# SAFETY

# FIRST

YOUR FAMILY AND
YOUR RAILROAD
NEED YOU

NICKEL PLATE ROAD

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NICKEL PLATE ROAD

THE NEW YORK, CHICAGO AND ST. LOUIS
RAILROAD COMPANY

LAKE ERIE AND WESTERN DISTRICT

## SANDUSKY, NEW CASTLE
AND
## INDIANAPOLIS DIVISIONS

# TIME TABLE
# No. 34

**Takes Effect Sunday, April 26, 1953**
**at 12:01 A. M.**

**Central Standard Time**

For the information and Government of Employes only.

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

### OFFICERS

G. R. BOWMAN, General Superintendent
H. P. THINNES, Assistant General Superintendent
D. M. BENDER, Superintendent Transportation

R. A. GLEASON, Superintendent
R. CLEAR, Assistant Superintendent
H. R. SCOTT, Train Master
W. H. BURR, Train Master
J. K. RAMSEY, Assistant Train Master
J. A. WALKER, Assistant Train Master
F. W. RIEPENHOFF, Road Foreman of Engines
P. J. MILLER, Road Foreman of Engines
D. I. EVANS, Road Foreman of Engines
W. L. BROWN, Chief Train Dispatcher
B. O'DONNELL, Master Mechanic
M. B. ALLEN, Division Engineer

# SANDUSKY DIVISION—WESTBOUND

## SANDUSKY TO SOUTH LIMA YARD

| Car Capacity of Sidings | Miles from Sandusky | Distance between Stations | STATIONS AND SIDINGS | Hours between which Train Order and Block Stations are Open | FIRST CLASS TRAINS | | | THIRD CLASS TRAINS | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 9 | | | 63 | 47 | 65 | 49 | 67 | 61 |
| | | | | | | | | Through Freight | Fast Freight | Through Freight | Fast Freight | Through Freight | Switch Local |
| | | | | | Daily | | | Daily | Daily | Daily | Daily | Daily | Daily Except Sunday |
| ..... | 0.0 | 5.6 | Sandusky.....L | DN | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6.00AM |
| ..... | 5.6 | 6.7 | Castalia ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6.20 |
| ..... | 12.3 | 10.5 | Vickery.....B | Exc. Sat. & Sun. 8:00A-5:00P | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6.30 |
| ..... | 22.8 | | Fremont.....BW | Exc. Sat. & Sun. 7:00A-4:00P | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8.00 |
| | | 8.4 | | | | | | | | | | | |
| ..... | 31.2 | 2.3 | Burgoon..... | DN | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8.20 |
| ..... | 33.5 | 10.0 | Kansas.....B | Exc. Sat. & Sun. 7:30A-4:30P | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8.30 |
| ..... | 43.5 | 0.9 | Fostoria .....BW (Wilkes Yard) | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9.00 |
| ..... | 44.4 | 4.0 | FS Tower..... | DN | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 9.30 |
| 101 | 48.4 | 0.2 | DA.....B | ..... | 7.18PM | ..... | ..... | 5.20AM | 10.00AM | 2.10PM | 7.15PM | 9.15PM | 9.40 |
| ..... | 48.6 | 5.7 | Arcadia..... | ..... | f 7.19 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 145 | 54.3 | 3.3 | Weidlers.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 57.6 | | Findlay..... | ..... | s 7.45 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | 2.0 | | | | | | | | | | | |
| 150 | 59.6 | 6.9 | Evans.....BW | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 66.5 | 2.7 | Rawson.....B | ..... | f 7.57 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 139 | 69.2 | 3.8 | Mt. Cory.....B | ..... | f 8.02 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 73.0 | 0.6 | AU Tower..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 56 | 73.6 | 6.1 | Bluffton.....B | ..... | s 8.11 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 131 | 79.7 | 7.7 | Beaver Dam.....B | ..... | f 8.20 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 120 | 87.4 | 1.4 | Morris.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 88.8 | 1.5 | Lima MO Tower... | ..... | s 8.45 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 90.3 | 0.2 | South Lima..... | DN | s 9.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 90.5 | | South Lima Yard.A | ..... | 9.01PM | ..... | ..... | 6.40AM | 11.20AM | 4.00PM | 8.30PM | 10.50PM | 1.00PM |
| | | | | | Daily | | | Daily | Daily | Daily | Daily | Daily | Daily Except Sunday |
| | | | | | 9 | | | 63 | 47 | 65 | 49 | 67 | 61 |

No. 61 is superior to No. 69 Sandusky to FS Tower.

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

# SANDUSKY DIVISION—EASTBOUND

## SOUTH LIMA YARD TO SANDUSKY

| Car Capacity of Sidings | Miles from Peoria | Distance between Stations | STATIONS AND SIDINGS | Hours between which Train Order and Block Stations are Open | FIRST CLASS TRAINS | | | SECOND CLASS TRAINS | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 10 | | | 64 | 90 | 68 | 66 | 98 | 60 |
| | | | | | | | | Fast Freight | Fast Freight | Fast Freight | Fast Freight | Fast Freight | Switch Local |
| | | | | | Daily | | | Daily | Daily | Daily | Daily | Daily | Daily Except Sunday |
| ..... | 324.8 | 0.2 | South Lima Yard L | ..... | 3.25AM | ..... | ..... | 3.10AM | 10.00AM | 2.35PM | 4.15PM | 11.45PM | 7.00AM |
| ..... | 325.0 | 1.5 | South Lima..... | DN | s 3.35 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 326.5 | 1.4 | Lima MO Tower... | ..... | s 4.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 120 | 327.9 | 7.7 | Morris.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 131 | 335.6 | 6.1 | Beaver Dam.....B | ..... | f 4.13 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 56 | 341.7 | 0.6 | Bluffton.....B | ..... | s 4.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 342.3 | 3.8 | AU Tower..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 139 | 346.1 | 2.7 | Mt. Cory.....B | ..... | f 4.31 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 348.8 | 6.9 | Rawson.....B | ..... | f 4.35 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 150 | 355.7 | 2.0 | Evans.....BW | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 357.7 | 3.3 | Findlay..... | ..... | s 5.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 145 | 361.0 | 5.7 | Weidlers.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 366.7 | 0.2 | Arcadia..... | ..... | f 5.12 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 101 | 366.9 | 4.0 | DA.....B | ..... | 5.13AM | ..... | ..... | 4.50AM | 11.20AM | 4.00PM | 6.30PM | 1.20AM | 10.15 |
| ..... | 370.9 | 0.9 | FS Tower..... | DN | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10.25 |
| ..... | 371.8 | 10.0 | Fostoria.....BW (Wilson Yard) | Exc. Sat.& Sun. 7:30A-4:30P | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10.50 |
| ..... | 381.8 | 2.3 | Kansas.....B | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11.30 |
| ..... | 384.1 | 8.4 | Burgoon..... | DN | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11.55 |
| ..... | 392.5 | 10.5 | Fremont.....BW | Exc. Sat. & Sun. 7:00A-4:00P | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1.30PM |
| ..... | 403.0 | 6.7 | Vickery.....B | Exc. Sat. & Sun. 8:00A-5:00P | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 1.50 |
| ..... | 409.7 | 5.6 | Castalia..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2.10 |
| ..... | 415.3 | | Sandusky.....A | DN | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2.30PM |
| | | | | | Daily | | | Daily | Daily | Daily | Daily | Daily | Daily Except Sunday |
| | | | | | 10 | | | 64 | 90 | 68 | 66 | 98 | 60 |

No. 61 is superior to No. 60 Sandusky to FS Tower.

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

# SANDUSKY DIVISION—WESTBOUND

## SOUTH LIMA TO FRANKFORT YARD

| Car Capacity of Sidings | Miles from Sandusky | Distance between Stations | STATIONS AND SIDINGS | Hours between which Train Order and Block Stations are Open | FIRST CLASS TRAINS | | THIRD CLASS TRAINS | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 9 | | 67 | 63 | 53 | 47 | 57 | 65 | 49 |
| | | | | | | | Through Freight | Through Freight | Switch Local | Fast Freight | Switch Local | Through Freight | Fast Freight |
| | | | | | Daily | | Daily | Daily | Daily Except Sunday | Daily | Daily | Daily | Daily |
| ..... | 90.3 | 0.2 | South Lima.....L | DN | s 9.00PM | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 90.5 | 2.5 | South Lima Yard.L | ..... | ..... | ..... | 12.30AM | 7.30AM | 7.45AM | 11.55AM | ..... | 6.00PM | 9.05PM |
| 281 | 93 | 3.9 | Adgate.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 96.9 | 4.1 | Hume.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 150 | 101.0 | 9.1 | Buckland.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 145 | 110.1 | 8.3 | St. Marys.....BW | Exc. Sat. & Sun. 7:00A-4:00P | s 9.28 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 146 | 118.4 | 1.5 | Rose.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 47 | 119.9 | 5.7 | Celina.....BW | ..... | s 9.46 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 92 | 125.6 | 4.4 | Coldwater.....B | ..... | s 9.57 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 147 | 130.0 | 4.8 | Oakland.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 31 | 134.8 | 2.7 | Ft. Recovery.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 144 | 137.5 | 8.3 | Hales.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 144 | 145.8 | 10.9 | Portland.....B | DN | s 10.24 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 84 | 156.7 | 5.8 | Red Key.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 28 | 162.5 | 1.5 | Albany.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 145 | 164.0 | 3.2 | Ayers.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 167.2 | 5.0 | De Soto.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 147 | 172.2 | 1.5 | Liberty.....BW | ..... | 10.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 173.7 | 0.5 | Muncie..... | DN | s 11.08 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 174.2 | 2.0 | Muncie Yard.BCW | ..... | ..... | ..... | ..... | ..... | A 2.30PM | ..... | L 12.05PM | ..... | ..... |
| 145 | 176.2 | 3.3 | Vernon.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 59 | 179.5 | 4.9 | Cammack.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 152 | 184.4 | 5.5 | Gilman.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 53 | 189.9 | 2.8 | Alexandria.....BW | ..... | f 11.31 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 192.7 | 3.5 | Orestes.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 144 | 196.2 | 2.5 | Wallace.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 198.7 | 5.7 | Elwood.....B | ..... | s 11.55 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 146 | 204.4 | 4.9 | Hobbs.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 209.3 | 1.0 | Tipton..... | DN | s 12.10AM | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 147 | 210.3 | 4.7 | ZA Siding.....BW | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 215.0 | 4.2 | Goldsmith.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 145 | 219.2 | 3.7 | Kempton.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 222.9 | 2.2 | Scircleville.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 145 | 225.1 | 2.9 | Hillisburg.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 157 | 228.0 | 6.2 | Boyleston.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 234.2 | 0.5 | Frankfort..... | ..... | s 12.45 / 12.55 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 234.7 | 0.8 | Frankfort Yard...A | DN | 12.57 | ..... | 7.00AM | 1.15PM | ..... | 5.15PM | 3.00PM | 11.25PM | 2.20AM |
| ..... | 235.5 | | WY Tower..... | DN | 12.58AM | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | | | Daily | | Daily | Daily | Daily Except Sunday | Daily | Daily | Daily | Daily |
| | | | | | 9 | | 67 | 63 | 53 | 47 | 57 | 65 | 49 |

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

# SANDUSKY DIVISION—EASTBOUND

## FRANKFORT YARD TO SOUTH LIMA

| Car Capacity of Sidings | Miles from Peoria | Distance between Stations | STATIONS AND SIDINGS | Hours between which Train Order and Block Stations are Open | FIRST CLASS TRAINS | | SECOND CLASS TRAINS | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | 10 | | 70 | 90 | 54 | 58 | 68 | 72 | 98 | 64 |
| | | | | | | | Through Freight | Fast Freight | Switch Local | Switch Local | Fast Freight | Through Freight | Fast Freight | Fast Freight |
| | | | | | Daily | | Daily | Daily | Daily Except Sunday | Daily | Daily | Daily | Daily | Daily |
| ..... | 179.8 | | WY Tower..... | DN | 11.31PM | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 180.6 | 0.8 | Frankfort Yard...L | DN | 11.33 | ..... | 1.05AM | 4.40AM | ..... | 8.00AM | 10.00AM | 1.30PM | 6.30PM | 8.00PM |
| ..... | 181.1 | 0.5 | Frankfort..... | ..... | s 11.45 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 157 | 187.3 | 6.2 | Boyleston.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 145 | 190.2 | 2.9 | Hillisburg.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 192.4 | 2.2 | Scircleville.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 145 | 196.1 | 3.7 | Kempton.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 200.3 | 4.2 | Goldsmith..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 147 | 205.0 | 4.7 | ZA Siding.....BW | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 206.0 | 1.0 | Tipton..... | DN | s 12.15AM | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 146 | 210.9 | 4.9 | Hobbs.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 216.6 | 5.7 | Elwood.....B | ..... | s 12.33 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 144 | 219.1 | 2.5 | Wallace.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 222.6 | 3.5 | Orestes.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 53 | 225.4 | 2.8 | Alexandria.....BW | ..... | f 12.45 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 152 | 230.9 | 5.5 | Gilman.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 59 | 235.8 | 4.9 | Cammack.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 145 | 239.1 | 3.3 | Vernon.....B | ..... | 1.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 241.1 | 2.0 | Muncie Yard.BCW | ..... | ..... | ..... | ..... | ..... | L 8.30AM | A 11.35AM | ..... | ..... | ..... | ..... |
| ..... | 241.6 | 0.5 | Muncie..... | DN | s 1.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 147 | 243.1 | 1.5 | Liberty.....BW | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 248.1 | 5.0 | De Soto.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 145 | 251.3 | 3.2 | Ayers.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 28 | 252.8 | 1.5 | Albany.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 84 | 258.6 | 5.8 | Red Key.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 144 | 269.5 | 10.9 | Portland.....B | DN | s 1.52 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 144 | 277.8 | 8.3 | Hales.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 31 | 280.5 | 2.7 | Ft. Recovery.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 147 | 285.3 | 4.8 | Oakland.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 92 | 289.7 | 4.4 | Coldwater.....B | ..... | s 2.25 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 47 | 295.4 | 5.7 | Celina.....BW | ..... | s 2.40 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 146 | 296.9 | 1.5 | Rose.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 145 | 305.2 | 8.3 | St. Marys.....BW | Exc. Sat. & Sun. 7:00A-4:00P | s 3.00 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 150 | 314.3 | 9.1 | Buckland.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 318.4 | 4.1 | Hume.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 281 | 322.3 | 3.9 | Adgate.....B | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 324.8 | 2.5 | South Lima Yard.A | ..... | ..... | ..... | 6.55AM | 9.20AM | 2.30PM | ..... | 2.15PM | 7.45PM | 11.05PM | 2.10AM |
| ..... | 325.0 | 0.2 | South Lima..... | DN | s 3.35AM | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | | | Daily | | Daily | Daily | Daily Except Sunday | Daily | Daily | Daily | Daily | Daily |
| | | | | | 10 | | 70 | 90 | 54 | 58 | 68 | 72 | 98 | 64 |

