock. | Wauseon. | Norwalk. |
| Elyria Jct. | | Fremont, Ohio. |
| | Bryan. | Blissfield. |
| | | Hudson. |
| | | Morenci. |
| Vermilion. | Mina. | Adrian. |
| | Waterloo. | Hillsdale. |
| Sandusky. | | Coldwater. |
| Danbury. | Kendallville. | Sturgis. |
| Graytown. | | Fort Wayne. |
| Swanton. | Goshen. | Angola. |
| | | Tecumseh. |

| Water Stations and Track Pans | Tracks |
|---|---|
| Huron | No. 1 and No. 2. |
| Stryker | No. 1, No. 2 and No. 3. |
| Corunna | No. 1 and No. 2. |
| Grismore | No. 1 and No. 2. |

## AUTOMATIC TRAIN STOP.

Enginemen and firemen must be qualified on Rules for the Operation of Automatic Train Stop.

Road engines and motors, operated between BE and Vickers, and between Nasby and B, Main Line, must be equipped with automatic train stop device in working order, and cut in, except:

a. When used as pusher or second engine.
b. By specific authority of Superintendent.
c. When automatic train stop device becomes inoperative after leaving terminal, passenger, mail, express and milk trains must be operated at a speed not exceeding 35 miles per hour, and other trains at a speed not exceeding 20 miles per hour. Engineman must notify Superintendent at the first communicating station and relief engine, if available, must be obtained at the first engine terminal. Train may proceed at normal speed when authorized by train order. Train Dispatcher will arrange for clear block between open signal stations in advance of such train, within the limits of the train order.

When forestalling whistle fails to sound while forestalling, engineman will reduce to and operate at speed specified in Paragraph C until he has occasion to again forestall as prescribed by the rules, and the whistle sounds; normal speed may then be resumed. Failure of whistle to sound must be reported on Form SC-1.

**J. H. SPOONER, Superintendent.**

**L. A. BROWN, E. C. JOHNSON } Assistant Superintendents.**

**D. J. DONAHUE, Chief Train Dispatcher.**

**J. S. SHEA, E. L. GARN } Assistant Chief Train Dispatchers.**

**W. J. HAMANN, H. C. VAN BERGEN, A. G. TEETS, R. W. FULLER, R. P. McLAUGHLIN, T. P. REARDON, J. C. HOUSTON } Trainmasters.**

**E. H. SCHNELL, Assistant Trainmaster.**

**J. G. WELSH, H. E. HALE, H. D. WHITE, R. W. HARRIS, J. W. CRIM, D. J. PEASE, S. C. KANTOR, H. J. McMAHON, C. H. FRITZ, F. G. STOLTZ, J. H. BENSE } Train Dispatchers.**

# CLEVELAND TO TOLEDO

## WESTWARD—FIRST-CLASS

CONTINUED ON PAGE 12

| Miles from Cleveland Union Terminal | STATIONS | 5 | 1 | 27 | 65 | 287 | 67 | 97 | 25 | 19 | 75 | 257 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | The Mohawk | The Pacemaker | New England States | The Advance Commodore Vanderbilt | Lake Cities Special | The Commodore Vanderbilt | The Paul Revere | Twentieth Century Limited | Lake Shore Limited | The Mercury | Mail |
| | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| | LEAVE | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| .0 | *Cleveland Union Terminal* | | *C. & P. Crossing* | *C. & P. Crossing* | *C. & P. Crossing* | *Erie Station* | *C. & P. Crossing* | *C. & P. Crossing* | *C. & P. Crossing* | | | |
| | | *1.05* | *2.40* | *3.10* | *3.20* | *3.35* | *3.45* | *4.11* | *4.30* | *6.05* | *7.45* | *8.00* |
| *6.02* | *Linndale* | s *1.15* | ..... | ..... | ..... | ..... | ..... | ..... | ..... | s *6.15* | s *7.55* | s *8.10* |
| *12.07* | *Berea* | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 12.18 | BE | 1.30 | 3.02 | 3.30 | 3.42 | 3.57 | 4.05 | 4.33 | 4.50 | 6.30 | 8.09 | 8.26 |
| 14.85 | Olmsted Falls | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 20.76 | Shawville | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 23.99 | Elyria Coal Dock | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 25.19 | Elyria | s 1.45 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | s 6.42 | ..... | s 8.46 |
| 26.16 | Elyria Jct | 1.48 | 3.14 | 3.42 | 3.54 | 4.09 | 4.17 | 4.45 | 5.02 | 6.45 | 8.20 | 8.49 |
| 31.67 | Amherst | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 32.56 | AR | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 39.20 | Vermilion | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 50.59 | Huron | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 58.95 | BO | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 59.84 | Sandusky | s 2.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | s 7.17 | ..... | s 9.25 |
| 61.04 | Bay Jct | 2.24 | 3.42 | 4.10 | 4.22 | 4.37 | 4.45 | 5.13 | 5.30 | 7.20 | 8.47 | 9.28 |
| 65.27 | Bay Bridge | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 66.29 | DB | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 67.37 | Danbury | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 69.48 | Gypsum | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 72.73 | Port Clinton | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | s 9.44 |
| 74.30 | CO | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 78.49 | La Carne | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 83.94 | Oak Harbor | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 84.36 | JU | 2.50 | 4.03 | 4.31 | 4.43 | 4.58 | 5.06 | 5.34 | 5.51 | 7.45 | 9.06 | 10.00 |
| 87.18 | Rocky Ridge | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 89.87 | Graytown | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 94.38 | Martin | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 99.01 | Millbury Jct | 3.03 | 4.15 | 4.43 | 4.55 | 5.10 | 5.18 | 5.46 | 6.03 | 7.57 | 9.18 | 10.13 |
| 103.64 | Vickers | 3.08 | 4.20 | 4.48 | 5.00 | 5.15 | 5.23 | 5.51 | 6.08 | 8.02 | 9.22 | 10.18 |
| *106.62* | *Toledo* | *3.15* | *4.27* | *4.55* | *5.07* | *5.22* | *5.30* | *5.58* | *6.15* | *8.10* | *9.29* | *10.25* |
| | ARRIVE | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |

Time shown at *Cleveland*, *Linndale* and *Toledo* is for information **only.**

# CLEVELAND TO TOLEDO

CONTINUED FROM PAGE 11

## WESTWARD—FIRST-CLASS

CONTINUED ON PAGE 13

| Miles from Cleveland Union Terminal | STATIONS | 59 | 35 | 135 See Note | 251 | 73 | 627 See Note | 43 | 137 See Note | 9 | 89 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | The Chicagoan | The Iroquois | West Side Mail | Interstate Express | The Prairie State | Accommodation | South Shore Express | Railway Express | Mail | The Forest City | |
| | | Daily | Daily | Daily Except Monday | Daily | Daily | Daily Except Sunday | Daily | Daily Except Monday | Daily | Daily | |
| | LEAVE | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | |
| .0 | *Cleveland Union* | *C. & P. Crossing* | | *East 26th Street* | | | | | *C. & P. Crossing* | | | ..... |
| | *Terminal* ..... | *10.30* | *11.30* | *12.30* | *12.30* | *4.00* | *5.25* | *5.40* | *7.00* | *10.35* | *11.59* | ..... |
| *6.02* | *Linndale* ..... | ..... | s*11.40* | ..... | s*12.40* | s *4.10* | s *5.35* | s *5.50* | ..... | s*10.45* | s*12.09* | ..... |
| *12.07* | *Berea* ..... | ..... | ..... | ..... | ⊕*12.55* | ..... | s *5.50* | ..... | ..... | ..... | ..... | ..... |
| 12.18 | BE ..... | 10.53 | 11.55 | 1.00 | 12.56 | 4.28 | 5.51 | 6.06 | 7.30 | 11.03 | 12.25 | ..... |
| 14.85 | Olmsted Falls .... | ..... | ..... | ..... | ⊕12.59 | ..... | s 5.55 | ..... | ..... | ‡11.06 | ..... | ..... |
| 20.76 | Shawville ..... | ..... | ..... | ..... | ..... | ..... | s 6.03 | ..... | ..... | ..... | ..... | ..... |
| 23.99 | Elyria Coal Dock. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 25.19 | Elyria ..... | ..... | ..... | ..... | s 1.15 | s 4.40 | s 6.12 | s 6.20 | ..... | s11.23 | s12.42 | ..... |
| 26.16 | Elyria Jct ..... | 11.05 | 12.07 | 1.13 | 1.18 | 4.43 | 6.15 | 6.23 | 7.45 | 11.28 | 12.47 | ..... |
| 31.67 | Amherst ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 32.56 | AR ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 39.20 | Vermilion ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 50.59 | Huron ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 58.95 | BO ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 59.84 | Sandusky ..... | ..... | ..... | ..... | s 1.52 | s 5.15 | .. | s 6.57 | ..... | s12.15 | s 1.25 | ..... |
| 61.04 | Bay Jct ..... | 11.33 | 12.37 | 1.45 | 1.55 | 5.18 | .. | 7.00 | 8.19 | 12.18 | 1.30 | ..... |
| 65.27 | Bay Bridge ..... | ..... | ..... | ..... | ..... | ..... | .. | ..... | ..... | ..... | ..... | ..... |
| 66.29 | DB ..... | ..... | ..... | ..... | ..... | ..... | .. | ..... | ..... | ..... | ..... | ..... |
| 67.37 | Danbury ..... | ..... | ..... | ..... | ..... | ..... | .. | ..... | ..... | ..... | ..... | ..... |
| 69.48 | Gypsum ..... | ..... | ..... | ..... | ..... | ..... | .. | ..... | ..... | ..... | ..... | ..... |
| 72.73 | Port Clinton ..... | ..... | ..... | ..... | s 2.13 | ..... | .. | s 7.15 | ..... | ..... | ..... | ..... |
| 74.30 | CO ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 78.47 | La Carne ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 83.94 | Oak Harbor ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 84.36 | JU ..... | 11.54 | 1.00 | 2.08 | 2.30 | 5.50 | ..... | 7.30 | 8.46 | 12.48 | 2.00 | ..... |
| 87.18 | Rocky Ridge ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 89.87 | Graytown ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 94.38 | Martin ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 99.01 | Millbury Jct ..... | 12.06 | 1.12 | 2.20 | 2.45 | 6.03 | f 9.06 | 7.44 | 9.00 | 1.01 | 2.15 | ..... |
| 103.64 | Vickers ..... | 12.11 | 1.17 | 2.25 | 2.50 | 6.08 | 9.11 | 7.49 | 9.05 | 1.06 | 2.20 | ..... |
| *106.62* | *Toledo* ..... | *12.18* | *1.25* | *2.33* | *2.58* | *6.15* | *9.20* | *7.57* | *9.15* | *1.15* | *2.30* | ..... |
| | ARRIVE | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | A. M. | A. M. | |

Operates via Norwalk Branch

Time shown at Cleveland, Linndale, Berea and Toledo is for information only.
Nos. 135 and 137 will not carry passengers.
No. 627 will not operate November 27, December 25, 1947 or January 1, 1948.

# TOLEDO TO CLEVELAND

## EASTWARD—FIRST-CLASS

CONTINUED ON PAGE 14

| Miles from Toledo | STATIONS | 288 | 280 | 626 See Note | 90 | 290 | 52 | 32 See Note | 46 | 14 See Note | 6 | 76 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Pittsburgh Special | The Maumee | Accommodation | The Chicagoan | The Forest City | The Easterner | Mail | Interstate Express | Mail | Fifth Avenue Special | The Mercury |
| | | Daily | Daily | Daily Except Sunday | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| | LEAVE | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. |
| .0 | *Toledo* | *2.00* | *2.30* | *3.00* | *4.00* | *4.20* | *9.45* | *10.00* | *3.05* | *4.10* | *4.30* | *6.40* |
| 2.98 | Vickers | 2.07 | 2.37 | 3.07 | 4.07 | 4.27 | 9.52 | 10.07 | 3.12 | 4.17 | 4.37 | 6.47 |
| 7.61 | Millbury Jct | 2.12 | 2.43 | 3.14 | 4.12 | 4.32 | 9.57 | 10.12 | 3.17 | 4.22 | 4.42 | 6.52 |
| 12.24 | Martin | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 16.75 | Graytown | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 19.44 | Rocky Ridge | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 22.26 | JU | 2.25 | 2.59 | ..... | 4.24 | 4.45 | 10.12 | 10.27 | 3.30 | 4.34 | 4.54 | 7.04 |
| 22.68 | Oak Harbor | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 28.14 | La Carne | ..... | ..... | Operates via Norwalk Branch | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 32.32 | CO | ..... | ..... | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 33.89 | Port Clinton | ..... | ..... | | ..... | s 5.03 | s10.27 | △10.42 | s 3.45 | ..... | ..... | ..... |
| 37.14 | Gypsum | ..... | ..... | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 39.25 | Danbury | ..... | ..... | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 40.34 | DB | ..... | ..... | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 41.35 | Bay Bridge | ..... | ..... | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 45.58 | Bay Jct | 2.50 | 3.30 | | 4.48 | 5.20 | 10.43 | 10.57 | 4.00 | 4.55 | 5.17 | 7.22 |
| 46.78 | Sandusky | ..... | s 3.50 | | ..... | s 5.31 | s10.48 | s11.03 | s 4.03 | ..... | s5.20 | ..... |
| 47.67 | BO | ..... | ..... | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 56.03 | Huron | ..... | ..... | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 67.42 | Vermilion | ..... | ..... | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 74.06 | AR | ..... | ..... | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 74.95 | Amherst | ..... | ..... | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 80.46 | Elyria Jct | 3.25 | 4.30 | 6.20 | 5.20 | 6.05 | 11.24 | 11.40 | 4.40 | 5.23 | 5.52 | 7.49 |
| 81.43 | Elyria | ..... | s 4.50 | s 6.34 | ..... | s 6.20 | s11.30 | s11.50 | s 4.44 | ..... | s5.55 | ..... |
| 82.63 | Elyria Coal Dock | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 85.86 | Shawville | ..... | ..... | s 6.47 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 91.77 | Olmsted Falls | ..... | ..... | s 6.57 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 94.44 | BE | 3.40 | 5.15 | 7.07 | 5.35 | 7.00 | 11.52 | 12.10 | 5.05 | 5.35 | 6.20 | 8.00 |
| *94.55* | *Berea* | ..... | ..... | s 7.09 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| *100.60* | *Linndale* | ..... | s *5.22* | s *7.20* | s *5.42* | s *7.07* | s*11.59* | ..... | s *5.12* | *5.42* | s*6.27* | s *8.07* |
| *106.62* | *Cleveland Union Terminal* | *4.05* Erie R. R. Station | *5.40* | *7.40* | *6.00* | *7.30* | *12.18* | *12.27* C. & P. Crossing | *5.30* | *6.00* | *6.45* | *8.25* |
| | ARRIVE | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |

Time shown at *Toledo*, *Berea*, *Linndale* and *Cleveland* is for information only.
Nos. 32 and 14 will not carry passengers.
No. 626 will not operate November 27, December 25, 1947, or January 1, 1948.

