

**The  
Toledo Terminal Railroad  
Company**

**Time Table No. 105**

**IN EFFECT 12:01 A. M., SUNDAY, APRIL 28, 1940**

**Eastern Standard Time**

**Superseding Time Table No. 104 dated Sept. 25, 1938**

---

**FOR THE GOVERNMENT AND INFORMATION  
OF EMPLOYEES ONLY**

**STUDY THE SPECIAL INSTRUCTIONS  
AND NOTE ALL CHANGES**

---

**A. B. NEWELL**  
General Manager

**M. J. NALLY**  
Superintendent

**E. E. HEISEY**  
Chief Dispatcher

**Destroy All Time Tables of Previous Dates**



**The  
Toledo Terminal Railroad  
Company**

**Time Table No. 105**

**IN EFFECT 12:01 A.M., SUNDAY, APRIL 28, 1940**

**Eastern Standard Time**

**Superseding Time Table No. 104**

**Dated Sept. 25, 1938**

**FOR THE GOVERNMENT AND INFORMATION  
OF EMPLOYEES ONLY**

**STUDY THE SPECIAL INSTRUCTIONS  
AND NOTE ALL CHANGES**

**A. B. NEWELL**  
General Manager

**M. J. NALLY**  
Superintendent

**E. E. HEISEY**  
Chief Dispatcher

**(Destroy All Time Tables of Previous Dates)**



## INDEX

Title	Page
Index	1
Location First Aid Boxes	2
Standard Clocks	3
Bulletin Boards	3
Company Physician	3
Watch Inspector	3
Location of water tanks	3
Junction points	3
List of stations, distances, Dir. A and B	4-5
Scheduled first-class trains Dir. B	6
Scheduled first-class trains Dir. A	7
Location Day and Night Telephone Stations	8
Special Instructions	9-17
List of Industries and Team Tracks on	17-20
Overhead Obstructions and Close Clearances	21

## GENERAL INSTRUCTIONS

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

### SAFETY FIRST

"Safety First" at all times and in all places, is the most important rule of conduct, of each and every employe, whatever his position. The safety of every movement, or action, in its effect upon himself and others and upon property, must be the first consideration of every trainman, yardman, stationman, shopman, sectionman and all other classes of employes. Trains and engines must be operated accordingly, under all circumstances; the maintenance of schedule time must be subordinated to the observance of signal indications and obedience thereto, whatever the weather, or other conditions may be.

Smoking is strictly prohibited on any track where gasoline or other explosive or inflammable materials are manufactured, loaded or unloaded.

### LOCATION FIRST AID BOXES

Yardmaster's Office, Boulevard.  
Shops, Boulevard.  
Vulcan Tower.  
Gould Tower.  
Bates Tower.

## STANDARD CLOCKS BULLETIN BOARDS

Standard clocks are located in Dispatcher's office and Shop Registration office at Boulevard. Bulletins will be displayed in General Yardmaster's office, Shop Registration office at Boulevard and at Rossford; also in towers at interlocking plants. All train and enginemen are required to read bulletins before starting on each trip.

Toledo Terminal crews will register at Boulevard.

## COMPANY PHYSICIAN

Dr. T. H. Brown, 316 Michigan St., Suite 511, Office phone, MAin 7297. Residence phone, LAwndale 4336.

## WATCH INSPECTOR

The Gross-Jordan Co. are Company's watch inspectors, located at 223 Summit St., Toledo, Ohio

## LOCATION WATER TANKS

Boulevard

Vulcan

Consaul St.

(Dir. B. trains taking water at Consaul St., will leave trains to clear Paine Avenue.)

## JUNCTION POINTS

A. A. R. R.	Hallett and Boulevard
B. T. R. R.	Pew
B. & O. R. R.	Bates
C. C. C. & St. L. Ry.	Stanley
C. & O. Ry.	Walbridge
D. & T. S. L. R. R.	Boulevard
D. T. & I. R. R.	Temperance
M. C. R. R.	Hallett, Stanley
N. Y. C. R. R.	Nasby and Vickers
N. Y. C. R. R., O. C. Lines	Stanley
N. Y. C. & St. L. R. R.	Gould
O. P. S. Co.	Ryan
Pennsylvania R. R.	Walbridge
P. M. R. R.	Hallett and Tower "K"
T. A. & W. Ry.	Vulcan
Wabash Ry.	Gould
W. & L. E. Ry.	Ironville



STATIONS		Distance from Boulevard via Hallett
D. & T. S. L.-A. A. Conn. BOULEVARD.....	X	0.00
A. A.-M. C.-P. M. Conn. HALLETT.....	X	1.40
P. M. Conn.—M. C.-N. Y. C. TOWER K.....	X	2.48
D. T. & I. Conn. TEMPERANCE.....		4.18
T. A. & W. Conn.-N. Y. C. VULCAN.....	X	8.55
N. Y. C. Conn. HILL AVE. YARD.....		8.60
N. Y. C. Conn. NASBY.....	X	9.96
N. K. P.-Wabash Conn. GOULD End of double track.....	X	12.00
KERPER.....		12.46
UPPER BRIDGE.....		13.80
EVANS End of double track.....		14.49
B. & O. Conn. BATES.....	X	15.78
N. Y. C., O. C., M. C. Conn. STANLEY.....	X	18.86
C. & O.-P. Co. Conn. WALBRIDGE.....	X	19.81
N. Y. C. Conn. VICKERS.....	X	21.29
Bay Terminal Conn. PEW.....		21.55
C. & O. Ry. Conn. STARR AVE.....		23.60
Ohio Pub. Ser. Co. Conn. RYAN.....		23.66
W. & L. E. Conn. CONSAUL ST.....		24.58
W. & L. E. IRONVILLE.....	X	25.68
C. & O. Conn. MILLARD AVE.....		25.81
W. & L. E. CRAIG.....	X	26.69
LOWER BRIDGE.....		27.10
D. & T. S. L. Conn. D. & T. S. L. CROSSING.....	X	28.34
D. & T. S. L.-A. A. Conn. BOULEVARD.....	X	28.59

On double track all trains will use right hand track.