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

# NEW CASTLE DIVISION

## SOUTHBOUND — NORTHBOUND

| SECOND CLASS TRAINS | | | | | | | | | SECOND CLASS TRAINS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 95 | 93 | 101 | Car Capacity of Sidings | Miles from Ft. Wayne | Distance between Stations | STATIONS AND SIDINGS | Hours between which Train Order and Block Stations are Open | Miles from Connersville | 102 | 92 | 94 |
| | Switch Local Daily Except Sunday | Switch Local Daily Except Sunday | Switch Local Daily Except Sunday | | | | | | | Switch Local Daily Except Sunday | Switch Local Daily Except Sunday | Switch Local Daily Except Sunday |
| | | | | | 0 | 1.2 | Ft. Wayne | | 109.0 | | | |
| | | L 8.45AM | | | 1.2 | 2.7 | West Wayne | | 107.8 | | A12.05PM | |
| | | 8.55 | | | 3.9 | 4.4 | Hugo | | 105.1 | | 11.45 | |
| | | 9.05 | | 47 | 8.3 | 3.8 | Ferguson B | | 100.7 | | 11.35 | |
| | | 9.15 | | | 12.1 | 3.5 | Yoder B | | 96.9 | | 11.25 | |
| | | 9.25 | | | 15.6 | 3.4 | Ossian | | 93.4 | | 11.15 | |
| | | 9.35 | | 18 | 19.0 | 6.4 | Kingsland | Except Sun. 9:00A-5:00P | 90.0 | | 11.05 | |
| | | 10.45[92] | | | 25.4 | 6.1 | Bluffton BW | Except Sun 6:45A-3:45P | 83.6 | | 10.45[93] | |
| | | 11.01 | | | 31.5 | 4.8 | Poneto | | 77.5 | | 8.25 | |
| | | 11.11 | | | 36.3 | 3.0 | Keystone | | 72.7 | | 8.15 | |
| | | 11.40 | | 45 | 39.3 | 8.1 | Montpelier B | Except Sun. 7:15A-4:15P | 69.7 | | 8.05 | |
| | | 12.20PM | | 23 | 47.4 | 7.6 | Hartford City W | Exc. Sat. & Sun. 7:15A-4:15P | 61.6 | | 7.45 | |
| | | 12.50 | | | 55.0 | 2.4 | Eaton B | | 54.0 | | 7.30 | |
| | | 1.05 | | | 57.4 | 2.9 | Shideler B | | 51.6 | | 7.22 | |
| | | 1.35 | | | 60.3 | 4.1 | Royerton | | 48.7 | | 7.17 | |
| | | 1.45 | | | 64.4 | 1.3 | Whiteley B | | 44.6 | | 7.10 | |
| | L11.30AM | A2.20PM | L 6.00AM | | 65.7 | 5.9 | Muncie | DN | 43.3 | A 11.55AM | L 7.00AM | A5.20PM |
| | 11.45[102] | | 6.15 | | 71.6 | 1.9 | Cowan | | 37.4 | 11.45[95] | | 5.00 |
| | 11.50 | | 6.20 | | 73.5 | 2.2 | Oakville | | 35.5 | 11.35 | | 4.55 |
| | 11.55 | | 6.25 | | 75.7 | 2.9 | Springport B | | 33.3 | 11.30 | | 4.50 |
| | 12.05PM | | 6.30 | | 78.6 | 2.2 | Mt. Summit | Exc. Sat. & Sun. 7:00A-4:00P | 30.4 | 11.25 | | 4.40 |
| | 12.15 | | 6.35 | | 80.8 | 0.6 | Rhein | | 28.2 | 11.18 | | 4.35 |
| | 12.17 | | 6.37 | | 81.4 | 2.6 | Foley | | 27.6 | 11.15 | | 4.28 |
| | 12.40 | | A 6.45AM | | 84.0 | 7.1 | New Castle BCW | DN | 25.0 | L 11.00AM | | 4.20 |
| | 12.55 | | | | 91.1 | 6.1 | New Lisbon | | 17.9 | | | 3.50 |
| | 1.20 | | | | 97.2 | 1.8 | Cambridge City | Exc. Sat. & Sun. 7:15A-4:15P | 11.8 | | | 3.30 |
| | 1.25 | | | | 99.0 | 4.7 | Milton | | 10.0 | | | 3.15 |
| | 1.45 | | | | 103.7 | 5.3 | Beesons B | | 5.3 | | | 3.05 |
| | A 2.05PM | | | | 109.0 | | Connersville W | Exc. Sat. & Sun. 8:30A-5:30P | 0 | | | L 2.50PM |
| | Daily Except Sunday | Daily Except Sunday | Daily Except Sunday | | | | | | | Daily Except Sunday | Daily Except Sunday | Daily Except Sunday |
| | 95 | 93 | 101 | | | | | | | 102 | 92 | 94 |

**No. 95 is superior to No. 94, Muncie to Connersville.**
**No. 101 is superior to No. 102, Muncie to New Castle.**

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

# NEW CASTLE DIVISION

## SOUTHBOUND - RUSHVILLE SUB-DIVISION - NORTHBOUND

| SECOND CLASS TRAINS | | | | Miles from New Castle | Distance between Stations | STATIONS AND SIDINGS | Hours between which Train Order and Block Stations are Open | Miles from Rushville | SECOND CLASS TRAINS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 101 | | | | | | | | 102 | | |
| | | Switch Local | | | | | | | | Switch Local | | |
| | | Daily Except Sunday | | | | | | | | Daily Except Sunday | | |
| | | L 7.00AM | | 0 | 7.7 | New Castle ..... BCW | DN | 23.9 | | A 10.30AM | | |
| | | 7.25 | | 7.7 | 2.4 | Spiceland ..... | | 16.2 | | 9.55 | | |
| | | 7.30 | | 10.1 | 4.1 | Dunreith ..... | | 13.8 | | 9.40 | | |
| | | 7.45 | | 14.2 | 3.0 | Mays ..... | | 9.7 | | 9.30 | | |
| | | 7.55 | | 17.2 | 6.7 | Sexton ..... | Exc. Sat. & Sun. 6:30A-3:30P | 6.7 | | 9.20 | | |
| | | A 8.25AM | | 23.9 | | Rushville ..... W | | 0 | | L 9.00AM | | |
| | | Daily Except Sunday | | | | | | | | Daily Except Sunday | | |
| | | 101 | | | | | | | | 102 | | |

No. 101 is superior to No. 102, New Castle to Rushville.

# SANDUSKY DIVISION

## WESTBOUND - MINSTER SUB-DIVISION - EASTBOUND

| SECOND CLASS TRAINS | | | | Miles from St. Marys | Distance between Stations | STATIONS AND SIDINGS | Hours between which Train Order and Block Stations are Open | Miles from Minster | SECOND CLASS TRAINS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 55 | | | | | | | | | | 56 | |
| | Switch Local | | | | | | | | | | Switch Local | |
| | Daily Except Sunday | | | | | | | | | | Daily Except Sunday | |
| | L 10.30AM | | | 0 | 6.7 | St. Marys ..... BW | Exc. Sat. & Sun. 7:00A-4:00P | 9.5 | | | A 12.30PM | |
| | 10.55 | | | 6.7 | 2.8 | New Bremen ..... | | 2.8 | | | 11.45 | |
| | A 11.10AM | | | 9.5 | | Minster ..... | Exc. Sat. & Sun. 7:00A-4:00P | 0 | | | L 11.30AM | |
| | Daily Except Sunday | | | | | | | | | | Daily Except Sunday | |
| | 55 | | | | | | | | | | 56 | |

No. 55 is superior to No. 56, St. Marys to Minster.

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

# INDIANAPOLIS DIVISION

## SOUTHBOUND — NORTHBOUND

| SECOND CLASS TRAINS | | | | | | | | | SECOND CLASS TRAINS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 83 | 87 | 85 | 81 | Car Capacity of Sidings | Miles from Indianapolis | Distance between Stations | STATIONS AND SIDINGS | Hours between which Train Order and Block Stations are Open | 86 | 84 | 80 | 82 | |
| Through Freight | Fast Freight | Switch Local | Through Freight | | | | | | Fast Freight | Switch Local | Through Freight | Through Freight | |
| Daily | Daily | Daily Except Sunday | Daily | | | | | | Daily | Daily Except Sunday | Daily | Daily | |
| ..... | ..... | L 4.00PM | ..... | L 5.00AM | .... | 158.2 | 8.7 | Michigan City Yard.. | 5:00A-9:00P | A11.50AM | ..... | A 9.45PM | ..... | ..... |
| ..... | ..... | 4.30 | ..... | 5.40 | .... | 149.5 | 3.2 | Belfast.....B | ..... | 11.25 | ..... | 8.50 | ..... | ..... |
| ..... | ..... | 4.38 | ..... | 6.55 | 68 | 146.3 | 6.7 | LaPorte.....B | DN | 11.15 | ..... | 8.35 | ..... | ..... |
| ..... | ..... | 4.50 | ..... | 7.25 | 35 | 139.6 | 2.3 | Stillwell.....B | DN | 11.00 | ..... | 8.15 | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | .... | 137.3 | 0.4 | Dillon .....B | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | 4.55 | ..... | 7.30 | 55 | 136.9 | 6.2 | Kingsbury .....B | ..... | 10.55 | ..... | 8.05 | ..... | ..... |
| ..... | ..... | 5.05 | ..... | 7.55 | 41 | 130.7 | 5.7 | Walkerton.....B | Exc. Sat. & Sun. 7:00A-4:00P | 10.42 | ..... | 7.45 | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | .... | 125.0 | 6.7 | Tyner ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | 5.25 | ..... | 8.50 | 72 | 118.3 | 8.2 | Plymouth.....B | DN | 10.20 | ..... | 7.00 | ..... | ..... |
| ..... | ..... | 6.00[80] | ..... | 10.00[86] | 71 | 110.1 | 6.1 | Argos ..... | DN | 10.00[81] | ..... | 6.00[87] | ..... | ..... |
| ..... | ..... | 6.15 | ..... | 10.20 | .... | 104.0 | 6.3 | Tiosa..... | ..... | 9.40 | ..... | 5.47 | ..... | ..... |
| ..... | ..... | 6.30 | ..... | 10.35 | 70 | 97.7 | 8.7 | Rochester.....B | Exc. Sat. & Sun. 7:00A-12:00M Sat. & Sun. Only 8:00A-12:00M | 9.28 | ..... | 5.35 | ..... | ..... |
| ..... | ..... | 6.45 | ..... | 10.55 | 58 | 89.0 | 7.1 | Macy.....B | Exc. Sat. & Sun. 7:00A-4:00P | 9.15 | ..... | 4.35 | ..... | ..... |
| ..... | ..... | 7.00 | ..... | 11.15 | 43 | 81.9 | 7.6 | Denver.....B | Exc. Sat. & Sun. 8:00A-4:00P | 9.00 | ..... | 4.20 | ..... | ..... |
| ..... | ..... | A 7.15PM | ..... | A11.30AM | .... | 74.3 | | Peru Yard..... | DN | L 8.40AM | ..... | L 4.00PM | ..... | ..... |
| ..... | L10.40PM | L 8.15PM | ..... | ..... | .... | 74.3 | | Peru Yard..... | DN | A 8.00AM | ..... | ..... | A11.40PM | ..... |
| ..... | 11.16[82] | 8.38 | ..... | ..... | 50 | 66.3 | 8.0 | Bunker Hill.....B | Exc. Sat. & Sun. 7:00A-4:00P | 7.33 | ..... | ..... | 11.16[83] | ..... |
| ..... | 11.28 | 8.43 | ..... | ..... | .... | 63.0 | 3.8 | Miami..... | ..... | 7.28 | ..... | ..... | 11.10 | ..... |
| ..... | 11.38 | 8.47 | ..... | ..... | .... | 61.0 | 2.0 | Bennetts.....B | ..... | 7.25 | ..... | ..... | 11.05 | ..... |
| ..... | 11.53 | 8.57 | ..... | ..... | 68 | 55.7 | 5.8 | Kirby.....B | ..... | 7.15 | ..... | ..... | 10.45 | ..... |
| ..... | 12.15AM | 9.00 | ..... | ..... | .... | 54.4 | 1.8 | Kokomo.....B | DN | 7.13 | ..... | ..... | 10.10 | ..... |
| ..... | 12.30 | 9.25 | ..... | ..... | 64 | 52.2 | 2.2 | Marshall.....B | ..... | 7.06 | ..... | ..... | 10.00 | ..... |
| ..... | 12.50 | 9.40[82] | ..... | ..... | 46 | 46.3 | 5.9 | Sharpsville.....B | Exc. Sat & Sun. 7:00A-4:00P | 6.55 | ..... | ..... | 9.40[87] | ..... |
| ..... | 1.40 | 10.30 | L11.30AM | ..... | 53 | 39.7 | 6.6 | Tipton.....B | DN | 6.20 | A10.45AM | ..... | 8.40 | ..... |
| ..... | 1.55 | 10.40 | 11.40 | ..... | 62 | 34.5 | 5.2 | Atlanta.....B | ..... | 6.06 | 10.25 | ..... | 8.22 | ..... |
| ..... | 2.02 | 10.46 | 11.47 | ..... | .... | 31.6 | 2.9 | Arcadia..... | Exc. Sat. & Sun. 7:00A-4:00P | 6.01 | 10.15 | ..... | 8.16 | ..... |
| ..... | 2.09 | 10.52 | 11.55 | ..... | 68 | 28.6 | 3.0 | Cicero.....B | ..... | 5.55 | 10.05 | ..... | 8.10 | ..... |
| ..... | ..... | ..... | ..... | ..... | .... | ..... | 1.5 | Davin.....B | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | 2.27 | 11.10 | 1.00PM | ..... | 78 | 22.2 | 4.9 | Noblesville.....B | Exc Sat. & Sun. 7:00A-11:00P | 5.40 | 9.30 | ..... | 7.53 | ..... |
| ..... | 2.43 | 11.26 | 1.20 | ..... | 84 | 16.2 | 6.0 | Fishers.....B | Exc. Sat. & Sun. 7:00A-4:00P | 5.28 | 8.10 | ..... | 7.33 | ..... |
| ..... | 2.58 | 11.35 | 1.30 | ..... | .... | 12.2 | 4.0 | Castleton..... | ..... | 5.20 | 7.55 | ..... | 7.23 | ..... |
| ..... | 3.05 | 11.45 | 1.40 | ..... | 72 | 7.4 | 4.8 | Malott Park.....B | ..... | 5.10 | 7.40 | ..... | 7.13 | ..... |
| ..... | A 3.30AM | A12.01AM | A 2.00PM | ..... | .... | 4.7 | 2.7 | Indianapolis Yard... | DN | L 5.00AM | L 7.30AM | ..... | L 7.00PM | ..... |
| ..... | ..... | ..... | ..... | ..... | .... | ..... | 4.7 | Indianapolis..... | DN | ..... | ..... | ..... | ..... | ..... |
| | Daily | Daily | Daily Except Sunday | Daily | | | | | | Daily | Daily Except Sunday | Daily | Daily | |
| | 83 | 87 | 85 | 81 | | | | | | 86 | 84 | 80 | 82 | |

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

# SPECIAL INSTRUCTIONS

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

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

**MANUAL BLOCK SYSTEM RULES ARE NOT IN EFFECT.**

**AUTOMATIC BLOCK SYSTEM RULES ARE IN EFFECT ONLY BETWEEN DA AND MO TOWER, LIMA, AND BETWEEN ERIE JCT., SOUTH LIMA AND FRANKFORT. SIGNS WILL DESIGNATE BEGINNING AND ENDING AUTOMATIC BLOCK SYSTEM TERRITORY.**

**BETWEEN DA AND FS TOWER,TRAINS ARE OPERATED UNDER NKP DISTRICT SUPERVISION AND NKP DISTRICT TIME TABLE GOVERNS.**

**BETWEEN EAST WAYNE AND WEST WAYNE, TRAINS ARE OPERATED UNDER NKP DISTRICT SUPERVISION AND NKP DISTRICT TIME TABLE GOVERNS.**

**Lima:** Between Erie Junction and MO Tower, trains or engines are operated under B. & O. Supervision and B. & O. Operating Rules and Time Table Instructions will govern.

**Frankfort:** Between the home signal located 265 feet east of PRR crossing and the home signals located 3500 feet east of Mile Post 234, all trains and engines will move on signal indication as per Rules 261 to 264, inclusive.

**Ft. Wayne:** Trains or engines run via N. Y. C. between NKP District Crossing and P.R.R. (Ft. Wayne Division) Crossing.

**New Castle:** Between Foley and Broad, trains or engines will move on signals under P.R.R. Operating Rules and Supervision.

**Rushville:** Main track from the junction switch about 2000 feet north of B. & O. Crossing to the north end of N. Y. C. No. 8 siding, about 250 feet south of P.R.R. Crossing will be used jointly by NKP and N. Y. C. trains. Trains will run expecting to find trains switching or occupying track within these limits. The normal position of switch at north end of joint track indicates proceed for N. Y. C.

**Connersville:** Between Central Avenue and B. & O. Connection, trains or engines will run expecting to find B. & O. yard engine making delivery.

**Indianapolis:** Between Massachusetts Avenue and Washington Street, trains or engines will move on signal indication under N.Y.C. Operating Rules and Supervision.

Between Washington Street and Union Station trains or engines will move on signal indication under I. U. Ry. Operating Rules and Supervision.

## REGULATIONS IN YARDS.

### 1. GENERAL.

YARD LIMITS.

**Sandusky Division**

| | | |
|---|---|---|
| Sandusky | Fostoria | Findlay |
| Lima | Muncie | Tipton |
| Frankfort | | |

**New Castle Division**

| | | |
|---|---|---|
| West Wayne | Bluffton | Hartford City |
| Muncie | New Castle | |

**Indianapolis Division**

| | | |
|---|---|---|
| Michigan City | Peru | Kokomo |
| Tipton | Noblesville | Indianapolis |

### 2. FOSTORIA.

(a) All movements over Tiffin, Union, Wood, and Main Streets must be flagged over street crossing by member of crew.

(b) All trains and engines will communicate with Signalman at F Tower to determine location of trains or engines between L.E. & W. District, C. & O., and N. Y. C. Crossings and L. E. & W. District and B. & O. Crossing.

### 3. SOUTH LIMA YARD.

(a) Eastbound trains or engines may use Adgate extension when PROCEED indication is displayed on dwarf signal located at east end Adgate siding. When dwarf signal at east end Adgate siding displays STOP, the dispatcher must be immediately contacted for instructions.

(b) Westbound trains or engines desiring to use Adgate extension must receive permission from train dispatcher.