# TOLEDO TO CLEVELAND

CONTINUED FROM PAGE 13

## EASTWARD — FIRST-CLASS

| Miles from Toledo | STATIONS | 66 | 28 | 232 | 2 | 68 | 26 | 64 | 22 | 10 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | The Advance Commodore Vanderbilt | New England States | Mail | The Pacemaker | The Commodore Vanderbilt | Twentieth Century Limited | The Water Level | Lake Shore Limited | The Mohawk | | |
| | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | |
| | LEAVE | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | | |
| .0 | *Toledo* | *7.10* | *7.15* | *7.55* | *8.15* | *8.43* | *9.23* | *9.25* | *11.10* | *11.45* | ..... | ..... |
| 2.98 | Vickers | 7.17 | 7.22 | 8.02 | 8.22 | 8.50 | 9.30 | 9.33 | 11.17 | 11.52 | ..... | ..... |
| 7.61 | Millbury Jct | 7.22 | 7.27 | 8.07 | 8.27 | 8.55 | 9.35 | 9.39 | 11.22 | 11.57 | ..... | ..... |
| 12.24 | Martin | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 16.75 | Graytown | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 19.44 | Rocky Ridge | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 22.26 | JU | 7.34 | 7.39 | 8.19 | 8.39 | 9.07 | 9.47 | 9.51 | 11.34 | 12.09 | ..... | ..... |
| 22.68 | Oak Harbor | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 28.14 | La Carne | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 32.32 | CO | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 33.89 | Port Clinton | ..... | ..... | s 8.35 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 37.14 | Gypsum | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 39.25 | Danbury | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 40.34 | DB | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 41.35 | Bay Bridge | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 45.58 | Bay Jct | 7.52 | 8.00 | 8.50 | 9.00 | 9.28 | 10.08 | 10.12 | 11.55 | 12.30 | ..... | ..... |
| 46.78 | Sandusky | ..... | ..... | s 8.59 | ..... | ..... | ..... | s 10.15 | ..... | ..... | ..... | ..... |
| 47.67 | BO | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 56.03 | Huron | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 67.42 | Vermilion | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 74.06 | AR | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 74.95 | Amherst | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 80.46 | Elyria Jct | 8.19 | 8.28 | 9.31 | 9.28 | 9.56 | 10.36 | 10.46 | 12.23 | 1.01 | ..... | ..... |
| 81.43 | Elyria | ..... | ..... | s 9.47 | ..... | ..... | ..... | s 10.48 | ..... | ..... | ..... | ..... |
| 82.63 | Elyria Coal Dock | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 85.86 | Shawville | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 91.77 | Olmsted Falls | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 94.44 | BE | 8.30 | 8.40 | 10.10 | 9.40 | 10.08 | 10.48 | 11.05 | 12.35 | 1.15 | ..... | ..... |
| *94.55* | *Berea* | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| *100.60* | *Linndale* | s*8.37* | ..... | s*10.17* | ..... | ..... | ..... | s*11.12* | ..... | s *1.22* | ..... | ..... |
| *106.62* | *Cleveland Union Terminal* | *9.00* | *8.56* C. & P. Crossing | *10.35* | *9.56* C. & P. Crossing | *10.24* C. & P. Crossing | *11.04* C. & P. Crossing | *11.30* | *12.52* C. & P. Crossing | *1.40* | ..... | ..... |
| | ARRIVE | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | A. M. | A. M. | | |

Time shown at *Toledo*, *Linndale* and *Cleveland* is for information only.

# TOLEDO TO ELKHART—AIR LINE

## WESTWARD—FIRST-CLASS

CONTINUED ON PAGE 16

| Miles from Toledo | STATIONS | 9 | 89 | 5 | 1 | 27 See Note | 65 | 67 | 25 | 97 | 643 | 19 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Mail | The Forest City | The Mohawk | The Pacemaker | New England States | The Advance Commodore Vanderbilt | The Commodore Vanderbilt | Twentieth Century Limited | The Paul Revere | Accommo-dation | Lake Shore Limited |
| | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| | LEAVE | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| ..... | *Toledo*..... | *1.45* | *2.45* | *3.25* | *4.32* | *5.00* | *5.12* | *5.35* | *6.15* | *6.17* | *7.05* | *8.15* |
| 3.67 | Nasby..... | 1.52 | 2.55 | 3.32 | 4.38 | 5.06 | 5.18 | 5.41 | 6.21 | 6.23 | 7.12 | 8.21 |
| 8.95 | Holland..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | s 7.21 | ..... |
| 14.21 | Spencer..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 18.43 | Swanton..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | s 7.32 | ..... |
| 24.41 | Delta..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | s 7.41 | ..... |
| 26.62 | Delta Yard..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 29.28 | DW..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 31.90 | Wauseon..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | s 7.55 | ..... |
| 32.13 | D..... | 2.16 | 3.24 | 3.58 | 5.02 | 5.30 | 5.42 | 6.05 | 6.44 | 6.47 | 7.57 | 8.45 |
| 36.38 | Pettisville..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | s 8.04 | ..... |
| 40.41 | Archbold..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | s 8.14 | ..... |
| 46.41 | Stryker..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | s 8.23 | ..... |
| 53.08 | DV..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 53.58 | Bryan..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | s 8.35 | G 9.02 |
| 58.84 | Melbern..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | s 8.43 | ..... |
| 62.16 | Mina..... | 2.42 | 3.55 | 4.24 | 5.26 | 5.54 | 6.06 | 6.29 | 7.07 | 7.11 | 8.49 | 9.13 |
| 63.89 | Edgerton..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | s 8.53 | ..... |
| 65.17 | MN..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 70.12 | WB..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 70.75 | Butler..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | s 9.04 | ..... |
| 78.66 | Waterloo..... | ..... | ..... | ..... | ..... | H 6.08 | ..... | ..... | ..... | H 7.25 | s 9.18 | ..... |
| 85.01 | Corunna..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | s 9.29 | ..... |
| 91.38 | Kendallville..... | s 3.14 | 4.25 | J 4.50 | 5.51 | 6.23 | 6.31 | 6.54 | 7.30 | 7.40 | s 9.45 | 9.38 |
| 98.10 | Brimfield..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | s 9.55 | ..... |
| 102.54 | Wawaka..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | s10.03 | ..... |
| 107.93 | Ligonier..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | s10.15 | ..... |
| 111.33 | Grismore..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 114.98 | Millersburg..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | s10.26 | ..... |
| 122.78 | CX..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 123.12 | Goshen..... | ..... | ..... | s 5.23 | ..... | ..... | ..... | ..... | ..... | ..... | s10.43 | ..... |
| 132.86 | B..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 133.01 | Elkhart..... | 4.00 | 5.10 | 5.40 | 6.27 | 7.00 | 7.07 | 7.30 | 8.03 | 8.17 | 11.05 | 10.15 |
| | ARRIVE | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |

Time shown at *Toledo* is for information only.
No. 27 will stop at Waterloo daily, except Sunday and Monday to discharge U. S. Mail.

# TOLEDO TO ELKHART—AIR LINE

CONTINUED FROM PAGE 15

## WESTWARD—FIRST-CLASS

| Miles from Toledo | STATIONS | 257 | 59 | 35 | 135 See Note | 251 | 73 | 43 | 139 | 137 See Note | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Mail | The Chicagoan | Thh Iroquois | West Side Mail | Interstate Express | The Prairie State | South Shore Express | Accommo-dation | Railway Express | | |
| | | Daily | Daily | Daily | Daily Except Monday | Daily | Daily | Daily | Daily Except Sunday | Daily Except Monday | | |
| | LEAVE | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | | |
| ..... | *Toledo*..... | *10.30* | *12.23* | *1.35* | *2.38* | *3.08* | *6.26* | *8.12* | ..... | *9.30* | ..... | ..... |
| 3.67 | Nasby..... | 10.37 | 12.29 | 1.41 | 2.45 | 3.15 | 6.33 | 8.19 | ..... | 9.37 | ..... | ..... |
| 8.95 | Holland..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 14.21 | Spencer..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 18.43 | Swanton..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 24.41 | Delta..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 26.62 | Delta Yard..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 29.28 | DW..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 31.90 | Wauseon..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 32.13 | D..... | 11.03 | 12.53 | 2.05 | 3.12 | 3.41 | 6.57 | 8.45 | ..... | 10.05 | ..... | ..... |
| 36.38 | Pettisville..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 40.41 | Archbold..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 46.41 | Stryker..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 53.08 | DV..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 53.58 | Bryan..... | ..... | ..... | ..... | ..... | s 4.04 | ..... | s 9.10 | ..... | ..... | ..... | ..... |
| 58.84 | Melbern..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 62.16 | Mina..... | 11.29 | 1.17 | 2.29 | 3.39 | 4.15 | 7.23 | 9.22 | ..... | 10.33 | ..... | ..... |
| 63.89 | Edgerton..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 65.17 | MN..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 70.12 | WB..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 70.75 | Butler..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 78.66 | Waterloo..... | ..... | ..... | ..... | ..... | s 4.32 | ..... | s 9.42 | ..... | ..... | ..... | ..... |
| 85.01 | Corunna..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 91.38 | Kendallville..... | 11.55 | 1.42 | 2.54 | 4.06 | s 4.52 | 7.50 | s10.03 | ..... | 11.00 | ..... | ..... |
| 98.10 | Brimfield..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 102.54 | Wawaka..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 107.93 | Ligonier..... | ..... | ..... | ..... | ..... | s 5.12 | ..... | s10.27 | ..... | ..... | ..... | ..... |
| 111.33 | Grismore..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | P. M. | ..... | ..... | ..... |
| 114.98 | Millersburg..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11.00 | ..... | ..... | ..... |
| 122.78 | CX..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | s11.02 | ..... | ..... | ..... |
| 123.12 | Goshen..... | s12.22 | ..... | ..... | ..... | s 5.34 | ..... | s10.52 | ..... | ..... | ..... | ..... |
| 132.86 | B..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 133.01 | Elkhart..... | 12.40 | 2.18 | 3.30 | 4.46 | 5.53 | 8.26 | 11.12 | 11.20 | 11.45 | ..... | ..... |
| | ARRIVE | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | | |

Time shown at *Toledo* is for information only.
Nos. 135 and 137 will not carry passengers.

# ELKHART TO TOLEDO—AIR LINE

## EASTWARD—FIRST-CLASS

CONTINUED ON PAGE 18

| Miles from Elkhart | STATIONS | 90 | 290 | 32 | 140 | 46 | 14 See Note | 6 | 232 | 66 | 28 | 2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | The Chicagoan | The Forest City | Mail | Accommodation | Interstate Express | Mail | Fifth Avenue Special | Mail | The Advance Commodore Vanderbilt | New England States | The Pacemaker |
| | | Daily | Daily | Daily | Daily Except Sunday | Daily | Daily | Daily | Daily | Daily | Daily | Daily |
| | LEAVE | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| ..... | Elkhart..... | 1.50 | 2.10 | 5.35 | 6.25 | 12.25 | 2.05 | 2.25 | 3.20 | 5.13 | 5.18 | 6.18 |
| .15 | B..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 9.89 | Goshen..... | ..... | ..... | s 6.00 | s 6.38 | s12.40 | ..... | ..... | s 3.37 | ..... | ..... | ..... |
| 10.23 | CX..... | ..... | ..... | ..... | 6.43 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 18.03 | Millersburg..... | ..... | ..... | ..... | | ..... | ..... | ..... | s 3.48 | ..... | ..... | ..... |
| 21.68 | Grismore..... | ..... | ..... | ..... | A. M. | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 25.08 | Ligonier..... | ..... | ..... | s 6.25 | ..... | C12.56 | ..... | ..... | s 3.59 | ..... | ..... | ..... |
| 30.47 | Wawaka..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | M4.07 | ..... | ..... | ..... |
| 34.91 | Brimfield..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 41.63 | Kendallville..... | 2.27 | 2.47 | s 7.00 | ..... | I 1.13 | 2.41 | 3.00 | s 4.20 | 5.48 | 5.53 | 6.53 |
| 48.00 | Corunna..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 54.35 | Waterloo..... | ..... | ..... | s 7.25 | ..... | s 1.28 | ..... | ..... | s 4.39 | ..... | ..... | ..... |
| 62.26 | Butler..... | ..... | ..... | B 7.40 | ..... | ..... | ..... | ..... | s 4.50 | ..... | ..... | ..... |
| 62.89 | WB..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 67.84 | MN..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 69.12 | Edgerton..... | ..... | ..... | s 7.53 | ..... | ..... | ..... | ..... | s 5.00 | ..... | ..... | ..... |
| 70.85 | Mina..... | 2.52 | 3.12 | 7.57 | ..... | 1.44 | 3.05 | 3.24 | 5.03 | 6.12 | 6.17 | 7.17 |
| 74.17 | Melbern..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 79.43 | Bryan..... | ..... | ..... | s 8.15 | ..... | s 1.55 | ..... | D 3.35 | s 5.20 | ..... | ..... | ..... |
| 79.93 | DV..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 86.60 | Stryker..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | s 5.32 | ..... | ..... | ..... |
| 92.60 | Archbold..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | s 5.44 | ..... | ..... | ..... |
| 96.63 | Pettisville..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 100.88 | D..... | 3.17 | 3.37 | 8.40 | ..... | 2.21 | 3.29 | 3.53 | 5.53 | 6.35 | 6.40 | 7.40 |
| 101.11 | Wauseon..... | ..... | ..... | s 8.45 | ..... | ..... | ..... | ..... | s 5.58 | ..... | ..... | ..... |
| 103.73 | DW..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 106.39 | Delta Yard..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 108.60 | Delta..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | s 6.13 | ..... | ..... | ..... |
| 114.58 | Swanton..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | s 6.30 | ..... | ..... | ..... |
| 118.80 | Spencer..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 124.06 | Holland..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 129.34 | Nasby..... | 3.42 | 4.02 | 9.12 | ..... | 2.48 | 3.53 | 4.18 | 6.47 | 6.58 | 7.03 | 8.03 |
| *133.01* | *Toledo*..... | *3.50* | *4.10* | *9.20* | ..... | *2.55* | *4.00* | *4.25* | *6.55* | *7.05* | *7.10* | *8.10* |
| | ARRIVE | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |

Time shown at *Toledo* is for information only.

* No. 14 will not carry passengers.

# ELKHART TO TOLEDO—AIR LINE

CONTINUED FROM PAGE 17

## EASTWARD—FIRST-CLASS

| Miles from Elkhart | STATIONS | 68 The Commodore Vanderbilt Daily | 64 See Note The Water Level Daily | 26 Twentieth Century Limited Daily | 10 The Mohawk Daily | 22 Lake Shore Limited Daily | 280 The Maumee Daily | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LEAVE | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | | | | | |
| ..... | Elkhart..... | 6.45 | 7.10 | 7.32 | 8.50 | 9.05 | 11.33 | ..... | ..... | ..... | ..... | ..... |
| '.15 | B..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 9.89 | Goshen..... | ..... | ..... | ..... | s 9.09 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 10.23 | CX..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 18.03 | Millersburg..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 21.68 | Grismore..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 25.08 | Ligonier..... | ..... | ..... | ..... | s 9.28 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 30.47 | Wawaka..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 34.91 | Brimfield..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 41.63 | Kendallville..... | 7.21 | 7.46 | 8.07 | s 9.48 | 9.42 | 12.10 | ..... | ..... | ..... | ..... | ..... |
| 48.00 | Corunna..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 54.35 | Waterloo..... | ..... | K 7.59 | ..... | s 10.07 | ..... | f 12.23 | ..... | ..... | ..... | ..... | ..... |
| 62.26 | Butler..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 62.89 | WB..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 67.84 | MN..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 69.12 | Edgerton..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 70.85 | Mina..... | 7.45 | 8.12 | 8.31 | 10.21 | 10.07 | 12.37 | ..... | ..... | ..... | ..... | ..... |
| 74.17 | Melbern..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 79.43 | Bryan..... | ..... | ..... | ..... | s 10.35 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 79.93 | DV..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 86.60 | Stryker..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 92.60 | Archbold..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 96.63 | Pettisville..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 100.88 | D..... | 8.08 | 8.37 | 8.53 | 11.00 | 10.32 | 1.02 | ..... | ..... | ..... | ..... | ..... |
| 101.11 | Wauseon..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 103.73 | DW..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 106.39 | Delta Yard..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 108.60 | Delta..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 114.58 | Swanton..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 118.80 | Spencer..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 124.06 | Holland..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 129.34 | Nasby..... | 8.31 | 9.03 | 9.16 | 11.27 | 10.58 | 1.28 | ..... | ..... | ..... | ..... | ..... |
| *133.01* | *Toledo*..... | *8.38* | *9.10* | *9.23* | *11.35* | *11.05* | *1.35* | ..... | ..... | ..... | ..... | ..... |
| | ARRIVE | P. M. | P. M. | P. M. | P. M. | P. M. | A. M. | | | | | |

Time shown at *Toledo* is for information only.

No. 64 will stop at Waterloo daily, except Saturday and Sunday, to receive U. S. Mail.

