SAFETY FIRST

ALWAYS
BE
CAREFUL

LOOK
OBSERVE
THINK

NICKEL PLATE ROAD

THE NEW YORK, CHICAGO AND ST. LOUIS RAILROAD COMPANY

NICKEL PLATE DISTRICT

FT. WAYNE DIVISION AND CHICAGO DIVISION

TIME TABLE No. 140

Takes Effect Sunday, April 27, 1952
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

M. B. PHIPPS, General Superintendent
G. R. BOWMAN, Assistant General Superintendent
D. M. BENDER, Superintendent Transportation
C. H. LEE, Superintendent
H. P. THINNES, Terminal Superintendent Chicago Terminal
R. D. WERLING, Train Master—Chicago Division
G. W. MATHEWS, Train Master—Ft. Wayne Division
V. E. COE, Assistant Train Master
J. L. CARNEY, Chief Train Dispatcher
H. G. WIEGMAN, Road Foreman of Engines Ft. Wayne Division
C. E. BROWN, Road Foreman of Engines Chicago Division
R. J. HUGHES, Master Mechanic
P. McKAY, Division Engineer

FT. WAYNE DIVISION---WESTBOUND

Capacity of Sidings in Cars	Distance from Buffalo	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open.	FIRST CLASS TRAINS 7 Daily	9 Daily	5 Daily	THIRD CLASS TRAINS 63 Fast Freight Daily	61 Switch Run Daily Except Sunday	47 Fast Freight Daily	65 Fast Freight Daily	49 Fast Freight Daily	67 Through Freight Daily
.....	246.8		BELLEVUE YARD L	DN	.....	.....	.....	3.45AM	.....	8.45AM	10.45AM	6.00PM	7.15PM
.....	247.3	0.5	.....Bellevue....L (East End FS Double)	11:00P-12:01A 3:45A-7:45P	8.29AM	6.28PM	11.37PM	.....	.....	.....	.....	.....	.....
.....	247.6	0.3	.W&LE Dist. Tower .	DN	8.30	6.30	11.38	.....	.....	.....	.....	.....	.....
	250.3	2.7	..... Spence.....		8.33	6.33	11.42	.....	.....	.....	.....	.....	.....
113 W. 103 E.	259.5	9.2	... Green Springs...B	DN	8.42	f 6.42	11.51	.....	.....	.....	.....	.....	.....
.....	264.4	4.9	.....Old Fort.. BW	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	268.0	3.6	.....Narlo.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
108 W. 96 E.	268.8	0.8	....Maple Grove...B	DN	8.50	6.50	11.59	.....	.....	.....	.....	.....	.....
95	278.7	9.9	.....Blair.... BW	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	279.8	1.1	.....Fostoria... CW	.....	s 9.08	s 7.10	s 12.18AM	.....	.....	.....	.....	.....	.....
104W	281.1	1.3	.....FS Tower....W	DN	9.10	7.12	12.21	5.13	9.30AM	9.53	2.03PM	7.08	9.08
101	285.2	4.1	West End FS Double ..... DA .....B	.....	9.14	7.18PM	12.25	5.20AM	9.40AM	10.00AM	2.10PM	7.15PM	9.15PM
.....	285 5	0.3	.....Arcadia..... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
143 W. 145 E.	292 4	6.9	...North Findlay...B	.....	s 9.23	.....	s 12.37	.....	.....	.....	.....	.....	.....
107	300.0	7.6	.....McComb.... B	.....	f 9.32	.....	12.45	.....	.....	.....	.....	.....	.....
.....	305.7	5.7	.....Townwood...B (East End YC Running Track)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	307.2	1.5	...Yellow Creek.BCW	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
266	309.9	2.7	West End YC Running Track .....Leipsic Jct....B	DN	9.45	.....	1.01	.....	.....	.....	.....	.....	.....
155	317.8	7.9	.....Millers City... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
153 W. 158 E.	324.9	7.1	.....Continental. BW	DN	s 10.02	.....	1.21	.....	.....	.....	.....	.....	.....
144	330.7	5.8	.....Oakwood.. BW	.....	10.10	.....	.....	.....	.....	.....	.....	.....	.....
111	334.9	4.2	.....Goodwin.... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	338.9	4.0	.....Broughton... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
280	341.4	2.5	.....Latty..... B	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	344.0	2.6	.....Briceton..... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
144	348.9	4.9	.....Payne.... BW	.....	10.30	.....	.....	.....	.....	.....	.....	.....	.....
.....	353.2	4.3	.....Edgerton.... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
144	357.7	4.5	.....Dawkins.... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
84	364.5	6.8	.....New Haven... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	365.4	0.9	.....NE Tower.....	.....	10.48	.....	2.04	.....	.....	.....	.....	.....	.....
.....	366.3	0.9	..East Wayne Yard..	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	367.0	0.7	..Four Mile Road .B (East End WH Double)	.....	10.50	.....	2.09	.....	.....	.....	.....	.....	.....
.....	370.7	3.7	.....Ft. Wayne... A	DN	s 10.57	.....	s 2.20	.....	.....	.....	.....	.....	.....
		1.2	L		11.04	.....	2.35	.....	.....	.....	.....	.....	.....
.....	371.9		.....West Wayne. W Runnion Ave.	DN	11.06AM	.....	2.38AM	.....	.....	.....	.....	.....	.....
					Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily
					7	9	5	63	61	47	65	49	67

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

FT. WAYNE DIVISION--WESTBOUND

Capacity of Sidings in Cars	Distance from Buffalo	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open.	THIRD CLASS TRAINS								
					35	23	29	55	37	51	39		
					Through Freight	Switch Run	Switch Run	Fast Freight	Through Freight	Fast Freight	Through Freight		
					Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily		
.....	246.8		.BELLEVUE YARD L	DN	2.00AM	.....	7.01AM	9.45AM	11.50AM	6.10PM	7.45PM	.....	.....
.....	247.3	0.5	.....Bellevue..... East End FS Double	11:00P-12:01A 3:45A-7:45P	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	247.6	0.3	.W&LE Dist. Tower..	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
113W 103E	259.5	11.9	...Green Springs...B	DN	.....	.....	8.30	.....	.....	.....	.....	.....	.....
.....	264.4	4.9	.....Old Fort.. BW	.....	.....	.....	8.40	.....	.....	.....	.....	.....	.....
.....	268.0	3.6	.....Narlo.....B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
108W 96E	268.8	0.8	....Maple Grove... B	DN	.....	.....	9.15	.....	.....	.....	.....	.....	.....
95	278.7	9.9	.....Blair.... BW	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	279.8	1.1	.....Fostoria...CW	.....	.....	.....	A 1.30PM	.....	.....	.....	.....	.....	.....
104W	281.1	1.3	....FS Tower.....W	DN	3.53	.....	.....	11.24	2.08PM	7.08	9.58	.....	.....
101	285.2	4.1	.....DA.....B West End FS Double	.....	4.00	.....	.....	11.30	2.15	7.15	10.05	.....	.....
.....	285.5	0.3	.....Arcadia..... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
143W 145E	292.4	6.9	...North Findlay... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
107	300.0	7.6	.....McComb.... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	305.7	5.7	.....Townwood....B East End YC Running Track	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	307.2	1.5	...Yellow Creek.BCW	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
266	309.9	2.7	West End YC Running Track ..Leipsic Junction.B	DN	.....	L 6.00AM	.....	.....	.....	.....	.....	.....	.....
155	317.8	7.9	.....Millers City... B	.....	.....	6.14	.....	.....	.....	.....	.....	.....	.....
153W 153E	324.9	7.1	.....Continental. BW	DN	.....	7.11	.....	.....	.....	.....	.....	.....	.....
144	330.7	5.8	.....Oakwood.. BW	.....	.....	7.33	.....	.....	.....	.....	.....	.....	.....
111	334.9	4.2	.....Goodwin.... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	338.9	4.0	.....Broughton.. B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
280	341.4	2.5	.....Latty..... B	DN	.....	7.56	.....	.....	.....	.....	.....	.....	.....
.....	344.0	2.6	.....Briceton..... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
144	348.9	4.9	.....Payne.... BW	.....	.....	8.29	.....	.....	.....	.....	.....	.....	.....
.....	353.2	4.3	.....Edgerton.... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
144	357.7	4.5	.....Dawkins.... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
84	364.5	6.8	.....New Haven... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	365.4	0.9	.....NE Tower.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	366.3	0.9	..East Wayne Yard. A	DN	6.15AM	10.00AM	.....	2.00PM	6.10PM	8.55PM	1.10AM	.....	.....
.....	367.0	0.7	...Four Mile Road B East End WH Double	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	370.7	3.7	.....Ft. Wayne.....	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	371.9	1.2	.....West Wayne. W Runnion Ave.	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
					Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	Daily		
					35	23	29	55	37	51	39		

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

FT. WAYNE DIVISION--EASTBOUND

Capacity of Sidings in Cars	Distance from Chicago	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open.	FIRST CLASS TRAINS			SECOND CLASS TRAINS					
					6	10	8	54	56	50	52	98	64
					Fast Freight			Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight	Fast Freight
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
.....	151.0		....West Wayne. W (Runnion Ave.)	DN	1.53AM	.....	12.27PM	.....	.....	.....	.....	.....	.....
		1.2			s 1.56	.....	s 12.30	.....	.....	.....	.....	.....	.....
.....	152.2		.....Ft. Wayne... A L	DN	2.06	.....	12.35	.....	.....	.....	.....	.....	.....
		3.7											
.....	155.9	0.7	..Four Mile Road. B (East End WH Double)	.....	2.12	.....	12.40	.....	.....	.....	.....	.....	.....
.....	156.6	0.9	..East Wayne Yard..L	DN	.....	.....	.....	6.15AM	1.11PM	11.39PM	11.44PM	.....	.....
.....	157.5	0.9	.....NE Tower.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
84	158.4		.....New Haven... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		6.8											
144	165.2		.....Dawkins.... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.5											
.....	169.7		.....Edgerton.... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
144	174.0	4.3	.....Payne.... BW	.....	.....	.....	12.56	.....	.....	.....	.....	.....	.....
		4.9											
.....	178.9		.....Briceton..... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
280	181.5	2.6	.....Latty..... B	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	184.0	2.5	.....Broughton... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
111	188.0	4.0	.....Goodwin.... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.2											
144	192.2		.....Oakwood.. BW	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
153 W. 158 E.	198.0	5.8	.....Continental. BW	DN	2.53	.....	s 1.18	.....	.....	.....	.....	.....	.....
155	205.1	7.1	.....Millers City...B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		7.9											
266	213.0		.....Leipsic Jct....B (West End YC Running Track)	DN	3.11	.....	1.31	.....	.....	.....	.....	.....	.....
.....	215.7	2.7	...Yellow Creek.BCW	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		1.5											
.....	217.2		.....Townwood....B (East End YC Running Track)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
107	222.9	5.7	.....McComb.... B	.....	.....	.....	s 1.42	.....	.....	.....	.....	.....	.....
		7.6											
143 W. 145 E.	230.5		....North Findlay....	.....	3.29	.....	s 1.54	.....	.....	.....	.....	.....	.....
.....	237.4	6.9	.....Arcadia..... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.3											
101	237.7		.....DA.....B (West End FS Double)		3.37	5.13AM	2.03	9.25	3.02	1.32AM	1.55AM	1.20AM	4.50AM
104W	241.8	4.1	.....FS Tower....W	DN	3.41	5.17	2.07	9.30	3.07	1.37	2.00	1.25	4.55
.....	243.1	1.3	.....Fostoria... CW	.....	s 3.50	s 5.22	s 2.15	.....	.....	.....	.....	.....	.....
95	244.2	1.1	.....Blair.... BW	.....	3.52	5.24	2.18	.....	.....	.....	.....	.....	.....
188 W. 96 E.	254 1	9.9	....Maple Grove... B	DN	4.01	5.33	2.27	.....	.....	.....	.....	.....	.....
.....	254.9	0.8	.....Narlo..... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.6											
.....	258.5		.....Old Fort...BW	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
113 W. 103 E.	263.4	4.9	...Green Springs...B	DN	4.09	5.43	2.37	.....	.....	.....	.....	.....	.....
		9.2											
.....	272.6	2.7	.....Spence.....	.....	4.19	5.53	2.48	.....	.....	.....	.....	.....	.....
.....	275.3		.W&LE Dist. Tower.	.....	4.22	5.56	2.51	.....	.....	.....	.....	.....	.....
.....	275.6	0.3	.....Bellevue.... A (East End FS Double)	(11:00P-12:01A 3:45A-7:45P	4.25AM	5.58AM	2.53PM	.....	.....	.....	.....	.....	.....
		0.5											
.....	276.1		BELLEVUE YARD . A	DN	.....	.....	.....	11.00AM	4.00PM	2.30AM	3.00AM	2.40AM	6.30AM
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
					6	10	8	54	56	50	52	98	64