(c)—(1) When Color Light type dwarf signals at clearance point of east lead switch, east end South Lima Yard, and Color Light type dwarf signals located at crossover west end South Lima Yard, display "Flashing Red," and switches are properly lined and route is clear, yard engines and engines may pass signals displaying such "Flashing Red" aspect to make switching moves, but no train or engine may depart from South Lima Yard except when proper signal is displayed.

(2) Sirens which are located on instrument housing opposite clearance point East Yard lead and opposite westward home signal B&O Belt Interlocking, when sounded indicates dispatcher desires to make a road train movement.

(3) Engines making switching movements past these signals will clear the main track on sounding of the siren. Engines having work to do on the main track beyond the hearing range of the siren will secure time from dispatcher to perform such work.

### 4. FRANKFORT.

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

(b) Road engines will receive instructions from Yardmaster designating track to be used between the Engine Track and west end of Yard.

(c) An indicator located west of east switch of eastward yard track No. 1, Frankfort Yard, governs eastbound L.E.&W. District trains only. Indicator will display one lunar white light when eastward home signal located 265 feet east of P.R.R. Crossing displays aspect and indications in accordance with Rules 290, 285 or 281. L.E.&W. District trains, when ready to leave the eastward yard, will not depart or block the ladder track until indicator light is displayed or home signal displays a proceed indication.

(d) Movements of all trains or engines in Frankfort Yard between the clearance point of the east switch of the westward yard located 330 feet west of the P. R. R. Crossing, and the clearance point of the CL District or the L. E. & W. District main tracks east of the P. R. R. Crossings will be governed by hand signals from the switchtender located at the P. R. R. Crossing.

Eastbound trains or engines will not proceed beyond the clearance point of the east switch of the westward yard until they have received a proceed signal with Yellow Flag by Day or Yellow Light by Night from the switchtender and the switches are properly lined and the route is clear and proper signal is displayed on the P.R.R. Crossing semaphore.

Westbound trains or engines will not proceed beyond the clearance point of the CL District or L. E. & W. District main tracks until they have received a proceed signal with a Green Flag by Day or Green Light by Night from the switchtender and the switches are properly lined and the route is clear and proper signal is displayed on the P. R. R. Crossing semaphore.

### 5. WEST WAYNE.

(a) Taylor Street. Trains or engines must stop and member of crew protect traffic before crossing street.

(b) Main Street. Movement may be made over Main St. only after crossing gates have been lowered by hand and gates must be raised by hand after movement has cleared street.

### 6. MUNCIE (New Castle Division).

When making movements over Walnut and Madison Streets, where they cross Belt track, a member of the crew must be on the ground at crossings to protect traffic.

### 7. MICHIGAN CITY.

Ordinance prohibits the use of whistle within the city limits, except when necessary to prevent accident, or when calling for signals, and bell must be ringing at all times when engine is moving.

### 8. PERU.

Movements on C. & O. main track between North Wye and Woolen Mill Spur will be made on signal indication under C. & O operating rules and supervision.

### 9. KOKOMO.

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

### 10. INDIANAPOLIS.

(a) Outbound trains, as soon as the engine is coupled on the train, must pull down just to clear the insulated joints south of 38th Street, as these joints are very close to the street, and in starting the train the movement to the street should be slow to give the flashers time to stop the traffic on 38th Street.

In order to keep the flashers from working, the main track switch must be closed after backing the engine in on train.

Inbound trains will pull in the yard with train intact, pulling the entire train over the insulated joints south of 38th Street, closing main track switch as soon as the caboose clears.

(b) All southbound trains or engines will stop at north entrance to Yard, call Yardmaster and be governed by his instructions as to movement through the Yard.

**11. GENERAL INSTRUCTIONS.**

(a) Class S and H-6 engines with 22,000 gallon tenders must not be operated between Sandusky and Fostoria; on Minster Branch south of Goodyear plant; on New Castle Division; on Indianapolis Division, except in detour movement between Rochester and Plymouth.

(b) Class S engines coupled together, or coupled to any other class engine, must not be moved into industrial tracks. When switching such tracks the engines must be separated.

(c) When diesel engines operating light in signal territory are required to use sand in stopping, the engine must be moved off of the sanded rail promptly to ensure proper operation of the signals.

(d) Diesel electric locomotives may be operated through water not exceeding depth of 4 inches above top of rail, proceeding at a speed not exceeding 3 miles per hour.

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

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

(g) When switching or moving on repair tracks, the engine bell must be ringing.

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

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

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

(k) When relief train leaves terminal with derrick boom leading, a stop should be made at a convenient point as soon as steam has been gotten up on the derrick and boom swung around to trailing position.

(m) When operating snow plow it will be necessary to close wings at all overhead structures, through bridges, coal docks, water tanks, steel masts, switch stands, dwarf signals, spring switch indicators, highway crossing gates, station platform at Fostoria, and other structures which are visible.

(n) Flasher light highway warning signals protect movements over highway crossings for both main track and siding at Bluffton, Ohio, St. Mary's, Celina, Meridian St., Portland, Vernon, Michigan City, LaPorte, Rochester, Denver, Kokomo, Sharpsville, Indianapolis and Mt. Summit.

(o) When proceed signal has been given to start a freight train, and after the entire train is in motion, a final proceed signal shall be given from rear end at the first point at which it will be visible from head end from either side of the train.

Enginemen, and trainmen on engine shall be on the lookout for such signals and be governed accordingly.

(p) Westbound trains or engines desiring to enter siding at Bluffton, Ohio will sound whistle signal indicated.

| | Sound |
|---|---|
| Bluffton, Ohio | —0—• |

(q) First class and inferior class trains, moving from the Nickel Plate District to the Lake Erie & Western District at DA and which have schedules included in Lake Erie & Western District Time Table under same numbers, will maintain authorized identity on corresponding schedules on Lake Erie & Western District, displaying proper signals as required by the Rules.

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

(s) **Plymouth.** The hours between which train order and block station is open, Depot 7:00 A. M. to 4:00 P. M., daily except Saturday and Sunday, Interlocking Tower continuous.

(t) **Rochester.** The hours between which train order and block station is open, Depot 7:00 A. M. to 4:00 P. M., daily except Saturday and Sunday, Interlocking Tower 8:00 A. M. to 12:00 Midnight daily.

(u) **New Castle.** The hours between which train order and block station is open, Depot 7:00 A. M. to 4:00 P. M., daily except Saturday and Sunday, Interlocking Tower Broad continuous.

(v) **Electric Highway Crossing Signals.**

(1) All installations will be covered by bulletin indicating starting sections, crossing circuits, crossing indicators, location of markers, manual control devices, etc.

(2) A crossing indicator is a flashing white light mounted on instrument housing adjacent to crossing, to indicate crossing signals are in operation.

(3) Where required, entrance to a crossing circuit is indicated by markers. Markers may consist of a painted post or painted rail joint.

(a) A YELLOW marker indicates entrance to a crossing circuit.

(b) A RED marker indicates entrance to second starting section or other special circuits.

(c) A WHITE marker indicates limits of crossing circuits on other than a main track or controlled siding.

(4) Where first and second starting sections are provided, a movement stopping or delayed on the first starting section will cancel automatic operation. Occupancy of second starting section will restore automatic operation.

(5) Operation of manual control devices for canceling automatic operation is restricted to the track occupied and when practicable, such controls must be restored to automatic operation before a movement is made over the crossing.

(6) Trains or engines having stopped, including compliance with a signal displaying a stop or stop and proceed indication, performing switching or been otherwise delayed within the limits of a starting section, must not proceed over a crossing without first protecting such a move by a trainman at the crossing, unless crossing protection has been operating a sufficient length of time to warn highway traffic.

(7) To avoid unnecessary operation of electric highway signals:

(a) Engines or cars must not occupy circuits unnecessarily.

(b) When circuits are occupied by standing engine or car, available cut out device must be used to avoid unnecessary delay to highway traffic.

(8) Trainman manual control device for canceling automatic operation may be either of two types:

(a) Insert switch key in control box and turn clockwise as far as possible. To restore automatic operation remove switch key.

(b) Insert switch key in control box and turn clockwise as far as possible and remove. To restore automatic control push button marked "lower gates" or "re-start".

(9) **At the following locations special precautions must be taken with respect to the operation of electric highway signals:**

| Location | Crossing | Track | Remarks |
|---|---|---|---|
| South Lima | Adgate Road | Main | Note 1 |
| South Lima | Adgate Road | Adgate Siding | Note 1 |
| Mt. Cory | Main Street | Main | Note 1 |
| Mt. Cory | Main Street | Siding | Note 1 |
| Malott Park | 56th St. (Home Ave.) | | Note 2 |
| Fishers | Main St. | | Note 3 |
| Cicero | Buckeye St. | | Note 3 |
| Cicero | Jackson St. | | Note 3 |
| Cicero | Cass St. | | Note 3 |
| Atlanta | County Line Road | | Note 2 |
| Atlanta | Main St. | | Note 2 |
| Tipton | Jefferson St. | | Note 2 |
| Kokomo | North St. | | Note 2 |
| Kokomo | Morgan St. | | Note 3 |
| Bennetts | State Road 18 | | Note 2 |
| Bennetts | State Road 18 | | Note 3 |
| Denver | State Road 16 | | Note 2 |
| Rochester | 8th St. | | Note 3 |
| Rochester | 9th St. | | Note 3 |
| Plymouth | Jefferson St. | | Note 2 |
| Walkerton | 8th St. (S.R. 23) | | Note 3 |

**Note 1—If the home signals display stop indication the track circuits will not actuate the automatic crossing protection, therefore trains and engines receiving permission to pass the stop signal must foul the home signal and wait a sufficient time for the gates to lower.**

Note 2 — Southbound train or engine holding main track or moving out of siding after meeting northbound train or engine must not proceed over crossing without first protecting such move by man on ground unless crossing signals are operating.

Note 3 — Northbound train or engine holding main track or moving out of siding after meeting southbound train or engine must not proceed over crossing without first protecting such move by man on ground unless crossing signals are operating.

(w) **Lubrication and Care of Journal Boxes.**

When a journal is found overheated enroute, train must be stopped and examination made, packing must be adjusted or box repacked if this will overcome the trouble. If cause of heating cannot be corrected in this manner or car cannot be moved to next terminal through use of cooling compound and without undue delay to train car should be set out.

When cars with hot journals are set out where car 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.

Hyatt Roller Bearing application on our new sleepers, new coaches, new DL&W sleepers and coaches are now equipped with heat indicators. This device is a cylindrical metal cartridge containing a liquid and sealed with a fusible plug which melts instantly when temperature inside the bearing housing exceeds 250° Fahrenheit.

One heat indicator emits an extremely pungent and penetrating odor which can be described as an odor between rotten cabbage and a skunk odor. The other heat indicator emits a dense white smoke for several minutes.

Timken Roller Bearings on Business Cars 1, 2 and 4, ten aluminum box cars and the 500 Railway Express Refrigerator Cars Series 6100-6599 are equipped with heat indicator in the drain plug which is a somewhat different application than on the other cars. This heat indicator contains a stench bomb only.

When the resultant odor or smoke is detected, the train should be stopped at once and the overheated bearing located. At times it is possible to get a false indication of either odor or smoke due to leaking cartridge, when this has been detected, other indicators should be examined as both of them should go off with the same degree of overheating. The box with the discharged heat indicator should be felt for running heat, and if same does not exceed that of the other boxes on the car it is safe to assume that the car can be handled to the next terminal where same should be looked at by car inspector, and car either forwarded to destination or cut out of train. If the box is abnormally hot and both heat indicators are discharged, in the case of car equipped with two heat indicators and one heat indicator discharged in the car equipped with only one heat indicator, cars should not be brought forward at excessive speed and should be set off as further damage may result to the bearing assembly, and in extreme cases the journal will eventually fail.

Chief Train Dispatcher should be notified immediately of any cars that are set out or cars that have trouble enroute so that arrangements can be made to have car inspectors drain car during cold weather and take other necessary precautions to protect cars against freezing and other damage.

## 12. PERSONAL INJURY ACCIDENTS.

(1) It is desired that all statements to the railroad in reference to personal injury accidents shall be as full as possible and all facts stated, whether favorable or unfavorable to the railroad, the injured person or any of the railroad's employes.

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

## 13. MAXIMUM PERMISSIBLE WEIGHT LIMIT OF CARS

**Sandusky Division.**

| | |
|---|---|
| Between Sandusky and Fostoria | 210,000 lbs. |
| Between Fostoria and Frankfort | 220,000 lbs. |
| Between St. Marys and Minster | 210,000 lbs. |

**New Castle Division.**

| | |
|---|---|
| Between Ft. Wayne and Rushville | 210,000 lbs. |
| Between New Castle and Connersville | 170,000 lbs. |

**Indianapolis Division.**

| | |
|---|---|
| Between Indianapolis and Michigan City | 210,000 lbs. |

## 14. STANDARD CLOCKS AND BULLETIN BOARDS, LOCATION.

| | |
|---|---|
| Sandusky | Passenger Station. |
| Bellevue Yard | Telegraph Office. |
| Bellevue | Passenger Station. |
| Fostoria | Passenger Station. |
| South Lima | Telegraph Office. |
| Muncie | Telegraph Office.<br>†Yard Office.<br>†Engine House. |
| Tipton | *Telegraph Office. |
| Frankfort | Dispatchers Office.<br>Yard Office. |
| East Wayne | Telegraph Office. |
| New Castle | Telegraph Office. |
| Indianapolis | *UN Telegraph Office. |
| Indianapolis Yard | Telegraph Office.<br>†Engine House. |
| Kokomo | *Telegraph Office. |
| Peru Yard | Telegraph Office. |
| Michigan City | Telegraph Office. |

*Standard Clocks only. †Bulletin Board only.
Standard Clock at Sandusky shows Eastern Time.
Standard Clocks at all other locations show Central Time.

## 15. TRAIN REGISTER BOOKS, LOCATION.

**Sandusky Division.**

| | |
|---|---|
| Sandusky | Passenger Station. |
| FS Tower | Telegraph Office. |
| South Lima | Telegraph Office. |
| Muncie | Telegraph Office. |
| Frankfort | Passenger Station. |
| Frankfort Yard | Yard Office. |
| # WY Tower | Telegraph Office. |

**New Castle Division.**

| | |
|---|---|
| East Wayne | Telegraph Office. |
| Muncie | Telegraph Office. |
| New Castle | Telegraph Office. |
| Connersville | Telegraph Office. |
| Rushville | Telegraph Office. |

**Indianapolis Division.**

| | |
|---|---|
| Indianapolis Yard | Telegraph Office. |
| Tipton | Telegraph Office. |
| Peru Yard | Telegraph Office. |
| Michigan City | Telegraph Office. |

# First class trains only.

## 16. REGISTERING AND CLEARING OF TRAINS.

**(a) First Class Trains.**

Register at South Lima and Frankfort Passenger Station.

Receive Clearance Form A at Frankfort Dispatchers Office.

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

**(b) Second Class and Inferior Trains.**

**Sandusky Division**

Register at Sandusky, South Lima and Frankfort Yard.

Trains starting and terminating Fostoria, will register and receive Clearance Form A at FS Tower.

Trains starting and terminating Muncie, will register and receive Clearance Form A at Telegraph Office.

**New Castle Division.**

Register at East Wayne, Muncie, New Castle, Connersville and Rushville.

Receive Clearance Form A at Bluffton, Muncie and New Castle.

**Indianapolis Division.**

Register at Michigan City, Peru Yard, Tipton and Indianapolis Yard.

Receive Clearance Form A at Tipton.