Conductors of trains having meeting point at non-telegraph station, will communicate with dispatcher immediately on arrival at such station, if opposing train is not in sight.

STATIONS		Distance from Boulevard via Lower Bridge
D. & T. S. L.-A. A. Conn. BOULEVARD.....	X	0.00
D. & T. S. L. Conn. D. & T. S. L. CROSSING.....	X	0.25
LOWER BRIDGE.....		1.49
W. & L. E. CRAIG.....	X	1.90
C. & O. Conn. MILLARD AVE.....		2.78
W. & L. E. IRONVILLE.....	X	2.91
W. & L. E. Conn. CONSAUL ST.....		4.01
Ohio Pub. Ser. Co. Conn. RYAN.....		4.93
C & O Ry. Conn. STARR AVE.....		4.99
Bay Terminal Conn. PEW.....		7.04
N. Y. C. Conn. VICKERS.....	X	7.30
C. & O.-P. Co. Conn. WALBRIDGE.....	X	8.78
N. Y. C., O. C., M. C. Conn. STANLEY.....	X	9.73
B. & O. Conn. BATES.....	X	12.81
EVANS end of double track.....		14.10
UPPER BRIDGE.....		14.79
KERPER.....		16.13
N. K. P.-Wabash Conn. GOULD end of double track.....	X	16.59
N. Y. C. Conn. NASBY.....	X	18.63
N. Y. C. Conn. HILL AVE. YARD.....		18.70
T. A. & W. Conn.-N. Y. C. VULCAN.....	X	20.04
D. T. & I. Conn. TEMPERANCE.....		24.41
P. M. Conn.—M. C.-N. Y. C. TOWER K.....	X	26.11
A. A.-M. C.-P. M. Conn. HALLETT.....	X	27.19
D. & T. S. L.-A. A. Conn. BOULEVARD.....	X	28.59

On double track all trains will use right hand track.



## DIRECTION B—FIRST CLASS

STATIONS	BIG 4 10 DAILY	N. Y. C. 4 DAILY	BIG 4 12 DAILY	N. Y. C. 8 DAILY
P. Co.-C. & O. Conn. WALBRIDGE	X 1 1:53 A. M.	1 5:08 A. M.	1 1:17 P. M.	1 3:18 P. M.
N. Y. C., Conn. STANLEY	X a 1:55 A. M.	a 5:10 A. M.	a 1:19 P. M.	a 3:20 P. M.

Trains Direction A are of Superior Direction (See Rule No. 9, special instructions).

## DIRECTION A—FIRST CLASS

STATIONS	N. Y. C. 1 DAILY	BIG 4 11 DAILY	N. Y. C. 7 DAILY	BIG 4 15 DAILY
N. Y. C., Conn. STANLEY	X 1 2:37 A. M.	1 5:15 A. M.	1 12:55 P. M.	1 2:00 P. M.
P. Co.-C. & O. Conn. WALBRIDGE	X a 2:39 A. M.	a 5:17 A. M.	a 12:57 P. M.	a 2:02 P. M.

Trains Direction A are of Superior Direction (See Rule No. 9, special instructions).



# LOCATION OF DAY AND NIGHT TELEPHONE STATIONS (Including Dispatcher's Phone)

Dispatcher's  
Office Calls

Dispatcher's Office.....	DI
Boulevard Yard Office.....	
A and B end Boulevard Yard.....	
Hallett Tower.....	XN
Tower "K".....	K
Temperance.....	
Crossover A main, Tremainsville Road.....	
Vulcan Tower.....	VN
Hill Ave. Yard Office.....	
A end Hill Ave. Yard.....	
Nasby Tower.....	AV
Gould Tower.....	GD
Evans.....	
Bates Tower.....	BS
Bates Yard Office.....	
Stanley Tower.....	SA
N. Y. C. Yard Office, Crandall Road.....	WI
B end of Walbridge Yard.....	
A end of Walbridge Yard.....	
Walbridge Tower.....	
C. & O. Ry. Yard Office, Walbridge.....	WD
Vickers Tower.....	VK
Starr Avenue.....	
Consaul St. crossover.....	
Consaul St.....	
W. & L. E. Transfer Yard Office.....	
Ironville Tower.....	
C. & O. connection, Millard Ave.....	MI
Lower Maumee River Bridge.....	
D. & T. S. L. Crossing.....	
Boulevard Tower.....	AX
D. & T. S. L. South end of Lang Yard.....	

When doing work on interchange, industrial or team tracks it may be that same are protected with derails and care must be exercised when performing this work. See Rule No. 42.

## USE OF TELEPHONE

In order to get central, remove receiver and if line is not busy, hang it up and give ring with crank. At completion of conversation, hang up receiver and give another ring with crank, this being an indication that you are through.

Conductor or engineman must use the telephone whenever necessary to facilitate movement of trains. Instructions received by telephone must be repeated and names and occupations of the employees exchanged to avoid misunderstandings.

Independent telephones in connection with Stanley Tower and Gould Tower, installed at the following locations:

### Stanley

Direction A—On post of advance home signal and home signal.

Direction B—On post at East Broadway, at Yard E connection switch and home signal.

### Gould

On high signals, A and B from crossing.

Train crews must use above telephones whenever necessary to facilitate the movement of their trains.