# TOLEDO TO ELKHART—OLD ROAD

| WESTWARD | | FIRST-CLASS | | | | SECOND-CLASS | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Miles from Toledo | STATIONS | 607 | | | | 647 | | | | 91 | | 93 | | | 95 | | | | | | | | |
| | | Accommodation | | | | Accommodation | | | | Through Freight | | Way Freight | | | Way Freight | | | | | | | | |
| | | Daily | | | | Daily | | | | Daily Except Sunday | | Daily Except Sunday | | | Tuesday Thursday Saturday | | | | | | | | |
| | LEAVE | A. M. | | | | P. M. | | | | A. M. | | A. M. | | | A. M. | | | | | | | | |
| ..... | *Toledo* | *6.50* | .. | | | *3.20* | .. | | | ..... | .. | ..... | .. | | ..... | .. | | ..... | .. | ..... | .. | ..... | .. |
| 3.80 | Vulcan | 6.57 | .. | | | 3.27 | .. | | | 1.30 | .. | ..... | .. | | 10.10 | .. | | ..... | .. | ..... | .. | ..... | .. |
| 10.16 | Sylvania | s 7.06 | .. | | | s 3.36 | .. | | | 1.45 | .. | ..... | .. | | 10.35 | .. | | ..... | .. | ..... | .. | ..... | .. |
| 14.85 | Ottawa Lake | s 7.14 | .. | | | s 3 45 | .. | | | 1.55 | .. | ..... | .. | | 10.55 | .. | | ..... | .. | ..... | .. | ..... | .. |
| 20.06 | Riga | s 7.22 | .. | | | f 3.52 | .. | | | ..... | .. | ..... | .. | | ..... | .. | | ..... | .. | ..... | .. | ..... | .. |
| 22.15 | Blissfield | s 7.28 | .. | | | s 3.59 | .. | | | 2.10 | .. | ..... | .. | | 11.55 | .. | | ..... | .. | ..... | .. | ..... | .. |
| 24.80 | Grosvenor | 7.31 | .. | | | 4.02 | .. | | | ..... | .. | ..... | .. | | 12.05 | .. | | ..... | .. | ..... | .. | ..... | .. |
| 26.42 | Palmyra | s 7.34 | .. | | | s 4.06 | | | | ..... | .. | ..... | .. | | ..... | .. | | ..... | .. | ..... | .. | ..... | .. |
| 28.24 | Lenawee Jct | 7.38 | .. | | | s 4.10 | .. | | | 2.20 | .. | ..... | .. | | 12.15 | .. | | ..... | .. | ..... | .. | ..... | .. |
| 31.83 | WB | ..... | .. | | | ..... | | | | ..... | .. | ..... | .. | | ..... | .. | | ..... | .. | ..... | .. | ..... | .. |
| 32.35 | Adrian | s 7.50 | .. | | | s 4.23 | | | | 2.40 | .. | ..... | .. | | 1.05 | .. | | ..... | .. | ..... | .. | ..... | .. |
| 39.52 | Cadmus | △ 7.59 | .. | | | f 4.31 | | | | ..... | .. | ..... | .. | | ..... | .. | | ..... | .. | ..... | .. | ..... | .. |
| 43.37 | Clayton | s **8.10** | 52 | | | s 4.38 | | | | 3.00 | .. | ..... | .. | | 1.30 | .. | | ..... | .. | ..... | .. | ..... | .. |
| 49.81 | Hudson | s 8.23 | .. | | | s 4.50 | | | | 3.10 | .. | ..... | .. | | 2.00 | .. | | ..... | .. | ..... | .. | ..... | .. |
| 56.12 | Pittsford | s 8.33 | .. | | | s 5.01 | | | | 3.25 | .. | A. M. | .. | | 2.25 | .. | | ..... | .. | ..... | .. | ..... | .. |
| 59.88 | Osseo | s 8.40 | .. | | | s 5.08 | | | | 3.35 | .. | | .. | | 2.40 | .. | | ..... | .. | ..... | .. | ..... | .. |
| 65.68 | Hillsdale | s 8.55 | .. | | | s 5.23 | | | | 3.45 | .. | 9.30 | .. | | 3.15 | .. | | ..... | .. | ..... | .. | ..... | .. |
| 69.58 | Fort Wayne Jct | 9.01 | .. | | | 5.29 | | | | A. M. | .. | 9.40 | .. | | P. M. | .. | | ..... | .. | ..... | .. | ..... | .. |
| 70.18 | Jonesville | s 9.04 | .. | | | s 5.31 | | | | ..... | .. | 9.45 | .. | | ..... | .. | | ..... | .. | ..... | .. | ..... | .. |
| 75.28 | Allen | s 9.12 | .. | | | s 5.39 | | | | ..... | .. | 10.00 | .. | | ..... | .. | | ..... | .. | ..... | .. | ..... | .. |
| 81.79 | Quincy | s 9.22 | .. | | | s 5.50 | | | | ..... | .. | 10.45 | .. | | ..... | .. | | ..... | .. | ..... | .. | ..... | .. |
| 88.18 | Coldwater | s 9.35 | .. | | | s 6.02 | | | | ..... | .. | **12.40** | 96 | | ..... | .. | | ..... | .. | ..... | .. | ..... | .. |
| 93.38 | Batavia | s 9.43 | .. | | | f 6.09 | | | | ..... | .. | 1.00 | | | ..... | .. | | ..... | .. | ..... | .. | ..... | .. |
| 98.94 | Bronson | s 9.53 | .. | | | s 6.19 | | | | ..... | .. | 2.05 | .. | | ..... | .. | | ..... | .. | ..... | .. | ..... | .. |
| 105.67 | Burr Oak | s 10.03 | .. | | | s **6.30** | 614 | | | ..... | .. | 2.25 | .. | | ..... | .. | | ..... | .. | ..... | .. | ..... | .. |
| 111.90 | Sturgis | s **10.15** | 96 | | | s 6.50 | | | | ..... | .. | 3.20 | .. | | ..... | .. | | ..... | .. | ..... | .. | ..... | .. |
| 112.18 | RK | ..... | .. | | | ..... | | | | ..... | .. | ..... | .. | | ..... | .. | | ..... | .. | ..... | .. | ..... | .. |
| 117.54 | Klinger Lake | f 10.23 | .. | | | f 6.58 | | | | ..... | .. | ..... | .. | | ..... | .. | | ..... | .. | ..... | .. | ..... | .. |
| 123.64 | White Pigeon | s 10.35 | .. | | | s 7.15 | .. | | | ..... | .. | 3.45 | .. | | ..... | .. | | ..... | .. | ..... | .. | ..... | .. |
| 134.06 | Bristol | s 10.48 | .. | | | s 7.28 | | | | ..... | .. | 4.10 | .. | | ..... | .. | | ..... | .. | ..... | .. | ..... | .. |
| 142.27 | B | 10.58 | .. | | | 7.40 | | | | ..... | .. | 4.25 | .. | | ..... | .. | | ..... | .. | ..... | .. | ..... | .. |
| 142.42 | Elkhart | 11.00 | .. | | | 7.50 | .. | | | ..... | .. | 4.35 | .. | | ..... | .. | | ..... | .. | ..... | .. | ..... | .. |
| | ARRIVE | A. M. | | | | P. M. | | | | A. M. | | P. M. | | | P. M. | | | | | | | | |

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified.
Time shown at *Toledo* is for information only

# ELKHART TO TOLEDO—OLD ROAD

| EASTWARD | | FIRST-CLASS | | SECOND-CLASS | | |
|---|---|---|---|---|---|---|
| Miles from Elkhart | STATIONS | 52 | 614 | 96 | 94 | 92 |
| | | The Easterner | Accommodation | Way Freight | Way Freight | Through Freight |
| | | Daily | Daily | Daily Except Sunday | Monday Wednesday Friday | Daily Except Sunday |
| | LEAVE | A. M. | P. M. | A. M. | A. M. | P. M. |
| ..... | Elkhart | 4.45 | 5.30 | 8.30 | ..... | ..... |
| .15 | B | 4.47 | 5.32 | 8.40 | ..... | ..... |
| 8.35 | Bristol | △ 4.58 | s 5.43 | 8.55 | ..... | ..... |
| 18.78 | White Pigeon | s 5.18 | s 5.58 | 9.25 | ..... | ..... |
| 24.88 | Klinger Lake | ..... | f 6.06 | ..... | ..... | ..... |
| 30.24 | RK | ..... | ..... | ..... | ..... | ..... |
| 30.52 | Sturgis | s 5.53 | s 6.20 | **10.15** 607 | ..... | ..... |
| 36.75 | Burr Oak | s 6.03 | s **6.30** 647 | 10.45 | ..... | ..... |
| 43.48 | Bronson | s 6.16 | s 6.43 | 11.30 | ..... | ..... |
| 49.04 | Batavia | ‡ 6.25 | ‡ 6.51 | 11.45 | ..... | ..... |
| 54.24 | Coldwater | s 6.45 | s 7.10 | **12.40** 93 | ..... | ..... |
| 60.63 | Quincy | s 6.55 | s 7.22 | 1.50 | ..... | ..... |
| 67.14 | Allen | ..... | f 7.30 | 2.10 | ..... | ..... |
| 72.23 | Jonesville | s 7.10 | s 7.38 | 2.25 | ..... | ..... |
| 72.84 | Fort Wayne Jct | 7.12 | 7.40 | 2.30 | A. M. | P. M. |
| 76.74 | Hillsdale | s 7.30 | s 8.00 | 2.45 | 10.00 | 10.00 |
| 82.54 | Osseo | s 7.39 | s 8.10 | P. M. | 10.15 | 10.10 |
| 86.29 | Pittsford | s 7.48 | s 8.19 | ..... | 10.35 | 10.18 |
| 92.61 | Hudson | s 8.00 | s 8.40 | ..... | 11.30 | 10.30 |
| 99.05 | Clayton | f **8.10** 607 | s 8.50 | ..... | 11.50 | 10.42 |
| 102.90 | Cadmus | ..... | ..... | ..... | ..... | ..... |
| 110.07 | Adrian | s 8.36 | s 9.15 | ..... | 12.50 | 11.40 |
| 110.54 | WB | ..... | ..... | ..... | ..... | ..... |
| 114.18 | Lenawee Jct | 8.42 | 9.22 | ..... | 1.02 | 11.50 |
| 115.99 | Palmyra | ..... | ‡ 9.25 | ..... | ..... | ..... |
| 117.62 | Grosvenor | 8.47 | 9.29 | ..... | 1.10 | 11.59 |
| 120.27 | Blissfield | s 8.56 | s 9.35 | ..... | 2.00 | 12.05 |
| 122.36 | Riga | ..... | ..... | ..... | ..... | ..... |
| 127.57 | Ottawa Lake | 9.04 | 9.45 | ..... | 2.25 | 12.20 |
| 132.26 | Sylvania | 9.11 | 9.53 | ..... | 2.40 | 12.33 |
| 138.62 | Vulcan | 9.19 | 10.01 | ..... | 3.00 | 12.50 |
| *142.42* | *Toledo* | *9.30* | *10.15* | ..... | ..... | ..... |
| | ARRIVE | A. M. | P. M. | P. M. | P. M. | A. M. |

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified.
Time shown at *Toledo* is for information only.

# NORTHWEST BRANCH

## ELYRIA JCT. TO MILLBURY JCT.

### WESTWARD—FIRST CLASS

| Miles from Cleveland Union Terminal | STATIONS | 627 See Note | | | |
|---|---|---|---|---|---|
| | | Accommodation | | | |
| | | Daily Except Sunday | | | |
| | LEAVE | P. M. | | | |
| .0 | *Cleveland* | s 5.25 | .. | .. | .. |
| 26.16 | Elyria Jct | 6.15 | .. | .. | .. |
| 34.15 | Oberlin | s 6.26 | .. | .. | .. |
| 38.79 | Kipton | s 6.33 | .. | .. | .. |
| 44.05 | Wakeman | s 6.42 | .. | .. | .. |
| 48.73 | Collins | s 6.51 | .. | .. | .. |
| 55.35 | Norwalk | s 7.08 | .. | .. | .. |
| 59.87 | Monroeville | s 7.23 | .. | .. | .. |
| 67.41 | Bellevue | s 7.42 | .. | .. | .. |
| 74.80 | Clyde | s 7.55 | .. | .. | .. |
| 83.14 | Fremont | s 8.25 | .. | .. | .. |
| 90.25 | Lindsey | s 8.40 | .. | .. | .. |
| 95.50 | Elmore | s 8.48 | .. | .. | .. |
| 100.23 | Genoa | s 8.57 | .. | .. | .. |
| 105.02 | Millbury Jct | f 9.06 | .. | .. | .. |
| *112.63* | *Toledo* | *9.20* | .. | .. | .. |
| | ARRIVE | P. M. | | | |

## MILLBURY JCT. TO ELYRIA JCT.

### EASTWARD—FIRST CLASS

| Miles from Toledo | STATIONS | 626 See Note | | | |
|---|---|---|---|---|---|
| | | Accommodation | | | |
| | | Daily Except Sunday | | | |
| | LEAVE | A. M. | | | |
| .0 | *Toledo* | *3.00* | .. | .. | .. |
| 7.61 | Millbury Jct | 3.14 | .. | .. | .. |
| 12.40 | Genoa | s 3.22 | .. | .. | .. |
| 17.11 | Elmore | s 3.31 | .. | .. | .. |
| 22.38 | Lindsey | s 3.40 | .. | .. | .. |
| 29.49 | Fremont | s 4.08 | .. | .. | .. |
| 37.83 | Clyde | s 4.21 | .. | .. | .. |
| 45.22 | Bellevue | s 4.35 | .. | .. | .. |
| 52.76 | Monroeville | s 4.47 | .. | .. | .. |
| 57.28 | Norwalk | s 5.15 | .. | .. | .. |
| 63.90 | Collins | s 5.25 | .. | .. | .. |
| 68.58 | Wakeman | s 5.35 | .. | .. | .. |
| 73.84 | Kipton | s 5.45 | .. | .. | .. |
| 78.48 | Oberlin | s 6.09 | .. | .. | .. |
| 86.47 | Elyria Jct | 6.20 | .. | .. | .. |
| *112.63* | *Cleveland* | *7.40* | .. | .. | .. |
| | ARRIVE | A. M. | | | |

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified.
Time shown at *Cleveland* and *Toledo* is for information only.

No. 626 and No. 627 will not operate November 27, December 25, 1947 or January 1, 1948.

# FT. WAYNE BRANCH

## JACKSON TO FORT WAYNE

### SOUTHWARD — SECOND CLASS

| Miles from Jackson | STATIONS | 72 |
|---|---|---|
| | | Way Freight |
| | | Daily Except Sunday |
| | LEAVE | A. M. |
| ..... | *Jackson* | ..... |
| 1.12 | OD | ..... |
| 5.13 | Haires | ..... |
| 10.43 | Horton | ..... |
| 14.04 | Hanover | ..... |
| 18.83 | Mosherville | ..... |
| 24.58 | Jonesville | ..... |
| 25.29 | Fort Wayne Jct. | A. M. |
| 29.19 | Hillsdale | 9.00 |
| 33.41 | Bankers | 9.15 |
| 38.11 | Reading | 9.45 |
| 43.48 | Montgomery | 10.00 |
| 47.11 | Ray | 10.15 |
| 51.18 | Fremont | 11.10 |
| 58.53 | Angola | 12.25 |
| 62.78 | Pleasant Lake | 12.40 |
| 65.77 | Steubenville | ..... |
| 66.99 | Summit | 12.55 |
| 72.75 | Waterloo | 1.15 |
| 77.76 | Auburn | 1.30 |
| 83.95 | New Era | ..... |
| 87.08 | Stoners | ..... |
| 90.71 | Carrolls | 2.00 |
| 98.56 | Fort Wayne | 2.30 |
| | ARRIVE | P. M. |

## FORT WAYNE TO JACKSON

### NORTHWARD

| Miles from Ft. Wayne | STATIONS |
|---|---|
| | LEAVE |
| ..... | Fort Wayne |
| 7.85 | Carrolls |
| 11.48 | Stoners |
| 14.61 | New Era |
| 20.80 | Auburn |
| 25.81 | Waterloo |
| 31.57 | Summit |
| 32.79 | Steubenville |
| 35.78 | Pleasant Lake |
| 40.03 | Angola |
| 47.38 | Fremont |
| 51.45 | Ray |
| 55.08 | Montgomery |
| 60.45 | Reading |
| 65.15 | Bankers |
| 69.37 | Hillsdale |
| 73.27 | Fort Wayne Jct. |
| 73.98 | Jonesville |
| 79.73 | Mosherville |
| 84.52 | Hanover |
| 88.13 | Horton |
| 93.43 | Haires |
| 97.44 | OD |
| *98.56* | *Jackson* |
| | ARRIVE |

On single track, southward trains are superior to northward trains of the same class, unless otherwise specified.