## 17. SPEED RESTRICTIONS.

| Locations and Conditions | Miles Per Hour Pass. Trains | Miles Per Hour Freight Trains |
|---|---|---|
| **(a) SANDUSKY DIVISION.** | | |
| Sandusky to Fremont | 40 | 35 |
| Fremont to Fostoria | 25 | 25 |
| Arcadia to Frankfort | 65 | 60 |
| Class S, H-6 and H-5 Engines | 60 | 60 |
| Class G-44 Engines | 55 | 55 |
| Trains handling scale test cars X-1000, X-55355 and X-56130 handle on rear of train only | ..... | 30 |
| Trains handling steam shovel, locomotive crane, pile driver or similar equipment on own wheels. Load or heavy end must be toward engine | ..... | 30 |
| Trains handling high hopper cars of coal or other heavy commodities loaded to cubic capacity (top of car or above) | ..... | ..... |
| Between Sandusky and Fostoria | ..... | 25 |
| Between DA and Frankfort yard | ..... | 45 |

# SPECIAL INSTRUCTIONS—Continued.

## SPEED RESTRICTIONS—Continued.

| Locations and Conditions | Miles Per Hour Pass. Trains | Miles Per Hour Freight Trains |
|---|---|---|
| Engines running light (except switch engines without engine trucks) | ..... | 40 |
| Switch engines without engine truck; in service or handled in trains | ..... | 20 |
| Steam engines, running backward | 25 | 25 |
| Engines with side or main rods down or disconnected | 20 | 20 |
| Large steam derricks: | | |
| Between Fostoria and Frankfort | | |
| Tangent track | ..... | 40 |
| Curves | ..... | 30 |
| Except on curves restricted to less than 30 miles per hour for freight trains—freight train speed restriction to apply. | | |
| All other territory | | |
| Tangent track | | 25 |
| Curves | ..... | 20 |
| Except on curves restricted to less than 20 miles per hour for freight trains—freight train speed restriction to apply. | | |
| Snow Plows: | | |
| Not operating flangers | ..... | 35 |
| Operating flangers | ..... | 25 |
| Passing Passenger trains on double track | ..... | 4 |
| Passing station platforms | ..... | 6 |
| Steam engines, running backward on Minster Branch | 20 | 20 |
| Minster Branch, running forward | 25 | 25 |
| H-6 Class engines must not be operated on Minster Branch south of Goodyear Plant. | | |
| Where U. S. Mail is dispatched where trains are not scheduled to stop | 30 | ..... |
| Solid Trains of tank cars loaded with petroleum or petroleum products | ..... | 50 |
| Weidlers: Turnouts, and Thru Siding | 35 | 35 |
| Findlay: Between Westbound Home Signal, N.Y.C. Interlocking, and Eastbound Home Signal West of Mile Post 58 | 20 | 20 |
| Evans: Turnouts, and Thru Siding | 35 | 35 |
| Mt. Cory: Turnouts, and Thru Siding | 35 | 35 |
| Beaver Dam: Turnouts, and Thru Siding | 35 | 35 |
| Morris: Turnouts, and Thru Siding | 35 | 35 |
| First Curve West, Mile post 88 | 40 | 40 |
| Lima: City Limits | 35 | 35 |
| So. Lima Yard: Eastbound trains entering Lead to Ladder at West end | 12 | 12 |
| Adgate: Turnout West end and Thru Siding | 35 | 35 |
| Buckland: Turnouts, and Thru Siding | 35 | 35 |
| St. Marys: Turnouts, and Thru Siding | 35 | 35 |
| Between Passenger Station and Canal Bridge | 20 | 20 |
| Second Curve West of Mile Post 113 | 50 | 50 |
| Rose: Turnouts, and Thru Siding | 35 | 35 |
| Celina: First Curve East of Mile Post 119 | 50 | 50 |
| N.Y.C. Crossing | 30 | 30 |
| Coldwater: City Limits | 25 | 25 |
| Oakland: Turnouts, and Thru Siding | 35 | 35 |
| Hales: Turnouts, and Thru Siding | 35 | 35 |
| Portland: Turnouts, and Thru Siding | 35 | 35 |
| P.R.R. Crossing | 25 | 25 |
| Reverse Curve | 45 | 45 |
| Red Key: City Limits | 20 | 20 |
| Turnouts, and Thru Siding | 35 | 35 |
| Curve East of P.R.R. Crossing | 40 | 40 |
| Albany: City Limits between 7:59 A. M. and 5:01 P. M. daily, except Saturday and Sunday | 30 | 30 |
| Ayers: Turnouts, and Thru Siding | 35 | 35 |
| Liberty: Turnouts, and Thru Siding | 35 | 35 |
| Muncie: Curves between Passenger Station and Round House | 30 | 30 |
| Vernon: Turnouts, and Thru Siding | 35 | 35 |
| Gilman: Turnouts, and Thru Siding | 35 | 35 |
| Wallace: Turnouts, and Thru Siding | 35 | 35 |
| Elwood City Limits | 30 | 30 |
| Hobbs: Turnouts, and Thru Siding | 35 | 35 |
| Tipton: Thru East and West Wyes | 10 | 10 |
| ZA Siding: Turnouts, and Thru Siding | 35 | 35 |
| Kempton: Turnouts, and Thru Siding | 35 | 35 |
| Hillisburg: Turnouts, and Thru Siding | 35 | 35 |
| Boyleston: Turnouts, and Thru Siding | 35 | 35 |
| Thru Sidings, Turnouts, and Crossovers from Main Track other than those designated | 15 | 15 |
| Yard Tracks and Yard Turnouts | 15 | 15 |
| Other Turnouts, Crossovers, and Outlying Tracks | 6 | 6 |

## SPEED RESTRICTIONS—Continued.

| Locations and Conditions | Miles Per Hour Pass. Trains | Miles Per Hour Freight Trains |
|---|---|---|
| Speed restrictions apply to entire train, except where otherwise specified. Speed must be further reduced when, in the judgment of enginemen, conditions require it. | | |
| **Speed restrictions apply to engines over following Bridges:** | | |
| Bridge 2 Tiffin Ave., Sandusky H-5, H-6, K, L, U, B-11, C-17) | 30 | 30 |
| (G-7, G-8, G-9, G-10, G-44, AP) | 35 | 35 |
| Bridge 41 ¾ Mile east of Erlin (G-7, G-8, G-9, G-10, G-44, H-5, H-6, U, C-17, K, L, B-11) | 25 | 25 |
| (AP) | 35 | 35 |
| Bridge 47 West of Erlin (H-5, H-6, B-11, K-1, L, C-17, U) | 25 | 25 |
| (G-7, G-8, G-9, G-10, G-44, AP) | 35 | 35 |
| Bridge 54½ Fremont (All engines) | 35 | 35 |
| Bridge 219 East edge Buckland (All engines) | 40 | 40 |
| Bridge 1021 South of St. Marys on Minster Branch (K, L, B-11, H-5, H-6) | 25 | 25 |
| Class H-6 with booster, S, U, and C-17 engines not allowed over bridge 1021. | | |
| 100 ton Steam Derrick takes same speed restriction over Bridges as H-5 engines. | | |
| 160 ton Steam Derrick takes same speed restriction over Bridges as H-6 Booster 16,500 gal. tank engines, with the following further restriction: | ..... | 30 |
| Bridge 54½ Fremont | | |
| 250 Ton Steam Derrick not allowed between W&LE District Transfer Fremont and Sandusky, or on Minster Branch, with the following further restrictions: Fostoria: Close Observation passing old LE&W District Station Platform | ..... | 5 |
| Loaded flat cars Nos. 2900 and 2901 take same restrictions as H-5 engines and are not allowed over Bridge 2 Sandusky. | | |
| NKP Container cars Numbered 75000 to 76019 inclusive, when loaded to capacity, cannot be handled over Bridge 2 Sandusky. | | |
| **(b) NEW CASTLE DIVISION.** | | |
| Ft. Wayne to Connersville | 40 | 40 |
| New Castle to Rushville | 30 | 30 |
| Trains handling scale test cars X-1000, X-55355 and X-56130, handle on rear of train only | ..... | 30 |
| Trains handling steam shovel, locomotive crane, pile driver or similar equipment on own wheels. Load or heavy end must be toward engine | ..... | 20 |
| Trains handling high hopper cars of coal or other heavy commodities loaded to cubic capacity (top of car or above) | ..... | 25 |
| Engines running light (except switch engines without engine trucks) | ..... | 30 |
| Switch engines without engine truck; in service or handled in trains | ..... | 20 |
| Steam engines, running backward | 20 | 20 |
| Engines with side or main rods down or disconnected | ..... | 20 |
| Ft. Wayne: From south end of Storage track to Taylor Street | 25 | 25 |
| New Castle (Connersville Br.): Between station and south yard limit board | 10 | 10 |
| Mays; Main Street | 10 | 10 |
| Large Steam Derricks: | | |
| Tangent track | ..... | 30 |
| Curves | ..... | 20 |
| Except on curves restricted to less than 20 miles per hour for freight trains—freight train speed restriction to apply. | | |
| Snow Plows: | | |
| Not operating flangers | ..... | 35 |
| Operating flangers | ..... | 25 |
| Passing station platforms | ..... | 6 |
| Thru Sidings, Turnouts, and Crossovers from Main Track other than those designated | 15 | 15 |
| Yard Tracks and Yard Turnouts | 15 | 15 |
| Other Turnouts, Crossovers and Outlying Tracks | 6 | 6 |
| Speed restrictions apply to entire train, except where otherwise specified. Speed must be further reduced when, in the judgment of enginemen, conditions require it. | | |

# SPECIAL INSTRUCTIONS—Continued.

SPEED RESTRICTIONS—Continued.

| Locations and Conditions | Miles Per Hour Pagr. Trains | Miles Per Hour Freight Trains |
|---|---|---|
| **Speed restrictions apply to engines over following Bridges:** | | |
| Bridge 1841 ¾mile south of Waynedale | | |
| 1820 Ossian | | |
| 1792 North of Bluffton | | |
| 1783 3 mile north of Poneto | | |
| 1782 ½ mile north of Poneto | | |
| 1772 Keystone | | |
| 1764 ½ mile north of Montpelier | | |
| 1692 2 mile south of Muncie | | |
| 1651 3½ mile north of New Lisbon | | |
| 1872 Dunreith | | |
| 1879 Mays | | |
| (K, G-7, G-8, G-9, G-10, G-44, FS,) | 30 | 30 |
| (L, B-11, H-5, H-6 non booster) | 15 | 15 |
| Bridge 1635 North of Cambridge City | | |
| 1628 ½ mile north of Cambridge City | | |
| (K, G-7, G-8, G-9, G-10, G-44, FS,) | 10 | 10 |
| (AP, ES, AS, ASM, BS, LS,) | 30 | 30 |
| Bridge 1633 1¼ mile north of Cambridge City | | |
| (K, G-44, G-7, G-8, G-9, G-10, FS,) | 30 | 30 |
| Bridge 1632 North of Cambridge City | | |
| (K, G-7, G-8, G-9. G-10, G-44, FS,) | 20 | 20 |
| Bridge 1625 ¾ mile north of Milton | | |
| (K, G-7, G-8, G-9, G-10, G-44, FS,) | 10 | 10 |
| (AP, ES, AS, ASM, BS, LS,) | 20 | 20 |
| Bridge 1611 Beesons | | |
| (L, H-5, H-6 non booster) | 30 | 30 |
| All other engines heavier than those specified above and H-6 engines with boosters not allowed. | | |
| 100 ton Steam Derrick, General Restrictions govern with the following further restrictions: | | |
| Bridge 1628 ½ mile north of Cambridge City | | |
| 1625 ¾ mile north of Milton | ..... | 20 |
| 160 ton Steam Derrick, General Restrictions govern with the following further restrictions: | | |
| Not allowed to operate between New Castle and Connersville. | | |
| Bridge 1841 South of Waynedale | | |
| 1820 Ossian | | |
| 1792 North of Bluffton | | |
| 1783 3 mile north of Poneto | | |
| 1782 ½ mile north of Poneto | | |
| 1772 Keystone | | |
| 1764 ½ mile north of Montpelier | | |
| 1692 2 mile south of Muncie | | |
| 1879 Mays | | |
| 1872 Dunreith | ..... | 20 |
| 250 ton Steam Derrick, General Restrictions govern with the following further restrictions: | | |
| Not allowed to operate except between Bridge 1739 south of Hartford City and Bridge 1694 south of Muncie. | | |
| Bridge 1739 South of Hartford City Not allowed | | |
| 1694 South of Muncie Not allowed | | |
| 1723 Eaton | ..... | 20 |
| N K P Container cars numbered 75000 to 76019 inclusive, when loaded to capacity cannot be handled between New Lisbon and Connersville. | | |
| N K P Flat cars numbers 2900 and 2901 loaded to capacity are prohibited between New Castle and Connersville, but may be handled between Ft. Wayne and Rushville with the following restrictions over Bridges: | | |
| Bridge 1841 ¾ mile south of Waynedale | | |
| 1820 Ossian | | |
| 1792 North of Bluffton | | |
| 1783 3 mile north of Poneto | | |
| 1782 ½ mile north of Poneto | | |
| 1872 Dunreith | | |
| 1879 Mays | ..... | 20 |
| Bridge 1772 Keystone | | |
| 1764 ½ mile north of Montpelier | | |
| 1692 2 mile south of Muncie | ..... | 30 |
| **(c) INDIANAPOLIS DIVISION.** | | |
| Between: | | |
| Indianapolis and Bunker Hill | 59 | 40 |
| G-44, H-5 and H-6 engines | 40 | 40 |
| Bunker Hill and Peru | 45 | 30 |
| G-44, H-5 and H-6 engines | 40 | 30 |
| Peru and Michigan City | 59 | 40 |
| G-44, H-5 and H-6 engines | 40 | 40 |

SPEED RESTRICTIONS—Continued.

| Locations and Conditions | Miles Per Hour Pagr. Trains | Miles Per Hour Freight Trains |
|---|---|---|
| G-7, G-8, G-9, G-10 engines take the same restrictions as G-44 engines. | | |
| Trains handling scale test cars X-1000, X-55355 and X-56130 handle on rear of train only | ..... | 30 |
| Trains handling steam shovel, locomotive crane, pile driver or similar equipment on own wheels. Load or heavy end must be toward engine | ..... | 30 |
| Trains handling high hopper cars of coal or other heavy commodities loaded to cubic capacity (top of car or above) | ..... | 35 |
| Engines running light (except switch engines without engine trucks) | ..... | 35 |
| Switch engines without engine truck; in service or handled in trains | ..... | 20 |
| Steam engines, running backward | 20 | 20 |
| Engines with side or main rods down or disconnected | 20 | 20 |
| Large Steam Derricks: | | |
| Tangent track | ..... | 30 |
| Curves | ..... | 20 |
| Except on curves restricted to less than 20 miles per hour for freight trains—freight train speed restriction to apply. | | |
| Snow Plows: | | |
| Not operating flangers | ..... | 35 |
| Operating flangers | ..... | 25 |
| Passing Passenger trains on double track | ..... | 4 |
| Passing station platforms | ..... | 6 |
| Michigan City: Over street crossings north of CSS & SB crossing | 6 | 6 |
| La Porte: Between northward home signal NYC interlocking and south end of first curve south of Mile Post 147 | 20 | 20 |
| Southbound trains and engines on Laporte Branch track approaching Lincoln Way crossing | 8 | 8 |
| Plymouth: Over Adams and Washington street between 4:30 P. M. and 6:00 P. M. | 10 | 10 |
| Kokomo: Buckeye Street | 10 | 10 |
| Cloverleaf—LE&W Wye | 10 | 10 |
| Peru: Curve on Wab. Crossing | 15 | 15 |
| Tipton: Thru East and West Wyes | 10 | 10 |
| Davin: All side tracks | ..... | 20 |
| Except from third road crossing east of Main track connection to a point 1800 feet east over fill | ..... | 10 |
| Turnouts | ..... | 15 |
| Noblesville: Eighth Street | 6 | 6 |
| Indianapolis: Main track approaching 13th, 15th, 16th, 17th, 19th, 20th and 30th streets | 20 | 20 |
| No. 1 siding approaching 15th and 16th streets | 10 | 10 |
| No. 4 track approaching 17th, 19th and 20th streets | 10 | 10 |
| Thru Sidings, Turnouts, and Crossovers from Main Track other than those designated | 15 | 15 |
| Yard Tracks and Yard Turnouts | 15 | 15 |
| Other Turnouts, Crossovers, and Outlying tracks | 6 | 6 |
| Speed restrictions apply to entire train, except where otherwise specified. Speed must be further reduced when, in the judgment of enginemen, conditions require it. | | |
| **Speed restrictions apply to engines over following bridges:** | | |
| Bridge 1328 ½ mile north of Cassville | | |
| 1399 ½ mile south of Denver | | |
| 1534 1¼ mile south of Walkerton | | |
| 1566 1½ mile south of Michigan City | | |
| (H-6, U, C-17, L, H-5,) | 30 | 30 |
| (K, G-7, G-8, G-9, G-10 ,G-44, FS,) | 35 | 35 |
| (AP, ES, AS, ASM, BS, LS,) | 40 | ..... |
| Bridge 1528 1¾ mile north of Tyner | | |
| 1532 1½ mile south of Walkerton | | |
| (H-6 booster, U, C-17,) | 20 | 20 |
| (L, H-5, H-6 non booster) | 30 | 30 |
| (K, G-7, G-8, G-9, G-10, G-44, FS) | 35 | 35 |
| (AP, ES, AS, ASM, BS, LS,) | 40 | ..... |
| 100 ton Steam Derrick, General Restrictions govern, takes same speed restrictions over Bridges as H-6 non booster. | | |
| 160 ton Steam Derrick, General Restrictions govern, takes same speed restrictions over Bridges as H-6 booster engine. | | |

SPEED RESTRICTIONS—Continued.

| Locations and Conditions | Miles Per Hour Pass. Trains | Miles Per Hour Freight Trains |
|---|---|---|
| 250 ton Steam Derrick, General restrictions govern with the following further restrictions: | | |
| Bridge 1328 ⅛ mile north of Cassville. | Not allowed | |
| Bridge 1399 ½ mile south of Denver... | Not allowed | |
| Bridge 1528 1¼ mile north of Tyner.... | Not allowed | |
| Bridge 1532 1½ mile south of Walkerton | Not allowed | |
| Bridge 1534 1¼ mile south of Walkerton | Not allowed | |
| Bridge 1566 1½ mile so. of Mich. City.. | Not allowed | |

## 18. RESTRICTIONS ON SIDE TRACKS.

### Sandusky Division.

**Fremont.**

Engines not permitted on the S. E. Hyman Co. track, Home Sand and Coal Co. track, and switching must be done by holding on to cars.