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

FT. WAYNE DIVISION--EASTBOUND

Capacity of Sidings in Cars	Distance from Chicago	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open.	SECOND CLASS TRAINS—Continued						THIRD CLASS TRAINS				
					60	90	68	66			24	34	36	32	
					Switch Run	Fast Freight	Fast Freight	Through Freight			Switch Run	Through Freight	Through Freight	Through Freight	
					Daily Except Sunday	Daily	Daily	Daily			Daily Except Sunday	Daily	Daily	Daily	
.....	151.0	1.2	.....West Wayne. W Runnion Ave.	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	152.2	3.7	.....Ft. Wayne.....	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	155.9	0.7	..Four Mile Road . B East End WH Double		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	156.6	0.9	..East Wayne Yard..L	DN	.....	.....	.....	.....	.....	.....	2.00AM	2.01AM	5.00AM	6.30PM	.....
.....	157.5	0.9	.....NE Tower.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
84	158.4	6.8	.... New Haven....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
144	165.2	4.5	.....Dawkins.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	169.7	4.3	..Edgerton.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
144	174.0	4.9	.....Payne....BW		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	178.9	2.6	.....Briceton.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
280	181.5	2.5	.....Latty.....B	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	184.0	4.0	.....Broughton... B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
111	188.0	4.2	.....Goodwin.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
144	192.2	5.8	.....Oakwood...BW		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
153 W. 158 E.	198.0	7.1	.....Continental..BW	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
155	205.1	7.9	.....Millers City....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
266	213.0	2.7	..Leipsic Junction..B West End YC Running Track	DN	.....	.....	.....	.....	.....	.....	A5.00AM	.....	.....	.....	.....
.....	215.7	1.5	..Yellow Creek.BCW		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	217.2	5.7	.... Townwood....B East End YC Running Track		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
107	222.9	7.6	.....McComb.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
143 W. 145 E.	230.5	6.9	....North Findlay....		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	237.4	0.3	.....Arcadia .... B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
101	237.7	4.1	..... DA ..✕..B West End FS Double		10.15AM	11.20AM	4.00PM	6.30PM	.....	.....	.....	5.05	8.15	9.20	.....
104W	241.8	1.8	.....FS Tower✕..W	DN	10.25AM	11.26	4.06	6.36	.....	.....	.....	5.10	8.20	9.25	.....
.....	243.1	1.1	.....Fostoria...CW		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
95	244.2	9.9	.....Blair.....BW		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
108 W. 96 E.	254.1	0.8	.....Maple Grove...B	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	254.9	3.6	.....Narlo.....B		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	258.5	4.9	.....Old Fort...BW		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
113 W. 103 E.	263.4	11.9	...Green Springs...B	DN	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	275.3	0.3	. W&LE Dist. Tower.		.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	275.6	0.5	.....Bellevue..... East End FS Double	11:00P-12:01A 3:45A-7:45P	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	276.1		BELLEVUE YARD.A	DN	.....	12.45PM	5.15PM	7.45PM	.....	.....	.....	7.10AM	9.45AM	11.30PM	.....
					Daily Except Sunday	Daily	Daily	Daily			Daily Except Sunday	Daily	Daily	Daily	
					60	90	68	66			24	34	36	32	

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

CHICAGO DIVISION--WESTBOUND

Capacity of Sidings in Cars	Distance from Buffalo	Distance between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open.	FIRST CLASS TRAINS 5 Daily	FIRST CLASS TRAINS 7 Daily	THIRD CLASS TRAINS 25 Switch Run Daily Ex. Sunday	39 Through Freight Daily	27 Switch Run Daily Ex. Sunday	35 Through Freight Daily	55 Fast Freight Daily	37 Through Freight Daily	51 Fast Freight Daily
.....	366.3	0.7	...East Wayne Yard. L	DN	.....	.....	2.50AM	3.30AM	7.30AM	8.50AM	3.35PM	8.30PM	9.45PM
.....	367.0	3.7	..Four Mile Road . B (East End WH Double)	.....	2.09AM	10.50AM	.....	.....	.....	.....	.....	.....	.....
.....	370.7		....Ft. Wayne..... A L	DN	s 2.20 2.35	s 10.57 11.04	.....	.....	.....	.....	.....	.....	.....
.....	371.9	1.2	.... West Wayne ..W (Runnion Ave.)	DN	2.38	11.06	.....	.....	.....	.....	.....	.....	.....
.....	376.7	4.8 4.4	.....Hadley.....B (West End WH Double)	.....	2.45	11.12	3.20	3.55	7.50	9.15	4.02	9.05	10.09
144	381.1	5.1	....Dunfee..... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	386.2	2.9	.....Raber..... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
143	389.1	3.0	.....Peabody..... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	392.1	4.3	.....Arnolds... BW	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
144	396.4	6.2	....South Whitley.. B	.....	s 3.04	f 11.32	.....	.....	.....	.....	.....	.....	.....
155	402.6	7.6	.....Sidney..... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
144	410.2	4.9	.....Claypool... BW	.....	.....	.....	.....	.....	10.05	.....	.....	.....	.....
84	415.1	3.8	..... Burket..... B	.....	.....	.....	.....	.....	10.30	.....	.....	.....	.....
.....	418.9	0.7	.....Mentone.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
145	419.6	4.0	.....Clemer..... B	.....	.....	.....	.....	.....	10.47	.....	.....	.....	.....
87	423.6	7.1	.....Tippecanoe.. BW	.....	.....	.....	.....	.....	11.43	.....	.....	.....	.....
157 E. 147 W.	430.7	7.4	.....Argos.....BC	DN	3.41	12.14PM	5.45	5.40	A 12.01PM	10.55	5.45	10.55	11.47
184	438.1	12.8	.....Hibbard..... B	DN	3.52	12.23	6.55	5.52	.....	11.19^{8}	5.55	11.10	12.03^{36}_{AM}
195 E. 118 W.	450.9	11.4	.....Knox..... BW	DN	s 4.11	s 12.40	8.30	6.10	.....	11.51	6.20	11.45^{36}	12.27^{6}
118	462.3	5.0	.....Thomaston.... B	.....	4.23	12.53	8.45	6.25	.....	12.34PM	6.35	12.11^{6}_{AM}	12.37
112	467.3	5.8	....South Wanatah BW	DN	4.28	12.58	9.00	6.34	.....	12.46	6.42	12.19	12.51
87	473.1	3.3	.....Nickel..... B	Exc. Sat. & Sun.	4.35	1.04	9.12	6.46	.....	12.57	6.48	12.26	1.01
.....	476.4	3.5	.....Valparaiso... B	6:00A-3:00P	4.40	1.10	.....	.....	.....	.....	.....	.....	.....
108	479.9	7.6	.....Spriggsboro... B	.....	4.45	1.15^{32}_{35}	9.28^{56}	6.58	.....	1.15^{7}_{32}	6.57	12.34	1.11
119	487.5	4.8	.....Hobart..... B	DN	4.54	1.23	9.43	7.06	.....	2.23^{34}	7.06	12.42	1.21
89	492.3	4.8	.....South Gary.... B	DN	5.01	1.30^{34}	10.03	7.15	.....	2.39	7.15	12.51	1.32
.....	497.1	2.8	.....Vanloon..... (East End OS Double)	DN	5.07	1.37	10.10	7.30	.....	3.00	7.22	1.01	1.40
96E	499.9	3.1	.....Osborn.... BW	.....	5.14	1.42	.....	.....	.....	.....	.....	.....	.....
.....	503.0	0.5	.....Hammond.... B	.....	s 5.22	s 1.49	.....	.....	.....	.....	.....	.....	.....
.....	503.5	5.8	.....Erie Jct.....	.....	5.25	1.50	.....	.....	.....	.....	.....	.....	.....
.....	509.3	1.1	..... 110th Street ... B	.....	5.38	1.59	.....	.....	.....	.....	.....	.....	.....
.....	510.4	1.2	.... Calumet Yard .. A	DN	.....	.....	11 55AM	8.30AM	.....	4.30PM	9.30PM	2.30AM	2.45A
.....	511.6	1.0	.. 95th Street Cabin ..	DN	5.58	2.06	.....	.....	.....	.....	.....	.....	.....
.....	512.6	1.5	.....I. C. Jct.....	.....	6.03	2.08	.....	.....	.....	.....	.....	.....	.....
.....	514.1	2.1	.....JN Tower.....	.....	6.15	2.22	.....	.....	.....	.....	.....	.....	.....
.....	516.2	6.7	.....Englewood.....	.....	s 6.20	s 2.25	.....	.....	.....	.....	.....	.....	.....
.....	522.9		.....CHICAGO....A	DN	6.35AM	2.40PM	.....	.....	.....	.....	.....	.....	.....
					Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily
					5	7	25	39	27	35	55	37	51