## SPECIAL INSTRUCTIONS

1. All Toledo Terminal Railroad employees must have a copy of time table and book of rules while on duty. When using foreign rails, train and engine crews must provide themselves with a time table of such road and while occupying such tracks will be subject to the rules and regulations and be moved only by proper authority of such company. Foreign line operation may be either on Eastern or Central Standard Time.

2. All foreign train and engine crews while on the tracks of the Toledo Terminal Railroad are subject to the time table (which they must have in their possession), rules and special instructions of the Toledo Terminal Railroad. Where foreign crews are not entirely familiar with the physical characteristics of the Toledo Terminal Railroad or where crews have not been over the Toledo Terminal Railroad for a period of ninety days prior to the trip, they must have pilots to be furnished by the Toledo Terminal Railroad Co. Under no circumstances will tenant lines furnish pilot unless permission is received to do so.

3. Conductors and Enginemen must compare train orders and be sure that they understand them alike. Conductors will show train orders when received to the flagman and brakeman. The Engineman will do likewise with the fireman and brakeman. At non-telegraph stations, conductors will personally take orders, making an additional copy and mailing same to the Chief Dispatcher at Boulevard.

4. A train unable to secure train orders on account of wires down will proceed under protection of a flag and in accordance with Rule 99, Book of Rules.

5. Trains must approach the end of two or more tracks, junctions, railroad crossings at grade, and draw-bridges, prepared to stop, unless the switches are properly lined, signals indicate proceed, and track is clear. Where required by law, trains must stop.

Trains must stop not less than 200 feet nor more than 800 feet before crossing any drawbridge or steam railroad at grade, except where interlocking signals are in use.

All members of train and engine crews must communicate to each other by its name the indication of all signals affecting the movement of their train.

6. All trains operating on Toledo Terminal Railroad without caboose must display required number of regulation signals on rear end, both day and night.

7. No train will be handled over Toledo Terminal Railroad tracks unless equipped with 100% air, in accordance with the State and Federal law.

8. On single and double track, the display of white flags and white lights as prescribed by Rule No. 21 of book of rules, will be omitted on all extra trains except passenger extras.

## SUPERIOR DIRECTION

9. Direction A movement of trains from Boulevard via Hallett are superior to trains of same class in opposite direction known as Direction B.

## SPEED LIMITS

10. The maximum speed for passenger trains will be forty miles per hour; freight trains twenty-five miles per hour; engines without lead wheels twenty miles per hour. On curves and at interlockers speed of passenger trains will not exceed twenty miles per hour; freight trains fifteen miles per hour. Speed limit through the passenger wye connecting Toledo Terminal Railroad and C. & O. Ry. at Walbridge must not exceed six miles per hour in either direction. Speed limit through the wyes connecting the Toledo Terminal Railroad and N.Y.C.R.R.-O.C. Lines at Stanley must not exceed fifteen miles per hour in either direction. Engines and trains running backward will not exceed 20 miles per hour and when passing over public crossings or through crossovers, will not exceed ten miles per hour.



**Medium Speed**—A speed not exceeding that which will enable a train to stop short of train ahead, obstruction, switch not properly lined, and look out for broken rail.

**Slow Speed**—A speed not exceeding 10 miles per hour.

**All trains, regardless of class, must reduce speed for all facing point switches at night when switch light is not burning, so that they may know before passing over that switch is in proper position, and report it to Chief Dispatcher at first stop. Train or engineman must relight switch lamps found not burning at switches where stop is made to enter or leave main track.**

11. Trains will not exceed ten (10) miles per hour over Upper Maumee River Draw Bridge. This applies to the entire train.

12. Trains must not exceed 10 miles per hour between Summit Ave. and Boulevard.

13. All trains using passing sidings must run through same under full control, prepared to stop, unless the track is seen to be clear.

#### YARD LIMITS

14. Yard limits are designated by yard limit boards as follows:

Boulevard—Suder Ave. to Detroit Ave. team track, including Cherry St. District, Stock Yards and Toledo Scale.

Temperance—Lewis Ave. to Berdan Ave.

Hill Ave.—Wright's Siding to Wayne St.

Gould—Yarmouth Drive to Copeland Boulevard.

Bates—2700 feet Direction B to Direction B home signal, Bates tower, including Larowe Milling Co. and Libbey-Owens-Ford Glass Co. Districts.

Walbridge—Tracy Road to Direction B home signal, Walbridge tower.

Consual St.—Seaman St. to Craig's, including Furnace Lead and all tracks in Front St. District.

15. Within yard limits the main track may be used, protecting against all trains.

Extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear.

First-class and extra trains moving against the current of traffic within yard limits must move prepared to stop unless the track is seen or known to be clear.

#### BRIDGE REGULATIONS

16. Lower Maumee River Bridge.

Interlocking—Color light signals.

17. No engines will be permitted to double head over Upper Maumee River Draw Bridge unless there are at least five cars between them.

Locomotives exceeding 58000 lbs. axle load will not be allowed to run over upper Maumee River Bridge.

18. Enginemen will not work injectors or in any way discharge hot water or steam from locomotives while passing over bridges and trestles.

#### WHISTLE SIGNALS

19. Rule 14 (1) of the Book of Rules, requiring "two long and two short blasts of the engine whistle" on approaching public crossings at grade, is changed to "TWO LONG, ONE SHORT AND ONE LONG BLAST."

These four whistle blasts must altogether consume not less than 10 seconds and be so timed with the speed of the train that the last blast will be continued until the engine is entering the crossing at grade.

Engine whistle signals for flagging:

— o o o Flagman protect rear of train.

— — — — — Flagman may return to trains Dir. A.

— — — — — Flagman may return to trains Dir. B.

— o When running against the current of traffic: (1) Approaching stations, curves or other points where view may be obscured. (2) Approaching passenger or freight trains and when passing freight trains. (3) Preceding the signals prescribed by Book of Rules, Rule 14 (d) and (e).