# JACKSON BRANCH

## JACKSON TO LENAWEE JCT.

### SOUTHWARD

| Miles from Jackson | STATIONS |
|---|---|
| ..... | *Jackson* |
| 1.12 | OD |
| 10.42 | Napoleon |
| 13.76 | Norvell |
| 20.47 | Manchester Jct |
| 21.11 | Manchester |
| 28.97 | Clinton |
| 33.44 | Tecumseh |
| 40.30 | Raisin Center |
| 42.45 | Lenawee Jct |

## LENAWEE JCT. TO JACKSON

### NORTHWARD

| Miles from Lenawee Jct. | STATIONS |
|---|---|
| ..... | Lenawee Jct |
| 2.15 | Raisin Center |
| 9.01 | Tecumseh |
| 13.48 | Clinton |
| 21.34 | Manchester |
| 21.98 | Manchester Jct |
| 28.69 | Norvell |
| 32.03 | Napoleon |
| 41.33 | OD |
| *42.45* | *Jackson* |

On single track, southward trains are superior to northward trains of the same class, unless otherwise specified.

# MORENCI BRANCH

## GROSVENOR TO MORENCI

### WESTWARD

| Miles from Adrian | STATIONS |
|---|---|
| 7.55 | Grosvenor |
| 12.14 | Ogden |
| 15.53 | Jasper |
| 19.19 | Weston |
| 25.77 | Morenci |

## MORENCI TO GROSVENOR

### EASTWARD

| Miles from Morenci | STATIONS |
|---|---|
| ..... | Morenci |
| 6.58 | Weston |
| 10.24 | Jasper |
| 13.63 | Ogden |
| 18.22 | Grosvenor |

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified.

## MONROE BRANCH

### LENAWEE JCT. TO MONROE

#### EASTWARD

| Miles from Adrian | STATIONS |
|---|---|
| 4.11 | Lenawee Jct |
| 12.86 | Deerfield |
| 16.34 | Petersburg |
| 20.95 | Federman |
| 23.50 | Ida |
| 27.21 | Strasburg |
| 31.86 | P. M. Crossing |
| 33.40 | Monroe |

### MONROE TO LENAWEE JCT.

#### WESTWARD

| Miles from Monroe | STATIONS |
|---|---|
| ..... | Monroe |
| 1.54 | P. M. Crossing |
| 6.19 | Strasburg |
| 9.90 | Ida |
| 12.45 | Federman |
| 17.06 | Petersburg |
| 20.54 | Deerfield |
| 29.29 | Lenawee Jct |

On single track, eastward trains are superior to westward trains of the same class, unless otherwise specified.

## G & M BRANCH

### STURGIS TO GOSHEN

#### SOUTHWARD

| Miles from Sturgis | STATIONS |
|---|---|
| ..... | Sturgis |
| ..... | R.K |
| 12.91 | Shipshewana |
| 20.08 | Middlebury |
| 29.68 | Goshen |

### GOSHEN TO STURGIS

#### NORTHWARD

| Miles from Goshen | STATIONS |
|---|---|
| ..... | Goshen |
| 9.60 | Middlebury |
| 16.77 | Shipshewana |
| ..... | R.K |
| 29.68 | Sturgis |

On single track, southward trains are superior to northward trains of the same class, unless otherwise specified.

# COLLINWOOD TO ELKHART

## WESTWARD—FREIGHT TRAINS

| Miles from Collinwood via Rockport | STATIONS | Spl.-L. S. 1 | C. D. 1 | P. C. 1 | P. T. 1 | S. C. 1 | L. S. 1 | C 95 | A. L. 83 | C 91 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | New York-Chicago | Collinwood Detroit | Pittsburg-Chicago | Pittsburg-Toledo | Cleveland-Chicago | New York-Chicago | Norwalk Branch Local Freight | Way Freight | Way Freight | | |
| | | Daily Except Monday | Daily | Daily | Daily | Daily | Daily | Daily Except Sunday | Daily Except Sunday | Daily Except Sunday | | |
| | LEAVE | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | | A. M. | | | |
| ..... | *Struthers*..... | ..... | ..... | *5.00* | *5.30* | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| *.0* | *Collinwood*..... | *3.10* | 4.00 | ..... | ..... | ..... | *7.15* | ..... | ..... | ..... | ..... | ..... |
| *18.90* | *Rockport*..... | ..... | ..... | ..... | ..... | *5.00* | ..... | ..... | ..... | ..... | ..... | ..... |
| 23.41 | BE..... | 4.20 | 5.15 | 9.30 | 10.00 | 5.30 | 8.15 | A. M. | ..... | A. M. | ..... | ..... |
| 35.22 | Elyria Coal Dock. | ..... | ..... | {10.00 \| 10.30 | {10.30 \| 11.00 | ..... | ..... | 8.00 | ..... | 9.00 | ..... | ..... |
| 71.07 | Sandusky..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 114.87 | Vickers..... | 8.00 | 11.25 | 1.00 | 1.30 | 10.15 | 12.00 | 3.15 | ..... | 3.30 | ..... | ..... |
| 117.85 | Toledo..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | A. M. | ..... | ..... | ..... |
| 119.76 | Air Line Jct..... | {8.30 \| 10.00 | 12.01 | {1.30 \| 2.30 | 2.00 | 10.45 \| 12.00 | {12.30 \| 1.45 | 3.45 | 8.00 | 4.00 | ..... | ..... |
| 180.01 | Mina..... | ..... | ..... | ..... | ..... | ..... | ..... | P. M. | 3.30 | P. M. | ..... | ..... |
| 250.75 | Elkhart..... | 3.00 | ..... | 6.30 | ..... | 5.00 | 6.00 | ..... | P. M. | ..... | ..... | ..... |
| | ARRIVE | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | | P. M. | | | |

For information only, not conferring time table superiority.

| Miles from Collinwood via Rockport | STATIONS | A. L. 87 | W. M. 3 | L. S. 7 | D. L. S. 3 | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Way Freight | Baltimore Toledo | Philadel-phia-Chicago | Boston-Gibson | | | | | | | |
| | | Daily Except Sunday | Daily | Daily | Daily | | | | | | | |
| | LEAVE | A. M. | A. M. | P. M. | P. M. | | | | | | | |
| ..... | *Struthers*..... | ..... | 9.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| *.0* | *Collinwood*..... | ..... | ..... | *6.00* | *10.30* | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| *18.90* | *Rockport*..... | ..... | ..... | ..... | A. M. | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 23.41 | BE..... | ..... | 3.15 | 7.45 | 12.01 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 35.22 | Elyria Coal Dock. | ..... | {3.45 \| 4.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 71.07 | Sandusky..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 114.87 | Vickers..... | ..... | 6.15 | 10.30 | 6.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 117.85 | Toledo..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 119.76 | Air Line Jct..... | A. M. | 6.45 | {11.00 \| 12.15 | { 6.30 \| 8.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 180.01 | Mina..... | 9.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 250.75 | Elkhart..... | 5.30 | ..... | 3.30 | 3.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | ARRIVE | P. M. | P. M. | A. M. | P. M. | | | | | | | |

For information only, not conferring time table superiority.

# ELKHART TO COLLINWOOD

## EASTWARD—FREIGHT TRAINS

| Miles from Elkhart via Rockport | STATIONS | C. W. 10 | X. N. 2 | N. Y. 4 | C. B. 2 | A. L. 82 | C 96 | A. L. 86 | W. M. 6 | C 92 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Toledo-Buffalo | Chicago-Buffalo | Chicago-New York | Chicago-Buffalo | Way Freight | Norwalk Branch Local Freight | Way Freight | Toledo Pittsburgh | Way Freight | | |
| | | Daily | Daily | Daily | Daily | Daily Except Sunday | Daily Except Sunday | Daily Except Sunday | Daily | Daily Except Sunday | | |
| | LEAVE | A. M. | A. M. | A. M. | A. M. | A. M. | | A. M. | | | | |
| ..... | Elkhart..... | ..... | 12.30 | 5.20 | 6.20 | ..... | ..... | 8.15 | ..... | ..... | ..... | ..... |
| .15 | B..... | ..... | 12.40 | 5.30 | 6.30 | ..... | ..... | 8.25 | ..... | ..... | ..... | ..... |
| 70.85 | Mina..... | A. M. | ..... | ..... | ..... | 6.45 | A. M. | 3.15 | P. M. | A. M. | ..... | ..... |
| 131.10 | Air Line Jct..... | 12.30 | 5.00<br>6.00 | 9.30<br>11.00 | 10.45<br>11.45 | 1.00 | 6.30 | P. M. | 12.30 | 8.00 | ..... | ..... |
| 133.01 | Toledo..... | ..... | ..... | ..... | ..... | P. M. | ..... | ..... | ..... | ..... | ..... | ..... |
| 135.99 | Vickers..... | 12.50 | 6.30 | 11.30 | 12.15 | ..... | 7.00 | ..... | 12.59 | 8.30 | ..... | ..... |
| 179.79 | Sandusky..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | |
| 215.64 | Elyria Coal Dock..... | ..... | ..... | ..... | ..... | ..... | 2.45 | ..... | 4.00<br>5.00 | 3.00 | ..... | ..... |
| 227.45 | BE..... | 4.45 | 10.30 | 2.45 | 4.00 | ..... | P. M. | ..... | 5.30 | P. M. | ..... | ..... |
| *232.12* | *Rockport*..... | *4.55* | *10.45* | ..... | ..... | ..... | ..... | ..... | *6.00* | ..... | ..... | ..... |
| *250.75* | *Collinwood*..... | *6.15* | *12.01* | *4.00* | *5.15* | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | *Struthers*..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | *10.45* | ..... | ..... | ..... |
| | ARRIVE | A. M | P. M. | P. M. | P. M. | P. M. | | P. M. | P. M. | | | |

For information only, not conferring time table superiority.

| Miles from Elkhart via Rockport | STATIONS | Adv. X. N. 2 | C. N. 2 | N. Y. 8 | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Chicago Buffalo | Chicago-Toledo | Chicago-New York | | | | | | | | |
| | | Daily | Daily | Daily | | | | | | | | |
| | LEAVE | P. M. | A. M. | P. M. | | | | | | | | |
| ..... | Elkhart..... | 4.00 | 1.45 | 11.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| .15 | B..... | 4.10 | 1.55 | 11.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 70.85 | Mina..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 131.10 | Air Line Jct..... | 8.30<br>9.30 | 5.00 | 3.25<br>4.55 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 133.01 | Toledo..... | ..... | A. M. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 135.99 | Vickers..... | 10.00 | ..... | 5.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 179.79 | Sandusky..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 215.64 | Elyria Coal Dock..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 227.45 | BE..... | 2.00 | ..... | 7.55 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| *232.12* | *Rockport*..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| *250.75* | *Collinwood*..... | *3.30* | ..... | *8.55* | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | *Struthers*..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | ARRIVE | A. M. | A. M. | A. M. | | | | | | | | |

For information only, not conferring time table superiority.

# STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

## BEREA TO VICKERS—VIA SANDUSKY

| STATIONS | | Office Calls | Miles from Buffalo | SIGNALS Track No. 1 | Track No. 2 | Track No. 3 | Track No. 4 | TELEPHONES LOCATION | Side of Track | Line |
|---|---|---|---|---|---|---|---|---|---|---|
| BE..... Open day and night | C.S. | BE | 194.2 | INT. | INT. | INT. | INT. | Signal station..... | S | T.D.-M-Y |
| | | | | 196.1 | | 196.3 | | | | |
| | | | | | 196.2 | | 196.4G | | | |
| | C.S. | | | 197.1 | 197.2 | 197.3 | 197.4 | East of station, first pole..... | S | T.D.-M |
| Olmsted Falls | C.S. | OF | 196.6 | | | | | Station..... | S | T.D.-M |
| | | | | 198.1 | 198.2 | 198.3 | 198.4 | | | |
| | | | | 200.1 | 200.2 | 200.3 | 200.4 | | | |
| | | | | 201.1 | 201.2 | 201.3 | 201.4G | | | |
| | | | | 202.1 | 202.2 | 202.3 | 202.4G | | | |
| Shawville.... | C.S. | G | 202.5 | 203.1 | | 203.3 | | Station..... | N | T.D.-M |
| | C.S. | | | | 203.2 | | 203.4G | Station, west end..... | N | T.D.-M |
| | C.S. | | | | | | | Burns crossover, booth..... | N | T.D.-M |
| | C.S. | | | | | | | East end of West Bound Yard, | | |
| | | | | 204.1 | | 204.3 | | on pole..... | N | Y |
| | C.S. | | | | 205.2 | | 205.4 | E. end east bound yd., 2700 ft. | | |
| | | | | 205.1 | | 205.3 | | east of Abbey Rd., on pole.... | S | T.D.-M-Y |
| | C.S. | | | 206.1 | | 206.3 | | Lorain Br. west wye switch, booth | N | Y |
| | C.S. | | | | | | | Abbey Rd., 100 ft. west, in | | |
| | | | | | | | | switchmen's shanty ..... | N | T.D.-M-Y |
| | C.S. | | | | | | | Car Inspector's shanty, 600 ft. | | |
| Elyria Coal | | | | | | | | west of Abbey Rd..... | N | T.D.-M-Y |
| Dock..... | C.S. | UN | 205.7 | | | | | Yard office..... | S | T.D.-M-Y |
| Open day and night | C S. | | | | 206.2 | | 206.4 | Olive St. in booth..... | S | Y |
| | | | | 207.1 | | 207.3 | | | | |
| | C.S. | | | | 207.2 | | 207.4 | East Bridge St., on pole..... | S | Y |
| Elyria..... | C.S. | U | 206.7 | | | | | Station, on platform..... | S | T.D.-M-Y |
| | C.S. | | | | | | | Station, on platform..... | N | T.D.-M-Y |
| | C.S. | | | | | | | Station..... | .... | T.D.-M-Y |
| | C.S. | | | | | | | West of Murbach Siding switch, | | |
| | | | | | | | | on pole..... | S | Y |
| Elyria Jct... | C.S. | BS | 207.9 | INT. | INT. | INT. | INT. | Signal station..... | N | T.D.-M-Y |
| Open day and night | C.S. | | | | | | | Engine house..... | S | T.D.-Y |
| | C.S. | | | | | | | Eastward home signal, booth.... | S | Y |
| | | | Miles from Elyria Jct. | S1.1 | S1.2 | S1.3G | S1.4 | | | |
| | | | | S2.1 | S2.2 | S2.3G | S2.4G | | | |
| | | | | S3.1 | S3.2 | S3.3 | S3.4G | | | |
| | | | | S4.1 | | S4.3 | | | | |
| | | | | | S4.2 | | S4.4G | | | |
| Amherst..... | C.S. | | 5.5 | S5.1 | | S5.3 | | Freight station, west end on pole. | S | T.D.-M |
| | | | | | S5.2 | | S5.4G | | | |
| AR..... | C.S. | AR | 6.4 | INT. | INT. | INT. | INT. | Signal station..... | N | T.D.-M |
| Open day and night | C.S. | | | | | | | West switch, in booth..... | N | T.D.-M |
| | | | | S7.1 | S7.2 | | S7.4 | | | |
| | | | | S9.1 | S9.2 | | S9.4G | | | |
| Brownhelm.. | | | 9.3 | | | | | | | |
| | | | | S10.1 | S10.2 | | S10.4G | | | |
| | C.S. | | | | S11.2 | | S11.4G | East of crossing, first pole..... | N | T.D.-M |
| | | | | S12.1 | | | | | | |
| | C.S. | | | | S12.2 | | S12.4 | Crossover, on pole..... | S | T.D.-M |
| Vermilion.... | C.S. | VN | 13.0 | | | | | Signal station..... | S | T.D.-M |
| Open day and night | | | | S13.1 | | | | | | |
| | | | | | S13.2 | | S13.4 | | | |
| | C.S. | | | S14.1 | | | | Cabin, east side..... | S | T.D.-M |
| | | | | | S14.2 | | | | | |
| | | | | S15.1 | S15.2 | | | | | |
| | | | | S16.1 | S16.2 | | | | | |
| | | | | S17.1 | S17.2 | | | | | |
| | | | | S19.1 | S19.2 | | | | | |
| | | | | S20.1 | S20.2 | | | | | |
| Ceylon..... | C.S. | | 20.6 | | | | | Main Street, 300 ft. West, on pole | S | T.D.-M |

# STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

## BEREA TO VICKERS—VIA SANDUSKY—Continued

| STATIONS | | Office Calls | Miles from Elyria Jct. | SIGNALS | | | | TELEPHONES | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Track No. 1 | Track No. 2 | Track No. 3 | Track No. 4 | LOCATION | Side of Track | Line |
| | | | | S21.1 | | | | | | |
| | | | | | S21.2 | | | | | |
| | C.S. | | | S22.1 | S22.2 | | | Berlin Road, on pole | S | T.D.-M |
| | | | | S23.1 | S23.2 | | | | | |
| Track Pans.. | C.S. | | 23.5 | | | | | East, pump house | S | T.D.-M-Y |
| Huron | C.S. | GK | 24.4 | INT. | INT. | INT. | INT. | Signal station | S | T.D.-M-Y |
| Open day and night | C.S. | | | S25.1 | S25.2 | S25.3 | S25.4 | West of station 700 ft., on pole | S | T.D.-M |
| | | | | S26.1 | S26.2 | S26.3 | S26.4 | | | |
| | | | | S27.1 | S27.2 | S27.3 | S27.4 | | | |
| | | | | S28.1 | S28.2 | S28.3 | S28.4 | | | |
| | | | | S29.1 | S29.2 | S29.3 | S29.4 | | | |
| Sandusky Jct. | C.S. | | | S30.1 | | S30.3 | | On pole | S | T.D.-M |
| | | | | | S30.2 | | S30.4 | | | |
| | | | | S31.1 | | S31.3 | | | | |
| | | | | | S31.2 | | S31.4 | | | |
| B.O. | C.S. | BO | | INT. | INT. | INT. | INT. | Signal station | S | T.D.-M-Y |
| Open day and night | | | | | | | | | | |
| | | | | S33.1 | | S33.3 | | | | |
| | C.S. | | | | S33.2 | | | Yard masters office | S | T.D.-M-Y |
| Sandusky | C.S. | RH | 33.7 | | | | | Station | N | T.D.-M-Y |
| | C.S | | | S34.1 | | S34.3 | | Engine house | S | T.D.-M-Y |
| | C.S. | | | | S34.2 | | | Mill St., on pole | N | Y |
| Bay Jct. | C.S. | BJ | 34.9 | INT. | INT. | INT. | INT. | Signal station | S | T.D.-M-Y |
| Open day and night | | | | | | | | 200 ft. west, of Chain Works Crossing | S | T.D.-M |
| | | | | S35.1 | | S35.3 | | | | |
| | | | | | S36.2 | | S36.4 | | | |
| Venice | C.S. | | 36.5 | | | | | Station, east side | S | T.D.-M |
| | | | | S37.1 | | S37.3 | | | | |
| | C.S. | | | | S37.2 | | S37.4 | 1100 ft. east of station in booth | N | T.D.-M |
| | C.S. | | | S38.1 | | S38.3 | | Station | N | T.D.-M-Y |
| | | | | | S38.2 | | S38.4 | | | |
| Bay Bridge.. | C.S. | | 39.1 | | | | | Shanty, near track 3 switch | N | T.D.-M-Y |
| | | | | INT. | | INT. | | | | |
| | | | | | INT. | | | | | |
| DB | C.S. | DB | 40.1 | | | | | Signal station | | T.D.-M-Y |
| Open day and night | C.S. | | | | | | | Shanty, opposite remote controlled switches | N | Y |
| | C.S. | | | | | | | On pole, at crossover | N | Y |
| | C.S. | | | INT. | | | | In booth, near home signal | S | T.D.-M |
| | | | | | INT. | | INT. | | | |
| Danbury | C.S. | | 41.2 | | | | | Station, west side | N | T.D.-M-Y |
| | C.S. | | | | | | | Opposite Pump house, in booth | S | T.D.-M |
| | | | | S41.1 | | S41.3 | | | | |
| | | | | | S41.2 | | S41.4 | | | |
| | | | | S42.1 | | S42.3 | | | | |
| | | | | | S42.2 | | S42.4 | | | |
| | C.S. | | | | | | | Station, east side | N | T.D.-M |
| Gypsum | C.S. | PD | 43.3 | | | | | Station | N | T.D.-M |
| | | | | S44.1 | | S44.3 | | | | |
| | | | | | S44.2 | | S44.4 | | | |
| | C.S. | | | S45.1 | S45.2 | S45.3 | S45.4 | American Gypsum Co. siding, west end, on pole | N | T.D.-M |
| | | | | S46.1 | | S46.3 | | | | |
| | C.S. | | | | S46.2 | | S46.4 | Crossover, Kelly Road, in booth | S | T.D.-M |
| Port Clinton | C.S. | HO | 46.6 | | | | | Station, on platform | | T.D.-M |
| | C.S. | | | S47.1 | | S47.3 | | Industrial lead, 3000 ft. east of CO | N | T.D.-M |
| | | | | | S47.2 | | S47.4 | | | |
| CO | C.S. | CO | 48.1 | INT. | INT. | INT. | INT. | Signal station | S | T.D.-M |
| Open day and night | | | | | | | | | | |

# STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

## BEREA TO VICKERS—VIA SANDUSKY—Continued

| STATIONS | | Office Calls | Miles from Elyria Jct. | SIGNALS | | | | TELEPHONES | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | Track No. 1 | Track No. 2 | Track No. 3 | Track No. 4 | LOCATION | Side of Track | Line |
| | | | | S49.1 | | | | | | |
| | | | | | S50.2 | | | | | |
| | C.S. | | | S50.1 | | | | 1500 feet west of S49.1, on pole... | S | T.D.-M |
| | | | | | S51.2 | | | | | |
| | | | | S51.1 | | | | | | |
| | C.S. | | | | S52.2 | | | Camp Perry station..... | | T.D.-M |
| | | | | | | | | At route No. 2, pole box..... | W | T.D.-M-Y |
| | C.S. | | | S52.1 | | | | Crossover switch..... | S | T.D.-M |
| La Carne.... | C.S. | | | | | | | Station, east side..... | S | T.D.-M |
| Open week days 8:00a.m. to 5:00p.m. | C.S. | FT | 52.6 | T.O. | T.O. | | | Station..... | S | T.D.-M |
| | | | | S53.1 | S53.2 | | | | | |
| | | | | S55.1 | S55.2 | | | | | |
| | | | | S56.1 | S56.2 | | | | | |
| | | | | S57.1 | | | | | | |
| | C.S. | | | | S57.2 | | | Siding, east end, booth..... | S | T.D.-M |
| Oak Harbor.. | C.S. | | 58.0 | | | | | Station..... | S | T.D.-M |
| | | | | S58.1 | | | | | | |
| JU..... | C.S. | JU | 58.4 | | | | | Signal station..... | S | T.D.-M |
| Open day and night | C.S. | | | | S58.2 | | S58.4 | One-half mile west, on pole..... | S | T.D.-M |
| | | | | S59.1 | | S59.3 | | | | |
| | | | | | S59.2 | | S59.4 | | | |
| | | | | S60.1 | | S60.3 | | | | |
| | C.S. | | | | S61.2 | | S61.4 | 500 ft. east of crossing, on pole.. | S | T.D.-M |
| Rocky Ridge. | | | 61.3 | | | | | | | |
| | | | | S62.1 | | S62.3 | | | | |
| | | | | | S62.2 | | S62.4 | | | |
| | | | | S63.1 | S63.2 | S63.3 | S63.4 | | | |
| | C.S. | | | S64.1 | | S64.3 | | Station, east side..... | S | T.D.-M |
| Graytown... | C.S. | WF | 64.0 | | | | | Station..... | S | T.D.-M |
| Open week days 7:00a.m. to 4:00p.m. | | | | | S64.2 | | S64.4 | | | |
| | | | | S65.1 | S65.2 | S65.3 | S65.4 | | | |
| | | | | S66.1 | S66.2 | S66.3 | S66.4 | | | |
| | | | | S67.1 | S67.2 | S67.3 | S67.4 | | | |
| | | | | S68.1 | S68.2 | S68.3 | S68.4 | | | |
| | C.S. | | | | | | | Station, east side..... | S | T.D.-M |
| Martin..... | C.S. | MA | 68.5 | | | | | Station..... | S | T.D.-M |
| | | | | S69.1 | | S69.3 | | | | |
| | | | | | S69.2 | | S69.4 | | | |
| Clay Center.. | C.S. | | 69.3 | | | | | Crossover switch, booth..... | S | T.D.-M |
| | | | | S70.1 | | S70.3 | | | | |
| | | | | | S70.2 | | S70.4 | | | |
| | | | | S71.1 | | S71.3 | | | | |
| | | | | | S71.2 | | S71.4 | | | |
| | | | | S72.1 | | S72.3 | | | | |
| | C.S. | | | | S72.2 | | S72.4 | Yard track, east end, on pole.... | S | T.D.-M |
| Millbury Jct. | C.S. | JX | 73.1 | INT. | INT. | INT. | INT. | Signal station..... | S | T.D.-M-Y |
| Open day and night | | | | | | | | | | |
| | | | Miles from Buffalo | | | | | | | |
| Millbury.... | | | 288.1 | | | 288.3 | | | | |
| | | | 286.9 | | 288.2 | | 288.4 | | | |
| | | | | 289.1 | 289.2 | 289.3 | 289.4 | | | |
| | | | | 290.1 | 290.2 | 290.3 | 290.4 | | | |
| | | | | 291.1 | 291.2 | 291.3 | 291.4 | | | |
| | C.S. | | | | | | | East end of siding, on pole..... | N | T.D.-M |
| | C.S. | | | | | | | West end of siding, on pole..... | N | T.D.-M |
| Vickers..... | C.S. | VK | 291.1 | INT. | INT. | INT. | INT. | Signal station..... | S | T.D.-M-Y |
| Open day and night | | | | | | | | | | |

# STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

## ELYRIA JCT. TO MILLBURY JCT.—VIA NORWALK

| STATIONS | | Office Calls | Miles from Buffalo | SIGNALS — SINGLE TRACK | | TELEPHONES | | |
|---|---|---|---|---|---|---|---|---|
| | | | | Westward | Eastward | LOCATION | Side of track | Line |
| Elyria Jct.....<br>Open day and night | C.S.<br>C.S. | BS | 207.9 | INT.-M.B. | INT.<br>209.2 | Signal station.....<br>Switch, Fox Furnace..... | N<br>S | T.D.-M-Y<br>Y |
| Oberlin.....<br>Open week days<br>5:40 a.m. to 2:40 p.m. | C.S.<br>C.S. | OB | 216.6 | M.B. | M.B. | Station.....<br>West of station, first pole..... | N<br>N | T.D.-M<br>T.D.-M |
| Kipton..... | C.S. | | 220.5 | | | East of station on pole, near east switch..... | N | T.D.-M |
| Wakeman.....<br>Open week days<br>9:00 a.m. to 6:00 p.m. | C.S.<br>C.S. | RI | 225.8 | 226.1<br><br>M.B. | <br><br>M.B. | East of station, first pole.....<br>Station..... | S<br>S | T.D.-M<br>T.D.-M |
| Collins..... | C.S. | | 230.5 | | | Siding, east end, in booth ..... | S | T.D.-M |
| Norwalk..... | C.S.<br>C.S.<br>C.S. | MC | 237.1 | | | East of station, in booth.....<br>Station.....<br>Pleasant St., in booth..... | S<br>S<br>S | T.D.-M<br>T.D.-M<br>T.D.-M |
| Monroeville.....<br>Open week days<br>9:00 a.m. to 6:00 p.m. | C.S.<br>C.S. | VI | 241.6 | M.B. | M.B. | East of freight station, first pole..<br>Station..... | S<br>S | T.D.-M<br>T.D.-M |
| Bellevue.....<br>Open week days<br>7:00 a.m. to 4:00 p.m. | C.S.<br>C.S.<br>C.S. | SF | 249.1 | D<br>INT.<br>M.B. | INT.<br>M.B.<br>D | Siding, east end.....<br>In Booth East of station.....<br>Station.....<br>Watchman's Shanty.....<br>East and west of int. on pole.... | S<br>S<br>S<br>S<br>S | T.D.-M<br>T.D.-M<br>T.D.-M<br>Y<br>Y |
| Clyde.....<br>Open week days<br>8:00 a.m. to 8.30 p.m. | C.S.<br>C.S. | W | 256.5 | M.B. | M.B. | Station.....<br>West of station, third pole..... | S<br>S | T.D.-M<br>T.D.-M |
| Fremont.....<br>Open week days<br>8:15 a.m. to 5:15 p.m. | C.S.<br>C.S. | JA | 265.8 | M.B. | M.B. | Booth, east of station.....<br>Station..... | S<br>S | T.D.-M<br>T.D.-M |
| Lindsey.....<br>Open week days<br>8:00 a.m. to 5:00 p.m. | C.S.<br>C.S. | 3 | 272.7 | M.B. | M.B. | Station, east side.....<br>Station..... | S<br>S | T.D.-M<br>T.D.-M |
| Elmore.....<br>Open week days<br>7:30 a.m. to 4:30 p.m. | C.S.<br>C.S. | RA | 277.3 | M.B. | M.B. | Station, east side.....<br>Station..... | S<br>S | T.D.-M<br>T.D.-M |
| Genoa..... | C.S.<br>C.S.<br><br>C.S. | OA | 282.0 | | | U. S. Gypsum switch, booth....<br>Station, east side.....<br><br>Freight station..... | N<br>S<br><br>N | T.D.-M<br>T.D.-M<br><br>T.D.-M |
| Millbury Jct.....<br>Open day and night | C.S.<br>C.S. | JX | 286.9 | 287.1<br>INT. | <br>INT.-M.B. | Yard track, east end.....<br>Signal station..... | N<br>S | T.D.-M<br>T.D.-M |

# STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

## NASBY TO ELKHART

| STATIONS | | Office Calls | Miles from Toledo | SIGNALS Track No. 1 | Track No. 2 | Track No. 3 | Track No. 4 | TELEPHONES LOCATION | Side of Track | Line |
|---|---|---|---|---|---|---|---|---|---|---|
| Nasby..... | C.S. | AV | 3.7 | INT. | INT. | INT. | INT. | Signal station..... | S | T.D.-M-Y |
| Open day and night | | | | | | | | | | |
| | C.S. | | | A5.1 | | A5.3 | | Byrne Road, in booth..... | S | T.D.-M-Y |
| | C.S. | | | | A5.2 | | A5.4 | Treating Plant,crossover,on pole | S | T.D.-M |
| | | | | A6.1 | A6.2 | A6.3 | A6.4 | | | |
| | | | | A8.1 | A8.2 | A8.3 | A8.4 | | | |
| | | | | A9.1 | A9.2A | A9.3 | A9.4 | | | |
| | | | | A9.1A | | A9.3A | | | | |
| Holland..... | C.S. | CW | 9.0 | | | | | Signal station..... | N | T.D.-M |
| Open day and night | | | | | A9.2 | | | | | |
| | | | | A10.1 | | A10.3 | | | | |
| HollandQuarry | C.S. | | | | A10.2 | | | Quarry track, in booth..... | S | T.D.-M |
| | | | | A12.1 | A12.2 | A12.3 | | | | |
| | | | | A13.1 | A13.2 | A13.3 | | | | |
| | | | | A14.1 | A14.2 | A14.3 | | | | |
| | | | | A16.1 | A16.2 | A16.3 | | | | |
| | | | | A17.1 | A17.2 | A17.3 | | | | |
| | C.S. | | | A18.1 | A18.2 | A18.3 | | Siding, east end, in booth..... | S | T.D.-M |
| Swanton..... | C.S. | SA | 18.4 | T.O. | T.O. | T.O. | | Station..... | N | T.D.-M |
| Open day and night | C.S. | | | A20.1 | A20.2 | A20.3 | | Crossover on Pole..... | S | T.D.-M |
| | | | | A21.1 | A21.2 | A21.3 | | | | |
| | | | | A23.1 | A23.2 | A23.3 | | | | |
| | | | | A24.1 | | A24.3 | | 300 ft. East of Subway in Booth | S | T.D.-M |
| | C.S. | | | | A24.2 | | | Freight office..... | N | T.D.-M |
| | C.S. | | | A25.1 | | A25.3 | | West of Crossover, in booth... | N | T.D.-M |
| Delta..... | C.S. | DA | 24.4 | | | | | Station..... | N | T.D.-M |
| | | | | A26.1 | A26.2 | A26.3 | | | | |
| | | | | A27.1 | | A27.3 | | | | |
| | C.S. | | | | A27.2 | | | Siding, east end, in booth..... | S | T.D.-M |
| Delta Yard... | C.S. | | | A28.1 | | A28.3 | | Yard office..... | S | T.D.-M |
| | C.S. | | | | A28.2 | | | Crossover, west end, in booth. | S | T.D.-M |
| | | | | A29.1 | | A29.3 | | | | |
| | | | | | A29.2 | | | | | |
| DW..... | C.S. | DW | 29.3 | INT. | INT. | INT. | INT. | Signal station..... | S | T.D.-M |
| Open day and night | | | | | | | | | | |
| | | | | A31.1 | | A31.3 | | | | |
| | | | | | A31.2 | | A31.4 | | | |
| | | | | A32.1 | | A32.3 | | | | |
| | C.S. | | | | A32.2 | | A32.4 | East of Main St., on pole..... | N | T.D.-M-Y |
| Wauseon..... | C.S. | | 31.9 | | | | | Station..... | N | T.D.-M-Y |
| D..... | C.S | D | 32.1 | INT. | INT. | INT. | INT. | Signal station..... | N | T.D.-M-Y |
| Open day and night | | | | | | | | | | |
| | | | | A33.1 | | A33.3 | | | | |
| | | | | | A34.2 | | | | | |
| | | | | A35.1 | A35.2 | A35.3 | | | | |
| | C.S. | | | A36.1 | A36.2 | A36.3 | | East switch, on pole..... | S | T.D.-M |
| Pettisville.... | C.S. | JG | 36.4 | | | | | Station..... | S | T.D.-M |
| | C.S. | | | A38.1 | A38.2 | A38.3 | | Siding, east end, in booth..... | S | T.D.-M |
| | C.S. | | | A39.1 | A39.2 | A39.3 | | East of crossover, in booth... | S | T.D.-M |
| Archbold..... | C.S. | | | A40.1 | A40.2 | A40.3 | | Station..... | S | T.D.-M |
| Open day and night | C.S. | DR | 40.4 | T.O. | T.O. | T.O. | | LaChoy Co., In pole box 1 mile west..... | S | T.D.-M |
| | | | | A42.1 | A42.2 | A42.3 | | | | |
| | | | | A43.1 | | A43.3 | | | | |
| | | | | | A43.2 | | | | | |
| | | | | A44.1 | | A44.3 | | | | |
| | | | | | A45.2 | | | | | |
| | | | | A45.1 | | A45.3 | | | | |
| Track Pans... | C.S. | | 45.0 | | | | | Track pans heating plant..... | S | T.D.-M-Y |
| | C.S. | | | | A46.2 | | | Crossover, in booth..... | S | T.D.-M |
| | C.S. | | | A46.1 | | A46.3 | | Station..... | N | T.D.-M-Y |
| | | | | | A47.2 | | | | | |
| Stryker..... | C.S. | SR | 46.4 | | | | | Pump house..... | S | T.D.-M |

# STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

## NASBY TO ELKHART—Continued

| STATIONS | | Office Calls | Miles from Toledo | SIGNALS Track No. 1 | Track No. 2 | Track No. 3 | Track No. 4 | TELEPHONES LOCATION | Side of Track | Line |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | A47.1 | | A47.3 | | | | |
| | | | | | A48.2 | | | | | |
| | | | | A49.1 | A49.2 | A49.3 | | | | |
| | | | | A50.1 | A50.2 | A50.3 | | | | |
| | | | | A52.1 | A52.2 | A52.3 | | | | |
| DV..... | C.S. | | | A53.1 | A53.2 | A53.3 | | East switch, in booth..... | S | T.D.-M-Y |
| Open day and night | C.S. | DV | 53.1 | INT. | INT. | INT. | INT. | Signal station..... | N | T.D.-M-Y |
| Bryan..... | C.S. | | 53.6 | | | | | Station..... | S | T.D.-M-Y |
| | C.S. | | | | | | | East end of freight house on pole | S | T.D.-M |
| | C.S. | | | | | | | West crossover, on pole..... | S | Y |
| | | | | A55.1 | | A55.3 | | | | |
| | | | | | A55.2 | | A55.4 | Opposite Sig. A55.4 on pole .. | S | Y |
| | | | | A56.1 | A56.2 | A56.3 | A56.4 | | | |
| | | | | A57.1 | A57.2 | A57.3 | A57.4 | | | |
| | | | | A58.1 | A58.2 | A58.3 | A58.4 | | | |
| Melbern..... | C.S. | | 58.8 | | | | | In booth..... | S | T.D.-M |
| | | | | A60.1 | A60.2 | A60.3 | A60.4 | | | |
| | | | | A61.1 | A61.2 | A61.3 | A61.4 | | | |
| | C.S. | | | A62.1 | A62.2 | A62.3 | A62.4 | East Crossover, on pole..... | N | T.D.-M |
| Mina..... | C.S. | | | A63.1 | | A63.3 | | Coal dock office..... | N | T.D.-M-Y |
| | C.S. | | 62.2 | | A63.2 | | A63.4 | West End - Westbound Siding | S | T.D.-M-Y |
| | C.S. | | | A64.1 | A64.2 | A64.3 | A64.4 | Station, east end..... | N | T.D.-M-Y |
| Edgerton..... | C.S. | | 63.9 | | | | | Station..... | N | T.D.-M |
| | C.S. | | | A65.1 | A65.2 | A65.3 | A65.4 | Crossover, on pole..... | S | T.D.-M-Y |
| | | | 65.2 | A66.1 | | A66.3 | | | | |
| MN..... | C.S. | MN | | | | | | Signal Station..... | S | T.D.-M-Y |
| Open day and night | | | | | A66.2 | | | | | |
| | | | | A67.1 | | | | | | |
| | | | | | A67.2 | | | | | |
| | | | | A68.1 | A68.2 | | | | | |
| | | | | A69.1 | | | | | | |
| | | | | | A69.2 | | | | | |
| | | | | A70.1 | | | | | | |
| WB..... | | | | | A70.2 | | | | | |
| Open day and night | C.S. | WB | 70.1 | INT. | INT. | | | Signal station..... | S | T.D.-M |
| Butler..... | C.S. | BY | 70.8 | | | | | Station..... | N | T.D.-M |
| | C.S. | | | A72.1 | | | | Station, west end..... | N | T.D.-M |
| | C.S. | | | | A72.2 | | | West switch..... | S | T.D.-M |
| | | | | A73.1 | A73.2 | | | | | |
| | | | | A74.1 | A74.2 | | | | | |
| | | | | A76.1 | A76.2 | | | | | |
| | | | | A77.1 | A77.2 | | | | | |
| | | | | A78.1 | | | | | | |
| | C.S. | | | | A79.2 | | | East switch, on pole..... | S | Y |
| Waterloo..... | C.S. | | | | | | | Station..... | N | T.D.-M |
| WX..... | C.S. | WX | 78.7 | INT. | INT. | | | Signal station..... | S | T.D.-M-Y |
| Open day and night | C.S. | | | | | | | Wye switch, on pole..... | S | Y |
| | C.S. | | | A80.1 | | | | West switch, on pole..... | S | T.D.-M |
| | | | | | A80.2 | | | | | |
| | | | | A81.1 | | | | | | |
| | | | | | A81.2 | | | | | |
| | | | | A82.1 | A82.2 | | | | | |
| | | | | A83.1 | | | | | | |
| | | | | | A84.2 | | | | | |
| | | | | A84.1 | | | | | | |
| | C.S. | | | | A85.2 | | | Siding, east end, pole box.... | S | T.D.-M |
| | C.S. | | | A85.1 | | | | Crossover, on pole..... | S | T.D.-M |
| Corunna..... | C.S. | NA | 85.0 | T.O. | T.O. | | | Station..... | S | T.D.-M |
| Open day and night | C.S. | | | | | | | Pump station..... | S | T.D.-M |

# STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

## NASBY TO ELKHART—Continued

| STATIONS | | Office Calls | Miles from Toledo | SIGNALS Track No. 1 | Track No. 2 | Track No. 3 | Track No. 4 | TELEPHONES LOCATION | Side of Track | Line |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | A86.1 | A86.2 | | | | | |
| | | | | A87.1 | A87.2 | | | | | |
| | C.S. | | | A89.1 | A89.2 | | | East end, old eastbound siding | | |
| | | | | | A90.2 | | | on pole | S | T.D.-M |
| | C.S. | | | A90.1 | | | | | | |
| | | | | A91.1 | A91.2 | | | West of Park Ave., on pole | S | T.D.-M |
| | C.S. | | | | | | | | | |
| | C.S. | | | | | | | Gate tower, Main St. | S | T.D.-M-Y |
| Kendallville | C.S. | | | | | | | Station | S | T.D.-M-Y |
| UK<br>Open day and night | C.S. | UK | 91.4 | INT. | INT. | | | Signal station | N | T.D.-M-Y |
| | C.S. | | | A93.1 | | | | West switch, in shanty | S | T.D.-M |
| | | | | | A93.2 | | | East bound home signal | S | Y |
| | | | | A94.1 | | | | | | |
| | | | | | A94.2 | | | | | |
| | | | | A95.1 | A95.2 | | | | | |
| | | | | A97.1 | A97.2 | | | | | |
| | | | | A98.1 | A98.2 | | | | | |
| | C.S. | | | A99.1 | | | | Crossover, on pole | S | T.D.-M |
| Brimfield<br>Open day and night | C.S. | BI | 98.1 | | A99.2 | | | Station | S | T.D.-M |
| | C.S. | | | A100.1 | | | | Siding, west end, in shanty | S | T.D.-M |
| | | | | | A100.2 | | | | | |
| | C.S. | | | A101.1 | A101.2 | | | Siding, east end, on pole | S | T.D.-M |
| | C.S. | | | A102.1 | | | | Station | S | T.D.-M |
| Wawaka | C.S. | GF | 102.5 | | A102.2 | | | Siding, west end, on pole | S | T.D.-M |
| | | | | A104.1 | A104.2 | | | | | |
| | | | | A105.1 | A105.2 | | | | | |
| | | | | A106.1 | | | | | | |
| | | | | | A107.2 | | | | | |
| | | | | A107.1 | | | | | | |
| | | | | | A108.2 | | | | | |
| | | | | | T.O. | | | | | |
| Ligonier<br>Open day and night | C.S. | NI | 107.9 | A108.1 | | | | Station | S | T.D.-M |
| | C.S. | | | | A109.2 | | | East end of carhouse | S | T.D.-M |
| | C.S. | | | A109.1 | | | | Siding, west end, on pole | S | T.D.-M |
| | | | | | A110.2 | | | | | |
| | | | 111.3 | A111.1 | A111.2 | | | | | |
| | | | | A112.1 | A112.2 | | | | | |
| | | | | A113.1 | | | | | | |
| Grismore | C.S. | | | | A114.2 | | | Pump station | N | T.D.-M |
| | | | | A114.1 | | | | | | |
| | | | | | A115.2 | | | | | |
| Millersburg<br>Open day and night | C.S. | QN | 115.0 | A115.1 | | | | Station | N | T.D.-M |
| | | | | | A116.2 | | A116.4 | | | |
| | C.S. | | | A117.1 | | | | Highway west of station, pole | S | T.D.-M |
| | | | | | A117.2 | | A117.4 | | | |
| | | | | A118.1 | A118.2 | | A118.4 | | | |
| | | | | A119.1 | A119.2 | | A119.4 | | | |
| | | | | A120.1 | A120.2 | | A120.4 | | | |
| | | | | A121.1 | A121.2 | | A121.4 | | | |
| | | | | A123.1 | | | | | | |
| | | | | | A123.2 | | A123.4 | | | |
| | | | | | | | | Monroe St., pole box | S | Y |
| CX<br>Open day and night | C.S. | CX | 122.8 | INT. | INT. | INT. | INT. | Signal station | S | T.D.-M |
| | | | | | | | | Cottage Ave., pole box | S | Y |
| Goshen | C.S. | | 123.1 | | | | | Station | S | T.D.-M-Y |
| | C.S. | | | A124.1 | | A124.3 | | 5th Street, pole box | S | Y |
| | C.S. | | | | A124.2 | | A124.4 | Lateral switch, on pole | S | B |
| | | | | A125.1 | | A125.3 | | Bag Co. switch, on pole | S | B |
| | C.S. | | | | A125.2 | | A125.4 | Opposite Signal A125-2, pole | N | B |

# STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

## NASBY TO ELKHART—Continued

| STATIONS | | Office Calls | Miles from Toledo | SIGNALS Track No. 1 | Track No. 2 | Track No. 3 | Track No. 4 | TELEPHONES LOCATION | Side of Track | Line |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | A127.1 | A127.2 | A127.3 | A127.4 | Infirmary switch | N | B |
| | | | | A128.1 | A128.2 | A128.3 | A128.4 | Clayton Ave., 250 feet East, on pole | N | B |
| | | | | A129.1 | A129.2 | A129.3 | A129.4 | Hively Ave., in booth | S | Y |
| | | | | A130.1 | A130.2 | A130.3 | A130.4 | Lusher Ave., 100 ft. east, pole box | S | Y |
| | | | | A131.1 | A131.2 | A131.3 | A131.4 | Indiana Ave., 800 ft. east, pole box | S | Y |
| | | | | | A132.2 | | A132.4 | Home signal, pole box | N | Y |
| | | | | A132.1 | | A132.3 | | Signal station | N | T.D.-M-Y |
| | C.S. | | | | A133.2 | | A133.4 | | | |
| B<br>Open day and night | C.S. | B | 132.9 | INT. | INT. | INT. | INT. | | | |
| Elkhart<br>Open day and night | C.S. | RT | 133.0 | | | | | Station | N | T.D.-M-Y |

## VULCAN TO ELKHART

| STATIONS | | Office Calls | Miles from Buffalo via Norwalk | SIGNALS SINGLE TRACK Westward | Eastward | TELEPHONES LOCATION | Side of Track | Line |
|---|---|---|---|---|---|---|---|---|
| Vulcan<br>Open day and night | C.S. | VN | 292.4 | INT.-M.B. | INT.<br>301.2 | Signal station | N | T.D.-M-B |
| Sylvania<br>Open week days except Saturday 6:45 a. m. to 5:00 p. m.<br>Open Saturday 6:45 a. m. to 3:45 p. m. | C.S. | NY | 298.8 | M.B. | M.B. | Siding, east end, on pole | N | T.D.-M-B |
| | C.S. | | | | | Station | N | T.D.-M-B |
| | C.S. | | | | 309.2 | Station, west end | N | T.D.-M-B |
| Ottawa Lake<br>Open week days 7:00 a. m. to 4:00 p. m. | C.S. | KA | 303.5 | M.B. | M.B. | Station | N | T.D.-M-B |
| | C.S. | | | | | Station, west end | N | T.D.-M-B |
| Riga (1 Mile East)<br>(D. T. & I.) | | | 307.7 | 315.1<br>316.1 | 316.2 | Automatic Interlocking | | |
| Riga | C.S. | | 308.7 | | 317.2 | On pole-opposite station | N | T.D.-M-B |
| | C.S. | | | | | Main siding, east end, on pole. | N | T.D.-M-B |
| | C.S. | | | | | Main siding, west end, on pole | N | T.D.-M |
| Blissfield<br>Open week days 7:00 a. m. to 11:00 p. m.<br>Sundays—7:00 a.m. to 10:00 a.m. | C.S. | BN | 310.8 | M.B. | M.B. | Station | S | T.D.-M-B |
| | C.S. | | | | | Station, north side | S | T.D.-M-B |
| Grosvenor | C.S. | | 313.4 | | | On pole | S | T.D.-M-B |
| Palmyra | | | 315.1 | | | | | |
| Lenawee Jct<br>Open week days 7:55 a. m. to 11:55 p. m. | C.S. | WA | 317.0 | M.B. | M.B. | Station | N | T.D.-M-B |
| | C.S. | | | | | Station, west end, on pole | | T.D.-M-B |
| | C.S. | | | | | Siding, west end, on pole | N | T.D.-M-B |
| | C.S. | | | | | East Wye, on pole | N | T.D.-M-B |

# STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

## VULCAN TO ELKHART—Continued

| STATIONS | | Office Calls | Miles from Buffalo via Norwalk | SIGNALS SINGLE TRACK Westward | SIGNALS SINGLE TRACK Eastward | TELEPHONES LOCATION | Side of Track | Line |
|---|---|---|---|---|---|---|---|---|
| | | | | 327.1 | | | | |
| WB<br>Open day and night | C.S. | WB | 320.2 | INT.-M.B. | INT.-M.B.<br>328.2 | Signal station | S | T.D.-M-B-Y |
| Adrian | C.S. | AN | 321.0 | M.B. | M.B. | Station | N | T.D.-M-B-Y |
| Open week days<br>6:45 a. m. to 10:45 p. m.<br>Open Sundays<br>7:20 a. m. to 10:20 a. m.<br>2:45 p. m. to 10:45 p. m. | C.S. | | | | | Yard office | N | T.D.-M-Y |
| | C.S. | | | | | Freight station | N | T.D.-M-Y |
| | | | | 329.1 | | | | |
| D. T. & I. Crossing | C.S. | | 321.4 | INT. | INT.<br>331.2 | | S | Y |
| Cadmus | C.S. | | 328.1 | | | Middle of siding, on pole | N | T.D.-M-B |
| Clayton | C.S. | CN | 332.0 | M.B. | M.B. | Station | N | T.D.-M-B |
| Open week days<br>7:30 a. m. to 5:15 p. m.<br>Open Sundays<br>7:30 a. m. to 10:30 a. m. | C.S. | | | | | East end of house track on pole | N | T.D.-M-B |
| | C.S. | | | | | Siding, west end on pole | N | T.D.-M-B |
| | C.S. | | | 337.1 | | Condensary track, on pole | N | T.D.-M. |
| Hudson | C.S. | HN | 338.4 | M.B. | M.B. | Station | N | T.D.-M-B |
| Open week days<br>7:20 a. m. to 9:30 a. m.<br>11:59 a. m. to 10:30 p. m.<br>Open Sundays<br>7:20 a. m. to 10:20 a. m. | C.S. | | | | | East of station, on pole | N | T.D.-M-B |
| | C.S. | | | | | Freight station | S | T.D.-M-B |
| Pittsford | C.S. | FR | 344.8 | M.B. | M.B. | Station | N | T.D.-M-B |
| Open week days<br>7:20 a. m. to 5:10 p. m.<br>Open Sundays<br>7:20 a. m. to 10:20 a. m. | C.S. | | | | | Station, south side | N | T.D.-M-B |
| | C.S. | | | | | Siding, west end, on pole | N | T.D.-M-B |
| Osseo | C.S. | HK | 348.5 | M.B. | M.B. | Station | N | T.D.-M-B |
| Open week days<br>7:00 a. m. to 4:00 p. m. | C.S. | | | | | Station, west end | N | T.D.-M-B |
| | C.S. | | | | | ¾ mile east of Park siding, on pole | N | T.D.-M-B |
| Hillsdale | C.S. | D | 354.3 | M.B. | M.B. | Station | N | T.D.-M-B-Y |
| Open week days<br>6:45 a. m. to 10:45 p. m.<br>Open Sundays<br>6:45 a. m. to 9:45 a. m.<br>5:00 p. m. to 8:00 p. m. | C.S. | | | | | Engine house | S | T.D.-M-Y |
| | C.S. | | | | | West wye switch, on pole | N | Y |
| | C.S. | | | | 355.2 | Siding, west end, pole box | N | T.D.-M-Y |
| Gravel Pit Siding | C.S. | | | | 356.2 | Opposite Sig. 356-2, on pole | N | T.D.-M |
| | | | | S.W. | | | | |
| Fort Wayne Jct. | C.S. | | 358.2 | | S.W. | In booth | N | T.D.-M-B |
| Jonesville | C.S. | JO | 358.8 | M.B. | M.B. | Station | N | T.D.-M.B |
| Open week days<br>6:50 a. m. to 9:45 p. m.<br>Open Sundays<br>6:50 a. m. to 9:50 a. m. | C.S. | | | | | 3000 ft. west of station, on pole | N | T.D.-M-B |
| Allen | C.S. | A | 363.9 | M.B. | M.B. | Station | N | T.D.-M-B |
| Open week days<br>9:00 a. m. to 6:00 p. m. | C.S. | | | | | Station, west side | N | T.D.-M-B |
| Quincy | C.S. | CY | 370.4 | M.B. | M.B. | Station | N | T.D.-M-B |
| Open week days<br>6:30 a. m. to 9:30 p. m.<br>Open Sundays<br>6:30 a. m. to 9:30 a. m. | C.S. | | | | | Station, west end | N | T.D.-M-B |

# STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

## VULCAN TO ELKHART—Continued

| STATIONS | | Office Calls | Miles from Buffalo via Norwalk | SIGNALS SINGLE TRACK Westward | SIGNALS SINGLE TRACK Eastward | TELEPHONES LOCATION | Side of Track | TELEPHONES Line |
|---|---|---|---|---|---|---|---|---|
| Coldwater<br>Open week days<br>6:15 a. m. to 8:30 p. m.<br>Open Sundays<br>5:15 p. m. to 8:15 p. m. | C.S.<br>C.S.<br>C.S.<br>C.S. | C | 376.8 | M.B. | M.B.<br><br>S.W. | East of station, on pole<br>Station<br>West end of siding, on pole<br>Cement works switch, on pole. | N<br>N<br>N<br>N | T.D.-M-B<br>T.D.-M-B<br>T.D.-M-B<br>T.D.-M-B |
| Batavia<br>Open week days<br>6:20 a. m. to 3:20 p. m. | C.S.<br>C.S. | BA | 382.0 | M.B. | M.B. | Station<br>Station, west side | N<br>N | T.D.-M-B<br>T.D.-M-B |
| Bronson<br>Open week days<br>5:30 a. m. to 7:05 p. m.<br>Open Sundays<br>5:30 a. m. to 8:30 a. m.<br>5:00 p. m. to 8:00 p. m. | C.S.<br>C.S. | BR | 387.6 | M.B. | M.B. | Station<br>North side of main track, on pole opposite station | S<br>N | T.D.-M-B<br>T.D.-M-B |
| Burr Oak<br>Open week days<br>9:00 a. m. to 7:00 p. m.<br>Open Sundays<br>5:15 p. m. to 8:15 p. m. | C.S.<br>C.S. | UR | 394.3 | M.B. | M.B. | Station<br>Station, east end | S<br>S | T.D.-M-B<br>T.D.-M-B |
| Sturgis<br>Open week days<br>9:00 a. m. to 7:00 p. m.<br>Open Sundays<br>9:00 a. m. to 11:59 a. m.<br>5:00 p. m. to 8:00 p. m. | C.S.<br>C.S.<br>C.S. | RS | 400.5 | 399.1<br>D<br>M.B. | M.B. | Station<br>East crossover switch, on pole<br>Freight station | N<br>N<br>S | T.D.-M-B<br>T.D.-M-B<br>T.D.-M |
| RK<br>Open day and night | C.S. | RK | 400.7 | INT.-M.B. | INT.-M.B.<br>D | Signal station | S | T.D.-M-B |
| Klinger Lake | C.S. | | 406.2 | | | On pole | N | T.D.-M-B |
| White Pigeon<br>Open week days, day and night except 12:01 a.m.to 7:55 a. m., Mondays.<br>Open Sundays<br>12:01 a. m. to 7:55 a. m.<br>5:00 p. m. to 8:00 p. m. | C.S.<br>C.S. | GN | 412.3 | M.B. | M.B. | Station<br>Grand Rapids branch wye, ½ mile west of station | N<br>N | T.D.-M-B-Y<br>T.D.-M-B-Y |
| Bristol<br>Open week days<br>9:00 a. m. to 7:40 p. m. | C.S.<br>C.S.<br>C.S. | KS | 422.7 | M.B. | M.B. | Station<br>Station, west end<br>Siding, west end, on pole | N<br>N<br>N | T.D.-M-B<br>T.D.-M<br>T.D.-M |
| B<br>Open day and night | C.S. | B | 429.1<br>430.9 | INT. | M.B.<br>INT. | Clapp Food Co., in booth<br>Signal station | N<br>S | T.D.-M<br>T.D.-M-Y |
| Elkhart<br>Open day and night | C.S. | RT | 431.0 | | | Station | N | T.D.-M-Y |

# STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

## JACKSON TO FORT WAYNE

| STATIONS | | Office Calls | Miles from Jackson | SIGNALS SINGLE TRACK Southward | SIGNALS SINGLE TRACK Northward | TELEPHONES LOCATION | Side of Track | Line |
|---|---|---|---|---|---|---|---|---|
| OD<br>Open day and night | C.S. | OD | 1.1 | M.B. | | Signal Station | E | T.D.-M-B-Y |
| Haires | C.S. | R | 5.1 | | | In booth | W | T.D.-M |
| Horton | C.S. | QR | 10.4 | | | South of Road Crossing, on pole | E | T.D.-M-B |
| Hanover | C.S. | | 14.0 | | | South of Main Street, on pole | E | T.D.-M |
| Mosherville | C.S. | | 18.9 | | | On pole | E | T.D -M |
| Jonesville<br>Open week days 7:00 a.m. to 4:00 p.m. | C.S. | | 24.5 | M.B. | M.B. | Rear of station, on pole | E | T.D.-M |
| Fort Wayne Jct. | C.S. | | 25.3 | | | In booth | W | T.D.-M-B |
| Hillsdale<br>(See Old Road) | C.S. | D | 29.2 | M.B. | M.B. | Station | N | T.D.-M-B-Y |
| Bankers | C.S. | | 33.4 | | | In booth | W | T.D.-M-B |
| Reading<br>Open week days 9:00 a. m. to 6:00 p. m. | C.S.<br>C.S. | RG | 38.1 | M.B. | M.B. | At crossover, north end, in booth<br>Freight station | E<br>E | T.D.-M<br>T.D.-M-B |
| Montgomery<br>Open week days 9:00 a. m. to 6:00 p. m. | C.S.<br>C.S. | US | 43.4 | M.B. | M.B. | Station<br>South of station, on pole | E<br>E | T.D.-M-B<br>T.D.-M |
| Ray | C.S.<br>C.S. | RA | 47.1 | | | Station<br>Opposite station, on pole | W<br>E | T.D.-M-B<br>T.D.-M |
| Fremont<br>Open week days 9:00 a. m. to 6:00 p. m. | C.S.<br>C.S. | DW | 51.1 | M.B. | M.B. | Station<br>Opposite station, on pole | W<br>E | T.D.-M-B<br>T.D.-M |
| Angola<br>Open week days 8:15 a. m. to 5:15 p. m. | C.S.<br>C.S. | RM | 58.5 | M.B. | M.B. | Van Camp track switch, in booth<br>Station | E<br>E | T.D.-M<br>T.D.-M-B |
| Pleasant Lake<br>Open week days 9:00 a. m. to 6:00 p. m. | C.S.<br>C.S. | PA | 62.7 | M.B. | M.B. | Station<br>North of station, on pole | E<br>E | T.D.-M-B<br>T.D.-M |
| Steubenville<br>(Wabash Ry.) | C.S. | | 65.8 | 16631<br>16641 | 16642<br>16652 | Automatic Interlocking | E | T.D. |
| Summit | C.S. | | 66.9 | | | Siding, north end, on pole | E | T.D.-M |
| WX<br>Open day and night | C.S.<br>C.S. | WX | 72.7 | INT.-M.B. | INT.-M.B. | Signal station<br>Siding, south end, on pole | E<br>E | T.D.-M-B<br>T.D.-M |
| Auburn<br>Open week days 8:30 a. m. to 5:30 p. m. | C.S.<br>C.S.<br>C.S. | GA | 77.7<br>78.9 | M.B.<br>INT. | M.B.<br>INT. | Freight station<br>Station, south wall, in booth<br>Siding, south end, on pole | W<br>E<br>E | T.D.-M-B<br>T.D.-M<br>T.D.-M |
| New Era | C.S. | | 83.9 | | | South of Road Crossing, on pole | W | T.D.-M |
| Stoners | C.S. | | 87.0 | | | Siding, south end, on pole | E | T.D.-M |
| Carrolls | C.S. | | 90.7 | | | Center of siding, in booth | E | T.D.-M |
| Fort Wayne<br>Open week days 8:30 a. m. to 5:30 p. m. Sundays 4:30 p. m. to 6:30 p. m. | C.S.<br>C.S.<br>C.S.<br>C.S. | FW | 98.5 | | | South storage track switch, on pole<br>Engine house<br>Freight station<br>4th St. on pole | E<br>W<br>E<br>W | T.D.-M<br>T.D.-M-Y<br>T.D.-M-B-Y<br>T.D.-M-Y |

# STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

## GROSVENOR TO MORENCI

| STATIONS | | Office Calls | Miles from Adrian | SIGNALS SINGLE TRACK | | TELEPHONES | | |
|---|---|---|---|---|---|---|---|---|
| | | | | Westward | Eastward | LOCATION | Side of Track | Line |
| Grosvenor<br>(See Old Road) | C.S. | | 7.6 | | | On pole | S | T.D.-M-B |
| Ogden | | | 12.1 | | | | | |
| Jasper<br>Open week days<br>8:00 a. m. to 5:00 p. m. | C.S. | J | 15.3 | M.B. | M.B. | Station | N | T.D. |
| Weston | | | 19.1 | | | | | |
| Morenci<br>Open week days<br>8:00 a. m. to 5:00 p. m. | C.S. | MG | 25.7 | | M.B. | Station | N | T.D. |

## LENAWEE JCT. TO JACKSON

| STATIONS | | Office Calls | Miles from Lenawee Jct. | SIGNALS SINGLE TRACK | | TELEPHONES | | |
|---|---|---|---|---|---|---|---|---|
| | | | | Southward | Northward | LOCATION | Side of Track | Line |
| Lenawee Jct<br>(See Old Road) | C.S.<br>C.S. | WA | .6 | | | Station | E | T.D.-M-B |
| Raisin Center<br>(Wabash) | C.S. | | 2.1 | 13332<br>13342 | 13321<br>13331 | Automatic Interlocking, north of Railroad Crossing, on pole | E | T.D.-M-B |
| Tecumseh<br>Open week days<br>8:00 a. m. to 5:30 p. m. | C.S.<br>C.S.<br>C.S.<br>C.S.<br>C.S. | SU | 9.1 | M.B. | M.B. | Siding, south end, on pole<br>Station<br>South of station, on pole<br>Freight station<br>Siding, north end, in booth | E<br><br>E<br>W<br>E | T.D.-M-B<br><br>T.D.-M-B<br>T.D.-M-B<br>T.D.-M-B |
| Clinton<br>Open week days<br>8:00 a. m. to 5:00 p. m. | C.S.<br>C.S. | CK | 13.4 | M.B. | M.B. | Siding, north end, on pole<br>Station | E<br>E | T.D.-M<br>T.D.-M-B |
| Manchester<br>Open week days<br>8:30 a. m. to 5:30 p. m. | C.S.<br>C.S. | UD | 21.3 | M.B. | M.B. | Freight Station<br>North of Freight Station, in booth | E<br>E | T.D.-M-B<br>T.D.-M |
| Manchester Jct. | C.S. | | 21.9 | | | In cabin | E | T.D.-B |
| Norvell | C.S. | | 28.7 | | | Siding, north end, on pole | E | T.D.-M |
| Napoleon | | | 32.1 | | | House track, north end on pole | E | T.D.-M |
| OD<br>Open day and night | C.S.<br>C.S. | OD | 41.4 | M.B. | M.B. | Signal station<br>Jct. Switch, 300 ft. south in booth | W<br>W | T.D.-M-Y<br>T.D.-M-Y |