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

CHICAGO DIVISION--EASTBOUND

Capacity of Sidings in Cars	Distance from Chicago	Distance Between Stations	STATIONS AND SIDINGS	Hours between which Train Order Stations are Open	FIRST CLASS TRAINS		SECOND CLASS TRAINS				THIRD CLASS TRAINS			
					8	6	54	56	50	52	32	34	28	36
							Fast Freight	Fast Freight	Fast Freight	Fast Freight	Through Freight	Through Freight	Switch Run	Through Freight
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily
.....	0.0		...CHICAGO..I	DN	9.20AM	10.50PM	.....	.....	.....	.....	.....	.....	.....	.....
		6.7												
.....	6.7		...Englewood..	.....	s 9.33	s 11.03	.....	.....	.....	.....	.....	.....	.....	.....
		2.1												
.....	8.8		...JN Tower...	.....	9.36	11.06	.....	.....	.....	.....	.....	.....	.....	.....
		1.5												
.....	10.3		....I. C. Jct....	.....	9.38	11.08	.....	.....	.....	.....	.....	.....	.....	.....
		1.0												
.....	11.3		.95th St. Cabin.	DN	9.41	11.11	.....	.....	.....	.....	.....	.....	.....	.....
		1.2												
.....	12.5		Calumet Yard.L	DN	.....	.....	1.01AM	8.01AM	6.10PM	7.00PM	11.00AM	11.30AM	.....	9.30PM
		1.1												
.....	13.6		110th Street..B	.....	9.56	11.16	.....	.....	.....	.....	.....	.....	.....	.....
		5.8												
.....	19.4		....Erie Jct....	.....	10.06	11.25	.....	.....	.....	.....	.....	.....	.....	.....
		0.5												
.....	19.9		..Hammond.. B	.....	s 10.09	s 11.28	.....	.....	.....	.....	.....	.....	.....	.....
		3.1												
96E	23.0		...Osborn... BW	.....	10.13	11.33	.....	.....	.....	.....	.....	.....	.....	.....
		2.8												
.....	25.8		....Vanloon.... East End OS Double	DN	10.15	11.37	2.00	9.00	7.55	8.00	12.30PM	1.20PM	.....	10.15
		4.8												
89	30.6		...South Gary. B	DN	10.21	11.43	2.07	9.08	8.02	8.07	12.45	1.30 7	.....	10.28
		4.8												
119	35.4		.....Hobart... B	DN	10.26	11.48	2.13	9.17	8.08	8.13	1.01	2.23 35	.....	10.35
		7.6												
108	43.0		..Spriggsboro..B	.....	10.33	11.55	2.23	9.28 25	8.18	8.23	1.15 35	2.45	.....	10.50
		3.5												
.....	46.5		...Valparaiso. B	Exe. Sat. & Sun. 6:00A-3:00P	10.36	11.58	.....	.....	.....	.....	.....	.....	.....	.....
		3.3												
87	49.8		.....Nickel... B	.....	10.41	12.02AM	2.32	9.34	8.27	8.32	1.30	3.04	.....	11.01
		5.8												
112	55.6		So. Wanatah BW	DN	10.45	12.07	2.39	9.40	8.34	8.39	1.50	3.24	.....	11.14
		5.0												
118	60.6		...Thomaston. B	.....	10.50	12.11 37	2.45	9.50	8.40	8.45	2.10	3.43	.....	11.34
		11.4												
195 E. 118 W.	72.0		....Knox.... BW	DN	s 11.06	s 12.27 51	2.59	10.11	8.54	8.59	2.30	4.01	.....	11.45 37
		12.8												
184	84.8		...Hibbard... B	DN	11.19 35	12.41	3.14	10.26	9.09	9.14	3.00	4.20	.....	12.03 51 AM
		7.4												
157 E. 147 W.	92.2		....Argos...BC	DN	11.26	12.49	3.22	10.34	9.18	9.22	3.24	5.15	L 5.00PM	12.32
		7.1												
87	99.3		.Tippecanoe. BW	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.0												
145	103.3		.....Clemer... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		0.7												
.....	104.0		....Mentone....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.8												
84	107.8		.....Burket... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.9												
144	112.7		..Claypool.. BW	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		7.6												
155	120.3		.....Sidney... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		6.2												
144	126.5		.South Whitley.B	.....	f 12.02PM	1.22	.....	.....	.....	.....	.....	.....	.....	.....
		4.3												
.....	130.8		..Arnolds.. BW	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		3.0												
143	133.8		....Peabody.. B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		2.9												
.....	136.7		.....Raber.... B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		5.1												
144	141.8		.....Dunfee.. B	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
		4.4												
.....	146.2		.....Hadley.... West End WH Double	.....	12.21	1.44	4.45	12.04PM	10.40	10.45	4.59	7.30	7.15	2.45
		4.8												
.....	151.0		West Wayne. W Runnion Ave.	DN	12.27	1.53	.....	.....	.....	.....	.....	.....	.....	.....
		1.2												
.....	152.2		..Ft. Wayne.. A L	DN	s 12.30 12.35	s 1.56 2.06	.....	.....	.....	.....	.....	.....	.....	.....
		3.7												
.....	155.9		Four Mile Rd. B East End WH Double	.....	12.40PM	2.12AM	.....	.....	.....	.....	.....	.....	.....	.....
		0.7												
.....	156.6		East Wayne Yd.A	DN	.....	.....	5.00AM	12.40PM	10.55PM	11.00PM	5.30PM	8.00PM	7.55PM	3.30AM
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily
					8	6	54	56	50	52	32	34	28	36

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

SPECIAL INSTRUCTIONS

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

BETWEEN JN TOWER AND LaSALLE STREET STATION, TRAINS AND ENGINES WILL BE GOVERNED BY NEW YORK CENTRAL AND JOINT N. Y. C.-C. R. I. & P. TIME TABLE AND RULES.

DOUBLE TRACK BETWEEN DA AND BELLEVUE WILL BE DESIGNATED AS "FS DOUBLE".

DOUBLE TRACK BETWEEN FOUR MILE ROAD AND HADLEY WILL BE DESIGNATED AS "WH DOUBLE".

DOUBLE TRACK BETWEEN JN INTERLOCKING AND VANLOON WILL BE DESIGNATED AS "OS DOUBLE."

AUTOMATIC BLOCK SYSTEM RULES ARE IN EFFECT BETWEEN BELLEVUE AND JN TOWER EXCEPT BETWEEN ENDING AND BEGINNING AUTOMATIC BLOCK SIGNS AT 95TH ST. AND WEST END COACH TRACK. SIGNS WILL DESIGNATE BEGINNING AND ENDING OF AUTOMATIC BLOCK SYSTEM TERRITORY.

MANUAL BLOCK SYSTEM RULES ARE NOT IN EFFECT.

REGULATIONS IN YARDS

1. BELLEVUE.

(a) Following main track switches will be in charge of Yardmaster:

East end Inbound lead Eastward yard
West end BK Double
East end Westward yard
East end FS Double
West end Westward yard
West end Eastward yard

(b) Trains and engines moving west on eastward main track must not pass Ending Automatic Block sign located 150 feet west of the east yard lead switch until after securing permission from the towerman.

Trains and engines desiring to move thru crossover from westward main track to eastward main track must not open crossover switches until after securing permission from towerman.

(c) Track 20 westward yard will be used by engines moving between eastward yard and roundhouse.

Ft. Wayne Division incoming engines moving from eastward yard will use inbound lead enroute to track 20.

Outgoing engines will have preference over incoming road engines and yard engines on track 20 and thru leads at east end of yard.

(d) All first class trains will approach the west end BK Double, and the east end FS Double under control expecting to find trains or engines occupying track, and will not proceed until switches are properly lined and route is clear.

(e) Eastbound second class, third class and extra trains must not pass main track switch leading to eastward yard without receiving proceed signal with white flag by day and green light by night and must not proceed into yard track until given instructions to do so.

2. FOSTORIA.

3. FT. WAYNE.

(a) Special instructions covering territory between NE Tower and west yard limit board will be carried on Ft. Wayne and Chicago Division Bulletin and notice boards.

(b) LE&W District trains will move as extras between West Wayne and East Wayne Yard and will not display classification signals between these points.

At West Wayne, LE&W District trains must secure permission from operator at Runnion Ave. before occupying main track or crossing from westward to eastward track.

(c) Trains, engines and yard engines using No. 25 track in eastbound direction will have preference over trains, engines and yard engines in westbound direction.

Unless otherwise instructed, inbound engines will be left on No. 25 track in the vicinity of coal dock.

(d) East Wayne Yard-Westward lead and Switching track:

Westward lead is track circuited between NE interlocking and dwarf signal located five hundred (500) feet west of spring switch and trains or engines will be governed by signal.

When eastward dwarf signal on westward lead and switching track is displaying a (Flashing Red) aspect, engines for the purpose of performing work may pass signal expecting to find track occupied.

One (1) blast of horn located on instrument housing adjacent to dwarf signal requires clearing of westward lead to avoid delay to westbound movements.

When dwarf signals display a stop indication authority to pass must be secured from train dispatcher.

(e) Four Mile Road Interlocking:

(Red over Flashing Red) on westward home signal governing movement from north lead. (Flashing Red) on eastward dwarf signal governing movement from westward track. Yard engines and engines may pass this indication to make switching movements but must not depart from East Wayne Yard.

(f) Eastbound second class and inferior trains will pick up instructions when passing Runnion Ave. telegraph office or contact yardmaster from Four Mile Road.

4. CALUMET YARD.

(a) Switch indicators in connection with approaching eastbound movements on eastward track are in service at east switch of crossover and at inbound lead switch at 110th St. Before lining a switch, push button to illuminate indicator.

"RED" light indicates eastbound movement approaching.

"GREEN" light indicates no eastbound movement approaching.

(b) All first-class Eastbound trains will approach 110th Street expecting to find Eastbound trains pulling out of the yard, or Westbound trains or engines crossing over.

(c) All first-class trains will approach I. C. Jct., and crossover at Stony Island Avenue, prepared to stop, expecting to find trains or engines crossing over.

(d) All C. & O. trains operating within Calumet yard will run as extras without running order and will not be required to display classification signals.

(e) Westbound C. & O. trains will stop at Douglass Street, Hammond, and communicate with the signalman at Michigan Central Crossing and be governed by his instructions as to when train can be handled by NKP.

When proper signal is displayed at Erie Jct. westbound C. & O. trains may proceed on NKP tracks without running order or Clearance Form A.

(f) Westbound C. & O. trains will run ahead of trains 5 and 7 from Erie Junction to I. C. Junction unless overtaken, when they will let them pass promptly.

(g) Eastbound C. & O. trains receiving Clearance Form A may proceed without running order.

(h) Eastbound C. & O. trains originating west of Calumet Yard will run ahead of trains 6 and 8 from I. C. Junction to Erie Junction unless overtaken, when they will let them pass promptly.

(i) C. & O. class K and NKP class S and H-6 engines will not be permitted to operate over tracks between JN Tower and Chicago.

(j) Non-automatic color-light type signal is located at 95th Street Cabin. (This signal is normally dark.)

Switches at both ends of C.&W.I.-NKP connection, near 95th Street, will be handled by the signalman at the 95th Street Cabin. signalman at 95th Street Cabin will also handle the switch at R. I.-NKP connection.

Eastbound trains or engines on NKP eastward track will not proceed beyond clearance point of C.&W.I.-NKP connecting track switch until they have received a proceed signal with a Green flag by day and a Green light by night from signalman at 95th Street Cabin.

When train or engine movement is being made in either direction on eastward track to or from C.&W.I.-NKP or R.I.-NKP connecting tracks, tilting target at C.&W.I.-NKP crossing must display a diagonal or vertical position. When position of target at C.&W.I.-NKP crossing cannot be seen, westbound movements must be preceded by a flag.

Movement in either direction over the C.&W.I.-NKP connecting track may be made when the switches are properly lined and the color light signal at 95th Street Cabin displays Yellow aspect. This Yellow light aspect gives northbound movements from NKP to C.&W.I. right to proceed only to clearance point of R.I. Crossing on C.&W.I. main track.

Eastbound trains or engines on NKP-R. I. connecting track will not proceed beyond clearance point of switch in NKP eastward track until they have received a proceed signal with a Green flag by day and a Green light by night from signalman at 95th Street Cabin.

West bound trains or engines will not move from entrance switch to yard at Stony Island Ave. to eastward track until a hand signal is received with Yellow flag by day and Yellow light by night from switch tender at Stony Island Ave. between 4:00 P.M. and midnight or without securing permission from signalman at 95th Street Cabin between midnight and 4:00P.M.

(k) Unless instructed otherwise by Yardmaster or switch tender, trains or engines will use No. 2 lead to enter west end Calumet Yard and No. 1 lead to leave west end Calumet Yard.

(l) Switches at Stony Island Ave. to be handled as follows: Switch tender on duty 4:00PM to 12:00 midnight handles following switches:

Crossover eastward to westward track.
Entrance switch from eastward track.
West switch of No. 2 lead.

Between 12:00 midnight and 4:00 PM switches are to be handled as follows:

Entrance switch from eastward track will be in charge of Yardmaster at west end of Calumet Yard.

Entrance switch from eastward track will be restored to normal position after being used by crews of NKP and C & O road trains.

All NKP, C & O and foreign line yard crews making movements of engine and/or engine and caboose, will restore entrance switch to normal position after being used. All trains, engines and yard engines will restore crossover switches to normal position after being used. West switch of No. 2 lead may be left in position last used.

(m) NKP and C & O yard movements will be on lookout for instructions which may be handed on by signalman at 95th Street Cabin.

(n) Trains or engines having cleared a main track between Cummings Drawbridge and State Line Interlocking must not re-enter or foul main track or cross from one main track to another, without obtaining permission from signalman at Burnham. This will not relieve employees from the duty of promptly and properly protecting the movement. Information secured from signalman must be repeated.

5. GENERAL INSTRUCTIONS.

(a) On double track train order signals for a track will apply only to trains running with the current of traffic on that track. A train running against the current of traffic must not pass a train order station without receiving Clearance Form A. All trains running against the current of traffic will be notified in the train order of any intermediate closed train order station.