20. Unless otherwise instructed, the following code of Whistle Signals will be in effect to secure route desired at interlocking plants—one long blast of whistle for main track, one long and one short blast of whistle for diverging movement and four short blasts of whistle for movement beyond the signal.

21. At Boulevard tower the following code of whistle signals is in effect:

Outbound trains from Toledo going Direction A will sound five short blasts of the whistle. Going Direction B, will give one long blast.

Inbound trains, Direction A, will sound one long blast of the whistle, and Direction B, five short blasts.

22. Engines making deliveries to the Ann Arbor at Boulevard Tower, will give one long and one short blast of the whistle.

#### RAILROAD GRADE CROSSINGS AND JUNCTIONS GOVERNED BY SIGNALS

23. Location	Railroad	Character of Signals
Boulevard	A.A.	Semaphore and color light signals.
Hallett	AA-MC-PM	Semaphore.
Tower "K"	MC-NYC	Semaphore.
Vulcan	NYC	Color light signals.
Nasby	NYC	Color light signals.
Gould	NKP-Wabash	Color light signals.
Bates	B&O	Color light signals (Position)
Stanley	NYC	Color light signals.
Walbridge	C&O-PCo	Position light signals (White)
Vickers	NYC	Semaphore
Ironville	W&LE	Semaphore
Millard Ave.	C&O	Color light signals.

The indications and aspects given by combination of two or three lights, one of which may be out, must be regarded as an imperfectly displayed signal, train will stop, then proceed under operating rules and indication given by one of color lights.

#### EMERGENCY SIGNALS AT NASBY, BATES, STANLEY AND WALBRIDGE INTERLOCKING STATIONS

(Whistle or horn)

One long whistle—All trains within interlocking limits stop immediately.

Two short whistles—Resume normal movement after receiving proper signal or permission from signalman.

24. At all interlocking plants the upper arm or position lights of Home Signal governs direct movements on the main track; the lower arm or position lights governs diverging movements.

Dwarf Signals govern all movements beyond the signal.

25. Positive block will be maintained for first-class trains between Walbridge and Stanley and the home block signals of interlocking plants at Walbridge and Stanley will be used for such block. The movement of trains in both directions, with or against the current of traffic, between Walbridge and Stanley, will be governed by home block signals, whose indications will supersede time table authority and will take the place of train orders.

A train must not be admitted in block occupied by a passenger train or a passenger train admitted in block occupied by a preceding train.

If, from any cause, a signalman is unable to communicate with the next signal station in advance, he must stop all trains approaching in that direction. Should no cause for detaining a train be known, it may then be permitted to proceed with Clearance Card, Form B, providing 10 minutes have elapsed since the passage of the last preceding train.



Trains going into Walbridge yard proper, Direction A, will report into clear to operator at Stanley and Direction B to towerman at Walbridge. Engines or trains desiring to use main track (or tracks) within this territory must get permission from either operator at Stanley or towerman at Walbridge.

Towerman at Walbridge and operator at Stanley will be held responsible for movement of first-class trains between those points.

No trains will foul lead or crossover located at Direction A end of Walbridge yard. (See Rules Nos. 5 and 34).

### NON-INTERLOCKED CROSSINGS

26. Furnace Spur. Crossing of W. & L. E. R. R. Belt governed by target. When in horizontal position Toledo Terminal Railroad trains will pass; when perpendicular W. & L. E. Belt trains will pass; when diagonal no trains will pass. Position of target will be indicated by red lights at night.

27. Craig. Crossing of W. & L. E. R. R. governed by high switch stand. When in use by W. & L. E. R. R., red target by day, red light by night will be displayed against Toledo Terminal Railroad.

By authority of The Public Utilities Commission of Ohio, when target is clear for Toledo Terminal Railroad, trains may proceed without stopping. When in use by Wheeling and Lake Erie Ry., target will be set against Toledo Terminal Railroad and trains must stop and not proceed until target is clear. Speed limit fifteen (15) miles per hour.

28. Boulevard. Crossing of D. & T. S. L. R. R. governed by target. When in horizontal position D. & T. S. L. R. R. trains will pass; when perpendicular Toledo Terminal Railroad trains will pass; when diagonal, no trains may proceed over the crossing but trains may move to or from D. & T. S. L. R. R. via wye connection. Position of target indicated by red lights at night.

Color light signal located on A main track 550 feet Direction B from Detroit and Toledo Shore Line Crossing, protects movements of trains using cross-over.

### DOUBLE TRACK

29. Double track is in operation Direction A, from Evans to Yarmouth Drive and Direction B, from Yarmouth Drive to Evans.

Trains turning at, or starting from intermediate stations, must obtain permission from the dispatcher before proceeding.

At Evans end of double track there is an automatic spring switch normal position for A main track, governed by color light signal. High switch stand is for hand operation.

In pulling through this switch, trains will not exceed a speed of fifteen miles per hour. Dir. B trains at Evans, having occasion to stop on switch must not take up slack until points have been thrown by hand. Flying switches through these points must not be made. Sand must not be applied at switch points.

30. Indication of signals day and night will be communicated as follows: Green, clear; Yellow, proceed with caution; Red, stop.

31. Enginemen will not dump ash pans while on private sidings, industrial tracks, around switches or interlockers and must see that ash pans of engines are closed while passing over all bridges and trestles or where gasoline or other explosives or inflammable materials are manufactured, loaded or unloaded.

When ash pans are dumped on tracks, fire must be extinguished immediately and cinders shoveled from between rails by enginemen dumping them.

32. Enginemen must not use sand while passing over the movable parts of interlocking plants and rail lubricating machines.