**Findlay.**

Road engines heavier than Class G-44 are prohibited from using Continental Sugar Co. lead.

Engines handling cars northbound on Horn track must have air brakes operative on sufficient number of cars to permit control of movement.

**Bluffton, Ohio.**

Account extreme curvature of Page Dairy Co. coal track, road engines must not be operated in turnout of this track and cars must only be put in the clear by holding onto other cars. Page Dairy Co. will place cars with their power.

**Lima.**

All engines larger than Class B-11, also engines equipped with engine trucks, are prohibited from using No. 4 freight house track.

All engines are prohibited from using trestle portion of Cliff Wood Coal and Supply Company track.

All engines except Class ES, AS and ASM are prohibited from using new Shop track, Solar Refg. Co.

**St. Marys.**

Account extreme curvature of Hannifin Mfg. Co. track, road engines must not be operated beyond sign placed prohibiting same. Hannifin Mfg. Co. will place cars with their power.

**Minster.**

Class G engines are prohibited from operating on curve in south track, Minster Machine Co.

**Celina.**

Engines are prohibited from using Dickman Coal track beyond clearance point.

**Muncie.**

Road engines are prohibited from using Singer Bakery track.

Class S engines, when operated on strawboard track No. 1, must not move beyond the first crossing west of main track switch.

**Alexandria.**

All engines are prohibited from using No. 5 track beyond clearance point. H-6 or larger engines are prohibited beyond the highway crossing just south of entrance to Johns Manville Corp. Plant.

**Frankfort.**

Steam engines are prohibited from using South Mallory track.

### New Castle Division.

**Muncie.**

Engines with engine trucks are prohibited from using Zeigler Midland track, Goodyear West track, and No. 2 Team track.

Class H-5 and heavier engines not allowed over coal pit Indiana General Service Track.

**Bluffton.**

Engines are not permitted beyond NKP right of way fence line on the tracks of the Erie Stone Company.

### Indianapolis Division.

**Noblesville.**

Engines larger than G-44 are prohibited from using No. 3 Elevator and Water Works tracks.

Steam engines are prohibited from operating under canopies Doughnut Corp. tracks Nos. 1 and 2 and Elevator track No. 3.

**Kokomo.**

Engines with engine or trailer trucks will not use wye to Clover Leaf District unless authorized.

**Peru.**

Class G-44 or heavier engines not permitted on Belt and Square D Electric tracks, and engines larger than Class G-44 not permitted on Aerial Cabinet track.

**Rochester.**

Engines not permitted on north 50 feet of Central Lumber Co. track and cars must not be dropped or kicked into this portion of track.

**LaPorte.**

Engines handling cars in and out of Plimpton Press track must have air brakes in service on all cars.

Engines and cars not permitted over coal unloading pit on the McCarty Fitzsimmons track.

Trains and engines doing work on storage track expect to find tank cars connected to pipe line near West wye track.

**Michigan City.**

Engines handling cars in and out of Dunham track must have air brakes in service on all cars.

## 19. OVERHEAD AND SIDE OBSTRUCTIONS.

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

(b) Owing to various changes due to grade elimination, work going on at several of the terminals and constantly changing conditions on these and other routes, there are many overhead obstructions which are not 21 feet from the top of rail to lowest part of overhead structures and will not clear a man standing on top of cars of various heights.

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

(d) Employes are warned of close overhead clearances at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures:

**Sandusky Division.**

So. Lima Yard.....Coal Dock Unloading Pit.

**New Castle Division.**

Muncie.....Hinde and Dauch Paper Co. track No. 1.
Trestle Track Kuhner Packing Co.
Hartford City.....Hartford City Paper Co. track.
Ft. Wayne.....General Electric Co. tracks.

**Indianapolis Division.**

Noblesville.....Doughnut Corp. tracks Nos. 1 and 2 and that portion of Elevator track No. 3 that serves the above Corp.
Plymouth.....Rauh tracks Nos. 1 and 2.

(e) Employes are warned of close side clearances at the following locations and must not ride on side of cars, engines or other equipment while passing these structures:

**Sandusky Division.**

Fremont.....Sugar House No. 3 track.
Freight House platform.
Findlay.....Cooper Rubber Co. Building.
Bluffton.....Freight House platform.
Elevator Bluffton Milling Co.
Lima.....Freight House platform.
So. Lima Yard.....Store House platforms and canopies Nos. 1 and 2 tracks.
St. Marys.....Spoke Works track.
Auglaize Box Board coal track.
Auglaize Box Board No. 4 track.
Coldwater.....Freight House platform.
Nos. 4, 5, 6 and 7 Avco. Mfg. Co. tracks.
Muncie.....Freight House platform.
Tipton.....Freight House platform.

**New Castle Division.**

Connersville.....Fence along House track.
New Castle.....Nos. 1 and 2 House tracks.
Muncie.....Hinde and Dauch Paper Co. track No. 1.
Kuhner Packing Co. No. 1 track.
Hartford City.....Unloading platform No. 2 track.
Hartford City Paper Co. track.
Ft. Wayne Paper Co. tracks Nos. 1 and 3.
Ft. Wayne.....General Electric Co. tracks.

**Indianapolis Division.**

Indianapolis.....Packard Mfg. Co.
Nos. 1, 2 and 3 Ford Motor Co. tracks.
Noblesville.....Nos. 1 and 2 Doughnut Corp. tracks.
Freight House platform.
Water Works track.
Nos. 1, 2 and 3 Elevator tracks.
Marshall.....Diesel facility track.
Kokomo.....Freight House platform.
Chrysler loading track.
Midwest track No. 2
Rochester.....Platform, east side of Main track, south of 8th St.
Plymouth.....Rauh tracks Nos. 1 and 2.
Michigan City.....Freight House platform.

# SPECIAL INSTRUCTIONS—Continued.

**20. PROVISIONAL STOPS FOR PASSENGER TRAINS.**

No. 9 will stop on signal at any station between Fostoria and Tipton to receive pay passengers for any station west of Frankfort.

No. 10 will stop on signal at any station between Frankfort and Fostoria to discharge pay passengers from St. Louis or west.

**21. SPECIAL INSTRUCTIONS GOVERNING OPERATION OF BLOCK SYSTEM ON NEW CASTLE AND INDIANAPOLIS DIVISIONS, AND ON THE SANDUSKY DIVISION BETWEEN SANDUSKY AND FS TOWER.**

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

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

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

A freight train will be permitted to follow a freight train in block when authorized by Clearance Form A.

Clearance Form A will show trains ahead in block. If block is occupied, trains will proceed prepared to stop short of train ahead.

**22. RAILROAD GRADE CROSSINGS AND JUNCTIONS.**

**Sandusky Division**

| LOCATION | ROAD | SIGNALS | Proceed on L. E. & W. Dist. when Target or Gate in following position: |
|---|---|---|---|
| Sandusky | P.R.R. | Interlocking | |
| Sandusky | N. Y. C. | Interlocking | |
| Fremont | N. Y. C. | Target | Horizontal |
| Burgoon | P. R. R. | Interlocking | |
| Fostoria | C. & O. - N. Y. C.<br>B. & O. | Interlocking | |
| FS Tower | N. K. P. District | Interlocking | |
| DA | N. K. P. District | Interlocking | |
| Findlay | N. Y. C. | Interlocking | |
| Bluffton | A. C. & Y. | Interlocking | |
| Morris | D. T. & I. | Automatic Interlocking | |
| Lima | P. R. R. | Interlocking | |
| South Lima | Erie | Interlocking | |
| South Lima Yard | B. & O. Belt | Semi-Interlocking | |
| St. Marys | N. Y. C. | Automatic Interlocking | |
| Celina | N. Y. C. | Automatic Interlocking | |
| Portland | P. R. R. | Interlocking | |
| Red Key | P. R. R. | Automatic Interlocking | |
| Muncie | P. R. R. | Interlocking | |
| Muncie | New Castle Division | Signals | |
| Alexandria | N. Y. C. | Automatic Interlocking | |
| Elwood | P. R. R. | Interlocking | |
| Tipton | Indianapolis Division | Interlocking | |
| Frankfort | C. I. & L. | Semaphore | Vertical |
| Frankfort | P. R. R. | Semaphore | Lower arm vertical |
| WY Tower | C. L. District | Interlocking | |
| | | **New Castle Division.** | |
| Ft. Wayne | N. K. P. District | Interlocking | |
| Ft. Wayne | P. R. R. (G. R. & I. Div.) | Gate | Gate over P. R. R. (G. R. & I. Div.) |
| Ft. Wayne | P. R. R. | Interlocking | |
| Hugo | Wabash | Interlocking | |
| Kingsland | Erie | Interlocking | |
| Bluffton | C. L. District | Target and Gate | Vertical—Gate over C. L. District |
| Muncie | C. & O. | Dwarf Signals | |
| Muncie | P. R. R. | Target | Vertical |
| Muncie | Sandusky Division | Semaphore | |
| Muncie | N. Y. C. | Semaphore | |
| Foley | P. R. R. | Interlocking | |
| Broad | P. R. R. | Interlocking | |
| Dunreith | P. R. R. | Interlocking | |
| Rushville | B. & O. | Semi-Automatic Interlocking | |
| Rushville | P. R. R. | None | |
| | | **Indianapolis Division.** | |
| Michigan City | C. S. S. & S. B. (Int. Elec.) | None | |
| Belfast | C. & O. | Gate | Gate over C. & O. |
| Laporte | N. Y. C. | Interlocking | |
| Stillwell | G. T. W. | Interlocking | |
| Dillon | Wabash | Automatic Interlocking | |
| Walkerton | N. Y. C.<br>B. & O. | Interlocking | |
| Plymouth | P. R. R. | Interlocking | |
| Argos | N. K. P. District | Dwarf Signals | |
| Rochester | Erie | Interlocking | |
| Denver | P. R. R. | Target and Gate | Horizontal—Gate over P. R. R. |
| Peru | Wabash | Automatic Interlocking | |
| Peru | C. & O. | Interlocking | |
| Bunker Hill | P. R. R. | Automatic Interlocking | |
| Kokomo | P. R. R.<br>C. L. District | Target | Vertical |
| Marshall | Kokomo Belt | Target* | Vertical<br>Diagonal—Proceed on Belt |
| Tipton | Sandusky Division | Interlocking | |
| Noblesville | C. I. | Target and Gate | Vertical—Gate over C. I. |
| Belt Junction | I. U. Ry. | None | |
| Massachusetts Ave. | N. Y. C. and C. I. & L. | Interlocking | |

**Position of target at night is indicated by two red lights.**

RAILROAD GRADE CROSSINGS AND JUNCTIONS—Continued.

Red lights at night indicate position of gates.

All trains or engines must come to a full STOP before crossing any railroad at grade, except when protected by interlocking, not less than 200 feet nor more than 800 feet from such crossing, (except in Indiana, where stop will be made not less than 40 feet nor more than 500 feet), and will not proceed over such crossing until proper signal is displayed and route is clear.

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

**Sandusky Division.**

All trains and engines will approach the home signals at Burgoon, Fostoria (C. & O. - N. Y. C.) and B. & O., South Lima Yard (B. & O. Belt), interlockings, under full control, prepared to STOP and will not proceed unless home signals indicate proceed. Speed of engines between home signals must not exceed 20 miles per hour.

**Fostoria. C.&O., N.Y.C. and B.&O. Interlockings.**

Trains or engines arriving at home signal indicating STOP, and no train of another railroad occupying track section between home signals, will immediately communicate with signalman F tower. If authorized to pass STOP signal, switches within home signal limits must be examined, power operated switches securely spiked and other switches properly adjusted for the route to be used.

Engines or cars must occupy track section between home signals and crossing without fouling track of other railroads, after which ten minute lighted red fusees must be properly placed, the movement may then proceed at restricted speed.

**DA. NKP District Interlocking.**

L. E. & W. District westbound trains or engines arriving at home signal indicating STOP will be governed by Special Instructions, Ft. Wayne Division Time Table, and must not proceed on L. E. & W. District until authorized by train dispatcher South Lima.

**Morris. D.T.&I. Interlocking.**

Approximately eight minutes after a train or engine enters the approach circuit and clears the home signal, the PROCEED or APPROACH indication will automatically change to STOP and can be cleared again only by operating key controller, which is in a box, painted red, attached to home signal mast. NKP trains or engines arriving at a home signal indicating STOP and no D. T. & I. trains or engines occupying the track section between home signals, crews will secure permission from the dispatcher at South Lima and if authorized, will be governed by the following instructions:

(1) Insert switch key, Controller home signal.

(2) Turn key clockwise, turn back and remove.

(3) If signal does not clear within ten minutes, and train dispatcher has authorized movement past STOP signal, movement may be made only under flag protection in both directions against D. T. & I. trains and after complying with rules governing dual control switch mechanisms.

**South Lima Yard. B. & O. Belt Crossing.**

Signals will govern movements on the NKP main track and yard lead at the crossover and turnouts used by the B. & O. Belt in crossing over NKP tracks.

NKP trains or engines arriving at the crossing and finding home signals indicating STOP and no B. & O. or NKP train or engine approaching or occupying the track between home signals will be governed by the following instructions:

(1) Examine all switches to determine if they are in proper position.

(2) If switches are in proper position and no trains are approaching or occupying the track between home signals, movement over the crossing may be made under flag protection, after it has been ascertained that B. & O. home signals indicate STOP.

**St. Marys. N.Y.C. Interlocking.**

NKP trains or engines arriving at a home signal indicating STOP and no N. Y. C. trains or engines occupying the track section between home signals, crews, if authorized by train dispatcher at South Lima to pass STOP signal, will be goverened by the following instructions:

Open Knife Switch in Control Box and proceed over crossing under hand signal. Enginemen must not accept a signal other than STOP except from a member of their own crew. After head end of train or engine has passed over crossing, close Knife Switch, and lock Control Box.

"Flashing Red" aspect will be in effect on the following signals at N. Y. C. interlocking.

Eastward and Westward home signals.

Eastward dwarf signals at N. Y. C. interchange No. 1 and Chain Works Track.

When signal displays "Flashing Red" and switches are properly lined and route is clear, engines may pass signal to make switching movements or to return to train left outside N. Y. C. interlocking but must not depart from N. Y. C. interlocking, until proper signal is displayed or unless authorized by train dispatcher South Lima.

**Celina. N.Y.C. Interlocking.**

NKP trains or engines arriving at home signal indicating STOP and no N.Y.C. trains or engines occupying the track section between N.Y.C. home signals, crews, if authorized by train dispatcher at South Lima to pass STOP signal, will be governed by the following instructions:

(1) A member of the crew must go to the crossing and insert switch key in NKP controller located on west side of instrument house, turn key clockwise, turn back, and remove.

(2) If signal does not clear within three minutes and train dispatcher has authorized movement past STOP signal, movement over crossing must be made under flag protection after it has been ascertained that N.Y.C. signals indicate STOP.

Movement from old D.T.C. main will be governed by dwarf signal. "Flashing Red" aspect will be in effect on the following signals at N.Y.C. interlocking:

Eastward and Westward home signals.

Westward dwarf signal on old D.T.C. main.

When signal displays "Flashing Red" and switches are properly lined and route is clear, engines may pass signal to make switching movements or to return to train left outside N.Y.C. interlocking but must not depart from N.Y.C. interlocking, until proper signal is displayed or unless authorized by train dispatcher South Lima.

**Red Key. P.R.R. Interlocking.**

Trains or engines arriving at home signal indicating STOP, and if there are no P.R.R. trains, engines or cars occupying track section between P.R.R. home signals, train dispatcher at South Lima, will be immediately contacted. If authorized to operate emergency key controller, and if no P.R.R. train is seen to be approaching the crossing, trainmen will unlock box stenciled NKP and be governed by instructions contained therein, which are as follows:

(a) Indicator light and emergency key controller in box stenciled NKP, located in the southeast quadrant of crossing. Observe light type indicator; when lighted, P.R.R. home signals are displaying stop indication.

(b) Operate emergency key controller by inserting switch key, turn key clockwise, hold for one (1) second, turn key counter clockwise and remove; the use of the key controller operates a timing relay which should clear NKP signal after five (5) minutes of operation.