(b) 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.

(c) 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.

(d) 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.

(e) 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.

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

(g) 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.

(h) Snow plow X 50027 must not be operated west of G R & I Crossing Fort Wayne.

When operating snow plow it will be necessary to close the wings at all overhead structures and through bridges, coal docks, water tanks, dwarf signals, spring switch indicators and other structures which are visible.

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

(j) 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.

(k) Trains or engines desiring to use the following tracks will sound whistle signal as indicated:

To enter wye tracks or yards at interlockings	0 0 —
Thru extension Knox or siding Leipsic Junction	0 — —
To enter west end No. 1 track Latty	0 — —
To enter west end YC running track	— 0 —
To enter west end No. 1 track Leipsic Junction	0 0 —
To enter siding at interlockings	— 0 —

(l) Sidings of assigned direction on single track:

Station	Location	Assigned
Knox	East of station and north of main track	Westward
Knox	West of N. Y. C. crossing	Eastward

(m) Between FS Tower and Bellevue Yard.

Eastbound trains moving with the current of traffic will run with reference to other trains in the same direction by block signals whose indications will supersede the superiority of trains and, except as provided by interlocking rules, must not cross over from westward track to eastward track or after clearing the eastward track must not re-enter or foul eastward track without permission of Train Dispatcher. Trains will advise Train Dispatcher in advance when they have work to do or cannot make usual running time.

(n) Between Hadley and East Wayne Yard.

Eastbound and westbound second class and inferior trains moving with the current of traffic will run with reference to other trains in same direction by block signals whose indications will supersede the superiority of trains.

(o) Electric Highway Crossing Signals.

(1) Installations will be covered by bulletin indicating starting section, crossing circuits, manual control devices, location of markers, etc.

Limits of crossing circuits over highway on other than main tracks will be indicated by WHITE markers where practicable.

(2) Where first and second starting sections are provided and where practicable, entrance to first starting section will be indicated by YELLOW marker, and entrance to second starting section will be indicated by RED marker. Where a first and second starting sections are provided, a movement stopping on the first starting section will cancel the automatic operation. Occupancy of second starting section will restore automatic operation.

(3) Operation of manual control device is restricted to the track involved. When practicable, such controls must be restored to automatic operation before a movement is made over the crossing.

(4) Trains or engines having stopped, performed switching or been otherwise delayed within the limits of the approach starting sections, must not proceed over a crossing without first protecting such move by a trainman at the crossing, unless crossing protection has been operating a sufficient length of time to warn highway traffic.

(5) 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.

(6) 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".

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

Location	Crossing	Track	Remarks
Ft. Wayne	Glasgow Ave.	Kroger track	Note 1
Hobart	Main St.	Main	Note 2
Hammond	Columbia Ave.	Eastward	Note 3
Hammond	Oakley St.	Oil track	Note 1
Calumet Yd	Torrence Ave.	Siding	Note 4
Calumet Yd	130th St.	Siding	Note 4

Note 1—Manual operation by towerman only.

Note 2—A movement from team track will operate crossing protection until it clears eastward home signal.

Note 3—First and second starting sections in service for west bound movement.

Note 4—Crossing circuits only.

(8) At the following locations a manually controlled device is provided to cut out the automatic highway signals by trainmen.

Track	Crossing	Location	Control Device Located	Movements
Main	Grant St. and Ridge Rd.	So. Gary	Instrument case N. E. quadrant of the crossing.	Westbound
Main	Grant St. and Ridge Rd.	So. Gary	Instrument case N. W. quadrant of the crossing.	Eastbound
Main	Main St.	Hobart	South gate mechanism.	Eastbound and Westbound
Eastward	Cline Ave.	Hammond	South side of tracks west of crossing.	Eastbound
Eastward	Euler Rd.	Hammond	South side of tracks east of crossing.	Eastbound
			Before cutting crossing at Cline Ave., use key controller, and then pull cut east of Euler Rd. The rear of train must be clear of Grand Ave., and occupy Cline Ave. To restore automatic operation, use push button at Euler Road.	
Eastward	Columbia Ave.	Hammond	Housing in S.W. quadrant of crossing.	Eastbound and when movements against the current of traffic foul the second starting circuit.
Westward	Sohl St.	Hammond	Instrument case N.E. quadrant of crossing.	Westbound
Eastward	Sohl St.	Hammond	Adjacent to team track switch.	Eastbound

(p) Eastbound passenger trains doing station work at Fostoria depot will notify F Tower when ready to proceed.

(q) Unless otherwise instructed, first, second and third class trains moving from LE&W District to the Nickel Plate District at DA or from the LE&W District at FS Tower, which have schedules included in Nickel Plate District time table under the same train numbers, will maintain authorized identity on corresponding schedules on Nickel Plate District, displaying proper signals as required by the rules. Other eastbound trains from the LE&W District at DA will operate as extra trains with or without classification signals between DA and FS Tower.

(r) At West Wayne, (Runnion Ave.), train order signal is eastward only.

(s) Hibbard siding is track circuited. Trains or engines moving from main track to siding will be governed by indication of signals. **Trains or engines having cleared the siding must not re-enter or foul the siding except in accordance with Rule 513.**

(t) Engineers stopping for supplies will sound three (3) short blasts of whistle as follows:

Station	For Stop
FS Tower	Blair and Yellow Creek
Leipsic Jct.	Continental
Continental	Yellow Creek
Latty	Continental
South Whitley	Claypool
Claypool	Arnolds
Hibbard	Claypool and Knox Depot

(u) No cars will be left on No. 1 track Leipsic Jct., No. 1 track Latty, extension track Sidney or storage track Valparaiso without permission from train dispatcher.

(v) An indicator located 600 feet east of Green Street, New Haven, will display one Lunar White light when westward home signal at N.E. Tower displays approach medium, medium approach, approach or restricting indication.

(w) Indicator located just east of Oakley Street, Hammond, will display one Lunar White light when westward home signal MC Tower displays approach aspect.

(x) **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 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.

6. INSTRUCTIONS GOVERNING THE USE OF AUTOMATIC TRAIN STOP EQUIPMENT ON CHICAGO DIVISION.

1. Road engines operated between GR&I crossing West Wayne and 95th Street, Chicago, must be equipped with intermittent inductive automatic train stop device in working order and cut in except:

(a) When used as a pusher or second engine.

(b) By specific authority of Superintendent.

2. When automatic train stop becomes inoperative after leaving terminal, train may proceed at medium speed to the next available point of communication, where a report must be made to the Superintendent.

If an absolute block is established in advance of train on which the device is inoperative, train may, when authorized by train order, proceed at maximum authorized speed, otherwise, train will proceed according to signal indication but not to exceed medium speed.

3. All wayside inductors in connection with automatic train stop must be forestalled (acknowledged) when passed by engine except where signal indication as per Rules 281, 283, 281c or 287 is displayed.

4. Brakes must not be released when application occurs from automatic train stop until train has come to a full stop.

7. PERSONAL INJURY ACCIDENTS.

(1) It is the desire of the Company that all statements in reference to personal injury accidents should be as full as possible and all facts should be stated, whether favorable or unfavorable to the Company, its employes or the injured person.

(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 an employe.

ILLINOIS COMMERCE COMMISSION ORDER No. 138:

(To be observed within the State of Illinois)

"In addition to warnings by whistle or bell, as required by Statute, every railroad train shall give warning by prolonged or repeated whistling when passing or meeting, or about to pass or meet a train, at or in the immediate vicinity of a grade crossing under such circumstances that the second train will obscure in whole or in part, the view of the first train to persons who may be about to use the crossing."

8. STANDARD CLOCKS AND BULLETIN BOARDS, LOCATION.

Bellevue Yard	Telegraph Office.
Bellevue	Passenger Station.
Fostoria	Blair Yard Office. Passenger Depot.
Lima Yard	Telegraph Office.
*Fort Wayne	Office Building.
*East Wayne Yard	Yard Office. West end Office.
West Wayne	Yard Office.
Osborn	Telegraph Office.
*Calumet Yard	Yard Office. West end Office.
*Chicago	Station Master's Office. LaSalle Street Station.

*Also includes NYC bulletins and bulletin books.

9. TRAIN REGISTER BOOKS LOCATION

Bellevue Yard	Telegraph Office.
Bellevue	Passenger Station.
Fostoria	Blair Yard Office.
East Wayne Yard	Yard Office.
West Wayne	Telegraph Office. Runnion Ave.
Argos	Telegraph Office.
Vanloon	Telegraph Office.
Calumet Yard	Yard Office.
Chicago	Station Master's Office. LaSalle Street Station.

10. REGISTERING AND CLEARING OF TRAINS.

(a) First Class Trains.

Register at Bellevue and Chicago.
Leave register slip at West Wayne, (Runnion Ave.), Argos and Van Loon.

Engineer taking train No. 9 from Fostoria must receive all train orders, messages and Clearance Form A from incoming engineer and check with conductor before proceeding.

WESTBOUND... Engineers handling equipment trains from Calumet Yard to LaSalle Street Station, Chicago, will receive Clearance Form A before leaving Calumet Yard.

EASTBOUND.... Conductors leave consist and inquire for train orders, messages, or other instructions, Room 318, LaSalle Street Station, Chicago.
Receive Clearance Form A at 95th St. Cabin.

No. 10 will receive Clearance Form A at FS Tower and Engineer taking train from Fostoria must receive Clearance Form A and any train orders or messages indicated thereon from incoming Engineer and check with Conductor before proceeding.

LE&W District trains are not required to receive Clearance Form A at DA.

NOTE: **Extra passenger trains originating or terminating at LaSalle St. Station, Chicago, will comply with instructions covering first-class trains at that point.**

(b) Second-class and inferior Trains.

WESTBOUND.. FT. WAYNE DIVISION
Register at Bellevue Yard and East Wayne Yard.
Trains originating, terminating or turning at Blair will register at Blair.

CHICAGO DIVISION
Register at East Wayne Yard and Calumet Yard.
Leave register slip at Argos and Vanloon.
C. & O. trains will not be required to receive Clearance Form A.
C. & O. trains terminating at Calumet Yard will register at Calumet Yard.
C. & O. trains that do not terminate at Calumet Yard will leave register slip at 95th St. Cabin.
Train orders or other instructions for C. & O. trains governing movement between Erie Junction and I. C. Junction will be issued to such trains at HY Tower. Hammond.
Conductor of C .& O. trains originating west of Calumet Yard will secure verbal clearance at originating point from train dispatcher through operator at Stony Island.

EASTBOUND... FT. WAYNE DIVISION
Register at East Wayne Yard and Bellevue Yard.
LE&W District trains are not required to receive Clearance Form A at DA.
Trains originating, terminating or turning at Blair will register at Blair.

CHICAGO DIVISION
Register at Calumet Yard and East Wayne Yard.
Leave register slip at Vanloon and Argos.
C. & O. trains turning or originating at Burnham, will receive Clearance Form A at Burnham.
C. & O. trains turning or originating at Calumet Yard will register and receive Clearance Form A at Calumet Yard.
C. & O. trains originating west of 95th St. Cabin will leave register slip and receive Clearance Form A at 95th St. Cabin.