# STATIONS, OFFICE CALLS, SIGNALS AND TELEPHONES

## GOSHEN TO STURGIS

| STATIONS | | Office Calls | Miles from Goshen | SIGNALS SINGLE TRACK Southward | SIGNALS SINGLE TRACK Northward | TELEPHONES LOCATION | TELEPHONES Side of Track | TELEPHONES Line |
|---|---|---|---|---|---|---|---|---|
| Goshen (See Air Line) | C.S. | CX | | | INT.–M.B. | Signal station | S | T.D. |
| Middlebury Open week days 9:00 a. m. to 6:00 p. m. | C.S. | MY | 9.2 | M.B. | M.B. | Station | E | T.D. |
| Shipshewana Open week days 9:00 a. m. to 6:00 p. m. | C.S. | MX | 16.4 | | | Station | W | T.D. |
| Sturgis (See Old Road) | C.S. | RS | 29.0 | | | Station | E | T.D. |
| RK Open day and night. | C.S. | RK | 29.3 | INT.–M.B. D | INT.–M.B. | Signal station | S | T.D. |

## MONROE TO LENAWEE JUNCTION

| STATIONS | | Office Calls | Miles from Monroe | SIGNALS SINGLE TRACK Westward | SIGNALS SINGLE TRACK Eastward | TELEPHONES LOCATION | TELEPHONES Side of Track | TELEPHONES Line |
|---|---|---|---|---|---|---|---|---|
| Monroe Open day and night | C.S. | MO | | | | Station | S | T.D. |
| Monroe, (C. & O. Crossing) | C.S. | | 1.5 | INT. D | D INT. | Signal station | N | T.D. |
| Strasburg | | | 6.9 | | | | | |
| Ida Open week days 8:00 a. m. to 5:00 p. m. | C.S. | DY | 9.9 | M.B. | M.B. | Station | N | T.D. |
| Federman (Ann Arbor) | C.S. | | 12.4 | INT. | INT. | Signal station | | T.D. |
| Petersburg (D. T. & I.) | C.S. | | | | | Signal Dep't building, East Side | N | T.D. |
| Petersburg | C.S. | | 17.0 | | | West of station, on pole | N | T.D. |
| Deerfield Open week days 8:00 a. m. to 5:00 p. m. | C.S. | HG | 20.5 | M.B. | M.B. | Station | N | T.D. |
| Lenawee Jct (See Old Road) | C.S. | WA | 29.3 | | M.B. | Station | S | T.D. |

### ABBREVIATIONS

| | | | |
|---|---|---|---|
| Communicating station | C.S. | Train dispatching | T. D. |
| Signal Station | S.S. | Message | M |
| Automatic | Number | Block | B |
| Manual block | M.B. | Yard | Y |
| Train order | T.O. | North | N |
| Interlocking | INT. | South | S |
| R. R. Grade Crossing | X | East | E |
| Distant | D | West | W |
| Switch | S. W. | | |

# SIGNAL ASPECTS, SIGNAL INDICATIONS AND SIGNAL RULES.

THE FOLLOWING SPECIAL SIGNAL ASPECTS, SIGNAL INDICATIONS AND SIGNAL RULES ARE IN EFFECT:

FIG.49A

FIG. 54

RULE 281
PROCEED.

FIG.128
RULE 289
PROCEED.

FIG.145
RULE 289B
STOP.

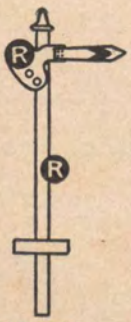



FIG. 197
RULE 291
STOP. THEN PROCEED AT RESTRICTED SPEED.

FIG. 102

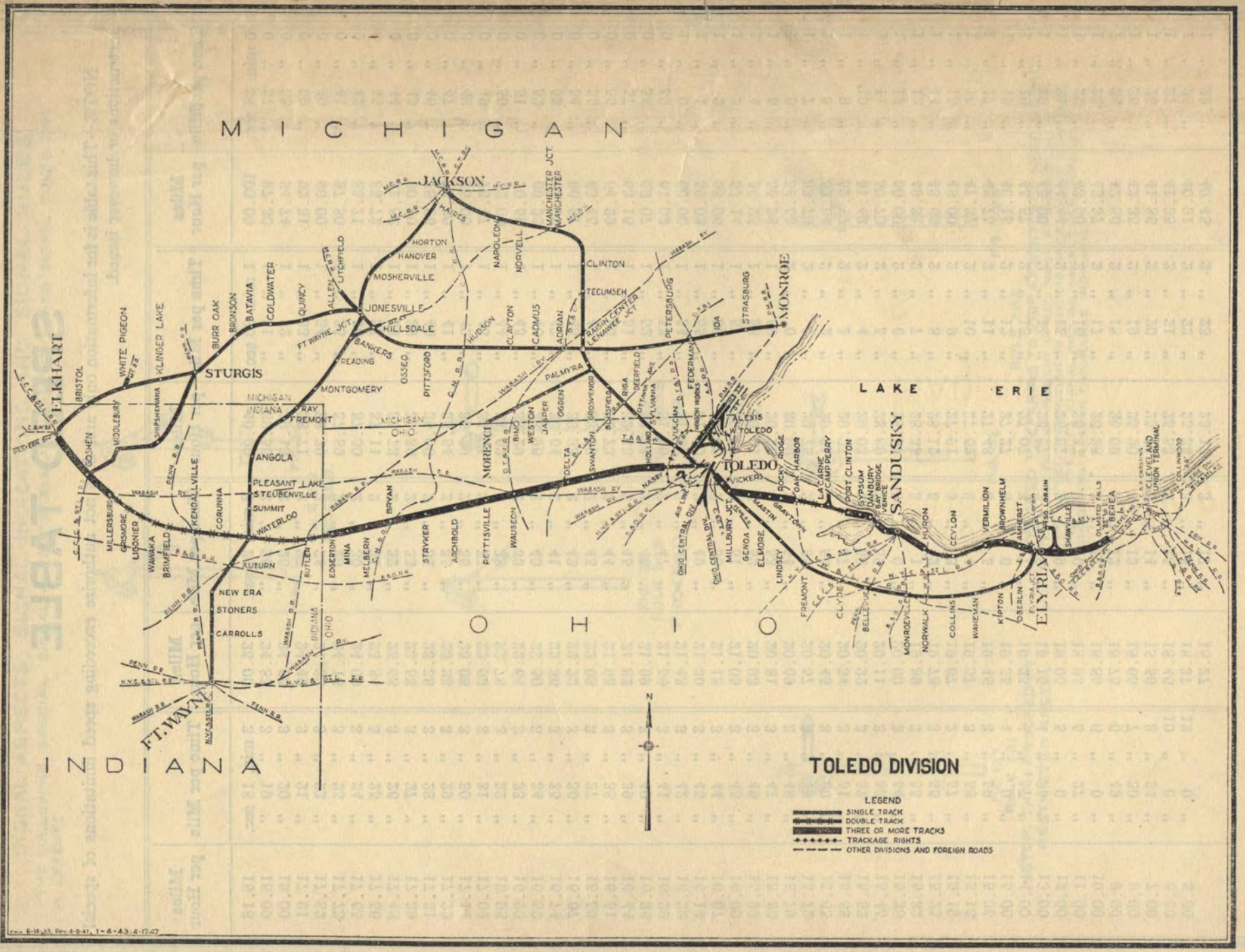
FIG. 102 B

RULE 285
PROCEED PREPARING TO STOP AT SWITCH OR NEXT SIGNAL.
TRAIN EXCEEDING MEDIUM SPEED MUST AT ONCE REDUCE TO THAT SPEED. REDUCTION TO MEDIUM SPEED MUST COMMENCE BEFORE PASSING SIGNAL AND BE COMPLETED BEFORE ACCEPTING A MORE FAVORABLE INDICATION.

# SPEED TABLE

NOTE—This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

| Time per Mile | Miles per Hour | Time per Mile | Miles per Hour | Time per Mile | Miles per Hour | Time per Mile | Miles per Hour |
|---|---|---|---|---|---|---|---|
| 0 min. 36 sec. | 100.00 | 1 min. 30 sec. | 40.00 | 2 min. 24 sec. | 25.00 | 3 min. 18 sec. | 18.18 |
| 0 " 37 " | 97.30 | 1 " 31 " | 39.56 | 2 " 25 " | 24.83 | 3 " 19 " | 18.09 |
| 0 " 38 " | 94.74 | 1 " 32 " | 39.13 | 2 " 26 " | 24.66 | 3 " 20 " | 18.00 |
| 0 " 39 " | 92.31 | 1 " 33 " | 38.71 | 2 " 27 " | 24.49 | 3 " 21 " | 17.91 |
| 0 " 40 " | 90.00 | 1 " 34 " | 38.30 | 2 " 28 " | 24.32 | 3 " 22 " | 17.82 |
| 0 " 41 " | 87.80 | 1 " 35 " | 37.89 | 2 " 29 " | 24.16 | 3 " 23 " | 17.73 |
| 0 " 42 " | 85.71 | 1 " 36 " | 37.50 | 2 " 30 " | 24.00 | 3 " 24 " | 17.65 |
| 0 " 43 " | 83.72 | 1 " 37 " | 37.11 | 2 " 31 " | 23.84 | 3 " 25 " | 17.56 |
| 0 " 44 " | 81.82 | 1 " 38 " | 36.73 | 2 " 32 " | 23.68 | 3 " 26 " | 17.48 |
| 0 " 45 " | 80.00 | 1 " 39 " | 36.36 | 2 " 33 " | 23.53 | 3 " 27 " | 17.39 |
| 0 " 46 " | 78.26 | 1 " 40 " | 36.00 | 2 " 34 " | 23.38 | 3 " 28 " | 17.31 |
| 0 " 47 " | 76.60 | 1 " 41 " | 35.64 | 2 " 35 " | 23.23 | 3 " 29 " | 17.22 |
| 0 " 48 " | 75.00 | 1 " 42 " | 35.29 | 2 " 36 " | 23.08 | 3 " 30 " | 17.14 |
| 0 " 49 " | 73.47 | 1 " 43 " | 34.95 | 2 " 37 " | 22.93 | 3 " 31 " | 17.06 |
| 0 " 50 " | 72.00 | 1 " 44 " | 34.62 | 2 " 38 " | 22.78 | 3 " 32 " | 16.98 |
| 0 " 51 " | 70.59 | 1 " 45 " | 34.29 | 2 " 39 " | 22.64 | 3 " 33 " | 16.90 |
| 0 " 52 " | 69.23 | 1 " 46 " | 33.96 | 2 " 40 " | 22.50 | 3 " 34 " | 16.82 |
| 0 " 53 " | 67.92 | 1 " 47 " | 33.64 | 2 " 41 " | 22.36 | 3 " 35 " | 16.74 |
| 0 " 54 " | 66.67 | 1 " 48 " | 33.33 | 2 " 42 " | 22.22 | 3 " 36 " | 16.67 |
| 0 " 55 " | 65.45 | 1 " 49 " | 33.03 | 2 " 43 " | 22.08 | 3 " 37 " | 16.59 |
| 0 " 56 " | 64.29 | 1 " 50 " | 32.73 | 2 " 44 " | 21.95 | 3 " 38 " | 16.51 |
| 0 " 57 " | 63.16 | 1 " 51 " | 32.43 | 2 " 45 " | 21.82 | 3 " 39 " | 16.44 |
| 0 " 58 " | 62.07 | 1 " 52 " | 32.14 | 2 " 46 " | 21.69 | 3 " 40 " | 16.36 |
| 0 " 59 " | 61.02 | 1 " 53 " | 31.86 | 2 " 47 " | 21.56 | 3 " 41 " | 16.29 |
| 1 " 0 " | 60.00 | 1 " 54 " | 31.58 | 2 " 48 " | 21.43 | 3 " 42 " | 16.22 |
| 1 " 1 " | 59.02 | 1 " 55 " | 31.30 | 2 " 49 " | 21.30 | 3 " 43 " | 16.14 |
| 1 " 2 " | 58.06 | 1 " 56 " | 31.03 | 2 " 50 " | 21.18 | 3 " 44 " | 16.07 |
| 1 " 3 " | 57.14 | 1 " 57 " | 30.77 | 2 " 51 " | 21.05 | 3 " 45 " | 16.00 |
| 1 " 4 " | 56.25 | 1 " 58 " | 30.51 | 2 " 52 " | 20.93 | 3 " 46 " | 15.93 |
| 1 " 5 " | 55.38 | 1 " 59 " | 30.25 | 2 " 53 " | 20.81 | 3 " 47 " | 15.86 |
| 1 " 6 " | 54.55 | 2 " 0 " | 30.00 | 2 " 54 " | 20.69 | 3 " 48 " | 15.79 |
| 1 " 7 " | 53.73 | 2 " 1 " | 29.75 | 2 " 55 " | 20.57 | 3 " 49 " | 15.72 |
| 1 " 8 " | 52.94 | 2 " 2 " | 29.51 | 2 " 56 " | 20.45 | 3 " 50 " | 15.65 |
| 1 " 9 " | 52.17 | 2 " 3 " | 29.27 | 2 " 57 " | 20.34 | 3 " 51 " | 15.58 |
| 1 " 10 " | 51.43 | 2 " 4 " | 29.03 | 2 " 58 " | 20.22 | 3 " 52 " | 15.52 |
| 1 " 11 " | 50.70 | 2 " 5 " | 28.80 | 2 " 59 " | 20.11 | 3 " 53 " | 15.45 |
| 1 " 12 " | 50.00 | 2 " 6 " | 28.57 | 3 " 0 " | 20.00 | 3 " 54 " | 15.38 |
| 1 " 13 " | 49.31 | 2 " 7 " | 28.35 | 3 " 1 " | 19.89 | 3 " 55 " | 15.32 |
| 1 " 14 " | 48.65 | 2 " 8 " | 28.12 | 3 " 2 " | 19.78 | 3 " 56 " | 15.25 |
| 1 " 15 " | 48.00 | 2 " 9 " | 27.91 | 3 " 3 " | 19.67 | 3 " 57 " | 15.19 |
| 1 " 16 " | 47.37 | 2 " 10 " | 27.69 | 3 " 4 " | 19.57 | 3 " 58 " | 15.13 |
| 1 " 17 " | 46.75 | 2 " 11 " | 27.48 | 3 " 5 " | 19.46 | 3 " 59 " | 15.06 |
| 1 " 18 " | 46.15 | 2 " 12 " | 27.27 | 3 " 6 " | 19.35 | 4 " 0 " | 15.00 |
| 1 " 19 " | 45.57 | 2 " 13 " | 27.07 | 3 " 7 " | 19.25 | 4 " 17 " | 14.00 |
| 1 " 20 " | 45.00 | 2 " 14 " | 26.87 | 3 " 8 " | 19.15 | 4 " 36 " | 13.00 |
| 1 " 21 " | 44.44 | 2 " 15 " | 26.67 | 3 " 9 " | 19.05 | 5 " 0 " | 12.00 |
| 1 " 22 " | 43.90 | 2 " 16 " | 26.47 | 3 " 10 " | 18.95 | 5 " 27 " | 11.00 |
| 1 " 23 " | 43.37 | 2 " 17 " | 26.28 | 3 " 11 " | 18.85 | 6 " 0 " | 10.00 |
| 1 " 24 " | 42.86 | 2 " 18 " | 26.09 | 3 " 12 " | 18.75 | 6 " 40 " | 9.00 |
| 1 " 25 " | 42.35 | 2 " 19 " | 25.90 | 3 " 13 " | 18.65 | 7 " 30 " | 8.00 |
| 1 " 26 " | 41.86 | 2 " 20 " | 25.71 | 3 " 14 " | 18.56 | 8 " 34 " | 7.00 |
| 1 " 27 " | 41.38 | 2 " 21 " | 25.53 | 3 " 15 " | 18.46 | 10 " 0 " | 6.00 |
| 1 " 28 " | 40.91 | 2 " 22 " | 25.35 | 3 " 16 " | 18.37 | 12 " 0 " | 5.00 |
| 1 " 29 " | 40.45 | 2 " 23 " | 25.17 | 3 " 17 " | 18.27 | | |




Form 6-M-33, Rev. 4-8-41, 1-8-43, 4-17-47