(c) If home signal fails to display an indication to proceed within five (5) minutes after operating key controller, and if train dispatcher has authorized movement past STOP signal, siding switch must be examined, and if properly lined must be securely spiked. Train or engine must then occupy track section between home signal and P.R.R. crossing without fouling P.R.R. tracks for a period of five (5) minutes, and if indicator lamp has remained lighted during the entire period, train or engine may proceed at restricted speed.

(d) If indicator lamp fails to light after complying with the provisions of Article (c), P.R.R. tracks must not be fouled until after a ten (10) minute red fusee has been placed on each side of crossing along P.R.R. tracks, and it is ascertained that no P.R.R. movements are on or closely approaching the crossing, after which train or engine may proceed at restricted speed.

(e) Trainmen will be governed by instructions from train dispatcher with respect to leaving switch spiked. Spike maul, spikes and claw bar for emergency use are located in box adjacent to siding switch.

(f) Be sure to lock box before leaving.

**Muncie. New Castle Division Crossing.**

Signals govern movement over crossing. Passenger trains are permitted to operate over crossing without STOP at maximum speed of 12 miles per hour providing signals are clear for such trains. Freight train and engines may proceed over the crossing without coming to a full STOP but must approach crossing under control prepared to STOP and not proceed until crossing is seen to be clear and signals properly displayed.

The home signals protecting crossing of Sandusky-New Castle Division and wye tracks are under control of train dispatcher, South Lima, when governing movement to or on Sandusky Division or from Sandusky Division over north wye to New Castle Division.

When governing movement on New Castle Division and over N.Y.C. tracks they are under control of watchman at N.Y.C. crossing.

A train or engine must not pass a STOP signal at New Castle Division Crossing unless authorized by train dispatcher and in addition to obtaining permission from train dispatcher, trainmen must place ten minute lighted red fusees on both sides of track before proceeding and may then proceed at restricted speed, except for southward movement around south wye, trains or engines in addition must receive hand signal from the watchman at N.Y.C. crossing, yellow flag by day and yellow light by night before proceeding over N.Y.C. crossing.

**Alexandria. N.Y.C. Interlocking.**

Trains or engines arriving at a home signal indicating STOP and no N.Y.C. trains or engines occupying the track section between N.Y.C. home signals, crews will secure permission from train dispatcher, South Lima, and if authorized will be governed by the following instructions:

A member of the crew must go to the crossing and insert switch key in NKP controller located on west side of instrument house, turn key clockwise, turn back, and remove.

If signal does not clear within three minutes and train dispatcher has authorized movement past STOP signal, movement over crossing must be made under flag protection after it has been ascertained that N.Y.C. signals indicate STOP.

Movement over crossing on siding will be governed by dwarf signals. Derails on siding are operated by low switch stand located at crossing. These derails must be kept in derailing position except when this track is actually in use, over crossing.

**New Castle Division.**

All trains and engines will approach the home signals at Fort Wayne (P.R.R.), Hugo, Kingsland, Dunreith, Foley and New Castle interlockings, under full control, prepared to STOP and will not proceed unless home signals indicate PROCEED. Speed of engines between home signals must not exceed 20 miles per hour.

L. E. & W District main track switch connecting with P. R. R. main track at New Castle is interlocked, and at Foley, remotely controlled, both operated by towerman at Broad.

**Muncie. Sandusky Division and N. Y. C. Crossings.**

Signals govern movement over crossing. All trains will make crossing STOP as required by law and rules and not proceed until crossing is seen to be clear and signals properly displayed.

All home signals protecting crossing of Sandusky-New Castle Division, and wye tracks, are under control of train dispatcher, South Lima, when governing movement to or on the Sandusky Division. When governing movement on New Castle Division and over N.Y.C. tracks they are under control of watchman at N.Y.C. crossing.

A train or engine must not pass a STOP signal governing to or on the Sandusky division unless authorized by train dispatcher South Lima.

A train or engine must not pass a STOP signal governing on New Castle Division over N.Y.C. crossing or Sandusky Division crossing until permission is received from the train dispatcher at South Lima and, in addition, a hand signal is received from the watchman at the N.Y.C. crossing, yellow flag by day and yellow light by night, and may then proceed at restricted speed.

Movements to Sandusky Division through south wye track must have complete route established and dwarf signal clear before northward home signal governing movement over N. Y. C. crossing will clear.

Electric switch lock on east switch of south wye track. Operation will be in accordance with Article 24, Item (1), (2), (3), (4), (5) and (7), page 19, Special Instructions, Current Time Table.

Electric switch lock on hand throw lever of east and west switch of north wye track. After securing release of electric switch locks and switches have been reversed, padlock must be replaced in hasp of electric switch locks before signal can be cleared for movement through wye track.

Electric switch locks on switches of wye tracks are under control of train dispatcher, South Lima.

Electric switch lock on N.Y.C. connection track is under control of N.Y.C. crossing watchman.

**Rushville. B. & O. Interlocking.**

Movements on NKP are governed by color light type dwarf home signals controlled by trainmen, by means of push buttons located in metal boxes attached to a concrete post located adjacent to northward and southward dwarf home signals. For emergency operation, and when it is desired to perform switching within the interlocking limits, dwarf home signals are controlled by means of push buttons located in a metal box attached to east side of instrument case located in southwest quadrant of crossing. Two push buttons are located in each box, marked TAKE and CANCEL.

(a) Trains and engines will stop clear of dwarf home signals and after switches are properly lined for route to be used, trainmen will open metal box attached to concrete post and press push button marked TAKE. After one minute, home signal should display a PROCEED indication for movement on NKP, providing, no B. & O. movements are approaching or occupying the interlocking limits.

(b) If home signal fails to display PROCEED indication after complying with Article (a) trainmen must proceed to crossing on foot and ascertain whether or not a B.&O. movement is occupying the interlocking limits or approaching the crossing. If no B. & O. movement is occupying the interlocking limits or seen to be approaching the crossing, trainmen will unlock box located on side of instrument case and observe the indicator lights. Red indicator light indicates that the B. & O. home signals are displaying a STOP indication; Green indicator light indicates that the B. & O. home signals are displaying a PROCEED indication. If no indicator light is displayed it must be assumed that the B. & O. home signals are displaying a PROCEED indication.

(c) If the Red indicator light is lighted, trainmen will press push button marked TAKE, if signal then fails to display PROCEED indication within five minutes, engines or cars must occupy track section between home signals and crossing without fouling crossing, and if Red indicator light has remained lighted during the entire period, movement may be made over the crossing at restricted speed. The home signal failure must be reported to the B. & O. train dispatcher.

(d) If the Green indicator light is lighted or no indication is displayed trainmen will communicate with B. & O. train dispatcher relative to location of B. & O. trains, before using TAKE button. If authorized by B. & O. dispatcher, trainmen will press button marked TAKE, home signal should display PROCEED indication within five minutes. If home signal fails to display a PROCEED indication or the Red indicator light fails to light, movement must not be made over the crossing until after engine or cars have occupied the track section between home signals and crossing one minute without fouling the crossing, after which lighted fusees must be properly placed; the movement then may proceed at restricted speed. The home signal failure must be reported to B. & O. train dispatcher.

(e) When it is desired to perform switching within the interlocking limits, trainmen will so advise B. & O. train dispatcher, and if authorized by him, trainmen will push TAKE button at the crossing and leave door of control box open. NKP home signals should then operate automatically. If home signals fail to display a PROCEED indication, Articles (c) and (d) must be complied with.

(f) If home signals display PROCEED indication after using TAKE button as outlined in Articles (a), (b), (c), (d), or (e), and movement is not made, trainmen must press CANCEL button at location where TAKE button was used to obtain PROCEED indication on home signal. This will restore interlocking normal for B. & O. use.

Trains or engines must not pass a home signal indicating STOP without complying with the instructions outlined in Articles (a), (b), (c), (d), and (e).

Doors on Pushbutton boxes must be kept closed and locked when not in use.

Instructions for operating pushbuttons are located inside the door of pushbutton boxes at the dwarf home signals and in the telephone box at the crossing.

**Indianapolis Division.**

All trains and engines will approach the home signals at LaPorte, Dillon, Walkerton, Plymouth, Rochester, Peru (Wabash) and Tipton interlockings, under full control, prepared to STOP and will not proceed unless home signals indicate PROCEED. Speed of engines between home signals must not exceed 20 miles per hour.

**Belfast. C. & O. Crossing.**

It will not be necessary for trains to STOP for C&O Crossing Belfast, if crossing gate is in clear position for NKP trains. Trains may pass over crossing at reduced speed. All trains must approach crossing under control, prepared to STOP and not proceed until the crossing is seen to be clear, and the gate properly set. Gate to set normally against the C & O Ry. when crossing is not being used. There are no STOP boards at this crossing.

**LaPorte. N.Y.C. Interlocking.**

An indicator located at north end of passing siding will display one lunar white light when northward home signal displays proceed indication.

When no light is displayed on indicator, through trains which cannot clear between Lincoln Way crossing and northward home signal will remain south of indicator and a member of crew will immediately contact signalman at N.Y.C. Tower and be governed by his instructions.

**Stillwell. G.T.W. Interlocking.**

All trains and engines will approach the Grand Trunk Western Crossing under full control prepared to STOP and not proceed unless home signal indicates PROCEED. Speed between home signals must not exceed 30 miles per hour Northbound and 20 miles per hour Southbound.

**Dillon. . Wabash Interlocking.**

Train or engine arriving at home signal indicating STOP and no Wabash train occupying the track section between home signals, crew will be governed by the following instructions:

(1) Trainmen must proceed to crossing on foot and ascertain whether or not a Wabash train is at or approaching the crossing. If no Wabash train is seen to be approaching the crossing, trainmen will unlock box stenciled "N.Y.C. and St. L.", if indicator light is lighted, the NKP home signal may be cleared by turning the knob of emergency time release to the right as far as possible and holding for one second. After three and one half minutes the NKP home signal should clear.

(2) If signal cannot be cleared by operation of emergency time release, movement over the crossing may be made only under flag protection in both directions against Wabash trains and the failure of the signal reported to the train dispatcher at once.

(3) When a train is approaching on Wabash track, emergency time release must not be operated until Wabash train stops clear of the interlocking or has completed movement over the crossing.

(4) A reverse movement over the interlocking, or a forward movement after making a reverse movement over the interlocking, must not be made without first complying with instructions outlined in Article (1) or (2).

**Argos. NKP District Crossing.**

Movement over NKP District crossing will be governed by color light type Dwarf Signals displaying aspects and indications Rule 290 and 292.

The Dwarf Signal located at clearance north end and between the Main Track and Siding will govern northbound movement from the Main Track over the crossing.

The Dwarf Signal located at clearance, north end and east of Siding, will govern northbound movement from Siding over the crossing.

The Dwarf Signal located at clearance of south crossover from the Main Track and No. 1 Track and between the Main Track and Elevator Track, and the Dwarf Signal located just south of Elevator Track Switch approximately 40 feet north of the crossing, will govern southbound movement from the Main Track over the crossing.

The Dwarf Signal located just south of Elevator Track Switch and approximately 40 feet north of the crossing, will also govern southbound movement from No. 1 Track and Elevator Track over the crossing.

L. E. & W. District trains and engines will be required to come to full STOP before proceeding over the crossing.

**Peru. Wabash Interlocking.**

Trains or engines arriving at home signal indicating STOP, and if no Wabash movements are using or closely approaching the crossing, trainmen will proceed as follows:

(a) Observe light type indicator, if lighted, Wabash signals are displaying STOP indication.

(b) Operate emergency time release by turning knob to the right as far as possible, hold for one (1) second, then release knob allowing time release to return to normal position. After completion of operation the NKP home signal should clear.

(c) If home signal fails to display a proceed indication after operating emergency time release, movement must not be made over the crossing until after train or engine has occupied the track section between home signal and crossing for a period of two (2) minutes without fouling the crossing, and if indicator has remained lighted during the entire period, movement may be made over the crossing if no Wabash movements are on or closely approaching the crossing.

(d) If indicator lamp fails to light after complying with the provisions of Article (c) movement must not be made over the crossing until after lighted red fusees have been placed on Wabash tracks each side of crossing, and it is ascertained that no Wabash movements are on or closely approaching the crossing.

(e) A reverse movement through the Interlocking, or a forward movement after making a reverse movement through the Interlocking, must not be made until after complying with the Articles (a) and (b). If home signal fails to clear after operation of the emergency time release, Articles (d) and (e) must also be complied with.

(f) Be sure to lock box before leaving.

**Peru. C. & O. Interlocking.**

Trains or engines arriving at home signal indicating STOP and if no C. & O. train, engine or car is occupying track section between home signals, signalman at CW Tower will be immediately contacted. If authorized to pass stop signal, train or engine must then occupy track section between home signal and C. & O. crossing for a period of three (3) minutes without fouling C. & O. tracks after which home signals on C. & O. must be observed and if in STOP position, train or engine may then proceed at restricted speed. If C. & O. home signals display other than STOP indication, C. & O. tracks will not be fouled until after 10 minute red fusees have been placed along C. & O. tracks each side of crossing, signalman again contacted, and his instructions followed.

**Bunker Hill. P.R.R. Interlocking.**

Indicator lights and a time release are located in NKP telephone box at the crossing. Indicator lights are lighted only when PRR home signals are displaying STOP indication.

When a train or engine receives a STOP indication at the home signals, no train is seen to be approaching on any PRR track, and the PRR indicator lights are lighted, the NKP home signal may be cleared by turning the knob of time release to the right as far as possible and holding for one second. After six minutes the signal should clear.

If signals cannot be cleared by operation of time release, movement over the crossing may be made only under flag protection in both directions against PRR trains and the failure of the signal reported to the train dispatcher at once.

When train is approaching on PRR tracks, time release must not be operated until train stops clear of the interlocking or has completed movement over the crossing.

A reverse movement over the interlocking, or a forward movement after making a reverse movement over the interlocking, must not be made without first operating the push button circuit controller located on the home signal mast, and then only after a PROCEED aspect is displayed on the home signal.

When crews have work to be performed between the home and approach signals, crossing must be made available to PRR trains by pressing the ANNULLING button located in the NKP telephone box at the crossing. After work is completed and train is ready to proceed over the crossing, the push button circuit controller on the home signal must be operated to clear NKP signal for movement over the crossing.

**Marshall. Belt Crossing.**

When the target at the Belt crossing is in PROCEED position for NKP, trains or engines may proceed over the crossing without stopping at a speed of 15 miles per hour.

When the target is in STOP position for NKP trains or engines, then such trains or engines must STOP for the crossing.

Trains or engines running on the Belt are not relieved from making the required STOP for the crossing.

**Noblesville. C. I. Crossing.**

When the target is in PROCEED position for NKP, trains or engines may proceed over the crossing without stopping at a speed of 15 miles per hour.

When the target is in STOP position for NKP trains or engines, then such trains or engines must STOP for the crossing.

**23. CENTRALIZED TRAFFIC CONTROL RULES ARE IN EFFECT BETWEEN HOME SIGNALS AS FOLLOWS:**

DA interlocking and MO Tower, Lima.
Erie Junction, South Lima and home signals located 3500 feet East of Mile Post 234.

(a) Controlled signals, dual control switches, electric locks, including electric switch mechanism at east end siding Red Key, controlled by train dispatcher at South Lima, except that operator-leverman controls electric switch locks at the following:

Erie Jct.....South Lima Beer track.
Portland.....P.R.R. interchange track.
West end South track.
West end old passing siding.