SPECIAL INSTRUCTIONS—Continued

11. SPEED RESTRICTIONS.

LOCATION AND CONDITIONS	Miles Per Hour: Passenger Trains	Miles Per Hour: Freight Trains
Passenger Engines	70	60
Freight Engines	60	60
Engines running light (Except switch engines without engine trucks)	40	40
Engines with side or main rods down or disconnected	.....	20
Switch engines, without engine truck, running light in road service or handled in trains	.....	20
Steam engines running backwards	25	25
Trains handling scale test cars X-1000, X-55355 and X-56130 handle on rear end only	.....	30
Trains handling locomotive cranes, pile drivers or similar equipment moving on own wheels, load or heavy end must be toward engine	.....	30
High hopper cars of coal and other heavy commodities loaded to cubic capacity (top of car or above):	.....	45
Trains handling short hopper cars; DM&IR, LS&I, Soo Line, C&NW and similar equipment of other ownership.		
When loaded	.....	30
When empty	.....	35
Solid trains of tank cars loaded with petroleum or petroleum products	.....	50
Trains handling flangers	25	25
Snow plows (See Instructions Page 9)	.....	35
Snow plows passing passenger trains on double track	.....	4
Large steam derricks:		
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.		
(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, boom swung around to trailing position.)		
Bellevue: Between West end of BK Double and East end FS Double	55	45
Curve west of W. & L. E. Dist. Tower	40	40
Green Springs: Turnout, East end Westward siding	35	35
Maple Grove: Turnout, East end Westward siding	35	35
Fostoria: Between Town St. and Findlay Road	35	35
Fostoria: Between Fostoria depot and Poplar St. Eastbound movement on Westward track	15	15
Fostoria: Between C&O, NYC crossing and Wood St. Westbound movement on Eastward track	15	15
Fostoria: Curve west of NYC crossing	50	50
Fostoria: Curve west of depot (Findlay Road)	50	50
FS Tower: Through all turnouts	35	35
DA: Turnout, Extension Track	50	50
DA: Through other turnouts	35	35
North Findlay: Turnouts, through both sidings	35	35
Y. C. Running Track	50	50
Y. C. Running Track: Turnouts, east and west ends	35	35
Leipsic Jct.: Turnout west end, through siding	35	35
Leipsic Jct.: Turnout east end, through No. 1 track	35	35
Millers City: Turnouts, through siding	35	35
Continental: Turnouts and through both sidings	35	35
Oakwood: Train No. 8 discharging U. S. Mail	45	.....
Train No. 6 discharging U. S. Mail	30	.....
Train No. 5 discharging U. S. Mail	20	.....
Oakwood: Turnouts, through siding	35	35
Latty: Turnouts, through siding	35	35
Payne: Turnouts, through siding	35	35
Dawkins: Turnouts, through siding	35	35
New Haven: Train No. 8 discharging U. S. Mail	45	.....
NE Tower: Turnouts, westward lead and eastward lead	35	35
East End East Wayne Yard: Westward lead	15	15
Four Mile Road: Turnouts, westward track and west end of north lead	35	35
Ft. Wayne: Curve at Bueter Road	45	35
Between Greenwalt Ave. and Clay St.	30	30
Between Clay St. and Van Buren St.	20	20

11. SPEED RESTRICTIONS.

LOCATION AND CONDITIONS	Miles Per Hour: Passenger Trains	Miles Per Hour: Freight Trains
Ft. Wayne: Between Van Buren St. and NYC crossing.	15	15
While engine is passing over NYC crossing.	12	12
West Wayne: Curves west of GR&I crossing	50	50
Hadley: Turnout, Westward track	35	35
Dunfee: Turnouts, through siding	35	35
Peabody: Turnouts, through siding	35	35
So. Whitley: Turnouts, through siding	35	35
Sidney: Turnouts, through siding	35	35
Claypool: Turnouts, through siding	35	35
Clemer: Turnouts, through siding	35	35
Argos: Turnouts, through both sidings	35	35
Hibbard: Turnout, east end of siding	35	35
Knox: Curve east of NYC	35	35
Knox: Other curves	50	50
Hobart: Turnouts, East and West ends of siding	35	35
Westbound trains and engines stopping or delayed within interlocking limits must approach Main Street at not to exceed twenty-five (25) miles per hour to permit proper operation of crossing protection at Main Street Hobart.		
South Gary: While engine passing over street crossings.	45	45
Vanloon: Turnout, Eastward track	50	50
Hammond:		
Curves between depot and State Line	30	30
Westbound trains and engines on westward track stopping within 2000 feet of home signal located east of Columbia Ave. or who have moved at a speed less than twenty-five (25) miles per hour between a point 2000 ft. east of home signal and home signal, must approach Columbia Avenue at a speed not to exceed ten (10) miles per hour to permit proper operation of crossing protection at Columbia Avenue.		
The following speed restrictions over street crossings apply only to engine or leading car moving With the current of traffic:		
Streets between Vanloon and NYC crossing	55	55
Streets between NYC crossing and Columbia	40	40
Streets between Columbia and Sohl	25	25
Streets between Sohl and Sibley	20	20
The following speed restrictions over street crossings apply only to engine or leading car moving Against the current of traffic.		
Westbound movements on eastward track must stop at Columbia Ave. and will not proceed over crossing without first protecting such movements by a trainman at the crossing, unless crossing protection has been operating a sufficient time to warn highway traffic		
Streets between Arizona and Indianapolis	25	25
Streets between Indianapolis and Sibley	20	20
Erie Jct.: Drawbridge turnouts	35	35
Cummings Drawbridge: Eastward track	35	35
Between Stony Island Ave. and 95th Street Cabin. Eastbound trains, engines and yard engines will not exceed yard speed on eastward track.		
All curves between Stony Island Ave. and JN Tower	20	20
Between 95th Street and JN Tower	55	45
JN Tower interlocking limits: Eastward track	15	15
Westward track	10	10
Eastbound equipment trains passing Englewood station	10	.....
Through all other sidings	15	15
Trains having bundles of newspapers to discharge at points where trains do not stop	20	.....
All other main track turnouts and crossovers	15	15
Side and yard track turnouts and crossovers	10	10
Speed restrictions apply to entire train, except where otherwise specified. Speed must be further reduced when, in the judgment of the engineer conditions require it.		

Speed Restrictions on Bridges—

(a) Time Table speed restrictions on bridges apply only while engine is passing over bridge.

(b)	Speed in Miles per Hour Class S. S1. S2. S3.
Bridge 452.89—Knox	45
504.21—Erie Jct	20
507.98—Burnham (Cummings Drawbridge)	35

(c) C. & O. class H-4A, H-5, H-6, B-3 and K-3 engines may operate between Erie Junction and IC Junction at same speed restrictions specified for NKP class S engines except at Cummings Drawbridge (507-98) a speed restriction of twenty (20) miles per hour must be observed by C. & O. class B-3 and K-3 engines.

(d) 250 ton Derrick. Bridge 514.96, 15 miles per hour.

12. OVERHEAD AND SIDE OBSTRUCTIONS.

(a) 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.

All elevators with loading spout.
Narlo.....Dolomite Stone Co. tracks.
Ilers.....Elevator building, team track.
Fostoria.....Mennel Milling Co., fence and canopy.
Fostoria Grain Co. tracks.
Yellow Creek.....Coal dock, Main and Running tracks.
Fort Wayne.....Berghoff Brewing Co. track.
American Coal & Supply Co. tracks.
Sewage Disposal track.
General Electric Co. tracks, LE&W District.
So. Whitley.....Grip Nut spur.
Erie Jct.....Drawbridge eastward and westward tracks.
Burnham.....Drawbridge (Cummings) eastward and westward tracks.
Chicago.....NYC & PRR Co. bridge between 75th and 76th Streets.

(b) Employes are prohibited from riding on top of cars, engines, or other high equipment while movements are being made at the following locations where signal wires or cables are less than 27 feet above top of rail:

Location	Signal Wire or Cable over Track
Colby	Elevator.
Fostoria	Carbon track No. 1.
DA	West end of Passing Siding and westward track.
Edgerton	Tile Co. spur.
Fort Wayne	Clifford Brothers Coal Co.
	Indiana Road Machine Co.
Hibbard	North end of Wye.
Chicago	94th Street.

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

Old Fort.....Stock pens—West Elevator track.
Narlo.....Dolomite Stone Co. tracks.
Unloading Platform Switching track.
Maple Grove.....Building, Elevator track.
Fostoria.....Cyclone fence and Oil unloader Carbon Co. No. 3 track.
Mennel Milling Co. tracks and fence.
Fostoria Grain Co. tracks.
Payne.....Hyman Elevator track.
Edgerton.....Tile Company, spur.
New Haven.....Repair track platform.
Fort Wayne.....Berghoff Brewing Co. track.
American Coal & Supply Co. tracks.
Indiana Road Machine Co. track.
Switch stand in river bridge.
Fulton Street team track.
General Electric Co. tracks, LE&W District.
Hoosier Solvent, South fence.
Maumee Coal Co. fence.
Bursley Co. platform.
Dock Street team track, light poles.
Clifford Brothers Coal Co. fence.
Raber.....Team track electric box.
South Whitley.....Grip Nut spur.
Elevator track Westward Home signal.
Valparaiso.....Freight House track.
Osborn.....Hammond Lead Co. track.
Hammond.....Freight House track.
Hammond Brass Co. track.
Oil spur.
Stony Island.....Old Ice House track.
Chicago.....NYC & PRR Co. bridge between 75th and 76th Streets.
Girders 79th Street.
Retaining Walls 71st Street.
Burkartsmair track retaining wall.

(d) 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 employes in charge of such engines and trains.

(e) 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 twenty-one 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.

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

(g) In the State of Illinois, in all cases where the vertical clearance is less than 21 feet and the horizontal clearance is less than 8 feet, insufficient room to clear a man on top or side of car, a warning sign is placed. Trainmen are prohibited from occupying the tops and sides of cars, while in motion, at any of the points where warning signs are located.

13 RESTRICTIONS ON SIDE TRACKS.

(a) Engines are not permitted on the following tracks at Narlo:

	Scale track under tipple, Horn track, Ag track west of turnout to Special Products track, turnout to Hi-line track, No. 1 and No. 2 tracks under stone tipple. Class S engines are not permitted on North track, No. 1 and No. 2 tracks between Lime Mill and Stone Tipple, Ag track 500 feet west of road crossing. Class S engines may only use east switching lead for 500 feet.
Yellow Creek	Coal pit track.
Fort Wayne	Beyond frog on Pettit track.
South Whitley	Class S engines headed east are not permitted on house track.
Mentone	Mill track.
Hibbard	PRR Co. team track, Pennsylvania portion of the interchange track is not safe for engines east of first highway crossing east of the switch leading out of passing siding.
Knox	NYC spur. Engine spur east of coal unloading pit.
Valparaiso	Coash Co. trestle.
Hammond	Team track west of Oakley Street. Paxton Lumber Co. inside gate.

(b) Closed top cars may be moved over scales and under tipple at Narlo with great caution.

(c) Tracks leading from NKP main track switches to tracks No. 21 and No. 22 at east and west end Casad may be used by all class engines.

Tracks No. 21 and No. 22 may be used by all class engines.

All cars set off on No. 21 and No. 22, either at east or west end must be left in clear of other tracks and crossovers.

SPECIAL INSTRUCTIONS—Continued

14. PROVISIONAL AND SPECIAL STOPS FOR PASSENGER TRAINS.

(a) All passenger trains will stop on instructions opposite East Wayne Yard Office to permit employees deadheading under orders to board or alight from trains at that point.

(b) No. 7 will stop at McComb, Payne and South Whitley on Sundays.

No. 8 will stop at South Whitley and Payne on Sundays.

(c) Passengers to and from Englewood and Stony Island will be treated as Chicago passengers.

(d) Trains will stop on signal at stations for handling parcel post and leave pay passengers or take on pay passengers for stations where trains are scheduled to stop, as follows:

(e) No. 5 —Leipsic Jct. and Continental to leave from Fostoria and East and take for Fort Wayne and West and to receive or discharge parcel post.
—Hibbard to leave from Cleveland and take for Chicago.
—Valparaiso to leave from Fort Wayne and East.
—South Gary to leave from Lorain and East.

(f) No. 6 —South Gary to take for Lorain and East.
—Hibbard to leave from Chicago and take for Cleveland and East.
—Continental on Sunday mornings to take for Cleveland and East.
—Leipsic Jct. to leave from Chicago and take for Cleveland and East, and to receive or discharge parcel post.
—North Findlay to leave from Chicago.