33. A train finding a fusee burning red upon or near its track, will stop and then proceed with caution prepared to stop short of a train or obstruction.

A train finding a fusee burning yellow, will proceed with caution prepared to stop short of a train or obstruction.

Trainmen when placing or dropping a fusee will, so far as possible, place it on the engineer's side of the track, and outside of the rail.

Trains handling cars loaded with dangerous explosives or tank cars loaded with inflammable liquids and finding a fusee burning upon or near its track, must stop and extinguish the fusee, and then proceed prepared to stop short of train ahead or obstruction.

Trainmen must at all times exercise caution in the handling of fusees.

34. Engines with or without cars must not foul main track until switches are properly set.

All trains and engines must approach crossovers within yard limits expecting to find same in use at all times and will be held for their failure to do so.

35. Kicking of cars into tracks with such violence as to cause damage to cars or their contents is strictly forbidden.

36. The following is method of air brake test for freight trains. After coupling train signal will be given from rear to apply brakes. Enginemen after obtaining full brakepipe pressure will sound one short blast whistle as notice to Air Inspector and train crew that brakes are to be applied and will make a reduction of 25 lbs. for test. Inspector, after inspecting brakes, while applied, will, when ready, signal enginemen to release brakes. Train will not be started until enginemen receives proceed signal from rear, which will not be given until known that brakes on train have released.

When helper engine is used on rear end of freight trains, the air brake must be coupled up to helper engine and operated from leading engine. If necessary to cut helper engine off without stopping train, the angle cock will be closed on rear end of the last car or caboose, the uncoupling lever raised and signal given to helper engine to stop helping. When the helper engine drops back far enough to pull the hose apart the brakes on helper engine will set and stop the engine, so that the helper engine will not collide with the train should there be an air hose burst just after cutting off.

When a train is stopped suddenly, or by application of the brakes, other than by application made by an engineman, engineman and trainmen will promptly flag all trains approaching on other tracks unless it is known that no other track is obstructed.

The air brakes should not be applied from the rear to stop train except in case of immediate danger or other emergency.

37. The unnecessary use of locomotive whistle within Toledo city limits is prohibited.

Approaching highway crossings at grade, when the view from or to the highway is obstructed, or the engineman or



other employe on the engine can see a pedestrian or vehicle approaching the crossing, warning whistle should be followed by short blasts given at intervals until the engine has reached the crossing.

Whenever a train or engine is approaching a crossing at the time another train in the same or opposite direction is standing upon, passing over, or has just passed over the crossing, the engineman of the approaching train or engine shall sound short blasts of the whistle at intervals until the engine has passed over the crossing.

When trains are running against the current of traffic the engineman will sound the crossing whistle signal at the designated post governing train running with the current of traffic, followed by short blasts of the whistle at intervals until the crossing is reached, even though the highway may be protected.

38. When necessary to cut a train at a highway grade crossing, the ends of the cut, where practicable, shall be not less than fifty feet from the center line of the crossing and a member of the crew will remain at the crossing to protect highway traffic as indicated above, until the cars have again been coupled.

If necessary to cut a train at more than two highway crossings and there are not sufficient members of the crew available to protect highway traffic at each crossing, the ends of the cuts at the crossings which cannot be protected should, where practicable, be left standing not less than one hundred and fifty feet from center line of the crossing. A member of the crew should station himself in position to insure that all highway traffic has been stopped before signaling the engineman to make the movement.

39. In the movement of engines with or without cars while switching over highway grade crossings, also industrial or passing sidings; unless there is a crossing watchman at his post, a member of the crew will protect highway traffic at crossing by preceding each movement over the crossing and see that all highway traffic has been stopped before signaling the engineman to proceed. The same protection will be given whenever a train or engine takes a siding and obscures the view from the highway of an approaching train.

When a car or cars are set off or placed on any track they must be left standing not less than one hundred and fifty feet from the center line of a highway crossing when the space permits.

40. From 30 minutes before sunset to 30 minutes after sunrise a red light must be displayed on the rear of last car of all cuts occupying main or running tracks. If engine is detached and cars are left standing on such tracks, a red light must be displayed on both ends of cuts.

41. The following instructions must be observed as far as practicable and other duties will permit. Employes will observe passing trains for defects, and should there be any indication of conditions endangering the train, take such measures for its protection as may be practicable.

Trainmen of freight and passenger trains will observe passing trains and if any defects are noted, such as brakes sticking, brake rigging down, swinging doors, hot boxes, objects protruding that may result in damage or injury, will signal members of such trains, calling attention to dangerous conditions, and if nothing irregular is noted, will give proceed signal to rear of passing train when it is practicable to do so.

Train and engine crews on moving trains will be on the lookout for signals, when passing other trains, interlocking, block, water, coaling and other stations, sidings and points where trackmen are working, and when practicable, exchange signals.

The following signals will be used where other signals are not required:

	By Day	Nose held with one hand, with other hand pointed toward track.
HOT JOURNAL	By Night	Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.
	By Day	Hands shoved in sliding motion out from body.
BRAKES STICKING	By Night	Lamp raised and held stationary.
BROKEN WHEELS		
DEFECTIVE TRUCK		
DRAGGING BRAKE CONNECTION		
LADING SHIFTED OVER SIDE OR		
END OF CAR		
SWINGING CAR DOOR OR ANY		
OTHER DANGEROUS CONDITIONS		Stop Signal.

42. When switching industrial, team, freight-house, company repair tracks or yards and company material tracks, the conductor or one of his brakemen must see that cars being loaded, unloaded or repaired are not moved until all persons in or under or about such cars have been notified and all obstructions under or about the cars, and attachments, such as pipe connections to tank cars are removed. When such cars are moved they must be returned to their original location.