(b) **Location of controlled sidings.**

| | | |
|---|---|---|
| Weidlers | Rose | Gilman |
| Evans | Oakland | Wallace |
| Mt. Cory | Hales | Hobbs |
| Beaver Dam | Portland | ZA Siding |
| Morris | Red Key | Kempton |
| Adgate | Ayers | Hillisburg |
| Buckland | Liberty | Boyleston |
| St. Marys | Vernon | |

(c) **Location of electric switch locks.**

Arcadia.....Elevator track.
Casterline Spur....Loading track.
Findlay.....Belt Transfer track.
Nat'l Refg. Company track No. 8—East End.
OA Siding—West End.
Nat'l Refg. Company track No. 1—West End.
Yard track No. 1—East and West Ends.
Great Lakes Sugar Company track No. 1.
Rawson.....Loading track.
Risser track.
Bluffton.....A. C. & Y. Interchange (East Wye).
Central Ohio Power & Light Company track.
West switch of Crossover from Main track to West Wye A. C. & Y. Interchange track.
West End Siding.
West End Storage track.
West End Team track.
Bluffton Stone Company track.
Water Works track.
Morris.....Republic Creosoting Company track.
D. T. & I. Interchange track.
West switch of Crossover from Main track to Siding.
B. & O. Interchange track.
West switch of Crossover from Main track to B. & O. Transfer.
South Lima.....Beer track.
East switch of Crossover from Main track to Adgate Spur No. 1.
West switch of Crossover from Main track to Adgate Spur No. 1.
East switch of Crossover from Main track to Yard track No. 1 vicinity of lead to Tank Depot.
East switch of middle Crossover from Main track to Adgate Siding.
West switch of middle Crossover from Main track to Adgate Siding.
Hume.....Old Siding.
St. Marys.....East and west ends N.Y.C. interchange track No. 2.
Chain Works track.
Spoke Works track.
Strawboard Co. track No. 2.
St. Marys Foundry Co. track.
Minster Branch.
North Team track.
Hannifin Co. track.
Celina.....Celina Manufacturing Company track
East and west ends siding.
Power House track.
Dickman Coal Company track.
New CN Interchange track.
Old D. T. C. Main track.
Old CN Interchange track.
Celina Maid Furniture Company track.
Coldwater.....Elevator track.
East and west ends siding.
House track.
AVCO Manufacturing Company track.
Ft. Recovery.....East and west ends siding.
Saw Mill track.
Brice.....Elevator track.
Portland.....Standard Oil Company track.
East and west ends old passing siding.
Hood Canning Company track.
East and west ends South track.
P.R.R. Interchange track.
Butter Tub track.
Naas Corporation Company track.
Red Key.....North siding.
Albany.....East and west ends siding.
Albany Lumber Company track.
Albany Paper Company track.
DeSoto.....Loading track.
Liberty.....West end No. 1 track.
Muncie.....River Siding.
City Ice and Coal Stge. Co. track.
Swartz Paper Co. track.
East end South Wye Switch New Castle Division Crossing.
North and West ends of North Wye track, New Castle Division Crossing.
Strawboard track No. 1.
Vernon.....Storage track.
Cammack.....East and West ends Siding.
Alexandria.....East end North Siding.
Stock track.
Crossover leading from Main track to North Siding.
East and West ends Siding.
Banner Rock No. 2 track.
Canning Factory track.
Orestes.....Loading track.
Dundee.....Madison Construction Co. track.
Elwood.....Belt track.
East and West ends Tin Plate track.
Elwood Lumber Co. track.
House track.
PRR Interchange track.
VanCamp Co. track.
Stock track.
Hobbs.....Loading track.
Tipton.....Perfect Circle track.
East end East Wye track.
West end Station Siding.
Loading track.
Oakes Mfg. Co. track.
No. 1 Transfer track.
Cold Storage Unloading track.
Goldsmith.....Loading track.
Kempton.....Loading track.
Scircleville.....Loading track.

(d) **Location of Switch Derails.**

Celina.....Power House Company track.
Portland.....Hood Canning Company track.
Albany.....Albany Lumber Company track.

(e) **Location of Electric Derail Locks.**

Celina.....Celina Manufacturing Conpany track.
Muncie.....Swartz Paper Co. track.
City Ice and Cold Stge. Co. track.
Elwood.....House track.
Waterworks track.
Stock track.

(f) **Location of Bolt Locked and Pipe Connected Switches.**

Bluffton.....Crossover from Main Track to West Wye.
Morris.....Crossover between Main Track and siding.
Crossover between Main Track and B & O Transfer.
South Lima Yard..East Crossover between Main Track and Adgate Spur No. 1.
West Crossover between Main Track and Adgate Spur No. 1.
Adgate.....Crossovers between Main Track and Siding.
St. Marys.....Main Track switch west end of N.Y.C. Interchange Track No. 2. and East Switch of Crossover to N.Y.C.
Alexandria.....Crossover between Main Track and North Siding.
Tipton.....Crossover between Main Track and the west end of Station Siding.
Crossover between Main Track and Transfer Track No. 1.

The Main Track switch of the crossover must be placed in reverse position before inside switch may be reversed, and inside switch must be placed in normal position after having been reversed before Main Track switch can be restored to normal.

(g) A train or engine must not pass a STOP signal except when authorized by dispatcher after complying with Dual Control Switch Mechanism, Spring Switch and/or Interlocking Rules, except at Automatic Interlockings where in addition time table instructions will govern, and may then proceed at restricted speed.

(h) Between South Lima and DA when a section of a first class train is to pass a preceding section in C. T. C. territory both will be stopped and will exchange signals and orders.

**24. DUAL CONTROL SWITCHES.**

(a) **Location.**

| | | Controlled By |
|---|---|---|
| Weidlers | East and West End Siding | Train Dispatcher. |
| Evans | East and West End Siding | Train Dispatcher. |
| Mt. Cory | East and West End Siding | Train Dispatcher. |
| Beaver Dam | East and West End Siding | Train Dispatcher. |
| Morris | East End Siding | Train Dispatcher. |
| Adgate | West End Siding | Train Dispatcher. |
| Buckland | East and West End Siding | Train Dispatcher. |
| St. Marys | East and West End Siding | Train Dispatcher. |
| Rose | East and West End Siding | Train Dispatcher. |
| Oakland | East and West End Siding | Train Dispatcher. |
| Hales | East and West End Siding | Train Dispatcher. |
| Portland | East and West End Siding | Train Dispatcher. |
| Red Key | West End Siding | Train Dispatcher. |
| Ayers | East and West End Siding | Train Dispatcher. |
| Liberty | East and West End Siding | Train Dispatcher. |
| Vernon | East and West End Siding | Train Dispatcher. |
| Gilman | East and West End Siding | Train Dispatcher. |
| Wallace | East and West End Siding | Train Dispatcher. |
| Hobbs | East and West End Siding | Train Dispatcher. |
| ZA Siding | East and West End Siding | Train Dispatcher. |
| Kempton | East and West End Siding | Train Dispatcher. |
| Hillisburg | East and West End Siding | Train Dispatcher. |
| Boyleston | East and West End Siding | Train Dispatcher. |

(b) Dual control switches are equipped with indicator lights located on relay cases adjacent thereto, except at Liberty Siding.

When switch is set for desired movement, trains or engines authorized to pass STOP indication will, before proceeding, comply with the following instructions:

Train or engine must occupy track circuit between home signal and switch. If indicator light shows GREEN, movement may be made on main track, or if indicator light shows YELLOW, movement may be made to or from diverging route, without putting switch in hand throw.

If indicator light fails to show GREEN or YELLOW, switch must be placed in hand throw as provided in Rule 552.

**25. INSTRUCTIONS GOVERNING THE OPERATION OF CONTROLLED ELECTRIC SWITCH AND DERAIL LOCKS.**

(1) **Obtain permission to operate the switch or derail.**

(2) **Unlock switch padlock and open door of electric lock.**

(3) If electric switch lock mechanism indicates UNLOCKED by means of a minature semaphore in the vertical position or by an indicator reading UNLOCKED, throw small lever to extreme left position. If minature semaphore is in the horizontal position or indicator reads LOCKED, the small lever cannot be thrown until UNLOCKED.

(4) **Handle switch or derail in usual manner.**

(5) **When movement through switch or derail is completed and switch or derail is restored to its normal position, the small lever in electric lock must be placed in extreme right hand position, door closed and locked, and reported accordingly.**

(6) **Trains or engines desiring to head into a switch equipped with an electric lock, located outside the limits of interlocking, must occupy short track circuit in advance of switch before electric switch lock can be unlocked.**

(7) **Where signals are provided to govern movement through turnout equipped with electric switch lock, the electric switch lock must be restored to normal position and door closed after switch has been reversed, before signal can be cleared.**

(8) **Where hand throw derails or inside switches are equipped with electric locks the Main track switch must be placed in full reverse position before derail or inside switch can be reversed and derail or inside switch must be restored to normal position and switch lock placed in the hasp before signals can be cleared.**

**26. LOCATION AND SPECIAL INSTRUCTIONS GOVERNING SPRING SWITCHES.**

| | Normal Position |
|---|---|
| **Frankfort Yard.** East end No. 1 eastward yard leading to CL District main track. | CL District main track. |
| West end No. 1 westward yard leading to CL District main track. | CL District main track. |
| West end No. 2 westward yard leading to LE&W District main track. | LE&W District main track. |
| **Indianapolis Yard.** North end No. 1 yard track. | Main track. |

Spring switches are equipped with electric switch lamp.

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

When electric switch lamp displays red, the switch is not properly lined or not properly locked and switch points must be examined, known to fit properly and lined for route to be used before movement over or thru switch is made.

All trains or engines must approach spring switch expecting to find other trains or engines using the spring switch.

**27. MODIFICATIONS AND ADDITIONS TO THE RULES. DEFINITIONS:**

**Limited Speed**—A speed not exceeding 50 miles per hour.

**Restricted Speed**—Proceed prepared to stop short of train, obstruction, or switch not properly lined and to look out for a broken rail, but not exceeding 15 miles per hour.

**Grade Signal**—An automatic signal equipped with a yellow disc.

**Absolute Block**—A block in which no train is permitted to enter while it is occupied by another train.

**Track Car**—A car propelled by any form of energy, and not used by employes in train or yard service.

**Line-up of Trains**—Information showing last known location of all trains or engines on line of road or called for service.

# SPECIAL INSTRUCTIONS—Continued.

**Rule 5.**

Time of trains shown at South Lima Yard applies to main track switch, opposite coal dock, leading to yard.

Time of trains shown at Muncie Yard applies at Yard Office.

**Rule 14 L.**

Approaching public crossing at grade. Engineer will sound whistle at whistling post; whistling to be prolonged or repeated until engine has crossed crossing. Trains or engines having stopped will again sound signal before proceeding over crossing.

**Rule 17.**

(1) On all Diesel powered trains, when full power headlight is not required it must be burning dim during day-light hours.

(2) Oscillating white headlights on engines so equipped, will be displayed in addition to displaying of regular headlight when approaching and moving over highway crossings at grade except approaching passenger stations where stop is to be made.

Oscillating red headlight on engines so equipped, will be displayed immediately when sudden stop of train is made, due to emergency application of air brakes or other causes. When red oscillating headlight is displayed, the white headlight will be immediately turned off.

When any train which is equipped with rear red oscillating warning light comes to a stop on or fouling main track, or when moving under circumstances in which it may be overtaken by another train, the rear warning light must be operating. If light does not start automatically, it must be operated manually by flagman.

When stop is made with less than 15 pound reduction in train line pressure, enginemen will make further reduction to attain necessary 15 pound total reduction.

The light should, under no circumstances, be turned off until speed of train has increased sufficient to avoid possibility of being overtaken.

When the red oscillating light is displayed on either front or rear of any train, enginemen on approaching train or engine, must stop immediately and must not proceed until it has been ascertained that track is safe and clear for movement of such train.

The use of this light will not, in any way, relieve employes from compliance with Rules 99 and 102 of the Book of Rules.

When switching is to be done, cars or engines must not be coupled to the end of a car to which a warning light is attached unless it is known positively that there is ample clearance so as to avoid damage to light.

**Rule 19.**

Displaying of Top Deck Light will be omitted.

In Centralized Traffic Control Territory, so designated in Time Table, the requirements for displaying markers as illustrated by Figures 8-A and 8-B, pages 36 and 37 of the Book of Rules are eliminated.

**Rule 103.**

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

(b) At various locations highway traffic on sidings, adjacent tracks and/or yard tracks is protected by flashing light signals and/or gates, the approach circuits for which extend but a short distance on either side of the crossing. At such locations a train, engine or car must not proceed over the crossing until the flashing light signals and/or gates have been operating a sufficient length of time to warn approaching highway traffic, without first protecting such move by man on the ground.

**Rule 281B.**

Aspect: Yellow over Green over Green.
Indication—Proceed: approaching next signal at limited speed.
Name: Approach limited.

**Rule 281C.**

Aspect: Red over Green over Green.
Indication—Proceed: limited speed within interlocking limits.
Name: Limited clear.

**Rule 285.**

Proceed preparing to stop at next signal.

Trains exceeding medium speed must at once reduce to that speed. Reduction to medium speed must be completed before accepting a more favorable indication on next signal in advance.

**Rule 291.**

A train to take siding at a meeting point may proceed at restricted speed without stopping, when signal displays STOP and PROCEED, after engineman receives hand signal from trainmen of train holding main track and switch is lined for movement to siding in accordance with Rule 104.

**Rule 528.**

In Centralized Traffic Control territory between South Lima and Frankfort Yard, trains or engines will be cleared as regular trains or sections thereof, or extras, on Clearance Form A and will not be required to display classification signals.

**Rule 670.**

At railroad crossings where automatic or remotely controlled interlockings are in service, equipment detached from the engine must not be left standing between home signal limits that will obstruct the movement of equipment of the other railroad or railroads at such crossing.

**Rules for Movement of Track Cars.**

**Rule 801.**

Line-up of trains will be issued by authority and over the signature of the chief train dispatcher, and shall contain designation of trains, engine number, place and time last reported on train dispatchers territory, including trains called but which have not departed from terminal yards or originating point, at time line-up is issued.

Passenger extras and work extras shall be so designated in line-up.

Line-ups must be issued in the prescribed form when practicable; and without erasure, alteration or interlineation.

Figures in line-ups must not be surrounded by brackets, circles or other characters.

**Rule 802.**

Line-ups will be issued to operators at all open telegraph offices at stated times, which shall be designated by special notice for each operating territory, and shall contain the same information to all employes or operators receiving same.

**Rule 803.**

Line-ups must be numbered consecutively each day, beginning at midnight.

**Rule 804.**

Operators will prepare and complete on line-up, Form 294, information furnished by train dispatcher.

Before line-up, Form 294, is delivered, it must be signed by employe to whom delivered. Copies of all Forms 294 delivered to employes must be retained by operator. More than one line-up on a manifold pad at the same time is prohibited.

**Rule 805.**

Information furnished for line-ups must be written in a book provided for that purpose at the office of the train dispatcher; and with it recorded the locations and name of employe receiving same. These records must be made at once and never from memory or memoranda.

**Rule 806.**

Train dispatcher will issue train orders to all trains operated from a terminal or any originating point reading, "Be on lookout for track cars and sound whistle frequently" under following conditions:

(a) When such train is not included in line-up; or

(b) Is permitted to operate in advance of time shown in line-up, or in advance of time as shown in time table; or

(c) When authorized to run against current of traffic and not so indicated in line-up.

**Rule 807.**

When operator of track car obtains a line-up by communicating directly with the train dispatcher or telegraph operator, it must be repeated back to the person from whom received and the repeat approved as being correct before line-up shall be used.

Train dispatcher shall show name of the employe, to whom the line-up is furnished, in the book as provided in Rule 805. The telegraph operator shall show name of the employe, to whom the line-up is furnished, on the original copy of such line-up, as provided in Rule 804.

**Rule 808.**

Line-ups sent to two or more offices must be transmitted simultaneously to as many of them as practicable.

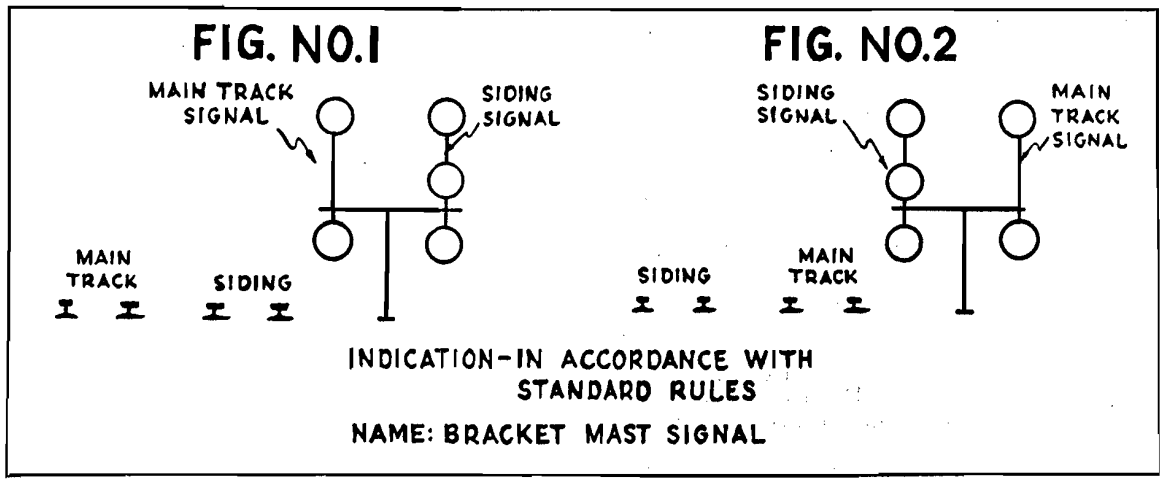
**Rule 809.**

Operators receiving line-ups must write them in manifold during transmission. If requisite number of copies cannot be made at one writing they must make others from the original copy and repeat to the train dispatcher from the new copies each time additional copies are made. They must retain a copy of each line-up. The time, repeat and signature must be in his handwriting.