(g) No. 7 —Leipsic Jct. to leave from Cleveland and East and take for Fort Wayne and West, and receive or discharge parcel post.
—Oakwood daily except Sundays to receive and discharge parcel post.
—Payne to leave from Cleveland and East and take for South Whitley and West, and to receive or discharge parcel post.
—Hibbard to leave from Fort Wayne and East, and take for Chicago.
—South Gary to leave from Lorain and East.

(h) No. 8 —South Gary to take for Lorain and East.
—Valparaiso to take for Fort Wayne and East.
—Hibbard to leave from Chicago and take for Fort Wayne and East.
—Payne to leave from Chicago and take for Cleveland and East.
—Green Springs to leave from Fort Wayne and West and take for Cleveland and East.

(i) No. 10 —Green Springs for passengers.

15. RAILROAD GRADE CROSSINGS, JUNCTIONS AND DRAWBRIDGES.

LOCATION	ROAD	SIGNALS	Proceed on NKP Dist. when Target or Gates in Following Position.
W&LE Dist. Tower	P.R.R.–W.&L.E. Dist.–N.Y.C.	Interlocking	
Green Springs	N. Y. C.	Interlocking	
Maple Grove	P.R.R. Co.	Interlocking	
Fostoria	C. & O.–N. Y. C.	Interlocking	
	B. & O.	Interlocking	
FS Tower	L. E. & W. Dist.	Interlocking	
DA	L. E. & W. Dist.	Interlocking	
North Findlay	N. Y. C.	Interlocking	
McComb	B. & O.	Interlocking	
Leipsic Jct.	B. & O.	Interlocking	
	D. T. & I.	Interlocking	
Continental	Clover Leaf Dist.	Interlocking	
Latty	N. Y. C.	Interlocking	
NE Tower	Wabash	Interlocking	
West Wayne	N. Y. C.	Target	Horizontal
West Wayne	G. R. & I.	Interlocking	
South Whitley	P.R.R. Co.	Interlocking	
Claypool	N. Y. C.	Interlocking	
Argos	L. E. & W. Dist.	Interlocking	
Hibbard	P.R.R. Co.	Interlocking	
Knox	N. Y. C.	Interlocking	
Thomaston	C. & O.	Automatic Interlocking	
So. Wanatah	C. I. & L.	Interlocking	
Spriggsboro	G. T.	Interlocking	
Hobart	E. J. & E.	Interlocking	
South Gary	M. C.	Interlocking	
Vanloon	E. J. & E.	Interlocking	
Osborn	N. Y. C.	Interlocking	
Hammond	M. C.	Interlocking	
Erie Jct. Drawbridge	Erie	Interlocking	
State Line	B. & O. C. T. C. I. & L. I. H. B.	Interlocking	
Burnham	P.R.R. Co. C. & W. I.	Interlocking	
Cummings Drawbridge	Gauntlet	Interlocking	
Calumet Yard (95th St.)	C. & W. I.	Target	Horizontal
Calumet Yard (94th St.)	C. R. I. & P. Belt Rwy.	Gates	Gates over C. R. I. & P. and Belt Rwy.

The position of target at night will be indicated by two Red lights.

(a) 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, when 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.

(b) At railroad crossings governed by gates or tilting target, trains after they come to a stop will, when gate or target is placed for them to proceed, give two long blasts of the whistle, before proceeding. After this signal has been sounded the position of the gate or target must not be changed until the train has stopped or passes over the crossing.

(c) FOSTORIA:

Movements over crossings which are controlled by F interlocking:-

(1) L.E.W. Dist..B. & O.
L.E.W. Dist..C & O....N.Y.C.
NKP. Dist..B. & O.
NKP. Dist..C. & O...N.Y.C.

Connecting track movements over N.Y.C. to C. & O. main tracks.

(2) Trains or engines using LE&W Dist. main track must approach home signals under full control, prepared to stop and will not proceed unless home signal indicates proceed; speed of engines between home signals must not exceed twenty (20) miles per hour.

(3) Trains or engines arriving at home signal indicating Stop, and no trains of another railroad occupying track section between home signals, will immediately communicate with signalman at 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 crossings without fouling track of other railroads, after which ten (10) minute lighted Red fusees must be properly placed, the movement may then be made at restricted speed.

In addition to the above protection, movements on connecting track authorized to pass Stop indication must protect against movements on C&O tracks.

(4) Rule 663 is modified accordingly.

(d) **DA:**

Trains or engines arriving at home signal indicating Stop, with no other movements occupying the track section between the home signals, train dispatcher at Ft.Wayne will be contacted immediately. Authority to pass Stop signal of eastward home signal may be secured verbally from train dispatcher. If authorized to pass Stop signal, switches within the interlocking limits in the route to be used must be examined and if properly lined they must be securely spiked, after which train or engines may proceed at restricted speed. If switches are not properly lined for route to be used, train dispatcher must again be contacted and his instructions followed. In addition, westbound trains and engines moving to LE&W Dist. must not pass Stop signal unless authorized by train dispatcher, So. Lima.

Rule 663 is modified accordingly.

(e) **At N. Y. C. Crossing West Wayne:**

Tilting Targets govern movements over this crossing.

Tilting target located adjacent to eastward NKP main track governs movements on main tracks and engine house lead of NKP.

Tilting target located adjacent to Old Passenger Track governs movements on Old Passenger Track.

Trains or engines must approach crossing under full control and be governed by the following indications:

Targets diagonal —Stop on all routes.

Targets horizontal—Proceed on NKP without stopping at not to exceed twelve (12) miles per hour.

(f) **At C. & O. Crossing Thomaston:**

Thomaston interlocking plant is automatically controlled. NKP trains arriving at this point and finding home signals indicating Stop with no C. & O. trains using the crossing must be governed by the following:

Trainmen must proceed to crossing on foot and ascertain whether or not a C. & O. train is at or approaching the crossing.

If no C. & O. train is present or approaching, trainmen must operate the clock work release located in wood box locked with switch lock and on which is stenciled the words "Emergency Release." To operate this release, turn knob to right until pointer is at zero point, hold for two seconds, and then release it. If, after release has operated and pointer has returned to its original position, the desired NKP signal does not clear, trainmen must protect against and make certain that C. & O. will not use or foul the crossing before permitting NKP train to proceed over crossing, unless it is positively known that C. & O. home signals and smash boards are in Stop position. If C. & O. home signals and smash boards are not seen to be in Stop position or if view of C. & O. tracks is obscured, trainmen must communicate with C. & O. dispatcher thru C. & O. dispatcher's phone located in booth at crossing and be governed by dispatcher's information as to location of trains in making movement over crossing. Anyone using emergency release must lock box with switch-lock before leaving.

When occupying track between home signals, trains of either road must immediately move to a point beyond home signals upon the approach of a train on the other road.

Dwarf signal governing eastbound movement from siding will not display proceed indication until siding switch is reversed. If signal does not display proceed indication with switch reversed trainmen will be governed by same instructions as apply to home signals.

Lower arm on westward home signal will display proceed indication only when C. & O. crossing is clear and siding switch is in reverse position.

Rule 663 is modified accordingly.

(g) **At Erie Junction:**

The westward home signal at west end of Erie Jct. and the eastward home signal at east end of Erie Jct. govern movements to the Erie R. R. and to the NKP. These signals govern movements to the NKP when the indications displayed are, Stop (Rule 292), Medium-approach (Rule 286), or Medium-clear (Rule 283).

When authority is required to pass Stop indication of home signal at Erie Drawbridge be governed by Erie R. R. Rule 663, which reads as follows: "Trains or engines must not pass an interlocking Stop-signal without receiving an Erie R. R. Clearance Form B and hand signals. Enginemen and trainmen must not proceed on hand signals until they are fully informed of the situation; the movement must then be made at restricted speed."

16. MOVEMENT OF TRAINS BETWEEN FS TOWER AND DA.

(a) Rules 261-264, inclusive, govern movements over either main track.

(b) **FS Tower**—Switch of Ohio Farmers' turnout is equipped with a controlled electric switch lock. Before unlocking switch train dispatcher must be advised of the move to be made, the amount of time desired and limits of work to be done on main track and the dispatcher will grant authority to use the main track within a prescribed limit and advise the time that main track may be used.

17. MOVEMENT OF TRAINS ON YELLOW CREEK RUNNING TRACK.

Yellow Creek running track extends from east end at Townwood to Leipsic Jct. interlocking and will be designated as YC running track. Automatic block, C.T.C. rules and siding signals indicated in figures No. 1 and No. 2 of Bracket Mast Rule will apply.

Trains or engines having cleared the YC running track must not re-enter or foul YC running track except by proper signal indication or by permission of the dispatcher.

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

DA and Four Mile Road.
Hadley and Argos interlocking.

(a) All controlled signals, power switch mechanisms and electric switch locks are controlled by train dispatcher at Fort Wayne.

(b) Controlled sidings are located at North Findlay, Leipsic Jct., Millers City, Continental, Oakwood, Latty, Payne, Dawkins, Dunfee, Peabody, South Whitley, Sidney, Claypool, Clemer and Argos.

The home signals at DT&I interlocking are also intermediate signals on Leipsic siding.

(c) 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.

(d) A train or engine must not pass a Stop signal except when authorized by dispatcher, and after complying with dual control, spring switch and/or interlocking rules, may then proceed at restricted speed.

(e) Location of Controlled Electric Switch Locks.

DA Siding	East end.
McComb	East and west ends siding.
Shawtown	Elevator spur.
Leipsic Jct.	East end No. 1 track.
Leipsic Jct.	East end, High track.
Leipsic Jct.	Turntable track.
Kiefersville	Local track.
Continental	Crossover to westward siding.
Melrose	Local track.
Goodwin	East and west ends siding.
Broughton	Elevator spur.
Briceton	Local track.
Worstville	Elevator track.
Payne	East end Switching track.
Edgerton	Storage track.
Casad	East and west entrance track.
New Haven	East and west ends siding.
	East and west ends No. 1 track.
	West end transfer track.
East Wayne	Parrott track.
Dunfee	Local track.
Raber	Local track.
South Whitley	East elevator track and PRR transfer.
	Stock track.
Sidney	Extension track and North spur track.
Packertown	Local track.
Claypool	Storage track and NYC wye track.

Burket.....East and west ends siding.
Local and elevator tracks.
Mentone.....East and west ends local track.
Tippecanoe.....East and west ends siding.
Local track.
Argos.....Crossover from main track to eastward siding.

(f) Location of Electric Derail Locks.
Burket.....Local track. Elevator track.

(g) Location of Bolt lock and pipe connected switches.
Continental.....Crossover from main track to westward siding.
Argos.....Crossover from main track to eastward siding.

Electric lock on Main Track end, Bolt Lock on siding end. Main track switch in reverse position will release siding switch. Siding switch must be placed in normal position in order to restore main track switch to normal position.

Argos — If Main track and siding are occupied at the same time, electric lock will not release until door of electric lock has been opened for a period of three (3) minutes.

19. DUAL CONTROL SWITCHES.

(a) Location		Controlled by
(*) Indicates indicator lights in service.		
*North Findlay	East end eastward siding	Dispatcher Ft. Wayne
*North Findlay	West end westward siding	Dispatcher Ft. Wayne
*Y. C. Running Track	East end	Dispatcher Ft. Wayne
*Leipsic Jct.	West end siding	Dispatcher Ft. Wayne
*Millers City	East and west ends siding	Dispatcher Ft. Wayne
*Continental	East and west ends westward siding	Dispatcher Ft. Wayne
*Continental	East and west ends eastward siding	Dispatcher Ft. Wayne
*Oakwood	East and west ends siding	Dispatcher Ft. Wayne
*Latty	East and west ends siding	Dispatcher Ft. Wayne
*Payne	East and west ends siding	Dispatcher Ft. Wayne
*Dawkins	East and west ends siding	Dispatcher Ft. Wayne
Four Mile Road	West end north lead	Dispatcher Ft. Wayne
Four Mile Road	West end south lead	Dispatcher Ft. Wayne
Four Mile Road	East end "WH" double	Dispatcher Ft. Wayne
*Dunfee	East and west ends siding	Dispatcher Ft. Wayne
*Peabody	East and west ends siding	Dispatcher Ft. Wayne
*So. Whitley	East end siding	Dispatcher Ft. Wayne
*Sidney	East and west ends siding	Dispatcher Ft. Wayne
*Claypool	West end siding	Dispatcher Ft. Wayne
Clemer	East and west ends siding	Dispatcher Ft. Wayne
Argos	East and west ends westward siding	Dispatcher Ft. Wayne
Argos	East and west ends eastward siding	Dispatcher Ft. Wayne
Hobart	East end siding	Signalman Hobart Tower

(b) Dual control switches so indicated in paragraph (a) are equipped with indicator lights located on relay case adjacent thereto.