When switching at industries or company material tracks, crews will examine the loading of open cars and, if found to be loaded heavily on one side, end or overloaded, cars must not be moved.

When handling cars on incline or depressed tracks, air must be coupled up and the condition of the brakes on the cars ascertained before movement is made. Cars left on incline or depressed tracks must have hand brakes securely set and wheels blocked.

Cars must not be shoved on yard tracks, team tracks, interchange tracks or industrial tracks until a member of the crew is stationed at the opposite end of such track for the purpose of ascertaining the amount of room or clearance. Conductor will be held strictly responsible for the enforcement of this rule.

43. When rules require the headlight to be displayed, it must be dimmed while passing through yards where yard engines are employed; approaching stations at which stops are to be made or where trains are receiving or discharging passengers; approaching train order signals, junctions, terminals, or meeting points or standing on main track at meeting points and on two or more tracks when approaching trains in the opposite direction.

44. Destruction of a switch lock is cause for dismissal.

45. Foreign crews at the time of an accident or personal injury, must make immediate report to the dispatcher, giving all details, regular company form of accident to be mailed to the Superintendent.

46. In all cases of personal injury of company employes, where medical attention is required, Dr. T. H. Brown, 316, Michigan St., Office phone MAin 7297, Residence phone LAwndale 4336, will be notified at once. Where ambulance and hospital service is required in such cases, Parks' Ambulance, Phone TAYlor 3507, will be called and injured person removed to St. Vincent's Hospital. Personal injury to other than employes, shall be placed in charge of civil authorities.



A report of all personal injuries and/or crossing accidents, must be made at once by conductor or employe in charge, to the Superintendent, Claim Department and Toledo Terminal Chief of Police, giving full details. These reports must be properly filled in by all members of crew, also employes who witness accident, and immediately mailed to the Superintendent. Employes should put forth every effort to secure all information possible in connection with such accidents and when automobiles, vehicles of every kind or pedestrians are struck on crossings, close attention should be given as to their location when first seen, also the location of train or engine and distance train moved after accident occurred. It should also be observed whether or not crossing signals were in operation at time of accident. For train accidents, report should be made as soon thereafter as possible, by the conductor and engineer, who will make out Form No. 458 (Conductor's and Engineman's report of Train Accident) prior to going off duty.

When persons become injured, which may have been caused by defective appliances, tools, cars or machinery, an inspection must be made at once by employe in charge to determine the condition, and in case of defective car or engine, initial and number must be given. Such appliances, tools, cars or machinery must also be examined by an authorized inspector and broken parts sent to Superintendent.

Employes who witness or have any knowledge whatever of an accident must not give information of the same to attorneys, the injured person, or anyone else, except this Company's Officers and Claim Agent, unless legally required. Persons seeking information should be referred to the Claim Agent.

### INFLAMMABLE AND EXPLOSIVES

47. (a) Cars placarded "Explosives" must be placed in through freight trains near the middle of the trains, and must not be nearer than the sixteenth car from the engine, nor the eleventh car from the caboose, if the length of the train will permit.

(b) Cars placarded "Explosives" may be placed in local freight, local pickup, and local set-out trains not nearer than the second car from the engine or caboose when placing them near the middle of the train would require additional switching at way stations.

(c) Cars placarded "Explosives" must not be placed in through or local trains next to empty or loaded tank cars, wooden-frame flat or gondola cars, nor next to carloads of pipe, lumber, poles, iron, steel or similar articles liable to break through end of car placarded "Explosives" from rough handling; nor next to cars containing lighted heaters, stoves or lanterns.

(d) Cars placarded "Explosives" must not be placed in through or local trains next to box cars which bear "Inflammable" or "Corrosive Liquid" placards, unless the balance of the train is made up entirely of cars listed in paragraph (c).

(e) Placarded tank cars must not be placed in trains next to cars placarded "Explosives" nor next to cars containing lighted heaters, stoves, or lanterns; and when practicable must be placed not nearer than the sixth car from engine, or caboose, nor next to gondola or flat cars with lading that is likely to shift, such as logs, lumber, rails or pipe.

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

### HOURS OF SERVICE LAW

48. The Hours of Service Law requires that no employe in train service shall be permitted to be continuously on duty for more than sixteen consecutive hours, nor be per-

mitted to be on duty more than sixteen hours in the aggregate in any twenty-four hour period, except in case of casualty, unavoidable accident or Act of God.

After being on duty sixteen consecutive hours, he must not be required or permitted to again resume duty without having been off duty ten consecutive hours, and, after being on duty sixteen hours in the aggregate in any twenty-four hour period, he shall not be required or permitted to again go on duty without having at least eight consecutive hours off duty.

Any employe concerned who may be ordered for duty before his legal rest period has expired, must report the fact to the proper officer before going on duty.

Train and engine crews after being on duty twelve hours will notify the dispatcher.

### LIST OF INDUSTRIES AND PUBLIC TEAM TRACKS ON MAIN LINE

Ottawa River Paper Co. track 600 ft. Dir. B from Hallett, capacity 11 cars. A crossing has been placed on this track and it will not be permissible to allow cars to stand within less than 30 ft. of same.

Union Stock Yard spur leads off Dir. B main, 300 ft. Direction B from Tower "K"

Detroit Ave. Team Track, leads off Dir. A. Main track, 1700 Ft. Dir. A from Tower "K", capacity 6 cars. Toledo Scale Co. spur leads off this track.

S. E. Johnson Co. Track, leads off Dir. A main track, 4100 Ft. Dir. B from D. T. & I. connection, capacity 15 cars. On the inside track, cars will not be placed beyond the creosote tank. Maumee Asphalt Paving Co. take delivery on this track.

G. L. LaBoiteaux Track, leads off Dir. B main track, 3600 Ft. Dir. B. from D. T. & I. connection, Temperance, capacity 18 cars.