**Air Brake Rule 307. (Third Paragraph).**

When detaching engine or caboose with charged brake pipe, angle cocks must be closed and air hose parted by hand.

BRACKET MAST SIGNAL




28. LOCATION AND TYPE OF APPROACH SIGNALS IN NON-AUTOMATIC BLOCK SIGNAL TERRITORY.

**Sandusky Division**

| LOCATION | Eastward | Westward |
|---|---|---|
| Sandusky (P. R. R.) | Inoperative | None |
| Sandusky (N. Y. C.) | Inoperative | None |
| Burgoon | Inoperative | Inoperative |
| Fostoria | None | None |

**New Castle Division.**

| LOCATION | Northward | Southward |
|---|---|---|
| Fort Wayne | Inoperative | None |
| Hugo | Inoperative | Inoperative |
| Kingsland | Inoperative | Inoperative |
| Foley | None | Inoperative |
| Broad | Inoperative | None |
| Dunreith | Inoperative | Inoperative |
| Rushville (B. & O.) | None | None |

**Indianapolis Division**

| LOCATION | Northward | Southward |
|---|---|---|
| LaPorte | Inoperative | Inoperative |
| Stillwell | Operative | Inoperative |
| Dillon | Inoperative | Inoperative |
| Walkerton | Inoperative | Inoperative |
| Plymouth | Inoperative | Inoperative |
| Rochester | Inoperative | Inoperative |
| Peru (Wabash) | Inoperative | Inoperative |
| Peru (C. & O.) | #Operative | #Operative |
| Bunker Hill | #Operative | #Operative |
| Tipton | Inoperative | Inoperative |
| Indianapolis (Mass. Ave.) | | None |

# Indicates three aspect signal and track occupancy actuates signal.

## SPEED SCHEDULE

| Time Per Mile | Miles Per Hour | Time Per Mile | Miles Per Hour | Time Per Mile | Miles Per Hour |
|---|---|---|---|---|---|
| 0 Min. 48 Sec. | 75.0 | 0 Min. 57 Sec. | 63.2 | 1 Min. 25 Sec. | 42.3 |
| 0 " 50 " | 72.0 | 0 " 58 " | 62.1 | 1 " 30 " | 40.0 |
| 0 " 51 " | 70.6 | 0 " 59 " | 61.0 | 1 " 43 " | 35.0 |
| 0 " 52 " | 69.2 | 1 " 00 " | 60.0 | 2 " 00 " | 30.0 |
| 0 " 53 " | 67.9 | 1 " 5 " | 55.4 | 2 " 24 " | 25.0 |
| 0 " 54 " | 66.7 | 1 " 10 " | 51.4 | 3 " 00 " | 20.0 |
| 0 " 55 " | 65.4 | 1 " 15 " | 48.0 | 4 " 00 " | 15.0 |
| 0 " 56 " | 64.3 | 1 " 20 " | 45.0 | | |

# AUTOMATIC BLOCK SIGNALS
## SANDUSKY DIVISION

| Westward | Eastward |
|---|---|
| Home | |
| Begin C. T. C. | |
| DA Interlocking | |
| | ©Home |
| | End C. T. C. |
| 1051.1 | 1051.2 |
| Home | |
| East End Weidlers | |
| | Home |
| Home | |
| West End Weidlers | |
| | Home |
| Home | |
| Findlay Interlocking | |
| | Home |
| Findlay | |
| Home | Home |
| Home | |
| East End Evans | |
| Home | Home |
| Home | |
| West End Evans | |
| | Home |
| 1063.1 | 1063.0 |
| 1067.1 | 1067.0 |
| Home | |
| East End Mt. Cory | |
| | Home |
| Home | |
| West End Mt. Cory | |
| | Home |
| Home | |
| AU Tower Interlocking | |
| Home | Home |
| Bluffton | |
| Home | Home |
| 1077.7 | 1077.6 |
| Home | |
| East End Beaver Dam | |
| | Home |
| Home | |
| West End Beaver Dam | |
| | Home |
| 1082.9 | 1083.0 |
| 1085.9 | 1085.8 |
| Home | |
| Morris Interlocking | |
| East End Morris | |
| | Home |
| | 1088.6-G |
| ★Home | ★Home |
| End C. T. C. | |
| MO Tower Interlocking | |
| | Home |
| | Begin C. T. C. |
| Home | |
| Begin C. T. C. | |
| South Lima (Erie Jct.) | |
| | ★Home |
| | End C. T. C. |
| | Home |

| Westward | Eastward |
|---|---|
| East End South Lima Yard | |
| Home | Home Home |
| Home | Home |
| Home | |
| West End South Lima Yard | |
| ★Home | |
| B & O Belt Interlocking | |
| | ★Home |
| East End Adgate | |
| †Home | |
| Home | Home |
| 1093.1 | 1093.2 |
| Home | |
| West End Adgate | |
| | Home |
| 1096.5 | 1096.6 |
| 1099.3 | 1099.4 |
| Home | |
| East End Buckland | |
| | Home |
| Home | |
| West End Buckland | |
| | Home |
| 1104.3 | 1104.2 |
| 1107.1 | 1107.0 |
| Home | |
| St. Marys Interlocking | |
| | Home |
| | Home |
| | Home |
| | Home |
| Home | |
| East End St. Marys | |
| | Home |
| Home | |
| West End St. Marys | |
| | Home |
| 1113.3 | 1113.4 |
| 1115.7 | 1115.6 |
| Home | |
| East End Rose | |
| | Home |
| Home | |
| West End Rose | |
| | Home |
| Home | |
| Home | |
| Celina Interlocking | |
| | Home |
| Home | Home |
| 1127.1 | 1127.2 |
| Home | |
| East End Oakland | |
| | Home |
| Home | |
| West End Oakland | |
| | Home |
| 1132.5 | 1132.6-G |
| 1134.5 | 1134.6-G |

| Westward | Eastward |
|---|---|
| Home | |
| East End Hales | |
| | Home |
| Home | |
| West End Hales | |
| | Home |
| 1140.5 | 1140.4 |
| Home | Home |
| ★Home | |
| Portland Interlocking | |
| | ★Home |
| Home | |
| East End Portland | |
| | Home |
| Home | |
| West End Portland | |
| | Home |
| 1149.9 | 1150.0 |
| 1152.5-G | 1152.6 |
| 1155.1-G | 1155.2-G |
| Home | |
| Red Key Interlocking | |
| East End Red Key | |
| | Home |
| Home | |
| West End Red Key | |
| | Home |
| 1159.5 | 1159.4 |
| 1161.7 | 1161.6 |
| Home | |
| East End Ayers | |
| | Home |
| Home | |
| West End Ayers | |
| | Home |
| 1167.5 | 1167.4 |
| 1169.1 | 1169.2 |
| Home | |
| East End Liberty | |
| | Home |
| Home | Home |
| West End Liberty | |
| | Home |
| ★Home | ★Home |
| P. R. R. Interlocking | |
| | ★Home |
| Home | |
| Home | Home |
| New Castle Division Crossing | |
| | Home |
| Muncie Yard | |
| Home | Home |
| Home | |
| East End Vernon | |
| | Home |
| Home | |
| West End Vernon | |
| | Home |
| 1179.1 | 1179.2 |
| 1182.3 | 1182.2 |
| Home | |
| East End Gilman | |
| | Home |

| Westward | Eastward |
|---|---|
| Home | |
| West End Gilman | |
| | Home |
| 1188.3 | 1188.2 |
| Home | |
| Alexandria Interlocking | |
| | Home |
| Alexandria | |
| Home | Home |
| Home | |
| East End Wallace | |
| | Home |
| Home | |
| West End Wallace | |
| | Home |
| ★Home | |
| Elwood Interlocking | |
| | ★Home |
| 1200.7 | 1200.8 |
| Home | |
| East End Hobbs | |
| | Home |
| Home | |
| West End Hobbs | |
| | Home |
| 1206.9 | 1206.8 |
| ★Home | |
| Tipton Interlocking | |
| | ★Home |
| Home | |
| East End ZA Siding | |
| | Home |
| Home | |
| West End ZA Siding | |
| | Home |
| 1212.9 | 1213.0 |
| 1215.9 | 1216.0 |
| Home | |
| East End Kempton | |
| | Home |
| Home | |
| West End Kempton | |
| | Home |
| 1221.7 | 1221.6 |
| Home | |
| East End Hillisburg | |
| | Home |
| Home | |
| West End Hillisburg | |
| | Home |
| Home | |
| East End Boyleston | |
| | Home |
| Home | |
| West End Boyleston | |
| | Home |
| 1231.5 | 1231.4-G |
| Home | Home |
| End C. T. C. | Begin C. T. C. |
| | Home |
| Frankfort | |

G Indicates Grade Signal.

★ Indicates signal governing through interlocking. When signal indicates stop, trains or engines, after complying with Rule 663 and/or time table special instructions may proceed at restricted speed.

† Indicates signal governing westward movement through siding.

© Indicates signal governing through interlocking. When signal indicates stop, trains or engines will comply with instructions contained in Ft. Wayne Division Time Table.

## SANDUSKY, NEW CASTLE and INDIANAPOLIS DIVISION SURGEONS

J. W. HOUK, M. D.
Medical Director

DONALD C. DARRAH, M. D.
Assistant Medical Director

426 Terminal Tower, Cleveland, Ohio

| STATIONS | SURGEONS | OFFICE | TELEPHONE | RESIDENCE | TELEPHONE |
|---|---|---|---|---|---|
| Sandusky | DR. H. B. FREDERICK | 817 W. Washington St. | 776 | So. Columbus Ave. | 4104 |
| Fremont | DR. J. L. CURTIN | 110½ S. Front St. | Main 1829 | 1523 McPherson Bl. | Main 1829 |
| ♯♦Fostoria | DR. G. H. W. BRUGGEMANN | 220 W. Tiffin St. | 2721 | 602 N. Main St. | 3403 |
| | DR. F. H. PENNELL | 133 West North St. | 775 | 415 N. Union St. | 574 |
| | DR. W. T. HARTNETT | 149 W. Tiffin St. | 5644 | 541 N. Union St. | 6265 |
| ♦Findlay | DR. FRANK N. WISELEY | 521 W. Sandusky St. | 351 | 912 S. Main St. | 1197 |
| Bluffton, Ohio | DR. BOYD W. TRAVIS | 122 N. Jackson St. | 226-W | 151 W. Kibler St. | 221-W |
| ♯*♦Lima | DR. A. D. KNISELY, Oculist | 722 National Bk. Bldg. | 73731 | 229 S. Cole St. | 22541 |
| | DR. JOHN E. TALBOTT | 500 Steiner Bldg. | 68791 | 108 S. Pears Ave. | 76621 |
| | DR. THOMAS J. TALBOTT | 500 Steiner Bldg. | 68791 | 108 S. Pears Ave. | 76621 |
| ♯St. Marys | DR. GUY E. NOBLE | 317 W. Spring St. | 3185 | 517 W. Spring St. | 3185 |
| Celina | DR. L. M. OTIS | 111 N. Walnut St. | 1537 | 422 N. Mill St. | 1412 |
| | DR. JAMES J. OTIS | 111 N. Walnut St. | 1537 & 1352W | R. R. ♯4 | 1496 |
| Portland | DR. JAMES S. FITZPATRICK | 603 W. Arch St. | 280 | 410 N. Pleasant St. | 531 |
| ♯*♦Muncie | DR. O. E. SPURGEON | 310 E. Washington St. | 6491 | 107 Riverside Ave. | 3269 |
| Alexandria | DR. GEORGE OVERPECK | 313 N. Harrison St. | 87 | 401 Lincoln Ave. | 740 |
| ♯*♦Tipton | DR. A. H. WARNE | 208 N. Main St. | 87 and 144 | 210 N. West St. | 1567 |
| | DR. B. A. BURKHARDT | Emergency Hospital | 2 and 32 | 328 N. West St. | 1200 |
| | DR. W. A. KURTZ | 108½ N. Main St. | 2 and 32 | 136 Green St. | 1585 |
| ♯*♦Frankfort | DR. J. A. VAN KIRK | 204 W. Washington St. | 2632 | 659 Glendale Dr. | 2177 |
| | DR. FRANK A BEARDSLEY | 51 South Jackson St. | 5412 | 751 E. South St. | 6735 |
| | DR. R. A. HEDGCOCK | 205-7 E. Clinton St. | 5922 | 857 E. Clinton St. | 3677 |
| | DR. M. W. ERDEL, Oculist | 2 East White St. | 5223 | 658 E. Armstrong | 2698 |
| ♯*♦Michigan City | DR. B. M. KOHRMAN | The Clinic Hospital 125-133 E. 5th St. | 4-4261 | 3011 Franklin St. | 2-1277 |
| ♯*♦Peru | DR. D. W. FERRARA | 18 W. 5th St. | 7200 | 43 Ridgeview | 4747 |
| ♯*Kokomo | DR. COPELAND BOWERS | Kokomo Clinic | 6169 | 1530 W. Taylor | 5693 |
| ♯♦Noblesville | DR. RAY W. SHANKS | 104 S. 10th St. | 306 | R. R. No. 2 Noblesville, Ind. | 215-R |
| ♯*♦Indianapolis | DR. WILLIAM H. NORMAN | 908 Hume-Mansur Bldg. | LI 2443 | | HU 5601 |
| | DR. A. P. WARMAN | 1363 E. 38th St. | HI 2767 | 1363 E. 38th. St. | HI 2767 |
| ♯*♦Fort Wayne | DR. CARROLL O'ROURKE Oculist | 604 W. Berry St. | A-6334 | 604 W. Berry St. | A-2556 |
| | DR. EUGENE L. BULSON Oculist | 347 W. Berry St. | A-9431 | 4301 Pembroke Lane | H-3433 |
| | DR. RAYMOND J. BERGHOFF | 306 E. Jefferson | A-9476 | 2009 Forest Park | A-1757 |
| | DR. JOHN NILL | 1024 Barr St. | E-3959 | 607 Walnut Rd. | H.9532 |
| Bluffton, Ind. | DR. H. D. BRICKLEY | 227 S. Main St. | 900-901 | 227½ S. Main St. | 220 |
| New Castle | DR. W. C. HEILMAN | 1319 Church St. The Clinic | 970 | 1111 Audubon Rd. | 291 |

♦Where stretchers are located. *Where medical cases are located. ♯Ambulance Service

### AMBULANCE SERVICE

| | | |
|---|---|---|
| Lima | Siferd & Son 712 So. Main St. | Tel. 47341 |
| St. Marys | Yoder and Son 314 West Hight St. | Tel. 3133 |
| Portland | Baird Funeral Home 211 North Meridian St. | Tel. 69 |
| Muncie | City Police Department | Tel. 4441 |
| Tipton | Youngs Funeral Home 216 W. Jefferson | Tel. 33 |
| Frankfort | Goodwin Bros., 200 S. Main | Tel. 5533 |
| Fort Wayne | Mungovan and Sons | Tel. H-2114 |
| Michigan City | J. M. Root 312 East Seventh St. | Tel. 3242 |
| LaPorte | Haverstock Funeral Home 602 Maple Ave. | Tel. 3333-3377 |
| Argos | Unbaugh Funeral Home 84 West Main St. | Tel. 350 |
| Peru | Eickenberry Funeral Home 84 West Main St. | Tel. 5545 |
| Kokomo | Moore and Peacock 705 North Main St. | Tel. 7911 |
| Noblesville | Evans, Godby and Trout 54 South 10th St. | Tel. 610 |
| Indianapolis | Flanner Buchannan Funeral Home 25 West Fall Creek Blvd. | Tel. 3377 |

# NICKEL PLATE ROAD

THE NEW YORK, CHICAGO AND ST. LOUIS RAILROAD COMPANY

LAKE ERIE AND WESTERN DISTRICT

## SANDUSKY, NEW CASTLE AND INDIANAPOLIS DIVISIONS

# TIME TABLE No. 34

**Takes Effect Sunday, April 26, 1953 at 12:01 A. M.**

**Central Standard Time**

For the Information and Government of Employes only.

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

### OFFICERS

G. R. BOWMAN, General Superintendent
H. P. THINNES, Assistant General Superintendent
D. M. BENDER, Superintendent Transportation

R. A. GLEASON, Superintendent
R. CLEAR, Assistant Superintendent
H. R. SCOTT, Train Master
W. H. BURR, Train Master
J. K. RAMSEY, Assistant Train Master
J. A. WALKER, Assistant Train Master
F. W. RIEPENHOFF, Road Foreman of Engines
P. J. MILLER, Road Foreman of Engines
D. I. EVANS, Road Foreman of Engines
W. L. BROWN, Chief Train Dispatcher
B. O'DONNELL, Master Mechanic
M. B. ALLEN, Division Engineer

# SAFETY FIRST

## YOUR FAMILY AND YOUR RAILROAD NEED YOU

## NICKEL PLATE ROAD

## BE ALERT--DON'T GET HURT