When switch is set for desired movements, 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.

20. LOCATION AND SPECIAL INSTRUCTIONS GOVERNING SPRING SWITCHES.

(a) **110th St.**

Main track switch at east end of outbound lead. Normally set for main track movement and there is no signal governing reverse movement over this switch.

Dwarf signal governs movement to eastward track and is automatically set to display a Stop indication by an approaching eastbound train on eastward track and held in that position until train passes the next automatic signal.

Trains or engines on lead, after stopping, must protect against movements on eastward track, and may then proceed at restricted speed.

After completing forward movement through this switch, reverse movement must not be made until the switch mechanism has had sufficient time to operate and lock the switch, which requires not less than thirty (30) seconds. It must be known that the switch is closed and locked before reverse movement is made.

Westbound trains or engines using eastward tracks over this switch must examine switch points before passing over it.

(b) Special Instructions governing Spring Switches Equipped With Electric Switch Lamps:-

1. Location	Normal Position
Bellevue Yard.	
(a) East end departure lead Eastward Yard	Eastward track
(b) East end No. 1 lead Eastward Yard	No. 2 lead
East end No. 1 track Leipsic Jct.	Main track
East end No. 1 track Latty	Main track
East end switching lead East Wayne Yard	Westward lead
Hadley - west end WH Double	Eastward track
Hibbard - west end siding	Main track
South Wanatah - west end siding	Main track

2. When electric switch lamp displays Green, movements may be made in accordance with the Rules.

When electric switch lamp displays Red, the following must be complied with:

(a) Trailing point movements must not be made until after switch has been properly lined by hand, if necessary, and switch points examined and known to fit properly, and request for unlock from dispatcher Fort Wayne must be obtained for hand operation of switch at East end No. 1 track Leipsic Jct. and East end No. 1 track Latty.

(b) Facing point movements must not be made until after switch points have been examined and known to fit properly and switch lined for the route to be used.

21. INSTRUCTIONS GOVERNING THE OPERATION OF CONTROLLED ELECTRIC SWITCH LOCKS.

1. Call train dispatcher and ask for an "Unlock."

2. To enter switch a car or engine must occupy main track within 75 feet ahead of the switch.

3. Unlock switch padlock and open door of electric lock.

4. If indicator is in vertical position, throw small lever to extreme left position and handle switch in usual manner.

5. When movement thru switch is completed and switch 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 dispatcher notified accordingly.

6. Before asking for unlock at east end New Haven siding, a car or engine must not occupy track between home signals.

7. Electric switch lock in service at east end South Wye, Continental, controlled by signalman.

8. Electric switch lock in service at west end westward siding Knox controlled by signalman.

9. Electric switch lock east end transfer track South Wanatah controlled by signalman.

NOTE: After having cleared main track and restored switch and switch lock to normal position, in order to reoccupy main track, ask dispatcher for an unlock.

22. SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OVER OTHER DISTRICTS AND ON TRACKS OF FOREIGN RAILROADS AT JUNCTION POINTS.

(a) At all points where necessary to occupy the tracks of another district or foreign railroad at junction points, permission must first be obtained from the agent or operator of such road and the movement must be protected by flag.

(b) Fostoria—L. E. & W. Dist.

(1) All movements between yard limit boards are under the jurisdiction of the Nickel Plate District Supervision.

(2) No first-class trains are scheduled in this territory.

(3) Movement over railroad crossings is governed as follows:
B&O.....Interlocking.
NYC-C&O.....Interlocking.

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

(5) Eastbound and Westbound trains and engines will communicate with signalman at F Tower to determine location of trains or engines between LE&W District—C&O Crossing and LE&W District—B&O Crossing.

(6) 250 ton derrick—Close observation passing old LE&W station platform, not to exceed 5 miles per hour.

(c) Leipsic Jct., D. T. & I. Tracks.

The following instructions from DT&I R. R. time-table will apply when using DT&I R. R. tracks at Leipsic Jct., Ohio:

"In the movement of engines with or without cars when switching over highway crossings, unless there is a watchman on duty, or the crossing is protected by gates, a member of the crew will protect highway traffic by preceding each movement over the crossing and see that all highway traffic has been stopped before signaling engineman to proceed. Trains moving through sidings or industrial tracks and across highway grade crossings which are protected by flashers and such tracks do not operate flashers, crossing must be protected by a member of the crew until crossing is occupied, unless the crossing is being protected by a known employee."

(d) Continental, Clover Leaf District main track and Argos, Lake Erie and Western District main track.

Movements using Clover Leaf District main track at Continental and Lake Erie and Western District main track at Argos must not cross Nickel Plate District main track without stopping at dwarf home signal and will be governed by the indication displayed on the dwarf signal.

(e) Ft. Wayne—L. E. & W. Dist. (New Castle Division).

(1) Trains run via NYC between Nickel Plate Crossing and PRR (Ft. Wayne Division) Crossing.

(2) No first-class trains are scheduled in this territory.

(3) Movements over Railroad crossings are governed as follows: After stopping for derails, movement must not be made over NKP District tracks until derails are off rail, derail lamps display White banner by day and Green light by night and the two tilting targets are in a vertical position.

PRR Co. (GR&I) Gates.

PRR Co. (Ft. Wayne Div.) and Wabash are governed by interlocking with inoperative approach signals and all trains and engines will approach the home signals 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.

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

(5) Movements must be brought to a stop before crossing Taylor St. and traffic protected by a member of crew before proceeding.

(f) Hobart—E. J. & E. Tracks.

The following instructions govern movement on E. J. & E. Rwy;

(1) Nickel Plate crews delivering to the E. J. &. E. Rwy. at Hobart will obtain track information from the Agent's Office and a line-up on opposing movements from the towerman before entering E.J.&E. Rwy. main track.

Block system, which supersedes the superiority of trains between signals, is in service between the westward home signal at NKP interlocking and signals 1190 and 1188 located at clearance point at east end of the west siding.

Eastbound E. J. &. E. trains will use the main track, and westbound E. J. & E. trains will use the west siding, regardless of superiority. The normal positions of spring switches at east and west ends of the west siding is for movement to the west siding.

Eastbound movements on the siding must be authorized by the towerman or dispatcher or under flag protection.

Engines moving through No. 1 or No. 2 track must not foul west siding until switch is properly lined and then under flag protection. Engines must not foul main track at east end of No. 1 track when switch indicator displays a Stop-indication until proper understanding is had and the movement properly protected.

Telephones are located near west switch of No. 1 track and east switch of west siding.

Trains making delivery to E. J. & E. Rwy. will leave 50 to 100 feet clearance either side of Water Street.

(2) Automatic gates and flashing light signals in service at Lake Street and Main Street crossings at Hobart.

Color light dwarf signals bearing "X" markers have been installed on each side of each crossing, to govern main track movements over the crossing.

Movements over Lake Street on tracks other than main track shall be made after a complete stop is made with leading wheels just beyond insulated joints, painted Yellow. After crossing is properly protected, movement may be completed over crossing.

The limits of special control circuits at each crossing are marked by insulated joints, painted Yellow, on each side of crossing and engine or cars must not be left standing within these limits.

Movements across the crossing on main track must clear the Yellow insulated joints on opposite side of crossing, in direction of movement, before a reverse movement is made.

Switching movements, receiving a stop indication on the dwarf signal, will stop with leading wheels opposite the signal and not proceed over the crossing until crossing is properly protected.

Switch to yard tracks at Main Street must be lined for main track after movement through same is completed.

23. MODIFICATIONS AND ADDITIONS TO THE RULES.

Definitions.

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.

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.

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.

Rule 5.

The time shown for trains at yards applies as follows:

Bellevue Yard	Yard Office.
Blair	Yard Office.
West Wayne	Telegraph Office. / Runnion Ave.

Rule 17.

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

Rule 19.

(a) C. & O. freight trains will display marker lamps, not lighted by day and lighted by night.

(b) Displaying of Top Deck light will be omitted.

(c) In Centralized Traffic Control territory, so designated in Time Tables, 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 and adjacent 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 highway traffic, without first protecting such move by man on 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 the next signal in advance.

Rule 291.

When an automatic signal displays Stop and Proceed, a train to take siding at a meeting point may proceed at restricted speed without stopping, when engineman receives hand signal from trainman of train holding main track and switch is set for movement to siding, in accordance with Rule 104.

Rule 670. (Amplified)

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 dispatcher's 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.

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

Rule 808.

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

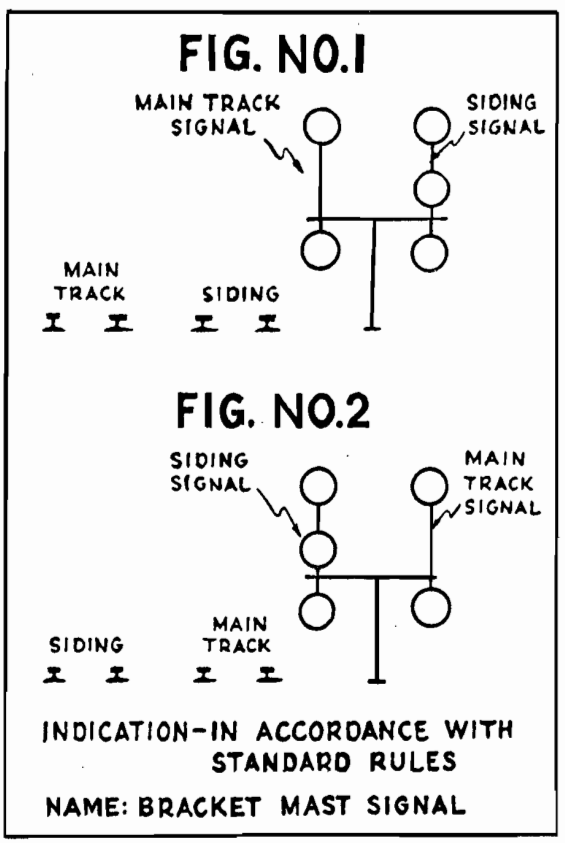
Rule 809.

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 cock must be closed and air hose parted by hand.