Earl E. Rath Coal & Feed Co. Track, leads off Dir. A main track, 800 Ft. Dir. B from Jackman Road, capacity 5 cars.

Gallant Lumber Co. Track, leads off Dir. B main track at Jackman Road. Capacity 10 cars.

duPont de Nemours & Co. Track, leads off Dir. B main track, 1000 Ft. Dir. B from Tremainsville Road, capacity 30 cars. Smoking strictly prohibited. Electric lanterns must be used within this plant.

Black Diamond Coal Co. Track, leads off of former interchange track with T. & W. Ry., Tremainsville Road.

Blue Line Fuel Co. Track, leads off of Black Diamond Coal Co. Track, Tremainsville Road. Capacity 13 cars.

The Biggs-Scharer Coal Co. track, leads off Dir B main track, Dir. B at Sylvania Ave., capacity 8 cars. A Netter and Son take delivery on this track. Toledo Scale Co. take delivery on this track, inbound shipments of lumber to be placed at lumber chute.

A. E. Munz Track, leads off Dir. B main track, 100 Ft. Dir. A from Sylvania Ave., capacity 8 cars.

Monroe St. Team Track, leads off Dir. A main track at Central Ave., capacity 11 cars. Reliance Oil Co. takes delivery on extreme end of this track. Cars for Formed Steel Products Co., unless otherwise carded, also take delivery on this track.

Gise Coal Co. Track, leads off Dir. A main track, 1900 Ft. Dir. A from Central Ave., capacity 10 cars. Ed. B. Davis Coal & Supply Co., take delivery on this track.

McKechnie & Peirce Co. Track, leads off Dir. A main track, 2200 Ft. Dir. A from Central Ave., capacity 15 cars. Hughes Coal Co. takes delivery on this track.



Wright's Siding, leads off Dir. A main track at B end of Hill Ave. Yard limits, capacity 13 cars.

University of The City of Toledo track leads off Dir. A main track, 2100 ft. Dir. B from Vulcan, capacity 3 cars.

B. A. Leach Lumber Co. Track, leads off Dir. A main track, 1900 Ft. Dir. B from Vulcan, capacity 5 cars.

Vulcan Team Track, Hill Ave. Yard leads off Dir. B main, capacity 7 cars. Red Block Coal Co. take delivery on this track.

Toledo Machine & Tool Co. Track leads off Dir. B main at Hill Ave. Yard. Cars for them must be placed first in and ahead of any other cars taking delivery on this track.

Wamba Fuel Co. takes delivery on Toledo Machine & Tool Co. Track.

The Cities Service Oil Co., No-Leak Roofing Co., Tri-State Builders Co. and Winterfeld Builders Supply & Coal Co. track lead off of Toledo Machine & Tool Co. Track, capacity 26 cars.

Southern Wheel Division of The American Brake Shoe & Foundry Co. Track leads off interchange track with N. Y. C. R. R. at Nasby.

Wayne St. Team Track leads off Dir. A main track, 2500 Ft. Dir. A from N. Y. C. Crossing, Nasby, capacity 5 cars. Cunningham Lumber Co. and Empire Petroleum Co. take delivery on this track. The portion of this track located Dir. B from Wayne St. is reserved for The National Cement Products Co., capacity 8 cars.

Toledo State Hospital Track leads off of Dir. B main track, 2000 Ft. Dir. A from Wayne St.

Swank Coal Co. track leads off Dir. A main track at Glendale Ave., capacity 4 cars. Howard Oil Co., takes delivery on this track.

Glendale Coal Co. track leads off of Dir. B main track, 500 Ft. Dir. A from Glendale Ave., capacity 5 cars.

Kerper Siding, 800 ft. Dir. A, from Wabash Crossing Gould, capacity 24 cars. Swan Creek Lumber & Supply Co. tracks lead off of this siding.

Filtration Plant of City of Toledo, leads off of main track at Canal Boulevard.

Myers Siding at River Road Crossing, capacity 6 cars.

Evans Team track diverges from Dir. A main track at Evans. Capacity 16 cars.

Cranes Team Track, leading off Dir. A main track at Oregon Road. Capacity 9 cars.

Caple, A. B. Track, leads off Dir. B. main track, 1000 Ft. Dir. B from Oregon Road; capacity 16 cars.

Woodville St. Team Track, Woodville St. on A track, capacity 4 cars.

Standard Coal Co. track leads off A main track, Oakdale Ave. Capacity 8 cars.

Terminal Lumber Co. track leads off B main track at northwest angle of Woodville St.

Sun Oil Co., leading off Dir. A main track at Pickle St., capacity 6 cars.

The Harbauer Co., leading off Dir. A. Main track at Dearborn Ave., capacity 17 cars.

East Side Coal Co. Track leads off Dir. A main track, 400 Ft. Dir. A from Dearborn St. Capacity 3 cars.

Home Fuel & Supply Co., leading off B main track—100 Ft. A from Dearborn St. C. A. Blinn takes delivery on this track.

Lumbermen's Supply Inc. track leads off A main track at Starr Ave. Capacity 8 cars.

Kuhlman Builders Supply & Brick Co., Consaul St. capacity 17 cars.

Ohio Brick Co., Consaul St., capacity 14 cars.

Columbia Concrete Block & Supply Co., Consaul St., capacity 10 cars. Cars will not be placed beyond fence line.

Consaul St. Team Track, capacity 8 cars.

Ohio Iron & Metal Co., Consaul St. wyes.

American Brake Shoe & Foundry Co., Wheeling St. on B track, capacity 20 cars.

Gulf Refining Co., 600 ft. A from Ironville on B track, capacity 3 cars.

Standard Oil Refinery, leads off of C. & O. independent lead, Millard Ave. Pure Oil Co. located on extension of Standard Oil track No. 1. Smoking within the confines of these plants is strictly prohibited. Electric lanterns must be used within these plants.

E. L. Fox Coal Co. Team Track, leads off Dir. B main track 400 ft. Dir. B from Millard Ave., capacity 2 cars.

Republic Construction Co., Dir. A from Millard Ave., leads off B main, capacity 5 cars.

Summit Ave. Team Track, between Erie & Mayo Sts., capacity 4 cars.



# **LIST OF INDUSTRIES AND PUBLIC TEAM TRACKS LOCATED BETWEEN BOULEVARD TOWER AND CHERRY ST.**

American National Co.  
Banner Lumber Co.—Shaw F. A. takes delivery on this track.  
Bihl, C. W.—Fred Ehrle takes delivery on this track.  
Central Coal Co.  
Daco Investment Co.  
Davis, Sam  
Edelstein & Son  
Gendron Wheel Co.  
Gosline, W. A. & Co.  
Kuehnle, J. G. & Co.  
Lakeside Biscuit Co.  
Michigan Bean Co.  
Mutual Heat & Mfg. Co.  
Osborn, J. M.  
O'Donnell Oil Co.  
Ring Construction Co.  
Sauer Cooperage Co.  
Sentur Petroleum Co.  
Spieker Co., H. J.  
Thomas Glenn  
Toledo Paper Stock Co.  
Toledo Plate & Window Glass Co. (The)  
Toledo Pure Asphalt Refining Co.  
Toledo Wire & Iron Works  
Wall Chemical Co.  
West Crescent Fuel Co.  
Wizard Oil Co.  
W. P. A.  
Yaryan Fuel Co.  
Cherry St. Team Track  
Ketcham Ave. Team Track, capacity 6 cars.  
Manhattan Team Track, capacity 3 cars.  
Utica St. Team Track.

## **INDUSTRIES LOCATED ON FORD LEAD CONNECTING WITH BATES YARD**

Amino Products Co.  
Gampher Coal Co.  
Larowe Milling Co.—Suzuki Co. (Smoking Strictly prohibited.)  
Libbey-Owens-Ford Plate Glass Co.  
Monarch Builders Supply, Inc.  
Rossford Brick & Tile Co.  
Springer Coal Co.  
Toledo Vitriified Brick Co.

## **LIST OF INDUSTRIES LOCATED ON UNION STOCK YARD SPUR WHICH LEADS OFF DIRECTION B MAIN TRACK, 300 FEET DIRECTION B FROM TOWER "K"**

Air Reduction Co.  
Ciralsky, Wm.  
City Auto Stamping Co.  
E. I. duPont de Nemours & Co., Inc., Grasselli  
Chemicals Dept.  
Home Packing Co.  
Schmidt Provision Co.  
Toledo Union Stock Yards.

## **LIST OF INDUSTRIES LOCATED ON TOLEDO FURNACE CO. LEAD**

Interlake Iron Corporation.  
France Slag Co.  
Treadwell St. Team Track at Front St.

## **OVERHEAD OBSTRUCTIONS AND CLOSE CLEARANCES**

Following is list of structures where a person cannot safely pass while riding on top of or side of car or engines.

American Brake Shoe & Foundry Co.  
American National Co.  
Black Diamond Coal Co.  
Caple Co., A. B.  
C & O Starr Ave. Dock Yds., leading to Maumee River.  
Ciralsky, Wm.  
Cities Service Oil Co.  
City Auto Stamping Co.  
Coal Dock and cinder pit track, Boulevard.  
Columbia Concrete Block & Supply Co.  
Davis, Sam, Coal Co.  
duPont de Nemours Co.  
Filtration plant of City of Toledo.  
Gallant Lumber Co.  
Gendron Wheel Co.  
Gulf Refining Co.  
Harbauer Co.  
Hill Ave. Yard-B end of running track.  
Home Fuel & Supply Co.  
Home Packing Co.  
Interlake Iron Corporation Storage Yd., Front St.  
Interchange tracks with W. & L. E. at Wheeling Transfer.  
Johnson, S. E. Co.  
Kuhlman Builders Supply & Brick Co.  
Lakeside Biscuit Co.  
Larowe Milling Co.  
Libbey-Owens-Ford Glass Co.  
Michigan Bean Co.  
No-Leak Roofing Co.  
Ohio Brick Co.  
Ohio Public Service Co.  
Ottawa River Paper Co.  
Pure Oil Co.  
Schmidt Provision Co.  
Standard Coal Co.  
Standard Oil Co., Bay Shore Road  
Swan Creek Lumber & Supply Co.  
Tri-State Builders Co.  
Toledo Paper Stock Co.  
Toledo State Hospital  
Toledo Union Stock Yards  
Union Tank Line Tracks  
Wabash-Lagrange Structural Steel Co.  
Winterfeld Builders Supply & Coal Co.  
Wright Bros.  
Yaryan Fuel Co.

Employees must keep lookout for closed gates and closed doors at industries and on industrial tracks; also for close clearances on all tracks, and must not ride on side or top of cars at points where there are freight platforms, buildings, coal docks and structures located. They must also look out for close clearances in yards and on sidings in case that cars do not properly clear an employee riding on side or top of car; also coal and stone pits, storage boxes, etc.

Stop boards located at following places:

Amino Products Co.  
Cities Service Oil Co.  
Pure Oil Co.  
Union Stock Yards Storage Track  
Standard Oil Refinery.

Engines are not permitted to go on trestle at Gise Coal Co., McKechnie, Peirce Co., Kuhlman Builders' Supply & Brick Co., West-Crescent Fuel Co. and National Cement Products Co.