BRACKET MAST SIGNAL



AUTOMATIC BLOCK SIGNALS

FT. WAYNE DIVISION

Westward	Eastward
⊙Home	
W.L.E. Dist. Interlocking	
	⊙Home
249.7G	
	250.8G
251.7	
	253.2
254.3	
Colby	
	255.8G
257.3	
	258.2G
●Home	
Green Springs Interlocking	
	●Home
262.3	262.4
264.1	264.0
Old Fort	
265.1	
	265.4
	267.0
267.9	
Narlo	
	268.6
Home	
Maple Grove Interlocking	
●Home	
	⊙Home
270.5	
	271.8
272.9	
	274.4
Ilers	
275.3	
	276.8
277.7	
278.9	
	279.2

Westward	Eastward
⁞Home	
C. & O. and N.Y.C. Crossing	
	⁞Home
⁞Home	
B. & O. Crossing	
	⁞Home
Fostoria	
280.7	
	Home
+Home	
FS Interlocking	
Westward Track	
	⊙Home
284.1	283.8
Beginning CTC	
↓Home	
Eastward Track	
	⊙Home
↓283.9	284.0
Beginning CTC	
Home	
DA	
	↓Home
	End of CTC
287.5	287.4
289.7	289.8
Home	
E. End North Findlay	
	Home
Home	
North Findlay Interlocking	
	Home
Home	
W. End North Findlay	
	Home
296.9	297.0
298.9	298.8
Home	
McComb Interlocking	
	Home
303.1	303.2

Westward	Eastward
Home	
E. End Y.C. Running Track	
	Home
Main Rng.Trk.	Main Rng.Trk.
307.3	307.4
307.5	307.6
309.1	309.0
309.3	309.2
Home	
Leipsic Jct. Interlocking	
	Home
Home	
D. T. & I. Interlocking	
	Home
Home	
W. End Siding Leipsic Jct.	
	Home
315.7	315.6
Home	
E. End Millers City	
	Home
Home	
W. End Millers City	
	Home
321.9	321.8
Home	
E. End Continental	
	Home
Home	
Continental Interlocking	
Home	
	Home
Home	
W. End Continental	
	Home
Home	
E. End Oakwood	
	Home
Home	
W. End Oakwood	
	Home
333.7	333.8
336.9	336.8

Westward	Eastward
Home	
E. End Latty	
	Home
Home	
Latty Interlocking	
	Home
344.5	344.6
Home	Home
Home	
E. End Payne	
	Home
Home	
W. End Payne	
	Home
353.3	353.2
355.3	355.4
Home	
E. End Dawkins	
	Home
Home	
W. End Dawkins	
	Home
360.9	361.0
Home	
New Haven	
	Home
⊙Home	
NE Interlocking	
	Home
End of CTC	
Home	
Four Mile Road	
	Home
	Beginning CTC
369.1	369.2
370.5	
	370.6
	371.4G
371.7G	
371.9G	
	372.2

G—Indicates grade signals. +—Indicates signals governing to next home signal against opposing movement. ⊙—Indicates signal governing through interlocking. When signal indicates stop, trains or engines, after complying with Rule 663, may proceed at restricted speed.

⁞—Indicates signal through interlocking. When signal indicates stop, trains or engines after complying with paragraph 15 (c), special instructions, may proceed at restricted speed.

↓—Stop indication also requires compliance with time table item 15(d).

AUTOMATIC BLOCK SIGNALS

CHICAGO DIVISION

Westward	Eastward
West Wayne Yard	
⊙Home	
G. R. & I. Crossing	
	⊙Home
374.1G	374.0
375.9	375.8G
Beginning CTC	
Home	
W. End WH Double Spring Switch	
	Home
	End of CTC
379.5G	379.6
Home	
E. End Dunfee	
	Home
Home	
W. End Dunfee	
	Home
385.3	385.2G
387.5	387.4G
Home	
E. End Peabody	
	Home
Home	
W. End Peabody	
	Home
393.3	393.2G
Home	
E. End So. Whitley	
	Home
Home	
South Whitley Interlocking	
	Home
399.3G	399.2
401.3G	401.4
Home	
E. End Sidney	
	Home
Home	
W. End Sidney	
	Home
406.5	406.4
Home	
	Home
Home	
Claypool Interlocking	
	Home

Westward	Eastward
W. End Claypool	
	Home
414.5	414.4G
Burket	
417.9	417.8
Home	
E. End Clemer	
	Home
Home	
W. End Clemer	
	Home
423.7	423.8
Tippecanoe	
Home	
	Home
427.5	427.6
Home	
E. End Argos	
	Home
End of CTC	
⊙Home	
Argos Interlocking	
	Home
Beginning CTC	
*Home	
	*Home
434.1	434.2G
436.7G	436.8
⊙Home	
Hibbard Interlocking	
	*Home
*Home	
	↓Home
443.1	443.2G
445.5	445.6
447.9	448.0
*Home	
	*Home

Westward	Eastward
⊙Home	
Knox Interlocking	
	*Home
*Home	
	↓Home
456.3	456.4
458.7	458.8
460.9	461.0
◆Home	
Thomaston Automatic Interlocking	
	*Home
*Home	
	↓Home
465.9	466.0
⊙Home	
South Wanatah Interlocking	
	*Home
*Home	469.2
471.5G	471.4
473.9G	*Home
Nickel	
*Home	474.8G
476.1	
	476.6G
477.5	
	478.2G
479.7G	*Home
*Home	
Spriggsboro Interlocking	
	⊙Home
482.3G	482.2G
Wheeler	
484.7	484.8G
$Home	
E. End Hobart	
	*Home
*Home	
Hobart Interlocking	
	⊙Home
489.9G	489.8
491.5	491.4G

Westward	Eastward
⊙Home	
South Gary Interlocking	
	*Home
*Home	494.0
495.9	496.0
⊙Home	
Vanloon Interlocking	
	*Home
499.1	499.2
⊙Home	
Osborn Interlocking	
	⊙Home
501.3	
	501.6
†Home	
	503.0
⊙Home	
M. C. Crossing Interlocking	
	⊙Home
⊙Home	
	Home
Erie Jct.	
Drawbridge Interlocking	
Home	
	⊙Home
⊙Home	
State Line Interlocking	
	⊙Home
⊙Home	
Burnham Interlocking	
	⊙Home
⊙Home	
Cummings Drawbridge Interlocking	
	⊙Home
509.1	
	509.2
♯Home	
	♯Home
511.1	
	511.0
	512.2
Stony Island	
512.5	
513.7	
	513.8
514.7	
	514.8
Home	
JN Interlocking	

G—Indicates grade signals.

*—Indicates signals governing to next siding against opposing movement.

⊙—Indicates signal governing through interlocking. When signal indicates stop, trains or engines, after complying with Rule 663, may proceed at restricted speed.

$—Indicates signal governing through dual control switch. When signal indicates stop, trains or engines, after complying with Rule 552, may proceed at restricted speed.

↓—When signal indicates stop, trains or engines may proceed at restricted speed on authority of dispatcher.

◆—After complying with timetable Item 15 (f) trains may proceed at restricted speed.

♯—After stopping, trains or engines may proceed at restricted speed.

†—When signal indicates stop, trains or engines may proceed at restricted speed on authority of Signalman at MC Tower.

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 " 0 "	60.0	2 " 0 "	30.0
0 " 53 "	67.9	1 " 5 "	55.4	2 " 24 "	25.0
0 " 54 "	66.7	1 " 10 "	51.4	3 " 0 "	20.0
0 " 55 "	65.4	1 " 15 "	48.0	4 " 0 "	15.0
0 " 56 "	64.3	1 " 20 "	45.0		

FORT WAYNE DIVISION AND CHICAGO DIVISION SURGEONS

J. W. HOUK, M. D.
Medical Director,
426 Terminal Tower, Cleveland, Ohio

DONALD C. DARRAH, M. D.
Assistant Medical Director
426 Terminal Tower, Cleveland, Ohio

STATIONS	SURGEONS	OFFICE	TELEPHONE	RESIDENCE	TELEPHONE
*#‡BELLEVUE	Dr. John I. Appleby,	250 W. Main St.,	2-2354	717 Castalia St.,	2-1144
	Dr. E. B. Vogel,	205 Union Bank Bldg.,	2-5104	224 S. West St.,	2-5101
‡OLD FORT					
#‡FOSTORIA	Dr. G. H. W. Bruggemann,	220 W. Tiffin St.,	2721	602 N. Main St.,	3403
	Dr. F. H. Pennell,	133 W. North St.,	7755	415 N. Union St.,	5571
	Dr. W. Gordon Hartnett	149 W. Tiffin St.	5644	541 No. Union St.	6265
‡NORTH FINDLAY	Dr. F. M. Wiseley,	521 W. Sandusky St., Findlay, Ohio	351	902 S. Main St. Findlay, Ohio	1197
*‡LEIPSIC JCT.	Dr. Walter W. Donahue	12 Main St.,	269	304 Main St.	6269
‡CONTINENTAL	Dr. C. W. Bird,	Main Street,	18-S	Main Street,	18-R
‡Oakwood					
‡PAYNE	Dr. K. C. Evans,	E. Merrin St.,	11	W. Oak St.,	10
*‡EAST WAYNE YARD					
#‡FORT WAYNE	Dr. R. J. Berghoff,	306 E. Jefferson St.,	A-9476	2009 Forest Park Blvd.	A-1757
	Dr. John H. Nill	1024 So. Barr St.	E-3959	607 Walnut St.,	H-9532
	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
*‡WEST WAYNE YARD					
‡SOUTH WHITLEY	Dr. Paul A. Garber,	405 Columbia St.	28	405 Columbia St.	28
‡CLAYPOOL					
‡ARGOS	Dr. Frank H. Kelly,	145 S. Michigan St.,	197	110 E. Williams St.,	256
‡KNOX	Dr. Jas. F. Denaut,	4 N. Heaton St.,	41	154 E. Lake St.,	41
‡VALPARAISO	Dr. G. R. Douglas,	23 Lincoln Way	160	404 Washington St.,	63
‡HOBART	Dr. L. E. Dupes,	447 E. Third St.,	50	727 Main St.,	51
GARY	Dr. R. N. Bills,	504 Broadway,	6101 & 6107	534 Lincoln St.,	2-6208
‡OSBORN					
‡HAMMOND	Dr. William H. Howard,	5231 Hohman Ave., Sheff. Room 406	68	108 Beverly Pl., Munster, Ind.	1519
	Dr. H. A. Kuhn, Oculist	112 Rimbach St., Sheff.	435	60 Glendale Pk., Sheff.	3138
	Dr. Clarence A. McVey	5231 Hohman Ave., Sheff.	1024	252 Humpfer St., Sheff.	1027
‡BURNHAM					
‡CALUMET					
*#‡STONY ISLAND	Dr. M. Siemens,	9300 Cottage Grove Ave., Chicago, Ill.	Stewart 3-0161	9559 Longwood Drive, Chicago, Ill.	Beverly 8-0870
#CHICAGO	Dr. Arthur T. Remmert,	166 W. Jackson Blvd.,	Wabash 2-6420	3547 W. Adams,	Kedsie 3-1787
	Dr. Richard J. Bennet, Jr.,	208 So. La Salle St.,	Randolph 6-7236	8910 So. Hamilton Ave.,	Cedarcrest 3-4658
	Dr. Thomas F. Ahearn	1734 East 79th St.,	Bayport 1-0432	8223 Luella Ave.,	Regent 4-3370
	Dr. Noah Fox Oculist	7315 South Shore Dr.	Regent 4-1660	7315 South Shore Dr.	Regent 4-7922

*Where medical cases are located. ‡Where stretchers are located.

#Ambulance Service

Bellevue:	Waters and Smith.....Tel. 2-2244
Fostoria:	Harrold Funeral Home.....Tel. 553
Fort Wayne:	Mungovan and Sons.....Tel. H-2114
Stony Island:	Donnellan Ambulance Service.....Tel. State 2-8821
Chicago:	Capitol Ambulance Service.....Tel. Vincennes 6-0100

NICKEL PLATE ROAD

THE NEW YORK, CHICAGO AND ST. LOUIS RAILROAD COMPANY

NICKEL PLATE DISTRICT

FT. WAYNE DIVISION AND CHICAGO DIVISION

TIME TABLE No. 140

Takes Effect Sunday, April 27, 1952
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

M. B. PHIPPS, General Superintendent
G. R. BOWMAN, Assistant General Superintendent
D. M. BENDER, Superintendent Transportation
C. H. LEE, Superintendent
H. P. THINNES, Terminal Superintendent Chicago Terminal
R. D. WERLING, Train Master—Chicago Division
G. W. MATHEWS, Train Master—Ft. Wayne Division
V. E. COE, Assistant Train Master
J. L. CARNEY, Chief Train Dispatcher
H. G. WIEGMAN, Road Foreman of Engines Ft. Wayne Division
C. E. BROWN, Road Foreman of Engines Chicago Division
R. J. HUGHES, Master Mechanic
P. McKAY, Division Engineer

SAFETY FIRST

ALWAYS
BE
CAREFUL

LOOK
OBSERVE
THINK